HEXAGON TRANSPORTATION CONSULTANTS, INC.

1207 N. Capitol Avenue Affordable Apartments

Local Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of the Local Transportation Analysis (LTA) prepared for a proposed affordable housing development at 1207 N. Capitol Avenue in San Jose, California. As proposed, the project includes constructing a 5-story apartment building with 128 affordable dwelling units (mix of one, two and three-bedroom units). The project parking entrance would be accessed via a single driveway (limited to right turns in and out) on N. Capitol Avenue. A small portion of the site is currently developed with one single-family home that will be removed. The majority of the 1.5-acre site is vacant.

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed residential development. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook,* April 2023. Since the project would generate fewer than 100 net new peak-hour vehicle trips, a Congestion Management Program (CMP) analysis based on the Santa Clara Valley Transportation Authority (VTA) Guidelines is not required. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a non-CEQA local transportation analysis (LTA). The LTA includes an evaluation of weekday AM and PM peak-hour traffic conditions, site access and on-site circulation, and the effects to transit, bicycle, and pedestrian facilities. An analysis to satisfy the City's Parking and TDM Ordinance requirements was also prepared.

Vehicle Miles Traveled (VMT) Requirement

The City of San Jose's *Transportation Analysis Handbook, 2023* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project. The proposed project meets the City's VMT screening criteria because it would include 100% restricted affordable residential units, would be located within a half mile of high-quality transit, would have a transit-supportive development density, and would not negatively impact transit, bike or pedestrian infrastructure. Therefore, the project is exempt from preparing a CEQA-level VMT analysis.

Transportation Demand Management (TDM) Requirement

The City of San Jose *Transportation Analysis Handbook, 2023* provides TDM screening criteria for development projects. The proposed project meets the City's TDM screening criteria because it would include 100% restricted affordable residential units, would be located within a half mile of high-quality transit, and would have a transit-supportive development density. Therefore, the project is exempt from the City's TDM requirements.

Project Trip Generation

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions, the proposed affordable residential project is estimated to generate 473 new daily vehicle trips, with 49 new trips (15 inbound trips and 34 outbound trips) occurring during the AM peak hour and 45 new trips (26 inbound trips and 19 outbound trips) occurring during the PM peak hour.

Intersection Traffic Operations

Intersection levels of service were evaluated against the standards of the City of San Jose. The study intersections were evaluated against the City of San Jose level of service standard (LOS D). The results of the analysis show that the signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions.

Planned Safety Corridor Improvements

Even though the project traffic would not rise to the level of an adverse effect, as defined, the project would add some trips to the study intersections along N. Capitol Avenue. The City of San Jose Vision Zero program identifies N. Capitol Avenue as a Priority Safety Corridor. Priority Safety Corridors are defined as streets that experience the highest number of traffic fatalities and serious injuries within the City. Accordingly, priority safety corridors receive special attention for new safety improvements. The City of San Jose Department of Transportation (DOT) has identified safety corridor improvements on N. Capitol Avenue near the project site. The planned improvements are intended to accommodate the additional vehicular and pedestrian traffic that would be generated by the project.

City staff have indicated that the project would be required to provide a fair-share contribution of $30,000 (amount determined by City staff) toward the following planned N. Capitol Avenue safety corridor improvements:

N. Capitol Expressway/Ohlone Drive Signalized Intersection Improvements

- High Visibility Back Plates (HVBP);
- Power Over Ethernet (POE) Camera; and
- Accessible Pedestrian Signal (APS).

Other Transportation Items

In general, the proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the study area. Below are recommendations resulting from the site plan review.

Recommendations

- Provide a City-standard 26-foot-wide residential driveway with standard curb cuts (dust pan style).
- Provide at least 13.5 feet of vertical clearance at the project driveway to meet the City of San Jose Fire Department emergency vehicle access requirements.
- Garbage collection activities should occur at the on-site loading zone.
- The project should upgrade the existing crosswalk on the north leg of the N. Capitol Avenue/Ohlone Drive intersection to incorporate the City's current ladder crosswalk design.

- The project should pay a fair-share contribution of $43,200 toward the planned Class IV protected bikeway improvements along N. Capitol Avenue, per the request of the City of San Jose Department of Public Works.

1. Introduction

This report presents the results of the Local Transportation Analysis (LTA) prepared for a proposed affordable housing development at 1207 N. Capitol Avenue in San Jose, California (see Figure 1). As proposed, the project includes constructing a 5-story apartment building with 128 affordable dwelling units (mix of one, two and three-bedroom units). The project parking entrance would be accessed via a single driveway (limited to right turns in and out) on N. Capitol Avenue. A small portion of the site is currently developed with one single-family home that will be removed. The majority of the 1.5-acre site is vacant. The project site plan is shown on Figure 2.

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed residential development. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook,* April 2023. Since the project would generate fewer than 100 net new peak-hour vehicle trips, a Congestion Management Program (CMP) analysis based on the Santa Clara Valley Transportation Authority (VTA) Guidelines is not required. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a non-CEQA local transportation analysis (LTA). The LTA includes an evaluation of weekday AM and PM peak-hour traffic conditions, site access and on-site circulation, and the effects to transit, bicycle, and pedestrian facilities. An analysis to satisfy the City's Parking and TDM Ordinance requirements was also prepared.

Transportation Policies

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 has adopted a Transportation Analysis Policy, Council Policy 5-1. The Policy establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level 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 project site is located within the N. Capitol Avenue/Berryessa Road Urban Village, according to the Envision San Jose 2040 General Plan. Urban Villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide high-density housing and promote job growth, thus supporting the General Plan's policies and goals.

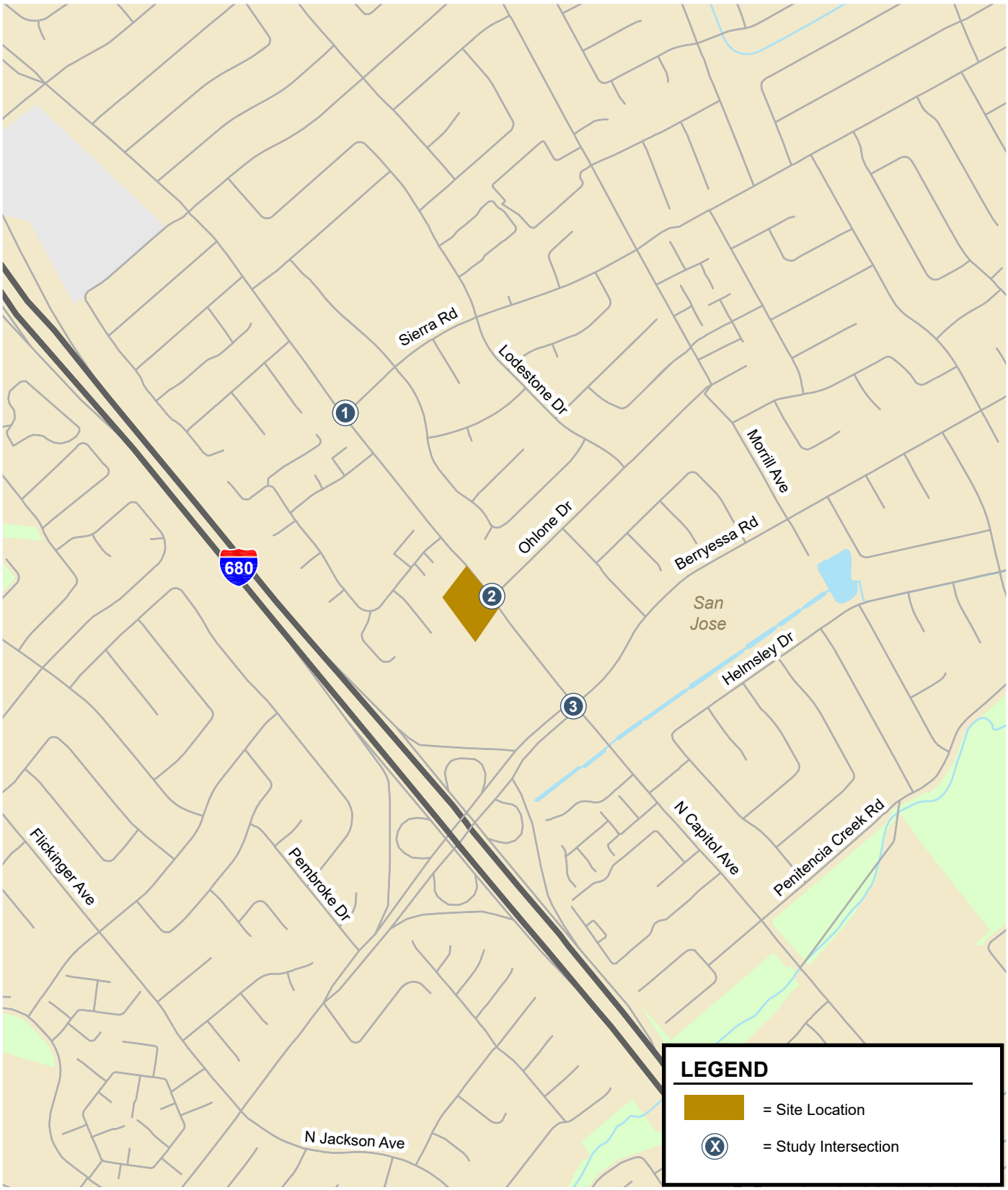


Figure 1
Site Location and Study Intersections

NORTH
Not to Scale

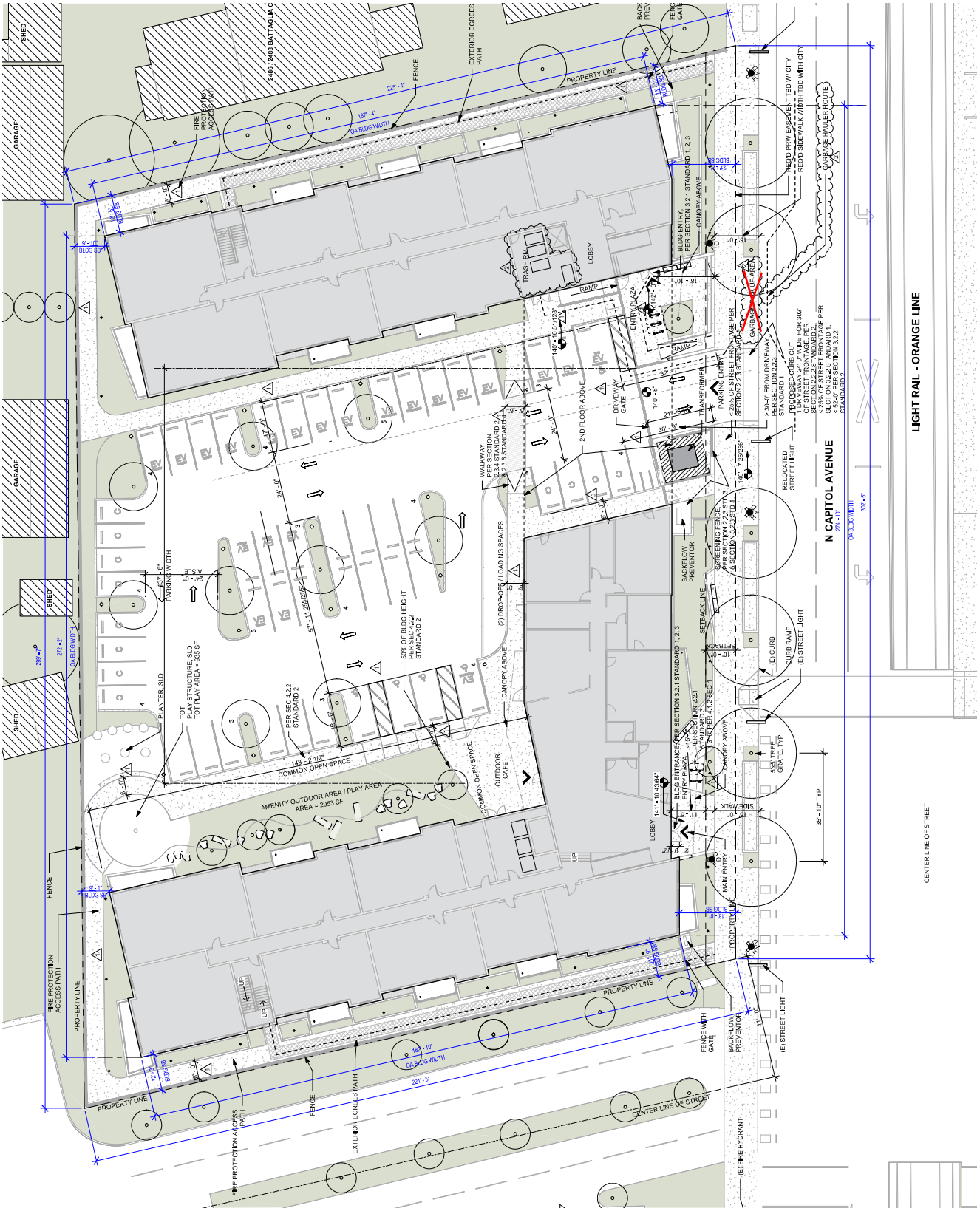


Figure 2
Site Plan

NORTH
Not to Scale

The Envision San Jose 2040 General Plan contains policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT, including the following:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- 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 improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- 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);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- 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, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);

- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- 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 Urban Villages 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);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. 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 for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project.

Figure 3 shows the current VMT levels estimated by the City for residents based on the locations of residences. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the yellow-colored areas are estimated to have VMT levels at the City average. The orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance. Regardless of the site location, the proposed project is subject to the affordable residential VMT screening criteria as described below.

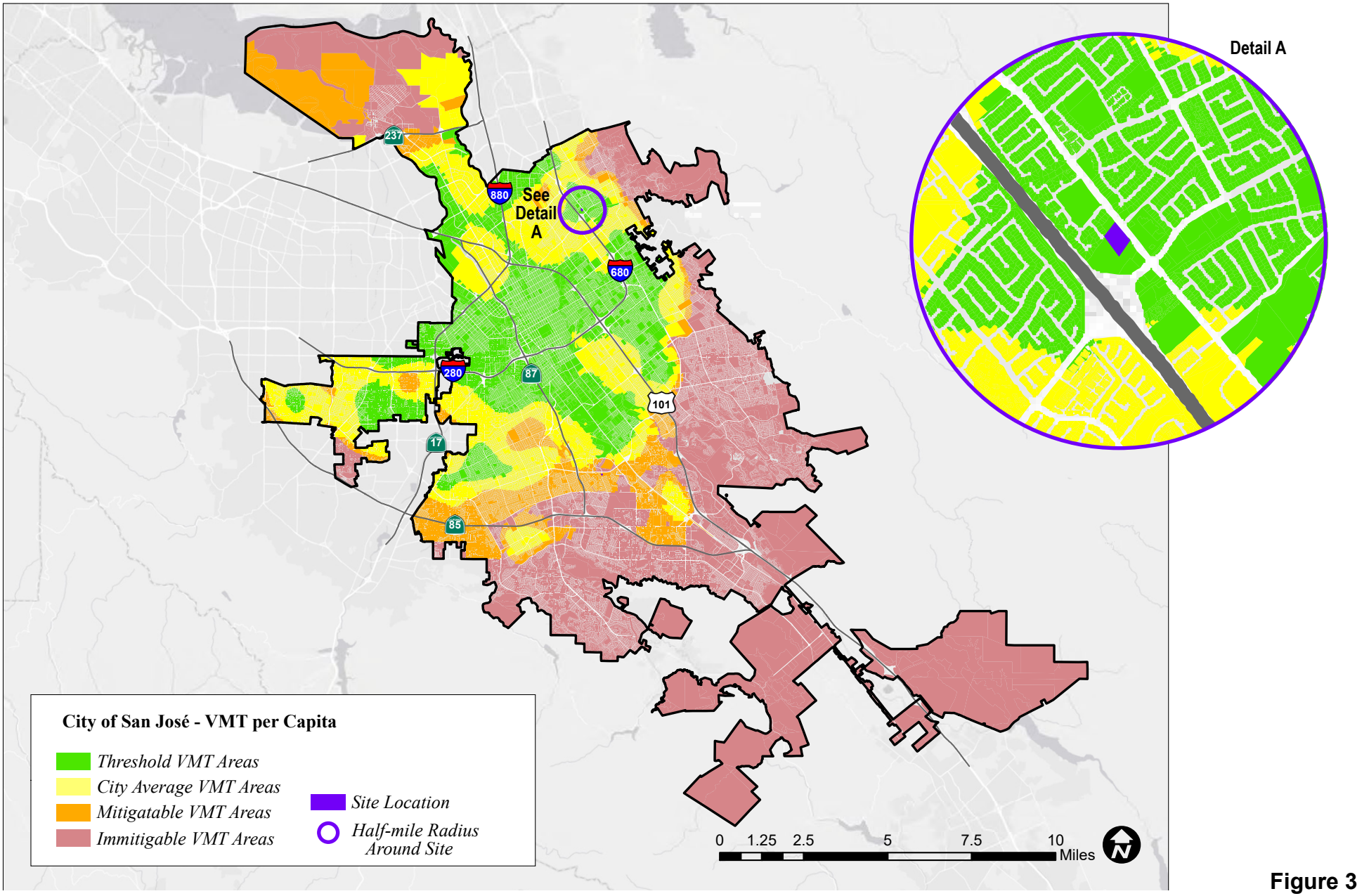


Figure 3
VMT Heat Map for Residents in San Jose

Screening Criteria for VMT Analysis Exemption

The City of San Jose's *Transportation Analysis Handbook, 2023* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project.

The City's VMT screening criteria set forth in the *Transportation Analysis Handbook* for affordable residential projects are described below and shown in Table 1.

Screening Criteria for Restricted Affordable Residential Projects

1. **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
2. **High-Quality Transit**: Located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor; and
3. **Transit-Supporting Project Density**:
   - Minimum of 35 units per acre for residential projects or components;
   - If located in a General Plan Land Use Designation with 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met; and
4. **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.

The project would meet all the above screening criteria as follows:

- Is a 100% restricted affordable housing project = Criterion 1 met;
- Is located within ½-mile of high-quality transit (see Chapter 2 for details) = Criterion 2 met;
- Would have a density of 85.33 DU/AC (128 DU / 1.50 AC = 85.33 DU/AC) = Criterion 3 met;
- Would not negatively impact transit, bike or ped infrastructure = Criterion 4 met.

Since the project would meet the City's VMT screening criteria for affordable residential projects, a CEQA-level Transportation Analysis (i.e., VMT analysis) is not required. Although the project is exempt from a VMT analysis, a Local Transportation Analysis (LTA) must be prepared to identify potential operational issues that may arise due to the project. Projects must also demonstrate consistency with the Envision San Jose 2040 General Plan, as described below.

Cumulative Analysis (Compliance with the General Plan)

Projects must demonstrate consistency with the *Envision San Jose 2040 General Plan* to address potential 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 as part of the City's *Transportation Analysis Handbook*.

The Circulation Element of the 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.

Table 1
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 al Plan Land Use Designation must be met; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

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

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);
- 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);

The project site is located within the N. Capitol Avenue/Berryessa Road Urban Village, according to the Envision San Jose 2040 General Plan. Urban Villages are walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide high-density housing and promote job growth, thus supporting the General Plan's policies and goals. The proposed project includes 100% affordable housing, which is allowed within the Commercial Neighborhood (CN) zoning district.

The project is consistent with the following General Plan policies:

- Further the Major Strategies of the Plan to focus growth in appropriate locations; design complete streets for people; promote Grand Boulevards, Main Streets, and Downtown; support transit; and a foster a healthful community (CD-1.3).
- Support intensive development and uses within Urban Villages, while ensuring an appropriate interface with lower-intensity development in surrounding areas and the protection of appropriate historic resources (CD-7.1).
- Integrate affordable housing in identified growth locations and where other housing opportunities may exist, consistent with the Envision General Plan (H-2.2).
- Allow affordable residential development at densities beyond the maximum density allowed under an existing Land Use/Transportation Diagram designation, consistent with the minimum (H-2.4).

Since the proposed affordable residential project would be consistent with the Envision San Jose 2040 General Plan, the project would be considered part of the cumulative solution to meet the City's long-range multi-modal transportation goals and policies.

Local Transportation Analysis Scope

The non-CEQA Local Transportation Analysis (LTA) identifies potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, on-site circulation, vehicle queuing, and transit, bicycle, and pedestrian facilities in the proximate area of the project. As part of the LTA, a project is generally required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a ½-mile of the project site. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook,* a list of study intersections is then developed for the LTA. Note, however, that signalized intersections that do not meet all the criteria may

still be added to the list of study intersections at the City's discretion. Unsignalized intersections may also be added; though, unlike signalized intersections, unsignalized intersections are not evaluated for level of service in the City of San Jose. The LTA analyzes AM and PM peak hour traffic conditions for 3 signalized intersections.

Study Intersections

1. N. Capitol Avenue and Sierra Road
2. N. Capitol Avenue and Ohlone Drive
3. N. Capitol Avenue and Berryessa Road

The list of study intersections was approved by City of San Jose staff. 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. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing weekday AM and PM peak hour traffic volumes for the study intersections were obtained from new turning movement counts conducted on January 7th and January 16th, 2025, and have been approved by City of San Jose staff for use in this transportation study. The new intersection counts are contained in Appendix A.

- ***Background Conditions*****.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed or occupied developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The ATI sheets are contained in Appendix B.

- ***Background Plus Project Conditions.*** Project conditions reflect traffic volumes with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background volumes the additional trips generated by the project.

The LTA also includes an analysis of site access, on-site circulation, vehicle queuing, parking, and effects on transit, bicycle, and pedestrian facilities.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections and the potential adverse operational effects due to the project. It includes descriptions of the data requirements, the analysis methodologies, the applicable intersection level of service standards, and the criteria used to determine adverse effects on intersection operations.

Data Requirements

The data required for the study were obtained from new traffic counts, the City of San Jose, the 2018 CMP Annual Monitoring Report, previous traffic counts in the area, and field observations. The following data were collected from these sources:

- existing traffic volumes
- intersection lane configurations
- signal timing and phasing
- a list of approved and pending projects

Analysis Methodologies and Level of Service Standards

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.

City of San Jose Signalized Intersections

The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The City of San Jose level of service standard for the City's signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 2.

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000), p.10-16.

Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook, 2023*, an adverse effect on signalized intersection operations would occur 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 cause 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.

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 are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Construct improvements to the subject intersection or other roadway segments of the citywide transportation system to increase overall capacity, or
- Reduce project-generated vehicle trips (e.g., implement a "trip cap") to eliminate the adverse operational effects and restore intersection operations to background conditions. The extent of trip reduction should be set at a level that is realistically attainable through proven methods of reducing trips.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis where the project would add a noteworthy number of trips 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 hr per lane/signal cycles per hr)

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 the study 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.

TDM Requirements

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 and TDM Ordinance (Ordinance No. 30857), which includes new mandatory TDM requirements. To be consistent with the goals of the Envision 2040 General Plan and the Climate Smart San Jose Plan, most projects are required to provide a TDM Plan that meets the "TDM Points Target" as detailed in the City's new Ordinance. The City of San Jose's TDM Points Checklist is used to calculate the TDM points associated with each TDM measure included in the TDM Plan.

TDM Screening Criteria

The City of San Jose *Transportation Analysis Handbook, 2023,* provides TDM screening criteria for development projects. The TDM screening criteria for residential projects are described below and shown in Table 3.

Table 3
TDM Program 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.
Education	• Charter or private school of fewer than 250 students.
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 al Plan Land Use Designation must be met.

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

TDM Screening Criteria for Residential Projects

1. **Affordability**: Includes 100% affordable units; and
2. **High-Quality Transit**: Located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor; and
3. **Transit-Supporting Project Density**:
   - Minimum of 35 units per acre for residential projects or components;
   - If located in a General Plan Land Use Designation with a max density below 35 DU/AC, the max density allowed in the General Plan Land Use Designation must be met.

The project would meet all the above residential screening criteria as follows:

- Is a 100% affordable housing development = Criterion 1 met;
- Is located within ½-mile of high-quality transit = Criterion 2 met;
- Would have a density of 85.33 DU/AC (128 DU / 1.50 AC = 85.33 DU/AC) = Criterion 3 met.

The proposed project would meet the City's residential screening criteria for TDM exemption because it would include 100% restricted affordable residential units, would be located in a high-quality transit area, and would have a transit-supportive development density. Therefore, the project is exempt from the City's TDM Plan requirements.

US 101/Oakland/Mabury Transportation Development Policy

The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101 interchange, which are due primarily to the capacity constraints of the interchange. As a result, the City has identified two key capital improvement projects: 1) modification of the US 101/Oakland Road interchange, including improvements to the Oakland Road/Commercial Street intersection, and 2) construction of a new US 101/Mabury Road interchange. To fund these interchange improvements, the City has developed the US 101/Oakland/Mabury Transportation Development Policy (TDP).

As part of the Policy, a fee to fund the planned interchange improvements has been adopted. Any project that would add traffic to the US 101/Oakland Road interchange is required to participate in the TDP program. The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak-hour vehicular trips that a project would add to the interchange. The 2025 TDP traffic impact fee (TIF) is $49,412 per each new PM peak hour vehicle trip that would be added to the interchange. This fee is subject to an annual escalation on January 1st per the Engineering News-Record Construction Cost Index for San Francisco.

Based on the project site's proximity to the I-680/Berryessa Road freeway interchange and the project trip distribution patterns discussed in Chapter 3, it is reasonable to assume that the project would not add vehicle trips to the US 101/Oakland Road interchange (about a 3-mile drive from the project site). Therefore, the project would not be required to pay the TDP impact fee.

Report Organization

This report has a total of four chapters. Chapter 2 describes the existing roadway network, transit services, and bicycle and pedestrian facilities. Chapter 3 describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis, any adverse intersection operations 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 4 presents the conclusions of the local transportation analysis.

2. Existing Transportation Conditions

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. Local access to the site is provided via N. Capitol Avenue, Berryessa Road, Sierra Road, and Ohlone Drive. These facilities are described below.

I-680 is an eight-lane freeway providing regional access between San Ramon Valley and San Jose. It extends in a north-south direction from its junction with I-280 and US 101 near Downtown San Jose through the East Bay to its junction with I-80 in Fairfield. I-680 provides access to and from the project site via its full interchange with Berryessa Road and N. Capitol Avenue.

N. Capitol Avenue is a north-south four-lane Grand Boulevard with an LRT line within the center median in the study area. As defined by the Envision San Jose 2040 General Plan, Grand Boulevards are major transportation corridors that serve as primary routes for LRT, busses, and other public transit vehicles. Although Grand Boulevards accommodate all modes of travel, priority is given to public transit vehicles. N. Capitol Avenue has striped bike lanes on both sides of the street and has a posted speed limit of 40 mph. N. Capitol Avenue has sidewalks on both sides of the street with pedestrian signal heads and push buttons at all signalized intersections. To the north, N. Capitol Avenue transitions into Great Mall Parkway north of Montague Expressway in the City of Milpitas. To the south, N. Capitol Avenue becomes S. Capitol Avenue south of Alum Rock Avenue and then terminates at Capitol Expressway. Being the eastern project site boundary, N. Capitol Avenue would provide direct access to and from the project site via a right-turn only driveway.

Berryessa Road is an east-west City Connector Street that begins where it transitions from Suncrest Avenue at its intersection with Piedmont Road. Berryessa Road is four lanes wide in the vicinity of the project site (east of I-680), widens to six lanes west of I-680, and narrows again to four lanes west of Commercial Street where it becomes Hedding Street after crossing over US 101. Berryessa Road has a posted speed limit of 40 mph and has striped bike lanes and sidewalks on both sides of the street. Berryessa Road provides access to the project site via its intersection with N. Capitol Avenue.

Sierra Road is a four-lane divided east-west Local Connector Street with sidewalks on both sides and a posted speed limit of 35 mph. Sierra Road begins at North Capitol Avenue and extends eastward into the east foothills north of Alum Rock Park. It has striped bike lanes on both sides of the street. Sierra Road provides access to the project site via its intersection with N. Capitol Avenue.

Ohlone Drive is a two-lane undivided east-west local roadway extending from N. Capitol Avenue eastward to Morrill Avenue. In the vicinity of the project site, Ohlone Drive has a posted speed limit of 25 mph and sidewalks on both sides of the street. Ohlone Drive provides access to and from the project site via its intersection with N. Capitol Avenue.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were provided by City of San Jose staff and confirmed in the field (see Figure 4).

Existing Pedestrian, Bicycle and Transit Facilities

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

Existing Pedestrian Facilities

Pedestrian facilities in the project area consist of sidewalks along the public streets and crosswalks with pedestrian signal heads at intersections. Sidewalks are found along all previously described local roadways in the study area. The existing network of sidewalks provides good connectivity for pedestrians between the project site and other surrounding land uses and transit stops. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. ADA compliant curb ramps with truncated domes are provided at all the nearby signalized intersections along N. Capitol Avenue, as well as some unsignalized intersections. However, the crosswalk on the south leg of the N. Capitol Avenue/Ohlone Drive intersection does not have an ADA compliant curb ramp (no truncated domes) on the east side of N. Capitol Avenue. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

Existing Bicycle Facilities

Bicycle facilities are divided into four classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate paved path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs and/or Sharrows (bike route shared lane markings) to help guide bicyclists on recommended routes to certain locations. Class IV bikeways are on-street bicycle facilities that incorporate physical barriers (e.g., raised curbs, flexible bollards, vehicle parking, grade separation, etc.) to separate bicycles from the flow of vehicular traffic. There are no existing Class III or Class IV bikeways in the project vicinity.

There are a number of roadways in the project study area that have striped (Class II) bike lanes. Striped bike lanes currently exist on N. Capitol Avenue, Berryessa Road, Sierra Road, Penitencia Creek Road, and Morrill Avenue (see Figure 5):

The Penitencia Creek multi-use trail system (Class I bikeway) runs alongside Penitencia Creek and separates bicyclists from motor vehicle traffic. Access to the 4-mile multi-use trail is provided via N. Capitol Avenue. This trail system provides access to Penitencia Creek Park and Alum Rock Park.

Existing Transit Services

Existing transit services near the project site are provided by the Santa Clara Valley Transportation Authority (VTA). The Berryessa Light Rail Transit (LRT) station is conveniently located less than 300 feet from the site and is served by the Orange LRT Line and VTA local bus route 61 (see Figure 6).

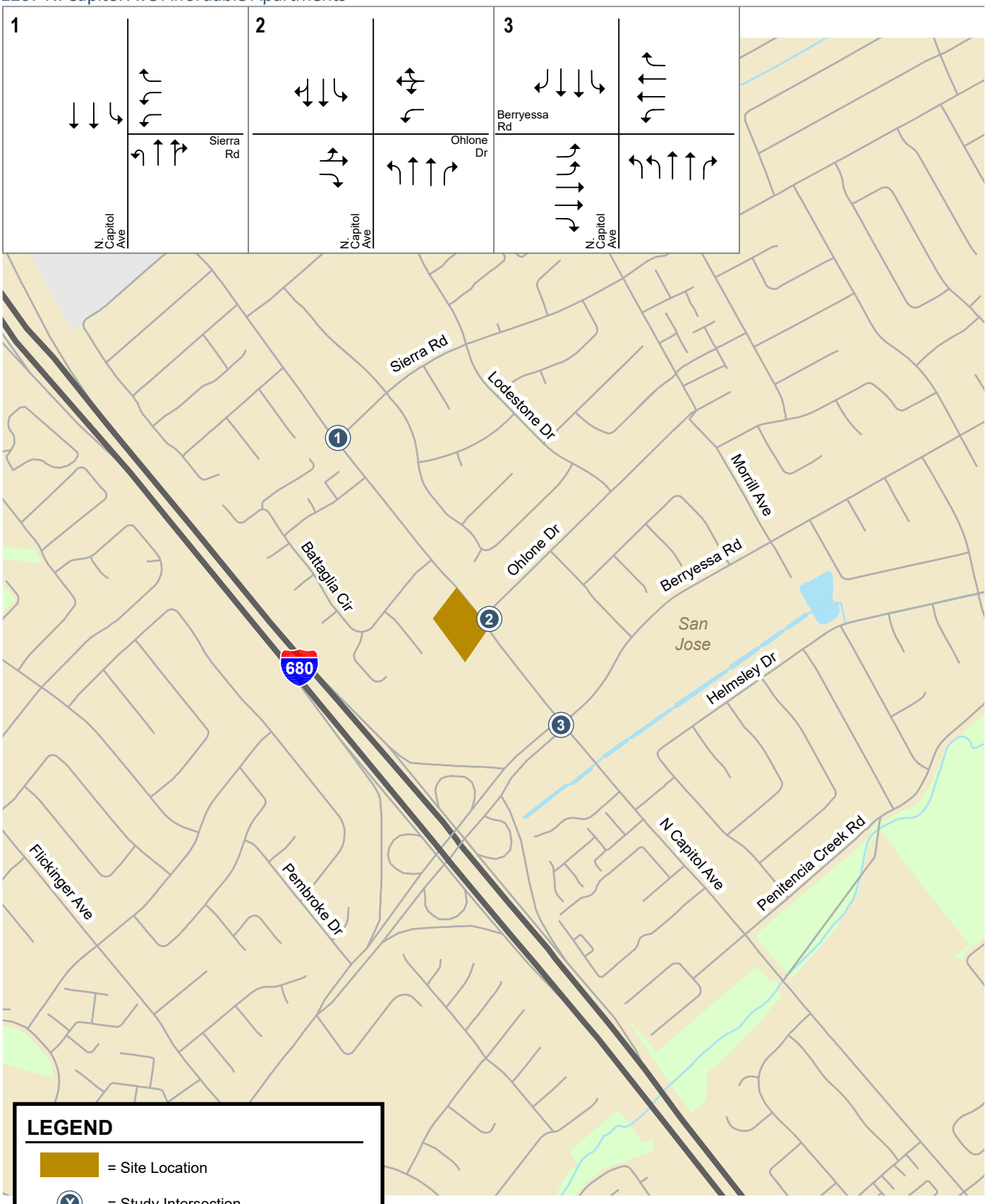


Figure 4
Existing Intersection Lane Configurations

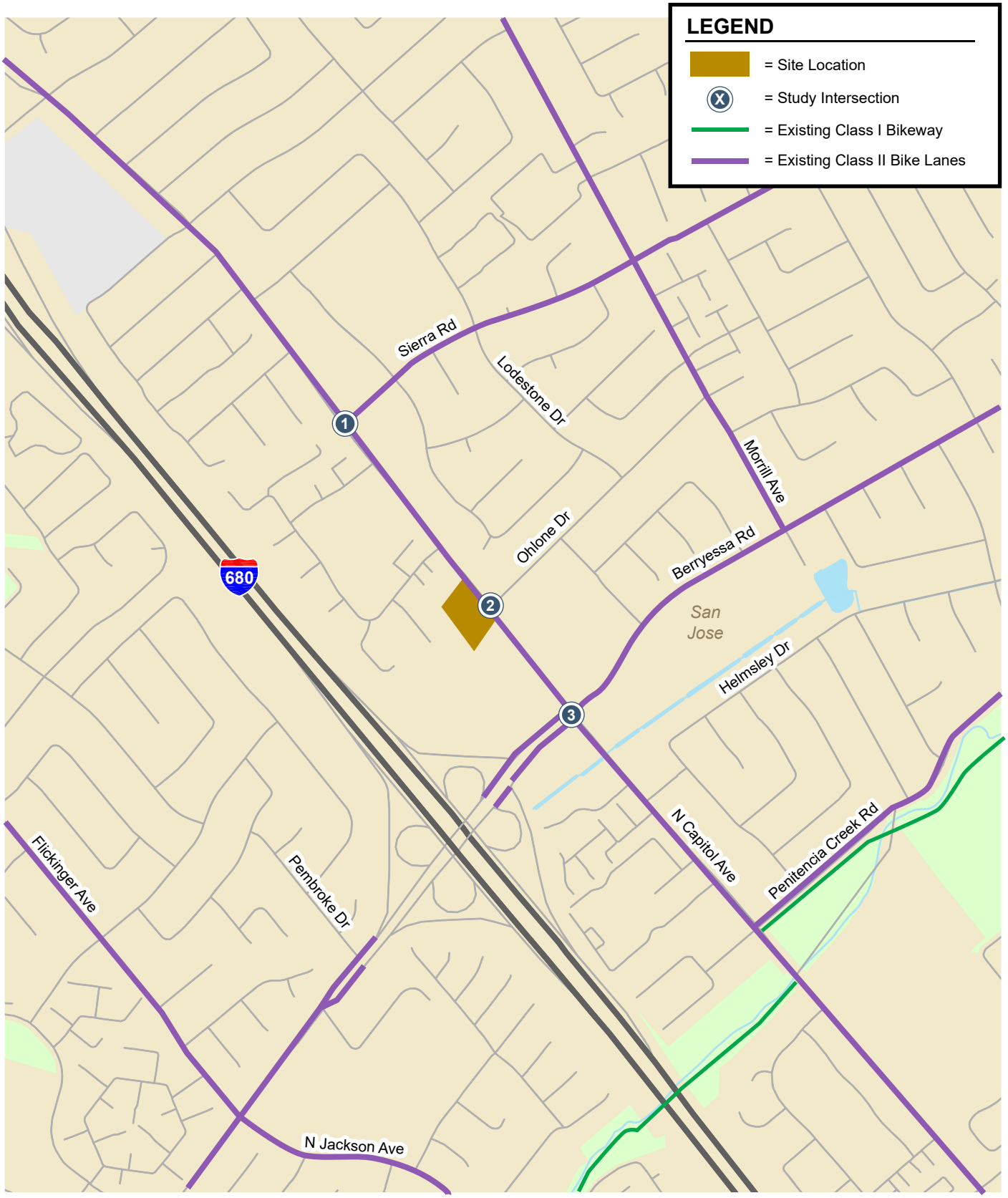


Figure 5
Existing Bicycle Facilities

NORTH
Not to Scale

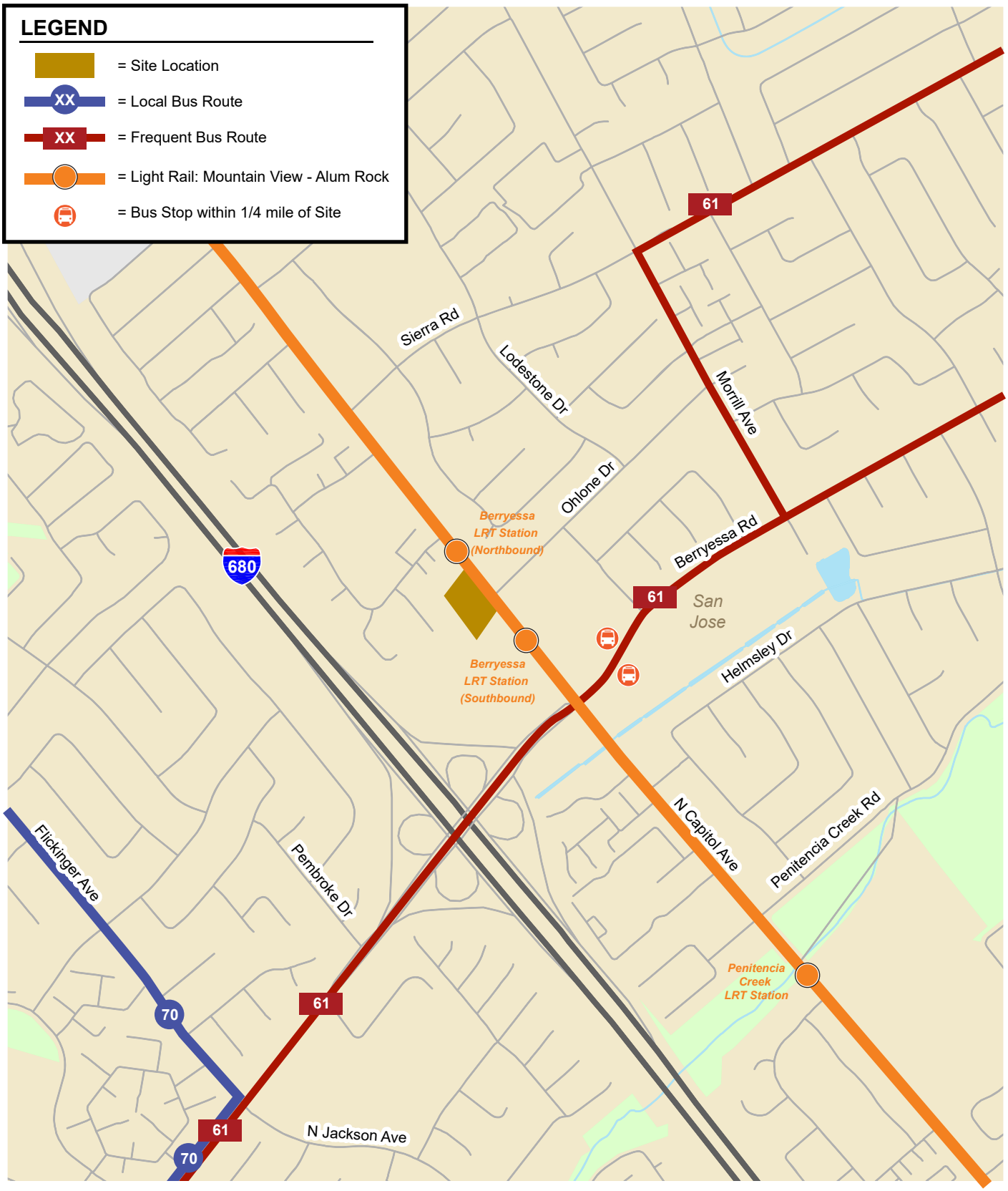


Figure 6
Existing Transit Services

VTA Light Rail Transit (LRT) Service

The VTA currently operates the 42.2-mile light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24 hours a day with 15-minute headways during much of the day. The Berryessa LRT Station is served by the Mountain View-Alum Rock LRT Line (Orange Line).

VTA Bus Service

Local bus route 61 operates along Berryessa Road with stops located approximately 300 feet east of Capitol Avenue (less than ¼ mile from the project site). Route 61 provides service between Good Samaritan Hospital and the Piedmont Road/Sierra Road intersection with 15-minute headways during the weekday AM and PM peak commute hours.

Observed Existing Traffic Conditions

Traffic conditions were observed in the field during the weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak traffic periods to identify any existing operational deficiencies occurring within the study area. Overall, the study intersections operated adequately during both the weekday AM and PM peak commute periods and no significant operational issues were observed.

In general, the traffic volumes on N. Capitol Avenue are heaviest in the northbound direction during the AM commute period and in the southbound direction during the PM commute period. Field observations revealed the study intersections operate acceptably, and the level of service calculations accurately reflect existing conditions. The minor operational issues that were observed are discussed below.

N. Capitol Avenue and Ohlone Drive

During the AM and PM peak hours, a lane imbalance was observed in the southbound direction in favor of the far-right through lane (curb lane) due to the relatively high volume of traffic turning right at the downstream intersection of N. Capitol Avenue and Berryessa Road toward the I-680 on-ramps. This lane imbalance caused longer vehicle queues within the curb lane compared to the adjacent southbound through lane. The maximum vehicle queues that were observed in the southbound curb lane on N. Capitol Avenue were 6 vehicles (about 150 feet) during the AM peak hour and 9 vehicles (about 200 feet) during the PM peak hour. Accordingly, the maximum southbound vehicle queues along N. Capitol Avenue extend the full length of the project frontage.

N. Capitol Avenue and Berryessa Road

During the AM and PM peak hours, the northbound left-turn movement is heavy. The majority of vehicles turning left onto westbound Berryessa Road intend to enter northbound I-680, especially during the AM peak hour. Since the freeway on-ramp is so close to the N. Capitol/Berryessa intersection, most vehicles use the outside left-turn lane (No. 2 lane) so they can easily access the I-680 on-ramp. The inside northbound left-turn lane is, therefore, underutilized due to the disproportionate lane usage. To address the heavy northbound left-turn volume and lane imbalance, the traffic signal timing is programmed so the northbound left-turn movement receives a green both before and at the end of the northbound through movement phase (i.e., the northbound left-turn movement is served twice during each signal cycle). This helps to clear the entire northbound left-turn movement queue by allowing vehicles initially blocked from entering the left-turn pocket, due to the long through movement vehicle queues, to advance through the signal.

The southbound vehicle queues on N. Capitol Avenue are long during the AM and PM peak hours. During the PM observation period, the southbound queue consistently backed up to Ohlone Drive. Also during the PM peak hour, the eastbound vehicle queues on Berryessa Road frequently extended past the I-680 off-ramp. As a result, it occasionally took two signal cycles for all the eastbound queued vehicles to clear the N. Capitol Avenue/Berryessa Road intersection.

3. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis, any adverse effects to intersection level of service caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian and transit facilities, and parking. The transportation network under background and background plus project conditions would be the same as the existing transportation network.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of the study intersections and to identify potential negative effects due to the addition of project traffic. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section. The study intersections are located in the City of San Jose and were evaluated based on the City of San Jose's intersection analysis methodology and standards in determining potential adverse operational effects due to the project, as described in Chapter 1.

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

Trips generated by any new development are estimated based on counts of existing developments of the same land use type. A compilation of typical trip generation rates can be found in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition (2021)*. The trips that would be generated by the proposed affordable housing development were estimated using the ITE average trip rates for "Affordable Housing" (ITE Land Use 223) located in a General Urban/Suburban setting.

Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2023, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline trip generation described above. Note that although the proposed project would demolish a single-family residence currently on the site, the trip generation estimates do not include trip credits for the home to be removed since the number of trips generated by one home is relatively insignificant. The applicable trip adjustments and reductions are described below.

Location-Based Trip Adjustment

Based on the 2023 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 as per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the tool, the project site is located within the place type "Urban Low Transit". Therefore, the baseline project trips were adjusted to reflect the corresponding mode share. Residential developments within this place type have a vehicle mode share of 87% (according to Table 17 of the City's *Transportation Analysis Handbook*). Thus, a 13% reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the Travel Demand Model. The 13% trip reduction is based on the percent mode share for other modes of travel besides motor vehicles.

Project-Specific Residential Trip Reduction

According to the *Transportation Analysis Handbook*, the VMT reduction resulting from the project characteristics should be included as part of the trip generation estimates. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak hour vehicle trips. The VMT Evaluation Tool calculated an 11.8% external trip reduction (see Appendix C). This trip reduction reflects the affordability of the project and the increase in residential density on the site. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak-hour vehicle trips.

Net Project Trips

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions described above, the proposed affordable residential project is estimated to generate 473 new daily vehicle trips, with 49 new trips (15 inbound trips and 34 outbound trips) occurring during the AM peak hour and 45 new trips (26 inbound trips and 19 outbound trips) occurring during the PM peak hour (see Table 4).

Table 4
Project Trip Generation Estimates

				AM Peak Hour				PM Peak Hour			
Land Use	Size	Daily Rate	Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Affordable Housing [1]	128 DU	4.81	616	0.50	19	45	64	0.46	35	24	59
Location-Based Vehicle Mode Share (13%) [2]			*(80)*		*(2)*	*(6)*	*(8)*		*(5)*	*(3)*	*(8)*
Project-Specific Trip Reduction (11.8%) [3]			*(63)*		*(2)*	*(5)*	*(7)*		*(4)*	*(2)*	*(6)*
Net Residential Trips:			**473**		**15**	**34**	**49**		**26**	**19**	**45**

Notes:
[1] Trip generation for the residential project based on average rates contained in the *ITE Trip Generation Manual, 11th Edition*, for Affordable Housing (Land Use 223) located in a General Urban/Suburban setting. Rates are expressed in trips per dwelling unit (DU).
[2] A 13% reduction was applied to the residential project based on the location-based vehicle mode share percentage outputs (Table 17 of the TA Handbook) produced from the San Jose Travel Demand Model for the place type: Urban Low Transit.
[3] An 11.8% trip reduction was applied to the project based on the City's VMT Evaluation Tool. This trip reduction reflects the affordability of the project & the increase in residential density on the site. It is assumed that every % reduction in VMT per capita is equivalent to 1% reduction in peak-hour trips.

Trip Distribution and Assignment

The trip distribution pattern for the affordable residential project was estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns, the locations of complementary land uses, and nearby freeway access points. The peak hour project generated trips were assigned to the roadway network in accordance with the trip distribution pattern. Note that because of the raised median on N. Capitol Avenue, some project traffic would need to make U-turns at the intersections of N. Capitol/Sierra Road and N. Capitol/Ohlone Drive upon entering and exiting the site, respectively. Outbound project vehicles unable to make a U-turn at N. Capitol/Ohlone Drive could alternatively continue southbound on N. Capitol Avenue and make a U-turn at N. Capitol/Berryessa Road. Figure 7 shows the project trip distribution pattern and trip assignment.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the three study intersections were obtained from new turning movement counts conducted on January 7th and January 16th, 2025. The existing peak hour intersection volumes are shown on Figure 8. The new intersection counts are contained in Appendix A.

Background Traffic Volumes

Background peak hour traffic volumes (see Figure 9) were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed or occupied developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Appendix B contains the ATI sheets.

Background Plus Project Traffic Volumes

Project peak hour trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 10). Traffic volumes for all traffic scenarios are tabulated in Appendix D.

Signalized Intersection Traffic Operations

The study intersections were evaluated against the City of San Jose level of service standard (LOS D). The results of the analysis show that the signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions (see Table 5). The detailed intersection level of service calculation sheets are included in Appendix E.

Table 5
Intersection Level of Service Summary

				Existing		Background		Background Plus Project			
ID	Signalized Intersection	Peak Hour	Count Date	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
1	N Capitol Av & Sierra Rd	AM	1/16/2025	23.3	C	23.3	C	23.4	C	-0.1	0.002
		PM	1/7/2025	16.3	B	16.3	B	17.1	B	1.5	0.015
2	N Capitol Av & Ohlone Dr	AM	1/16/2025	38.9	D	38.9	D	38.6	D	-0.5	0.008
		PM	1/7/2025	38.8	D	38.8	D	38.5	D	-0.2	0.004
3	N Capitol Av & Berryessa Rd	AM	1/16/2025	42.9	D	43.5	D	44.0	D	0.7	0.013
		PM	1/7/2025	53.7	D	54.4	D	54.5	D	0.0	0.001

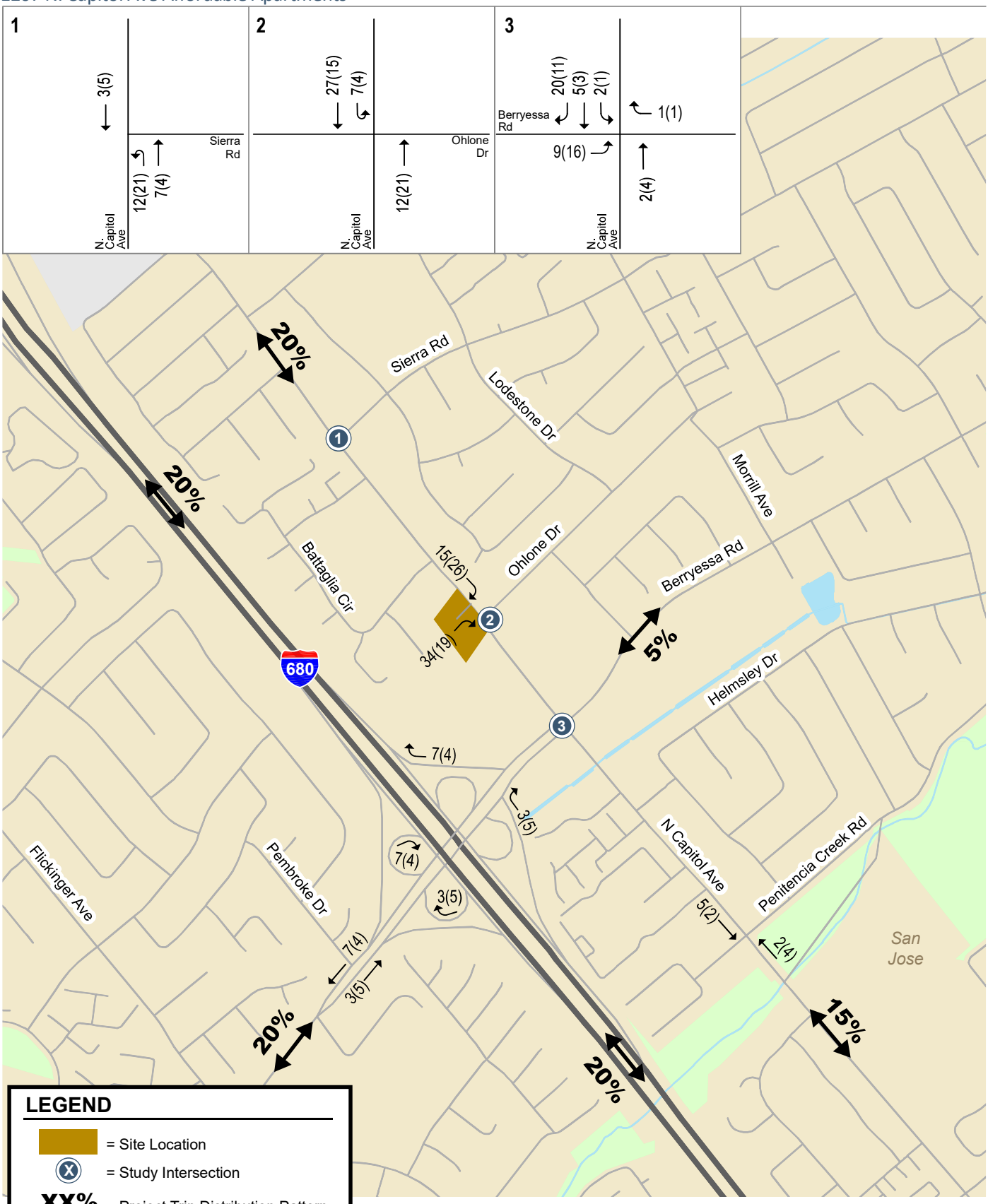


Figure 7
Project Trip Distribution Pattern and Trip Assignment

NORTH
Not to Scale

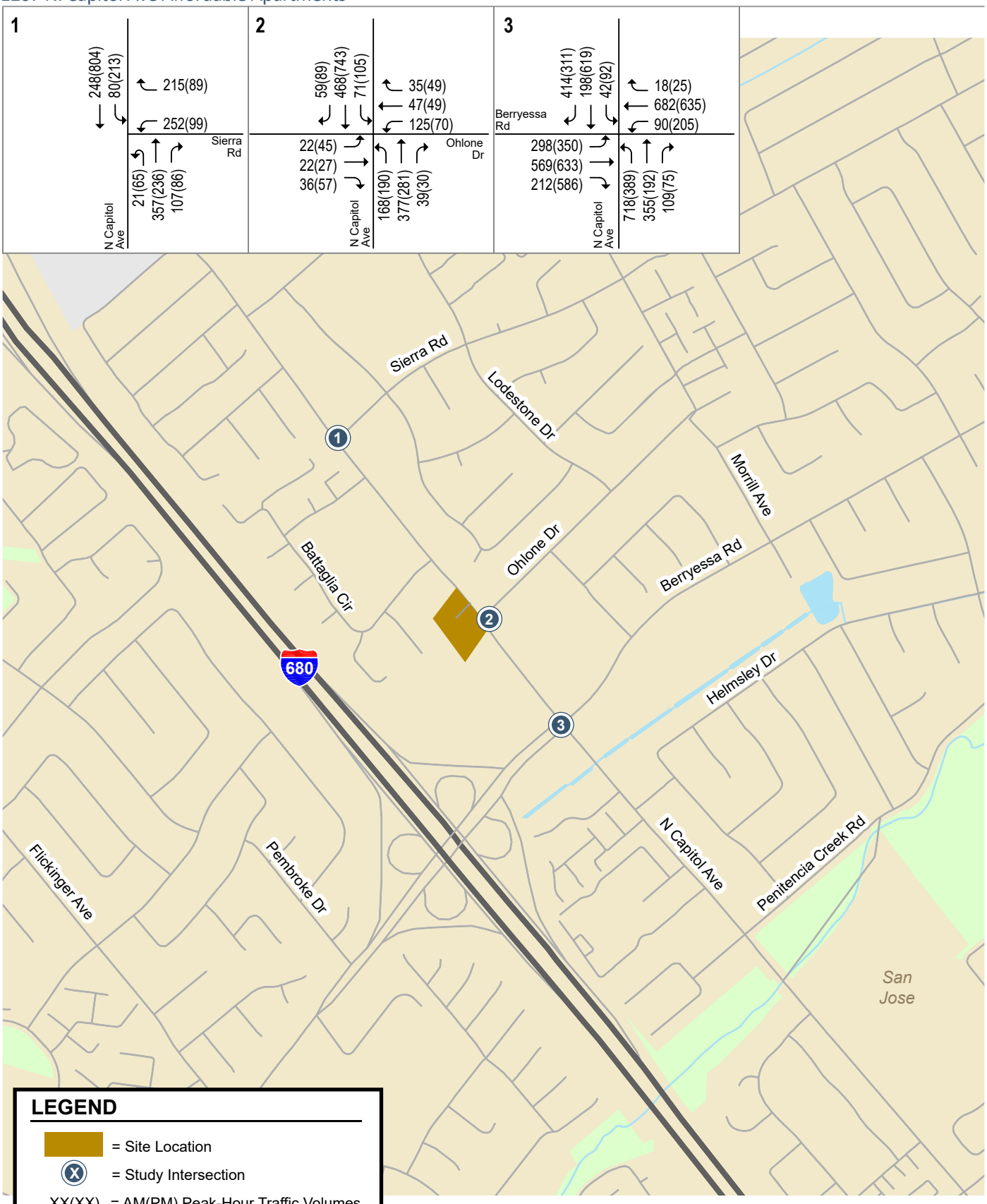


Figure 8
Existing Traffic Volumes

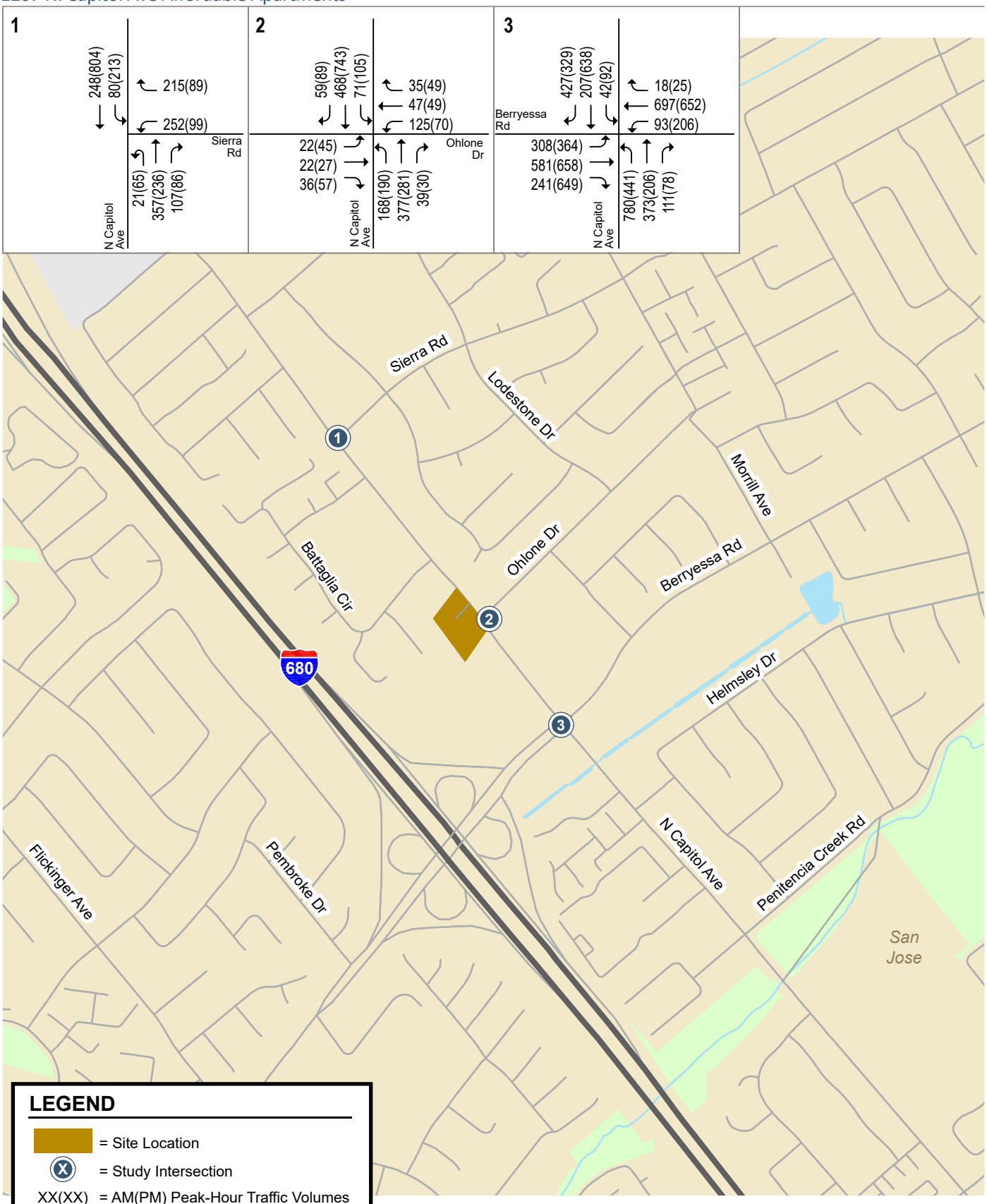


Figure 9
Background Traffic Volumes

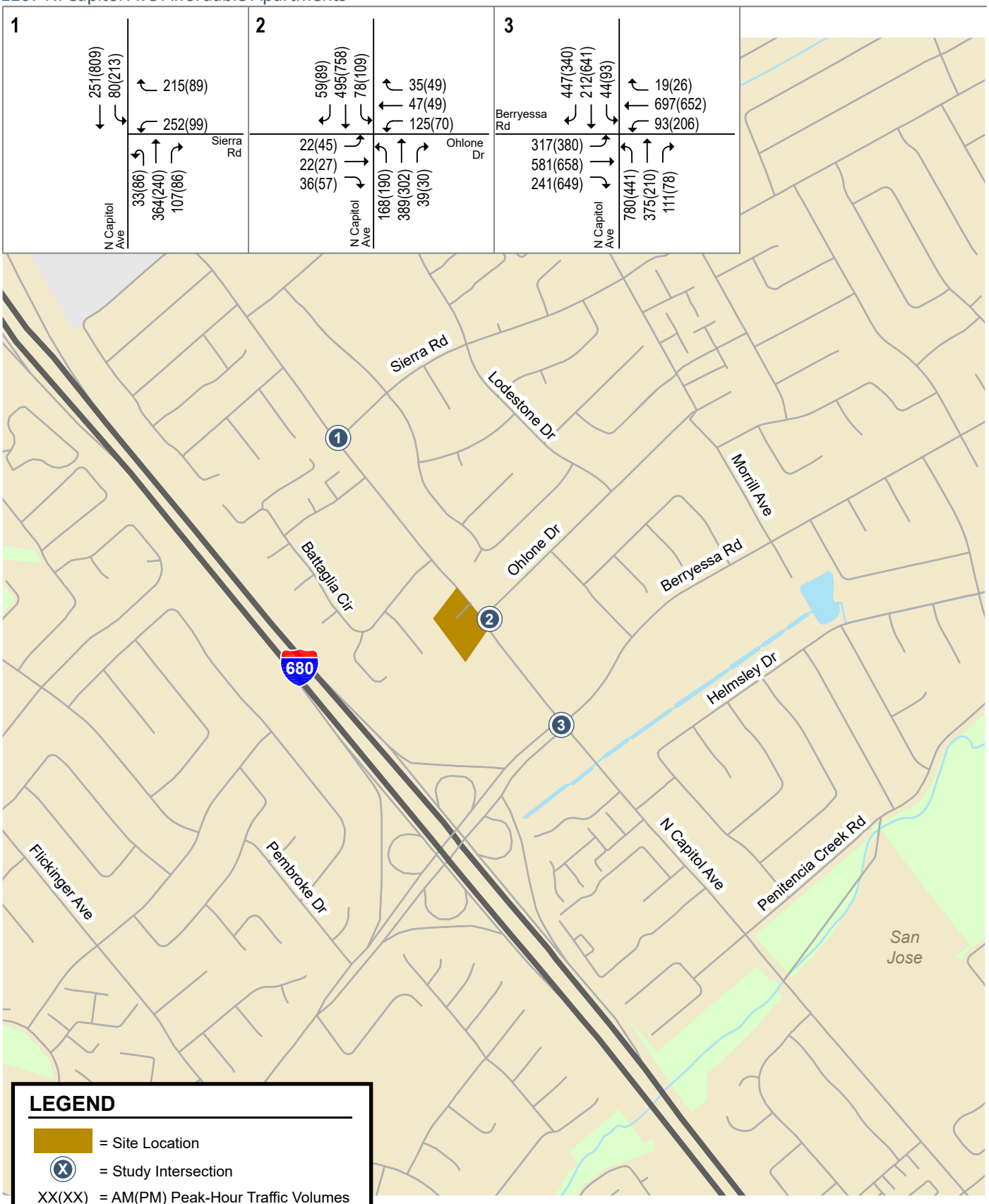


Figure 10
Background Plus Project Traffic Volumes

Planned Safety Corridor Improvements

Even though the project traffic would not rise to the level of an adverse effect, as defined, the project would add some trips to these intersections along N. Capitol Avenue. The City of San Jose Vision Zero program identifies N. Capitol Avenue as a Priority Safety Corridor. Priority Safety Corridors are defined as streets that experience the highest number of traffic fatalities and serious injuries within the City. Accordingly, priority safety corridors receive special attention for new safety improvements. The City of San Jose Department of Transportation (DOT) has identified safety corridor improvements on N. Capitol Avenue near the project site. The planned improvements are intended to accommodate the additional vehicular and pedestrian traffic that would be generated by the project.

N. Capitol Expressway/Ohlone Drive Signalized Intersection Improvements

- High Visibility Back Plates (HVBP);
- Power Over Ethernet (POE) Camera; and
- Accessible Pedestrian Signal (APS).

Recommendation: City staff have indicated that the project would be required to provide a fair-share contribution of $30,000 (amount determined by City staff) toward the planned N. Capitol Avenue safety corridor improvements identified above.

Intersection Queuing and U-Turn Analysis

The queuing analysis (see Table 6) is based on vehicle queuing for left-turn/U-turn movements at intersections where the project would add more than 10 trips per lane during either the AM or PM peak hour. Based on the project trip generation and trip distribution pattern, the following left-turn/U-turn movements were examined as part of the queuing and storage analysis for this project:

- Northbound left-turn/U-turn movement at N. Capitol Avenue and Sierra Road
- Southbound left-turn/U-turn movement at N. Capitol Avenue and Ohlone Drive
- Eastbound left-turn movement at N. Capitol Avenue and Berryessa Road

Northbound Left-Turn/U-Turn at N. Capitol Avenue and Sierra Road

Under all scenarios, the northbound left-turn vehicle queues at N. Capitol Avenue/Sierra Road would be accommodated by the available left-turn pocket storage capacity during the AM and PM peak hours.

Southbound Left-Turn/U-Turn at N. Capitol Avenue and Ohlone Drive

Under all scenarios, the southbound left-turn vehicle queues at N. Capitol Avenue/Ohlone Drive would be accommodated by the available left-turn pocket storage capacity during the AM and PM peak hours.

Eastbound Left-Turn at N. Capitol Avenue and Berryessa Road

The dual eastbound left-turn pocket currently provides approximately 325 feet of vehicle storage capacity per lane (or approximately 13 vehicles per lane). During the AM peak hour, the eastbound left-turn queue is less than the storage capacity at the intersection under all scenarios.

During the PM peak hour, the calculated 95th percentile vehicle queue length for this left-turn movement is 350 feet per lane (14 vehicles per lane) under existing and background conditions, and 375 feet per lane (15 vehicles per lane) under background plus project conditions, exceeding the existing left-turn pocket storage capacity under all scenarios.

Lengthening the eastbound dual left-turn pocket to provide approximately 400 feet of vehicle storage per lane would require reconstruction of the raised median island, removal of 6 or 7 landscape trees, and restriping.

Table 6
Intersection Queuing Analysis

Measurement	N. Capitol Avenue & Sierra Road NBL AM	N. Capitol Avenue & Sierra Road NBL PM	N. Capitol Avenue & Ohlone Drive SBL AM	N. Capitol Avenue & Ohlone Drive SBL PM	N. Capitol Avenue & Berryessa Road EBL AM	N. Capitol Avenue & Berryessa Road EBL PM
Existing						
Cycle/Delay [1] (sec)	110	110	160	160	136	180
Volume (vphpl)	21	65	71	105	149	175
95th %. Queue (veh/ln.)	2	5	6	8	10	14
95th %. Queue (ft./ln) [2]	50	125	150	200	250	350
Storage (ft./ ln.) [3]	225	225	300	300	325	325
Adequate (Y/N)	Y	Y	Y	Y	Y	**N**
Background						
Cycle/Delay [1] (sec)	110	110	160	160	136	180
Volume (vphpl)	21	65	71	105	154	182
95th %. Queue (veh/ln.)	2	5	6	8	10	14
95th %. Queue (ft./ln)	50	125	150	200	250	350
Storage (ft./ ln.) [3]	225	225	300	300	325	325
Adequate (Y/N)	Y	Y	Y	Y	Y	**N**
Background Plus Project						
Cycle/Delay [1] (sec)	110	110	160	160	136	180
Volume (vphpl)	33	86	78	109	159	190
95th %. Queue (veh/ln.)	3	6	7	9	10	15
95th %. Queue (ft./ln) [2]	75	150	175	225	250	375
Storage (ft./ ln.) [3]	225	225	300	300	325	325
Adequate (Y/N)	Y	Y	Y	Y	Y	**N**

Notes:
[1] Vehicle queue calculations based on cycle length.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] Storage length represents the length of the turn pocket + approx. 1/2 the taper.

Vehicular Site Access and On-Site Circulation

The site access and circulation evaluations are based on the site plan prepared by Form 4 Architecture (see Figure 2 in Chapter 1) dated March 12, 2025. Site access was evaluated to determine the adequacy of the site's driveway with regard to the following: traffic volume, vehicle queuing, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Driveway Design and Operations

Access to the 128-unit affordable housing development would be provided via one right-turn only driveway on N. Capitol Avenue. The driveway is shown to be 24 feet wide, measured at the throat, with standard curb cuts (dustpan style). According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the standard width for a two-way residential driveway is 26 feet wide. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians.

Recommendation: Provide a City-standard 26-foot-wide residential driveway with standard curb cuts (dustpan style).

The project-generated trips that are estimated to occur at the project driveway on N. Capitol Avenue are 15 inbound trips and 34 outbound trips during the AM peak hour, and 26 inbound trips and 19 outbound trips during the PM peak hour (see Figure 7). The majority of inbound trips would first have to make a U-turn at Sierra Road (northbound U-turn on N. Capitol Avenue).

Due to the relatively low number of AM and PM peak hour project-generated trips at the project driveway, significant operational issues related to vehicle queueing and/or delays are not expected to occur. However, since the driveway would be situated only about 90 feet from the traffic signal at N. Capitol Avenue/Ohlone Drive, some minor on-site vehicle queuing/delay could occur for the outbound movement due to the vehicle queues on southbound N. Capitol Avenue as a result of the signal.

As observed in the field, during the PM peak hour, the southbound through traffic on N. Capital Avenue is heavy. A lane imbalance was observed in the southbound through lanes in favor of the far-right lane (curb lane) due to the relatively high volume of traffic turning right at the downstream intersection at N. Capitol Avenue and Berryessa Road toward the I-680 ramps. This lane imbalance caused longer queues in the right lane/curb lane compared to the adjacent through lane. The southbound through traffic in the rightmost through lane queued back approximately 150 feet during the AM peak hour and 200 feet during the PM peak hour, which would block the project driveway. The analysis of driveway operations indicates that vehicles exiting the project driveway would experience average delays of approximately 10 seconds per vehicle during the AM peak hour and about 20 seconds per vehicle during the PM peak hour under background plus project conditions. Most drivers would find these delays acceptable.

In addition, since the project driveway on N. Capitol Avenue would be situated only 90 feet from Ohlone Drive, queues of more than 3 vehicles within the southbound left-turn pocket at the intersection would affect the ability of drivers to exit the project driveway and enter the left-turn pocket. The observed maximum southbound vehicle queues within the southbound left-turn pocket were 3 vehicles during the AM peak hour and 5 vehicles during the PM peak hour. Accordingly, this would likely only be a potential issue during the PM peak hour of traffic when the project generated outbound trips would be relatively low (19 outbound PM peak hour vehicle trips, or about 1 trip every 3 minutes). Note that outbound project vehicles unable to make a U-turn at the N. Capitol Avenue/Ohlone Drive intersection due to the PM peak hour queues could alternatively continue southbound on N. Capitol Avenue for approximately 800 feet and make a U-turn at the N. Capitol Avenue/Berryessa Road intersection.

Inbound Vehicle Stacking at the Driveway

The City typically requires developments to provide adequate on-site stacking space for two inbound vehicles (40 to 50 feet) between the face of curb and any entry gates, on-site drive aisles or parking spaces. This amount of on-site stacking space prevents vehicle queues from encroaching into the public right-of-way and potentially blocking traffic. According to the site plan, the distance between the face of curb and the on-site security gate is approximately 40 feet. Thus, adequate inbound stacking space would be provided at the project driveway.

Sight Distance at the Driveway

The project driveway should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on N. Capitol Avenue. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. The site plan shows street trees would be added along the project frontage along Capitol Avenue. The trees should be planted and maintained so that their canopies are at least 6 feet off the ground so the vision of exiting drivers is not blocked.

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to locate sufficient gaps in traffic to exit a driveway. The minimum acceptable sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on roadway speeds. N. Capitol Avenue has a posted speed limit of 40 mph, so the Caltrans stopping sight distance is 360 feet (based on a design speed of 45 mph). Accordingly, a driver must be able to see 360 feet along N. Capitol Avenue in order to stop and avoid a collision. On-street parking is not allowed on N. Capitol Avenue near the proposed project driveway. There are no roadway curves or tall structures that would obstruct a driver's ability to see 360 feet to the north on N. Capitol Avenue. Thus, sight distance looking north on N. Capitol Avenue is adequate.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed for the project in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines.

The current site plan shows that parking would be provided on-site in a 52-space surface parking lot surrounded by the 5-story residential building. The project driveway would pass under the second level of the residential building and provide access to a 24-foot-wide continuous loop two-way drive aisle serving the lot containing 90-degree parking. The City's standard minimum width for two-way drive aisles is 24 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking spaces.

A short segment (about 35 feet) of the drive aisle loop adjacent to the on-site loading zone is shown to be only 12 feet wide but would contain no parking stalls and is labeled "one-way". This segment of the drive aisle loop would operate adequately as one-way.

Parking Stall Dimensions

The City's off-street parking design standards for uniform parking stalls are 8.5 feet wide by 17 feet long, and 8.0 feet wide by 16 feet long for compact parking stalls. All the non-accessible parking stalls located within the parking lot would meet these parking stall design standards. The accessible ADA stalls all measure at least 9 feet wide by 18 feet long and include access aisles of 5 feet for van accessibility, which meets the ADA parking stall design requirements.

Emergency Vehicles, Truck Access and Circulation

The project site plan was reviewed for truck access including delivery and moving trucks, garbage trucks and emergency vehicles, as described below.

Loading Zone Access

The site plan shows a 60-foot on-site loading zone. Vehicles would need to pass under the second level of the residential building to access the loading zone. The site plan shows 13 feet 2 inches of vertical clearance would be provided. According to the City of San Jose Zoning Code, at least 15 feet of vertical clearance should be provided at off-street loading spaces. Since the loading zone would be located in the central courtyard outside the building, adequate overhead clearance would be provided

at the loading zone. However, adequate vertical clearance (15 feet per City guidelines) may not be provided for some large/tall trucks to enter the project site.

Garbage Collection

The site plan shows a trash staging area located along the project frontage on N. Capitol Avenue just north of the project driveway (see Figure 2). However, garbage collection would not be permitted along the project frontage because there is an existing Class II bike lane on N. Capitol Avenue that cannot be blocked. Note also that "No Stopping Anytime" signs are currently provided along the frontage.

Recommendation: Garbage collection activities should occur at the on-site loading zone.

Move-In/Move-Out Activities

Most single-unit moving trucks have a height of less than 13 feet. Thus, although the amount of vertical clearance being proposed (13 feet 2 inches) would not meet the 15-foot City standard, residents using typical-size moving trucks could access the on-site loading zone for move-in/move-out.

On-Site Truck Circulation

The driveway and drive aisle loop were reviewed for truck access using the truck turning-movement template for a single-unit (SU-30) truck type, which represents typical moving trucks and garbage trucks. The results show adequate access would be provided for SU-30 trucks to enter the site, circulate around the parking lot, access the on-site loading zone, and exit the site without any operational issues (see Figure 11).

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of a building be within 150 feet of a fire department access road or fire hydrant, requires a minimum 6-foot-wide clear and unobstructed path of travel along all sides of a building, requires at least 13.5 feet of vertical clearance, and requires that driveways providing emergency vehicle access (EVA) be at least 20 feet wide.

According to the site plan, all areas of the buildings would be within 150 feet of a fire access road/drive aisle, adequate clearance (6 feet) would be provided around the perimeter of the building, and the driveway would be more than 20 feet wide. Although the project would comply with most of the City's fire access requirements, adequate vertical clearance would not be provided at the project driveway.

Recommendation: Provide at least 13.5 feet of vertical clearance at the project driveway to ensure adequate emergency vehicle access.

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., sidewalk 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.

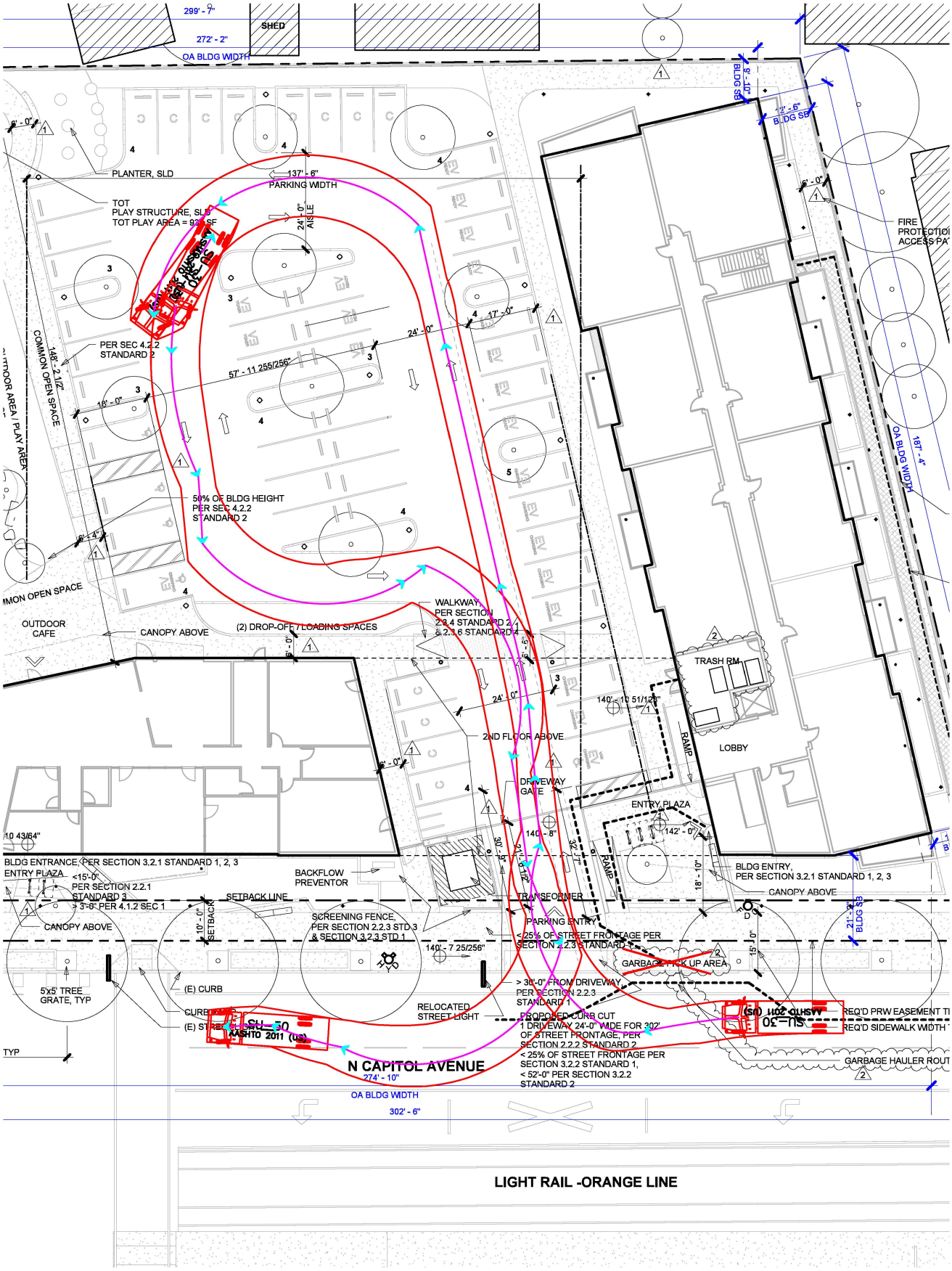


Figure 11
Turning Movement Template for SU-30 Trucks

NORTH
Not to Scale

Parking

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.

Though minimum vehicle parking requirements have been eliminated, Chapter 20.90 of the City's new Municipal Code continues to maintain existing minimum bicycle parking requirements for most land uses. Multifamily residential land uses are required to provide one bicycle parking space for every 4 dwelling units.

Also included in the Municipal Code are new minimum parking requirements for "two-wheeled motorized vehicles", as opposed to "motorcycles", since not all licensed two-wheeled vehicles are considered motorcycles. The update requires most developments to provide two-wheeled motorized vehicle parking equal to 2.5% of the total vehicle parking provided.

Proposed Vehicle Parking Supply

The site plan shows a ground level parking lot with a total of 52 on-site vehicle parking spaces for residents. According to the San Jose Municipal Code (Section 24.10.200), one low power Level 2 EV charging receptacle (EV ready) should be installed for each parking space specified for use by residents. In addition, 20% of parking available for guests should be equipped with Level 2 EV chargers (for use by guests and residents).

Proposed Bicycle and Two-Wheeled Motorized Vehicle Parking

According to the City of San Jose's bicycle parking requirement described above, the residential project is required to provide 13 bicycle parking spaces and 2 motorcycle spaces for residents. The current site plan shows the project would provide a 473 square-foot ground level secure bike room with space for more than 13 bicycles. The project would also provide bike racks located adjacent to both entry plazas. Three motorcycle spaces would be provided just inside the security gate. Thus, the project would meet the City's residential bicycle and two-wheeled motorized vehicle parking requirements.

Neighborhood Interface

The project does not propose to alter the existing roadway network in the vicinity of the project site and there are no anticipated changes to existing vehicular travel patterns or usage of roadways due to the project. Based on the project site location, all project-generated trips would utilize N. Capitol Avenue to access the site. Accordingly, none of the residential streets in the study area would be negatively affected by the project.

Pedestrian, Bicycle, and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals and policies 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 many 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.

Pedestrian and Bicycle Facilities

Pedestrian facilities consist mostly of sidewalks along the streets in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at the signalized intersections along N. Capitol Avenue. ADA compliant curb ramps with truncated domes are provided at all the nearby signalized intersections along N. Capitol Avenue, as well as some unsignalized intersections. However, the crosswalk on the south leg of the N. Capitol Avenue/Ohlone Drive intersection does not have an ADA compliant curb ramp (no truncated domes) on the east side of N. Capitol Avenue. The crosswalk on the north leg of the intersection is situated along the project frontage and has ADA compliant curb ramps on both sides. None of the crosswalks at the N. Capitol Avenue/Ohlone Drive intersection have the standard ladder design and, thus, do not meet the City's current design standard. Since the existing crosswalk is located along the project frontage, it would be appropriate for the project to upgrade the crosswalk to meet the City's current design standard. The City will in all likelihood request this improvement.

Recommendation: The project should upgrade the existing crosswalk on the north leg of the N. Capitol Avenue/Ohlone Drive intersection to incorporate the City's current ladder crosswalk design.

The existing streets provide facilities for bicyclists to ride and pedestrians to walk between the nearby uses and the project site. Overall, the network of sidewalks, crosswalks and bike lanes exhibits good connectivity and would provide residents with safe routes to transit stops and other points of interest in the area. The crosswalk upgrade described above would improve access to transit, particularly the LRT station on N. Capitol Avenue.

The site plan shows a 15-foot-wide attached sidewalk with tree wells along the project frontage on N. Capitol Avenue, which meets the City's Urban Village requirement. The sidewalk along N. Capitol Avenue would provide direct access to the main residential entry plaza, as well as connect residents to the network of on-site sidewalks. The internal network of sidewalks would provide convenient access to all on-site amenities, including the bike room, mail room, community kitchen, fitness rooms, laundry rooms, elevators, and cafe/game room. Note that all on-site amenities are for residents only.

The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. The site plan shows 4 short-term bicycle parking spaces (bike racks) adjacent to the entry plazas and a secure bike room with access via the residential building and the sidewalk. Providing adequate and convenient on-site bike parking would help to create a bicycle-friendly environment and encourage bicycling by residents of the project.

Many roadways in the study area have Class II striped bike lanes. The City of San Jose Better Bike Plan 2025 sets forth a plan to improve the existing class II bike lanes along N. Capitol Avenue to Class IV protected bike lanes. Planned on-street bicycle facilities are usually implemented during scheduled street paving projects. The project would be required to make a fair-share monetary contribution toward the Class IV protected bike lanes that are planned along the project frontage on N. Capitol Avenue. Based on a current cost of $144 per linear foot (source: City of San Jose Department of Public Works), the project's total fair-share contribution would equate to $43,200 ($144 x 300 feet of frontage = $43,200).

Recommendation: The project should pay a fair-share contribution of $43,200 toward the planned Class IV protected bikeway improvements along N. Capitol Avenue, per the request of the City of San Jose Department of Public Works.

Pedestrian and Bicycle Access to Schools

The following schools are located within a one-mile walking/biking distance of the project site:

- Cherrywood Elementary School, located 0.25 miles to the north
- Ruskin Elementary School, located 0.75 miles to the northeast
- Piedmont High School, located 0.75 miles to the northeast
- Sierramont Middle School, located 1 mile to the north
- St. Victor Elementary School, located 0.8 miles to the northeast
- Summerdale Elementary School, located 0.6 miles to the east
- Piedmont Middle School, located 1 mile to the east
- Vinci Park Elementary School, located 0.75 miles to the southwest

Safe pedestrian access to nearby schools and public facilities is provided via a continuous network of sidewalks in the study area. Crosswalks with pedestrian signal heads are provided at all the signalized intersections. Curb ramps are provided at all the intersections along the routes between the project site and the schools, although not all ramps along Berryessa Road are ADA compliant.

Bicycle facilities in the area connect the project site to all the schools listed above. However, Berryessa Road does not have bike lanes where it crosses over I-680 (route to Vinci Park Elementary School). According to the San Jose Better Bike Plan 2025, Class IV protected bike lanes are planned along N. Capitol Avenue, N. Jackson Avenue/Flickinger Avenue, Morrill Avenue, Sierra Road, Berryessa Road, and Penitencia Creek Road. The Class IV bike lanes, once constructed, would provide a safer route to the nearby schools.

The project should work with the nearby schools to implement a Safe Routes to Schools program, or participate in a program if one already exists, since some students attending these schools may reside at the project site. Safe Routes to Schools is designed to decrease traffic and pollution and increase the health of children and the community as a whole. The program promotes walking and biking to school through education and incentives. The program also addresses any safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer streets. A Safe Routes to Schools program should identify a focused area surrounding the school, provide a map with the routes that children can take to and from school, and recommend improvements to routes if necessary.

Transit Facilities

As described earlier, N. Capitol Avenue is designated as a Grand Boulevard in the Envision San Jose 2040 General Plan and has an LRT line within the center median in the study area. Grand Boulevards are major transportation corridors that serve as primary routes for LRT, buses, and other public transit vehicles. Although Grand Boulevards accommodate all modes of travel, priority is given to public transit vehicles. The Berryessa LRT Station, located a short walk (about 300 feet) from the project site, is served by frequent LRT trains and VTA local bus route 61. Due to the convenient location of the LRT Station, it is reasonable to assume that some residents would utilize the transit services provided. The City's General Plan identifies a transit commute mode split target of 20 percent or more for the year 2040. This level of transit ridership is a reasonable goal for a residential project such as this that is located within walking distance of an LRT station. It is estimated that the increased transit demand generated by the proposed project could be accommodated by the current available ridership capacities of the VTA transit services in the study area.

4. Conclusions

This report presents the results of the Local Transportation Analysis (LTA) prepared for a proposed affordable housing development at 1207 N. Capitol Avenue in San Jose, California. As proposed, the project includes constructing a 5-story apartment building with 128 affordable dwelling units (mix of one, two and three-bedroom units). The project parking entrance would be accessed via a single driveway (limited to right turns in and out) on N. Capitol Avenue. A small portion of the site is currently developed with one single-family home that will be removed. The majority of the 1.5-acre site is vacant.

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed residential development. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook,* April 2023. Since the project would generate fewer than 100 net new peak-hour vehicle trips, a Congestion Management Program (CMP) analysis based on the Santa Clara Valley Transportation Authority (VTA) Guidelines is not required. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a non-CEQA local transportation analysis (LTA). The LTA includes an evaluation of weekday AM and PM peak-hour traffic conditions, site access and on-site circulation, and the effects to transit, bicycle, and pedestrian facilities. An analysis to satisfy the City's Parking and TDM Ordinance requirements was also prepared.

Vehicle Miles Traveled (VMT) Requirement

The City of San Jose's *Transportation Analysis Handbook, 2023* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project. The proposed project meets the City's VMT screening criteria because it would include 100% restricted affordable residential units, would be located within a half mile of high-quality transit, would have a transit-supportive development density, and would not negatively impact transit, bike or pedestrian infrastructure. Therefore, the project is exempt from preparing a CEQA-level VMT analysis.

Transportation Demand Management (TDM) Requirement

The City of San Jose *Transportation Analysis Handbook, 2023* provides TDM screening criteria for development projects. The proposed project meets the City's TDM screening criteria because it would include 100% restricted affordable residential units, would be located within a half mile of high-quality transit, and would have a transit-supportive development density. Therefore, the project is exempt from the City's TDM requirements.

Project Trip Generation

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions, the proposed affordable residential project is estimated to generate 473 new daily vehicle trips, with 49 new trips (15 inbound trips and 34 outbound trips) occurring during the AM peak hour and 45 new trips (26 inbound trips and 19 outbound trips) occurring during the PM peak hour.

Intersection Traffic Operations

Intersection levels of service were evaluated against the standards of the City of San Jose. The study intersections were evaluated against the City of San Jose level of service standard (LOS D). The results of the analysis show that the signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions.

Planned Safety Corridor Improvements

Even though the project traffic would not rise to the level of an adverse effect, as defined, the project would add some trips to the study intersections along N. Capitol Avenue. The City of San Jose Vision Zero program identifies N. Capitol Avenue as a Priority Safety Corridor. Priority Safety Corridors are defined as streets that experience the highest number of traffic fatalities and serious injuries within the City. Accordingly, priority safety corridors receive special attention for new safety improvements. The City of San Jose Department of Transportation (DOT) has identified safety corridor improvements on N. Capitol Avenue near the project site. The planned improvements are intended to accommodate the additional vehicular and pedestrian traffic that would be generated by the project.

City staff have indicated that the project would be required to provide a fair-share contribution of $30,000 (amount determined by City staff) toward the following planned N. Capitol Avenue safety corridor improvements:

N. Capitol Expressway/Ohlone Drive Signalized Intersection Improvements

- High Visibility Back Plates (HVBP);
- Power Over Ethernet (POE) Camera; and
- Accessible Pedestrian Signal (APS).

Other Transportation Items

In general, the proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the study area. Below are recommendations resulting from the site plan review.

Recommendations

- Provide a City-standard 26-foot-wide residential driveway with standard curb cuts (dust pan style).
- Provide at least 13.5 feet of vertical clearance at the project driveway to meet the City of San Jose Fire Department emergency vehicle access requirements.
- Garbage collection activities should occur at the on-site loading zone.
- The project should upgrade the existing crosswalk on the north leg of the N. Capitol Avenue/Ohlone Drive intersection to incorporate the City's current ladder crosswalk design.

- The project should pay a fair-share contribution of $43,200 toward the planned Class IV protected bikeway improvements along N. Capitol Avenue, per the request of the City of San Jose Department of Public Works.

1207 N. Capitol Avenue Affordable Apartments LTA

Technical Appendices

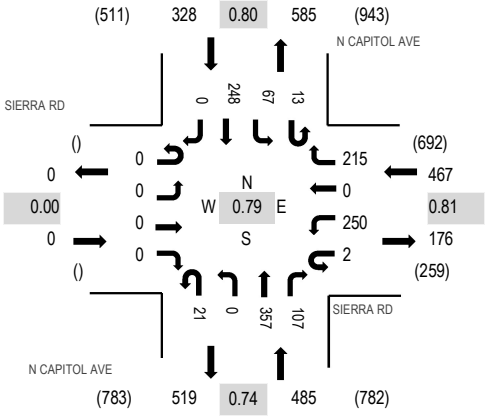
Appendix A
New Traffic Counts

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

Location: 1 N CAPITOL AVE & SIERRA RD AM
Date: Thursday, January 16, 2025
Peak Hour: 07:50 AM - 08:50 AM
Peak 15-Minutes: 08:05 AM - 08:20 AM

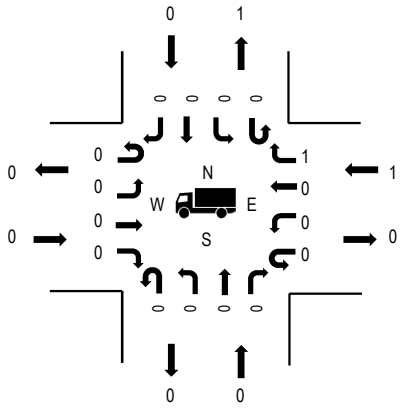
Peak Hour

Motorized Vehicles



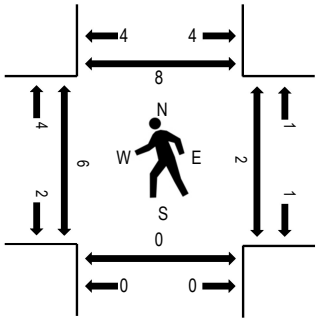
Note: Total study counts contained in parentheses.

Heavy Vehicles

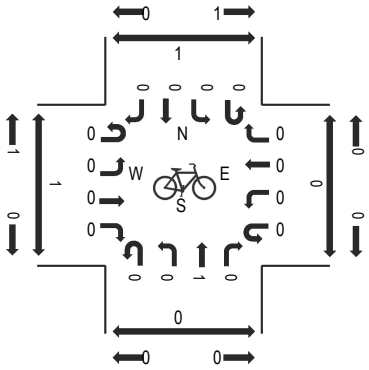


	HV%	PHF
EB	0.0%	0.00
WB	0.2%	0.81
NB	0.0%	0.74
SB	0.0%	0.80
All	0.1%	0.79

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N CAPITOL AVE Northbound				SIERRA RD Eastbound				N CAPITOL AVE Southbound				SIERRA RD 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	2	0	14	0	0	0	0	0	2	3	7	0	0	4	0	3	35	746
7:05 AM	1	0	18	6	0	0	0	0	0	2	7	0	0	8	0	7	49	821
7:10 AM	1	0	15	3	0	0	0	0	0	1	14	0	0	3	0	5	42	918
7:15 AM	1	0	12	2	0	0	0	0	0	3	8	0	0	16	0	9	51	1,009
7:20 AM	2	0	23	1	0	0	0	0	0	4	13	0	0	5	0	3	51	1,086
7:25 AM	2	0	12	5	0	0	0	0	0	3	4	0	0	12	0	10	48	1,153
7:30 AM	3	0	26	1	0	0	0	0	2	4	10	0	0	11	0	13	70	1,208
7:35 AM	3	0	27	5	0	0	0	0	2	1	13	0	0	5	0	15	71	1,237
7:40 AM	2	0	27	5	0	0	0	0	0	6	10	0	0	11	0	15	76	1,262
7:45 AM	3	0	13	8	0	0	0	0	1	9	11	0	0	10	0	14	69	1,263
7:50 AM	1	0	34	8	0	0	0	0	1	3	14	0	0	14	0	14	89	1,280
7:55 AM	0	0	24	12	0	0	0	0	1	12	17	0	0	18	0	11	95	1,264
8:00 AM	1	0	34	10	0	0	0	0	0	7	18	0	0	21	0	19	110	1,239
8:05 AM	2	0	40	17	0	0	0	0	4	6	27	0	0	25	0	25	146	
8:10 AM	2	0	33	24	0	0	0	0	0	8	23	0	0	20	0	23	133	
8:15 AM	1	0	32	9	0	0	0	0	0	9	27	0	0	29	0	21	128	
8:20 AM	3	0	24	8	0	0	0	0	3	8	25	0	1	30	0	16	118	
8:25 AM	1	0	24	6	0	0	0	0	1	3	21	0	0	21	0	26	103	
8:30 AM	1	0	40	1	0	0	0	0	0	2	17	0	0	21	0	17	99	
8:35 AM	4	0	23	8	0	0	0	0	0	5	13	0	1	27	0	15	96	
8:40 AM	3	0	25	2	0	0	0	0	1	3	20	0	0	12	0	11	77	
8:45 AM	2	0	24	2	0	0	0	0	2	1	26	0	0	12	0	17	86	
8:50 AM	2	0	17	3	0	0	0	0	0	2	20	0	0	10	0	19	73	
8:55 AM	0	0	28	4	0	0	0	0	2	2	17	0	0	13	0	4	70	
Count Total	43	0	589	150	0	0	0	0	22	107	382	0	2	358	0	332	1,985	
Peak Hour	21	0	357	107	0	0	0	0	13	67	248	0	2	250	0	215	1,280	

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

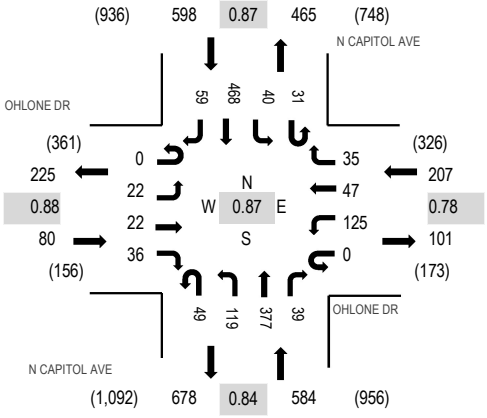
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	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	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	2	1	0	3
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	1	2	0	3
7:35 AM	0	0	0	0	0	7:35 AM	1	0	0	0	1	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	1	0	0	0	1	7:40 AM	0	0	0	0	0
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	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	5	3	0	8
8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	2	0	2
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	1	3	1	5
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	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	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	1	0	0	0	1	8:40 AM	0	1	1	1	3
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	2	0	0	0	2	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	0	0	1	1	Count Total	5	0	0	0	5	Count Total	0	10	12	2	24
Peak Hour	0	0	0	1	1	Peak Hour	1	0	0	0	1	Peak Hour	0	7	9	2	18

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Location: 2 N CAPITOL AVE & OHLONE DR AM
Date: Thursday, January 16, 2025
Peak Hour: 07:50 AM - 08:50 AM
Peak 15-Minutes: 08:05 AM - 08:20 AM

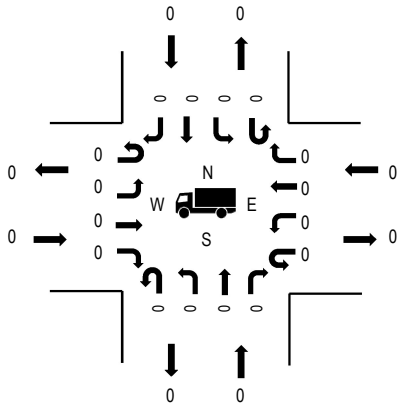
Peak Hour

Motorized Vehicles



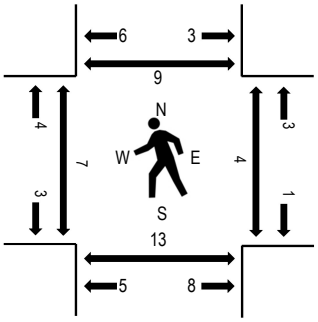
Note: Total study counts contained in parentheses.

Heavy Vehicles

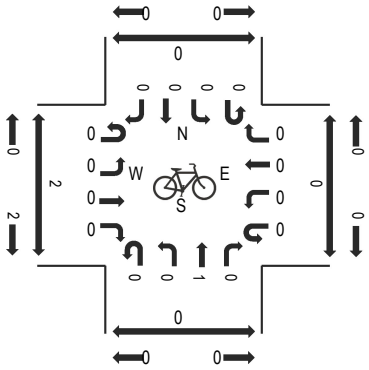


	HV%	PHF
EB	0.0%	0.88
WB	0.0%	0.78
NB	0.0%	0.84
SB	0.0%	0.87
All	0.0%	0.87

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N CAPITOL AVE Northbound				OHLONE DR Eastbound				N CAPITOL AVE Southbound				OHLONE DR 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	2	5	15	0	0	0	2	3	0	0	11	3	0	1	0	2	44	926
7:05 AM	2	3	20	3	0	2	0	2	2	3	15	5	0	8	1	0	66	1,004
7:10 AM	5	5	12	0	0	1	2	2	0	0	21	1	0	7	2	1	59	1,077
7:15 AM	2	2	15	1	0	2	1	2	0	1	26	1	0	11	1	1	66	1,171
7:20 AM	6	7	18	1	0	2	3	4	1	1	26	3	0	2	1	0	75	1,236
7:25 AM	11	6	17	3	0	3	1	6	1	3	20	2	0	4	0	2	79	1,290
7:30 AM	3	6	20	5	0	2	2	2	2	3	20	1	0	4	6	2	78	1,332
7:35 AM	1	4	29	1	0	2	0	2	0	2	27	2	0	8	5	1	84	1,374
7:40 AM	3	8	29	4	0	0	1	5	3	3	14	1	0	8	1	4	84	1,401
7:45 AM	3	1	14	6	0	1	1	2	4	6	20	0	0	5	2	2	67	1,443
7:50 AM	2	5	44	0	0	2	0	4	3	5	40	2	0	9	2	1	119	1,469
7:55 AM	3	2	26	4	0	3	4	4	5	3	33	4	0	10	4	0	105	1,456
8:00 AM	0	7	39	3	0	5	0	3	5	7	36	3	0	7	2	5	122	1,448
8:05 AM	5	9	39	4	0	0	1	5	5	3	43	3	0	13	5	4	139	
8:10 AM	5	11	42	10	0	0	3	5	4	4	40	5	0	16	5	3	153	
8:15 AM	5	2	27	4	0	3	4	3	3	4	45	9	0	12	8	2	131	
8:20 AM	7	9	30	1	0	2	0	3	2	4	45	5	0	9	7	5	129	
8:25 AM	9	22	16	3	0	4	2	2	1	2	47	6	0	4	0	3	121	
8:30 AM	2	18	35	3	0	0	2	0	2	1	34	4	0	12	3	4	120	
8:35 AM	5	10	25	1	0	2	2	0	0	3	37	5	0	15	3	3	111	
8:40 AM	4	13	36	3	0	0	3	1	0	1	38	8	0	12	4	3	126	
8:45 AM	2	11	18	3	0	1	1	6	1	3	30	5	0	6	4	2	93	
8:50 AM	3	7	18	2	0	2	2	5	1	4	38	8	0	7	6	3	106	
8:55 AM	6	17	21	0	0	2	1	6	1	4	19	9	0	4	4	3	97	
Count Total	96	190	605	65	0	41	38	77	46	70	725	95	0	194	76	56	2,374	
Peak Hour	49	119	377	39	0	22	22	36	31	40	468	59	0	125	47	35	1,469	

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

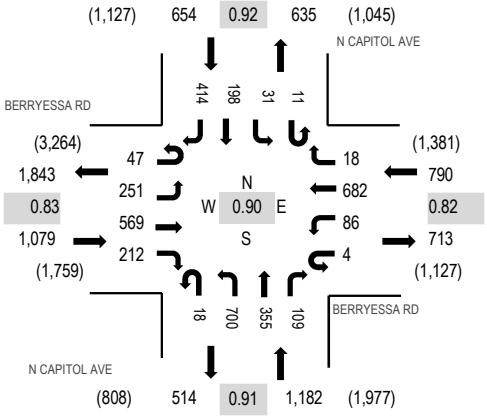
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	1	1	0	2
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	1	1	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	2	1	3
7:20 AM	0	0	0	0	0	7:20 AM	1	0	0	0	1	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	2	1	0	0	3
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	1	1	1	0	3
7:35 AM	0	0	0	0	0	7:35 AM	2	0	0	0	2	7:35 AM	1	1	1	0	3
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	0	0	0	0	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	0	1	2
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	1	2
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	1	1	0	2
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	1	0	2	0	3
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	2	0	0	2
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	6	1	1	0	8
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	1	1	1	1	4
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	1	0	0	0	1	8:35 AM	1	1	1	0	3
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	1	1	0	2
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	3	2	1	1	7
8:50 AM	0	0	0	0	0	8:50 AM	2	0	0	0	2	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	0	0	0	0	Count Total	6	0	0	1	7	Count Total	18	14	14	5	51
Peak Hour	0	0	0	0	0	Peak Hour	1	0	0	0	1	Peak Hour	13	9	9	4	35

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Location: 3 N CAPITOL AVE & BERRYESSA RD AM
Date: Thursday, January 16, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

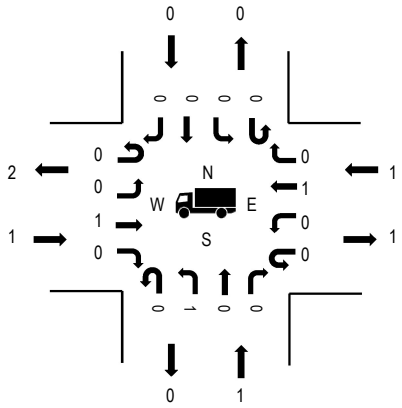
Peak Hour

Motorized Vehicles



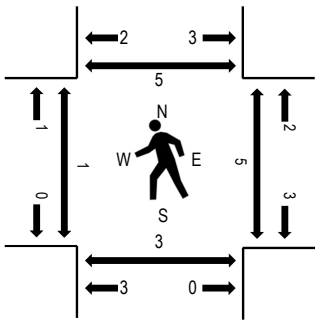
Note: Total study counts contained in parentheses.

Heavy Vehicles

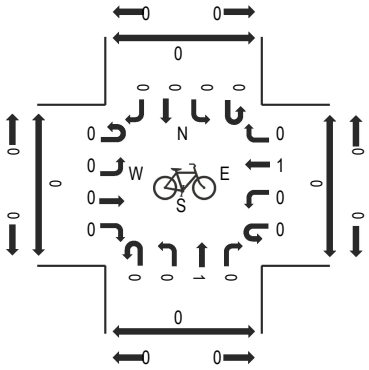


	HV%	PHF
EB	0.1%	0.83
WB	0.1%	0.82
NB	0.1%	0.91
SB	0.0%	0.92
All	0.1%	0.90

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N CAPITOL AVE Northbound				BERRYESSA RD Eastbound				N CAPITOL AVE Southbound				BERRYESSA RD 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	1	28	16	0	1	2	14	6	0	3	7	20	0	0	37	0	135	2,615
7:05 AM	1	36	22	3	3	10	13	10	0	0	4	24	0	3	16	0	145	2,842
7:10 AM	1	33	13	1	2	12	9	8	0	0	7	27	0	1	37	0	151	3,036
7:15 AM	1	20	12	0	2	7	27	12	0	1	7	37	0	1	39	3	169	3,213
7:20 AM	0	59	19	6	2	22	18	11	0	2	7	26	0	3	26	1	202	3,375
7:25 AM	0	50	21	2	2	12	35	8	0	2	17	24	0	2	68	2	245	3,457
7:30 AM	0	52	21	4	2	16	32	14	0	0	2	30	0	5	44	2	224	3,566
7:35 AM	1	61	22	9	3	17	40	13	2	1	10	26	0	3	59	1	268	3,636
7:40 AM	1	48	23	3	1	17	41	11	0	2	6	25	0	2	42	0	222	3,645
7:45 AM	1	82	27	8	2	13	55	20	1	1	7	31	0	2	39	0	289	3,705
7:50 AM	1	33	16	18	6	18	73	11	0	0	6	27	1	7	54	0	271	3,686
7:55 AM	1	75	33	13	2	17	37	20	0	4	15	39	0	3	32	3	294	3,678
8:00 AM	0	44	42	10	6	29	83	27	2	1	10	29	1	7	70	1	362	3,629
8:05 AM	0	61	28	5	6	26	50	25	1	4	23	34	0	13	60	3	339	
8:10 AM	3	68	50	9	1	19	38	22	3	5	25	36	0	4	45	0	328	
8:15 AM	5	64	17	13	8	20	63	12	2	3	11	27	0	10	75	1	331	
8:20 AM	0	50	28	10	4	16	38	16	0	4	28	45	0	2	43	0	284	
8:25 AM	5	60	38	6	5	30	42	19	0	5	13	30	0	8	92	1	354	
8:30 AM	0	38	26	8	3	23	38	11	1	2	22	39	1	12	69	1	294	
8:35 AM	1	50	15	4	2	26	34	14	1	1	18	38	1	8	61	3	277	
8:40 AM	1	75	35	5	2	14	18	15	0	1	20	39	0	10	42	5	282	
8:45 AM	3	52	22	2	4	20	35	15	0	0	11	38	2	3	62	1	270	
8:50 AM	0	32	19	2	1	18	40	14	0	5	24	38	1	6	62	1	263	
8:55 AM	1	44	20	8	5	14	48	11	0	2	17	19	1	3	52	0	245	
Count Total	28	1,215	585	149	75	418	921	345	13	49	317	748	8	118	1,226	29	6,244	
Peak Hour	18	700	355	109	47	251	569	212	11	31	198	414	4	86	682	18	3,705	

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

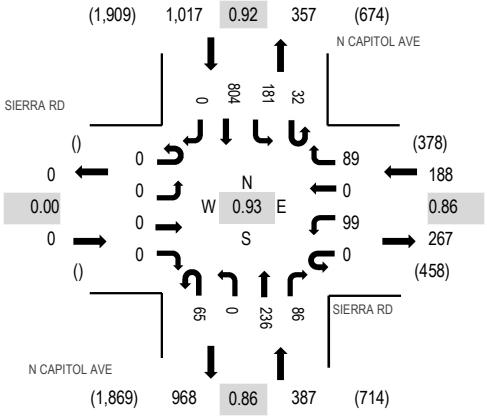
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	1	1	7:00 AM	0	0	0	0	0	7:00 AM	2	0	0	0	2
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	1	1
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	1	2	0	3
7:30 AM	0	0	0	0	0	7:30 AM	1	0	0	0	1	7:30 AM	0	1	0	1	2
7:35 AM	0	0	0	0	0	7:35 AM	1	0	0	0	1	7:35 AM	0	0	0	1	1
7:40 AM	0	0	0	0	0	7:40 AM	1	0	0	0	1	7:40 AM	5	1	1	1	8
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	1	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	0	0
8:10 AM	0	1	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	1	2	3
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	2	2
8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	1	1	2
8:35 AM	0	0	0	0	0	8:35 AM	1	0	0	0	1	8:35 AM	3	1	1	0	5
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	1	0	1	3	5
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	1	1
Count Total	1	3	0	2	6	Count Total	5	0	0	1	6	Count Total	11	4	9	14	38
Peak Hour	1	1	0	1	3	Peak Hour	1	0	0	1	2	Peak Hour	3	1	5	5	14

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Location: 1 N CAPITOL AVE & SIERRA RD PM
Date: Tuesday, January 7, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:35 PM - 05:50 PM

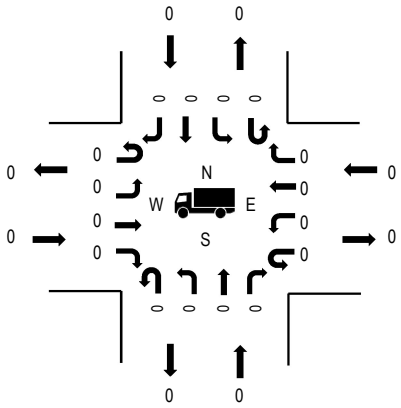
Peak Hour

Motorized Vehicles



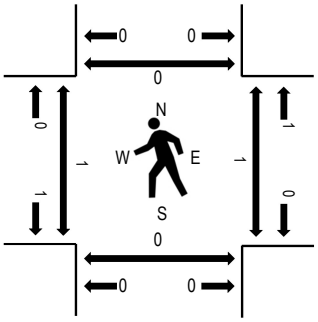
Note: Total study counts contained in parentheses.

Heavy Vehicles

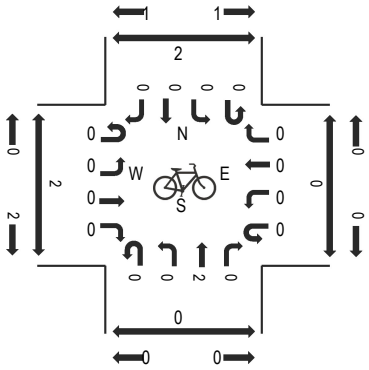


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.86
NB	0.0%	0.86
SB	0.0%	0.92
All	0.0%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N CAPITOL AVE Northbound				SIERRA RD Eastbound				N CAPITOL AVE Southbound				SIERRA RD 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	5	0	16	5	0	0	0	0	0	9	52	0	0	12	0	10	109	1,409
4:05 PM	0	0	17	6	0	0	0	0	3	22	75	0	0	13	0	6	142	1,435
4:10 PM	3	0	20	3	0	0	0	0	1	10	46	0	0	9	0	5	97	1,423
4:15 PM	2	0	14	1	0	0	0	0	0	8	66	0	0	9	0	8	108	1,461
4:20 PM	3	0	27	6	0	0	0	0	1	5	53	0	0	8	0	6	109	1,474
4:25 PM	2	0	25	12	0	0	0	0	0	15	70	0	0	5	0	4	133	1,481
4:30 PM	4	0	22	2	0	0	0	0	2	11	46	0	0	14	0	7	108	1,476
4:35 PM	5	0	20	6	0	0	0	0	0	13	72	0	0	4	0	8	128	1,514
4:40 PM	3	0	19	4	0	0	0	0	0	12	69	0	0	11	0	3	121	1,538
4:45 PM	3	0	19	5	0	0	0	0	0	14	53	0	0	11	0	7	112	1,535
4:50 PM	5	0	21	2	0	0	0	0	1	9	64	0	0	18	0	3	123	1,581
4:55 PM	1	0	18	1	0	0	0	0	1	10	79	0	0	6	0	3	119	1,582
5:00 PM	9	0	21	6	0	0	0	0	5	17	66	0	0	3	0	8	135	1,592
5:05 PM	6	0	14	5	0	0	0	0	5	18	68	0	0	7	0	7	130	
5:10 PM	4	0	19	5	0	0	0	0	1	18	66	0	0	14	0	8	135	
5:15 PM	4	0	22	3	0	0	0	0	2	10	65	0	0	9	0	6	121	
5:20 PM	11	0	16	5	0	0	0	0	0	14	58	0	0	7	0	5	116	
5:25 PM	4	0	25	14	0	0	0	0	1	14	56	0	0	9	0	5	128	
5:30 PM	7	0	21	7	0	0	0	0	3	20	75	0	0	7	0	6	146	
5:35 PM	3	0	20	11	0	0	0	0	2	12	80	0	0	11	0	13	152	
5:40 PM	1	0	16	3	0	0	0	0	5	16	67	0	0	3	0	7	118	
5:45 PM	8	0	30	11	0	0	0	0	1	12	78	0	0	14	0	4	158	
5:50 PM	3	0	16	7	0	0	0	0	6	16	58	0	0	8	0	10	124	
5:55 PM	5	0	16	9	0	0	0	0	1	14	67	0	0	7	0	10	129	
Count Total	101	0	474	139	0	0	0	0	41	319	1,549	0	0	219	0	159	3,001	
Peak Hour	65	0	236	86	0	0	0	0	32	181	804	0	0	99	0	89	1,592	

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

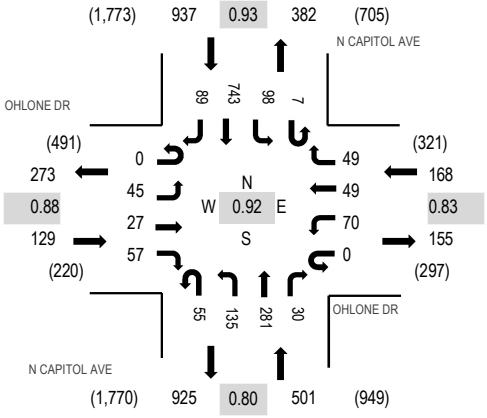
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	1	1
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	2	1	1	4
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1	4:30 PM	0	0	1	0	1
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	1	0	0	0	1	4:40 PM	0	0	0	1	1
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	2	0	0	2
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	1	1	0	0	2
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0	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	0	1	0	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	1	1	0	2
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	1	0	0	1
5:20 PM	0	0	0	0	0	5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	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	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0	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	1	0	0	1
Count Total	0	0	0	0	0	Count Total	3	0	2	0	5	Count Total	1	10	4	4	19
Peak Hour	0	0	0	0	0	Peak Hour	2	0	0	0	2	Peak Hour	0	3	2	1	6

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Location: 2 N CAPITOL AVE & OHLONE DR PM
Date: Tuesday, January 7, 2025
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:20 PM - 05:35 PM

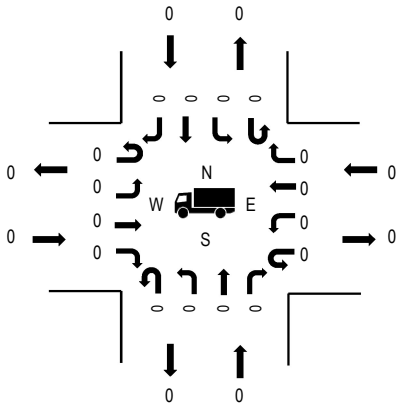
Peak Hour

Motorized Vehicles



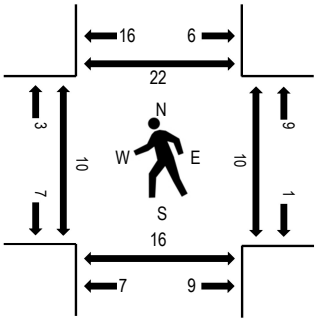
Note: Total study counts contained in parentheses.

Heavy Vehicles

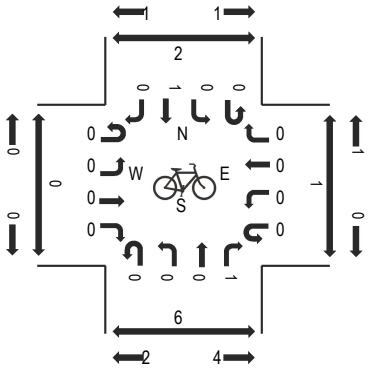


	HV%	PHF
EB	0.0%	0.88
WB	0.0%	0.83
NB	0.0%	0.80
SB	0.0%	0.93
All	0.0%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N CAPITOL AVE Northbound				OHLONE DR Eastbound				N CAPITOL AVE Southbound				OHLONE DR 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	2	13	15	2	0	2	2	5	2	4	47	9	0	5	4	0	112	1,546
4:05 PM	5	6	20	5	0	4	2	2	0	8	52	10	0	7	2	2	125	1,583
4:10 PM	2	7	19	2	0	2	2	1	0	11	52	7	0	3	2	2	112	1,597
4:15 PM	4	10	28	5	0	4	1	2	1	5	64	4	0	7	4	0	139	1,628
4:20 PM	6	8	9	4	0	3	2	2	0	6	50	7	0	6	7	7	117	1,614
4:25 PM	11	11	26	3	0	4	2	5	2	7	55	6	0	6	2	6	146	1,643
4:30 PM	3	5	24	3	0	0	4	5	0	6	50	3	0	9	3	2	117	1,660
4:35 PM	4	13	27	2	0	2	2	5	2	11	59	7	0	4	2	3	143	1,708
4:40 PM	2	10	23	4	0	0	0	2	0	5	72	5	0	10	2	4	139	1,701
4:45 PM	6	5	23	4	0	2	2	4	0	9	46	6	0	9	4	4	124	1,701
4:50 PM	6	6	15	3	0	2	0	4	0	5	62	4	0	5	6	6	124	1,718
4:55 PM	7	11	24	1	0	2	1	6	1	9	66	7	0	9	2	2	148	1,735
5:00 PM	2	6	26	5	0	1	2	5	0	15	61	6	0	7	7	6	149	1,717
5:05 PM	7	9	15	1	0	4	6	6	1	13	48	7	0	12	3	7	139	
5:10 PM	1	8	17	4	0	3	1	6	1	2	88	9	0	0	1	2	143	
5:15 PM	3	19	23	2	0	2	2	5	1	4	49	4	0	2	5	4	125	
5:20 PM	3	9	24	2	0	3	0	6	0	7	61	11	0	9	9	2	146	
5:25 PM	6	18	29	6	0	6	4	2	2	9	53	9	0	6	5	8	163	
5:30 PM	5	11	33	3	0	4	4	6	0	8	72	5	0	6	5	3	165	
5:35 PM	7	14	23	2	0	6	2	3	0	8	53	9	0	3	2	4	136	
5:40 PM	7	11	24	2	0	2	2	3	0	4	61	6	0	6	6	5	139	
5:45 PM	0	8	25	1	0	6	1	3	1	6	72	11	0	4	2	1	141	
5:50 PM	7	11	18	1	0	6	2	6	0	13	59	5	0	6	2	5	141	
5:55 PM	5	8	20	4	0	2	1	7	1	4	62	8	0	3	2	3	130	
Count Total	111	237	530	71	0	72	47	101	15	179	1,414	165	0	144	89	88	3,263	
Peak Hour	55	135	281	30	0	45	27	57	7	98	743	89	0	70	49	49	1,735	

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

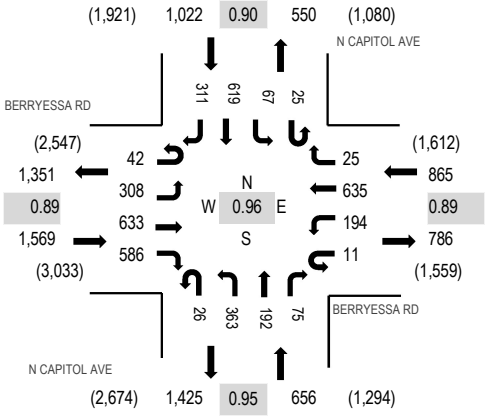
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	3	1	1	0	5
4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	0	1	4:05 PM	0	0	1	0	1
4:10 PM	0	0	0	0	0	4:10 PM	1	0	0	0	1	4:10 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1	4:15 PM	2	1	1	3	7
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	2	2	0	4
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1	4:30 PM	6	0	1	0	7
4:35 PM	0	0	0	0	0	4:35 PM	1	0	0	0	1	4:35 PM	0	1	0	0	1
4:40 PM	0	0	0	0	0	4:40 PM	1	0	0	0	1	4:40 PM	2	1	0	1	4
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	3	0	0	0	3
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	6	0	6
4:55 PM	0	0	0	0	0	4:55 PM	1	0	0	0	1	4:55 PM	2	2	2	1	7
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	6	3	4	2	15
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	1	1	2	1	5
5:10 PM	0	0	0	0	0	5:10 PM	0	0	1	0	1	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	2	0	0	0	2
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	2	0	4	3	9
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	5	3	3	3	14
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	1	0	1	0	2
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	5	1	6
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	3	1	1	0	5
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	2	0	2
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	1	0	1	0	2
Count Total	0	0	0	0	0	Count Total	4	0	4	0	8	Count Total	40	16	37	15	108
Peak Hour	0	0	0	0	0	Peak Hour	1	0	1	0	2	Peak Hour	22	10	24	11	67

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Location: 3 N CAPITOL AVE & BERRYESSA RD PM
Date: Tuesday, January 7, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:25 PM - 05:40 PM

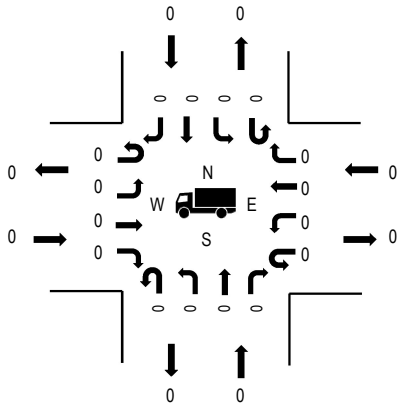
Peak Hour

Motorized Vehicles



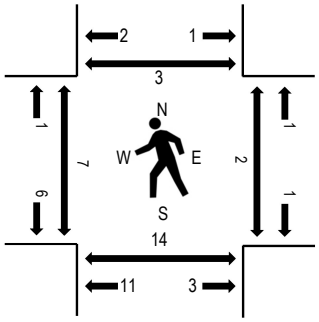
Note: Total study counts contained in parentheses.

Heavy Vehicles

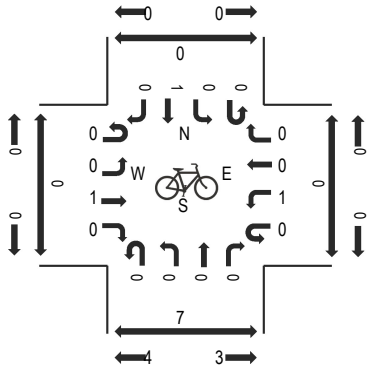


	HV%	PHF
EB	0.0%	0.89
WB	0.0%	0.89
NB	0.0%	0.95
SB	0.0%	0.90
All	0.0%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N CAPITOL AVE Northbound				BERRYESSA RD Eastbound				N CAPITOL AVE Southbound				BERRYESSA RD 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	4	35	19	5	9	16	37	47	1	6	45	19	2	15	22	7	289	3,748
4:05 PM	2	28	15	3	1	12	45	52	1	7	50	25	0	8	55	2	306	3,747
4:10 PM	1	31	21	11	4	26	54	54	2	6	30	23	1	12	50	0	326	3,791
4:15 PM	0	19	16	10	12	24	69	58	0	2	37	19	0	18	42	6	332	3,807
4:20 PM	0	26	19	5	3	19	52	46	3	10	58	31	0	11	38	1	322	3,825
4:25 PM	8	31	17	2	2	19	62	47	2	17	36	19	0	11	52	4	329	3,843
4:30 PM	1	27	30	7	3	21	30	47	0	12	45	22	1	14	25	3	288	3,880
4:35 PM	2	17	13	5	2	16	64	44	0	11	47	26	1	2	62	3	315	3,940
4:40 PM	0	28	16	4	5	36	46	41	1	5	33	22	1	22	54	2	316	3,978
4:45 PM	4	31	18	5	0	23	28	42	2	14	42	20	2	13	29	3	276	4,020
4:50 PM	4	26	23	8	3	16	43	49	2	9	25	28	1	6	66	3	312	4,057
4:55 PM	1	21	14	5	5	28	60	42	2	3	62	17	2	11	61	3	337	4,104
5:00 PM	2	40	11	8	6	31	22	38	3	8	64	25	3	15	10	2	288	4,112
5:05 PM	0	32	15	5	2	10	57	47	4	7	59	34	0	10	66	2	350	
5:10 PM	2	23	10	4	6	26	66	52	0	2	38	20	1	20	70	2	342	
5:15 PM	1	34	27	5	3	37	53	43	2	5	53	26	2	21	37	1	350	
5:20 PM	5	31	19	10	1	16	51	40	4	10	66	20	0	12	52	3	340	
5:25 PM	2	25	10	5	4	45	76	70	1	3	26	21	2	17	58	1	366	
5:30 PM	2	38	21	6	4	25	47	39	1	5	53	24	0	21	61	1	348	
5:35 PM	4	36	16	11	1	24	45	51	1	6	48	37	0	20	49	4	353	
5:40 PM	3	17	12	6	4	30	62	58	1	3	55	19	0	17	68	3	358	
5:45 PM	2	32	22	4	1	24	33	42	4	7	76	29	2	12	21	2	313	
5:50 PM	3	40	21	4	3	12	57	54	4	7	43	26	0	11	73	1	359	
5:55 PM	0	15	8	7	7	28	64	52	0	4	38	30	1	18	70	3	345	
Count Total	53	683	413	145	91	564	1,223	1,155	41	169	1,129	582	22	337	1,191	62	7,860	
Peak Hour	26	363	192	75	42	308	633	586	25	67	619	311	11	194	635	25	4,112	

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	0	0	0	0	4:00 PM	3	0	0	0	3
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	1	1
4:10 PM	0	0	0	0	0	4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0	4:15 PM	0	0	1	0	1	4:15 PM	1	0	2	1	4
4:20 PM	0	0	0	0	0	4:20 PM	0	1	1	0	2	4:20 PM	2	1	0	0	3
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	1	0	1	4:30 PM	1	1	1	0	3
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	1	0	2	4	7
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	2	2
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	2	0	2
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	2	0	2
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	1	1	1	0	3
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	1	0	0	1	2
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	1	1
5:10 PM	0	0	0	0	0	5:10 PM	0	1	0	0	1	5:10 PM	3	1	1	0	5
5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	0	1	5:15 PM	1	0	0	0	1
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	5	2	0	0	7
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	2	1	0	0	3
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	1	1	5:35 PM	1	0	1	0	2
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	2	0	1	0	3
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	0	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	3	0	0	0	3
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	3	1	0	0	4
Count Total	0	0	0	0	0	Count Total	0	3	4	1	8	Count Total	30	10	13	10	63
Peak Hour	0	0	0	0	0	Peak Hour	0	1	1	1	3	Peak Hour	21	7	3	2	33

Appendix B
Approved Trips Inventory (ATI)

AM PROJECT TRIPS

12/03/2024

Intersection of : Berryessa Rd & N Capitol Av

Traffix Node Number : 3293

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
18-147163 TA (3-12552) Retail/Commercial 2002 Berryessa Road	2	0	0	0	0	2	1	3	1	0	4	0
21-027582 TA (3-24467) Residential 905 N Capitol Ave Residential	47	17	0	0	7	0	0	0	18	0	0	0
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	1	2	0	2	2	1	2	0	3	3	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	1	0	1	0	0	5	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	2	0	0	0	0	0	1	6	3	0	3	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
PDC04-017 (3-16693) Residential CAPITOL AVE/PENITENCIA CRK CREEKSIDE STATION (YONEDA)	0	0	0	0	0	0	0	0	0	0	0	0

AM PROJECT TRIPS

12/03/2024

Intersection of : Berryessa Rd & N Capitol Av

Traffix Node Number : 3293

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
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	8	0	0	0	0	8	7	0	7	0	0	0
TOTAL:	**62**	**18**	**2**	**0**	**9**	**13**	**10**	**12**	**29**	**3**	**15**	**0**

	LEFT	THRU	RIGHT
NORTH	0	9	13
EAST	3	15	0
SOUTH	62	18	2
WEST	10	12	29

PM PROJECT TRIPS

12/03/2024

Intersection of : Berryessa Rd & N Capitol Av

Traffix Node Number : 3293

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
18-147163 TA (3-12552) Retail/Commercial 2002 Berryessa Road	3	0	0	0	0	3	3	7	3	0	6	0
21-027582 TA (3-24467) Residential 905 N Capitol Ave Residential	32	12	0	0	18	0	0	0	48	0	0	0
PDC03-093 (3-03081) Retail/Commercial MCKEE RD AND N JACKSON AV SJ REGIONAL MEDICAL CENTER	0	2	3	0	1	1	2	4	0	1	1	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	1	0	0	0	0	0	1	5	3	0	1	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	3	0	0	0	0	1	0	3	1	0	6	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	6	0	0	3	0
PDC04-017 (3-16693) Residential CAPITOL AVE/PENITENCIA CRK CREEKSIDE STATION (YONEDA)	0	0	0	0	0	0	0	0	0	0	0	0

PM PROJECT TRIPS

12/03/2024

Intersection of : Berryessa Rd & N Capitol Av

Traffix Node Number : 3293

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
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	13	0	0	0	0	13	8	0	8	0	0	0
TOTAL:	**52**	**14**	**3**	**0**	**19**	**18**	**14**	**25**	**63**	**1**	**17**	**0**

	LEFT	THRU	RIGHT
NORTH	0	19	18
EAST	1	17	0
SOUTH	52	14	3
WEST	14	25	63

AM PROJECT TRIPS

12/03/2024

Intersection of : N Capitol Av & Ohlone Dr

Traffix Node Number : 3387

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
PDC04-017 (3-16693) Residential CAPITOL AVE/PENITENCIA CRK CREEKSIDE STATION (YONEDA)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

PM PROJECT TRIPS

12/03/2024

Intersection of : N Capitol Av & Ohlone Dr

Traffix Node Number : 3387

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
PDC04-017 (3-16693) Residential CAPITOL AVE/PENITENCIA CRK CREEKSIDE STATION (YONEDA)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

Appendix C
VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 1207 N Capitol Av Affordable Apts
Location: 1207 N Capitol Avenue
Parcel: 24505015 Parcel Type: Urban Low Transit

Tool Version: 2/29/2019
Date: 9/14/2024

Proposed Parking Spaces Vehicles: 54 Bicycles: 32

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	128	DU
Subtotal	128	DU
Office:	0	KSF
Retail:	0	KSF
Industrial:	0	KSF

Percent of All Residential Units

Extremely Low Income (≤ 30% MFI)	0	% Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0	% Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	100	% Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 7
- With Project Density (DU/Residential Acres in half-mile buffer) 7

Increase Development Diversity
- Existing Activity Mix Index 0.26
- With Project Activity Mix Index 0.25

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 100 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 21
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 21

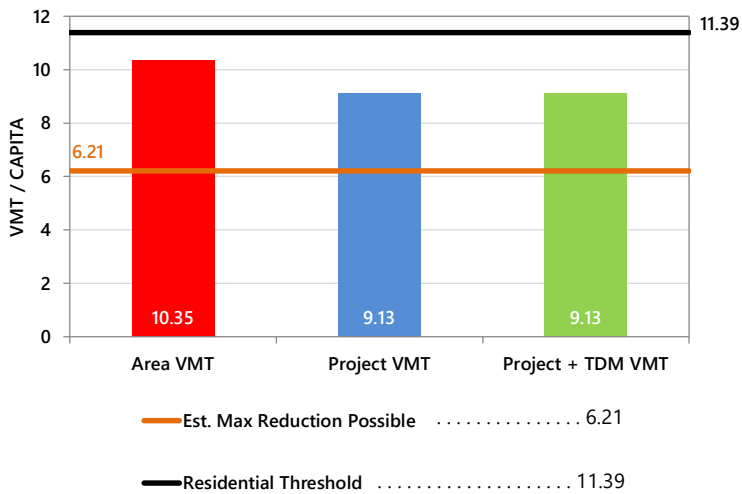
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



Appendix D
Volume Spreadsheets

Intersection Number: 1
Traffix Node Number: 3390
Intersection Name: N. Capitol Avenue & Sierra Road
Peak Hour: **AM** Date of Analysis: 01/12/25
Count Date: 01/16/25
Scenario: 128 Affordable Apartments

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	248	80	215	0	252	107	357	21	0	0	0	1280
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	0	248	80	215	0	252	107	357	21	0	0	0	1280
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	248	80	215	0	252	107	357	21	0	0	0	1280
Project Trips													
Residential Project Trips	0	3	0	0	0	0	0	7	12	0	0	0	22
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	3	0	0	0	0	0	7	12	0	0	0	22
Background + Project Conditions	0	251	80	215	0	252	107	364	33	0	0	0	1302

Intersection Number: 2
Traffix Node Number: 3387
Intersection Name: N. Capitol Avenue & Ohlone Drive
Peak Hour: **AM** Date of Analysis: 01/12/25
Count Date: 01/16/25
Scenario: 128 Affordable Apartments

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	59	468	71	35	47	125	39	377	168	36	22	22	1469
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	59	468	71	35	47	125	39	377	168	36	22	22	1469
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	59	468	71	35	47	125	39	377	168	36	22	22	1469
Project Trips													
Residential Project Trips	0	27	7	0	0	0	0	12	0	0	0	0	46
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	27	7	0	0	0	0	12	0	0	0	0	46
Background + Project Conditions	59	495	78	35	47	125	39	389	168	36	22	22	1515

Intersection Number: 3
Traffix Node Number: 3293
Intersection Name: N. Capitol Avenue & Berryessa Road
Peak Hour: **AM** Date of Analysis: 01/12/25
Count Date: 01/16/25
Scenario: 128 Affordable Apartments

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	414	198	42	18	682	90	109	355	718	212	569	298	3705
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	414	198	42	18	682	90	109	355	718	212	569	298	3705
Approved Project Trips													
San Jose ATI	13	9	0	0	15	3	2	18	62	29	12	10	173
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	13	9	0	0	15	3	2	18	62	29	12	10	173
Background Conditions	427	207	42	18	697	93	111	373	780	241	581	308	3878
Project Trips													
Residential Project Trips	20	5	2	1	0	0	0	2	0	0	0	9	39
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	5	2	1	0	0	0	2	0	0	0	9	39
Background + Project Conditions	447	212	44	19	697	93	111	375	780	241	581	317	3917

Intersection Number: 1
Traffix Node Number: 3390
Intersection Name: N. Capitol Avenue & Sierra Road
Peak Hour: **PM** Date of Analysis: 01/12/25
Count Date: 01/07/25
Scenario: 128 Affordable Apartments

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	804	213	89	0	99	86	236	65	0	0	0	1592
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	0	804	213	89	0	99	86	236	65	0	0	0	1592
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	0	804	213	89	0	99	86	236	65	0	0	0	1592
Project Trips													
Residential Project Trips	0	5	0	0	0	0	0	4	21	0	0	0	30
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	5	0	0	0	0	0	4	21	0	0	0	30
Background + Project Conditions	0	809	213	89	0	99	86	240	86	0	0	0	1622

Intersection Number: 2
Traffix Node Number: 3387
Intersection Name: N. Capitol Avenue & Ohlone Drive
Peak Hour: **PM** Date of Analysis: 01/12/25
Count Date: 01/07/25
Scenario: 128 Affordable Apartments

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	89	743	105	49	49	70	30	281	190	57	27	45	1735
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	89	743	105	49	49	70	30	281	190	57	27	45	1735
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	89	743	105	49	49	70	30	281	190	57	27	45	1735
Project Trips													
Residential Project Trips	0	15	4	0	0	0	0	21	0	0	0	0	40
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	15	4	0	0	0	0	21	0	0	0	0	40
Background + Project Conditions	89	758	109	49	49	70	30	302	190	57	27	45	1775

Intersection Number: 3
Traffix Node Number: 3293
Intersection Name: N. Capitol Avenue & Berryessa Road
Peak Hour: **PM** Date of Analysis: 01/12/25
Count Date: 01/07/25
Scenario: 128 Affordable Apartments

SJ Growth Factor (% Per Year): 0.01
Number of Years: 0.00

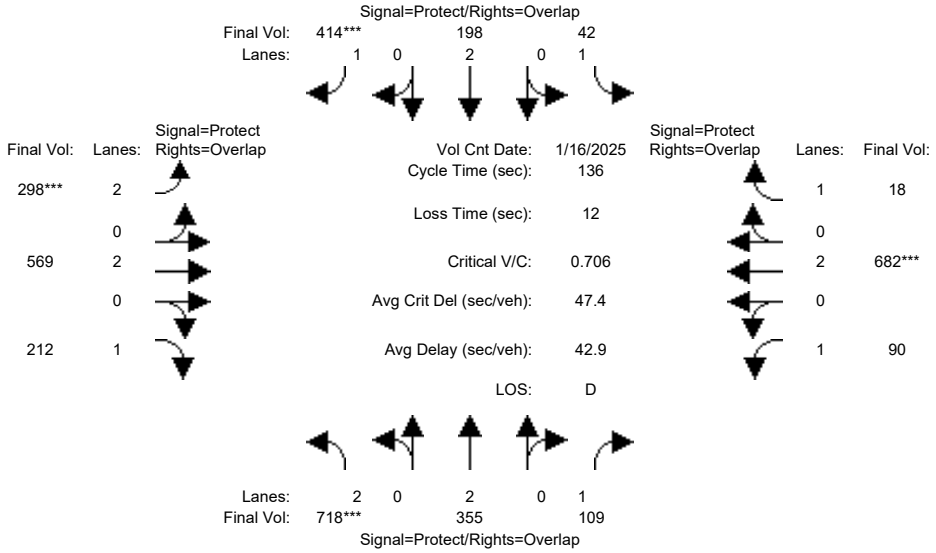
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	311	619	92	25	635	205	75	192	389	586	633	350	4112
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Conditions	311	619	92	25	635	205	75	192	389	586	633	350	4112
Approved Project Trips													
San Jose ATI	18	19	0	0	17	1	3	14	52	63	25	14	226
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	18	19	0	0	17	1	3	14	52	63	25	14	226
Background Conditions	329	638	92	25	652	206	78	206	441	649	658	364	4338
Project Trips													
Residential Project Trips	11	3	1	1	0	0	0	4	0	0	0	16	36
Project Trips 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips 3	0	0	0	0	0	0	0	0	0	0	0	0	0
TRAFFIX Rounding Adjustment	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	11	3	1	1	0	0	0	4	0	0	0	16	36
Background + Project Conditions	340	641	93	26	652	206	78	210	441	649	658	380	4374

Appendix E
Intersection Level of Service Calculations

1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

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

Intersection #3293: N. Capitol Avenue & Berryessa Road



Street Name:	N. Capitol Avenue						Berryessa Road					
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: 16 Jan 2025 <<												
Base Vol:	718	355	109	42	198	414	298	569	212	90	682	18
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:	718	355	109	42	198	414	298	569	212	90	682	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	718	355	109	42	198	414	298	569	212	90	682	18
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:	718	355	109	42	198	414	298	569	212	90	682	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	718	355	109	42	198	414	298	569	212	90	682	18
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:	718	355	109	42	198	414	298	569	212	90	682	18
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.09	0.06	0.02	0.05	0.24	0.09	0.15	0.12	0.05	0.18	0.01
Crit Moves:	****					****	****				****	
Green Time:	43.9	39.9	53.4	31.4	27.3	45.6	18.2	39.3	83.2	13.5	34.6	65.9
Volume/Cap:	0.71	0.32	0.16	0.10	0.26	0.71	0.71	0.52	0.20	0.52	0.71	0.02
Delay/Veh:	42.7	37.7	26.9	41.4	46.0	43.3	61.7	40.9	11.8	60.9	48.5	18.2
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:	42.7	37.7	26.9	41.4	46.0	43.3	61.7	40.9	11.8	60.9	48.5	18.2
LOS by Move:	D	D	C	D	D	D	E	D	B	E	D	B
HCM2k95thQ:	27	11	6	3	7	28	16	18	8	8	23	1

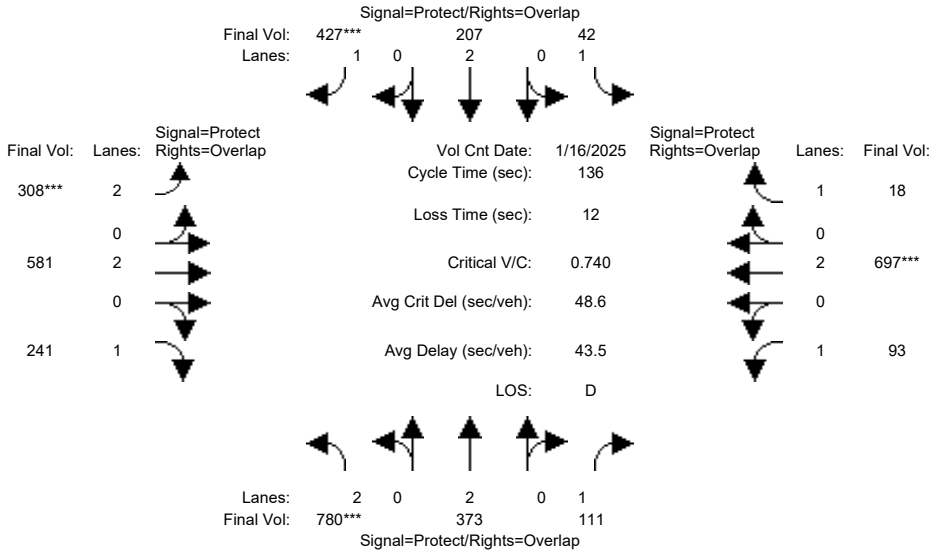
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

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

Intersection #3293: N. Capitol Avenue & Berryessa Road



Street Name:	N. Capitol Avenue						Berryessa Road					
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: 16 Jan 2025 <<												
Base Vol:	718	355	109	42	198	414	298	569	212	90	682	18
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:	718	355	109	42	198	414	298	569	212	90	682	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	62	18	2	0	9	13	10	12	29	3	15	0
Initial Fut:	780	373	111	42	207	427	308	581	241	93	697	18
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:	780	373	111	42	207	427	308	581	241	93	697	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	373	111	42	207	427	308	581	241	93	697	18
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:	780	373	111	42	207	427	308	581	241	93	697	18
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.10	0.06	0.02	0.05	0.24	0.10	0.15	0.14	0.05	0.18	0.01
Crit Moves:	****					****	****				****	
Green Time:	45.5	41.4	54.7	31.0	26.9	44.8	18.0	38.3	83.8	13.3	33.7	64.7
Volume/Cap:	0.74	0.32	0.16	0.11	0.28	0.74	0.74	0.54	0.22	0.54	0.74	0.02
Delay/Veh:	42.9	36.7	26.1	41.7	46.5	45.5	63.7	42.0	11.7	62.0	50.3	18.9
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:	42.9	36.7	26.1	41.7	46.5	45.5	63.7	42.0	11.7	62.0	50.3	18.9
LOS by Move:	D	D	C	D	D	D	E	D	B	E	D	B
HCM2k95thQ:	30	11	6	3	7	30	17	19	9	8	24	1

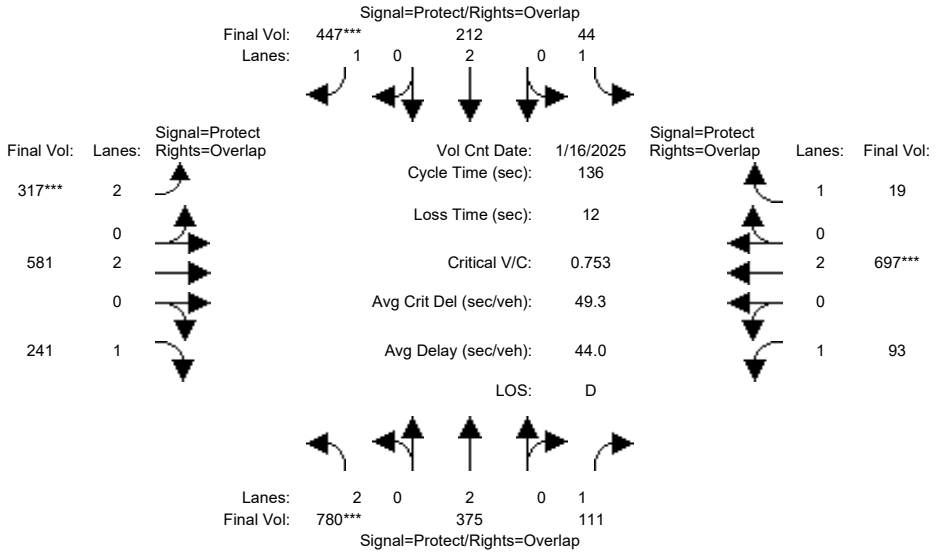
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Proj AM

Intersection #3293: N. Capitol Avenue & Berryessa Road



Street Name:	N. Capitol Avenue						Berryessa Road					
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: 16 Jan 2025 <<												
Base Vol:	718	355	109	42	198	414	298	569	212	90	682	18
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:	718	355	109	42	198	414	298	569	212	90	682	18
Added Vol:	0	2	0	2	5	20	9	0	0	0	0	1
ATI:	62	18	2	0	9	13	10	12	29	3	15	0
Initial Fut:	780	375	111	44	212	447	317	581	241	93	697	19
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:	780	375	111	44	212	447	317	581	241	93	697	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	375	111	44	212	447	317	581	241	93	697	19
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:	780	375	111	44	212	447	317	581	241	93	697	19
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.10	0.06	0.03	0.06	0.26	0.10	0.15	0.14	0.05	0.18	0.01
Crit Moves:	****					****	****				****	
Green Time:	44.7	41.7	54.9	31.0	28.0	46.1	18.2	38.1	82.8	13.2	33.1	64.2
Volume/Cap:	0.75	0.32	0.16	0.11	0.27	0.75	0.75	0.55	0.23	0.55	0.75	0.02
Delay/Veh:	43.9	36.5	25.9	41.7	45.6	45.3	64.2	42.2	12.2	62.2	51.2	19.2
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:	43.9	36.5	25.9	41.7	45.6	45.3	64.2	42.2	12.2	62.2	51.2	19.2
LOS by Move:	D	D	C	D	D	D	E	D	B	E	D	B
HCM2k95thQ:	30	11	6	3	7	31	17	19	9	8	24	1

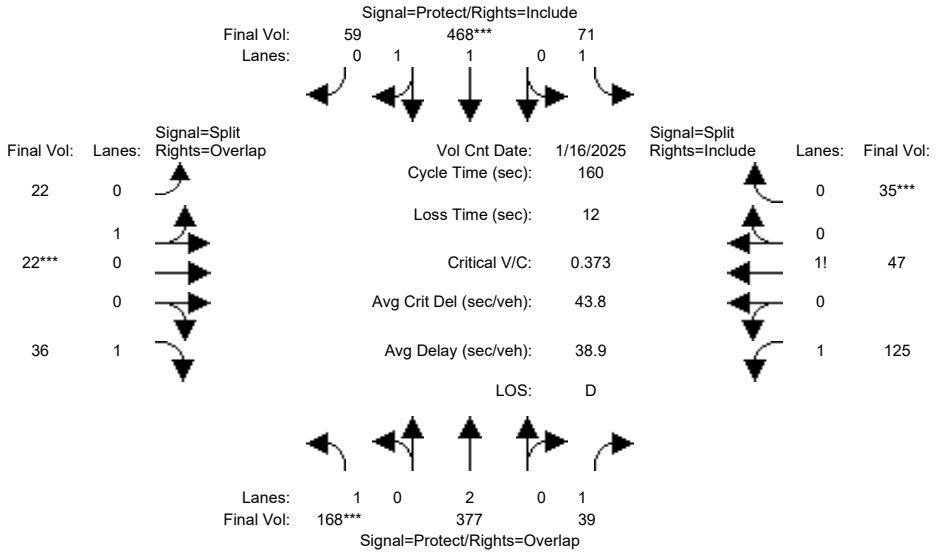
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

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

Intersection #3387: N. Capitol Avenue & Ohlone Drive



Street Name:	N. Capitol Avenue						Ohlone Drive					
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	10	10	10	10	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: 16 Jan 2025 <<												
Base Vol:	168	377	39	71	468	59	22	22	36	125	47	35
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:	168	377	39	71	468	59	22	22	36	125	47	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	377	39	71	468	59	22	22	36	125	47	35
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:	168	377	39	71	468	59	22	22	36	125	47	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	377	39	71	468	59	22	22	36	125	47	35
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:	168	377	39	71	468	59	22	22	36	125	47	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	0.50	0.50	1.00	1.43	0.33	0.24
Final Sat.:	1750	3800	1750	1750	3285	414	900	900	1750	2507	569	424
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.04	0.14	0.14	0.02	0.02	0.02	0.05	0.08	0.08
Crit Moves:	****				****			****				****
Green Time:	41.1	70.9	106.3	31.3	61.0	61.0	10.5	10.5	51.6	35.4	35.4	35.4
Volume/Cap:	0.37	0.22	0.03	0.21	0.37	0.37	0.37	0.37	0.06	0.23	0.37	0.37
Delay/Veh:	49.4	27.6	9.2	54.3	35.9	35.9	73.6	73.6	37.5	51.2	53.3	53.3
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:	49.4	27.6	9.2	54.3	35.9	35.9	73.6	73.6	37.5	51.2	53.3	53.3
LOS by Move:	D	C	A	D	D	D	E	E	D	D	D	D
HCM2k95thQ:	13	11	1	6	17	17	5	5	3	7	12	12

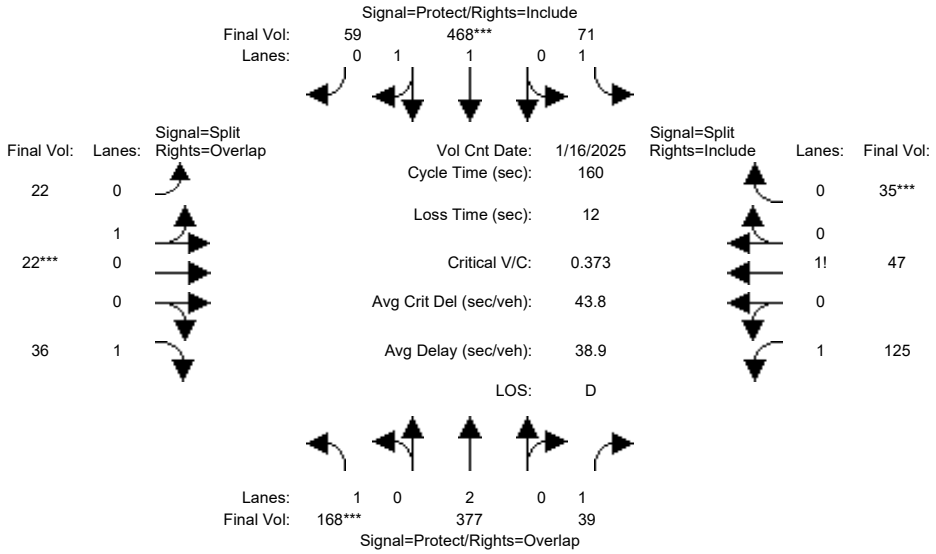
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

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

Intersection #3387: N. Capitol Avenue & Ohlone Drive



Street Name:	N. Capitol Avenue						Ohlone Drive					
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	10	10	10	10	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: 16 Jan 2025 <<												
Base Vol:	168	377	39	71	468	59	22	22	36	125	47	35
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:	168	377	39	71	468	59	22	22	36	125	47	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	377	39	71	468	59	22	22	36	125	47	35
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:	168	377	39	71	468	59	22	22	36	125	47	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	377	39	71	468	59	22	22	36	125	47	35
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:	168	377	39	71	468	59	22	22	36	125	47	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	0.50	0.50	1.00	1.43	0.33	0.24
Final Sat.:	1750	3800	1750	1750	3285	414	900	900	1750	2507	569	424
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.04	0.14	0.14	0.02	0.02	0.02	0.05	0.08	0.08
Crit Moves:	****				****			****				****
Green Time:	41.1	70.9	106.3	31.3	61.0	61.0	10.5	10.5	51.6	35.4	35.4	35.4
Volume/Cap:	0.37	0.22	0.03	0.21	0.37	0.37	0.37	0.37	0.06	0.23	0.37	0.37
Delay/Veh:	49.4	27.6	9.2	54.3	35.9	35.9	73.6	73.6	37.5	51.2	53.3	53.3
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:	49.4	27.6	9.2	54.3	35.9	35.9	73.6	73.6	37.5	51.2	53.3	53.3
LOS by Move:	D	C	A	D	D	D	E	E	D	D	D	D
HCM2k95thQ:	13	11	1	6	17	17	5	5	3	7	12	12

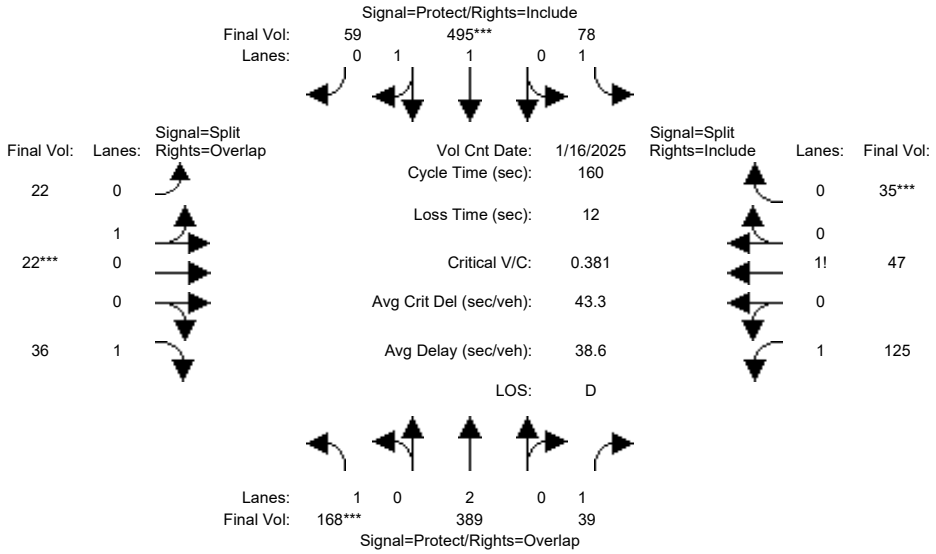
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Proj AM

Intersection #3387: N. Capitol Avenue & Ohlone Drive



Street Name:	N. Capitol Avenue						Ohlone Drive					
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	10	10	10	10	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: 16 Jan 2025 <<												
Base Vol:	168	377	39	71	468	59	22	22	36	125	47	35
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:	168	377	39	71	468	59	22	22	36	125	47	35
Added Vol:	0	12	0	7	27	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	389	39	78	495	59	22	22	36	125	47	35
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:	168	389	39	78	495	59	22	22	36	125	47	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	389	39	78	495	59	22	22	36	125	47	35
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:	168	389	39	78	495	59	22	22	36	125	47	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	0.50	0.50	1.00	1.43	0.33	0.24
Final Sat.:	1750	3800	1750	1750	3306	394	900	900	1750	2507	569	424
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.04	0.15	0.15	0.02	0.02	0.02	0.05	0.08	0.08
Crit Moves:	****				****			****				****
Green Time:	40.3	71.8	106.5	31.3	62.8	62.8	10.3	10.3	50.5	34.6	34.6	34.6
Volume/Cap:	0.38	0.23	0.03	0.23	0.38	0.38	0.38	0.38	0.07	0.23	0.38	0.38
Delay/Veh:	50.1	27.1	9.2	54.5	34.9	34.9	73.9	73.9	38.3	51.8	54.0	54.0
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:	50.1	27.1	9.2	54.5	34.9	34.9	73.9	73.9	38.3	51.8	54.0	54.0
LOS by Move:	D	C	A	D	C	C	E	E	D	D	D	D
HCM2k95thQ:	13	11	1	7	18	18	5	5	3	7	13	13

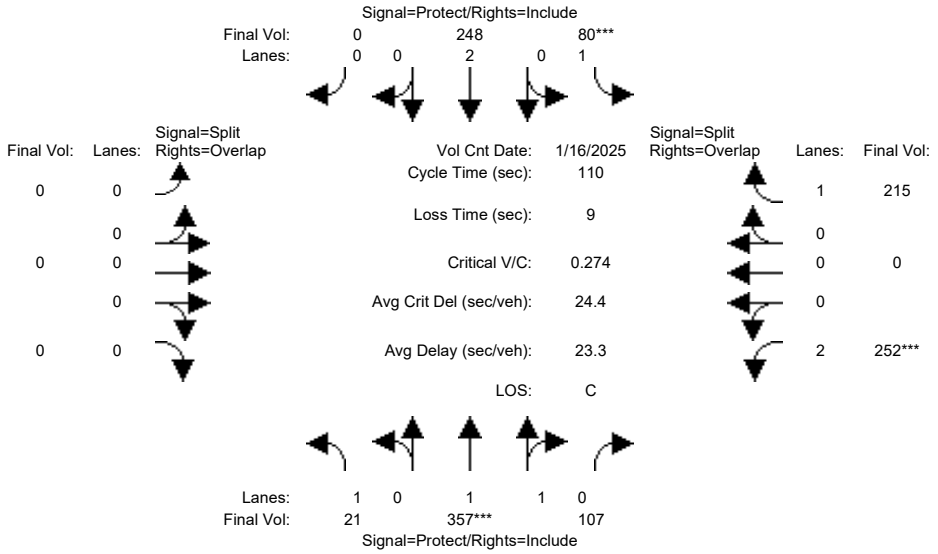
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

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

Intersection #3390: N. Capitol Avenue & Sierra Road



Street Name:	N. Capitol Avenue						Sierra Road					
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	0	0	0	0	10	0	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: 16 Jan 2025 <<												
Base Vol:	21	357	107	80	248	0	0	0	0	252	0	215
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:	21	357	107	80	248	0	0	0	0	252	0	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	357	107	80	248	0	0	0	0	252	0	215
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:	21	357	107	80	248	0	0	0	0	252	0	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	357	107	80	248	0	0	0	0	252	0	215
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:	21	357	107	80	248	0	0	0	0	252	0	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2846	853	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.05	0.07	0.00	0.00	0.00	0.00	0.08	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	28.3	50.4	50.4	18.4	40.5	0.0	0.0	0.0	0.0	32.2	0.0	50.6
Volume/Cap:	0.05	0.27	0.27	0.27	0.18	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Delay/Veh:	30.7	18.5	18.5	40.5	23.6	0.0	0.0	0.0	0.0	30.1	0.0	18.5
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:	30.7	18.5	18.5	40.5	23.6	0.0	0.0	0.0	0.0	30.1	0.0	18.5
LOS by Move:	C	B	B	D	C	A	A	A	A	C	A	B
HCM2k95thQ:	1	10	10	5	6	0	0	0	0	8	0	9

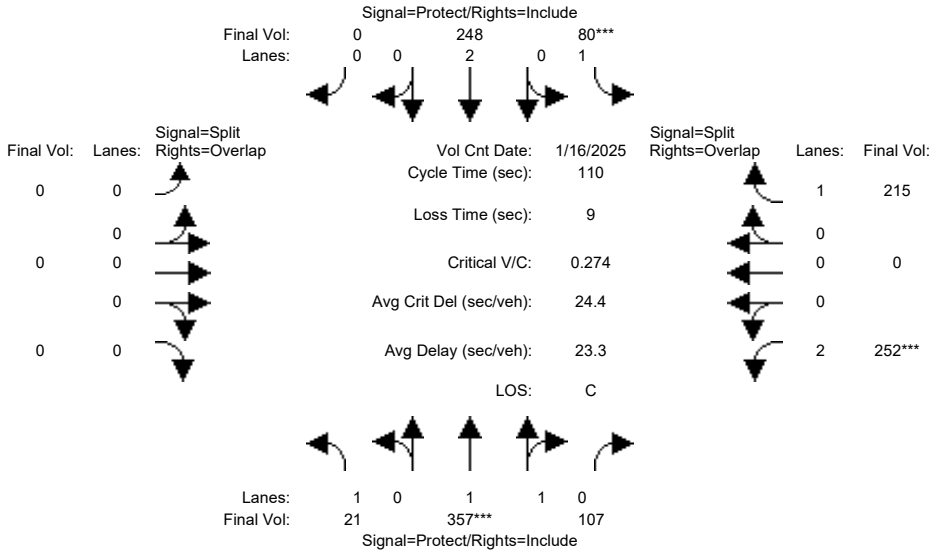
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

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

Intersection #3390: N. Capitol Avenue & Sierra Road



Street Name:	N. Capitol Avenue						Sierra Road					
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	0	0	0	0	10	0	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: 16 Jan 2025 <<												
Base Vol:	21	357	107	80	248	0	0	0	0	252	0	215
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:	21	357	107	80	248	0	0	0	0	252	0	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	357	107	80	248	0	0	0	0	252	0	215
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:	21	357	107	80	248	0	0	0	0	252	0	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	357	107	80	248	0	0	0	0	252	0	215
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:	21	357	107	80	248	0	0	0	0	252	0	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2846	853	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.05	0.07	0.00	0.00	0.00	0.00	0.08	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	28.3	50.4	50.4	18.4	40.5	0.0	0.0	0.0	0.0	32.2	0.0	50.6
Volume/Cap:	0.05	0.27	0.27	0.27	0.18	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Delay/Veh:	30.7	18.5	18.5	40.5	23.6	0.0	0.0	0.0	0.0	30.1	0.0	18.5
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:	30.7	18.5	18.5	40.5	23.6	0.0	0.0	0.0	0.0	30.1	0.0	18.5
LOS by Move:	C	B	B	D	C	A	A	A	A	C	A	B
HCM2k95thQ:	1	10	10	5	6	0	0	0	0	8	0	9

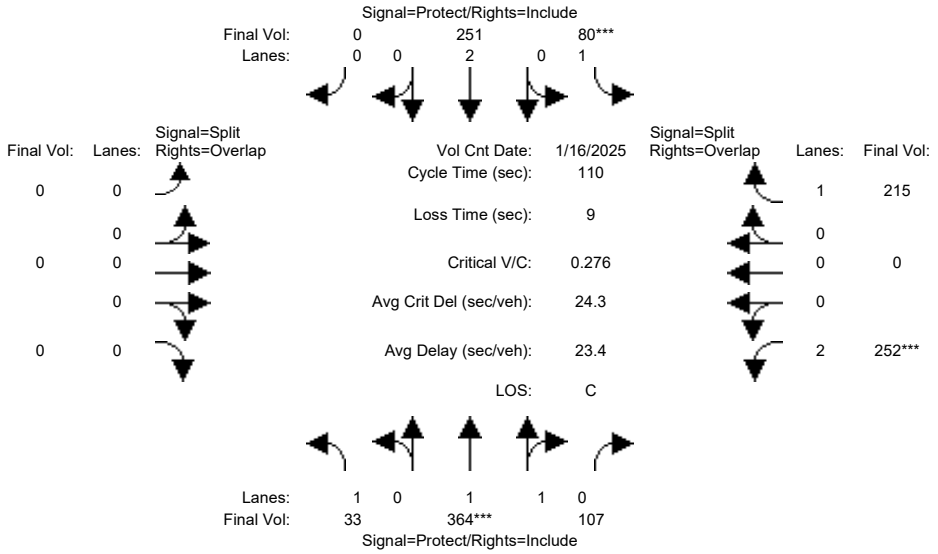
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Proj AM

Intersection #3390: N. Capitol Avenue & Sierra Road



Street Name:	N. Capitol Avenue						Sierra Road					
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	0	0	0	0	10	0	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: 16 Jan 2025 <<												
Base Vol:	21	357	107	80	248	0	0	0	0	252	0	215
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:	21	357	107	80	248	0	0	0	0	252	0	215
Added Vol:	12	7	0	0	3	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	364	107	80	251	0	0	0	0	252	0	215
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:	33	364	107	80	251	0	0	0	0	252	0	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	364	107	80	251	0	0	0	0	252	0	215
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:	33	364	107	80	251	0	0	0	0	252	0	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2859	840	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.05	0.07	0.00	0.00	0.00	0.00	0.08	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	28.4	50.8	50.8	18.2	40.6	0.0	0.0	0.0	0.0	31.9	0.0	50.2
Volume/Cap:	0.07	0.28	0.28	0.28	0.18	0.00	0.00	0.00	0.00	0.28	0.00	0.27
Delay/Veh:	30.9	18.3	18.3	40.6	23.5	0.0	0.0	0.0	0.0	30.3	0.0	18.7
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:	30.9	18.3	18.3	40.6	23.5	0.0	0.0	0.0	0.0	30.3	0.0	18.7
LOS by Move:	C	B	B	D	C	A	A	A	A	C	A	B
HCM2k95thQ:	2	10	10	5	6	0	0	0	0	8	0	9

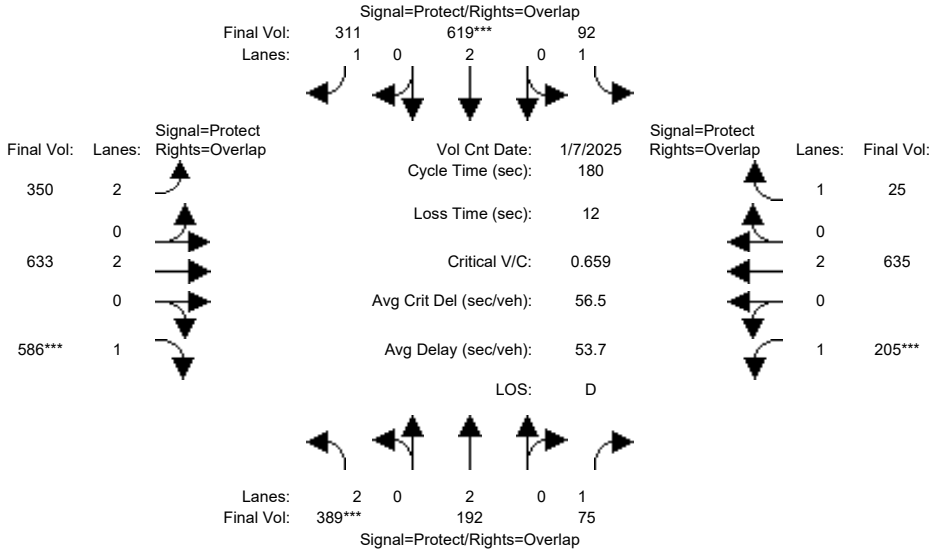
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

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

Intersection #3293: N. Capitol Avenue & Berryessa Road



Street Name:	N. Capitol Avenue						Berryessa Road					
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: 7 Jan 2025 <<												
Base Vol:	389	192	75	92	619	311	350	633	586	205	635	25
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:	389	192	75	92	619	311	350	633	586	205	635	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	389	192	75	92	619	311	350	633	586	205	635	25
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:	389	192	75	92	619	311	350	633	586	205	635	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	192	75	92	619	311	350	633	586	205	635	25
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:	389	192	75	92	619	311	350	633	586	205	635	25
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.05	0.04	0.05	0.16	0.18	0.11	0.17	0.33	0.12	0.17	0.01
Crit Moves:	****				****				****	****		
Green Time:	33.7	39.1	71.1	39.1	44.5	80.4	35.8	57.7	91.5	32.0	53.9	93.0
Volume/Cap:	0.66	0.23	0.11	0.24	0.66	0.40	0.56	0.52	0.66	0.66	0.56	0.03
Delay/Veh:	70.5	58.2	34.5	58.5	62.7	33.9	66.1	50.2	34.5	74.0	53.6	21.3
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:	70.5	58.2	34.5	58.5	62.7	33.9	66.1	50.2	34.5	74.0	53.6	21.3
LOS by Move:	E	E	C	E	E	C	E	D	C	E	D	C
HCM2k95thQ:	21	8	5	8	26	22	20	25	42	21	25	1

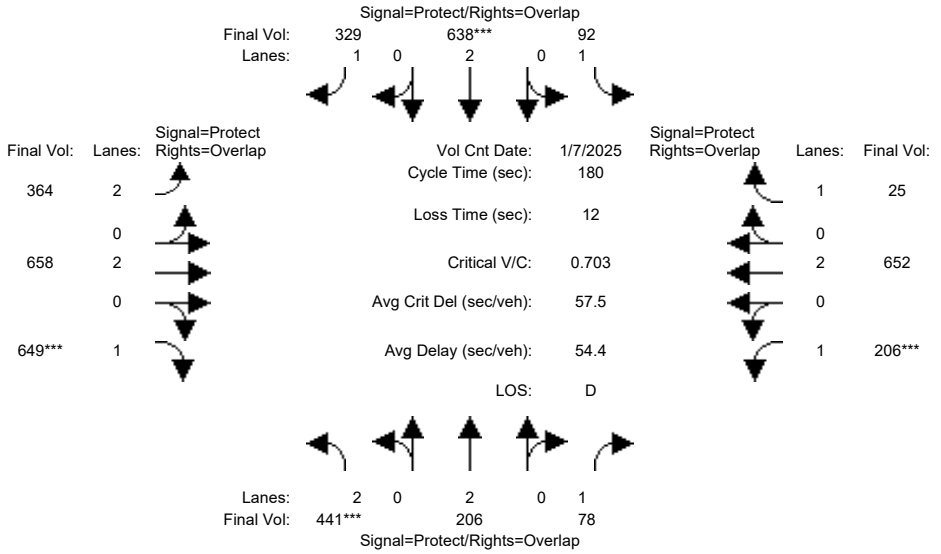
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

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

Intersection #3293: N. Capitol Avenue & Berryessa Road



Street Name:	N. Capitol Avenue						Berryessa Road					
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: 7 Jan 2025 <<												
Base Vol:	389	192	75	92	619	311	350	633	586	205	635	25
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:	389	192	75	92	619	311	350	633	586	205	635	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	52	14	3	0	19	18	14	25	63	1	17	0
Initial Fut:	441	206	78	92	638	329	364	658	649	206	652	25
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:	441	206	78	92	638	329	364	658	649	206	652	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	206	78	92	638	329	364	658	649	206	652	25
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:	441	206	78	92	638	329	364	658	649	206	652	25
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.04	0.05	0.17	0.19	0.12	0.17	0.37	0.12	0.17	0.01
Crit Moves:	****				****				****	****		
Green Time:	35.8	39.4	69.5	39.4	43.0	78.9	35.9	59.1	94.9	30.1	53.3	92.7
Volume/Cap:	0.70	0.25	0.12	0.24	0.70	0.43	0.58	0.53	0.70	0.70	0.58	0.03
Delay/Veh:	70.7	58.2	35.6	58.3	65.2	35.4	66.6	49.5	34.4	78.2	54.6	21.5
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:	70.7	58.2	35.6	58.3	65.2	35.4	66.6	49.5	34.4	78.2	54.6	21.5
LOS by Move:	E	E	D	E	E	D	E	D	C	E	D	C
HCM2k95thQ:	24	9	6	8	28	23	20	26	47	21	26	1

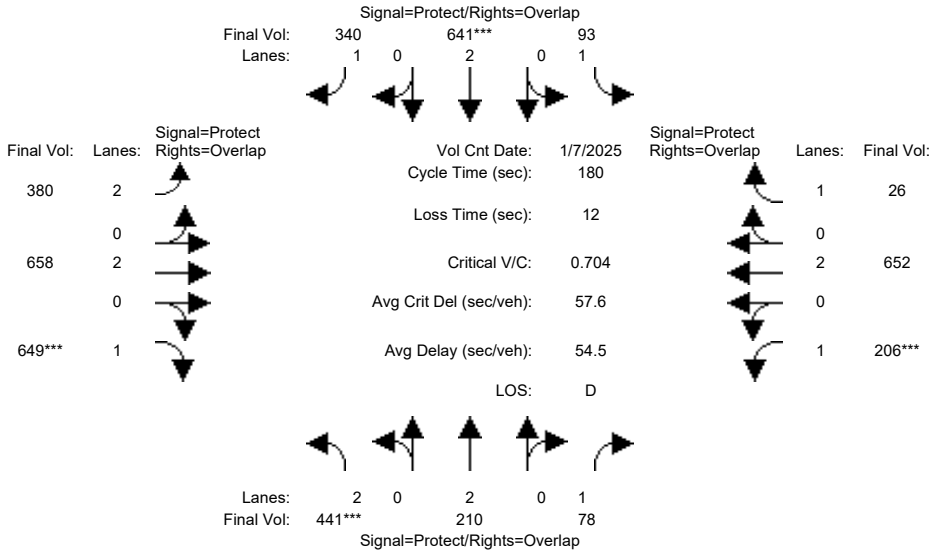
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Proj PM

Intersection #3293: N. Capitol Avenue & Berryessa Road



Street Name:	N. Capitol Avenue						Berryessa Road					
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: 7 Jan 2025 <<												
Base Vol:	389	192	75	92	619	311	350	633	586	205	635	25
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:	389	192	75	92	619	311	350	633	586	205	635	25
Added Vol:	0	4	0	1	3	11	16	0	0	0	0	1
ATI:	52	14	3	0	19	18	14	25	63	1	17	0
Initial Fut:	441	210	78	93	641	340	380	658	649	206	652	26
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:	441	210	78	93	641	340	380	658	649	206	652	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	210	78	93	641	340	380	658	649	206	652	26
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:	441	210	78	93	641	340	380	658	649	206	652	26
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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.04	0.05	0.17	0.19	0.12	0.17	0.37	0.12	0.17	0.01
Crit Moves:	****				****				****	****		
Green Time:	35.8	39.5	69.5	39.5	43.1	79.9	36.8	59.0	94.8	30.1	52.3	91.8
Volume/Cap:	0.70	0.25	0.12	0.24	0.70	0.44	0.59	0.53	0.70	0.70	0.59	0.03
Delay/Veh:	70.8	58.2	35.6	58.3	65.1	34.9	66.2	49.6	34.5	78.3	55.5	22.0
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:	70.8	58.2	35.6	58.3	65.1	34.9	66.2	49.6	34.5	78.3	55.5	22.0
LOS by Move:	E	E	D	E	E	C	E	D	C	E	E	C
HCM2k95thQ:	24	9	6	9	28	24	21	26	47	21	26	2

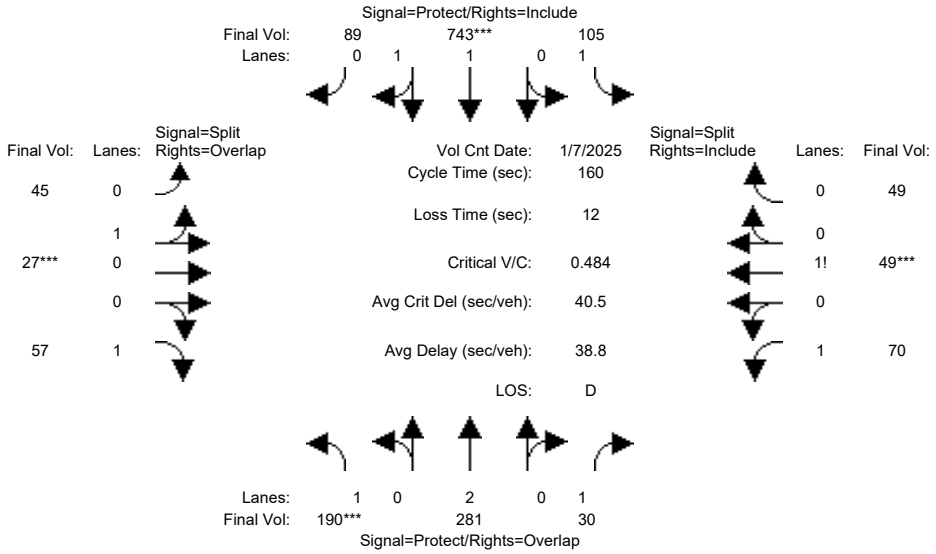
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

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

Intersection #3387: N. Capitol Avenue & Ohlone Drive



Street Name:	N. Capitol Avenue						Ohlone Drive					
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	10	10	10	10	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: 7 Jan 2025 <<												
Base Vol:	190	281	30	105	743	89	45	27	57	70	49	49
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:	190	281	30	105	743	89	45	27	57	70	49	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	281	30	105	743	89	45	27	57	70	49	49
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:	190	281	30	105	743	89	45	27	57	70	49	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	281	30	105	743	89	45	27	57	70	49	49
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:	190	281	30	105	743	89	45	27	57	70	49	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	0.62	0.38	1.00	1.27	0.36	0.37
Final Sat.:	1750	3800	1750	1750	3304	396	1125	675	1750	2220	658	658
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.02	0.06	0.22	0.22	0.04	0.04	0.03	0.03	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	35.9	60.8	85.4	49.4	74.3	74.3	13.2	13.2	49.1	24.6	24.6	24.6
Volume/Cap:	0.48	0.19	0.03	0.19	0.48	0.48	0.48	0.48	0.11	0.21	0.48	0.48
Delay/Veh:	55.0	33.3	17.7	40.9	29.8	29.8	72.6	72.6	39.8	59.3	63.0	63.0
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:	55.0	33.3	17.7	40.9	29.8	29.8	72.6	72.6	39.8	59.3	63.0	63.0
LOS by Move:	D	C	B	D	C	C	E	E	D	E	E	E
HCM2k95thQ:	16	9	1	8	25	25	8	8	4	5	13	13

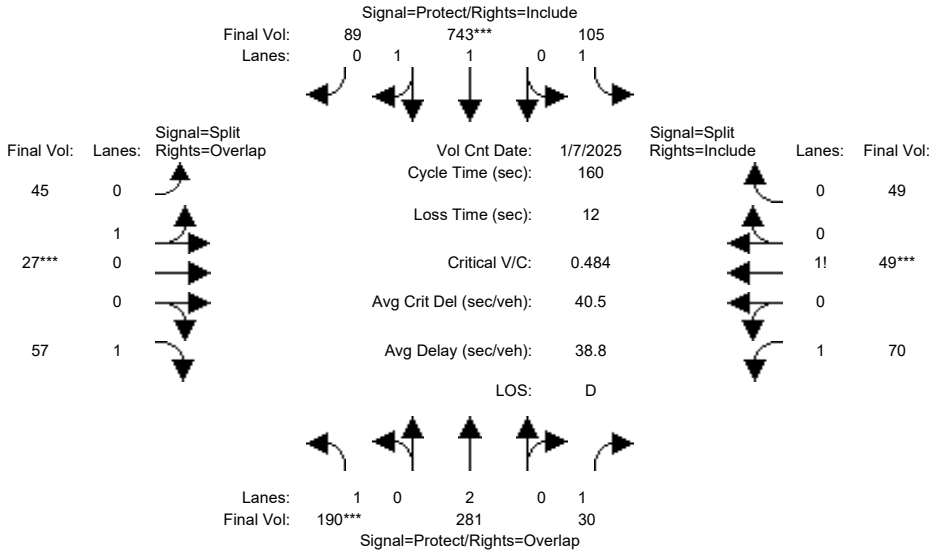
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

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

Intersection #3387: N. Capitol Avenue & Ohlone Drive



Street Name:	N. Capitol Avenue						Ohlone Drive					
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	10	10	10	10	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: 7 Jan 2025 <<												
Base Vol:	190	281	30	105	743	89	45	27	57	70	49	49
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:	190	281	30	105	743	89	45	27	57	70	49	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	281	30	105	743	89	45	27	57	70	49	49
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:	190	281	30	105	743	89	45	27	57	70	49	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	281	30	105	743	89	45	27	57	70	49	49
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:	190	281	30	105	743	89	45	27	57	70	49	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	0.62	0.38	1.00	1.27	0.36	0.37
Final Sat.:	1750	3800	1750	1750	3304	396	1125	675	1750	2220	658	658
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.02	0.06	0.22	0.22	0.04	0.04	0.03	0.03	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	35.9	60.8	85.4	49.4	74.3	74.3	13.2	13.2	49.1	24.6	24.6	24.6
Volume/Cap:	0.48	0.19	0.03	0.19	0.48	0.48	0.48	0.48	0.11	0.21	0.48	0.48
Delay/Veh:	55.0	33.3	17.7	40.9	29.8	29.8	72.6	72.6	39.8	59.3	63.0	63.0
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:	55.0	33.3	17.7	40.9	29.8	29.8	72.6	72.6	39.8	59.3	63.0	63.0
LOS by Move:	D	C	B	D	C	C	E	E	D	E	E	E
HCM2k95thQ:	16	9	1	8	25	25	8	8	4	5	13	13

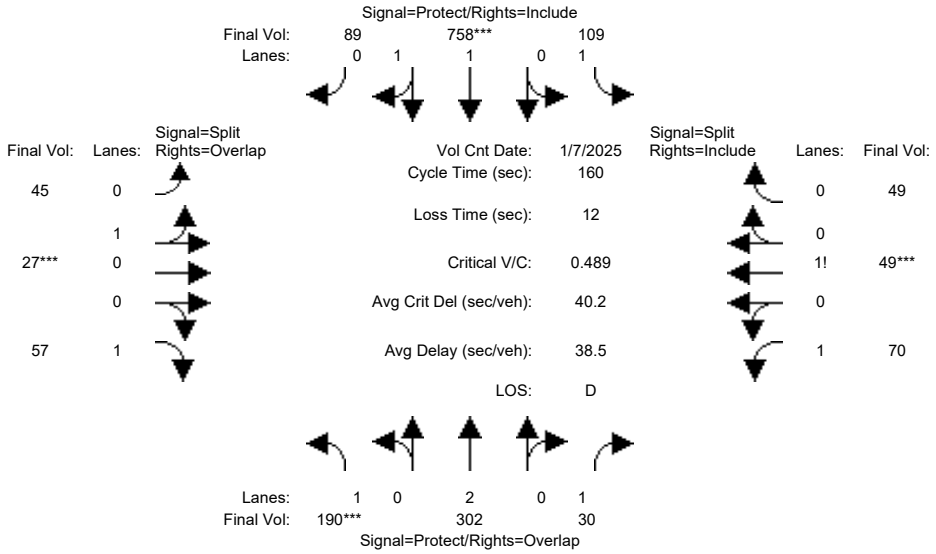
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Proj PM

Intersection #3387: N. Capitol Avenue & Ohlone Drive



Street Name:	N. Capitol Avenue						Ohlone Drive					
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	10	10	10	10	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: 7 Jan 2025 <<												
Base Vol:	190	281	30	105	743	89	45	27	57	70	49	49
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:	190	281	30	105	743	89	45	27	57	70	49	49
Added Vol:	0	21	0	4	15	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	302	30	109	758	89	45	27	57	70	49	49
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:	190	302	30	109	758	89	45	27	57	70	49	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	302	30	109	758	89	45	27	57	70	49	49
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:	190	302	30	109	758	89	45	27	57	70	49	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	0.62	0.38	1.00	1.27	0.36	0.37
Final Sat.:	1750	3800	1750	1750	3311	389	1125	675	1750	2220	658	658
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.02	0.06	0.23	0.23	0.04	0.04	0.03	0.03	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	35.6	62.0	86.3	48.6	75.0	75.0	13.1	13.1	48.7	24.4	24.4	24.4
Volume/Cap:	0.49	0.21	0.03	0.21	0.49	0.49	0.49	0.49	0.11	0.21	0.49	0.49
Delay/Veh:	55.3	32.7	17.3	41.6	29.5	29.5	72.8	72.8	40.1	59.5	63.2	63.2
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:	55.3	32.7	17.3	41.6	29.5	29.5	72.8	72.8	40.1	59.5	63.2	63.2
LOS by Move:	E	C	B	D	C	C	E	E	D	E	E	E
HCM2k95thQ:	16	9	1	8	25	25	8	8	4	5	13	13

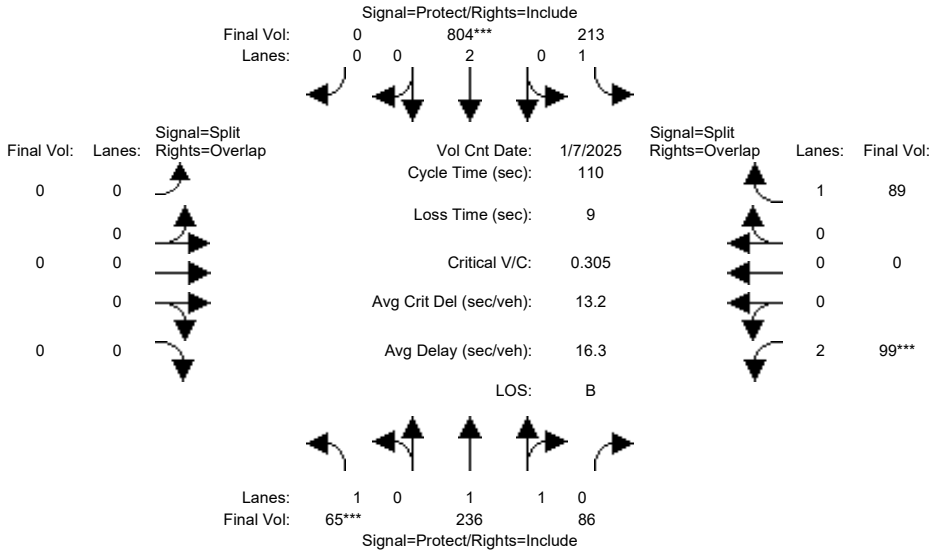
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

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

Intersection #3390: N. Capitol Avenue & Sierra Road



Street Name:	N. Capitol Avenue						Sierra Road					
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	0	0	0	0	10	0	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: 7 Jan 2025 <<												
Base Vol:	65	236	86	213	804	0	0	0	0	99	0	89
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:	65	236	86	213	804	0	0	0	0	99	0	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	236	86	213	804	0	0	0	0	99	0	89
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:	65	236	86	213	804	0	0	0	0	99	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	236	86	213	804	0	0	0	0	99	0	89
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:	65	236	86	213	804	0	0	0	0	99	0	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.45	0.55	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2711	988	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.12	0.21	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	13.4	38.3	38.3	51.3	76.3	0.0	0.0	0.0	0.0	11.3	0.0	62.7
Volume/Cap:	0.31	0.25	0.25	0.26	0.31	0.00	0.00	0.00	0.00	0.31	0.00	0.09
Delay/Veh:	44.9	25.7	25.7	18.0	6.6	0.0	0.0	0.0	0.0	46.2	0.0	10.8
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:	44.9	25.7	25.7	18.0	6.6	0.0	0.0	0.0	0.0	46.2	0.0	10.8
LOS by Move:	D	C	C	B	A	A	A	A	A	D	A	B
HCM2k95thQ:	5	8	8	9	10	0	0	0	0	4	0	3

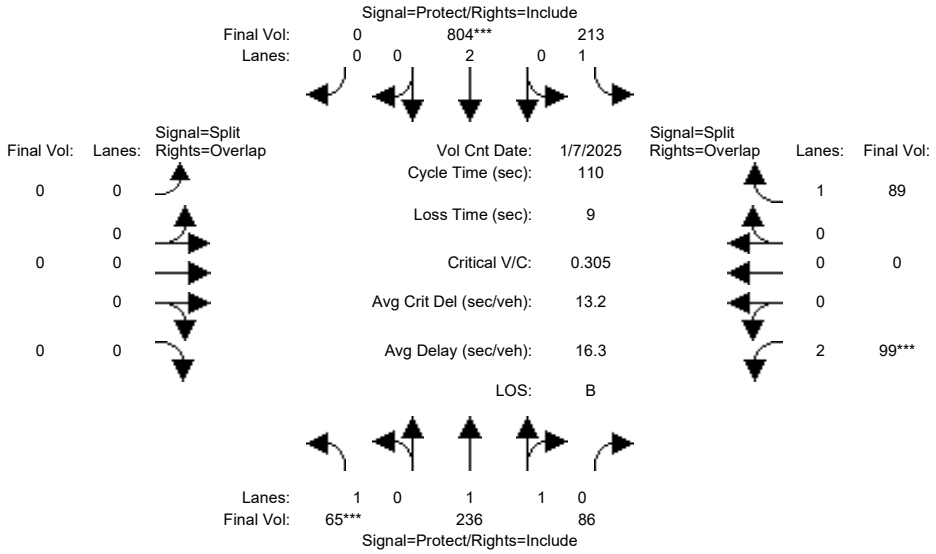
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

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

Intersection #3390: N. Capitol Avenue & Sierra Road



Street Name:	N. Capitol Avenue						Sierra Road					
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	0	0	0	0	10	0	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: 7 Jan 2025 <<												
Base Vol:	65	236	86	213	804	0	0	0	0	99	0	89
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:	65	236	86	213	804	0	0	0	0	99	0	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	236	86	213	804	0	0	0	0	99	0	89
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:	65	236	86	213	804	0	0	0	0	99	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	236	86	213	804	0	0	0	0	99	0	89
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:	65	236	86	213	804	0	0	0	0	99	0	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.45	0.55	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2711	988	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.12	0.21	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	13.4	38.3	38.3	51.3	76.3	0.0	0.0	0.0	0.0	11.3	0.0	62.7
Volume/Cap:	0.31	0.25	0.25	0.26	0.31	0.00	0.00	0.00	0.00	0.31	0.00	0.09
Delay/Veh:	44.9	25.7	25.7	18.0	6.6	0.0	0.0	0.0	0.0	46.2	0.0	10.8
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:	44.9	25.7	25.7	18.0	6.6	0.0	0.0	0.0	0.0	46.2	0.0	10.8
LOS by Move:	D	C	C	B	A	A	A	A	A	D	A	B
HCM2k95thQ:	5	8	8	9	10	0	0	0	0	4	0	3

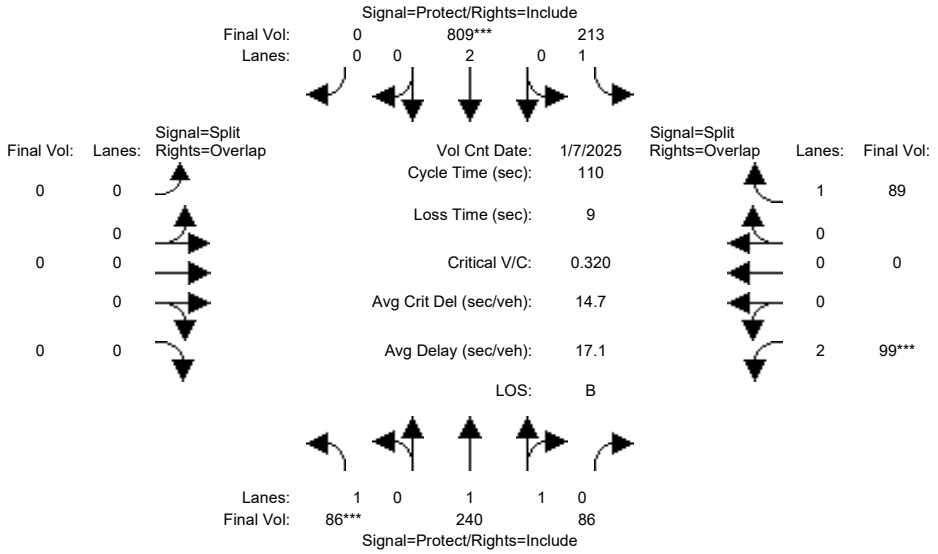
Note: Queue reported is the number of cars per lane.

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1207 N. Capitol Avenue
San Jose, CA
128 Affordable Apartments

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Proj PM

Intersection #3390: N. Capitol Avenue & Sierra Road



Street Name:	N. Capitol Avenue						Sierra Road					
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	0	0	0	0	10	0	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: 7 Jan 2025 <<												
Base Vol:	65	236	86	213	804	0	0	0	0	99	0	89
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:	65	236	86	213	804	0	0	0	0	99	0	89
Added Vol:	21	4	0	0	5	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	240	86	213	809	0	0	0	0	99	0	89
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:	86	240	86	213	809	0	0	0	0	99	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	240	86	213	809	0	0	0	0	99	0	89
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:	86	240	86	213	809	0	0	0	0	99	0	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.46	0.54	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2723	976	1750	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.12	0.21	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	16.9	38.6	38.6	51.6	73.3	0.0	0.0	0.0	0.0	10.8	0.0	62.4
Volume/Cap:	0.32	0.25	0.25	0.26	0.32	0.00	0.00	0.00	0.00	0.32	0.00	0.09
Delay/Veh:	42.1	25.5	25.5	17.8	7.9	0.0	0.0	0.0	0.0	46.8	0.0	10.9
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:	42.1	25.5	25.5	17.8	7.9	0.0	0.0	0.0	0.0	46.8	0.0	10.9
LOS by Move:	D	C	C	B	A	A	A	A	A	D	A	B
HCM2k95thQ:	6	8	8	9	11	0	0	0	0	4	0	3

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

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