Local Transportation Analysis (LTA)

Bo Town Residential

Prepared by:

FEHR PEERS

March 2022

Prepared for:

City of San José

Westbank Corporation

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1. Introduction

This report presents the results of the Local Transportation Analysis (LTA) for the Bo Town residential development at 409 South Second Street in San José, California. This chapter discusses the LTA purpose, project description, study area, analysis scenarios and methods, and report organization.

Purpose

The purpose of the LTA is to establish a local transportation system that is reflective of both land use context and multi-modal functions. The LTA ensures that the type, character, and intensity of land uses along a street are appropriate to the primary function of the adjacent street network.

This analysis accomplishes the following:

1. Provides an off-site intersection analysis under Existing Conditions (see **Chapter 3**) and Background Conditions (see **Chapter 4**);
2. Summarizes the site's trip generation and its distribution to the transportation system (see **Chapter 5**);
3. Provides an off-site intersection analysis under Background with Project Conditions (see **Chapter 6**);
4. Identifies potential transportation deficiencies on the surrounding transportation system caused by the proposed project and recommends transportation improvements or modifications to reduce deficient operations (see **Chapter 7**); and
5. Reviews the site access and on-site circulation for vehicles, bicyclists, and pedestrians (see **Chapter 8**).

Project effects on the transportation system were evaluated following the guidelines of the City of San José and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. **Figure 1** shows the location of the project site, the surrounding transportation network and study intersections.

Project Description

The proposed project is located at 409 South Second Street in San José, California. The project involves the redevelopment of an existing bar and parking lot with a new development consisting of 540 residential units and approximately 7,430 square feet of retail use on the ground floor. A total of 194 parking spaces will be provided on four below-grade levels. The project site plan is presented in **Figure 2**.

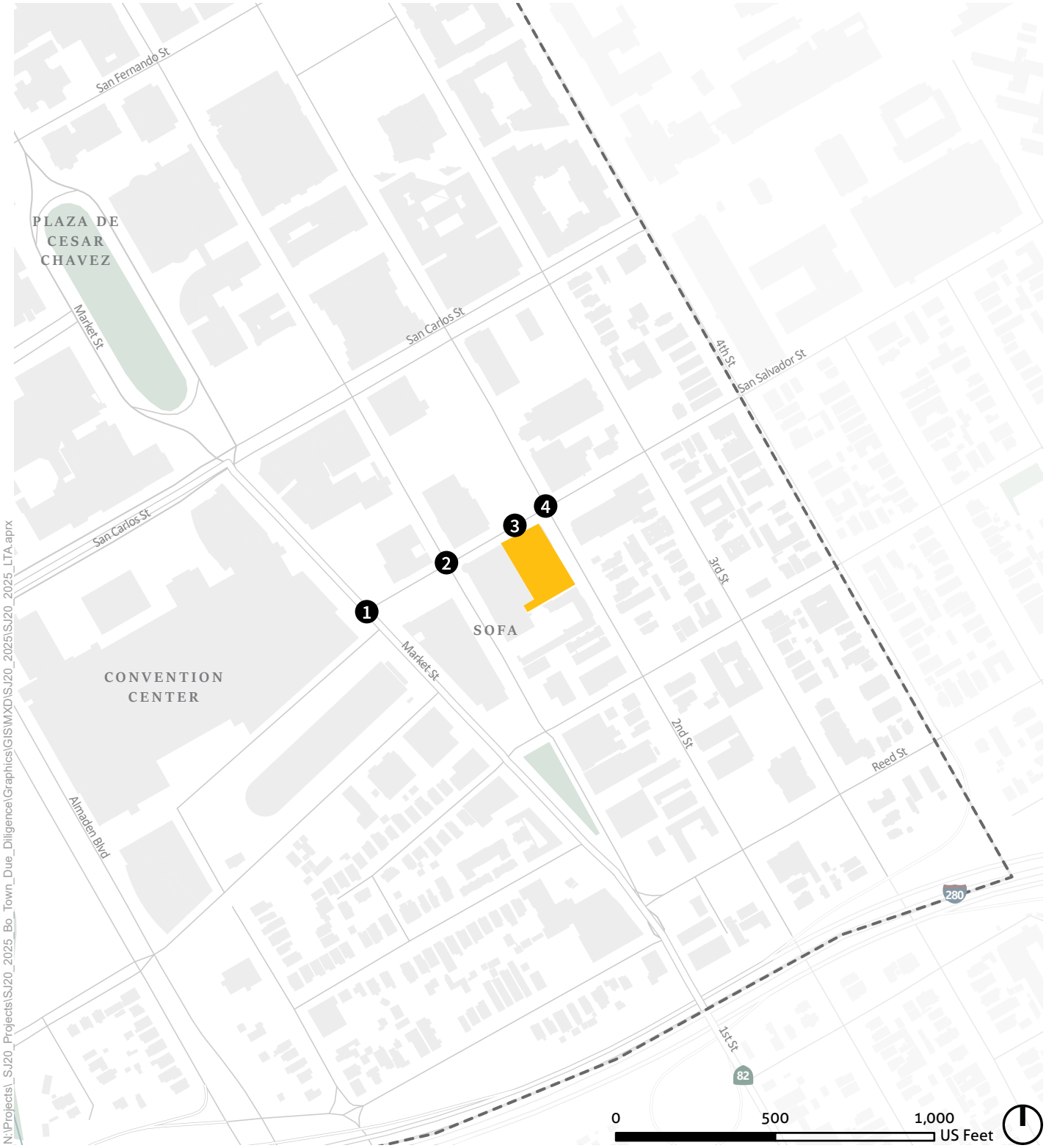
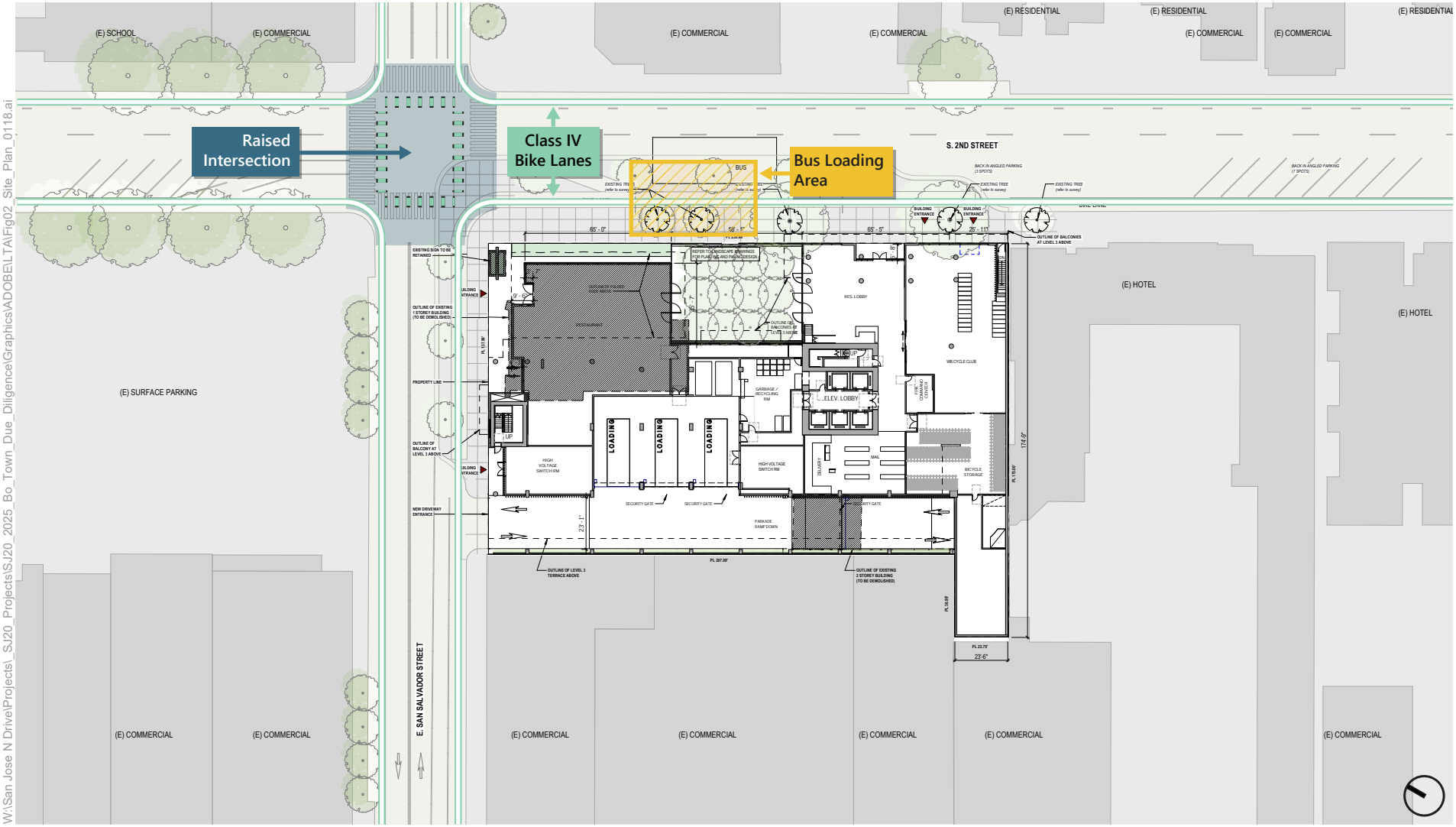


Figure 1

Project Location with Study Intersections



Source: James KM Cheng Architects

Figure 2

409 S. 2nd Street Site Plan

Study Area

Because of the project's location in Downtown San José, the study area for this LTA focuses on those transportation facilities closest to the Project site.

Study Intersections

Project effects on the study area roadway facilities were determined by measuring the effect Project traffic would have on intersection operations during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. Study intersections were selected in consultation with City of San José staff and focus on those intersections that are directly adjacent to the project. These locations (all under the jurisdiction of the City of San José) are:

Signalized Locations

- Market Street / San Salvador Street
- First Street / San Salvador Street
- Second Street / San Salvador Street

Unsignalized Locations:

- Project Driveway / San Salvador Street

Freeway Segments

A freeway segment is defined as the portion of the freeway between two interchanges, by direction, with mixed-flow and high-occupancy (HOV) lanes evaluated separately. VTA's CMP guidelines were used to identify which freeway segments should be evaluated for this study. Based on the guidelines, freeway segments are selected for analysis when the project is anticipated to add more than one percent of the segment's capacity during either or both peak hours. **Table 1** evaluates whether the Project would add more than one percent to each of the segment's capacity during the peak hour. This threshold is not met for any of the freeway segments that provide direct access to the study area, and therefore no further freeway level of service analysis was conducted.

Table 1: Bo Town LTA Freeway Screening

From/To	From/To	Capacity		AM Peak Hour				PM Peak Hour			
				Project Trips		> 1% Volume Increase?		Project Trips		> 1% Volume Increase?	
		MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV
State Route 87 – Northbound											
Alma Av.	I-280	4600	1650	2	0	No	No	2	0	No	No
I-280	Julian St.	4600	1650	19	3	No	No	18	3	No	No
Julian St.	Coleman Av.	4600	1650	26	5	No	No	26	5	No	No
State Route 87 – Southbound											
Coleman Av.	Julian St.	4600	1650	11	1	No	No	16	3	No	No
Julian St.	I-280	4600	1650	19	3	No	No	18	3	No	No
I-280	Alma Av.	4600	1650	4	1	No	No	4	1	No	No
Interstate 280 – Eastbound											
Meridian Av.	Bird Av.	9200	*N/A*	11	*N/A*	No	*N/A*	17	*N/A*	No	*N/A*
Bird Av.	SR 87	9200	*N/A*	11	*N/A*	No	*N/A*	17	*N/A*	No	*N/A*
SR 87	10th St.	9200	*N/A*	4	*N/A*	No	*N/A*	4	*N/A*	No	*N/A*
10th St.	McLaughlin Av.	9200	*N/A*	4	*N/A*	No	*N/A*	4	*N/A*	No	*N/A*
Interstate 280 – Westbound											
McLaughlin Av.	10th St.	9200	*N/A*	2	*N/A*	No	*N/A*	3	*N/A*	No	*N/A*
10th St.	SR 87	9200	*N/A*	4	*N/A*	No	*N/A*	4	*N/A*	No	*N/A*
SR 87	Bird Av.	9200	*N/A*	26	*N/A*	No	*N/A*	26	*N/A*	No	*N/A*
Bird Av.	Meridian Av.	9200	*N/A*	26	*N/A*	No	*N/A*	26	*N/A*	No	*N/A*

Analysis Scenarios

The analysis was conducted during the morning peak hours occurring between 7:00 and 9:00 AM and the evening peak hours occurring between 4:00 and 6:00 PM for the following scenarios:

Scenario 1: *Existing Conditions* – Existing traffic volumes obtained from historical traffic counts.

Scenario 2: *Background Conditions* – Existing volumes plus traffic from approved but not yet constructed developments in the area as summarized in the City's Approved Trip Inventory (ATI).

Scenario 3: *Background with Project Conditions* – Scenario 2 volumes plus traffic generated by the Project.

Report Organization

This report is divided into seven additional chapters as described below:

- **Chapter 2 – Analysis Methods and Thresholds** presents the analysis methods for study intersections.
- **Chapter 3 – Existing Conditions** describes the transportation system near the Project site, including the surrounding roadway network, morning and evening peak hour turning movement volumes at the study intersections, existing bicycle, pedestrian, and transit facilities, intersection queuing analysis, and field observations.
- **Chapter 4 – Background Conditions** presents the intersection operations without the Project under Background Conditions.
- **Chapter 5 – Project Traffic Estimates** describes the project trip generation, distribution, and assignment methods for intersections.
- **Chapter 6 – Background with Project Conditions** presents the intersection operations with the project under Background Conditions.
- **Chapter 7 – Transportation Deficiencies and Improvements** presents the transportation effects of the Project based on the deficiency criteria and identifies improvements to address project-caused deficiencies in the study area.
- **Chapter 8 – Site Access, On-Site Circulation and Parking** describes project access and circulation for all travel modes.

2. Analysis Methods

The analysis methods used to evaluate intersection operations are described in this chapter. The determination of acceptable operating conditions is based on policies, regulations, goals, and guidelines defined by the City of San José. The operational thresholds are also presented in this chapter.

CEQA Consistency

The Bo Town Project site is located within and is consistent with San José's Downtown Growth Area Boundary as defined in the City's *Downtown Plan 2040*. The Environmental Impact Report (EIR) for the *Downtown Plan 2040* has been completed and approved. Because the Project is consistent with the *Downtown Plan 2040* EIR, no additional CEQA transportation analysis is required for this Project.

Scope of Study

The City of San José Transportation Analysis Policy (Council Policy 5-1) requires projects to perform an LTA to demonstrate conformance with multimodal transportation strategies, goals, and policies in the General Plan, and to address adverse effects to the transportation system. The LTA evaluates the effects of a development project on transportation, access, circulation, and related safety elements in the proximate area of the Project. An LTA also establishes consistency with the General Plan policies and goals through the following three objectives:

1. Ensures that the local transportation system is appropriate for serving the types, characters, and intensity of the surrounding land uses;
2. Encourages projects to reduce personal motorized vehicle-trips and increase alternative transportation mode share; and
3. Addresses issues related to operations and safety for all transportation modes, with trade-offs guided by the General Plan street typology.

The focus of the LTA for the Project is on pedestrian, bicycle, and transit access and capacity constraints. The City's *Handbook* also includes specific topics related to site access and circulation.

Analysis Methods and Thresholds

Signalized Intersection Queuing Analysis

The queuing analysis assesses the available storage length of pockets and compares that to the projected queue length. Queuing analysis is conducted for movements where a) the movement has storage pockets, and b) the project adds more than 10 peak-hour trips to the movement.

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Transportation Research Board) is used to prepare level of service calculations for the study intersections. This level of

service method, which is approved by San José and the VTA, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Using the intersection delay, 95th-percentile queues are determined for each movement.

Queuing deficiencies are identified if the 95th-percentile queue length exceeds the available storage length for movements with storage pockets. Storage length is defined as the length from the stop bar to the point where queueing would interfere with the traffic flow in the adjacent lanes for other movements on a per lane basis.

3. Existing Conditions

This chapter describes the Existing Conditions of the roadways, pedestrian and bicycle facilities, and transit service near the Project site. It also presents existing traffic volumes and operations for the study intersections.

COVID-19 Note: The following Existing Conditions discussion describes conditions prior to the March 2020 shelter-in-place policy. The intersection counts that are used for this analysis were collected prior to the voluntary shelter-in-place polices implemented by several large technology firms beginning the first week in March 2020 and the formal shelter-in-place order issued by Santa Clara County Public Health Department on March 16, 2020, to slow the spread of COVID-19.

Existing Street System

Interstate 280 (I-280) and State Route 87 (SR-87) provide regional access to the Project site. San Salvador Street, Market Street, First Street, and Second Street, along with other nearby roadways, provide local site access. Each facility is described below in more detail.

Interstate 280 is an east-west freeway located south of the Project site with four travel lanes in each direction. I-280 provides a large thoroughfare east-west movement through San Jose and neighboring cities. Access to the Project site from I-280 is provided via First Street, Fourth Street, Seventh Street, and Vine Street.

State Route 87 is a north-west freeway located west of the Project site with 3 travel lanes in each direction including an HOV lane in each direction. One travel lane in each direction is designated as a High Occupancy Vehicle (HOV) lane, in effect from 5:00 – 9:00 AM and 3:00 – 7:00 PM, Monday through Friday. SR-87 extends between US 101 to the north and SR-85 to the south. Access to the Project site from SR-87 is provided via Woz Way, Auzerais Avenue, and Park Avenue.

Market Street, a City Connector Street running north-south two blocks west of the Project site, provides two travel lanes in each direction. On-street parking is provided on both sides of the street along some blocks. Market Street ends to the south where it converges with First Street just south of Reed Street, where it continues as First Street. Market Street extends to the north to Basset Street. The posted speed limit is 25 mph.

First Street is a two-lane, northbound one-way road between Market Street and Julian Street. Beyond these streets, First Street is a two to four lane Grand Boulevard providing both northbound and southbound travel. On-street parking is provided on both sides of the street near the Project site. First Street and Market Street converge south of Reed Street, where the road continues as First Street. Towards the south, First Street ends where it continues into Monterey Street. Towards the north, First Street ends where it continues into Taylor Street. The posted speed limit is 20 mph.

Second Street is a two-lane, southbound one-way road between St. James Street and First Street. North of St. James Street, Second Street is a two-lane Local Connector Street allowing both northbound and southbound travel. Second Street ends in the south where it continues into First Street and to the north as a dead-end just south of Interstate 880. On-street parking is provided on both sides of the street near the project site. The posted speed limit is 20 mph.

San Salvador Street is a two-lane roadway which continues into 17th Street to the east and ends at Market Street to the west. On-street parking is permitted on the south side of Market Street, east of First Street. San Salvador Street is directly adjacent to the Project site to the north and provides direct access to the Project site via a full-access driveway between First Street and Second Street. The posted speed limit is 20 mph.

Existing Truck Routes

The City of San José does not have established truck routes; however, the City's *Municipal Code* Chapter 11.96 defines which streets have large vehicle prohibitions. Large vehicles are allowed on all streets adjacent to the Project site.

Existing Pedestrian Facilities

Pedestrian facilities are comprised of sidewalks and crosswalks. The streets adjacent to the project site, including San Salvador Street and Second Street, have continuous sidewalks on both sides of the roadway.

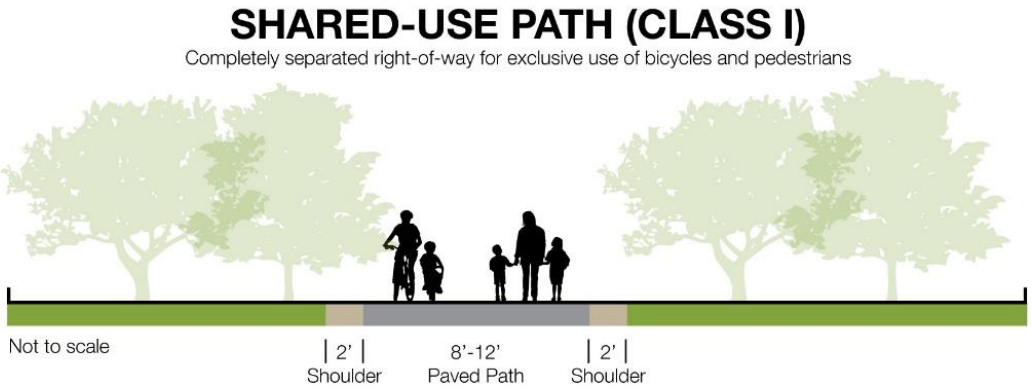
The two major intersections nearest to the Project site, San Salvador Street and First Street and Second Street, have standard crosswalks for all directions of travel. Standard crosswalks for all directions of travel are also provided at the intersection of San Salvador Street and Market Street. All study intersections provide curb ramps on approaches. Directional curb ramps are used at the southeast corner of the intersection of Market Street and San Salvador Street.

Existing Bicycle Network

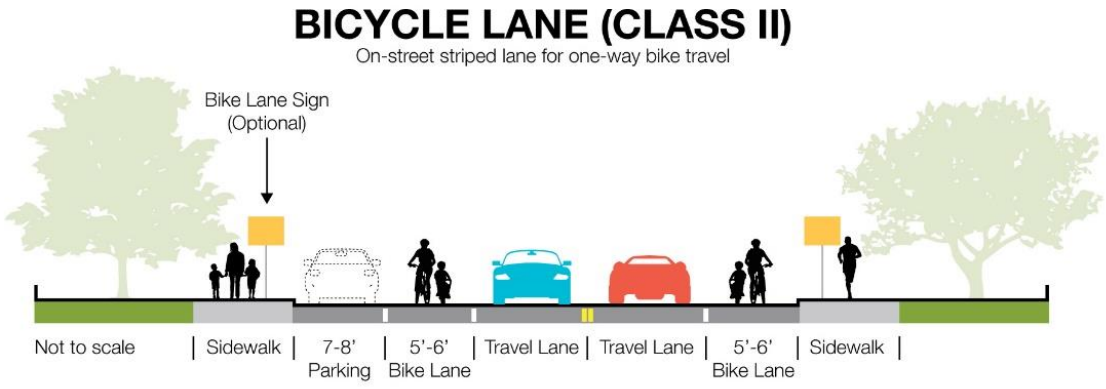
The four classes of bicycle facilities in San José are described in the *San José Better Bike Plan 2025* (2020). These descriptions are based on California Department of Transportation (Caltrans) classifications of bikeways from California Assembly Bill 1193 and the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Each bikeway class is intended to provide bicyclists with enhanced riding conditions. Bikeways offer various levels of separation from traffic based on traffic volume and speed, among other factors. The four bikeway types and appropriate contexts for each are presented below.

Class I Bikeway (Shared Use Path): Shared-use paths, sometimes referred to as multi-use paths, provide completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal roadway crossings. In general, shared-use paths are along corridors not served by streets or where sufficient right-of-way exists to allow them to be constructed away from the influence of

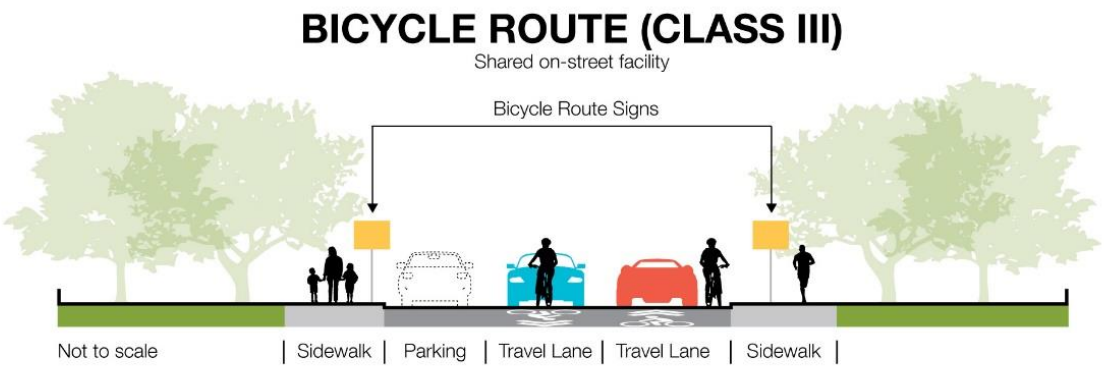
vehicles. Class I Bikeways can also offer opportunities not provided by the road system by serving recreational areas and/or desirable commuter routes.



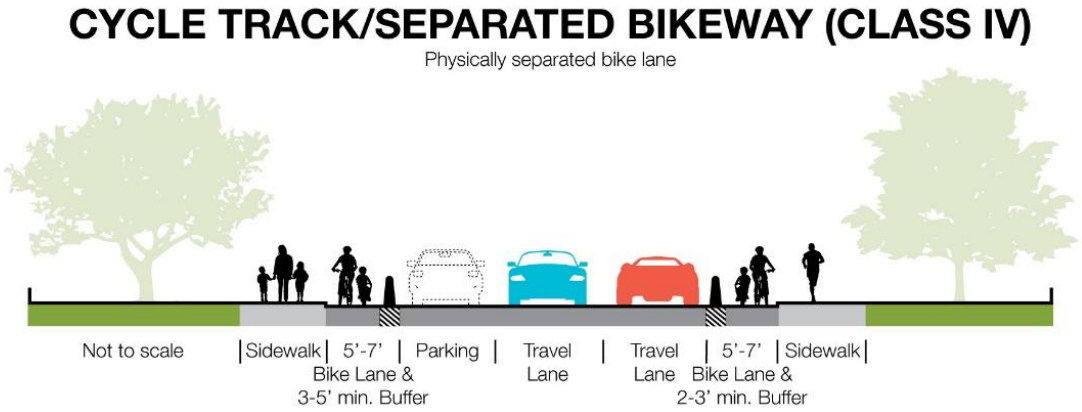
Class II Bikeways (On-Street Bike Lanes): Bike lanes provide a striped lane, pavement markings, and signage for one-way bike travel on a street or highway. Bicycle lanes are typically five (5) feet wide, although wider lanes are desirable on roadways with high traffic volumes and/or high travel speeds. The *VTA Bicycle Technical Guidelines* (December 2012) recommends that Caltrans standards regarding bicycle lane dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).



Class III Bikeways (Bike Routes): Bike routes may be identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both cyclists and motor vehicles to share a lane and/or to provide continuity to a bikeway network. Shared-use arrows or "sharrows" are common striping treatments for bike routes.

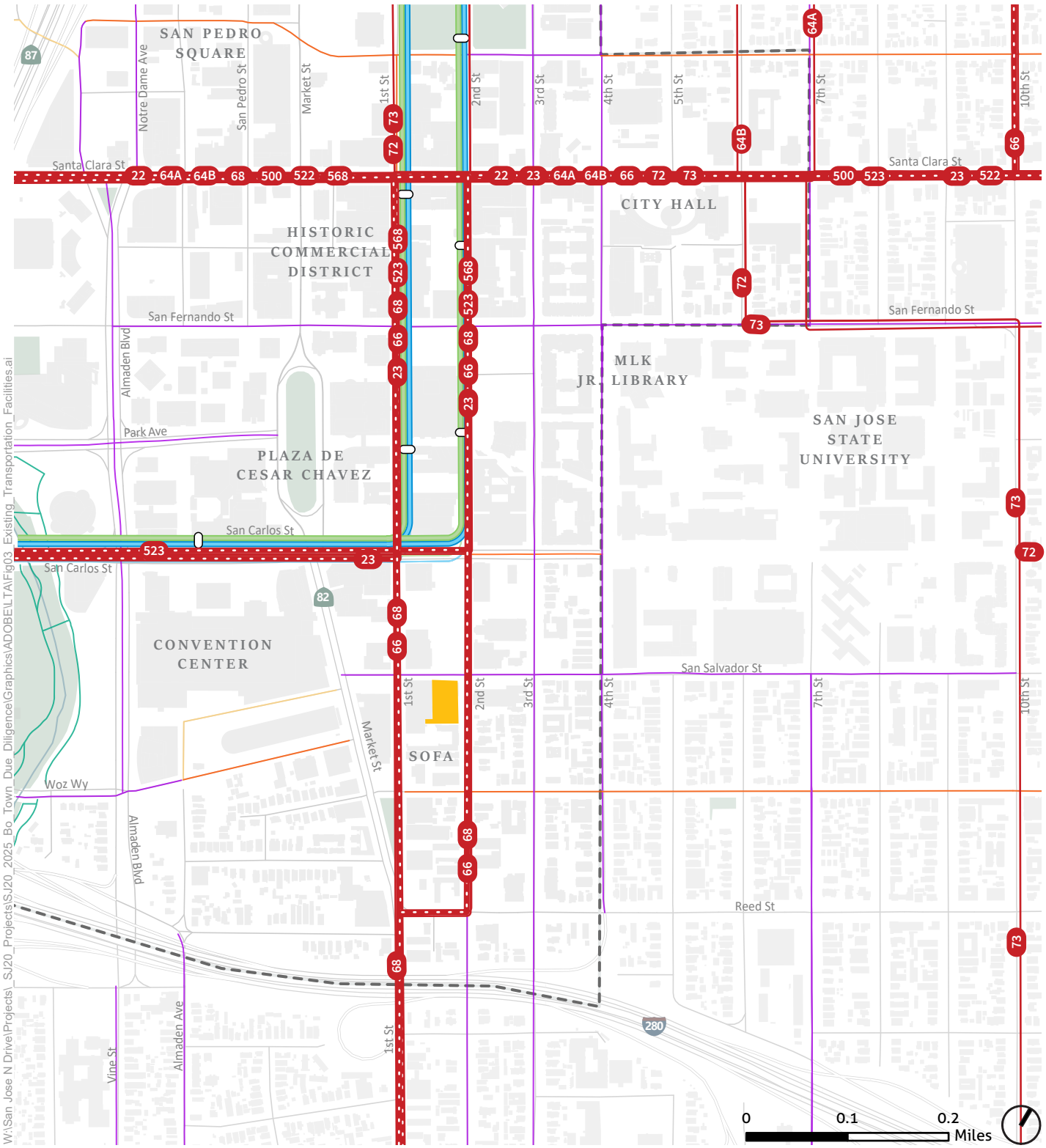


Class IV Bikeways (Separated Bikeway): Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Separated bikeways were adopted by Caltrans in 2015. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.



Under California Law, bicyclists are allowed to use all roadways in California unless posted otherwise. Therefore, even for roadways that have no designated (or planned) bikeway identified, a majority are open for cycling.

Near the Project site, First Street provides Class III biking facilities for both directions of travel. A Class II bike lane runs down the west side of Second Street in the southbound direction with frequent separation from traffic by either a painted buffer or vehicle parking. A Class II bike lane runs down both directions of San Salvador Street. Market Street provides no bicycle facilities, although bicyclists may use vehicular travel lanes. **Figure 3** displays these facilities. The *San José Better Bike Plan 2025* includes several bicycle facility improvements for road segments near the Project site. A bicycle boulevard, a Class III bike facility where bikes are given priority over vehicles, is proposed on First Street between San Carlos Street and San Salvador Street to replace the existing bike route. Class II or Class IV bike lanes are also proposed on Market Street.



Project Site

Downtown Growth Area

Bus

Frequent Bus

Rapid Bus

Light Rail

Blue Line

Green Line

Light Rail Stop

Existing Bike Facilities

Class 1

Class 2

Class 3

Class 4

Source: VTA Draft 2021 Transit Service Plan - The 90% Plan
San Jose Better Bike Plan 2025

Figure 3

Existing Transportation Facilities

Existing Transit Service

Bus and light rail service in San José are operated by the VTA. **Table 2** summarizes the existing transit services for the Bo Town project. The bus routes, bus stop, Light Rail Transit (LRT) lines, and LRT station are illustrated on **Figure 3**. The closest LRT station is the San Antonio Stations on Second Street. The walking distance from the Project site to the LRT station is approximately 1,500 feet. The closest bus service operates directly adjacent to the Project on Second Street.

Due to the ongoing COVID-19 pandemic, many transit agencies (including VTA) have temporarily reduced their services. The transit services described in **Table 2** includes the route start and end points, operating hours, and peak headways as reported on the VTA website in January 2022 that include COVID-19 service changes.

Table 2: Existing Transit Service

Route[1]	From	To	Weekdays		Saturdays		Sundays	
			Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)
VTA Bus Service								
23	De Anza College	Alum Rock Station	5:00 AM – 1:25 AM	15	5:50 AM – 1:20 AM	15	6:10 AM – 1:20 AM	15
66	North Milpitas	Kaiser San José	5:10 AM – 12:15 AM	15	5:30 AM – 11:40 PM	20	5:25 AM – 11:30 PM	20
68	San Jose Diridon Station	Gilroy Transit Center	4:40 AM – 1:20 AM	15	5:20 AM – 1:40 AM	20	5:20 AM – 12:35 AM	20
523	Lockheed Martin Transit Center	San José State	5:55 AM – 10:40 PM	30	7:00 AM – 8:40 PM	30	7:30 AM – 7:40 PM	30
568	Gilroy Transit Center	San Jose Diridon	5:25 AM – 8:10 PM	30	N/A	N/A	N/A	N/A
VTA Light Rail								
Blue	Santa Teresa Station	Baypointe Station	5:00 AM – 1:15 AM	20	5:30 AM – 1:15 AM	30	6:30 AM – 10:55 PM	30
Green	Winchester Station	Old Ironsides Station	5:30 AM – 12:40 AM	20	6:20 AM – 12:35 AM	30	6:20 AM – 11:05 PM	30

Notes:
1. Weekday and weekend service as of January 2022.
2. Headways are defined as the time between transit vehicles on the same route.

Sources: VTA, 2022.

Existing Vehicle Queuing

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate vehicle queuing at the study intersections during the AM and PM peak hours. Traffic counts for the study intersections, provided by the City of San José and collected during 2013 and 2014, are presented in **Appendix A**. These counts were used instead of new counts to avoid analyzing diminished traffic volumes due to the Covid-19 pandemic. The effects of population growth on traffic volume were accounted for using a compounded growth factor of 1 percent from the year volume data was collected to the year 2021. The results are presented in **Table 3**.

The results of the queuing analysis indicates that one of the study intersections have queues that exceed the available storage length during both peak hours under the existing conditions. The intersections, movements, and affected peak hours are:

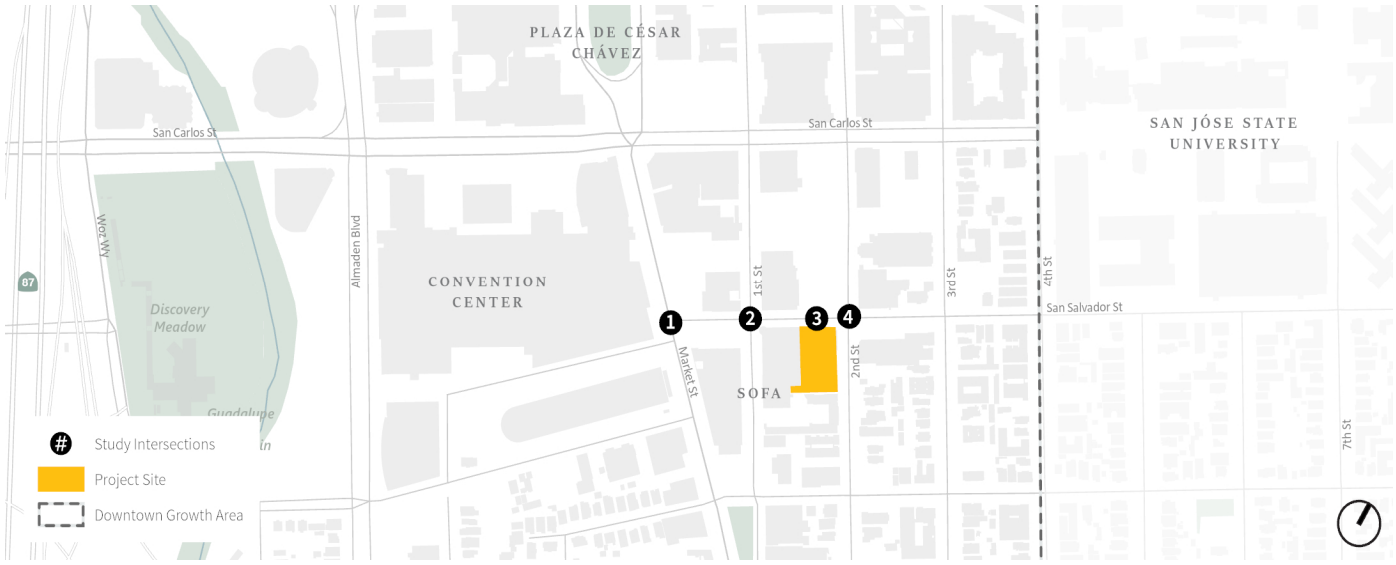
- Market Street and San Salvador Street
    - Westbound right movement during the AM and PM peak hour

The existing lane configurations, traffic controls, and peak hour traffic volumes are shown in **Figure 4**.

Table 3: Existing Queueing Analysis

Study Intersection #	Name	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)
					Existing
1	Market St / San Salvador St	NBL	150	AM	25
				PM	0
		NBR	225	AM	25
				PM	50
		SBL	175	AM	100
				PM	75
		SBR	550	AM	125
				PM	325
		WBL	175	AM	25
				PM	125
		WBR	50	AM	**75**
				PM	**100**
2	First St / San Salvador St	NBL / NBR	525	AM	125
				PM	100
		EBL / EBR	200	AM	75
				PM	50
		SBL / SBR	525	AM	25
				PM	75
		WBL / WBR	275	AM	75
				PM	100
4	Second St / San Salvador St	EBR	250	AM	50
				PM	75
		SBL	525	AM	75
				PM	175
		SBR	525	AM	75
				PM	175
		WBL	275	AM	75
				PM	150

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity.
1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long)
Source: Fehr & Peers, 2021.



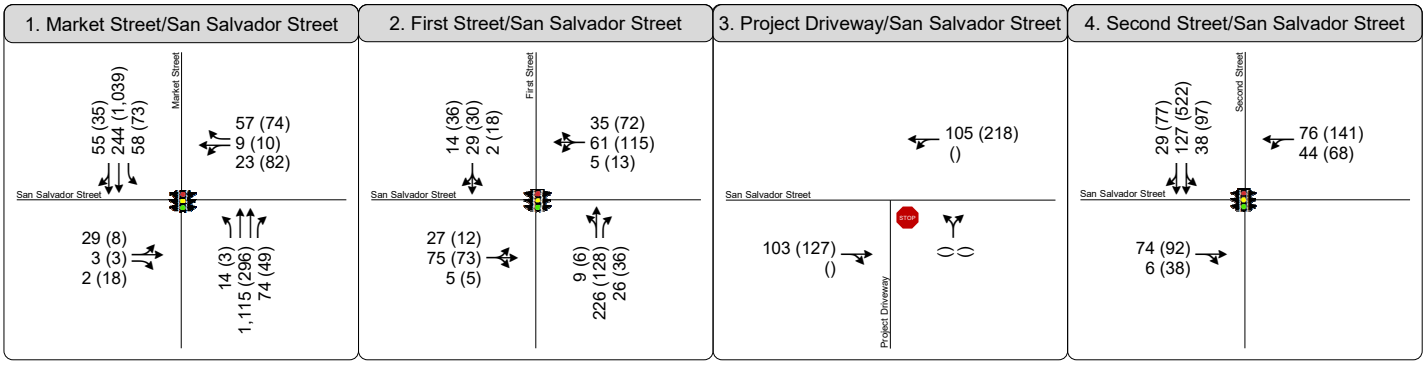


Figure 4

Existing Peak Hour Traffic Volumes and Lane Configurations - Bo Town

Field Observations

Due to the COVID-19 pandemic and the resulting shelter-in-place order in March 2020, current traffic operations do not reflect typical traffic patterns. Therefore, it was not possible to make field observations of existing queuing.

Field observations were conducted to verify existing lane geometries, signal controls, bicycle facilities, pedestrian facilities, and transit facilities near the Project site.

4. Background Conditions

This chapter presents the findings of the transportation analysis under Background Conditions. Background Conditions are defined as conditions just prior to completion and occupancy of the Project. Traffic volumes for Background Conditions are based on existing volumes plus traffic generated by approved but not yet constructed and/or occupied developments in the area.

Background Conditions Roadway Infrastructure Improvements

There are no planned transportation improvements within the study area that would affect the geometries at the study intersections; therefore, the intersection geometries are assumed to be the same as presented in Existing Conditions.

Background Conditions Traffic Volumes

Traffic volumes for Background Conditions include the traffic generated by development projects that are either under construction or are approved, but not yet constructed, within proximity of the Project study. Information about these development projects was obtained from the planning department of the City of San José. Based on that information, the following development projects were included under Background Conditions:

City of San José Background Development Projects

- Park & Woz
- Almaden Blvd / Woz Way
- Downtown Core
- North San Jose

Traffic estimates for the development projects that would add traffic to the study intersections were obtained from the City of San José's Approved Trip Inventory (ATI) Traffix model. Vehicle trips for each of the background projects were then assigned to the roadway network based on the ATI intersection assignment. **Appendix B** shows the detailed trip generation data as received from the City's ATI.

Background Conditions Queuing Analysis

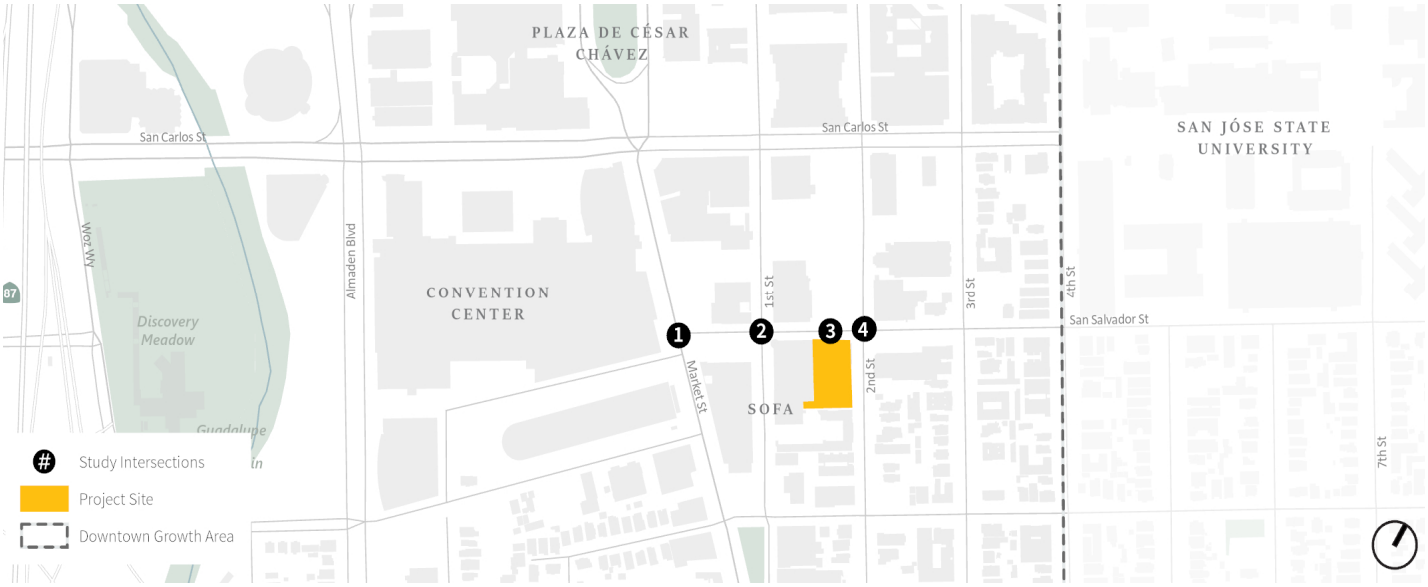
A queuing analysis was prepared to evaluate the intersection operations under Background Conditions. The Background Conditions intersection analysis results are shown in **Appendix C.** The results of the queuing analysis are presented in **Table 4** along with the comparison to the Existing Conditions. The background lane configurations, traffic controls, and peak hour traffic volumes are shown in **Figure 5**.

The addition of the trips from the ATI causes no additional movements to have queue lengths that exceed available storage capacity besides the WBR movement at Study Intersection 1 under the Existing Conditions.

Table 4: Background Conditions Queueing Analysis

Study Intersection #	Name	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)	
					Existing	Background
1	Market St / San Salvador St	NBL	150	AM	25	25
				PM	0	0
		NBR	225	AM	25	25
				PM	50	50
		WBL	175	AM	25	25
				PM	125	150
		WBR	50	AM	**75**	**75**
				PM	**100**	**125**
		SBL	175	AM	100	100
				PM	100	100
		SBR	550	AM	125	125
				PM	325	400
2	First St / San Salvador St	NBL / NBR	525	AM	125	150
				PM	100	100
		EBL / EBR	200	AM	75	100
				PM	50	50
		SBL / SBR	525	AM	25	25
				PM	75	75
		WBL / WBR	275	AM	75	100
				PM	100	100
4	Second St / San Salvador St	EBR	250	AM	50	50
				PM	75	100
		SBL	525	AM	75	75
				PM	175	225
		SBR	525	AM	75	75
				PM	175	225
		WBL	275	AM	75	75
				PM	150	200

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity.
1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long)
Source: Fehr & Peers, 2021.



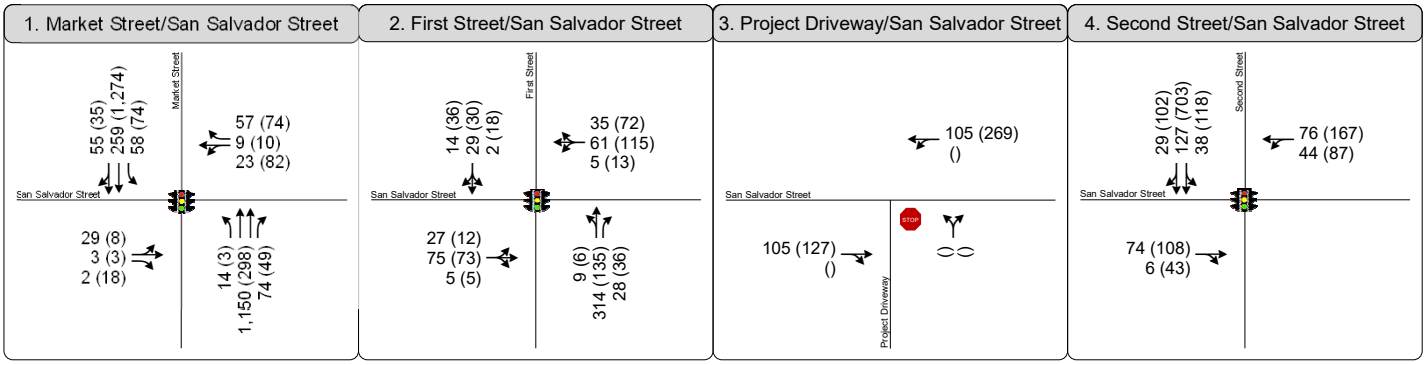


Figure 5

Background Peak Hour Traffic Volumes and Lane Configurations - Bo Town

5. Project Traffic Estimates

This chapter presents estimates of traffic generated by the Project and identifies the roadways and intersections that will be affected by that Project generated traffic. The amount of traffic associated with the Project was estimated using a three-step process:

1. **Trip Generation** – The amount of vehicle traffic entering/exiting the Project site is estimated.
2. **Trip Distribution** – The directions trips would use to approach and depart the site are projected.
3. **Trip Assignment** – Trips are then assigned to specific roadway segments and intersection turning movements.

The results of the process are described in the following sections.

Project Trip Generation

The Project trip generation was developed using average trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* for the residential and restaurant uses. Trip reductions based on the Project's location in downtown San José were applied to the ITE rates.

Location-Based Reduction

The Project site is located within the Central City Urban area based on the *City of San José VMT Evaluation Tool*. Central City Urban areas are defined by very high density, excellent accessibility, high public transit access, low single-family homes, and older high value housing stock. To reflect the Project's access to high-quality multimodal facilities, the Project trip generation estimated using ITE rates were reduced based on outputs from the *San José Travel Demand Model*, as summarized in Table 6 of the City of San José Transportation Analysis Handbook (April 2020). A 29 percent reduction was applied to trips generated by residential uses and a 16 percent reduction was applied to trips generated by restaurant uses. After applying the location-based reduction to the trip generation derived from ITE trip rates and subtracting the trips generated by the existing restaurant, the Project will generate 1,909 net new daily trips, 137 AM peak hour trips (37 in, 100 out), and 155 PM peak hour trips (95 in, 60 out), as shown in **Table 5**.

Table 5: Project Trip Generation

ITE Land Use (Code)	Size	Unit[1]	Daily		AM Peak Hour				PM Peak Hour			
			Rate[2]	Trips	Peak Hour Rate[2]	In	Out	Total	Peak Hour Rate[2]	In	Out	Total
Proposed Land Uses												
Residential (222)[3]	540	DU	4.45	2403	0.31	40	127	167	0.36	118	76	194
Location Based Reduction[4]	*29%*			*-697*		*-12*	*-36*	*-48*		*-34*	*-22*	*-56*
High Turnover Restaurant (932)[3]	7,430	GSF	112.18	833	9.94	41	33	74	9.77	45	28	73
Location Based Reduction[4]	*16%*			*-133*		*-7*	*-5*	*-12*		*-7*	*-5*	*-12*
Existing Land Uses												
High Turnover Restaurant (932)[3]	5,250	GSF	112.18	592	9.94	29	23	52	9.77	32	20	52
Location Based Reduction[4]	*16%*			*-95*		*-4*	*-4*	*-8*		*-5*	*-3*	*-8*
Bo Town Net New Trips				***1,909***		***37***	***100***	***137***		***95***	***60***	***155***

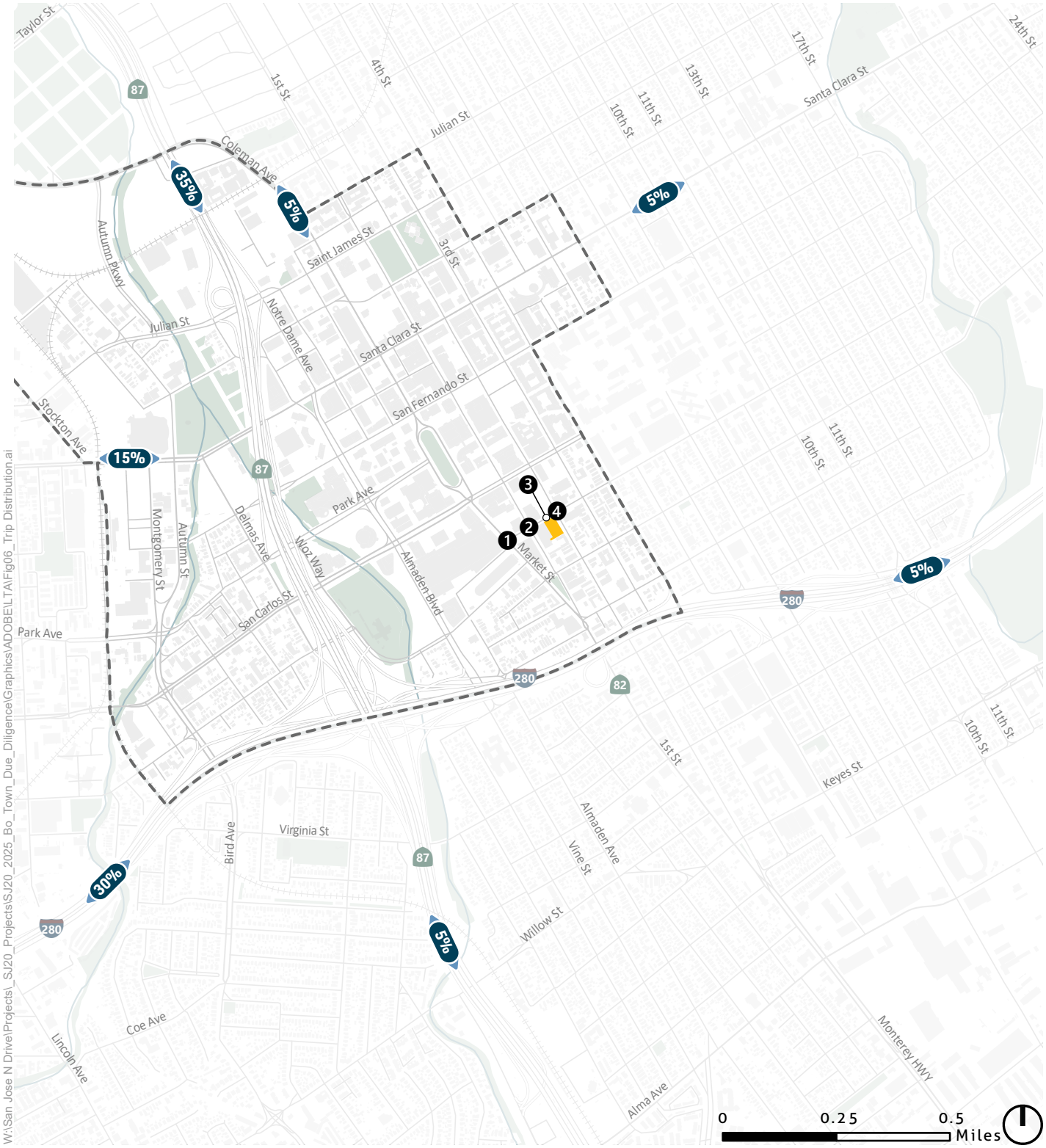
Notes:
[1] GSF = gross square feet, DU = dwelling unit
[2] Trips per 1000 GSF / DU
[3] Source: *ITE Trip Generation Manual, 10th Edition*, 2017, average trip generation rates.
[4] The Project site is located within a central city urban area based on the City of San Jose VMT Evaluation Tool (March 14, 2018). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2020). The trip reductions are based on the percent of mode share for all the other modes of travel besides vehicle.
Source: Fehr & Peers, 2021.

Vehicle Trip Distribution

The directions of approach and departure of Project trips were based on the locations of complementary land uses and existing travel patterns in the area. **Figure 6** shows the Project's trip distribution pattern for the local roadway network.

Vehicle Trip Assignment

The Project trips were assigned to the roadway system based on the directions of approach and departure shown in the trip distribution figure. **Figure 7** shows the Project trips assigned to each turning movement by intersection. The corresponding Project trip assignment was added to the Background Conditions volumes to represent Background with Project Conditions.



Study Intersections
Downtown Growth Area
Project Site
XX% Project Trip Distribution

Figure 6

409 S. 2nd Street Trip Distribution

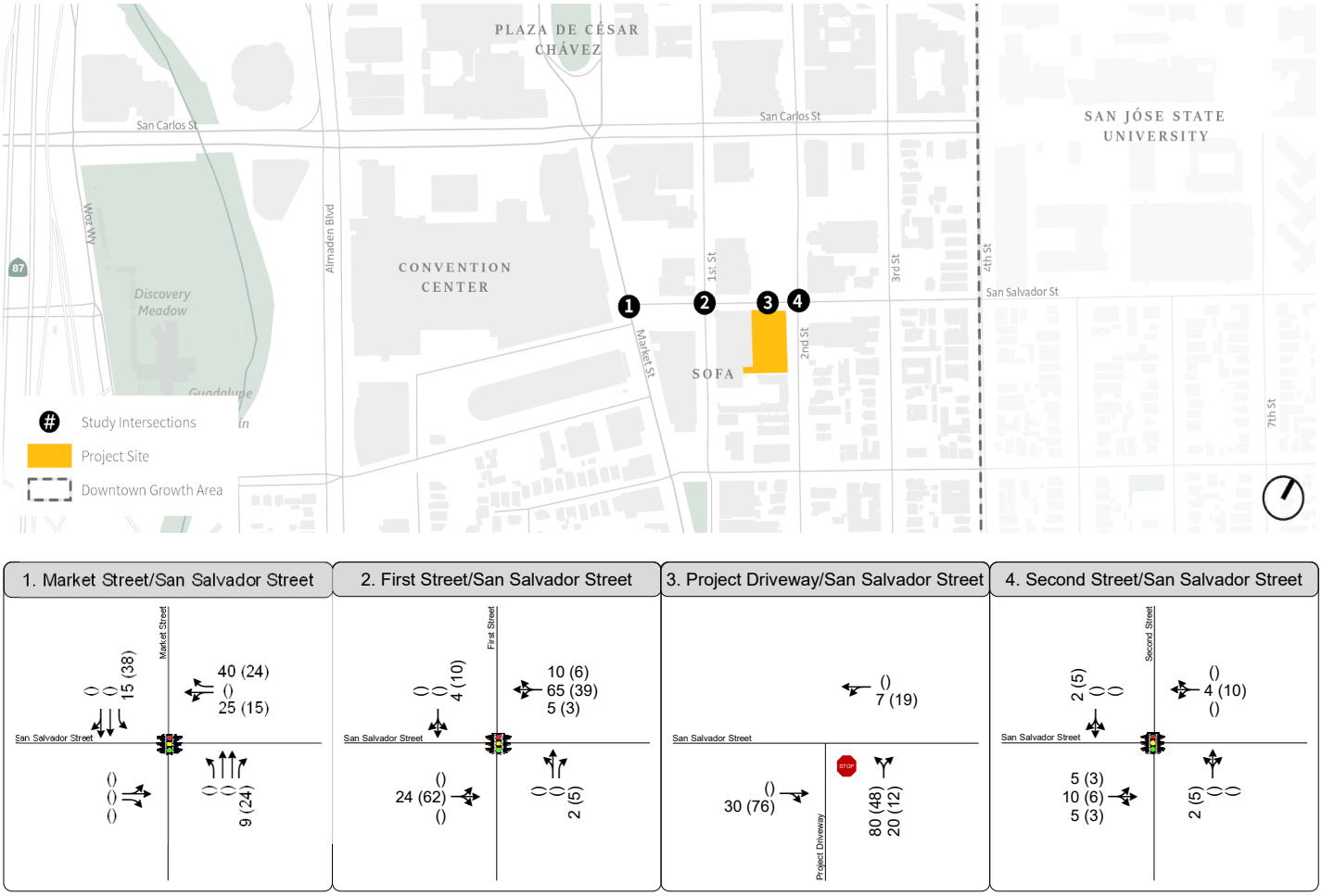


Figure 7

Bo Town Project Trip Assignment

6. Background with Project Conditions

This chapter presents the findings of the transportation analysis under Background with Project Conditions. Background with Project Conditions are defined as Background Conditions plus the net-added Project traffic.

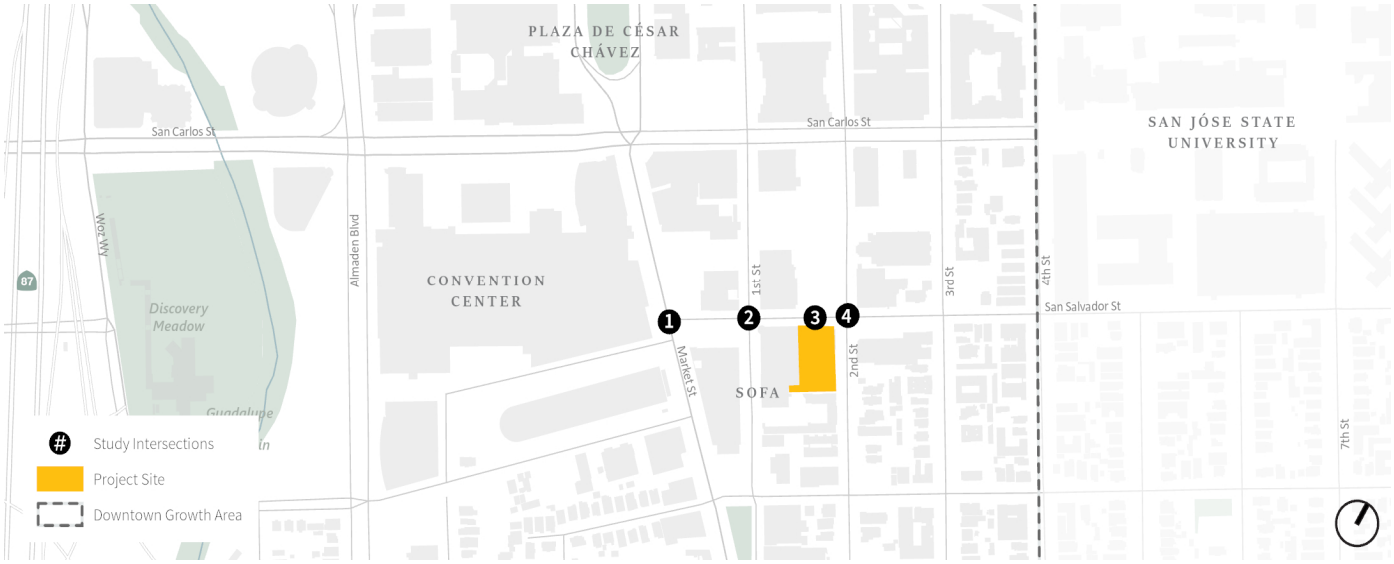
Background with Project Conditions Queuing Analysis

The queuing analysis was prepared to evaluate the intersection operations under Background with Project Conditions. The intersection volumes are shown in **Figure 8**. The results of the queuing analysis are presented in **Table 6** along with the comparison to the Background Conditions. The Project-added trips cause no additional movements to have queue lengths that exceed available storage capacity.

Table 6: Background with Project Conditions Queueing Analysis

Study Intersection #	Name	Movement	Available Storage Length[1] (feet)	Peak Hour	Projected Queue Length[2] (feet)	
					Background	Background with Project
1	Market St / San Salvador St	NBL	150	AM	25	25
				PM	0	0
		NBR	225	AM	25	50
				PM	50	75
		WBL	175	AM	25	75
				PM	150	150
		WBR	50	AM	**75**	**125**
				PM	**125**	**150**
		SBL	175	AM	100	125
				PM	100	125
		SBR	550	AM	125	125
				PM	400	425
2	First St / San Salvador St	NBL / NBR	525	AM	150	175
				PM	100	125
		EBL / EBR	200	AM	100	100
				PM	50	75
		SBL / SBR	525	AM	25	25
				PM	75	75
		WBL / WBR	275	AM	100	150
				PM	100	125
4	Second St / San Salvador St	EBR	250	AM	50	50
				PM	100	100
		SBL	525	AM	75	75
				PM	225	250
		SBR	525	AM	75	75
				PM	225	250
		WBL	275	AM	75	75
				PM	200	200

Notes: **Bold** text indicates vehicle queuing exceeds available storage capacity.
1. Rounded to the nearest 5 feet.
2. Calculated from length of car queues (assume each car is about 25 feet long)
Source: Fehr & Peers, 2021.



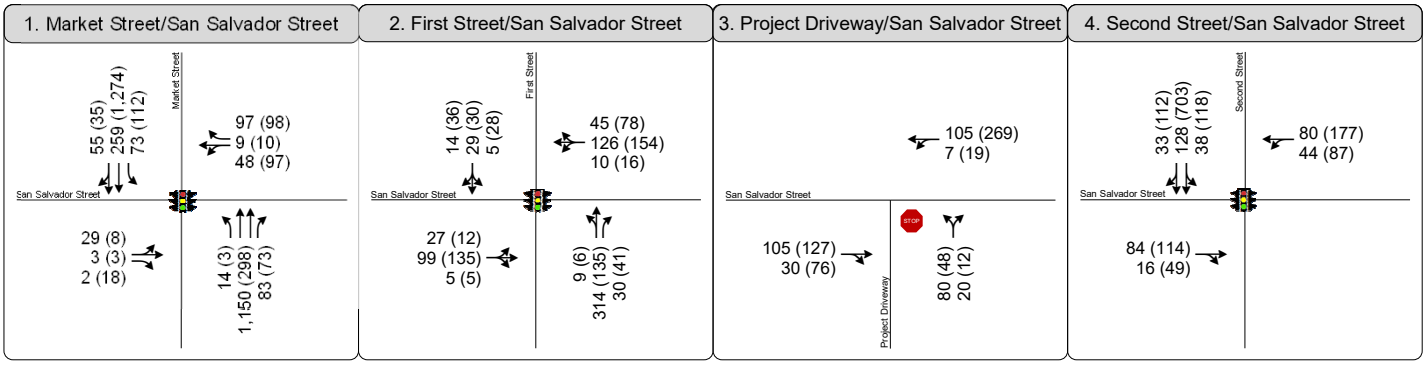


Figure 8

Background Plus Project Peak Hour Traffic Volumes and Lane Configurations - Bo Town

7. Transportation Deficiencies and Improvements

This chapter discusses potential Project effects on the transportation system. First, the deficiency criteria are described which is followed by the identified deficiencies and recommended improvements for each transportation facility type.

Deficiency Criteria

The determination of deficiencies in the transportation network is based on applicable policies, regulations, goals, and guidelines defined by the City of San José and the Santa Clara Valley Transportation Authority. Deficiencies are evaluated by comparing the results of the with and without Project analyses. The only comparison is the Background with Project Conditions to the results under Background without Project Conditions.

Queueing Analysis

Queuing analysis was performed to identify where Project traffic would increase vehicle queuing such that available storage capacity is exceeded. Queue storage deficiencies were identified in the Existing Conditions that carried over to the Background Conditions. In addition, those same queue storage deficiencies were identified under the Background with Project Conditions.

Pedestrian and Bicycle

The existing Envision San José 2040 General Plan describes related policies necessary to ensure pedestrian and bicycle facilities are safe and effective for City residents. Using both the General Plan and the City of San José Transportation Analysis Handbook as guides, significant deficiencies to these facilities would occur when a Project or an element of the Project:

- Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Conflicts with a plan, ordinance, or policy addressing the circulation system, including bicycle lanes and pedestrian paths.

Transit

Significant deficiencies to transit service would occur if the Project or any part of the Project conflicts with a plan, ordinance, or policy addressing the circulation system, including transit paths.

Deficiencies and Improvements

Queuing Analysis

Intersection deficiencies and improvements were evaluated under Background with Project Conditions based on the queuing results shown in **Table 6**. Improvements were considered for intersection deficiencies where the storage capacity does not meet the expected queue lengths under Background with Project Conditions. The queue lengths exceed storage capacity under Background Conditions without the addition of project trips.

Intersection 1: Market Street and San Salvador Street

The results of the queuing analysis indicate that the westbound right-turn queue length of 75 feet during the AM peak hour and 100 feet during the PM peak hour at Market Street and San Salvador Street exceeds the available storage capacity of 50 feet under Existing Conditions. Under Background Conditions, the queue length would be 75 feet and 125 feet in the AM and PM peak hours, respectively. Under Background with Project Conditions, the queue length would be 125 feet and 150 feet in the AM and PM peak hours, respectively, and exceed the storage capacity.

> **Recommendation**: Increasing the available storage capacity at this movement would require extending the right-turn pocket by removing on-street parking spaces. However, improvements that increase traffic capacity can increase traffic volumes through induced demand, and they are not consistent with the transportation goals outlined in the City's *Envision 2040* General Plan. Therefore, extending the turn-pocket at this movement is not recommended. Vehicle queuing may be reduced at this location by optimizing signal timing patterns, although this may affect vehicle queuing on other movements of this intersection.

Intersection 2: First Street and San Salvador Street

The available storage capacity meets the vehicle demand under Background with Project Conditions for all turning movements evaluated. Therefore, no recommended improvements are required at this location.

Intersection 4: Second Street and San Salvador Street

The available storage capacity meets the vehicle demand under Background with Project Conditions for all turning movements evaluated. Therefore, no recommended improvements are required at this location.

Bicycle and Pedestrian

Overall, the existing pedestrian facilities provide good connectivity to surrounding areas. Existing pedestrian facilities along the Project frontage on San Salvador Street provide connectivity to other activity centers in downtown San José. Sidewalks are provided on San Salvador Street, and crosswalks are available at all signalized intersections. There are Class II bike facilities for both directions of travel on San Salvador Street. The existing bicycle and pedestrian facilities are discussed in greater detail in **Chapter 3** of this report.

The Project provides on-site shared use for bicycles as part of the Westbank Cycle Club. Additionally, the Project is within walking distance from the existing Bay Wheels bike share station near the intersection of First Street and San Carlos Street.

Accessible Pedestrian Ramps

Accessible pedestrian ramps are provided at all crossings at the three study intersections surrounding the Project site.

Second St / San Salvador St Planline

Second Street will be converted from a one-way street with two lanes in the eastbound direction to a two-way street with one lane in each direction, as shown in the proposed planline in **Appendix D**. The parking lane on both sides of San Salvador Street will be removed. A 5-foot wide Class IV Protected Bikeway will be built along both sides of Second Street and a 6" wide Class IV Protected Bikeway will be built along both sides of San Salvador Street. The intersection between Second Street and San Salvador Street will be raised to enhance pedestrian safety. All four pedestrian crosswalks will be re-striped and concrete islands and truncated domes will be installed at both ends. A green-striped crosswalks for bicycles will be added next to each pedestrian crosswalk. Bulb-outs with inner curb radius of 30' will be constructed at the intersection to shorten the pedestrian crossing distance and provide additional waiting spaces.

With the two-way conversion on Second Street, there is not expected to be any new queuing deficiency, since as shown on **Figure 7** there are ten trips or less that use Second Street to either access or leave Bo Town. Most of the trips to and from the site will be from the west of the project.

Transit

The Project is within walking distance of the LRT station at the San Antonio Station on Second Street. This transit station has service that connect the Project site to Diridon Station, which provides connections to Caltrain, ACE, and Amtrak. Project improvements will not interfere with these transit facilities. Rather, these transit facilities will support the Project's ability to meet the mode share targets as outlined in *Envision 2040*. The closest bus service operates directly adjacent to the Project along its frontage on Second Street. The Project will coordinate with VTA for any transit items.

VTA plans on replacing existing bus stops with a safer and more functional bus shelter design that features transparent materials, scalable modular part, and two posts along the rear wall instead of four posts.

8. Site Access & On-site Circulation

This chapter evaluates site access and internal circulation for vehicles, pedestrians, and bicycles and consistency with the City of San José's mobility policies, standards, and guidelines based on the site plan presented on **Figure 2**. The Project's vehicle and bicycle parking supplies are reviewed in comparison to City standards.

Site Access and Circulation

As presented in **Figure 2**, the Project site has one driveway on the south end of San Salvador Street.

Bicycle and Pedestrian Circulation

The Project's proposed main entrance is on Second Street on the south end of the Project site and provides access for residents. Adjacent to this entrance is the entrance to the Westbank Bike Club, which provides shared-use bicycles for residents. Long-term bicycle storage is also accessed through this entrance. Restaurant access is provided on the San Salvador Street frontage adjacent to Second Street.

Vehicular Site Access

The Project proposes a driveway on the west end of the San Salvador Street Frontage. This driveway is a two-lane, full-access driveway.

The San Salvador Street driveway will provide access to the Project for deliveries, waste management activities, and the underground parking garage. The San Salvador Street driveway will have a curb-to-curb width of 22' 5".

Emergency vehicles will be able to access the site either via the proposed driveway or along the San Salvador and Second Street frontages.

To determine the visibility of vehicles exiting the garage, we conducted a sight stopping distance analysis. The sight stopping distance analysis tests to see if the drivers traveling east or west on E San Salvador Street will be able to see vehicles exiting the driveway with sufficient stopping distance to avoid a collision. Using the engineering standards from the Caltrans' *Highway Design Manual, 6th Edition (2019)*, the sight stopping distance for a design speed of 20 mph is 125 feet. The sight stopping distance of 125 feet is achieved for the drivers coming from both the east and west, as shown in **Figure 9**.

At all times, access to Project loading bays and below-grade parking area will be closed to all visitors and regulated using security gates. Egress will be allowed for all vehicles exiting the site using vehicle detection to open the gate for exit. Ingress for visitors would require pre-arranging access using a key card or through coordination with building security.

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Figure 9

Sight Stopping Distance

Vehicular Site Circulation

The project will either use valet operations or have the residents self-park for the project. The general parking layout circulation can be seen in **Figure 10**.

The driveway aisle widths in the underground parking garage ranges from 23' to 26'.

Though it has not been determined if the parking operations will be self-parking or valet, the two options are described below.

Residential Accessible Parking

For self-parking, residential users parking in the underground garage would enter on E. San Salvador Street, and drive past the loading docks and down the speed ramp to access the underground parking spaces.

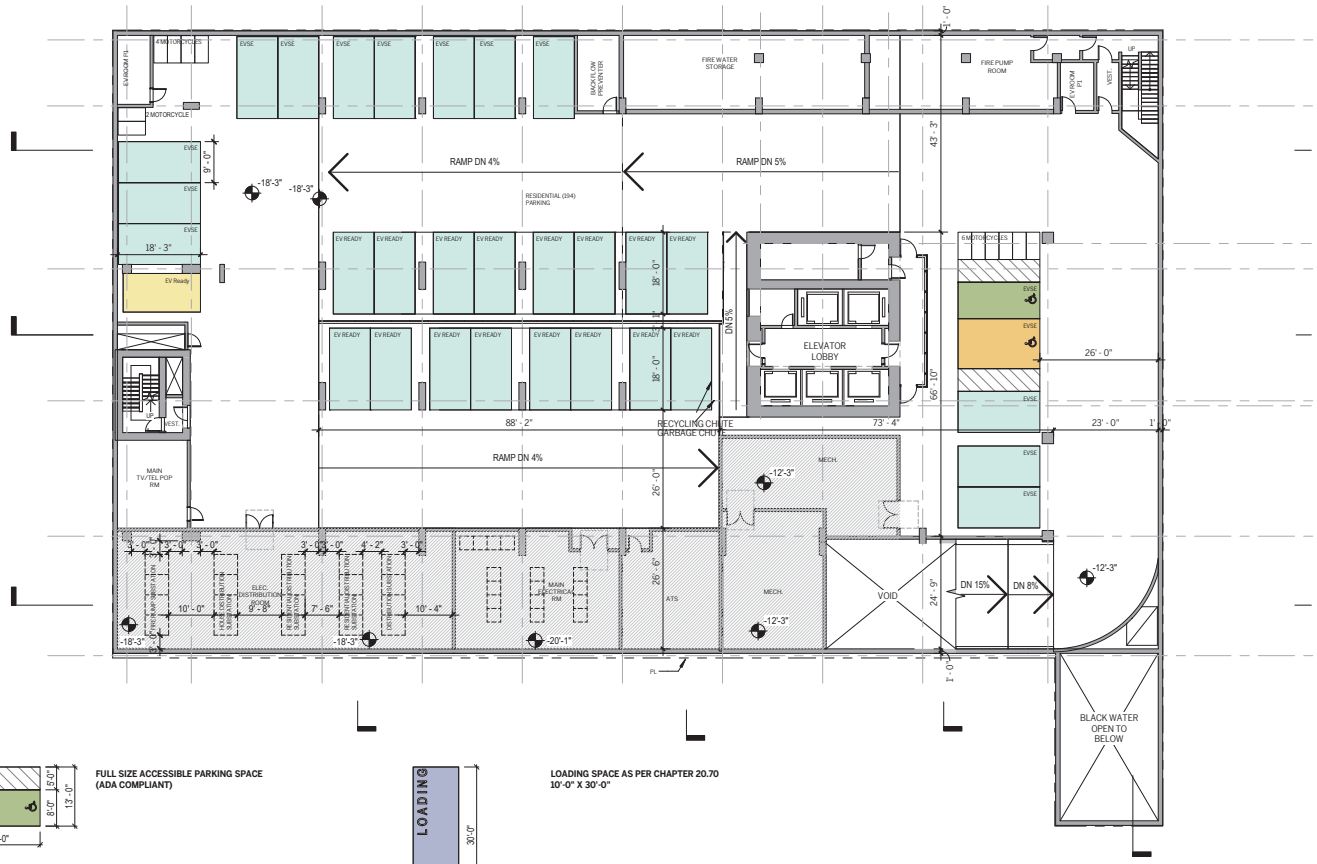
Residential Parking with Full Valet

In a full valet parking scenario, residential users parking in the underground garage would enter on E. San Salvador Street, and drive past the loading docks and down the speed ramp to a dedicated drop off area on P1 parking level. A clear circulation pattern and signage will need to be provided to and from the valet loading zones. Accessibility compliance for valet loading zones must also be incorporated in the garage.

> **Step 1**: Signs will direct drivers to the dedicated drop-off location adjacent to the elevator core on P1 parking level. Drivers can drop off their car with a valet and be given a ticket or sent a text message with identifying information. Valets will ask the length of stay to determine the best place to park the vehicle for retrieval.
>
> **Step 2**: The valet attendants will drive the vehicle to parking areas dedicated for valet use. This area can be expanded or adjusted as needed based on the demand for valet at different times. Vehicles may be parked on one side of the drive aisles, or where space allows, may be parked in a tandem configuration.
>
> **Step 3**: The drivers can return to the valet pick-up areas and wait for their cars to be returned. Alternatively, they can have the option to text ahead so their car can be ready when they return to the pick-up areas.

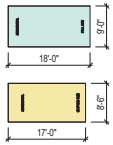
Truck Loading & Unloading Operations

The Project meets the San José City Code's minimum loading requirements of three loading bays. The Project site's loading area is accessible via the San Salvador Street driveway located between S. First Street and S. Second Street as described above. The loading area can accommodate up to three SU-30 vehicles. Two of the spaces for the SU-30 vehicles will be used by two 37 ft roll-off trucks to pick up and drop off compactors. Deliveries will typically take place daily between 5:00 AM and 10:00 AM and will be scheduled



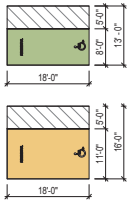
PARKING SYMBOLS

(AS PER ZONING ORDINANCE 28836, CHAPTER 20.90)



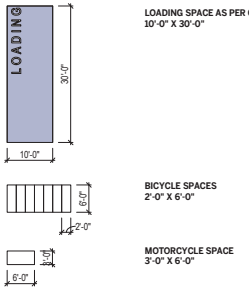
FULL SIZE PARKING SPACE

UNIFORM PARKING SPACE



FULL SIZE ACCESSIBLE PARKING SPACE (ADA COMPLIANT)

FULL SIZE ACCESSIBLE PARKING SPACE (VAN SIZE ADA COMPLIANT)



LOADING SPACE AS PER CHAPTER 20.70 10'-0" X 30'-0"

BICYCLE SPACES 2'-0" X 6'-0"

MOTORCYCLE SPACE 3'-0" X 6'-0"

Source: James KM Cheng Architects

Figure 10

General Parking Layout Circulationt

to avoid peak commuter vehicle arrivals. The loading area is available for deliveries 24 hours per day.

American Trash Management conducted a loading area analysis for the Project site. Based on the planned Project operations, there will be up to 39 waste pickups per week. Given the uses at the site and associated delivery activity, there may be some passenger vehicle-truck conflicts. To further reduce potential conflicts, deliveries will be scheduled to avoid periods of peak passenger vehicle arrivals and departures.

Truck Access

Due to the design of the loading area and size of the Project site, the largest truck that can be accommodated in the Project's loading area is an SU-30 vehicle. Included in **Appendix E**, truck turning templates prepared by American Trash Management indicate that the SU-30 trucks will not conflict with the columns when coming in and out of the loading area. However, the trucks will need to make multiple movements to exit the loading spaces.

Garbage Collection Operations

Appendix F shows the loading area plan. The garbage truck will access the site by making a right turn from East San Salvador Street to enter the Project driveway and access the garbage collection area on the first level at the east loading area. The trash compactors are behind the three loading spaces in the east loading area. There is sufficient space (10' without a container) in front of the compactor for trash loading. The compactors do not interfere with the number of loading bays. The compactors will be picked up on a call-in basis. The dock manager will coordinate trash pickups when the loading spaces are available.

Parking Assessment

The City of San José's Municipal Code §20.70 ("Parking Code") defines the vehicle parking supply requirements for developments within Downtown San José. Additionally, Municipal Code §20.70.485 and §20.90 define bicycle parking supply requirements for all land uses. **Table 7** below presents the vehicle and bicycle parking supply requirements for the land uses included in the Plan.

Table 7: City of San José Parking Supply Requirements by Land Use

Land Use	Parking Spaces Required	
	Vehicle[1]	Bicycle[2]
Residential, multiple dwelling	1 space per dwelling unit	1 per 4 living units[3]
Public eating establishments	*No parking required*	2 short-term spaces and 1 long-term space[4]

Notes:
1. Per Municipal Code §20.70.100
2. Per Municipal Code §20.90.060
3. Bicycle parking spaces shall consist of at least sixty percent long-term and at most forty percent short-term spaces.
4. Per Municipal Code §20.70.485, land uses that do not require any off-street parking for motorized vehicles shall be required to provide only two short-term bicycle parking spaces and one long-term bicycle parking space per store or event center.

Source: City of San José Municipal Code, 2021.

The proposed land uses presented in **Chapter 1** and parking standard supply requirements presented in the table above were used to calculate the Project's standard parking supply requirements, as shown in **Table 8**.

Table 8: Standard Parking Supply Requirements

Land Use	Size[1]	Parking Spaces Required			
		Vehicle		Bicycle	
		Rate	Spaces	Rate	Spaces
Residential, multiple dwelling	540 du	1 space per unit	540	1 space per 4 units[2]	135
Public eating establishments	7,430 sf GFA	*No parking required*	0	2 short-term spaces and 1 long-term space per store[3]	3
Required Parking Supply		**-**	**540**	**-**	**138**

Notes:
1. du = dwelling unit; sf=square feet; GFA = gross floor area
2. Bicycle parking spaces shall consist of at least sixty percent long-term and at most forty percent short-term spaces.
3. Per Municipal Code §20.70.485, land uses that do not require any off-street parking for motorized vehicles shall be required to provide only two short-term bicycle parking spaces and one long-term bicycle parking space per store or event center.
4. n/a = parking reductions are not applied to bicycle parking.

Source: City of San José Municipal Code; Fehr & Peers, 2021.

The project proposes to construct 173 bicycle spaces (152 long-term spaces and 21 short-term spaces) for the residential development and three spaces (1 long-term space and 2 short-term spaces) for the restaurant; thus, exceeding the City's total bicycle parking requirements by 35 spaces.

San José's municipal code distinguishes between long-term bicycle parking spaces, provided in secure locations that are restricted-access and protected from the elements, and short-term bicycle parking spaces, including surface-level bicycle racks. At least 60 percent of the bicycle parking spaces provided for residential uses must be long-term spaces; up to 40 percent can be short-term spaces. Land uses that do not require any off-street parking for motorized vehicles shall be required to provide only two short-term bicycle parking spaces and one long-term bicycle parking space per store or event center.

Table 9: Applicable Parking Reductions and Total Required Vehicle Parking

Ordinance	Allowable Reductions		Required Vehicle Spaces
	Percent	Spaces	
Table 20-140: Downtown Zoning Districts – Minimum off-street parking requirements[1]	n/a	n/a	540
20.90.220 (A.1): TDM Program[2]	50%	270	270
20.70.330 (a): Reduction for TDM program in Downtown[3]	15%	40	230
20.70.330(b): Reduction for mixed-use developments in Downtown	50%	115	115
Total Required Parking	*79%*	*425*	*115*
Proposed Parking Supply	**63%**	**194**	**115**

Notes
1. Summarized in **Table 8** in this report.
2. Take the higher percentage eligible from Section 20.90.220.
3. Reductions are not cumulative. The Section 20.70.330 reduction is applied to the reduce parking supply from the Section 20.90.220 reduction.

Source: City of San José; Fehr & Peers, 2022.

Based on Municipal Code §20.90.220.A, a project may receive up to a 50 percent reduction in the required off-street parking spaces when the project located near light rail or BRT implements at least three transportation demand management (TDM) measures as specified in §20.90.220.A.1. A TDM program is being developed for the Bo Town project.

Based on Municipal Code §20.70.330.A, a project may receive up to a 15 percent reduction in the required off-street parking spaces when the project has developed a TDM program with evidence that parking demand will be reduced. A TDM program is being developed for the Bo Town project.

Based on Municipal Code §20.70.330.B, a mixed-use project within the Downtown Zoning District may receive up to an additional 50 percent reduction in the required off-street parking spaces when:

1. The reduction in parking will not adversely affect surrounding projects;

2. The reduction in parking will not be dependent upon public parking supply; or reduce the surrounding public parking supply; and
3. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.

The Bo Town project meets all these requirements.

Table 9 shows the required parking spaces if the Project meets the conditions identified in the table and the TDM plan were to be implemented. As noted, the reductions are cumulative, resulting in a total required supply of 115 spaces. The Project proposes to construct 194 parking spaces on four subsurface levels, or 79 more than required.

Appendix A: Intersection Turning Movement Counts

X - Indicates required or included. (ATI: approved trips inventory, CMP: congestion management program)

STUDY INTERSECTIONS FOR BO TOWN MIXED-USE

	NODE #	INTERSECTION	PEAK	Date[1]	New Count Req'd[1]	CMP	ATI	COMMENTS
1.	3512.	FIRST STREET/ SAN SALVADOR STREET	AM	12/01/2016	X		X	SEE FOOTNOTE 2.
			PM	12/01/2016	X		X	
2.	3669.	MARKET STREET / SAN SALVADOR STREET	AM	12/01/2016	X		X	SEE FOOTNOTE 2.
			PM	12/01/2016	X		X	
3.	3779.	SECOND STREET / SAN SALVADOR STREET	AM	12/01/2016	X		X	SEE FOOTNOTE 2.
			PM	12/01/2016	X		X	

[1] - Due to the COVID-19 situation, all traffic counts are to be put on hold until further notice.

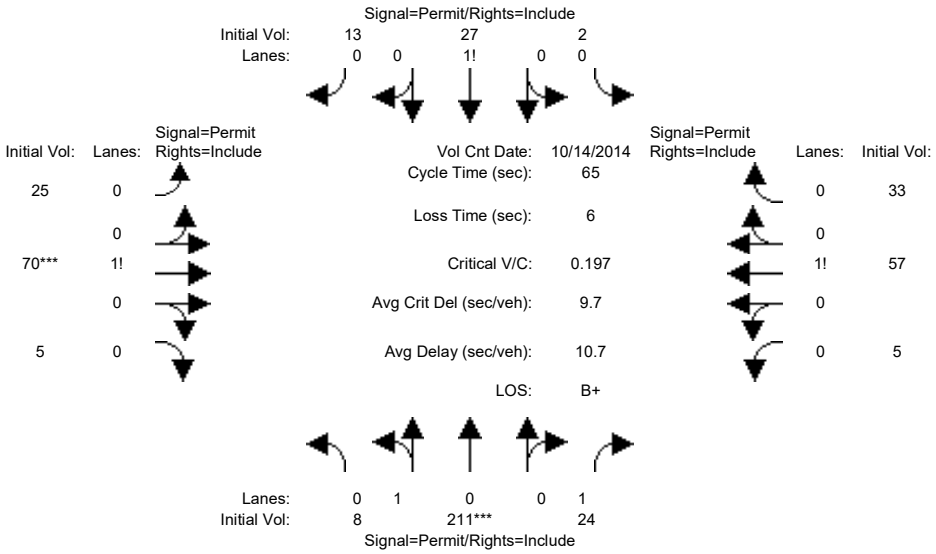
[2] - A compounded growth factor of 1% should be applied per year from previous existing count date.

[3] - Reach out to other city jurisdictions regarding their own practices for collecting count data.

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3512: FIRST/SAN SALVADOR



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	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: 14 Oct 2014 << 8:00-9:00												
Base Vol:	8	211	24	2	27	13	25	70	5	5	57	33
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:	8	211	24	2	27	13	25	70	5	5	57	33
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:	8	211	24	2	27	13	25	70	5	5	57	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	211	24	2	27	13	25	70	5	5	57	33
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:	8	211	24	2	27	13	25	70	5	5	57	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.05	0.64	0.31	0.25	0.70	0.05	0.05	0.60	0.35
Final Sat.:	66	1734	1750	83	1125	542	438	1225	88	92	1050	608
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.02	0.02	0.02	0.06	0.06	0.06	0.05	0.05	0.05
Crit Moves:		****						****				
Green Time:	40.1	40.1	40.1	40.1	40.1	40.1	18.9	18.9	18.9	18.9	18.9	18.9
Volume/Cap:	0.20	0.20	0.02	0.04	0.04	0.04	0.20	0.20	0.20	0.19	0.19	0.19
Delay/Veh:	5.8	5.8	4.9	4.9	4.9	4.9	18.2	18.2	18.2	18.1	18.1	18.1
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:	5.8	5.8	4.9	4.9	4.9	4.9	18.2	18.2	18.2	18.1	18.1	18.1
LOS by Move:	A	A	A	A	A	A	B-	B-	B-	B-	B-	B-
HCM2kAvgQ:	2	2	0	0	0	0	2	2	2	2	2	2

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

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Citywide Traffix Database
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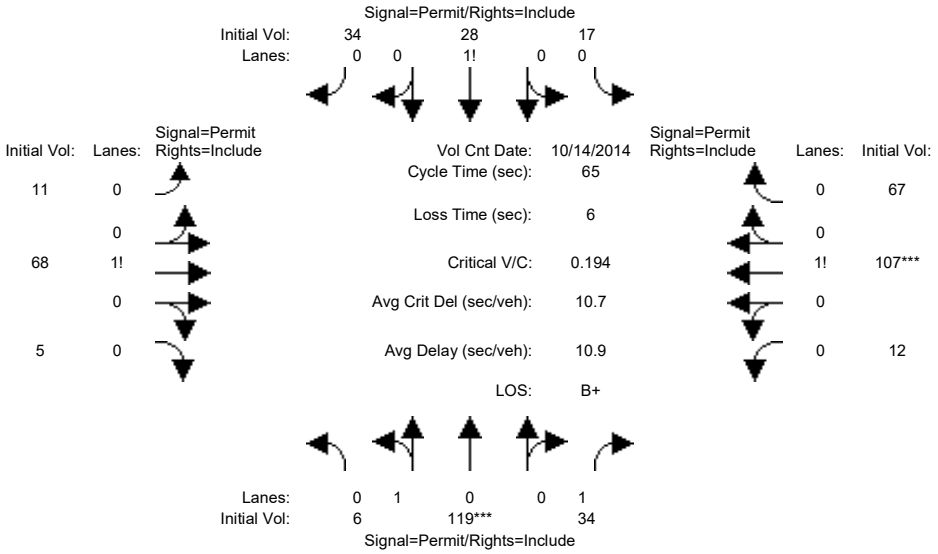
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing (PM)

Intersection #3512: FIRST/SAN SALVADOR



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	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: 14 Oct 2014 << 4:50-5:50												
Base Vol:	6	119	34	17	28	34	11	68	5	12	107	67
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:	6	119	34	17	28	34	11	68	5	12	107	67
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:	6	119	34	17	28	34	11	68	5	12	107	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	119	34	17	28	34	11	68	5	12	107	67
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:	6	119	34	17	28	34	11	68	5	12	107	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.05	0.95	1.00	0.22	0.35	0.43	0.13	0.81	0.06	0.06	0.58	0.36
Final Sat.:	86	1714	1750	377	620	753	229	1417	104	113	1007	630
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	23.3	23.3	23.3	23.3	23.3	23.3	35.7	35.7	35.7	35.7	35.7	35.7
Volume/Cap:	0.19	0.19	0.05	0.13	0.13	0.13	0.09	0.09	0.09	0.19	0.19	0.19
Delay/Veh:	15.0	15.0	13.8	14.4	14.4	14.4	7.1	7.1	7.1	7.8	7.8	7.8
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:	15.0	15.0	13.8	14.4	14.4	14.4	7.1	7.1	7.1	7.8	7.8	7.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	1	1	1	1	1	1	2	2	2

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

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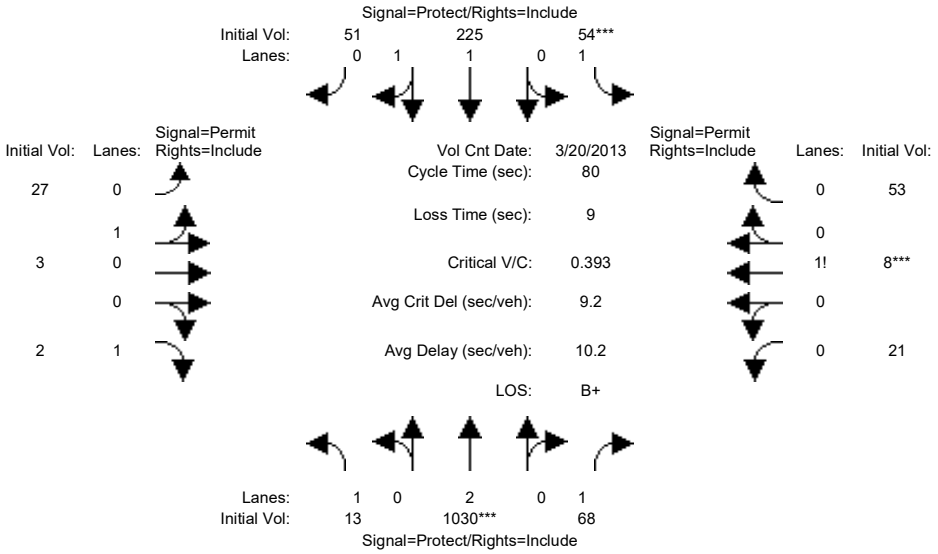
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #3669: MARKET/SAN SALVADOR



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: 20 Mar 2013 << 8:00-9:00												
Base Vol:	13	1030	68	54	225	51	27	3	2	21	8	53
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:	13	1030	68	54	225	51	27	3	2	21	8	53
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:	13	1030	68	54	225	51	27	3	2	21	8	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1030	68	54	225	51	27	3	2	21	8	53
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:	13	1030	68	54	225	51	27	3	2	21	8	53
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	1.62	0.38	0.90	0.10	1.00	0.25	0.10	0.65
Final Sat.:	1750	3800	1750	1750	3016	684	1620	180	1750	448	171	1131
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.04	0.03	0.07	0.07	0.02	0.02	0.00	0.05	0.05	0.05
Crit Moves:		****		****							****	
Green Time:	25.1	54.0	54.0	7.0	35.9	35.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.02	0.40	0.06	0.35	0.17	0.17	0.13	0.13	0.01	0.37	0.37	0.37
Delay/Veh:	19.0	5.9	4.4	35.8	13.2	13.2	31.4	31.4	30.7	33.2	33.2	33.2
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:	19.0	5.9	4.4	35.8	13.2	13.2	31.4	31.4	30.7	33.2	33.2	33.2
LOS by Move:	B-	A	A	D+	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	0	6	1	2	2	2	1	1	0	2	2	2

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

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City of San Jose
Citywide Traffix Database
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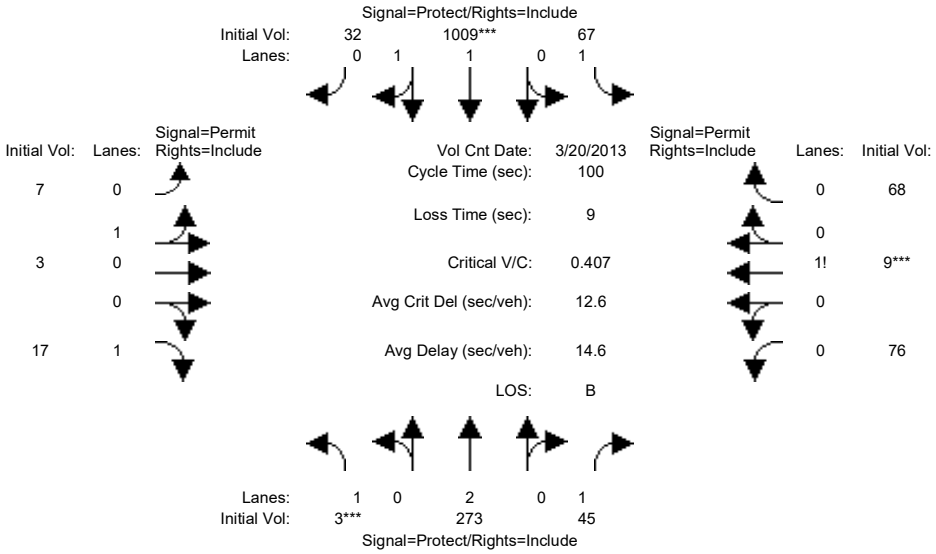
Intersection #3669: MARKET/SAN SALVADOR



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: 20 Mar 2013 << 5:00-6:00												
Base Vol:	3	273	45	67	1009	32	7	3	17	76	9	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	273	45	67	1009	32	7	3	17	76	9	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	273	45	67	1009	32	7	3	17	76	9	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	273	45	67	1009	32	7	3	17	76	9	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	273	45	67	1009	32	7	3	17	76	9	68
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	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	0.70	0.30	1.00	0.50	0.06	0.44
Final Sat.:	1750	3800	1750	1750	3586	114	1260	540	1750	869	103	778
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.03	0.04	0.28	0.28	0.01	0.01	0.01	0.09	0.09	0.09
Crit Moves:	****				****						****	
Green Time:	7.0	41.8	41.8	29.3	64.1	64.1	19.9	19.9	19.9	19.9	19.9	19.9
Volume/Cap:	0.02	0.17	0.06	0.13	0.44	0.44	0.03	0.03	0.05	0.44	0.44	0.44
Delay/Veh:	43.4	18.3	17.4	26.1	9.1	9.1	32.3	32.3	32.4	36.0	36.0	36.0
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:	43.4	18.3	17.4	26.1	9.1	9.1	32.3	32.3	32.4	36.0	36.0	36.0
LOS by Move:	D	B-	B	C	A	A	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	0	3	1	2	8	8	0	0	0	5	5	5

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

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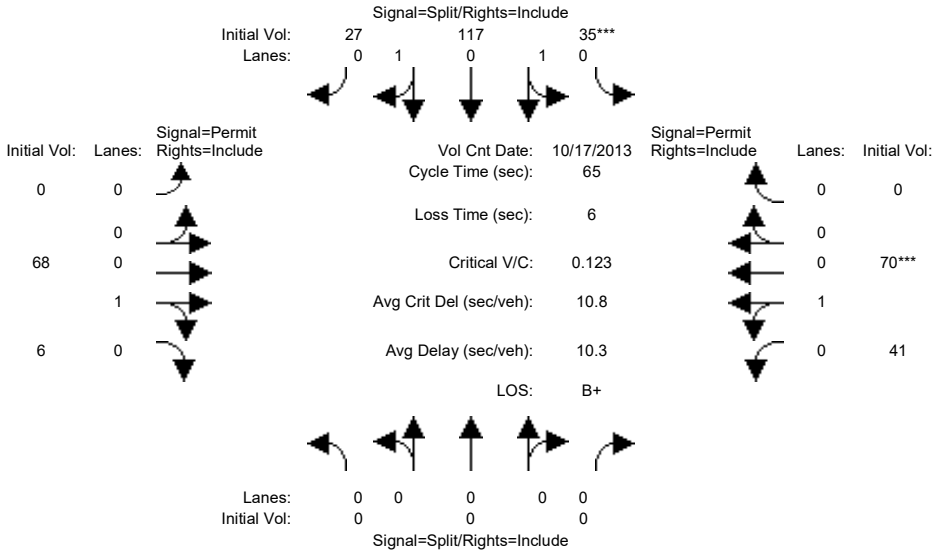
Intersection #3779: SAN SALVADOR/SECOND



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2013 << 8:00-9:00												
Base Vol:	0	0	0	35	117	27	0	68	6	41	70	0
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:	0	0	0	35	117	27	0	68	6	41	70	0
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:	0	0	0	35	117	27	0	68	6	41	70	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	117	27	0	68	6	41	70	0
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:	0	0	0	35	117	27	0	68	6	41	70	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.39	1.31	0.30	0.00	0.92	0.08	0.37	0.63	0.00
Final Sat.:	0	0	0	704	2353	543	0	1654	146	665	1135	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.04	0.04	0.06	0.06	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	26.3	26.3	26.3	0.0	32.7	32.7	32.7	32.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.08	0.08	0.12	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	12.1	12.1	12.1	0.0	8.4	8.4	8.6	8.6	0.0
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:	0.0	0.0	0.0	12.1	12.1	12.1	0.0	8.4	8.4	8.6	8.6	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	1	0	1	1	1	1	0

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

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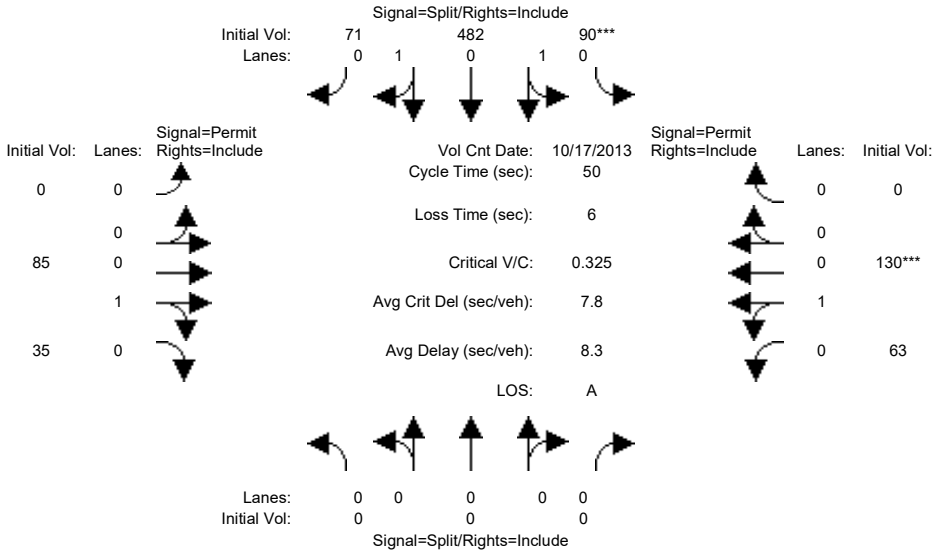
Intersection #3779: SAN SALVADOR/SECOND



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2013 << 5:00-6:00												
Base Vol:	0	0	0	90	482	71	0	85	35	63	130	0
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:	0	0	0	90	482	71	0	85	35	63	130	0
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:	0	0	0	90	482	71	0	85	35	63	130	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	482	71	0	85	35	63	130	0
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:	0	0	0	90	482	71	0	85	35	63	130	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.28	1.50	0.22	0.00	0.71	0.29	0.33	0.67	0.00
Final Sat.:	0	0	0	504	2699	398	0	1275	525	588	1212	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.07	0.07	0.11	0.11	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	27.5	27.5	27.5	0.0	16.5	16.5	16.5	16.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.20	0.20	0.32	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	6.3	6.3	6.3	0.0	12.2	12.2	12.9	12.9	0.0
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:	0.0	0.0	0.0	6.3	6.3	6.3	0.0	12.2	12.2	12.9	12.9	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	3	3	3	0	2	2	3	3	0

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

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Appendix B: Approved Trip Inventory

AM PROJECT TRIPS

01/27/2021

Intersection of : S 1st St & W San Salvador St / E San Salvador St

Traffix Node Number : 3512

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
NSJ LEGACY NORTH SAN JOSE	0	45	2	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	43	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**88**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	88	2
WEST	0	0	0

PM PROJECT TRIPS

01/27/2021

Intersection of : S 1st St & W San Salvador St / E San Salvador St

Traffix Node Number : 3512

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
NSJ LEGACY NORTH SAN JOSE	0	2	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	5	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	7	0
WEST	0	0	0

AM PROJECT TRIPS

01/27/2021

Intersection of : S Market St & W San Salvador St

Traffix Node Number : 3669

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
NSJ LEGACY NORTH SAN JOSE	0	35	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	15	0	0	0	0	0	0	0
TOTAL:	**0**	**35**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	15	0
EAST	0	0	0
SOUTH	0	35	0
WEST	0	0	0

PM PROJECT TRIPS

01/27/2021

Intersection of : S Market St & W San Salvador St

Traffix Node Number : 3669

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
NSJ LEGACY NORTH SAN JOSE	0	2	0	1	25	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	210	0	0	0	0	0	0	0
TOTAL:	**0**	**2**	**0**	**1**	**235**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	1	235	0
EAST	0	0	0
SOUTH	0	2	0
WEST	0	0	0

AM PROJECT TRIPS

01/27/2021

Intersection of : S 2nd St & E San Salvador St

Traffix Node Number : 3779

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

PM PROJECT TRIPS

01/27/2021

Intersection of : S 2nd St & E San Salvador St

Traffix Node Number : 3779

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
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	12	3	15	119	17	2	16	5	19	26	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	6	62	8	0	0	0	0	0	0
TOTAL:	**0**	**12**	**3**	**21**	**181**	**25**	**2**	**16**	**5**	**19**	**26**	**0**

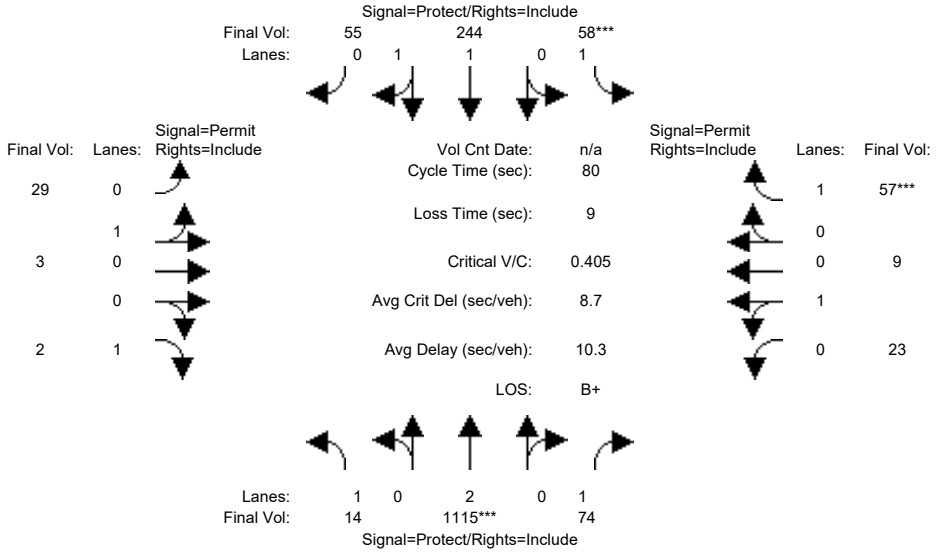
	LEFT	THRU	RIGHT
NORTH	21	181	25
EAST	19	26	0
SOUTH	0	12	3
WEST	2	16	5

Appendix C: TRAFFIX Reports

Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #1: Market and San Salvador



Street Name:	Market Street						San Salvador Street					
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:												
Base Vol:	14	1115	74	58	244	55	29	3	2	23	9	57
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:	14	1115	74	58	244	55	29	3	2	23	9	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1115	74	58	244	55	29	3	2	23	9	57
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:	14	1115	74	58	244	55	29	3	2	23	9	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1115	74	58	244	55	29	3	2	23	9	57
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:	14	1115	74	58	244	55	29	3	2	23	9	57
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	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	0.91	0.09	1.00	0.72	0.28	1.00
Final Sat.:	1750	3800	1750	1750	3019	680	1631	169	1750	1294	506	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.04	0.03	0.08	0.08	0.02	0.02	0.00	0.02	0.02	0.03
Crit Moves:		****		****								****
Green Time:	25.1	54.0	54.0	7.0	35.9	35.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.03	0.43	0.06	0.38	0.18	0.18	0.14	0.14	0.01	0.14	0.14	0.26
Delay/Veh:	19.0	6.1	4.4	36.0	13.3	13.3	31.5	31.5	30.7	31.5	31.5	32.3
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:	19.0	6.1	4.4	36.0	13.3	13.3	31.5	31.5	30.7	31.5	31.5	32.3
LOS by Move:	B-	A	A	D+	B	B	C	C	C	C	C	C-
HCM2k95thQ:	1	12	1	4	5	5	2	2	0	1	1	3

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

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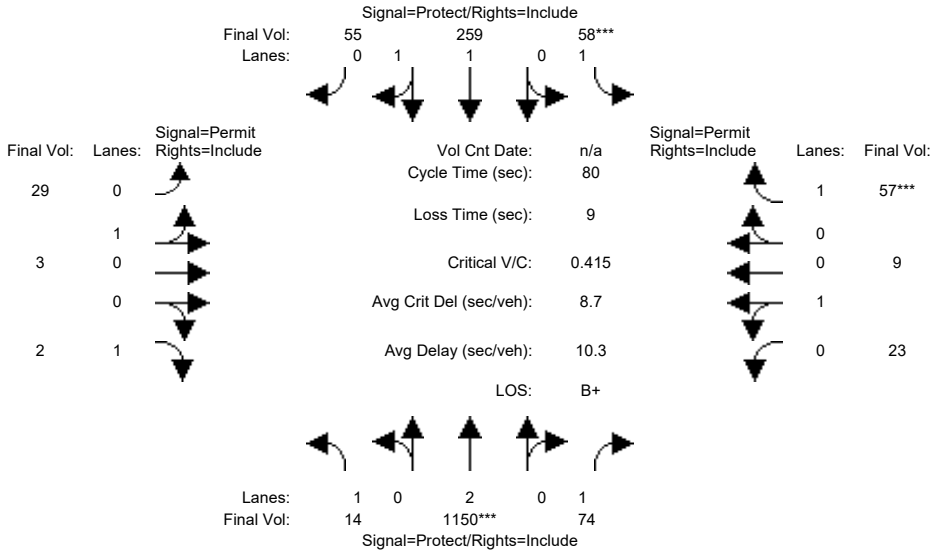
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #1: Market and San Salvador



Street Name:	Market Street						San Salvador Street					
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:												
Base Vol:	14	1115	74	58	244	55	29	3	2	23	9	57
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:	14	1115	74	58	244	55	29	3	2	23	9	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	35	0	0	15	0	0	0	0	0	0	0
Initial Fut:	14	1150	74	58	259	55	29	3	2	23	9	57
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:	14	1150	74	58	259	55	29	3	2	23	9	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1150	74	58	259	55	29	3	2	23	9	57
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:	14	1150	74	58	259	55	29	3	2	23	9	57
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	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	0.91	0.09	1.00	0.72	0.28	1.00
Final Sat.:	1750	3800	1750	1750	3051	648	1631	169	1750	1294	506	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.04	0.03	0.08	0.08	0.02	0.02	0.00	0.02	0.02	0.03
Crit Moves:		****		****								****
Green Time:	25.1	54.0	54.0	7.0	35.9	35.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.03	0.45	0.06	0.38	0.19	0.19	0.14	0.14	0.01	0.14	0.14	0.26
Delay/Veh:	19.0	6.2	4.4	36.0	13.3	13.3	31.5	31.5	30.7	31.5	31.5	32.3
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:	19.0	6.2	4.4	36.0	13.3	13.3	31.5	31.5	30.7	31.5	31.5	32.3
LOS by Move:	B-	A	A	D+	B	B	C	C	C	C	C	C-
HCM2k95thQ:	1	13	1	4	5	5	2	2	0	1	1	3

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

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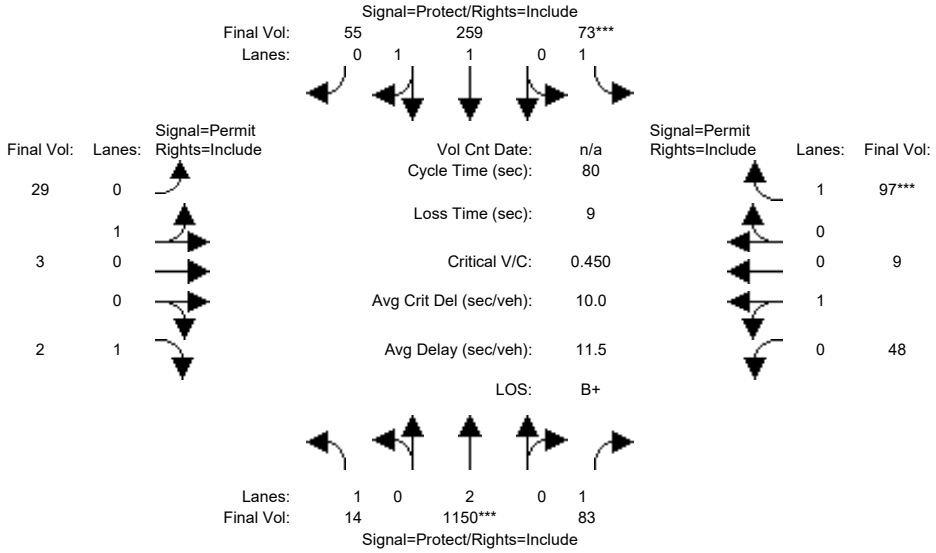
Botown Local Transportation Analysis
SJ20_2025

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

Intersection #1: Market and San Salvador



Street Name:	Market Street						San Salvador Street					
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:												
Base Vol:	14	1115	74	58	244	55	29	3	2	23	9	57
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:	14	1115	74	58	244	55	29	3	2	23	9	57
Added Vol:	0	0	9	15	0	0	0	0	0	25	0	40
PasserByVol:	0	35	0	0	15	0	0	0	0	0	0	0
Initial Fut:	14	1150	83	73	259	55	29	3	2	48	9	97
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:	14	1150	83	73	259	55	29	3	2	48	9	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1150	83	73	259	55	29	3	2	48	9	97
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:	14	1150	83	73	259	55	29	3	2	48	9	97
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	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	0.91	0.09	1.00	0.84	0.16	1.00
Final Sat.:	1750	3800	1750	1750	3051	648	1631	169	1750	1516	284	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.05	0.04	0.08	0.08	0.02	0.02	0.00	0.03	0.03	0.06
Crit Moves:		****		****								****
Green Time:	25.1	53.6	53.6	7.4	35.9	35.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.03	0.45	0.07	0.45	0.19	0.19	0.14	0.14	0.01	0.25	0.25	0.44
Delay/Veh:	19.0	6.4	4.6	36.4	13.3	13.3	31.5	31.5	30.7	32.2	32.2	33.9
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:	19.0	6.4	4.6	36.4	13.3	13.3	31.5	31.5	30.7	32.2	32.2	33.9
LOS by Move:	B-	A	A	D+	B	B	C	C	C	C-	C-	C-
HCM2k95thQ:	1	13	2	5	5	5	2	2	0	3	3	5

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

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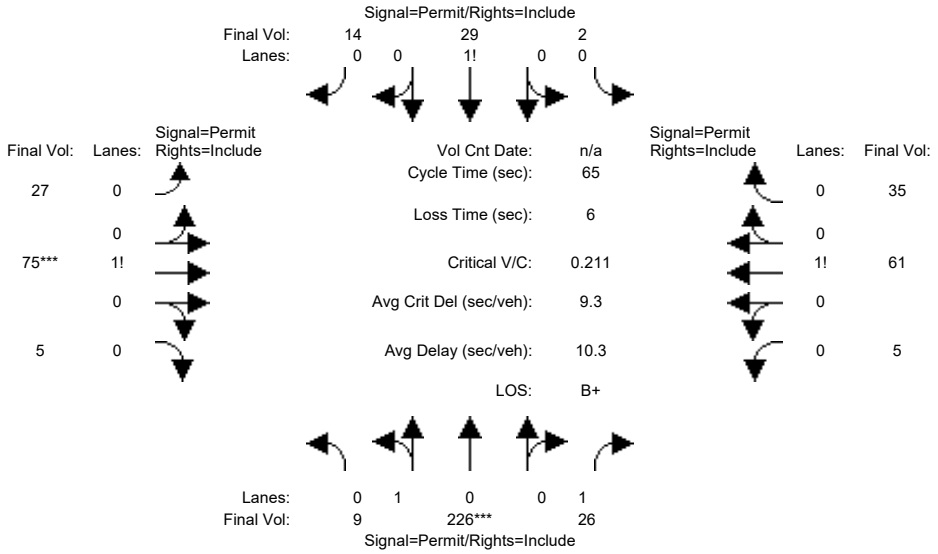
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #2: First and San Salvador



Street Name:	First Street						San Salvador Street					
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	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:												
Base Vol:	9	226	26	2	29	14	27	75	5	5	61	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:	9	226	26	2	29	14	27	75	5	5	61	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	226	26	2	29	14	27	75	5	5	61	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:	9	226	26	2	29	14	27	75	5	5	61	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	226	26	2	29	14	27	75	5	5	61	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:	9	226	26	2	29	14	27	75	5	5	61	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.04	0.65	0.31	0.25	0.70	0.05	0.05	0.60	0.35
Final Sat.:	69	1731	1750	78	1128	544	442	1227	82	87	1057	606
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.01	0.03	0.03	0.03	0.06	0.06	0.06	0.06	0.06	0.06
Crit Moves:		****						****				
Green Time:	40.2	40.2	40.2	40.2	40.2	40.2	18.8	18.8	18.8	18.8	18.8	18.8
Volume/Cap:	0.21	0.21	0.02	0.04	0.04	0.04	0.21	0.21	0.21	0.20	0.20	0.20
Delay/Veh:	5.5	5.5	4.8	4.9	4.9	4.9	17.7	17.7	17.7	17.6	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	5.5	4.8	4.9	4.9	4.9	17.7	17.7	17.7	17.6	17.6	17.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	5	5	0	1	1	1	3	3	3	3	3	3

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

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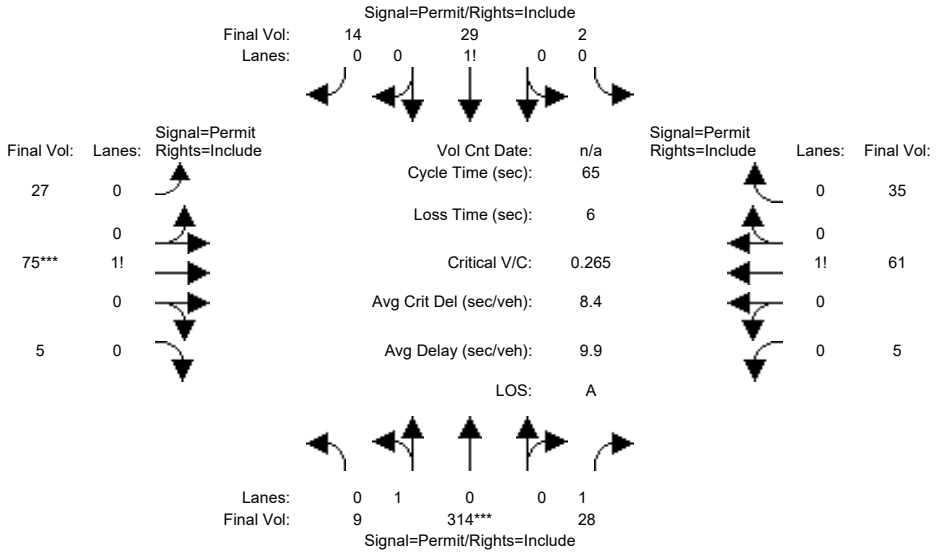
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #2: First and San Salvador



Street Name:	First Street						San Salvador Street					
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	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:												
Base Vol:	9	226	26	2	29	14	27	75	5	5	61	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:	9	226	26	2	29	14	27	75	5	5	61	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	88	2	0	0	0	0	0	0	0	0	0
Initial Fut:	9	314	28	2	29	14	27	75	5	5	61	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:	9	314	28	2	29	14	27	75	5	5	61	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	314	28	2	29	14	27	75	5	5	61	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:	9	314	28	2	29	14	27	75	5	5	61	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.03	0.97	1.00	0.04	0.65	0.31	0.25	0.70	0.05	0.05	0.60	0.35
Final Sat.:	50	1750	1750	78	1128	544	442	1227	82	87	1057	606
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.02	0.03	0.03	0.03	0.06	0.06	0.06	0.06	0.06	0.06
Crit Moves:		****						****				
Green Time:	44.0	44.0	44.0	44.0	44.0	44.0	15.0	15.0	15.0	15.0	15.0	15.0
Volume/Cap:	0.27	0.27	0.02	0.04	0.04	0.04	0.27	0.27	0.27	0.25	0.25	0.25
Delay/Veh:	4.2	4.2	3.5	3.5	3.5	3.5	20.8	20.8	20.8	20.7	20.7	20.7
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:	4.2	4.2	3.5	3.5	3.5	3.5	20.8	20.8	20.8	20.7	20.7	20.7
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C+	C+	C+
HCM2k95thQ:	6	6	0	1	1	1	4	4	4	4	4	4

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

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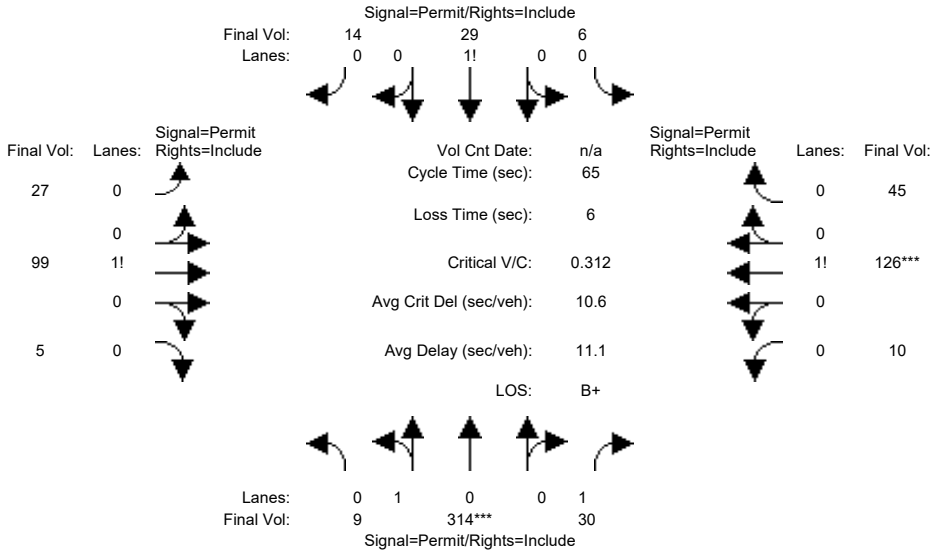
Botown Local Transportation Analysis
SJ20_2025

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

Intersection #2: First and San Salvador



Street Name:	First Street						San Salvador Street					
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	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:												
Base Vol:	9	226	26	2	29	14	27	75	5	5	61	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:	9	226	26	2	29	14	27	75	5	5	61	35
Added Vol:	0	0	2	4	0	0	0	24	0	5	65	10
PasserByVol:	0	88	2	0	0	0	0	0	0	0	0	0
Initial Fut:	9	314	30	6	29	14	27	99	5	10	126	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	314	30	6	29	14	27	99	5	10	126	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	314	30	6	29	14	27	99	5	10	126	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	314	30	6	29	14	27	99	5	10	126	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.03	0.97	1.00	0.12	0.59	0.29	0.21	0.75	0.04	0.05	0.70	0.25
Final Sat.:	50	1750	1750	214	1036	500	361	1323	67	97	1218	435
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.02	0.03	0.03	0.03	0.07	0.07	0.07	0.10	0.10	0.10
Crit Moves:		****									****	
Green Time:	37.4	37.4	37.4	37.4	37.4	37.4	21.6	21.6	21.6	21.6	21.6	21.6
Volume/Cap:	0.31	0.31	0.03	0.05	0.05	0.05	0.23	0.23	0.23	0.31	0.31	0.31
Delay/Veh:	7.3	7.3	6.0	6.0	6.0	6.0	15.9	15.9	15.9	16.5	16.5	16.5
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:	7.3	7.3	6.0	6.0	6.0	6.0	15.9	15.9	15.9	16.5	16.5	16.5
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	7	7	1	1	1	1	4	4	4	6	6	6

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

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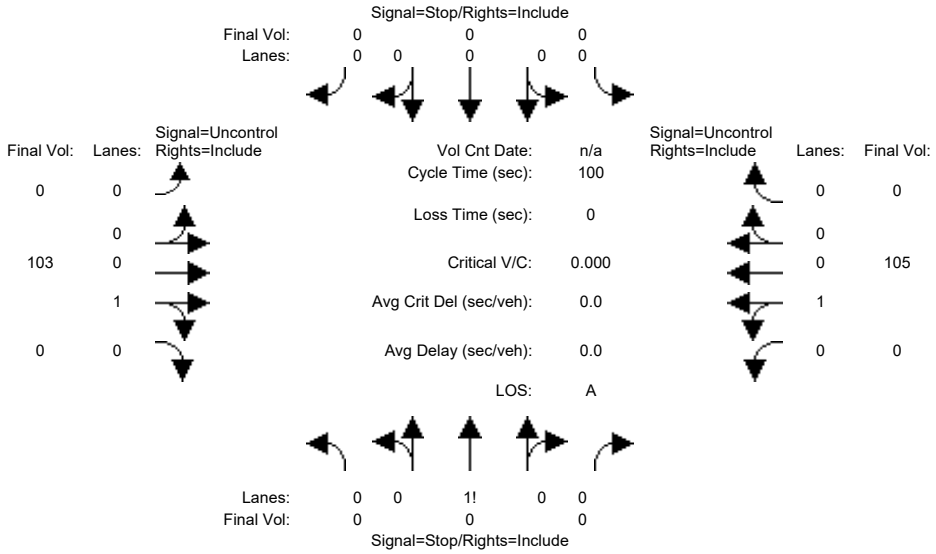
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #3: Project Driveway and San Salvador



Street Name:	Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	103	0	0	105	0
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:	0	0	0	0	0	0	0	103	0	0	105	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	103	0	0	105	0
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:	0	0	0	0	0	0	0	103	0	0	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	103	0	0	105	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	208	208	103	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	785	692	957	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	785	692	957	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Project Driveway and San Salvador

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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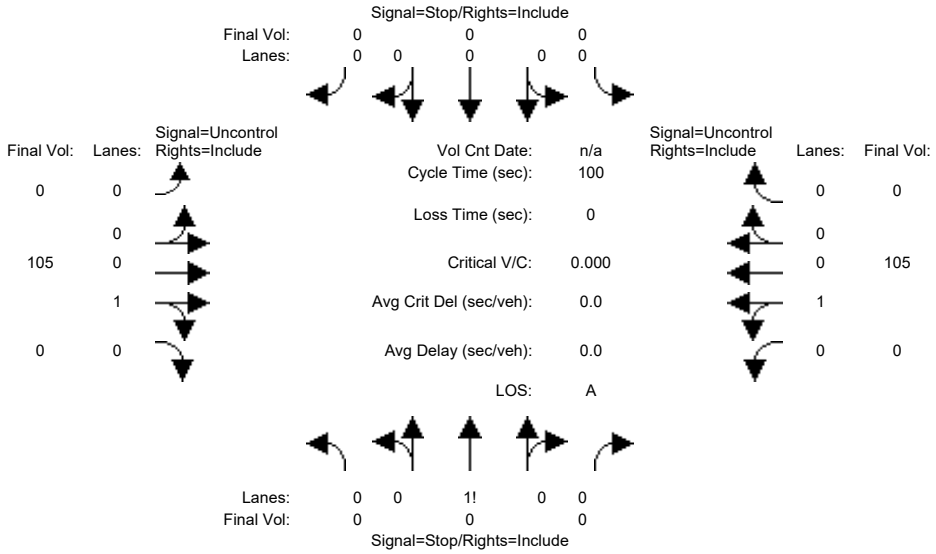
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #3: Project Driveway and San Salvador



Street Name:	Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	103	0	0	105	0
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:	0	0	0	0	0	0	0	103	0	0	105	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	105	0	0	105	0
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:	0	0	0	0	0	0	0	105	0	0	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	105	0	0	105	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	210	210	105	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	783	691	955	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	783	691	955	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Project Driveway and San Salvador

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 1	0 0		0 0 1	0 0	
Initial Vol:	0	0	0	0	0	0	0	105	0	0	105	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Project Driveway and San Salvador

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 1	0 0		0 0 1	0 0	
Initial Vol:	0	0	0	0	0	0	0	105	0	0	105	0

Major Street Volume: 210
Minor Approach Volume: 0
Minor Approach Volume Threshold: 636

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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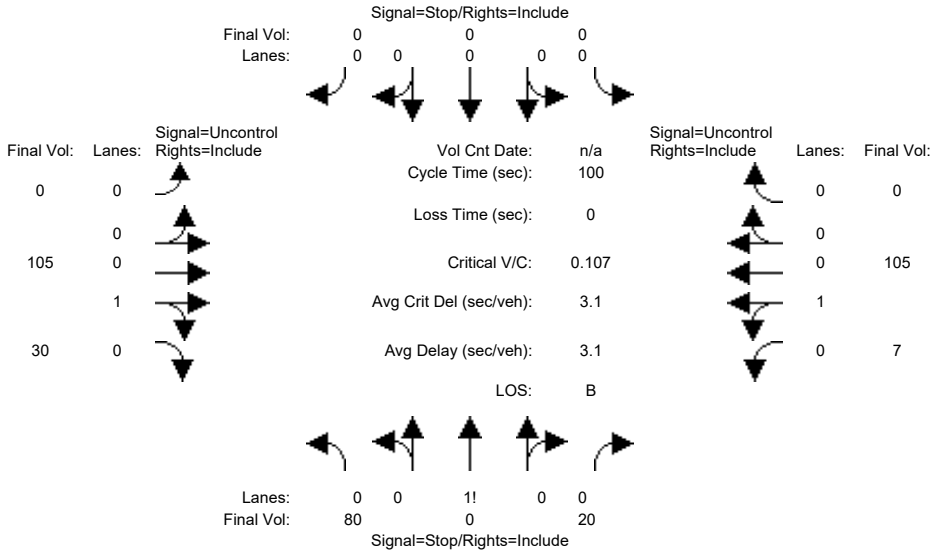
Botown Local Transportation Analysis
SJ20_2025

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

Intersection #3: Project Driveway and San Salvador



Street Name:	Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	103	0	0	105	0
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:	0	0	0	0	0	0	0	103	0	0	105	0
Added Vol:	80	0	20	0	0	0	0	0	30	7	0	0
PasserByVol:	0	0	0	0	0	0	0	2	0	0	0	0
Initial Fut:	80	0	20	0	0	0	0	105	30	7	105	0
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:	80	0	20	0	0	0	0	105	30	7	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	0	20	0	0	0	0	105	30	7	105	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	239	239	120	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	135	xxxx	xxxxx
Potent Cap.:	754	666	937	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1462	xxxx	xxxxx
Move Cap.:	751	662	937	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1462	xxxx	xxxxx
Volume/Cap:	0.11	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	782	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.3			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Project Driveway and San Salvador

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 0	0	0	0 0	0	1	0 1	0	0
Initial Vol:	80	0	20	0	0	0	0	105	30	7	105	0
ApproachDel:	10.3			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=100]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=347]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Project Driveway and San Salvador

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 0	0	0	0 0	0	1	0 1	0	0
Initial Vol:	80	0	20	0	0	0	0	105	30	7	105	0

Major Street Volume: 247
Minor Approach Volume: 100
Minor Approach Volume Threshold: 592

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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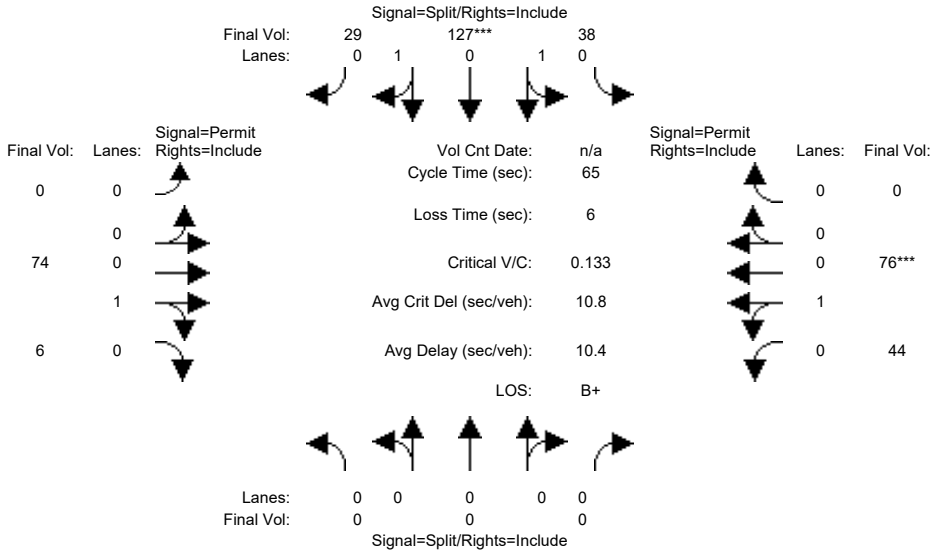
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #4: Second and San Salvador



Street Name:	Second Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	38	127	29	0	74	6	44	76	0
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:	0	0	0	38	127	29	0	74	6	44	76	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	38	127	29	0	74	6	44	76	0
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:	0	0	0	38	127	29	0	74	6	44	76	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	127	29	0	74	6	44	76	0
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:	0	0	0	38	127	29	0	74	6	44	76	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.39	1.31	0.30	0.00	0.93	0.07	0.37	0.63	0.00
Final Sat.:	0	0	0	705	2357	538	0	1665	135	660	1140	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.04	0.04	0.07	0.07	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	26.4	26.4	26.4	0.0	32.6	32.6	32.6	32.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.13	0.13	0.13	0.00	0.09	0.09	0.13	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	12.2	12.2	12.2	0.0	8.5	8.5	8.7	8.7	0.0
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:	0.0	0.0	0.0	12.2	12.2	12.2	0.0	8.5	8.5	8.7	8.7	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	3	3	3	0	2	2	3	3	0

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

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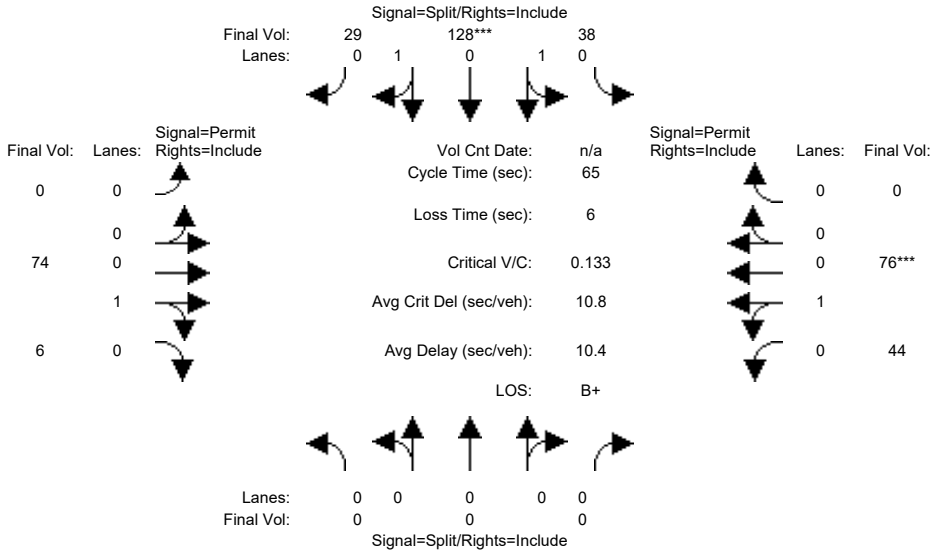
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #4: Second and San Salvador



Street Name:	Second Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	38	127	29	0	74	6	44	76	0
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:	0	0	0	38	127	29	0	74	6	44	76	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	0	0	38	128	29	0	74	6	44	76	0
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:	0	0	0	38	128	29	0	74	6	44	76	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	128	29	0	74	6	44	76	0
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:	0	0	0	38	128	29	0	74	6	44	76	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.39	1.31	0.30	0.00	0.93	0.07	0.37	0.63	0.00
Final Sat.:	0	0	0	702	2363	535	0	1665	135	660	1140	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.04	0.04	0.07	0.07	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	26.4	26.4	26.4	0.0	32.6	32.6	32.6	32.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.13	0.13	0.13	0.00	0.09	0.09	0.13	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	12.1	12.1	12.1	0.0	8.5	8.5	8.7	8.7	0.0
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:	0.0	0.0	0.0	12.1	12.1	12.1	0.0	8.5	8.5	8.7	8.7	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	3	3	3	0	2	2	3	3	0

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

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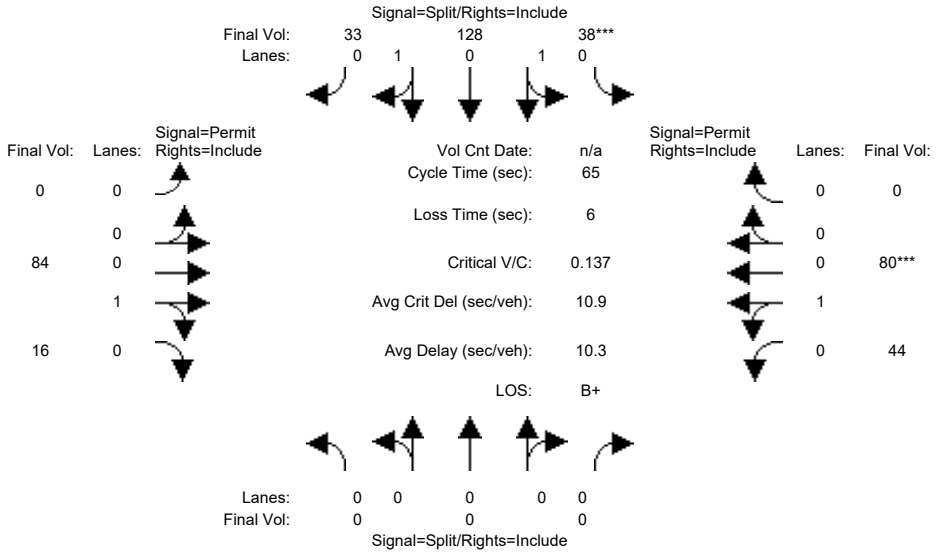
Botown Local Transportation Analysis
SJ20_2025

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

Intersection #4: Second and San Salvador



Street Name:	Second Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	38	127	29	0	74	6	44	76	0
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:	0	0	0	38	127	29	0	74	6	44	76	0
Added Vol:	0	0	0	0	0	4	0	10	10	0	4	0
PasserByVol:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	0	0	38	128	33	0	84	16	44	80	0
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:	0	0	0	38	128	33	0	84	16	44	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	128	33	0	84	16	44	80	0
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:	0	0	0	38	128	33	0	84	16	44	80	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.38	1.29	0.33	0.00	0.84	0.16	0.35	0.65	0.00
Final Sat.:	0	0	0	687	2316	597	0	1512	288	639	1161	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.00	0.06	0.06	0.07	0.07	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	26.3	26.3	26.3	0.0	32.7	32.7	32.7	32.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.14	0.14	0.00	0.11	0.11	0.14	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	12.3	12.3	12.3	0.0	8.5	8.5	8.7	8.7	0.0
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:	0.0	0.0	0.0	12.3	12.3	12.3	0.0	8.5	8.5	8.7	8.7	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	0	0	0	3	3	3	0	2	2	3	3	0

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

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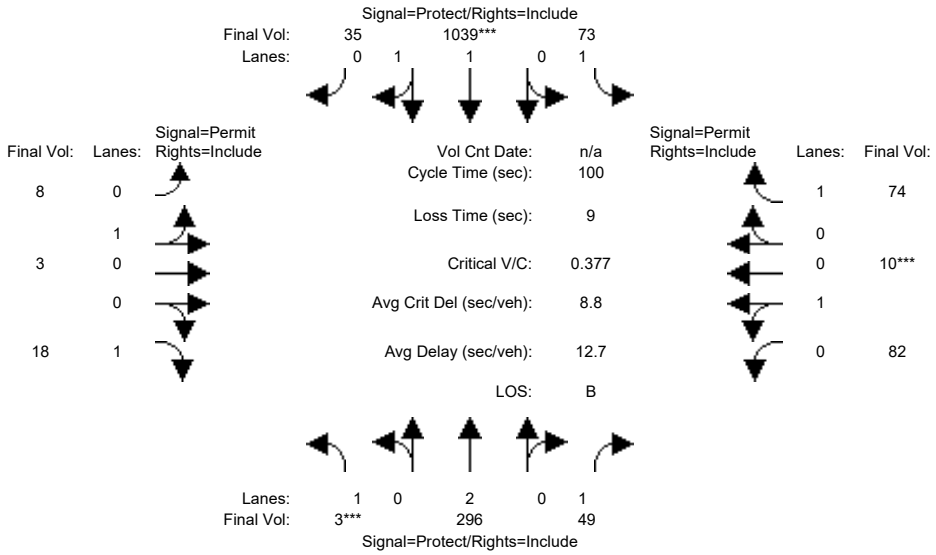
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #1: Market and San Salvador



Street Name:	Market Street						San Salvador Street					
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:												
Base Vol:	3	296	49	73	1039	35	8	3	18	82	10	74
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:	3	296	49	73	1039	35	8	3	18	82	10	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserBy Vo:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	296	49	73	1039	35	8	3	18	82	10	74
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:	3	296	49	73	1039	35	8	3	18	82	10	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	296	49	73	1039	35	8	3	18	82	10	74
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:	3	296	49	73	1039	35	8	3	18	82	10	74
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	0.73	0.27	1.00	0.89	0.11	1.00
Final Sat.:	1750	3800	1750	1750	3579	121	1309	491	1750	1604	196	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.03	0.04	0.29	0.29	0.01	0.01	0.01	0.05	0.05	0.04
Crit Moves:	****				****						****	
Green Time:	7.0	46.1	46.1	32.3	71.4	71.4	12.6	12.6	12.6	12.6	12.6	12.6
Volume/Cap:	0.02	0.17	0.06	0.13	0.41	0.41	0.05	0.05	0.08	0.41	0.41	0.34
Delay/Veh:	43.4	15.8	15.0	24.0	5.9	5.9	38.5	38.5	38.8	41.5	41.5	40.8
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:	43.4	15.8	15.0	24.0	5.9	5.9	38.5	38.5	38.8	41.5	41.5	40.8
LOS by Move:	D	B	B	C	A	A	D+	D+	D+	D	D	D
HCM2k95thQ:	0	5	2	3	13	13	1	1	1	5	5	4

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

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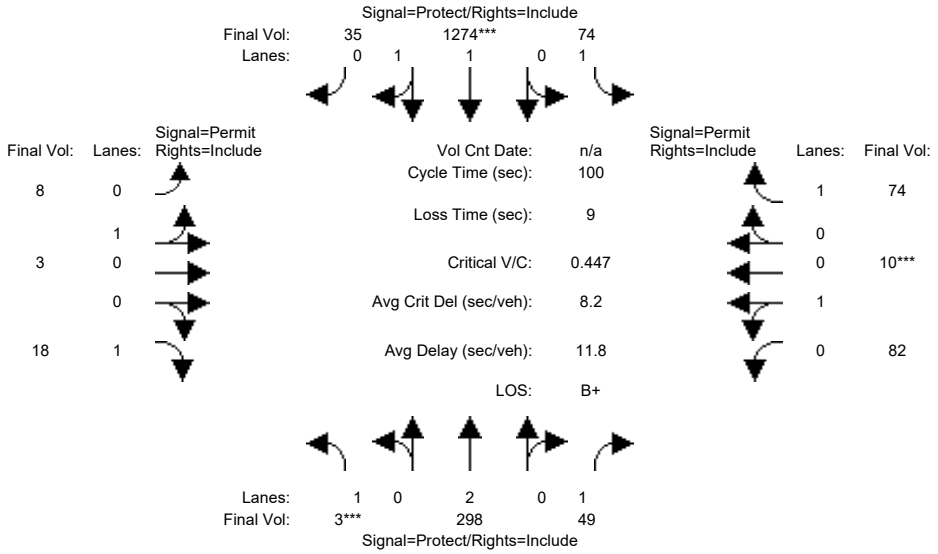
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #1: Market and San Salvador



Street Name:	Market Street						San Salvador Street					
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:												
Base Vol:	3	296	49	73	1039	35	8	3	18	82	10	74
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:	3	296	49	73	1039	35	8	3	18	82	10	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	2	0	1	235	0	0	0	0	0	0	0
Initial Fut:	3	298	49	74	1274	35	8	3	18	82	10	74
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:	3	298	49	74	1274	35	8	3	18	82	10	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	298	49	74	1274	35	8	3	18	82	10	74
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:	3	298	49	74	1274	35	8	3	18	82	10	74
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	0.73	0.27	1.00	0.89	0.11	1.00
Final Sat.:	1750	3800	1750	1750	3601	99	1309	491	1750	1604	196	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.03	0.04	0.35	0.35	0.01	0.01	0.01	0.05	0.05	0.04
Crit Moves:	****				****						****	
Green Time:	7.0	47.3	47.3	33.1	73.4	73.4	10.6	10.6	10.6	10.6	10.6	10.6
Volume/Cap:	0.02	0.17	0.06	0.13	0.48	0.48	0.06	0.06	0.10	0.48	0.48	0.40
Delay/Veh:	43.4	15.1	14.3	23.5	5.6	5.6	40.3	40.3	40.6	44.0	44.0	43.1
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:	43.4	15.1	14.3	23.5	5.6	5.6	40.3	40.3	40.6	44.0	44.0	43.1
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2k95thQ:	0	5	2	3	16	16	1	1	1	6	6	5

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

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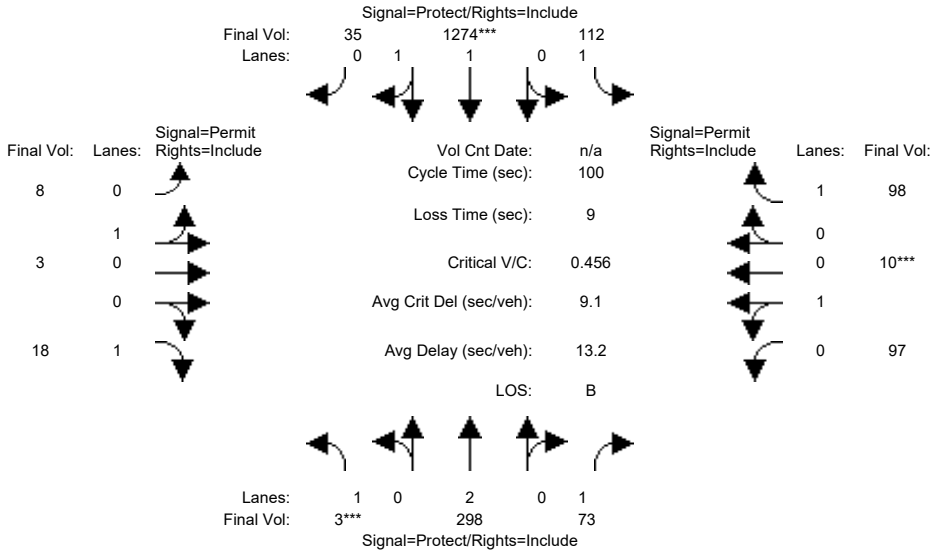
Botown Local Transportation Analysis
SJ20_2025

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

Intersection #1: Market and San Salvador



Street Name:	Market Street						San Salvador Street					
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:												
Base Vol:	3	296	49	73	1039	35	8	3	18	82	10	74
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:	3	296	49	73	1039	35	8	3	18	82	10	74
Added Vol:	0	0	24	38	0	0	0	0	0	15	0	24
PasserBy Vo:	0	2	0	1	235	0	0	0	0	0	0	0
Initial Fut:	3	298	73	112	1274	35	8	3	18	97	10	98
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:	3	298	73	112	1274	35	8	3	18	97	10	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	298	73	112	1274	35	8	3	18	97	10	98
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:	3	298	73	112	1274	35	8	3	18	97	10	98
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	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	0.73	0.27	1.00	0.91	0.09	1.00
Final Sat.:	1750	3800	1750	1750	3601	99	1309	491	1750	1632	168	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.04	0.06	0.35	0.35	0.01	0.01	0.01	0.06	0.06	0.06
Crit Moves:	****				****						****	
Green Time:	7.0	46.4	46.4	32.5	71.9	71.9	12.1	12.1	12.1	12.1	12.1	12.1
Volume/Cap:	0.02	0.17	0.09	0.20	0.49	0.49	0.05	0.05	0.09	0.49	0.49	0.46
Delay/Veh:	43.4	15.6	15.0	24.5	6.2	6.2	39.0	39.0	39.2	42.8	42.8	42.5
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:	43.4	15.6	15.0	24.5	6.2	6.2	39.0	39.0	39.2	42.8	42.8	42.5
LOS by Move:	D	B	B	C	A	A	D+	D+	D	D	D	D
HCM2k95thQ:	0	5	3	5	17	17	1	1	1	6	6	6

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

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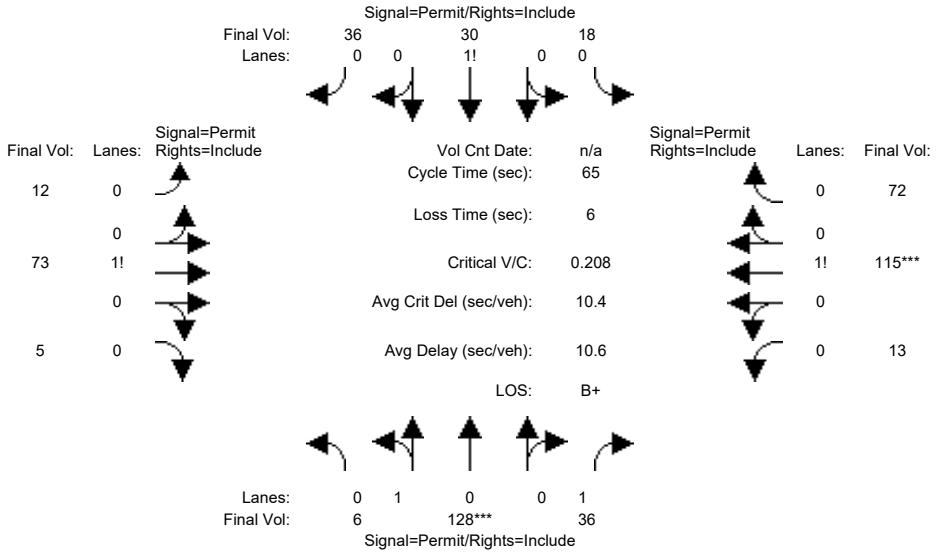
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #2: First and San Salvador



Street Name:	First Street						San Salvador Street					
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	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:												
Base Vol:	6	128	36	18	30	36	12	73	5	13	115	72
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:	6	128	36	18	30	36	12	73	5	13	115	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserBy Vo:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	128	36	18	30	36	12	73	5	13	115	72
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:	6	128	36	18	30	36	12	73	5	13	115	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	128	36	18	30	36	12	73	5	13	115	72
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:	6	128	36	18	30	36	12	73	5	13	115	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.21	0.36	0.43	0.13	0.81	0.06	0.06	0.58	0.36
Final Sat.:	81	1719	1750	375	625	750	233	1419	97	114	1006	630
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	23.3	23.3	23.3	23.3	23.3	23.3	35.7	35.7	35.7	35.7	35.7	35.7
Volume/Cap:	0.21	0.21	0.06	0.13	0.13	0.13	0.09	0.09	0.09	0.21	0.21	0.21
Delay/Veh:	14.6	14.6	13.7	14.2	14.2	14.2	7.0	7.0	7.0	7.5	7.5	7.5
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:	14.6	14.6	13.7	14.2	14.2	14.2	7.0	7.0	7.0	7.5	7.5	7.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	4	4	1	3	3	3	2	2	2	4	4	4

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

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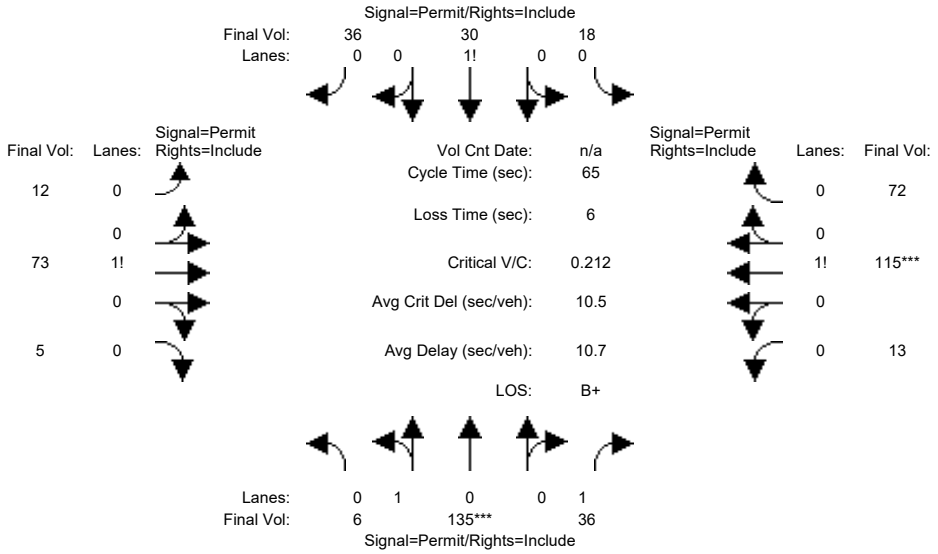
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #2: First and San Salvador



Street Name:	First Street						San Salvador Street					
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	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:												
Base Vol:	6	128	36	18	30	36	12	73	5	13	115	72
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:	6	128	36	18	30	36	12	73	5	13	115	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	7	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	135	36	18	30	36	12	73	5	13	115	72
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:	6	135	36	18	30	36	12	73	5	13	115	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	135	36	18	30	36	12	73	5	13	115	72
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:	6	135	36	18	30	36	12	73	5	13	115	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.21	0.36	0.43	0.13	0.81	0.06	0.06	0.58	0.36
Final Sat.:	77	1723	1750	375	625	750	233	1419	97	114	1006	630
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.05	0.05	0.05	0.05	0.05	0.05	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	24.0	24.0	24.0	24.0	24.0	24.0	35.0	35.0	35.0	35.0	35.0	35.0
Volume/Cap:	0.21	0.21	0.06	0.13	0.13	0.13	0.10	0.10	0.10	0.21	0.21	0.21
Delay/Veh:	14.2	14.2	13.2	13.7	13.7	13.7	7.3	7.3	7.3	7.9	7.9	7.9
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:	14.2	14.2	13.2	13.7	13.7	13.7	7.3	7.3	7.3	7.9	7.9	7.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	4	4	1	3	3	3	2	2	2	4	4	4

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

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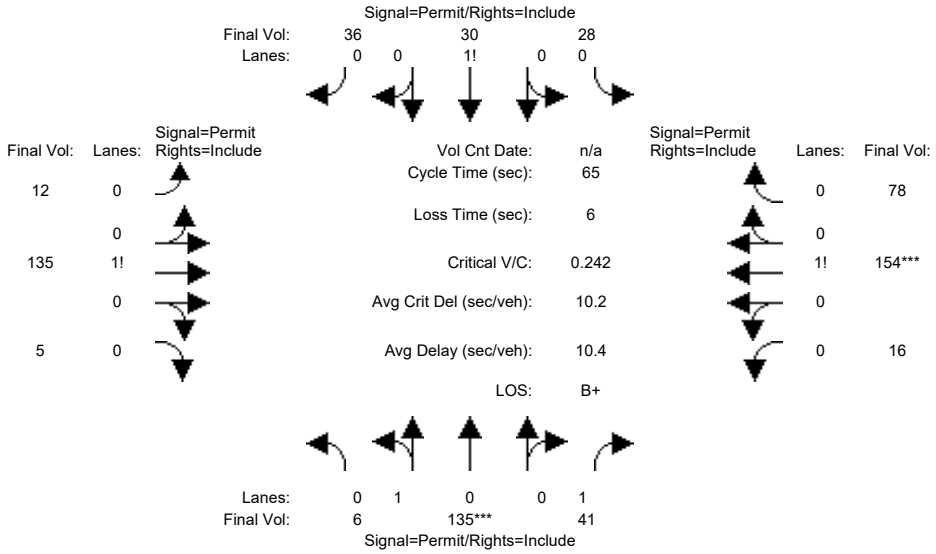
Botown Local Transportation Analysis
SJ20_2025

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

Intersection #2: First and San Salvador



Street Name:	First Street						San Salvador Street					
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	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:												
Base Vol:	6	128	36	18	30	36	12	73	5	13	115	72
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:	6	128	36	18	30	36	12	73	5	13	115	72
Added Vol:	0	0	5	10	0	0	0	62	0	3	39	6
PasserBy Vo:	0	7	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	135	41	28	30	36	12	135	5	16	154	78
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:	6	135	41	28	30	36	12	135	5	16	154	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	135	41	28	30	36	12	135	5	16	154	78
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:	6	135	41	28	30	36	12	135	5	16	154	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.30	0.32	0.38	0.08	0.89	0.03	0.06	0.63	0.31
Final Sat.:	77	1723	1750	521	559	670	138	1554	58	113	1087	550
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.05	0.05	0.05	0.09	0.09	0.09	0.14	0.14	0.14
Crit Moves:		****									****	
Green Time:	21.0	21.0	21.0	21.0	21.0	21.0	38.0	38.0	38.0	38.0	38.0	38.0
Volume/Cap:	0.24	0.24	0.07	0.17	0.17	0.17	0.15	0.15	0.15	0.24	0.24	0.24
Delay/Veh:	16.4	16.4	15.3	15.9	15.9	15.9	6.2	6.2	6.2	6.7	6.7	6.7
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:	16.4	16.4	15.3	15.9	15.9	15.9	6.2	6.2	6.2	6.7	6.7	6.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2k95thQ:	5	5	1	3	3	3	3	3	3	5	5	5

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

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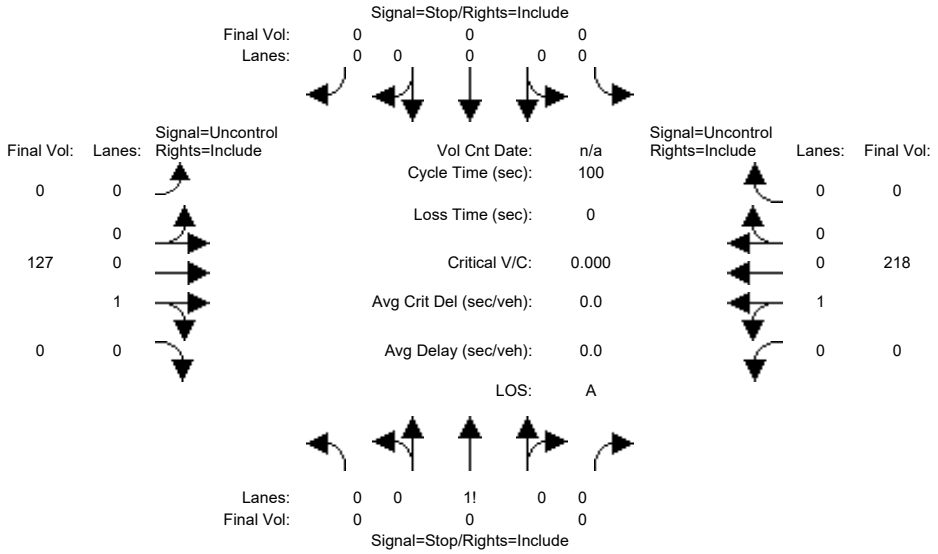
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #3: Project Driveway and San Salvador



Street Name:	Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	127	0	0	218	0
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:	0	0	0	0	0	0	0	127	0	0	218	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserBy Vo:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	127	0	0	218	0
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:	0	0	0	0	0	0	0	127	0	0	218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	127	0	0	218	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	345	345	127	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	656	581	929	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	656	581	929	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Project Driveway and San Salvador

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 1	0 0		0 0 1	0 0	
Initial Vol:	0	0	0	0	0	0	0	127	0	0	218	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Project Driveway and San Salvador

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0 0		0 0 0	0 0		0 0 1	0 0		0 0 1	0 0	
Initial Vol:	0	0	0	0	0	0	0	127	0	0	218	0

Major Street Volume: 345
Minor Approach Volume: 0
Minor Approach Volume Threshold: 503

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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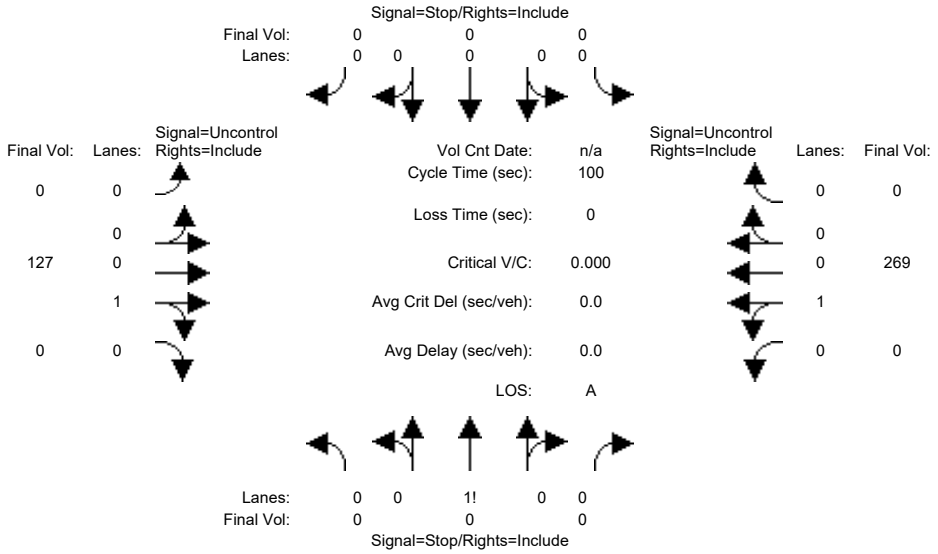
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #3: Project Driveway and San Salvador



Street Name:	Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	127	0	0	218	0
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:	0	0	0	0	0	0	0	127	0	0	218	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	51	0
Initial Fut:	0	0	0	0	0	0	0	127	0	0	269	0
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:	0	0	0	0	0	0	0	127	0	0	269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	127	0	0	269	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	396	396	127	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	613	544	929	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	613	544	929	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Project Driveway and San Salvador

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	0	0	0	0	127	0	0	269	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Project Driveway and San Salvador

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	0	0	0	0	127	0	0	269	0

Major Street Volume: 396
Minor Approach Volume: 0
Minor Approach Volume Threshold: 466

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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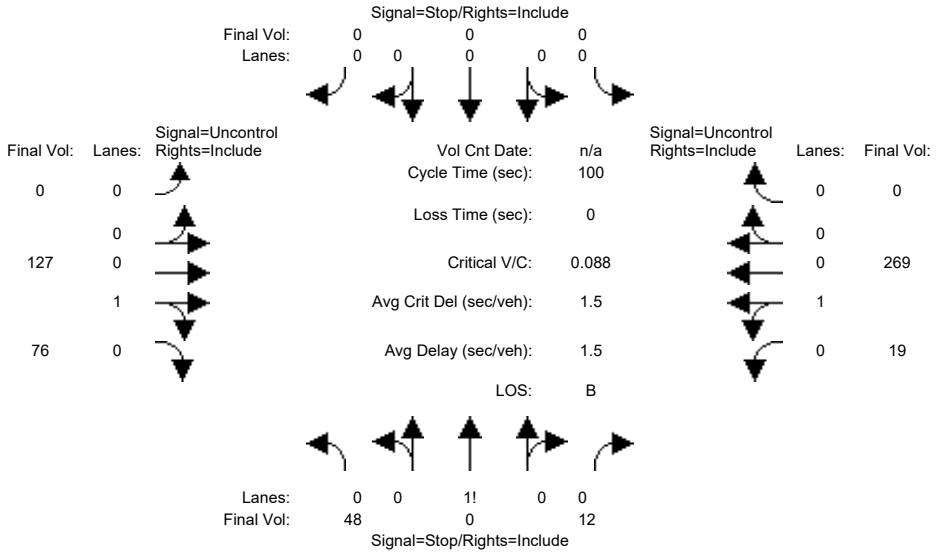
Botown Local Transportation Analysis
SJ20_2025

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

Intersection #3: Project Driveway and San Salvador



Street Name:	Project Driveway						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	127	0	0	218	0
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:	0	0	0	0	0	0	0	127	0	0	218	0
Added Vol:	48	0	12	0	0	0	0	0	76	19	0	0
PasserBy Vo:	0	0	0	0	0	0	0	0	0	0	51	0
Initial Fut:	48	0	12	0	0	0	0	127	76	19	269	0
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:	48	0	12	0	0	0	0	127	76	19	269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	0	12	0	0	0	0	127	76	19	269	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	472	472	165	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	203	xxxx	xxxxx
Potent Cap.:	554	493	885	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1381	xxxx	xxxxx
Move Cap.:	548	486	885	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1381	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	593	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Project Driveway and San Salvador

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Initial Vol:	48	0	12	0	0	0	0	127	76	19	269	0
ApproachDel:	11.7			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=60]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=551]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Project Driveway and San Salvador

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Initial Vol:	48	0	12	0	0	0	0	127	76	19	269	0

Major Street Volume: 491
Minor Approach Volume: 60
Minor Approach Volume Threshold: 409

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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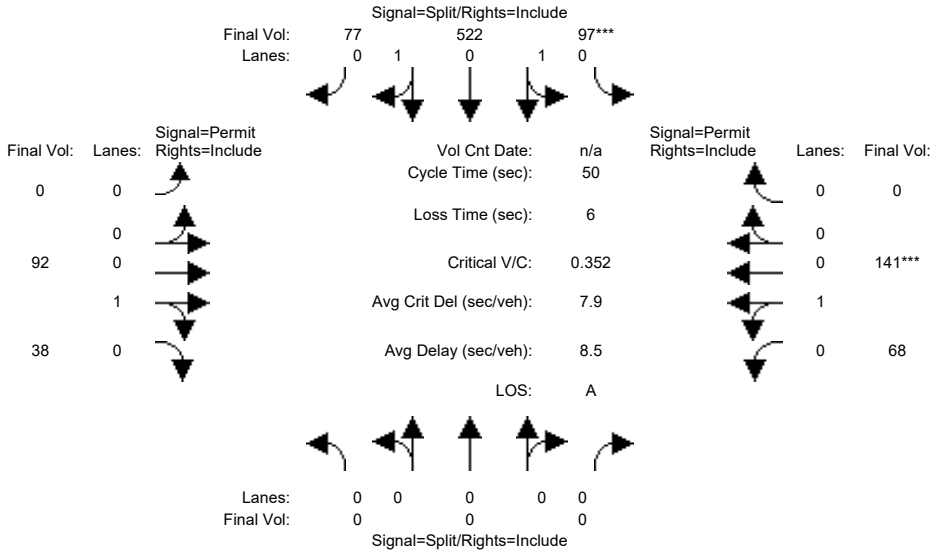
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #4: Second and San Salvador



Street Name:	Second Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	97	522	77	0	92	38	68	141	0
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:	0	0	0	97	522	77	0	92	38	68	141	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserBy Vo:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	97	522	77	0	92	38	68	141	0
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:	0	0	0	97	522	77	0	92	38	68	141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	97	522	77	0	92	38	68	141	0
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:	0	0	0	97	522	77	0	92	38	68	141	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.28	1.50	0.22	0.00	0.71	0.29	0.33	0.67	0.00
Final Sat.:	0	0	0	502	2700	398	0	1274	526	586	1214	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.07	0.07	0.12	0.12	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	27.5	27.5	27.5	0.0	16.5	16.5	16.5	16.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.22	0.22	0.35	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	6.4	6.4	6.4	0.0	12.3	12.3	13.1	13.1	0.0
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:	0.0	0.0	0.0	6.4	6.4	6.4	0.0	12.3	12.3	13.1	13.1	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2k95thQ:	0	0	0	7	7	7	0	3	3	6	6	0

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

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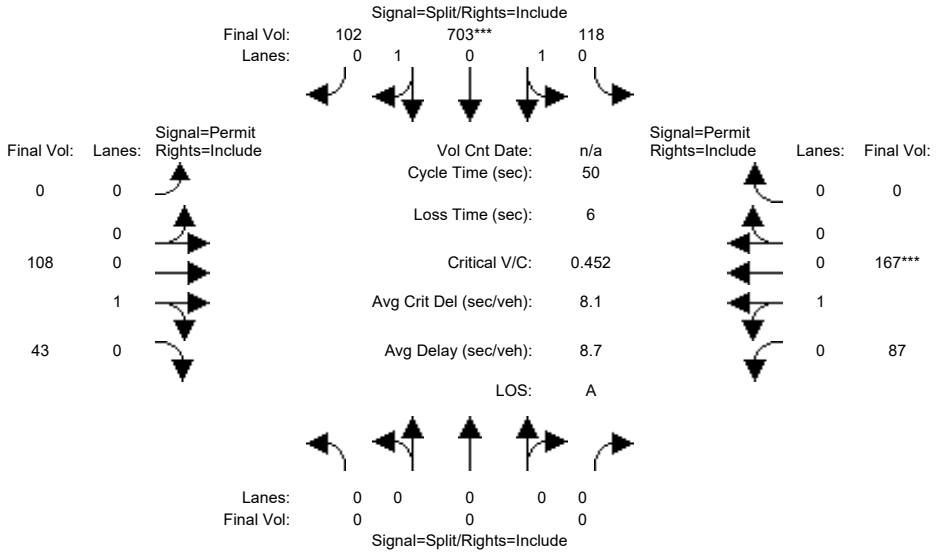
Botown Local Transportation Analysis
SJ20_2025
PM Peak Hour

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

Intersection #4: Second and San Salvador



Street Name:	Second Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	97	522	77	0	92	38	68	141	0
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:	0	0	0	97	522	77	0	92	38	68	141	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	21	181	25	0	16	5	19	26	0
Initial Fut:	0	0	0	118	703	102	0	108	43	87	167	0
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:	0	0	0	118	703	102	0	108	43	87	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	703	102	0	108	43	87	167	0
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:	0	0	0	118	703	102	0	108	43	87	167	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.26	1.52	0.22	0.00	0.72	0.28	0.34	0.66	0.00
Final Sat.:	0	0	0	460	2742	398	0	1287	513	617	1183	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.08	0.08	0.14	0.14	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	28.4	28.4	28.4	0.0	15.6	15.6	15.6	15.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.27	0.27	0.45	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	6.4	6.4	6.4	0.0	13.2	13.2	14.3	14.3	0.0
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:	0.0	0.0	0.0	6.4	6.4	6.4	0.0	13.2	13.2	14.3	14.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2k95thQ:	0	0	0	9	9	9	0	4	4	8	8	0

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

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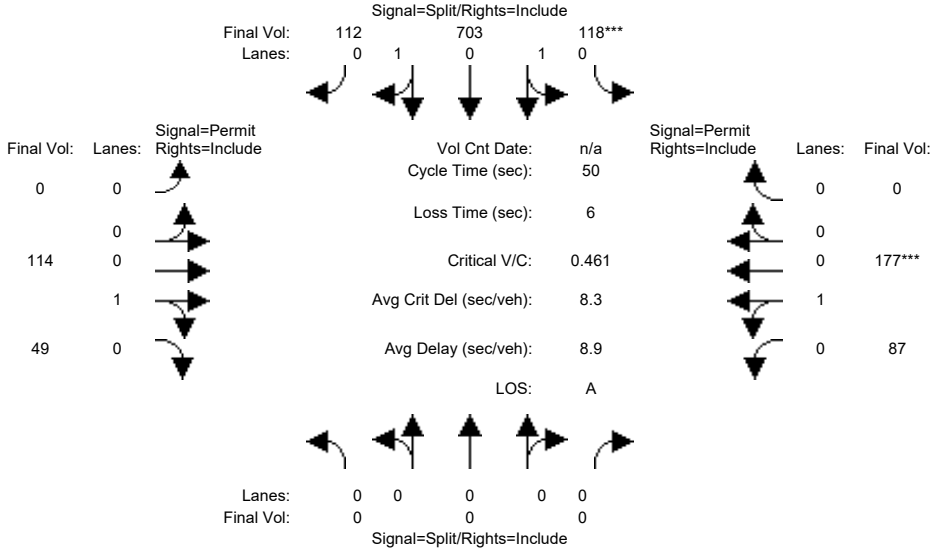
Botown Local Transportation Analysis
SJ20_2025

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

Intersection #4: Second and San Salvador



Street Name:	Second Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	97	522	77	0	92	38	68	141	0
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:	0	0	0	97	522	77	0	92	38	68	141	0
Added Vol:	0	0	0	0	0	10	0	6	6	0	10	0
PasserBy Vo:	0	0	0	21	181	25	0	16	5	19	26	0
Initial Fut:	0	0	0	118	703	112	0	114	49	87	177	0
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:	0	0	0	118	703	112	0	114	49	87	177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	703	112	0	114	49	87	177	0
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:	0	0	0	118	703	112	0	114	49	87	177	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.25	1.51	0.24	0.00	0.70	0.30	0.33	0.67	0.00
Final Sat.:	0	0	0	455	2713	432	0	1259	541	593	1207	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.09	0.09	0.15	0.15	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	28.1	28.1	28.1	0.0	15.9	15.9	15.9	15.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.46	0.46	0.00	0.28	0.28	0.46	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	6.6	6.6	6.6	0.0	13.1	13.1	14.2	14.2	0.0
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:	0.0	0.0	0.0	6.6	6.6	6.6	0.0	13.1	13.1	14.2	14.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2k95thQ:	0	0	0	10	10	10	0	4	4	8	8	0

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

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Appendix D: Second Street Planline

MATCHLINE - SEE BELOW

CONCRETE REMOVAL

SECOND STREET (80' R/W)

SIDEWALK

RAISED BIKEWAY

RAISED INTERSECTION

R=10' (TYP.)

R=20' (TYP.)

8' (MIN)

4' (TYP.)

SAN SALVADOR STREET (60' R/W)

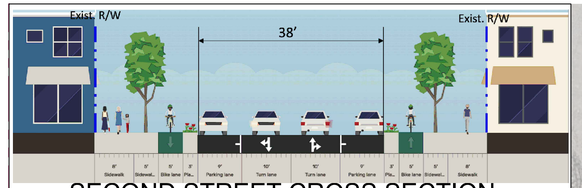
CONCRETE ISLAND (TYP.)

55'x10' BUS LOADING AREA

CONCRETE BUS PAD

R=30' (TYP.)

MATCHLINE - SEE ABOVE



SECOND STREET CROSS SECTION

NTS

WILLIAM STREET (60' RW)

BIKE RAMP (TYP.)

LEGEND:

- PROPOSED FACE OF CURB
- RAISED BIKEWAY
- RAISED INTERSECTION
- EASEMENT
- EXISTING RIGHT OF WAY

0 15 30 60 90

SCALE FEET

DRAFT

SECOND STREET TWO-WAY CONCEPTUAL IMPROVEMENTS

6		
5		
4		
3		
2		
1		
	REVISIONS	DATE

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

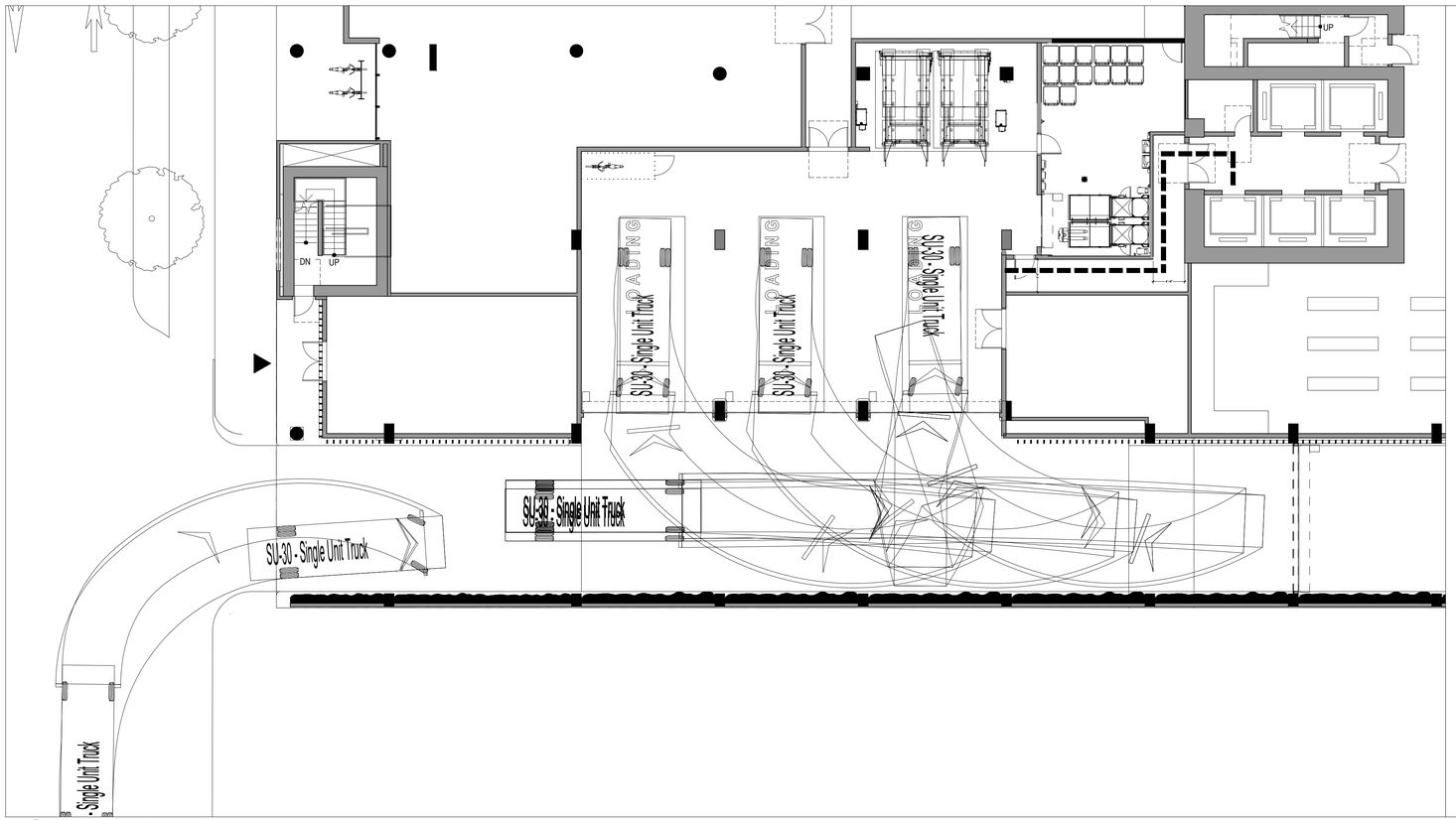
DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DESIGNED BY:
CHECKED BY:
PROJ MGR:
DATE:
SCALE: 1" = 30'
SHEET NO. 1 OF 1

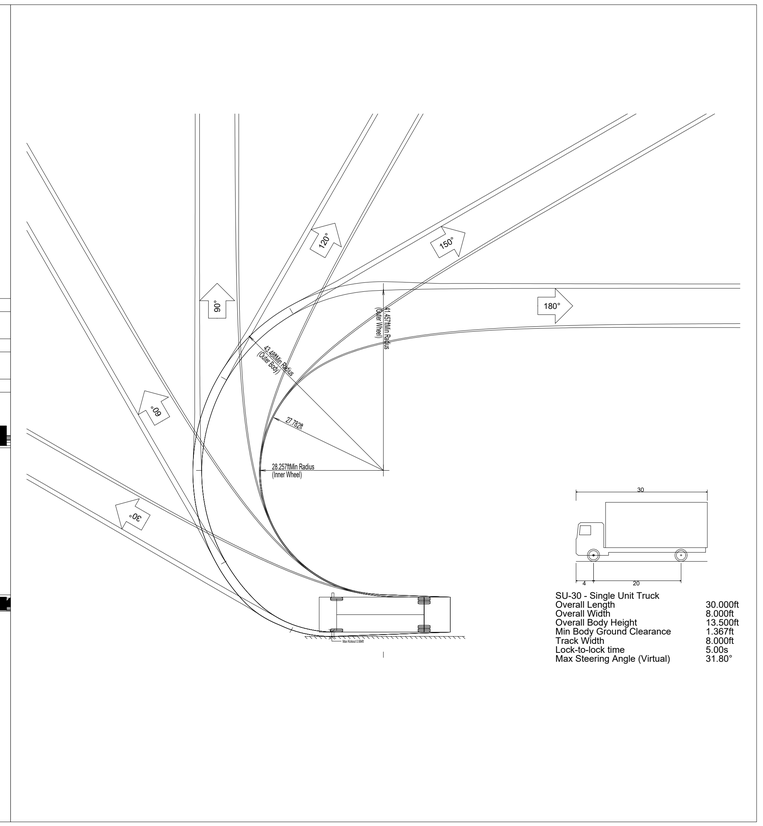
JOHN RISTOW
DIRECTOR

FILE NO.

Appendix E: Truck Turning Templates

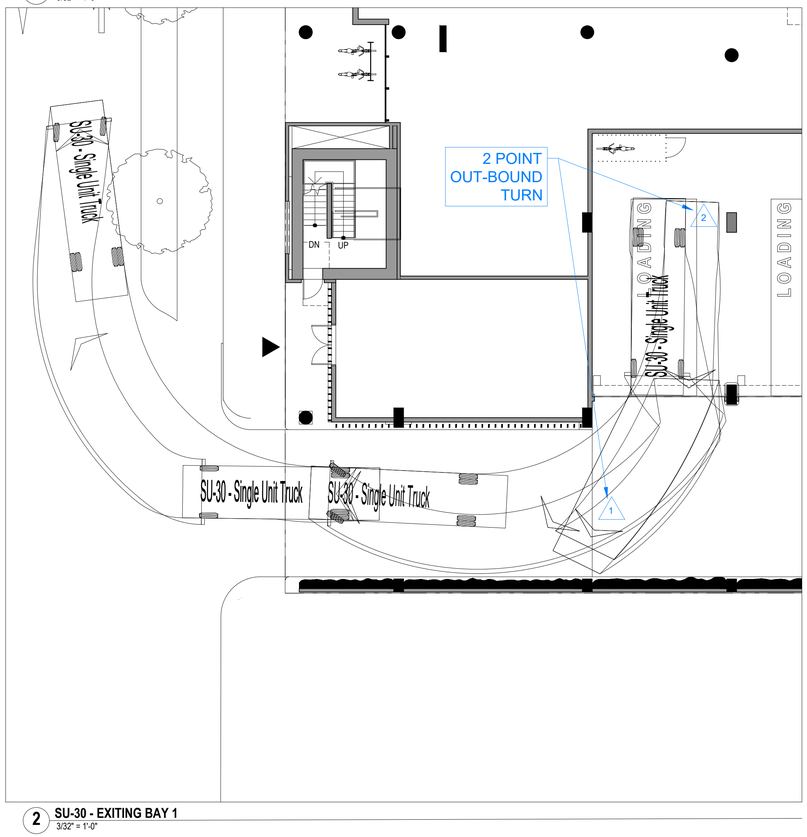


1 SU-30 - ENTERING
3/32" = 1'-0"

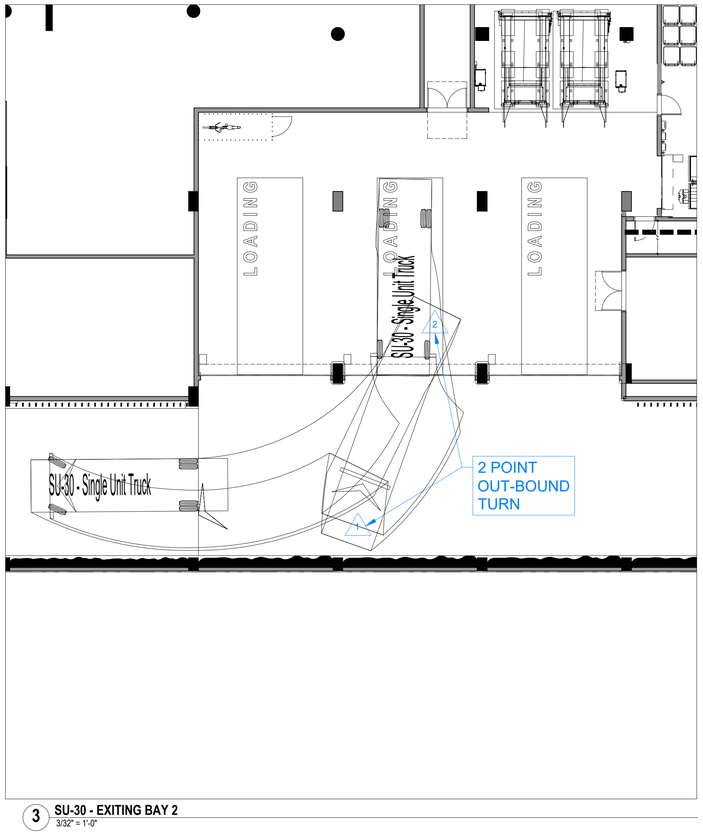


SU-30 - Single Unit Truck

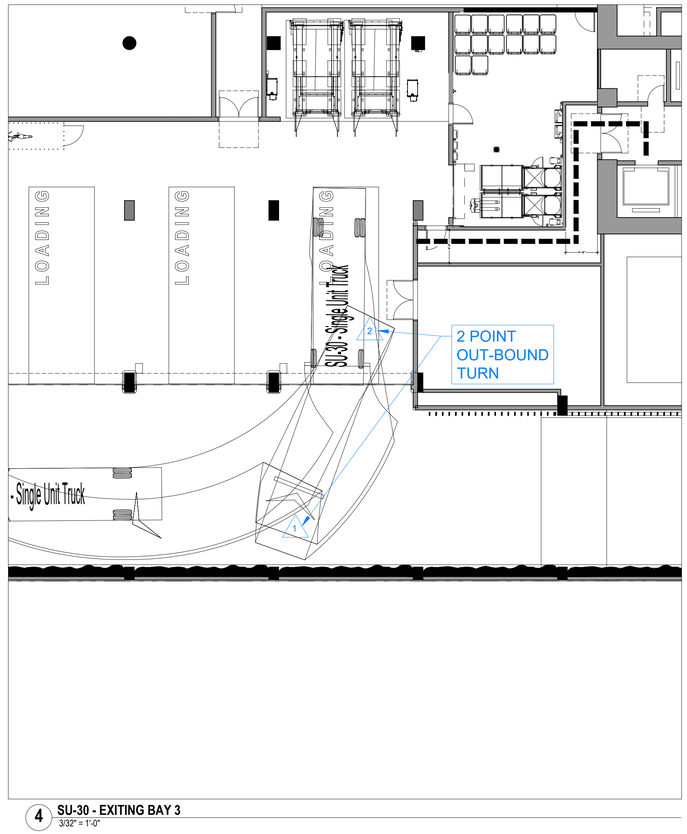
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°



2 SU-30 - EXITING BAY 1
3/32" = 1'-0"



3 SU-30 - EXITING BAY 2
3/32" = 1'-0"



4 SU-30 - EXITING BAY 3
3/32" = 1'-0"

date	revisions
2020-11-16	UNIVERSAL PLANNING APPLICATION
2021-05-25	UNIVERSAL PLANNING APPLICATION RESUBMISSION
2021-12-15	SDP SUBMITTAL 4

notes

owner

westbank

design architect

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project

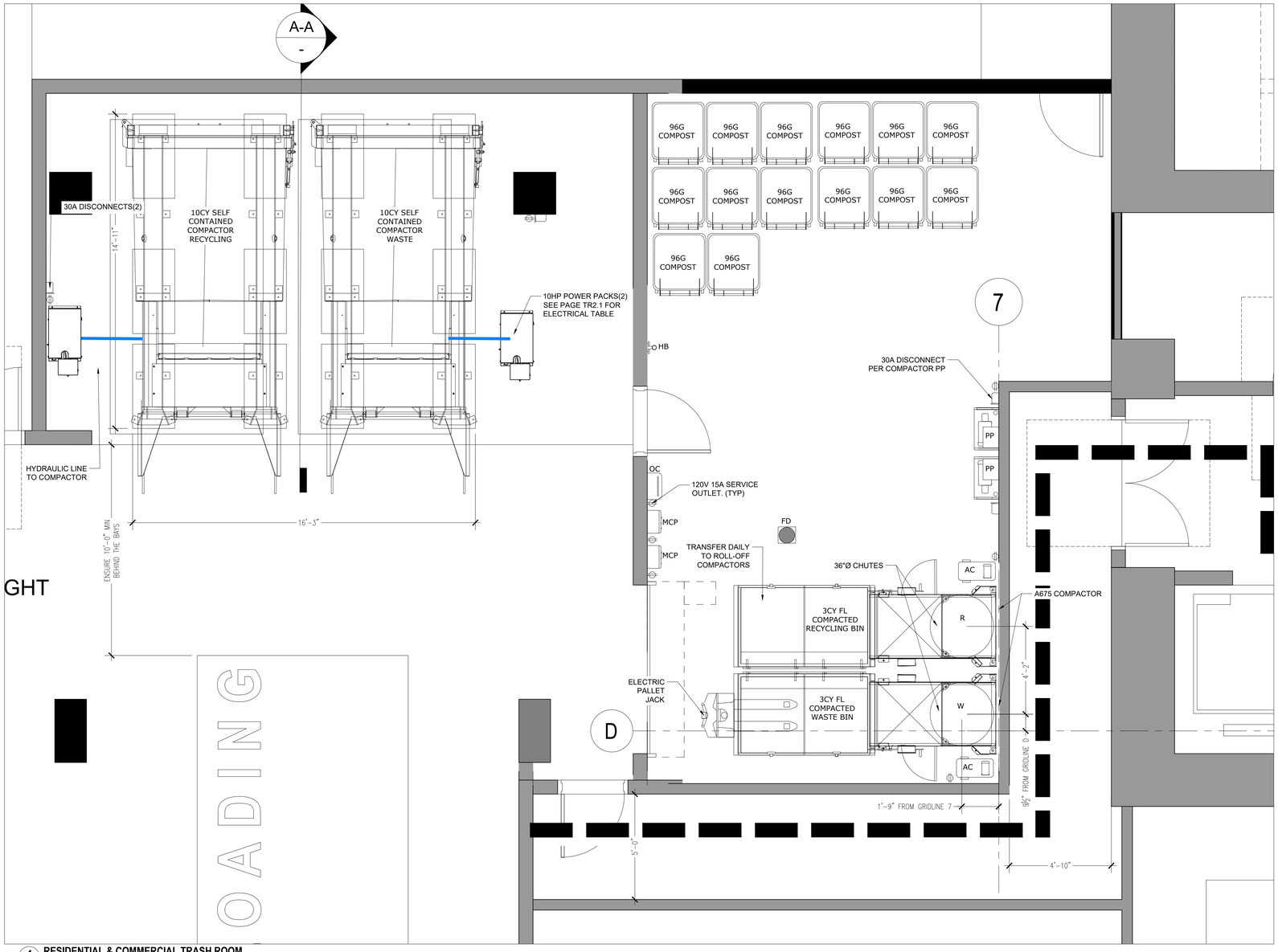
SAN JOSE - BO TOWN
409 S. 2ND STREET, SAN JOSE, 95113
File No. H20-038

title
SU-30 TRUCK STUDY

scale	drawing number
AS SHOWN	TR1.3
project number: 20-808 / file no.: H20-038	
issue date: 2020/11/16	revision date: 2021/12/17

plotted 8/20/2021 9:36:14 AM

Appendix F: Loading Area Plan



1 **RESIDENTIAL & COMMERCIAL TRASH ROOM**
3/8" = 1'-0"

SHEET NOTES:

RESIDENTIAL TRASH TERMINATION ROOM

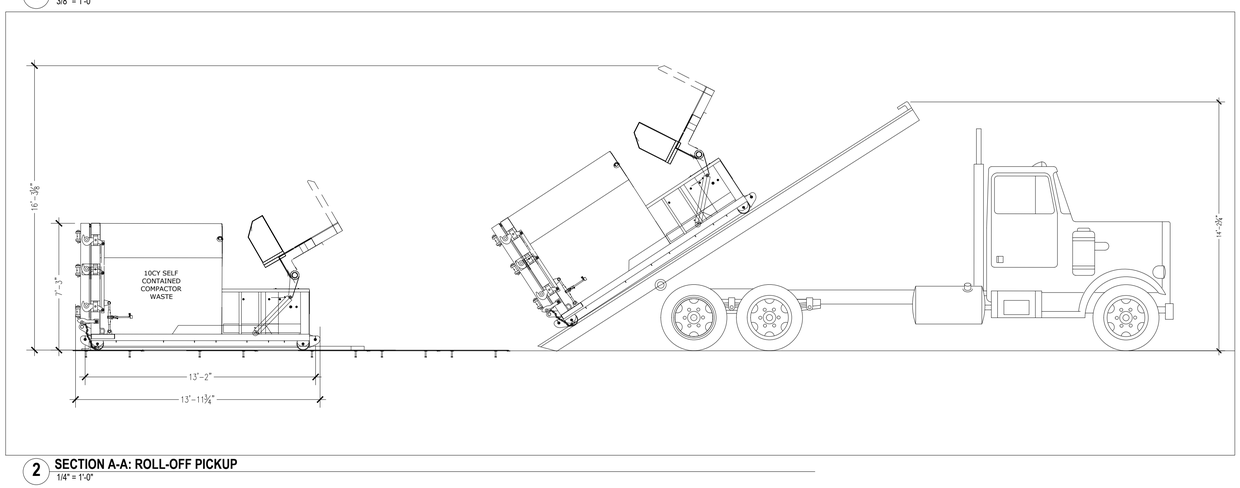
1. TRASH COLLECTION ROOM IS PART OF 2HR FIRE-RATED TRASH CHUTE SHAFT - RESTRICTED ACCESS.
2. FLOOR SHALL BE FINISHED WITH WATERPROOF DECK COATING. FLOOR TO HAVE MINIMAL SLOPE (1° MAX) AND FLOOR DRAIN. FLOOR LEVEL UNDER COMPACTOR.
3. WALLS SHALL BE FINISHED WITH WASHABLE WATERPROOF SURFACE SUCH AS FRP OR HIGH-GLOSS ENAMEL PAINT, 8'-0" AFF.
4. INSTALL WALL PROTECTION: 12"Hx6"W CONCRETE CURB AT BASE OF ALL NON-CONCRETE WALLS. DO NOT INSTALL THE CURB AROUND THE COMPACTORS/BISORTER OR POWER PACKS.
5. 8'-0" ROLL UP DOOR AND 3FT EXIT DOOR.
6. ROOM SHALL BE MECHANICALLY VENTILATED WITH (1) CFM/FT PER 2016 CBC.
7. (2) 36"Ø GRAVITY CHUTE WITH COMPACTORS FOR WASTE & RECYCLING. PROVIDE 3CY FL COMPACTOR CONTAINERS FOR WASTE & RECYCLING. CHUTES SHALL TERMINATE AT 5'-9" AFF.
8. PP: COMPACTOR POWER PACKS SHALL BE FLOOR-MOUNTED. (2) 5HP 3-PHASE, 208/230/460V. 30A DISCONNECTS 60" AFF. SEE ELECTRICAL TABLE ON PAGE TR2.1
9. (2) MCP: CHUTE MASTER CONTROL PANEL SHALL BE WALL-MOUNTED 60" AFF. MUST ALLOW LOCK DOWN OF CHUTE INTAKES FOR EXCHANGING CONTAINERS AND WASHING CHUTES. REQUIRES 120V 15A DEDICATED SERVICE.
10. AC: 2HP CHUTE AIR COMPRESSOR SHALL BE FLOOR-MOUNTED. REQUIRES 120V 15A SERVICE OUTLET.
11. OC: ODOR CONTROL UNIT SHALL BE WALL-MOUNTED 60" AFF. REQUIRES 120V 15A SERVICE OUTLET.
12. HB: HOT AND COLD HOSE BIB SHALL BE WALL-MOUNTED 60" AFF.
13. PROVIDE ELECTRIC PALLET TRUCK FOR TRANSFERRING CONTAINERS. 4000lb CAPACITY; TURNING RADIUS: 45.5". REQUIRES 120V 15A SERVICE OUTLETS.
14. CHUTE DISCHARGE DOOR: TYPE-A, HORIZONTALLY INSULATED SLIDING-STEEL DOOR, HELD OPEN BY 165° F FUSIBLE LINK.
15. (1) UNDEDICATED 120V 15A SERVICE OUTLET REQUIRED FOR STAFF MAINTENANCE PURPOSE.

GENERAL NOTES:

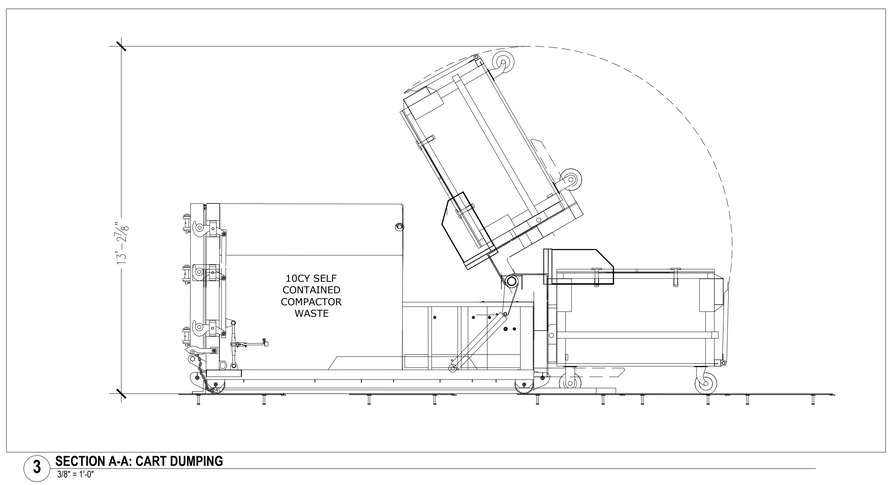
1. ANY DESIGNS OR DESIGN SOLUTIONS PRESENTED IN THIS DRAWING OR SPECIFICATION, WHICH ARE DIRECT OR IMPLIED, INCLUDING NARRATIVES, DRAWINGS, OR DIAGRAMS, ARE HEREBY CLARIFIED AS EXAMPLES AND SHALL NOT BE CONSIDERED COMPLETE DESIGNS OR DESIGNS SUITABLE FOR CONSTRUCTION.
2. OMISSIONS FROM DRAWINGS OR SPECIFICATIONS, OR THE INACCURATE DESCRIPTION OF DETAILS OF WORK, WHICH ARE MANIFESTLY NECESSARY TO CARRY OUT THE INTENT OF THE DRAWINGS AND SPECIFICATIONS, OR WHICH ARE CUSTOMARILY PERFORMED, SHALL NOT RELIEVE THE CONTRACTOR FROM PERFORMING SUCH OMITTED OR INACCURATELY DESCRIBED DETAILS OF THE WORK. WORK SHALL BE PERFORMED AS IF FULLY AND CORRECTLY SET FORTH AND DESCRIBED IN THE DRAWINGS AND SPECIFICATIONS.
3. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS PRIOR TO START OF CONSTRUCTION. THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY OF ALL EXISTING FIELD CONDITIONS AND ANY DISCREPANCIES OR INCONSISTENCIES.

COMMUNAL TRASH SERVICE SCHEDULE

ROLL-OFF SERVICE	M	TU	W	TH	F	S	SU
WASTE (10CY)		1			1		
RECYCLING (10CY)	1		1		1		
COMPOST (96G)	14	5	5	5	5		
TOTAL	15	6	6	5	7	0	0



2 **SECTION A-A: ROLL-OFF PICKUP**
1/4" = 1'-0"



3 **SECTION A-A: CART DUMPING**
3/8" = 1'-0"

date	revisions
2020-11-16	UNIVERSAL PLANNING APPLICATION
2021-05-25	UNIVERSAL PLANNING APPLICATION RESUBMISSION
2021-12-15	SDP SUBMITTAL 4

notes

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drawn
Author

checked
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project

SAN JOSE - BO TOWN
409 S. 2ND STREET, SAN JOSE, 95113
File No. H20-038

title
LEVEL 1 TRASH ROOM

scale
AS SHOWN

drawing number
TR1.0

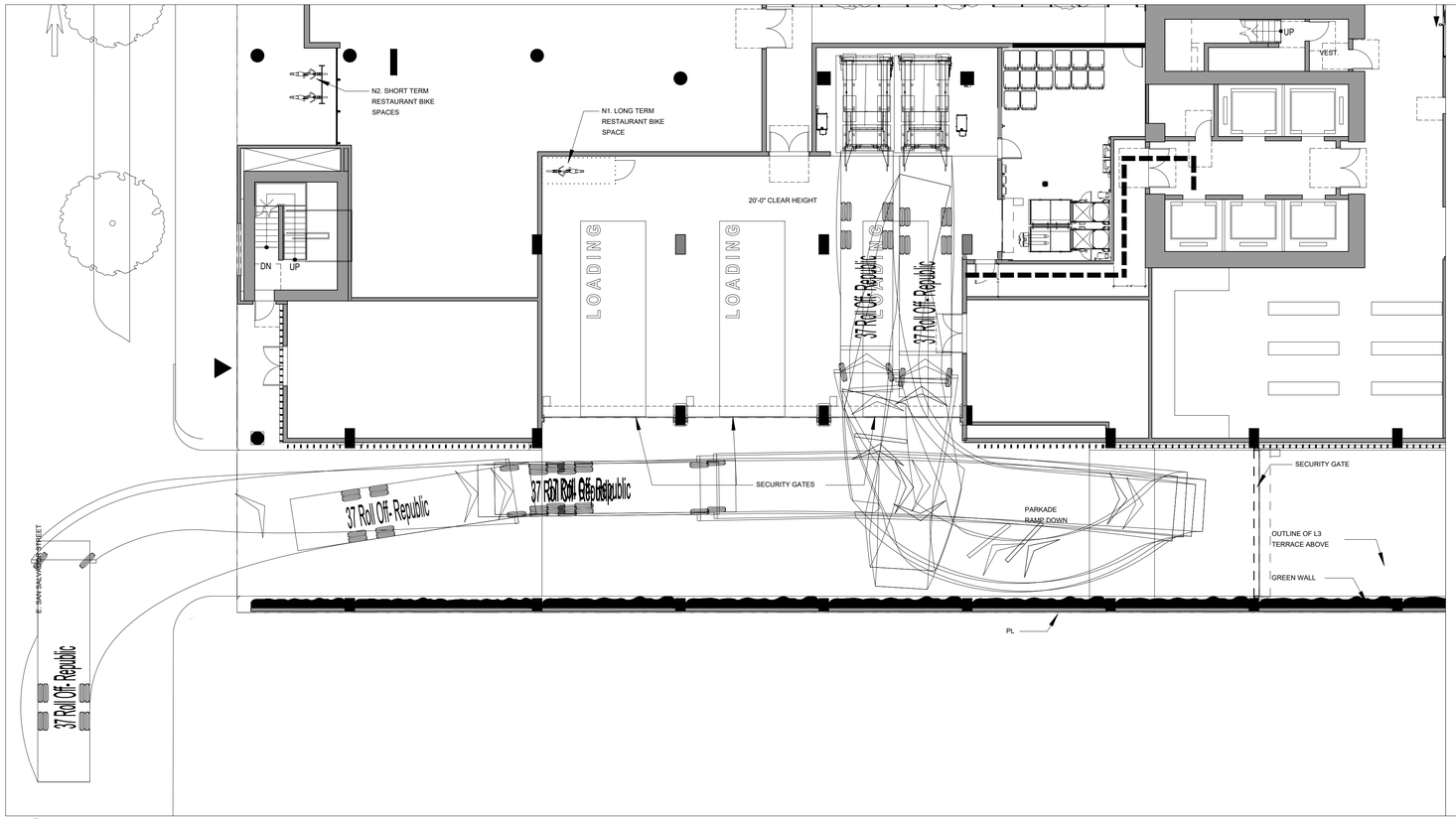
project number
20-808

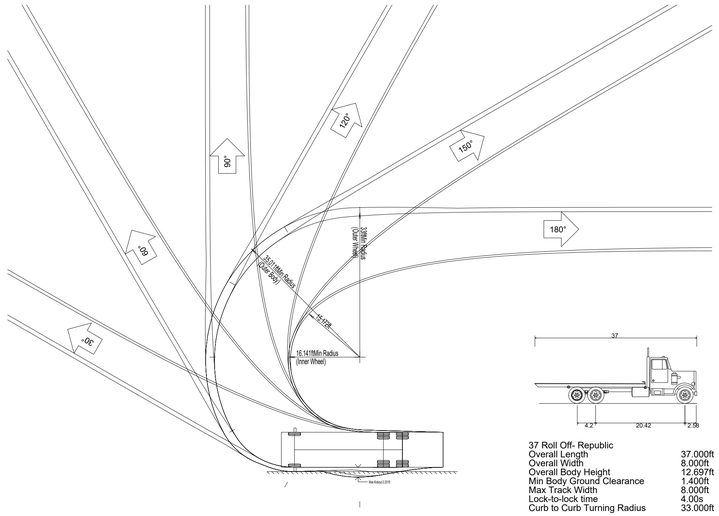
file no.
H20-038

issue date
2020/11/16

revision date
2021/12/17

plotted
8/20/2021 9:36:14 AM

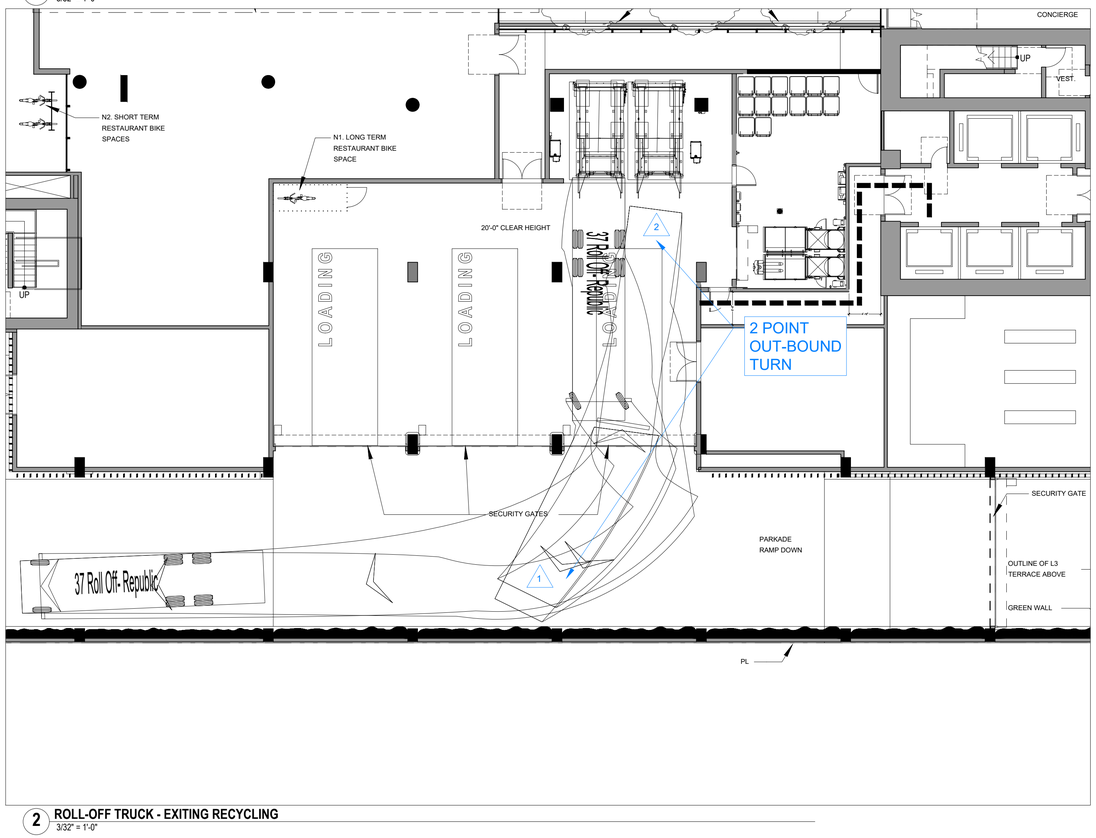




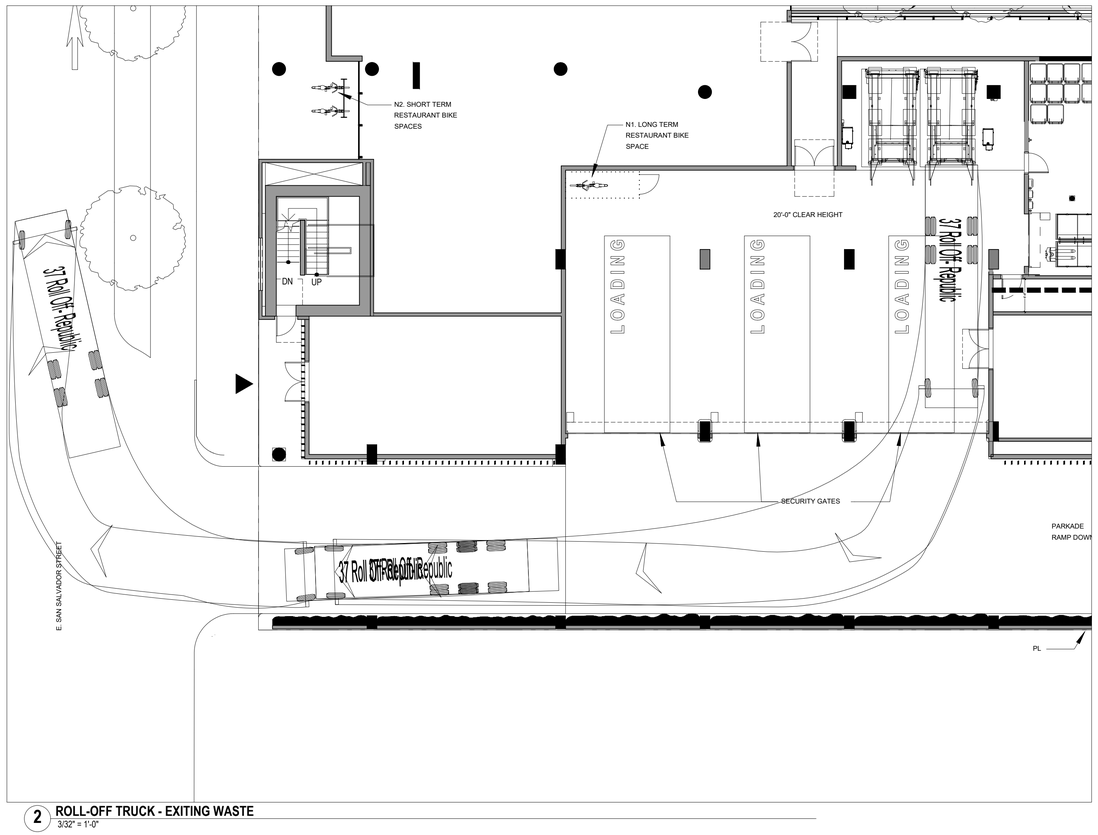
37 Roll Off- Republic

Overall Length	37.000ft
Overall Width	8.000ft
Overall Body Height	12.597ft
Min Body Ground Clearance	1.400ft
Max Track Width	8.000ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	33.000ft

1 **ROLL-OFF TRUCK - ENTERING**
3/32" = 1'-0"



2 **ROLL-OFF TRUCK - EXITING RECYCLING**
3/32" = 1'-0"



2 **ROLL-OFF TRUCK - EXITING WASTE**
3/32" = 1'-0"

date	revisions
2020-11-16	UNIVERSAL PLANNING APPLICATION
2021-05-25	UNIVERSAL PLANNING APPLICATION RESUBMISSION
2021-12-15	SDP SUBMITTAL 4

notes

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project

SAN JOSE - BO TOWN
409 S. 2ND STREET, SAN JOSE, 95113
File No. H20-038

title
ROLL-OFF TRUCK STUDY

scale
AS SHOWN

drawing number
TR1.2

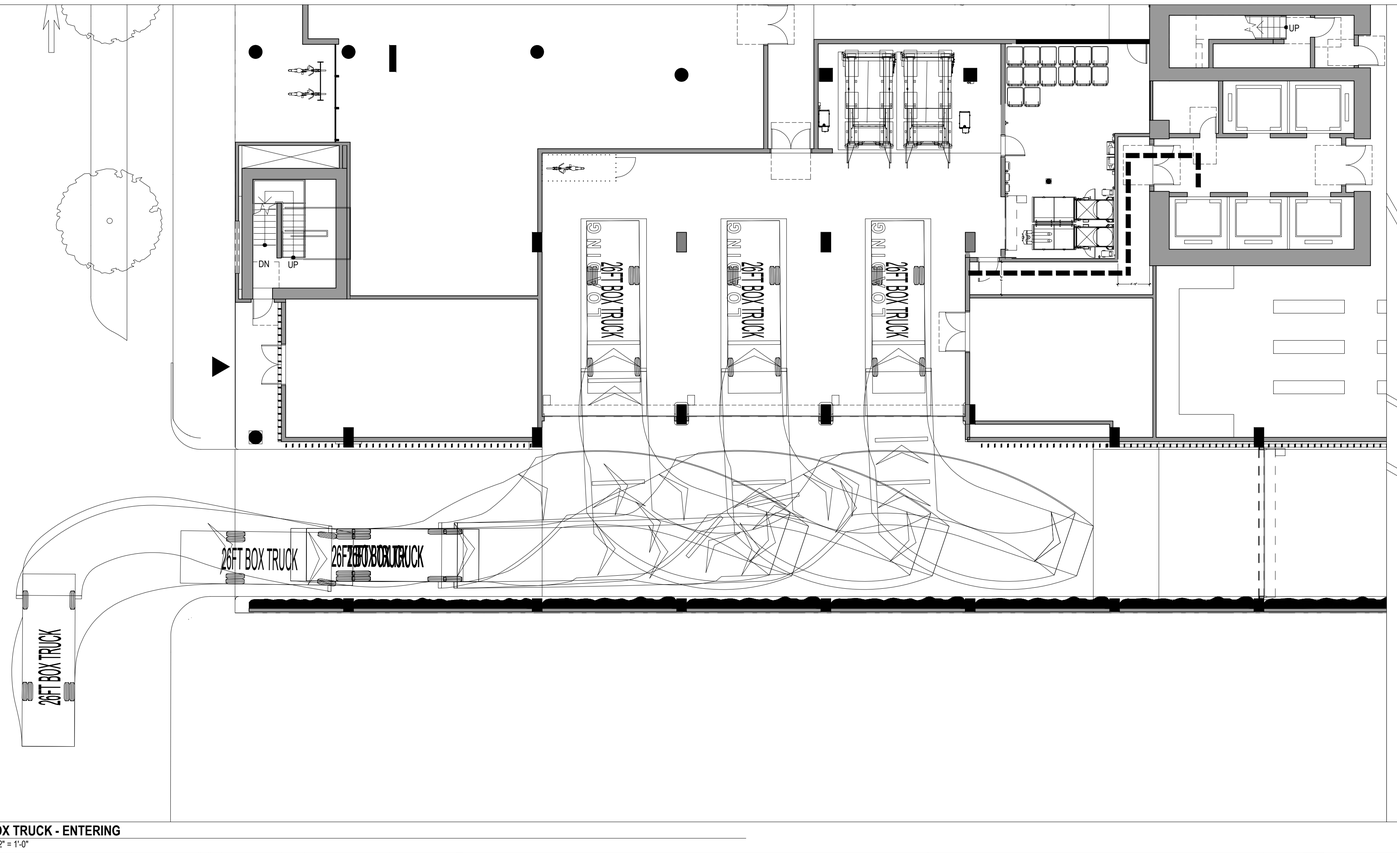
project number
20-808

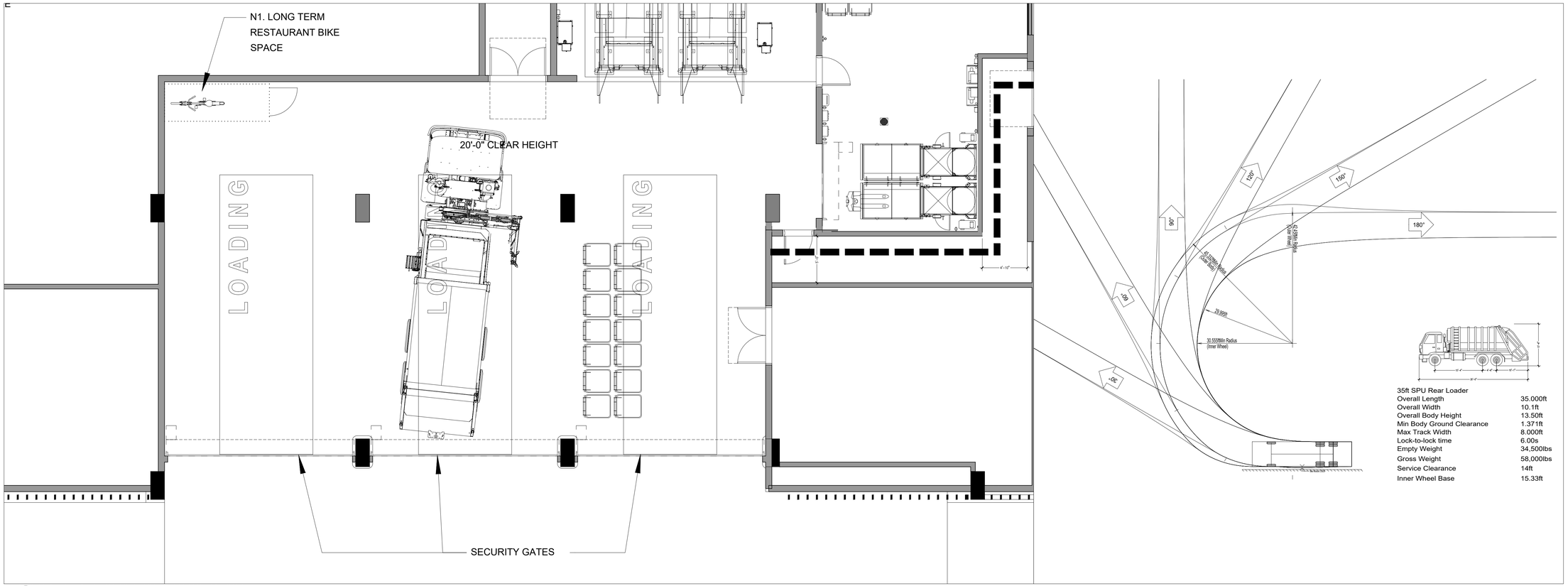
file no.
H20-038

issue date
2020/11/16

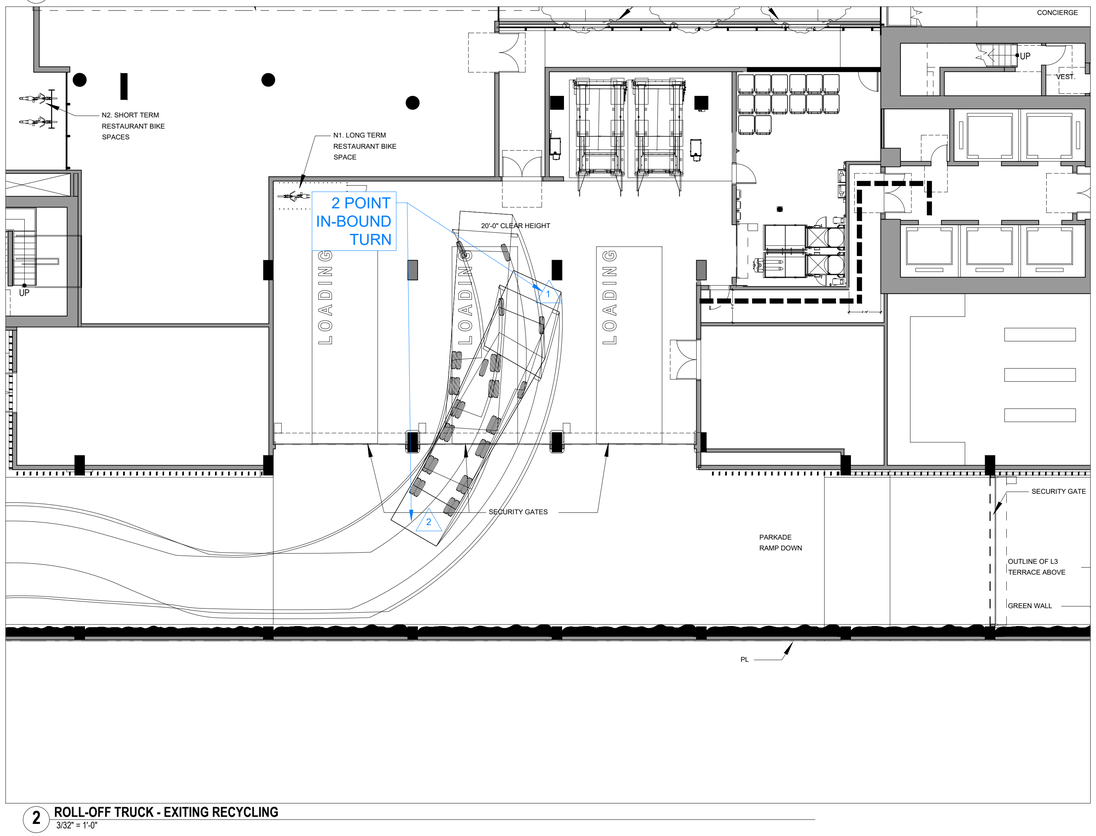
revision date
2021/12/17

plotted
8/20/2021 9:36:14 AM

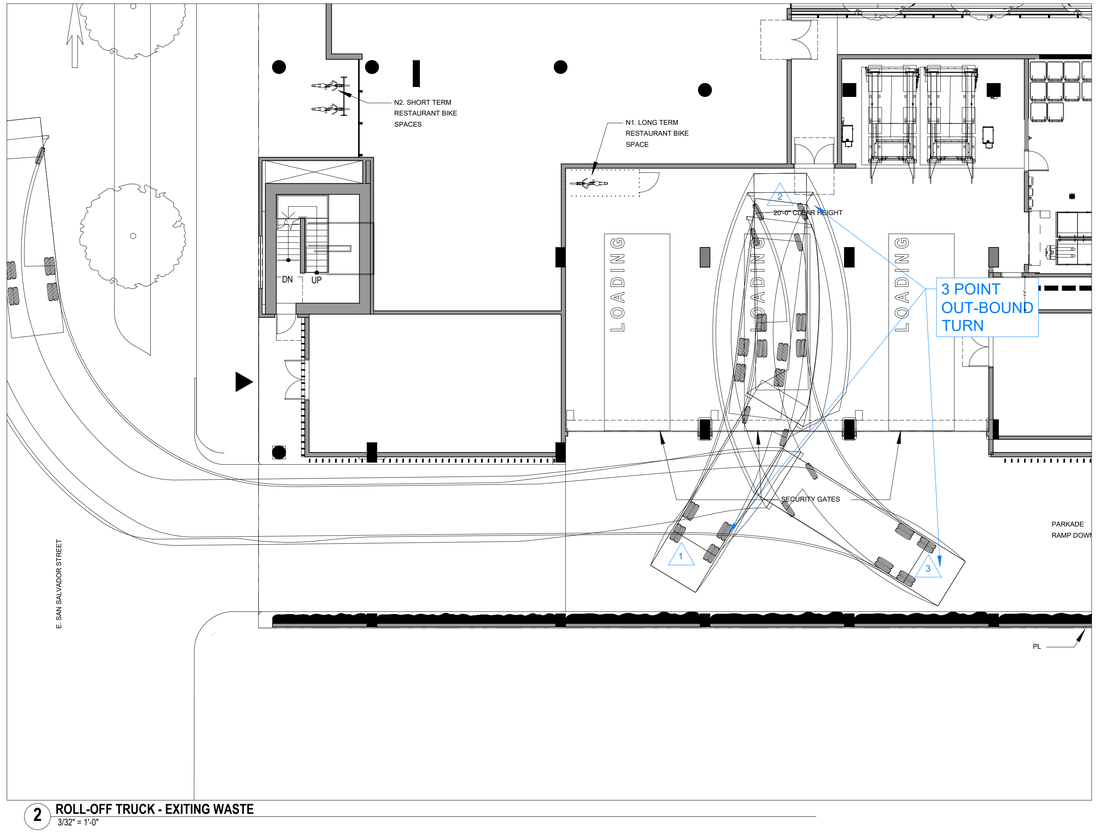

UP
DN
UP
26FT BOX TRUCK
26FT BOX TRUCK
26FT BOX TRUCK



1 SIDE LOAD TRUCK - COMPOST STAGING (MONDAY)
3/32" = 1'-0"



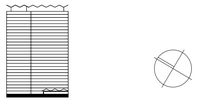
2 ROLL-OFF TRUCK - EXITING RECYCLING
3/32" = 1'-0"



2 ROLL-OFF TRUCK - EXITING WASTE
3/32" = 1'-0"

date	revisions
2020-11-16	UNIVERSAL PLANNING APPLICATION
2021-05-25	UNIVERSAL PLANNING APPLICATION RESUBMISSION
2021-12-15	SDP SUBMITTAL 4

notes



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project

SAN JOSE - BO TOWN
409 S. 2ND STREET, SAN JOSE, 95113
File No. H20-038

title
SIDE LOAD TRUCK STUDY

scale
AS SHOWN

project number
20-808

file no.
H20-038

issue date
2020/11/16

drawing number
TR1.5

revision date
2021/12/17

plotted
8/20/2021 9:36:14 AM