



HEXAGON TRANSPORTATION CONSULTANTS, INC.



St. James Park Capital Vision and Performing Arts Pavilion

Transportation Analysis

Prepared for:

David J. Powers & Associates, Inc.

July 30, 2019



Hexagon Transportation Consultants, Inc.

Hexagon Office: 4 North Second Street, Suite 400

San Jose, CA 95113

Hexagon Job Number: 18BJ19

Phone: 408.971.6100

Client: Kristy Weis, David J. Powers & Associates, Inc.

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Executive Summary

This report presents the results of the Transportation Analysis (TA) conducted for the proposed St. James Park Capital Vision and Performing Arts Pavilion in San Jose, CA. St. James Park is centrally located in downtown San Jose, and is bounded by St. James Street to the north, St. John Street to the south, 1st Street to the west, and 3rd Street to the east. Second Street, which currently has a Light Rail Transit (LRT) line and serves southbound traffic, bisects the park. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed project.

The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook*, adopted in April 2018. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the transportation analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis (TA) and a local transportation analysis (LTA).

Project Description

The main components of the project that would affect traffic in the study area would be the inclusion of a performing arts pavilion and the closure of Second Street. The City is collaborating with Levitt Pavilions, to support the construction of the performing arts pavilion. As proposed, the performing arts pavilion would be located in the northeast quadrant of the park and would accommodate up to 5,000 people. Second Street would be permanently closed to through traffic between St. James Street and St. John Street, including buses, but the LRT line would remain. Approximately 50 Levitt Foundation concert performances a year are expected to occur at the outdoor amphitheater. The pavilion could also host other City-sponsored events and concerts. While there is no schedule of events, it is assumed that the pavilion would host between 50 and 300 events annually ranging in scale from 20 to 5,000 attendees. Other proposed park improvements would likely not affect trip generation during either the weekday AM or PM peak hours. Note that all weekday concert events would occur during the evening hours, with a start time of approximately 7:00 PM. Thus, the weekday AM peak hour of traffic was not evaluated. The City of San Jose public parking garages located closest to St. James Park including the Market Street Garage, Third Street Garage, Fourth/St. John Street Garage (City employee garage open to the public after 6:00 PM), and street parking would serve park-goers.

Projects in the Downtown Core

The proposed project is located in the Downtown Core. Most projects located in the Downtown Core were included in the San Jose Downtown Strategy 2040 EIR (adopted in December 2018) and are, therefore, exempt from traffic mitigation requirements and performance criteria. However, the proposed St. James Park Capital Vision and Performing Arts Pavilion project was not included in the EIR. Therefore, the project is required to evaluate potential traffic impacts.

CEQA Transportation Analysis

The project proposes to renovate and improve the existing St. James Park and construct a new performing arts pavilion. St. James Park is a local-serving park in the downtown core area of San Jose. The project would provide local residents and employees with improved recreational opportunities and community-based activities. Due to the project's downtown location, an established transit-rich area of San Jose with lower VMT than other areas of the City, the project is effectively part of a large-scale mixed-use development in a pedestrian- and bike-friendly environment with a significant share of trips internal to the downtown area. Although the project does include a performing arts pavilion that would hold various concerts throughout the year, the primary purpose of the project is to better serve the needs of the local community. The result is primarily short vehicle trips and a high level of multi-modal travel, consistent with the goals and policies of the City's General Plan. To further support the General Plan, the project would provide enhanced pedestrian facilities in and around the park and bicycle parking to promote non-automobile travel. For these reasons, and because the downtown core is a very low VMT area (as described in Chapter 2), the project would not result in a significant VMT impact.

Local Transportation Analysis

Project Trip Generation

It is expected that most of the outdoor concerts at performing arts pavilion would occur on the weekends. A few concerts per year could potentially occur on weekday nights. Although the events are not expected to start during the PM peak commute period (between 4:00 and 6:00 PM), it is expected that a portion of the concert-related traffic would occur during the PM peak period of traffic.

For the purpose of the analysis, it is assumed that the majority of weekday concerts would begin at 7:00 PM. It is estimated that 20 percent of concert attendees would originate downtown within walking and biking distance of St. James Park, and 10 percent of attendees would arrive via either LRT or bus. The remaining 70 percent of concert attendees would arrive via either private automobile (60 percent), or limousine/taxi or rideshare service such as Uber or Lyft (10 percent). For the purpose of the analysis, the average vehicle occupancy rate for both private automobiles and taxi/rideshare is estimated to be 2.0 persons per vehicle.

Applying the arrival pattern that has been observed at the HP Pavilion and used for other traffic studies prepared for projects in the downtown area, it is estimated that 29 percent of the concert attendees at the pavilion would arrive between one and two hours before the start time (between 5:00 and 6:00 PM) and 59 percent of attendees would arrive one hour or less before the concert start time (between 6:00 and 7:00 PM). The remaining attendees are expected to arrive more than two hours before the concert start time (3 percent) or after the start of the concert (9 percent). A no-show rate of 6 percent also was applied.

Based on these assumptions, it is estimated that a 5,000-person weekday evening concert event would generate 1,895 total vehicle trips, with 550 vehicle trips occurring during the PM peak hour of traffic. The majority of PM peak hour trips (477 trips) would be inbound trips while fewer trips (73 trips) would be outbound trips attributable to drop-offs (e.g., taxi, Uber, etc.).

Intersection Traffic Operations

The results of the intersection level of service analysis show that the intersection of Fourth Street and St. James Street would operate at LOS E during the PM peak hour of traffic under background conditions and would worsen to LOS F operations as a result of the addition of project-generated traffic. Thus, the project would have an adverse effect on the operations of this signalized intersection.

Proposed Intersection Improvements: Convert the southbound left-turn lane on Fourth Street to a shared through/left-turn lane. The southbound left-turn lane is currently aligned with the existing inside southbound lane on Second Street. This improvement would require minor signal modifications and restriping, and would improve the intersection operation to LOS D.

Other Planned/Funded Roadway Improvements

Improvements are planned for St. James Street and Julian Street that would affect the intersection geometry of Fourth Street and St. James Street in the future. The TIA prepared for the Downtown Strategy 2040 EIR identifies one of the 2040 roadway network improvements as follows:

- Decouple St. James and Julian Streets between Market and Fourth Streets.

The planned couplet conversions of St. James and Julian Streets would enhance the connectivity of the downtown roadway network and provide drivers with more route options than currently exist, thereby altering traffic circulation patterns in the project vicinity. According to the City of San Jose's Capital Improvement Program (CIP) list of improvements, these improvements are funded and are expected to be implemented by the year 2040. Note that these planned improvements could be implemented in conjunction with the closure of Second Street and the improvements that are proposed to improve the intersection level of service under background plus project conditions.

Intersection Queuing Analysis

The results of the intersection queuing analysis show queuing deficiencies for four left-turn pockets that were studied:

- San Pedro Street and Santa Clara Street – Eastbound left-turn
- Market Street and Santa Clara Street – Southbound left-turn
- Third Street and Santa Clara Street – Eastbound left-turn
- Second Street and Santa Clara Street – Westbound left-turn

Lengthening these left-turn pockets is not feasible, however, due to the presence of back-to-back left-turn pockets at each location.

Parking Garage Evaluation

Half the project-generated trips are expected to utilize the Third Street Garage and half are expected to use the Market Street Garage to park one to two hours before a 7:00 PM weekday concert event at the pavilion. No significant operational issues are expected to occur at the Third Street Garage or the Market Street Garage during the PM peak hour of traffic.

The Market Street, Third Street and Fourth/St. John Street Garages together would provide adequate parking to serve the total number of vehicles expected to require a parking space for a weekday concert event at the pavilion. Note that since the Market Street and Third Street Garages are also utilized by some people that attend events at the SAP Center, it is recommended that concert events at the pavilion be scheduled so as not to coincide with major events at the SAP Center whenever possible.

Passenger Loading for Events at the Proposed Pavilion

Based on information provided by City staff, the project would convert 12 existing parallel parking spaces located along St. James Street adjacent to the park to a designated freight loading zone for events at pavilion. Passenger loading would be allowed within the loading zone on non-event days. On days with events at the pavilion, however, passenger loading (e.g., taxi, Uber, etc.) would be scattered throughout the study area without a designated passenger loading zone. For this reason, Hexagon

recommends adding a passenger loading area along Third Street adjacent to St. James Park for use on days with concert events at the pavilion.

Pedestrian, Bicycle and Transit Facilities

The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the study area. The project would not remove any existing bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Mid-Block Crosswalk on Third Street

The project would construct a new mid-block pedestrian crosswalk on Third Street. The mid-block crosswalk should include ADA compliant ramps with standard pavement markings and truncated domes. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street. Due to the high number of pedestrian crossings expected to occur at the new mid-block crosswalk during weekday evening concert events at pavilion, enhanced pedestrian warning devices, such as Rapid Rectangular Flashing Beacons (RRFBs), should be included in the crosswalk design.

Other Pedestrian Enhancements

The City of San Jose Department of Transportation (DOT) recommends the installation of bulbouts along the project frontages at the south leg portion of the St. James Street/Second Street intersection and at the north leg portion of the St. John Street/Second Street intersection. The bulbouts would shorten the crossing distances on St. James Street and St. John Street and enhance pedestrian visibility.

Effects of the Project on Existing Bicycle Facilities

As part of the City of San Jose's Better Bikeway Network (BBN), recent modifications to the existing bicycle facilities along St. John Street installed Class II bicycle lanes and parallel parking. The project would have an adverse effect on the newly installed bicycle lanes because the project would widen the sidewalk along the St. John Street frontage to provide a consistent curb line with the existing blocks to the east and west. Although the parallel parking will be retained, the westbound Class II bicycle lane would be converted back to a Class III bicycle route with Sharrows.

Effects of Second Street Closure on Transit Services

Second Street would be permanently closed to through traffic between St. James Street and St. John Street as part of the St. James Park project. As a result, all traffic currently utilizing this segment of Second Street, including VTA buses, would need to find an alternative southbound route. The rerouted buses would utilize existing bus stops along the new routes, so no new bus stops would be needed.

The LRT stations would be affected during project construction. The VTA's Construction Access Permit (CAP) and Restricted Access Permit (RAP), as well as the California Public Utilities Commission (CPUC) permit, would be the appropriate processes in determining the logistics and coordination for how riders would access the LRT system during and post construction.

Pedestrian Safety at the St. James Park LRT Crossings

The existing LRT line that currently bisects St. James Park would remain in place and would continue to operate with the same frequency upon project completion. The project includes barriers and plantings to keep people and animals away from the majority of the tracks within the park. Once the project is complete, there will be three locations provided to cross the LRT tracks: a northern sidewalk/path location, a central park location, and a southern sidewalk/path location. Each location should be clearly marked with signage and special pavement markings/treatments. Appropriate visible

and and/or audible warning signals should also be provided at the three internal crossings to alert people of the presence of LRT trains. The City of San Jose will coordinate with VTA to determine the appropriate safety measures to implement.

Freeway Segment Evaluation

The results of the freeway segment level of service analysis show that the project would not cause substantial increases in traffic volumes (one percent or more of freeway capacity) on any of the study freeway segments currently operating at an unacceptable LOS F, and none of the study freeway segments currently operating at an acceptable LOS E or better would worsen to LOS F as a result of the project.

Summary of Recommendations

The following recommendations are identified in the traffic study:

- Convert the southbound left-turn lane on Fourth Street at St. James Street to a shared through/left-turn lane. The southbound left-turn lane is currently aligned with the existing inside southbound lane on Second Street. This improvement would require minor signal modifications and restriping, and would improve the intersection operation from LOS F to LOS D.
- Add a passenger loading area along Third Street adjacent to St. James Park for use on days with events at the pavilion.
- Include ADA compliant ramps with standard pavement markings and truncated domes at the planned mid-block crosswalk on Third Street. Due to the high number of pedestrian crossings expected to occur at the new mid-block crosswalk during weekday evening concert events at the pavilion, enhanced pedestrian warning devices, such as Rapid Rectangular Flashing Beacons (RRFBs), should be included in the crosswalk design.
- Install bulbouts along the project frontages at the south leg portion of the St. James Street/Second Street intersection and at the north leg portion of the St. John Street/Second Street intersection to shorten the crossing distances on St. James Street and St. John Street and enhance pedestrian visibility.
- Provide signage and special pavement markings/treatments at each of the three locations that would be provided to cross the LRT tracks. Appropriate visible and and/or audible warning signals should also be provided at the three internal crossings to alert people of the presence of LRT trains. The City of San Jose will coordinate with VTA to determine the appropriate safety measures to implement.

1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for the proposed St. James Park Capital Vision and Performing Arts Pavilion in San Jose, CA. St. James Park is centrally located in downtown San Jose, and is bounded by St. James Street to the north, St. John Street to the south, 1st Street to the west, and 3rd Street to the east (see Figure 1). Second Street, which currently has a Light Rail Transit (LRT) line and serves southbound traffic, bisects the park. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed project.

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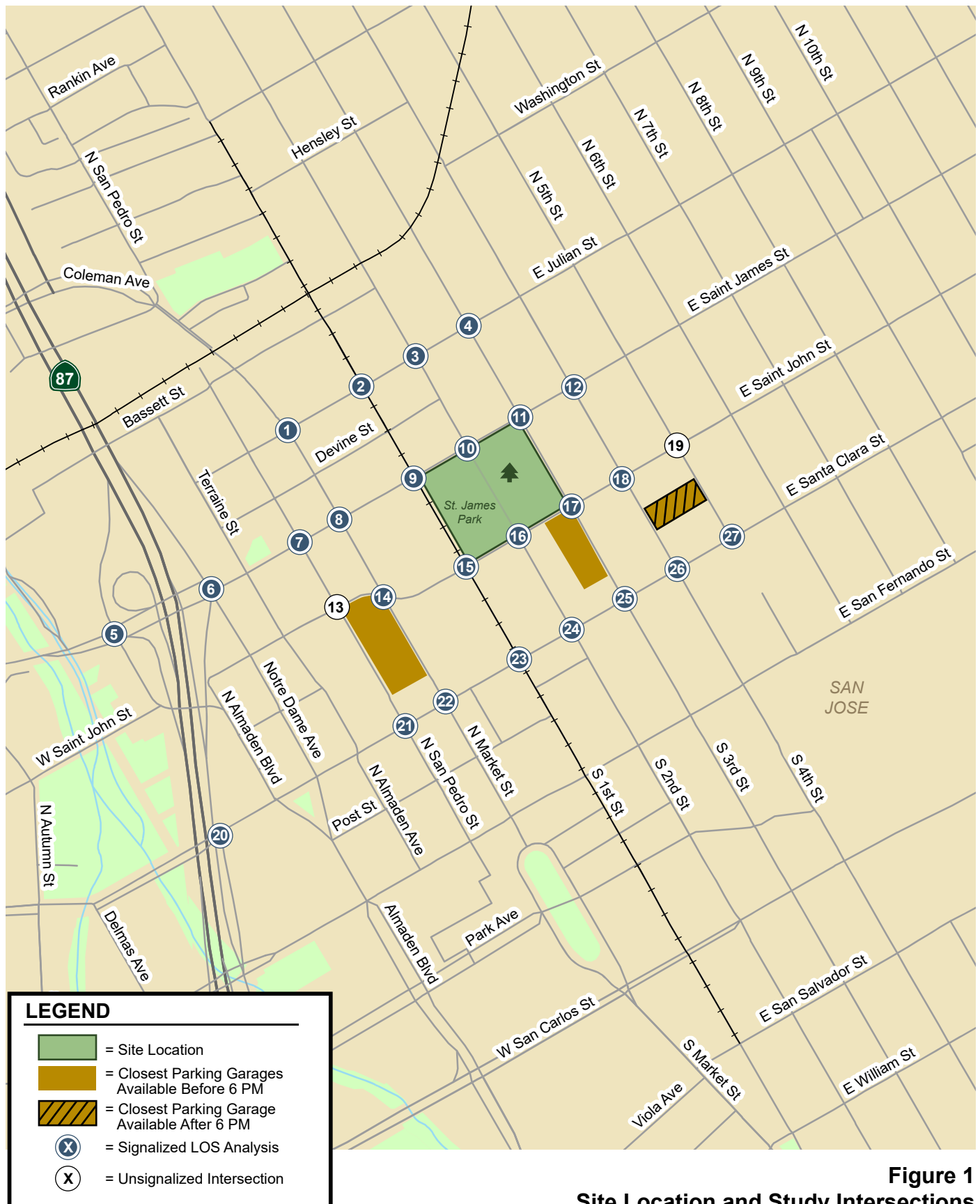


Figure 1
Site Location and Study Intersections

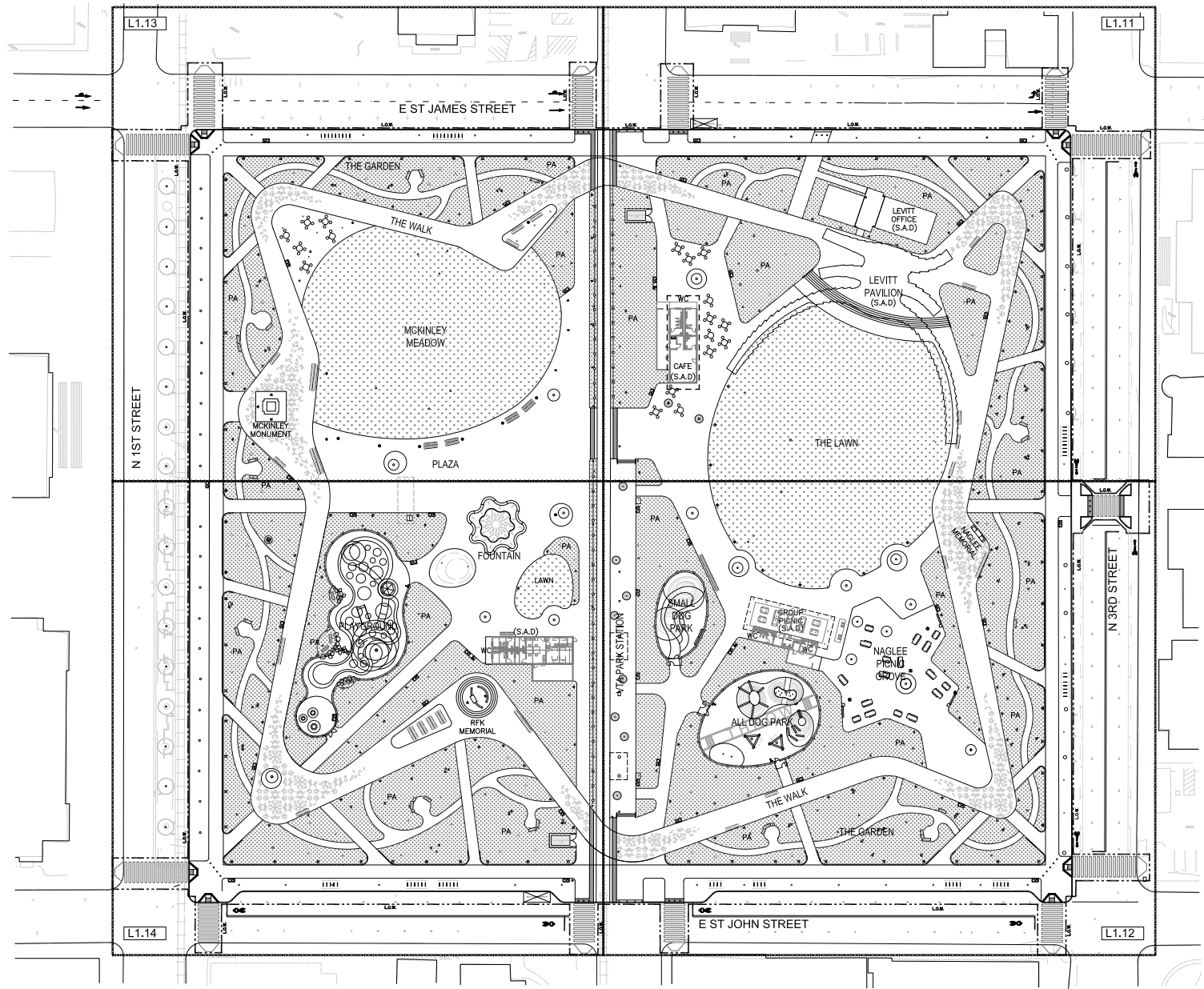


Figure 2
Site Plan

Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The Policy replaces its predecessor (Council Policy 5-3) and establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. Council Policy 5-1 requires all projects to analyze transportation impacts using the VMT metric. The new Transportation Analysis Policy 5-1, which took effect on March 29, 2018, aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

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

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

- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Require large employers to develop and maintain TDM programs to reduce the vehicle trips generated by their employees (TR-7.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages auto use (TR-8.2);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact

Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on Vehicle Miles Traveled (VMT) based on project description, characteristics, and/or location. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (e.g., bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density residential developments and no transit service in the project vicinity.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have a project VMT that is less than the average area VMT, while a project located in a suburban area is expected to generate a project VMT that is higher than the average area VMT.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool ("sketch tool") to streamline the analysis for residential, office, and industrial projects with local traffic. The tool estimates a project's VMT and compares it to the appropriate thresholds of significance based on the project location (i.e., assessor's parcel number) and type of development. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

Low VMT Area

The project proposes to renovate and improve the existing St. James Park and construct a new performing arts pavilion. St. James Park is a local-serving park in the downtown core area of San Jose. The project would provide local residents and employees with improved recreational opportunities and community-based activities. Due to the project's downtown location, an established transit-rich area of San Jose with lower VMT than other areas of the City, the project is effectively part of a large-scale mixed-use development in a pedestrian- and bike-friendly environment with a significant share of trips internal to the downtown area. Although the project does include a performing arts pavilion that would hold various concerts throughout the year, the primary purpose of the project is to better serve the needs of the local community. The result is primarily short vehicle trips and a high level of multi-modal travel, consistent with the goals and policies of the City's General Plan. To further support the General Plan, the project would provide enhanced pedestrian facilities in and around the park and bicycle

parking to promote non-automobile travel. For these reasons, and because the downtown core is a very low VMT area (as described in Chapter 2), the project would not result in a significant VMT impact.

Local Transportation Analysis Scope

A Local Transportation Analysis (LTA) was prepared to identify potential adverse operational effects that may arise at the nearby intersections due to the project, as well as evaluate the effects of the project on vehicular circulation, parking, vehicle queuing, passenger drop-off/pick-up operations, and safety-related elements in the proximate area of the project site. The LTA also evaluated the effects of the project on transit, bicycle, and pedestrian facilities during a weekday evening event.

All weekday concert events would occur during the evening hours, with a start time of approximately 7:00 PM. Thus, the weekday AM peak hour of traffic was not evaluated. The LTA comprises an analysis of PM peak hour traffic conditions for twenty-seven (27) intersections (25 signalized and 2 unsignalized).

Study Intersections:

1. Market Street and Julian Street
2. First Street and Julian Street
3. Second Street and Julian Street
4. Third Street and Julian Street
5. SR 87 and Julian Street (West)
6. SR 87 and Julian Street (East)
7. San Pedro Street and St. James Street
8. Market Street and St. James Street
9. First Street and St. James Street
10. Second Street and St. James Street
11. Third Street and St. James Street
12. Fourth Street and St. James Street
13. San Pedro Street and St. John Street (unsignalized)
14. Market Street and St. John Street
15. First Street and St. John Street
16. Second Street and St. John Street
17. Third Street and St. John Street
18. Fourth Street and St. John Street
19. Fifth Street and St. John Street (unsignalized)
20. SR 87 and Santa Clara Street
21. San Pedro Street and Santa Clara Street
22. Market Street and Santa Clara Street
23. First Street and Santa Clara Street
24. Second Street and Santa Clara Street
25. Third Street and Santa Clara Street
26. Fourth Street and Santa Clara Street
27. Fifth Street and Santa Clara Street

As previously stated, traffic conditions at the study intersections were analyzed for the weekday PM peak hour. The weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these hours that the most congested traffic conditions occur on a typical weekday evening. Weekday PM peak hour traffic conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing PM peak hour traffic volumes were obtained from the City of San Jose TRAFFIX count database and new intersection turning movement counts. The signalized

study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology. The new PM peak hour intersection counts are contained in Appendix A.

- **Background Conditions.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The ATI sheets are contained in Appendix B.
- **Background Plus Project Conditions.** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated to identify any operational deficiencies.

Intersection Operations Analysis Methodology

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

All study intersections are located within the City of San Jose, and all signalized study intersections were evaluated based on the City of San Jose level of service standard. Unsignalized intersections were evaluated for potential operational issues such as vehicle queuing.

Data Requirements

The data required for the analysis were obtained from previous traffic studies, the City of San Jose, new traffic counts and field observations. The following data were collected from these sources:

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

Analysis Methodologies and Level of Service Standard

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

Signalized Intersections

The signalized study intersections are subject to the City of San Jose's level of service standards. The City of San Jose level of service methodology is TRAFFIX, which is based on the *2000 Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, the City of San Jose methodology employs the CMP defaults values for the analysis parameters. The City of San Jose level

of service standard for intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 1.

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

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

Source: Transportation Research Board, *2010 Highway Capacity Manual*, (Washington, D.C., 2010).

Unsignalized Intersections

The study evaluated two unsignalized intersections. San Jose does not have a level of service standard for unsignalized intersections. The unsignalized study intersections were evaluated for operational issues. Traffic conditions at the unsignalized study intersections also were assessed to determine whether a traffic signal would be warranted based on the peak-hour volume signal warrant (Warrant #3) described in the *California Manual on Uniform Traffic Control Devices* (CA MUTCD). This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal. Note that this is just one tool used to evaluate whether installation of a traffic signal would be justified. Intersections that meet the peak-hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis is recommended and may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other types of traffic control devices, signage, or geometric changes may be preferable at unsignalized locations based on existing field conditions.

Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook, 2018*, an adverse effect on signalized intersection operations would occur if for either peak hour:

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

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

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

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

Intersection Vehicle Queuing Analysis

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

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

Where:

P (x=n) = probability of “n” vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

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

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

Evaluation of CMP Freeway Segments

The project is expected to add more than 100 net new peak-hour vehicle trips to the roadway network. Thus, a CMP freeway analysis was prepared to be consistent with the methodologies set forth in the VTA's *Transportation Impact Analysis Guidelines* (2014). The following freeway segments were evaluated for level of service:

Study Freeway Segments:

1. SR 87, between Alma Avenue and I-280
2. SR 87, between I-280 and Julian Street
3. SR 87, between Julian Street and Coleman Avenue
4. SR 87, between Coleman Avenue and Taylor Street
5. I-280, between Bird Avenue and SR 87
6. I-280, between SR 87 and 10th Street
7. I-280, between 10th Street and McLaughlin Avenue

Freeway Segment Analysis Methodology

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N \cdot S)$$

Where:

- D = density, in vehicles per mile per lane (vpmpl)
- V = peak hour volume, in vehicles per hour (vph)
- N = number of travel lanes
- S = average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 2. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Report Organization

This report has a total of five chapters. Chapter 2 describes existing transportation conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 describes the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, bicycle and pedestrian facilities, and vehicle queuing. Chapter 4 describes the existing and future operations of the freeway segments in the study area. Chapter 5 presents the conclusions of the transportation analysis.

Table 2
Freeway Segment Level of Service Definitions Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	11.0 or less
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	11.1 to 18.0
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	18.1 to 26.0
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	26.1 to 46.0
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	46.1 to 58.0
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	greater than 58.0
Source: VTA Traffic Level of Service Analysis Guidelines (June 2003), Table 1. Transportation Research Board, 2000 Highway Capacity Manual (Washington, D.C., 2000)		

2. Existing Transportation Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of St. James Park, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection levels of service is included as part of the Local Transportation Analysis (see Chapter 3).

VMT of Existing Land Uses in the Study Area

Based on the City of San Jose's VMT Evaluation Tool ("sketch tool") and the project site's APN, the existing VMT for residential uses in the project vicinity is 7.86 per capita, and the existing VMT for employment uses in the project vicinity is 9.79 per employee. The current citywide average VMT for residential uses is 11.91 per capita and the regional average VMT for employment uses is 14.37 per employee. Thus, the VMT levels of existing residential uses in the project vicinity are well below the citywide average VMT levels, and the VMT levels of existing employment uses in the project vicinity are well below the regional average VMT levels.

Existing Roadway Network

Regional access to the project study area and nearby parking garages is provided via State Route 87 and Interstate 280. These facilities are described below.

SR 87 is a north-south freeway providing regional access to the project site via its connections to SR 85 and US 101 in the south, and I-280 and US 101 in the north. These facilities allow for regional access from East Bay and Peninsula cities, as well as Gilroy and Morgan Hill to San Jose. SR 87 is oriented in a northwest/southwest direction with four mixed-flow lanes and two HOV lanes in the vicinity of the site. SR 87 provides access to the project study area via a full interchange at Julian Street and a northbound SR 87 off-ramp to Santa Clara Street.

I-280 is generally an east-west oriented eight-lane freeway in the vicinity of Downtown San Jose with auxiliary lanes between some interchanges. It extends from US 101 in San Jose to I-80 in San Francisco. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Connections from I-280 to Downtown San Jose are provided via full or partial interchanges at Bird Avenue, Seventh Street, Almaden Boulevard/Vine Street, First Street, and Fourth Street. Access to the project study area to and from I-280 is provided via its interchange with SR 87.

Local access to the project site and nearby parking garages is provided via San Pedro Street, Market Street, First Street, Second Street, Third Street, Fourth Street, Fifth Street, Julian Street, St. James Street, St. John Street, and Santa Clara Street. These roadways are described below.

San Pedro Street is a north-south two-lane street with a posted speed limit of 25 mph. It begins at Bassett Street and extends south to where it terminates at San Fernando Street. San Pedro Street provides direct access to the Market Street Garage.

Market Street is a north-south, four-lane street that provides access to the study area. Market Street transitions into Coleman Avenue to the north and First Street to the south. Market Street has a posted speed limit of 25 mph and provides direct access to the Market Street Garage.

First Street is a one-way street in the northbound direction that serves as the western boundary of St. James Park. First Street has one mixed-flow lane and one bus only lane. Portions of the bus lane may be used for loading purposes where freight loading zone signs are provided. South of Devine Street, First Street is two lanes wide. First Street transitions into a two-way two- to four-lane arterial with a raised center median south of San Carlos Street. The VTA's Light Rail Transit (LRT) operates on First Street (northbound trains) within the project area. First Street has a posted speed limit of 20 to 25 mph.

Second Street is a one-way street in the southbound direction and bisects St. James Park. Second Street is one lane wide between St. James Street and St. John Street. South of St. John Street, Second Street is two lanes wide with one mixed-flow lane and one bus only lane. Portions of the bus lane may be used for loading purposes where freight loading zone signs are provided. Second Street transitions into a two-way two-lane street north of E. St. James Street. The VTA's LRT operates on N. Second Street (southbound trains) within the project area. Second Street has a posted speed limit of 20 mph and is a designated bike route (contains bike Sharrows).

Third Street is a one-way street with two northbound lanes and protected or buffered bike lanes between Humboldt Street and Julian Street. Third Street has a posted speed limit of 30 mph and parking on both sides of the street. Third Street is a two-way two-lane street with basic bike lanes between Julian Street and Jackson Street to the north. Third Street provides direct access to the Third Street Garage.

Fourth Street is a one-way street with two southbound lanes and buffered bike lanes between Reed Street and St. James Street. Fourth Street is a two-way two-lane street with basic bike lanes between St. James Street and Jackson Street to the north. Fourth Street begins at Old Bayshore Highway and extends southward, terminating at the I-280 northbound on-ramp. Fourth Street has a posted speed limit of 30 mph and has parking on both sides of the street. Fourth Street provides direct access to the Fourth/St. John Street Garage.

Fifth Street is a north-south two-lane residential street that extends from Santa Clara Street northward to where it terminates just south of I-880. Fifth Street has a posted speed limit of 25 mph. Fifth Street provides direct access to the Fourth/St. John Street Garage.

Julian Street is primarily a one-way two-lane westbound local connector street within the downtown area. Outside of the downtown core, west of SR 87 and east of 19th Street, Julian Street operates as a two-way, two-lane facility. Julian Street extends east from The Alameda through Downtown San Jose to US 101, where it becomes McKee Road. Julian Street provides full access to and from SR 87 and has a posted speed limit of 30 mph in the study area.

St. James Street is a two-way two-lane street, west of Market Street, providing access to and from SR 87. East of Market Street, St. James Street is a two-lane one-way street in the eastbound direction with parking on both sides, transitioning back into a two-way two-lane street at N. Fourth Street. St. James Street serves as the northern boundary of the project site and has a posted speed limit of 25 mph.

St. John Street is an east-west two-lane street that serves as the southern boundary of the project site. St. John Street is a designated bike route containing a mix of buffered bike lanes and Sharrows. St. John Street provides access to the Guadalupe River trail system and has a posted speed limit of 20 mph. Parking is provided on St. John Street adjacent to the St. James Park.

Santa Clara Street is an east-west four-lane Grand Boulevard that runs through the heart of downtown San Jose. West of Montgomery/Autumn Street, Santa Clara Street becomes The Alameda and extends into the City of Santa Clara. It transitions into Alum Rock Avenue east of US 101. As defined by the Envision San Jose 2040 General Plan, Grand Boulevards are identified to serve as major transportation corridors for primary routes for VTA light-rail, bus rapid transit, standard or community busses, and other public transit vehicles. Although Grand Boulevards accommodate all modes of travel, the primary priority is given to public transit.

Existing Pedestrian, Bicycle and Transit Facilities

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

Existing Pedestrian Facilities

A complete network of sidewalks and crosswalks is found along all the roadways in the study area. Crosswalks with pedestrian signal heads are located at all the signalized intersections in the study area. Crosswalks are also provided at some of the nearby unsignalized intersections. The existing pedestrian facilities provide good connectivity between St. James Park and the surrounding land uses and transit stops in the downtown area.

Existing Bicycle Facilities

Bicycle facilities are divided into three classes of relative significance. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes and only have signs and/or Sharrows (bike route/shared lane markings) to help guide bicyclists on recommended routes to certain locations. The existing bicycle facilities in the project vicinity are plentiful and are shown on Figure 3.

Guadalupe River Park Trail

The Guadalupe River/Los Alamitos Creek multi-use trail system (Class I bikeway) runs through the City of San Jose along the Guadalupe River and separates bicyclists from motor vehicle traffic. The Guadalupe River trail is a continuous Class I bikeway (paved path) from W Virginia Street in the south to Alviso Marina County Park. There is another section of the trail a few blocks south of W Virginia Street from Willow Street to Curtner Avenue, which provides access to trails that lead to Almaden Valley in southern San Jose. This shared trail system runs adjacent to SR 87 near the project vicinity, with trail access provided approximately ½ mile west of St. James Park. The trail system is available for use by pedestrians and bicyclists year round.

Bike Share

The City of San Jose participates in the Bay Area Ford GoBike bike share program, which allows users to rent and return bicycles at various locations in and around the downtown area. Electric bikes were recently introduced to the GoBike system of downtown stations. An existing Ford GoBike station is conveniently located on the east side of Third Street across from St. James Park.

In addition, LimeBike and Bird provide dockless bike and scooter rentals throughout the downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Existing Transit Services

Existing transit services near the project site (see Figure 4) are provided by the Santa Clara Valley Transportation Authority (VTA) and Caltrain.

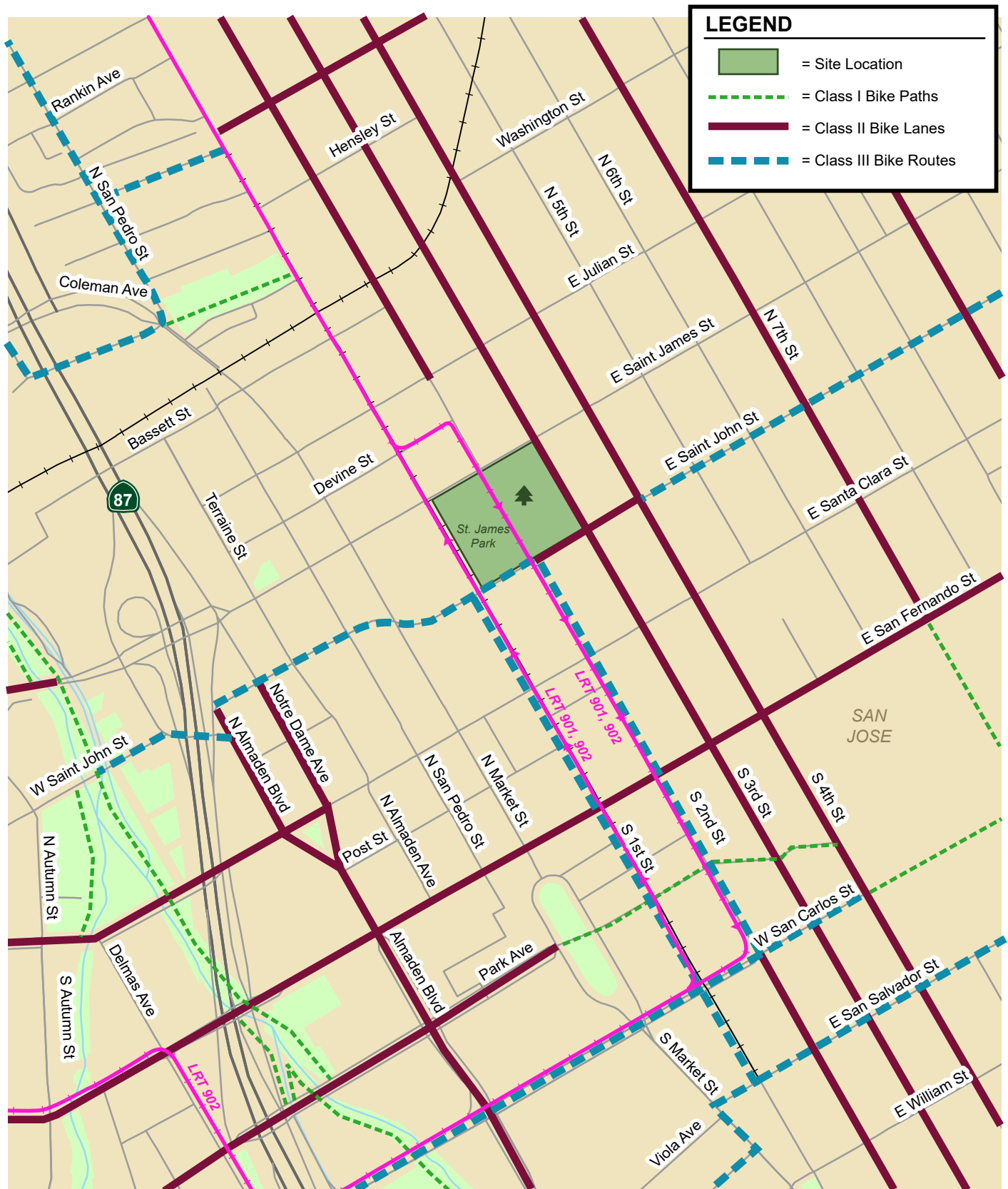


Figure 3
Existing Bicycle Facilities

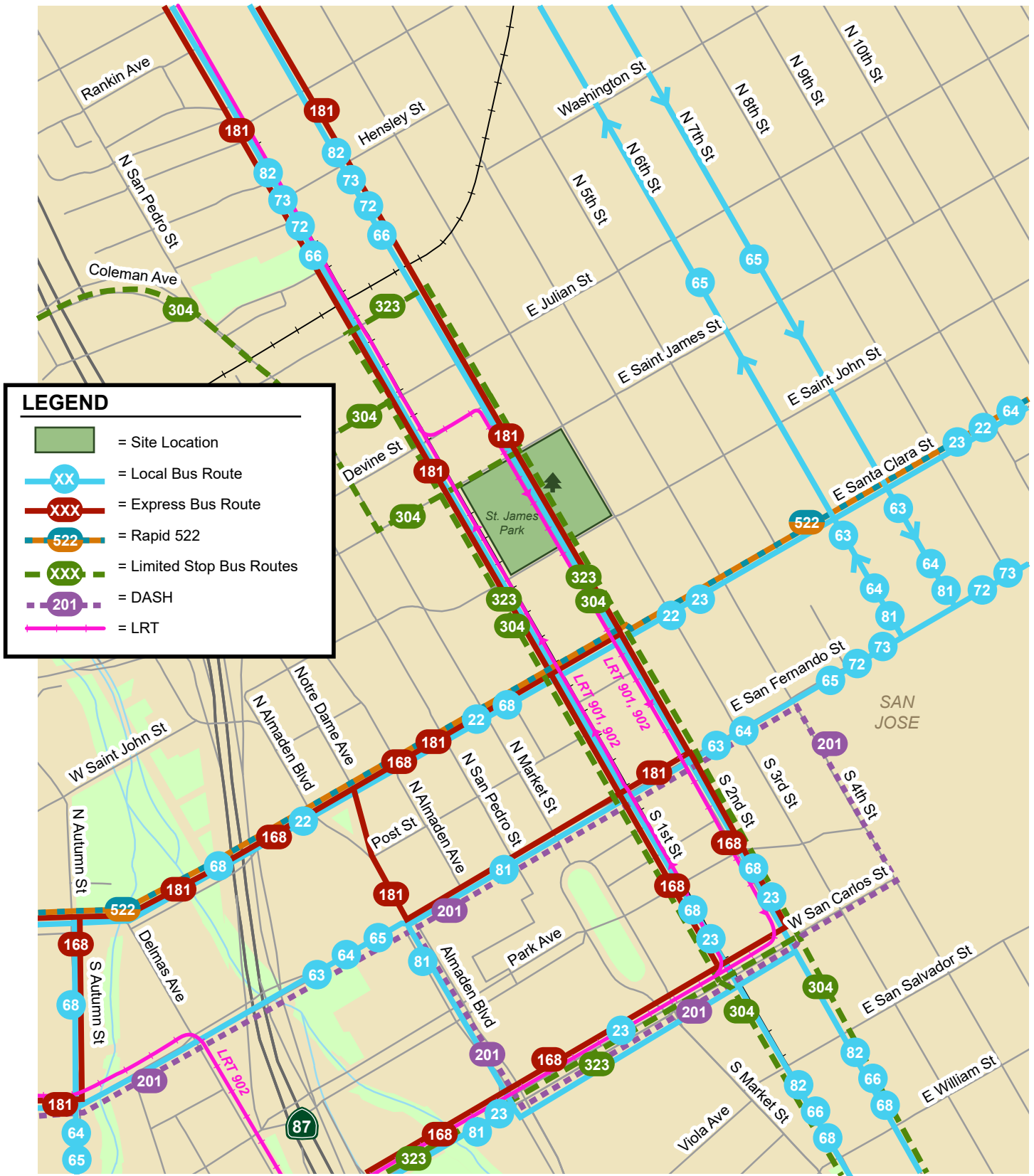


Figure 4
Existing Transit Services

VTA Light Rail Transit (LRT) Service

The VTA currently operates the 42.2-mile light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24 hours a day with 15-minute headways during much of the day. The St. James Park LRT stations are served by the Santa Teresa-Alum Rock LRT Line (Line 901) and Mountain View-Winchester Line (Line 902). Northbound LRT trains stop on First Street and southbound trains stop on Second Street.

VTA Bus Service

Many local bus routes serve St. James Park and the surrounding downtown area. The bus routes are shown previously on Figure 4 and described below in Table 3.

Table 3
Existing Bus Routes

Bus Route	Route Description	Closest Stop and Distance to Project Site	Weekday Hours of Operation ¹	Headway ¹
Local Bus 22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	4th St/Santa Clara, 1,200 ft	24 hours	15 min
Local Bus 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	4th St/Santa Clara, 1,200 ft	5:18am - 12:39am	12 min
Local Bus 63	Almaden Expwy. & Camden to San Jose State University	3rd St/San Fernando, 1,900 ft	5:56am - 9:48pm	30-35 min
Local Bus 64	Almaden LRT Station to McKee & White via Downtown San Jose	3rd St/San Fernando, 1,900 ft	5:47am - 10:54pm	15-20 min
Local Bus 66	Kaiser San Jose to Milpitas/Dixon Road via Downtown San Jose	2nd St/St. John, 300 ft	5:30am - 11:24pm	15 min
Local Bus 68	Gilroy Transit Center to San Jose Diridon Transit Center	2nd St/Santa Clara, 1,400 ft	4:53am - 12:03am	15 min
Local Bus 72	Senter & Monterey to Downtown San Jose	2nd St/St. John, 300 ft	6:01am - 12:20am	15 min
Local Bus 73	Snell/Capitol to Downtown San Jose	2nd St/St. John, 300 ft	6:03am - 11:56pm	15 min
Local Bus 81	Moffett Field/Ames Center - San Jose State University	3rd St/San Fernando, 1,900 ft	6:30am - 9:00pm	25 - 35 min
Local Bus 82	Westgate to Downtown San Jose	2nd St/St. John, 300 ft	6:30am - 9:18pm	30 min
Express Bus 181	Fremont BART Station to San Jose Diridon Transit Center	2nd St/St. John, 300 ft	5:43am - 12:40am	15 min
Dash 201	Downtown Area Shuttle (DASH)	2nd St/San Fernando, 2,000 ft	6:39am - 9:18pm	6 - 15 min
Limited Stop Bus 323	Downtown San Jose to DeAnza College	2nd St/St. John, 300 ft	6:17am - 10:32pm	15-20 min
Rapid 522	Palo Alto Transit Center to Eastridge Transit Center	1st St/Santa Clara, 1,200 ft	5:03am - 11:24pm	12 min
Light Rail 901	Santa Teresa, Downtown San Jose, to Alum Rock	St James Station, 300 ft	4:46am - 1:39am	6 - 15 min
Light Rail 902	Mountain View, Downtown San Jose, to Winchester in Campbell	St James Station, 300 ft	4:49am - 12:34am	15 min

Note:

Approximate weekday operation hours and headways during peak commute periods in the project area, as of January 2019.

Diridon Station: Caltrain, ACE and Amtrak Services

The Diridon Station is served by Caltrain, Altamont Commuter Express (ACE) and Amtrak. Caltrain provides frequent commuter rail service between San Francisco and Gilroy seven days a week. The ACE provides commuter passenger train service across the Altamont between Stockton and San Jose during the weekdays. Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area.

The Diridon Station is located one-mile walking distance from the project site and has a GoBike station as well as bike lockers. The Diridon Station is served directly by LRT, as well as local bus routes 63, 64, 68, 181, and 201 (DASH).

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5.

Observed Existing Traffic Conditions

Traffic conditions were observed in the field between 5:00 PM and 6:00 PM (during the PM peak hour of commute traffic) to identify any existing operational deficiencies at the intersections in the study area that occur one to two hours before a concert event at the pavilion. Field observations revealed the following noteworthy operational issues during the PM peak hour of traffic:

During the PM peak hour, traffic volumes in the study area are heaviest on southbound Market Street, southbound Fourth Street, eastbound St. James Street, and eastbound Santa Clara Street. Although traffic on southbound Market Street is heavy during the PM peak hour, the queues that develop for the southbound movements at the St. James Street and St. John Street intersections typically clear in one signal cycle length, and no significant operational issues occur. However, the southbound right-turn movement from Market Street to St. James Street is a very heavy movement, since this southbound right-turn movement ultimately provides access to SR 87. Since a separate southbound right-turn lane does not exist, vehicles turning onto westbound St. James Street from Market Street must do so from a shared through/right-turn lane. Since Market Street consists of only two travel lanes in each direction, this heavy right-turn movement reduces the available roadway capacity for vehicles traveling southbound on Market Street.

The queues associated with eastbound traffic on St. James Street extend west from Market Street through the San Pedro Street intersection, often extending past Terraine Street. During the PM observation period, the queue extends back to Notre Dame Avenue. However, the long eastbound queues almost always clear the Market Street/St. James Street intersection in one signal cycle length.

Farther to the east, the eastbound vehicle queues on St. James Street extend from Fourth Street through Third Street and past Second Street, occasionally blocking the Second Street/St. James Street intersection. The vehicle queues are due mostly to the traffic signal operation at Fourth Street and St. James Street. As a result of the vehicle queuing, it occasionally takes two signal cycles for all eastbound vehicles to clear the Second Street/St. James Street intersection. However, this does not result in any significant operational issue and adequate storage is provided on St. James Street between First Street and Second Street.

Similar to Market Street, the southbound traffic volume on Fourth Street during the PM peak hour is heavy. When the PM traffic volume peaks, southbound vehicle queues require two signal cycles to clear most intersections on 4th Street between St. John Street and the I-280 on-ramp located to the south (approximately a one-mile segment). Between approximately 5:00 - 5:30 PM, the two southbound

travel lanes on Fourth Street are at capacity. The two southbound lanes provide adequate capacity the remainder of the day.

Queuing in the southbound direction is an issue at the intersection of Fourth Street/Santa Clara Street, and the high number of vehicles exiting the City of San Jose employee parking structure (located between St. John Street and Santa Clara Street) add to the larger queuing issue along Fourth Street. The Fourth Street driveway to the City parking structure experiences a large increase in exiting vehicles between 5:00 and 5:30 PM as City employees leave work. When the southbound signal at Fourth Street and Santa Clara Street is green, vehicles are able to exit the garage with relative ease and successfully merge into the southbound through lanes. When the signal is red, however, queues at the intersection were observed extending back nearly to the intersection of Fourth Street and St. John Street. Queues of this length along Fourth Street did not clear the intersection in one signal cycle.

Southbound traffic volumes on Second Street are relatively low during the PM peak hour of traffic, and no operational issues were observed in the vicinity of St. James Park. South of Santa Clara Street, southbound vehicle queues on Second Street occasionally develop due mostly to the shared through/left-turn single lane geometry of Second Street and the Paseo de San Antonio unsignalized crosswalk located between San Fernando and San Carlos Streets. Left turns from the southbound shared through/left-turn lane on Second Street are sometimes blocked by pedestrians crossing San Fernando Street, which in turn delays the southbound through movement. Also, queues develop when pedestrians cross Second Street at the well-utilized Paseo de San Antonio marked crosswalk south of San Fernando Street. The southbound vehicle queues that develop south of Santa Clara Street dissipate quickly, however, and do not create any significant operational issues along Second Street.

St. James Park Capital Vision and Performing Arts Pavilion

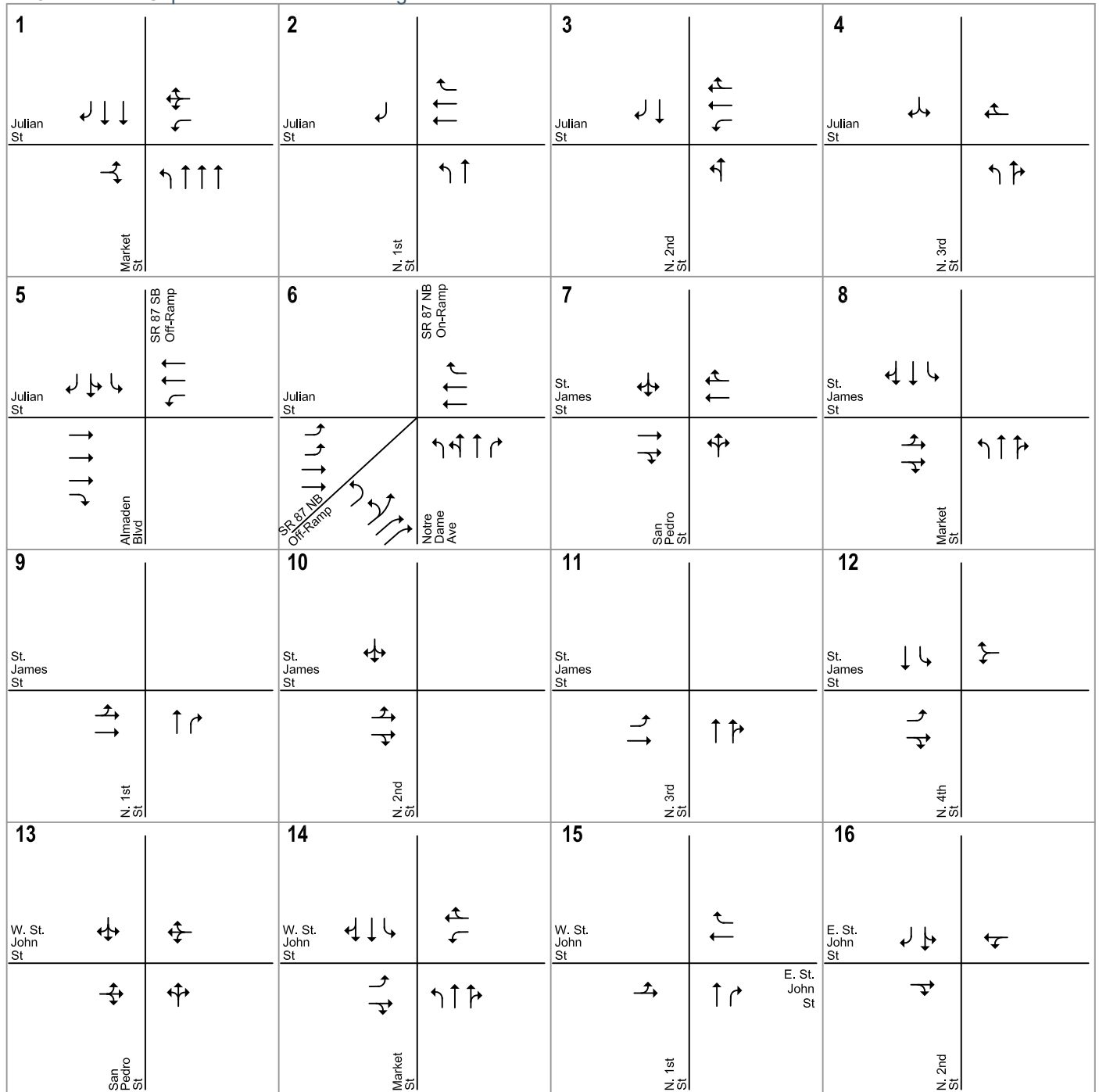


Figure 5
Existing Lane Configurations

3. Local Transportation Analysis

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

Intersection Operations Analysis

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

Project Trip Estimates

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

Trip Generation

It is expected that most of the outdoor concerts at the pavilion would occur on the weekends. A few concerts per year could potentially occur on weekday nights. Although the events are not expected to start during the PM peak commute period (between 4:00 and 6:00 PM), it is expected that a portion of the concert-related traffic would occur during the PM peak period of traffic.

For the purpose of the analysis, it is assumed that the majority of weekday concerts would begin at 7:00 PM. It is estimated that 20 percent of concert attendees would originate downtown within walking and biking distance of St. James Park, and 10 percent of attendees would arrive via either LRT or bus. The remaining 70 percent of concert attendees would arrive via either private automobile (60 percent), or limousine/taxi or rideshare service such as Uber or Lyft (10 percent). For the purpose of the analysis, the average vehicle occupancy rate for both private automobiles and taxi/rideshare is estimated to be 2.0 persons per vehicle.

Applying the arrival pattern that has been observed at the HP Pavilion and used for other traffic studies prepared for projects in the downtown area, it is estimated that 29 percent of the concert attendees at

the pavilion would arrive between one and two hours before the start time (between 5:00 and 6:00 PM) and 59 percent of attendees would arrive one hour or less before the concert start time (between 6:00 and 7:00 PM). The remaining attendees are expected to arrive more than two hours before the concert start time (3 percent) or after the start of the concert (9 percent). A no-show rate of 6 percent also was applied. Table 4 shows the estimated vehicle trips during the weekday PM peak hour (5:00 to 6:00 PM) generated by a 5,000-person concert at the pavilion.

Table 4
Project Trip Generation Estimates

Mode of Transportation	Mode Split	Persons ¹	Average Occupancy (persons/vehicle)	Total Pre-Concert Vehicle Trips		
				In	Out	Total
Public Transit (Bus, LRT)	10.0%	500	--	--	--	
Taxi, Limo, Rideshare (e.g., Uber/Lyft)	10.0%	500	2.0	250	250	500
Walk/Bicycle from within Downtown	20.0%	1,000	--	--	--	
Private Auto	60.0%	3,000	2.0	1,500	0	1,500
<i>Subtotal:</i>	<i>100.0%</i>	<i>5,000</i>		<i>1,750</i>	<i>250</i>	<i>2,000</i>
Adjustment for 6% No-Shows ¹		-300	2.0	-105	0	-105
<i>Total Trips:</i>		<i>4,700</i>		<i>1,645</i>	<i>250</i>	<i>1,895</i>
29% Adjustment for Attendees Arriving 2 hrs Before the Concert Start Time (5-6:00 PM) ² :				477	73	550
Private Autos that will Need to Find Parking:				1,410		

Notes:

¹ Total persons based on a sold out show at a 5,000-seat concert pavilion and a no-show rate of 6 percent, assuming 1/2 of the no-shows would travel via either private auto or taxi/limo/rideshare service.

² Concert arrival time period adjustment based on previous traffic study: *Baseball Stadium in Diridon/Arena Area*, 2006. It is estimated that 29% of all concert generated trips would arrive during the PM peak hour of traffic (between 5:00 - 6:00 PM).

As shown in the table, it is estimated that of the 1,895 total vehicle trips generated by a 5,000-person weekday evening concert event, 550 vehicle trips are expected to occur during the PM peak hour of traffic. The majority of PM peak hour trips (477 trips) would be inbound trips while fewer trips (73 trips) would be outbound trips attributable to drop-offs (e.g., taxi, Uber, etc.).

Trip Distribution

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday PM commute patterns, freeway access points, and parking garage locations. Figure 6 shows the project trip distribution pattern.

Trip Assignment

The PM peak hour vehicle trips generated by a weekday evening concert at the pavilion were assigned to the roadway network in accordance with the trip distribution pattern, taking into account the presence of one-way streets in the study area, the locations and access restrictions of the nearby parking garage entrances, and the anticipated passenger drop-off/pick-up locations.

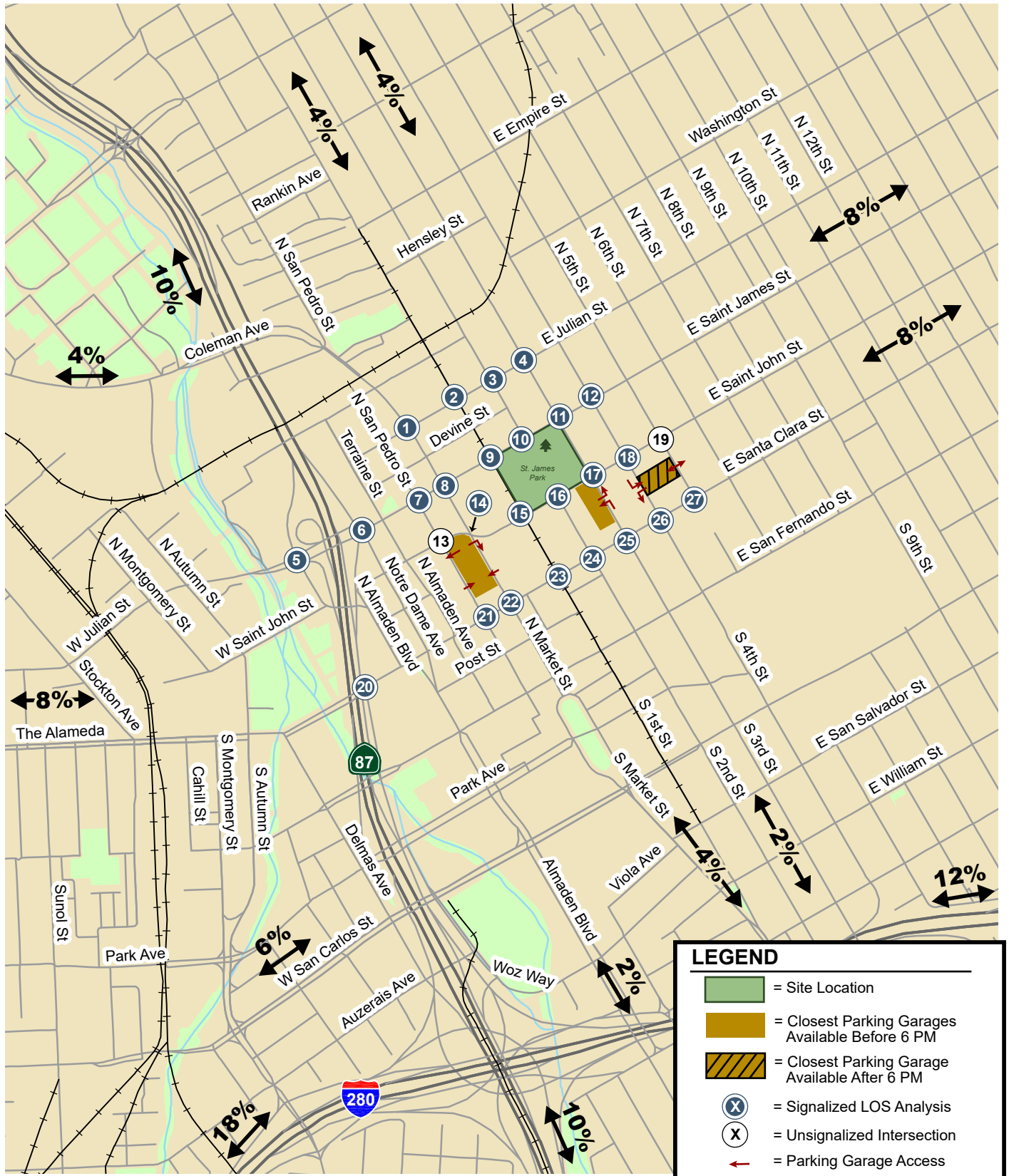


Figure 6
Project Trip Distribution Pattern

While there are some privately operated surface parking lots located near St. James Park, most surface lots are relatively small lots and will likely be redeveloped in the future. The Victory Parking Lot is a large private lot bordered by St. John Street on the north, First Street on the east, Santa Clara Street on the south, and Market Street on the west, with access provided via Market Street only. While this lot does provide a significant amount of parking, the future of the surface lot is uncertain. For this reason, traffic was not assigned to this surface parking lot.

Based on information provided by City staff, the project would convert 12 existing parallel parking spaces located along St. James Street adjacent to the park to a designated freight loading zone for events at the pavilion. Passenger loading would be allowed within the loading zone on non-event days. On days with events at the pavilion, however, passenger loading (e.g., taxi, Uber, etc.) would be scattered throughout the study area without a designated passenger loading zone. For this reason, Hexagon recommends adding a passenger loading area along Third Street adjacent to St. James Park for use on days with concert events at the pavilion. For the purpose of the traffic study, PM peak hour project trips associated with passenger drop-offs were assigned to Third Street.

The PM peak hour private auto trips were assigned to the closest City-operated parking garages that are open to the public: Third Street Garage and Market Street Garage. The nearby Fourth Street Garage (City employee garage) is not open to the public until after 6:00 PM. Thus, no PM peak hour project-generated trips were assigned to this garage. Since the PM peak hour trips would occur between one and two hours before a 7:00 PM concert event at the pavilion, the private auto trips were split equally between the Third Street and Market Street Garages. Although the Third Street Garage is slightly closer to St. James Park, the Market Street Garage is larger and provides convenient access to many restaurants and other local establishments located along San Pedro Street and Santa Clara Street, as well as the San Pedro Square Market.

Figure 7 shows the project trip assignment at the study intersections. Figure 8 shows the project trips at the City-owned parking garage entrances.

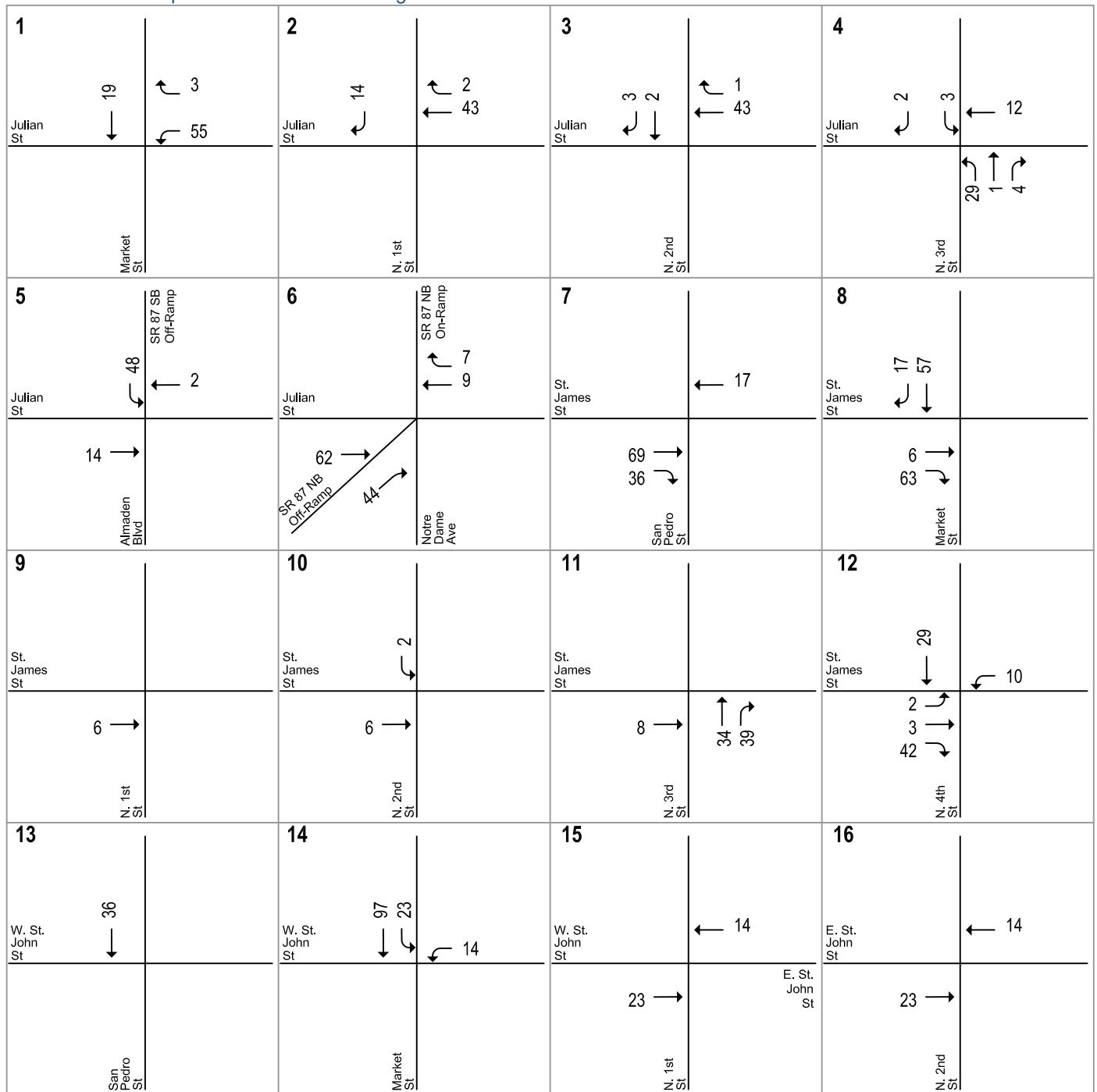
Existing Trip Reassignment due to Second Street Closure

Second Street would be permanently closed to through traffic between St. James Street and St. John Street as part of the St. James Park project. As a result, all southbound traffic currently utilizing this segment of Second Street (including VTA buses) would need to find alternative routes. During the PM peak hour, 343 vehicles currently utilize this segment of Second Street and 114 additional vehicles associated with approved projects in the area are also projected to utilize this segment. Thus, for the purpose of the study, these 457 PM peak hour vehicle trips were reassigned to alternative southbound routes in the study area. The rerouted southbound traffic was assigned relatively evenly between Market Street (via Julian Street) and Fourth Street (via St. James Street). It is estimated that most of the reassigned southbound traffic on Market and Fourth Streets would stay on these streets through the study area, while a small amount would turn back to Second Street at either St. John Street or Santa Clara Street. Figure 9 shows the existing trips plus the approved trips inventory (ATI) PM peak hour trip reassignment that would occur with the closure of Second Street. The changes to local bus routes and LRT transit operations along Second Street, both during and post project construction, are discussed later in this chapter.

Daily Traffic Volume on Second Street

Average Daily Traffic (ADT) volume data were collected along the segment of Second Street that would be closed as part of the project over a 7-day period in September 2018. The weekday ADT volume along this segment of Second street is currently about 3,300 vehicles per day (average of Tuesday, Wednesday and Thursday ADT volumes). This existing southbound traffic would utilize alternative routes as described above. The raw tube count data are contained in Appendix A.

St. James Park Capital Vision and Performing Arts Pavilion

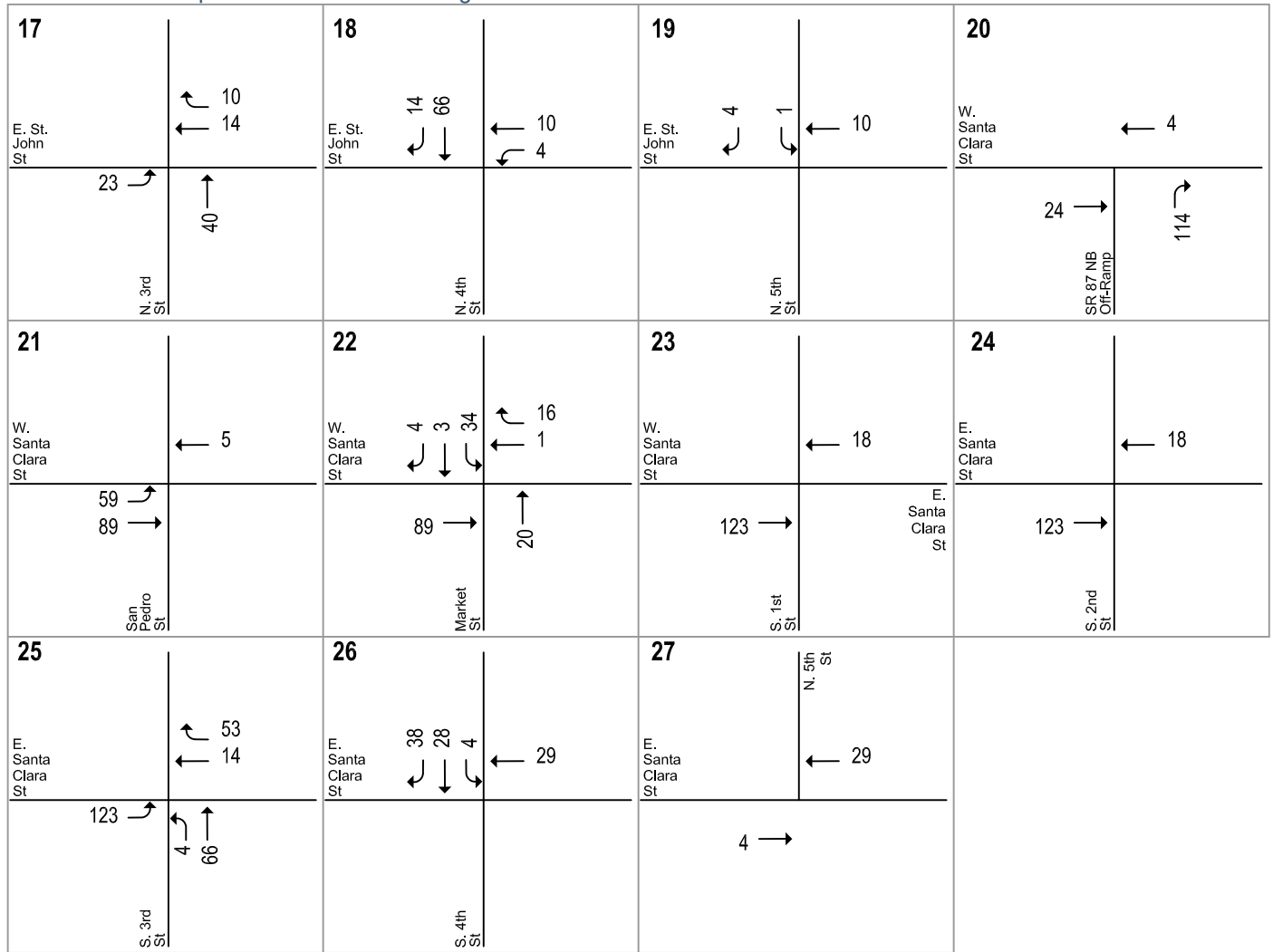


LEGEND

XX = PM Peak-Hour Trips

Figure 7
Project Trips at the Study Intersections

St. James Park Capital Vision and Performing Arts Pavilion



LEGEND

XX = PM Peak-Hour Trips

Figure 7
Project Trips at the Study Intersections

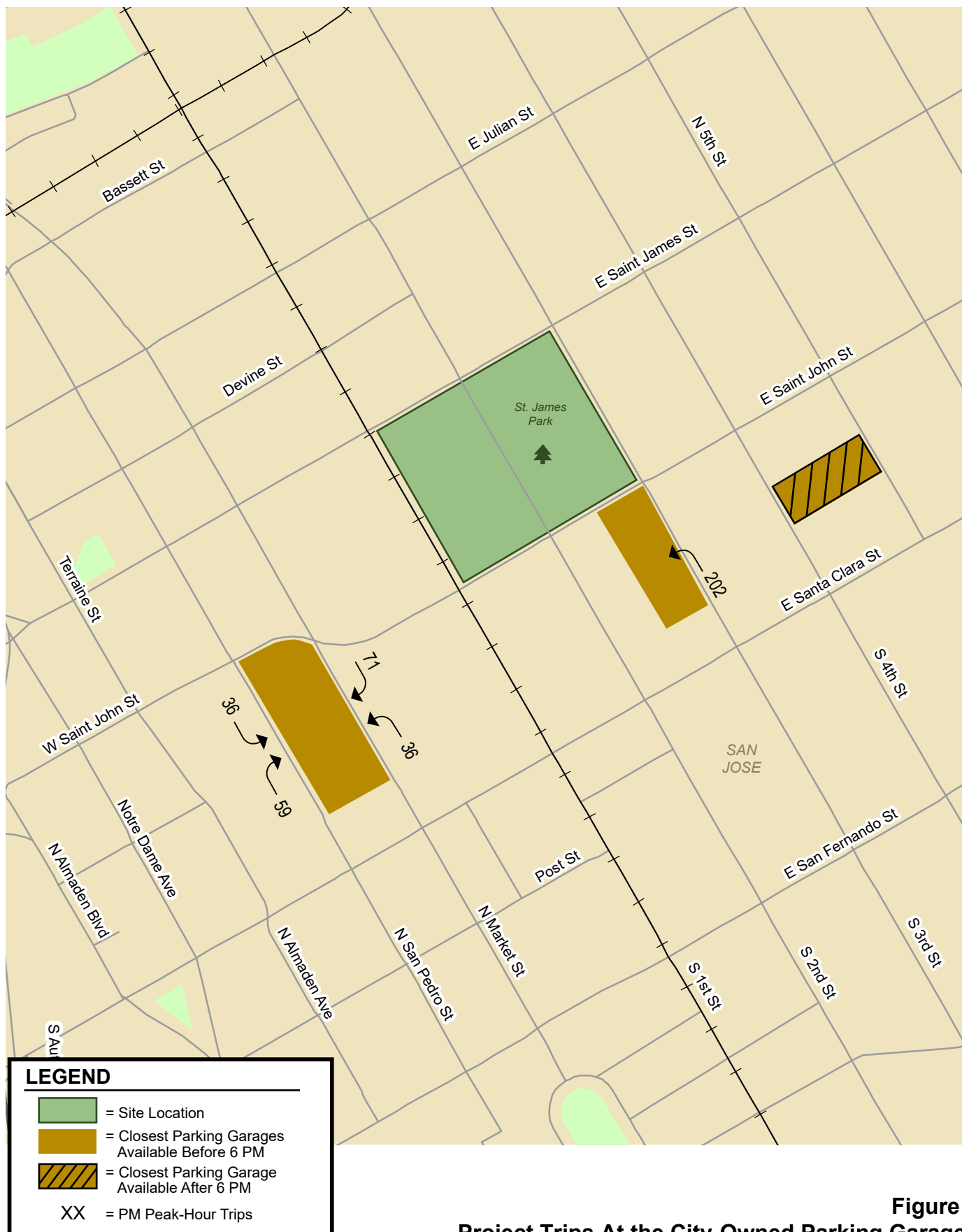


Figure 8
Project Trips At the City-Owned Parking Garages

St. James Park Capital Vision and Performing Arts Pavilion

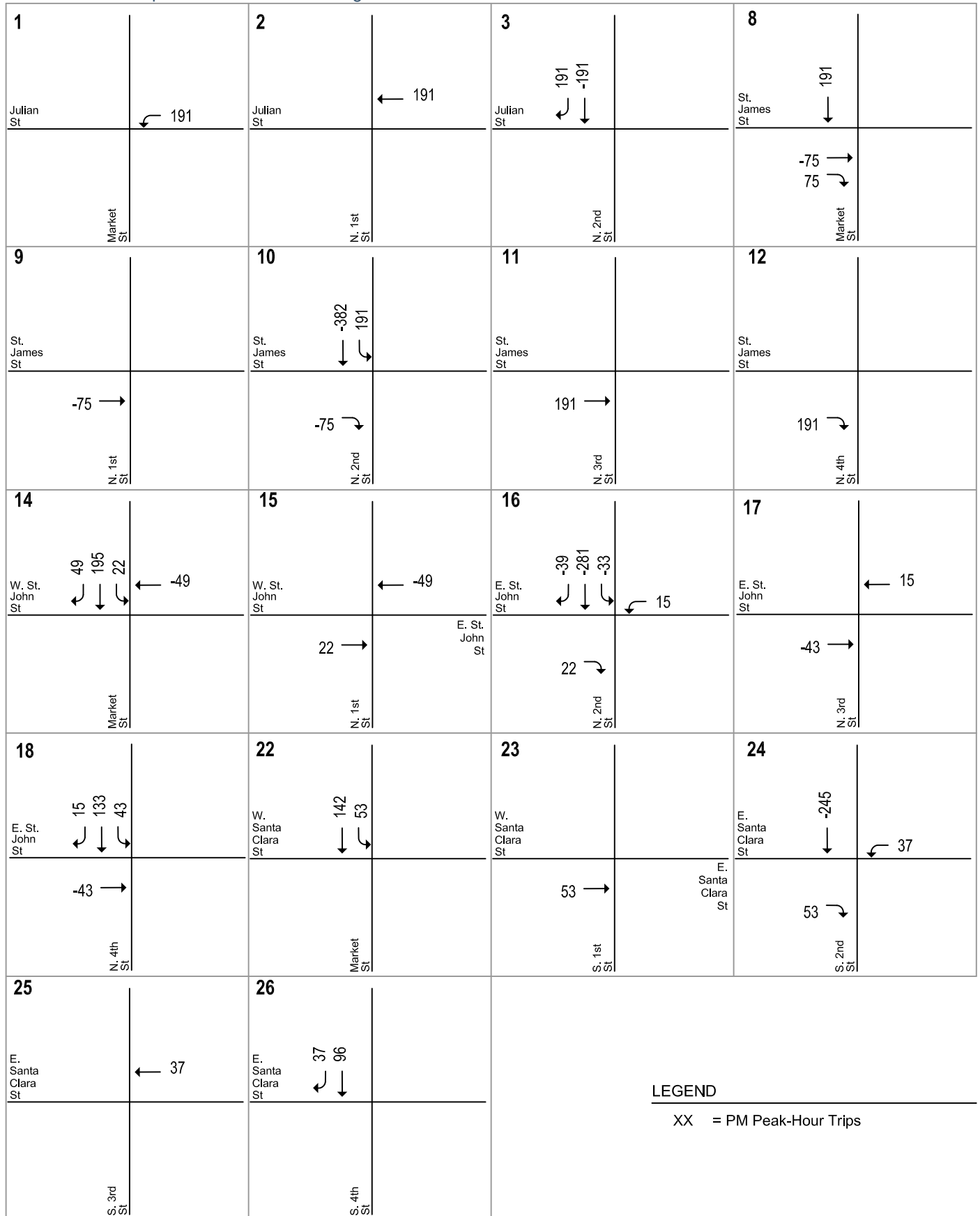


Figure 9
Existing + ATI Trip Reassignment Due To 2nd Street Closure

Study Intersection Volumes

Existing Traffic Volumes

Existing PM peak hour traffic count data for the study intersections were provided by the City of San Jose and new turning movement counts. The existing PM peak hour intersection volumes are shown on Figure 10.

Background Traffic Volumes

Background PM peak hour traffic volumes were estimated by adding to existing PM peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The background PM peak hour intersection volumes are shown on Figure 11. The ATI sheets are contained in Appendix B.

Background Plus Project Traffic Volumes

Project PM peak hour trips were added to background PM peak hour traffic volumes to obtain background plus project PM peak hour traffic volumes (see Figure 12). The existing trip reassignment due to the closure of Second Street is also reflected in the background plus project traffic volumes.

Intersection Level of Service Evaluation

Intersection levels of service were evaluated against the standards of the City of San Jose. The results of the analysis show that all the signalized study intersections are currently operating at acceptable levels of service (LOS D or better) during the PM peak hour of traffic. All but one of the signalized study intersections would continue to operate at an acceptable LOS D or better under background and background plus project conditions. The intersection of Fourth Street and St. James Street would operate at LOS E under background conditions as a result of the approved projects in the area and would worsen to LOS F operations as a result of the addition of project-generated traffic. Thus, the project would have an adverse effect on the operations of this signalized intersection.

The results of the intersection level of service analysis are shown in Table 5. The detailed intersection level of service calculation sheets are included in Appendix C.

Proposed Intersection Improvements: Convert the southbound left-turn lane on Fourth Street to a shared through/left-turn lane. The southbound left-turn lane is currently aligned with the existing inside southbound lane on Second Street. This improvement would require minor signal modifications and restriping, and would improve the intersection operation to LOS D.

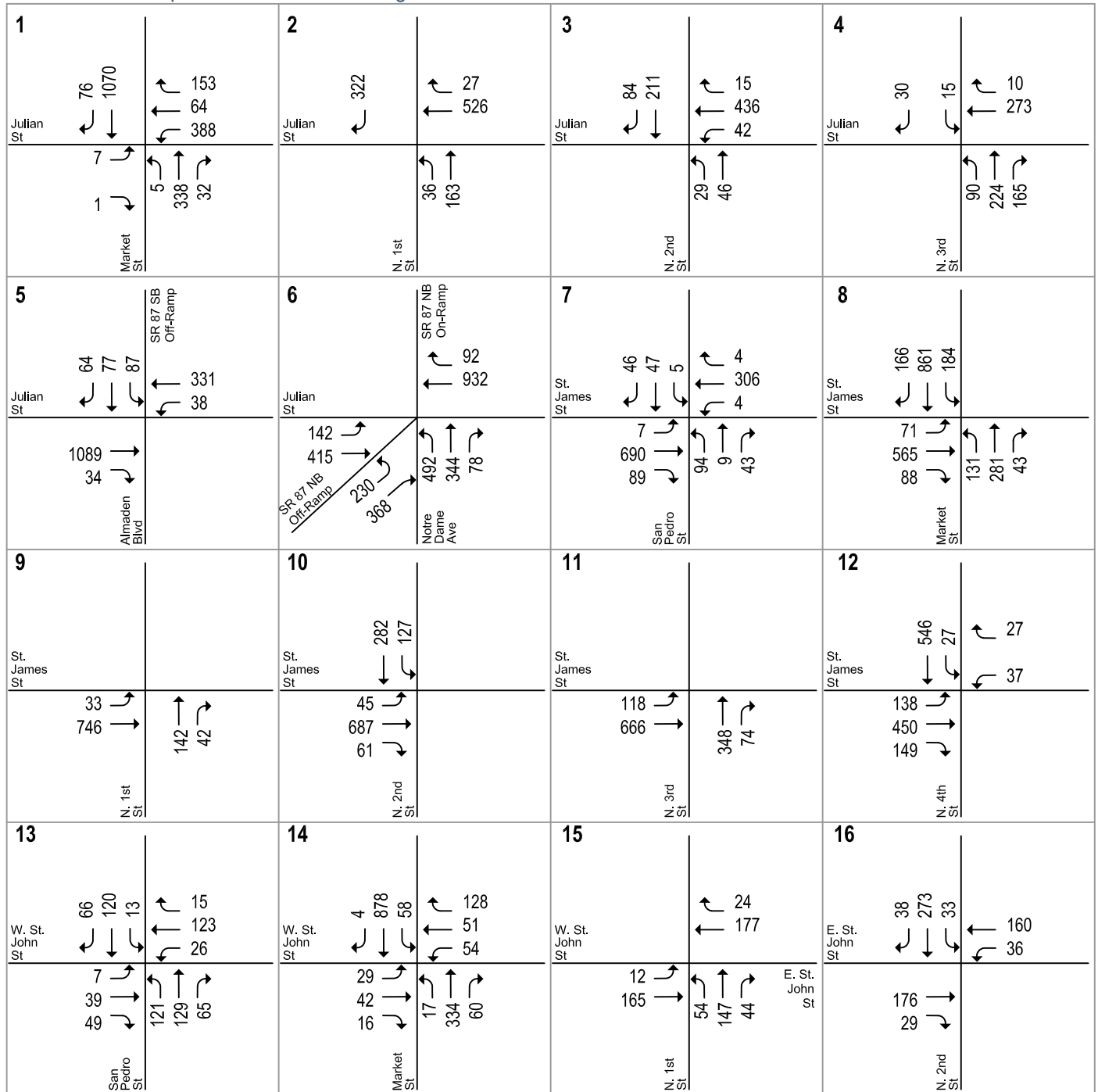
Other Planned/Funded Roadway Improvements

Improvements are planned for St. James Street and Julian Street that would affect the intersection geometry of Fourth Street and St. James Street in the future. The TIA prepared for the Downtown Strategy 2040 EIR identifies one of the 2040 roadway network improvements as follows:

- Decouple St. James and Julian Streets between Market and Fourth Streets.

The planned couplet conversions of St. James and Julian Streets would enhance the connectivity of the downtown roadway network and provide drivers with more route options than currently exist, thereby altering traffic circulation patterns in the project vicinity. According to the City of San Jose's Capital Improvement Program (CIP) list of improvements, these improvements are funded and are expected to be implemented by the year 2040. Note that these planned improvements could be implemented in conjunction with the closure of Second Street and the improvements that are proposed to improve the intersection level of service under background plus project conditions.

St. James Park Capital Vision and Performing Arts Pavilion

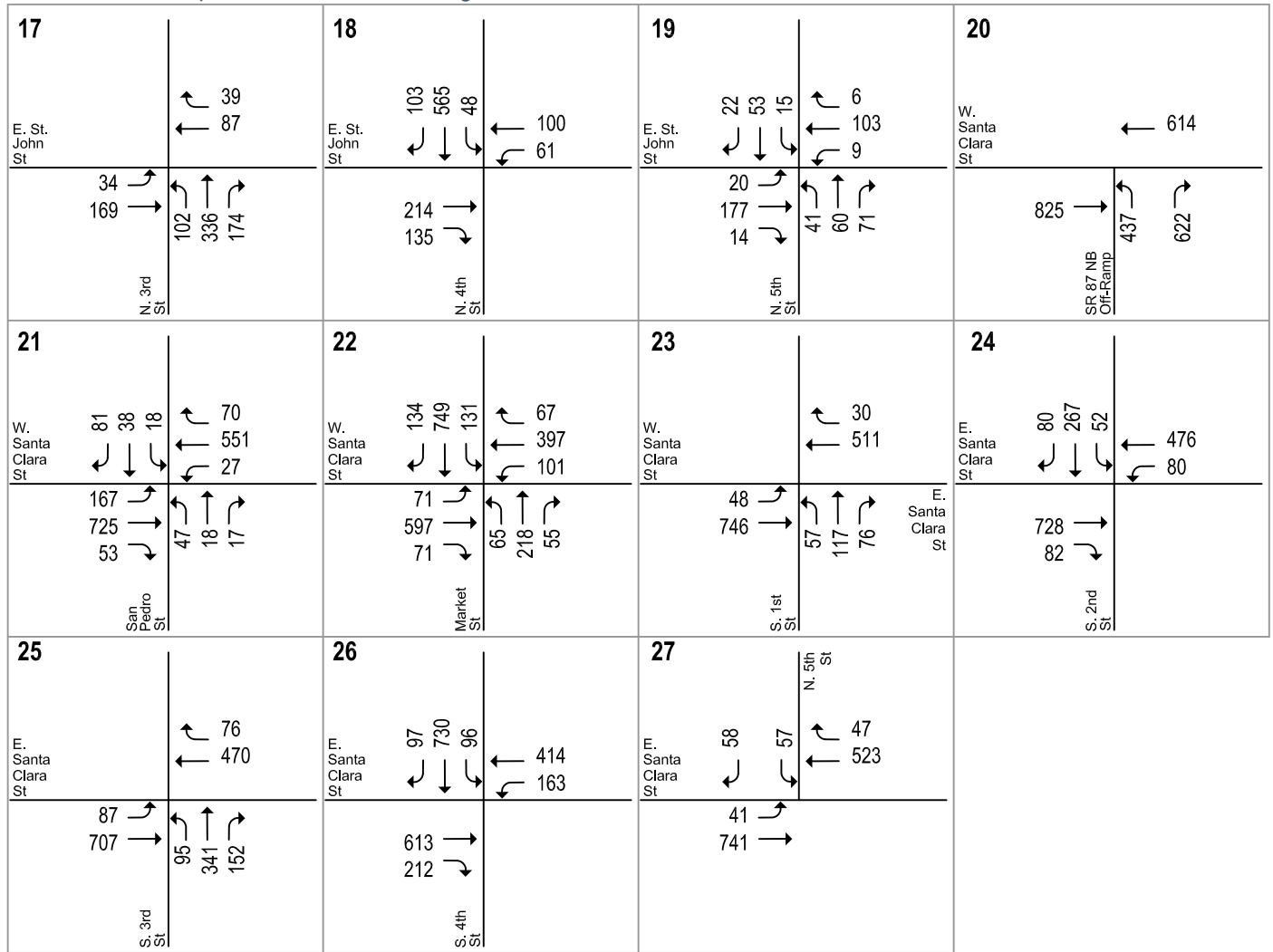


LEGEND

XX = PM Peak-Hour Traffic Volumes

Figure 10
Existing Traffic Volumes

St. James Park Capital Vision and Performing Arts Pavilion

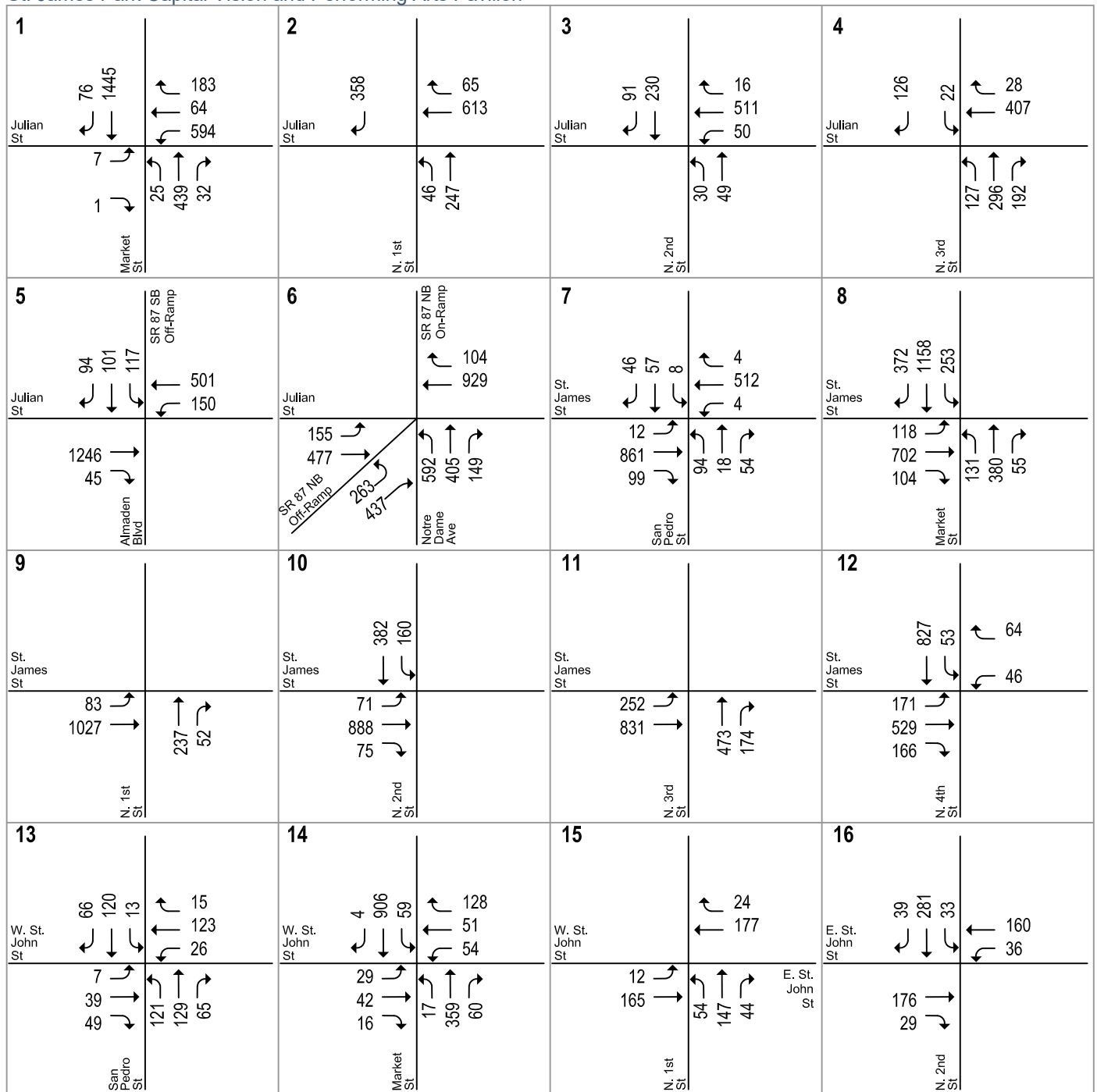


LEGEND

XX = PM Peak-Hour Traffic Volumes

Figure 10
Existing Traffic Volumes

St. James Park Capital Vision and Performing Arts Pavilion

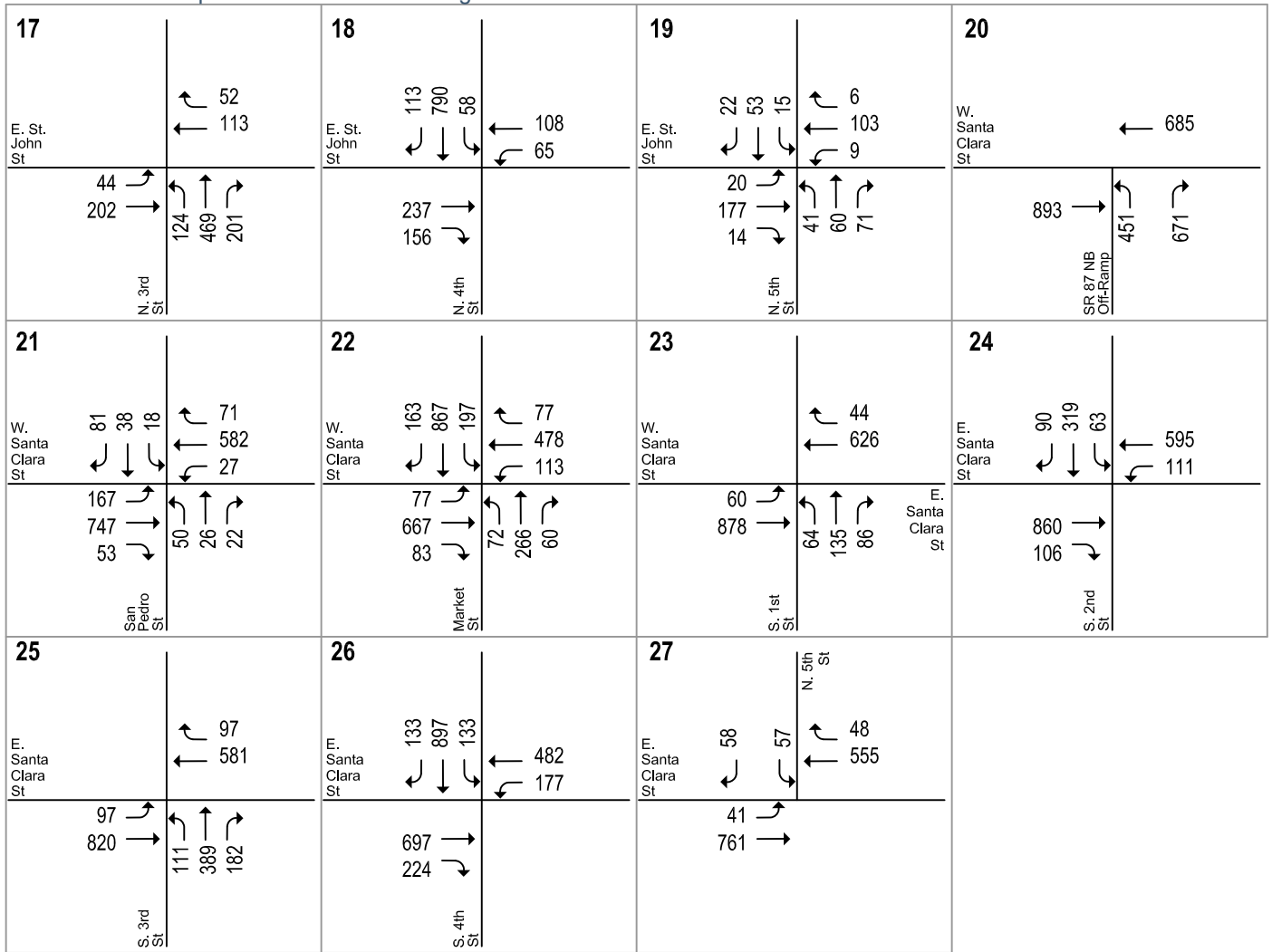


LEGEND

XX = PM Peak-Hour Traffic Volumes

Figure 11
Background Traffic Volumes

St. James Park Capital Vision and Performing Arts Pavilion

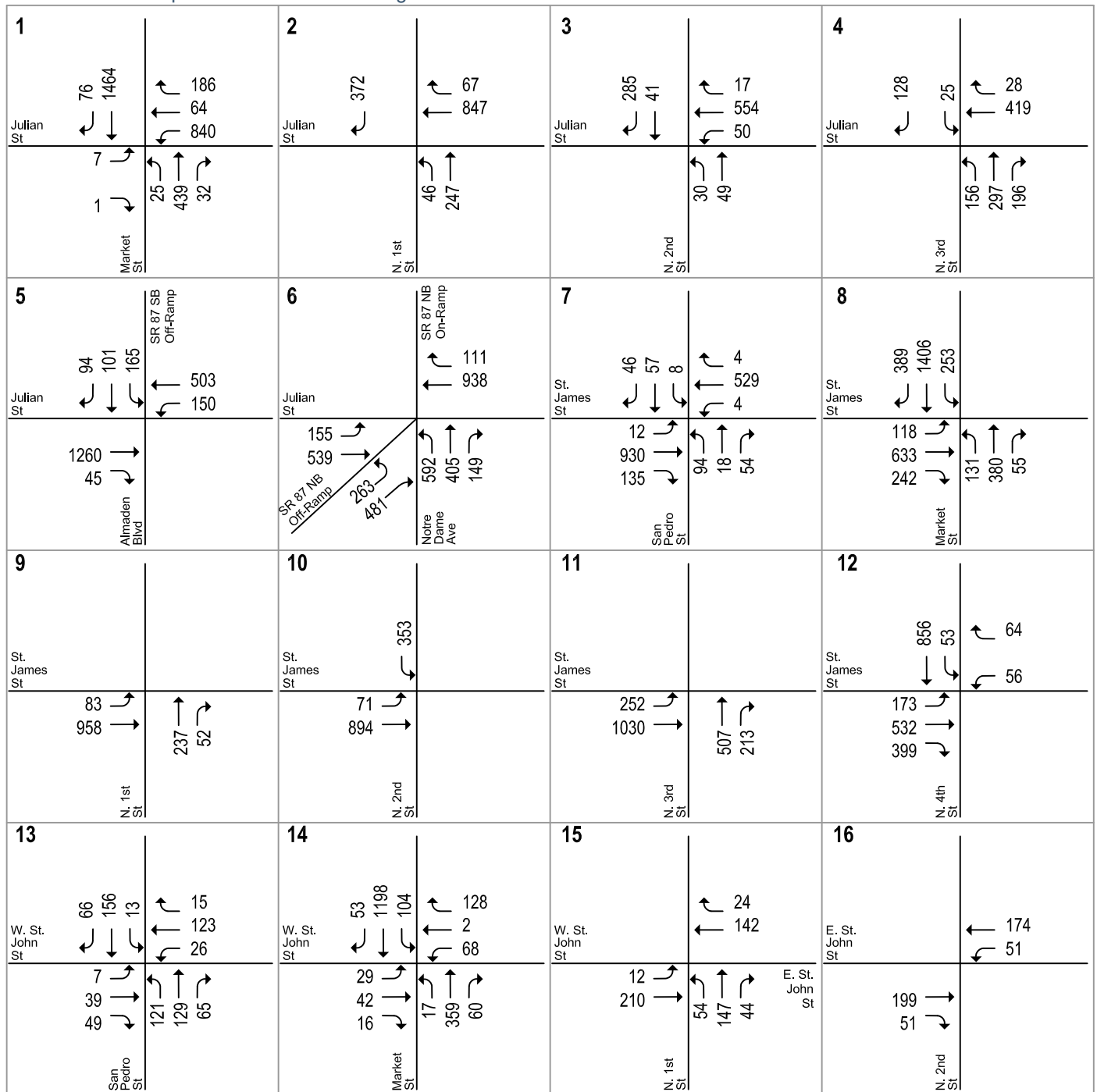


LEGEND

XX = PM Peak-Hour Traffic Volumes

Figure 11
Background Traffic Volumes

St. James Park Capital Vision and Performing Arts Pavilion

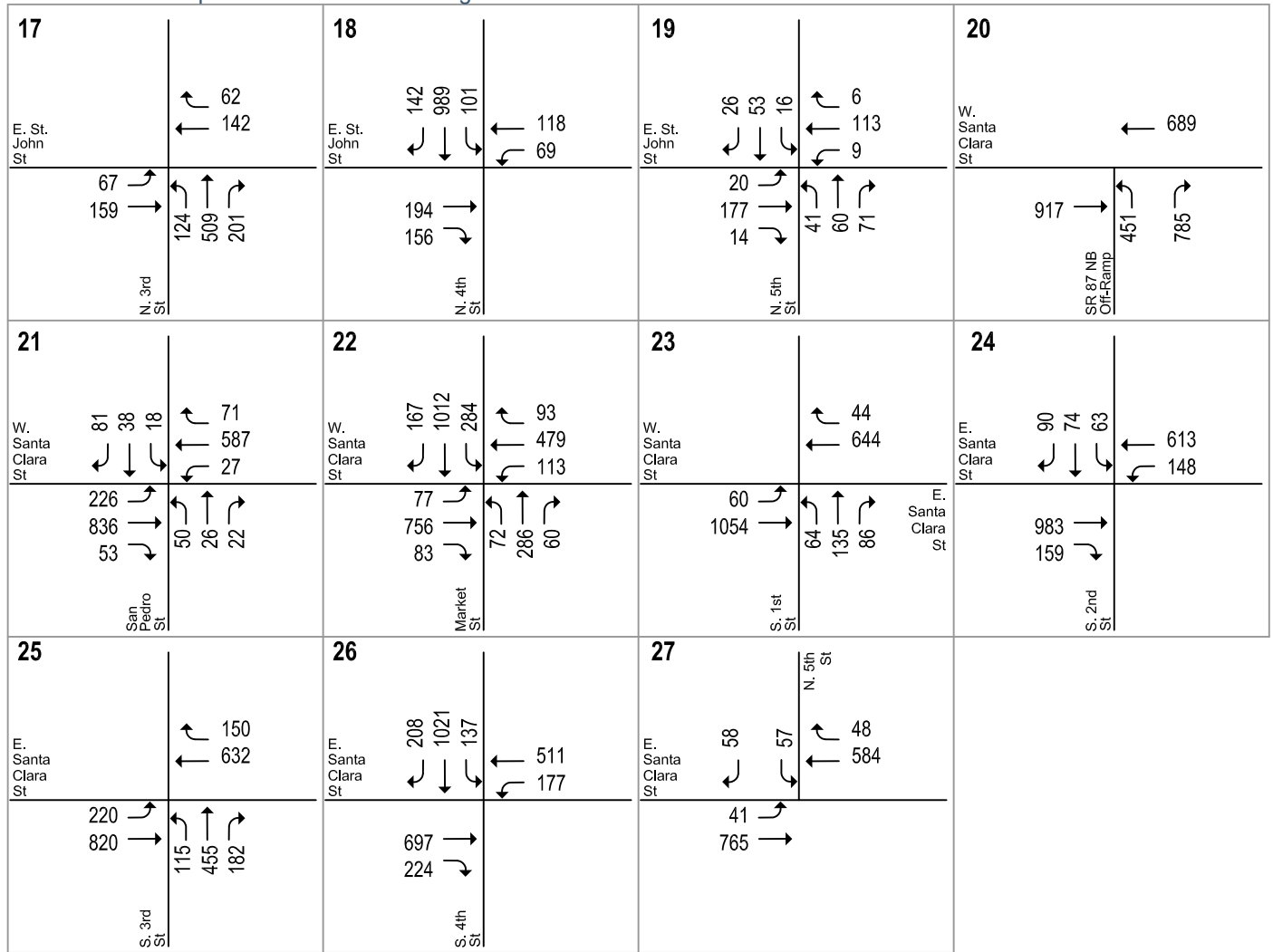


LEGEND

XX = PM Peak-Hour Traffic Volumes

Figure 12
Background Plus Project Traffic Volumes

St. James Park Capital Vision and Performing Arts Pavilion



LEGEND

XX = PM Peak-Hour Traffic Volumes

Figure 12
Background Plus Project Traffic Volumes

Table 5
Intersection Level of Service Summary

ID	Intersection	Peak Hour	Existing		Background		Background + Project			
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. In Crit. Del. (sec)	Incr. In Crit. V/C
1	Market St and Julian St	PM	32.4	C	38.8	D	47.0	D	12.2	0.084
2	First St and Julian St	PM	21.3	C	21.8	C	22.5	C	-0.1	0.076
3	Second St and Julian St	PM	8.7	A	8.8	A	9.4	A	0.8	0.061
4	Third St and Julian St	PM	22.1	C	28.9	C	29.2	C	0.6	0.014
5	SR-87 and Julian St (West) *	PM	10.6	B	15.5	B	16.4	B	1.1	0.018
6	SR-87 and Julian St (East) *	PM	44.5	D	46.3	D	46.8	D	0.9	0.018
7	San Pedro St and St. James St	PM	6.2	A	6.0	A	5.8	A	-0.2	0.033
8	Market St and St. James St	PM	37.8	D	41.4	D	45.7	D	5.5	0.097
9	First St and St. James St	PM	6.3	A	7.5	A	7.6	A	0.1	-0.021
10	Second St and St. James St	PM	10.5	B	12.7	B	9.9	A	-2.8	-0.143
11	Third St and St. James St	PM	9.2	A	11.6	B	15.8	B	4.6	0.141
12	Fourth St and St. James St	PM	29.4	C	59.6	E	114.1	F	60.5	0.167
<i>With Proposed Improvement ¹:</i>							42.9	D		
14	Market St and St. John St	PM	26.6	C	26.2	C	21.4	C	-6.0	0.054
15	First St and St. John St	PM	9.5	A	9.5	A	9.2	A	0.3	0.028
16	Second St and St. John St	PM	9.6	A	9.7	A	0.5	A	-8.5	-0.170
17	Third St and St. John St	PM	9.1	A	9.6	A	9.7	A	-0.5	0.000
18	Fourth St and St. John St	PM	17.3	B	17.7	B	16.5	B	-1.8	0.044
20	SR-87 and Santa Clara St *	PM	17.2	B	17.5	B	18.2	B	0.8	0.045
21	San Pedro St and Santa Clara St	PM	18.3	B	18.2	B	20.1	C	10.7	0.083
22	Market St and Santa Clara St	PM	29.8	C	31.4	C	32.9	C	1.9	0.073
23	First St and Santa Clara St	PM	17.3	B	17.4	B	17.2	B	-0.2	0.005
24	Second St and Santa Clara St	PM	19.8	B	21.3	C	14.4	B	-7.5	-0.074
25	Third St and Santa Clara St	PM	20.5	C	21.0	C	23.6	C	4.9	0.130
26	Fourth St and Santa Clara St	PM	23.5	C	24.8	C	25.4	C	0.3	0.041
27	Fifth St and Santa Clara St	PM	6.3	A	6.2	A	6.1	A	0.0	0.001
Notes:										
* Denotes VTA CMP intersection.										
Bold indicates a substandard level of service.										
Outline indicates the project would have an adverse effect at this intersection.										

Intersection Queuing Analysis

The operations analysis is based on vehicle queuing for high-demand left-turn movements at intersections. Based on the project trip generation and trip assignment, the following left-turn movements were examined as part of the queuing analysis for this project:

- Market Street and St. John Street – Southbound left-turn and westbound left-turn
- San Pedro Street and Santa Clara Street – Eastbound left-turn
- Market Street and Santa Clara Street – Southbound left-turn
- Third Street and Santa Clara Street – Eastbound left-turn
- Second Street and Santa Clara Street – Westbound left-turn

The estimated queue lengths based on the Poisson numerical calculations show queuing deficiencies for four of the six studied left-turn pockets (see Table 6). Locations where the vehicular queues would be deficient are discussed below.

San Pedro Street and Santa Clara Street

The queuing analysis indicates that the 95th percentile vehicle queue for the eastbound left-turn pocket at the San Pedro Street and Santa Clara Street intersection currently exceeds the vehicle storage capacity by 1 vehicle during the PM peak hour and would continue to do so under background conditions. The eastbound single left-turn lane currently provides 175 feet of vehicle storage, which can accommodate 7 vehicles (based on 25 feet per vehicle). With the addition of project-generated traffic, the eastbound left-turn queue is projected to increase by 3 vehicles over background conditions to 11 vehicles (275 feet in length) during the PM peak hour.

Lengthening the eastbound left-turn pocket on Santa Clara Street is not possible due to the presence of back-to-back left-turn pockets. The westbound left-turn pocket on Santa Clara Street at Almaden Avenue provides only 75 feet of storage and would need to be shortened even more to lengthen the eastbound left-turn pocket on Santa Clara Street at San Pedro Street. Therefore, lengthening the eastbound left-turn pocket at this intersection is not feasible.

It should be noted that existing observations show the eastbound left-turn queues are half of what is shown in the queuing analysis table for existing conditions (4 vehicles versus 8 vehicles). The reason for this is that the existing PM peak hour count that was used for the analysis was conducted on a weekday with a large concert event at the SAP Center, while the field observations were conducted on a more typical weekday without a large concert event. Therefore, the queuing analysis shows a worst-case eastbound left-turn queue at the San Pedro Street and Santa Clara Street intersection under background plus project conditions: SAP Center concert event + the proposed pavilion concert event.

Market Street and Santa Clara Street

The queuing analysis indicates that the 95th percentile vehicle queue for the southbound left-turn pocket at the Market Street and Santa Clara Street intersection currently exceeds the vehicle storage capacity by 1 vehicle during the PM peak hour and would exceed the vehicle storage capacity by 4 vehicles under background conditions. The southbound single left-turn lane currently provides 150 feet of vehicle storage, which can accommodate 6 vehicles. With the addition of project-generated traffic, the southbound left-turn queue is projected to increase by 3 vehicles over background conditions to 13 vehicles (325 feet in length) during the PM peak hour.

Lengthening the southbound left-turn pocket on Market Street is not possible due to the presence of back-to-back left-turn pockets. The northbound left-turn pocket on Market Street that provides access to the Market Street Garage would need to be shortened in order to lengthen the southbound left-turn pocket on Market Street at Santa Clara Street. Therefore, lengthening the southbound left-turn pocket at this intersection is not feasible.

Table 6
Intersection Queuing Analysis Summary

Intersection Movement	Market St & St. John St		San Pedro St & Santa Clara St		Market St & Santa Clara St		Third St & Santa Clara St		Second St & Santa Clara St	
	SB LT	WB LT	EB LT		SB LT		EB LT		WB LT	
Existing										
Cycle ¹ (sec)	150	150	100		100		100		100	
Lanes	1	1	1		1		1		1	
Volume (vph)	58	54	167		131		87		80	
Volume (vphpl)	58	54	167		131		87		80	
Avg. Queue (veh/ln)	2	2	5		4		2		3	
Avg. Queue ² (ft/ln)	50	50	125		100		50		75	
95th% Queue (veh/ln)	5	5	8		7		4		6	
95th% Queue ² (ft/ln)	125	125	200		175		100		150	
Storage (ft/ ln)	200	200	175		150		125		125	
Adequate (Y/N)	Y	Y	N		N		Y		N	
Background										
Cycle ¹ (sec)	150	150	100		100		100		100	
Lanes	1	1	1		1		1		1	
Volume (vph)	59	54	167		197		97		111	
Volume (vphpl)	59	54	167		197		97		111	
Avg. Queue (veh/ln)	2	2	5		5		3		4	
Avg. Queue ² (ft/ln)	50	50	125		125		75		100	
95th% Queue (veh/ln)	5	5	8		10		6		7	
95th% Queue ² (ft/ln)	125	125	200		250		150		175	
Storage (ft/ ln)	200	200	175		150		125		125	
Adequate (Y/N)	Y	Y	N		N		N		N	
Background Plus Project										
Cycle ¹ (sec)	150	150	100		100		100		100	
Lanes	1	1	1		1		1		1	
Volume (vph)	104	68	226		284		220		148	
Volume (vphpl)	104	68	226		284		220		148	
Avg. Queue (veh/ln)	4	3	6		8		6		5	
Avg. Queue ² (ft/ln)	100	75	150		200		150		125	
95th% Queue (veh/ln)	8	6	11		13		10		9	
95th% Queue ² (ft/ln)	200	150	275		325		250		225	
Storage (ft/ ln)	200	200	175		150		125		125	
Adequate (Y/N)	Y	Y	N		N		N		N	
Notes: NB = northbound; SB = southbound; EB = eastbound; WB = westbound. LT = left turn movement; TH = through movement; RT = right turn movement. 1. Vehicle queue calculations based on cycle length for signalized intersections. 2. Assumes 25 feet per vehicle queued.										

Second Street and Santa Clara Street

The queuing analysis indicates that the 95th percentile vehicle queue for the westbound left-turn pocket at the Second Street and Santa Clara Street intersection currently exceeds the vehicle storage capacity by 1 vehicle during the PM peak hour and would exceed the vehicle storage capacity by 2 vehicles under background conditions. The westbound single left-turn lane currently provides 125 feet of vehicle storage, which can accommodate 5 vehicles. With the addition of project-generated traffic, the westbound left-turn queue is projected to increase by 2 vehicles over background conditions to 9 vehicles (225 feet in length) during the PM peak hour.

Lengthening the westbound left-turn pocket on Santa Clara Street is not possible due to the presence of back-to-back left-turn pockets. The eastbound left-turn pocket on Santa Clara Street at Third Street would need to be shortened in order to lengthen the westbound left-turn pocket. Since queuing issues also would occur for the eastbound left-turn pocket on Santa Clara Street at Third Street (as described below), lengthening the westbound left-turn pocket on Santa Clara Street at Second Street is not feasible.

Third Street and Santa Clara Street

Although the PM peak hour 95th percentile vehicle queue for the eastbound left-turn pocket at the Third Street and Santa Clara Street intersection currently does not exceed the vehicle storage capacity, the vehicle queues that would occur under background conditions would exceed the eastbound left-turn pocket storage capacity by 1 vehicle. The eastbound single left-turn lane currently provides 125 feet of vehicle storage, which can accommodate 5 vehicles. With the addition of project-generated traffic, the eastbound left-turn queue is projected to increase by 4 vehicles over background conditions to 10 vehicles (250 feet in length) during the PM peak hour.

As described above, lengthening the eastbound left-turn pocket on Santa Clara Street is not feasible due to the presence of back-to-back left-turn pockets.

Parking Garage Analysis

Parking Availability at the Nearby Garages

The City of San Jose Department of Transportation provided existing weekday parking occupancy data for the Third Street and Market Street Garages. Table 7 shows the average parking occupancy between 4:00 pm and Midnight on a typical weekday at both parking garages.

Based on the parking counts, both parking garages are approximately 70 percent occupied at 5:00 PM when some pavilion concert goers would begin to arrive. This equates to approximately 385 available parking spaces at the Market Street Garage and about 230 available parking spaces at the Third Street Garage. The number of project-generated vehicles expected to enter each of these two parking garages is 202 vehicles between 5:00 PM and 6:00 PM. Thus, adequate parking would be available at both garages between 5:00 PM and 6:00 PM. As shown in Table 7, 187 vehicles exit the Market Street Garage and 152 vehicles exit the Third Street Garage between 5:00 PM and 6:00 PM, which are nearly the number of project-generated vehicles estimated to enter the parking garages.

Based on the project trip generation calculations, it is estimated that a total of approximately 1,400 vehicles would need to find a parking space for a concert event at the pavilion. This number of vehicles is expected to arrive by the start of the concert. The parking occupancy data at the Market Street and Third Street Garages show that a total of approximately 1,200 parking spaces would be available between the two parking garages at 7:00 PM. Thus, 200 vehicles would need to find parking elsewhere. The Fourth/St. John Street Garage (City of San Jose employee parking garage) is open to the public after 6:00 PM, is located only one block from St. James Park, and is free to park. This garage contains

over 1,000 parking stalls and is only about 20 percent occupied at 6:00 PM. Therefore, the Market Street, Third Street and Fourth/St. John Street Garages together would provide adequate parking to serve the total number of vehicles expected to require a parking space for a weekday concert event at the pavilion. Note that since the Market Street and Third Street Garages are also utilized by some people that attend events at the SAP Center, it is recommended that concert events at the pavilion be scheduled so as not to coincide with major events at the SAP Center whenever possible.

Table 7
Parking Garage Occupancy Data

Time of Day	Market Street Garage (1335 stalls)		Third Street Garage (725 stalls)	
	# of Parked Vehicles	% Occupancy	# of Parked Vehicles	% Occupancy
5:00 PM	948	71%	493	68%
6:00 PM	761	57%	341	47%
7:00 PM	668	50%	181	25%
8:00 PM	715	54%	116	16%
9:00 PM	697	52%	94	13%
10:00 PM	622	47%	78	11%
11:00 PM	521	39%	71	10%
Midnight	324	24%	62	9%

Notes:
Existing average weekday parking garage occupancy data provided by City of San Jose Department of Transportation.

Traffic Operations at the Third Street and Market Street Garages

As previously shown on Figure 8, half the project-generated trips are expected to utilize the Third Street Garage and half are expected to use the Market Street Garage to park one to two hours before a 7:00 PM weekday concert event at the pavilion. Since the 202 inbound trips at the Market Street Garage are split between the four entrance lanes, no operational issues are expected to occur at the Market Street Garage during the PM peak hour of traffic. The Third Street Garage, however, has only one entrance lane with access provided via northbound Third Street. For this reason, some issues associated with vehicle queuing and delay along Third Street are expected to occur at the Third Street Garage entrance.

To identify the vehicle queuing and delay issues that would likely occur at the Third Street Garage, observations were made at the Third Street Garage entrance during the weekday AM peak hour when the existing inbound volume is higher. The maximum inbound vehicle queue observed was 7 vehicles from the security gate. Two queued vehicles were contained within the parking garage between the gate and the sidewalk, and 5 vehicles spilled into the northbound through lane on Third Street. Although the vehicle queue momentarily blocks the inside travel lane on Third Street, it does not significantly affect the flow of northbound traffic because there is a second northbound travel lane on Third Street. Based on the existing observations, a maximum of approximately 170 vehicles per hour enter the Third Street Garage during the weekday AM peak commute period.

The projected 202 weekday PM peak hour inbound trips at the Third Street Garage entrance is approximately 20 percent higher than the observed AM peak hour inbound traffic entering the garage. Assuming the PM peak hour arrival rate of the concert attendees would be similar to the weekday morning commuters, the maximum vehicle queue that would develop at the Third Street Garage is estimated to be 9 vehicles, with 7 vehicles spilling into the inside travel lane on Third Street. This equates to a vehicle queue length of approximately 175 feet on Third Street. Since there is 350 feet of distance between the Third Street Garage entrance and Santa Clara Street, the queuing estimated to occur along Third Street as a result of pavilion concert goers arriving between 5:00 PM and 6:00 PM would not be expected to cause any significant operational issues along Third Street. Note also that northbound traffic on Third Street during the weekday PM peak hour is approximately 40 percent lower than during the weekday AM peak hour.

Pedestrian, Bicycle and Transit Analysis

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

Pedestrian Facilities

Pedestrian facilities consist of sidewalks along the streets in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads are located at all the signalized intersections in the study area. Overall, the existing network of sidewalks exhibits good connectivity and would provide safe routes to St. James Park from the nearby transit stops, residences and places of work.

Mid-Block Crosswalk on Third Street

The project would construct a new mid-block pedestrian crosswalk on Third Street (see Figure 2 in Chapter 1). The mid-block crosswalk should include ADA compliant ramps with standard pavement markings and truncated domes. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street. Due to the high number of pedestrian crossings expected to occur at the new mid-block crosswalk during weekday evening concert events at the pavilion, enhanced pedestrian warning devices, such as Rapid Rectangular Flashing Beacons (RRFBs), should be included in the crosswalk design.

Other Pedestrian Enhancements

The City of San Jose Department of Transportation (DOT) recommends the installation of bulbouts along the project frontages at the south leg portion of the St. James Street/Second Street intersection and at the north leg portion of the St. John Street/Second Street intersection. The bulbouts would shorten the crossing distances on St. James Street and St. John Street and enhance pedestrian visibility.

Bicycle Facilities

St. James Park is located in an area rich with bicycle facilities, including striped bike lanes on Third and Fourth Streets, a mix of bike lanes and designated bike routes (Sharrows) on St. John Street, and bike Sharrows on First and Second Streets (see Figure 3 in Chapter 2). In addition, the Guadalupe River

Park and Gardens and adjacent multi-use trail system (½ mile west of St. James Park) can be accessed via St. John Street.

The project would provide 69 bike racks, with each rack capable of holding two bicycles (for a total of 138 bicycle parking spaces). Bicycles are allowed on LRT trains and buses can accommodate bikes as well. In addition, the City of San Jose participates in the Bay Area Ford GoBike bike share program, which allows users to rent and return bicycles at various locations in and around the downtown area. An existing Ford GoBike station is conveniently located on the east side of Third Street across from St. James Park. The new mid-block crosswalk on Third Street would provide a direct connection between the GoBike station and St. James Park. Providing conveniently located bicycle facilities and an abundance of bicycle parking (bike racks) would encourage bicycling to and from St. James Park. Note that the project would not remove any existing bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Effects of the Project on Existing Bicycle Facilities

As part of the City of San Jose's Better Bikeway Network (BBN), recent modifications to the existing bicycle facilities along St. John Street installed Class II bicycle lanes and parallel parking. The project would have an adverse effect on the newly installed bicycle lanes because the project would widen the sidewalk along the St. John Street frontage to provide a consistent curb line with the existing blocks to the east and west. Although the parallel parking will be retained, the westbound Class II bicycle lane would be converted back to a Class III bicycle route with Sharrows.

Effects of Construction Activities on Pedestrian and Bicycle Facilities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Because Third Street and St. John Street are major bicycle travel routes in downtown San Jose, signage would be particularly important to redirect bicyclists to alternative routes in the event the bike lanes are blocked by construction activities. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

Transit Analysis

Effects of Second Street Closure on Transit Services

As previously mentioned, Second Street would be permanently closed to through traffic between St. James Street and St. John Street as part of the St. James Park project. As a result, all traffic currently utilizing this segment of Second Street, including VTA buses, would need to find an alternative southbound route. The changes to local bus routes and LRT transit operations along Second Street, both during and post project construction, are described below.

Currently, bus routes 66, 72, 73, 82, 181, 304 and 323 all operate along this segment of Second Street. According to VTA, however, the number of bus routes traveling along this segment are planned to be reduced to only bus routes 72 and 73 in the Fall of 2019. Therefore, once this segment of Second Street is closed in the future as a result of the project, only routes 72 and 73 would need to be rerouted. Figure 13 shows the preliminary rerouting plan for these two bus routes. The rerouting diagram, provided by VTA, is for illustrative purposes only and is subject to change. Note that routes 72 and 73 would utilize existing bus stops along the new routes, so no new bus stops would be needed. The blue dots shown in the figure represent bus stops that the rerouted buses would use, while the red x's denote which stops would no longer be used by the two routes.

The LRT stations would be affected during project construction. The VTA's Construction Access Permit (CAP) and Restricted Access Permit (RAP), as well as the California Public Utilities Commission (CPUC) permit, would be the appropriate processes in determining the logistics and coordination for how riders would access the LRT system during and post construction. Following construction of the project, the St. James LRT stations would reopen in their current locations on First and Second Streets. There would be some improvements/enhancements to the internal park station associated with the St. James Park project.

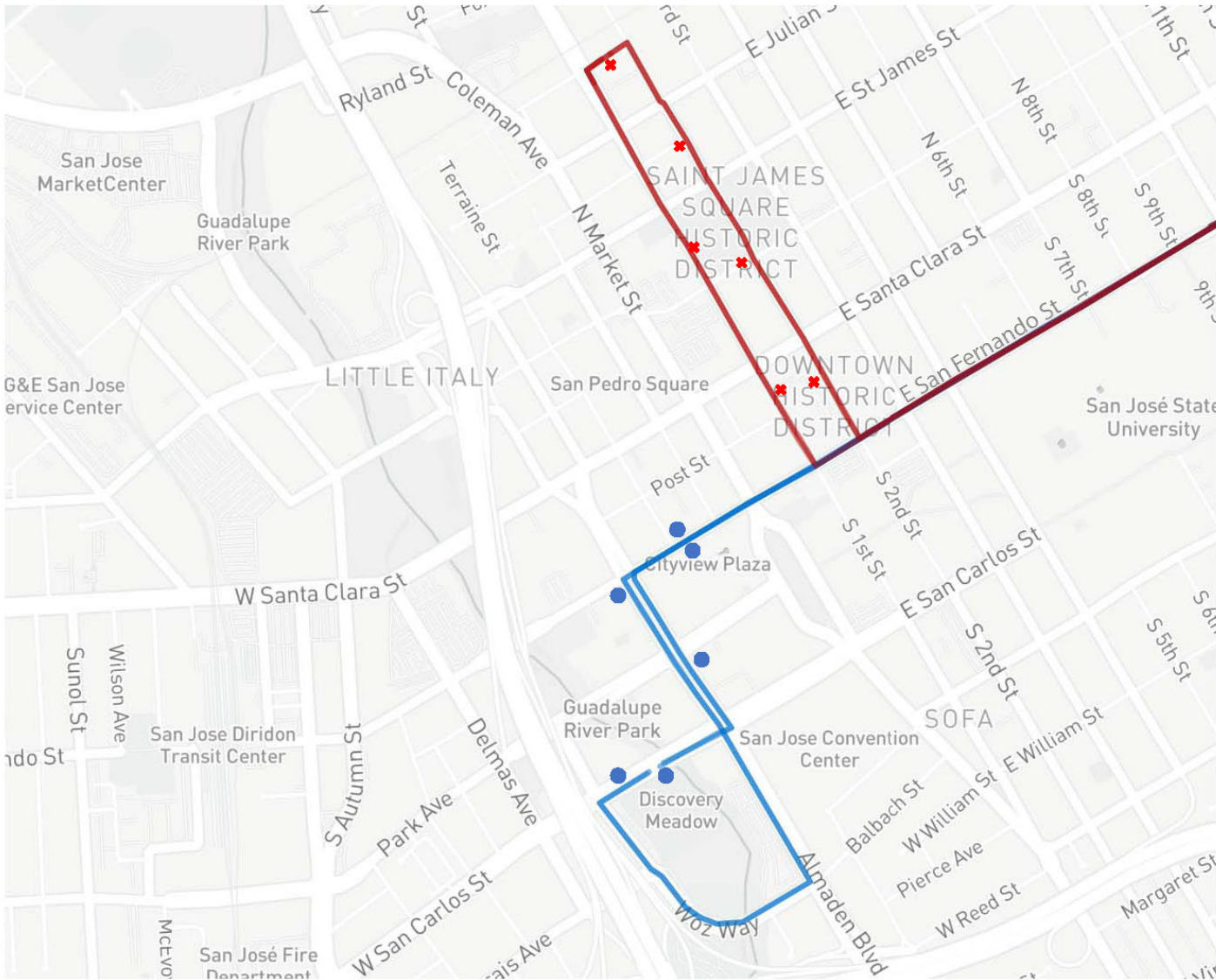
Pedestrian Safety at the St. James Park LRT Crossings

The existing LRT line that currently bisects St. James Park would remain in place and would continue to operate with the same frequency upon project completion. The project includes barriers and plantings to keep people and animals away from the majority of the tracks within the park. Once the St. James Park Capital Vision and Performing Arts Pavilion is complete, there will be three locations provided to cross the LRT tracks: a northern sidewalk/path location, a central park location, and a southern sidewalk/path location. Each location should be clearly marked with signage and special pavement markings/treatments. Appropriate visible and and/or audible warning signals should also be provided at the three internal crossings to alert people of the presence of LRT trains. The City of San Jose will coordinate with VTA to determine the appropriate safety measures to implement.

Increase in Transit Demand

The transit demand in the study area would increase during the weekday PM commute period of traffic as the result of a weekday evening concert event at the pavilion. Based on the project trip generation estimates, it is estimated that 500 people, or approximately 10 percent of all concert goers, would utilize public transit (LRT or bus service) during the PM peak commute period of traffic. Due to the convenient location of the LRT stops on First and Second Streets at St. James Park, transit usage could be even higher than the projected 10 percent.

The average weekday LRT ridership peaked in 2014 at approximately 35,000 daily riders. The most recent LRT ridership data available are for 2017 and show an average weekday LRT ridership of approximately 29,250 riders, which is 5,750 fewer daily riders or 16 percent lower than in 2014. Similarly, bus ridership was down in 2017 at approximately 94,750 daily riders compared to 106,000 in 2014 (down 11,250 daily riders or about 11 percent lower). Based on comparing the most recent VTA ridership data available to historical ridership data, it is estimated that the increased transit demand generated by a weekday evening concert event at the pavilion could be accommodated by the current available ridership capacities of the transit services in the study area.



- Existing Bus Stops that will no longer be used by lines 72 & 73
- Existing Bus Stops that will be used by New Routing of lines 72 & 73
- Existing Routing for lines 72 & 73
- Potential New Routing for lines 72 & 73

NOTE: Potential rerouting diagram provided by VTA and is subject to change.

Figure 13
Preliminary Rerouting Plan for Bus Routes 72 and 73

4. CMP Freeway Segment Analysis

Since the project would add more than 100 net new peak-hour vehicle trips to the roadway network, a Congestion Management Program (CMP) freeway analysis was prepared to be consistent with the methodologies set forth in the VTA's *Transportation Impact Analysis Guidelines* (2014). This chapter describes the existing and future operations of the freeway segments in the study area.

The following freeway segments were evaluated for level of service:

1. SR 87, between Alma Avenue and I-280
2. SR 87, between I-280 and Julian Street
3. SR 87, between Julian Street and Coleman Avenue
4. SR 87, between Coleman Avenue and Taylor Street
5. I-280, between Bird Avenue and SR 87
6. I-280, between SR 87 and 10th Street
7. I-280, between 10th Street and McLaughlin Avenue

Existing Freeway Segment Levels of Service

Traffic volumes for the 7 study freeway segments were obtained from the 2016 CMP Annual Monitoring Report, which contains the most recent data collected for freeway segments located in Santa Clara County. The results of the evaluation (see Table 8) show that mixed-flow lanes on 6 directional study freeway segments currently operate at an unacceptable LOS F during the PM peak hour of traffic. As described in Chapter 1, the CMP defines an acceptable level of service for freeway segments as LOS E or better.

Freeway Segment Levels of Service Under Project Conditions

The results of the freeway segment level of service analysis show that the project would not cause substantial increases in traffic volumes (one percent or more of freeway capacity) on any of the study freeway segments currently operating at an unacceptable LOS F, and none of the study freeway segments currently operating at an acceptable LOS E or better would worsen to LOS F as a result of the project (see Table 9).

Table 8
Existing Freeway Segment Levels of Service

#	Freeway Segment	Direction	Peak Hour	Mixed-Flow Lane					LOS ¹	HOV Lane				
				Avg. Speed ¹	# of Lanes ¹	Volume ¹	Density ¹			Avg. Speed ¹	# of Lanes ¹	Volume ¹	Density ¹	LOS ¹
1	SR 87 from Alma Avenue to I-280	NB	PM	52	2	4,370	42		D	70	1	1,050	15	B
		SB	PM	20	2	3,280	82		F	40	1	2,160	54	E
2	SR 87 from I-280 to Julian Street	NB	PM	67	2	2,000	15		B	70	1	770	11	A
		SB	PM	27	2	3,730	69		F	70	1	2,520	36	D
3	SR 87 from Julian Street to Coleman Avenue	NB	PM	63	2	4,290	34		D	70	1	910	13	B
		SB	PM	37	2	4,070	55		E	70	1	1,960	28	D
4	SR 87 from Coleman Avenue to Taylor Street	NB	PM	66	2	2,780	21		C	70	1	490	7	A
		SB	PM	16	2	3,010	94		F	70	1	2,520	36	D
5	I-280 from Bird Avenue to SR 87	EB	PM	22	4	6,960	79		F	--	--	--	--	--
		WB	PM	19	4	6,390	84		F	--	--	--	--	--
6	I-280 from SR 87 to Tenth Street	EB	PM	28	4	7,510	67		F	--	--	--	--	--
		WB	PM	61	4	8,790	36		D	--	--	--	--	--
7	I-280 from Tenth Street to McLaughlin Avenue	EB	PM	50	4	8,800	44		D	--	--	--	--	--
		WB	PM	65	4	7,540	29		D	--	--	--	--	--

Notes:
¹ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.
 Bold indicates a substandard level of service.

Table 9
Project Conditions Freeway Segment Analysis

#	Freeway Segment	Direction	Hour	Existing Plus Project															Project Trips				
				Mixed-Flow Lane								HOV Lane							Mixed-Flow Lane		HOV Lane		
				Peak	Avg.	# of	Capacity	Existing	E + P	Density	LOS	Avg.	# of	Capacity	Existing	E + P	Density	LOS	Total	% of	% of		
				Speed ¹	Lanes ¹	(vph)	Volume/a/	Volume	Speed ¹			Lanes ¹	(vph)	Volume/a/	Volume	Speed ¹	Lanes ¹		(vph)			Volume/a/	Volume
1	SR 87 from Alma Avenue to I-280	NB	PM	52	2	4,400	4,370	4,405	42	D	70	1	1,650	1,050	1,063	15	B	48	35	0.79	13	0.81	
2	SR 87 from I-280 to Julian Street	SB	PM	20	2	4,400	3,280	3,285	82	F	40	1	1,650	2,160	2,162	54	E	7	5	0.11	2	0.12	
		NB	PM	67	2	4,400	2,000	2,120	16	B	70	1	1,650	770	817	12	B	167	120	2.73	47	2.83	
3	SR 87 from Julian Street to Coleman Avenue	SB	PM	27	2	4,400	3,730	3,735	69	F	70	1	1,650	2,520	2,522	36	D	7	5	0.11	2	0.12	
		NB	PM	63	2	4,400	4,290	4,295	34	D	70	1	1,650	910	912	13	B	7	5	0.11	2	0.12	
4	SR 87 from Coleman Avenue to Taylor Street	SB	PM	37	2	4,400	4,070	4,105	55	E	70	1	1,650	1,960	1,973	28	D	48	35	0.79	13	0.81	
		NB	PM	66	2	4,400	2,780	2,785	21	C	70	1	1,650	490	492	7	A	7	5	0.11	2	0.12	
5	I-280 from Bird Avenue to SR 87	SB	PM	16	2	4,400	3,010	3,045	95	F	70	1	1,650	2,520	2,533	36	D	48	35	0.79	13	0.81	
		EB	PM	22	4	9,200	6,960	7,046	80	F	--	--	--	--	--	--	--	86	86	0.93	--	--	
6	I-280 from SR 87 to Tenth Street	WB	PM	19	4	9,200	6,390	6,403	84	F	--	--	--	--	--	--	--	13	13	0.14	--	--	
		EB	PM	28	4	9,200	7,510	7,519	67	F	--	--	--	--	--	--	--	9	9	0.10	--	--	
7	I-280 from Tenth Street to McLaughlin Avenue	WB	PM	61	4	9,200	8,790	8,847	36	D	--	--	--	--	--	--	--	57	57	0.62	--	--	
		EB	PM	50	4	9,200	8,800	8,809	44	D	--	--	--	--	--	--	--	9	9	0.10	--	--	
		WB	PM	65	4	9,200	7,540	7,597	29	D	--	--	--	--	--	--	--	57	57	0.62	--	--	
¹ Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016. Bold indicates unacceptable LOS.																							

5. Conclusions

This report presents the results of the Transportation Analysis (TA) conducted for the proposed St. James Park Capital Vision and Performing Arts Pavilion in San Jose, CA. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed project. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook*, adopted in April 2018. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the transportation analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis (TA) and a local transportation analysis (LTA).

The proposed project is located in the Downtown Core. Most projects located in the Downtown Core were included in the San Jose Downtown Strategy 2040 EIR (adopted in December 2018) and are, therefore, exempt from traffic mitigation requirements and performance criteria. However, the proposed St. James Park Capital Vision and Performing Arts Pavilion project was not included in the EIR. Therefore, the project is required to evaluate potential traffic impacts.

CEQA Transportation Analysis

The project proposes to renovate and improve the existing St. James Park and construct a new performing arts pavilion. St. James Park is a local-serving park in the downtown core area of San Jose. The project would provide local residents and employees with improved recreational opportunities and community-based activities. Due to the project's downtown location, an established transit-rich area of San Jose with lower VMT than other areas of the City, the project is effectively part of a large-scale mixed-use development in a pedestrian- and bike-friendly environment with a significant share of trips internal to the downtown area. Although the project does include a performing arts pavilion that would hold various concerts throughout the year, the primary purpose of the project is to better serve the needs of the local community. The result is primarily short vehicle trips and a high level of multi-modal travel, consistent with the goals and policies of the City's General Plan. To further support the General Plan, the project would provide enhanced pedestrian facilities in and around the park and bicycle parking to promote non-automobile travel. For these reasons, and because the downtown core is a very low VMT area (as described in Chapter 2), the project would not result in a significant VMT impact.

Local Transportation Analysis

Project Trip Generation

Based on the trip generation assumptions described in Chapter 3, it is estimated that a 5,000-person weekday evening concert event would generate 1,895 total vehicle trips, with 550 vehicle trips occurring during the PM peak hour of traffic. The majority of PM peak hour trips (477 trips) would be

inbound trips while fewer trips (73 trips) would be outbound trips attributable to drop-offs (e.g., taxi, Uber, etc.).

Intersection Traffic Operations

The results of the intersection level of service analysis show that the intersection of Fourth Street and St. James Street would operate at LOS E during the PM peak hour of traffic under background conditions and would worsen to LOS F operations as a result of the addition of project-generated traffic. Thus, the project would have an adverse effect on the operations of this signalized intersection.

Proposed Intersection Improvements: Convert the southbound left-turn lane on Fourth Street to a shared through/left-turn lane. The southbound left-turn lane is currently aligned with the existing inside southbound lane on Second Street. This improvement would require minor signal modifications and restriping, and would improve the intersection operation to LOS D.

Other Planned/Funded Roadway Improvements

Improvements are planned for St. James Street and Julian Street that would affect the intersection geometry of Fourth Street and St. James Street in the future. The TIA prepared for the Downtown Strategy 2040 EIR identifies one of the 2040 roadway network improvements as follows:

- Decouple St. James and Julian Streets between Market and Fourth Streets.

The planned couplet conversions of St. James and Julian Streets would enhance the connectivity of the downtown roadway network and provide drivers with more route options than currently exist, thereby altering traffic circulation patterns in the project vicinity. According to the City of San Jose's Capital Improvement Program (CIP) list of improvements, these improvements are funded and are expected to be implemented by the year 2040. Note that these planned improvements could be implemented in conjunction with the closure of Second Street and the improvements that are proposed to improve the intersection level of service under background plus project conditions.

Intersection Queuing Analysis

The results of the intersection queuing analysis show queuing deficiencies for four left-turn pockets that were studied:

- San Pedro Street and Santa Clara Street – Eastbound left-turn
- Market Street and Santa Clara Street – Southbound left-turn
- Third Street and Santa Clara Street – Eastbound left-turn
- Second Street and Santa Clara Street – Westbound left-turn

Lengthening these left-turn pockets is not feasible, however, due to the presence of back-to-back left-turn pockets at each location.

Parking Garage Evaluation

Half the project-generated trips are expected to utilize the Third Street Garage and half are expected to use the Market Street Garage to park one to two hours before a 7:00 PM weekday concert event at the pavilion. No significant operational issues are expected to occur at the Third Street Garage or the Market Street Garage during the PM peak hour of traffic.

The Market Street, Third Street and Fourth/St. John Street Garages together would provide adequate parking to serve the total number of vehicles expected to require a parking space for a weekday concert event at the pavilion. Note that since the Market Street and Third Street Garages are also utilized by some people that attend events at the SAP Center, it is recommended that concert events at

the pavilion be scheduled so as not to coincide with major events at the SAP Center whenever possible.

Passenger Loading for Events at the Proposed Pavilion

Based on information provided by City staff, the project would convert 12 existing parallel parking spaces located along St. James Street adjacent to the park to a designated freight loading zone for events at pavilion. Passenger loading would be allowed within the loading zone on non-event days. On days with events at the pavilion, however, passenger loading (e.g., taxi, Uber, etc.) would be scattered throughout the study area without a designated passenger loading zone. For this reason, Hexagon recommends adding a passenger loading area along Third Street adjacent to St. James Park for use on days with concert events at the pavilion.

Pedestrian, Bicycle and Transit Facilities

The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the study area. The project would not remove any existing bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Mid-Block Crosswalk on Third Street

The project would construct a new mid-block pedestrian crosswalk on Third Street. The mid-block crosswalk should include ADA compliant ramps with standard pavement markings and truncated domes. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street. Due to the high number of pedestrian crossings expected to occur at the new mid-block crosswalk during weekday evening concert events at pavilion, enhanced pedestrian warning devices, such as Rapid Rectangular Flashing Beacons (RRFBs), should be included in the crosswalk design.

Other Pedestrian Enhancements

The City of San Jose Department of Transportation (DOT) recommends the installation of bulbouts along the project frontages at the south leg portion of the St. James Street/Second Street intersection and at the north leg portion of the St. John Street/Second Street intersection. The bulbouts would shorten the crossing distances on St. James Street and St. John Street and enhance pedestrian visibility.

Effects of the Project on Existing Bicycle Facilities

As part of the City of San Jose's Better Bikeway Network (BBN), recent modifications to the existing bicycle facilities along St. John Street installed Class II bicycle lanes and parallel parking. The project would have an adverse effect on the newly installed bicycle lanes because the project would widen the sidewalk along the St. John Street frontage to provide a consistent curb line with the existing blocks to the east and west. Although the parallel parking will be retained, the westbound Class II bicycle lane would be converted back to a Class III bicycle route with Sharrows.

Effects of Second Street Closure on Transit Services

Second Street would be permanently closed to through traffic between St. James Street and St. John Street as part of the St. James Park project. As a result, all traffic currently utilizing this segment of Second Street, including VTA buses, would need to find an alternative southbound route. The rerouted buses would utilize existing bus stops along the new routes, so no new bus stops would be needed.

The LRT stations would be affected during project construction. The VTA's Construction Access Permit (CAP) and Restricted Access Permit (RAP), as well as the California Public Utilities Commission

(CPUC) permit, would be the appropriate processes in determining the logistics and coordination for how riders would access the LRT system during and post construction.

Pedestrian Safety at the St. James Park LRT Crossings

The existing LRT line that currently bisects St. James Park would remain in place and would continue to operate with the same frequency upon project completion. The project includes barriers and plantings to keep people and animals away from the majority of the tracks within the park. Once the project is complete, there will be three locations provided to cross the LRT tracks: a northern sidewalk/path location, a central park location, and a southern sidewalk/path location. Each location should be clearly marked with signage and special pavement markings/treatments. Appropriate visible and and/or audible warning signals should also be provided at the three internal crossings to alert people of the presence of LRT trains. The City of San Jose will coordinate with VTA to determine the appropriate safety measures to implement.

Freeway Segment Evaluation

The results of the freeway segment level of service analysis show that the project would not cause substantial increases in traffic volumes (one percent or more of freeway capacity) on any of the study freeway segments currently operating at an unacceptable LOS F, and none of the study freeway segments currently operating at an acceptable LOS E or better would worsen to LOS F as a result of the project.

Summary of Recommendations

The following recommendations are identified in the traffic study:

- Convert the southbound left-turn lane on Fourth Street at St. James Street to a shared through/left-turn lane. The southbound left-turn lane is currently aligned with the existing inside southbound lane on Second Street. This improvement would require minor signal modifications and restriping, and would improve the intersection operation from LOS F to LOS D.
- Add a passenger loading area along Third Street adjacent to St. James Park for use on days with events at the pavilion.
- Include ADA compliant ramps with standard pavement markings and truncated domes at the planned mid-block crosswalk on Third Street. Due to the high number of pedestrian crossings expected to occur at the new mid-block crosswalk during weekday evening concert events at the pavilion, enhanced pedestrian warning devices, such as Rapid Rectangular Flashing Beacons (RRFBs), should be included in the crosswalk design.
- Install bulbouts along the project frontages at the south leg portion of the St. James Street/Second Street intersection and at the north leg portion of the St. John Street/Second Street intersection to shorten the crossing distances on St. James Street and St. John Street and enhance pedestrian visibility.
- Provide signage and special pavement markings/treatments at each of the three locations that would be provided to cross the LRT tracks. Appropriate visible and and/or audible warning signals should also be provided at the three internal crossings to alert people of the presence of LRT trains. The City of San Jose will coordinate with VTA to determine the appropriate safety measures to implement.

**St. James Park Capital Vision and
Performing Arts Pavilion TA
Technical Appendices**

July 30, 2019

Appendix A

New Traffic Counts



(303) 216-2439
www.alltrafficdata.net

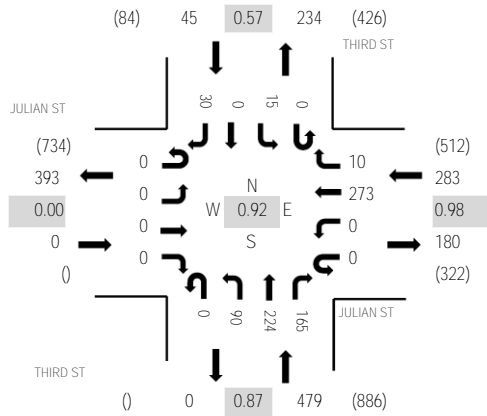
Location: 10 THIRD ST & JULIAN ST PM

Date and Start Time: Tuesday, September 12, 2017

Peak Hour: 04:45 PM - 05:45 PM

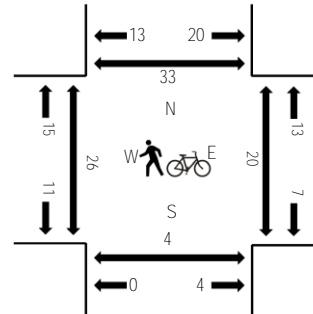
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	JULIAN ST Eastbound				JULIAN ST Westbound				THIRD ST Northbound				THIRD ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	0	56	0	0	15	39	27	0	5	0	6	148	680	7	4	3	4
4:15 PM	0	0	0	0	0	0	50	2	0	19	54	35	0	2	0	7	169	752	2	0	1	0
4:30 PM	0	0	0	0	0	0	63	3	0	27	50	27	0	3	0	6	179	786	8	2	3	7
4:45 PM	0	0	0	0	0	0	69	3	0	20	48	37	0	3	0	4	184	807	8	1	1	6
5:00 PM	0	0	0	0	0	0	69	3	0	27	71	42	0	3	0	5	220	802	7	5	1	11
5:15 PM	0	0	0	0	0	0	70	2	0	19	45	46	0	7	0	14	203		4	3	1	9
5:30 PM	0	0	0	0	0	0	65	2	0	24	60	40	0	2	0	7	200		4	4	0	3
5:45 PM	0	0	0	0	0	0	52	3	0	33	41	40	0	3	0	7	179		9	8	6	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	270	10	0	88	224	165	0	15	0	30	802
Mediums	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	273	10	0	90	224	165	0	15	0	30	807



(303) 216-2439
www.alltrafficdata.net

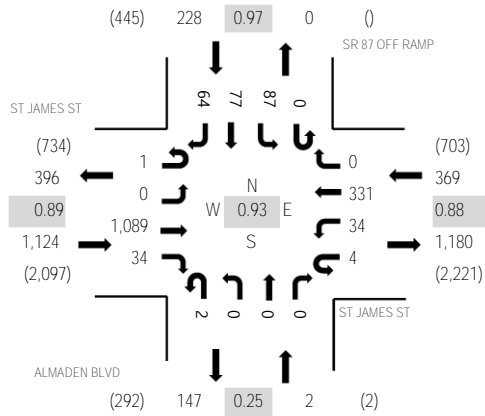
Location: 5 ALMADEN BLVD & ST JAMES ST PM

Date and Start Time: Thursday, May 24, 2018

Peak Hour: 04:30 PM - 05:30 PM

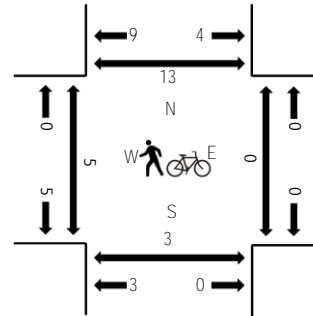
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ST JAMES ST Eastbound				ST JAMES ST Westbound				ALMADEN BLVD Northbound				SR 87 OFF RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	244	10	1	4	70	0	0	0	0	0	0	27	21	7	384	1,552	4	0	0	0
4:15 PM	0	0	181	14	4	11	84	0	0	0	0	0	0	23	12	13	342	1,629	1	0	1	2
4:30 PM	0	0	271	5	0	9	91	0	0	0	0	0	0	16	29	14	435	1,723	3	0	0	1
4:45 PM	1	0	251	8	2	10	58	0	2	0	0	0	0	28	11	20	391	1,690	0	0	0	7
5:00 PM	0	0	303	11	0	3	91	0	0	0	0	0	0	21	17	15	461	1,695	1	0	1	3
5:15 PM	0	0	264	10	2	12	91	0	0	0	0	0	0	22	20	15	436		1	0	2	1
5:30 PM	0	0	250	13	3	11	73	0	0	0	0	0	0	24	13	15	402		5	0	0	1
5:45 PM	0	0	251	10	1	6	66	0	0	0	0	0	0	32	20	10	396		0	0	1	4

Peak Rolling Hour Flow Rates

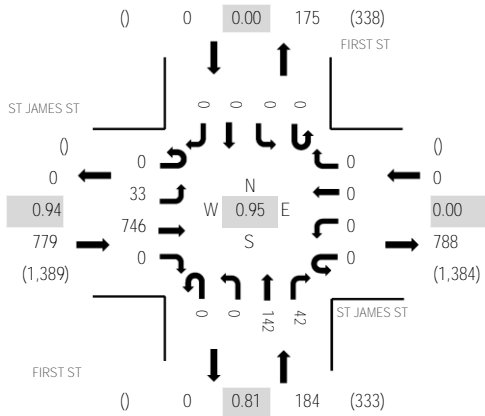
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3
Lights	1	0	1,080	33	4	34	321	0	2	0	0	0	0	86	77	60	1,698
Mediums	0	0	8	1	0	0	9	0	0	0	0	0	0	1	0	3	22
Total	1	0	1,089	34	4	34	331	0	2	0	0	0	0	87	77	64	1,723



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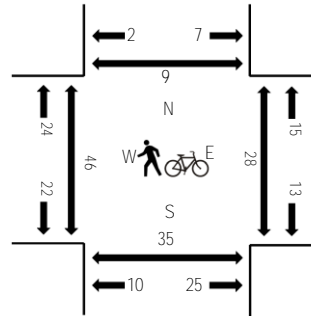
Location: 5 FIRST ST & ST JAMES ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ST JAMES ST Eastbound				ST JAMES ST Westbound				FIRST ST Northbound				FIRST ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	123	0	0	0	0	0	0	0	38	3	0	0	0	0	174	759	11	5	6	5
4:15 PM	0	7	144	0	0	0	0	0	0	0	34	6	0	0	0	0	191	813	12	4	6	9
4:30 PM	0	10	149	0	0	0	0	0	0	0	32	8	0	0	0	0	199	875	21	6	21	5
4:45 PM	0	9	158	0	0	0	0	0	0	0	23	5	0	0	0	0	195	913	19	14	6	8
5:00 PM	0	4	167	0	0	0	0	0	0	0	43	14	0	0	0	0	228	963	13	2	4	1
5:15 PM	0	6	197	0	0	0	0	0	0	0	37	13	0	0	0	0	253		3	3	4	2
5:30 PM	0	8	189	0	0	0	0	0	0	0	29	11	0	0	0	0	237		16	7	10	1
5:45 PM	0	15	193	0	0	0	0	0	0	0	33	4	0	0	0	0	245		5	7	7	0

Peak Rolling Hour Flow Rates

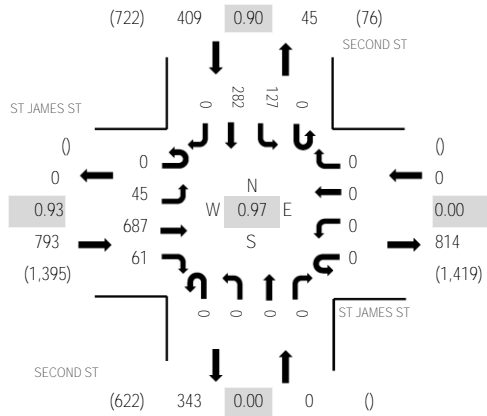
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	33	744	0	0	0	0	0	0	0	111	42	0	0	0	0	930
Mediums	0	0	2	0	0	0	0	0	0	0	31	0	0	0	0	0	33
Total	0	33	746	0	0	0	0	0	0	0	142	42	0	0	0	0	963



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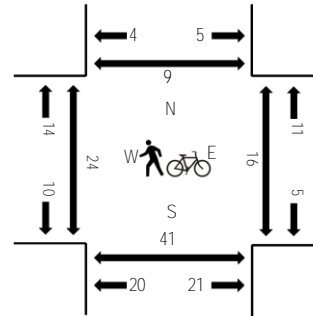
Location: 7 SECOND ST & ST JAMES ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ST JAMES ST Eastbound				ST JAMES ST Westbound				SECOND ST Northbound				SECOND ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	8	117	14	0	0	0	0	0	0	0	0	0	16	49	0	204	915	4	1	11	7
4:15 PM	0	8	118	12	0	0	0	0	0	0	0	0	0	23	48	0	209	1,008	2	2	7	6
4:30 PM	0	10	141	8	0	0	0	0	0	0	0	0	0	24	60	0	243	1,109	2	0	5	0
4:45 PM	0	5	144	17	0	0	0	0	0	0	0	0	0	22	71	0	259	1,176	7	2	7	4
5:00 PM	0	9	156	16	0	0	0	0	0	0	0	0	0	40	76	0	297	1,202	4	1	6	1
5:15 PM	0	10	188	16	0	0	0	0	0	0	0	0	0	30	66	0	310		2	6	3	1
5:30 PM	0	18	169	12	0	0	0	0	0	0	0	0	0	34	77	0	310		6	5	10	1
5:45 PM	0	8	174	17	0	0	0	0	0	0	0	0	0	23	63	0	285		5	1	3	4

Peak Rolling Hour Flow Rates

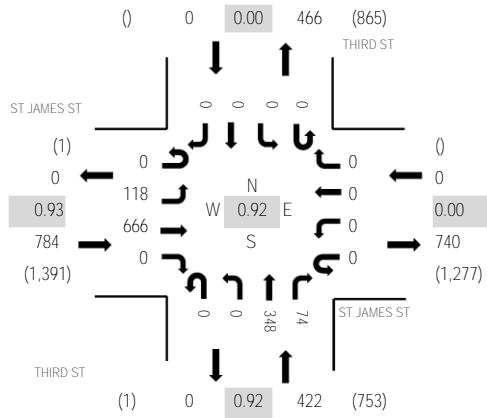
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	45	686	60	0	0	0	0	0	0	0	0	0	127	247	0	1,165
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	0	0	35	0	37
Total	0	45	687	61	0	0	0	0	0	0	0	0	0	127	282	0	1,202



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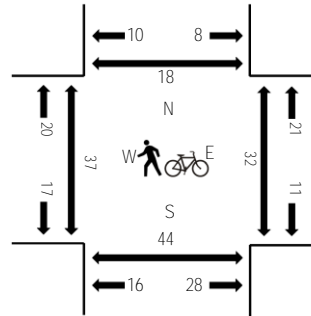
Location: 11 THIRD ST & ST JAMES ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ST JAMES ST Eastbound				ST JAMES ST Westbound				THIRD ST Northbound				THIRD ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	28	112	0	0	0	0	0	0	1	60	19	0	0	0	0	220	938	15	6	6	8
4:15 PM	0	22	111	0	0	0	0	0	0	0	75	11	0	0	0	0	219	1,012	7	3	7	5
4:30 PM	0	29	128	0	0	0	0	0	0	0	70	8	0	0	0	0	235	1,095	8	7	8	2
4:45 PM	0	38	138	1	0	0	0	0	0	0	77	10	0	0	0	0	264	1,186	9	11	3	3
5:00 PM	0	20	162	0	0	0	0	0	0	0	94	18	0	0	0	0	294	1,206	7	4	5	2
5:15 PM	0	35	175	0	0	0	0	0	0	0	78	14	0	0	0	0	302		11	6	11	7
5:30 PM	0	25	186	0	0	0	0	0	0	0	88	27	0	0	0	0	326		12	2	11	3
5:45 PM	0	38	143	0	0	0	0	0	0	0	88	15	0	0	0	0	284		4	16	7	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	118	664	0	0	0	0	0	0	0	348	71	0	0	0	0	1,201
Mediums	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	5
Total	0	118	666	0	0	0	0	0	0	0	348	74	0	0	0	0	1,206



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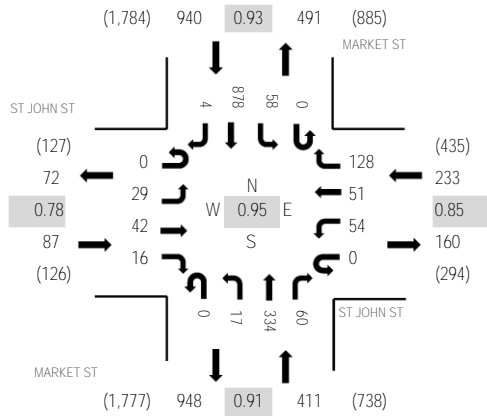
Location: 2 MARKET ST & ST JOHN ST PM

Date and Start Time: Tuesday, September 12, 2017

Peak Hour: 04:45 PM - 05:45 PM

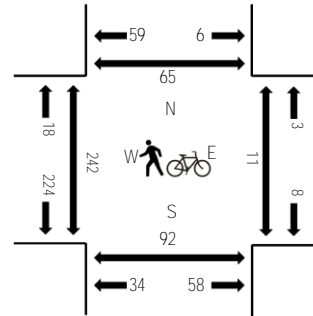
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ST JOHN ST Eastbound				ST JOHN ST Westbound				MARKET ST Northbound				MARKET ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	4	3	0	11	10	30	0	3	65	11	0	19	194	1	354	1,447	42	5	14	4
4:15 PM	0	4	3	1	0	12	6	23	0	3	64	9	0	9	179	0	313	1,486	29	7	12	3
4:30 PM	0	6	5	3	0	12	14	27	0	2	71	11	0	18	169	3	341	1,602	40	5	21	11
4:45 PM	0	8	11	9	0	8	14	26	0	8	87	18	0	16	234	0	439	1,671	63	5	18	20
5:00 PM	0	8	12	2	0	17	6	34	0	4	87	11	0	13	198	1	393	1,636	96	5	35	33
5:15 PM	0	7	10	3	0	16	15	40	0	2	77	19	0	13	225	2	429		41	0	15	7
5:30 PM	0	6	9	2	0	13	16	28	0	3	83	12	0	16	221	1	410		42	1	23	5
5:45 PM	0	1	5	1	0	16	7	34	1	5	66	16	0	24	227	1	404		16	3	15	2

Peak Rolling Hour Flow Rates

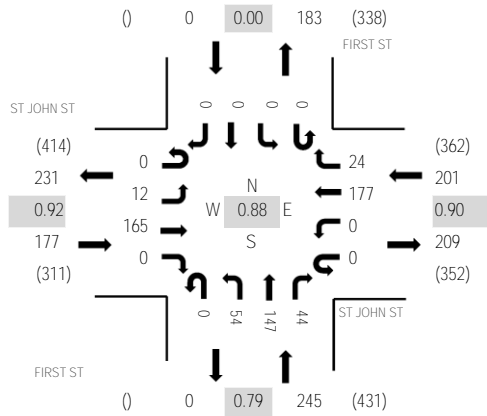
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	29	42	14	0	54	51	128	0	17	334	58	0	57	868	4	1,656
Mediums	0	0	0	2	0	0	0	0	0	0	0	2	0	1	8	0	13
Total	0	29	42	16	0	54	51	128	0	17	334	60	0	58	878	4	1,671



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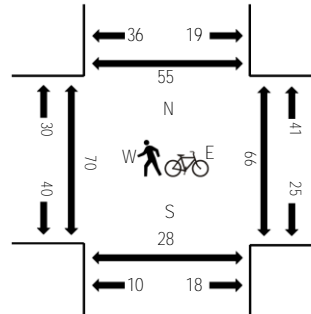
Location: 6 FIRST ST & ST JOHN ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ST JOHN ST Eastbound				ST JOHN ST Westbound				FIRST ST Northbound				FIRST ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	8	30	0	0	0	33	7	0	14	26	7	0	0	0	0	125	481	11	7	4	15
4:15 PM	0	4	22	0	0	0	27	5	0	8	32	4	0	0	0	0	102	509	10	12	1	15
4:30 PM	0	5	28	0	0	0	39	5	0	8	38	10	0	0	0	0	133	585	27	9	4	13
4:45 PM	0	4	33	0	0	0	44	1	0	10	20	9	0	0	0	0	121	610	31	11	2	22
5:00 PM	0	6	42	0	0	0	42	8	0	9	34	12	0	0	0	0	153	623	19	24	10	10
5:15 PM	0	3	41	0	0	0	51	5	0	17	50	11	0	0	0	0	178		18	16	5	12
5:30 PM	0	1	44	0	0	0	43	4	0	15	37	14	0	0	0	0	158		22	10	6	17
5:45 PM	0	2	38	0	0	0	41	7	0	13	26	7	0	0	0	0	134		5	11	6	9

Peak Rolling Hour Flow Rates

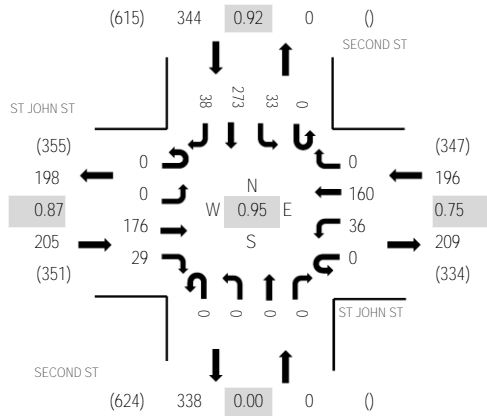
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	11	165	0	0	0	176	24	0	54	115	42	0	0	0	0	587
Mediums	0	1	0	0	0	0	1	0	0	0	32	2	0	0	0	0	36
Total	0	12	165	0	0	0	177	24	0	54	147	44	0	0	0	0	623



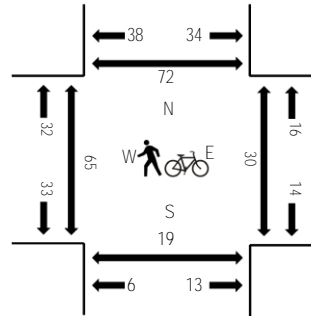
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Location: 8 SECOND ST & ST JOHN ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ST JOHN ST Eastbound				ST JOHN ST Westbound				SECOND ST Northbound				SECOND ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	26	11	0	5	33	0	0	0	0	0	0	2	51	9	137	568	9	8	5	5
4:15 PM	0	0	21	6	0	5	21	0	0	0	0	0	0	3	47	6	109	620	11	13	1	11
4:30 PM	1	0	30	10	0	5	48	0	0	0	0	0	0	3	63	3	163	707	11	4	7	8
4:45 PM	0	0	30	11	0	5	29	0	0	0	0	0	0	10	67	7	159	735	13	12	5	8
5:00 PM	0	0	47	5	0	13	35	0	0	0	0	0	0	6	71	12	189	745	12	4	2	13
5:15 PM	0	0	44	6	0	11	56	0	0	0	0	0	0	8	65	6	196		12	4	4	11
5:30 PM	0	0	52	7	0	6	32	0	0	0	0	0	0	8	78	8	191		16	10	1	17
5:45 PM	0	0	33	11	0	6	37	0	0	0	0	0	0	11	59	12	169		8	8	2	20

Peak Rolling Hour Flow Rates

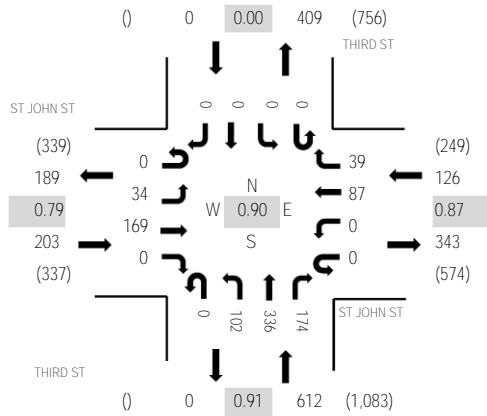
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	175	29	0	36	158	0	0	0	0	0	0	33	238	38	707
Mediums	0	0	1	0	0	0	2	0	0	0	0	0	0	0	35	0	38
Total	0	0	176	29	0	36	160	0	0	0	0	0	0	33	273	38	745



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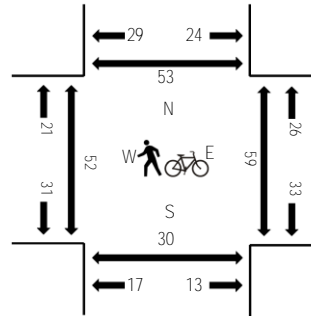
Location: 12 THIRD ST & ST JOHN ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	ST JOHN ST Eastbound				ST JOHN ST Westbound				THIRD ST Northbound				THIRD ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	25	0	0	0	18	7	0	16	68	32	0	0	0	0	167	728	11	9	3	6
4:15 PM	0	3	23	0	0	0	15	13	0	12	75	25	0	0	0	0	166	822	9	6	5	7
4:30 PM	0	1	38	0	0	0	32	9	0	18	77	30	0	0	0	0	205	882	11	13	10	6
4:45 PM	0	12	31	0	0	0	21	8	0	18	73	27	0	0	0	0	190	928	8	15	8	4
5:00 PM	0	6	46	0	0	0	25	15	0	26	102	41	0	0	0	0	261	941	15	18	13	8
5:15 PM	0	9	36	0	0	0	25	7	0	33	72	44	0	0	0	0	226		5	13	4	10
5:30 PM	0	12	53	0	0	0	21	5	0	22	89	49	0	0	0	0	251		13	8	8	18
5:45 PM	0	7	34	0	0	0	16	12	0	21	73	40	0	0	0	0	203		15	17	4	17

Peak Rolling Hour Flow Rates

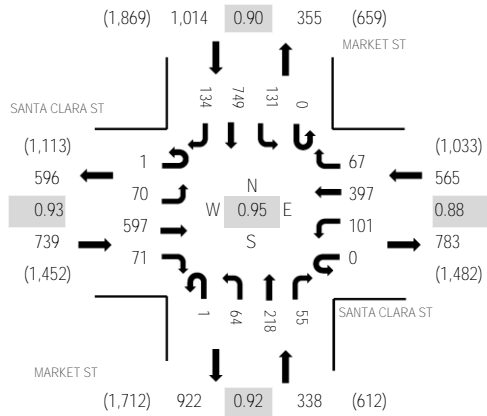
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	34	168	0	0	0	85	39	0	101	334	172	0	0	0	0	933
Mediums	0	0	1	0	0	0	2	0	0	1	2	2	0	0	0	0	8
Total	0	34	169	0	0	0	87	39	0	102	336	174	0	0	0	0	941



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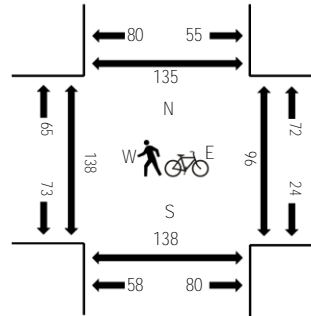
Location: 3 MARKET ST & SANTA CLARA ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SANTA CLARA ST Eastbound				SANTA CLARA ST Westbound				MARKET ST Northbound				MARKET ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	12	138	20	0	20	71	15	0	12	38	9	0	28	146	32	541	2,319	14	13	34	26
4:15 PM	0	22	154	30	0	14	79	20	0	18	40	13	0	29	141	30	590	2,428	6	16	15	13
4:30 PM	0	22	119	16	0	22	80	17	0	14	46	14	0	22	154	34	560	2,518	21	19	26	32
4:45 PM	0	19	129	17	0	24	94	9	0	15	55	17	0	35	179	35	628	2,656	16	22	19	31
5:00 PM	0	19	139	20	0	27	88	17	1	16	62	13	0	38	181	29	650	2,647	50	25	39	36
5:15 PM	0	16	173	14	0	27	106	28	0	20	46	14	0	28	177	31	680		30	21	35	34
5:30 PM	1	16	156	20	0	23	109	13	0	13	55	11	0	30	212	39	698		38	20	37	25
5:45 PM	0	20	137	23	0	23	92	15	0	23	37	10	0	26	181	32	619		15	23	38	34

Peak Rolling Hour Flow Rates

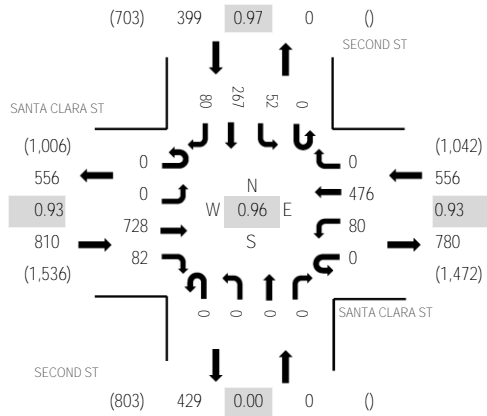
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3
Lights	1	69	576	69	0	100	379	67	1	64	216	54	0	131	744	130	2,601
Mediums	0	1	20	2	0	1	17	0	0	0	2	1	0	0	4	4	52
Total	1	70	597	71	0	101	397	67	1	64	218	55	0	131	749	134	2,656



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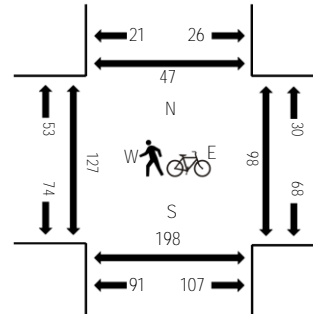
Location: 9 SECOND ST & SANTA CLARA ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SANTA CLARA ST Eastbound				SANTA CLARA ST Westbound				SECOND ST Northbound				SECOND ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	155	17	0	17	90	0	0	0	0	0	0	11	46	8	344	1,516	23	19	32	1
4:15 PM	0	0	184	24	0	22	107	0	0	0	0	0	0	8	53	4	402	1,597	31	19	26	3
4:30 PM	0	0	142	20	0	21	108	0	0	0	0	0	0	6	64	14	375	1,655	23	26	36	4
4:45 PM	0	0	167	17	0	18	103	0	0	0	0	0	0	19	55	16	395	1,717	38	16	24	4
5:00 PM	0	0	171	20	0	18	117	0	0	0	0	0	0	16	70	13	425	1,765	31	25	39	16
5:15 PM	0	0	192	15	0	23	127	0	0	0	0	0	0	12	61	30	460		31	21	57	8
5:30 PM	0	0	172	22	0	15	127	0	0	0	0	0	0	12	78	11	437		28	23	52	8
5:45 PM	0	0	193	25	0	24	105	0	0	0	0	0	0	12	58	26	443		33	23	48	13

Peak Rolling Hour Flow Rates

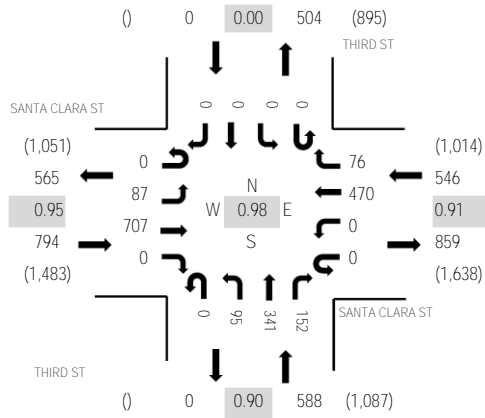
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	713	73	0	75	465	0	0	0	0	0	0	51	235	77	1,689
Mediums	0	0	15	8	0	5	11	0	0	0	0	0	0	1	32	3	75
Total	0	0	728	82	0	80	476	0	0	0	0	0	0	52	267	80	1,765



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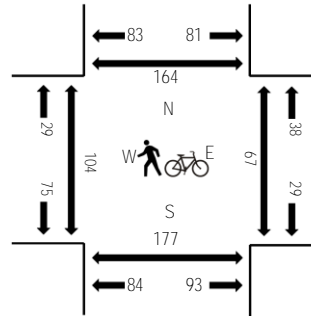
Location: 13 THIRD ST & SANTA CLARA ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SANTA CLARA ST Eastbound				SANTA CLARA ST Westbound				THIRD ST Northbound				THIRD ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	12	153	0	0	0	90	16	0	17	70	46	0	0	0	0	405	1,656	21	12	40	33
4:15 PM	0	19	174	0	0	0	105	19	0	18	68	45	0	0	0	0	448	1,721	15	15	29	41
4:30 PM	0	16	127	0	0	0	107	14	0	22	53	34	0	0	0	0	373	1,765	16	19	38	41
4:45 PM	0	24	163	0	0	0	103	14	0	23	66	37	0	0	0	0	430	1,867	25	11	63	33
5:00 PM	0	25	165	0	0	0	122	28	0	16	76	38	0	0	0	0	470	1,928	41	18	56	40
5:15 PM	0	17	192	0	0	0	122	21	0	32	81	27	0	0	0	0	492		15	8	53	29
5:30 PM	0	19	173	0	0	0	115	14	0	19	94	41	0	0	0	0	475		28	10	27	49
5:45 PM	0	26	177	0	0	0	111	13	0	28	90	46	0	0	0	0	491		19	25	41	32

Peak Rolling Hour Flow Rates

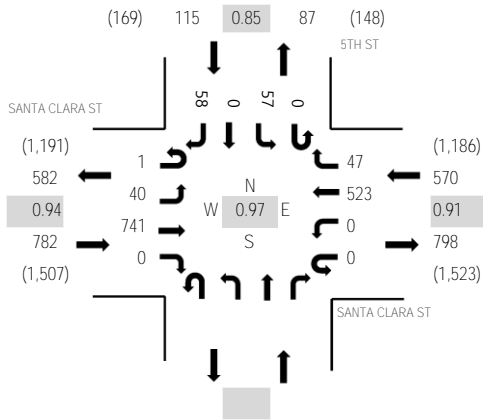
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	86	691	0	0	0	454	76	0	94	335	150	0	0	0	0	1,886
Mediums	0	1	16	0	0	0	16	0	0	1	6	2	0	0	0	0	42
Total	0	87	707	0	0	0	470	76	0	95	341	152	0	0	0	0	1,928



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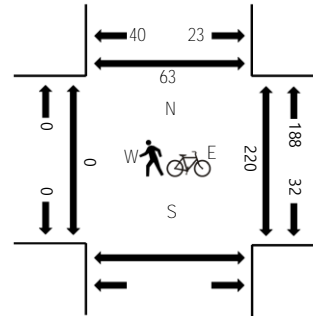
Location: 4 5TH ST & SANTA CLARA ST PM
Date and Start Time: Thursday, May 24, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SANTA CLARA ST Eastbound				SANTA CLARA ST Westbound				Northbound				5TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	169	0	0	0	0	147	5				0	9	0	7	347	1,395	9	39		31
4:15 PM	0	4	166	0	0	0	0	153	9				0	6	0	5	343	1,421	3	46		12
4:30 PM	0	7	174	0	0	0	0	158	12				0	7	0	7	365	1,456	1	42		12
4:45 PM	1	7	187	0	0	0	0	125	7				0	7	0	6	340	1,437	9	55		16
5:00 PM	0	11	197	0	0	0	0	120	11				0	25	0	9	373	1,467	0	65		12
5:15 PM	0	5	196	0	0	0	0	142	11				0	10	0	14	378		0	47		16
5:30 PM	1	10	168	0	0	0	0	131	11				0	9	0	16	346		0	54		11
5:45 PM	0	14	180	0	0	0	0	130	14				0	13	0	19	370		0	52		23

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	1	40	720	0	0	0	509	47					0	57	0	58	1,432
Mediums	0	0	21	0	0	0	14	0					0	0	0	0	35
Total	1	40	741	0	0	0	523	47					0	57	0	58	1,467

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2ND ST S.O ST JAMES

























Start Time	Mon 9/3/2018	Tue 9/4/2018	Wed 9/5/2018	Thu 9/6/2018	Fri 9/7/2018	Average Day	Sat 9/8/2018	Sun 9/9/2018	Week Average					
12:00 AM	*	*	*	*	20	20	95	97	71 <div><div></div></div>					
01:00	*	*	*	*	27	27	74	58	53 <div><div></div></div>					
02:00	*	*	*	*	7	7	43	41	30 <div><div></div></div>					
03:00	*	*	*	*	13	13	26	24	21 <div><div></div></div>					
04:00	*	*	*	*	9	9	17	8	11 <div><div></div></div>					
05:00	*	*	*	*	56	56	28	22	35 <div><div></div></div>					
06:00	*	*	*	*	58	58	43	22	41 <div><div></div></div>					
07:00	*	*	*	*	120	120	70	40	77 <div><div></div></div>					
08:00	*	*	*	*	189	189	103	95	129 <div><div></div></div>					
09:00	*	*	*	*	119	119	127	103	116 <div><div></div></div>					
10:00	*	*	*	*	162	162	198	121	160 <div><div></div></div>					
11:00	*	*	*	*	196	196	152	129	159 <div><div></div></div>					
12:00 PM	*	*	*	*	210	210	150	113	158 <div><div></div></div>					
01:00	*	*	*	*	204	204	148	132	161 <div><div></div></div>					
02:00	*	*	*	*	220	220	137	113	157 <div><div></div></div>					
03:00	*	*	*	*	231	231	158	118	169 <div><div></div></div>					
04:00	*	*	*	*	275	275	148	120	181 <div><div></div></div>					
05:00	*	*	*	*	310	310	180	135	208 <div><div></div></div>					
06:00	*	*	*	*	252	252	176	146	191 <div><div></div></div>					
07:00	*	*	*	*	176	176	147	131	151 <div><div></div></div>					
08:00	*	*	*	*	164	164	144	93	134 <div><div></div></div>					
09:00	*	*	*	*	161	161	178	72	137 <div><div></div></div>					
10:00	*	*	*	*	178	178	219	69	155 <div><div></div></div>					
11:00	*	*	*	*	193	193	211	56	153 <div><div></div></div>					
Day Total	0	0	0	0	3550	3550	2972	2058	2858					
% Avg. WkDay	0.0%	0.0%	0.0%	0.0%	100.0%									
% Avg. Week	0.0%	0.0%	0.0%	0.0%	124.2%	124.2%	104.0%	72.0%						
AM Peak	-	-	-	-	11:00	-	11:00	-	10:00	11:00	-	10:00	-	-
Vol.	-	-	-	-	196	-	196	-	198	129	-	160	-	-
PM Peak	-	-	-	-	17:00	-	17:00	-	22:00	18:00	-	17:00	-	-
Vol.	-	-	-	-	310	-	310	-	219	146	-	208	-	-

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Start Time	Mon 9/10/2018	Tue 9/11/2018	Wed 9/12/2018	Thu 9/13/2018	Fri 9/14/2018	Average Day	Sat 9/15/2018	Sun 9/16/2018	Week Average
12:00 AM	29	17	26	18	*	22	*	*	22 
01:00	18	12	16	13	*	15	*	*	15 
02:00	12	3	4	3	*	6	*	*	6 
03:00	8	5	4	5	*	6	*	*	6 
04:00	12	12	11	12	*	12	*	*	12 
05:00	41	33	34	35	*	36	*	*	36 
06:00	75	68	74	73	*	72	*	*	72 
07:00	156	137	154	166	*	153	*	*	153 
08:00	274	225	221	238	*	240	*	*	240 
09:00	291	214	224	242	*	243	*	*	243 
10:00	249	203	174	178	*	201	*	*	201 
11:00	226	202	226	243	*	224	*	*	224 
12:00 PM	210	213	243	263	*	232	*	*	232 
01:00	220	184	235	198	*	209	*	*	209 
02:00	181	184	208	199	*	193	*	*	193 
03:00	190	213	217	231	*	213	*	*	213 
04:00	225	269	263	290	*	262	*	*	262 
05:00	337	350	306	330	*	331	*	*	331 
06:00	228	247	215	232	*	230	*	*	230 
07:00	109	129	156	169	*	141	*	*	141 
08:00	101	91	114	124	*	108	*	*	108 
09:00	69	76	96	82	*	81	*	*	81 
10:00	58	41	80	43	*	56	*	*	56 
11:00	52	36	60	39	*	47	*	*	47 
Day Total	3371	3164	3361	3426	0	3333	0	0	3333
% Avg. WkDay	101.1%	94.9%	100.8%	102.8%	0.0%				
% Avg. Week	101.1%	94.9%	100.8%	102.8%	0.0%	100.0%	0.0%	0.0%	
AM Peak	09:00	08:00	11:00	11:00	-	09:00	-	-	09:00
Vol.	291	225	226	243	-	243	-	-	243
PM Peak	17:00	17:00	17:00	17:00	-	17:00	-	-	17:00
Vol.	337	350	306	330	-	331	-	-	331

Grand Total	3371	3164	3361	3426	3550	6883	2972	2058	6191
ADT	ADT 3,129		AADT 3,129						

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1SPEED
Date Start: 07-Sep-18
Date End: 13-Sep-18
Site Code: 1
2ND ST S.O ST JAMES

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Date Start: 07-Sep-18
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1SPEED
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Direction 1

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
09/13/18	4	5	8	1	0	0	0	0	0	0	0	0	0	0	18	16-25	13
01:00	8	3	1	1	0	0	0	0	0	0	0	0	0	0	13	9-18	6
02:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
03:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	2
04:00	1	1	6	3	1	0	0	0	0	0	0	0	0	0	12	20-29	9
05:00	3	10	15	5	2	0	0	0	0	0	0	0	0	0	35	16-25	25
06:00	12	32	17	10	2	0	0	0	0	0	0	0	0	0	73	16-25	49
07:00	28	53	56	27	2	0	0	0	0	0	0	0	0	0	166	16-25	109
08:00	38	95	71	31	3	0	0	0	0	0	0	0	0	0	238	16-25	166
09:00	66	84	70	21	1	0	0	0	0	0	0	0	0	0	242	16-25	154
10:00	87	33	35	12	5	2	1	2	0	1	0	0	0	0	178	16-25	68
11:00	30	73	91	44	5	0	0	0	0	0	0	0	0	0	243	16-25	164
12 PM	21	93	106	37	6	0	0	0	0	0	0	0	0	0	263	16-25	199
13:00	24	60	85	27	1	1	0	0	0	0	0	0	0	0	198	16-25	145
14:00	31	75	71	21	0	1	0	0	0	0	0	0	0	0	199	16-25	146
15:00	50	105	65	9	2	0	0	0	0	0	0	0	0	0	231	16-25	170
16:00	40	111	113	25	1	0	0	0	0	0	0	0	0	0	290	16-25	224
17:00	31	82	162	48	6	1	0	0	0	0	0	0	0	0	330	16-25	244
18:00	30	66	102	29	5	0	0	0	0	0	0	0	0	0	232	16-25	168
19:00	51	42	51	22	3	0	0	0	0	0	0	0	0	0	169	16-25	93
20:00	22	36	37	26	3	0	0	0	0	0	0	0	0	0	124	16-25	73
21:00	16	25	30	9	2	0	0	0	0	0	0	0	0	0	82	16-25	55
22:00	6	19	16	1	1	0	0	0	0	0	0	0	0	0	43	16-25	35
23:00	6	10	13	9	1	0	0	0	0	0	0	0	0	0	39	16-25	23
Total	609	1115	1223	418	52	5	1	2	0	1	0	0	0	0	3426		
Percent	17.8%	32.5%	35.7%	12.2%	1.5%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	11:00	11:00	10:00	10:00	10:00	10:00		10:00					11:00		
Vol.	87	95	91	44	5	2	1	2		1					243		
PM Peak	19:00	16:00	17:00	17:00	12:00	13:00									17:00		
Vol.	51	111	162	48	6	1									330		
Total	5549	7183	6798	1979	293	37	17	19	5	11	2	4	0	5	21902		
Percent	25.3%	32.8%	31.0%	9.0%	1.3%	0.2%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 8 MPH
50th Percentile : 18 MPH
85th Percentile : 24 MPH
95th Percentile : 28 MPH

Stats
10 MPH Pace Speed : 16-25 MPH
Number in Pace : 13981
Percent in Pace : 63.8%
Number of Vehicles > 25 MPH : 2372
Percent of Vehicles > 25 MPH : 10.8%
Mean Speed(Average) : 18 MPH

Appendix B
San Jose Approved Trips Inventory

PM APPROVED TRIPS

08/21/2018

Intersection of: 87/JULIAN (E)

Page No: 2

Traffic Node Number: 3013

Permit No. / 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
AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
EXPANSION OF AIRPORT												
SAN JOSE INTL AIRPORT												
DOWNTOWN	100	61	23	33	69	0	13	62	0	0	292	12
DOWNTOWN STRATEGY PLAN 2000												
DOWNTOWN CORE												
NSJ	0	0	0	0	0	0	0	0	0	0	0	0
NORTH SAN JOSE												
PDC84-07-059	0	0	13	0	0	0	0	0	0	0	0	0
RIVER PARK II												
PARK & WOZ (SE/C)												
RH00-05-005	0	0	35	0	0	0	0	0	0	0	5	0
BOSTON PROP												
ALMADEN BLVD/WOZ WAY (NW/C)												
TOTAL:	100	61	71	33	69	0	13	62	0	0	297	12

	LEFT	THRU	RIGHT
NORTH	33	69	0
EAST	0	297	12
SOUTH	100	61	71
WEST	13	62	0

PM APPROVED TRIPS

08/21/2018

Intersection of: 87/JULIAN (W)

Page No: 2

Traffic Node Number: 3014

Permit No. / 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
AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
EXPANSION OF AIRPORT												
SAN JOSE INTL AIRPORT												
DOWNTOWN	0	0	0	22	18	22	0	155	11	106	167	0
DOWNTOWN STRATEGY PLAN 2000												
DOWNTOWN CORE												
NSJ	0	0	0	8	6	8	0	2	0	1	3	5
NORTH SAN JOSE												
RH00-05-005	0	0	0	0	0	0	0	0	0	5	0	0
BOSTON PROP												
ALMADEN BLVD/WOZ WAY (NW/C)												

TOTAL:	0	0	0	30	24	30	0	157	11	112	170	5
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	LEFT	THRU	RIGHT
NORTH	30	24	30
EAST	112	170	5
SOUTH	0	0	0
WEST	0	157	11

PM APPROVED TRIPS

08/21/2018

Intersection of: 87/SANTA CLARA

Page No: 2

Traffic Node Number: 3015

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	14	0	43	0	0	0	0	62	0	0	50	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	5	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	4	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	2	0	0	0	0	2	0	0	16	0

TOTAL:	14	0	49	0	0	0	0	68	0	0	71	0
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	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	71	0
SOUTH	14	0	49
WEST	0	68	0

PM APPROVED TRIPS

08/21/2018

Intersection of: FIFTH/SANTA CLARA

Page No: 2

Traffic Node Number: 3489

Permit No. / 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 NORTH SAN JOSE	0	0	0	0	0	0	0	2	0	0	30	1
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	0	0	0	0	0	0	0	20	0	0	32	1

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	32	1
SOUTH	0	0	0
WEST	0	20	0

PM APPROVED TRIPS

08/21/2018

Intersection of: FIRST/ST. JAMES

Page No: 2

Traffic Node Number: 3491

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	81	10	0	0	0	25	233	0	0	0	0
H14-009 PARK VIEW TOWERS N/E CORNER OF 1ST AND E ST JAMES	0	14	0	0	0	0	0	21	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	9	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	6	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	19	16	0	0	0	0
TOTAL:	0	95	10	0	0	0	50	281	0	0	0	0

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	95	10
WEST	50	281	0

PM APPROVED TRIPS

08/21/2018

Intersection of: FIRST/JULIAN

Page No: 2

Traffic Node Number: 3499

Permit No. / 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	10	38	0	0	0	30	0	0	0	0	62	28
DOWNTOWN STRATEGY PLAN 2000												
DOWNTOWN CORE												
NSJ	0	0	0	0	0	0	0	0	0	0	23	10
NORTH SAN JOSE												
PDC03-056	0	1	0	0	0	0	0	0	0	0	0	0
MIXED-USE DEVELOPMENT												
N 7TH ST, E/O TAYLOR ST SPRR												
PDC84-07-059	0	6	0	0	0	1	0	0	0	0	0	0
RIVER PARK II												
PARK & WOZ (SE/C)												
RH00-05-005	0	39	0	0	0	5	0	0	0	0	2	0
BOSTON PROP												
ALMADEN BLVD/WOZ WAY (NW/C)												
TOTAL:	10	84	0	0	0	36	0	0	0	0	87	38

	LEFT	THRU	RIGHT
NORTH	0	0	36
EAST	0	87	38
SOUTH	10	84	0
WEST	0	0	0

PM APPROVED TRIPS

08/21/2018

Intersection of: FIRST/SANTA CLARA

Page No: 2

Traffic Node Number: 3513

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	7	18	10	0	0	0	12	109	0	0	69	9
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	5	0	0	44	5
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	16	0	0	2	0

TOTAL:	7	18	10	0	0	0	12	132	0	0	115	14
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	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	115	14
SOUTH	7	18	10
WEST	12	132	0

PM APPROVED TRIPS

08/21/2018

Intersection of: FIRST/ST. JOHN

Page No: 2

Traffic Node Number: 3517

Permit No. / 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 NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0

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

PM APPROVED TRIPS

08/21/2018

Intersection of: *FOURTH/SANTA CLARA*

Page No: 2

Traffic Node Number: 3541

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	14	76	20	0	66	12	9	40	0
NSJ NORTH SAN JOSE	0	0	0	23	91	16	0	0	0	5	26	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	0	0	0	37	167	36	0	84	12	14	68	0

	LEFT	THRU	RIGHT
NORTH	37	167	36
EAST	14	68	0
SOUTH	0	0	0
WEST	0	84	12

PM APPROVED TRIPS

08/21/2018

Intersection of: *FOURTH/ST. JAMES*

Page No: 2

Traffic Node Number: 3542

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	10	158	0	33	56	16	9	0	37
NSJ NORTH SAN JOSE	0	0	0	16	123	0	0	5	1	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	16	0	0	0	0

TOTAL:	0	0	0	26	281	0	33	79	17	9	0	37
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	LEFT	THRU	RIGHT
NORTH	26	281	0
EAST	9	0	37
SOUTH	0	0	0
WEST	33	79	17

PM APPROVED TRIPS

08/21/2018

Intersection of: *FOURTH/ST. JOHN*

Page No: 2

Traffic Node Number: 3543

Permit No. / 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	0	0	0	8	105	1	0	23	21	4	8	0
DOWNTOWN STRATEGY PLAN 2000												
DOWNTOWN CORE												

NSJ	0	0	0	2	120	9	0	0	0	0	0	0
NORTH SAN JOSE												

TOTAL:	0	0	0	10	225	10	0	23	21	4	8	0
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	LEFT	THRU	RIGHT
NORTH	10	225	10
EAST	4	8	0
SOUTH	0	0	0
WEST	0	23	21

PM APPROVED TRIPS

08/21/2018

Intersection of: JULIAN/MARKET

Page No: 2

Traffic Node Number: 3605

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	20	91	0	0	270	81	0	0	0	70	89	25
NSJ NORTH SAN JOSE	0	0	0	0	16	7	0	0	0	14	24	5
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	4	0	0	0	0	0	0	0	1	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	6	0	0	1	0	0	0	0	3	5	0

TOTAL:	20	101	0	0	287	88	0	0	0	88	118	30
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	LEFT	THRU	RIGHT
NORTH	0	287	88
EAST	88	118	30
SOUTH	20	101	0
WEST	0	0	0

PM APPROVED TRIPS

08/21/2018

Intersection of: JULIAN/SECOND

Page No: 2

Traffic Node Number: 3607

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	1	3	0	0	16	6	0	0	0	4	38	1
NSJ NORTH SAN JOSE	0	0	0	0	3	1	0	0	0	4	35	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	0	0	0	2	0

TOTAL:	1	3	0	0	19	7	0	0	0	8	75	1
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	LEFT	THRU	RIGHT
NORTH	0	19	7
EAST	8	75	1
SOUTH	1	3	0
WEST	0	0	0

PM APPROVED TRIPS

08/21/2018

Intersection of: JULIAN/THIRD

Page No: 2

Traffic Node Number: 3610

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	29	51	27	7	0	96	0	0	0	0	100	13
NSJ NORTH SAN JOSE	8	21	0	0	0	0	0	0	0	0	32	5
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	0	0	0	2	0

TOTAL:	37	72	27	7	0	96	0	0	0	0	134	18
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	LEFT	THRU	RIGHT
NORTH	7	0	96
EAST	0	134	18
SOUTH	37	72	27
WEST	0	0	0

PM APPROVED TRIPS

08/21/2018

Intersection of: MARKET/SANTA CLARA

Page No: 2

Traffic Node Number: 3670

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	7	23	5	63	93	27	6	49	12	6	39	6
NSJ NORTH SAN JOSE	0	0	0	3	20	2	0	3	0	6	40	4
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	2	0	0	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	25	0	0	3	0	0	16	0	0	2	0

TOTAL:	7	48	5	66	118	29	6	70	12	12	81	10
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	LEFT	THRU	RIGHT
NORTH	66	118	29
EAST	12	81	10
SOUTH	7	48	5
WEST	6	70	12

PM APPROVED TRIPS

08/21/2018

Intersection of: MARKET/ST. JAMES

Page No: 2

Traffic Node Number: 3671

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	74	12	65	267	0	43	89	16	0	0	0
NSJ NORTH SAN JOSE	0	0	0	4	25	0	0	4	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	2	0	4	9	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	25	0	0	3	0	0	35	0	0	0	0
TOTAL:	0	99	12	69	297	0	47	137	16	0	0	0

	LEFT	THRU	RIGHT
NORTH	69	297	0
EAST	0	0	0
SOUTH	0	99	12
WEST	47	137	16

PM APPROVED TRIPS

08/21/2018

Intersection of: MARKET/ST. JOHN

Page No: 2

Traffic Node Number: 3672

Permit No. / 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 NORTH SAN JOSE	0	0	0	1	23	0	0	0	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	2	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	25	0	0	3	0	0	0	0	0	0	0

TOTAL:	0	25	0	1	28	0	0	0	0	0	0	0
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	LEFT	THRU	RIGHT
NORTH	1	28	0
EAST	0	0	0
SOUTH	0	25	0
WEST	0	0	0

PM APPROVED TRIPS

08/21/2018

Intersection of: SAN PEDRO/SANTA CLARA

Page No: 2

Traffic Node Number: 3775

Permit No. / 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 NORTH SAN JOSE	3	8	5	0	0	0	0	4	0	0	29	1
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	3	8	5	0	0	0	0	22	0	0	31	1
	LEFT			THRU		RIGHT						
	NORTH			0		0		0				
	EAST			0		31		1				
	SOUTH			3		8		5				
	WEST			0		22		0				

PM APPROVED TRIPS

08/21/2018

Intersection of: SAN PEDRO/ST. JAMES

Page No: 2

Traffic Node Number: 3777

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	9	11	3	10	0	5	118	10	0	0	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	5	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	13	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	35	0	0	0	0
TOTAL:	0	9	11	3	10	0	5	171	10	0	0	0

	LEFT	THRU	RIGHT
NORTH	3	10	0
EAST	0	0	0
SOUTH	0	9	11
WEST	5	171	10

PM APPROVED TRIPS

08/21/2018

Intersection of: SANTA CLARA/SECOND

Page No: 2

Traffic Node Number: 3782

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	10	45	9	0	110	23	19	71	0
NSJ NORTH SAN JOSE	0	0	0	1	7	1	0	4	1	12	46	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	16	0	0	2	0

TOTAL:	0	0	0	11	52	10	0	132	24	31	119	0
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	LEFT	THRU	RIGHT
NORTH	11	52	10
EAST	31	119	0
SOUTH	0	0	0
WEST	0	132	24

PM APPROVED TRIPS

08/21/2018

Intersection of: SANTA CLARA/THIRD

Page No: 2

Traffic Node Number: 3786

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	13	38	24	0	0	0	10	90	0	0	57	11
NSJ NORTH SAN JOSE	3	10	6	0	0	0	0	5	0	0	52	10
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	16	0	0	2	0

TOTAL:	16	48	30	0	0	0	10	113	0	0	111	21
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	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	111	21
SOUTH	16	48	30
WEST	10	113	0

PM APPROVED TRIPS

08/21/2018

Intersection of: SECOND/ST. JAMES

Page No: 2

Traffic Node Number: 3794

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	27	61	0	5	175	14	0	0	0
H14-009 PARK VIEW TOWERS N/E CORNER OF 1ST AND E ST JAMES	0	0	0	3	32	0	21	0	0	0	0	0
NSJ NORTH SAN JOSE	0	0	0	3	7	0	0	8	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	16	0	0	0	0
TOTAL:	0	0	0	33	100	0	26	201	14	0	0	0

	LEFT	THRU	RIGHT
NORTH	33	100	0
EAST	0	0	0
SOUTH	0	0	0
WEST	26	201	14

PM APPROVED TRIPS

08/21/2018

Intersection of: SECOND/ST. JOHN

Page No: 2

Traffic Node Number: 3795

Permit No. / 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 NORTH SAN JOSE	0	0	0	0	8	1	0	0	0	0	0	0

TOTAL:	0	0	0	0	8	1	0	0	0	0	0	0
--------	---	---	---	---	---	---	---	---	---	---	---	---

	LEFT	THRU	RIGHT
NORTH	0	8	1
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

PM APPROVED TRIPS

08/21/2018

Intersection of: ST. JAMES/THIRD

Page No: 2

Traffic Node Number: 3811

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	106	93	0	0	0	133	138	0	0	0	0
NSJ NORTH SAN JOSE	0	19	7	0	0	0	1	9	0	0	0	0
PDC84-07-059 RIVER PARK II PARK & WOZ (SE/C)	0	0	0	0	0	0	0	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	16	0	0	0	0

TOTAL:	0	125	100	0	0	0	134	165	0	0	0	0
--------	---	-----	-----	---	---	---	-----	-----	---	---	---	---

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	125	100
WEST	134	165	0

PM APPROVED TRIPS

08/21/2018

Intersection of: ST. JOHN/THIRD

Page No: 2

Traffic Node Number: 3814

Permit No. / 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	19	114	23	0	0	0	10	33	0	0	26	13
DOWNTOWN STRATEGY PLAN 2000												
DOWNTOWN CORE												

NSJ	3	19	4	0	0	0	0	0	0	0	0	0
NORTH SAN JOSE												

TOTAL:	22	133	27	0	0	0	10	33	0	0	26	13
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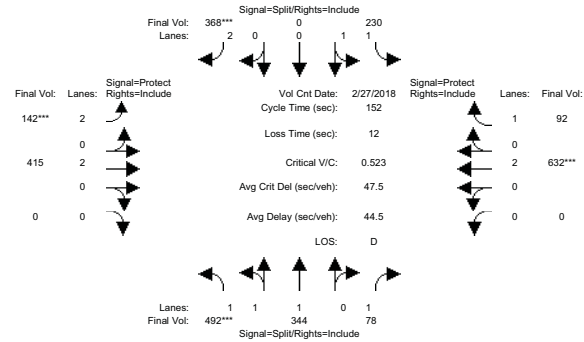
	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	26	13
SOUTH	22	133	27
WEST	10	33	0

Appendix C

Intersection Level of Service Calculations

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3013: SR 87 / Julian St (E)



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	0	7	10	0	0	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: 27 Feb 2018 << 5:00-6:00PM												
Base Vol:	492	344	78	230	0	368	142	415	0	0	632	92
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:	492	344	78	230	0	368	142	415	0	0	632	92
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:	492	344	78	230	0	368	142	415	0	0	632	92
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:	492	344	78	230	0	368	142	415	0	0	632	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	344	78	230	0	368	142	415	0	0	632	92
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
Final Volume:	492	344	78	230	0	368	142	415	0	0	632	92

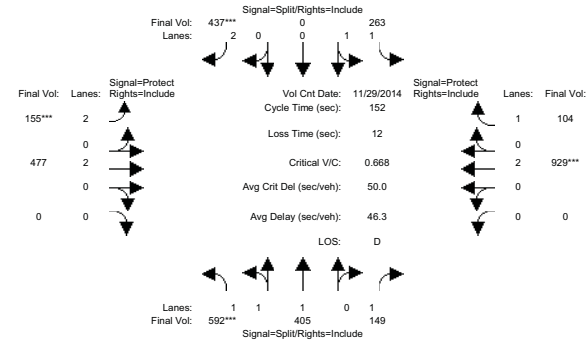
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.93	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.81	1.19	1.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3205	2241	1750	3550	0	3150	3150	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.04	0.06	0.00	0.12	0.05	0.11	0.00	0.00	0.17	0.05
Crit Moves:	****					****	****			****		
Green Time:	44.6	44.6	44.6	34.0	0.0	34.0	13.1	61.4	0.0	0.0	48.3	48.3
Volume/Cap:	0.52	0.52	0.15	0.29	0.00	0.52	0.52	0.27	0.00	0.00	0.52	0.17
Delay/Veh:	45.1	45.1	39.8	49.2	0.0	52.6	68.3	30.4	0.0	0.0	42.8	37.5
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:	45.1	45.1	39.8	49.2	0.0	52.6	68.3	30.4	0.0	0.0	42.8	37.5
LOS by Move:	D	D	D	D	A	D	E	C	A	A	D	D
DesignQueue:	18	18	5	8	0	15	7	11	0	0	19	6

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3013: SR 87 / Julian St (E)



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	0	7	10	0	0	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: 29 Nov 2014 << 445-545PM												
Base Vol:	592	405	149	263	0	437	155	477	0	0	929	104
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:	592	405	149	263	0	437	155	477	0	0	929	104
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:	592	405	149	263	0	437	155	477	0	0	929	104
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:	592	405	149	263	0	437	155	477	0	0	929	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	405	149	263	0	437	155	477	0	0	929	104
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
Final Volume:	592	405	149	263	0	437	155	477	0	0	929	104

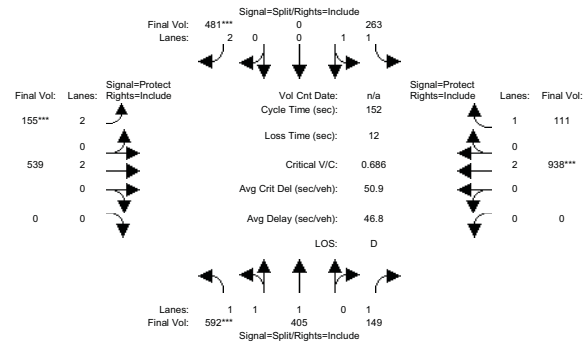
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.93	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.82	1.18	1.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3233	2212	1750	3550	0	3150	3150	3800	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.09	0.07	0.00	0.14	0.05	0.13	0.00	0.00	0.24	0.06
Crit Moves:	****					****	****			****		
Green Time:	41.6	41.6	31.6	0.0	31.6	11.2	66.8	0.0	0.0	55.6	55.6	55.6
Volume/Cap:	0.67	0.67	0.31	0.36	0.00	0.67	0.67	0.29	0.00	0.00	0.67	0.16
Delay/Veh:	50.2	50.2	44.2	51.8	0.0	58.1	75.9	27.4	0.0	0.0	41.7	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	50.2	44.2	51.8	0.0	58.1	75.9	27.4	0.0	0.0	41.7	32.6
LOS by Move:	D	D	D	D	A	E	E	C	A	A	D	C
DesignQueue:	22	22	10	10	0	18	7	12	0	0	27	6

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Proj PM w 2nd St Closure

Intersection #3013: SR 87 / Julian St (E)

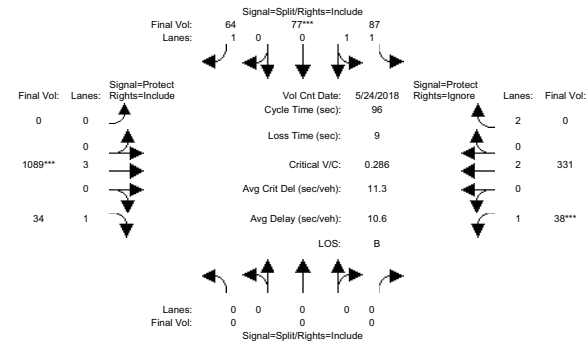


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Min. Green:	10	10	10		10	10	0		7	10	0		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	592	405	149		263	0	437		155	477	0		0	929	104	
Growth 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:	592	405	149		263	0	437		155	477	0		0	929	104	
Added Vol:	0	0	0		0	0	44		0	62	0		0	9	7	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	592	405	149		263	0	481		155	539	0		0	938	111	
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:	592	405	149		263	0	481		155	539	0		0	938	111	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	592	405	149		263	0	481		155	539	0		0	938	111	
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	
Final Volume:	592	405	149		263	0	481		155	539	0		0	938	111	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.93	0.99	0.92		0.93	1.00	0.83		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.82	1.18	1.00		2.00	0.00	2.00		2.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	3233	2212	1750		3550	0	3150		3150	3800	0		0	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.09		0.07	0.00	0.15		0.05	0.14	0.00		0.00	0.25	0.06	
Crit Moves:	****				****				****				****			
Green Time:	40.6	40.6	40.6		33.8	0.0	33.8		10.9	65.6	0.0		0.0	54.7	54.7	
Volume/Cap:	0.69	0.69	0.32		0.33	0.00	0.69		0.69	0.33	0.00		0.00	0.69	0.18	
Delay/Veh:	51.4	51.4	45.0		49.9	0.0	57.1		77.4	28.7	0.0		0.0	42.8	33.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.4	51.4	45.0		49.9	0.0	57.1		77.4	28.7	0.0		0.0	42.8	33.4	
LOS by Move:	D	D	D		D	A	E		E	C	A		A	D	C	
DesignQueue:	23	23	10		9	0	20		7	13	0		0	27	7	

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3013: SR 87 / Julian St (W)

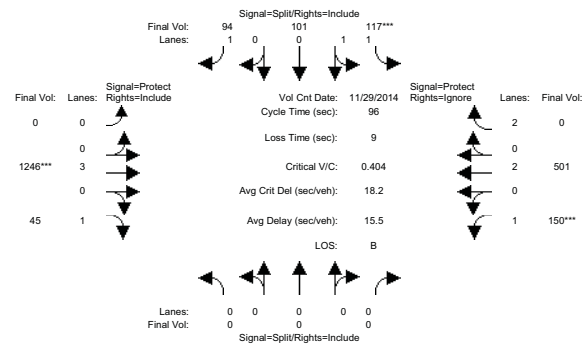


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Min. Green:	0	0	0		10	10	10		0	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	0	0		87	77	64		0	1089	34		38	331	0	
Growth Adj:	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		87	77	64		0	1089	34		38	331	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		87	77	64		0	1089	34		38	331	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	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		87	77	64		0	1089	34		38	331	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		87	77	64		0	1089	34		38	331	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	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
Final Volume:	0	0	0		87	77	64		0	1089	34		38	331	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		0.92	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.83	
Lanes:	0.00	0.00	0.00		1.07	0.93	1.00		0.00	3.00	1.00		1.00	2.00	2.00	
Final Sat.:	0	0	0		1883	1666	1750		0	5700	1750		1750	3800	3150	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.05	0.04		0.00	0.19	0.02		0.02	0.09	0.00	
Crit Moves:	****				****				****				****			
Green Time:	0.0	0.0	0.0		15.5	15.5	15.5		0.0	64.2	64.2		7.3	71.5	0.0	
Volume/Cap:	0.00	0.00	0.00		0.29	0.29	0.23		0.00	0.29	0.03		0.29	0.12	0.00	
Delay/Veh:	0.0	0.0	0.0		35.6	35.6	35.4		0.0	6.6	5.4		43.1	3.4	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		35.6	35.6	35.4		0.0	6.6	5.4		43.1	3.4	0.0	
LOS by Move:	A	A	A		D	D	D		A	A	A		D	A	A	
DesignQueue:	0	0	0		4	4	3		0	7	1		2	2	0	

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

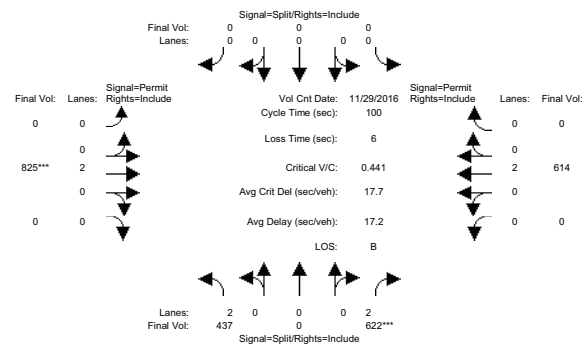
St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3014: SR 87 / Julian St (W)



St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3015: SR 87 NB Off-Ramp / Santa Clara St



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	0	10	0	0	0	0	10	0	0	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: 29 Nov 2016 << 5:00-6:00PM											
Base Vol:	437	0	622	0	0	0	0	825	0	0	614	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:	437	0	622	0	0	0	0	825	0	0	614	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:	437	0	622	0	0	0	0	825	0	0	614	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:	437	0	622	0	0	0	0	825	0	0	614	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	0	622	0	0	0	0	825	0	0	614	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:	437	0	622	0	0	0	0	825	0	0	614	0

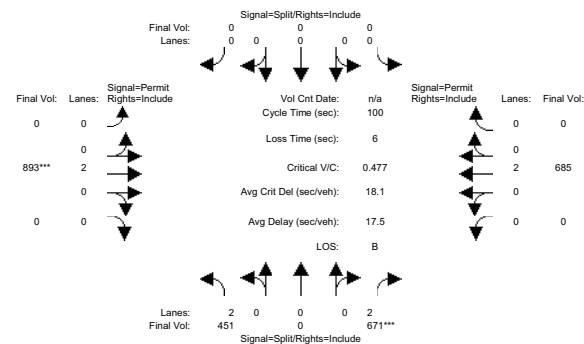
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.20	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.16	0.00
Crit Moves:	****			****			****			****		
Green Time:	44.8	0.0	44.8	0.0	0.0	0.0	0.0	49.2	0.0	0.0	49.2	0.0
Volume/Cap:	0.31	0.00	0.44	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.33	0.00
Delay/Veh:	17.8	0.0	19.2	0.0	0.0	0.0	0.0	16.6	0.0	0.0	15.5	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:	17.8	0.0	19.2	0.0	0.0	0.0	0.0	16.6	0.0	0.0	15.5	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
DesignQueue:	8	0	12	0	0	0	0	12	0	0	9	0

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3015: SR 87 NB Off-Ramp / Santa Clara St



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	0	10	0	0	0	0	10	0	0	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:	451	0	671	0	0	0	0	893	0	0	685	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:	451	0	671	0	0	0	0	893	0	0	685	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:	451	0	671	0	0	0	0	893	0	0	685	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:	451	0	671	0	0	0	0	893	0	0	685	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	0	671	0	0	0	0	893	0	0	685	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:	451	0	671	0	0	0	0	893	0	0	685	0

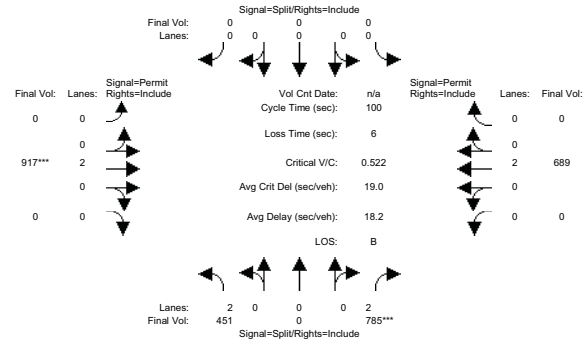
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.21	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	44.7	0.0	44.7	0.0	0.0	0.0	0.0	49.3	0.0	0.0	49.3	0.0
Volume/Cap:	0.32	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.37	0.00
Delay/Veh:	18.0	0.0	19.7	0.0	0.0	0.0	0.0	17.0	0.0	0.0	15.8	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:	18.0	0.0	19.7	0.0	0.0	0.0	0.0	17.0	0.0	0.0	15.8	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
DesignQueue:	9	0	13	0	0	0	0	13	0	0	10	0

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM w 2nd St Closure

Intersection #3015: SR 87 NB Off-Ramp / Santa Clara St

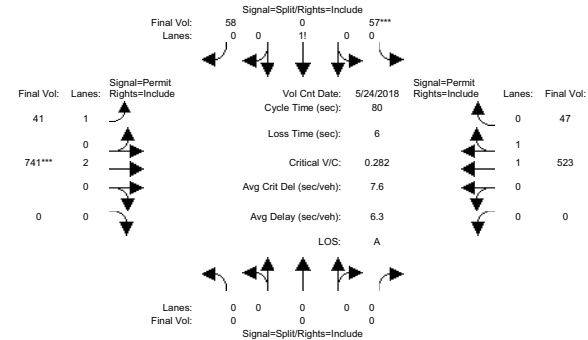


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	451	0	671	0	0	0	0	893	0	0	685	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	451	0	671	0	0	0	0	893	0	0	685	0
Added Vol:	0	0	114	0	0	0	0	24	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	451	0	785	0	0	0	0	917	0	0	689	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:	451	0	785	0	0	0	0	917	0	0	689	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	0	785	0	0	0	0	917	0	0	689	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
Final Volume:	451	0	785	0	0	0	0	917	0	0	689	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.25	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.18	0.00
Crit Moves:	****											
Green Time:	47.8	0.0	47.8	0.0	0.0	0.0	0.0	46.2	0.0	0.0	46.2	0.0
Volume/Cap:	0.30	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.39	0.00
Delay/Veh:	16.0	0.0	18.5	0.0	0.0	0.0	0.0	19.3	0.0	0.0	17.8	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:	16.0	0.0	18.5	0.0	0.0	0.0	0.0	19.3	0.0	0.0	17.8	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
DesignQueue:	8	0	15	0	0	0	0	15	0	0	11	0

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3489: Fifth St / Santa Clara St

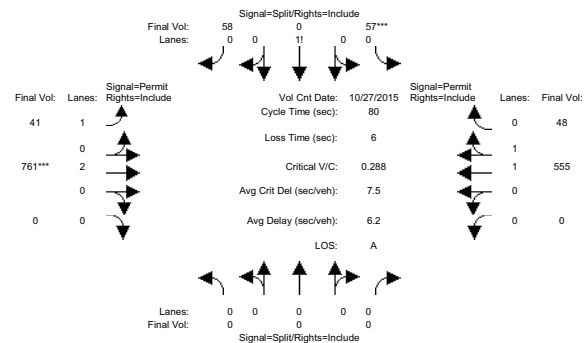


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 24 May 2018 << 5:00-6:00PM											
Base Vol:	0	0	0	57	0	58	41	741	0	0	523	47
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	57	0	58	41	741	0	0	523	47
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	57	0	58	41	741	0	0	523	47
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	57	0	58	41	741	0	0	523	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	57	0	58	41	741	0	0	523	47
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
Final Volume:	0	0	0	57	0	58	41	741	0	0	523	47
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	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	1.00	2.00	0.00	0.00	1.83	0.17
Final Sat.:	0	0	0	867	0	883	1750	3800	0	0	3395	305
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.02	0.20	0.00	0.00	0.15	0.15
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	18.7	0.0	18.7	55.3	55.3	0.0	0.0	55.3	55.3
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.28	0.03	0.28	0.00	0.00	0.22	0.22
Delay/Veh:	0.0	0.0	0.0	25.6	0.0	25.6	3.9	4.8	0.0	0.0	4.5	4.5
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:	0.0	0.0	0.0	25.6	0.0	25.6	3.9	4.8	0.0	0.0	4.5	4.5
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	4	0	4	1	5	0	0	4	4

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3489: Fifth St / Santa Clara St



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	0	10	10	10	0	0	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: 27 Oct 2015 << 445-545PM											
Base Vol:	0	0	0	57	0	58	41	761	0	0	555	48
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	57	0	58	41	761	0	0	555	48
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	57	0	58	41	761	0	0	555	48
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	57	0	58	41	761	0	0	555	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	57	0	58	41	761	0	0	555	48
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
Final Volume:	0	0	0	57	0	58	41	761	0	0	555	48

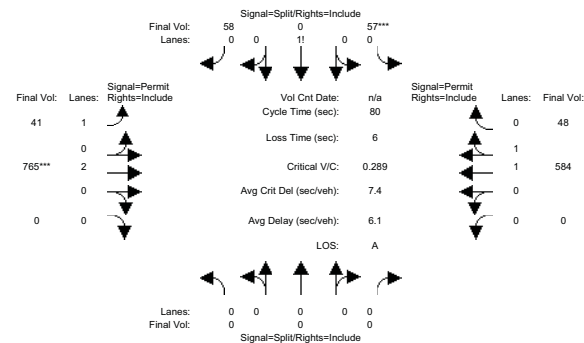
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	1.00	2.00	0.00	0.00	1.84	0.16
Final Sat.:	0	0	0	867	0	883	1750	3800	0	0	3405	295

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.02	0.20	0.00	0.00	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	18.3	0.0	18.3	55.7	55.7	0.0	0.0	55.7	55.7
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.29	0.03	0.29	0.00	0.00	0.23	0.23
Delay/Veh:	0.0	0.0	0.0	25.9	0.0	25.9	3.8	4.7	0.0	0.0	4.4	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.9	0.0	25.9	3.8	4.7	0.0	0.0	4.4	4.4
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	4	0	4	1	5	0	0	4	4

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bgkd+Proj PM w 2nd St Closure

Intersection #3489: Fifth St / Santa Clara St



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	0	10	10	10	0	0	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:	0	0	0	57	0	58	41	761	0	0	555	48
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	57	0	58	41	761	0	0	555	48
Added Vol:	0	0	0	0	0	0	0	4	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	57	0	58	41	765	0	0	584	48
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	57	0	58	41	765	0	0	584	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	57	0	58	41	765	0	0	584	48
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
Final Volume:	0	0	0	57	0	58	41	765	0	0	584	48

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	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.50	0.00	0.50	1.00	2.00	0.00	0.00	1.84	0.16
Final Sat.:	0	0	0	867	0	883	1750	3800	0	0	3419	281

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.02	0.20	0.00	0.00	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	18.2	0.0	18.2	55.8	55.8	0.0	0.0	55.8	55.8
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.29	0.03	0.29	0.00	0.00	0.24	0.24
Delay/Veh:	0.0	0.0	0.0	25.9	0.0	25.9	3.8	4.6	0.0	0.0	4.5	4.5
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:	0.0	0.0	0.0	25.9	0.0	25.9	3.8	4.6	0.0	0.0	4.5	4.5
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
DesignQueue:	0	0	0	4	0	4	1	5	0	0	5	5

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

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

The diagram illustrates a four-way signalized intersection. Each approach has two lanes, with the left lane designated for left-turning traffic. Traffic volumes are shown for each lane, and the intersection is controlled by a split-phase signal system.

Signal Timing and Control:

- Signal=Split/Right=Include** (Top and Bottom Approaches)
- Signal=Split/Right=Include** (Left and Right Approaches)
- Vol Cnt Date:** 9/12/2017
- Cycle Time (sec):** 50
- Loss Time (sec):** 6
- Critical V/C:** 0.324
- Avg Crit Del (sec/veh):** 5.9
- Avg Delay (sec/veh):** 6.3
- LOS:** A

Final Volumes (Vehicles per Hour):

Approach	Lane	Final Vol
Northbound	Left (0)	33
	Through/Right (1)	746***
Southbound	Left (0)	0
	Through/Right (1)	42
Eastbound	Left (0)	0
	Through/Right (1)	0
Westbound	Left (0)	0
	Through/Right (1)	0

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	10	10	0	0	0	10	10	0	0	0	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: 12 Sep 2017 << 5:00:00PM												
Base Vol:	0	142	42	0	0	0	33	746	0	0	0	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	142	42	0	0	0	33	746	0	0	0	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	142	42	0	0	0	33	746	0	0	0	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	142	42	0	0	0	33	746	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	142	42	0	0	0	33	746	0	0	0	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	142	42	0	0	0	33	746	0	0	0	0

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj/segment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.91	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	157	3543	0	0	0

Capacity Analysis Mule:													
Vol/Sat:	0.00	0.07	0.02	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****						****					
Green Time:	0.0	11.5	11.5	0.0	0.0	0.0	32.5	32.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.32	0.10	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.4	15.3	0.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	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	1.00
AdjDel/Veh:	0.0	16.4	15.3	0.0	0.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	A	A	A	A	A	A	A	A	A	A
DesignQueue:	0	3	1	0	0	0	4	4	0	0	0	0	0

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

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

Final Vol: Lanes: Signal=Split/Rights=Include

83 0 1 1 0 0

Vol Cnt Date: n/a

Cycle Time (sec): 50

Signal=Split/Rights=Include Lanes: Final Vol:

0 0 0 0

Loss Time (sec): 6

Critical W/C: 0.483

Avg Crit Del (sec/veh): 7.2

Avg Delay (sec/veh): 7.5

LOS: A

Lanes: 0 0 1 0 1

Final Vol: 0 0 237*** 52

Signal=Split/Rights=Include

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	10	10	0	0	0	10	10	0	0	0	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	237	52	0	0	0	83	1027	0	0	0	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	237	52	0	0	0	83	1027	0	0	0	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	237	52	0	0	0	83	1027	0	0	0	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	237	52	0	0	0	83	1027	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	237	52	0	0	0	83	1027	0	0	0	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	237	52	0	0	0	83	1027	0	0	0	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	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.15	1.85	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	277	3423	0	0	0	0

Capacity Analysis Mdule:												
Vol/Sat:	0.00	0.12	0.03	0.00	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	12.9	12.9	0.0	0.0	0.0	31.1	31.1	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.11	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.5	14.3	0.0	0.0	0.0	5.3	5.3	0.0	0.0	0.0	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	16.5	14.3	0.0	0.0	0.0	5.3	5.3	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	A	A	A	A	A	A	A	A	A
DesignQueue:	0	5	1	0	0	0	7	7	0	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM w 2nd St Closure

Diagram illustrating a four-lane signalized intersection with traffic flow, lane configurations, and signal timing parameters.

Signal Timing Parameters:

- Signal=Split/Rights=Include
- Final Vol: Lanes: 0 0 0 0
- Vol Cnt Date: n/a
- Cycle Time (sec): 50
- Loss Time (sec): 6
- Critical V/C: 0.461
- Avg Crit Del (sec/veh): 7.4
- Avg Delay (sec/veh): 7.6
- LOS: A

Lane Configurations (Left Side):

- Final Vol: Lanes: 83 0, 1, 958*** 1, 0, 0 0
- Signal=Split/Rights=Include

Lane Configurations (Right Side):

- Signal=Split/Rights=Include
- Lanes: Final Vol: 0 0, 0, 0 0, 0 0, 0 0

Intersection Details:

- Final Vol: Lanes: 0 0 1 0
- Signal=Split/Rights=Include
- 237***
- 52

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	10	10		0	0	0		10	10	0		0	0	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	237	52		0	0	0		83	952	0		0	0	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	237	52		0	0	0		83	952	0		0	0	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	237	52		0	0	0		83	958	0		0	0	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	237	52		0	0	0		83	958	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	237	52		0	0	0		83	958	0		0	0	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	237	52		0	0	0		83	958	0		0	0	0	

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.16	1.84	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	295	3405	0	0	0

Capacity Analysis Mule:												
Vol/Sat:	0.00	0.12	0.03	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.00	13.5	13.5	0.0	0.0	0.0	30.5	30.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.46	0.11	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.9	13.8	0.0	0.0	0.0	5.4	5.4	0.0	0.0	0.0	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	15.9	13.8	0.0	0.0	0.0	5.4	5.4	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	A	A	A	A	A	A	A	A	A
DesignQueue:	0	5	1	0	0	0	6	6	0	0	0	0

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

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

Signal=Protect/Right=Include

Final Vol: Lanes: 322*** 1 0 0 0 0

Signal=Split Rights=Include

Final Vol: Lanes: 0 0 0 0 0 0

Vol Cnt Date: 10/25/2016

Cycle Time (sec): 100

Loss Time (sec): 9

Critical VIC: 0.377

Avg Crit Del (sec/veh): 23.2

Avg Delay (sec/veh): 21.3

LOS: C

Signal=Split Rights=Include

Final Vol: Lanes: 1 27 0 0 2 526*** 0 0

Signal=Protect/Right=Include

Final Vol: Lanes: 36*** 1 0 1 0 0 163 0 0

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	0		0	0	10		0	0	0		0	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:	25 Oct 2016	<<	4:30-5:30PM										
Base Vol:	36	163	0		0	0	322		0	0	0		0	526	27	
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 Base:	36	163	0		0	0	322		0	0	0		0	526	27	
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:	36	163	0		0	0	322		0	0	0		0	526	27	
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:	36	163	0		0	0	322		0	0	0		0	526	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	163	0		0	0	322		0	0	0		0	526	27	
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:	36	163	0		0	0	322		0	0	0		0	526	27	
----- ----- ----- ----- -----																

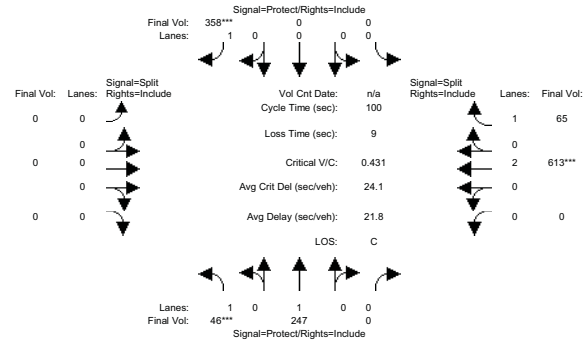
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.14	0.02
Crit Moves:	***					***					***	
Green Time:	7.70	54.9	0.0	0.0	0.0	47.9	0.0	0.0	0.0	0.0	36.1	36.1
Volume/Cap:	0.29	0.16	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.38	0.04
Delay/Veh:	0.52	11.4	0.0	0.0	0.0	17.9	0.0	0.0	0.0	0.0	24.5	20.9
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:	50.2	11.4	0.0	0.0	0.0	17.9	0.0	0.0	0.0	0.0	24.5	20.9
LOS by Move:	D	B	A	A	A	B	A	A	A	A	C	C
DesignQueue:	2	4	0	0	0	11	0	0	0	0	10	1

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3499: First St/ Julian St

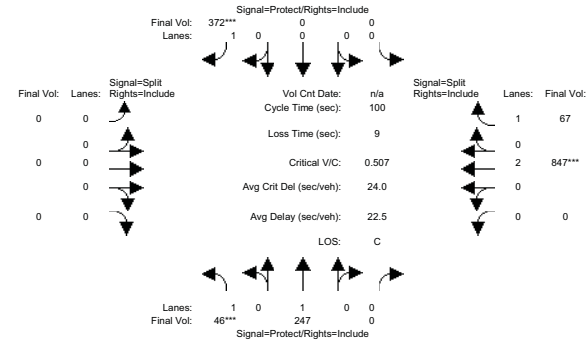


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	247	0	0	0	358	0	0	0	0	613	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	247	0	0	0	358	0	0	0	0	613	65
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:	46	247	0	0	0	358	0	0	0	0	613	65
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:	46	247	0	0	0	358	0	0	0	0	613	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	247	0	0	0	358	0	0	0	0	613	65
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
Final Volume:	46	247	0	0	0	358	0	0	0	0	613	65
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.16	0.04
Crit Moves:	****					****					****	
Green Time:	7.0	54.0	0.0	0.0	0.0	47.0	0.0	0.0	0.0	0.0	37.0	37.0
Volume/Cap:	0.38	0.24	0.00	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.44	0.10
Delay/Veh:	53.0	12.7	0.0	0.0	0.0	19.4	0.0	0.0	0.0	0.0	24.6	20.9
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:	53.0	12.7	0.0	0.0	0.0	19.4	0.0	0.0	0.0	0.0	24.6	20.9
LOS by Move:	D	B	A	A	A	B	A	A	A	A	C	C
DesignQueue:	3	7	0	0	0	12	0	0	0	0	11	2

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bgkd+Proj PM w 2nd St Closure

Intersection #3499: First St/ Julian St

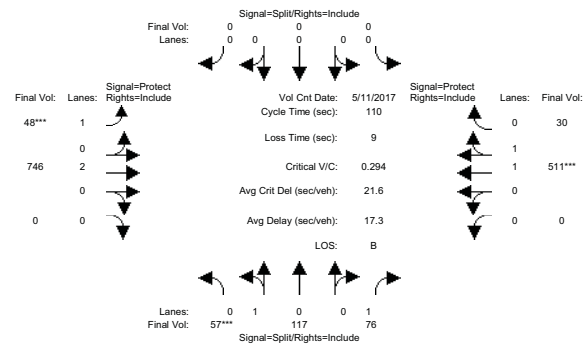


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	247	0	0	0	358	0	0	0	0	804	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	247	0	0	0	358	0	0	0	0	804	65
Added Vol:	0	0	0	0	0	14	0	0	0	0	43	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	247	0	0	0	372	0	0	0	0	847	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:	46	247	0	0	0	372	0	0	0	0	847	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	247	0	0	0	372	0	0	0	0	847	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
Final Volume:	46	247	0	0	0	372	0	0	0	0	847	67
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.22	0.04
Crit Moves:	****					****					****	
Green Time:	7.0	48.0	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0	43.0	43.0
Volume/Cap:	0.38	0.27	0.00	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.09
Delay/Veh:	53.0	16.3	0.0	0.0	0.0	24.8	0.0	0.0	0.0	0.0	22.1	17.1
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:	53.0	16.3	0.0	0.0	0.0	24.8	0.0	0.0	0.0	0.0	22.1	17.1
LOS by Move:	D	B	A	A	A	C	A	A	A	A	C	B
DesignQueue:	3	7	0	0	0	14	0	0	0	0	14	2

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3513: First St/ Santa Clara St



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	0	0	0	10	10	0	0	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: 11 May 2017 << 5:00-6:00PM											
Base Vol:	57	117	76	0	0	0	48	746	0	0	511	30
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:	57	117	76	0	0	0	48	746	0	0	511	30
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:	57	117	76	0	0	0	48	746	0	0	511	30
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:	57	117	76	0	0	0	48	746	0	0	511	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	117	76	0	0	0	48	746	0	0	511	30
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:	57	117	76	0	0	0	48	746	0	0	511	30

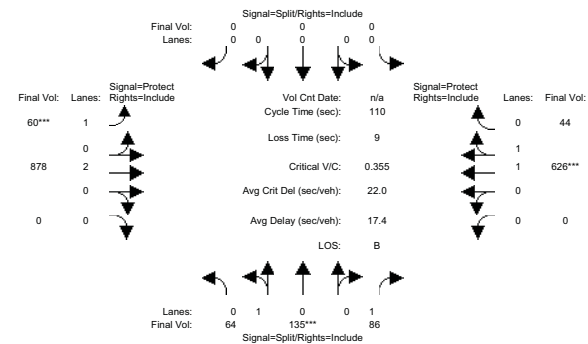
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.33	0.67	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.89	0.11
Final Sat.:	590	1210	1750	0	0	0	1750	3800	0	0	3495	205

Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.04	0.00	0.00	0.00	0.03	0.20	0.00	0.00	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	36.1	36.1	36.1	0.0	0.0	0.0	10.2	64.9	0.0	0.0	54.6	54.6
Volume/Cap:	0.29	0.29	0.13	0.00	0.00	0.00	0.29	0.33	0.00	0.00	0.29	0.29
Delay/Veh:	28.7	28.7	26.4	0.0	0.0	0.0	51.0	11.9	0.0	0.0	16.7	16.7
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:	28.7	28.7	26.4	0.0	0.0	0.0	51.0	11.9	0.0	0.0	16.7	16.7
LOS by Move:	C	C	C	A	A	A	D	B	A	A	B	B
DesignQueue:	8	8	3	0	0	0	3	10	0	0	9	9

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

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2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3513: First St/ Santa Clara St



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	0	0	0	10	10	0	0	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: 11 May 2017 << 5:00-6:00PM											
Base Vol:	64	135	86	0	0	0	60	878	0	0	626	44
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:	64	135	86	0	0	0	60	878	0	0	626	44
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:	64	135	86	0	0	0	60	878	0	0	626	44
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:	64	135	86	0	0	0	60	878	0	0	626	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	135	86	0	0	0	60	878	0	0	626	44
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:	64	135	86	0	0	0	60	878	0	0	626	44

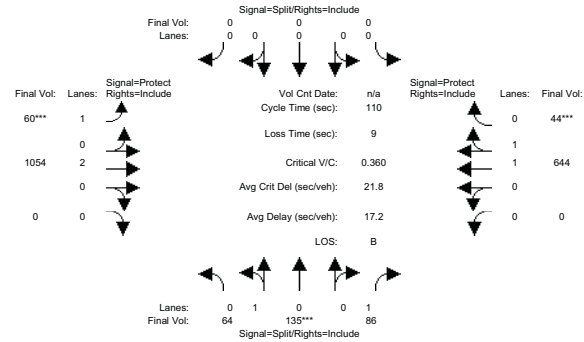
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.32	0.68	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.87	0.13
Final Sat.:	579	1221	1750	0	0	0	1750	3800	0	0	3457	243

Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.05	0.00	0.00	0.00	0.03	0.23	0.00	0.00	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.3	34.3	34.3	0.0	0.0	0.0	10.6	66.7	0.0	0.0	56.1	56.1
Volume/Cap:	0.35	0.35	0.16	0.00	0.00	0.00	0.35	0.38	0.00	0.00	0.35	0.35
Delay/Veh:	31.1	31.1	28.0	0.0	0.0	0.0	52.2	11.5	0.0	0.0	16.6	16.6
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:	31.1	31.1	28.0	0.0	0.0	0.0	52.2	11.5	0.0	0.0	16.6	16.6
LOS by Move:	C	C	C	A	A	A	D	B	A	A	B	B
DesignQueue:	9	9	4	0	0	0	4	11	0	0	11	11

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

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Bkgrd+Proj PM w 2nd St Closure

Intersection #3513: First St/ Santa Clara St



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	0	0	0	10	10	0	0	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:	64	135	86	0	0	0	60	931	0	0	626	44
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:	64	135	86	0	0	0	60	931	0	0	626	44
Added Vol:	0	0	0	0	0	0	0	123	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	135	86	0	0	0	60	1054	0	0	644	44
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:	64	135	86	0	0	0	60	1054	0	0	644	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	135	86	0	0	0	60	1054	0	0	644	44
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:	64	135	86	0	0	0	60	1054	0	0	644	44

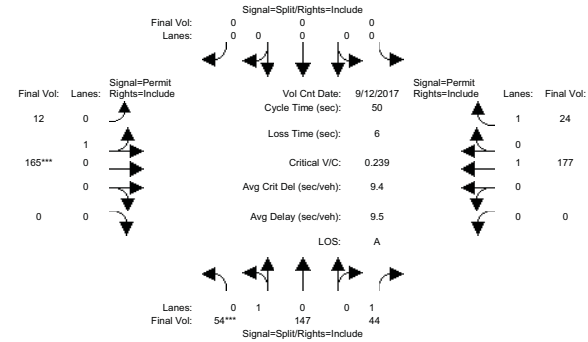
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.32	0.68	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.87	0.13
Final Sat.:	579	1221	1750	0	0	0	1750	3800	0	0	3463	237

Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.05	0.00	0.00	0.00	0.03	0.28	0.00	0.00	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	33.8	33.8	33.8	0.0	0.0	0.0	10.5	67.2	0.0	0.0	56.8	56.8
Volume/Cap:	0.36	0.36	0.16	0.00	0.00	0.00	0.36	0.45	0.00	0.00	0.36	0.36
Delay/Veh:	31.5	31.5	28.4	0.0	0.0	0.0	52.6	12.1	0.0	0.0	16.3	16.3
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:	31.5	31.5	28.4	0.0	0.0	0.0	52.6	12.1	0.0	0.0	16.3	16.3
LOS by Move:	C	C	C	A	A	A	D	B	A	A	B	B
DesignQueue:	9	9	4	0	0	0	4	14	0	0	11	11

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

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2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3517: First St/ St. John St



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	0	0	0	10	10	0	0	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: 12 Sep 2017 << 5:00-6:00PM											
Base Vol:	54	147	44	0	0	0	12	165	0	0	177	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	147	44	0	0	0	12	165	0	0	177	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	147	44	0	0	0	12	165	0	0	177	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	147	44	0	0	0	12	165	0	0	177	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	147	44	0	0	0	12	165	0	0	177	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	147	44	0	0	0	12	165	0	0	177	24

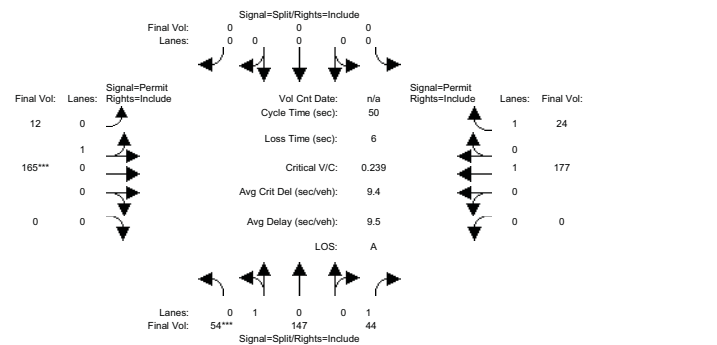
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.27	0.73	1.00	0.00	0.00	0.00	0.07	0.93	0.00	0.00	1.00	1.00
Final Sat.:	484	1316	1750	0	0	0	122	1678	0	0	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.09	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.4	23.4	23.4	0.0	0.0	0.0	20.6	20.6	0.0	0.0	20.6	20.6
Volume/Cap:	0.24	0.24	0.05	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.23	0.03
Delay/Veh:	8.6	8.6	7.4	0.0	0.0	0.0	10.3	10.3	0.0	0.0	10.2	8.8
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:	8.6	8.6	7.4	0.0	0.0	0.0	10.3	10.3	0.0	0.0	10.2	8.8
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	A
DesignQueue:	3	3	1	0	0	0	3	3	0	0	3	0

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

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Background PM

Intersection #3517: First St/ St. John St



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		0	0	0		10	10	0		0	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:	North Bound				South Bound				East Bound				West Bound			
Base Vol:	54	147	44		0	0	0		12	165	0		0	177	24	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	54	147	44		0	0	0		12	165	0		0	177	24	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	54	147	44		0	0	0		12	165	0		0	177	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	54	147	44		0	0	0		12	165	0		0	177	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	147	44		0	0	0		12	165	0		0	177	24	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Volume:	54	147	44		0	0	0		12	165	0		0	177	24	

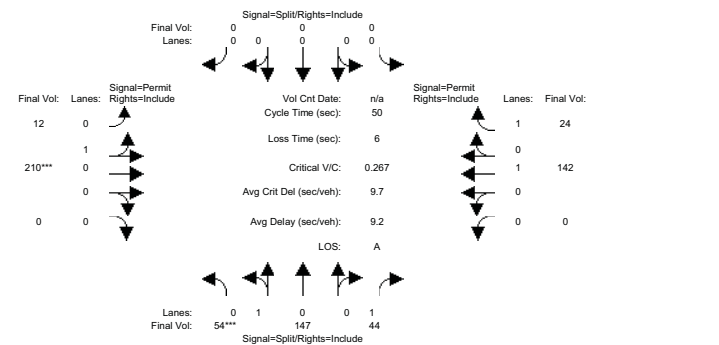
Saturation Flow Module:	North Bound				South Bound				East Bound				West Bound			
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.95	0.95	0.92		0.92	1.00	0.92	
Lanes:	0.27	0.73	1.00		0.00	0.00	0.00		0.07	0.93	0.00		0.00	1.00	1.00	
Final Sat.:	484	1316	1750		0	0	0		122	1678	0		0	1900	1750	

Capacity Analysis Module:	North Bound				South Bound				East Bound				West Bound			
Vol/Sat:	0.11	0.11	0.03		0.00	0.00	0.00		0.10	0.10	0.00		0.00	0.09	0.01	
Crit Moves:	****				****				****				****			
Green Time:	23.4	23.4	23.4		0.0	0.0	0.0		20.6	20.6	0.0		0.0	20.6	20.6	
Volume/Cap:	0.24	0.24	0.05		0.00	0.00	0.00		0.24	0.24	0.00		0.00	0.23	0.03	
Delay/Veh:	8.6	8.6	7.4		0.0	0.0	0.0		10.3	10.3	0.0		0.0	10.2	8.8	
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:	8.6	8.6	7.4		0.0	0.0	0.0		10.3	10.3	0.0		0.0	10.2	8.8	
LOS by Move:	A	A	A		A	A	A		B	B	A		A	B	A	
DesignQueue:	3	3	1		0	0	0		3	3	0		0	3	0	

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

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San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bgld+Proj PM w 2nd St Closure

Intersection #3517: First St/ St. John St



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		0	0	0		10	10	0		0	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:	North Bound				South Bound				East Bound				West Bound			
Base Vol:	54	147	44		0	0	0		12	187	0		0	128	24	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	54	147	44		0	0	0		12	187	0		0	128	24	
Added Vol:	0	0	0		0	0	0		0	23	0		0	14	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	54	147	44		0	0	0		12	210	0		0	142	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	54	147	44		0	0	0		12	210	0		0	142	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	147	44		0	0	0		12	210	0		0	142	24	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Volume:	54	147	44		0	0	0		12	210	0		0	142	24	

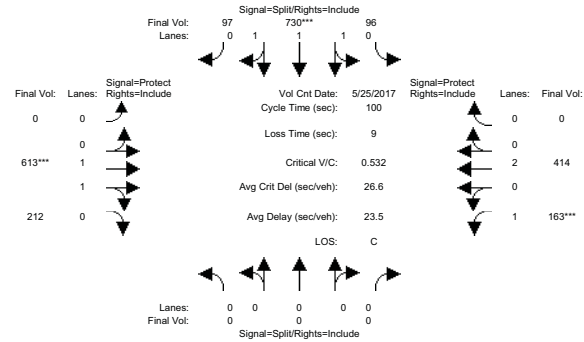
Saturation Flow Module:	North Bound				South Bound				East Bound				West Bound			
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.95	0.95	0.92		0.92	1.00	0.92	
Lanes:	0.27	0.73	1.00		0.00	0.00	0.00		0.05	0.95	0.00		0.00	1.00	1.00	
Final Sat.:	484	1316	1750		0	0	0		97	1703	0		0	1900	1750	

Capacity Analysis Module:	North Bound				South Bound				East Bound				West Bound			
Vol/Sat:	0.11	0.11	0.03		0.00	0.00	0.00		0.12	0.12	0.00		0.00	0.07	0.01	
Crit Moves:	****				****				****				****			
Green Time:	20.9	20.9	20.9		0.0	0.0	0.0		23.1	23.1	0.0		0.0	23.1	23.1	
Volume/Cap:	0.27	0.27	0.06		0.00	0.00	0.00		0.27	0.27	0.00		0.00	0.16	0.03	
Delay/Veh:	10.4	10.4	8.8		0.0	0.0	0.0		9.0	9.0	0.0		0.0	8.2	7.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.4	10.4	8.8		0.0	0.0	0.0		9.0	9.0	0.0		0.0	8.2	7.4	
LOS by Move:	B	B	A		A	A	A		A	A	A		A	A	A	
DesignQueue:	4	4	1		0	0	0		4	4	0		0	2	0	

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

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Existing PM

Intersection #3541: Fourth St / Santa Clara St



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: 25 May 2017 << 4:00-5:00PM												
Base Vol:	0	0	0	96	730	97	0	613	212	163	414	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	96	730	97	0	613	212	163	414	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	96	730	97	0	613	212	163	414	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	96	730	97	0	613	212	163	414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	96	730	97	0	613	212	163	414	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
Final Volume:	0	0	0	96	730	97	0	613	212	163	414	0

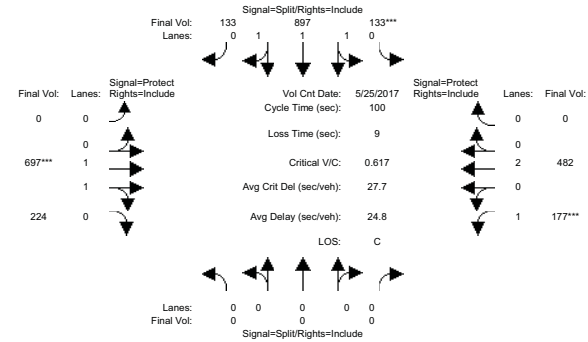
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.32	2.36	0.32	0.00	1.47	0.53	1.00	2.00	0.00
Final Sat.:	0	0	0	572	4350	578	0	2749	951	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.22	0.22	0.09	0.11	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	31.6	31.6	31.6	0.0	41.9	41.9	17.5	59.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.53	0.00	0.53	0.53	0.53	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	28.5	28.5	28.5	0.0	22.1	22.1	39.3	9.3	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	28.5	28.5	28.5	0.0	22.1	22.1	39.3	9.3	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	A	A
DesignQueue:	0	0	0	13	13	13	0	15	15	8	5	0

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

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Background PM

Intersection #3541: Fourth St / Santa Clara St



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: 25 May 2017 << 5:00-6:00PM												
Base Vol:	0	0	0	133	897	133	0	697	224	177	482	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	133	897	133	0	697	224	177	482	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	133	897	133	0	697	224	177	482	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	133	897	133	0	697	224	177	482	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	897	133	0	697	224	177	482	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
Final Volume:	0	0	0	133	897	133	0	697	224	177	482	0

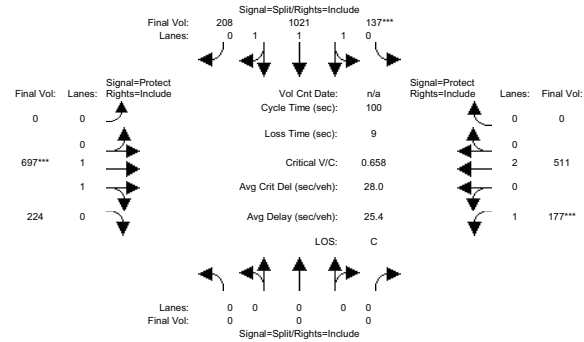
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.35	2.30	0.35	0.00	1.50	0.50	1.00	2.00	0.00
Final Sat.:	0	0	0	629	4242	629	0	2799	900	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.21	0.00	0.25	0.25	0.10	0.13	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	34.3	34.3	34.3	0.0	40.3	40.3	16.4	56.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.62	0.62	0.62	0.00	0.62	0.62	0.62	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	28.0	28.0	28.0	0.0	24.5	24.5	42.9	10.8	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	28.0	28.0	28.0	0.0	24.5	24.5	42.9	10.8	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	B	A
DesignQueue:	0	0	0	16	16	16	0	17	17	9	6	0

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

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Intersection #3541: Fourth St / Santa Clara St

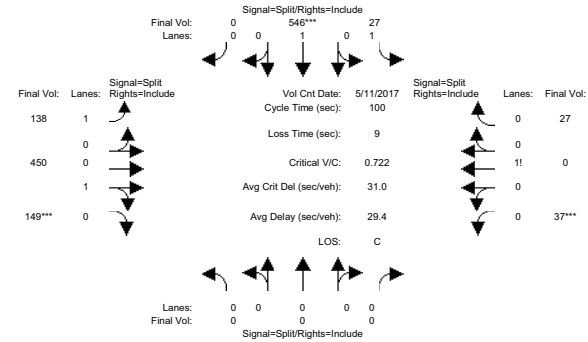


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	133	993	170	0	697	224	177	482	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	133	993	170	0	697	224	177	482	0
Added Vol:	0	0	0	4	28	38	0	0	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	137	1021	208	0	697	224	177	511	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	137	1021	208	0	697	224	177	511	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	1021	208	0	697	224	177	511	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	137	1021	208	0	697	224	177	511	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	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.31	2.23	0.46	0.00	1.50	0.50	1.00	2.00	0.00
Final Sat.:	0	0	0	552	4110	837	0	2799	900	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.25	0.25	0.10	0.13	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	37.8	37.8	37.8	0.0	37.9	37.9	15.4	53.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.66	0.66	0.00	0.66	0.66	0.66	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	26.5	26.5	26.5	0.0	26.9	26.9	45.7	12.7	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	26.5	26.5	26.5	0.0	26.9	26.9	45.7	12.7	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	B	A
DesignQueue:	0	0	0	17	17	17	0	17	17	9	7	0

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

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Existing PM

Intersection #3542: Fourth St / St. James St



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	0	10	10	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	27	546	0	138	450	149	37	0	27
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	27	546	0	138	450	149	37	0	27
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	27	546	0	138	450	149	37	0	27
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	27	546	0	138	450	149	37	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	546	0	138	450	149	37	0	27
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	27	546	0	138	450	149	37	0	27
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	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.75	0.25	0.58	0.00	0.42
Final Sat.:	0	0	0	1750	1900	0	1750	1352	448	1012	0	738
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.29	0.00	0.08	0.33	0.33	0.04	0.00	0.04
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	37.5	37.5	0.0	43.5	43.5	43.5	10.0	0.0	10.0
Volume/Cap:	0.00	0.00	0.00	0.04	0.77	0.00	0.18	0.77	0.77	0.37	0.00	0.37
Delay/Veh:	0.0	0.0	0.0	19.8	32.4	0.0	17.5	28.5	28.5	43.3	0.0	43.3
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:	0.0	0.0	0.0	19.8	32.4	0.0	17.5	28.5	28.5	43.3	0.0	43.3
LOS by Move:	A	A	A	B	C	A	B	C	C	D	A	D
DesignQueue:	0	0	0	1	21	0	5	22	22	4	0	4

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

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

Diagram of a signalized intersection with four approaches. Each approach has a traffic light and a lane configuration. The top approach has a 'Final Vol: Lanes: 0 0' and a 'Signal=Split/Rights=Include' with a cycle time of 100s. The right approach has a 'Signal=Split/Rights=Include' and 'Lanes: Final Vol: 0 64'. The bottom approach has a 'Signal=Split/Rights=Include' and 'Lanes: Final Vol: 0 0'. The left approach has a 'Signal=Split/Rights=Include' and 'Lanes: Final Vol: 171 0'. The intersection is labeled 'LOS: E'.

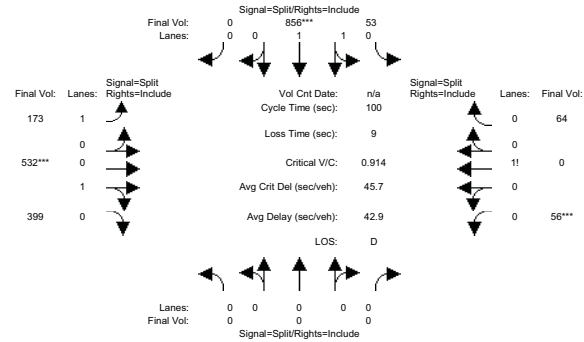
Traffix 8 0 0715

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM w 2nd St Closure

[illegible]Traffix 8.0.0715

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PMw 2nd St Closure + Improvements (Convert SB LT Lane to Shared Through/LT Lane)

Intersection #3542: Fourth St / St. James St

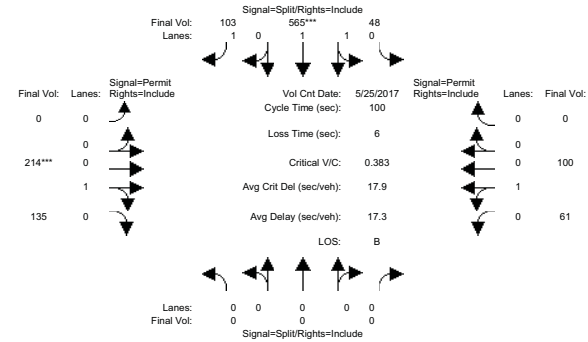


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	10	10	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	53	827	0	171	529	357	46	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	53	827	0	171	529	357	46	0	64
Added Vol:	0	0	0	0	29	0	2	3	42	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	53	856	0	173	532	399	56	0	64
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	53	856	0	173	532	399	56	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	856	0	173	532	399	56	0	64
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	53	856	0	173	532	399	56	0	64
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	0.98	0.92	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.00	0.00	0.00	0.12	1.88	0.00	1.00	0.57	0.43	0.47	0.00	0.53
Final Sat.:	0	0	0	216	3484	0	1750	1029	771	817	0	933
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.25	0.00	0.10	0.52	0.52	0.07	0.00	0.07
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	26.1	26.1	0.0	54.9	54.9	54.9	10.0	0.0	10.0
Volume/Cap:	0.00	0.00	0.00	0.94	0.94	0.00	0.18	0.94	0.94	0.69	0.00	0.69
Delay/Veh:	0.0	0.0	0.0	52.9	52.9	0.0	11.4	37.5	37.5	54.3	0.0	54.3
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:	0.0	0.0	0.0	52.9	52.9	0.0	11.4	37.5	37.5	54.3	0.0	54.3
LOS by Move:	A	A	A	D	D	A	B	D	D	D	A	D
DesignQueue:	0	0	0	20	20	0	5	29	29	7	0	7

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3543: Fourth St / St. John St

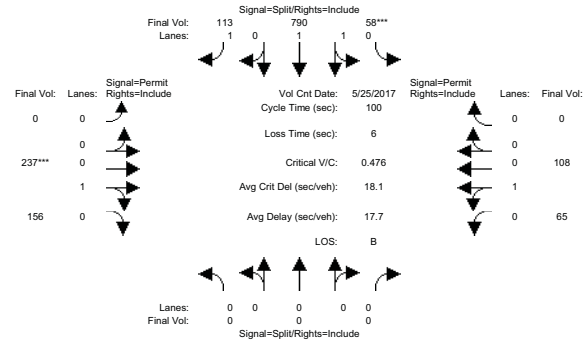


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	48	565	103	0	214	135	61	100	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	48	565	103	0	214	135	61	100	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	48	565	103	0	214	135	61	100	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	48	565	103	0	214	135	61	100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	565	103	0	214	135	61	100	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	48	565	103	0	214	135	61	100	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	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.16	1.84	1.00	0.00	0.61	0.39	0.38	0.62	0.00
Final Sat.:	0	0	0	290	3410	1750	0	1104	696	682	1118	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.06	0.00	0.19	0.19	0.09	0.09	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	43.3	43.3	43.3	0.0	50.7	50.7	50.7	50.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.14	0.00	0.38	0.38	0.18	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	19.4	19.4	17.2	0.0	15.4	15.4	13.4	13.4	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	19.4	19.4	17.2	0.0	15.4	15.4	13.4	13.4	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	A
DesignQueue:	0	0	0	10	10	4	0	11	11	5	5	0

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3543: Fourth St / St. John St

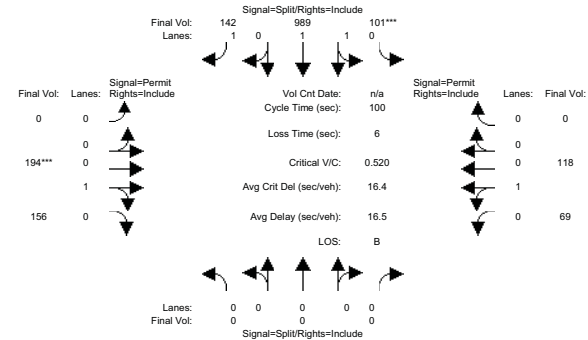


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 May 2017 << 5:00-6:00PM												
Base Vol:	0	0	0	58	790	113	0	237	156	65	108	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	58	790	113	0	237	156	65	108	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	58	790	113	0	237	156	65	108	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	58	790	113	0	237	156	65	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	790	113	0	237	156	65	108	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	58	790	113	0	237	156	65	108	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	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.14	1.86	1.00	0.00	0.60	0.40	0.38	0.62	0.00
Final Sat.:	0	0	0	253	3447	1750	0	1085	715	676	1124	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.06	0.00	0.22	0.22	0.10	0.10	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	48.1	48.1	0.0	45.9	45.9	45.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.13	0.00	0.48	0.48	0.21	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	17.6	17.6	14.4	0.0	19.2	19.2	16.3	16.3	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	17.6	17.6	14.4	0.0	19.2	19.2	16.3	16.3	0.0
LOS by Move:	A	A	A	B	B	B	A	B	B	B	B	A
DesignQueue:	0	0	0	13	13	4	0	13	13	6	6	0

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bgkd+Proj PM w 2nd St Closure

Intersection #3543: Fourth St / St. John St

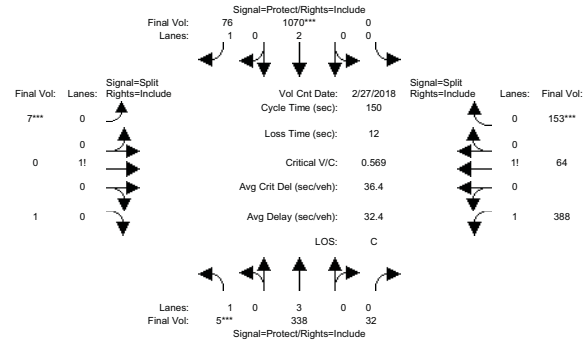


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	101	923	128	0	194	156	65	108	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	923	128	0	194	156	65	108	0
Added Vol:	0	0	0	0	66	14	0	0	0	4	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	989	142	0	194	156	69	118	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	101	989	142	0	194	156	69	118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	989	142	0	194	156	69	118	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	101	989	142	0	194	156	69	118	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	0.98	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.19	1.81	1.00	0.00	0.55	0.45	0.37	0.63	0.00
Final Sat.:	0	0	0	343	3357	1750	0	998	802	664	1136	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.08	0.00	0.19	0.19	0.10	0.10	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	56.6	56.6	0.0	37.4	37.4	37.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.14	0.00	0.52	0.52	0.28	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	13.6	13.6	10.3	0.0	25.1	25.1	22.1	22.1	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	13.6	13.6	10.3	0.0	25.1	25.1	22.1	22.1	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	C	C	A
DesignQueue:	0	0	0	15	15	4	0	14	14	7	7	0

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3605: Market St / Julian St

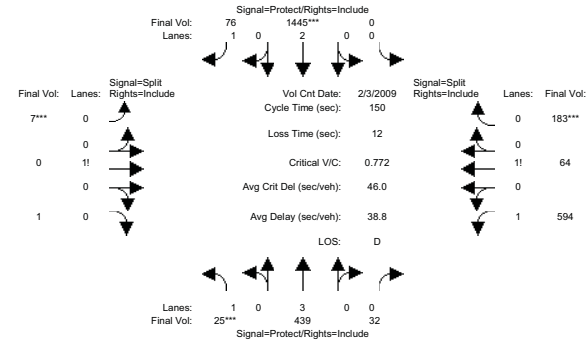


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 27 Feb 2018 << 4:45-5:45PM												
Base Vol:	5	338	32	0	1070	76	7	0	1	388	64	153
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:	5	338	32	0	1070	76	7	0	1	388	64	153
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:	5	338	32	0	1070	76	7	0	1	388	64	153
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:	5	338	32	0	1070	76	7	0	1	388	64	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	338	32	0	1070	76	7	0	1	388	64	153
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
Final Volume:	5	338	32	0	1070	76	7	0	1	388	64	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.73	0.27	0.00	2.00	1.00	0.87	0.00	0.13	1.47	0.16	0.37
Final Sat.:	1750	5115	484	0	3800	1750	1531	0	219	2576	273	651
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.00	0.28	0.04	0.00	0.00	0.00	0.15	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	73.0	73.0	0.0	66.0	66.0	10.0	0.0	10.0	55.0	55.0	55.0
Volume/Cap:	0.06	0.14	0.14	0.00	0.64	0.10	0.07	0.00	0.07	0.41	0.64	0.64
Delay/Veh:	68.7	21.2	21.2	0.0	33.6	24.7	65.9	0.0	65.9	35.6	40.8	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:	68.7	21.2	21.2	0.0	33.6	24.7	65.9	0.0	65.9	35.6	40.8	40.8
LOS by Move:	E	C	C	A	C	C	E	A	E	D	D	D
DesignQueue:	0	5	5	0	27	4	1	0	1	16	25	25

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3605: Market St / Julian St

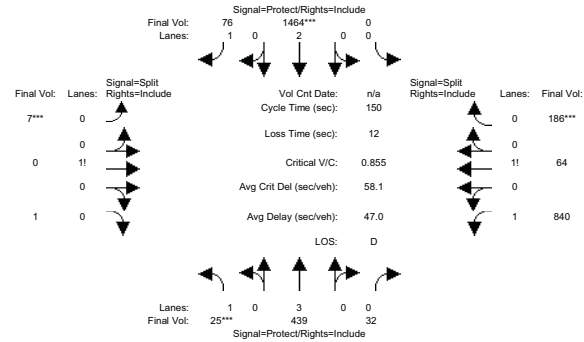


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Feb 2009 << 5:00-6:00PM												
Base Vol:	25	439	32	0	1445	76	7	0	1	594	64	183
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:	25	439	32	0	1445	76	7	0	1	594	64	183
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:	25	439	32	0	1445	76	7	0	1	594	64	183
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:	25	439	32	0	1445	76	7	0	1	594	64	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	439	32	0	1445	76	7	0	1	594	64	183
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
Final Volume:	25	439	32	0	1445	76	7	0	1	594	64	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.79	0.21	0.00	2.00	1.00	0.87	0.00	0.13	1.54	0.12	0.34
Final Sat.:	1750	5219	380	0	3800	1750	1531	0	219	2705	206	589
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.00	0.38	0.04	0.00	0.00	0.00	0.22	0.31	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	73.6	73.6	0.0	66.6	66.6	10.0	0.0	10.0	54.4	54.4	54.4
Volume/Cap:	0.31	0.17	0.17	0.00	0.86	0.10	0.07	0.00	0.07	0.61	0.86	0.86
Delay/Veh:	71.3	21.3	21.3	0.0	42.0	24.3	65.9	0.0	65.9	39.8	51.8	51.8
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:	71.3	21.3	21.3	0.0	42.0	24.3	65.9	0.0	65.9	39.8	51.8	51.8
LOS by Move:	E	C	C	A	D	C	E	A	E	D	D	D
DesignQueue:	2	7	7	0	37	4	1	0	1	24	34	34

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

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2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM w 2nd St Closure

Intersection #3605: Market St / Julian St

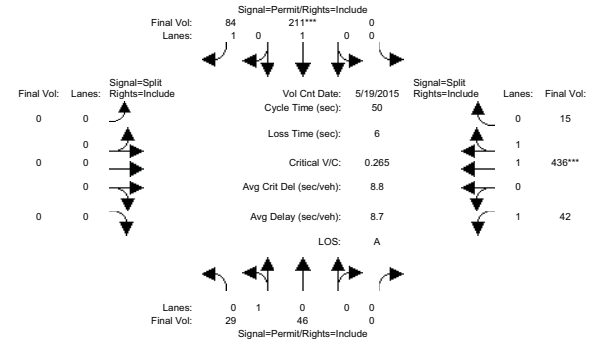


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	0	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	439	32	0	1445	76	7	0	1	785	64	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	439	32	0	1445	76	7	0	1	785	64	183
Added Vol:	0	0	0	0	19	0	0	0	0	55	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	439	32	0	1464	76	7	0	1	840	64	186
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:	25	439	32	0	1464	76	7	0	1	840	64	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	439	32	0	1464	76	7	0	1	840	64	186
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:	25	439	32	0	1464	76	7	0	1	840	64	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.79	0.21	0.00	2.00	1.00	0.87	0.00	0.13	1.63	0.09	0.28
Final Sat.:	1750	5219	380	0	3800	1750	1531	0	219	2847	167	486
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.00	0.39	0.04	0.00	0.00	0.00	0.30	0.38	0.38
Crit Moves:	****			****			****			****		
Green Time:	7.0	67.7	67.7	0.0	60.7	60.7	10.0	0.0	10.0	60.3	60.3	60.3
Volume/Cap:	0.31	0.19	0.19	0.00	0.95	0.11	0.07	0.00	0.07	0.73	0.95	0.95
Delay/Veh:	71.3	24.7	24.7	0.0	56.6	27.9	65.9	0.0	65.9	40.0	59.9	59.9
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:	71.3	24.7	24.7	0.0	56.6	27.9	65.9	0.0	65.9	40.0	59.9	59.9
LOS by Move:	E	C	C	A	E	C	E	A	E	D	E	E
DesignQueue:	2	7	7	0	40	4	1	0	1	30	40	40

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

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Existing PM

Intersection #3607: Second St / Julian St

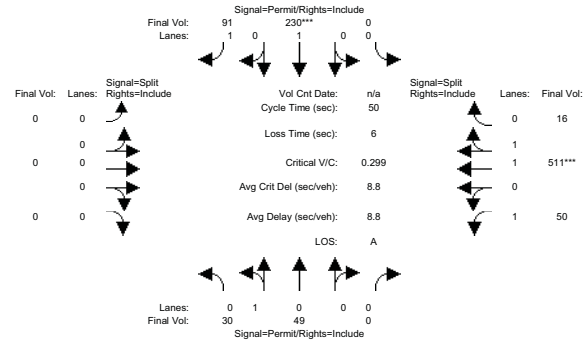


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 19 May 2015 << 4:45-5:45PM											
Base Vol:	29	46	0	0	211	84	0	0	0	42	436	15
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:	29	46	0	0	211	84	0	0	0	42	436	15
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:	29	46	0	0	211	84	0	0	0	42	436	15
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:	29	46	0	0	211	84	0	0	0	42	436	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	46	0	0	211	84	0	0	0	42	436	15
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:	29	46	0	0	211	84	0	0	0	42	436	15
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	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.39	0.61	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.93	0.07
Final Sat.:	696	1104	0	0	1900	1750	0	0	0	1750	3577	123
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.00	0.11	0.05	0.00	0.00	0.00	0.02	0.12	0.12
Crit Moves:	****			****			****			****		
Green Time:	21.0	21.0	0.0	0.0	21.0	21.0	0.0	0.0	0.0	23.0	23.0	23.0
Volume/Cap:	0.10	0.10	0.00	0.00	0.26	0.11	0.00	0.00	0.00	0.05	0.26	0.26
Delay/Veh:	8.8	8.8	0.0	0.0	9.7	8.9	0.0	0.0	0.0	7.5	8.4	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	0.0	0.0	9.7	8.9	0.0	0.0	0.0	7.5	8.4	8.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
DesignQueue:	1	1	0	0	4	1	0	0	0	1	4	4

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

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Background PM

Intersection #3607: Second St / Julian St



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	0		0	10	10		0	0	0		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:	30	49	0		0	230	91		0	0	0		50	511	16	
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:	30	49	0		0	230	91		0	0	0		50	511	16	
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:	30	49	0		0	230	91		0	0	0		50	511	16	
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:	30	49	0		0	230	91		0	0	0		50	511	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	49	0		0	230	91		0	0	0		50	511	16	
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	
Final Volume:	30	49	0		0	230	91		0	0	0		50	511	16	

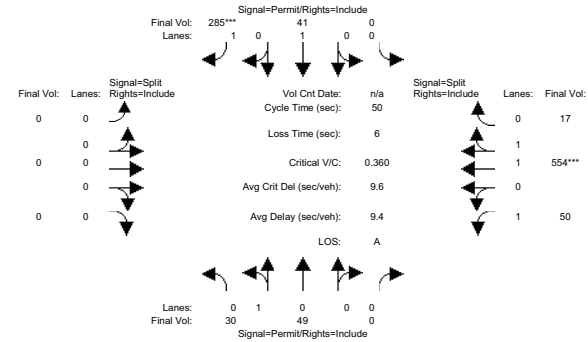
Saturation Flow Module:	North Bound				South Bound				East Bound				West Bound			
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.97	0.95	
Lanes:	0.38	0.62	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	1.94	0.06	
Final Sat.:	684	1116	0		0	1900	1750		0	0	0		1750	3588	112	

Capacity Analysis Module:	North Bound				South Bound				East Bound				West Bound			
Vol/Sat:	0.04	0.04	0.00		0.00	0.12	0.05		0.00	0.00	0.00		0.03	0.14	0.14	
Crit Moves:					****								****			
Green Time:	20.2	20.2	0.0		0.0	20.2	20.2		0.0	0.0	0.0		23.8	23.8	23.8	
Volume/Cap:	0.11	0.11	0.00		0.00	0.30	0.13		0.00	0.00	0.00		0.06	0.30	0.30	
Delay/Veh:	9.3	9.3	0.0		0.0	10.3	9.4		0.0	0.0	0.0		7.1	8.1	8.1	
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:	9.3	9.3	0.0		0.0	10.3	9.4		0.0	0.0	0.0		7.1	8.1	8.1	
LOS by Move:	A	A	A		A	B	A		A	A	A		A	A	A	
DesignQueue:	1	1	0		0	4	2		0	0	0		1	4	4	

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

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Bgnd+Proj PM w 2nd St Closure

Intersection #3607: Second St / Julian St



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	0		0	10	10		0	0	0		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:	30	49	0		0	39	282		0	0	0		50	511	16	
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:	30	49	0		0	39	282		0	0	0		50	511	16	
Added Vol:	0	0	0		0	2	3		0	0	0		0	43	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	30	49	0		0	41	285		0	0	0		50	554	17	
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:	30	49	0		0	41	285		0	0	0		50	554	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	49	0		0	41	285		0	0	0		50	554	17	
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	
Final Volume:	30	49	0		0	41	285		0	0	0		50	554	17	

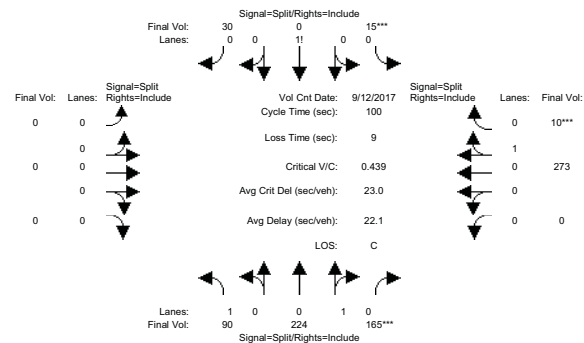
Saturation Flow Module:	North Bound				South Bound				East Bound				West Bound			
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	0.97	0.95	
Lanes:	0.38	0.62	0.00		0.00	1.00	1.00		0.00	0.00	0.00		1.00	1.94	0.06	
Final Sat.:	684	1116	0		0	1900	1750		0	0	0		1750	3590	110	

Capacity Analysis Module:	North Bound				South Bound				East Bound				West Bound			
Vol/Sat:	0.04	0.04	0.00		0.00	0.02	0.16		0.00	0.00	0.00		0.03	0.15	0.15	
Crit Moves:					****								****			
Green Time:	22.6	22.6	0.0		0.0	22.6	22.6		0.0	0.0	0.0		21.4	21.4	21.4	
Volume/Cap:	0.10	0.10	0.00		0.00	0.05	0.36		0.00	0.00	0.00		0.07	0.36	0.36	
Delay/Veh:	7.9	7.9	0.0		0.0	7.7	9.3		0.0	0.0	0.0		8.5	9.8	9.8	
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:	7.9	7.9	0.0		0.0	7.7	9.3		0.0	0.0	0.0		8.5	9.8	9.8	
LOS by Move:	A	A	A		A	A	A		A	A	A		A	A	A	
DesignQueue:	1	1	0		0	1	5		0	0	0		1	5	5	

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

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Intersection #3610: Third St / Julian St

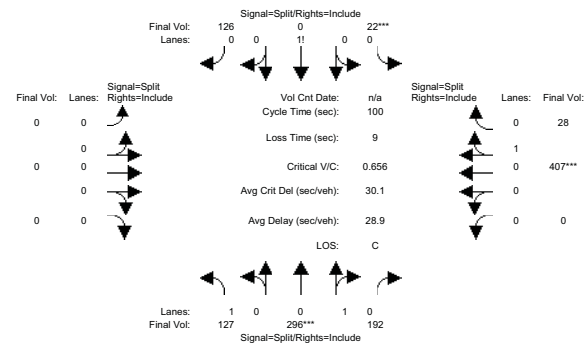


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 12 Sep 2017 << 4:45-5:45PM											
Base Vol:	90	224	165	15	0	30	0	0	0	0	273	10
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:	90	224	165	15	0	30	0	0	0	0	273	10
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:	90	224	165	15	0	30	0	0	0	0	273	10
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:	90	224	165	15	0	30	0	0	0	0	273	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	224	165	15	0	30	0	0	0	0	273	10
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:	90	224	165	15	0	30	0	0	0	0	273	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.58	0.42	0.33	0.00	0.67	0.00	0.00	0.00	0.00	0.96	0.04
Final Sat.:	1750	1037	763	583	0	1167	0	0	0	0	1736	64
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	46.9	46.9	46.9	10.0	0.0	10.0	0.0	0.0	0.0	0.0	34.1	34.1
Volume/Cap:	0.11	0.46	0.46	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.46	0.46
Delay/Veh:	14.9	18.4	18.4	42.4	0.0	42.4	0.0	0.0	0.0	0.0	26.3	26.3
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:	14.9	18.4	18.4	42.4	0.0	42.4	0.0	0.0	0.0	0.0	26.3	26.3
LOS by Move:	B	B	B	D	A	D	A	A	A	A	C	C
DesignQueue:	3	13	13	2	0	2	0	0	0	0	11	11

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

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Background PM

Intersection #3610: Third St / Julian St



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	0	10	0	0	0	0	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:	127	296	192	22	0	126	0	0	0	0	407	28
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:	127	296	192	22	0	126	0	0	0	0	407	28
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:	127	296	192	22	0	126	0	0	0	0	407	28
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:	127	296	192	22	0	126	0	0	0	0	407	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	296	192	22	0	126	0	0	0	0	407	28
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:	127	296	192	22	0	126	0	0	0	0	407	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	0.61	0.39	0.15	0.00	0.85	0.00	0.00	0.00	0.00	0.94	0.06
Final Sat.:	1750	1092	708	260	0	1490	0	0	0	0	1684	116
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	41.3	41.3	41.3	12.9	0.0	12.9	0.0	0.0	0.0	0.0	36.8	36.8
Volume/Cap:	0.18	0.66	0.66	0.66	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.66
Delay/Veh:	18.7	25.8	25.8	48.3	0.0	48.3	0.0	0.0	0.0	0.0	28.7	28.7
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:	18.7	25.8	25.8	48.3	0.0	48.3	0.0	0.0	0.0	0.0	28.7	28.7
LOS by Move:	B	C	C	D	A	D	A	A	A	A	C	C
DesignQueue:	5	18	18	8	0	8	0	0	0	0	17	17

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM w 2nd St Closure

Diagram illustrating a traffic signal intersection layout with three stages of traffic flow, each with a 'Final Vol' and 'Signal=Split/Rights=Include' label.

Stage 1 (Left): Final Vol: 0, Signal=Split/Rights=Include. Lanes: 0, 0, 0, 0. Arrows indicate traffic flow directions.

Stage 2 (Center): Final Vol: 128, Signal=Split/Rights=Include. Lanes: 0, 0, 0, 0. Arrows indicate traffic flow directions.

Stage 3 (Right): Final Vol: 25***, Signal=Split/Rights=Include. Lanes: 0, 1, 0, 0. Arrows indicate traffic flow directions.

Intersection Details:

- Vol Cnt Date: n/a
- Cycle Time (sec): 100
- Loss Time (sec): 9
- Critical V/C: 0.670
- Avg Crit Del (sec/veh): 30.6
- Avg Delay (sec/veh): 29.2
- LOS: C

Bottom Section:

Lanes: 1, 0, 0, 1, 0. Signal=Split/Rights=Include. Final Vol: 156, 297, 196***. Arrows indicate traffic flow directions.

Traffix 8 0 0715

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

Signal=Protect/Right=Include

Final Vol: Lanes:

Final Vol:	Lanes:	Signal=Protect/Right=Include
71	1	↑
0	1	↑
597***	1	↑
1	1	↑
71	0	↓

Signal Timing Data:

- Vol Cnt Date: 9/12/2017
- Cycle Time (sec): 100
- Loss Time (sec): 12
- Critical VIC: 0.584
- Avg Crit Del (sec/veh): 28.7
- Avg Delay (sec/veh): 29.8
- LOS: C

Signal=Protect/Right=Include

Final Vol: Lanes:

Final Vol:	Lanes:	Signal=Protect/Right=Include
0	67	↓
1	1	↓
397	1	↓
0	1	↓
101***	1	↓

Signal=Protect/Right=Include

Final Vol: Lanes:

Final Vol:	Lanes:	Signal=Protect/Right=Include
65***	1	↑
218	1	↑
55	1	↑
0	1	↑

Traffix 8.0.0715

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

Signal=Protect/Rights=Include

Final Vol: Lanes: 163 0 1 867*** 1 0 197

Final Vol: Lanes: 77 1 0 667*** 1 83 0

Signal=Protect/Rights=Include

Vol Cnt Date: n/a

Cycle Time (sec): 12

Loss Time (sec): 12

Critical W/C: 0.667

Avg Crit Del (sec/veh): 30.5

Avg Delay (sec/veh): 31.4

LOS: C

Signal=Protect/Rights=Include

Lanes: Final Vol: 0 77 1 478 0 113***

Lanes: Final Vol: 72*** 1 0 1 1 0 60

Signal=Protect/Rights=Include

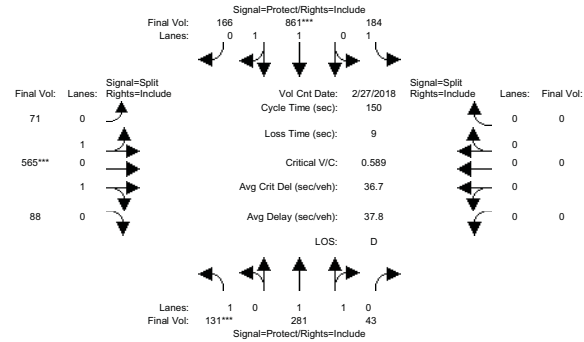
Traffix 8.0.0715

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM w 2nd St Closure

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St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3671: Market St / St. James St



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	10	10	7	10	0	10	10	10	0	0	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: 27 Feb 2018 << 5:00-6:00PM												
Base Vol:	131	281	43	184	861	166	71	565	88	0	0	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:	131	281	43	184	861	166	71	565	88	0	0	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:	131	281	43	184	861	166	71	565	88	0	0	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:	131	281	43	184	861	166	71	565	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	281	43	184	861	166	71	565	88	0	0	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
Final Volume:	131	281	43	184	861	166	71	565	88	0	0	0

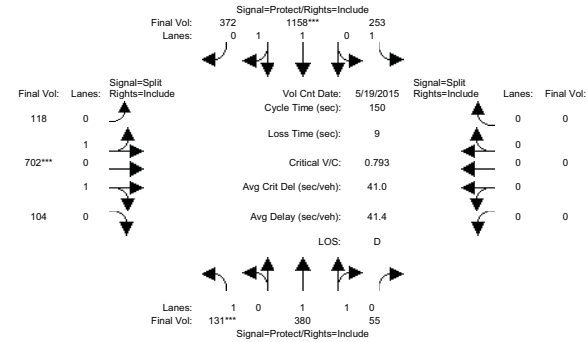
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.73	0.27	1.00	1.67	0.33	0.20	1.56	0.24	0.00	0.00	0.00
Final Sat.:	1750	3209	491	1750	3102	598	353	2809	438	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.11	0.28	0.28	0.20	0.20	0.20	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.1	40.8	40.8	49.0	70.7	70.7	51.2	51.2	51.2	0.0	0.0	0.0
Volume/Cap:	0.59	0.32	0.32	0.32	0.59	0.59	0.59	0.59	0.59	0.00	0.00	0.00
Delay/Veh:	65.9	43.8	43.8	38.3	29.5	29.5	41.5	41.5	41.5	0.0	0.0	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:	65.9	43.8	43.8	38.3	29.5	29.5	41.5	41.5	41.5	0.0	0.0	0.0
LOS by Move:	E	D	D	D	C	C	D	D	D	A	A	A
DesignQueue:	11	10	10	12	25	25	22	22	22	0	0	0

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3671: Market St / St. James St



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	10	10	7	10	0	10	10	10	0	0	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: 19 May 2015 << 5:00-6:00PM												
Base Vol:	131	380	55	253	1158	372	118	702	104	0	0	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:	131	380	55	253	1158	372	118	702	104	0	0	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:	131	380	55	253	1158	372	118	702	104	0	0	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:	131	380	55	253	1158	372	118	702	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	380	55	253	1158	372	118	702	104	0	0	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
Final Volume:	131	380	55	253	1158	372	118	702	104	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.74	0.26	1.00	1.50	0.50	0.26	1.52	0.22	0.00	0.00	0.00
Final Sat.:	1750	3232	468	1750	2800	899	460	2735	405	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.14	0.41	0.41	0.26	0.26	0.26	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.2	41.5	41.5	51.0	78.3	78.3	48.6	48.6	48.6	0.0	0.0	0.0
Volume/Cap:	0.79	0.43	0.43	0.43	0.79	0.79	0.79	0.79	0.79	0.00	0.00	0.00
Delay/Veh:	89.0	44.8	44.8	38.7	31.6	31.6	49.9	49.9	49.9	0.0	0.0	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:	89.0	44.8	44.8	38.7	31.6	31.6	49.9	49.9	49.9	0.0	0.0	0.0
LOS by Move:	F	D	D	D	C	C	D	D	D	A	A	A
DesignQueue:	11	14	14	16	35	35	29	29	29	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM w 2nd St Closure

[illegible]Traffix 8 0 0715

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

The diagram illustrates a four-lane intersection with protected and overlap phases for both directions. The intersection is shown from a top-down perspective, with traffic flowing from the top and bottom towards the center. The lanes are labeled as follows:

- Top Approach (Northbound):** 4 lanes. Signal: Protect/Rights=Overlap. Phases: 4 (left turn), 1 (through/right turn), 0 (through/right turn), 2 (left turn), 0 (through/right turn), 1 (through/right turn), 58 (through/right turn).
- Bottom Approach (Southbound):** 4 lanes. Signal: Protect/Rights=Overlap. Phases: 1 (left turn), 0 (through/right turn), 1 (through/right turn), 0 (through/right turn), 1 (through/right turn), 60 (through/right turn).

The intersection is controlled by a traffic signal with the following timing details:

- Signal:** Protect/Rights=Include
- Final Vol:** 29***
- Lanes:** 1, 0, 42, 1, 16, 0
- Vol Cnt Date:** 9/12/2017
- Cycle Time (sec):** 150
- Loss Time (sec):** 12
- Critical VIC:** 0.388
- Avg Crit Del (sec/veh):** 24.6
- Avg Delay (sec/veh):** 26.6
- LOS:** C

The intersection is also controlled by a traffic signal with the following timing details:

- Signal:** Protect/Rights=Overlap
- Final Vol:** 0, 1, 51***, 0, 1, 54
- Lanes:** 0, 1, 51***, 0, 1, 54

Traffix 8.0.0715

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

Signal=Protect/Right=Overlap

Final Vol: Lanes: 4 1 0 2 0 1 59 1

Signal=Protect/Right=Include

Final Vol: Lanes: 29*** 1 0 42 1 16 0

Vol Cnt Date: 3/12/2014

Cycle Time (sec): 150

Loss Time (sec): 12

Critical V/C: 0.396

Avg Crit Del (sec/veh): 24.3

Avg Delay (sec/veh): 26.2

LOS: C

Signal=Protect/Right=Overlap

Lanes: Final Vol: 0 128 1 51*** 0 54

Lanes: 1 0 1 0

Final Vol: 17*** 359 60

Signal=Protect/Right=Include

Traffix 8 0 0715

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkcd+Proj PM w 2nd St Closure

Signal=Protect/Right=Overlap

Final Vol: Lanes: Signal=Protect Right=Include

29*** 1 0 42 0 16 0

Vol Cnt Date: n/a

Cycle Time (sec): 150

Loss Time (sec): 12

Critical VIC: 0.450

Avg Cnt Del (sec/veh): 18.3

Avg Delay (sec/veh): 21.4

LOS: C

Signal=Protect Right=Overlap

Lanes: Final Vol:

0 128

1

0 2***

0

1 68

Lanes: Final Vol:

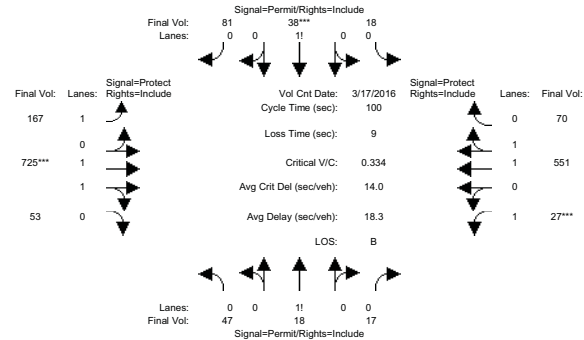
17*** 1 0 1 1 0 60

Signal=Protect/Right=Include

Traffix 8.0.0715

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3775: San Pedro St / Santa Clara St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 17 Mar 2016 << 5:00-6:00PM											
Base Vol:	47	18	17	18	38	81	167	725	53	27	551	70
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:	47	18	17	18	38	81	167	725	53	27	551	70
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:	47	18	17	18	38	81	167	725	53	27	551	70
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:	47	18	17	18	38	81	167	725	53	27	551	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	18	17	18	38	81	167	725	53	27	551	70
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
Final Volume:	47	18	17	18	38	81	167	725	53	27	551	70

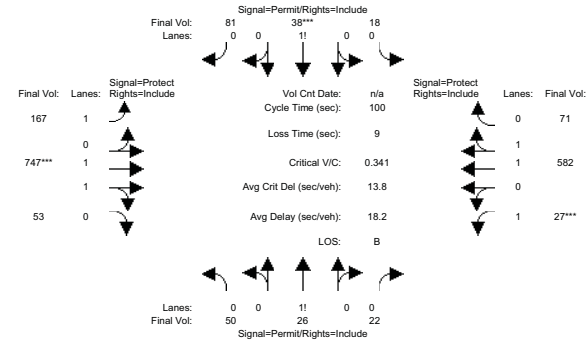
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.57	0.22	0.21	0.13	0.28	0.59	1.00	1.86	0.14	1.00	1.77	0.23
Final Sat.:	1003	384	363	230	485	1035	1750	3448	252	1750	3283	417

Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.08	0.10	0.21	0.21	0.02	0.17	0.17
Crit Moves:	****											
Green Time:	22.8	22.8	22.8	22.8	22.8	22.8	24.7	61.2	61.2	7.0	43.5	43.5
Volume/Cap:	0.21	0.21	0.21	0.34	0.34	0.34	0.39	0.34	0.34	0.22	0.39	0.39
Delay/Veh:	31.5	31.5	31.5	32.9	32.9	32.9	31.9	9.6	9.6	44.8	19.3	19.3
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:	31.5	31.5	31.5	32.9	32.9	32.9	31.9	9.6	9.6	44.8	19.3	19.3
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
DesignQueue:	4	4	4	7	7	7	8	9	9	2	10	10

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3775: San Pedro St / Santa Clara St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	26	22	18	38	81	167	747	53	27	582	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	26	22	18	38	81	167	747	53	27	582	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	26	22	18	38	81	167	747	53	27	582	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	26	22	18	38	81	167	747	53	27	582	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	26	22	18	38	81	167	747	53	27	582	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	26	22	18	38	81	167	747	53	27	582	71

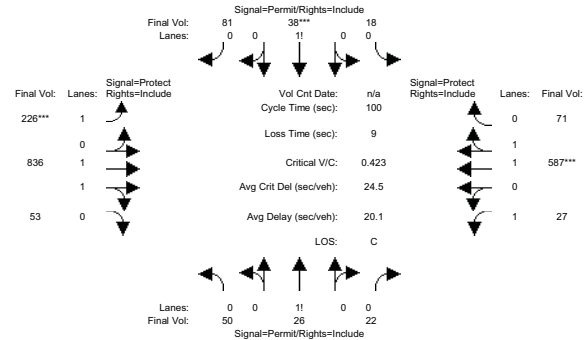
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.27	0.22	0.13	0.28	0.59	1.00	1.86	0.14	1.00	1.78	0.22
Final Sat.:	893	464	393	230	485	1035	1750	3455	245	1750	3297	402

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.08	0.08	0.08	0.10	0.22	0.22	0.02	0.18	0.18
Crit Moves:	****											
Green Time:	22.3	22.3	22.3	22.3	22.3	22.3	24.1	61.7	61.7	7.0	44.6	44.6
Volume/Cap:	0.25	0.25	0.25	0.35	0.35	0.35	0.40	0.35	0.35	0.22	0.40	0.40
Delay/Veh:	32.3	32.3	32.3	33.3	33.3	33.3	32.5	9.5	9.5	44.8	18.8	18.8
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:	32.3	32.3	32.3	33.3	33.3	33.3	32.5	9.5	9.5	44.8	18.8	18.8
LOS by Move:	C	C	C	C	C	C	C	A	A	D	B	B
DesignQueue:	5	5	5	7	7	7	8	9	9	2	11	11

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

St. James Park Master Plan
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2000 HCM Operations (Future Volume Alternative)
Bkgd+Proj PM w 2nd St Closure

Intersection #3775: San Pedro St / Santa Clara St



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	26	22	18	38	81	167	747	53	27	582	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	26	22	18	38	81	167	747	53	27	582	71
Added Vol:	0	0	0	0	0	0	59	89	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	26	22	18	38	81	226	836	53	27	587	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	26	22	18	38	81	226	836	53	27	587	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	26	22	18	38	81	226	836	53	27	587	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	26	22	18	38	81	226	836	53	27	587	71

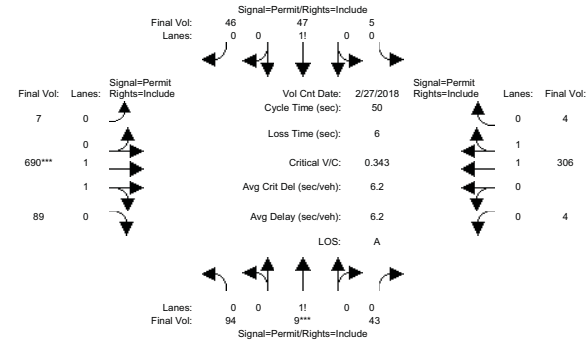
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.51	0.27	0.22	0.13	0.28	0.59	1.00	1.88	0.12	1.00	1.78	0.22
Final Sat.:	893	464	393	230	485	1035	1750	3479	221	1750	3300	399

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.08	0.08	0.08	0.13	0.24	0.24	0.02	0.18	0.18
Crit Moves:	*****											
Green Time:	18.5	18.5	18.5	18.5	18.5	18.5	30.5	56.2	56.2	16.4	42.0	42.0
Volume/Cap:	0.30	0.30	0.30	0.42	0.42	0.42	0.42	0.43	0.43	0.09	0.42	0.42
Delay/Veh:	35.7	35.7	35.7	36.9	36.9	36.9	28.3	12.8	12.8	35.7	20.6	20.6
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:	35.7	35.7	35.7	36.9	36.9	36.9	28.3	12.8	12.8	35.7	20.6	20.6
LOS by Move:	D	D	D	D	D	D	C	B	B	D	C	C
DesignQueue:	5	5	5	7	7	7	10	12	12	1	11	11

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
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Existing PM

Intersection #3777: San Pedro St / St. James St



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	0	10	10	0	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:	94	9	43	5	47	46	7	690	89	4	306	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	9	43	5	47	46	7	690	89	4	306	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	9	43	5	47	46	7	690	89	4	306	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	9	43	5	47	46	7	690	89	4	306	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	9	43	5	47	46	7	690	89	4	306	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	9	43	5	47	46	7	690	89	4	306	4

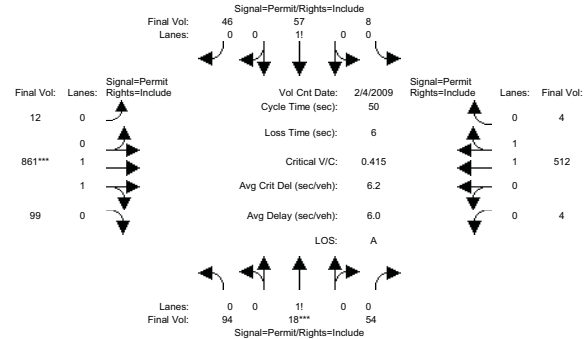
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.65	0.06	0.29	0.05	0.48	0.47	0.02	1.75	0.23	0.03	1.95	0.02
Final Sat.:	1127	108	515	89	839	821	32	3160	408	46	3508	46

Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.06	0.06	0.06	0.22	0.22	0.22	0.09	0.09	0.09
Crit Moves:	*****											
Green Time:	12.2	12.2	12.2	12.2	12.2	12.2	31.8	31.8	31.8	31.8	31.8	31.8
Volume/Cap:	0.34	0.34	0.34	0.23	0.23	0.23	0.34	0.34	0.34	0.14	0.14	0.14
Delay/Veh:	16.1	16.1	16.1	15.4	15.4	15.4	4.3	4.3	4.3	3.6	3.6	3.6
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:	16.1	16.1	16.1	15.4	15.4	15.4	4.3	4.3	4.3	3.6	3.6	3.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
DesignQueue:	3	3	3	2	2	2	4	4	4	2	2	2

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

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Background PM

Intersection #3777: San Pedro St / St. James St



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	0	10	10	0	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: 4 Feb 2009 << 5:00-6:00PM											
Base Vol:	94	18	54	8	57	46	12	861	99	4	512	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	18	54	8	57	46	12	861	99	4	512	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	18	54	8	57	46	12	861	99	4	512	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	18	54	8	57	46	12	861	99	4	512	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	18	54	8	57	46	12	861	99	4	512	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	18	54	8	57	46	12	861	99	4	512	4

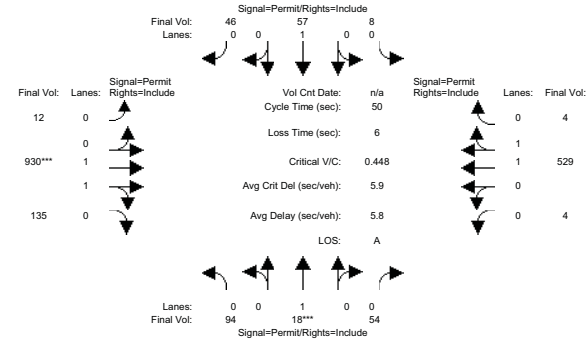
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.57	0.11	0.32	0.07	0.52	0.41	0.02	1.78	0.20	0.02	1.97	0.01
Final Sat.:	991	190	569	126	899	725	44	3189	367	28	3545	28

Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.06	0.06	0.27	0.27	0.27	0.14	0.14	0.14
Crit Moves:	****											
Green Time:	11.4	11.4	11.4	11.4	11.4	11.4	32.6	32.6	32.6	32.6	32.6	32.6
Volume/Cap:	0.41	0.41	0.41	0.28	0.28	0.28	0.41	0.41	0.41	0.22	0.22	0.22
Delay/Veh:	17.1	17.1	17.1	16.3	16.3	16.3	4.3	4.3	4.3	3.6	3.6	3.6
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:	17.1	17.1	17.1	16.3	16.3	16.3	4.3	4.3	4.3	3.6	3.6	3.6
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
DesignQueue:	4	4	4	3	3	3	5	5	5	3	3	3

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

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Bgud+Proj PM w 2nd St Closure

Intersection #3777: San Pedro St / St. James St



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	0	10	10	0	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: 4 Feb 2009 << 5:00-6:00PM											
Base Vol:	94	18	54	8	57	46	12	861	99	4	512	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	18	54	8	57	46	12	861	99	4	512	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	18	54	8	57	46	12	861	99	4	512	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	18	54	8	57	46	12	861	99	4	512	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	18	54	8	57	46	12	861	99	4	512	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	18	54	8	57	46	12	861	99	4	512	4

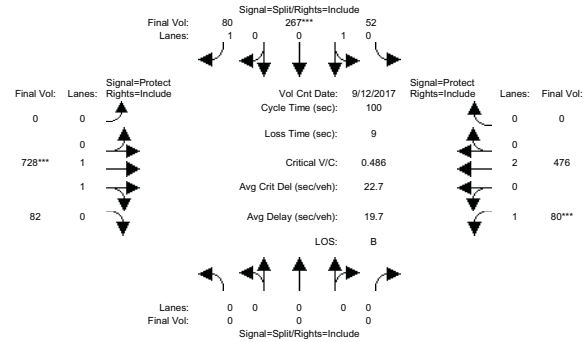
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.57	0.11	0.32	0.07	0.52	0.41	0.02	1.73	0.25	0.01	1.98	0.01
Final Sat.:	991	190	569	126	899	725	40	3109	451	27	3546	27

Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.06	0.06	0.06	0.30	0.30	0.30	0.15	0.15	0.15
Crit Moves:	****											
Green Time:	10.6	10.6	10.6	10.6	10.6	10.6	33.4	33.4	33.4	33.4	33.4	33.4
Volume/Cap:	0.45	0.45	0.45	0.30	0.30	0.30	0.45	0.45	0.45	0.22	0.22	0.22
Delay/Veh:	18.0	18.0	18.0	17.0	17.0	17.0	4.1	4.1	4.1	3.3	3.3	3.3
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:	18.0	18.0	18.0	17.0	17.0	17.0	4.1	4.1	4.1	3.3	3.3	3.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
DesignQueue:	4	4	4	3	3	3	6	6	6	3	3	3

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

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Existing PM

Intersection #3782: Second St / Santa Clara St



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	10	10	10	7	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: 12 Sep 2017 << 5:00-6:00PM											
Base Vol:	0	0	0	52	267	80	0	728	82	80	476	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	52	267	80	0	728	82	80	476	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	52	267	80	0	728	82	80	476	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	52	267	80	0	728	82	80	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	267	80	0	728	82	80	476	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	52	267	80	0	728	82	80	476	0

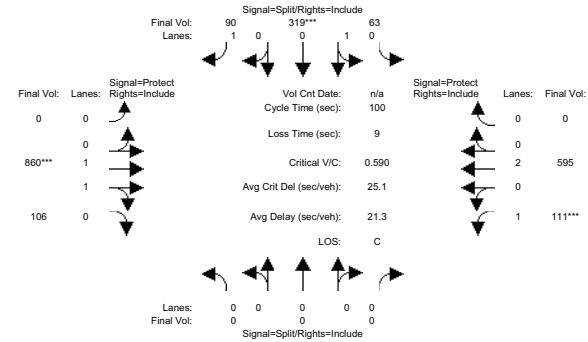
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.16	0.84	1.00	0.00	1.79	0.21	1.00	2.00	0.00
Final Sat.:	0	0	0	293	1507	1750	0	3325	375	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.05	0.00	0.22	0.22	0.05	0.13	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	36.5	36.5	36.5	0.0	45.1	45.1	9.4	54.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.49	0.49	0.13	0.00	0.49	0.49	0.49	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	25.1	25.1	21.2	0.0	19.5	19.5	45.2	11.9	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	25.1	25.1	21.2	0.0	19.5	19.5	45.2	11.9	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	B	A
DesignQueue:	0	0	0	12	12	3	0	13	13	4	6	0

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

St. James Park Master Plan
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Background PM

Intersection #3782: Second St / Santa Clara St



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	10	10	10	7	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: 12 Sep 2017 << 5:00-6:00PM											
Base Vol:	0	0	0	63	319	90	0	860	106	111	595	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	63	319	90	0	860	106	111	595	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	63	319	90	0	860	106	111	595	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	63	319	90	0	860	106	111	595	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	319	90	0	860	106	111	595	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	63	319	90	0	860	106	111	595	0

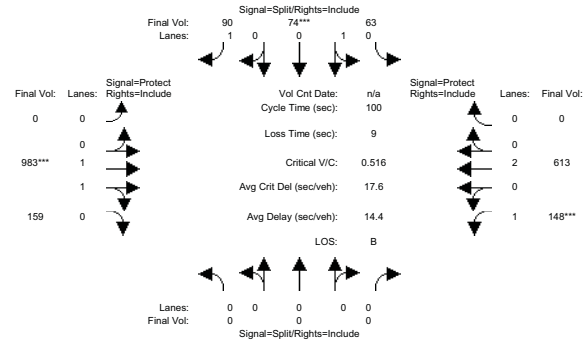
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.16	0.84	1.00	0.00	1.77	0.23	1.00	2.00	0.00
Final Sat.:	0	0	0	297	1503	1750	0	3294	406	1750	3800	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.05	0.00	0.26	0.26	0.06	0.16	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	36.0	36.0	36.0	0.0	44.3	44.3	10.8	55.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.59	0.14	0.00	0.59	0.59	0.59	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	27.5	27.5	21.7	0.0	21.6	21.6	47.4	12.1	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	27.5	27.5	21.7	0.0	21.6	21.6	47.4	12.1	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	B	A
DesignQueue:	0	0	0	15	15	4	0	16	16	6	8	0

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgs+Proj PM w 2nd St Closure

Intersection #3782: Second St / Santa Clara St

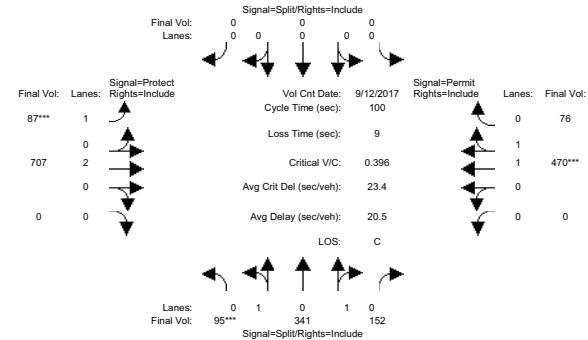


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	63	74	90	0	860	159	148	595	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	74	90	0	860	159	148	595	0
Added Vol:	0	0	0	0	0	0	0	123	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	63	74	90	0	983	159	148	613	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	63	74	90	0	983	159	148	613	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	74	90	0	983	159	148	613	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	63	74	90	0	983	159	148	613	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	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	0.54	1.00	0.00	1.71	0.29	1.00	2.00	0.00
Final Sat.:	0	0	0	828	972	1750	0	3184	515	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.05	0.00	0.31	0.31	0.08	0.16	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	14.8	14.8	14.8	0.0	59.8	59.8	16.4	76.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.35	0.00	0.52	0.52	0.52	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	41.1	41.1	39.1	0.0	11.9	11.9	39.8	3.4	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	41.1	41.1	39.1	0.0	11.9	11.9	39.8	3.4	0.0
LOS by Move:	A	A	A	D	D	D	A	B	B	D	A	A
DesignQueue:	0	0	0	7	7	5	0	14	14	8	4	0

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3786: Third St / Santa Clara St

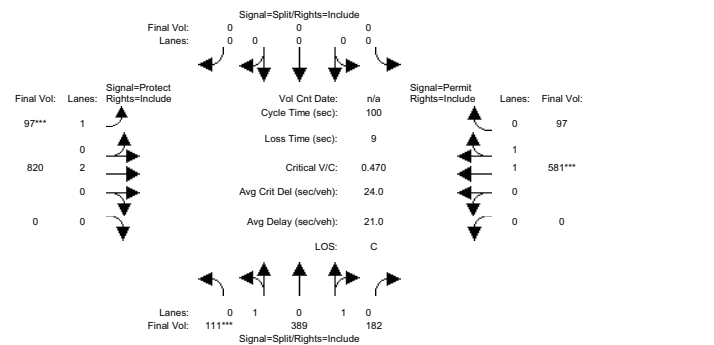


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	95	341	152	0	0	0	87	707	0	0	470	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	341	152	0	0	0	87	707	0	0	470	76
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:	95	341	152	0	0	0	87	707	0	0	470	76
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:	95	341	152	0	0	0	87	707	0	0	470	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	341	152	0	0	0	87	707	0	0	470	76
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:	95	341	152	0	0	0	87	707	0	0	470	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.32	1.16	0.52	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	582	2088	931	0	0	0	1750	3800	0	0	3185	515
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.00	0.00	0.00	0.05	0.19	0.00	0.00	0.15	0.15
Crit Moves:	****											
Green Time:	41.2	41.2	41.2	0.0	0.0	0.0	12.5	49.8	0.0	0.0	37.2	37.2
Volume/Cap:	0.40	0.40	0.40	0.00	0.00	0.00	0.40	0.37	0.00	0.00	0.40	0.40
Delay/Veh:	20.8	20.8	20.8	0.0	0.0	0.0	41.4	15.6	0.0	0.0	23.3	23.3
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:	20.8	20.8	20.8	0.0	0.0	0.0	41.4	15.6	0.0	0.0	23.3	23.3
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	C
DesignQueue:	11	11	11	0	0	0	5	10	0	0	10	10

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3786: Third St / Santa Clara St



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	0	0	0	10	10	0	0	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:	111	389	182	0	0	0	97	820	0	0	581	97
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:	111	389	182	0	0	0	97	820	0	0	581	97
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:	111	389	182	0	0	0	97	820	0	0	581	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:	111	389	182	0	0	0	97	820	0	0	581	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	389	182	0	0	0	97	820	0	0	581	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
Final Volume:	111	389	182	0	0	0	97	820	0	0	581	97

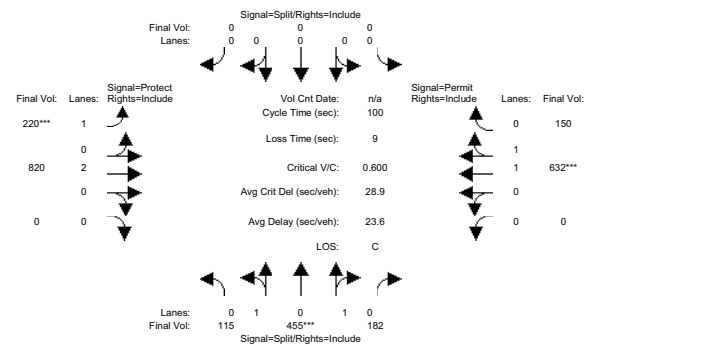
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.33	1.14	0.53	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	586	2053	961	0	0	0	1750	3800	0	0	3170	529

Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.00	0.00	0.00	0.06	0.22	0.00	0.00	0.18	0.18
Crit Moves:	****						****				****	
Green Time:	40.3	40.3	40.3	0.0	0.0	0.0	11.8	50.7	0.0	0.0	39.0	39.0
Volume/Cap:	0.47	0.47	0.47	0.00	0.00	0.00	0.47	0.43	0.00	0.00	0.47	0.47
Delay/Veh:	22.3	22.3	22.3	0.0	0.0	0.0	42.9	15.6	0.0	0.0	23.1	23.1
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:	22.3	22.3	22.3	0.0	0.0	0.0	42.9	15.6	0.0	0.0	23.1	23.1
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	C
DesignQueue:	13	13	13	0	0	0	5	12	0	0	12	12

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bgkd+Proj PM w 2nd St Closure

Intersection #3786: Third St / Santa Clara St



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	0	0	0	10	10	0	0	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:	111	389	182	0	0	0	97	820	0	0	618	97
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:	111	389	182	0	0	0	97	820	0	0	618	97
Added Vol:	4	66	0	0	0	0	123	0	0	0	14	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	455	182	0	0	0	220	820	0	0	632	150
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:	115	455	182	0	0	0	220	820	0	0	632	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	455	182	0	0	0	220	820	0	0	632	150
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
Final Volume:	115	455	182	0	0	0	220	820	0	0	632	150

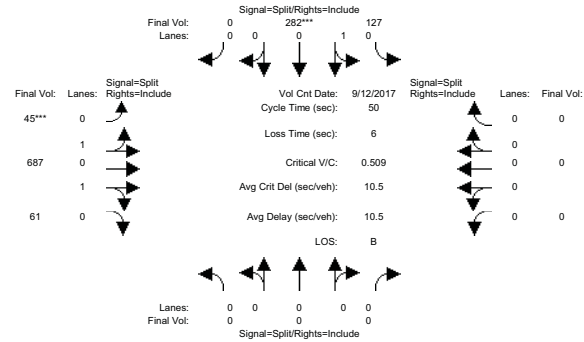
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.31	1.21	0.48	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.61	0.39
Final Sat.:	551	2178	871	0	0	0	1750	3800	0	0	2990	710

Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.00	0.00	0.00	0.13	0.22	0.00	0.00	0.21	0.21
Crit Moves:	****						****				****	
Green Time:	34.8	34.8	34.8	0.0	0.0	0.0	21.0	56.2	0.0	0.0	35.2	35.2
Volume/Cap:	0.60	0.60	0.60	0.00	0.00	0.00	0.60	0.38	0.00	0.00	0.60	0.60
Delay/Veh:	27.7	27.7	27.7	0.0	0.0	0.0	38.5	12.4	0.0	0.0	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	27.7	27.7	0.0	0.0	0.0	38.5	12.4	0.0	0.0	27.4	27.4
LOS by Move:	C	C	C	A	A	A	D	B	A	A	C	C
DesignQueue:	15	15	15	0	0	0	11	11	0	0	15	15

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

St. James Park Master Plan
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2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3794: Second St / St. James St

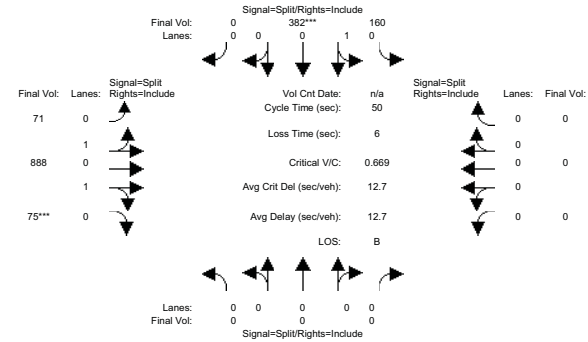


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 12 Sep 2017 << 5:00-6:00PM											
Base Vol:	0	0	0	127	282	0	45	687	61	0	0	0
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	127	282	0	45	687	61	0	0	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	127	282	0	45	687	61	0	0	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	127	282	0	45	687	61	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	282	0	45	687	61	0	0	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	127	282	0	45	687	61	0	0	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	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.31	0.69	0.00	0.11	1.74	0.15	0.00	0.00	0.00
Final Sat.:	0	0	0	559	1241	0	204	3119	277	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	22.3	22.3	0.0	21.7	21.7	21.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.00	0.51	0.51	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	10.4	10.4	0.0	10.6	10.6	10.6	0.0	0.0	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	10.4	10.4	0.0	10.6	10.6	10.6	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B	B	B	A	A	A
DesignQueue:	0	0	0	7	7	0	7	7	7	0	0	0

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3794: Second St / St. James St



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	0	0	10	10	0	0	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	160	382	0	71	888	75	0	0	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	160	382	0	71	888	75	0	0	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	160	382	0	71	888	75	0	0	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	160	382	0	71	888	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	382	0	71	888	75	0	0	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	160	382	0	71	888	75	0	0	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	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.30	0.70	0.00	0.14	1.72	0.14	0.00	0.00	0.00
Final Sat.:	0	0	0	531	1269	0	247	3092	261	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	22.5	22.5	0.0	21.5	21.5	21.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.67	0.00	0.67	0.67	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.0	13.0	0.0	12.6	12.6	12.6	0.0	0.0	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	13.0	13.0	0.0	12.6	12.6	12.6	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B	B	B	A	A	A
DesignQueue:	0	0	0	9	9	0	9	9	9	0	0	0

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

Level Of Service Computation Report
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[illegible]Traffix 8 0 0715

Level Of Service Computation Report
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Existing PM

The diagram illustrates a signalized intersection with two main approaches: Northbound (top) and Southbound (bottom). Each approach has three lanes: a left-turn lane, a through-right lane, and a right-turn lane.

- Northbound Approach:** Lanes are labeled "Final Vol: 0", "176***", and "29". The "Signal=Permit Rights=Include" section shows four arrows pointing up from the lanes, indicating permitted movements. The "Signal=Split/Rights=Include" section shows four arrows pointing down from the lanes, indicating split movements.
- Southbound Approach:** Lanes are labeled "Final Vol: 0", "0", and "36". The "Signal=Permit Rights=Include" section shows four arrows pointing down from the lanes, indicating permitted movements. The "Signal=Split/Rights=Include" section shows four arrows pointing up from the lanes, indicating split movements.

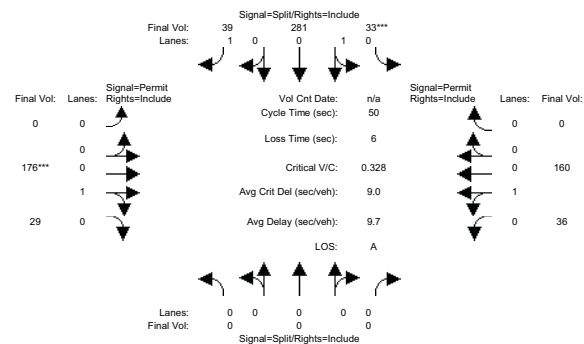
Timing Parameters:

- VOL Cnt Date: 9/12/2017
- Cycle Time (sec): 50
- Loss Time (sec): 6
- Critical V/C: 0.323
- Avg Crit Del (sec/veh): 9.0
- Avg Delay (sec/veh): 9.6
- LOS: A

Traffix 8.0.0715

St. James Park Master Plan
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Background PM

Intersection #3795: Second St / St. John St



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	33	281	39	0	176	29	36	160	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	33	281	39	0	176	29	36	160	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	33	281	39	0	176	29	36	160	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	33	281	39	0	176	29	36	160	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	281	39	0	176	29	36	160	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	33	281	39	0	176	29	36	160	0

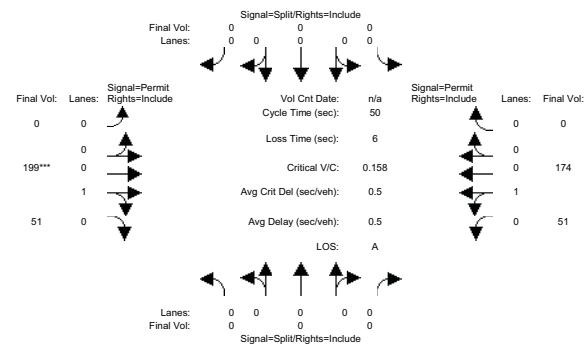
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.11	0.89	1.00	0.00	0.86	0.14	0.18	0.82	0.00
Final Sat.:	0	0	0	189	1611	1750	0	1545	255	331	1469	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.02	0.00	0.11	0.11	0.11	0.11	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	26.6	26.6	0.0	17.4	17.4	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.04	0.00	0.33	0.33	0.31	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	6.8	6.8	5.6	0.0	12.3	12.3	12.2	12.2	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	6.8	6.8	5.6	0.0	12.3	12.3	12.2	12.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
DesignQueue:	0	0	0	5	5	1	0	4	4	4	4	0

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

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Bgld+Proj PM w 2nd St Closure

Intersection #3795: Second St / St. John St



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	0	0	0	0	176	51	51	160	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	176	51	51	160	0
Added Vol:	0	0	0	0	0	0	0	23	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	199	51	51	174	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	199	51	51	174	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	199	51	51	174	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	0	0	0	0	199	51	51	174	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	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.20	0.23	0.77	0.00
Final Sat.:	0	0	0	0	0	0	0	1433	367	408	1392	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.14	0.13	0.13	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.0	44.0	44.0	44.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.14	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	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	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
DesignQueue:	0	0	0	0	0	0	0	1	1	1	1	0

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

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

The diagram illustrates a four-lane intersection with the following details:

- Signal Timing:**
 - Signal = Split/Rights=Include
 - Final Vol: Lanes: 0 0 1 0
 - Cycle Time (sec): 50
 - Loss Time (sec): 6
 - Critical V/C: 0.528
 - Avg Crit Del (sec/veh): 9.9
 - Avg Delay (sec/veh): 9.2
 - LOS: A
- Lane Configurations:**
 - Left Side (Approach):**
 - Signal = Split/Rights=Include
 - Final Vol: Lanes: 118 1
 - 666*** 0
 - 0 0
 - Right Side (Departure):**
 - Signal = Split/Rights=Include
 - Lanes: Final Vol: 0 0
 - 0 0
 - 0 0
 - 0 0
- Center Lane:**
 - Vol Cnt Date: 9/12/2017
 - 346*** 1
 - 74 0

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	10	10	0	0	0	10	10	0	0	0	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: 12 Sep 2017 << 5:00-6:00PM												
Base Vol:	0	348	74	0	0	0	118	666	0	0	0	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	348	74	0	0	0	118	666	0	0	0	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	348	74	0	0	0	118	666	0	0	0	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	348	74	0	0	0	118	666	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	348	74	0	0	0	118	666	0	0	0	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	348	74	0	0	0	118	666	0	0	0	0

Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj/segment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00
Lanes:	0.00	1.64	0.36	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3051	649	0	0	0	1750	1900	0	0	0

Capacity Analysis Mule:												
Vol/Sat:	0.00	0.11	0.11	0.00	0.00	0.00	0.07	0.35	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	10.8	10.8	0.0	0.0	0.0	33.2	33.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.53	0.00	0.00	0.00	0.10	0.53	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.0	18.0	0.0	0.0	0.0	3.1	4.8	0.0	0.0	0.0	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	18.0	18.0	0.0	0.0	0.0	3.1	4.8	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	A	A	A	A	A	A	A	A	A
DesignQueue:	0	5	5	0	0	0	1	7	0	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)
Background PM

Diagram illustrating a four-lane intersection with a split signal. The intersection has four lanes: two through lanes (left and right) and two right-turn lanes (left and right). The signal is split, with the left and right through lanes having a green light and the left and right right-turn lanes having a red light. The diagram shows the flow of traffic and the resulting signal timing. The signal timing is as follows: Left Turn: 0.00 sec, Through: 0.00 sec, Right Turn: 0.00 sec. The diagram also shows the resulting signal timing for the four-lane intersection: Left Turn: 0.00 sec, Through: 0.00 sec, Right Turn: 0.00 sec.

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	10	10	0	0	0	10	10	0	0	0	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	473	174	0	0	0	252	831	0	0	0	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	473	174	0	0	0	252	831	0	0	0	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	473	174	0	0	0	252	831	0	0	0	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	473	174	0	0	0	252	831	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	473	174	0	0	0	252	831	0	0	0	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	473	174	0	0	0	252	831	0	0	0	0

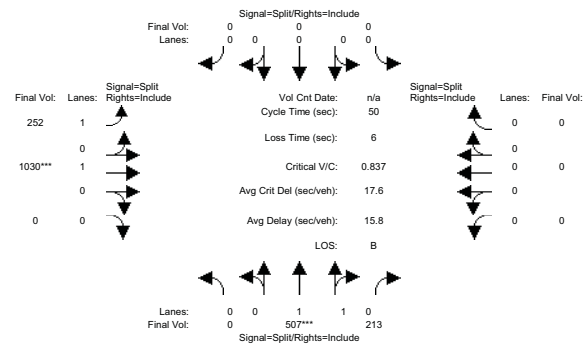
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.45	0.55	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	0.2704	0.995	0	0	0	0	1750	1900	0	0	0	0

Capacity Analysis Mule:												
Vol/Sat:	0.00	0.17	0.17	0.00	0.00	0.00	0.14	0.44	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	12.6	12.6	0.0	0.0	0.0	31.4	31.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.70	0.00	0.00	0.00	0.23	0.70	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	19.3	19.3	0.0	0.0	0.0	4.1	7.9	0.0	0.0	0.0	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	19.3	19.3	0.0	0.0	0.0	4.1	7.9	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	A	A	A	A	A	A	A	A	A
DesignQueue:	0	7	7	0	0	0	3	10	0	0	0	0

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

St. James Park Master Plan
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Bkgd+Proj PM w 2nd St Closure

Intersection #3811: Third St / St. James St



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	10	10	0	0	0	10	10	0	0	0	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	473	174	0	0	0	252	1022	0	0	0	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	473	174	0	0	0	252	1022	0	0	0	0
Added Vol:	0	34	39	0	0	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	507	213	0	0	0	252	1030	0	0	0	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	507	213	0	0	0	252	1030	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	507	213	0	0	0	252	1030	0	0	0	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	507	213	0	0	0	252	1030	0	0	0	0

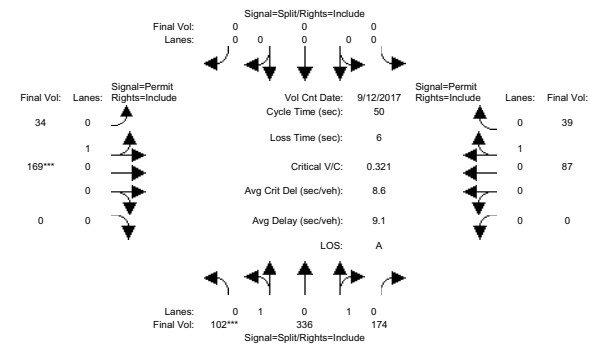
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.39	0.61	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2605	1094	0	0	0	1750	1900	0	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.00	0.00	0.00	0.14	0.54	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	11.6	11.6	0.0	0.0	0.0	32.4	32.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.84	0.84	0.00	0.00	0.00	0.22	0.84	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	25.5	25.5	0.0	0.0	0.0	3.7	12.0	0.0	0.0	0.0	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	25.5	25.5	0.0	0.0	0.0	3.7	12.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	A	A	A	A	B	A	A	A	A
DesignQueue:	0	8	8	0	0	0	3	12	0	0	0	0

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3814: Third St / St. John St



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	0	0	0	10	10	0	0	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:	102	336	174	0	0	0	34	169	0	0	87	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	336	174	0	0	0	34	169	0	0	87	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	336	174	0	0	0	34	169	0	0	87	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	336	174	0	0	0	34	169	0	0	87	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	336	174	0	0	0	34	169	0	0	87	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	336	174	0	0	0	34	169	0	0	87	39

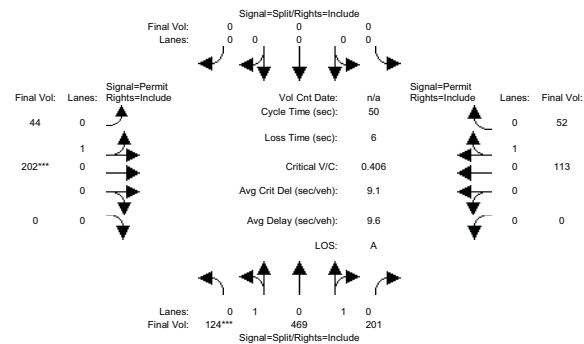
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.33	1.10	0.57	0.00	0.00	0.00	0.17	0.83	0.00	0.00	0.69	0.31
Final Sat.:	600	1976	1024	0	0	0	301	1499	0	0	1243	557

Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	26.5	26.5	26.5	0.0	0.0	0.0	17.5	17.5	0.0	0.0	17.5	17.5
Volume/Cap:	0.32	0.32	0.32	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.20	0.20
Delay/Veh:	7.1	7.1	7.1	0.0	0.0	0.0	13.2	13.2	0.0	0.0	12.0	12.0
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:	7.1	7.1	7.1	0.0	0.0	0.0	13.2	13.2	0.0	0.0	12.0	12.0
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
DesignQueue:	4	4	4	0	0	0	4	4	0	0	2	2

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3814: Third St / St. John St



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		0	0	0		10	10	0		0	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:	124	469	201		0	0	0		44	202	0		0	113	52	
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:	124	469	201		0	0	0		44	202	0		0	113	52	
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:	124	469	201		0	0	0		44	202	0		0	113	52	
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:	124	469	201		0	0	0		44	202	0		0	113	52	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	124	469	201		0	0	0		44	202	0		0	113	52	
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	
Final Volume:	124	469	201		0	0	0		44	202	0		0	113	52	

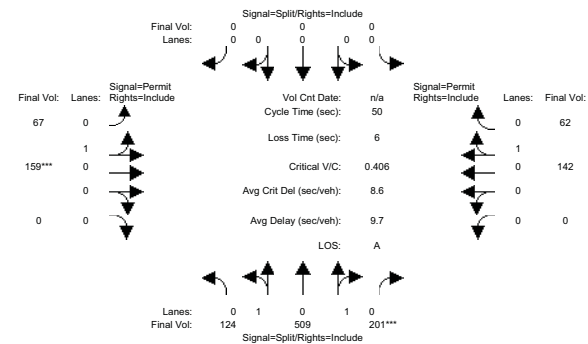
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.92	1.00	0.92		0.95	0.95	0.92		0.92	0.95	0.95	
Lanes:	0.31	1.18	0.51		0.00	0.00	0.00		0.18	0.82	0.00		0.00	0.68	0.32	
Final Sat.:	562	2126	911		0	0	0		322	1478	0		0	1233	567	

Capacity Analysis Module:																
Vol/Sat:	0.22	0.22	0.22		0.00	0.00	0.00		0.14	0.14	0.00		0.00	0.09	0.09	
Crit Moves:	****								****							
Green Time:	27.2	27.2	27.2		0.0	0.0	0.0		16.8	16.8	0.0		0.0	16.8	16.8	
Volume/Cap:	0.41	0.41	0.41		0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.27	0.27	
Delay/Veh:	7.3	7.3	7.3		0.0	0.0	0.0		14.8	14.8	0.0		0.0	13.2	13.2	
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:	7.3	7.3	7.3		0.0	0.0	0.0		14.8	14.8	0.0		0.0	13.2	13.2	
LOS by Move:	A	A	A		A	A	A		B	B	A		A	B	B	
DesignQueue:	6	6	6		0	0	0		5	5	0		0	3	3	

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

St. James Park Master Plan
San Jose, CALevel Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bgld+Proj PM w 2nd St Closure

Intersection #3814: Third St / St. John St



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		0	0	0		10	10	0		0	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:	124	469	201		0	0	0		44	159	0		0	128	52	
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:	124	469	201		0	0	0		44	159	0		0	128	52	
Added Vol:	0	40	0		0	0	0		23	0	0		0	14	10	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	124	509	201		0	0	0		67	159	0		0	142	62	
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:	124	509	201		0	0	0		67	159	0		0	142	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	124	509	201		0	0	0		67	159	0		0	142	62	
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	
Final Volume:	124	509	201		0	0	0		67	159	0		0	142	62	

Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.92	1.00	0.92		0.95	0.95	0.92		0.92	0.95	0.95	
Lanes:	0.30	1.22	0.48		0.00	0.00	0.00		0.30	0.70	0.00		0.00	0.70	0.30	
Final Sat.:	535	2197	868		0	0	0		534	1266	0		0	1253	547	

Capacity Analysis Module:																
Vol/Sat:	0.23	0.23	0.23		0.00	0.00	0.00		0.13	0.13	0.00		0.00	0.11	0.11	
Crit Moves:	****								****							
Green Time:	28.5	28.5	28.5		0.0	0.0	0.0		15.5	15.5	0.0		0.0	15.5	15.5	
Volume/Cap:	0.41	0.41	0.41		0.00	0.00	0.00		0.41	0.41	0.00		0.00	0.37	0.37	
Delay/Veh:	6.6	6.6	6.6		0.0	0.0	0.0		15.8	15.8	0.0		0.0	15.3	15.3	
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:	6.6	6.6	6.6		0.0	0.0	0.0		15.8	15.8	0.0		0.0	15.3	15.3	
LOS by Move:	A	A	A		A	A	A		B	B	A		A	B	B	
DesignQueue:	6	6	6		0	0	0		5	5	0		0	4	4	

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