G-1: Transportation Analysis

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

2334 Lundy Place

Transportation Analysis

Prepared for:

Overton Moore Properties

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Executive Summary

This report presents the results of the Transportation Analysis (TA) conducted for the proposed light industrial development located at 2334 Lundy Place in San Jose, California. As proposed, the development would consist of the demolition of an existing, but vacant,130,750 square foot (s.f.) Office/R&D building and construction of a new 132,419 s.f. light industrial building. The proposed light industrial building includes approximately 10,000 s.f. of ancillary office space that is presumed to be supportive office space for the proposed light industrial use. Vehicular access to the project site will be provided via a full access driveway along Trade Zone Boulevard. An additional driveway along Lundy Place is provided for truck access.

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2023*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Analysis Scope

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

Local Transportation Analysis Scope

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The LTA is required per the City of San Jose Transportation Policy. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose Transportation Analysis Handbook identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are

based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

Per the City of San Jose VMT screening criteria, industrial uses of 30,000 square feet or less are considered small infill projects and do not require a CEQA VMT evaluation since the VMT generated by such small projects would likely not result in a significant impact to VMT. Industrial buildings typically contain small amounts of supporting office space. The office space usually comprises less than 10 to 15 percent of the total building space. The proposed industrial building will include approximately 10,000 s.f. of office space, which equates to no more than 8 percent of the total building space. Therefore, the office space is considered as part of the overall industrial space when evaluating VMT.

The project's proposed 132,419 s.f. light industrial building would not meet the screening criterion. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

VMT Evaluation

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the project is projected to generate VMT per employee (16.10), which would not exceed the established impact threshold (16.53). Therefore, the project will not result in an impact on the transportation system based on the City's VMT impact criteria.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated for *Transit Employment Center* uses. This designation is applied to areas planned for intensive job growth because of their importance as employment districts to the City and a high degree of access to transit and other facilities and services. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development, or industrial use on upper floors; as well as wholly office, research and development, or industrial projects.

Since the *Transit Employment Center* designation allows industrial uses, the proposed industrial warehousing project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis completed as part of the LTA is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric. The LTA included the analysis of AM and PM peak-hour traffic conditions for 4 existing signalized intersections within the Cities of San Jose and Milpitas.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, the proposed project is estimated to generate a total of 593 daily vehicle trips, with 90 trips (79 inbound and 11 outbound) occurring during the AM peak hour and 79 trips (11 inbound and 68 outbound) occurring during the PM peak hour.

The number of trucks that could be generated by the project is not known at this time since there is no specific use or tenant yet identified for the proposed building. However, per the site plan, the project will include 16 truck loading bays and doors. Based on available information and consistent with typical industry standards for this type of light industrial use, it is reasonable to assume that each of the dock doors would turnover approximately once per day, an average of 16 trucks per day (32 daily truck trips) may be generated by the project site. The anticipated number of trucks equates to no more than two trucks per hour on average entering or exiting the site when presuming a 24-hour daily operations schedule. The approximately 32 daily truck trips would constitute 5 percent of the estimated daily trips for the project which would be less than the typically 8 to 10 percent composition of heavy trucks in the traffic stream on roadways.

Future Intersection Operation Conditions

The results of the level of service analysis show that the added net trips as a result of the proposed project would not have an adverse effect on intersection operations under background plus project conditions during both the AM and PM peak hours at any of the study intersections based on the applicable guidelines.

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended to improve access to the project site and on-site circulation:

- The project driveways along Trade Zone Boulevard and Lundy Avenue should be free and clear of obstructions to ensure a minimum clear sight distance of 305 and 155 feet along Trade Zone Boulevard and Lundy Avenue, respectively. Red curb equal to at least one vehicle length should be striped along both sides of the Lundy Avenue driveway.

Parking Supply

Vehicular Parking

The project would provide parking on a surface lot accessible from the proposed driveway along Trade Zone Boulevard. The site plan indicates that 86 vehicular parking spaces would be provided on the surface lot, including 6 ADA accessible spaces. Three motorcycle parking spaces would be provided. Six truck trailer parking spaces would be provided in the gated area, adjacent to the loading docks.

Bicycle Parking

Based on the City's bicycle parking requirements and the total gross floor areas, the project is required to provide 26 bicycle parking spaces. Of the required bicycle parking, City standards require that 80 percent be short-term bicycle spaces and 20 percent be secured long-term bicycle spaces. This equates to 21 short-term bicycle parking spaces and 5 long-term bicycle parking spaces.

The project proposes a total of 28 bicycle parking spaces, consisting of 6 long-term spaces located inside the building and 22 short-term spaces at the building entrance, accessible from Trade Zone Boulevard.

TDM Requirements

The project will not meet the applicable screening criteria for small infill industrial projects. The City of San Jose's TDM Points Checklist was used to calculate the TDM points for the proposed project. The project would achieve the 5-point TDM requirement by providing the following parking attributes and programmatic TDM measures:

- MI05: Provide Pedestrian Network Improvements (3 points)
- TP11: Provide Alternative Transportation Benefits (1 point)
- TP13: Provide Ride-Share Programs (1 point)

Because the project is categorized as a Level 1 other use project, annual TDM Plan compliance documentation is required. TDM Monitoring would not be required for a Level 1 project. A separate TDM report will be submitted for the project.

Pedestrian, Bicycle, and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

The site plan shows pedestrian walkways (ADA paths of travel) connecting each of the building's main entrances to a new proposed sidewalk along the project frontage on Trade Zone Boulevard. Sidewalks are missing along the west side of Lundy Avenue, south of Trade Zone Boulevard, which is the location of the bus stop for southbound buses operating along Lundy Avenue. The project would demolish the existing sidewalks along its frontage (where applicable) and reconstruct with new sidewalks along its entire frontage. The site plan shows the reconstructed sidewalk to be 10 feet wide (0.5' curb, 4.5' park strip, and 5' pedestrian path) along Lundy Avenue and 15 feet wide (0.5' curb, 4.5' park strip, and 10' pedestrian path) along Trade Zone Boulevard.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Trade Zone Boulevard has bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class III bike routes are planned for:

- Lundy Avenue/Lundy Place, north of Trade Zone Boulevard

Class IV protected bike lanes are planned for:

- Trade Zone Boulevard, along its entire length
- Ringwood Avenue, between Trade Zone Boulevard and Murphy Avenue
- Lundy Avenue, along its entire length
- Montague Expressway, west of Trade Zone Boulevard

The planned improvements are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is

beyond the means of the proposed project given that they may require right-of-way from multiple adjacent properties.

Pedestrian and Bike Improvements

The project will be required to implement the following pedestrian/bike improvements:

- City staff have indicated that the project would be required to remove the pork-chop island on the northeast corner of the Lundy Avenue/Trade Zone Boulevard intersection along with signal modification work which will improve pedestrian crossing safety at the intersection. This would be included as a part of the frontage work for the project.
- City staff have indicated that the project would be required to remove the pork-chop island on the northwest corner and minor modifications at the southwest and southeast corners for ADA-compliance at the Lundy Avenue/Trade Zone Boulevard intersection along with signal modification work which will improve pedestrian crossing safety at the intersection. As part of the project's TDM plan's proposed measures (MI05-Pedestrian Network Improvements), the project will provide a monetary contribution of $3 per square foot of non-residential gross floor area ($3 * 132,419 s.f. = $397,257) that may be used to complete the pork-chop removal and signal modification at the Lundy Avenue/Trade Zone Boulevard intersection.
- The project will be required to provide a monetary contribution for an in-lieu fee of $144 per linear foot to construct the Class IV 7-foot protected bike lanes along the project frontages on Trade Zone Boulevard per the City of San Jose Better Bike Plan 2025. Alternatively, the project may construct the Class IV protected bike lane along the project frontage as part of the required Lundy Avenue/Trade Zone Boulevard intersection improvements.

Transit Facilities

The project site is served directly by VTA Frequent Bus Lines 60 and 77 and the ACE Violet Shuttle, which operates along Lundy Avenue and Trade Zone Boulevard. A bus stop for these bus routes is located near the northwest and southwest corners of the Lundy Avenue/Trade Zone Boulevard intersection. With the convenient location of bus stops, it can be assumed that some employees of the proposed project would utilize the existing transit services. The Cropley LRT station is the closest station to the project site and is located just south of the Capitol Avenue and Cropley Avenue/Trade Zone Boulevard intersection, which is less than a 0.5-mile walking distance from the project site. Applying an estimated three percent transit mode share, which is a conservative estimate that could be expected for the project, equates to approximately at most three new transit riders during either of the peak hours. VTA operations reports indicate that the bus routes above as well as several other bus routes in the area currently serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for the proposed light industrial development located at 2334 Lundy Place in San Jose, California (see Figure 1). As proposed, the development would consist of the demolition of an existing, but vacant,130,750 square foot (s.f.) Office/R&D building and construction of a new 132,419 s.f. light industrial building. The proposed light industrial building includes approximately 10,000 s.f. of ancillary office space that is presumed to be supportive office space for the proposed light industrial use. Vehicular access to the project site will be provided via a full access driveway along Trade Zone Boulevard. An additional driveway along Lundy Place is provided for truck access. The project site plan is shown on Figure 2.

Scope of Work

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2023*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Policies

Council Policy 5-1

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose in March 2018 adopted Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. Council Policy 5-1 requires all projects to analyze transportation impacts using the VMT metric.

The Transportation Analysis Policy 5-1 aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas. The

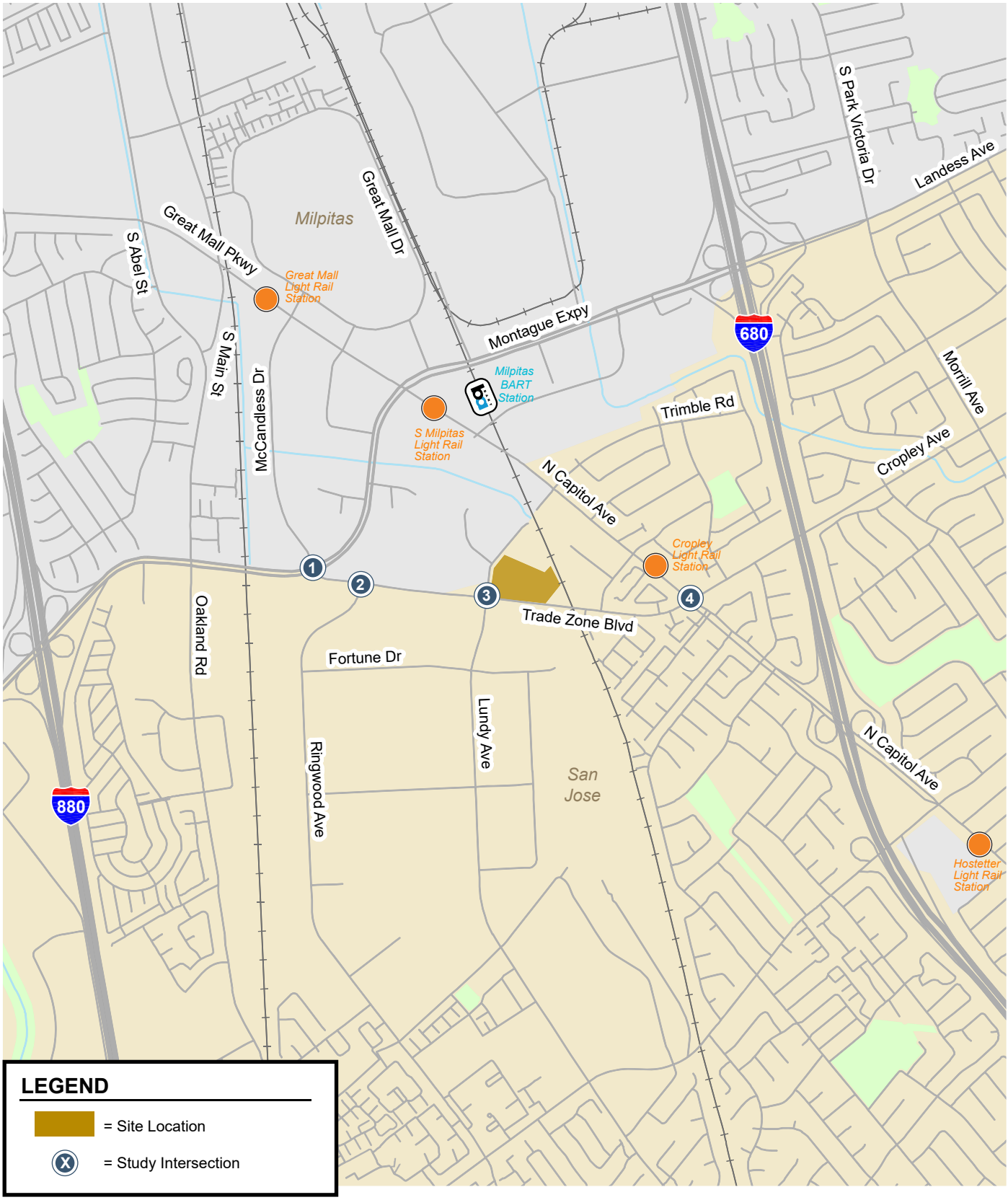

Figure 1
Project Site Location

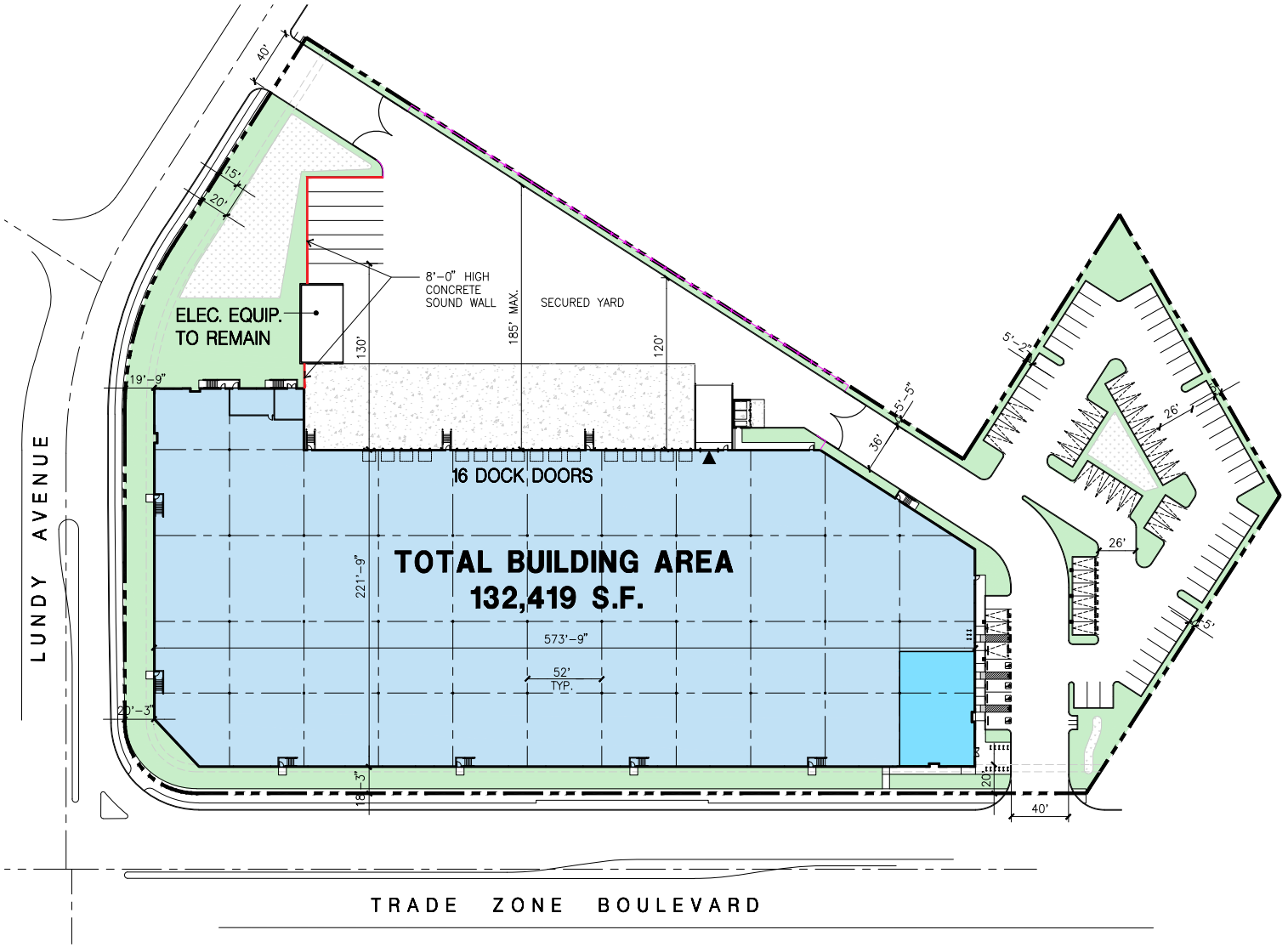

Figure 2
Project Site Plan

NORTH
Not to Scale

project site is located within a Transit Employment Center (i.e., planned growth area), according to the Envision San Jose 2040 General Plan.

General Plan Goals & Policies

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to the improvement of biking, walking, and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City's VMT methodology also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required.

The proposed project will not meet all applicable VMT screening criteria as described in further detail in Chapter 3. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 3.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The LTA is required per the City of San Jose Transportation Policy. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Intersection operations conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak hour traffic volumes were obtained new manual turning movement counts.
- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The list of approved but not yet completed developments in Milpitas was obtained from the City of Milpitas' website. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- ***Background Plus Project Conditions.*** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the net additional traffic generated by the project.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, and potential cumulative transportation impacts. Chapter 4 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the local transportation analysis (see Chapter 4).

Existing Roadway Network

Regional access to the project site is provided via I-680 and I-880. Direct access to the site is provided via Lundy Avenue and Trade Zone Boulevard. Other roadways in the project vicinity include Montague Expressway and Capitol Avenue. These facilities are described below.

I-680 is an eight-lane freeway (four mixed-flow lanes in each direction) in the vicinity of the site. I-680 extends northward through Alamo and southward to transition into I-280 in San Jose. Access to and from the site is provided via full interchanges at Capitol Avenue and Montague Expressway.

I-880 is an eight-lane freeway (three mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction) in the vicinity of the site. I-880 extends northward through Oakland and southward to transition into SR 17 in San Jose. Access to and from the site is provided via a full interchange at Montague Expressway.

Lundy Avenue is designated as a City Connector Street in the 2040 General Plan and is a four-lane divided street that runs in the north-south direction in the vicinity of the site. Lundy Avenue extends northward to Tarob Court and southward to Commodore Drive, where it transitions into King Road. Lundy Avenue provides sidewalks on the east side, along the project frontage. Sidewalks are missing along the west side of Lundy Avenue south of Trade Zone Boulevard. In the project vicinity, Lundy Avenue provides access to a closed neighborhood with no outlets. Bike lanes exist along Lundy Avenue from Trade Zone Boulevard to Berryessa Road. Lundy Avenue provides direct access to the project site via one driveway.

Trade Zone Boulevard is designated as a City Connector Street in the 2040 General Plan and is a four-lane east-west street extending from Montague Expressway in the west and to Capitol Avenue in the east, where it transitions into Cropley Avenue. There are left-turn pockets provided at intersections and a center turn lane provided between intersections in the study area between Ringwood Avenue and Lundy Avenue. It has a raised, landscaped median with left-turn pockets provided at intersections from Lundy Avenue to Capitol Avenue and from Montague Expressway to Ringwood Avenue. Trade Zone Boulevard is missing sidewalks on both sides of the street along the project frontage. Trade Zone Boulevard has a posted speed limit of 40 mph. On-street parking is prohibited on both sides of the

street. A break in the landscaped median along Trade Zone Boulevard provides direct access to and from the project site via one full access driveway.

Montague Expressway is designated as an Expressway in the 2040 General Plan and is an east-west divided arterial that extends from I-680 in the east to San Tomas Expressway in the west. Near the project site, Montague Expressway has six lanes with left-turn pockets provided at intersections. It has a posted speed limit of 45 mph near the project vicinity. On-street parking is prohibited on both sides of the street in the project vicinity. Montague Expressway provides access to the project site via Trade Zone Boulevard.

Capitol Avenue is designated as a Grand Boulevard in the 2040 General Plan and is a north-south divided arterial that extends from Great Mall Parkway in the north to Capitol Expressway in the south. Near the project site, Capitol Avenue has two northbound lanes and three southbound lanes with left-turn pockets provided at intersections. It has at-grade train tracks in the middle of the street for the VTA light rail transit service. Capitol Avenue has a posted speed limit of 35 mph near the project vicinity. Sidewalks are provided on both sides of the street. On-street parking is prohibited on both sides of the street in the project vicinity. Capitol Avenue provides access to the project site via Trade Zone Boulevard.

Existing Pedestrian, Bicycle, and Transit Facilities

San Jose desires to provide a safe, efficient, economically, and environmentally sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of cars and trucks. The existing bicycle, pedestrian, and transit facilities in the study area are described below.

Existing Pedestrian Facilities

The overall network of sidewalks and crosswalks in the study area provides limited connectivity. There are gaps in the pedestrian routes between the project site and the nearest bus stops and LRT stations on Lundy Avenue, Montague Expressway, and Capitol Avenue. Sidewalks are missing along the following street sections between the project site and the nearest bus stops and LRT stations (see Figure 3):

- West side of Lundy Avenue, between Trade Zone Boulevard and approximately 300 feet south of Trade Zone Boulevard.
- Both sides of Trade Zone Boulevard, between Lundy Avenue to approximately 900 feet east of Lundy Avenue

Crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections in the study area. However, there are no crosswalks on the west leg of the Ringwood Avenue/Trade Zone Boulevard intersection and the west and south legs of the Trade Zone Boulevard/Montague Expressway intersection. While pedestrian signal heads and push buttons are present along all legs of the Lundy Avenue/Trade Zone Boulevard intersection, the existing pork-chop islands do not provide curb ramps for ADA access.

Existing Bicycle Facilities

The existing bicycle facilities in the project vicinity include Class II bike lanes and Class III bike routes (see Figure 4). Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are existing streets that accommodate bicycles but are not separate from the existing travel lanes. Bike routes are typically designated only with signage or with painted shared lane markings (Sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane.

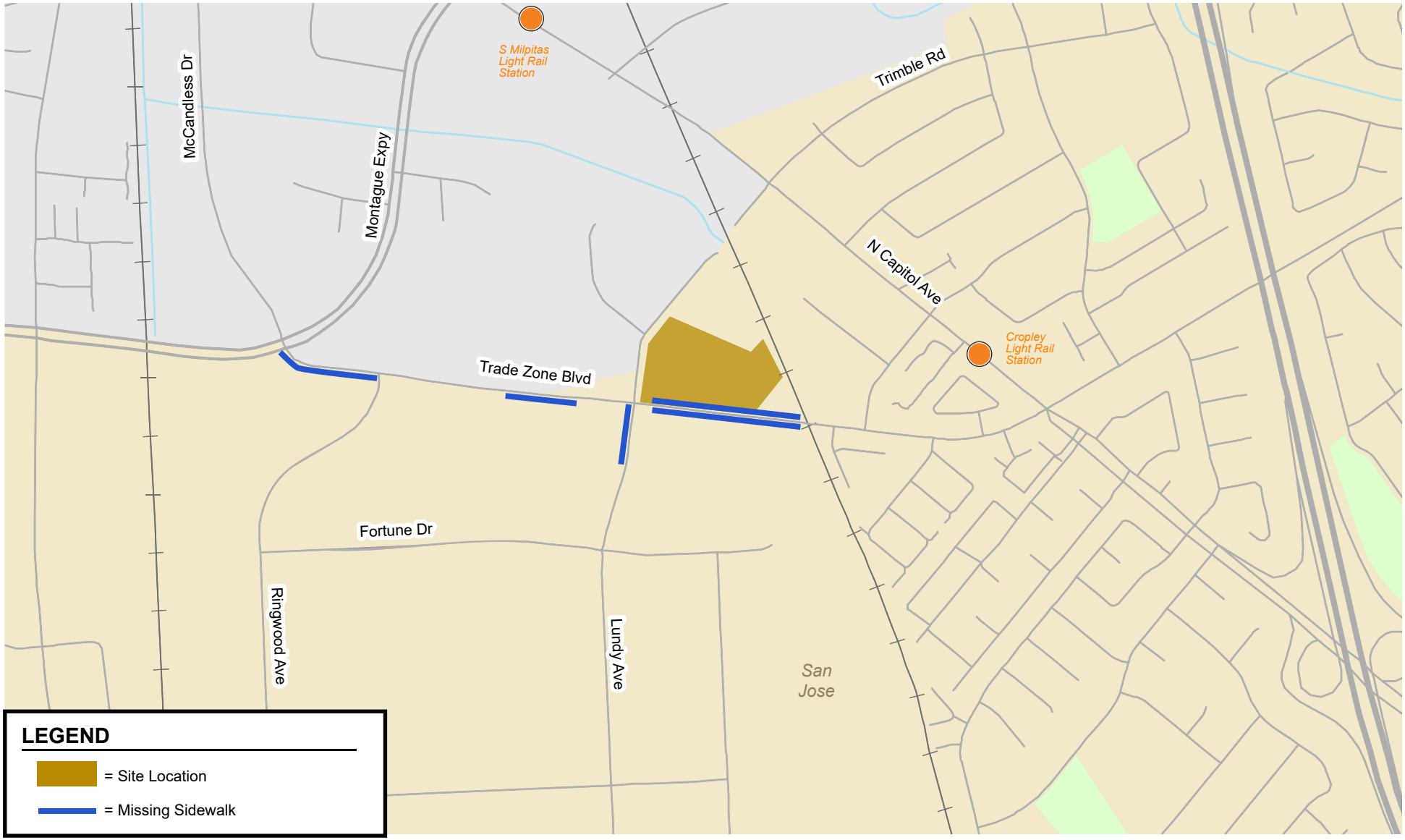

Figure 3
Roadway Sections without Sidewalks

Class II striped bike lanes are present in the following street segments in the project vicinity:

- Trade Zone Boulevard between Montague Expressway and Capitol Avenue, with sharrows on westbound Trade Zone Boulevard between Montague Expressway and Ringwood Avenue
- Ringwood Avenue between Trade Zone Boulevard and Murphy Avenue
- Lundy Avenue between Trade Zone Boulevard and Berryessa Road
- McCandless Drive along its entire length
- Capitol Avenue/Great Mall Parkway along its entire length in the project vicinity

There are no designated striped bike lanes or shared bike routes along the project frontage along Lundy Avenue. However, because this segment of Lundy Avenue carries relatively low traffic volumes, it is conducive to bicycle travel and connects bicyclists to the existing bicycle facilities.

Existing Transit Services

Existing transit services in the project vicinity are provided by VTA, ACE, and BART. In the project proximity, the VTA operates one light rail line (Orange Line), one local bus route (Route 20), and two frequent bus routes (Routes 60 and 77) and ACE operates the Violet Shuttle. Other bus routes serving the Milpitas Transit Center located approximately 0.5 miles north of the project site include Local Routes 47, 70, and 71, Frequent Route 66, and Limited-Stop Route 104. BART operates the Orange and Green Lines with services to the Milpitas Transit Center. The existing transit services in the project vicinity are shown in Figure 5. The headways during the commute periods for these transit services are summarized in Table 1.

VTA Light Rail Service

The VTA operates the light rail transit (LRT) line system that extends from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View, Milpitas, and Sunnyvale. The Orange Line, which operates in the project area, runs from approximately 5:00 AM – 12:00 AM, with 15-minute headways during peak hours.

The Orange LRT line (Mountain View - Alum Rock) operates along Capitol Avenue in the project area. The Cropley LRT station is the closest station to the project site and is located just south of the Capitol Avenue and Cropley Avenue/Trade Zone Boulevard intersection, which is less than a 0.5-miles walking distance from the project site. Sidewalks are present for the majority of the route, except for an approximately 800-foot segment along Trade Zone Boulevard between Lundy Avenue and just west of the BART track overcrossing, where pedestrians need to travel through parking lots of adjacent properties. Striped bike lanes exist on both sides of Lundy Avenue, Trade Zone Boulevard, and Capitol Avenue between the site and the station.

VTA Bus Service

The closest bus stop to the project site is located near the intersection of Lundy Avenue/Trade Zone Boulevard and is served by Frequent Bus Routes 60 and 77.

Altamont Commuter Express (ACE) Violet Shuttle

The Altamont Commuter Express (ACE) Violet Shuttle operates from Santa Clara/Great America Station to East Milpitas during weekday peak hours. Eastbound service is provided during weekday mornings and westbound service is provided during weekday afternoons. The closest shuttle stop to the project site is located near the intersection of Lundy Avenue/Trade Zone Boulevard.

Table 1
Transit Services

Route	Route Description	Closest Stop to Project Site	Weekday Hours of Operation[1]	Headway[1]
Local Bus Route 20	Milpitas BART - Sunnyvale Transit Center	Trade Zone Blvd/Montague Exp Intersection	5:30 AM - 9:00 PM	30 min
Local Bus Route 47	Milpitas BART - Alder Station via McCarthy Ranch	Milpitas Transit Center	5:30 AM - 10:00 PM	30 min
Frequent Bus Route 70	Milpitas BART - Capitol Station via Jackson	Milpitas Transit Center	5:00 AM - 12:30 AM	15 min
Frequent Bus Route 71	Milpitas BART - Eastridge via White	Milpitas Transit Center	5:30 AM - 12:30 AM	15 min
Frequent Bus Route 77	Milpitas BART - Eastridge via King	Lundy Ave/Trade Zone Blvd Intersection	5:30 AM - 12:30 AM	15 min
Frequent Bus Route 60	Milpitas BART - Winchester Station via SJC Airport	Lundy Ave/Trade Zone Blvd Intersection	5:30 AM - 12:30 AM	15 min
Frequent Bus Route 66	North Milpitas - Kaiser San Jose	Milpitas Transit Center	5:00 AM - 12:00 AM	15 min
Limited-Stop Bus Route 104	Milpitas BART - Stanford Research Park	Milpitas Transit Center	6:00 AM - 8:00 AM (westbound), 4:00 PM - 6:00 PM (eastbound)	45 min AM, 30 min PM
ACE Violet Shuttle	Great America ACE Amtrak Station - South Milpitas	Lundy Ave/Trade Zone Blvd Intersection	6:00 AM - 10:00 AM (eastbound), 1:45 PM - 5:45 PM (westbound)	60 min
LRT Orange Line	Mountain View - Alum Rock	S. Milpitas Blvd LRT Station	5:00 AM - 12:00 AM	15 min
BART - Green Line	North San Jose - Daly City	Milpitas Transit Center	5:00 AM - 8:30 PM	15 min
BART - Orange Line	North San Jose - Richmond	Milpitas Transit Center	5:00 AM - 2:00 AM	15 min

[1] 1. Approximate weekday operation hours and headways during peak commute periods in the project area

BART

BART operates the Orange and Green Lines with service to the Milpitas Transit Center located approximately 0.5 miles north of the project with approximately 15-minute headways during the commute periods. Access to the Milpitas Transit Center is provided by a trail head at the northern termini of Lundy Avenue.

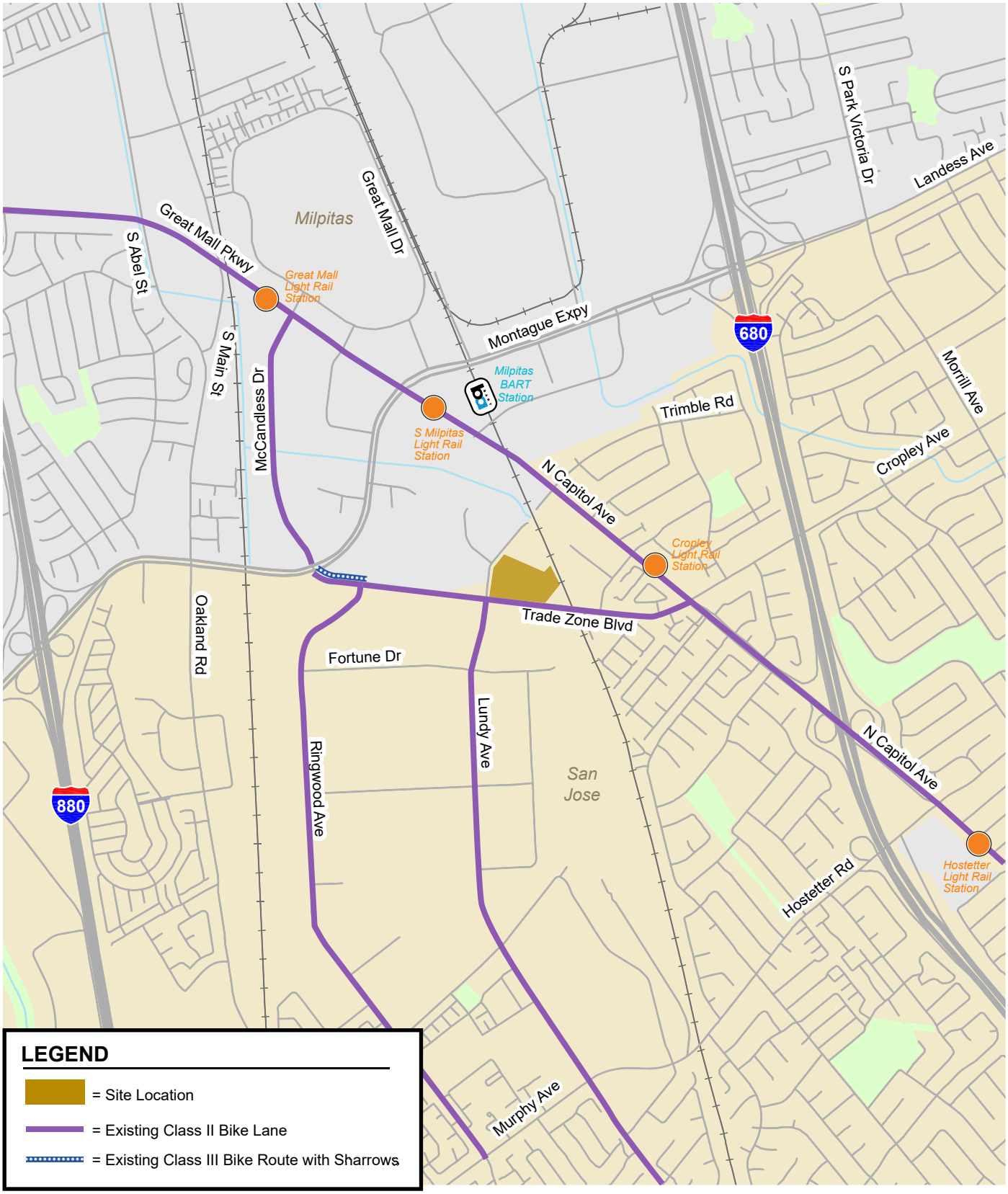

Figure 4
Existing Bicycle Facilities

NORTH
Not to Scale

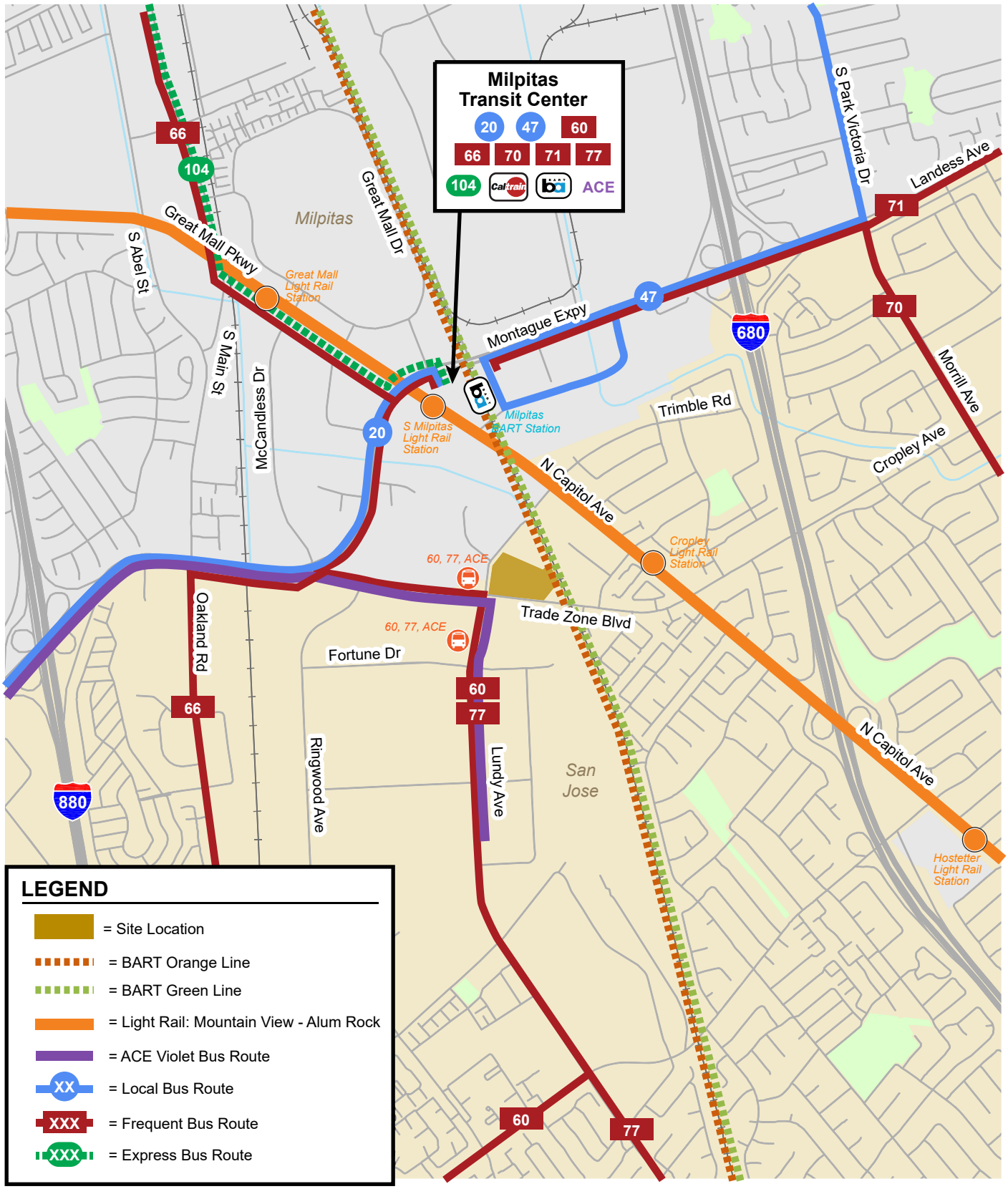

Figure 5
Existing Transit Services

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San Jose's General Plan.

CEQA Transportation Analysis Screening Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail
(3) local-serving public facilities
(4) residential projects located in *Planned Growth Areas* near *High-Quality Transit* and with *Transit-Supportive Project Density*
(5) office projects located in *Planned Growth Areas* with *Low VMT*, near *High-Quality Transit* and with *Transit-Supportive Project Density*
(6) deed-restricted affordable housing near *High-Quality Transit* and with *Transit-Supportive Project Density*

Table 2 summarizes the screening criteria for each type of development project as identified in the City of San Jose Transportation Analysis Handbook.

Evaluation of Screening Criteria

Per the City of San Jose VMT screening criteria, industrial uses of 30,000 square feet or less are considered small infill projects and do not require a CEQA VMT evaluation since the VMT generated by such small projects would likely not result in a significant impact to VMT. Industrial buildings typically contain small amounts of supporting office space. The office space usually comprises less than 10 to 15 percent of the total building space. The proposed industrial building will include approximately 10,000 s.f. of office space, which equates to no more than 8 percent of the total building space. Therefore, the office space is considered as part of the overall industrial space when evaluating VMT.

Table 2
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or fewer; OR • Single-family attached or multi-family housing of 25 units or fewer; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less; OR • Hotel or Motel of 100 rooms or fewer.
Local-Serving Retail	• 100,000 square feet of total gross floor area or less of retail without drive-through operations.
Local-Serving Public Facilities	• Branch library, community center, fire station, pumping station, park, police station, or public school projects.
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per-employee VMT is less than or equal to the threshold of significance for the land use; AND • **Transit-Supportive Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met; AND • **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Notes:
Based on the criteria onlined in the City of San Jose's *Transportation Analysis Handbook* (April 2023).

The project's proposed 132,419 s.f. light industrial building would not meet the screening criterion. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT were evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. The City of San Jose defines

VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle trips with one end within the project. A project's VMT is compared to established thresholds of significance based on the project location and type of development.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees. Non-residential and non-employment uses, such as retail and hotel uses are assessed based on their effects on total VMT.

VMT Evaluation Tool

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT.

Projects located in areas where the existing VMT is greater than the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. The VMT evaluation tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the VMT evaluation tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking, and transit uses;
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians;
3. Parking measures that discourage personal motorized vehicle trips; and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

Baseline VMT Estimates

The thresholds of significance for residential and employment development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figure 6 shows the current

VMT levels estimated by the City for workers. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's employee thresholds of 14.05 per employee. The thresholds are calculated by subtracting 15 percent from the regional average of 16.53 per employee.
- Yellow-filled areas are parcels with existing VMT between the employee threshold and the regional average of 16.53 VMT per employee.
- Orange-filled areas are parcels with existing VMT greater than the employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Average per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. Figure 7 shows the current VMT levels estimated by the City for workers in the immediate project area.

Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap. Table 3 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. For employment uses, such as the proposed project, the applicable criteria are as follows:

Industrial Employment Uses: Projects that include general employment uses (industrial) are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee of 16.53.

Projects that trigger a VMT impact can assess a variety of the four strategies described above to reduce impacts. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

VMT Analysis

Figure 8 presents a summary of the VMT evaluation generated by the City of San Jose's VMT Evaluation Tool.

VMT of Existing Land Uses

The results of the VMT analysis using the VMT Evaluation Tool indicate that the existing VMT for employment uses in the project vicinity is 16.11 per employee. As shown in Table 4, the current regional average VMT for employment uses is 16.53 per employee. Therefore, the existing VMT levels of employment uses in the project vicinity are less than the regional average VMT. Appendix A presents the VMT Evaluation Tool summary report for the project.

Project-Level VMT Impact Analysis

The City's Transportation Policy identifies an impact threshold for industrial projects to be the regional average per employee VMT of 16.53. Thus, the proposed project would result in a significant impact if it results in VMT that exceeds the per-employee VMT of 16.53.

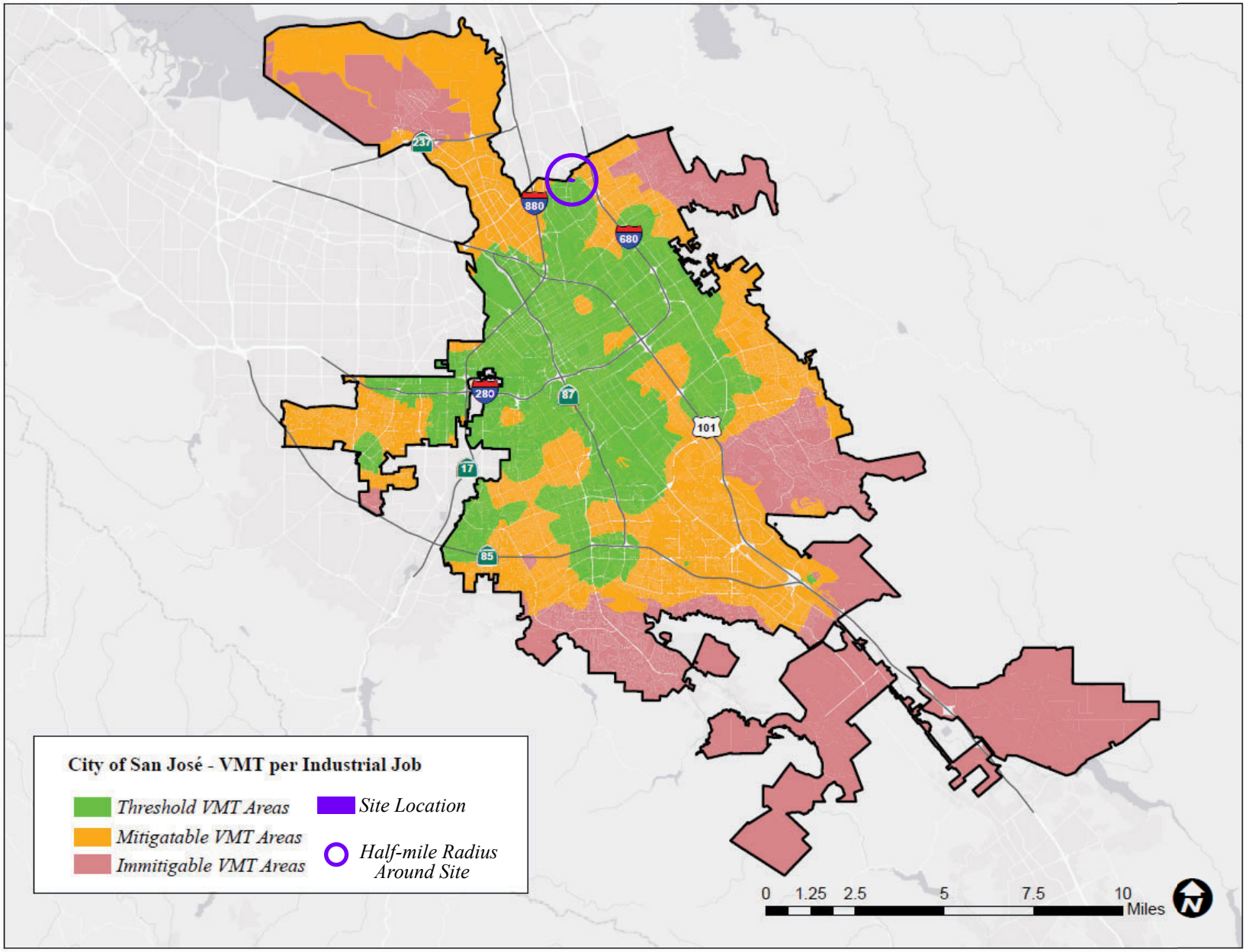

Figure 6
VMT per Industrial Employee Heat Map in San Jose

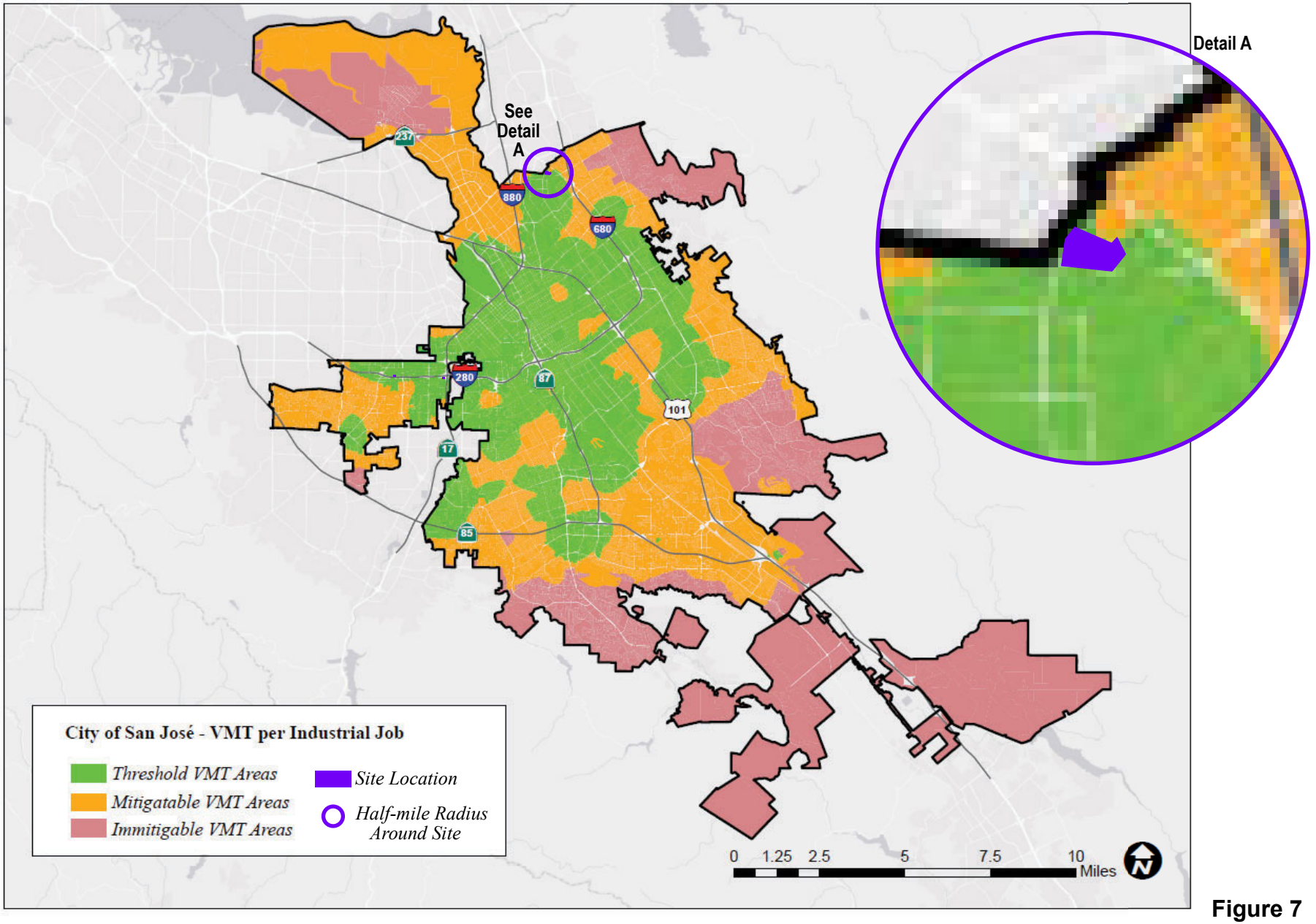

Figure 7
VMT per Industrial Employee Heat Map in Project Area

Table 3
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	Significance Criteria	Current Level	Threshold
Residential	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent OR existing regional average VMT per capita minus 15 percent, whichever is lower	13.40 VMT per Capita (Citywide Average)	11.39 VMT per Capita
Office, R&D, Assisted Living	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	16.53 VMT per Employee (Regional Average)	14.05 VMT per Employee
Industrial, Mini Storage	Project VMT per employee exceeds existing regional average VMT per employee	16.53 VMT per Employee (Regional Average)	16.53 VMT per Employee
Retail, Lodging, Education	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public	In accordance with the most appropriate type(s) as determined by the Public Works Director	Appropriate Levels Listed Above	Appropriate Thresholds Listed Above
Mixed Uses	Evaluate each land use component of a mixed-use project independently and apply the threshold of significance for each land use type included	Appropriate Levels Listed Above	Appropriate Thresholds Listed Above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development and apply the threshold of significance for each project type included	Appropriate Levels Listed Above	Appropriate Thresholds Listed Above
Urban Village Plans, Station Area Plans, Specific Plans, Development Policies, Other Area Plans	Evaluate each land use component of the area plan independently and apply the threshold of significance for each land use type included	Appropriate Levels Listed Above	Appropriate Thresholds Listed Above

Source: City of San José Transportation Analysis Handbook, April 2023.

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the project is projected to generate VMT per employee (16.10), which would not exceed the established impact threshold. Therefore, the project will not result in an impact on the transportation system based on the City's VMT impact criteria.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold.

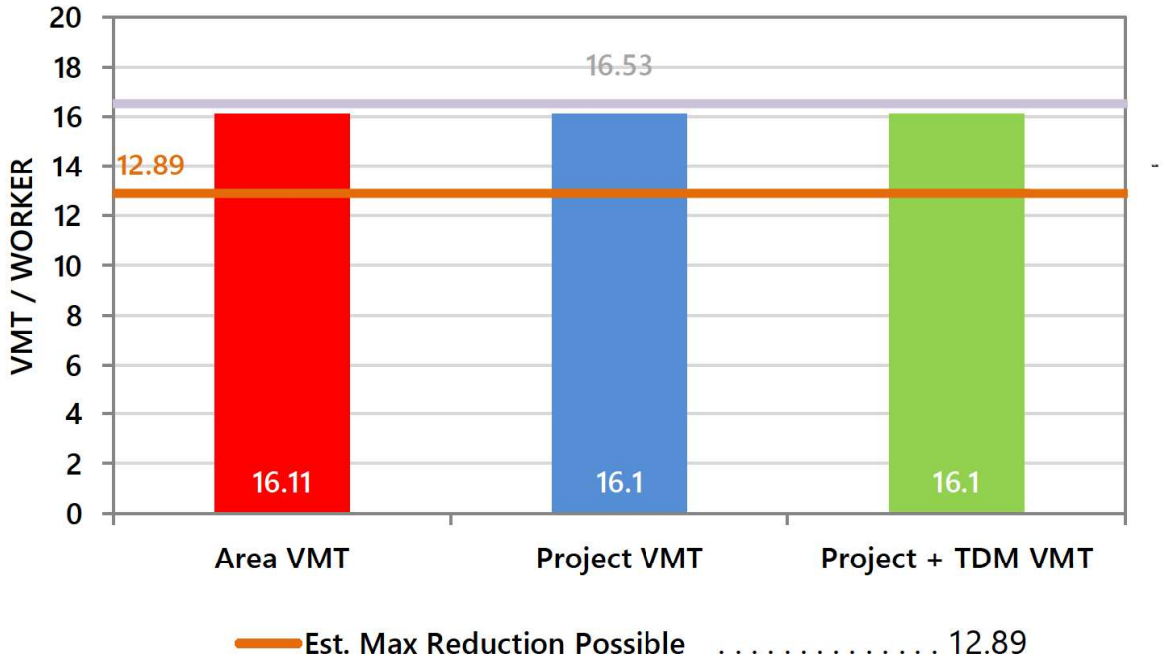

Figure 8
VMT Analysis

General Plan Goals & Policies

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to the improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);

Land Use Designation

According to the Envision San Jose 2040 General Plan, the project site is designated for *Transit Employment Center* uses. This designation is applied to areas planned for intensive job growth because of their importance as employment districts to the City and a high degree of access to transit and other facilities and services. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development, or industrial use on upper floors; as well as wholly office, research and development, or industrial projects.

Since the *Transit Employment Center* designation allows industrial uses, the proposed industrial project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

4.
Local Transportation Analysis

This chapter describes the Local Transportation Analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis for existing, background, and background plus project, any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, freeway segment capacity, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

The LTA supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA is required per the City of San Jose Transportation Policy, however, the determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter. The LTA provides supplemental analysis for use by the City of San Jose in identifying potential improvements to the transportation system with a focus on improving multi-modal travel.

Project Description

The proposed project would demolish the existing buildings on site and construct a 132,419 s.f. light industrial building. The proposed light industrial building includes approximately 10,000 s.f. of ancillary office space that is presumed to be supportive office space for the proposed light industrial use. The project proposes to operate 24 hours a day. Since a tenant has not yet been identified, it is unclear on the exact nature of the number of employees and shift times for around the clock operations. Vehicular access to the project site would be provided via one (1) full-access driveway along Trade Zone Boulevard and one (1) full-access driveway along Lundy Place.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Proposed Project Trips

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates. The average trip generation rates for General Light Industrial (Land Use #110) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (2021) were applied to the proposed project. Industrial buildings typically contain small amounts of supporting office space. The office space usually comprises less than 10 to 15 percent of the total building space. The proposed light industrial building will include approximately 10,000 s.f. of office space, which equates to no more than 8 percent of the total building space. Therefore, the proposed trip rates for General Light Industrial used for the building include the proposed 10,000 s.f. of ancillary office space. Based on the trip generation rates, it is estimated that the project would generate a total of 645 daily vehicle trips, with 98 trips (86 inbound and 12 outbound) occurring during the AM peak hour and 86 trips (12 inbound and 74 outbound) occurring during the PM peak hour before any reductions.

Trip Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2023, Section 5.7, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline (gross) trip generation described above.

Based on the San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the evaluation tool, the project site is located within a *Suburb with Multifamily Homes* place type. Based on Table 17 of the City of San Jose *Transportation Analysis Handbook*, April 2023, industrial developments within *Suburb with Multifamily Homes* areas have vehicle mode shares of 92 percent. Thus, an 8 percent reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model.

Net Project Trips

After applying the ITE trip rates and appropriate trip reductions, the proposed project is estimated to generate a total of 593 daily vehicle trips, with 90 trips (79 inbound and 11 outbound) occurring during the AM peak hour and 79 trips (11 inbound and 68 outbound) occurring during the PM peak hour (see Table 4).

Table 4
Project Trip Generation Estimates

						AM Peak Hour						PM Peak Hour					
	Reduction			Daily			Split		Trip				Split		Trip		
Land Use	%	Place Type	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Uses																	
#110 - General Light Industrial			132,419 SF	4.87	645	0.74	88%	12%	86	12	98	0.65	14%	86%	12	74	86
Location-Based Reduction[1]	*8%*	Suburban with Multi-Family Homes			*(52)*				*(7)*	*(1)*	*(8)*				*(1)*	*(6)*	*(7)*
Net Project Trips					**593**				**79**	**11**	**90**				**11**	**68**	**79**

Source: ITE Trip Generation Manual, 11th Edition 2021.
[1] The place type (Suburban with Multi-Family Homes Place Type) for the project site is obtained from the City of San Jose VMT Evaluation Tool (December 23, 2024). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2020). The trip reductions are based on the percent of mode share for all of the other modes of travel beside vehicle.
[2] Existing and project VMTs were estimated using the City of San Jose VMT Evaluation Tool. It is assumed that every percent reduction in VMT per-employee is equivalent to one percent reduction in peak-hour vehicle trips.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway location. Figure 9 shows the trip distribution pattern, and Figure 10 shows the assignment of project traffic on the local transportation network.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for four signalized intersections in the City of San Jose. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to an intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook.*

- Within a ½-mile buffer from the project's property line;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- With the potential to be affected by the project, per engineering judgement of Public Works.

The following study intersections were selected and approved by City staff based on the above criteria (see Figure 9).

City of San Jose Signalized Study Intersections

1. Trade Zone Boulevard/McCandless Drive and Montague Expressway *
2. Ringwood Avenue and Trade Zone Boulevard
3. Lundy Avenue and Trade Zone Boulevard
4. Capitol Avenue and Trade Zone Boulevard/Cropley Avenue

* Denotes CMP Intersection

Data Requirements

The data required for the analysis were obtained from the City of San Jose, the CMP, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing lane configurations
- signal timing and phasing
- approved project trips

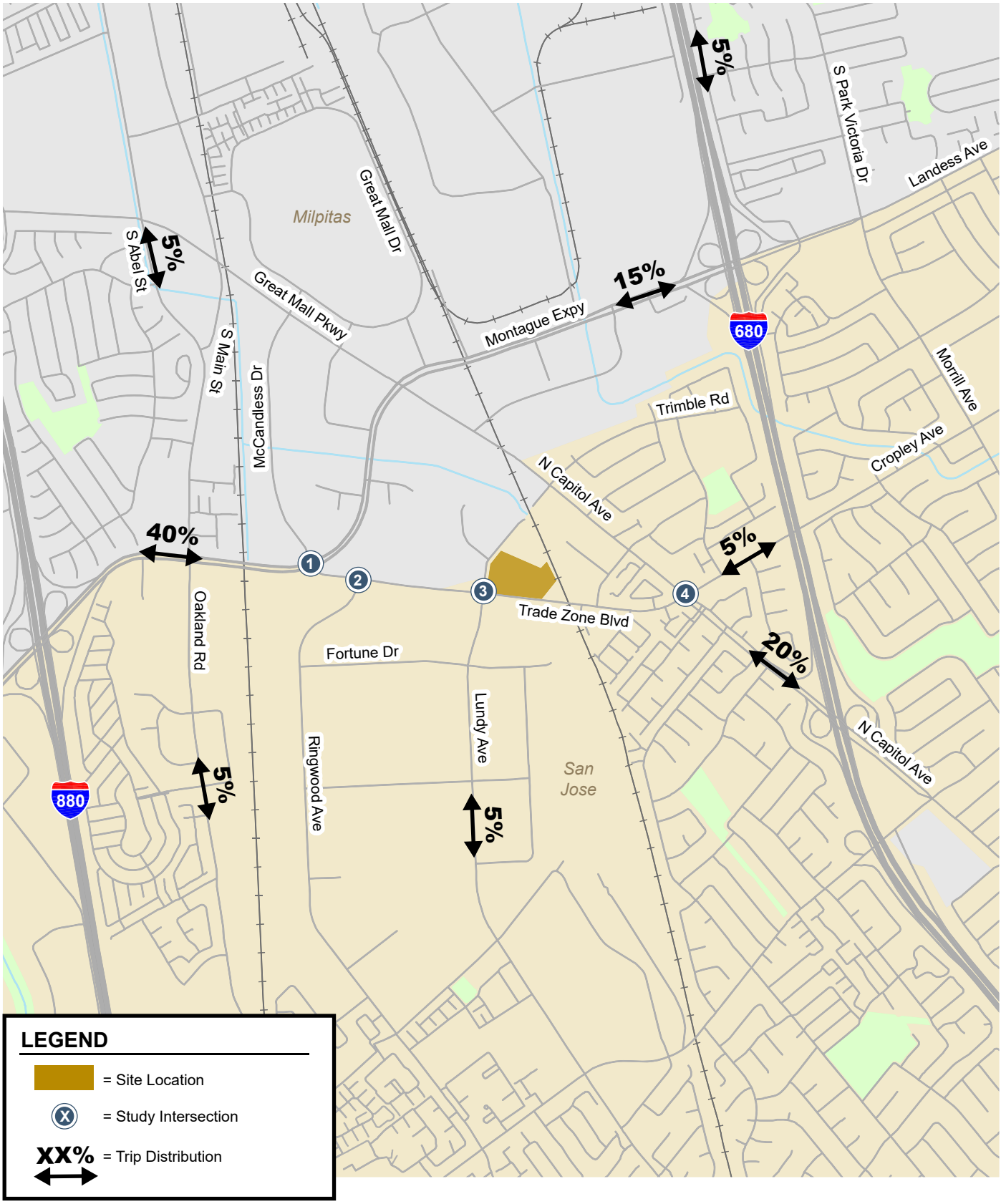

Figure 9
Project Trip Distribution

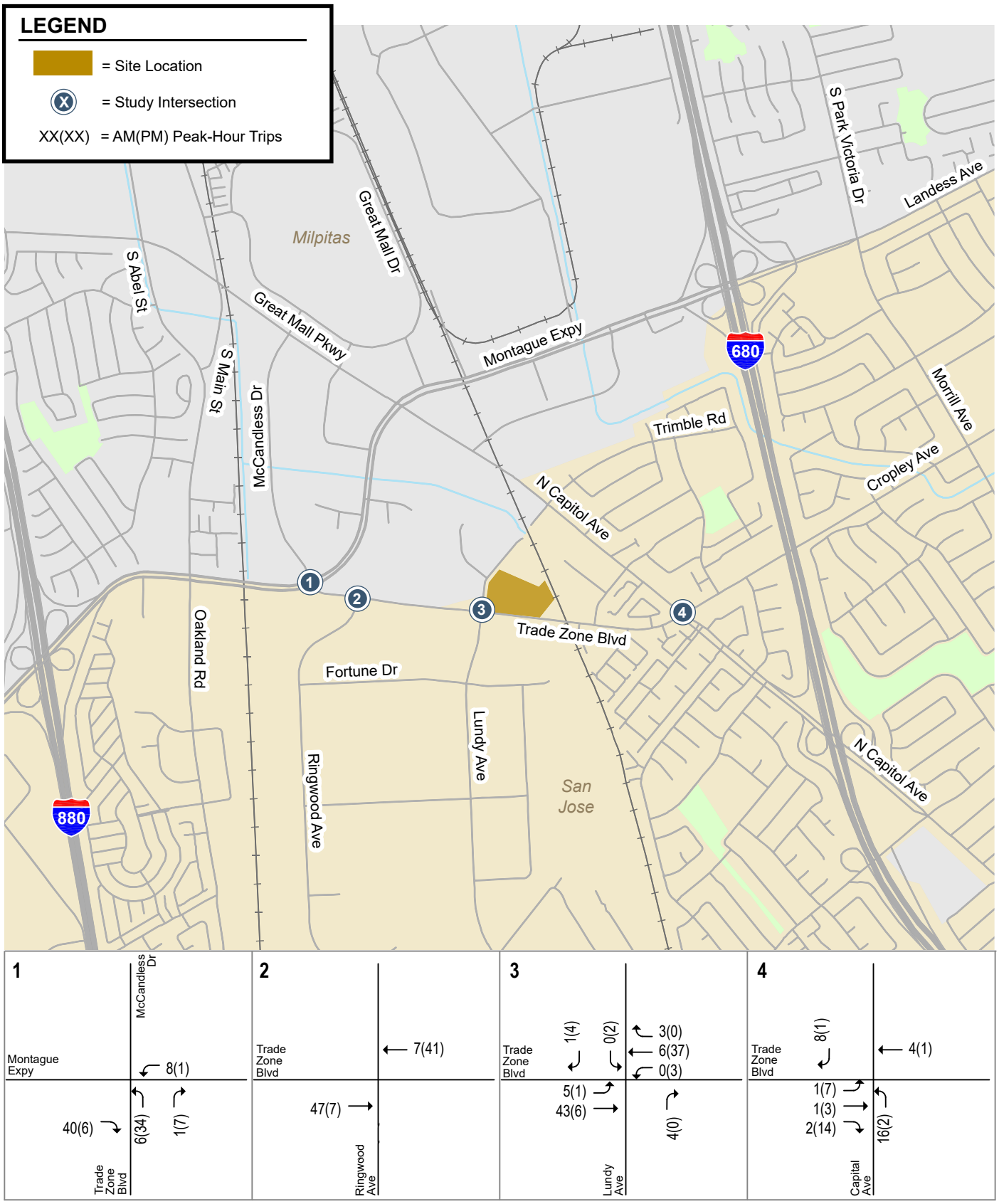

Figure 10
Project Trip Assignment

NORTH
Not to Scale

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown in Figure 11. It is assumed in this analysis that the transportation network under background and background plus project would be the same as the existing transportation network.

Traffic Volumes

Existing Traffic Volumes

Existing peak hour traffic volumes at all study intersections were obtained new manual turning movement counts conducted in January 2025. The existing peak-hour intersection volumes are shown in Figure 12. The traffic counts are included in Appendix B.

Background Traffic Volumes

The background traffic scenario predicts a realistic traffic condition that would occur as the approved development is built. Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The list of approved but not yet completed developments in Milpitas as obtained from the City of Milpitas' website. The approved project information is included in Appendix C. Background traffic volumes are shown in Figure 13.

Background Plus Project Traffic Volumes

Net project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 14). The traffic volumes for all components of traffic are tabulated in Appendix D.

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

All study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 5.

Signalized study intersections in the City of San Jose are subject to the City of San Jose level of service standards with the exception of intersections located within IOZs. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy. CMP-designated intersections located within IOZs are exempt from both the City of San Jose and CMP LOS standards.

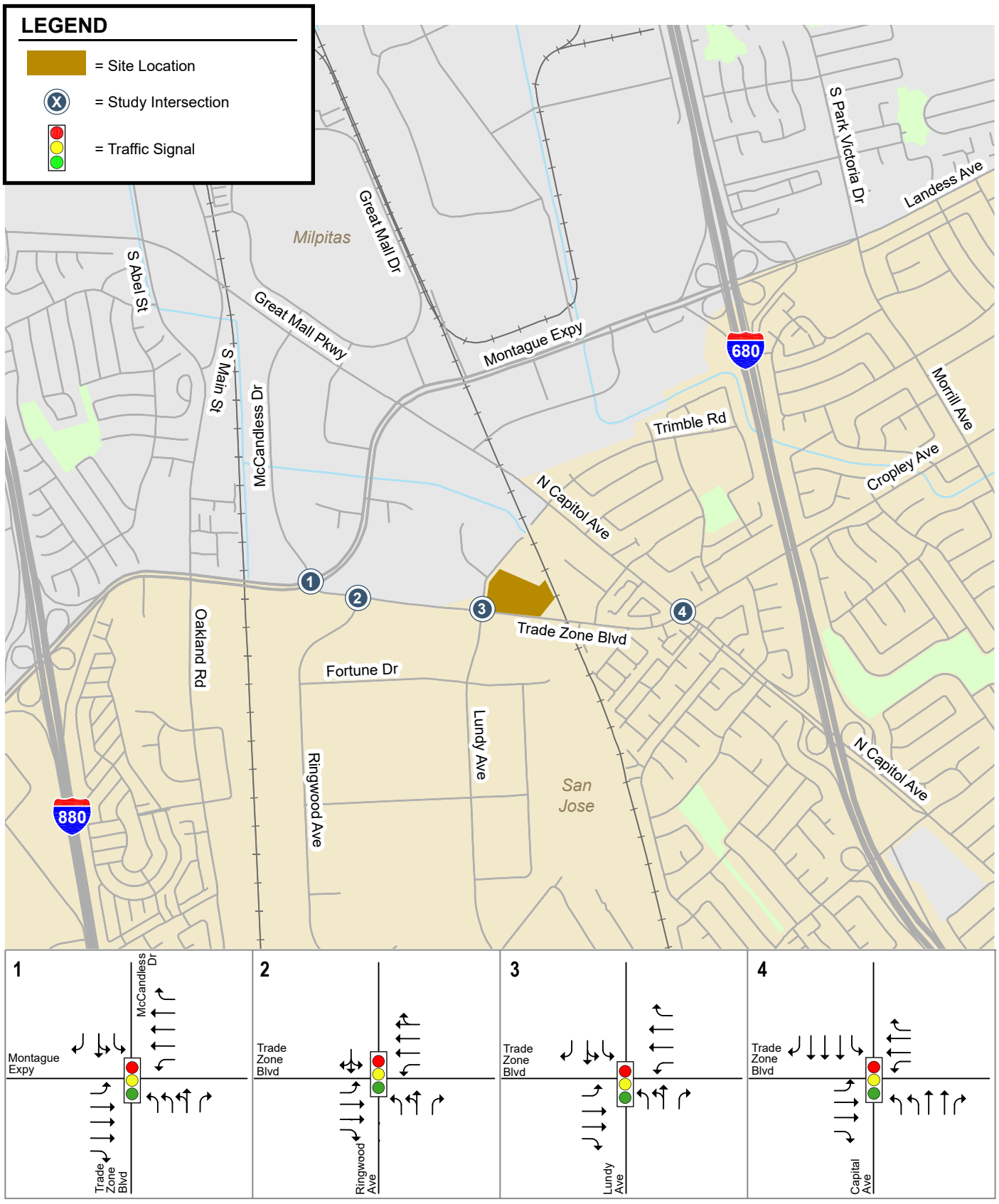

Figure 11
Existing Lane Configurations

NORTH
Not to Scale

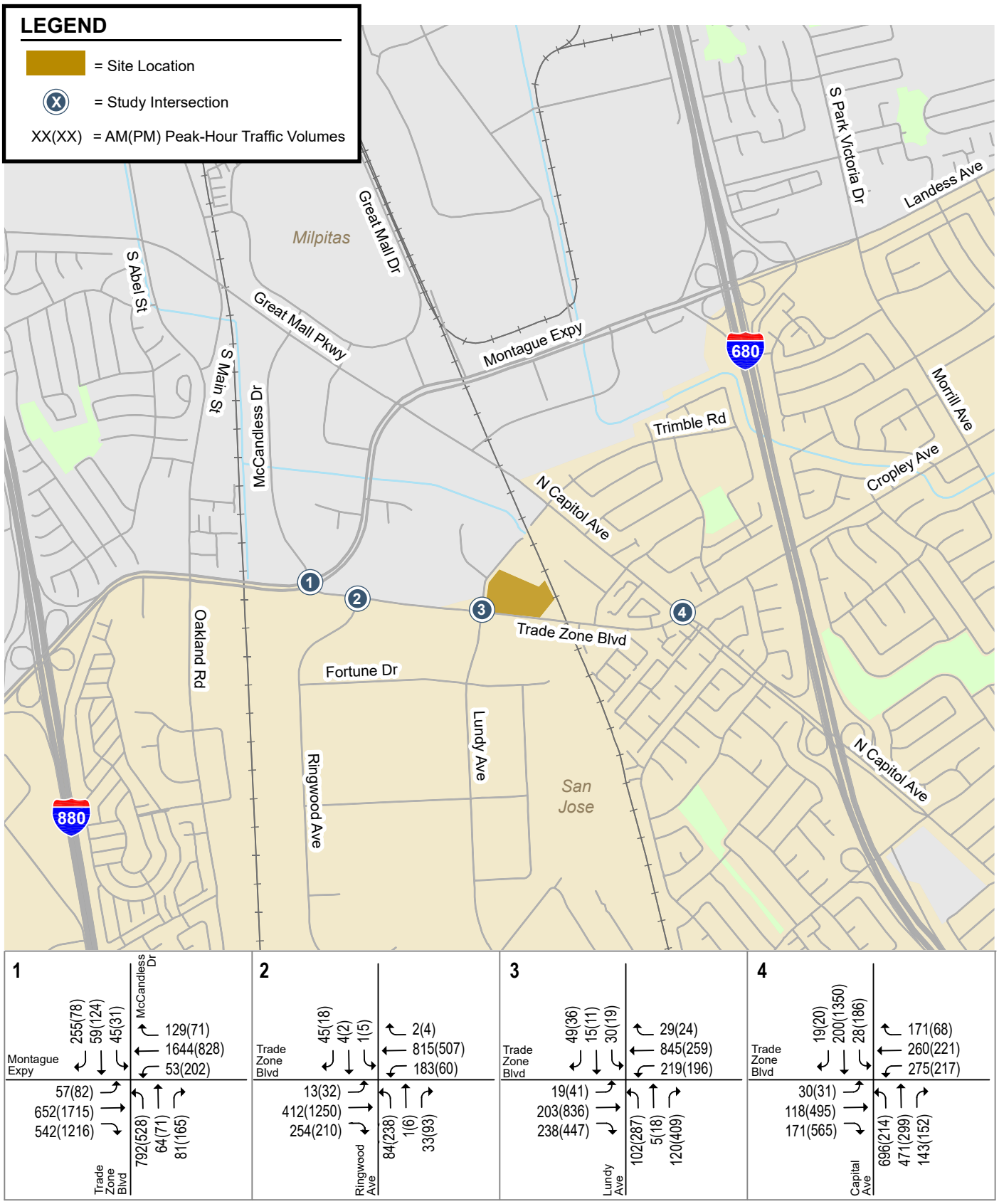

Figure 12
Existing Traffic Volumes

NORTH
Not to Scale

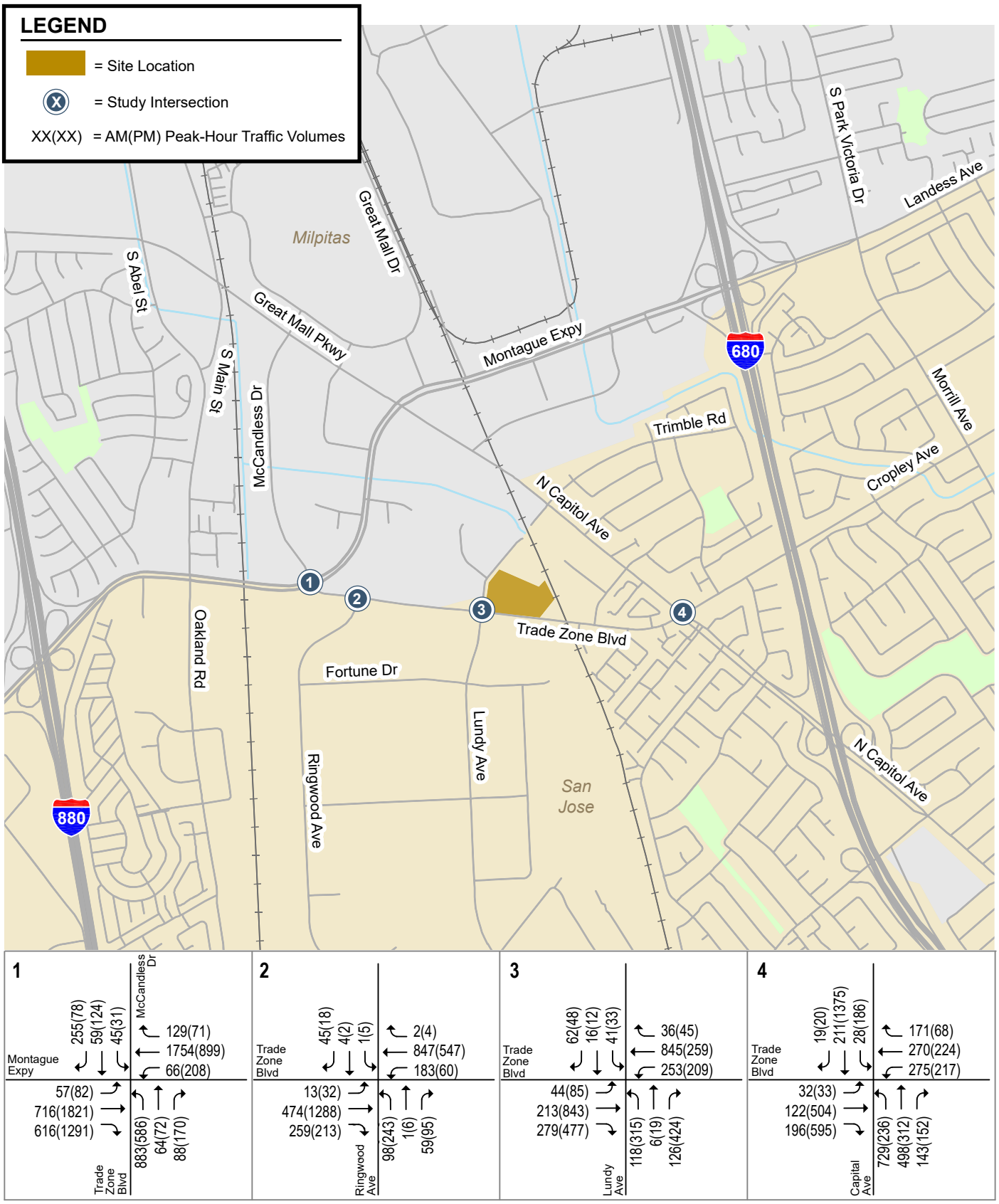

Figure 13
Background Traffic Volumes

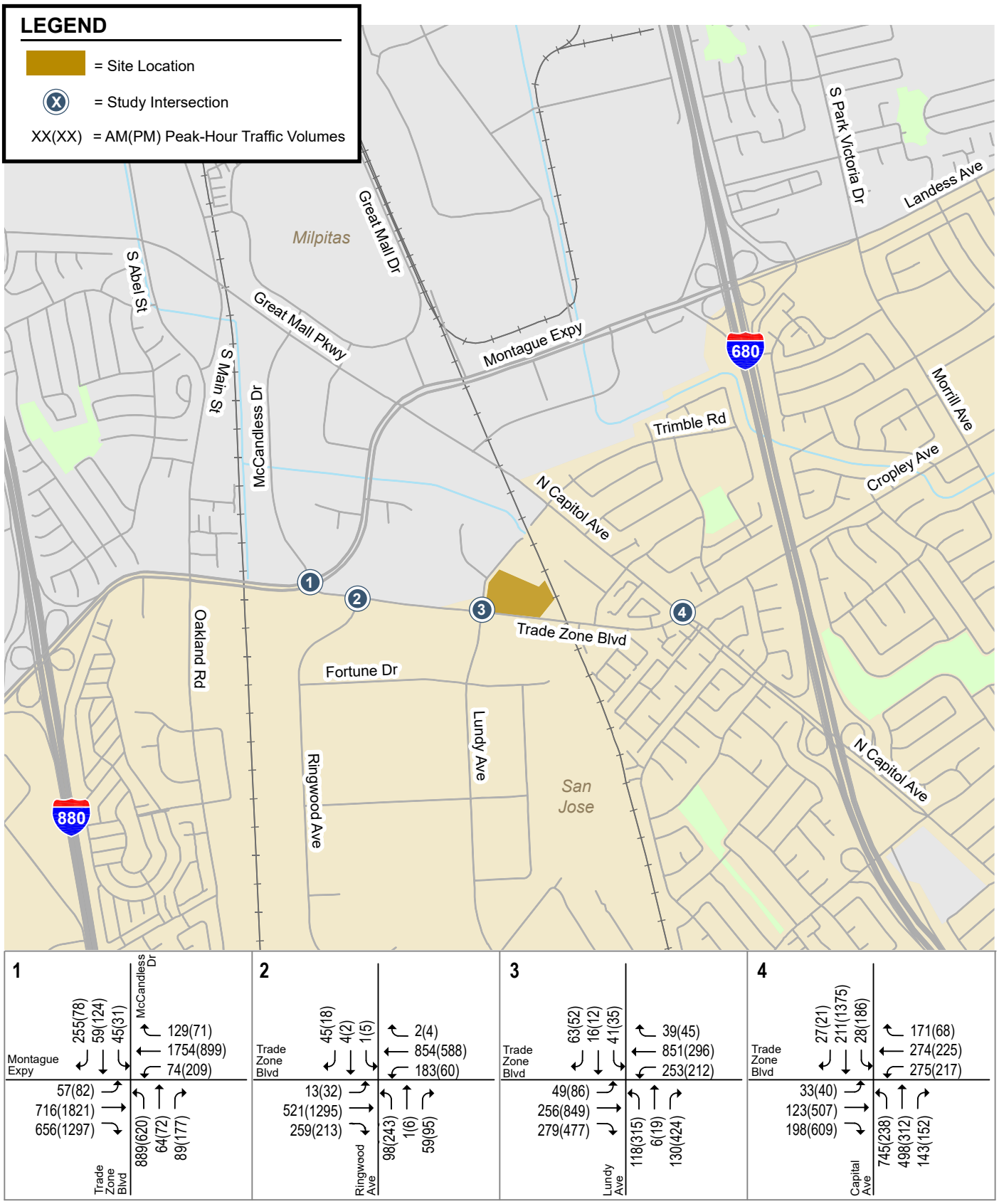

Figure 14
Background Plus Project Traffic Volumes

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2023*, an adverse effect on intersection operations occurs if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

Table 5
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual*. *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more. An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore the intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

- Inconsistent with the General Plan Transportation Network and Street Typologies;
- Reduction of any physical dimension of a transportation facility below the minimum design standards per the *San José Complete Streets Design Standards and Guidelines*; OR
- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Conformance to the CMP Standard

Based on CMP criteria, a project would fail to meet the CMP intersection standard if the additional project traffic caused one of the following during either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under project conditions, or
2. The level of service at the intersection is an unacceptable LOS F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold is an increase in the critical V/C value by.01 or more.

An adverse intersection effect by CMP standards is said to be satisfactorily addressed when measures are implemented that would restore the intersection level of service to background conditions or better. CMP legislation provides local jurisdictions options to designate Infill Opportunity Zones (IOZ) and exempt facilities located within the IOZ from the provisions of CMP's intersection operations standards.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 6. Intersection levels of service were evaluated against the applicable level of service standards.

Existing Intersection Operation Conditions

The results of the level of service analysis show that all study intersections are currently operating at acceptable levels of service under existing conditions during both the AM and PM peak hours based on the applicable City of San Jose and CMP LOS standards. The intersection level of service calculation sheets are included in Appendix E.

Background Intersection Operation Conditions

The results of the level of service analysis show that all study intersections are currently operating at acceptable levels of service under background conditions during both the AM and PM peak hours based on the applicable LOS standards. The intersection level of service calculation sheets are included in Appendix E.

Background Plus Project Intersection Operation Conditions

The results of the level of service analysis show that all study intersections would continue to operate at acceptable levels of service under background conditions during both the AM and PM peak hours with the addition of project-generated trips. The addition of project traffic will not have an adverse effect on intersection operations. The intersection level of service calculation sheets are included in Appendix E.

Table 6
Intersection Level of Service Results

Study #	Intersection	Peak Hour	LOS Standard	Count Date	Existing Condition No Project Avg. Delay (sec)	Existing Condition No Project LOS	Background Conditions No Project Avg. Delay (sec)	Background Conditions No Project LOS	Background Conditions with Project Avg. Delay (sec)	Background Conditions with Project LOS	Incr. in Crit. Delay (sec)	Incr. in Critical V/C
1	Montague Expressway & Trade Zone Boulevard (CMP)	AM	E	1/14/2025	43.4	D	43.7	D	43.6	D	0.1	0.001
		PM	E	1/14/2025	63.7	E	65.5	E	65.5	E	-0.8	0.004
2	Ringwood Avneue & Trade Zone Boulevard	AM	D	1/14/2025	17.3	B	17.4	B	20.5	C	10.9	0.095
		PM	D	1/14/2025	18.5	B	18.6	B	18.7	B	0.0	0.002
3	Lundy Avenue & Trade Zone Boulevard	AM	D	1/14/2025	20.0	B	21.8	C	22.1	C	0.4	0.005
		PM	D	1/14/2025	28.3	C	28.9	C	29.0	C	0.0	0.002
4	Capitol Avenue & Trade Zone Boulevard	AM	D	1/14/2025	35.2	D	35.1	D	35.1	D	-0.1	0.006
		PM	D	1/14/2025	41.1	D	41.9	D	42.1	D	0.5	0.009

Note:
Bold indicates a substandard level of service.
Bold indicates an adverse effect.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips (10 or more per lane) to the left-turn movements. The queuing analysis is presented for informational purposes only since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:
P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections is evaluated based on the delay experienced at the specific study turn movement.

The vehicle queue estimates and a tabulated summary of the findings are provided in Table 7. The queue calculations can be found in Appendix F.

Table 7
Queuing Analysis Summary

	Trade Zone Boulevard & Montague Expressway				Project Driveway & Trade Zone Boulevard		Lundy Avenue & Trade Zone Boulevard			
	NBL		WBL		EBL		WBL		EBL	
	3 Lanes		1 Lane		1 Lane		1 Lane		1 Lane	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing										
Cycle/Delay [1] (sec)	180	189	180	189	0	0	120	120	120	120
Volume (vphpl)	264	176	53	202	0	0	219	196	19	41
95th %. Queue (veh/ln.)	19	14	6	16	0	0	12	11	2	4
95th %. Queue (ft./ln) [2]	475	350	150	400	0	0	300	275	50	100
Storage (ft./ ln.)	500	500	250	250	100	100	300	300	100	100
Adequate (Y/N)	Y	Y	Y	**N**	Y	Y	Y	Y	Y	Y
Background										
Cycle/Delay [1] (sec)	180	189	180	189	0	0	120	120	120	120
Volume (vphpl)	294	195	66	208	0	0	253	209	44	85
95th %. Queue (veh/ln.)	21	16	7	17	0	0	13	12	4	6
95th %. Queue (ft./ln) [2]	525	400	175	425	0	0	325	300	100	150
Storage (ft./ ln.)	500	500	250	250	100	100	300	300	100	100
Adequate (Y/N)	**N**	Y	Y	**N**	Y	Y	**N**	Y	Y	**N**
Background Plus Project										
Cycle/Delay [1] (sec)	180	189	180	189	11.1	8.3	120	120	120	120
Volume (vphpl)	296	207	74	209	47	6	253	212	49	86
95th %. Queue (veh/ln.)	21	17	7	17	1	0	13	12	4	6
95th %. Queue (ft./ln) [2]	525	425	175	425	25	0	325	300	100	150
Storage (ft./ ln.)	500	500	250	250	100	100	300	300	100	100
Adequate (Y/N)	**N**	Y	Y	**N**	Y	Y	**N**	Y	Y	**N**

Notes:

NBL = northbound left movement, WBL = westbound left movement, EBL = eastbound left movement

[1] Vehicle queue calculations based on cycle length for signalized intersections and average delay for stop-controlled intersections.

[2] Assumes 25 Feet Per Vehicle Queued.

Trade Zone Boulevard and Montague Expressway

Northbound Left-Turn

The queuing analysis indicates that the projected 95th percentile vehicle queues for the northbound left-turn pockets at the Trade Zone Boulevard and Montague Expressway intersection are projected to exceed the existing vehicle storage capacity during the AM peak hour under background conditions.

The northbound left-turn pockets currently provide approximately 500 feet per lane of vehicle storage, which can accommodate approximately 20 vehicles per lane. The estimated 95th percentile vehicle queue for the northbound left-turn movement is projected to be approximately 21 vehicles during the AM peak hour under background conditions.

The northbound left-turn pocket cannot be extended since the turn pockets already extend the full length between Montague Expressway and Ringwood Avenue. The queues that would exceed the current vehicle storage would be required to wait at the adjacent signalized Ringwood Avenue/Trade

Zone Boulevard intersection. The signal coordination between the Ringwood Avenue/Trade Zone Boulevard and Trade Zone Boulevard/Montague Expressway intersections could be improved to reduce the queues along Trade Zone Boulevard. This improvement would require coordination between the County and the Cities of San Jose/Milpitas. However, the addition of project traffic is not projected to lengthen the projected queues during the AM peak hour. Therefore, the project would not be required to improve the northbound left-turn deficiency.

Westbound Left-Turn

The queuing analysis indicates that the projected 95th percentile vehicle queues for the westbound left-turn pocket at Trade Zone Boulevard and Montague Expressway intersection currently and are projected to exceed the existing vehicle storage capacity during the PM peak hour under background plus project conditions.

The westbound left-turn pocket currently provides approximately 250 feet of vehicle storage, which can accommodate approximately 10 vehicles. The estimated 95th percentile vehicle queue for the westbound left-turn movement is projected to be approximately 17 vehicles during the PM peak hour under background conditions.

However, the addition of project traffic is not projected to lengthen the projected westbound left-turn queue during the PM peak hour. Therefore, the project would not be required to improve the westbound left-turn deficiency.

Project Driveway and Trade Zone Boulevard

Westbound Left-Turn

The queuing analysis indicates that the projected 95th vehicle queues for the eastbound left-turn pocket at the project entrance along Trade Zone Boulevard would be at most one vehicle during the AM peak hour under background with project conditions. The eastbound left-turn pocket currently provides approximately 100 feet of vehicle storage, which can accommodate approximately four vehicles.

Lundy Avenue and Trade Zone Boulevard

Westbound Left-Turn

The queuing analysis indicates that the projected 95th percentile vehicle queues for the westbound left turn pocket at the Lundy Avenue and Trade Zone Boulevard intersection are projected to exceed the existing vehicle storage capacity during the AM peak hour under background conditions.

The westbound left-turn pocket currently provides approximately 300 feet per lane of vehicle storage, which can accommodate approximately 12 vehicles per lane. The estimated 95th percentile vehicle queue for the westbound left-turn movement is projected to be approximately 13 vehicles during the AM peak hour under background conditions.

The westbound left-turn pocket cannot be extended due to the presence of the turn pocket for the project driveway in the opposing direction. However, the addition of project traffic is not projected to lengthen the projected westbound left-turn queue during the AM peak hour. Therefore, the project would not be required to improve the westbound left-turn deficiency.

Eastbound Left-Turn

The queuing analysis indicates that the projected 95th percentile vehicle queues for the eastbound left turn pocket at the Lundy Avenue and Trade Zone Boulevard intersection is projected to exceed the existing vehicle storage capacity during the PM peak hour under background conditions.

The eastbound left-turn pocket currently provides approximately 125 feet per lane of vehicle storage, which can accommodate approximately five vehicles. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is projected to be approximately 6 vehicles during the PM peak hour under background conditions.

The eastbound left-turn pocket cannot be extended without encroaching on the existing two-way left-turn median and would affect the left-turn storge into an upstream driveway. The 95th percentile queue exceeds the turn pocket storage length by one vehicle. However, the addition of project traffic is not projected to lengthen the projected eastbound left-turn queue during the PM peak hour. Therefore, the project would not be required to improve the eastbound left-turn deficiency.

Site Access and On-Site Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. The evaluation of site access and circulation is based on the conceptual site plan prepared by HPA Architecture in January 2025. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

Vehicular access to the project site is provided via a full access driveway along Trade Zone Boulevard. A left-turn lane is present along Trade Zone Boulevard to facilitate left-turns into the project site while providing queuing space while vehicles wait for a gap in traffic turn into the site. A separate gated driveway is shown along Lundy Avenue and is for truck use only.

According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the typical widths for a two-way driveway serving an industrial development is 32 feet wide. This provides adequate width for vehicular ingress and egress and a reasonably short crossing distance for pedestrians. The driveway along Trade Zone Boulevard is shown to be 40 feet wide on the site plan. The driveway along Lundy Avenue is shown to be 40 feet wide on the site plan. The proposed driveways provide adequate width for two-way vehicular operations. Truck access and circulation (described below) will determine the driveway widths.

Traffic Operations at Project Driveways

As shown in Figure 15, a maximum of 71 vehicles would enter the site at the driveway along Trade Zone Boulevard during the AM peak hour and 61 vehicles would exit the site during the PM peak at the driveway along Trade Zone Boulevard. The driveway along Lundy Avenue is expected to be used only by trucks. Queuing analysis presented in the previous section indicates that the existing turn pocket along Trade Zone Boulevard will provide adequate storage for vehicles making a left-turn from Trade Zone Boulevard into the project driveway.

Sight Distance at Unsignalized Project Driveways

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk, bicycles within the bike lane, and other vehicles traveling on Trade Zone Boulevard and Lundy Avenue. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Adequate sight distance (sight distance triangles) in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards should be provided at the project driveways.

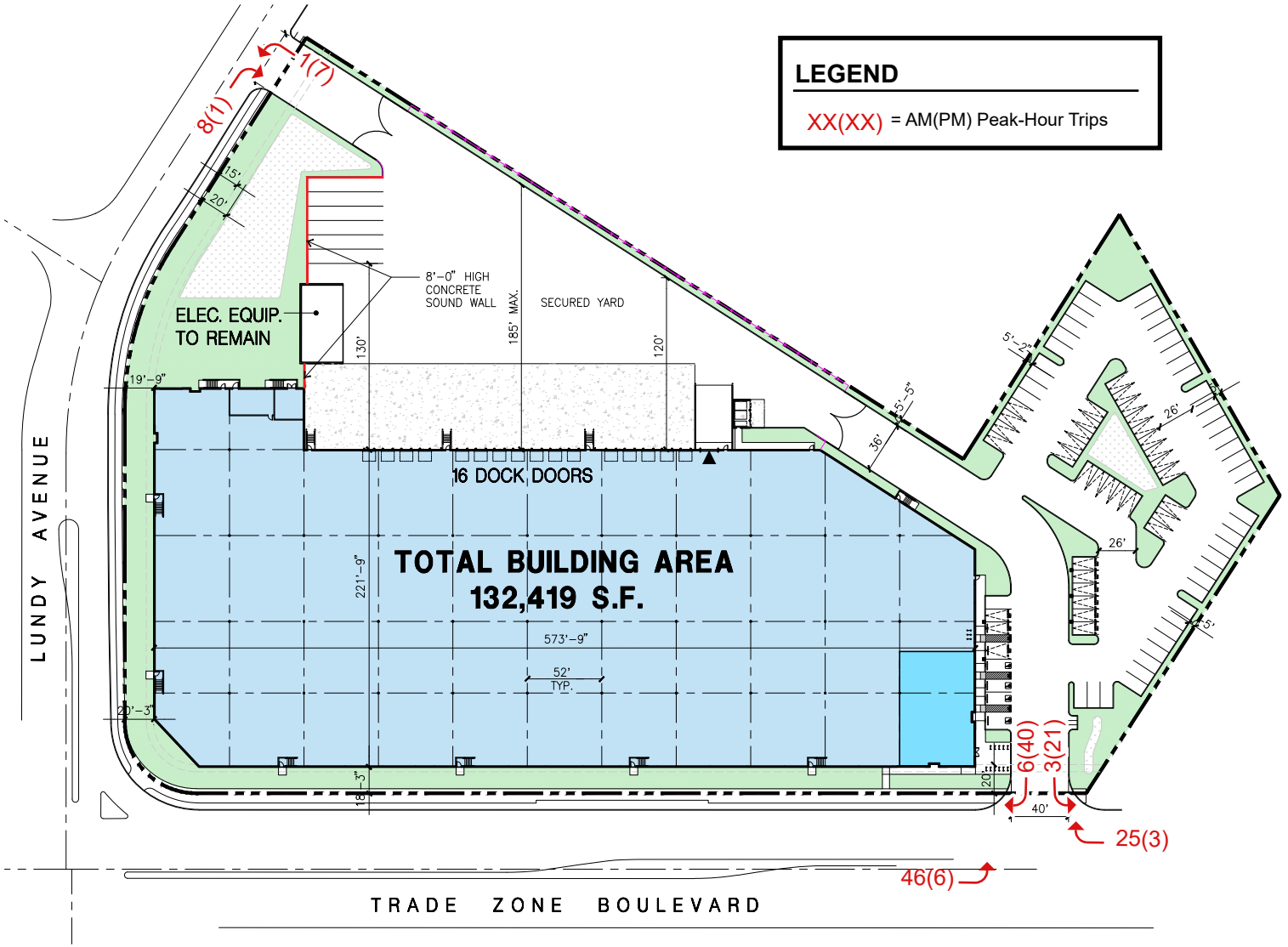

Figure 15
Project Trips at Site Access Points

NORTH
Not to Scale

Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic.

The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Trade Zone Boulevard and Lundy Avenue have posted speed limits of 40 miles per hour (mph). It should be noted that speed limit signs along Lundy Avenue are posted only south of Trade Zone Boulevard. In the neighborhood north of Trade Zone Boulevard, Lundy Avenue is narrow and residential in nature, limiting the traveled speed of motorists. Therefore, it is likely most vehicles would be traveling at speeds of 25 mph or less. The AASHTO stopping sight distance for facilities with posted speed limits of 40 mph is 305 feet. The AASHTO stopping sight distance for facilities with posted speed limits of 25 mph is 155 feet. Thus, a driver exiting/entering the proposed project driveway on Trade Zone Boulevard must be able to see 305 feet in the direction with the conflicting movements. Similarly, a driver exiting the proposed project driveway on Lundy Avenue must be able to see 155 feet in the direction with the conflicting movements. Trade Zone Boulevard currently prohibits any on-street parking along the project frontage.

Based on the site plans and field observations, drivers exiting the project driveway along Trade Zone Boulevard would be able to see more than 305 feet in the direction of the conflicting movements. Therefore, adequate stopping sight distance would be provided at the Trade Zone Boulevard driveway. Based on the site plans and field observations, drivers exiting the project driveway along Lundy Avenue would be able to see more than 155 feet in the direction of the conflicting movements. Therefore, adequate stopping sight distance would be provided at the Lundy Avenue driveway.

***Recommendation**:* The project driveways along Trade Zone Boulevard and Lundy Avenue should be free and clear of obstructions to ensure a minimum clear sight distance of 305 and 155 feet along Trade Zone Boulevard and Lundy Avenue, respectively. Red curb equal to at least one vehicle length should be striped along both sides of the Lundy Avenue driveway.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards.

Upon entering the site via the driveway along Trade Zone Boulevard, vehicles will proceed to the vehicular parking area located near the east side of the project site. There would be no dead-end aisles within the parking areas. The project would provide 90-degree parking stalls within the parking area. All drive aisles measure at least 26 feet in width, which meets City's requirements for minimum widths of 24 feet and provide adequate space for parked vehicles to back out into drive aisles.

Entry gates to the loading dock area at the rear of the building are proposed near the on-site parking area and at the Lundy Avenue driveway. The City requires developments to provide adequate on-site stacking space for at least two inbound vehicles (approximately 50 feet) between the face of curb and any entry gates or on-site drive aisles or parking spaces. This prevents vehicles from queuing onto the street and potentially blocking traffic. The loading area gates are shown to be located within the site and will provide more than 50 feet of stacking space.

Truck and Emergency Vehicle Access

The site plan shows that truck loading docks are proposed to be provided at north side of the project building. This area is enclosed by 8-foot tall high metal gates with knox-box per fire department standards. The site plan shows at least 50 feet of space between the project driveways and the gate, providing adequate space for a truck to yield on-site if the gates are closed. The site plan also shows the trash enclosure for the building within the gated area. The proposed driveway along Trade Zone

Boulevard will enable larger vehicles, such as garbage trucks, emergency vehicles, and delivery trucks, to access the site.

Truck Turning Templates for Loading Docks

Truck turning templates were completed for the loading dock area located along the internal drive aisle and the driveways serving as truck entrance and exit along Trade Zone Boulevard and Lundy Avenue. It is presumed most large trucks would utilize Trade Zone Boulevard to enter the site and Lundy Avenue to exit the site.

As shown in Figure 16, WB-67 truck with trailer representing the largest semi-trailer trucks accessing the site would be able to pull into and out of the loading docks and the project driveways along Trade Zone Boulevard and Lundy Avenue without any issues. The proposed 40-foot-wide driveway along Trade Zone Boulevard and 40-foot-wide driveway along Lundy Avenue provide adequate width for trucks to enter and exit the site without encroaching on the curb. While the facilities is expected to operate 24 hours a day, loading dock operations (trucks entering and exiting the site) should only occur during the off-peak hours to minimize the conflict with peak-hour trips entering and exiting the site and to minimize heavy truck traffic along Lundy Avenue during peak-hours.

The number of trucks that could be generated by the project is not known at this time since there is no specific use or tenant yet identified for the proposed building. However, per the site plan, the project will include 16 truck loading bays and doors. Based on available information and consistent with typical industry standards for this type of light industrial use, it is reasonable to assume that each of the dock doors would turnover approximately once per day, an average of 16 trucks per day (32 daily truck trips) may be generated by the project site. The anticipated number of trucks equates to no more than two trucks per hour on average entering or exiting the site when presuming a 24-hour daily operations schedule. The approximately 32 daily truck trips would constitute 5 percent of the estimated daily trips for the project which would be less than the typically 8 to 10 percent composition of heavy trucks in the traffic stream on roadways.

There is adequate sight distance at the project driveway along Lundy Avenue, which would allow exiting trucks to see along both directions of Lundy Avenue, including the sidewalks where pedestrians may be crossing the project driveway.

Parking Supply

The City of San Jose recently amended Title 20 of the Municipal Code to remove citywide minimum off-street vehicle parking requirements for developments, with the exception of single-family properties and areas where the City has defined contractual agreements regarding parking supply. The changes are intended to encourage the use of alternative modes of transportation, thereby reducing VMT and greenhouse gas emissions. All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new parking ordinance, which includes new mandatory TDM requirements.

The removal of vehicle parking requirements and addition of TDM requirements are intended to improve consistency with Climate Smart San Jose and the Envision San Jose 2040 General Plan transportation and land use goals. Developers have the flexibility to determine the appropriate number of vehicle parking spaces based on a project's specific needs and market conditions, rather than based on a minimum number of spaces determined by the City.

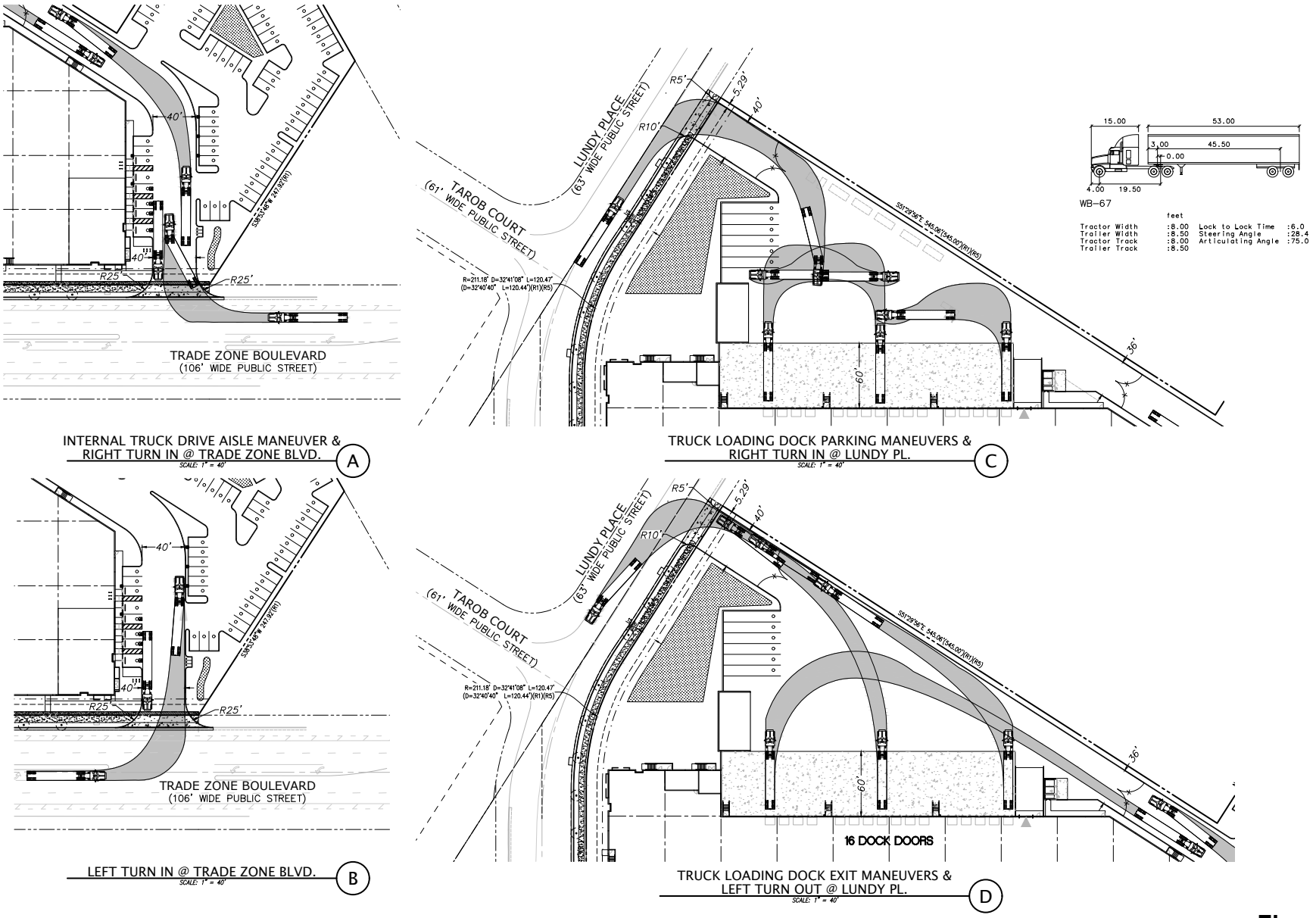

Figure 16
Truck Turning Templates

Vehicle Parking

The project would provide parking on a surface lot accessible from the proposed driveway along Trade Zone Boulevard. The site plan indicates that 86 vehicular parking spaces would be provided on the surface lot, including 6 ADA accessible spaces. Three motorcycle parking spaces would be provided. Six truck trailer parking spaces would be provided in the gated area, adjacent to the loading docks.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide one bicycle parking space per 5,000 s.f. of floor area.

Based on the City's bicycle parking requirements and the total gross floor areas, the project is required to provide 26 bicycle parking spaces. Of the required bicycle parking, City standards require that 80 percent be short-term bicycle spaces and 20 percent be secured long-term bicycle spaces. This equates to 21 short-term bicycle parking spaces and 5 long-term bicycle parking spaces.

The project proposes a total of 28 bicycle parking spaces, consisting of 6 long-term spaces located inside the building and 22 short-term spaces at the building entrance, accessible from Trade Zone Boulevard.

Transportation Demand Management (TDM) Requirements

The proposed project, consistent with the goals of the Envision 2040 General Plan and the targets of Climate Smart San Jose Plan, is required to comply with the City's TDM policy. The TDM Program requires the project to coordinate with the City to develop a TDM Plan that meets its TDM Point Targets. The project will be responsible for implementing measures identified in the TDM Plan to reduce the number of vehicle trips generated by the project. However, if a project component passes the TDM screening criteria, it is not required to develop a TDM Plan as part of San Jose Municipal Code requirements.

Evaluation of TDM Screening Criteria

Per the TDM screening criteria, the project as proposed would not meet screening criteria for small infill residential projects. The project will not meet the applicable screening criteria for small infill industrial projects. Therefore, the project will be required to submit and have approved a TDM Plan per City policy.

Proposed TDM Measures

The City's TDM policy requires other uses such as the proposed project to achieve a minimum of 5 TDM points. The project proposes the following TDM measures to meet this requirement:

- MI05: Provide Pedestrian Network Improvements (3 points)
- TP11: Provide Alternative Transportation Benefits (1 point)
- TP13: Provide Ride-Share Programs (1 point)

The project TDM report can be found in Appendix G.

Annual Compliance and Monitoring Requirements

The project is classified as a smaller (Level 1) project. Due to the project proposing at least one programmatic TDM measure, the project must submit a completed TDM Compliance Form and associated administrative fees to the City Department of Transportation annually.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, funds are needed for transportation improvements for all transportation modes, giving first consideration to the improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety and improve pedestrian access to and within the Urban Villages and other growth areas.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more by the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities in the study area consist of sidewalks, crosswalks, pedestrian signals at signalized intersections, and bike lanes on Trade Zone Boulevard (see Chapter 2 for details).

The site plan shows pedestrian walkways (ADA paths of travel) connecting each of the building's main entrances to a new proposed sidewalk along the project frontage on Trade Zone Boulevard. Sidewalks are missing along the west side of Lundy Avenue, south of Trade Zone Boulevard, which is the location of the bus stop for southbound buses operating along Lundy Avenue. The project would demolish the existing sidewalks along its frontage (where applicable) and reconstruct with new sidewalks along its entire frontage. The site plan shows the reconstructed sidewalk to be 10 feet wide (0.5' curb, 4.5' park strip, and 5' pedestrian path) along Lundy Avenue and 15 feet wide (0.5' curb, 4.5' park strip, and 10' pedestrian path) along Trade Zone Boulevard.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Trade Zone Boulevard has bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class III bike routes are planned for:

- Lundy Avenue/Lundy Place, north of Trade Zone Boulevard

Class IV protected bike lanes are planned for:

- Trade Zone Boulevard, along its entire length
- Ringwood Avenue, between Trade Zone Boulevard and Murphy Avenue
- Lundy Avenue, along its entire length
- Montague Expressway, west of Trade Zone Boulevard

The planned improvements are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is beyond the means of the proposed project given that they may require right-of-way from multiple adjacent properties.

Pedestrian and Bike Improvements

The project will be required to implement the following pedestrian/bike improvements:

- City staff have indicated that the project would be required to remove the pork-chop island on the northeast corner of the Lundy Avenue/Trade Zone Boulevard intersection along with signal modification work which will improve pedestrian crossing safety at the intersection. This would be included as a part of the frontage work for the project.
- City staff have indicated that the project would be required to remove the pork-chop island on the northwest corner and minor modifications at the southwest and southeast corners for ADA-compliance at the Lundy Avenue/Trade Zone Boulevard intersection along with signal modification work which will improve pedestrian crossing safety at the intersection. As part of the project's TDM plan's proposed measures (MI05-Pedestrian Network Improvements), the project will provide a monetary contribution of $3 per square foot of non-residential gross floor area ($3 * 132,419 s.f. = $397,257) that may be used to complete the pork-chop removal and signal modification at the Lundy Avenue/Trade Zone Boulevard intersection.
- The project will be required to provide a monetary contribution for an in-lieu fee of $144 per linear foot to construct the Class IV 7-foot protected bike lanes along the project frontages on Trade Zone Boulevard per the City of San Jose Better Bike Plan 2025. Alternatively, the project may construct the Class IV protected bike lane along the project frontage as part of the required Lundy Avenue/Trade Zone Boulevard intersection improvements.

Transit Services

The project site is served directly by VTA Frequent Bus Lines 60 and 77 and the ACE Violet Shuttle, which operates along Lundy Avenue and Trade Zone Boulevard. A bus stop for these bus routes is located near the northwest and southwest corners of the Lundy Avenue/Trade Zone Boulevard intersection. With the convenient location of bus stops, it can be assumed that some employees of the proposed project would utilize the existing transit services. The Cropley LRT station is the closest station to the project site and is located just south of the Capitol Avenue and Cropley Avenue/Trade Zone Boulevard intersection, which is less than a 0.5-mile walking distance from the project site. Applying an estimated three percent transit mode share, which is a conservative estimate that could be expected for the project, equates to approximately at most three new transit riders during either of the peak hours. VTA operations reports indicate that the bus routes above as well as several other bus routes in the area currently serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

5. Conclusions

This report presents the results of the Transportation Analysis (TA) conducted for the proposed light industrial development located at 2334 Lundy Place in San Jose, California. As proposed, the development would consist of the demolition of an existing, but vacant,130,750 square foot (s.f.) Office/R&D building and construction of a new 132,419 s.f. light industrial building. The proposed light industrial building includes approximately 10,000 s.f. of ancillary office space that is presumed to be supportive office space for the proposed light industrial use. Vehicular access to the project site will be provided via a full access driveway along Trade Zone Boulevard. An additional driveway along Lundy Place is provided for truck access.

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2023*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Analysis Scope

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

Local Transportation Analysis Scope

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The LTA is required per the City of San Jose Transportation Policy. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose Transportation Analysis Handbook identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

Per the City of San Jose VMT screening criteria, industrial uses of 30,000 square feet or less are considered small infill projects and do not require a CEQA VMT evaluation since the VMT generated by such small projects would likely not result in a significant impact to VMT. Industrial buildings typically contain small amounts of supporting office space. The office space usually comprises less than 10 to 15 percent of the total building space. The proposed industrial building will include approximately 10,000 s.f. of office space, which equates to no more than 8 percent of the total building space. Therefore, the office space is considered as part of the overall industrial space when evaluating VMT.

The project's proposed 132,419 s.f. light industrial building would not meet the screening criterion. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

VMT Evaluation

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the project is projected to generate VMT per employee (16.10), which would not exceed the established impact threshold (16.53). Therefore, the project will not result in an impact on the transportation system based on the City's VMT impact criteria.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated for *Transit Employment Center* uses. This designation is applied to areas planned for intensive job growth because of their importance as employment districts to the City and a high degree of access to transit and other facilities and services. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development, or industrial use on upper floors; as well as wholly office, research and development, or industrial projects.

Since the *Transit Employment Center* designation allows industrial uses, the proposed industrial warehousing project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis completed as part of the LTA is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric. The

LTA included the analysis of AM and PM peak-hour traffic conditions for 4 existing signalized intersections within the Cities of San Jose and Milpitas.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, the proposed project is estimated to generate a total of 593 daily vehicle trips, with 90 trips (79 inbound and 11 outbound) occurring during the AM peak hour and 79 trips (11 inbound and 68 outbound) occurring during the PM peak hour.

The number of trucks that could be generated by the project is not known at this time since there is no specific use or tenant yet identified for the proposed building. However, per the site plan, the project will include 16 truck loading bays and doors. Based on available information and consistent with typical industry standards for this type of light industrial use, it is reasonable to assume that each of the dock doors would turnover approximately once per day, an average of 16 trucks per day (32 daily truck trips) may be generated by the project site. The anticipated number of trucks equates to no more than two trucks per hour on average entering or exiting the site when presuming a 24-hour daily operations schedule. The approximately 32 daily truck trips would constitute 5 percent of the estimated daily trips for the project which would be less than the typically 8 to 10 percent composition of heavy trucks in the traffic stream on roadways.

Future Intersection Operation Conditions

The results of the level of service analysis show that the added net trips as a result of the proposed project would not have an adverse effect on intersection operations under background plus project conditions during both the AM and PM peak hours at any of the study intersections based on the applicable guidelines.

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended to improve access to the project site and on-site circulation:

- The project driveways along Trade Zone Boulevard and Lundy Avenue should be free and clear of obstructions to ensure a minimum clear sight distance of 305 and 155 feet along Trade Zone Boulevard and Lundy Avenue, respectively. Red curb equal to at least one vehicle length should be striped along both sides of the Lundy Avenue driveway.

Parking Supply

Vehicular Parking

The project would provide parking on a surface lot accessible from the proposed driveway along Trade Zone Boulevard. The site plan indicates that 86 vehicular parking spaces would be provided on the surface lot, including 6 ADA accessible spaces. Three motorcycle parking spaces would be provided. Six truck trailer parking spaces would be provided in the gated area, adjacent to the loading docks.

Bicycle Parking

Based on the City's bicycle parking requirements and the total gross floor areas, the project is required to provide 26 bicycle parking spaces. Of the required bicycle parking, City standards require that 80 percent be short-term bicycle spaces and 20 percent be secured long-term bicycle spaces. This equates to 21 short-term bicycle parking spaces and 5 long-term bicycle parking spaces.

The project proposes a total of 28 bicycle parking spaces, consisting of 6 long-term spaces located inside the building and 22 short-term spaces at the building entrance, accessible from Trade Zone Boulevard.

TDM Requirements

The project will not meet the applicable screening criteria for small infill industrial projects. The City of San Jose's TDM Points Checklist was used to calculate the TDM points for the proposed project. The project would achieve the 5-point TDM requirement by providing the following parking attributes and programmatic TDM measures:

- MI05: Provide Pedestrian Network Improvements (3 points)
- TP11: Provide Alternative Transportation Benefits (1 point)
- TP13: Provide Ride-Share Programs (1 point)

Because the project is categorized as a Level 1 other use project, annual TDM Plan compliance documentation is required. TDM Monitoring would not be required for a Level 1 project. A separate TDM report will be submitted for the project.

Pedestrian, Bicycle, and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

The site plan shows pedestrian walkways (ADA paths of travel) connecting each of the building's main entrances to a new proposed sidewalk along the project frontage on Trade Zone Boulevard. Sidewalks are missing along the west side of Lundy Avenue, south of Trade Zone Boulevard, which is the location of the bus stop for southbound buses operating along Lundy Avenue. The project would demolish the existing sidewalks along its frontage (where applicable) and reconstruct with new sidewalks along its entire frontage. The site plan shows the reconstructed sidewalk to be 10 feet wide (0.5' curb, 4.5' park strip, and 5' pedestrian path) along Lundy Avenue and 15 feet wide (0.5' curb, 4.5' park strip, and 10' pedestrian path) along Trade Zone Boulevard.

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beyond the means of the proposed project given that they may require right-of-way from multiple adjacent properties.

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The project will be required to implement the following pedestrian/bike improvements:

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2334 Lundy Place
Transportation Analysis

Technical Appendices

Appendix A
San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Lundy Avenue Industrial Warehouse
Tool Version: 2/29/2019
Location: 2334 Lundy Place
Date: 3/3/2025
Parcel: 24401023 Parcel Type: Suburb with Multifamily Housing

Proposed Parking Spaces Vehicles: 0 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	132.4 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 11
- With Project Density (DU/Residential Acres in half-mile buffer) 11

Increase Development Diversity
- Existing Activity Mix Index 0.85
- With Project Activity Mix Index 0.85

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 29
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 30

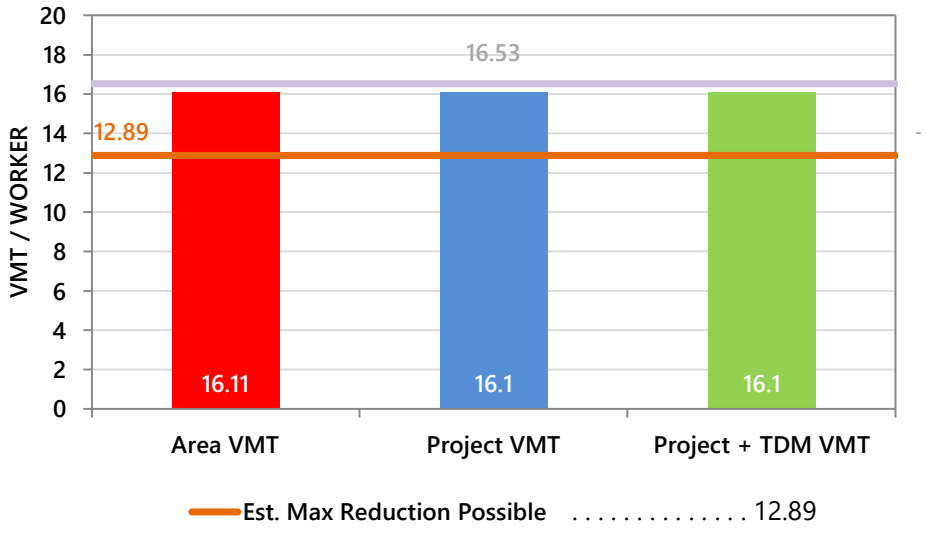
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold.



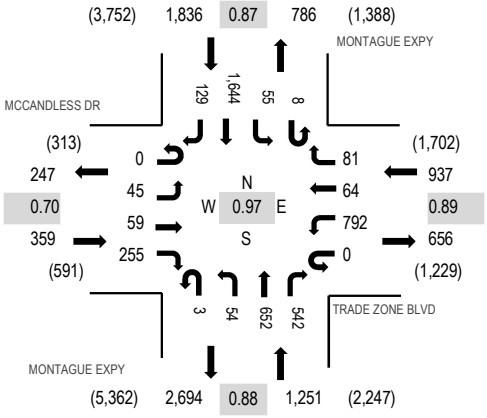
Appendix B
Traffic Counts

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 MONTAGUE EXPY & TRADE ZONE BLVD AM
Date: Tuesday, January 14, 2025
Peak Hour: 07:50 AM - 08:50 AM
Peak 15-Minutes: 08:25 AM - 08:40 AM

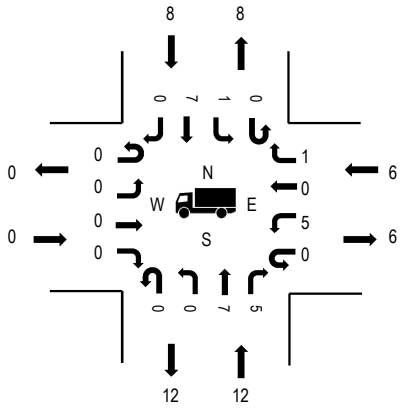
Peak Hour

Motorized Vehicles



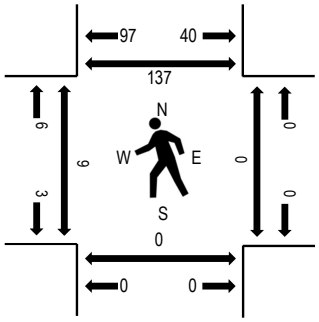
Note: Total study counts contained in parentheses.

Heavy Vehicles

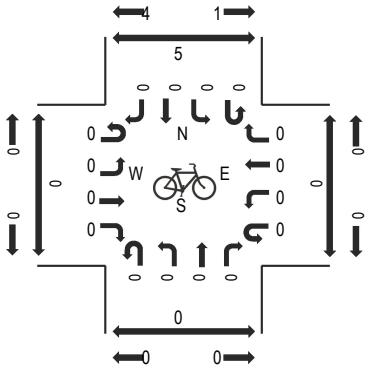


	HV%	PHF
EB	0.0%	0.70
WB	0.6%	0.89
NB	1.0%	0.88
SB	0.4%	0.87
All	0.6%	0.97

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Northbound				MCCANDLESS DR Eastbound				MONTAGUE EXPY Southbound				TRADE ZONE BLVD Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	1	2	39	40	0	1	0	7	1	4	161	1	0	56	0	4	317	3,917
7:05 AM	0	4	43	41	0	0	2	7	1	2	151	1	0	21	1	2	276	3,986
7:10 AM	0	1	35	25	0	0	0	5	2	6	140	0	0	77	1	7	299	4,085
7:15 AM	0	1	53	31	0	2	3	8	0	5	158	0	0	38	0	5	304	4,135
7:20 AM	0	1	35	22	0	0	2	5	0	4	164	3	0	59	4	2	301	4,212
7:25 AM	0	2	48	42	0	1	2	15	1	9	200	1	0	30	1	4	356	4,271
7:30 AM	0	5	34	33	0	0	3	13	3	6	164	4	0	78	1	11	355	4,291
7:35 AM	0	1	34	46	0	1	1	9	0	6	182	2	0	53	0	3	338	4,289
7:40 AM	0	6	50	44	0	2	5	12	1	5	153	2	0	51	1	4	336	4,350
7:45 AM	0	2	33	42	0	1	8	18	1	6	140	4	0	84	1	13	353	4,379
7:50 AM	1	2	72	54	0	0	2	9	0	1	162	2	0	30	2	4	341	4,383
7:55 AM	0	3	45	45	0	4	4	15	2	8	125	4	0	73	1	12	341	4,376
8:00 AM	0	2	63	54	0	2	2	23	1	5	174	3	0	48	0	9	386	4,375
8:05 AM	0	4	58	41	0	6	8	21	0	4	128	7	0	87	5	6	375	
8:10 AM	0	3	50	38	0	0	4	18	2	8	134	5	0	79	3	5	349	
8:15 AM	1	8	79	56	0	5	5	19	0	3	135	6	0	51	3	10	381	
8:20 AM	0	2	47	40	0	7	4	15	0	5	125	15	0	90	5	5	360	
8:25 AM	1	9	59	54	0	4	2	22	0	7	159	19	0	35	4	1	376	
8:30 AM	0	8	39	35	0	1	7	15	1	2	103	39	0	85	8	10	353	
8:35 AM	0	4	50	55	0	4	4	32	1	3	144	23	0	56	18	5	399	
8:40 AM	0	6	52	35	0	8	11	29	1	4	125	5	0	72	12	5	365	
8:45 AM	0	3	38	35	0	4	6	37	0	5	130	1	0	86	3	9	357	
8:50 AM	0	2	46	63	0	12	10	35	0	2	113	2	0	39	1	9	334	
8:55 AM	0	2	45	42	0	5	8	29	1	3	99	2	0	93	4	7	340	
Count Total	4	83	1,147	1,013	0	70	103	418	19	113	3,469	151	0	1,471	79	152	8,292	
Peak Hour	3	54	652	542	0	45	59	255	8	55	1,644	129	0	792	64	81	4,383	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	2	0	3	2	7	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	3	0	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	1	0	4	2	7	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	2	0	0	2	4	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	3	0	3	1	7	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	2	0	3	1	6	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	1	0	0	2	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	3	1	4	7:35 AM	0	0	0	0	0	7:35 AM	0	1	1	0	2
7:40 AM	2	0	1	1	4	7:40 AM	0	0	0	1	1	7:40 AM	0	0	3	0	3
7:45 AM	3	0	1	0	4	7:45 AM	0	0	0	0	0	7:45 AM	0	0	2	0	2
7:50 AM	0	0	1	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	1	0	1	0	2	7:55 AM	0	0	0	0	0	7:55 AM	0	1	5	0	6
8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	2	1	0	3
8:05 AM	2	0	1	1	4	8:05 AM	0	0	0	0	0	8:05 AM	0	0	2	0	2
8:10 AM	0	0	1	1	2	8:10 AM	0	0	0	0	0	8:10 AM	0	0	1	0	1
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	2	0	2
8:20 AM	1	0	2	2	5	8:20 AM	0	0	0	0	0	8:20 AM	0	0	12	0	12
8:25 AM	2	0	0	1	3	8:25 AM	0	0	0	0	0	8:25 AM	0	0	8	0	8
8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	2	37	0	39
8:35 AM	2	0	0	0	2	8:35 AM	0	0	0	0	0	8:35 AM	0	0	43	0	43
8:40 AM	0	0	1	1	2	8:40 AM	0	0	0	0	0	8:40 AM	0	4	20	0	24
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	11	0	11
8:50 AM	2	0	0	1	3	8:50 AM	0	0	0	0	0	8:50 AM	0	0	1	1	2
8:55 AM	1	0	3	1	5	8:55 AM	0	0	0	0	0	8:55 AM	0	0	7	0	7
Count Total	31	0	32	20	83	Count Total	0	0	0	1	1	Count Total	0	10	156	1	167
Peak Hour	12	0	8	6	26	Peak Hour	0	0	0	0	0	Peak Hour	0	9	142	0	151

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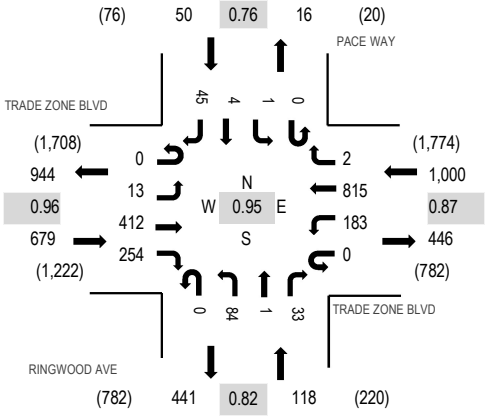
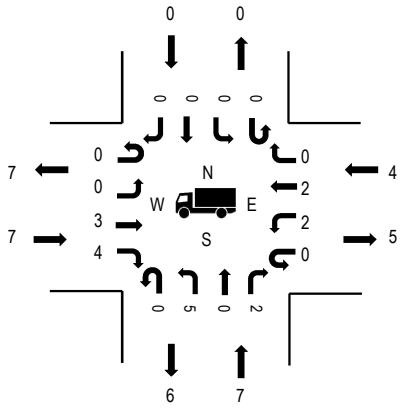
Date: Tuesday, January 14, 2025
Peak Hour: 07:55 AM - 08:55 AM
Peak 15-Minutes: 08:40 AM - 08:55 AM

Peak Hour

Motorized Vehicles



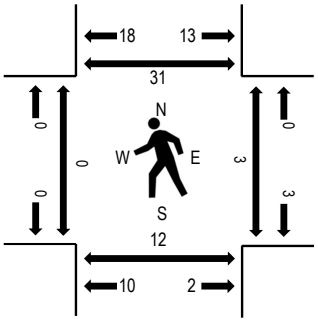
Heavy Vehicles



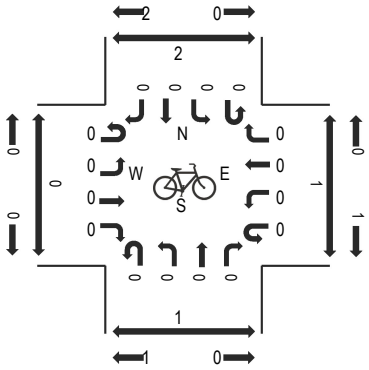
	HV%	PHF
EB	1.0%	0.96
WB	0.4%	0.87
NB	5.9%	0.82
SB	0.0%	0.76
All	1.0%	0.95

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	RINGWOOD AVE Northbound				TRADE ZONE BLVD Eastbound				PACE WAY Southbound				TRADE ZONE BLVD Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	9	0	1	0	0	20	18	0	0	0	1	0	4	55	0	108	1,456
7:05 AM	0	4	1	2	0	0	26	15	0	1	0	1	0	7	57	0	114	1,487
7:10 AM	0	6	0	1	0	0	22	14	0	0	0	1	0	3	40	0	87	1,527
7:15 AM	0	9	0	1	0	0	22	15	0	0	0	1	0	6	48	0	102	1,579
7:20 AM	0	4	0	0	0	0	18	12	0	1	0	1	0	5	58	0	99	1,640
7:25 AM	0	7	0	1	0	0	25	24	0	0	0	2	0	7	56	1	123	1,683
7:30 AM	0	12	0	1	0	0	19	22	0	0	0	2	0	9	47	0	112	1,708
7:35 AM	0	4	0	2	0	0	31	24	0	0	0	1	0	11	58	0	131	1,748
7:40 AM	0	7	0	1	0	1	33	17	0	0	1	4	0	12	65	0	141	1,773
7:45 AM	0	8	0	4	0	0	36	21	0	0	0	5	0	11	58	0	143	1,807
7:50 AM	0	6	0	3	0	0	36	19	0	0	0	4	0	13	47	0	128	1,809
7:55 AM	0	4	0	3	0	2	33	27	0	0	0	3	0	14	82	0	168	1,847
8:00 AM	0	6	0	2	0	1	32	22	0	1	1	5	0	13	56	0	139	1,836
8:05 AM	0	6	0	1	0	0	34	21	0	0	2	1	0	10	77	2	154	
8:10 AM	0	11	0	2	0	0	33	23	0	0	0	7	0	8	55	0	139	
8:15 AM	0	10	0	5	0	2	26	24	0	0	0	1	0	11	84	0	163	
8:20 AM	0	8	0	2	0	1	39	18	0	0	0	2	0	12	60	0	142	
8:25 AM	0	7	0	3	0	0	38	24	0	0	0	3	0	14	59	0	148	
8:30 AM	0	8	0	3	0	1	31	21	0	0	0	6	0	20	62	0	152	
8:35 AM	0	8	0	5	0	0	38	23	0	0	0	9	0	19	54	0	156	
8:40 AM	0	8	1	1	0	1	27	16	0	0	1	3	0	21	96	0	175	
8:45 AM	0	2	0	3	0	1	38	14	0	0	0	1	0	24	62	0	145	
8:50 AM	0	6	0	3	0	4	43	21	0	0	0	4	0	17	68	0	166	
8:55 AM	0	6	0	2	0	0	27	26	0	0	0	0	0	25	70	1	157	
Count Total	0	166	2	52	0	14	727	481	0	3	5	68	0	296	1,474	4	3,292	
Peak Hour	0	84	1	33	0	13	412	254	0	1	4	45	0	183	815	2	1,847	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	2	2	0	0	4	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	1	0	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	2	0	0	0	2
7:10 AM	1	1	0	0	2	7:10 AM	0	0	0	0	0	7:10 AM	2	0	0	0	2
7:15 AM	2	0	0	1	3	7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	0	1
7:20 AM	2	2	0	0	4	7:20 AM	0	0	0	0	0	7:20 AM	1	0	1	0	2
7:25 AM	0	2	0	0	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	2	2	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	1	0	2	3	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	0	0	1	7:40 AM	1	0	0	0	1	7:40 AM	2	0	0	0	2
7:45 AM	0	3	0	0	3	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	1	0	3	0	4
7:55 AM	1	1	0	0	2	7:55 AM	0	0	0	0	0	7:55 AM	2	0	0	0	2
8:00 AM	0	1	0	0	1	8:00 AM	0	0	0	0	0	8:00 AM	2	0	0	1	3
8:05 AM	2	1	0	0	3	8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	1	0	0	0	1
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	2	0	0	0	2	8:20 AM	0	0	0	0	0	8:20 AM	1	0	2	0	3
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	7	0	7
8:30 AM	0	1	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	4	1	5
8:35 AM	0	1	0	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	10	0	10
8:40 AM	1	1	0	1	3	8:40 AM	0	0	0	0	0	8:40 AM	3	0	5	0	8
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	2	0	2	2	6
8:50 AM	1	1	0	2	4	8:50 AM	0	0	0	0	0	8:50 AM	1	0	3	0	4
8:55 AM	1	2	0	0	3	8:55 AM	0	0	0	0	0	8:55 AM	0	0	1	0	1
Count Total	17	20	0	9	46	Count Total	1	0	0	0	1	Count Total	23	0	38	4	65
Peak Hour	7	7	0	4	18	Peak Hour	0	0	0	0	0	Peak Hour	13	0	33	4	50

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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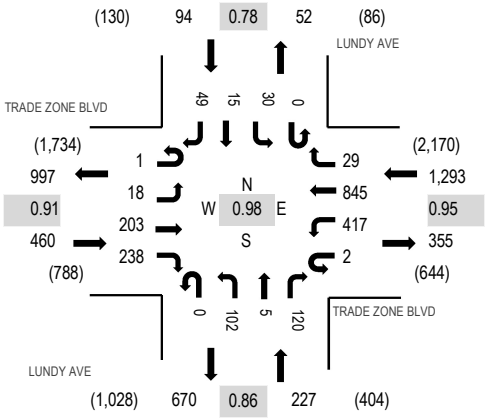
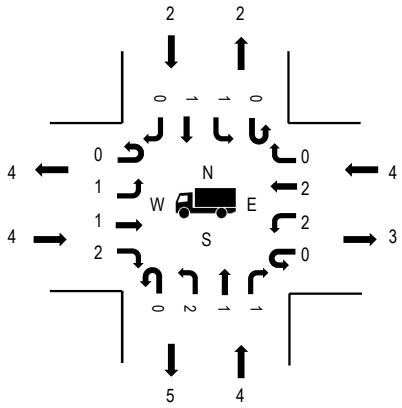
Location: 3 LUNDY AVE & TRADE ZONE BLVD AM
Date: Tuesday, January 14, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:20 AM - 08:35 AM

Peak Hour

Motorized Vehicles



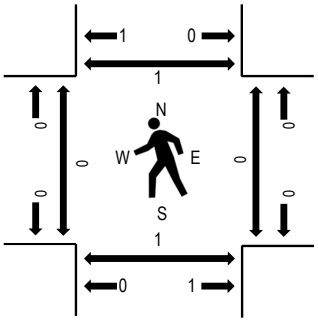
Heavy Vehicles



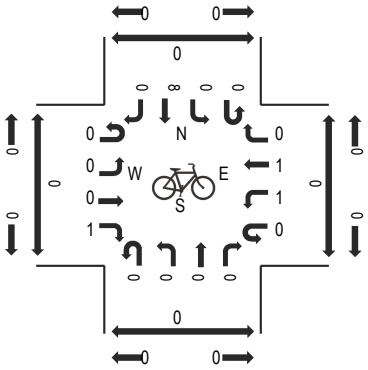
	HV%	PHF
EB	0.9%	0.91
WB	0.3%	0.95
NB	1.8%	0.86
SB	2.1%	0.78
All	0.7%	0.98

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	LUNDY AVE Northbound				TRADE ZONE BLVD Eastbound				LUNDY AVE Southbound				TRADE ZONE BLVD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	3	0	2	0	2	10	10	0	1	0	1	0	26	52	0	107	1,418
7:05 AM	0	3	0	6	0	1	13	11	0	0	0	4	0	15	54	2	109	1,496
7:10 AM	0	7	0	5	0	0	17	10	0	0	0	2	0	17	49	2	109	1,554
7:15 AM	0	4	0	7	0	0	9	7	0	0	0	2	0	7	34	3	73	1,612
7:20 AM	0	7	0	7	0	1	14	8	0	0	0	1	0	17	53	3	111	1,697
7:25 AM	0	3	0	3	0	1	10	9	0	1	0	1	0	10	48	0	86	1,750
7:30 AM	0	6	1	5	0	1	15	10	0	0	0	2	0	12	51	1	104	1,852
7:35 AM	0	8	0	8	0	2	16	12	0	0	0	1	0	21	54	0	122	1,925
7:40 AM	0	7	0	21	0	1	20	10	0	1	1	2	0	18	70	2	153	1,960
7:45 AM	0	13	1	11	0	4	22	15	0	0	0	2	0	19	47	2	136	1,996
7:50 AM	0	9	1	6	0	0	14	14	0	1	0	3	0	33	65	1	147	2,010
7:55 AM	0	9	1	13	0	0	27	12	0	4	1	5	0	33	55	1	161	2,047
8:00 AM	0	12	0	14	0	0	17	16	0	2	0	4	0	42	77	1	185	2,074
8:05 AM	0	4	1	13	0	1	22	20	0	10	1	3	0	25	66	1	167	
8:10 AM	0	9	0	7	0	0	11	14	0	1	1	6	0	30	86	2	167	
8:15 AM	0	7	0	7	0	1	20	15	0	3	0	5	1	26	70	3	158	
8:20 AM	0	13	0	11	0	2	17	23	0	2	0	6	0	31	55	4	164	
8:25 AM	0	6	0	12	0	1	20	25	0	4	2	1	0	36	79	2	188	
8:30 AM	0	6	0	8	1	4	20	13	0	2	0	4	0	38	79	2	177	
8:35 AM	0	8	0	3	0	1	14	24	0	0	1	3	0	39	63	1	157	
8:40 AM	0	16	0	9	0	2	13	22	0	3	2	6	1	37	74	4	189	
8:45 AM	0	5	0	10	0	1	14	20	0	2	4	2	0	33	56	3	150	
8:50 AM	0	15	2	15	0	3	17	24	0	0	0	2	0	43	60	3	184	
8:55 AM	0	1	2	11	0	2	18	22	0	1	4	7	0	37	80	3	188	
Count Total	0	181	9	214	1	31	390	366	0	38	17	75	2	645	1,477	46	3,492	
Peak Hour	0	102	5	120	1	18	203	238	0	30	15	49	2	417	845	29	2,074	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	1	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	1	0	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	2	1	0	1	4	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	2	0	0	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	2	0	0	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	1	0	0	1	2	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	0	0	1	2	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	2	0	0	2	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	1	0	1	7:50 AM	0	0	0	0	0
7:55 AM	0	1	0	0	1	7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	1	0	1	8:05 AM	0	0	0	0	0
8:10 AM	0	0	1	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1	8:15 AM	0	0	1	0	1	8:15 AM	0	0	0	0	0
8:20 AM	0	1	0	0	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	1	1	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	1	0	0	0	1
8:35 AM	0	0	0	0	0	8:35 AM	0	0	1	0	1	8:35 AM	0	0	0	0	0
8:40 AM	0	1	0	1	2	8:40 AM	0	1	1	1	3	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1	8:45 AM	0	0	1	0	1	8:45 AM	0	0	0	0	0
8:50 AM	2	2	0	0	4	8:50 AM	0	0	3	0	3	8:50 AM	0	0	1	0	1
8:55 AM	1	0	1	1	3	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	9	13	2	7	31	Count Total	0	1	10	2	13	Count Total	1	0	1	0	2
Peak Hour	4	4	2	4	14	Peak Hour	0	1	8	2	11	Peak Hour	1	0	1	0	2

ALL TRAFFIC DATA SERVICES
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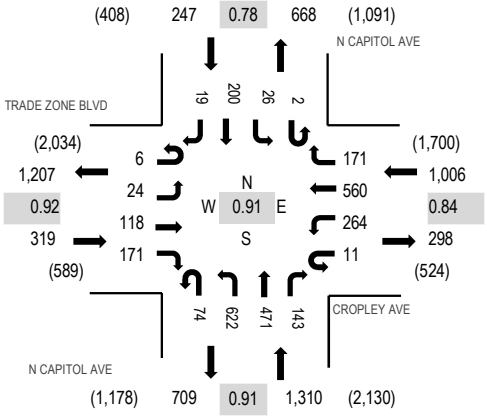
Location: 4 N CAPITOL AVE & CROPLEY AVE AM
Date: Tuesday, January 14, 2025
Peak Hour: 07:55 AM - 08:55 AM
Peak 15-Minutes: 07:55 AM - 08:10 AM

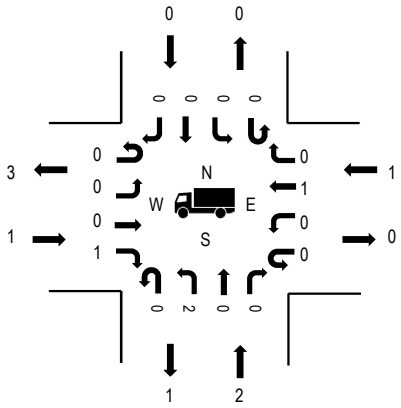
Peak Hour

Motorized Vehicles



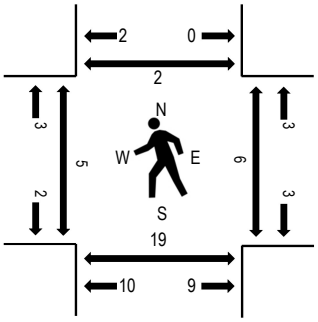
Note: Total study counts contained in parentheses.

Heavy Vehicles

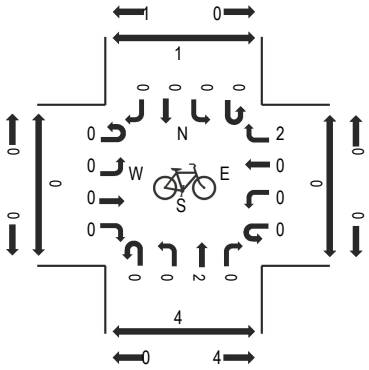


	HV%	PHF
EB	0.3%	0.92
WB	0.1%	0.84
NB	0.2%	0.91
SB	0.0%	0.78
All	0.1%	0.91

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N CAPITOL AVE Northbound				TRADE ZONE BLVD Eastbound				N CAPITOL AVE Southbound				CROPLEY AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	1	17	21	5	0	1	6	4	0	0	5	0	0	9	23	4	96	2,008
7:05 AM	3	40	18	7	1	3	6	12	1	1	4	0	1	5	27	1	130	2,153
7:10 AM	2	36	22	7	0	0	6	7	0	3	8	0	4	10	34	4	143	2,287
7:15 AM	3	29	28	4	0	0	9	10	1	2	6	1	0	10	23	8	134	2,405
7:20 AM	2	20	27	5	3	0	4	12	0	1	6	0	0	14	36	8	138	2,524
7:25 AM	1	25	30	6	0	0	7	8	0	4	12	0	2	16	23	7	141	2,625
7:30 AM	3	30	22	4	0	2	8	13	0	1	12	0	0	17	36	12	160	2,725
7:35 AM	5	35	41	4	0	0	7	13	0	3	13	1	0	28	48	11	209	2,787
7:40 AM	3	31	22	7	0	1	14	16	0	2	12	0	0	17	34	11	170	2,801
7:45 AM	2	48	25	7	0	4	15	14	0	2	12	0	0	17	33	17	196	2,836
7:50 AM	3	41	21	14	0	0	18	13	0	8	13	0	0	19	49	6	205	2,849
7:55 AM	8	75	56	22	0	0	13	11	0	4	19	0	0	20	41	17	286	2,882
8:00 AM	10	45	24	19	1	4	9	18	0	3	14	1	1	32	43	17	241	2,819
8:05 AM	4	32	41	24	1	4	17	16	0	3	17	1	0	26	59	19	264	
8:10 AM	20	65	39	16	1	2	5	17	0	6	4	0	1	28	48	9	261	
8:15 AM	5	36	38	12	0	2	8	18	1	1	17	1	3	25	67	19	253	
8:20 AM	5	52	48	6	0	0	12	21	0	1	13	5	4	11	38	23	239	
8:25 AM	4	49	33	8	2	4	13	8	0	1	34	1	2	24	53	5	241	
8:30 AM	3	46	22	4	1	2	12	13	0	2	17	3	0	18	63	16	222	
8:35 AM	7	63	45	8	0	1	6	13	0	3	16	3	0	18	27	13	223	
8:40 AM	2	46	41	7	0	0	6	12	1	2	21	1	0	14	39	13	205	
8:45 AM	4	49	31	6	0	4	9	10	0	0	7	1	0	28	48	12	209	
8:50 AM	2	64	53	11	0	1	8	14	0	0	21	2	0	20	34	8	238	
8:55 AM	2	56	31	4	1	3	14	15	0	4	21	2	0	16	44	10	223	
Count Total	104	1,030	779	217	11	38	232	308	4	57	324	23	18	442	970	270	4,827	
Peak Hour	74	622	471	143	6	24	118	171	2	26	200	19	11	264	560	171	2,882	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	1	1	0	0	2
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	1	0	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	2	0	0	2
7:15 AM	0	2	0	0	2	7:15 AM	0	0	0	1	1	7:15 AM	0	0	0	0	0
7:20 AM	0	1	0	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	1	0	0	1
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	1	1	0	2
7:30 AM	0	0	0	1	1	7:30 AM	1	0	0	0	1	7:30 AM	2	0	1	2	5
7:35 AM	1	0	0	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	1	0	1
7:40 AM	0	0	0	0	0	7:40 AM	1	0	0	0	1	7:40 AM	0	1	2	0	3
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	2	0	1	0	3
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	3	1	0	0	4
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	5	1	0	2	8
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	2	0	1	0	3
8:10 AM	0	1	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	1	2	8:15 AM	3	1	1	1	6
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	1	1	8:20 AM	1	0	0	0	1
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	5	1	0	0	6
8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	1	0	0	0	1	8:35 AM	0	0	0	0	0	8:35 AM	1	0	0	2	3
8:40 AM	0	0	0	0	0	8:40 AM	1	0	0	0	1	8:40 AM	1	1	0	0	2
8:45 AM	1	0	0	0	1	8:45 AM	0	0	0	0	0	8:45 AM	1	0	1	0	2
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	1	1
8:55 AM	1	2	0	0	3	8:55 AM	3	0	0	0	3	8:55 AM	1	0	0	0	1
Count Total	6	7	0	2	15	Count Total	7	0	0	3	10	Count Total	29	11	9	8	57
Peak Hour	2	1	0	1	4	Peak Hour	2	0	0	2	4	Peak Hour	23	5	3	6	37

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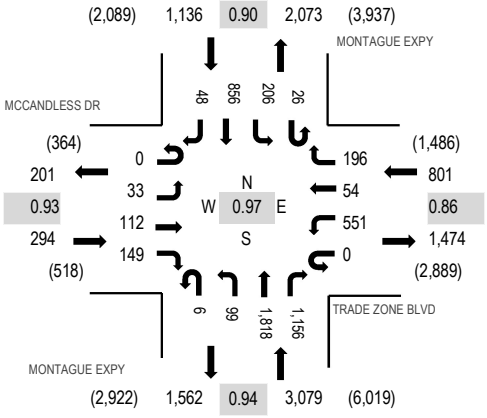
Location: 1 MONTAGUE EXPY & TRADE ZONE BLVD PM
Date: Tuesday, January 14, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

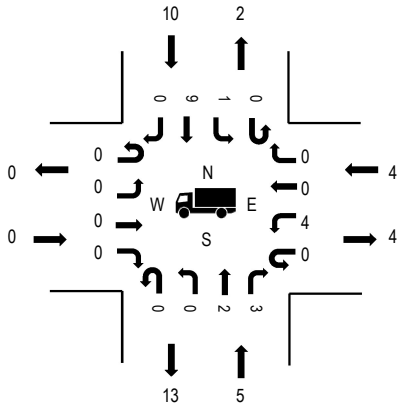
Peak Hour

Motorized Vehicles



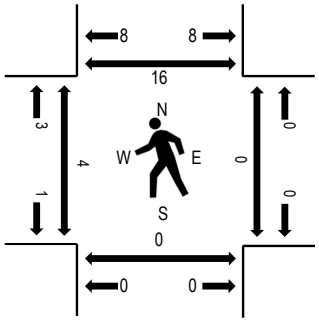
Note: Total study counts contained in parentheses.

Heavy Vehicles

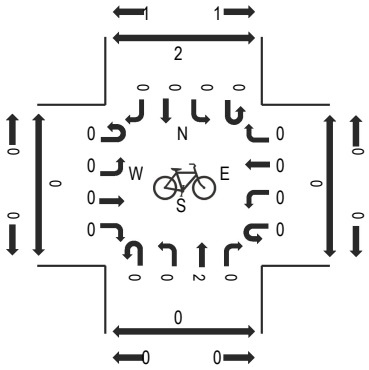


	HV%	PHF
EB	0.0%	0.93
WB	0.5%	0.86
NB	0.2%	0.94
SB	0.9%	0.90
All	0.4%	0.97

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Northbound				MCCANDLESS DR Eastbound				MONTAGUE EXPY Southbound				TRADE ZONE BLVD Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	1	3	165	101	0	0	7	6	5	20	76	2	0	27	4	11	428	4,802
4:05 PM	0	8	102	94	0	1	9	8	3	11	57	2	0	55	3	15	368	4,833
4:10 PM	2	13	140	115	0	0	4	4	0	6	55	2	0	26	2	5	374	4,889
4:15 PM	0	5	109	106	0	4	8	12	2	7	67	0	0	38	7	17	382	4,953
4:20 PM	1	15	135	90	0	2	7	5	1	7	44	0	0	52	4	12	375	5,009
4:25 PM	1	3	134	89	0	4	10	10	0	11	92	2	0	28	1	12	397	5,120
4:30 PM	2	7	115	99	0	5	7	5	1	11	47	2	0	58	4	18	381	5,142
4:35 PM	0	8	191	80	0	1	5	14	3	11	86	1	0	29	4	8	441	5,173
4:40 PM	0	4	109	103	0	2	11	8	2	21	73	4	0	60	3	20	420	5,191
4:45 PM	1	11	178	108	0	2	3	9	1	9	52	1	0	44	8	16	443	5,201
4:50 PM	1	7	120	92	0	4	14	11	3	18	78	1	0	24	3	13	389	5,230
4:55 PM	2	10	155	105	0	6	5	11	2	11	40	3	0	38	6	10	404	5,290
5:00 PM	1	3	158	109	0	4	10	15	4	19	92	2	0	21	2	19	459	5,310
5:05 PM	0	15	130	76	0	5	12	15	2	16	61	1	0	71	8	12	424	
5:10 PM	2	13	140	108	0	0	4	13	2	18	84	4	0	31	1	18	438	
5:15 PM	0	6	117	87	0	2	9	10	3	24	83	5	0	64	5	23	438	
5:20 PM	0	9	189	107	0	5	5	13	3	9	51	4	0	64	7	20	486	
5:25 PM	0	4	143	78	0	2	13	10	2	25	100	1	0	27	0	14	419	
5:30 PM	1	8	141	114	0	1	12	9	1	8	39	2	0	46	6	24	412	
5:35 PM	0	6	180	100	0	0	5	14	3	22	72	3	0	38	2	14	459	
5:40 PM	2	7	115	87	0	5	16	8	3	21	77	6	0	64	6	13	430	
5:45 PM	0	11	196	107	0	5	7	9	1	14	69	2	0	32	5	14	472	
5:50 PM	0	6	141	84	0	1	13	15	2	22	89	11	0	46	7	12	449	
5:55 PM	0	11	168	99	0	3	6	18	0	8	39	7	0	47	5	13	424	
Count Total	17	193	3,471	2,338	0	64	202	252	49	349	1,623	68	0	1,030	103	353	10,112	
Peak Hour	6	99	1,818	1,156	0	33	112	149	26	206	856	48	0	551	54	196	5,310	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	1	0	1	0	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	1	0	1	1	3	4:05 PM	0	0	0	0	0	4:05 PM	0	0	3	0	3
4:10 PM	1	0	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	0	3	4	4:15 PM	0	0	0	0	0	4:15 PM	0	1	3	0	4
4:20 PM	0	0	0	1	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	2	0	2
4:25 PM	1	0	0	1	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	2	0	2
4:35 PM	1	1	4	2	8	4:35 PM	0	0	0	0	0	4:35 PM	0	2	3	0	5
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	4	0	4
4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1	4:45 PM	0	0	2	0	2
4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	0	1
4:55 PM	0	0	1	1	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	5	0	5
5:00 PM	1	0	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	1	0	0	0	1	5:05 PM	0	2	7	0	9
5:10 PM	0	0	1	2	3	5:10 PM	0	0	0	0	0	5:10 PM	0	1	3	0	4
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1
5:20 PM	0	0	1	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	1	0	1
5:25 PM	1	0	0	1	2	5:25 PM	0	0	0	0	0	5:25 PM	0	1	0	0	1
5:30 PM	0	0	1	0	1	5:30 PM	1	0	0	0	1	5:30 PM	0	0	2	0	2
5:35 PM	1	0	1	1	3	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	1	0	3	0	4	5:40 PM	0	0	0	0	0	5:40 PM	0	0	2	0	2
5:45 PM	1	0	1	0	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	0	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	1	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	1	0	1
Count Total	12	1	17	13	43	Count Total	3	0	0	0	3	Count Total	0	8	43	0	51
Peak Hour	5	0	10	4	19	Peak Hour	2	0	0	0	2	Peak Hour	0	4	18	0	22

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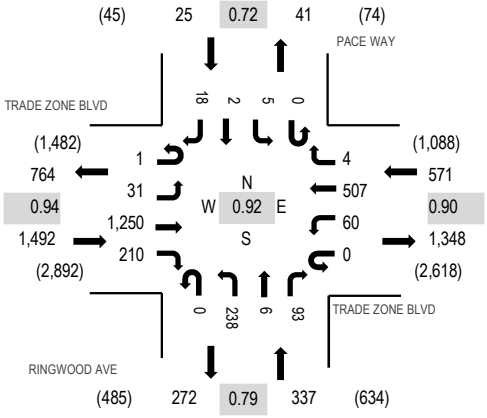
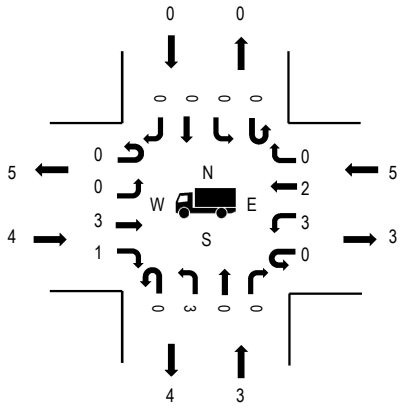
Location: 2 RINGWOOD AVE & TRADE ZONE BLVD PM
Date: Tuesday, January 14, 2025
Peak Hour: 04:50 PM - 05:50 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour

Motorized Vehicles



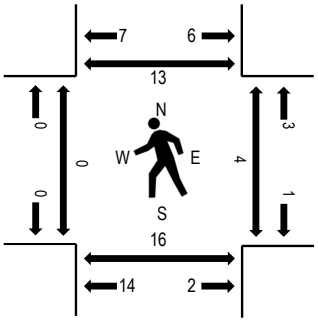
Heavy Vehicles



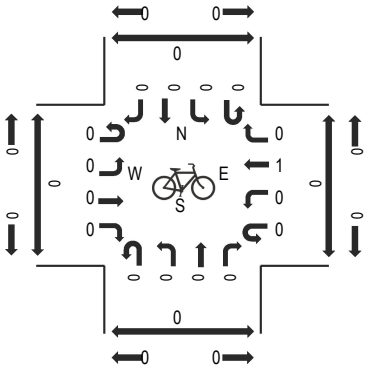
	HV%	PHF
EB	0.3%	0.94
WB	0.9%	0.90
NB	0.9%	0.79
SB	0.0%	0.72
All	0.5%	0.92

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	RINGWOOD AVE Northbound				TRADE ZONE BLVD Eastbound				PACE WAY Southbound				TRADE ZONE BLVD Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	19	0	5	0	4	102	19	0	0	0	2	0	2	48	0	201	2,238
4:05 PM	0	19	0	5	0	0	102	18	0	0	0	1	0	4	35	0	184	2,235
4:10 PM	0	13	0	7	0	0	105	15	0	0	0	4	0	4	28	1	177	2,266
4:15 PM	0	20	1	9	1	1	111	16	0	0	1	0	0	0	40	1	201	2,302
4:20 PM	0	15	0	5	0	2	87	11	0	0	1	0	0	4	46	0	171	2,330
4:25 PM	0	13	0	3	0	2	96	16	0	0	1	1	0	2	44	0	178	2,338
4:30 PM	0	38	0	9	0	1	95	13	0	0	1	2	0	1	28	0	188	2,345
4:35 PM	0	23	0	17	0	2	76	17	0	0	0	1	0	2	38	0	176	2,367
4:40 PM	0	21	0	6	0	5	107	22	0	0	0	1	0	4	44	0	210	2,411
4:45 PM	0	13	1	8	1	0	111	12	0	0	0	0	0	1	43	0	190	2,411
4:50 PM	0	22	0	4	0	3	96	18	0	0	0	2	0	6	26	0	177	2,425
4:55 PM	0	12	0	12	0	2	103	19	0	1	0	0	0	7	29	0	185	2,420
5:00 PM	0	18	0	11	0	3	106	15	0	0	0	1	0	6	37	1	198	2,421
5:05 PM	0	24	0	7	0	0	101	13	0	0	1	1	0	9	58	1	215	
5:10 PM	0	28	1	11	1	5	112	16	0	2	0	2	0	2	33	0	213	
5:15 PM	0	24	0	7	0	2	113	18	0	1	0	1	0	3	60	0	229	
5:20 PM	0	19	0	4	0	2	87	18	0	0	0	3	0	6	40	0	179	
5:25 PM	0	14	0	6	0	1	100	18	0	0	0	2	0	3	41	0	185	
5:30 PM	0	26	4	9	0	2	99	24	0	0	0	2	0	3	41	0	210	
5:35 PM	0	24	1	7	0	4	112	16	0	0	1	3	0	4	48	0	220	
5:40 PM	0	7	0	10	0	2	110	19	0	1	0	0	0	6	54	1	210	
5:45 PM	0	20	0	5	0	5	111	16	0	0	0	1	0	5	40	1	204	
5:50 PM	0	11	1	3	0	5	84	16	0	0	0	3	0	1	47	1	172	
5:55 PM	0	8	0	4	0	5	113	7	0	0	0	1	0	2	46	0	186	
Count Total	0	451	9	174	3	58	2,439	392	0	5	6	34	0	87	994	7	4,659	
Peak Hour	0	238	6	93	1	31	1,250	210	0	5	2	18	0	60	507	4	2,425	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	1	0	1	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1
4:05 PM	0	1	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	1	1
4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	1	0	0	0	1
4:15 PM	2	0	0	1	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	2	1	3
4:20 PM	0	1	0	1	2	4:20 PM	0	0	0	0	0	4:20 PM	0	0	1	0	1
4:25 PM	0	0	0	1	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	0	0	2	0	2
4:35 PM	0	3	0	1	4	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	2	0	2
4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	0	1	4:45 PM	0	0	1	0	1
4:50 PM	0	1	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	2	0	2
4:55 PM	0	0	0	2	2	4:55 PM	0	0	0	0	0	4:55 PM	1	0	0	2	3
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0	5:00 PM	2	0	2	0	4
5:05 PM	2	0	0	0	2	5:05 PM	0	0	0	1	1	5:05 PM	11	0	3	1	15
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1
5:20 PM	0	0	0	1	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	2	0	2
5:25 PM	0	1	0	1	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	1	0	0	0	1
5:35 PM	1	1	0	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	0	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	1	0	1	0	2
5:45 PM	0	1	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	1	2
5:55 PM	0	1	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	6	12	0	10	28	Count Total	0	1	0	1	2	Count Total	17	0	23	7	47
Peak Hour	3	4	0	5	12	Peak Hour	0	0	0	1	1	Peak Hour	16	0	13	4	33

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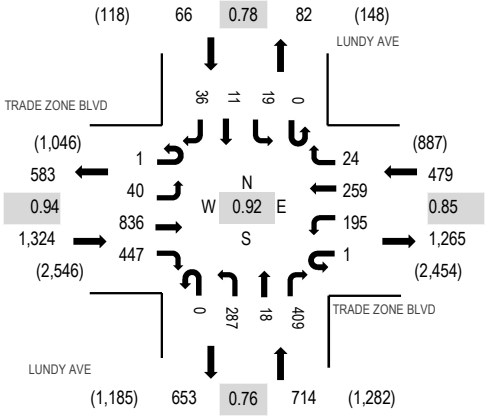
Location: 3 LUNDY AVE & TRADE ZONE BLVD PM
Date: Tuesday, January 14, 2025
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

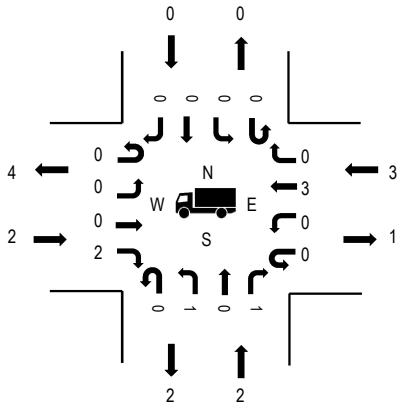
Peak Hour

Motorized Vehicles



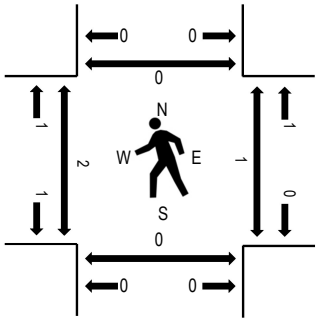
Note: Total study counts contained in parentheses.

Heavy Vehicles

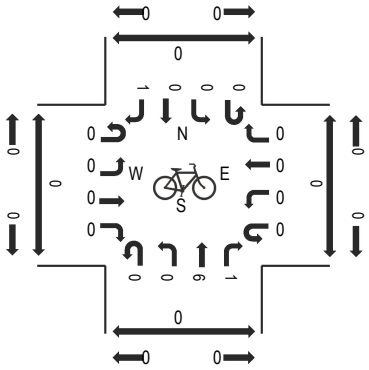


	HV%	PHF
EB	0.2%	0.94
WB	0.6%	0.85
NB	0.3%	0.76
SB	0.0%	0.78
All	0.3%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	LUNDY AVE Northbound				TRADE ZONE BLVD Eastbound				LUNDY AVE Southbound				TRADE ZONE BLVD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	21	1	31	0	3	70	38	0	0	1	2	1	9	30	2	209	2,265
4:05 PM	0	8	2	39	0	0	76	31	0	0	2	2	0	14	20	2	196	2,268
4:10 PM	0	19	0	21	0	1	55	28	0	1	1	1	0	15	16	3	161	2,334
4:15 PM	0	22	1	20	0	1	102	29	0	1	0	4	0	9	12	2	203	2,400
4:20 PM	0	31	2	22	0	0	62	19	0	3	0	1	0	19	13	3	175	2,409
4:25 PM	0	27	0	35	0	4	67	38	0	1	2	0	0	21	20	1	216	2,441
4:30 PM	0	20	0	35	0	6	87	27	0	1	0	2	0	9	15	0	202	2,419
4:35 PM	0	17	0	41	0	7	61	21	0	1	0	1	0	10	17	1	177	2,418
4:40 PM	0	4	0	23	0	5	58	24	0	6	1	4	0	16	19	1	161	2,478
4:45 PM	0	15	1	30	0	0	88	30	0	0	1	2	0	10	17	1	195	2,547
4:50 PM	0	26	2	16	0	3	47	36	0	1	2	2	0	16	10	6	167	2,535
4:55 PM	0	18	2	24	0	1	74	42	0	1	1	1	0	21	16	2	203	2,583
5:00 PM	0	34	0	33	0	1	83	23	0	1	0	3	0	13	20	1	212	2,568
5:05 PM	0	30	2	51	0	6	86	41	0	3	0	6	0	13	23	1	262	
5:10 PM	0	31	5	48	0	3	63	39	0	0	1	4	1	19	12	1	227	
5:15 PM	0	17	0	29	0	1	80	37	0	2	2	1	0	15	27	1	212	
5:20 PM	0	29	1	32	1	5	64	34	0	0	0	2	0	13	24	2	207	
5:25 PM	0	17	1	41	0	2	64	38	0	3	1	2	0	14	10	1	194	
5:30 PM	0	22	2	36	0	3	49	33	0	1	0	4	0	22	25	4	201	
5:35 PM	0	18	1	29	0	5	92	39	0	5	3	3	0	13	28	1	237	
5:40 PM	0	28	1	23	0	2	76	47	0	0	1	2	0	17	30	3	230	
5:45 PM	0	14	0	30	0	2	53	36	0	0	1	5	0	15	23	4	183	
5:50 PM	0	29	3	33	0	9	52	38	0	3	1	3	0	20	21	3	215	
5:55 PM	0	15	0	21	0	2	64	32	0	2	1	3	0	20	25	3	188	
Count Total	0	512	27	743	1	72	1,673	800	0	36	22	60	2	363	473	49	4,833	
Peak Hour	0	287	18	409	1	40	836	447	0	19	11	36	1	195	259	24	2,583	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

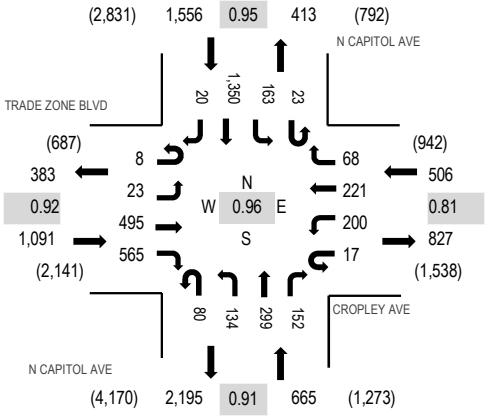
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	1	1	0	0	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	0	1	4:10 PM	1	0	0	0	1	4:10 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	1	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	1	1	2
4:25 PM	1	0	0	0	1	4:25 PM	1	0	1	0	2	4:25 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1	4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0
4:35 PM	0	1	0	0	1	4:35 PM	1	0	0	1	2	4:35 PM	0	1	0	0	1
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	1	0	0	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	1	2	0	0	3	4:50 PM	0	1	2	0	3	4:50 PM	0	0	1	0	1
4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	0	1
5:00 PM	0	0	0	1	1	5:00 PM	1	0	0	0	1	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	1	0	1	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	2	0	0	0	2	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0
5:20 PM	1	0	0	1	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	1	0	0	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	1	0	0	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	1	0	0	1
5:45 PM	0	1	0	0	1	5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	1	1
5:55 PM	0	1	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	7	8	0	4	19	Count Total	11	1	4	1	17	Count Total	0	4	2	2	8
Peak Hour	2	2	0	3	7	Peak Hour	7	0	1	0	8	Peak Hour	0	2	0	1	3

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N CAPITOL AVE & CROPLEY AVE PM
Date: Tuesday, January 14, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:05 PM - 05:20 PM

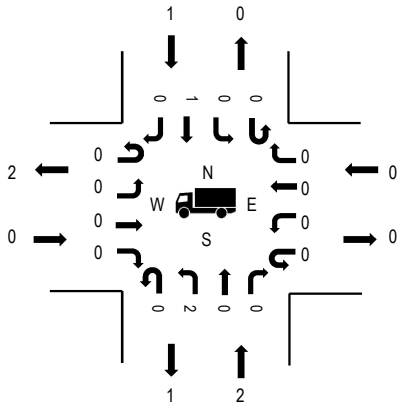
Peak Hour

Motorized Vehicles



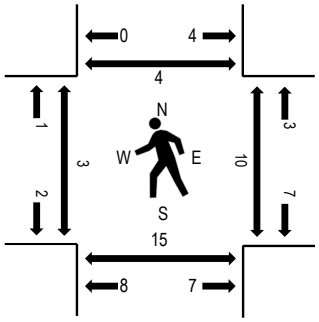
Note: Total study counts contained in parentheses.

Heavy Vehicles

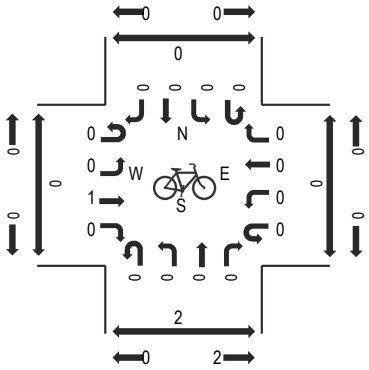


	HV%	PHF
EB	0.0%	0.92
WB	0.0%	0.81
NB	0.3%	0.91
SB	0.1%	0.95
All	0.1%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N CAPITOL AVE Northbound				TRADE ZONE BLVD Eastbound				N CAPITOL AVE Southbound				CROPLEY AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	1	12	14	11	0	0	22	56	1	11	86	2	0	13	11	3	243	3,369
4:05 PM	10	16	26	12	0	3	36	49	1	14	72	1	0	20	10	6	276	3,437
4:10 PM	13	12	23	8	0	0	31	50	2	12	77	1	1	17	17	4	268	3,500
4:15 PM	2	4	19	5	1	3	46	46	0	5	67	1	3	22	17	3	244	3,540
4:20 PM	10	6	21	19	0	2	22	41	0	5	91	1	2	19	13	4	256	3,643
4:25 PM	10	12	32	15	0	1	38	50	0	8	106	6	2	7	18	7	312	3,706
4:30 PM	5	12	30	15	0	4	43	54	0	8	104	3	2	12	6	3	301	3,697
4:35 PM	3	8	22	18	1	5	43	68	2	15	59	2	5	16	13	2	282	3,751
4:40 PM	2	5	29	13	0	4	39	50	0	11	141	2	1	12	10	4	323	3,784
4:45 PM	5	10	22	5	0	0	43	48	2	14	120	1	2	12	16	3	303	3,727
4:50 PM	1	4	20	10	1	3	42	48	1	8	81	1	1	20	18	9	268	3,751
4:55 PM	8	8	27	13	0	1	20	36	2	12	113	3	0	22	19	9	293	3,786
5:00 PM	3	7	31	6	0	2	35	46	2	15	124	1	0	17	16	6	311	3,818
5:05 PM	5	11	30	17	0	2	47	64	3	10	108	1	0	16	20	5	339	
5:10 PM	12	11	16	16	2	3	35	41	3	17	128	1	0	8	8	7	308	
5:15 PM	2	6	29	15	0	2	52	61	1	6	127	5	1	15	19	6	347	
5:20 PM	8	15	21	9	2	5	47	54	4	26	87	0	2	14	15	10	319	
5:25 PM	7	7	25	19	0	1	31	29	2	11	128	3	3	19	14	4	303	
5:30 PM	9	17	31	15	2	0	52	43	2	14	132	2	2	11	17	6	355	
5:35 PM	3	12	12	14	0	1	41	58	2	16	110	0	0	20	23	3	315	
5:40 PM	14	5	18	4	1	2	44	50	0	6	72	1	0	15	29	5	266	
5:45 PM	6	10	37	11	1	3	41	34	2	12	123	2	3	20	21	1	327	
5:50 PM	8	12	26	17	0	2	21	43	1	10	95	3	4	31	23	7	303	
5:55 PM	3	21	23	9	0	0	49	42	1	20	116	1	2	14	16	8	325	
Count Total	150	243	584	296	11	49	920	1,161	34	286	2,467	44	36	392	389	125	7,187	
Peak Hour	80	134	299	152	8	23	495	565	23	163	1,350	20	17	200	221	68	3,818	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	0	1	4:00 PM	1	0	0	0	1
4:05 PM	0	1	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	3	0	0	1	4
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	3	1	0	2	6
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0	4:15 PM	5	0	1	2	8
4:20 PM	1	0	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	1	1	1	0	3
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	1	3	3	7
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	1	1	4:30 PM	2	0	3	1	6
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	3	1	2	1	7
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	7	1	1	1	10
4:55 PM	1	1	0	0	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	1	0	1
5:00 PM	1	0	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	1	2	0	3
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	2	0	0	2	4
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0	5:15 PM	0	1	0	0	1	5:15 PM	1	0	0	1	2
5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	6	1	0	0	7
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	2	0	0	1	3
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	1	0	0	0	1
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	1	1	0	2	4
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	3	0	1	1	5
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	1	3	4
Count Total	4	3	1	0	8	Count Total	0	2	0	1	3	Count Total	43	8	16	21	88
Peak Hour	2	0	1	0	3	Peak Hour	0	1	0	0	1	Peak Hour	17	3	4	10	34

Appendix C
Approved Trips Inventory

AM PROJECT TRIPS

02/03/2025

Intersection of : N Capitol Av & Cropley Av & Trade Zone Bl

Traffix Node Number : 3381

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
19-123934 TA (3-06230) Office/Industrial Fortune Data Center	4	0	0	0	0	0	0	1	3	0	1	0
21-038020 TA (3-05189) Office/Industrial Bridge Industrial Qume & Commerce Drive	0	0	0	0	0	0	0	0	0	0	0	0
22-654986 TA (3-05566) Office/Industrial 1849 Fortune Drive Data Center	11	0	0	0	0	0	2	2	7	0	3	0
22-679702 TA (3-05343) Office/Industrial 2105 Lundy Avenue Industrial	7	0	0	0	0	0	0	0	1	0	1	0
PDC88-08-097 (3-06700) Residential CROPLEY & OLD PIEDMONT BRANCATO - 39 UNITS	0	0	0	0	0	0	0	1	0	0	5	0
TOTAL:	**22**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**11**	**0**	**10**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	10	0
SOUTH	22	0	0
WEST	2	4	11

PM PROJECT TRIPS

02/03/2025

Intersection of : N Capitol Av & Cropley Av & Trade Zone Bl

Traffix Node Number : 3381

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
19-123934 TA (3-06230) Office/Industrial Fortune Data Center	2	0	0	0	0	0	0	1	4	0	1	0
21-038020 TA (3-05189) Office/Industrial Bridge Industrial Qume & Commerce Drive	0	0	0	0	0	0	0	0	0	0	0	0
22-654986 TA (3-05566) Office/Industrial 1849 Fortune Drive Data Center	4	0	0	0	0	0	2	1	4	0	1	0
22-679702 TA (3-05343) Office/Industrial 2105 Lundy Avenue Industrial	1	0	0	0	0	0	0	2	8	0	0	0
PDC88-08-097 (3-06700) Residential CROPLEY & OLD PIEDMONT BRANCATO - 39 UNITS	0	0	0	0	0	0	0	5	0	0	1	0
TOTAL:	**7**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**16**	**0**	**3**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	3	0
SOUTH	7	0	0
WEST	2	9	16

AM PROJECT TRIPS

02/03/2025

Intersection of : Lundy Av & Lundy Pl & Trade Zone Bl

Traffix Node Number : 3663

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
19-123934 TA (3-06230) Office/Industrial Fortune Data Center	0	0	4	0	0	0	0	0	0	5	0	0
21-038020 TA (3-05189) Office/Industrial Bridge Industrial Qume & Commerce Drive	0	0	0	0	0	0	0	0	0	0	0	0
22-654986 TA (3-05566) Office/Industrial 1849 Fortune Drive Data Center	0	0	1	0	0	0	13	10	13	20	0	0
22-679702 TA (3-05343) Office/Industrial 2105 Lundy Avenue Industrial	3	0	1	0	0	0	0	0	18	9	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	0	3	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	13	0	0	0	0	0	0	0	7	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**16**	**0**	**6**	**0**	**0**	**0**	**13**	**10**	**41**	**34**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	34	0	0
SOUTH	16	0	6
WEST	13	10	41

PM PROJECT TRIPS

02/03/2025

Intersection of : Lundy Av & Lundy Pl & Trade Zone Bl

Traffix Node Number : 3663

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
19-123934 TA (3-06230) Office/Industrial Fortune Data Center	0	0	5	0	0	0	0	0	0	3	0	0
21-038020 TA (3-05189) Office/Industrial Bridge Industrial Qume & Commerce Drive	0	0	0	0	0	0	0	0	0	0	0	0
22-654986 TA (3-05566) Office/Industrial 1849 Fortune Drive Data Center	0	0	1	0	0	0	24	7	15	9	0	0
22-679702 TA (3-05343) Office/Industrial 2105 Lundy Avenue Industrial	19	0	9	0	0	0	0	0	2	1	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	3	0	0	0	0	0	0	0	1	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	6	0	0	0	0	0	0	0	12	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	5	0	1	2	0	0	0	0	11

TOTAL:	**28**	**0**	**15**	**5**	**0**	**1**	**26**	**7**	**30**	**13**	**0**	**11**

	LEFT	THRU	RIGHT
NORTH	5	0	1
EAST	13	0	11
SOUTH	28	0	15
WEST	26	7	30

AM PROJECT TRIPS

02/03/2025

Intersection of : Ringwood Av & Trade Zone Bl

Traffix Node Number : 3905

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
19-123934 TA (3-06230) Office/Industrial Fortune Data Center	4	0	0	0	0	0	0	0	5	0	0	0
22-654986 TA (3-05566) Office/Industrial 1849 Fortune Drive Data Center	10	0	26	0	0	0	0	50	0	0	13	0
TOTAL:	**14**	**0**	**26**	**0**	**0**	**0**	**0**	**50**	**5**	**0**	**13**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	13	0
SOUTH	14	0	26
WEST	0	50	5

PM PROJECT TRIPS

02/03/2025

Intersection of : Ringwood Av & Trade Zone Bl

Traffix Node Number : 3905

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
19-123934 TA (3-06230) Office/Industrial Fortune Data Center	5	0	0	0	0	0	0	0	3	0	0	0
22-654986 TA (3-05566) Office/Industrial 1849 Fortune Drive Data Center	0	0	2	0	0	0	0	20	0	0	24	0
TOTAL:	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**20**	**3**	**0**	**24**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	24	0
SOUTH	5	0	2
WEST	0	20	3

AM PROJECT TRIPS

02/03/2025

Intersection of : McCandless Dr & Montague Ex / Trade Zone Bl & W Montague Ex

Traffix Node Number : 5802

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
19-123934 TA (3-06230) Office/Industrial Fortune Data Center	3	0	1	0	0	0	0	0	4	1	0	0
20-121882 TA (3-01779) Office/Industrial 550 E Brokaw Office Development	22	0	0	0	0	0	0	5	3	0	36	0
21-038020 TA (3-05189) Office/Industrial Bridge Industrial Qume & Commerce Drive	0	0	0	0	0	0	0	0	0	0	0	0
22-654986 TA (3-05566) Office/Industrial 1849 Fortune Drive Data Center	17	0	6	0	0	0	0	0	26	11	0	0
22-679702 TA (3-05343) Office/Industrial 2105 Lundy Avenue Industrial	3	0	0	0	0	0	0	0	16	1	0	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	6	0	0	0	0	0	0	2	1	0	12	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0

AM PROJECT TRIPS

02/03/2025

Intersection of : McCandless Dr & Montague Ex / Trade Zone Bl & W Montague Ex

Traffix Node Number : 5802

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	0	0	0	2	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	6	0	0	0	0	0	0	3	2	0	13	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	2	0	0	0	0	0	0	0	0	0	4	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	0	3	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	13	0	0	0	0	0	0	0	7	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**72**	**0**	**7**	**0**	**0**	**0**	**0**	**10**	**62**	**13**	**67**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	13	67	0
SOUTH	72	0	7
WEST	0	10	62

PM PROJECT TRIPS

02/03/2025

Intersection of : McCandless Dr & Montaque Ex / Trade Zone Bl & W Montaque Ex

Traffix Node Number : 5802

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
19-123934 TA (3-06230) Office/Industrial Fortune Data Center	4	0	1	0	0	0	0	0	2	1	0	0
20-121882 TA (3-01779) Office/Industrial 550 E Brokaw Office Development	0	0	0	0	0	0	0	26	16	0	0	0
21-038020 TA (3-05189) Office/Industrial Bridge Industrial Qume & Commerce Drive	0	0	0	0	0	0	0	0	0	0	0	0
22-654986 TA (3-05566) Office/Industrial 1849 Fortune Drive Data Center	9	0	2	0	0	0	0	0	10	5	0	0
22-679702 TA (3-05343) Office/Industrial 2105 Lundy Avenue Industrial	17	0	2	0	0	0	0	0	2	0	0	0
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	1	0	0	0	0	0	0	13	7	0	2	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0

PM PROJECT TRIPS

02/03/2025

Intersection of : McCandless Dr & Montague Ex / Trade Zone Bl & W Montague Ex

Traffix Node Number : 5802

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	1	0	0	1	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	1	0	0	0	0	0	0	12	6	0	1	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	0	0	3	1	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	3	0	0	0	0	0	0	0	1	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	6	0	0	0	0	0	0	0	12	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	1	1	0	0	0	0	0	0	0	0	0	0

TOTAL:	**42**	**1**	**5**	**0**	**0**	**0**	**0**	**55**	**57**	**6**	**4**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	6	4	0
SOUTH	42	1	5
WEST	0	55	57

Appendix D
Volume Summary

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Trade Zone Boulevard & Montague Expressway
Peak Hour: AM
Date of Analysis: 02/05/25
Count Date: 01/14/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	255	59	45	129	1644	53	81	64	792	542	652	57	4373
Approved Project Trips													
San Jose ATI	0	0	0	0	67	13	7	0	72	62	10	0	231
2001 Tarob Ct (Milpitas)	0	0	0	0	0	0	0	0	2	4	0	0	6
675 Trade Zone Blvd (Milpitas)	0	0	0	0	0	0	0	0	17	8	0	0	25
1256 Piper Drive (Milpitas)	0	0	0	0	19	0	0	0	0	0	10	0	29
1000 Gibraltar Drive (Milpitas)	0	0	0	0	10	0	0	0	0	0	33	0	43
1851 McCarthy Blvd (Milpitas)	0	0	0	0	14	0	0	0	0	0	11	0	25
475 Sycamore Dr (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
521 Alder Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	110	13	7	0	91	74	64	0	359
Background Conditions	255	59	45	129	1754	66	88	64	883	616	716	57	4732
Project Trips	0	0	0	0	0	8	1	0	6	40	0	0	55
Existing + Project	255	59	45	129	1644	61	82	64	798	582	652	57	4428
Background + Project	255	59	45	129	1754	74	89	64	889	656	716	57	4787

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Ringwood Avenue & Trade Zone Boulevard
Peak Hour: AM
Date of Analysis: 02/05/25
Count Date: 01/14/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	45	4	1	2	815	183	33	1	84	254	412	13	1847
Approved Project Trips													
San Jose ATI	0	0	0	0	13	0	26	0	14	5	50	0	108
2001 Tarob Ct (Milpitas)	0	0	0	0	2	0	0	0	0	0	4	0	6
675 Trade Zone Blvd (Milpitas)	0	0	0	0	17	0	0	0	0	0	8	0	25
1256 Piper Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 Gibraltar Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
1851 McCarthy Blvd (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
475 Sycamore Dr (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
521 Alder Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	32	0	26	0	14	5	62	0	139
Background Conditions	45	4	1	2	847	183	59	1	98	259	474	13	1986
Project Trips	0	0	0	0	7	0	0	0	0	0	47	0	54
Existing + Project	45	4	1	2	822	183	33	1	84	254	459	13	1901
Background + Project	45	4	1	2	854	183	59	1	98	259	521	13	2040

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Lundy Avenue & Trade Zone Boulevard
Peak Hour: AM
Date of Analysis: 02/05/25
Count Date: 01/14/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	49	15	30	29	845	219	120	5	102	238	203	19	1874
Approved Project Trips													
San Jose ATI	0	0	0	0	0	34	6	0	16	41	10	13	120
2001 Tarob Ct (Milpitas)	2	0	1	2	0	0	0	0	0	0	0	4	9
675 Trade Zone Blvd (Milpitas)	11	1	10	5	0	0	0	1	0	0	0	8	36
1256 Piper Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 Gibraltar Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
1851 McCarthy Blvd (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
475 Sycamore Dr (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
521 Alder Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	13	1	11	7	0	34	6	1	16	41	10	25	165
Background Conditions	62	16	41	36	845	253	126	6	118	279	213	44	2039
Project Trips	1	0	0	3	6	0	4	0	0	0	43	5	62
Existing + Project	50	15	30	32	851	219	124	5	102	238	246	24	1936
Background + Project	63	16	41	39	851	253	130	6	118	279	256	49	2101

Intersection Number:	4
Traffix Node Number:	4
Intersection Name:	Capitol Avenue & Trade Zone Boulevard
Peak Hour:	AM
Count Date:	01/14/25

Date of Analysis: 02/05/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	19	200	28	171	260	275	143	471	696	171	118	30	2582
Approved Project Trips													
San Jose ATI	0	0	0	0	10	0	0	0	22	11	4	2	49
2001 Tarob Ct (Milpitas)	0	0	0	0	0	0	0	0	2	1	0	0	3
675 Trade Zone Blvd (Milpitas)	0	0	0	0	0	0	0	0	5	10	0	0	15
1256 Piper Drive (Milpitas)	0	2	0	0	0	0	0	3	0	0	0	0	5
1000 Gibraltar Drive (Milpitas)	0	3	0	0	0	0	0	1	0	0	0	0	4
1851 McCarthy Blvd (Milpitas)	0	0	0	0	0	0	0	0	4	3	0	0	7
475 Sycamore Dr (Milpitas)	0	3	0	0	0	0	0	19	0	0	0	0	22
521 Alder Drive (Milpitas)	0	3	0	0	0	0	0	4	0	0	0	0	7
Total Approved Trips	0	11	0	0	10	0	0	27	33	25	4	2	112
Background Conditions	19	211	28	171	270	275	143	498	729	196	122	32	2694
Project Trips	8	0	0	0	4	0	0	0	16	2	1	1	32
Existing + Project	27	200	28	171	264	275	143	471	712	173	119	31	2614
Background + Project	27	211	28	171	274	275	143	498	745	198	123	33	2726

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Trade Zone Boulevard & Montague Expressway
Peak Hour: PM
Date of Analysis: 02/05/25
Count Date: 01/14/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	149	112	33	48	856	232	196	54	551	1156	1818	105	5310
Approved Project Trips													
San Jose ATI	0	0	0	0	4	6	5	1	42	57	55	0	170
2001 Tarob Ct (Milpitas)	0	0	0	0	0	0	0	0	3	2	0	0	5
675 Trade Zone Blvd (Milpitas)	0	0	0	0	0	0	0	0	13	16	0	0	29
1256 Piper Drive (Milpitas)	0	0	0	0	14	0	0	0	0	0	19	0	33
1000 Gibraltar Drive (Milpitas)	0	0	0	0	33	0	0	0	0	0	13	0	46
1851 McCarthy Blvd (Milpitas)	0	0	0	0	20	0	0	0	0	0	19	0	39
475 Sycamore Dr (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
521 Alder Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	71	6	5	1	58	75	106	0	322
Background Conditions	149	112	33	48	927	238	201	55	609	1231	1924	105	5632
Project Trips	0	0	0	0	0	1	7	0	34	6	0	0	48
Existing + Project	149	112	33	48	856	233	203	54	585	1162	1818	105	5358
Background + Project	149	112	33	48	927	239	208	55	643	1237	1924	105	5680

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Ringwood Avenue & Trade Zone Boulevard
Peak Hour: PM
Date of Analysis: 02/05/25
Count Date: 01/14/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	18	2	5	4	507	60	93	6	238	210	1250	32	2425
Approved Project Trips													
San Jose ATI	0	0	0	0	24	0	2	0	5	3	20	0	54
2001 Tarob Ct (Milpitas)	0	0	0	0	3	0	0	0	0	0	2	0	5
675 Trade Zone Blvd (Milpitas)	0	0	0	0	13	0	0	0	0	0	16	0	29
1256 Piper Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 Gibraltar Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
1851 McCarthy Blvd (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
475 Sycamore Dr (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
521 Alder Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	40	0	2	0	5	3	38	0	88
Background Conditions	18	2	5	4	547	60	95	6	243	213	1288	32	2513
Project Trips	0	0	0	0	41	0	0	0	0	0	7	0	48
Existing + Project	18	2	5	4	548	60	93	6	238	210	1257	32	2473
Background + Project	18	2	5	4	588	60	95	6	243	213	1295	32	2561

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Lundy Avenue & Trade Zone Boulevard
Peak Hour: PM
Date of Analysis: 02/05/25
Count Date: 01/14/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	36	11	19	24	259	196	409	18	287	447	836	41	2583
Approved Project Trips													
San Jose ATI	1	0	5	11	0	13	15	0	28	30	7	26	136
2001 Tarob Ct (Milpitas)	3	0	2	1	0	0	0	0	0	0	0	2	8
675 Trade Zone Blvd (Milpitas)	8	1	7	9	0	0	0	1	0	0	0	16	42
1256 Piper Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 Gibraltar Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
1851 McCarthy Blvd (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
475 Sycamore Dr (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
521 Alder Drive (Milpitas)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	12	1	14	21	0	13	15	1	28	30	7	44	186
Background Conditions	48	12	33	45	259	209	424	19	315	477	843	85	2769
Project Trips	4	0	2	0	37	3	0	0	0	0	6	1	53
Existing + Project	40	11	21	24	296	199	409	18	287	447	842	42	2636
Background + Project	52	12	35	45	296	212	424	19	315	477	849	86	2822

Intersection Number:	4
Traffix Node Number:	4
Intersection Name:	Capitol Avenue & Trade Zone Boulevard
Peak Hour:	PM
Count Date:	01/14/25

Date of Analysis: 02/05/25

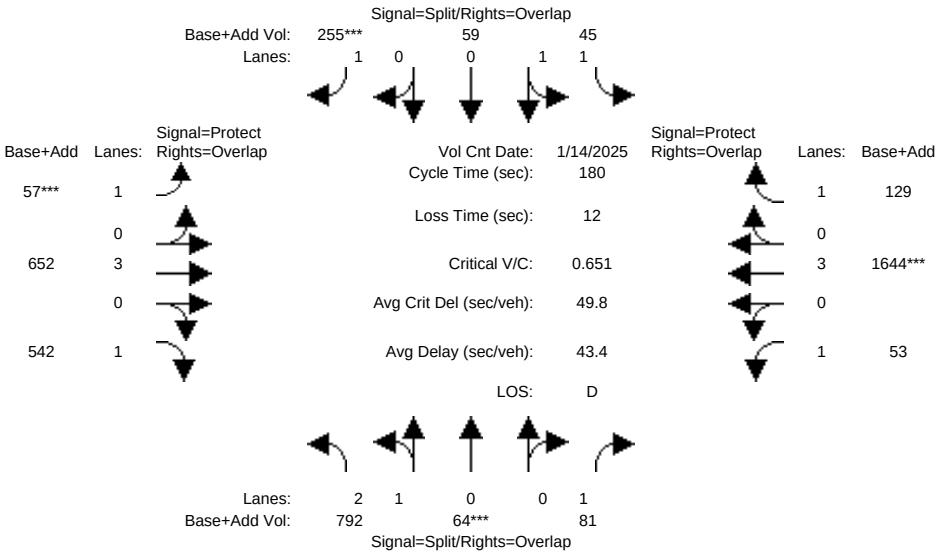
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	20	1350	186	68	221	217	152	299	214	565	495	31	3818
Approved Project Trips													
San Jose ATI	0	0	0	0	3	0	0	0	7	16	9	2	37
2001 Tarob Ct (Milpitas)	0	0	0	0	0	0	0	0	1	2	0	0	3
675 Trade Zone Blvd (Milpitas)	0	0	0	0	0	0	0	0	9	7	0	0	16
1256 Piper Drive (Milpitas)	0	3	0	0	0	0	0	2	0	0	0	0	5
1000 Gibraltar Drive (Milpitas)	0	1	0	0	0	0	0	3	0	0	0	0	4
1851 McCarthy Blvd (Milpitas)	0	0	0	0	0	0	0	0	5	5	0	0	10
475 Sycamore Dr (Milpitas)	0	16	0	0	0	0	0	3	0	0	0	0	19
521 Alder Drive (Milpitas)	0	5	0	0	0	0	0	5	0	0	0	0	10
Total Approved Trips	0	25	0	0	3	0	0	13	22	30	9	2	104
Background Conditions	20	1375	186	68	224	217	152	312	236	595	504	33	3922
Project Trips	1	0	0	0	1	0	0	0	2	14	3	7	28
Existing + Project	21	1350	186	68	222	217	152	299	216	579	498	38	3846
Background + Project	21	1375	186	68	225	217	152	312	238	609	507	40	3950

Appendix E
Intersection Level of Service Calculations

2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1: MONTAGUE EXPWY/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Jan 2025 << 7:50-8:50												
Base Vol:	792	64	81	45	59	255	57	652	542	53	1644	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	792	64	81	45	59	255	57	652	542	53	1644	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	792	64	81	45	59	255	57	652	542	53	1644	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	792	64	81	45	59	255	57	652	542	53	1644	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	792	64	81	45	59	255	57	652	542	53	1644	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	792	64	81	45	59	255	57	652	542	53	1644	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.79	0.21	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4577	370	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.05	0.03	0.03	0.15	0.03	0.11	0.31	0.03	0.29	0.07
Crit Moves:		****				****	****				****	
Green Time:	47.9	47.9	67.6	29.6	29.6	38.6	9.0	69.1	117.0	19.7	79.8	109.4
Volume/Cap:	0.65	0.65	0.12	0.16	0.19	0.68	0.65	0.30	0.48	0.28	0.65	0.12
Delay/Veh:	59.8	59.8	36.9	64.6	65.1	70.0	99.9	38.6	16.3	74.4	39.8	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	59.8	36.9	64.6	65.1	70.0	99.9	38.6	16.3	74.4	39.8	15.0
LOS by Move:	E	E	D	E	E	E	F	D	B	E	D	B
HCM2kAvgQ:	16	16	3	2	3	15	3	8	16	3	23	3

Note: Queue reported is the number of cars per lane.

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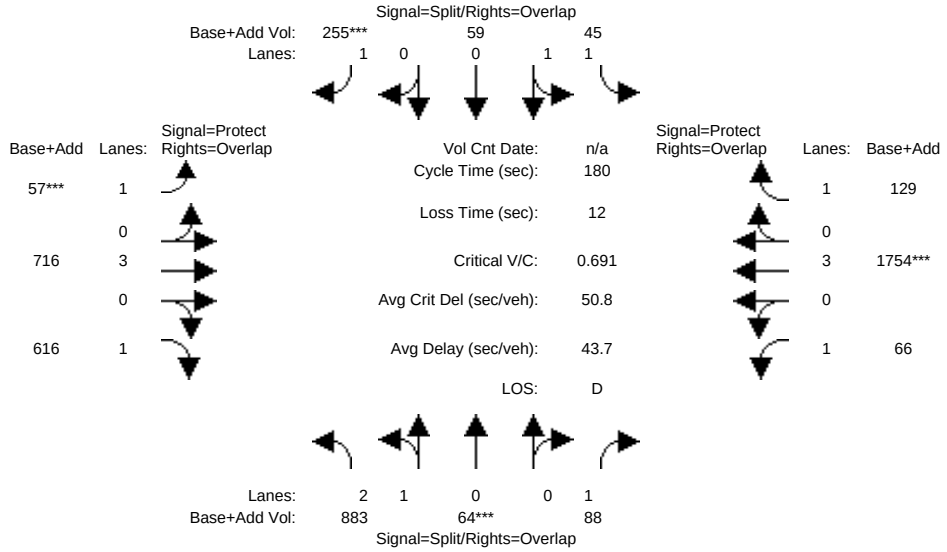
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1: MONTAGUE EXPWY/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30												
Base Vol:	883	64	88	45	59	255	57	716	616	66	1754	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	883	64	88	45	59	255	57	716	616	66	1754	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	883	64	88	45	59	255	57	716	616	66	1754	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	883	64	88	45	59	255	57	716	616	66	1754	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	883	64	88	45	59	255	57	716	616	66	1754	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	883	64	88	45	59	255	57	716	616	66	1754	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.81	0.19	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4613	334	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.05	0.03	0.03	0.15	0.03	0.13	0.35	0.04	0.31	0.07
Crit Moves:		****				****	****				****	
Green Time:	49.9	49.9	67.2	27.8	27.8	36.3	8.5	71.4	121.2	17.3	80.2	108.0
Volume/Cap:	0.69	0.69	0.13	0.17	0.20	0.72	0.69	0.32	0.52	0.39	0.69	0.12
Delay/Veh:	59.7	59.7	37.3	66.1	66.6	74.3	106.6	37.6	15.2	77.9	40.8	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	59.7	37.3	66.1	66.6	74.3	106.6	37.6	15.2	77.9	40.8	15.6
LOS by Move:	E	E	D	E	E	E	F	D	B	E	D	B
HCM2kAvgQ:	18	18	3	2	3	15	3	9	18	4	25	3

Note: Queue reported is the number of cars per lane.

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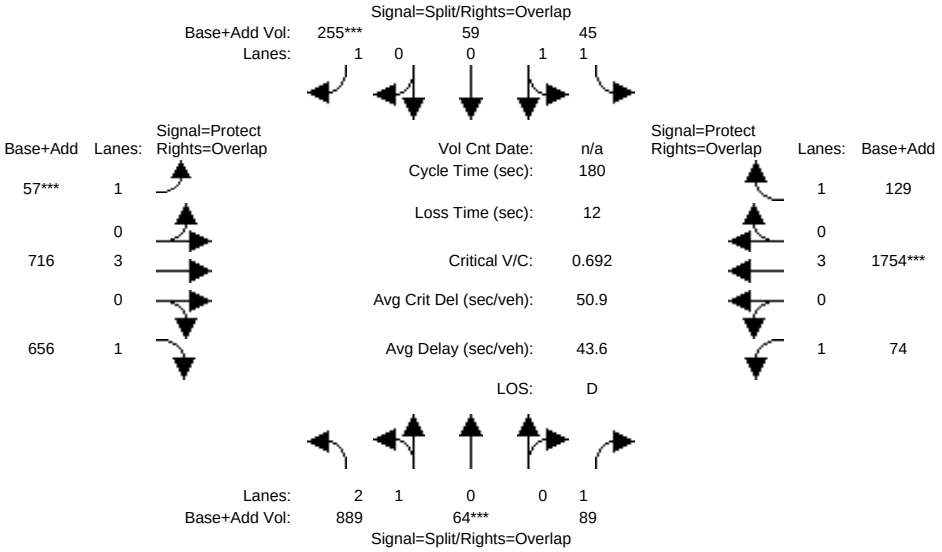
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project AM

Intersection #1: MONTAGUE EXPWY/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:30-8:30												
Base Vol:	883	64	88	45	59	255	57	716	616	66	1754	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	883	64	88	45	59	255	57	716	616	66	1754	129
Added Vol:	6	0	1	0	0	0	0	0	40	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	889	64	89	45	59	255	57	716	656	74	1754	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	889	64	89	45	59	255	57	716	656	74	1754	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	889	64	89	45	59	255	57	716	656	74	1754	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	889	64	89	45	59	255	57	716	656	74	1754	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.82	0.18	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4615	332	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.05	0.03	0.03	0.15	0.03	0.13	0.37	0.04	0.31	0.07
Crit Moves:		****				****	****				****	
Green Time:	50.1	50.1	66.8	27.8	27.8	36.2	8.5	71.8	121.9	16.7	80.0	107.8
Volume/Cap:	0.69	0.69	0.14	0.17	0.20	0.72	0.69	0.31	0.55	0.46	0.69	0.12
Delay/Veh:	59.6	59.6	37.6	66.2	66.6	74.4	106.8	37.3	15.6	79.4	40.9	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	59.6	37.6	66.2	66.6	74.4	106.8	37.3	15.6	79.4	40.9	15.7
LOS by Move:	E	E	D	E	E	E	F	D	B	E	D	B
HCM2kAvgQ:	18	18	3	2	3	15	3	9	20	4	25	3

Note: Queue reported is the number of cars per lane.

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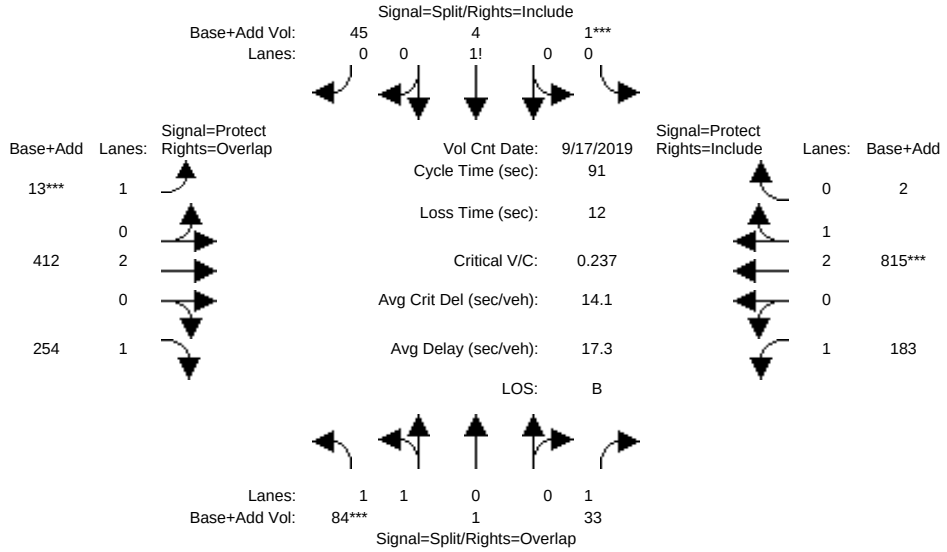
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #2: RINGWOOD AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 7:45-8:45 AM												
Base Vol:	84	1	33	1	4	45	13	412	254	183	815	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1	33	1	4	45	13	412	254	183	815	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1	33	1	4	45	13	412	254	183	815	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1	33	1	4	45	13	412	254	183	815	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1	33	1	4	45	13	412	254	183	815	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1	33	1	4	45	13	412	254	183	815	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.98	0.02	1.00	0.02	0.08	0.90	1.00	2.00	1.00	1.00	2.99	0.01
Final Sat.:	3508	42	1750	35	140	1575	1750	3800	1750	1750	5586	14
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.01	0.11	0.15	0.10	0.15	0.15
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	37.3	10.2	10.2	10.2	7.0	31.6	41.6	27.3	51.8	51.8
Volume/Cap:	0.22	0.22	0.05	0.26	0.26	0.26	0.10	0.31	0.32	0.35	0.26	0.26
Delay/Veh:	37.2	37.2	16.2	37.7	37.7	37.7	39.4	21.9	15.9	25.3	9.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	37.2	16.2	37.7	37.7	37.7	39.4	21.9	15.9	25.3	9.9	9.9
LOS by Move:	D	D	B	D	D	D	D	C	B	C	A	A
HCM2kAvgQ:	1	1	1	2	2	2	0	4	5	4	4	4

Note: Queue reported is the number of cars per lane.

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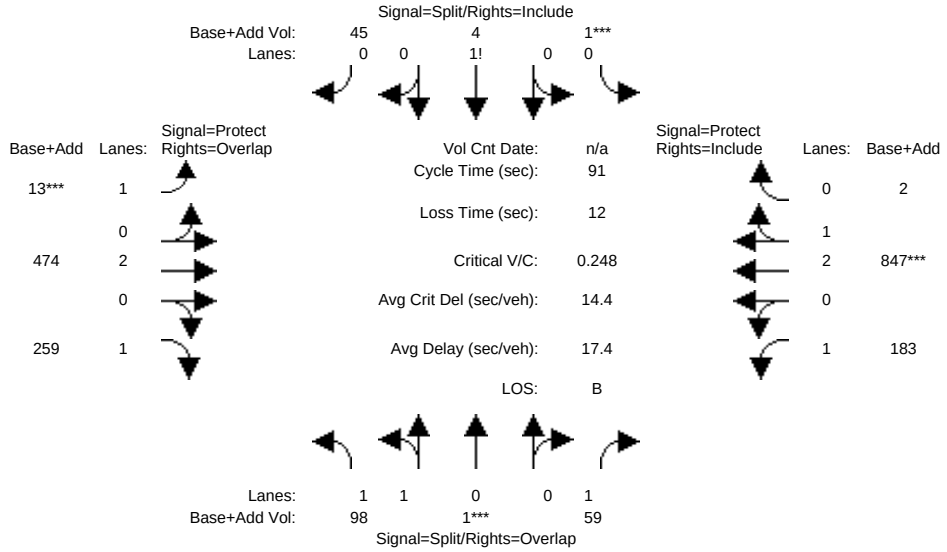
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #2: RINGWOOD AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45 AM												
Base Vol:	98	1	59	1	4	45	13	474	259	183	847	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1	59	1	4	45	13	474	259	183	847	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1	59	1	4	45	13	474	259	183	847	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1	59	1	4	45	13	474	259	183	847	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1	59	1	4	45	13	474	259	183	847	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1	59	1	4	45	13	474	259	183	847	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.98	0.02	1.00	0.02	0.08	0.90	1.00	2.00	1.00	1.00	2.99	0.01
Final Sat.:	3514	36	1750	35	140	1575	1750	3800	1750	1750	5587	13
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.01	0.12	0.15	0.10	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	36.9	10.0	10.0	10.0	7.0	32.1	42.1	26.9	52.0	52.0
Volume/Cap:	0.25	0.25	0.08	0.26	0.26	0.26	0.10	0.35	0.32	0.35	0.27	0.27
Delay/Veh:	37.4	37.4	16.7	37.8	37.8	37.8	39.4	21.9	15.7	25.6	9.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	37.4	16.7	37.8	37.8	37.8	39.4	21.9	15.7	25.6	9.9	9.9
LOS by Move:	D	D	B	D	D	D	D	C	B	C	A	A
HCM2kAvgQ:	2	2	1	2	2	2	0	5	5	4	4	4

Note: Queue reported is the number of cars per lane.

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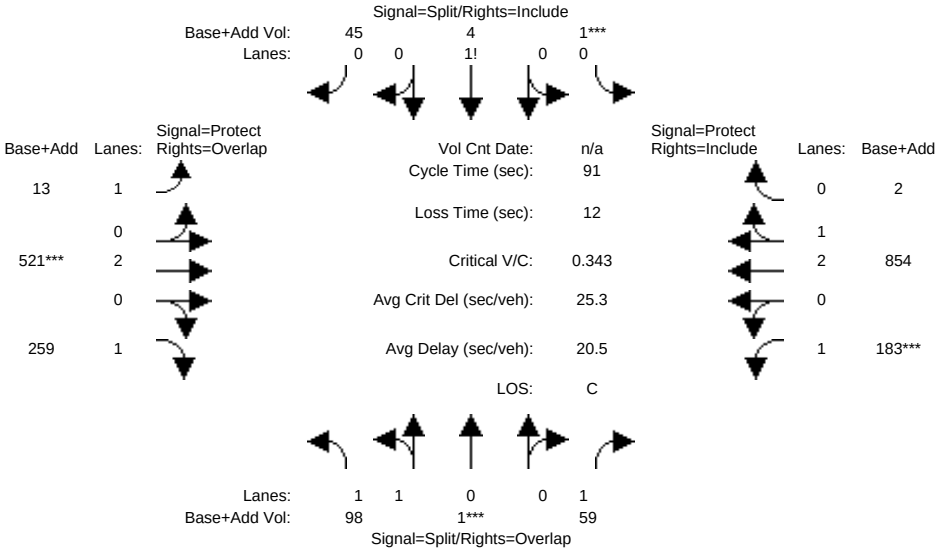
2000 HCM Operations (Future Volume Alternative)
Background + Project AM

Intersection #2: RINGWOOD AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:7:45-8:45 AM												
Base Vol:	98	1	59	1	4	45	13	474	259	183	847	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1	59	1	4	45	13	474	259	183	847	2
Added Vol:	0	0	0	0	0	0	0	47	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1	59	1	4	45	13	521	259	183	854	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1	59	1	4	45	13	521	259	183	854	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1	59	1	4	45	13	521	259	183	854	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1	59	1	4	45	13	521	259	183	854	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.98	0.02	1.00	0.02	0.08	0.90	1.00	2.00	1.00	1.00	2.99	0.01
Final Sat.:	3514	36	1750	35	140	1575	1750	3800	1750	1750	5587	13
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.01	0.14	0.15	0.10	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	35.5	10.0	10.0	10.0	19.8	33.5	43.5	25.5	39.2	39.2
Volume/Cap:	0.25	0.25	0.09	0.26	0.26	0.26	0.03	0.37	0.31	0.37	0.35	0.35
Delay/Veh:	37.4	37.4	17.6	37.8	37.8	37.8	28.1	21.2	14.8	26.8	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	37.4	17.6	37.8	37.8	37.8	28.1	21.2	14.8	26.8	17.5	17.5
LOS by Move:	D	D	B	D	D	D	C	C	B	C	B	B
HCM2kAvgQ:	2	2	1	2	2	2	0	5	5	5	5	5

Note: Queue reported is the number of cars per lane.

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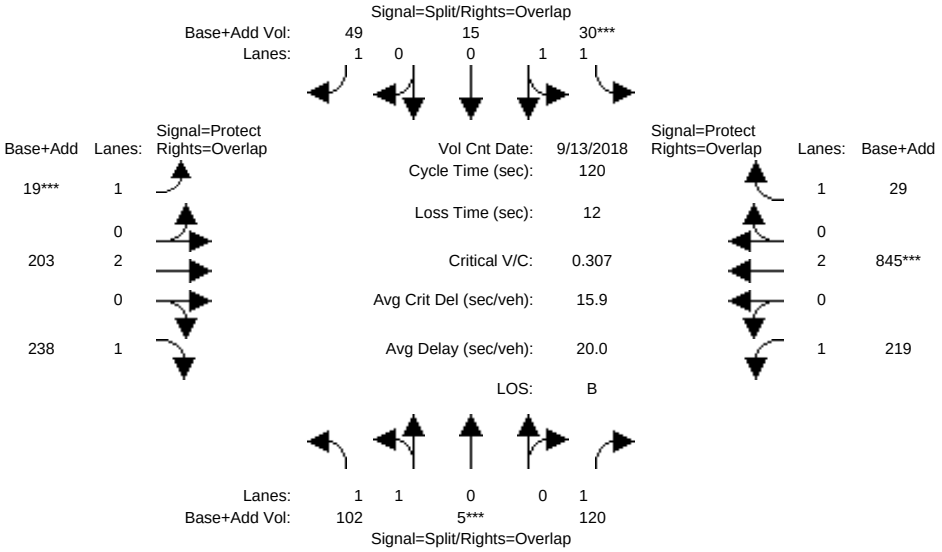
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3: LUNDY AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Sep 2018 <<												
Base Vol:	102	5	120	30	15	49	19	203	238	219	845	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	5	120	30	15	49	19	203	238	219	845	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	5	120	30	15	49	19	203	238	219	845	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	5	120	30	15	49	19	203	238	219	845	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	5	120	30	15	49	19	203	238	219	845	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	5	120	30	15	49	19	203	238	219	845	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.91	0.09	1.00	1.34	0.66	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3384	166	1750	2366	1183	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.07	0.01	0.01	0.03	0.01	0.05	0.14	0.13	0.22	0.02
Crit Moves:		****		****			****				****	
Green Time:	10.9	10.9	58.1	10.0	10.0	17.0	7.0	39.9	50.8	47.2	80.1	90.1
Volume/Cap:	0.33	0.33	0.14	0.15	0.15	0.20	0.19	0.16	0.32	0.32	0.33	0.02
Delay/Veh:	51.8	51.8	17.2	51.3	51.3	45.9	54.7	28.3	23.4	25.5	8.6	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	51.8	17.2	51.3	51.3	45.9	54.7	28.3	23.4	25.5	8.6	3.8
LOS by Move:	D	D	B	D	D	D	D	C	C	C	A	A
HCM2kAvgQ:	2	2	3	1	1	2	1	3	6	6	6	0

Note: Queue reported is the number of cars per lane.

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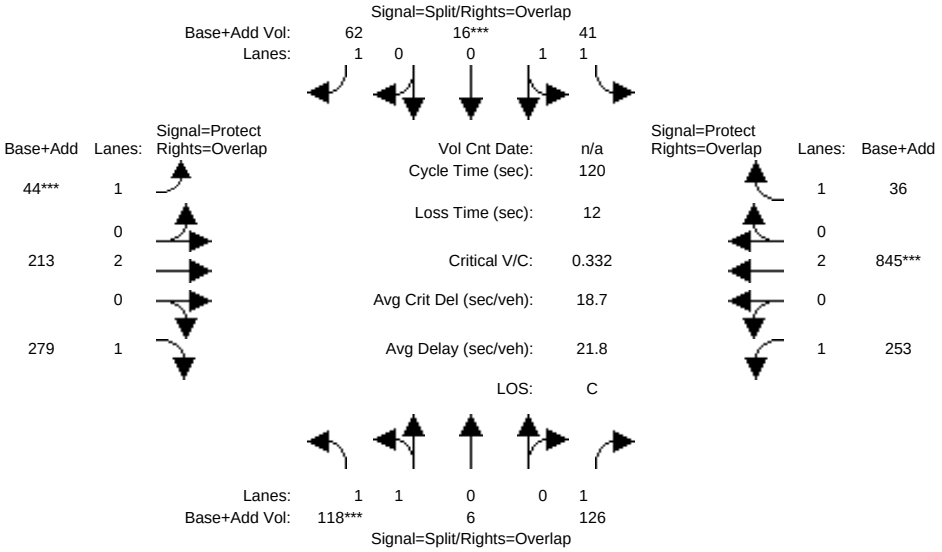
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3: LUNDY AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	6	126	41	16	62	44	213	279	253	845	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	6	126	41	16	62	44	213	279	253	845	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	6	126	41	16	62	44	213	279	253	845	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	6	126	41	16	62	44	213	279	253	845	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	6	126	41	16	62	44	213	279	253	845	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	6	126	41	16	62	44	213	279	253	845	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.45	0.55	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3378	172	1750	2553	996	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.07	0.02	0.02	0.04	0.03	0.06	0.16	0.14	0.22	0.02
Crit Moves:	****				****		****				****	
Green Time:	12.1	12.1	58.3	10.0	10.0	18.7	8.7	39.7	51.9	46.1	77.2	87.2
Volume/Cap:	0.35	0.35	0.15	0.19	0.19	0.23	0.35	0.17	0.37	0.38	0.35	0.03
Delay/Veh:	50.8	50.8	17.2	51.6	51.6	44.7	54.6	28.5	23.3	26.9	9.9	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	50.8	17.2	51.6	51.6	44.7	54.6	28.5	23.3	26.9	9.9	4.6
LOS by Move:	D	D	B	D	D	D	D	C	C	C	A	A
HCM2kAvgQ:	3	3	3	1	1	2	2	3	7	7	7	0

Note: Queue reported is the number of cars per lane.

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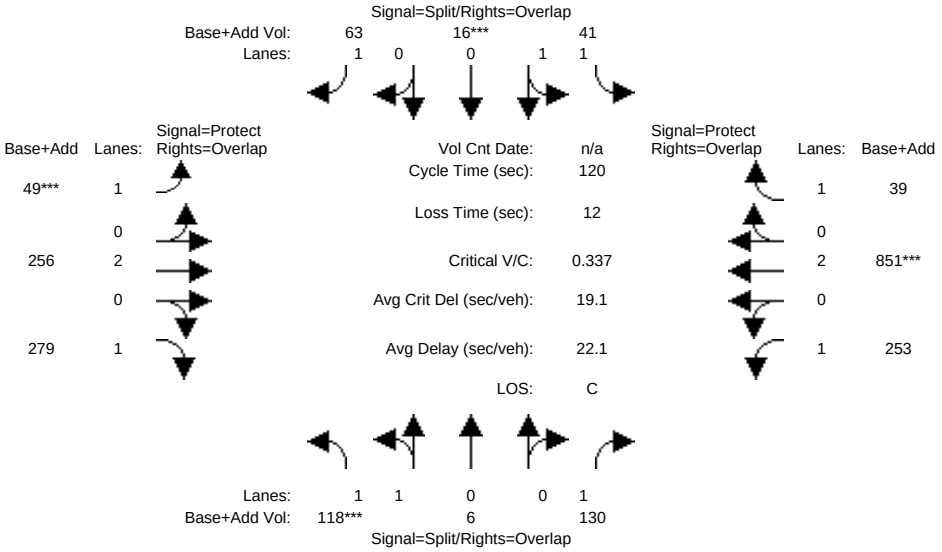
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project AM

Intersection #3: LUNDY AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	6	126	41	16	62	44	213	279	253	845	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	6	126	41	16	62	44	213	279	253	845	36
Added Vol:	0	0	4	0	0	1	5	43	0	0	6	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	6	130	41	16	63	49	256	279	253	851	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	6	130	41	16	63	49	256	279	253	851	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	6	130	41	16	63	49	256	279	253	851	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	6	130	41	16	63	49	256	279	253	851	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.90	0.10	1.00	1.45	0.55	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3378	172	1750	2553	996	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.07	0.02	0.02	0.04	0.03	0.07	0.16	0.14	0.22	0.02
Crit Moves:	****				****		****				****	
Green Time:	11.9	11.9	58.2	10.0	10.0	19.6	9.6	39.8	51.8	46.2	76.5	86.5
Volume/Cap:	0.35	0.35	0.15	0.19	0.19	0.22	0.35	0.20	0.37	0.38	0.35	0.03
Delay/Veh:	51.0	51.0	17.3	51.6	51.6	44.0	53.8	28.8	23.4	26.8	10.2	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	17.3	51.6	51.6	44.0	53.8	28.8	23.4	26.8	10.2	4.8
LOS by Move:	D	D	B	D	D	D	D	C	C	C	B	A
HCM2kAvgQ:	3	3	3	1	1	2	2	3	7	7	7	0

Note: Queue reported is the number of cars per lane.

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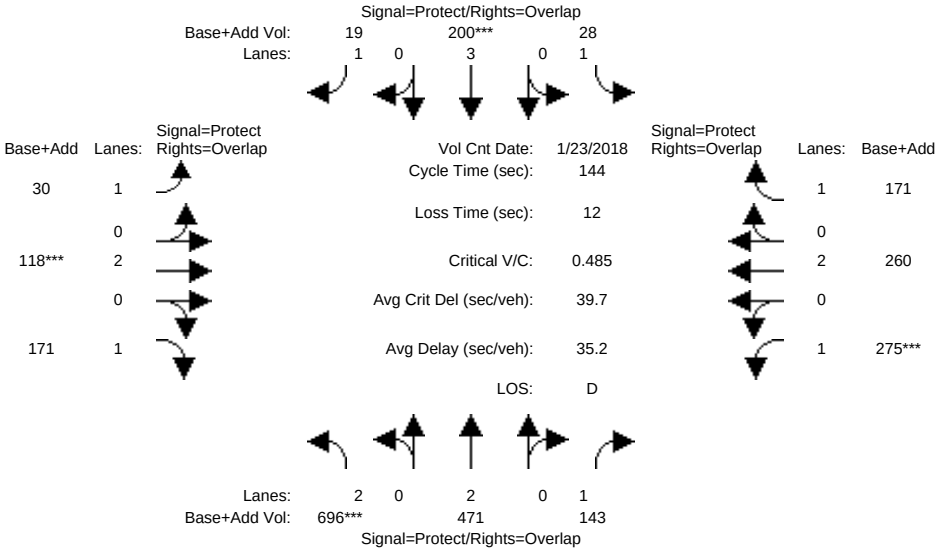
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4: CAPITOL AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	696	471	143	28	200	19	30	118	171	275	260	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	696	471	143	28	200	19	30	118	171	275	260	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	696	471	143	28	200	19	30	118	171	275	260	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	696	471	143	28	200	19	30	118	171	275	260	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	696	471	143	28	200	19	30	118	171	275	260	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	696	471	143	28	200	19	30	118	171	275	260	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.12	0.08	0.02	0.04	0.01	0.02	0.03	0.10	0.16	0.07	0.10
Crit Moves:	****				****			****		****		
Green Time:	65.2	54.3	100.7	21.3	10.4	31.4	21.0	10.0	75.2	46.4	35.4	56.7
Volume/Cap:	0.49	0.33	0.12	0.11	0.49	0.05	0.12	0.45	0.19	0.49	0.28	0.25
Delay/Veh:	27.9	32.0	7.1	53.3	65.2	44.6	53.6	65.6	18.3	39.9	44.2	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	32.0	7.1	53.3	65.2	44.6	53.6	65.6	18.3	39.9	44.2	29.5
LOS by Move:	C	C	A	D	E	D	D	E	B	D	D	C
HCM2kAvgQ:	13	7	2	1	3	1	1	2	4	11	5	5

Note: Queue reported is the number of cars per lane.

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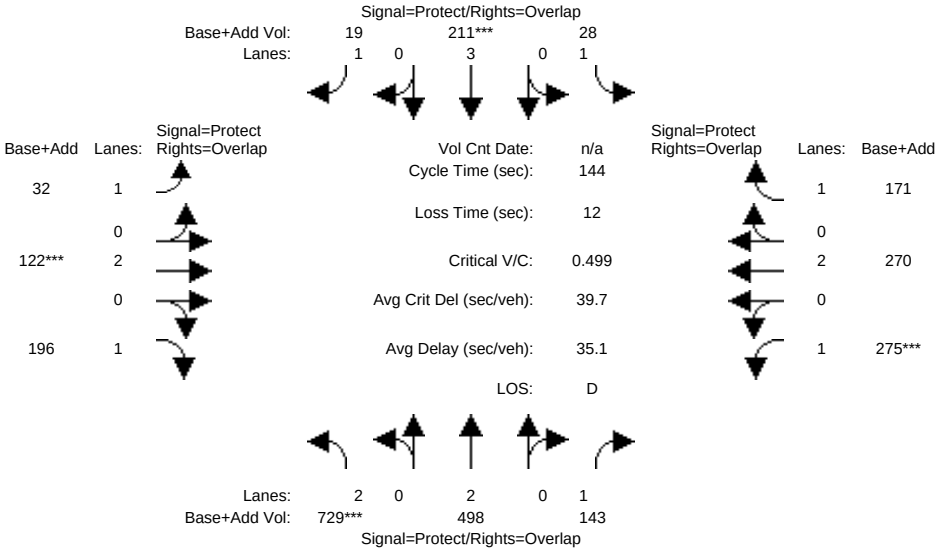
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #4: CAPITOL AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	729	498	143	28	211	19	32	122	196	275	270	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	729	498	143	28	211	19	32	122	196	275	270	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	729	498	143	28	211	19	32	122	196	275	270	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	729	498	143	28	211	19	32	122	196	275	270	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	729	498	143	28	211	19	32	122	196	275	270	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	729	498	143	28	211	19	32	122	196	275	270	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.13	0.08	0.02	0.04	0.01	0.02	0.03	0.11	0.16	0.07	0.10
Crit Moves:	****				****			****		****		
Green Time:	66.3	56.1	101.2	20.8	10.6	31.1	20.5	10.0	76.3	45.0	34.5	55.3
Volume/Cap:	0.50	0.34	0.12	0.11	0.50	0.05	0.13	0.46	0.21	0.50	0.30	0.25
Delay/Veh:	27.5	31.0	7.0	53.7	65.1	44.8	54.2	65.7	18.0	41.1	45.0	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	31.0	7.0	53.7	65.1	44.8	54.2	65.7	18.0	41.1	45.0	30.5
LOS by Move:	C	C	A	D	E	D	D	E	B	D	D	C
HCM2kAvgQ:	13	7	2	1	3	1	1	3	5	11	5	5

Note: Queue reported is the number of cars per lane.

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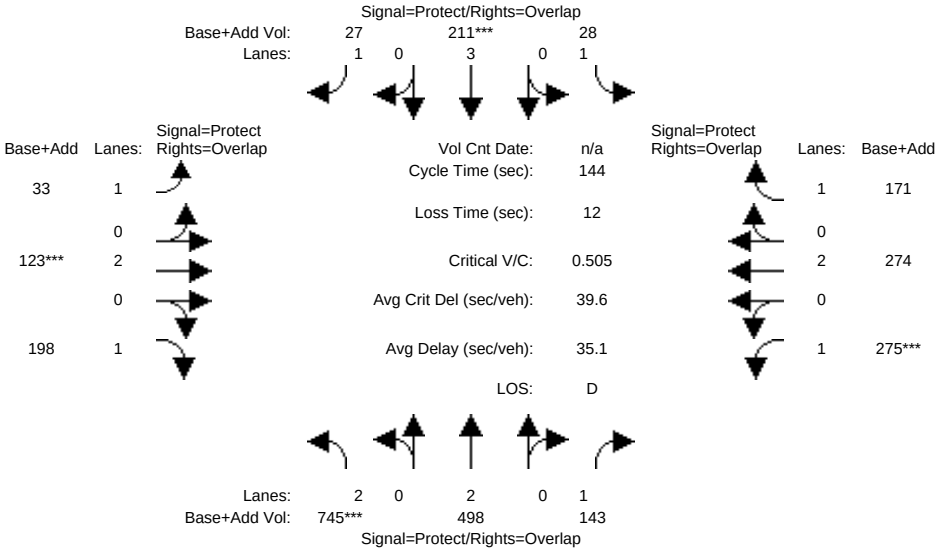
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project AM

Intersection #4: CAPITOL AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	729	498	143	28	211	19	32	122	196	275	270	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	729	498	143	28	211	19	32	122	196	275	270	171
Added Vol:	16	0	0	0	0	8	1	1	2	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	745	498	143	28	211	27	33	123	198	275	274	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	745	498	143	28	211	27	33	123	198	275	274	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	498	143	28	211	27	33	123	198	275	274	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	745	498	143	28	211	27	33	123	198	275	274	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.13	0.08	0.02	0.04	0.02	0.02	0.03	0.11	0.16	0.07	0.10
Crit Moves:	****				****			****		****		
Green Time:	67.0	56.5	101.0	21.0	10.5	30.8	20.3	10.0	77.0	44.5	34.2	55.1
Volume/Cap:	0.51	0.33	0.12	0.11	0.51	0.07	0.13	0.47	0.21	0.51	0.30	0.26
Delay/Veh:	27.3	30.7	7.0	53.6	65.3	45.3	54.4	65.7	17.7	41.6	45.3	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	30.7	7.0	53.6	65.3	45.3	54.4	65.7	17.7	41.6	45.3	30.6
LOS by Move:	C	C	A	D	E	D	D	E	B	D	D	C
HCM2kAvgQ:	14	7	2	1	3	1	1	3	5	11	5	5

Note: Queue reported is the number of cars per lane.

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2334 Lundy Avenue
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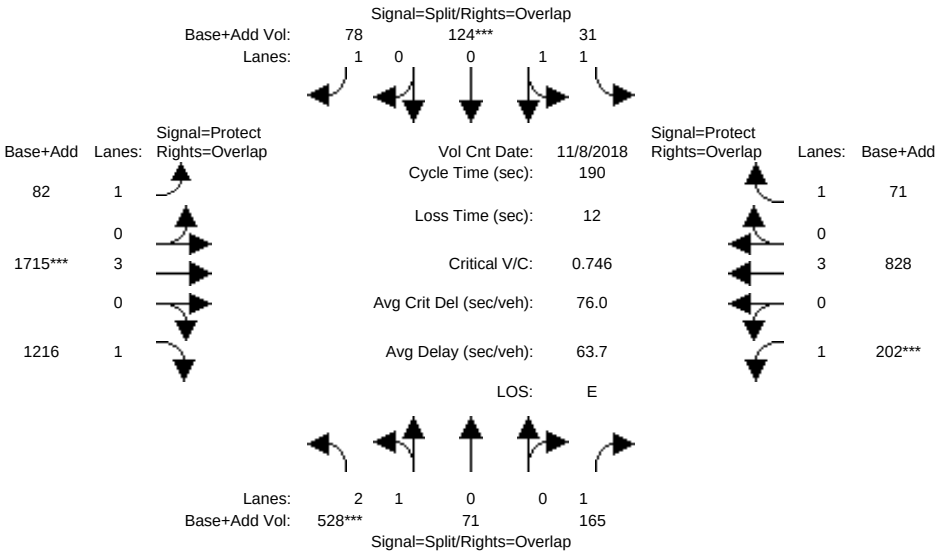
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1: MONTAGUE EXPWY/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	107	10	10	113	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	528	71	165	31	124	78	82	1715	1216	202	828	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	71	165	31	124	78	82	1715	1216	202	828	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	528	71	165	31	124	78	82	1715	1216	202	828	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	528	71	165	31	124	78	82	1715	1216	202	828	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	71	165	31	124	78	82	1715	1216	202	828	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	528	71	165	31	124	78	82	1715	1216	202	828	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.74	0.26	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3483	468	1750	2625	950	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.09	0.01	0.13	0.04	0.05	0.30	0.69	0.12	0.15	0.04
Crit Moves:	****				****			****			****	
Green Time:	27.1	27.1	47.7	23.3	23.3	37.4	14.1	107	134.1	20.6	114	136.9
Volume/Cap:	1.06	1.06	0.38	0.10	1.06	0.23	0.63	0.53	0.98	1.06	0.24	0.06
Delay/Veh:	137.5	138	59.4	74.0	176	64.5	95.2	34.7	67.0	167.9	25.1	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	137.5	138	59.4	74.0	176	64.5	95.2	34.7	67.0	167.9	25.1	13.4
LOS by Move:	F	F	E	E	F	E	F	C	E	F	C	B
HCM2kAvgQ:	16	20	8	2	11	4	5	24	75	16	10	2

Note: Queue reported is the number of cars per lane.

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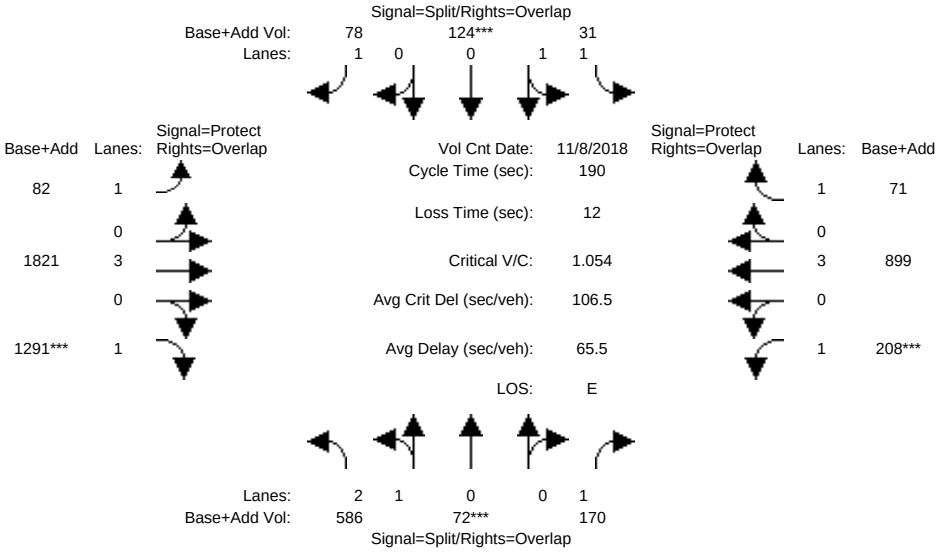
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1: MONTAGUE EXPWY/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	107	10	10	113	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	586	72	170	31	124	78	82	1821	1291	208	899	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	586	72	170	31	124	78	82	1821	1291	208	899	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	586	72	170	31	124	78	82	1821	1291	208	899	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	586	72	170	31	124	78	82	1821	1291	208	899	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	586	72	170	31	124	78	82	1821	1291	208	899	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	586	72	170	31	124	78	82	1821	1291	208	899	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.76	0.24	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3513	432	1750	2625	950	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.10	0.01	0.13	0.04	0.05	0.32	0.74	0.12	0.16	0.04
Crit Moves:		****			****				****	****		
Green Time:	30.1	30.1	51.5	23.5	23.5	37.2	13.7	107	137.1	21.4	111	134.2
Volume/Cap:	1.05	1.05	0.36	0.10	1.05	0.23	0.65	0.57	1.02	1.05	0.27	0.06
Delay/Veh:	130.9	131	56.4	73.8	172	64.6	97.1	35.7	77.0	163.2	26.8	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.9	131	56.4	73.8	172	64.6	97.1	35.7	77.0	163.2	26.8	14.3
LOS by Move:	F	F	E	E	F	E	F	D	E	F	C	B
HCM2kAvgQ:	17	22	8	2	11	4	5	26	81	16	11	2

Note: Queue reported is the number of cars per lane.

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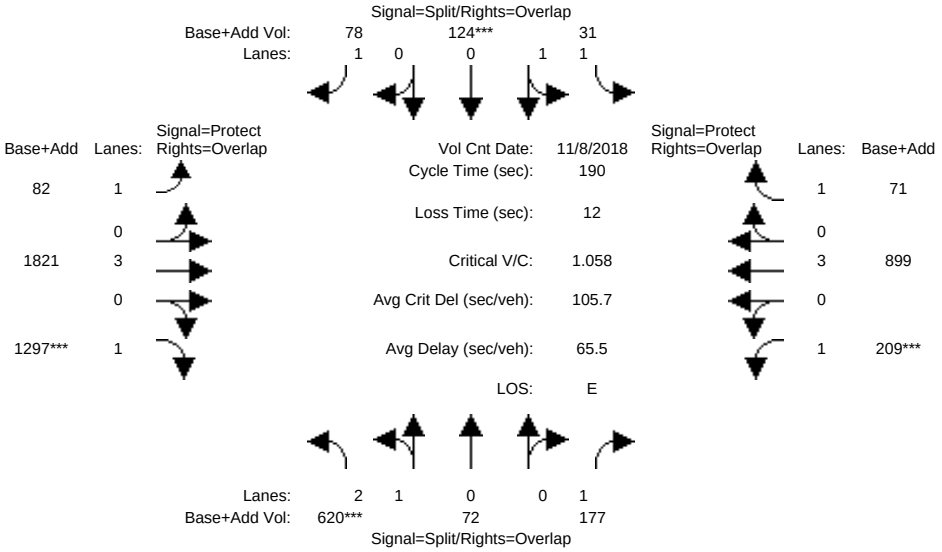
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project PM

Intersection #1: MONTAGUE EXPWY/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	107	10	10	113	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	586	72	170	31	124	78	82	1821	1291	208	899	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	586	72	170	31	124	78	82	1821	1291	208	899	71
Added Vol:	34	0	7	0	0	0	0	0	6	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	72	177	31	124	78	82	1821	1297	209	899	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	620	72	177	31	124	78	82	1821	1297	209	899	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	72	177	31	124	78	82	1821	1297	209	899	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	620	72	177	31	124	78	82	1821	1297	209	899	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.77	0.23	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3530	410	1750	2625	950	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.10	0.01	0.13	0.04	0.05	0.32	0.74	0.12	0.16	0.04
Crit Moves:	****				****				****	****		
Green Time:	31.5	31.5	53.0	23.4	23.4	37.0	13.6	107	138.5	21.4	109	132.9
Volume/Cap:	1.06	1.06	0.36	0.10	1.06	0.23	0.66	0.57	1.02	1.06	0.27	0.06
Delay/Veh:	130.7	131	55.4	73.9	174	64.8	98.0	35.7	74.8	164.4	27.4	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.7	131	55.4	73.9	174	64.8	98.0	35.7	74.8	164.4	27.4	14.8
LOS by Move:	F	F	E	E	F	E	F	D	E	F	C	B
HCM2kAvgQ:	18	23	8	2	11	4	5	26	81	16	11	2

Note: Queue reported is the number of cars per lane.

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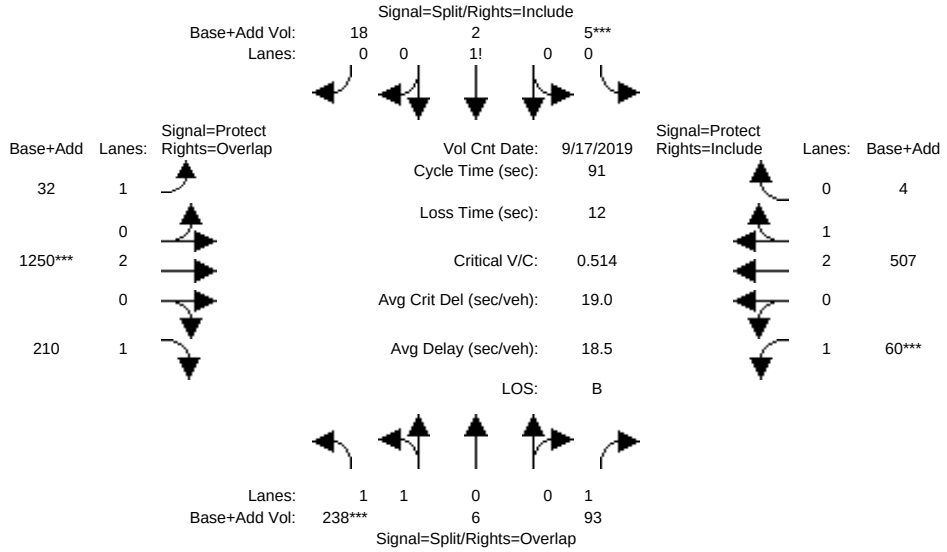
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #2: RINGWOOD AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 5:00-6:00 PM												
Base Vol:	238	6	93	5	2	18	32	1250	210	60	507	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	6	93	5	2	18	32	1250	210	60	507	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	6	93	5	2	18	32	1250	210	60	507	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	6	93	5	2	18	32	1250	210	60	507	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	6	93	5	2	18	32	1250	210	60	507	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	6	93	5	2	18	32	1250	210	60	507	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.95	0.05	1.00	0.20	0.08	0.72	1.00	2.00	1.00	1.00	2.98	0.02
Final Sat.:	3463	87	1750	350	140	1260	1750	3800	1750	1750	5556	44
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.01	0.01	0.01	0.02	0.33	0.12	0.03	0.09	0.09
Crit Moves:	****			****				****		****		
Green Time:	10.7	10.7	17.7	10.0	10.0	10.0	24.0	51.3	62.0	7.0	34.3	34.3
Volume/Cap:	0.58	0.58	0.27	0.13	0.13	0.13	0.07	0.58	0.18	0.45	0.24	0.24
Delay/Veh:	40.1	40.1	31.6	36.9	36.9	36.9	25.2	13.3	5.3	42.5	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	40.1	31.6	36.9	36.9	36.9	25.2	13.3	5.3	42.5	19.5	19.5
LOS by Move:	D	D	C	D	D	D	C	B	A	D	B	B
HCM2kAvgQ:	4	4	3	1	1	1	1	11	2	2	3	3

Note: Queue reported is the number of cars per lane.

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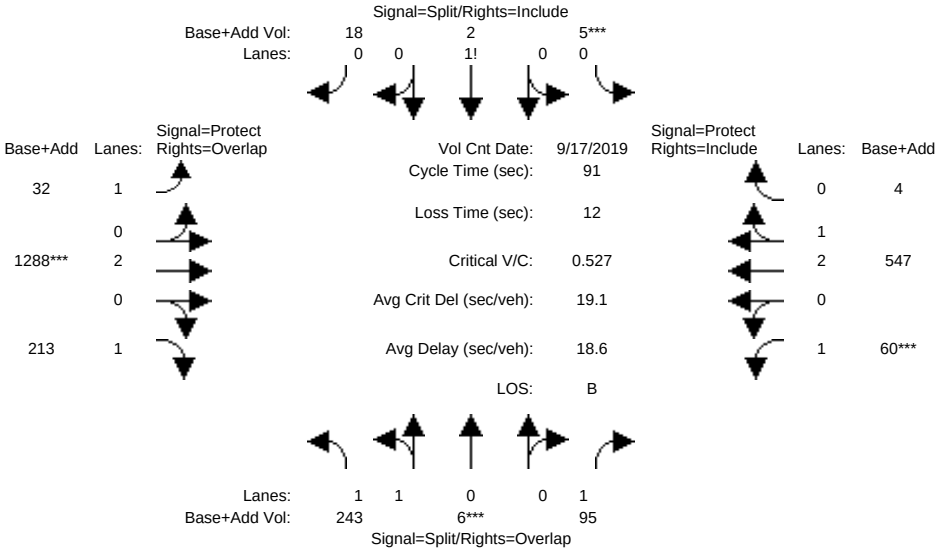
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #2: RINGWOOD AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 5:00-6:00 PM												
Base Vol:	243	6	95	5	2	18	32	1288	213	60	547	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	6	95	5	2	18	32	1288	213	60	547	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	6	95	5	2	18	32	1288	213	60	547	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	6	95	5	2	18	32	1288	213	60	547	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	6	95	5	2	18	32	1288	213	60	547	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	6	95	5	2	18	32	1288	213	60	547	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.95	0.05	1.00	0.20	0.08	0.72	1.00	2.00	1.00	1.00	2.98	0.02
Final Sat.:	3464	86	1750	350	140	1260	1750	3800	1750	1750	5559	41
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.01	0.01	0.01	0.02	0.34	0.12	0.03	0.10	0.10
Crit Moves:		****		****				****		****		
Green Time:	10.6	10.6	17.6	10.0	10.0	10.0	24.0	51.4	62.0	7.0	34.3	34.3
Volume/Cap:	0.60	0.60	0.28	0.13	0.13	0.13	0.07	0.60	0.18	0.45	0.26	0.26
Delay/Veh:	40.6	40.6	31.7	36.9	36.9	36.9	25.2	13.5	5.3	42.5	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	40.6	31.7	36.9	36.9	36.9	25.2	13.5	5.3	42.5	19.6	19.6
LOS by Move:	D	D	C	D	D	D	C	B	A	D	B	B
HCM2kAvgQ:	5	5	3	1	1	1	1	12	2	2	4	4

Note: Queue reported is the number of cars per lane.

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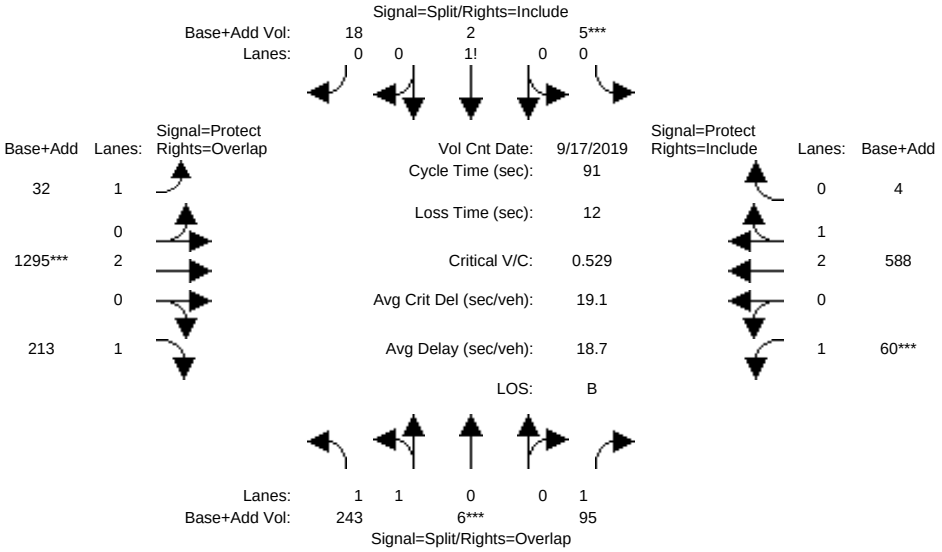
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project PM

Intersection #2: RINGWOOD AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 5:00-6:00 PM												
Base Vol:	243	6	95	5	2	18	32	1288	213	60	547	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	6	95	5	2	18	32	1288	213	60	547	4
Added Vol:	0	0	0	0	0	0	0	7	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	6	95	5	2	18	32	1295	213	60	588	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	6	95	5	2	18	32	1295	213	60	588	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	6	95	5	2	18	32	1295	213	60	588	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	6	95	5	2	18	32	1295	213	60	588	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.95	0.05	1.00	0.20	0.08	0.72	1.00	2.00	1.00	1.00	2.98	0.02
Final Sat.:	3464	86	1750	350	140	1260	1750	3800	1750	1750	5562	38
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.01	0.01	0.01	0.02	0.34	0.12	0.03	0.11	0.11
Crit Moves:		****		****				****		****		
Green Time:	10.6	10.6	17.6	10.0	10.0	10.0	24.1	51.4	62.0	7.0	34.4	34.4
Volume/Cap:	0.60	0.60	0.28	0.13	0.13	0.13	0.07	0.60	0.18	0.45	0.28	0.28
Delay/Veh:	40.7	40.7	31.8	36.9	36.9	36.9	25.1	13.5	5.3	42.5	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	40.7	31.8	36.9	36.9	36.9	25.1	13.5	5.3	42.5	19.8	19.8
LOS by Move:	D	D	C	D	D	D	C	B	A	D	B	B
HCM2kAvgQ:	5	5	3	1	1	1	1	12	2	2	4	4

Note: Queue reported is the number of cars per lane.

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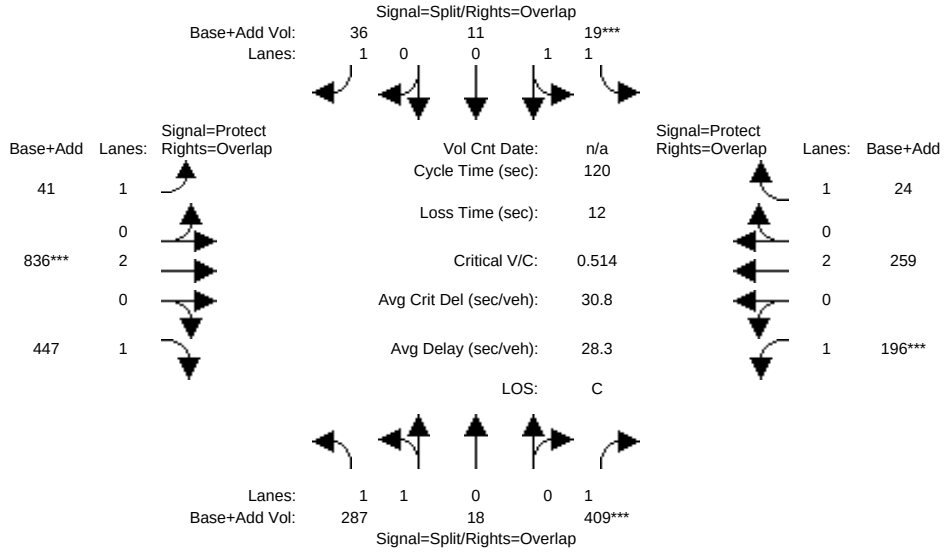
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3: LUNDY AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	287	18	409	19	11	36	41	836	447	196	259	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	18	409	19	11	36	41	836	447	196	259	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	18	409	19	11	36	41	836	447	196	259	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	18	409	19	11	36	41	836	447	196	259	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	18	409	19	11	36	41	836	447	196	259	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	18	409	19	11	36	41	836	447	196	259	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.88	0.12	1.00	1.28	0.72	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3340	210	1750	2248	1302	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.23	0.01	0.01	0.02	0.02	0.22	0.26	0.11	0.07	0.01
Crit Moves:			****	****				****		****		
Green Time:	26.3	26.3	50.5	10.0	10.0	39.5	29.5	47.5	73.8	24.2	42.2	52.2
Volume/Cap:	0.39	0.39	0.56	0.10	0.10	0.06	0.10	0.56	0.42	0.56	0.19	0.03
Delay/Veh:	40.4	40.4	27.2	51.0	51.0	27.6	35.0	28.5	12.2	45.0	27.1	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	40.4	27.2	51.0	51.0	27.6	35.0	28.5	12.2	45.0	27.1	19.4
LOS by Move:	D	D	C	D	D	C	D	C	B	D	C	B
HCM2kAvgQ:	5	5	12	1	1	1	1	12	9	7	3	1

Note: Queue reported is the number of cars per lane.

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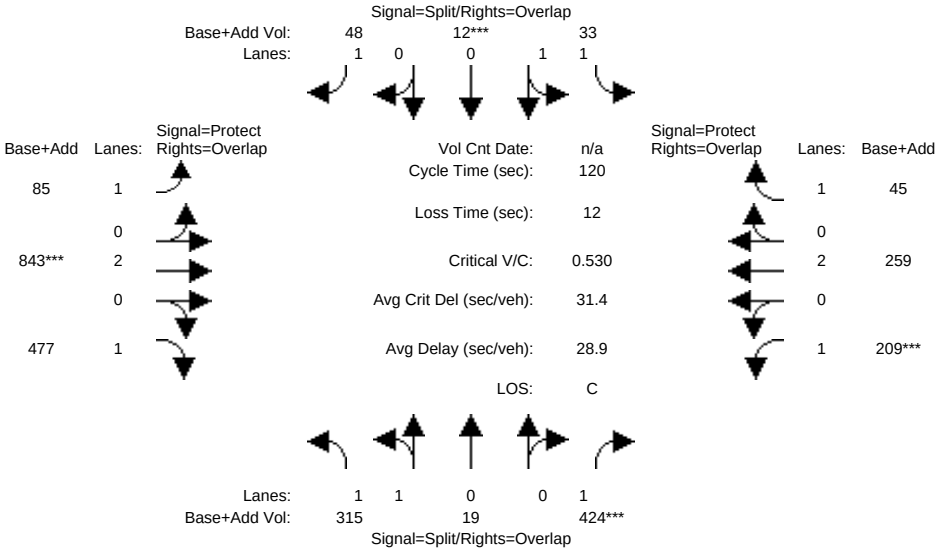
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3: LUNDY AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	315	19	424	33	12	48	85	843	477	209	259	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	19	424	33	12	48	85	843	477	209	259	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	19	424	33	12	48	85	843	477	209	259	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	19	424	33	12	48	85	843	477	209	259	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	19	424	33	12	48	85	843	477	209	259	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	19	424	33	12	48	85	843	477	209	259	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.89	0.11	1.00	1.47	0.53	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3348	202	1750	2603	947	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.24	0.01	0.01	0.03	0.05	0.22	0.27	0.12	0.07	0.03
Crit Moves:			****		****			****		****		
Green Time:	25.9	25.9	51.2	10.0	10.0	39.7	29.7	46.8	72.8	25.2	42.4	52.4
Volume/Cap:	0.44	0.44	0.57	0.15	0.15	0.08	0.20	0.57	0.45	0.57	0.19	0.06
Delay/Veh:	41.1	41.1	27.1	51.3	51.3	27.7	36.0	29.2	13.1	44.6	27.0	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	41.1	27.1	51.3	51.3	27.7	36.0	29.2	13.1	44.6	27.0	19.6
LOS by Move:	D	D	C	D	D	C	D	C	B	D	C	B
HCM2kAvgQ:	6	6	13	1	1	1	3	12	10	7	3	1

Note: Queue reported is the number of cars per lane.

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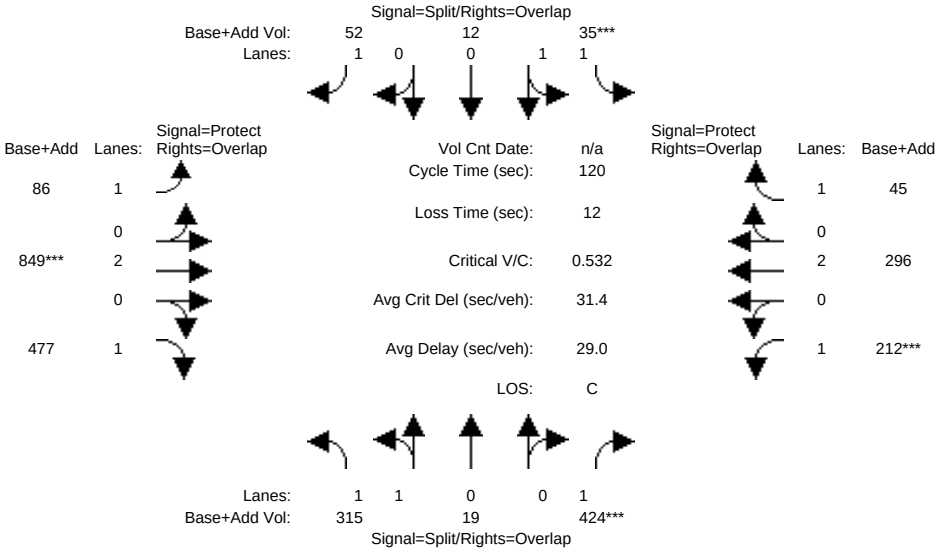
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project PM

Intersection #3: LUNDY AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	315	19	424	33	12	48	85	843	477	209	259	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	19	424	33	12	48	85	843	477	209	259	45
Added Vol:	0	0	0	2	0	4	1	6	0	3	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	315	19	424	35	12	52	86	849	477	212	296	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	19	424	35	12	52	86	849	477	212	296	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	19	424	35	12	52	86	849	477	212	296	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	19	424	35	12	52	86	849	477	212	296	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.89	0.11	1.00	1.50	0.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3348	202	1750	2643	906	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.24	0.01	0.01	0.03	0.05	0.22	0.27	0.12	0.08	0.03
Crit Moves:			****	****				****		****		
Green Time:	25.5	25.5	51.0	10.0	10.0	39.9	29.9	47.0	72.5	25.5	42.7	52.7
Volume/Cap:	0.44	0.44	0.57	0.16	0.16	0.09	0.20	0.57	0.45	0.57	0.22	0.06
Delay/Veh:	41.5	41.5	27.3	51.3	51.3	27.6	35.8	29.1	13.2	44.5	27.1	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	41.5	27.3	51.3	51.3	27.6	35.8	29.1	13.2	44.5	27.1	19.4
LOS by Move:	D	D	C	D	D	C	D	C	B	D	C	B
HCM2kAvgQ:	6	6	13	1	1	1	3	12	10	7	4	1

Note: Queue reported is the number of cars per lane.

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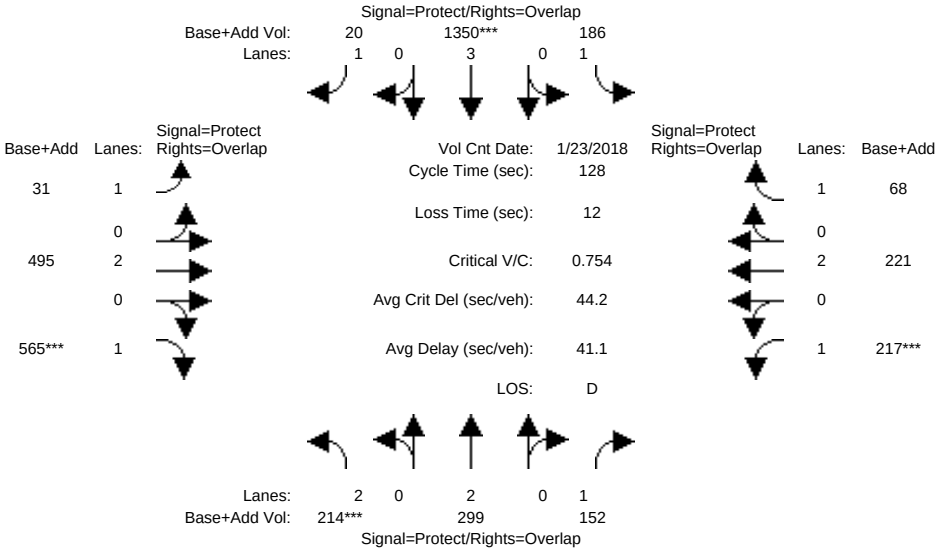
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #4: CAPITOL AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	214	299	152	186	1350	20	31	495	565	217	221	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	299	152	186	1350	20	31	495	565	217	221	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	299	152	186	1350	20	31	495	565	217	221	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	299	152	186	1350	20	31	495	565	217	221	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	299	152	186	1350	20	31	495	565	217	221	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	299	152	186	1350	20	31	495	565	217	221	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.09	0.11	0.24	0.01	0.02	0.13	0.32	0.12	0.06	0.04
Crit Moves:	****				****				****	****		
Green Time:	11.5	22.0	43.0	29.7	40.2	66.7	26.5	43.3	54.8	21.0	37.8	67.5
Volume/Cap:	0.75	0.46	0.26	0.46	0.75	0.02	0.09	0.39	0.75	0.75	0.20	0.07
Delay/Veh:	67.8	48.2	31.1	43.0	41.3	14.9	41.1	32.5	35.3	61.8	33.8	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	48.2	31.1	43.0	41.3	14.9	41.1	32.5	35.3	61.8	33.8	14.9
LOS by Move:	E	D	C	D	D	B	D	C	D	E	C	B
HCM2kAvgQ:	7	6	5	6	15	0	1	7	20	10	3	1

Note: Queue reported is the number of cars per lane.

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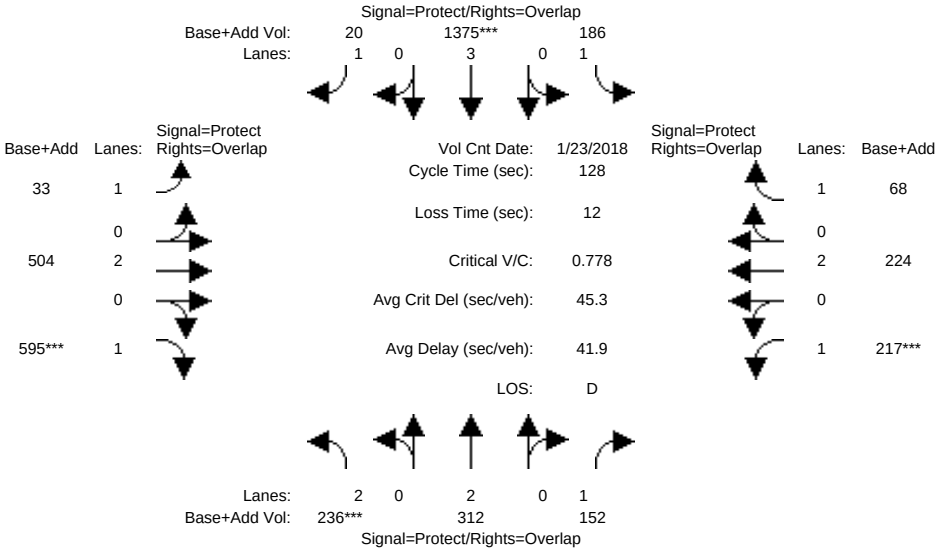
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #4: CAPITOL AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	236	312	152	186	1375	20	33	504	595	217	224	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	312	152	186	1375	20	33	504	595	217	224	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	312	152	186	1375	20	33	504	595	217	224	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	312	152	186	1375	20	33	504	595	217	224	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	312	152	186	1375	20	33	504	595	217	224	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	312	152	186	1375	20	33	504	595	217	224	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.09	0.11	0.24	0.01	0.02	0.13	0.34	0.12	0.06	0.04
Crit Moves:	****				****				****	****		
Green Time:	12.3	22.7	43.1	29.3	39.7	66.0	26.4	43.6	55.9	20.4	37.6	67.0
Volume/Cap:	0.78	0.46	0.26	0.46	0.78	0.02	0.09	0.39	0.78	0.78	0.20	0.07
Delay/Veh:	68.6	47.7	31.1	43.4	42.4	15.2	41.2	32.3	35.8	64.6	34.0	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	47.7	31.1	43.4	42.4	15.2	41.2	32.3	35.8	64.6	34.0	15.2
LOS by Move:	E	D	C	D	D	B	D	C	D	E	C	B
HCM2kAvgQ:	7	6	5	6	16	0	1	7	22	11	3	1

Note: Queue reported is the number of cars per lane.

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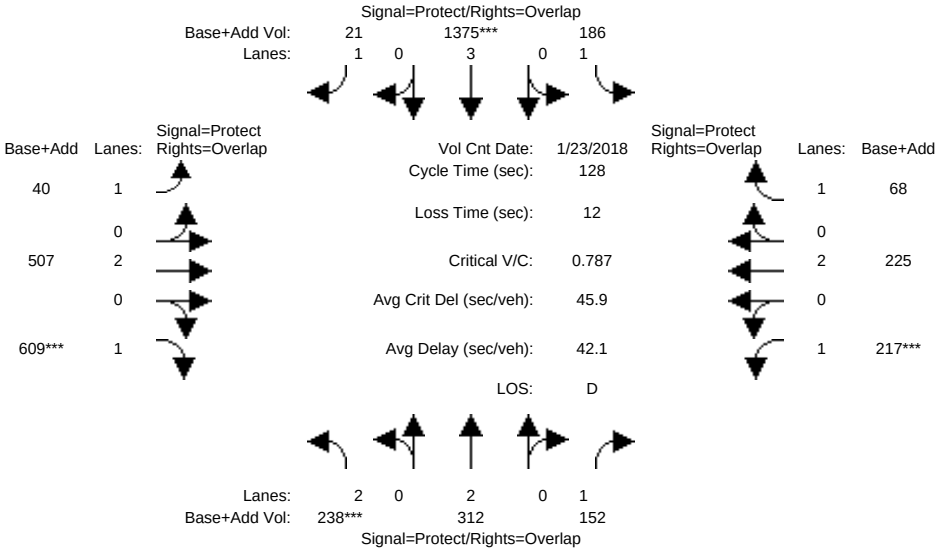
2334 Lundy Avenue
San Jose, CA
Hexagon Transportation Consultants

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Project PM

Intersection #4: CAPITOL AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	236	312	152	186	1375	20	33	504	595	217	224	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	312	152	186	1375	20	33	504	595	217	224	68
Added Vol:	2	0	0	0	0	1	7	3	14	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	312	152	186	1375	21	40	507	609	217	225	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	312	152	186	1375	21	40	507	609	217	225	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	312	152	186	1375	21	40	507	609	217	225	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	238	312	152	186	1375	21	40	507	609	217	225	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.11	0.24	0.01	0.02	0.13	0.35	0.12	0.06	0.04
Crit Moves:	****				****				****	****		
Green Time:	12.3	22.5	42.6	29.1	39.2	65.8	26.5	44.3	56.6	20.2	37.9	67.0
Volume/Cap:	0.79	0.47	0.26	0.47	0.79	0.02	0.11	0.39	0.79	0.79	0.20	0.07
Delay/Veh:	69.4	47.9	31.4	43.7	43.0	15.3	41.3	31.8	35.9	65.8	33.8	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.4	47.9	31.4	43.7	43.0	15.3	41.3	31.8	35.9	65.8	33.8	15.2
LOS by Move:	E	D	C	D	D	B	D	C	D	E	C	B
HCM2kAvgQ:	7	6	5	6	16	0	1	7	22	11	3	1

Note: Queue reported is the number of cars per lane.

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Appendix F
Queue Length Calculations

Trade Zone Boulevard & Montague Expressway
NBL
AM
Existing
Avg. Queue Per Lane in Veh= 13.2
90th Percentile = 18
Percentile = 0.95 19

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0002	0.0002	2
0.0007	0.0009	3
0.0023	0.0032	4
0.0062	0.0094	5
0.0136	0.0230	6
0.0256	0.0487	7
0.0423	0.0910	8
0.0620	0.1530	9
0.0819	0.2349	10
0.0983	0.3332	11
0.1081	0.4413	12
0.1098	0.5511	13
0.1035	0.6546	14
0.0911	0.7456	15
0.0751	0.8208	16
0.0583	0.8791	17
0.0428	0.9219	18
0.0297	0.9516	19
0.0196	0.9713	20
0.0123	0.9836	21
0.0074	0.9910	22
0.0042	0.9952	23
0.0023	0.9976	24
0.0012	0.9988	25
0.0006	0.9994	26
0.0003	0.9997	27
0.0001	0.9999	28
0.0001	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Trade Zone Boulevard & Montague Expressway
NBL
AM
Background
Avg. Queue Per Lane in Veh= 14.7
90th Percentile = 20
Percentile = 0.95 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0001	2
0.0002	0.0003	3
0.0008	0.0011	4
0.0023	0.0034	5
0.0057	0.0091	6
0.0120	0.0212	7
0.0222	0.0433	8
0.0362	0.0796	9
0.0533	0.1329	10
0.0713	0.2042	11
0.0875	0.2917	12
0.0991	0.3908	13
0.1041	0.4949	14
0.1022	0.5971	15
0.0940	0.6911	16
0.0813	0.7724	17
0.0665	0.8389	18
0.0515	0.8904	19
0.0379	0.9283	20
0.0266	0.9549	21
0.0178	0.9727	22
0.0114	0.9840	23
0.0070	0.9910	24
0.0041	0.9951	25
0.0023	0.9974	26
0.0013	0.9987	27
0.0007	0.9994	28
0.0003	0.9997	29
0.0002	0.9999	30
0.0001	0.9999	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Trade Zone Boulevard & Montague Expressway
NBL
AM
Background Plus Project
Avg. Queue Per Lane in Veh= 14.8
90th Percentile = 20
Percentile = 0.95 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0002	0.0002	3
0.0007	0.0010	4
0.0022	0.0032	5
0.0054	0.0086	6
0.0114	0.0200	7
0.0212	0.0412	8
0.0348	0.0760	9
0.0516	0.1277	10
0.0696	0.1972	11
0.0859	0.2831	12
0.0979	0.3810	13
0.1036	0.4845	14
0.1023	0.5869	15
0.0948	0.6816	16
0.0826	0.7642	17
0.0680	0.8322	18
0.0530	0.8852	19
0.0393	0.9245	20
0.0277	0.9522	21
0.0187	0.9708	22
0.0120	0.9829	23
0.0074	0.9903	24
0.0044	0.9947	25
0.0025	0.9972	26
0.0014	0.9986	27
0.0007	0.9993	28
0.0004	0.9997	29
0.0002	0.9998	30
0.0001	0.9999	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Trade Zone Boulevard & Montague Expressway
NBL
PM
Existing
Avg. Queue Per Lane in Veh= 9.2
90th Percentile = 13
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0009	0.0010	1
0.0041	0.0051	2
0.0128	0.0179	3
0.0295	0.0474	4
0.0545	0.1019	5
0.0839	0.1858	6
0.1108	0.2965	7
0.1279	0.4245	8
0.1313	0.5558	9
0.1214	0.6772	10
0.1019	0.7791	11
0.0785	0.8576	12
0.0558	0.9134	13
0.0368	0.9502	14
0.0227	0.9729	15
0.0131	0.9860	16
0.0071	0.9931	17
0.0037	0.9968	18
0.0018	0.9986	19
0.0008	0.9994	20
0.0004	0.9998	21
0.0002	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Trade Zone Boulevard & Montague Expressway
NBL
PM
Background
Avg. Queue Per Lane in Veh= 10.3
90th Percentile = 14
Percentile = 0.95 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0004	1
0.0018	0.0022	2
0.0063	0.0086	3
0.0162	0.0248	4
0.0333	0.0580	5
0.0568	0.1149	6
0.0833	0.1981	7
0.1067	0.3049	8
0.1216	0.4265	9
0.1247	0.5512	10
0.1163	0.6674	11
0.0994	0.7668	12
0.0784	0.8452	13
0.0574	0.9026	14
0.0393	0.9418	15
0.0252	0.9670	16
0.0152	0.9822	17
0.0086	0.9908	18
0.0047	0.9955	19
0.0024	0.9979	20
0.0012	0.9990	21
0.0005	0.9996	22
0.0002	0.9998	23
0.0001	0.9999	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
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0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
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0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Trade Zone Boulevard & Montague Expressway
NBL
PM
Background Plus Project
Avg. Queue Per Lane in Veh= 10.9
90th Percentile = 15
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0011	0.0014	2
0.0041	0.0055	3
0.0112	0.0167	4
0.0243	0.0410	5
0.0440	0.0850	6
0.0682	0.1531	7
0.0924	0.2456	8
0.1114	0.3570	9
0.1209	0.4779	10
0.1193	0.5972	11
0.1078	0.7050	12
0.0900	0.7950	13
0.0697	0.8647	14
0.0504	0.9152	15
0.0342	0.9494	16
0.0218	0.9712	17
0.0132	0.9844	18
0.0075	0.9919	19
0.0041	0.9960	20
0.0021	0.9981	21
0.0010	0.9991	22
0.0005	0.9996	23
0.0002	0.9998	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
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0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Trade Zone Boulevard & Montague Expressway
WBL
AM
Existing
Avg. Queue Per Lane in Veh= 2.7
90th Percentile = 5
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0707	0.0707	0
0.1872	0.2579	1
0.2481	0.5060	2
0.2191	0.7251	3
0.1452	0.8703	4
0.0769	0.9472	5
0.0340	0.9812	6
0.0129	0.9940	7
0.0043	0.9983	8
0.0013	0.9996	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
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0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Trade Zone Boulevard & Montague Expressway
WBL
AM
Background
Avg. Queue Per Lane in Veh= 3.3
90th Percentile = 6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0369	0.0369	0
0.1217	0.1586	1
0.2008	0.3594	2
0.2209	0.5803	3
0.1823	0.7626	4
0.1203	0.8829	5
0.0662	0.9490	6
0.0312	0.9802	7
0.0129	0.9931	8
0.0047	0.9978	9
0.0016	0.9994	10
0.0005	0.9998	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
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0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Trade Zone Boulevard & Montague Expressway
WBL
AM
Background Plus Project
Avg. Queue Per Lane in Veh= 3.7
90th Percentile = 6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0247	0.0247	0
0.0915	0.1162	1
0.1692	0.2854	2
0.2087	0.4942	3
0.1931	0.6872	4
0.1429	0.8301	5
0.0881	0.9182	6
0.0466	0.9648	7
0.0215	0.9863	8
0.0089	0.9952	9
0.0033	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
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0.0000	1.0000	37
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0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
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0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Trade Zone Boulevard & Montague Expressway
WBL
PM
Existing
Avg. Queue Per Lane in Veh= 10.6
90th Percentile = 15
Percentile = 0.95 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0003	0.0003	1
0.0014	0.0017	2
0.0049	0.0066	3
0.0131	0.0197	4
0.0277	0.0474	5
0.0490	0.0964	6
0.0742	0.1706	7
0.0984	0.2690	8
0.1159	0.3849	9
0.1229	0.5078	10
0.1185	0.6263	11
0.1047	0.7310	12
0.0854	0.8165	13
0.0647	0.8812	14
0.0458	0.9270	15
0.0303	0.9573	16
0.0189	0.9762	17
0.0111	0.9874	18
0.0062	0.9936	19
0.0033	0.9969	20
0.0017	0.9985	21
0.0008	0.9994	22
0.0004	0.9997	23
0.0002	0.9999	24
0.0001	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
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0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
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0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Trade Zone Boulevard & Montague Expressway
WBL
PM
Background
Avg. Queue Per Lane in Veh= 10.9
90th Percentile = 15
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0011	0.0013	2
0.0039	0.0052	3
0.0107	0.0159	4
0.0234	0.0394	5
0.0426	0.0820	6
0.0665	0.1484	7
0.0907	0.2392	8
0.1101	0.3493	9
0.1202	0.4695	10
0.1193	0.5888	11
0.1086	0.6974	12
0.0912	0.7886	13
0.0712	0.8598	14
0.0518	0.9116	15
0.0354	0.9470	16
0.0227	0.9697	17
0.0138	0.9834	18
0.0079	0.9914	19
0.0043	0.9957	20
0.0022	0.9979	21
0.0011	0.9991	22
0.0005	0.9996	23
0.0002	0.9998	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
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0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Trade Zone Boulevard & Montague Expressway
WBL
PM
Background Plus Project
Avg. Queue Per Lane in Veh= 11.0
90th Percentile = 15
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0010	0.0012	2
0.0038	0.0050	3
0.0104	0.0154	4
0.0228	0.0381	5
0.0416	0.0798	6
0.0652	0.1450	7
0.0895	0.2344	8
0.1091	0.3435	9
0.1197	0.4632	10
0.1194	0.5825	11
0.1092	0.6917	12
0.0921	0.7838	13
0.0722	0.8560	14
0.0528	0.9089	15
0.0362	0.9451	16
0.0234	0.9685	17
0.0143	0.9827	18
0.0082	0.9909	19
0.0045	0.9955	20
0.0024	0.9978	21
0.0012	0.9990	22
0.0006	0.9996	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
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0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
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0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Project Driveway & Trade Zone Boulevard
EBL
AM
Existing
Avg. Queue Per Lane in Veh= #DIV/0!
90th Percentile = #N/A
Percentile = 0.95 #N/A

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#DIV/0!	#DIV/0!	0
#DIV/0!	#DIV/0!	1
#DIV/0!	#DIV/0!	2
#DIV/0!	#DIV/0!	3
#DIV/0!	#DIV/0!	4
#DIV/0!	#DIV/0!	5
#DIV/0!	#DIV/0!	6
#DIV/0!	#DIV/0!	7
#DIV/0!	#DIV/0!	8
#DIV/0!	#DIV/0!	9
#DIV/0!	#DIV/0!	10
#DIV/0!	#DIV/0!	11
#DIV/0!	#DIV/0!	12
#DIV/0!	#DIV/0!	13
#DIV/0!	#DIV/0!	14
#DIV/0!	#DIV/0!	15
#DIV/0!	#DIV/0!	16
#DIV/0!	#DIV/0!	17
#DIV/0!	#DIV/0!	18
#DIV/0!	#DIV/0!	19
#DIV/0!	#DIV/0!	20
#DIV/0!	#DIV/0!	21
#DIV/0!	#DIV/0!	22
#DIV/0!	#DIV/0!	23
#DIV/0!	#DIV/0!	24
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#DIV/0!	#DIV/0!	28
#DIV/0!	#DIV/0!	29
#DIV/0!	#DIV/0!	30
#DIV/0!	#DIV/0!	31
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#DIV/0!	#DIV/0!	33
#DIV/0!	#DIV/0!	34
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#DIV/0!	#DIV/0!	95
#DIV/0!	#DIV/0!	96
#DIV/0!	#DIV/0!	97
#DIV/0!	#DIV/0!	98
#DIV/0!	#DIV/0!	99
#DIV/0!	#DIV/0!	100

Project Driveway & Trade Zone Boulevard
EBL
AM
Background
Avg. Queue Per Lane in Veh= #DIV/0!
90th Percentile = #N/A
Percentile = 0.95 #N/A

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#DIV/0!	#DIV/0!	0
#DIV/0!	#DIV/0!	1
#DIV/0!	#DIV/0!	2
#DIV/0!	#DIV/0!	3
#DIV/0!	#DIV/0!	4
#DIV/0!	#DIV/0!	5
#DIV/0!	#DIV/0!	6
#DIV/0!	#DIV/0!	7
#DIV/0!	#DIV/0!	8
#DIV/0!	#DIV/0!	9
#DIV/0!	#DIV/0!	10
#DIV/0!	#DIV/0!	11
#DIV/0!	#DIV/0!	12
#DIV/0!	#DIV/0!	13
#DIV/0!	#DIV/0!	14
#DIV/0!	#DIV/0!	15
#DIV/0!	#DIV/0!	16
#DIV/0!	#DIV/0!	17
#DIV/0!	#DIV/0!	18
#DIV/0!	#DIV/0!	19
#DIV/0!	#DIV/0!	20
#DIV/0!	#DIV/0!	21
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#DIV/0!	#DIV/0!	27
#DIV/0!	#DIV/0!	28
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#DIV/0!	#DIV/0!	31
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#DIV/0!	#DIV/0!	36
#DIV/0!	#DIV/0!	37
#DIV/0!	#DIV/0!	38
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#DIV/0!	#DIV/0!	40
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#DIV/0!	#DIV/0!	97
#DIV/0!	#DIV/0!	98
#DIV/0!	#DIV/0!	99
#DIV/0!	#DIV/0!	100

Project Driveway & Trade Zone Boulevard
EBL
AM
Background Plus Project
Avg. Queue Per Lane in Veh= 0.1
90th Percentile = 1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8651	0.8651	0
0.1254	0.9905	1
0.0091	0.9995	2
0.0004	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	71
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0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Project Driveway & Trade Zone Boulevard
NBL
PM
Existing
Avg. Queue Per Lane in Veh= #DIV/0!
90th Percentile = #N/A
Percentile = 0.95 #N/A

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#DIV/0!	#DIV/0!	0
#DIV/0!	#DIV/0!	1
#DIV/0!	#DIV/0!	2
#DIV/0!	#DIV/0!	3
#DIV/0!	#DIV/0!	4
#DIV/0!	#DIV/0!	5
#DIV/0!	#DIV/0!	6
#DIV/0!	#DIV/0!	7
#DIV/0!	#DIV/0!	8
#DIV/0!	#DIV/0!	9
#DIV/0!	#DIV/0!	10
#DIV/0!	#DIV/0!	11
#DIV/0!	#DIV/0!	12
#DIV/0!	#DIV/0!	13
#DIV/0!	#DIV/0!	14
#DIV/0!	#DIV/0!	15
#DIV/0!	#DIV/0!	16
#DIV/0!	#DIV/0!	17
#DIV/0!	#DIV/0!	18
#DIV/0!	#DIV/0!	19
#DIV/0!	#DIV/0!	20
#DIV/0!	#DIV/0!	21
#DIV/0!	#DIV/0!	22
#DIV/0!	#DIV/0!	23
#DIV/0!	#DIV/0!	24
#DIV/0!	#DIV/0!	25
#DIV/0!	#DIV/0!	26
#DIV/0!	#DIV/0!	27
#DIV/0!	#DIV/0!	28
#DIV/0!	#DIV/0!	29
#DIV/0!	#DIV/0!	30
#DIV/0!	#DIV/0!	31
#DIV/0!	#DIV/0!	32
#DIV/0!	#DIV/0!	33
#DIV/0!	#DIV/0!	34
#DIV/0!	#DIV/0!	35
#DIV/0!	#DIV/0!	36
#DIV/0!	#DIV/0!	37
#DIV/0!	#DIV/0!	38
#DIV/0!	#DIV/0!	39
#DIV/0!	#DIV/0!	40
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#DIV/0!	#DIV/0!	46
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#DIV/0!	#DIV/0!	48
#DIV/0!	#DIV/0!	49
#DIV/0!	#DIV/0!	50
#DIV/0!	#DIV/0!	51
#DIV/0!	#DIV/0!	52
#DIV/0!	#DIV/0!	53
#DIV/0!	#DIV/0!	54
#DIV/0!	#DIV/0!	55
#DIV/0!	#DIV/0!	56
#DIV/0!	#DIV/0!	57
#DIV/0!	#DIV/0!	58
#DIV/0!	#DIV/0!	59
#DIV/0!	#DIV/0!	60
#DIV/0!	#DIV/0!	61
#DIV/0!	#DIV/0!	62
#DIV/0!	#DIV/0!	63
#DIV/0!	#DIV/0!	64
#DIV/0!	#DIV/0!	65
#DIV/0!	#DIV/0!	66
#DIV/0!	#DIV/0!	67
#DIV/0!	#DIV/0!	68
#DIV/0!	#DIV/0!	69
#DIV/0!	#DIV/0!	70
#DIV/0!	#DIV/0!	71
#DIV/0!	#DIV/0!	72
#DIV/0!	#DIV/0!	73
#DIV/0!	#DIV/0!	74
#DIV/0!	#DIV/0!	75
#DIV/0!	#DIV/0!	76
#DIV/0!	#DIV/0!	77
#DIV/0!	#DIV/0!	78
#DIV/0!	#DIV/0!	79
#DIV/0!	#DIV/0!	80
#DIV/0!	#DIV/0!	81
#DIV/0!	#DIV/0!	82
#DIV/0!	#DIV/0!	83
#DIV/0!	#DIV/0!	84
#DIV/0!	#DIV/0!	85
#DIV/0!	#DIV/0!	86
#DIV/0!	#DIV/0!	87
#DIV/0!	#DIV/0!	88
#DIV/0!	#DIV/0!	89
#DIV/0!	#DIV/0!	90
#DIV/0!	#DIV/0!	91
#DIV/0!	#DIV/0!	92
#DIV/0!	#DIV/0!	93
#DIV/0!	#DIV/0!	94
#DIV/0!	#DIV/0!	95
#DIV/0!	#DIV/0!	96
#DIV/0!	#DIV/0!	97
#DIV/0!	#DIV/0!	98
#DIV/0!	#DIV/0!	99
#DIV/0!	#DIV/0!	100

Project Driveway & Trade Zone Boulevard
NBL
PM
Background
Avg. Queue Per Lane in Veh= #DIV/0!
90th Percentile = #N/A
Percentile = 0.95 #N/A

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#DIV/0!	#DIV/0!	0
#DIV/0!	#DIV/0!	1
#DIV/0!	#DIV/0!	2
#DIV/0!	#DIV/0!	3
#DIV/0!	#DIV/0!	4
#DIV/0!	#DIV/0!	5
#DIV/0!	#DIV/0!	6
#DIV/0!	#DIV/0!	7
#DIV/0!	#DIV/0!	8
#DIV/0!	#DIV/0!	9
#DIV/0!	#DIV/0!	10
#DIV/0!	#DIV/0!	11
#DIV/0!	#DIV/0!	12
#DIV/0!	#DIV/0!	13
#DIV/0!	#DIV/0!	14
#DIV/0!	#DIV/0!	15
#DIV/0!	#DIV/0!	16
#DIV/0!	#DIV/0!	17
#DIV/0!	#DIV/0!	18
#DIV/0!	#DIV/0!	19
#DIV/0!	#DIV/0!	20
#DIV/0!	#DIV/0!	21
#DIV/0!	#DIV/0!	22
#DIV/0!	#DIV/0!	23
#DIV/0!	#DIV/0!	24
#DIV/0!	#DIV/0!	25
#DIV/0!	#DIV/0!	26
#DIV/0!	#DIV/0!	27
#DIV/0!	#DIV/0!	28
#DIV/0!	#DIV/0!	29
#DIV/0!	#DIV/0!	30
#DIV/0!	#DIV/0!	31
#DIV/0!	#DIV/0!	32
#DIV/0!	#DIV/0!	33
#DIV/0!	#DIV/0!	34
#DIV/0!	#DIV/0!	35
#DIV/0!	#DIV/0!	36
#DIV/0!	#DIV/0!	37
#DIV/0!	#DIV/0!	38
#DIV/0!	#DIV/0!	39
#DIV/0!	#DIV/0!	40
#DIV/0!	#DIV/0!	41
#DIV/0!	#DIV/0!	42
#DIV/0!	#DIV/0!	43
#DIV/0!	#DIV/0!	44
#DIV/0!	#DIV/0!	45
#DIV/0!	#DIV/0!	46
#DIV/0!	#DIV/0!	47
#DIV/0!	#DIV/0!	48
#DIV/0!	#DIV/0!	49
#DIV/0!	#DIV/0!	50
#DIV/0!	#DIV/0!	51
#DIV/0!	#DIV/0!	52
#DIV/0!	#DIV/0!	53
#DIV/0!	#DIV/0!	54
#DIV/0!	#DIV/0!	55
#DIV/0!	#DIV/0!	56
#DIV/0!	#DIV/0!	57
#DIV/0!	#DIV/0!	58
#DIV/0!	#DIV/0!	59
#DIV/0!	#DIV/0!	60
#DIV/0!	#DIV/0!	61
#DIV/0!	#DIV/0!	62
#DIV/0!	#DIV/0!	63
#DIV/0!	#DIV/0!	64
#DIV/0!	#DIV/0!	65
#DIV/0!	#DIV/0!	66
#DIV/0!	#DIV/0!	67
#DIV/0!	#DIV/0!	68
#DIV/0!	#DIV/0!	69
#DIV/0!	#DIV/0!	70
#DIV/0!	#DIV/0!	71
#DIV/0!	#DIV/0!	72
#DIV/0!	#DIV/0!	73
#DIV/0!	#DIV/0!	74
#DIV/0!	#DIV/0!	75
#DIV/0!	#DIV/0!	76
#DIV/0!	#DIV/0!	77
#DIV/0!	#DIV/0!	78
#DIV/0!	#DIV/0!	79
#DIV/0!	#DIV/0!	80
#DIV/0!	#DIV/0!	81
#DIV/0!	#DIV/0!	82
#DIV/0!	#DIV/0!	83
#DIV/0!	#DIV/0!	84
#DIV/0!	#DIV/0!	85
#DIV/0!	#DIV/0!	86
#DIV/0!	#DIV/0!	87
#DIV/0!	#DIV/0!	88
#DIV/0!	#DIV/0!	89
#DIV/0!	#DIV/0!	90
#DIV/0!	#DIV/0!	91
#DIV/0!	#DIV/0!	92
#DIV/0!	#DIV/0!	93
#DIV/0!	#DIV/0!	94
#DIV/0!	#DIV/0!	95
#DIV/0!	#DIV/0!	96
#DIV/0!	#DIV/0!	97
#DIV/0!	#DIV/0!	98
#DIV/0!	#DIV/0!	99
#DIV/0!	#DIV/0!	100

Project Driveway & Trade Zone Boulevard
NBL
PM
Background Plus Project
Avg. Queue Per Lane in Veh= 0.0
90th Percentile = #N/A
Percentile = 0.95 #N/A

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9863	0.9863	0
0.0136	0.9999	1
0.0001	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Lundy Avenue & Trade Zone Boulevard
WBL
AM
Existing
Avg. Queue Per Lane in Veh= 7.3
90th Percentile = 11
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0049	0.0056	1
0.0180	0.0236	2
0.0438	0.0674	3
0.0799	0.1473	4
0.1167	0.2640	5
0.1420	0.4060	6
0.1481	0.5541	7
0.1351	0.6892	8
0.1096	0.7988	9
0.0800	0.8788	10
0.0531	0.9319	11
0.0323	0.9642	12
0.0181	0.9824	13
0.0095	0.9918	14
0.0046	0.9964	15
0.0021	0.9985	16
0.0009	0.9994	17
0.0004	0.9998	18
0.0001	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Lundy Avenue & Trade Zone Boulevard
WBL
AM
Background
Avg. Queue Per Lane in Veh= 8.4
90th Percentile = 12
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0018	0.0021	1
0.0077	0.0098	2
0.0217	0.0315	3
0.0458	0.0774	4
0.0773	0.1547	5
0.1087	0.2634	6
0.1309	0.3943	7
0.1380	0.5323	8
0.1293	0.6616	9
0.1091	0.7707	10
0.0836	0.8543	11
0.0588	0.9131	12
0.0381	0.9512	13
0.0230	0.9741	14
0.0129	0.9870	15
0.0068	0.9939	16
0.0034	0.9972	17
0.0016	0.9988	18
0.0007	0.9995	19
0.0003	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Lundy Avenue & Trade Zone Boulevard
WBL
AM
Background Plus Project
Avg. Queue Per Lane in Veh= 8.4
90th Percentile = 12
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0018	0.0021	1
0.0077	0.0098	2
0.0217	0.0315	3
0.0458	0.0774	4
0.0773	0.1547	5
0.1087	0.2634	6
0.1309	0.3943	7
0.1380	0.5323	8
0.1293	0.6616	9
0.1091	0.7707	10
0.0836	0.8543	11
0.0588	0.9131	12
0.0381	0.9512	13
0.0230	0.9741	14
0.0129	0.9870	15
0.0068	0.9939	16
0.0034	0.9972	17
0.0016	0.9988	18
0.0007	0.9995	19
0.0003	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Lundy Avenue & Trade Zone Boulevard
WBL
PM
Existing
Avg. Queue Per Lane in Veh= 6.5
90th Percentile = 10
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0015	0.0015	0
0.0095	0.0110	1
0.0310	0.0420	2
0.0676	0.1096	3
0.1104	0.2200	4
0.1442	0.3642	5
0.1571	0.5213	6
0.1466	0.6679	7
0.1197	0.7876	8
0.0869	0.8745	9
0.0568	0.9313	10
0.0337	0.9650	11
0.0184	0.9834	12
0.0092	0.9926	13
0.0043	0.9969	14
0.0019	0.9988	15
0.0008	0.9995	16
0.0003	0.9998	17
0.0001	0.9999	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
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0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
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0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Lundy Avenue & Trade Zone Boulevard
WBL
PM
Background
Avg. Queue Per Lane in Veh= 7.0
90th Percentile = 10
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0066	0.0075	1
0.0229	0.0304	2
0.0531	0.0835	3
0.0925	0.1761	4
0.1289	0.3050	5
0.1497	0.4547	6
0.1490	0.6037	7
0.1297	0.7334	8
0.1004	0.8339	9
0.0700	0.9038	10
0.0443	0.9481	11
0.0257	0.9739	12
0.0138	0.9877	13
0.0069	0.9945	14
0.0032	0.9977	15
0.0014	0.9991	16
0.0006	0.9997	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Lundy Avenue & Trade Zone Boulevard
WBL
PM
Background Plus Project
Avg. Queue Per Lane in Veh= 7.1
90th Percentile = 11
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0060	0.0069	1
0.0213	0.0282	2
0.0502	0.0784	3
0.0886	0.1670	4
0.1253	0.2923	5
0.1476	0.4398	6
0.1490	0.5888	7
0.1316	0.7204	8
0.1033	0.8237	9
0.0730	0.8967	10
0.0469	0.9436	11
0.0276	0.9712	12
0.0150	0.9862	13
0.0076	0.9938	14
0.0036	0.9974	15
0.0016	0.9989	16
0.0007	0.9996	17
0.0003	0.9999	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
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0.0000	1.0000	71
0.0000	1.0000	72
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0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Lundy Avenue & Trade Zone Boulevard
EBL
AM
Existing
Avg. Queue Per Lane in Veh= 0.6
90th Percentile = 2
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5308	0.5308	0
0.3362	0.8670	1
0.1065	0.9735	2
0.0225	0.9959	3
0.0036	0.9995	4
0.0005	0.9999	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
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0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
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0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
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0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
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0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Lundy Avenue & Trade Zone Boulevard
EBL
AM
Background
Avg. Queue Per Lane in Veh= 1.5
90th Percentile = 3
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2307	0.2307	0
0.3384	0.5690	1
0.2481	0.8172	2
0.1213	0.9385	3
0.0445	0.9829	4
0.0130	0.9960	5
0.0032	0.9992	6
0.0007	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Lundy Avenue & Trade Zone Boulevard
EBL
AM
Background Plus Project
Avg. Queue Per Lane in Veh= 1.6
90th Percentile = 3
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1953	0.1953	0
0.3190	0.5142	1
0.2605	0.7747	2
0.1418	0.9165	3
0.0579	0.9744	4
0.0189	0.9934	5
0.0051	0.9985	6
0.0012	0.9997	7
0.0002	0.9999	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
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0.0000	1.0000	76
0.0000	1.0000	77
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0.0000	1.0000	80
0.0000	1.0000	81
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0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Lundy Avenue & Trade Zone Boulevard
EBL
PM
Existing
Avg. Queue Per Lane in Veh= 1.4
90th Percentile = 3
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2550	0.2550	0
0.3484	0.6034	1
0.2381	0.8415	2
0.1085	0.9500	3
0.0371	0.9870	4
0.0101	0.9972	5
0.0023	0.9995	6
0.0005	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65
0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
0.0000	1.0000	69
0.0000	1.0000	70
0.0000	1.0000	71
0.0000	1.0000	72
0.0000	1.0000	73
0.0000	1.0000	74
0.0000	1.0000	75
0.0000	1.0000	76
0.0000	1.0000	77
0.0000	1.0000	78
0.0000	1.0000	79
0.0000	1.0000	80
0.0000	1.0000	81
0.0000	1.0000	82
0.0000	1.0000	83
0.0000	1.0000	84
0.0000	1.0000	85
0.0000	1.0000	86
0.0000	1.0000	87
0.0000	1.0000	88
0.0000	1.0000	89
0.0000	1.0000	90
0.0000	1.0000	91
0.0000	1.0000	92
0.0000	1.0000	93
0.0000	1.0000	94
0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Lundy Avenue & Trade Zone Boulevard
EBL
PM
Background
Avg. Queue Per Lane in Veh= 2.8
90th Percentile = 5
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0588	0.0588	0
0.1666	0.2255	1
0.2361	0.4615	2
0.2230	0.6845	3
0.1579	0.8424	4
0.0895	0.9319	5
0.0423	0.9742	6
0.0171	0.9913	7
0.0061	0.9974	8
0.0019	0.9993	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
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0.0000	1.0000	36
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0.0000	1.0000	44
0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
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0.0000	1.0000	66
0.0000	1.0000	67
0.0000	1.0000	68
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0.0000	1.0000	91
0.0000	1.0000	92
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0.0000	1.0000	95
0.0000	1.0000	96
0.0000	1.0000	97
0.0000	1.0000	98
0.0000	1.0000	99
0.0000	1.0000	100

Lundy Avenue & Trade Zone Boulevard
EBL
PM
Background Plus Project
Avg. Queue Per Lane in Veh= 2.9
90th Percentile = 5
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0569	0.0569	0
0.1631	0.2200	1
0.2337	0.4537	2
0.2234	0.6771	3
0.1601	0.8371	4
0.0918	0.9289	5
0.0438	0.9728	6
0.0180	0.9907	7
0.0064	0.9972	8
0.0020	0.9992	9
0.0006	0.9998	10
0.0002	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
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0.0000	1.0000	99
0.0000	1.0000	100

Appendix G
Transportation Demand Management (TDM) Plan

HEXAGON TRANSPORTATION CONSULTANTS, INC.

2334 Lundy Place

Transportation Demand Management (TDM) Plan

Prepared for:

Overton Moore Properties

May 30, 2025

Hexagon Transportation Consultants, Inc.
Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
Gilroy, CA 95020
Hexagon Job Number: 24RD14
Phone: 408.971.6100

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1. Introduction

This Transportation Demand Management (TDM) plan has been prepared for the proposed light industrial development at 2334 Lundy Place and to satisfy the requirements outlined in Section 20.90 of the San Jose Code of Ordinances and the City of San Jose Transportation Handbook, April 2023. The City's TDM Program establishes a framework for new development projects to provide alternative mobility options for residents, employees, and visitors. The goals of the TDM Program, as outlined in Section 4.1 Transportation Demand Management Program of the City of San Jose Transportation Handbook, are to:

1. Increase sustainable travel options for the population of new projects and surrounding neighborhoods;
2. Monitor projects' progress toward advancing the City's vehicle miles traveled (VMT) reduction goals; and
3. Streamline the Transportation Analysis (TA) process for projects.

This TDM Plan addresses all the requirements of the City's TDM ordinance. The project will be responsible for implementing the measures identified in this TDM Plan to reduce the number of vehicle trips generated by the project, parking demand, and advance the goals above. In addition, the project will be required to submit monitoring and compliance reporting on an annual basis.

Project Description

The project site (APN 244-01-023) is located at the northeast corner of the Lundy Avenue/Trade Zone Boulevard intersection (see Figure 1). As proposed, the development would consist of demolishing the existing building on site and constructing an approximate 132,419 s.f. light industrial building. A total of 86 vehicular parking stalls would be provided on-site. Access to the site would be provided via a full access driveway along Trade Zone Boulevard and a driveway along Lundy Avenue. The project site plan is shown on Figure 2.

TDM Program

Screening Criteria

The City's TDM Program includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not require a TDM Plan. If a component of a mixed-use project meets the screening criteria, a TDM Plan is not required for that component of the project. The screening criteria are listed in Table 1.

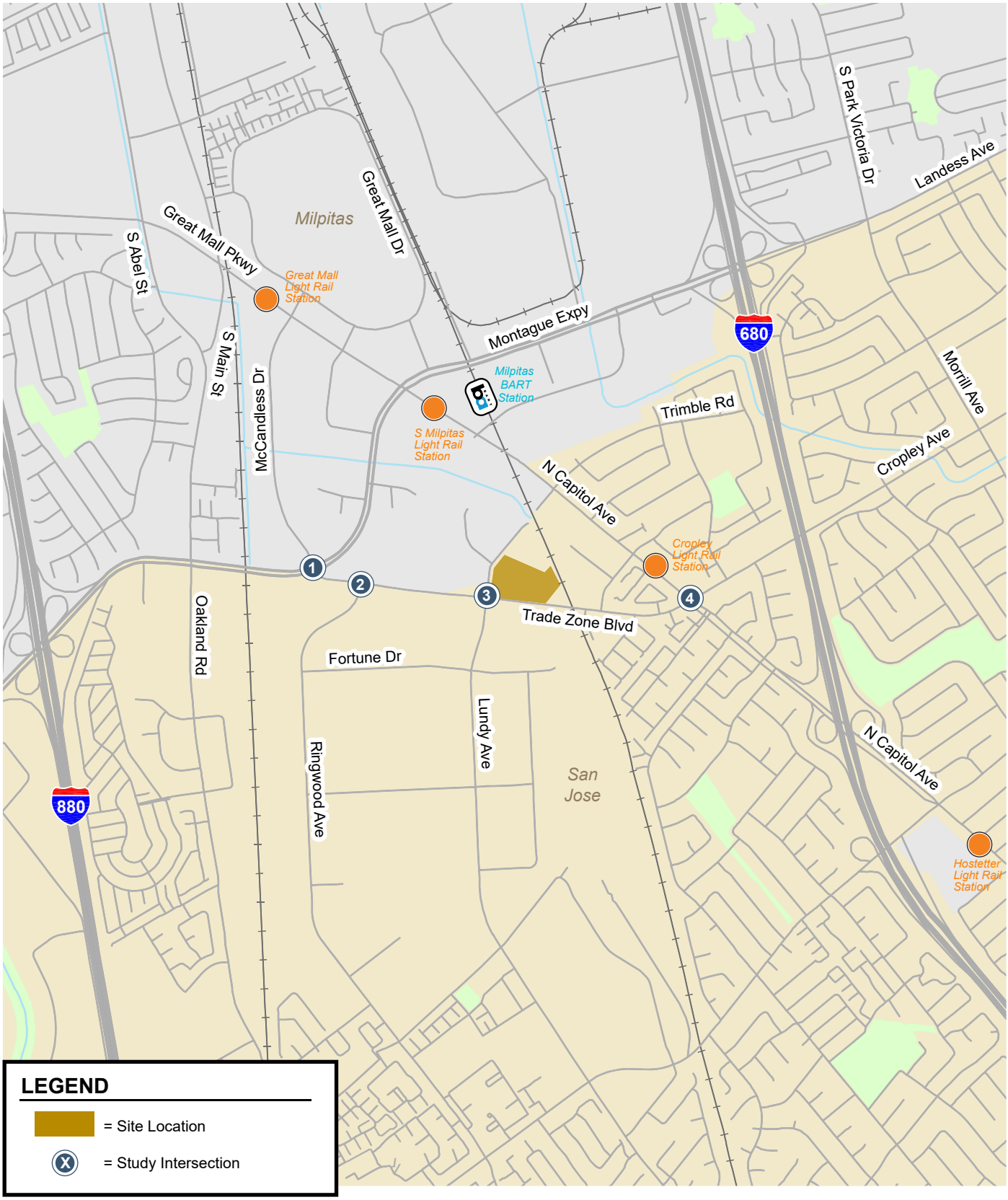

Figure 1
Site Location

NORTH
Not to Scale

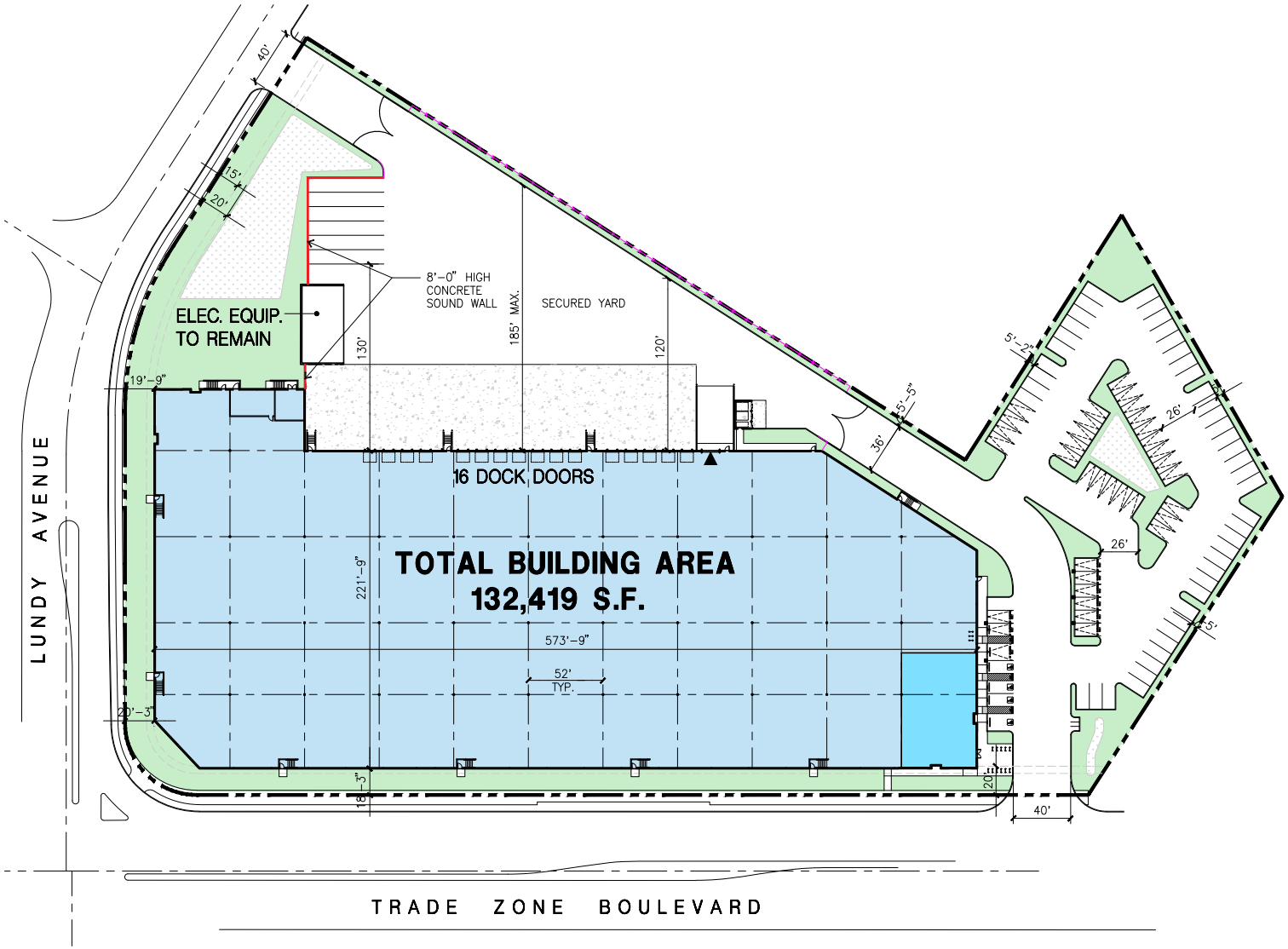

Figure 2
Site Plan

Table 1
Screening Criteria for the City's TDM Program for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less; OR • Hotel or motel of 100 or fewer rooms
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Education	• Charter or private school projects of fewer than 250 students
Local-Serving Public Facilities	• Local-serving public facilities (branch library, community center, fire station, pumping station, park, police station, or public school projects)
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met

Source: City of San José Transportation Analysis Handbook, April 2023.

The proposed project will not meet the applicable screening criteria for small infill industrial projects. Therefore, the project is required to submit and have approved a TDM Plan per City policy.

TDM Points Targets

A project's TDM requirement is defined as a TDM Point Target, which is achieved by identifying and implementing a package of applicable TDM measures as part of an approved TDM plan. Applicable TDM measures are identified based on the project's proposed land uses. For a mixed-use project (a project with multiple land use components), a TDM Point Target is defined for each land use component of the project. TDM Point Targets are determined based on the land use category (home-end use, commute-end use, visit-end use, or other uses) of the proposed project and/or its components, listed in Table 2.

The proposed project is considered an "other use" and will be required to satisfy a TDM target of 5 points.

Menu of TDM Measures

The City maintains a menu of TDM measures that can be implemented as part of a TDM plan to achieve the project's TDM Point Target. Table 3 shows the point values, or point-value ranges, for each TDM measure in the menu and their applicability to each land use category as provided in the City of San Jose Transportation Handbook, April 2023. The City's menu of TDM measures is organized into four (4) categories of measures:

Table 2
TDM Point Targets by Land Use Category

Type	Point Target
Home-End Uses	25 Points
Commute-End Uses	25 Points
Visit-End Uses	25 Points
Other Uses	5 Points

Source: City of San José Transportation Analysis Handbook, April 2023.

- Project Characteristics
- Multimodal Network Improvements
- Parking
- Programmatic TDM

The first three categories – project characteristics, multimodal network improvements and parking – focus on physical improvements that can be incorporated into the project description. The fourth category, programmatic TDM measures, are primarily incentives and Mobility-as-a-Service (MaaS) programs for encouraging walking, biking, scootering, shared rides, and taking public transit. The project may also receive TDM points for measures not on the City's preset menu upon discretionary approval by City staff.

Proposed TDM Measures

The project proposes to implement the following TDM measures as part of the draft TDM plan:

- MI05: Provide Pedestrian Network Improvements (3 points)
- TP11: Provide Alternative Transportation Benefits (1 point)
- TP13: Provide Ride-Share Programs (1 point)

Implementation details regarding the selected TDM measures are described in Chapter 3.

TDM Plan Compliance and Monitoring (TDM Policy)

Projects including a TDM Plan as a Condition of Approval are required to implement the selected TDM measures for the life of the project and fulfill ongoing compliance and monitoring requirements. For the purpose of ongoing monitoring of compliance with and effectiveness of TDM measures, projects are classified into two levels based on size. Smaller projects are classified as Level 1 projects and large projects are Level 2 projects (see Table 4).

Based on the compliance and monitoring requirements, the proposed project is considered a Level 1 project. Annual compliance requirements for Level 1 projects are described in Chapter 4.

Table 3
Menu of TDM Measures and Applicability

Type	ID	Measure	TDM Point Values			
			Home-End Uses	Commute-End Uses	Visit-End Uses	Other Uses
Project Characteristics	PC03	Provide Affordable Housing	1 - 4	-	-	-
Multimodal Network Improvements	MI01	Provide Bike and Micromobility Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
	MI03	Provide Transit Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
	MI04	Provide Residential Street Improvements	1 - 4	1 - 4	1 - 4	1 - 4
	MI05	Provide Pedestrian Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
Parking	PK01	Right-Size Parking Supply	1 - 20	1 - 20	1 - 20	-
	PK02	Provide Bike Parking Facilities	1 - 2	1 - 2	1 - 2	-
	PK03	Provide Shared Parking	1 - 2	1 - 2	1 - 2	-
Programmatic TDM	TP01	Provide School Pool Programs	1	-	-	-
	TP02	Provide Bike Share Stations	1 - 2	1 - 2	1 - 2	-
	TP03	Provide Car Share Station	1 - 4	1 - 4	1 - 4	-
	TP04	Provide Education, Marketing, and Outreach	1 - 2	1 - 2	-	-
	TP05	Join a Transportation Management Association (TMA)	See note[1]	See note[1]	See note[1]	-
	TP06	Provide Parking Cashout	-	2	-	2
	TP07	Provide Transit Subsidies	1 - 8	1 - 8	1 - 8	1 - 8
	TP08	Provide Flexible Work Schedules	-	1 - 4	-	-
	TP09	Provide Private Shuttle/ Transit Service	4 - 8	4 - 8	4 - 8	-
	TP10	Price Workplace Parking	-	2	1	-
	TP11	Provide Alternative Transportation Benefits	1 - 8	1 - 8	1 - 8	1 - 8
	TP12	Provide a Neighborhood School	2	-	-	-

Table 3 (continued)
Menu of TDM Measures and Applicability

Type	ID	Measure	TDM Point Values			
			Home-End Uses	Commute-End Uses	Visit-End Uses	Other Uses
Programmatic TDM	TP13	Provide Ride-Share Programs	1	1	-	1
	TP14	Subsidize Public Transit Service Upgrade or Expansion	1 - 4	1 - 4	1 - 4	-
	TP15	Provide Targeted Behavioral Interventions	1 - 2	1 - 2	1 - 2	-
	TP16	Unbundle Parking Costs from Property Cost	1 - 2	-	-	-
	TP17	Provide Vanpool Incentives	1 - 4	1 - 4	1 - 4	-
	TP18	Provide Voluntary Travel Behavior Change Program	1 - 2	1 - 2	-	-
		User-Defined Measure	See note[2]	See note[2]	See note[2]	See note[2]

Source: City of San José Transportation Analysis Handbook, April 2023.
Notes:
[1] Projects located in an area with an established TMA are required to join the TMA.
[2] The TDM Point Value of a user-defined measure is subject to City staff's approval and determination.
[3] "-" indicates that the measure is not applicable for the corresponding land use type under the TDM Program.

Table 4
Annual Compliance and Monitoring Requirements

Type	Project Size	
	Level 1 (Annual Compliance)	Level 2 (Annual Monitoring)
Home-End Uses	• Single-family detached, single-family attached, or multi-family residential projects of 16 to 299 units	• Single-family detached, single-family attached, or multi-family residential projects of 300 units or more
Commute-End Uses	• Office projects of 10,001 to 149,999 square feet of gross floor area[1]; • Hotel or motel projects of 101-249 rooms; • Charter or private school projects of 250 or more students	• Office projects of 150,000 square feet of gross floor area[1] or more; • Hotel or motel projects of 250 rooms or more; • Charter or private school projects are exempt regardless of the number of students
Visit-End Uses	• Retail projects of 100,001 to 249,999 square feet of total gross floor area	• Retail projects of more than 250,000 square feet of gross floor area or more
Other Uses	• Industrial projects of 30,001 to 299,999 square feet or more of gross floor area	• Industrial projects of 300,000 square feet of gross floor area or more

Source: City of San José Transportation Analysis Handbook, April 2023.
Notes:
[1] For some commute-end uses that are measured in units other than gross floor area, the unit is converted to its equivalent in gross floor area. Exceptions are hotel/motel and charter/private school projects since their Level 1 size thresholds are based on the number of rooms and the number of students, respectively.

2. Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include VTA bus routes, bicycle and pedestrian facilities. This chapter describes the existing facilities and services near the project site.

Transit Services

Existing transit services in the project vicinity are provided by VTA, ACE, and BART. In the project proximity, the VTA operates one light rail line (Orange Line), two local bus routes (Routes 20 and 44), and two frequent bus routes (Routes 60 and 77) and ACE operates the Violet Shuttle. Other bus routes serving the Milpitas Transit Center located approximately 0.5 miles north of the project site include Local Routes 47, 70, and 71, Frequent Route 66, and Limited-Stop Route 104. BART operates the Orange and Green Lines with services to the Milpitas Transit Center. The existing transit services in the project vicinity are shown in Figure 3. The headways during the commute periods for these transit services are summarized in Table 5.

VTA Light Rail Service

The VTA operates the light rail transit (LRT) line system that extends from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View, Milpitas, and Sunnyvale. The Orange Line, which operates in the project area, runs from approximately 5:00 AM – 12:00 AM, with 15-minute headways during peak hours.

The Orange LRT line (Mountain View - Alum Rock) operates along Capitol Avenue in the project area. The Cropley LRT station is the closest station to the project site and is located just south of the Capitol Avenue and Cropley Avenue/Trade Zone Boulevard intersection, which is less than 0.5-mile walking distance from the project site. Sidewalks are present for the majority of the route, except for an approximately 800-foot segment along Trade Zone Boulevard between Lundy Avenue and just west of the BART track overcrossing, where pedestrians need to travel through parking lots of adjacent properties. Striped bike lanes exist on both sides of Lundy Avenue, Trade Zone Boulevard, and Capitol Avenue between the site and the station.

VTA Bus Service

The closest bus stop to the project site is located near the intersection of Lundy Avenue/Trade Zone Boulevard and is served by Frequent Bus Routes 60 and 77.

Table 5
Transit Services

Route	Route Description	Closest Stop to Project Site	Weekday Hours of Operation[1]	Headway[1]
Local Bus Route 20	Milpitas BART - Sunnyvale Transit Center	Trade Zone Blvd/Montague Exp Intersection	5:30 AM - 9:00 PM	30 min
Local Bus Route 47	Milpitas BART - Alder Station via McCarthy Ranch	Milpitas Transit Center	5:30 AM - 10:00 PM	30 min
Frequent Bus Route 70	Milpitas BART - Capitol Station via Jackson	Milpitas Transit Center	5:00 AM - 12:30 AM	15 min
Frequent Bus Route 71	Milpitas BART - Eastridge via White	Milpitas Transit Center	5:30 AM - 12:30 AM	15 min
Frequent Bus Route 77	Milpitas BART - Eastridge via King	Lundy Ave/Trade Zone Blvd Intersection	5:30 AM - 12:30 AM	15 min
Frequent Bus Route 60	Milpitas BART - Winchester Station via SJC Airport	Lundy Ave/Trade Zone Blvd Intersection	5:30 AM - 12:30 AM	15 min
Frequent Bus Route 66	North Milpitas - Kaiser San Jose	Milpitas Transit Center	5:00 AM - 12:00 AM	15 min
Limited-Stop Bus Route 104	Milpitas BART - Stanford Research Park	Milpitas Transit Center	6:00 AM - 8:00 AM (westbound), 4:00 PM - 6:00 PM (eastbound)	45 min AM, 30 min PM
ACE Violet Shuttle	Great America ACE Amtrak Station - South Milpitas	Lundy Ave/Trade Zone Blvd Intersection	6:00 AM - 10:00 AM (eastbound), 1:45 PM - 5:45 PM (westbound)	60 min
LRT Orange Line	Mountain View - Alum Rock	S. Milpitas Blvd LRT Station	5:00 AM - 12:00 AM	15 min
BART - Green Line	North San Jose - Daly City	Milpitas Transit Center	5:00 AM - 8:30 PM	15 min
BART - Orange Line	North San Jose - Richmond	Milpitas Transit Center	5:00 AM - 2:00 AM	15 min

[1] 1. Approximate weekday operation hours and headways during peak commute periods in the project area

Altamont Commuter Express (ACE) Violet Shuttle

The Altamont Commuter Express (ACE) Violet Shuttle operates from Santa Clara/Great America Station to East Milpitas during weekday peak hours. Eastbound service is provided during weekday mornings and westbound service is provided during weekday afternoons. The closest shuttle stop to the project site is located near the intersection of Lundy Avenue/Trade Zone Boulevard.

BART

BART operates the Orange and Green Lines with service to the Milpitas Transit Center located approximately 0.5 miles north of the project with approximately 15-minute headways during the commute periods. Access to the Milpitas Transit Center is provided by a trail head at the northern termini of Lundy Avenue.

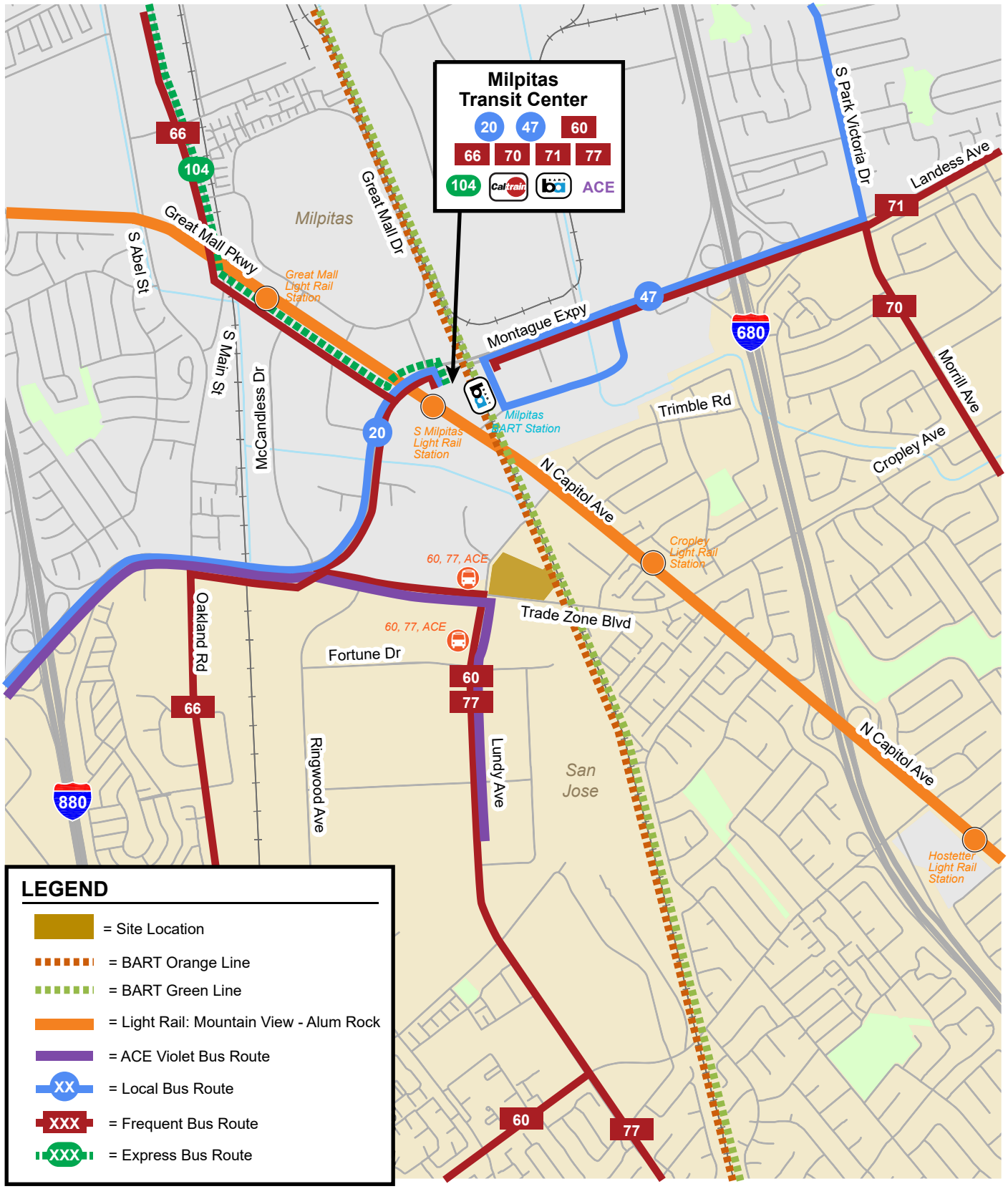

Figure 3
Existing Transit Services

Pedestrian and Bicycle Facilities

Existing Pedestrian Facilities

The overall network of sidewalks and crosswalks in the study area provides limited connectivity. There are gaps in the pedestrian routes between the project site and the nearest bus stops and LRT stations on Lundy Avenue, Montague Expressway, and Capitol Avenue. Sidewalks are missing along the following street sections between the project site and the nearest bus stops and LRT stations:

- West side of Lundy Avenue, between Trade Zone Boulevard and approximately 300 feet south of Trade Zone Boulevard.
- Both sides of Trade Zone Boulevard, between Lundy Avenue to approximately 900 feet east of Lundy Avenue

Crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections in the study area. However, there are no crosswalks on the west leg of the Ringwood Avenue/Trade Zone Boulevard intersection and the west and south legs of the Trade Zone Boulevard/Montague Expressway intersection. While pedestrian signal heads and push buttons are present along all legs of the Lundy Avenue/Trade Zone Boulevard intersection, the existing pork-chop islands do not provide curb ramps for ADA access.

Existing Bicycle Facilities

The existing bicycle facilities in the project vicinity include Class II bike lanes and Class III bike routes (see Figure 4). Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are existing streets that accommodate bicycles but are not separate from the existing travel lanes. Bike routes are typically designated only with signage or with painted shared lane markings (Sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane.

Class II striped bike lanes are present in the following street segments in the project vicinity:

- Trade Zone Boulevard between Montague Expressway and Capitol Avenue, with sharrows on westbound Trade Zone Boulevard between Montague Expressway and Ringwood Avenue
- Ringwood Avenue between Trade Zone Boulevard and Murphy Avenue
- Lundy Avenue between Trade Zone Boulevard and Berryessa Road
- McCandless Drive along its entire length
- Capitol Avenue/Great Mall Parkway along its entire length in the project vicinity

There are no designated striped bike lanes or shared bike routes along the project frontage along Lundy Avenue. However, because this segment of Lundy Avenue carries relatively low traffic volumes, it is conducive to bicycle travel and connects bicyclists to the existing bicycle facilities.

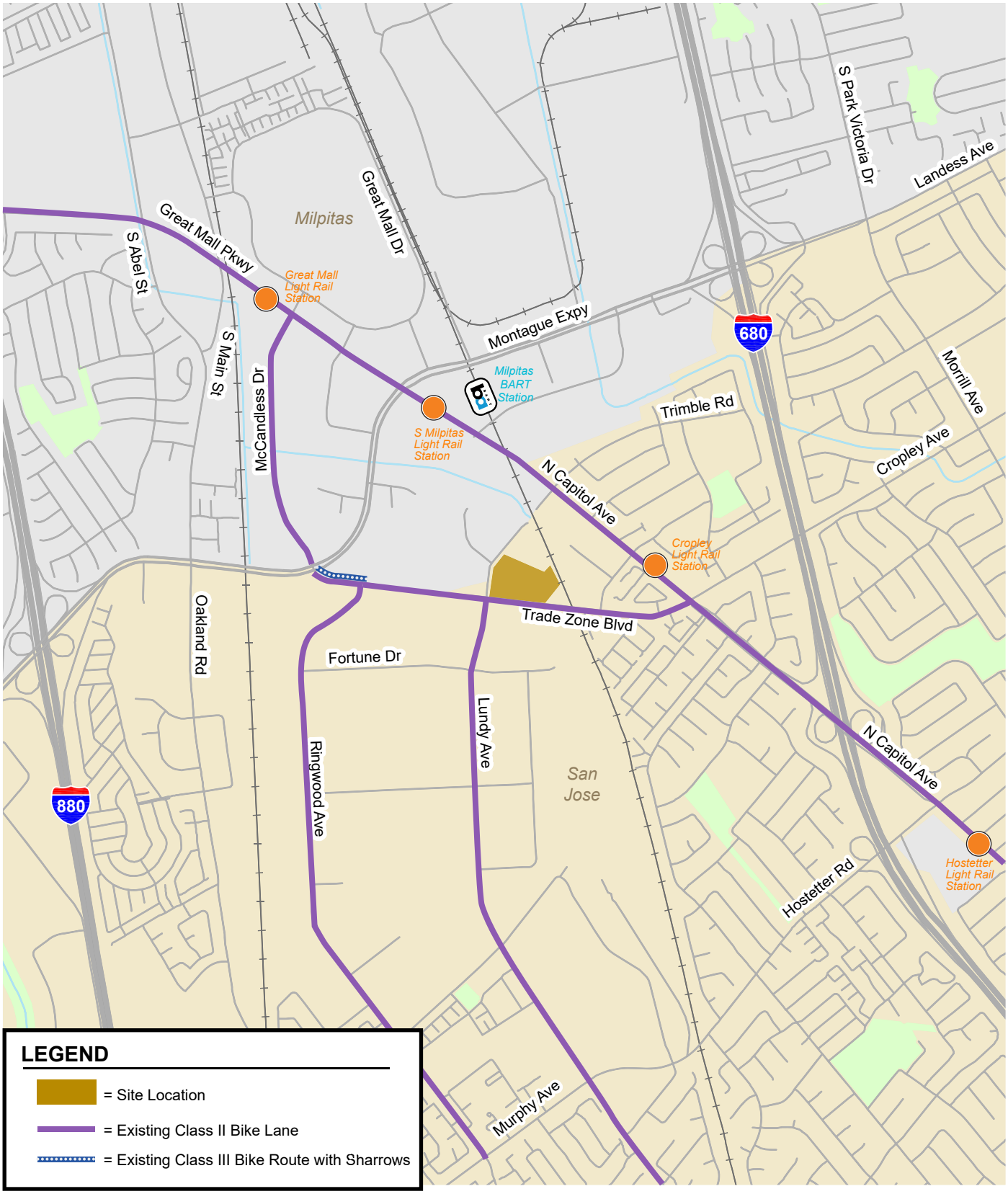

Figure 4
Existing Bicycle Facilities

NORTH
Not to Scale

3. Proposed TDM Measures

A project's TDM requirement is defined as a TDM Point Target, to be met by identifying and implementing a package of applicable TDM measures as part of an approved TDM plan. Applicable TDM measures are identified based on the project's proposed land uses. For a mixed-use project (a project with multiple land use components), a TDM Point Target is defined for each land use component of the project. TDM Point Targets are determined based on the land use category (home-end use, commute-end use, visit-end use, or other uses) of the proposed project and/or its components, listed in Table 2.

The proposed industrial use is considered an "other use" and is required to satisfy 5 TDM Points. The project proposes to implement the following TDM measures in order to achieve the 5 TDM Points goal:

- MI05: Provide Pedestrian Network Improvements (3 points)
- TP11: Provide Alternative Transportation Benefits (1 point)
- TP13: Provide Ride-Share Programs (1 point)

The point allocation for each of the TDM measures is identified in Table 6. A description of each TDM measure is provided below, along with the number of points earned from each measure. The City will check for compliance using the methods described with each measure. Annual monitoring and compliance requirements are discussed in Chapter 4.

Multimodal Network Improvements

MI05: Provide Pedestrian Network Improvements

Design, fund, and/or construct pedestrian network improvements beyond the project's frontage. Examples of pedestrian network improvements include:

- Wider sidewalks
- Sidewalk extensions (detached or attached)
- Public art
- High-visibility crosswalks
- Raised crosswalks
- Pedestrian scramble
- ADA-compliant curb ramps
- Leading pedestrian intervals at intersections
- Signal modifications
- Wayfinding signage
- Lighting

Table 6
TDM Point Targets by Land Use Category

Type	ID	Measure	Description/Implementation	Point Values
Multimodal Network Improvements	MI05	Provide Pedestrian Network Improvements	The project would contribute $397,257, or $3 per square foot for the proposed 132,419square feet of warehouse and production space, to fund pedestrian network improvements on a General Plan-designated Main-Street located within and beyond 1 mile of the project's frontage.	3
Programmatic TDM	TP11	Provide Alternative Transportation Benefits	The project would allow employees to exclude transit or vanpooling expenses from taxable income, up to the IRS limit.	1
	TP13	Provide Ride-Share Programs	The project would enroll all employees in the MTC's Bay Area Carpool and Vanpool Programs.	1
			Total TDM Points =	**5**

- Street trees and landscaping
- Green infrastructure for stormwater management
- Waste receptacles
- Parklets
- Protected bike lanes
- Traffic calming measures for achieving low traffic volume and speeds
- Passenger and commercial loading zones
- Vehicle metered parking; and
- Other features that improve the walking experience in the local community

- **Point Requirements:** TDM point values are based on the cost of pedestrian network improvements funded or constructed outside the project's property frontage and within one mile of the project site.

  Fund or perform the design and/or construction of pedestrian street improvements beyond and within 1 mile of the Project's property frontage, for a total cost equivalent to:

  - 1 Point: $1 per square foot of non-residential gross floor area.
  - 2 Points: $2 per square foot of non-residential gross floor area.
  - 3 Points: $3 per square foot of non-residential gross floor area.
  - 4 Points: $4 per square foot of non-residential gross floor area.

  To satisfy this measure, the project must improve at least one (1) General Plan-designated Main Street or Paseo within one mile of the site. The project must work with City staff to identify improvements for the selected street(s) based on the:

  - Move San José Plan
  - Multi-modal Transportation Improvement Plans (MTIPs)
  - Better Bike Plan 2025
  - Walk Safe San José Plan
  - Trail Master Plans
  - Vision Zero Action Plan
  - Emerging Mobility Action Plan

- Green Stormwater Infrastructure Plan
- Urban Village Plans
- Station Area Plans
- Complete Street Design Standards and Guidelines
- Fast Transit Program (VTA)
- Pedestrian Access to Transit Plan (VTA)
- Transit Passenger Environment Plan (VTA)
- Santa Clara Countywide Bike Plan (VTA)
- Complete Streets Studies (VTA)
- Measure B Transit Operations Program (VTA)
- Measure B Bicycle & Pedestrian Program (VTA), etc., as appropriate.

Based on the status of the selected street improvements, the project will opt to fund or perform conceptual designs, full designs, and/or construction of the selected improvements. All barriers to pedestrian access and interconnectivity must be minimized. Physical barriers such as walls, landscaping, and slopes that impede pedestrian access must be removed from the project design.

- **Project Implementation:** The project would contribute $397,257, or $3 per square foot for the proposed 132,419 square feet of industrial space, to fund pedestrian network improvements on a General Plan-designated Main-Street Primary Bike Facility Street located within and beyond 1 mile of the project's frontage. The monetary contribution can be used to construct improvements at the Lundy Avenue/Trade Zone Boulevard intersection that include the removal of the pork-chop island on the northwest corner of the intersection along with signal modification work which will improve pedestrian crossing safety at the intersection. ***3 points***.
- **Proof of Implementation:** City staff will provide comments on the project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the City's and VTA's relevant design standards. City staff will confirm that the implemented improvements meet specified standards during a pre-occupancy inspection of the project. Upon approval, ongoing maintenance of all approved improvements contained within City rights-of-way will become the City's responsibility.

Programmatic TDM

TP11: Provide Alternative Transportation Benefits

Provide alternative transportation benefits to project employees, which may include financial subsidies or pre-tax deductions for transit, vanpooling, carpooling, bike-sharing, scooter-sharing, and car-sharing trips.

- **Point Requirements:** TDM point values are based on enrollment in ride-share programs.
  - 1 Point: Provide one (1) of the following subsidies for each project employee.
  - 2 Points: Provide two (2) of the following subsidies for each project employee.
  - 3 Points: Provide three (3) of the following subsidies for each project employee.
  - 4 Points: Provide four (4) of the following subsidies for each project employee.

    - Pre-tax deduction: Allow project employees to exclude transit or vanpooling expenses from taxable income up to the IRS limit.
    - Bike share: Subsidize annual/monthly membership and trip expenses, or $15/month, whichever is lower, for each project employee subscribed to Bay Wheels or other bike-share providers.
    - Scooter share: Subsidize annual/monthly membership and trip expenses, or $15/month, whichever is lower, for each project employee subscribed to scooter share providers.

  - Car share: Subsidize annual/monthly membership and trip expenses, or $15/month, whichever is lower, for each project employee subscribed to car share providers.
  - Mobility Wallet: Subsidize mobility wallet membership and expenses, or $15/month, whichever is lower, for each project employee. Available for project employees to purchase mobility wallets, including a package of transportation passes, vouchers, and credits for mobility options such as transit, bike share, scooter share, car share, etc.

  Commute-end uses with 50 or more employees must provide the selected subsidies via the MTC's Bay Area Commuter Benefits Program.

- **Project Implementation:** The project would allow employees to exclude transit or vanpooling expenses from taxable income, up to the IRS limit. Therefore, the project would receive ***1 point***.
- **Proof of Implementation:** Property owners must submit copies of active enrollment with a ride-matching platform and provide any informational materials distributed that describe the program as attachments to their annual TDM plan compliance forms.

TP13: Provide Rideshare Programs

Provide rideshare program for project residents/employees to match employees interested in carpooling or vanpooling who have similar commute patterns.

- **Points Requirements:**
  - 1 Point: Enroll all project employees in the MTC's Bay Area Carpool and Vanpool Programs (Merge) or other online ride-matching services that connect them through a secure network to post and search for shared rides.
- **Project Implementation:** The project would enroll all employees in the MTC's Bay Area Carpool and Vanpool programs. Therefore, the project would receive 1 ***point.***
- **Proof of Implementation:** Property owners must submit copies of invoices for all memberships, subsidy notices sent to beneficiaries, and any informational/promotional materials that describe available subsidies that have been provided to project employees as attachments to their annual TDM plan compliance forms.

4. TDM Plan Compliance and Monitoring

For the purpose of ongoing monitoring of compliance with and effectiveness of TDM measures, projects are classified into two levels based on size. Smaller projects are classified as Level 1 projects and large projects as Level 2 projects (see Table 4).

Based on the compliance and monitoring requirements, the proposed project is considered a Level 1 project. Level 1 projects that are required to provide at least one (1) programmatic measure as outlined in their TDM Plans are subject to annual compliance.

Annual TDM Compliance Form

After the project is occupied, it is required to verify that its programmatic measure(s) continue to be implemented for as long as the project maintains a Certificate of Occupancy. Every year, the project must submit a completed TDM Compliance Form and associated administrative fees to the City Department of Transportation. A TDM Compliance Form must include a summary of the following information about the project:

- **Project Size:** For residential, provide the number of for-sale/rental, market-rate/affordable, onsite/ off-site units and the number of bundled/unbundled/shared parking spaces. For commercial office/retail, provide the number of businesses and total gross square feet of office/retail space and the number of free/priced/shared parking spaces.
- **Point of Contact:** Provide the property address, the name of the property owner/association, and the contact person's name and information.
- **Documentation of Existing TDM Measures:** Report all ongoing programmatic measure(s), proof of implementation, and any changes from the original plan or past years. The proof of implementation for each proposed TDM measure is described in Chapter 3.

The first submission of the TDM Compliance Form is due within 30 calendar days of the 18-month anniversary of the issuance of the initial Certificate of Occupancy. Subsequent annual submissions are also due within 30 calendar days of that date. Upon five consecutive years of satisfactory submittals of the TDM Compliance Forms, the submittal requirement shifts to every three years. If, at any time, the project fails to demonstrate satisfactory compliance, the timeline will revert to the annual submittal schedule until the project again demonstrates five consecutive years of satisfactory compliance.

Table 7
Annual Compliance and Monitoring Requirements

Type	Project Size	
	Level 1 (Annual Compliance)	Level 2 (Annual Monitoring)
Home-End Uses	• Single-family detached, single-family attached, or multi-family residential projects of 16 to 299 units	• Single-family detached, single-family attached, or multi-family residential projects of 300 units or more
Commute-End Uses	• Office projects of 10,001 to 149,999 square feet of gross floor area[1]; • Hotel or motel projects of 101-249 rooms; • Charter or private school projects of 250 or more students	• Office projects of 150,000 square feet of gross floor area[1] or more; • Hotel or motel projects of 250 rooms or more; • Charter or private school projects are exempt regardless of the number of students
Visit-End Uses	• Retail projects of 100,001 to 249,999 square feet of total gross floor area	• Retail projects of more than 250,000 square feet of gross floor area or more
Other Uses	• Industrial projects of 30,001 to 299,999 square feet or more of gross floor area	• Industrial projects of 300,000 square feet of gross floor area or more

Source: City of San José Transportation Analysis Handbook, April 2023.
Notes:
[1] For some commute-end uses that are measured in units other than gross floor area, the unit is converted to its equivalent in gross floor area. Exceptions are hotel/motel and charter/private school projects since their Level 1 size thresholds are based on the number of rooms and the number of students, respectively.

Annual TDM Monitoring Report

The project is a smaller level 1 project, and is not subject to annual TDM monitoring.

Non-Compliance

A project that fails to meet satisfactory annual compliance or monitoring requirements is deemed not in compliance. In such cases, the project must submit a follow-up report that demonstrates compliance within a grace period, which typically does not exceed six (6) months from the date when the non-compliance status was determined. Penalties will be assessed by the City if the project is still not able to meet compliance or monitoring requirements by the end of the grace period. The City of San José shall withhold issuance of building, grading, demolition, foundation, use of land, and change of use permits, as well as issuance of certificates of occupancy for any properties that fail to comply with MMRP and the TDM program. All collected penalties will be used for the City's administrative costs related to the TDM program.

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