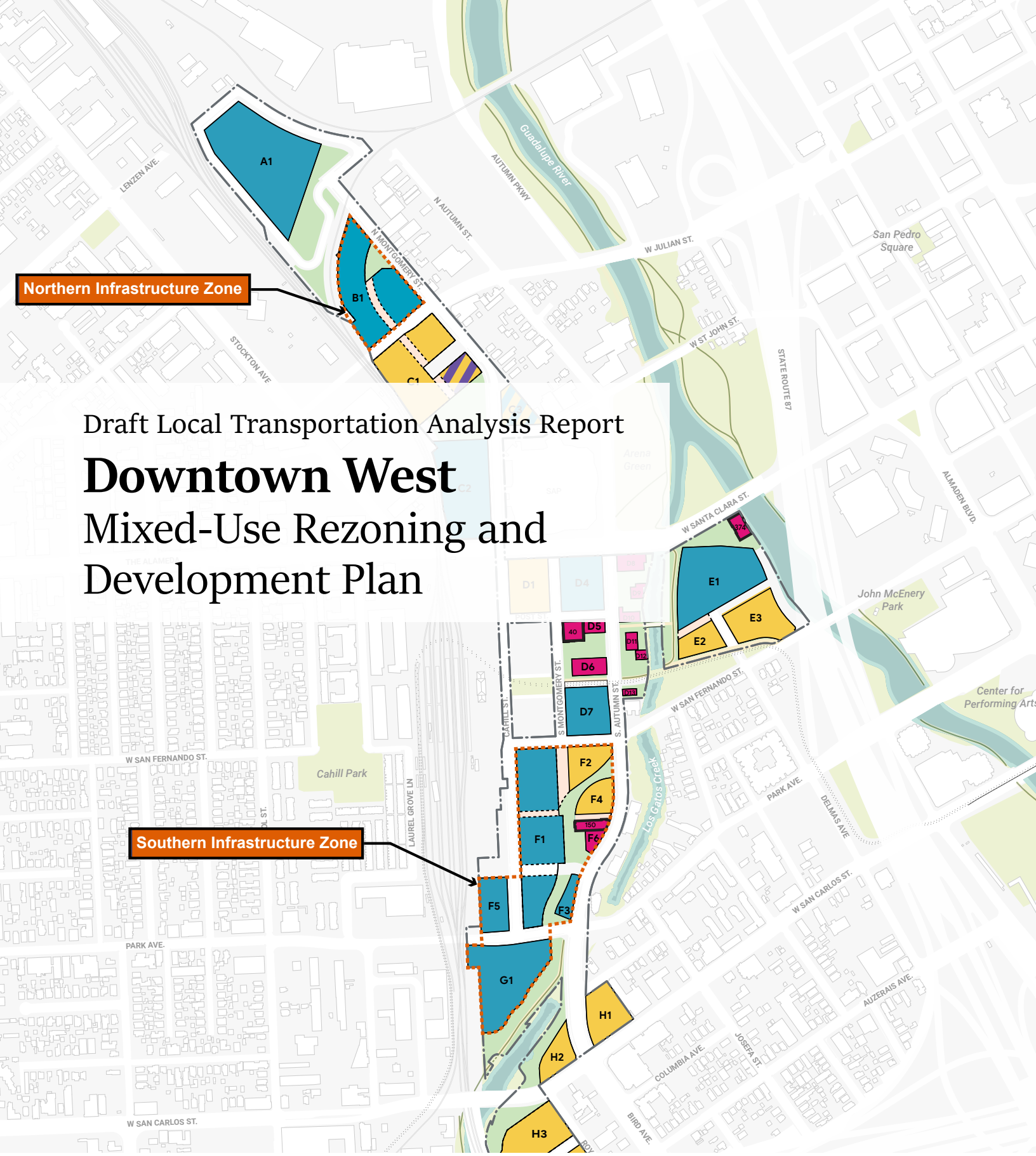
Appendix J2
Local Transportation Analysis



Draft Local Transportation Analysis Report

Downtown West

Mixed-Use Rezoning and Development Plan

Prepared by:

FEHR PEERS

Prepared for:

ESA

City of San Jose

September 2020

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Downtown West

Mixed-Use Rezoning and Development Plan

Draft Local Transportation Analysis Report

Prepared for:
City of San José
ESA

September 2020

SJ19-1951

FEHR PEERS

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1. Introduction

This report presents the results of a local transportation analysis (LTA) conducted for the proposed Downtown West Mixed-Use Rezoning and Development Plan (the "Project" or "Plan") in the western half of downtown San José and associated General Plan Amendments (GPAs). The purpose of the LTA is to identify potential adverse effects of the proposed Project on the surrounding transportation system. Consistent with the City of San José Transportation Analysis Policy (Council Policy 5-1), adverse effects were evaluated following guidelines from the City of San José's *Transportation Analysis Handbook* ("Handbook"), direction from City staff where thresholds are not established in the Handbook, and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. The analysis presented for the LTA takes a more comprehensive approach than outlined in the City's Handbook and provides additional analysis on multimodal access and capacity constraints within the immediate vicinity of the Project area, and includes intersection level of service and operational analysis along the main access points to the Project area, defined as intersections within half of a mile that are known to operate deficiently, as well as CMP intersections per VTA requirements.

The intent of the LTA is to identify adverse effects of the Project on the surrounding transportation system and recommend improvements. The LTA evaluates adverse effects for all modes, including pedestrians, bicycles, transit, and vehicles. Consistent with Envision 2040, the City through the entitlement process, seeks to identify and fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking, and transit facilities and encourages investment that reduces vehicle travel demand. Improvements that increase vehicle capacity could have secondary effects and must not have unacceptable effects on existing or planned transportation facilities. Where adverse effects are identified improvements consistent with General Plan policies, goals, and street typologies are discussed. Adverse effects are either directly addressed through identified improvements or through off-setting improvements that address multimodal access within the downtown.

As part of an LTA the City typically includes specific site access and on-site circulation evaluations, including driveway operations, sight distance, and other relevant metrics. However, the Project currently does not include a specific site plan that designates exact building location and access for each parcel. As development is initiated, the Project applicant will be required to develop focused LTAs for the Project area to address the City's requirements for site access and on-site circulation, in addition to providing detailed evaluation of multimodal access within the Project area.

A separate Transportation Analysis (TA) report was also prepared for the City of San José per the City Council Policy 5-1. The purpose of the TA is to identify potentially significant impacts of the proposed Project on the surrounding transportation system per the California Environmental Quality Act (CEQA) and to recommend measures to mitigate significant impacts. The LTA included in this report is prepared to address specific circulation metrics as part of the City's development application purposes and is not prepared for CEQA purposes.

1.1 Project Description

The Downtown West Mixed-Use Project area encompasses approximately 81 acres in downtown San José, west of State Route (SR) 87, north of Interstate (I) 280 in the vicinity of the Diridon Station and future Bay Area Rapid Transit District (BART) station, and future High-Speed Rail (HSR) facility.

Much of the Project area is currently developed with low density one- and two-story buildings that cover only portions of their lots, with the remaining unbuilt lot space used as surface parking. The area in the core of the site, especially around Diridon Station and the SAP Center, is surrounded by surface parking lots that would be redeveloped by the Project. The total floor area of buildings currently on the Project area accounts for approximately 755,000 square feet; many of the existing buildings are vacant. Thus, with the Project, the area would transform from being car-centric to a downtown with a mix of land uses and multimodal access.

1.1.1 Proposed Land Uses

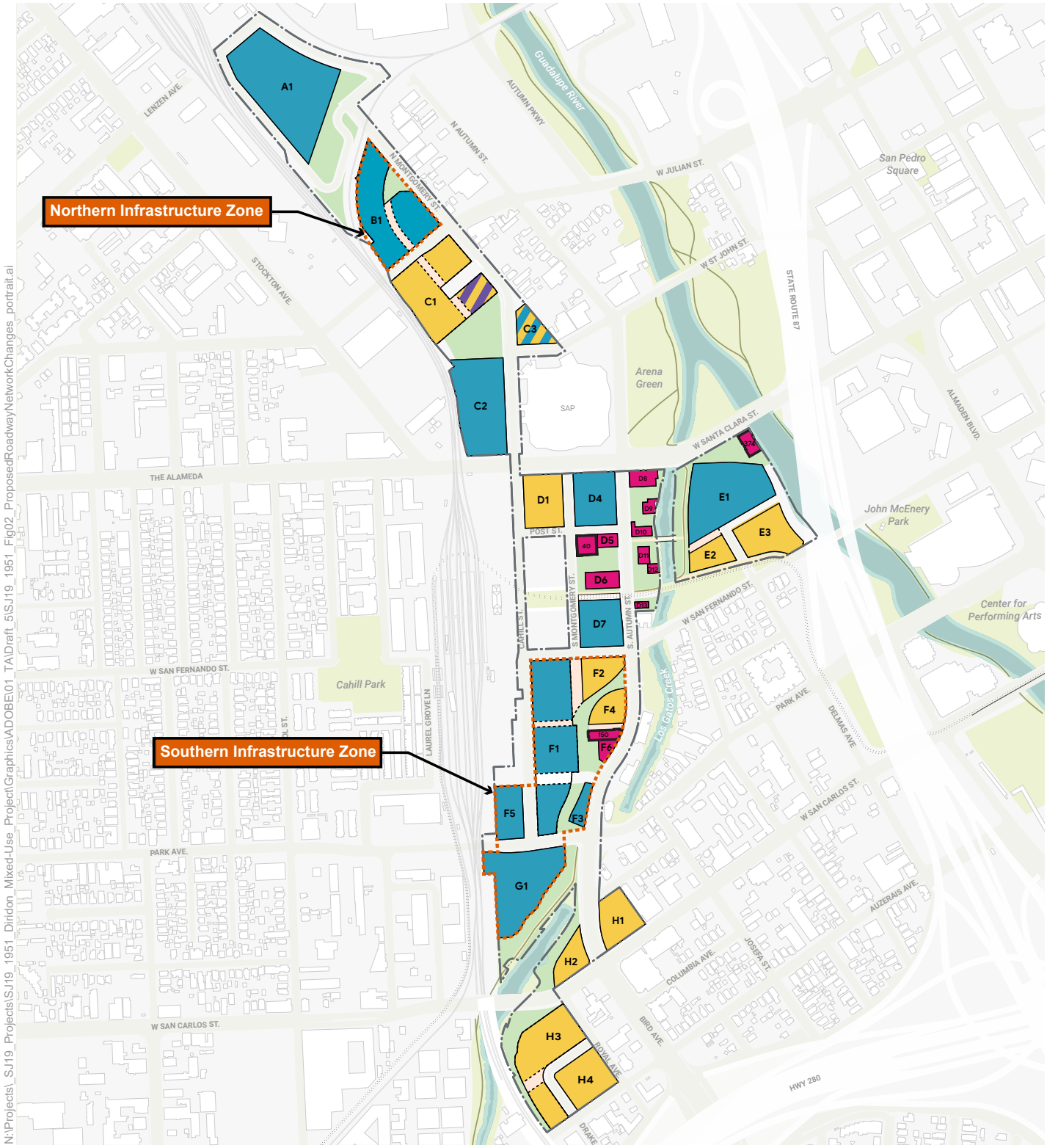
The Project includes construction of the following uses in multiple new structures distributed throughout the Project area[1]:

- 7.3 million gross square feet of commercial office uses
- 5,900 dwelling units
- 500,000 gross square feet of commercial retail space
- 300 hotel rooms
- 800 limited-term corporate accommodations
- 100,000-gross square foot event space
- 130,000 gross square feet of on-site centralized utility plants
- 100,000 on-site logistics centers to serve the commercial on-site uses

The Project also includes the provision of up to 4,800 publicly accessible and/or commercial parking spaces to meet the demand for parking of site-specific users and the public, and up to 2,360 parking spaces for the Project's residential uses.

An illustrative framework/site plan from the universal planning application is included as **Figure 1** for reference.

[1] Square footage and unit counts are maximums and are assumed for buildout scenarios.



Legend

- Project boundary
- Approximate location of pedestrian mid-block passageways
- Office
- Residential
- Hotel
- Active uses (including commercial retail/restaurant, arts, cultural, institutional, child care and education, maker spaces, non-profit, small-format office space)
- Historic resources to remain
- Centralized utility plant and logistics hub areas

Figure 1

Illustrative Framework Plan

Downtown West

1.1.2 Assembly Bill 900

On December 30, 2019, Governor Newsom certified the Project under Assembly Bill (AB) 900, the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (Assembly Bill 900 or AB 900, as amended by Senate Bill 734 and AB 246). AB 900, as amended, provides judicial streamlining benefits under CEQA for environmental leadership development projects and defines an environmental leadership development project as the following:[2]

- The project is residential, retail, commercial, sports, cultural, entertainment, or recreational in nature;
- The project, upon completion, will qualify for Leadership in Energy and Environmental Design (LEED) gold certification or better;
- The project will achieve at least 15 percent greater transportation efficiency than comparable projects;[3]
- The project is located on an infill site[4] and in an urbanized area;
- In the Bay Area, the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the Project area in *Plan Bay Area 2040*, the region's sustainable communities strategy;[5] and
- Private vehicle parking spaces for multi-family residential projects are priced and rented or purchased separately from dwelling units; or dwelling units are subject to affordability restrictions that prescribe rent or sale prices, and the cost of parking spaces cannot be unbundled from the cost of dwelling units.[6]

As part of the AB 900 application prepared for the proposed Project, trip reduction measures were quantified to demonstrate the Project could achieve a 15 percent improvement in transportation efficiency compared to a similar project, as required by the law.

---

[2] California Public Resources Code 21178 et seq. and Governor's Office of Planning and Research, California Jobs (AB 900), *Governor's Guidelines for Streamlining Judicial Review Under the California Environmental Quality Act Pursuant to AB 900.* Available online at http://opr.ca.gov/ceqa/california-jobs.html, accessed November 2, 2019.

[3] "Transportation efficiency" is defined as the number of vehicle trips by employees, visitors, or customers to the project divided by the total number of employees, visitors, and customers. The applicant shall provide information setting forth its basis for determining and evaluating comparable projects and their transportation efficiency, and how the project will achieve at least 15 percent greater transportation efficiency. For the purpose of this provision, comparable means a project of the same size, capacity, and location.

[4] An infill site is defined in Public Resources Code Section 21061.3 as a site that "has been previously developed for qualified urban uses." A "qualified urban use" is defined in Public Resources Code Section 21072 as "any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses."

[5] California Public Resources Code Section 21180(b).

[6] California Public Resources Code Section 21184(a), added by SB 734 (2016).

1.1.3 Transportation Demand Management (TDM)

As outlined in the City's H*andbook,* TDM programs are one of the recommended options to reduce Project traffic. There are a multitude of TDM measures the City supports to reduce traffic and increase pedestrian, bicycle, and transit use, and improve the environment surrounding a project. As required for mitigation of the Project's CEQA impacts discussed in the Project's Environmental Impact Report (EIR) and TA, the Project applicant will be required to develop and submit a TDM program for review and approval by the Directors of Public Works and Planning, Building, and Code Enforcement or the Directors' designees prior to or concurrent with the adoption of the Planned Development Permit. The TDM program shall be designed such that all project-related daily vehicle trips are reduced with the primary focus on the office and residential component of the proposed Project[7]. Specifically, the TDM program will be required to:

> The TDM program shall:
>
> A. Be designed to meet performance standards that include exceeding the 15 percent transportation efficiency requirement of AB 900 *and* achieving additional vehicle trip reductions to mitigate transportation-related environmental impacts and reduce criteria pollutant emissions from mobile sources, as described below;
> B. Describe project features and TDM measures that shall and may be used to achieve the performance standard commitments;
> C. Describe a monitoring and reporting program, including a penalty structure for non-compliance; and
> D. Recognizing that commute patterns, behavior and technology continue to evolve, describe a process for amending and updating the TDM program as needed over time while continuing to achieve the performance standards described below.
>
> These elements of the TDM Program are described further below.

[7] While the TDM program is designed to reduce trips from all uses, the focus is on the office and residential uses, because TDM programs are generally more effective with employees and residents, who travel to and from the site every day, rather than with visitors, who travel to the location less frequently. The office and residential components of the project account for approximately 85 percent of the total daily Project trips. TDM measures for retail uses are generally limited to parking policies and availability of multimodal infrastructure/options. Several of the key TDM measures outlined in the program, such as reduced parking supply and market-rate pricing, directly influence travel decisions of retail patrons and employees and would increase their non-SOV mode share even if not directly monitored. In addition, the Project's TDM Program relies on regular surveys to measure its effectiveness. There are some limitations on the success of surveys for retail patrons, since employers and residential developments can more directly require or encourage survey participation than for retail patrons, who are often are not willing to participate in lengthy travel surveys.

A. **Performance Standards**: The Project's TDM program shall be designed to achieve the performance standards described below:

- Assuming currently available public transit service levels (pre-COVID 19), achieve a non-SOV rate of 50%, which is estimated to be equivalent to a 24% reduction in daily vehicle trips from the City model's travel demand outputs;
- Following completion of service enhancements related to Caltrain Electrification, achieve a non-SOV rate of 60%, which is estimated to be equivalent to a 26% reduction in daily vehicle trips from the City model's travel demand outputs; and
- Following completion of service enhancements related to the commencement of BART service to Diridon Station, achieve a non-SOV rate of 65%, which is estimated to be equivalent to a 27% reduction in daily vehicle trips from the City model's travel demand outputs.

B. **TDM Program:** Project features and required SOV trip reduction strategies shall include the following elements:

1. Improvements to pedestrian and bicycle facilities on-site and connecting the site to surrounding areas, including the construction/contribution to Los Gatos Creek Trail improvements and on-street connectors between West San Carlos Street and West Santa Clara Street;
2. Limited parking supplies on-site, including no more than 4,800 parking spaces for commercial uses and no more than 2,360 spaces for residential development (a portion of the residential spaces would be made available for shared use with the office employees) and enforcement of parking maximums for new uses as a disincentive for employees and visitors to the site, encouraging them to carpool, take transit, bike, and walk instead of drive;
3. Market-rate parking pricing for non-residential uses and unbundled parking for market rate residential uses;
4. Pre-tax commuter benefits for employees allowing employees to exclude their transit or vanpooling expenses from taxable income or an alternate commuter benefit option consistent with the MTC/BAAQMD Commuter Benefits Program required for employers with 50 or more full-time employees;
5. Marketing (encouragement and incentives) to encourage transit use, carpooling, vanpooling, and all non-SOV travel by employees and residents, including welcome packets for new employees and residents, and dissemination of information about Spare the Air Days within the San Francisco Bay Area Air Basin as recommended by the 2017 Clean Air Plan; and
7. Rideshare coordination, such as implementation of the 511 Regional Rideshare Program or equivalent, as recommended by the 2017 Clean Air Plan.

Other supplemental SOV trip reduction strategies to meet performance standards shall include some combination of the following:

Transit Fare Subsidy	Make available transit passes to employees and residents to make transit an attractive, affordable mode of travel.
Parking Pricing Structure	Ensure that the parking pricing structure complements on-street parking pricing and encourages "park once" behavior for all uses.
Preferential Carpool and Vanpool Parking	Provide dedicated parking for carpool and vanpool vehicles near building and garage entrances.
On-Site Bicycle Parking and Storage	Provide additional security and convenience for bike parking, such as lockers or secured bicycle rooms.
Designated Ride-Hailing Waiting Areas	Dedicate curbside areas for passenger pickup by ride-hailing services, to minimize traffic intrusion and double-parking by rideshare vehicles.
Traffic Calming	Implement on-site traffic calming improvements to support the increased use of walking, biking, and transit.
Express Bus or Commuter Shuttle Services	Provide express bus or other commuter shuttle services to complement existing, high-quality, high-frequency public transit; service may also be provided through public/private partnerships with transit providers.
Alternative Work Schedules and Telecommuting	Allow and encourage employees to adopt alternative work schedules and telecommute when possible, reducing the need to travel to the office component of the project.
First-/Last-Mile Subsidy	Provide subsidies for first-/last-mile travel modes to employees to reduce barriers to the use of transit as a primary commute mode by making short connecting trips to and from longer transit trips less costly and more convenient. First-/last-mile subsidies could be used to access bicycle share, scooter share, ride hailing, and local bus and shuttle services, and could subsidize bicycling and walking.
On-Site Transportation Coordinators	Provide TDM program outreach and marketing via on-site transportation coordinators who can also give individualized directions, establish ridesharing connections, and provide other alternative travel information to project employees and residents.
Technology-Based Services	Use technology-based information, encouragement, and trip coordination services to encourage carpooling, transit, walking, and biking by project employees and visitors. These can include third-party apps to distribute incentives to people who choose to use these modes.

Employer-Sponsored Vanpools	Coordinate and provide subsidized vanpools for employees who cannot easily commute via transit.
Biking Incentives and On-Site Bike Repair Facilities	Provide additional incentives that encourage bicycle usage and ability to repair bikes on site.
Carshare Program	Provide car share subsidies to residents encourage the use of carshare programs (such as ZipCar, Car2Go, and Gig) and limit parking demand.
Building-Specific TDM Plans	Develop customized TDM plans for specific buildings and tenants to better address the needs of their users.
Transportation Management Agency Membership	Join a non-profit transportation management association if formed for Downtown San José and leverage the larger pool of commuters and residents to improve TDM program marketing and coordinate TDM programs.

C. **Monitoring and Enforcement:** Starting in the calendar year after the City issues the first certificate of occupancy for the first office building in the first development phase, the project applicant shall retain the services of an independent City-approved transportation planning/engineering firm to conduct an annual mode-share survey of the office and residential components of the project each fall (mid-September through mid-November) to determine whether the project is achieving the non-SOV mode share for office and residential uses sufficient to indicate the specified trip reductions. The applicant shall submit an annual report to the staff of the San José Department of Transportation each January 31.

The annual report shall describe: (a) implementation of the TDM program; and (b) results of the annual mode split survey, including a summary of the methodology for collecting the mode split data, statistics on response rates, a summary conclusion, and an outline of additional TDM measures (i.e., a corrective action plan) to be implemented in subsequent years should the non-SOV mode split goal not be reached.

If timely reports are not submitted and/or reports indicate that the office and residential uses have failed to achieve the non-SOV mode share specified above in two consecutive years after issuance of the certificate of occupancy for 50 percent of the office development, the project will be considered in violation of this mitigation measure. The City will issue a notice of non-compliance after the first year the project fails to meet monitoring requirements (submittal of timely reports and/or achieving specified non-SOV mode share), after which the applicant has one year to comply with the monitoring requirements.

After two years of not meeting monitoring requirements, the City may initiate enforcement action against the applicant and successors, including imposition of financial penalties to the owners and/or operators of the office and residential development that will support the funding and management of transportation improvements that would bring the non-SOV mode share to the targeted level. Enforcement actions shall generally be consistent with City Council Policy 5-1 and include a mutually agreed-upon monetary cap.

If timely reports are submitted and demonstrate that the applicant has implemented required features and strategies and has achieved the non-SOV mode share specified above for five consecutive years after full project occupancy, annual monitoring shall no longer be required, and shall be required every five years, or upon request by the City of San Jose Planning, Building, and Code Enforcement Department or Department of Public Works for an annual update.

D. **Flexibility and Amendments:** The project applicant may propose amendments to the approved TDM program as part of its annual report each year, provided that the applicant shall not be permitted to decrease the performance standards specified in subsection (A) and subject to review and approval by Directors of Public Works and Planning, Building, and Code Enforcement or the Directors' designees. The applicant shall not be permitted to decrease the performance standards specified in Section A, above. The City and the project applicant expect that the TDM program will evolve as travel behavior changes and as new technologies become available. Any proposed changes will be considered approved unless the Department of Public Works and Planning, Building, and Code Enforcement object to the proposed change within 30 days of receipt.

The analysis presented in the LTA accounts for an approximately 18 percent trip reduction due a basic TDM program and does not include the additional nine percentage points required by the EIR TDM mitigation measure. The purpose of applying a different analysis approach is to provide a conservative analysis consistent with those prepared for other LTAs in the City and allow for better comparison of results. Details of how the TDM elements are accounted for in the Project's trip generation estimates is discussed in **Chapter 4** (Project Travel Demand).

1.1.4 Proposed Transportation Changes

This section summarizes the transportation network changes proposed as part of the Project. Within the Project area, changes are proposed to the roadway, bicycle, and pedestrian network.

1.1.4.1 Roadway Network Changes

The Project proposes to extend portions of certain streets across the Project area and remove sections of other streets as shown on **Figure 2**. The most notable roadway network change is the extension of Cahill Street from its current terminus at West Santa Clara Street to Julian Street in the north, and to Park Avenue in the south, to enhance north–south connectivity throughout the length of the Project area. The

Project would also extend North Autumn Street to the site's northern edge. A summary of proposed street network changes is listed below:

- Public Roadway Extensions and Additions:
    - Cahill Street between West Santa Clara Street and North Montgomery Street in the north and between San Fernando Street and Park Street in the south to provide continuous north-south connectivity throughout the length of the Project area
    - West St. John Street between Montgomery Street and the new Cahill Street extension toward the north of the site
    - Block-long east-west extension of Post Street between South Montgomery Street and Autumn Street
    - A new street between Cinnabar Street and Lenzen Avenue along the eastern border of northern parcel (A1)
    - Emergency vehicle access into the Project area north of Union Pacific railroad tracks
- Public Roadway Removal:
    - Cinnabar Street west of North Montgomery Street
    - Delmas Avenue between West Santa Clara Street and West San Fernando Street
    - North Montgomery Street between West St. John and Cahill Street
    - South Montgomery Street between West San Fernando Street and Park Avenue
    - Otterson Street west of South Montgomery Street
- New Private Roadways (generally publicly accessible)
    - "Ring Road" extending west from the intersection of North Montgomery and Cinnabar Street around the rear (west) of Block A1, connecting to the former Lenzen Avenue right-of-way north of Block A1 and to a new public street along the east side of Block A1
    - "L-shaped" street linking Royal Avenue and Auzerais Street (between Blocks H3 and H4
    - West from North Montgomery Street within Parcel C 1
    - North from West San Fernando Street along the alignment of Delmas Street between Blocks E2 and E3 and turning east to the Guadalupe River
    - Limited-access private streets providing primarily service and loading access would include a street that would run north of West San Fernando Street and parallel to Delmas Avenue at the eastern border of the project site and a connection between Cahill Street and South Autumn Street north of Park Avenue (through Block F1)

The City will require the Project applicant to prepare future focused LTAs consistent with the City's *Handbook*, and will evaluate circulation internal to the Project area to ensure the proposed roadway design meets City requirements and standards.

It should be noted the Project area is adjacent to two rail crossings (the Montgomery Street corridor (Union Pacific Rail Road (UPRR)) and Auzerais Avenue corridor (Caltrain)) and that any changes to the roadway approaches to the crossings (including striping, sidewalk, driveways, etc.) within approximately 200 feet of the crossing would require the City to apply for California Public Utility Commission (CPUC) approval.

1.1.4.2 Mid-Block Passages

The Project applicant proposes to construct publicly accessible mid-block passages at several locations throughout the Project area to facilitate pedestrian and bicycle access. Mid-block passages are a small-scale pedestrian network of paseos that provide mid-block shortcuts for people walking and increases accessibility between different areas

1.1.4.3 Additional Emergency Vehicle Access

The Project applicant is evaluating access for emergency vehicles at the northern edge of the Project boundary and may develop one or two additional at-grade crossings of the Union Pacific Railroad tracks between the Project area and the San José Market Center, to the Project's northeast, or extend Lenzen Avenue underneath the railroad tracks along the Project's western edge into the Project area. The City is applying to the Federal Rail Administration (FRA) for a quiet zone on the Warm Springs corridor from Montgomery Street to Horning Street. Any new at-grade or grade-separated crossing proposed by the development within the proposed quite zone limits would require coordination with the City's quiet zone application and respective approving agencies (CPUC, FRA, etc.).

1.1.4.4 Transit Network Changes

The Project does not propose any specific transit network changes; however, changes to bus stops may be needed in the future as part of roadway modifications and will be reviewed under future focused LTAs to ensure they meet City and Santa Clara Valley Transportation Authority (VTA) standards.

1.1.4.5 Bicycle Network Changes

The Project includes several proposed bike network changes to provide bicycle connectivity within the Project area and to the surrounding neighborhoods and regional destinations. Within the Project boundaries, proposed improvements include:

- A multi-use path parallel to the light rail tracks between South Montgomery Street and West San Fernando Street.
- Off-street path connections along Los Gatos Creek within the Project boundary will fill in gaps in the existing trail, with an off-street path connection (Class I) running along the western edge of the Los Gatos Creek between Auzerais Avenue and Park Avenue, as well as along the eastern edge of the creek from San Fernando to Santa Clara. These trail segments will be connected by on-street protected bikeways (Class IV) along Autumn Street between Park Avenue and the VTA tracks.

- On-street bicycle facilities (Class IV or Class II) along Park Avenue, West San Fernando Street, West St. John Street, West Julian Street, South Autumn Street, North Montgomery Street, and Cahill Street
- Shared public streets that would have traffic calming, low speeds, and potential restrictions to auto travel along South Montgomery Street between West San Fernando Street and West Santa Clara Street, and Post Street between Cahill Street and South Autumn Street.
- An additional network of private streets, most of which would be generally accessible to the public and some of which would predominantly provide service and loading access. Generally accessible private streets would include a new street extending west and north from North Montgomery Street to the rear (west) of the northern most parcel (Block A1) connecting to Lenzen Avenue; a dead-end street extending west from North Montgomery Street between West Julian and West St. John Streets (within Block C1); an L-shaped street along the alignment of Delmas Avenue north of the light rail tracks and turning east to reach the Guadalupe River; and an L shaped street linking Royal Avenue and Auzerais Street (between Blocks H3 and H4). Limited-access private streets would include a service street that would run north of West San Fernando Street and parallel to Delmas Avenue at the eastern border of the project site and a service connection between Cahill Street and South Autumn Street north of Park Avenue (through Block F1).

Figure 3 illustrates the proposed bike network changes.

1.1.4.6 Pedestrian Network Changes

The Project would provide various improvements to public areas such as sidewalk widenings, plazas, and new street trees to improve pedestrian spaces and enhance connectivity to regional transit that would be available in the immediate vicinity. The improvements will also enhance local pedestrian circulation to Downtown San José, adjacent neighborhoods, and regional trails for residents and visitors. **Figure 4** illustrates the proposed pedestrian network changes.

Much of the Project area is currently developed with low density one- and two-story buildings that cover only portions of their lots, with the remaining unbuilt lot space used as surface parking. The area in the core of the site, especially around Diridon Station and the SAP Center, is surrounded by surface parking lots that would be redeveloped by the Project. The total floor area of buildings currently on the Project area accounts for approximately 618,000 square feet; many of the existing buildings are vacant. Thus, with the Project, the area would transform from being car-centric to a downtown with a mix of land uses and multimodal access.

1.1.4.7 Downtown West Design Standards and Guidelines

As part of the proposed Project, the project applicant is proposing the adoption of detailed design standards and guidelines that would apply to development on the Project area. These enforceable *Downtown West Design Standards and Guidelines* would be approved as part of the Planned Development Permit. In addition to the project-specific *Downtown West Design Standards and Guidelines*, the *Downtown*

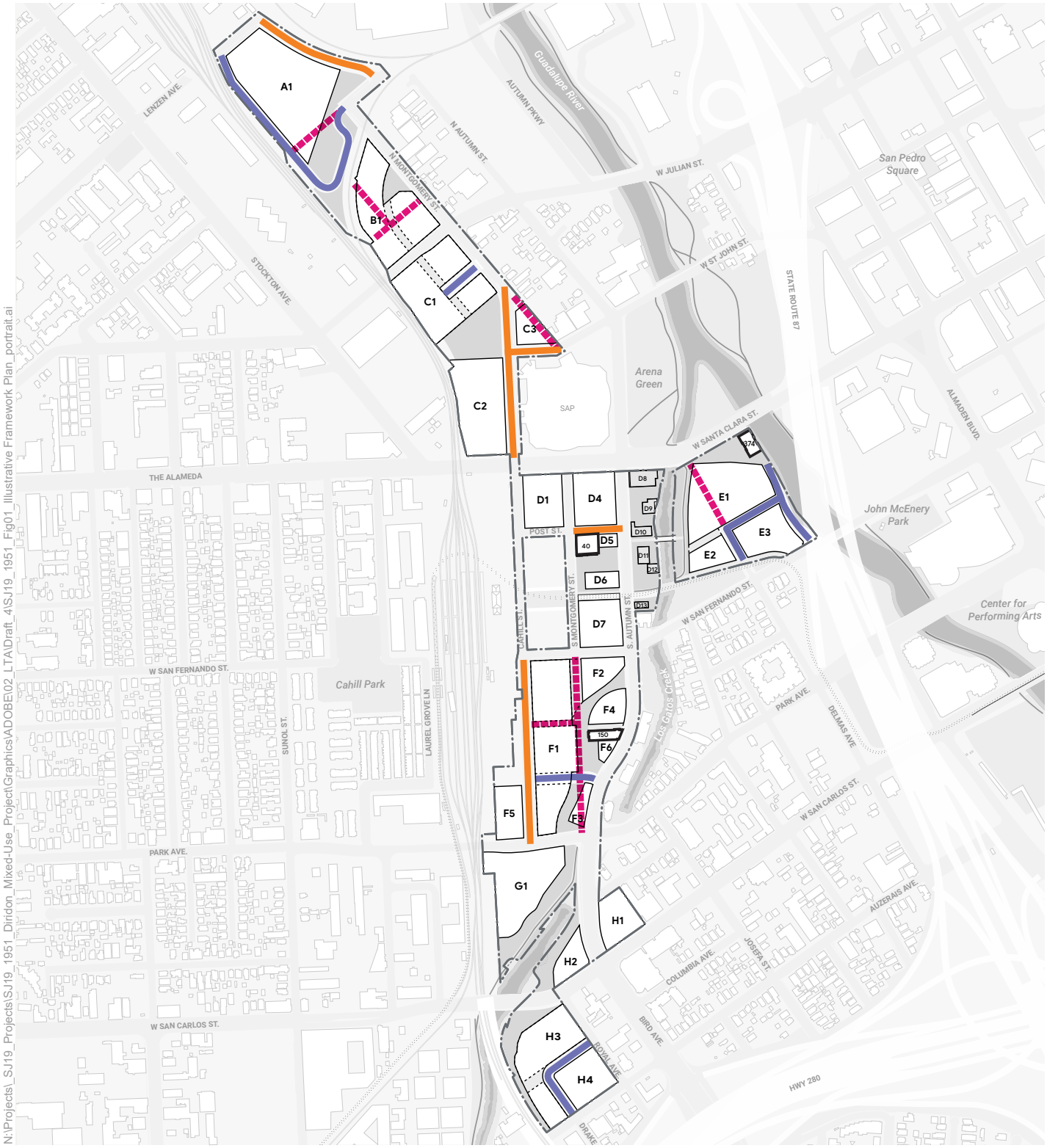
Design Guidelines and the *Complete Streets Standards and Guidelines* would continue to apply to development of the project unless a standard or guideline under the *Downtown Design Guidelines* or the *Complete Streets Standards and Guidelines* is expressly superseded by the *Downtown West Design Standards and Guidelines*. The *Downtown West Design Standards and Guidelines* would impose mandatory standards —enforceable by the City—on the Project's design and implementation with respect to land use, open space, building design, public rights-of-way, sustainability, and lighting and signage. In this way, the *Downtown West Design Standards and Guidelines* would ensure compliance with the City-adopted program for the project site.

1.1.5 Project Context

The City of San José (City) adopted the Diridon Station Area Plan (DSAP) in 2014 in anticipation of future High-Speed Rail and BART services and a potential Major League Baseball ballpark. The Plan included policies to guide future land use development that support transit ridership and improve pedestrian, bicycle, vehicle, and transit connectivity between the Diridon Station and adjacent uses. The City initiated amendments to the DSAP in 2019 to address several changes in planning assumptions (including removal of the ballpark proposal), and the City's participation, along with Caltrain, the California High-Speed Rail Authority, and the Santa Clara Valley Transportation Authority (VTA), in the Diridon Integrated Station Concept (DISC) Plan process.

The DISC Plan will evaluate how to expand and redesign Diridon Station as a world-class transit center that provides intermodal connections and integration with surrounding neighborhoods and beyond. The DISC Plan does not propose any land use changes, but focuses on station design, including the spatial configuration of how the various track and station elements will fit together and relate to the surrounding neighborhood.

In December 2018, Google LLC, entered into a Memorandum of Understanding (MOU) with the City of San José with an intention to "collaborate on development in and around the Diridon Station Area to aid implementation of the planned expansion of San José's Downtown, the Diridon Station Area Plan, and the General Plan." The MOU set forth goals for new development to transform the current area through new construction and adaptive reuse of existing facilities to a vibrant, fully functional transit-oriented neighborhood. To further the goals of the MOU and consistent with Council Policy 5-1, the analysis presented in this document identifies and addresses adverse effects to the transportation system resulting from Project operations and circulation.



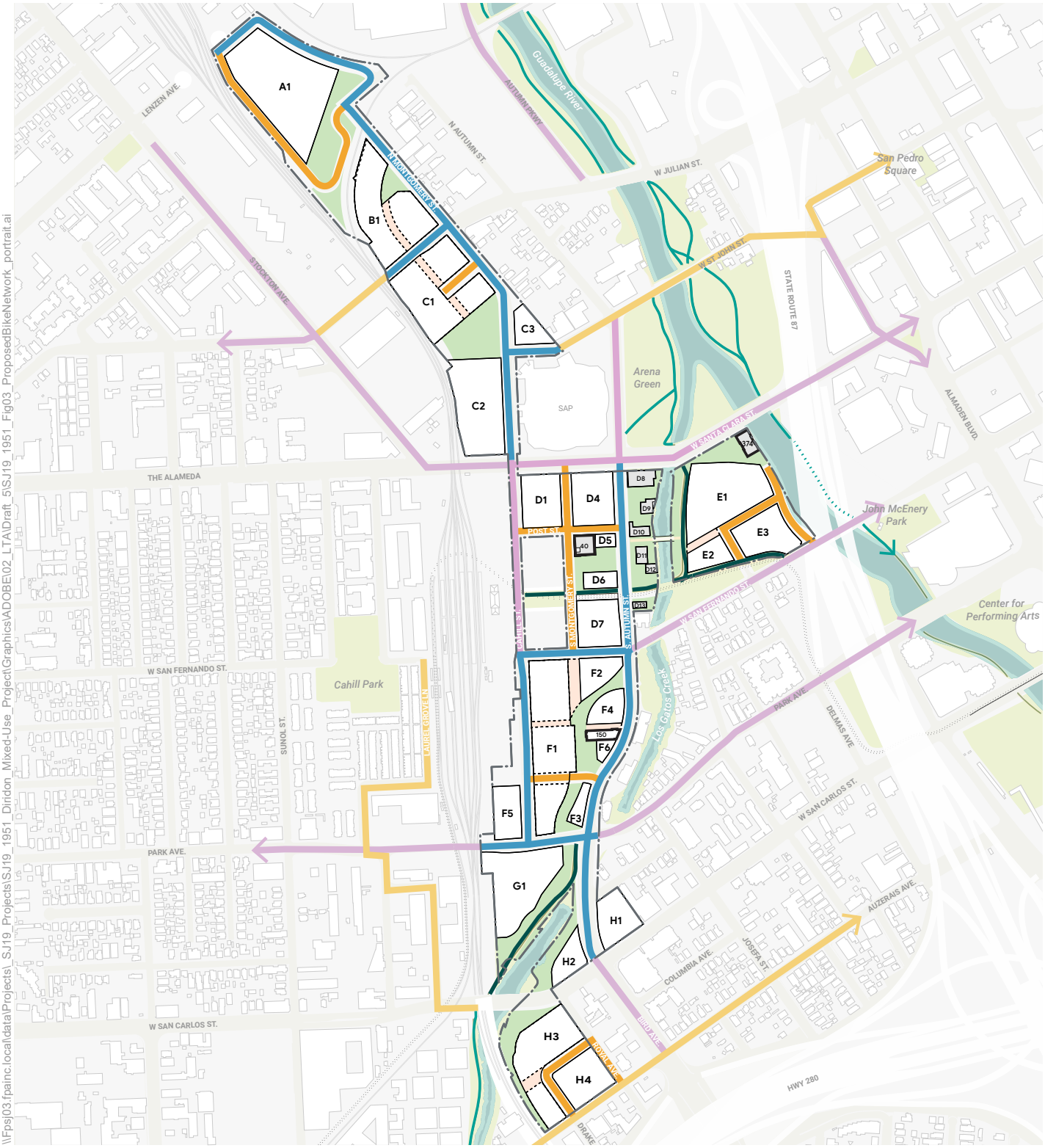
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- Project boundary
- New public streets
- New private streets
- Removed / relocated public streets
- Historic resources to remain

Figure 2

Proposed Roadway Network Changes

Downtown West



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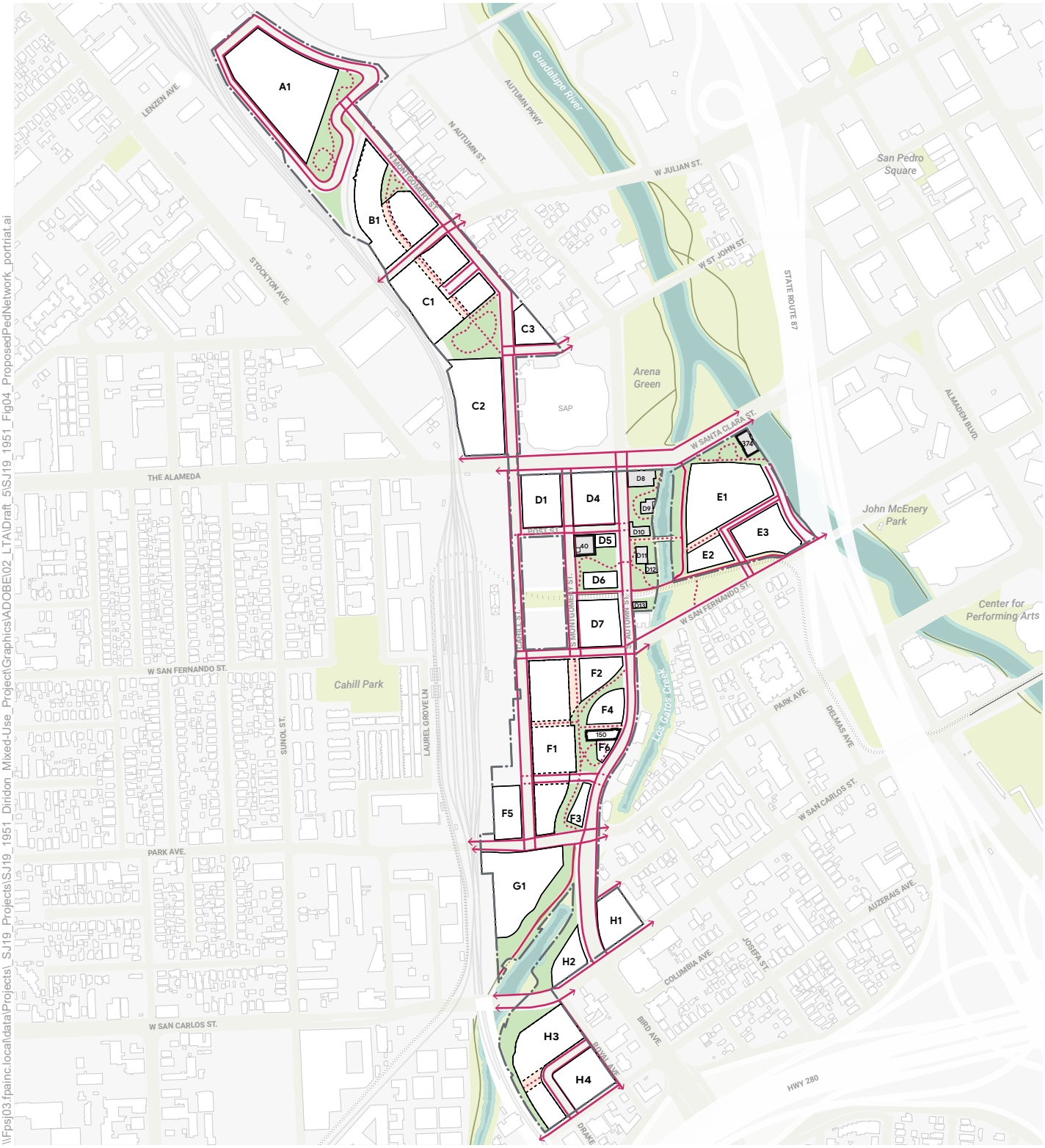
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- Multi-use Trails and Shared Use Paths (Class I)
- On-street bike facilities (Class IV and II)
- Shared Lanes (Class III)
- Existing Trails
- Existing Bicycle Lanes (Class IV and II)
- Existing Shared Lanes

Figure 3

Proposed Bike Network

Downtown West



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Legend

- Sidewalks and trails
- Illustrative pedestrian routes, including open spaces, mid-block passages and mid-block crossings.

Figure 4

Proposed Pedestrian Network

Downtown West

1.2 Relevant Regulatory Agencies and Plans

This section describes the relevant transportation regulatory agencies for the purposes of this LTA. This includes regional and local agencies and their programs and plans relevant to the Project.

1.2.1 Relevant Regional Plans

There are two main plans that provide policy guidelines affecting land use and transportation planning decisions within the Bay Area that are relevant to the City of San José; these are discussed below.

1.2.1.1 Plan Bay Area 2040

Plan Bay Area is overseen by MTC and ABAG. It serves as the region's Sustainable Community Strategy (SCS) pursuant to SB 375 and the 2040 RTP (preceded by Transportation 2035), integrating transportation and land use strategies to manage greenhouse gas emissions and plan for future population growth. The RTP and SCS include policies that call for shifting more travel demand to transit and accommodating growth along transit corridors in "Priority Development Areas (PDAs)". In July 2013, Plan Bay Area was adopted by ABAG and the MTC. The update to Plan Bay Area, known as Plan Bay Area 2040, was subsequently developed by MTC and adopted in July 2017.

Major transit projects included in Plan Bay Area 2040 include a BART extension to San José/Santa Clara, Caltrain Electrification, enhanced service along the Amtrak Capitol Corridor, and improvements to local and express bus services.

1.2.1.2 Valley Transportation Plan (VTP) 2040

As the CMA for Santa Clara County, VTA is responsible for the development of a long-range countywide transportation plan, called Valley Transportation Plan (VTP) 2040. VTP 2040 provides programs, projects, and policies for roadways, transit, Intelligent Transportation Systems (ITS) and Systems Operations Management, bicycle facilities, pedestrian facilities, and the integration of land use and transportation. VTP 2040 projects serve as VTA's recommendations for the RTP known as Plan Bay Area. VTP 2040 was adopted by the VTA Board of Directors in September of 2014.

1.2.2 Relevant City Plans

The City of San José has jurisdiction over the local transportation network including City streets and City-operated traffic signals, as well as over land use and zoning policies. The City of San José also has adopted several plans that provide guidance for managing the City's transportation system, land use policies, and zoning.

1.2.2.1 Envision San José 2040 General Plan

The City's General Plan (*Envision San José 2040 General Plan*) includes goals, policies, and strategies regarding land use and community design, transportation, housing, environmental resources, and municipal services to 2040. The Land Use and Transportation Element of the General Plan establishes the link between land use and transportation with an emphasis on encouraging growth in compact mixed-use

developments and a balanced transportation system. Other key themes in the General Plan are (1) construction of a comprehensive, safe, direct, and well-maintained citywide bikeway network, (2) supporting the development of amenities and land uses that contribute to increased transit ridership, and (3) reducing the number of vehicle miles traveled. It also recognizes that under SB 743, automobile level of service (LOS) will be replaced with vehicle miles traveled (VMT) as the City's metric for CEQA transportation analysis.

1.2.2.2 Downtown Strategy 2040

The *Downtown Strategy 2040* (DTS 2040) is an integrated strategic design plan focused on the revitalization of Downtown San José through the development of underutilized land uses and increasing the density of infill developments within the Downtown boundary. The DTS 2040 updates the 2000 Downtown Strategy by increasing the number of residential units in Downtown by 4,000 units compared to what is planned in the *Envision San José 2040 General Plan* as well as shifting 3,000,000 square feet of allocated office development from Coyote Valley to Downtown.

1.2.2.3 Diridon Station Area Plan

The *Diridon Station Area Plan* (DSAP) was approved by the San José City Council on June 17, 2014 and incorporated into the General Plan. The DSAP establishes a vision for Diridon Station and the surrounding area in response to the planned extension of Bay Area Rapid Transit (BART) and High-Speed Rail service to San José. The City-initiated amendments to the DSAP in 2019 in light of several changes in planning assumptions, including:

- New uses contemplated for a site (located within the boundary of the Project area analyzed in the Project's EIR) previously identified for a proposed Major League Baseball ballpark
- The City policy, adopted in March 2019, to allow greater building height limits in the station area
- The City's focus on environmental sustainability through Climate Smart San José, adopted in 2018
- The adopted Downtown Design Guidelines and proposed Downtown Transportation Plan
- The City's participation, along with Caltrain, the California High-Speed Rail Authority, and the Santa Clara Valley Transportation Authority (VTA), in the DISC Plan process that will evaluate how to expand and redesign Diridon Station as a world-class center of transit and public life that provides for intermodal connections and integration with the surrounding neighborhoods

The DSAP amendments are intended to adapt the DSAP to updated circumstances; align with and complement other adopted and ongoing plans, including the DISC Plan; and support and facilitate DSAP implementation relative to both private development and public investment.

The City does not expect to make major changes to the primary objectives of the DSAP. Anticipated changes include reallocating development capacity from elsewhere in the City's development capacity and updating the plan's existing sections pertaining to land use, design, transportation, and public spaces. The City will also prepare area-wide implementation plans for shared parking, infrastructure financing, and affordable housing.



1.2.2.4 San José Bike Plan 2020

The *City of San José Bike Plan 2020* was adopted in November 2009 and recommends policies, projects, and programs to achieve a vision where bicycling is an integral part of life in San José. The bike plan defines 450 miles of bikeways and emphasizes connection between the on-street and off-street bikeway network. It should be noted the San José Better Bike Plan 2025 will update the existing Bike Plan and is expected to be finalized in the Fall of 2020. Projects listed in the bike plan that are near the Project area include the implementation of a Class II bicycle facility (bike lanes) on Park Avenue between Sunol Street and Market Street as well as the implementation of a Class II bicycle facility on Santa Clara Street between Montgomery Street and Almaden Boulevard.

1.2.2.5 San José Complete Streets Design Standards & Guidelines

The *San José Complete Streets Design Standards & Guidelines* were developed as a comprehensive set of street design standards and guidelines to inform how the City of San José builds and retrofits streets. The document presents standards for the design and implementation of streets that are comfortable and welcoming for all modes of travel in accordance with the City's Vision Zero. The design standards and guidelines vary depending on roadway typology and context of the built environment including Downtown Areas, which are characterized by intensive office, retail, service, residential, and entertainment land uses. Transit usage and pedestrian activity are given primary emphasis over automobile activity in this context. The designs standards and guidelines refer to the 2003 *Downtown Streetscape Master Plan* (DSMP) for identified pedestrian networks in the Downtown area.

1.2.2.6 Downtown Transportation Plan

The City of San José recently initiated The Downtown Transportation Plan (DTP) that will identify and advance the big transportation moves that will help shape the future of downtown. Building from past and ongoing work, it will identify ways to improve safety, equity, access and mobility throughout the downtown area to meet future travel needs. A comprehensive community engagement process will be used to identify and establish network-level transportation plans designed to complement adjacent land uses and accommodate all travel modes. In addition, the plan will develop prioritization methods to rank transportation projects and programs and produce concept level designs and implementation strategies for high priority improvements. The Downtown Transportation Plan began in late 2019 and is expected to be completed in early 2021.

1.3 Report Organization

The following chapters are included in this report to meet City requirements for evaluating transportation impacts of the Project:

Chapter 1. Introduction includes the Project description, the relevant regulatory agencies and plans, and an overview of the report.

Chapter 2. Scope of Study and Assumptions outlines the scope of the study and analysis methods, along with a description of the analysis scenarios included in the report, a description of which analysis was conducted under different scenarios, as well as a description of the City's travel demand model.

Chapter 3. Existing Conditions describes the transportation system near the Project area including the surrounding roadway network, existing transit, bicycle, and pedestrian facilities, morning and evening peak period intersection turning movement volumes, intersection levels of service, and freeway segment levels of service.

Chapter 4. Project Travel Demand describes the travel demand for the proposed Project, which was estimated using the City of San José's travel demand model.

Chapter 5. Transit Analysis describes existing and future transit access around the Project area, along with transit ridership projections and a transit delay analysis.

Chapter 6. Bicycle Analysis describes bicycle access around the Project area and includes a level of stress analysis to evaluate the effectiveness of the existing and planned bicycle network to accommodate anticipated growth in bicycle ridership in Downtown San José.

Chapter 7. Pedestrian Analysis describes pedestrian access in the immediate vicinity of the Project area and provides an analysis of pedestrian throughway capacity.

Chapter 8. City Intersection Operations Analysis presents the results of the intersection level of service calculations for the standard City intersections under Background Conditions without the Project and with the Project under the Phase 1 Project, Project Buildout, and Goal-Based Project Buildout assumptions.

Chapter 9. Localized Access and Queuing Analysis presents the localized access and queuing results using SimTraffic for study intersections that provide direct access to the Project area.

Chapter 10. Congestion Management Program Analysis includes CMP intersection and freeway level of service analysis as required by VTA.

Chapter 11. Parking Assessment compares the Project's proposed parking supply to the City of San José's parking supply requirements.



Chapter 12. Neighborhood Traffic and Parking Intrusion Monitoring Plan outlines the neighborhood and parking intrusion management framework strategy for the Project to address potential future neighborhood intrusion.

Chapter 13. Construction Management Plan outlines plans and best practices to implement during the construction of the Project.

Chapter 14. Roadway Network Closures evaluates the vehicle LOS effects of the proposed closure of Delmas Avenue (between Santa Clara Street and San Fernando Street) and Montgomery Street (between San Fernando Street and Park Avenue).

Chapter 15. Conclusions summarizes the transportation analysis results.

2. Scope of Study and Assumptions

This chapter outlines the scope of the LTA analysis and includes a summary of analysis scenarios and assumptions that form the basis of the LTA.

2.1 Scope of Study

Given the adoption of Senate Bill (SB) 743 and the City of San José Transportation Analysis Policy (Council Policy 5-1), the analysis for the LTA is conducted for the City's development application process and not CEQA purposes. The City of San José Transportation Analysis Policy (Council Policy 5-1) requires projects to perform a LTA to demonstrate conformance with multimodal trasnportation strategies, goals and policies in the General Plan, and address adverse effects to the transportaiton system. The LTA evaluates the effects of a development project on transportation, access, circulation, and related safety elements in the proximate area of the Project. An LTA also establishes consistency with the General Plan policies and goals through the following three objectives:

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

The focus of the LTA for the Project is on pedestrian, bicycle, and transit access and capacity constraints, though the LTA also includes intersection level of service and operational analysis consistent with standard practices as well as detailed operations analysis for the site's main access points. Specific topics covered in the LTA include:

- Transit Access and Demand
- Bicycle Access and Demand
- Pedestrian Access and Demand
- City Intersection LOS Analysis
- Localized Access and Queuing Analysis
- CMP Intersection and Freeway Segment Analysis
- Parking Supply and City Code Requirements
- Neighborhood Traffic and Parking Intrusion Monitoring Plan
- Construction Phasing
- Roadway Network Changes

The City's *Handbook* also includes specific topics related to site access and circulation. As development phases are initiated, the applicant will be required to complete focused LTAs that cover these topics since the current site plans do not cover the level of detail necessary to provide a comprehensive evaluation on these site-specific components.

2.1.1 Study Area

The study area varies based on the type of modal analysis conducted as discussed below, though broadly speaking, the study area is bordered by I-280, I-880, and SR 87.

2.1.1.1 Transit Assessment

For the transit assessment, Transit Priority Corridors (as specified in *Envision San José 2040*) within one mile of the Project boundary were considered for evaluation. As shown on **Figure 5**, there are five Transit Priority Corridors within one mile of the Project boundary:

1. Santa Clara Street-The Alameda between I-880 and 6th Street,
2. San Carlos Street between Buena Vista Avenue and 2nd Street,
3. Meridian Avenue between Park Avenue and Fruitdale Avenue,
4. Montgomery Street between Santa Clara Street and Park Avenue, and
5. First Street between Virginia Street and Hedding Street (including Second Street between San Carlos Street and St. James Street).

The transit delay analysis presented in this report focuses on the transit corridors that provide direct transit connections to the Project area and are served by local routes in addition to limited stop and/or express bus routes. The three corridors that meet this criterion are:

1. Santa Clara Street-The Alameda between I-880 and 6th Street,
2. San Carlos Street between Buena Vista Avenue and 2nd Street,
3. First Street between Virginia Street and Hedding Street (including Second Street between San Carlos Street and St. James Street).

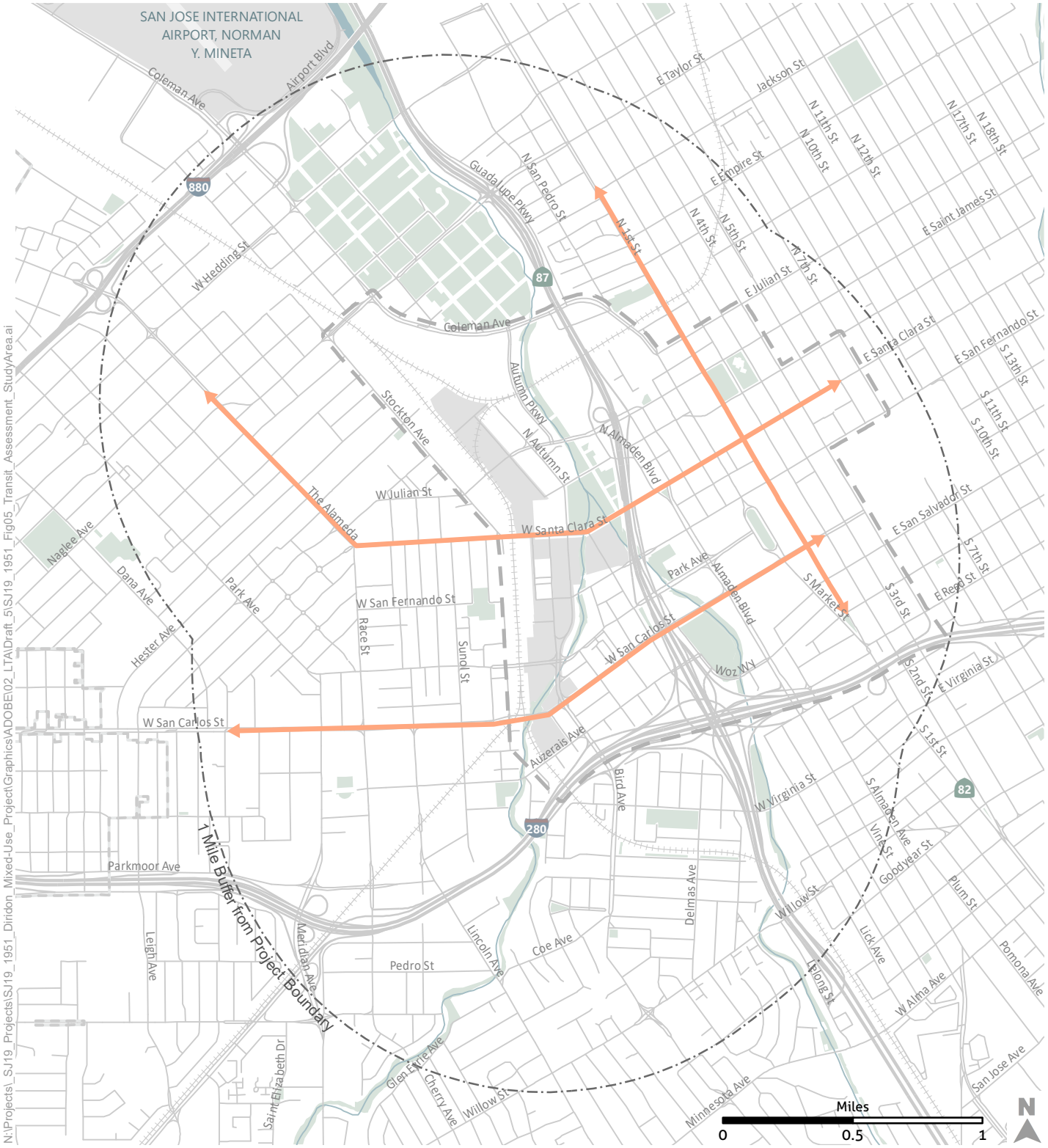


Figure 5

Transit Assessment Study Area

Downtown West

2.1.1.2 Bicycle Assessment

The bicycle assessment focuses on Primary Bicycle Corridors, as specified in *Envision San José 2040* General Plan, marked bike lanes, and trails within 1.5 miles of the Project boundary, as shown on **Figure 6.** The on-street primary bike facilities from *Envision San José 2040* within 1.5 miles of the study area include:

1. Park Avenue between I-880 and Gifford Avenue,
2. San Fernando Street between Cahill Street and 16th Street, and
3. Hedding Street between Park Avenue and 10th Street.

Marked bikeways and trails are also provided along several corridors within 1.5-miles of the Project area.

2.1.1.3 Pedestrian Assessment

The study area for the pedestrian assessment is within a half-mile radius of the Project boundary, as shown on **Figure 7**, with a focus on main pedestrian access routes between the Project and major pedestrian generators and attractors.

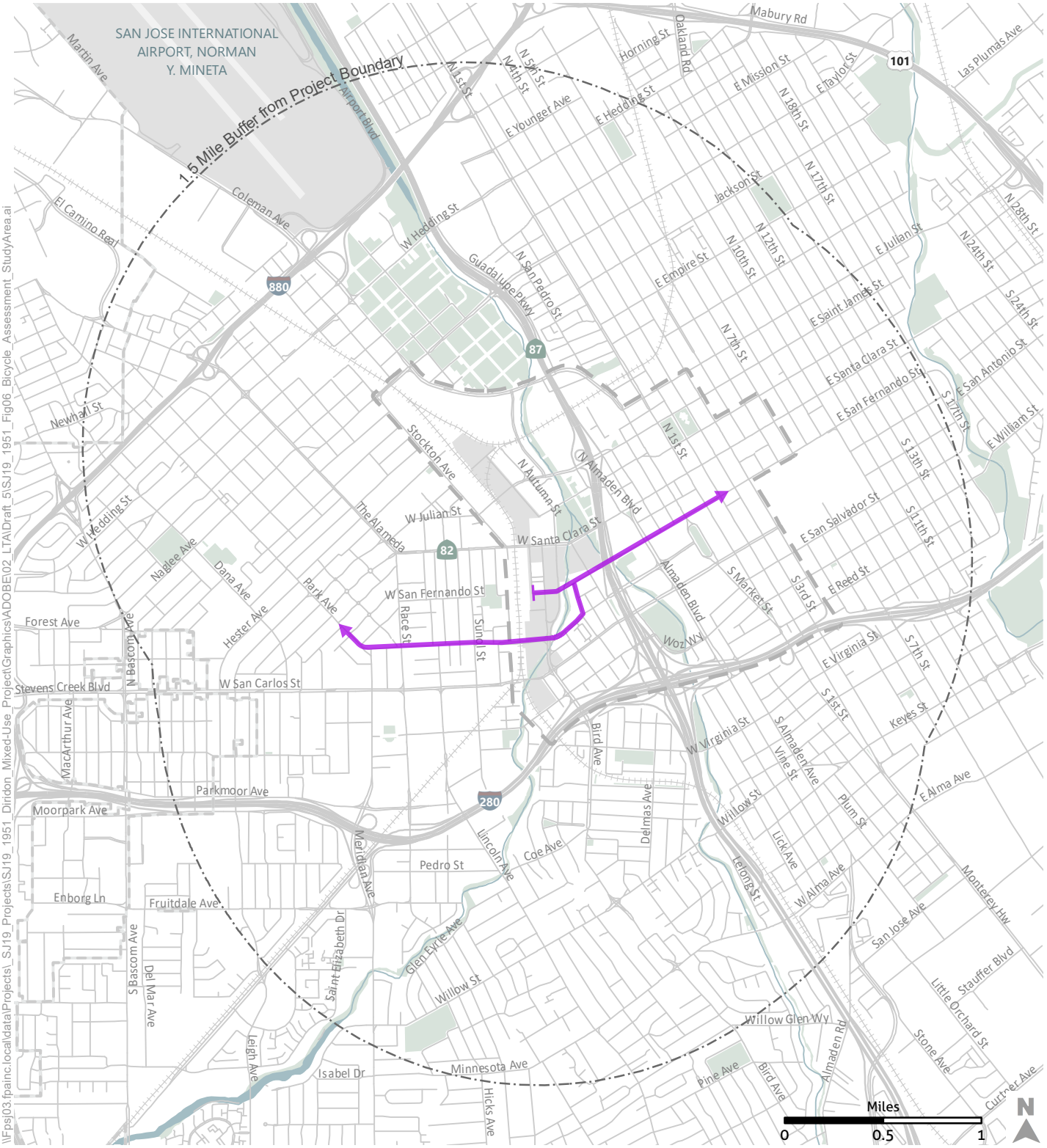
2.1.1.4 Intersection Operations Analysis

The study area for intersections depend on the type of analysis conducted. For the purposes of this LTA three different study areas are defined for City, CMP, and localized access and queuing intersections. Each of the intersection study areas are defined below.

2.1.1.4.1 City-Guideline Required Intersection Operations Analysis

City guideline-required intersections for operations analysis are signalized intersections within a half-mile of the Project boundary that are not within the City designated Downtown Core as well as select study intersections within the City of Santa Clara, per Santa Clara's guidance for determining study intersections. The following 21 City intersections, as shown on **Figure 8**, are analyzed in TRAFFIX for intersection LOS purposes:

1	Coleman Avenue & Hedding Street	12	Bird Avenue & Coe Avenue
2	Coleman Avenue & Taylor Street	13	De La Cruz Boulevard & Central Expressway (CMP)
3	The Alameda & Julian Street	14	De La Cruz Boulevard & Martin Avenue (Santa Clara)
4	Park Avenue & Race Street	15	De La Cruz Boulevard & Reed Street (Santa Clara)
5	San Carlos Street & Race Street	16	Coleman Avenue & Brokaw Road (Santa Clara)
6	Race Street & Auzerais Avenue	17	El Camino Real & Benton Street (Santa Clara)
7	Race Street & Saddle Rack Street	18	El Camino Real & Palm Drive (Santa Clara)
8	Race Street & Parkmoor Avenue	19	El Camino Real & Campbell Avenue (Santa Clara)
9	Auzerais Avenue & Lincoln Street	20	El Camino Real & The Alameda (Santa Clara)
10	Auzerais Avenue & Sunol Street	21	The Alameda & Newhall Street (Santa Clara)
11	Bird Avenue & Virginia Street		



Project Boundary

Downtown Core Boundary

On-Street Primary Bike Facility

Figure 6

Bicycle Assessment Study Area

Downtown West



Figure 7

Pedestrian Assessment Study Area

Downtown West

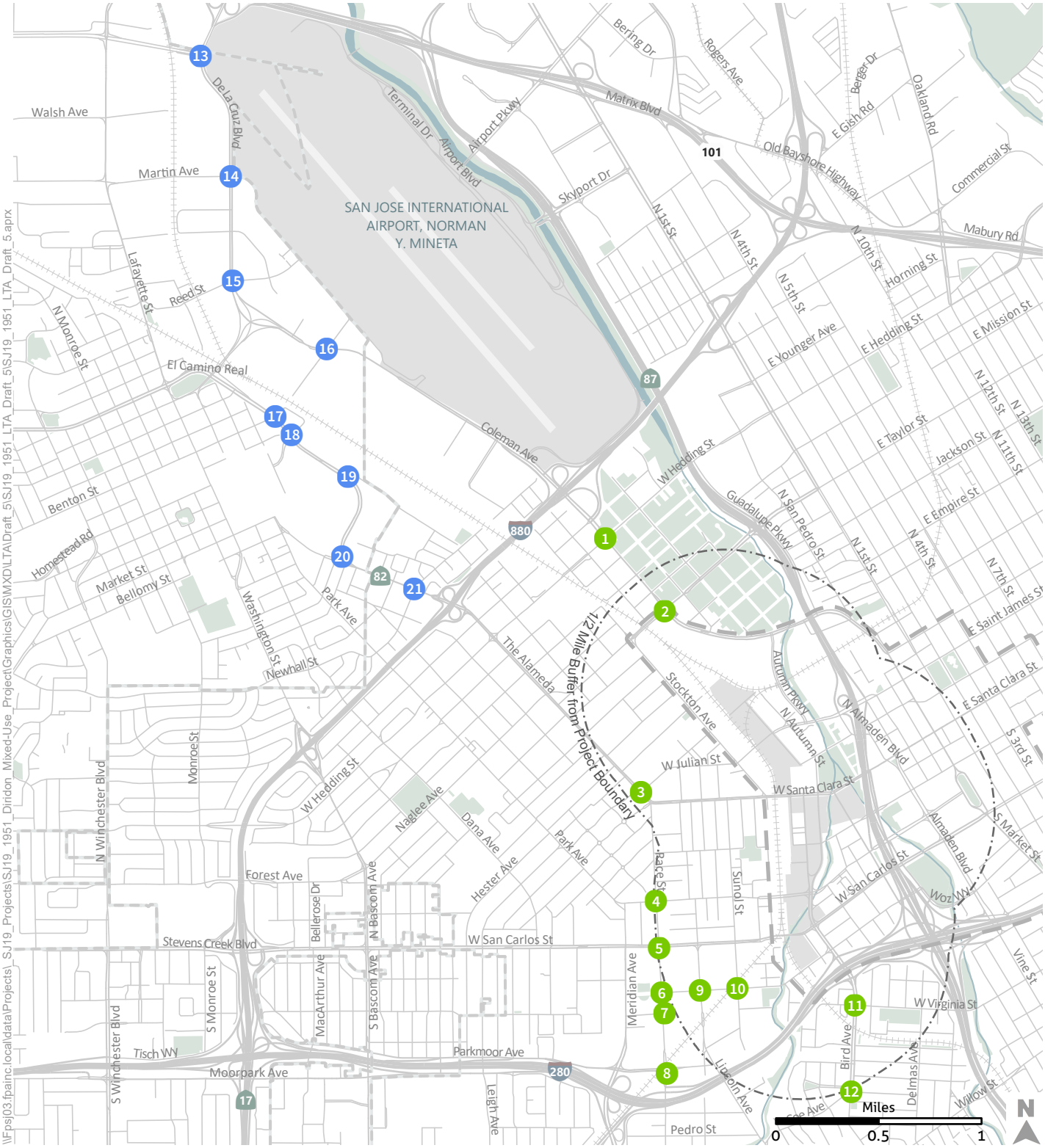


Figure 8

City Intersection Analysis Study Area

Downtown West

2.1.1.5 Localized Access and Queuing Analysis

The following 14 intersections were analyzed in Synchro/SimTraffic to evaluate roadway system capacity at the main entry points to the Project area and to provide localized access and queuing analysis.

22	Julian Street & Stockton Avenue	29	Julian Street & SR 87 S Ramp
23	The Alameda & Stockton Avenue	30	Julian Street & SR 87 N Ramp
24	Santa Clara Street & Cahill Street	31	Santa Clara Street & SR 87 N Off-Ramp
25	San Carlos & Bird Avenue	32	Park Avenue & Delmas Avenue/SR 87 S Off-Ramp
26	Bird Avenue & I-280 N Ramps	33	Park Avenue & SR 87 N On-Ramp/Woz Way
27	Bird Avenue & I-280 S Ramps	34	Auzerais Avenue & Delmas Avenue/SR 87 S Ramp
28	Julian Street & Autumn Parkway	35	Woz Way & SR 87 N Off-Ramp

The localized access study intersections are shown on **Figure 9**.

2.1.1.6 Congestion Management Program Analysis

The CMP analysis focuses on CMP intersections and freeway segments per VTA guidelines as outlined below.

2.1.1.6.1 CMP Intersection Operations Analysis

Following VTA's ten vehicle trips per lane guideline, the following 18 CMP intersections were analyzed in TRAFFIX per VTA Guidelines:

36	The Alameda & I-880 S Off-Ramp	45	First Street & Willow Street
37	The Alameda & I-880 N Off-Ramp	46	First Street & Goodyear Street/Keyes Street
38	The Alameda & Hedding Street	47	First Street & Alma Avenue
39	The Alameda & Naglee Street	48	Monterey Road & Curtner Avenue/Tully Road
40	Coleman Avenue & I-880 S Off-Ramp	49	Tenth Street & I-280 N On-Ramp
41	Coleman Avenue & I-880 N Ramps	50	Tenth Street & I-280 S Off-Ramp
42	Taylor Street & SR 87 N/S Ramps	51	Eleventh Street & I-280 N Off-Ramp
43	Oakland Road & US 101 N Ramps	52	Eleventh Street & I-280 S On-Ramp
44	Oakland Road & US 101 S Ramps	53	McLaughlin Avenue & I-280 S Off-Ramp

The CMP study intersections are shown on **Figure 10**.

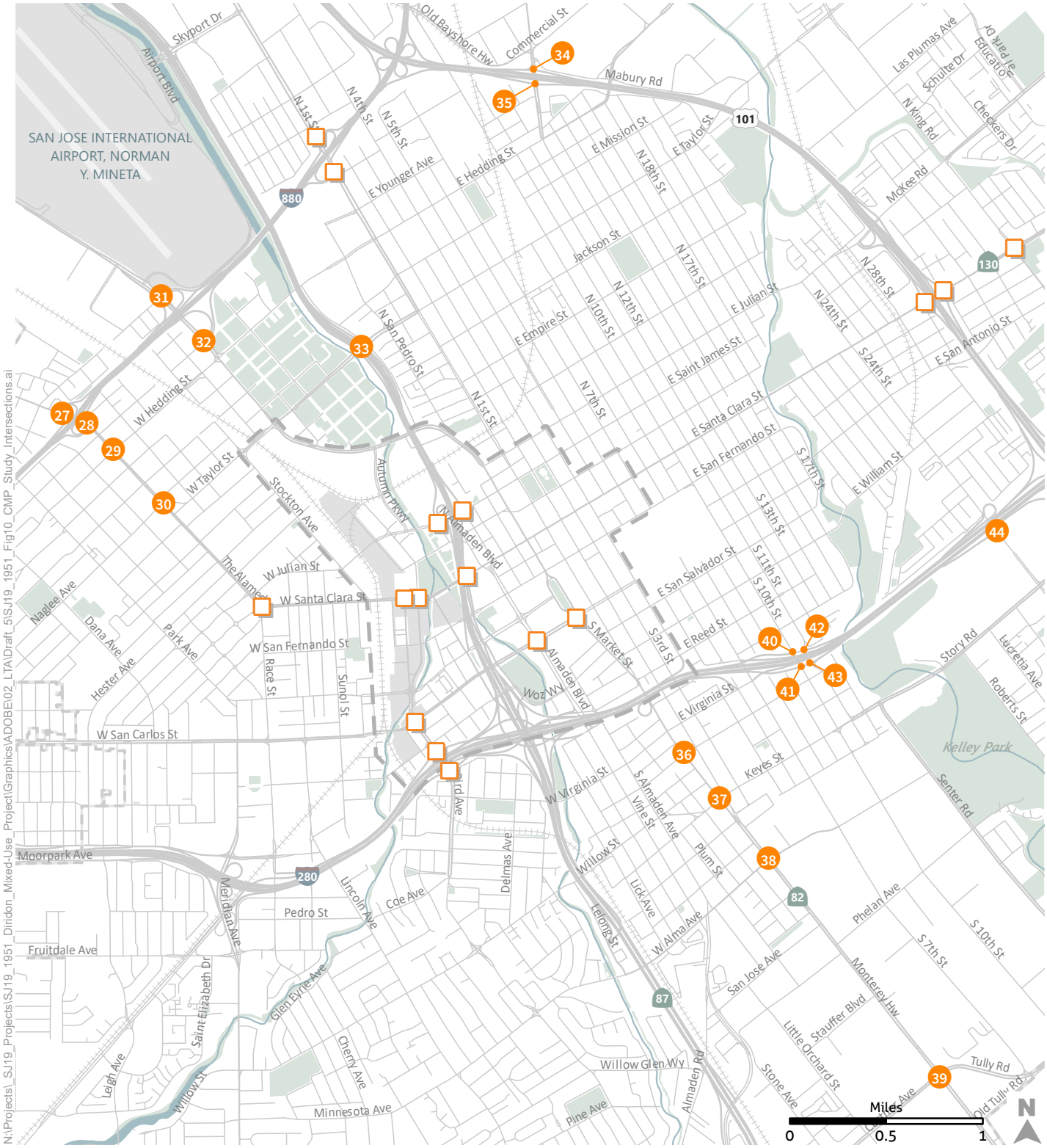
The City of San José designated areas within the downtown as Infill Opportunity Zones (IOZ) to support the implementation of infill and mixed-use developments within walking distance of mass transit facilities and high-density areas. Within the IOZ, CMP facilities are exempt from the provisions of CMP's intersection operations standards, and thus are not included in the list of CMP intersections analyzed for this LTA. **Figure 10** illustrates the CMP intersections within the IOZ that were not included in the LOS analysis.



Figure 9

Localized Access and Queuing Analysis Intersections

Downtown West



Project Boundary

Downtown Core Boundary

Congestion Management Program (CMP)

CMP within IOZ

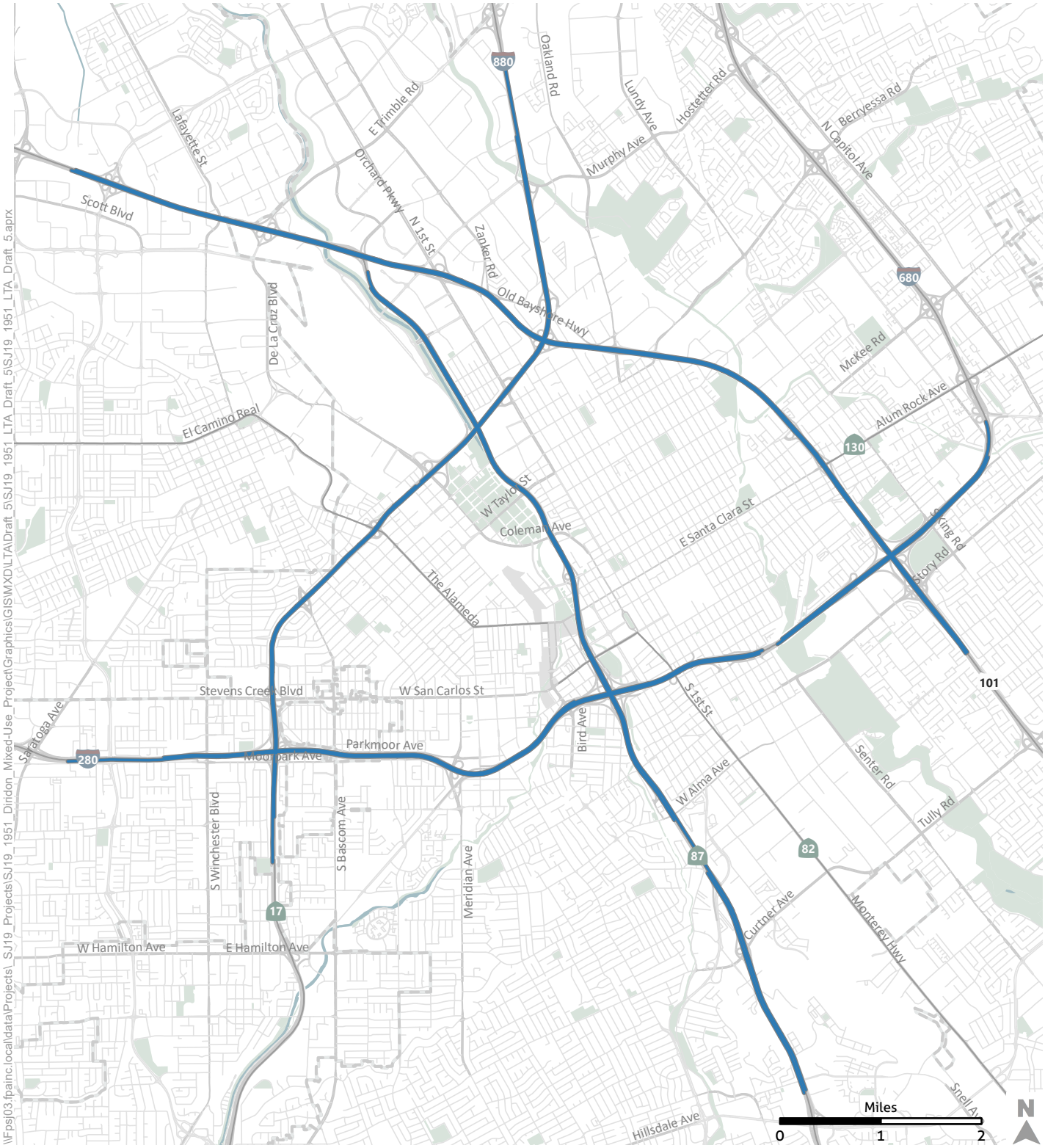
Figure 10

CMP Study Intersections

Downtown West

2.1.1.6.2 Freeway Analysis

Per VTA TIA Guidelines, freeway segments where the Project is anticipated to add more than one percent of the segment's capacity were included in the analysis. As a result, the analysis includes over 70 freeway segments on SR 87, US 101, I-280, I-680, and I-880 as shown on **Figure 11**.



Project Boundary — Freeway CMP

Figure 11

Freeway Segment Study Area

Downtown West

2.2 Analysis Methods and Threshold

This chapter describes the LOS methods and threshold for intersection and freeway analysis.

2.2.1 Level of Service

The operations of roadway facilities are described with the term *level of service*. Level of Service (LOS) is a qualitative description of traffic flow from a driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver. There are six levels from LOS A, with little or no delay, to LOS F, with excessive delay. LOS E represents "at-capacity" operations. When traffic volumes exceed the capacity, stop-and-go conditions result, and operations are designated as LOS F.

2.2.2 Intersection Analysis

This section outlines the intersection analysis method and thresholds.

2.2.2.1 Signalized Intersections Analysis Methods

The method described in Chapter 16 of the 2000 *Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) was used to prepare the level of service calculations for the signalized study intersections. This level of service method, which is approved by the City of San José and VTA, analyzes a signalized intersection's operation based on average control delay per vehicle. Control delay includes the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX analysis software and is correlated to a LOS designation as shown in **Table 1**.

Table 1: Signalized Intersection Level of Service Definitions Using Average Control Vehicular Delay

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, October 2014; VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

2.2.2.2 Intersection LOS Standards

Signalized intersection operations and impacts were evaluated based on the appropriate jurisdiction's LOS standards as summarized **Table 2.** San José's Council Policy 5-1 guides transportation analysis and adverse effects for the City of San José. San José's minimum threshold for acceptable signalized intersection operations is LOS D, unless governed by an Area Development Policy. For CMP intersections under VTA's jurisdiction, the minimum threshold for acceptable intersection operations is LOS E.

Table 2: Intersection LOS Standards

Local Jurisdiction	Signalized Intersection Type	
	City Controlled	CMP
City of San José[1]	LOS D, except those governed by an Area Development Policy (LOS threshold varies by location)	LOS E
City of Santa Clara[2]	LOS D, except designated CMP and Expressway intersections (LOS E threshold).	LOS E
VTA[3]	LOS E for all Santa Clara County CMP intersections	LOS E

Notes:
1. City of San José, Council Policy 5-1.
2. City of Santa Clara General Plan, 2011.
3. VTA Congestion Management Program, 2015

2.2.2.3 Intersection Adverse Effect Criteria

Adverse effect criteria for signalized intersections are discussed below. Signalized intersection operations and adverse effects were evaluated based on the appropriate jurisdiction's LOS standards discussed above as summarized **Table 2** and are included in adverse effect threshold discussion below.

2.2.2.3.1 City of San José

On February 27, 2018, the San José City Council adopted Council Policy 5-1, which replaces Council Policy 5-3. In response to SB 743, Council Policy 5-1 removes transportation LOS and replaces it with VMT analysis as a measure of transportation impacts for CEQA analysis. It went into effect on March 29, 2018, 30 days after City Council approval. The City's *Handbook* provides implementation guidelines for Council Policy 5-1 as it relates to LTAs, which have been followed for purposes of this analysis.

Generally, San José's minimum threshold for acceptable signalized intersection operations is LOS D, unless governed by an Area Development Policy.

Adverse effects at signalized City of San José study intersections would occur when the addition of project traffic causes one of the following:

- Intersection operations deteriorate from an acceptable level of service (LOS D or better) to an unacceptable level (LOS E or LOS F); or,
- Exacerbates unacceptable operations by increasing the critical delay by four seconds or more and increases the critical volume-to-capacity (V/C) ratio by 0.01 or more; or
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

2.2.2.3.2 City of Santa Clara

The City of Santa Clara has established a minimum acceptable operation level of LOS D for local streets (*City of Santa Clara General Plan*, 2011). The City of Santa Clara defers to VTA and applies LOS E threshold to CMP intersections. Adverse effects at signalized City of Santa Clara intersections would occur when the addition of project traffic causes one of the following:

- Intersection operations degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); or
- Exacerbates unacceptable operations by increasing the critical delay by four seconds or more, and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

2.2.2.3.3 Santa Clara County and Congestion Management Program (CMP)

The LOS standard for Santa Clara County (*VTA Congestion Management Program*, 2015) expressway and CMP intersections is LOS E. Adverse Effects at expressway and CMP intersections would occur when the addition of traffic associated with a project causes:

- Intersection operations to deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F); or
- Exacerbates unacceptable operations by increasing the average critical delay by four seconds or more and increases the critical volume-to-capacity (V/C) ratio by 0.01 or more at an intersection operating at LOS F; or
- The V/C ratio increases by 0.01 or more at an intersection with unacceptable operations (LOS F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

CMP regulations allow for some flexibility in determining how congestion is measured and what improvements are implemented in response to increased congestion. Examples include shifting the focus of transportation investments from roadway expansion to alternative transportation modes.

2.2.3 Freeway Analysis

This section outlines the freeway analysis method and thresholds.

2.2.3.1 Freeway Segment Analysis Methods

Freeway segments are evaluated using VTA's analysis procedure, which is based on the density of traffic flow calculated using methods described in the *2000 HCM*. Density is expressed in passenger cars per mile per lane. The Congestion Management Program (CMP) ranges of densities for each freeway segment level of service are shown in **Table 3**.

2.2.3.2 Freeway LOS Standards

As defined by VTA, the LOS standard for freeway segments is LOS E.

Table 3: Freeway Segment Level of Service Definitions

Level of Service	Density (passenger cars per mile per lane)
A	≤ 11
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

Sources: *Traffic Level of Service Analysis Guidelines*, October 2014; VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

2.2.3.3 CMP Impact Criteria

As required by VTA, the applicable LOS standard for freeway segments is LOS E. Per VTA's *Transportation Impact Analysis Guidelines*, traffic impacts on a CMP freeway segment occurs when the addition of project traffic causes:

- Freeway segment operations to deteriorate from an acceptable level (LOS E or better) under Existing Conditions to an unacceptable level (LOS F)
- An increase in traffic of more than one percent of the capacity of a segment that operates at LOS F under Existing Conditions.

Consistent with VTA Guidelines, freeway LOS is only analyzed under Existing Plus Project Conditions.

2.3 Analysis Scenarios

The transportation effects of the Project are evaluated under several scenarios. Each scenario includes specific buildout assumptions of the Project, along with specific assumptions about the surrounding land use growth and implementation of planned transportation improvements.

The following scenarios are included in the report:

Scenario 1: *Existing Conditions* – Existing (pre-COVID 19) year conditions based on counts, observations, and data from 2018 and 2019.

Scenario 2a: *Background No Project Conditions* – Existing volumes plus traffic from "approved but not yet built" and "not occupied" developments in the area and their required transportation system improvements per the City's Approved Trip Inventory (ATI).

Scenario 2b: *Background Plus Phase 1 Project Conditions* – Scenario 2a volumes plus traffic generated by the level of development constructed prior to the completion of BART to Diridon. This scenario also includes any Project proposed roadway modifications associated with the first phase of development in addition to BART service to the Berryessa station (BART Phase 1) and Caltrain Electrification.

Scenario 2c: *Background Plus Project Buildout Conditions* – Scenario 2a volumes plus traffic generated by full buildout of the Project and any Project proposed roadway modifications and TDM measures. This scenario assumes future transit service enhancements associated with BART Phase 2 (i.e., BART service at Diridon Station) and Caltrain Business Plan service levels.

Scenario 2d: *Background Plus Goal-Based Project Buildout Conditions* – Scenario 2c assumptions, plus City mode split goals applied to meet the City's *Envision San José 2040* mode split targets. This scenario is presented to illustrate the long-term vision of Downtown San José, which has a greater focus on multimodal access and travel.

Scenario 3a: *Year 2040 General Plan Conditions (i.e., Cumulative No Project Conditions)* – The City's model was used to develop traffic volume forecasts per the land use and transportation assumptions consistent with *Envision San José 2040 General Plan*. This scenario assumes future transit service enhancements associated with BART Phase II and Caltrain Electrification.

Scenario 3b: *Year 2040 Cumulative Plus Goal-Based Project Conditions (i.e., Cumulative Plus Project Conditions)* – Scenario 3 volumes plus traffic generated by buildout of the Project and associated roadway modifications with implementation of the City's mode split goals applied to meet the City's *Envision San José 2040* mode split targets.

Not all transportation assessments were conducted under all scenarios. Consistent with direction from the City of San José, the elements of the City's *Transportation Analysis Handbook*, and VTA guidelines, **Table 4** summarizes the analysis scenarios under which each transportation assessment was analyzed.

Table 4: Summary of Analysis Scenarios

Transportation Assessment	Scenarios						
	Existing	Background No Project	Background Phase 1	Background Buildout	Background Buildout – Goal Based	Cumulative No Project	Cumulative Buildout – Goal Based
Transit Assessment	✓	✓	✓	✓	✓	✓	✓
Bicycle Assessment	✓	✓	✓	✓	✓	✓	✓
Pedestrian Assessment	✓	✓	✓	✓	✓	✓	✓
City Intersection LOS	✓	✓	✓	✓	✓	Analysis not required	Analysis not required
Localized Access and Queuing	✓	✓	Analysis not required	✓	✓	Analysis not required	Analysis not required
CMP Intersections	✓	✓	✓	✓	✓	✓	✓
CMP Freeway Segments	✓	Analysis not required	✓	✓	Analysis not required	Analysis not required	Analysis not required

Source: Fehr & Peers, August 2020

2.4 Scenario Assumptions

This section outlines the key assumptions included in each of the analysis scenarios outlined above. First, the parameters of the City of San José's travel demand forecasting model (City model) are summarized, which serves as the basis for the Project travel demand and development of future travel forecasts, followed by a discussion of assumptions included in each of the "no Project" and "plus Project" scenarios.

2.4.1 City of San José Travel Demand Forecasting Model

The City model was used to develop trip generation estimates and Year 2040 traffic growth estimates. The City model is a refinement of the San Mateo City and County Association of Government (C/CAG) and VTA Bi-County transportation model (VTA Model) and provides more analytical detail and increased local accuracy of travel in the City of San José. It was developed by Hexagon Transportations Consultants in collaboration with the City of San José and VTA. The City of San José provided the most recent copies of their Year 2015 (the most recent base model) and Year 2040 models for use in this analysis. The Year 2015 model was used to develop initial trip generation estimates under the Background scenarios and the Year 2040 model was used to develop cumulative trip generation estimates as well as forecasts for the Cumulative No Project and Cumulative Plus Project scenarios.

2.4.1.1 2015 Land Uses and Network Assumptions

The base year model was developed using year 2015 land use data from the City[8] and validated against 2015 morning and evening peak hour traffic counts. Collector roads and residential streets were coded into the City model transportation network to provide additional analytical detail to the transportation system compared to the VTA model. For the purposes of this analysis the 2015 model was used without changes to develop initial trip generation estimates for Phase 1 of the Project, Project Buildout, and Goal-Based Project Buildout conditions for the Background scenarios.

2.4.1.2 2040 Land Uses and Network Assumptions

The future year 2040 model is the same model used for the 2018 Downtown Strategy Plan. For the Downtown Strategy Plan, the City's Department of Planning, Building, and Code Enforcement prepared 2040 land use forecasts for the City of San José that represent the City's General Plan. These forecasts are different from the ABAG projections used in the VTA Model. The San José General Plan assumes slightly fewer housing units but significantly more jobs in San José. In order to maintain consistency with the 2040 ABAG projections, the number of housing units and jobs for the transportation analysis zones (TAZs) outside Santa Clara County were adjusted (housing units were increased, and jobs were reduced) to match ABAG's regional control totals.

The City model includes all major transportation infrastructure identified in the *Envision San José 2040 Land Use/Transportation Diagram and the Valley Transportation Plan 2040* (VTP 2040), adopted by VTA in October 2013. The improvements include several new roadways that will provide enhanced connectivity and circulation to and within the Downtown area and throughout the City of San José.

For the purposes of this analysis the 2040 model was used to develop Cumulative No Project volumes. Specifically, the volume differences between the City's current 2040 model and the 2015 base year model were added to the existing counts to develop Cumulative No Project volumes. The 2040 model was modified to include changes in Project land uses — including the growth reallocation as part of the DASP and Project proposed GPA — and roadway network to develop initial trip generation estimates for the Goal-Based Project Buildout scenario. The DSAP and proposed Project land reallocation included in the 2040 model are discussed below.

General Plan Growth Reallocation

As described in the Project's EIR Chapter 2, *Project Description*, as part of the City's separate ongoing process to update the DSAP, the City is considering increasing the number of residential units and commercial/office uses projected in Downtown San José by the year 2040 by reallocating up to 12,619 housing units and 14,144,154 gross square feet of commercial/office uses from other General Plan growth areas in the city to the DSAP. The additional 12,619 Downtown housing units would likely be transferred from the Horizon 2 and 3 Urban Village growth areas. The commercial/office uses would be shifted from

[8] The 2015 VTA model land use data set is generally consistent with the 2013 ABAG Projections for the year 2015. The 2015 City land use data set is different from ABAG/VTA in terms of the number of housing units and jobs. However, the City land use data set was determined to more accurately reflect the 2015 land use activity in San José.

other General Plan–designated employment areas, such as the North Coyote Valley growth area. The final growth allocation, including the precise numbers of dwelling units and jobs transferred from each growth area, will be determined by the San José City Council via adoption of a General Plan amendment following a public planning process.

The General Plan amendment for the proposed project would reallocate a subset of the total reallocation being considered for the DSAP as a whole to ensure that Downtown San José has more than enough capacity for the project. Specifically, the General Plan amendment proposed for the project would reallocate 5,575 housing units and 6,306,000 gross square feet of commercial/office uses. 469,000 gross square feet of retail uses, and 1,100 hotel rooms from other General Plan growth areas outside of Downtown to the DSAP. This total proposed reallocation is less than the overall development program for the proposed project because one site within the DSAP—the San José Water Company site—was entitled previously. With this reallocation, the total amount of growth anticipated under the General Plan would not change, but instead would shift to the more transit-rich Downtown area.

2.4.2 No Project Scenario Assumptions

This section provides a summary of the data, land use, and transportation assumptions included under each of the "no Project" scenarios for Existing Background, and Cumulative Conditions.

2.4.2.1 Existing Conditions

Existing Conditions is based on 2018 and 2019 data and assumes the current (January 2020) roadway, transit, bicycle, and pedestrian network within the study area. The City of San José provided recent traffic counts for several of the study intersections. For the intersections without recent counts, new traffic counts (including vehicular, bicycle, and pedestrian volumes) were conducted in November 2019. Copies of the transportation counts are included in **Appendix A**. Existing Conditions is described in more detail in **Chapter 3**.

2.4.2.2 Background No Project Conditions

Background No Project scenario includes existing vehicle, transit, bicycle, and pedestrian volumes plus added growth from "approved but not yet built" and "not occupied" developments in the area and their required transportation system improvements per the City provided Approved Trip Inventory (ATI).

2.4.2.2.1 Traffic Volumes

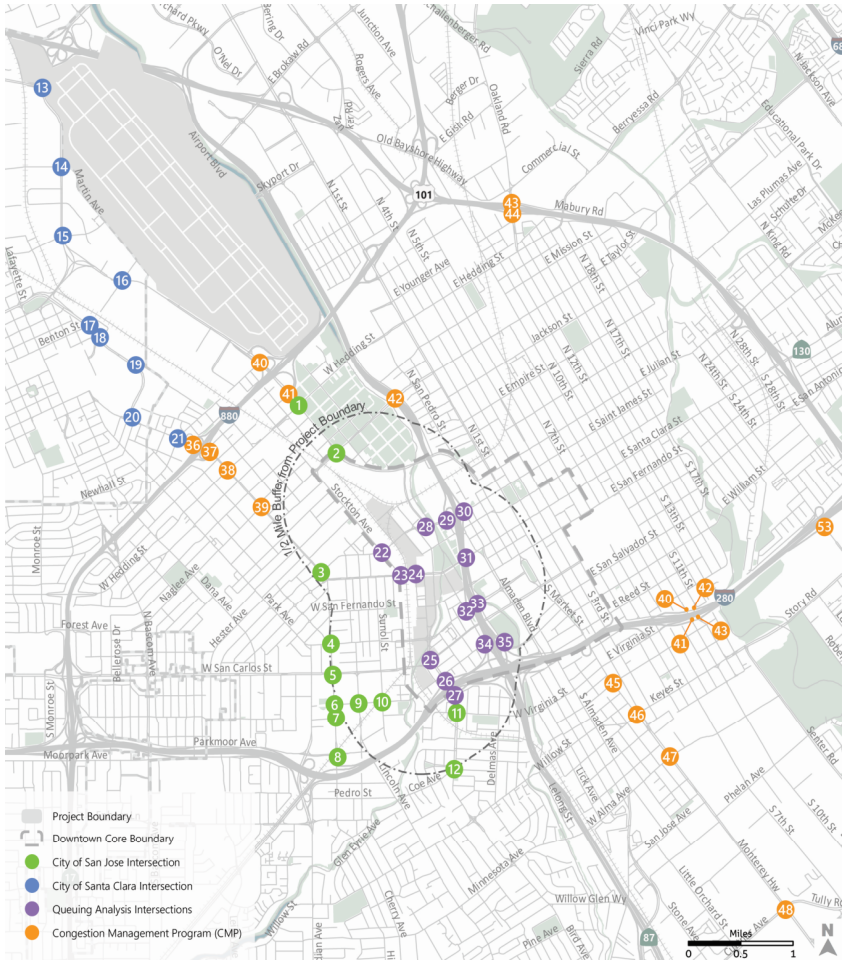
Appendix B includes a full list of approved and not occupied projects included in the background volume estimates. The list includes both projects within the City of San José and the adjacent jurisdiction of the City of Santa Clara. San José's ATI was used to add trips from developments in San José. Where needed, the ATI was balanced to adjacent intersections. Staff from the City of Santa Clara provided a list of "approved but not yet built or occupied" development projects in their jurisdiction. Trip generation estimates for Santa Clara projects were obtained from their respective traffic reports or estimated based on trip generation rates published in the Institute of Transportation Engineers *Trip Generation* (10th Edition). Vehicle trips for each of the background projects were then assigned to the roadway network



based on the relative locations of complementary land uses, as well as existing and estimated future travel patterns. **Figure 12** illustrates the Background No Project volumes.

2.4.2.2.2 Roadway Network Improvements

Generally, existing intersection geometries are modified under Background Conditions to include improvements that are currently under construction, fully funded, or will reasonably be constructed within the next ten years. The City of San José does not currently have approved intersection improvements at the study intersection and the Existing geometries were applied for the Background analysis.



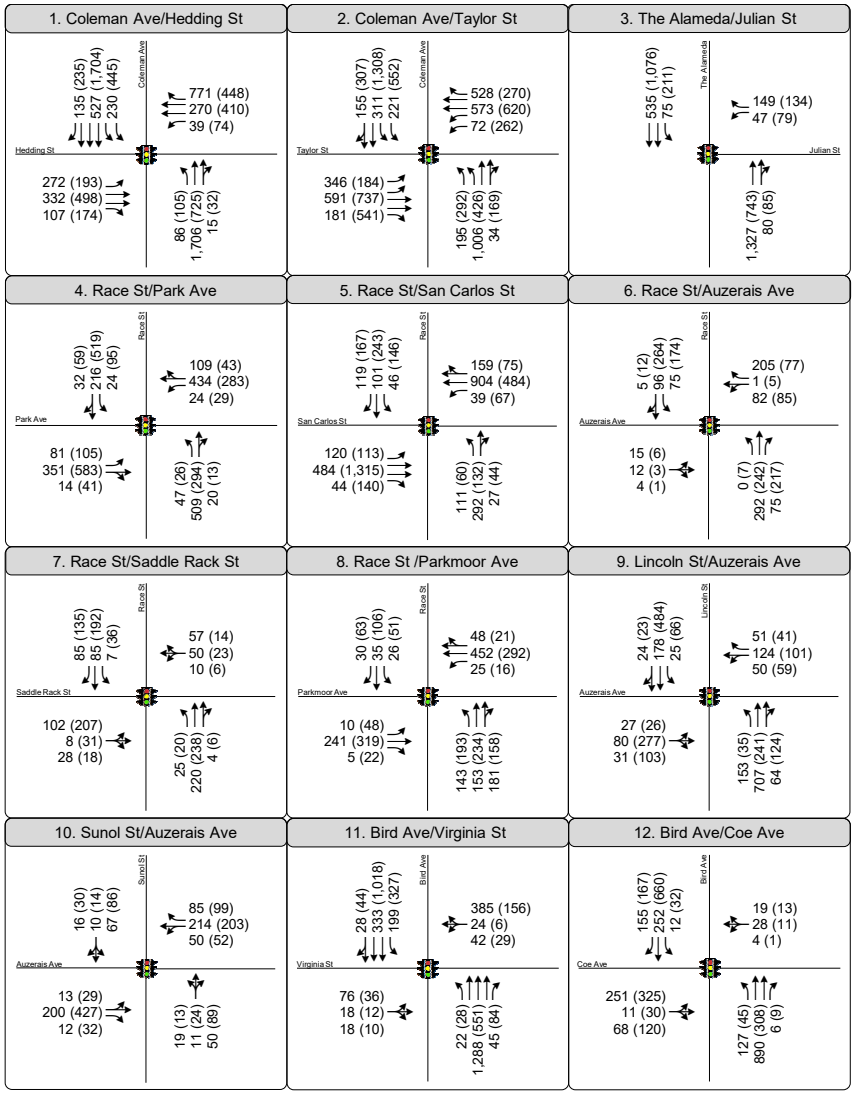
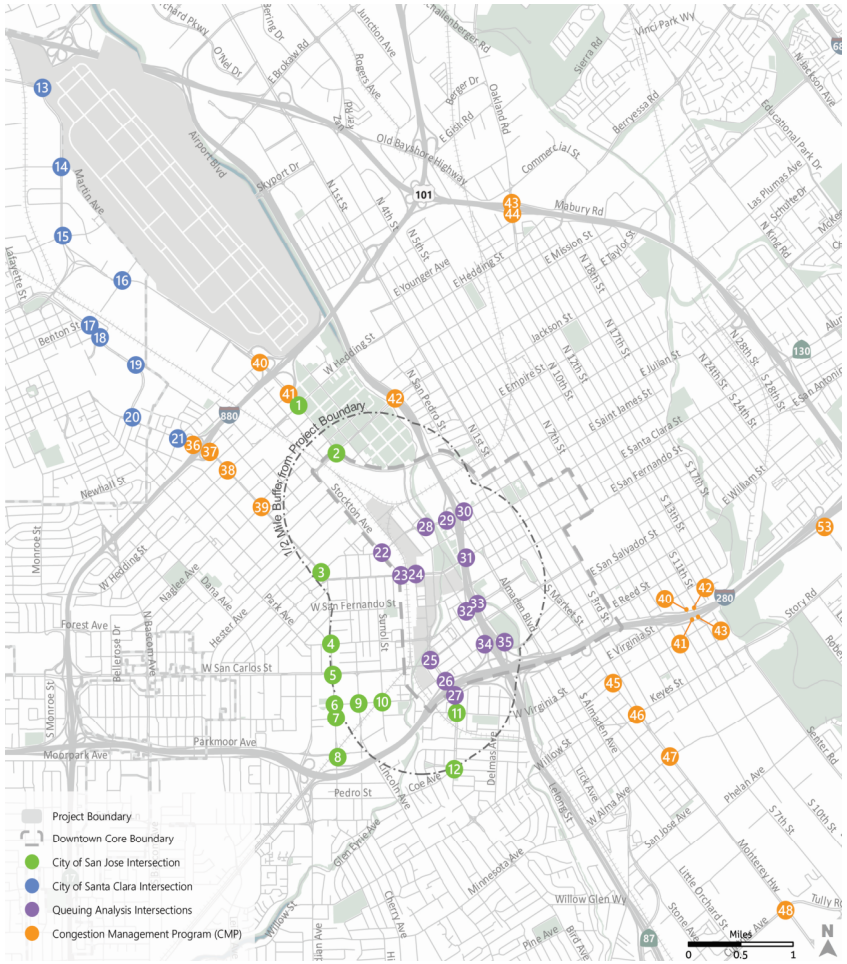


Figure 12
Intersection Volumes and Geometries
Background No Project Conditions



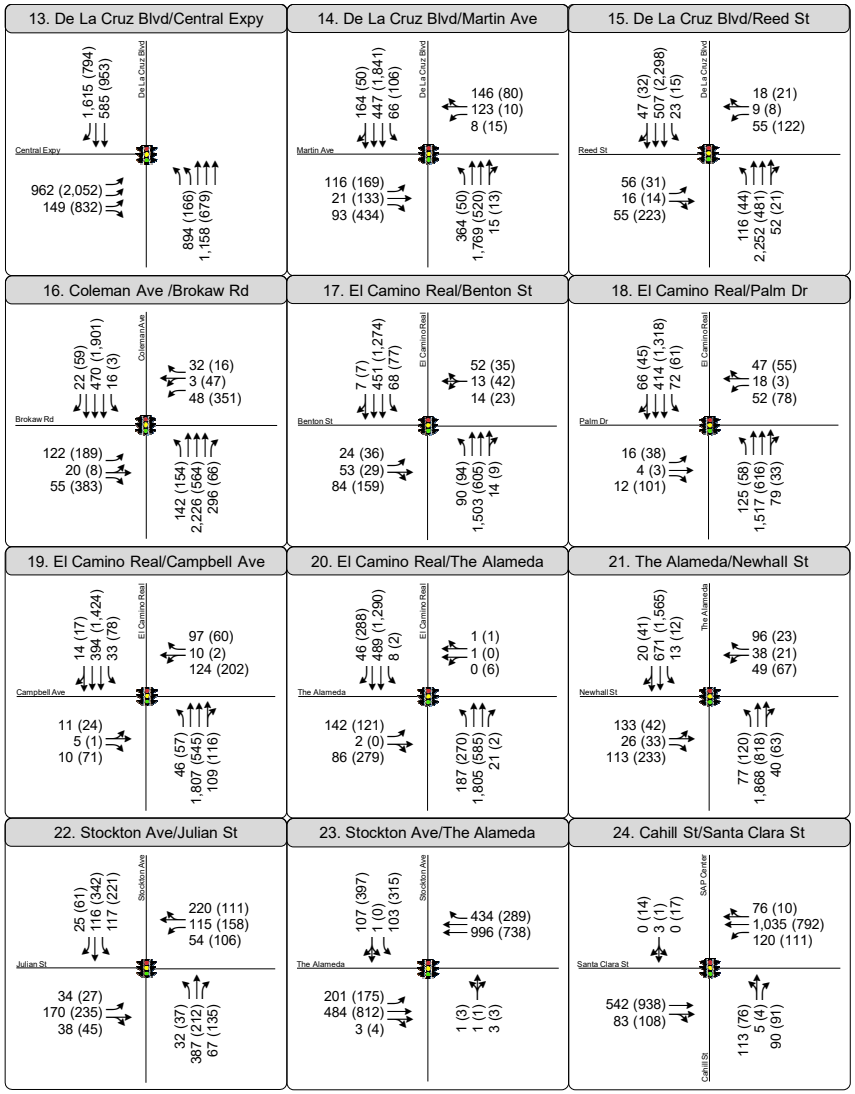
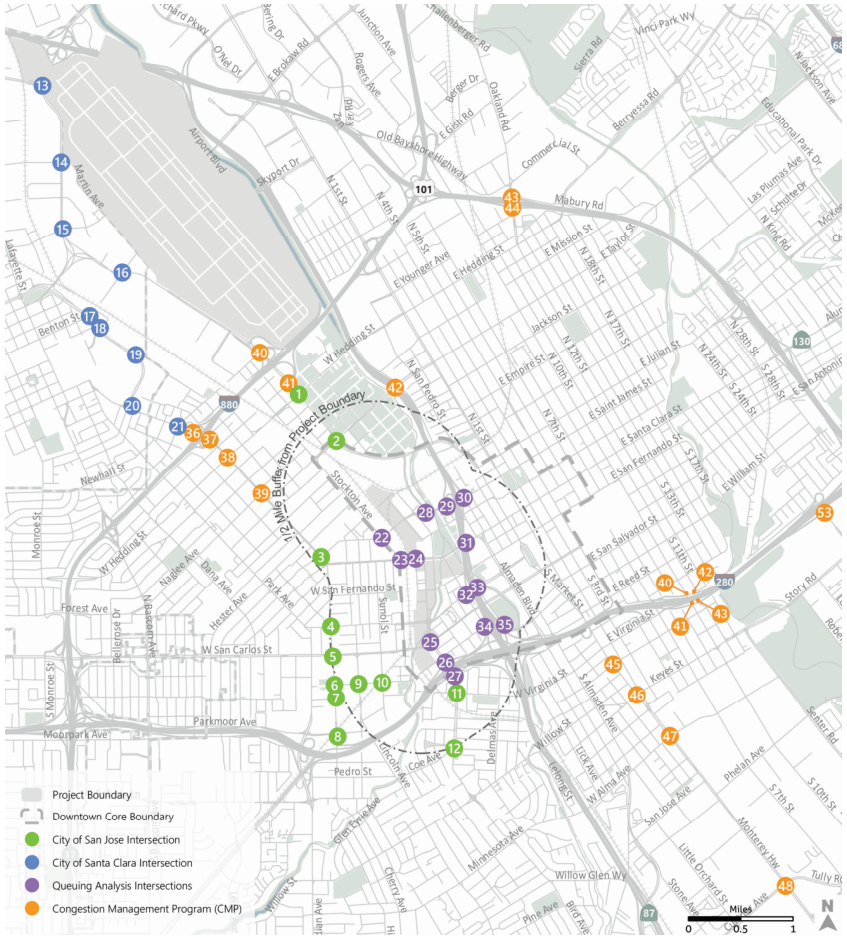


Figure 12
Intersection Volumes and Geometries
Background No Project Conditions



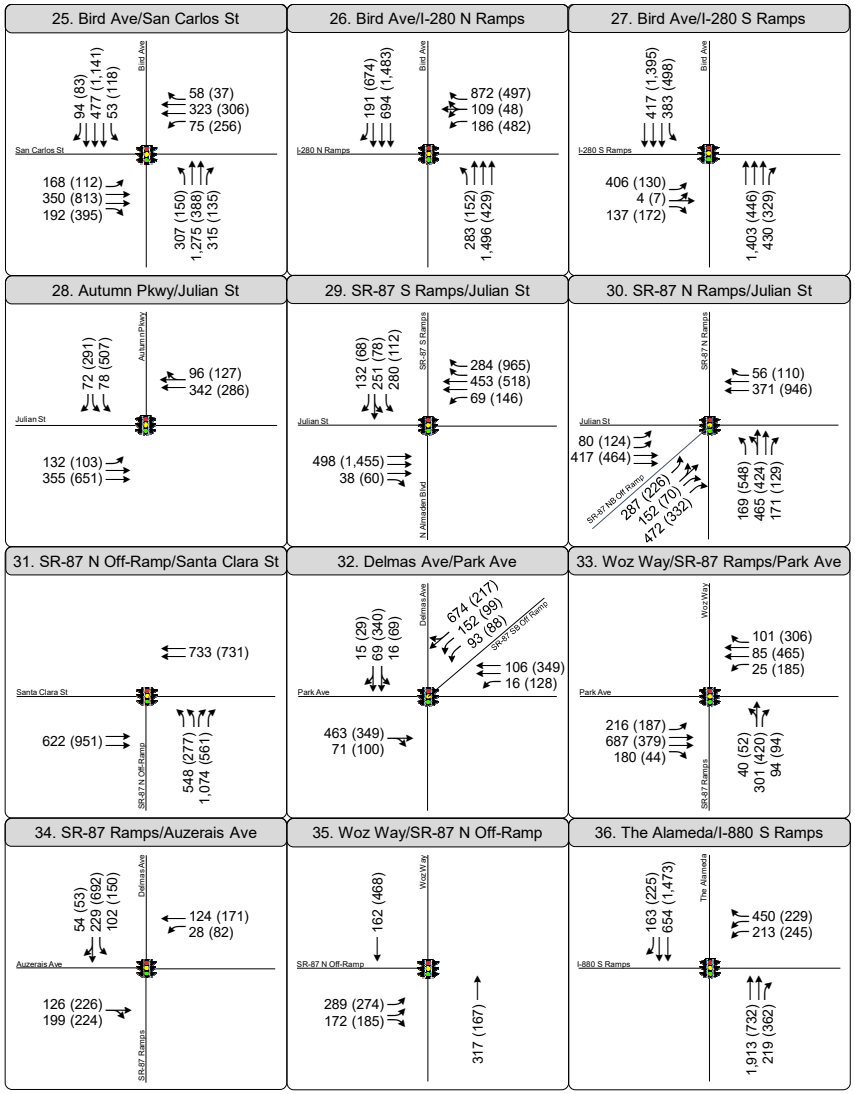
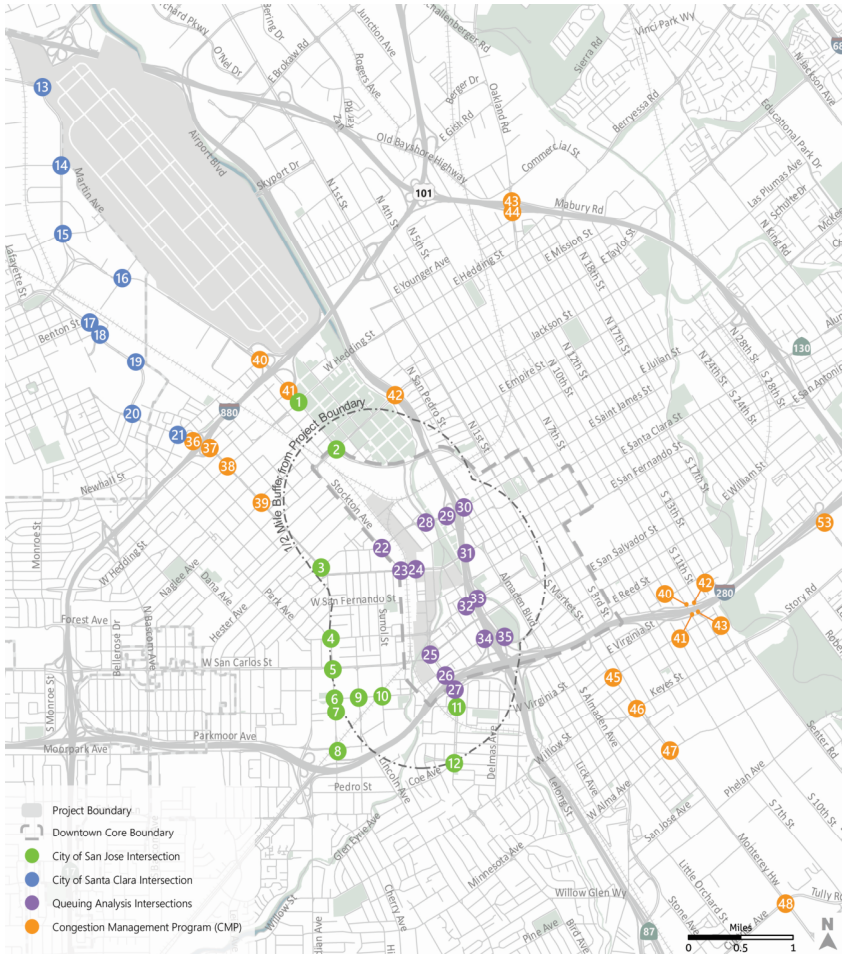


Figure 12
Intersection Volumes and Geometries
Background No Project Conditions



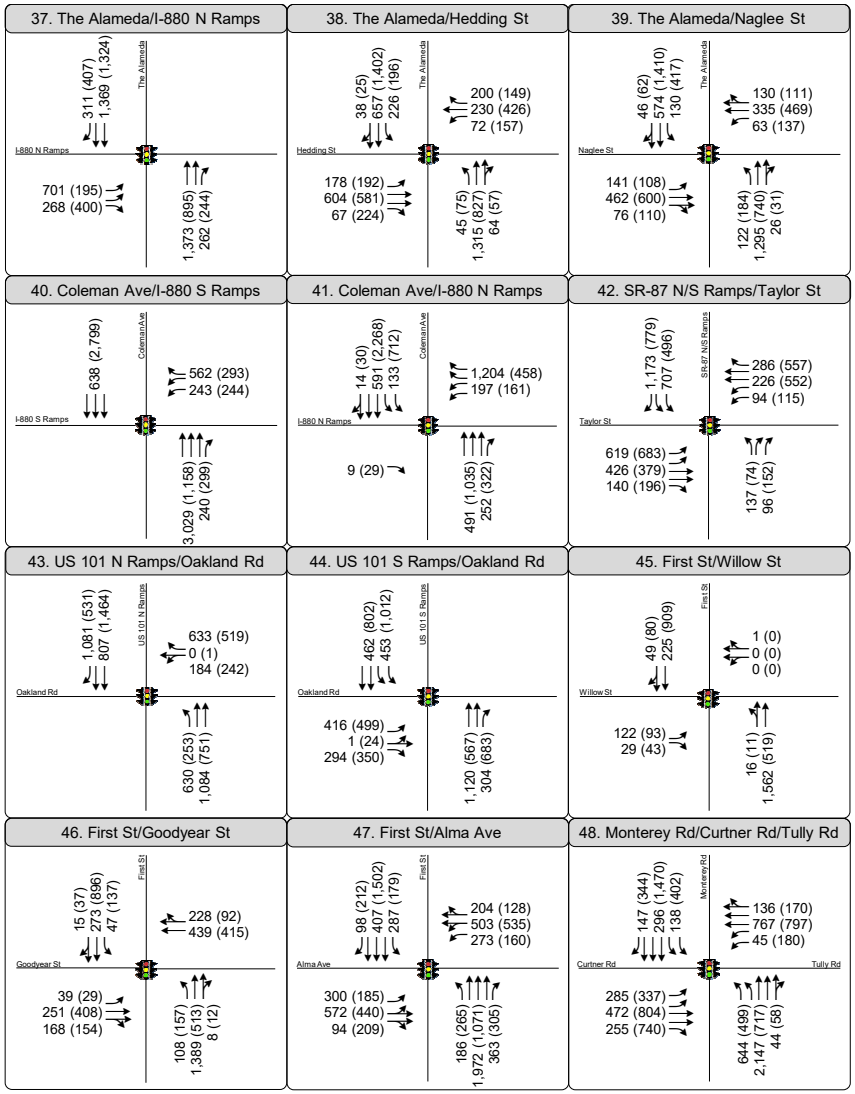
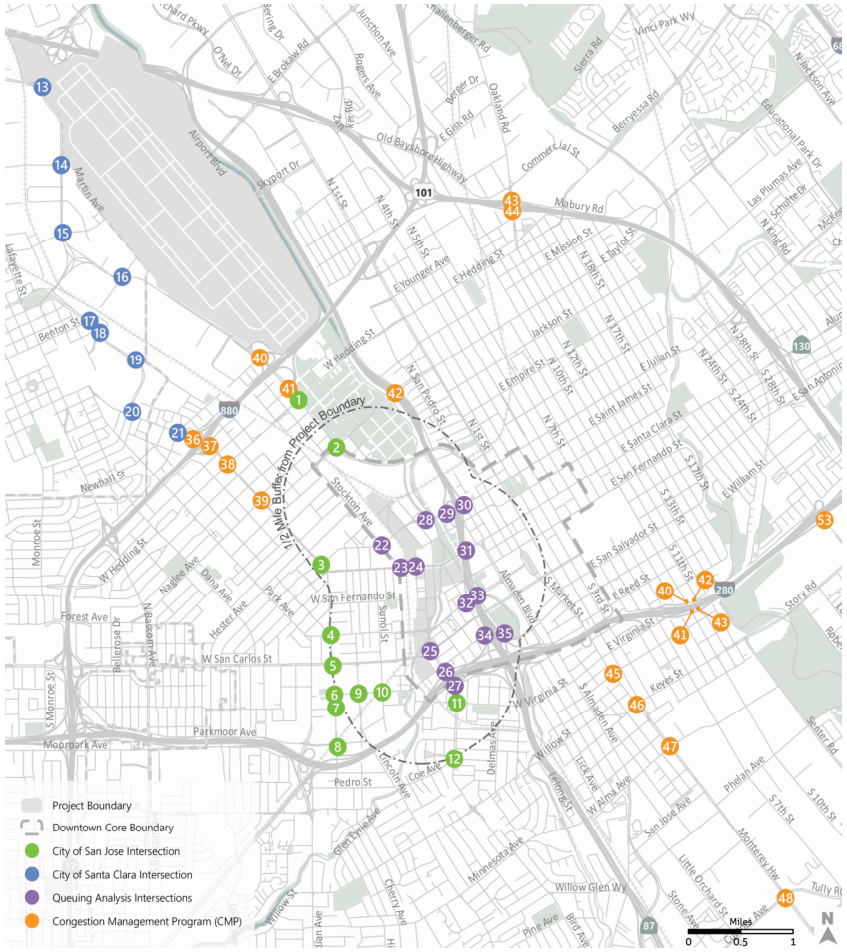


Figure 12
Intersection Volumes and Geometries
Background No Project Conditions



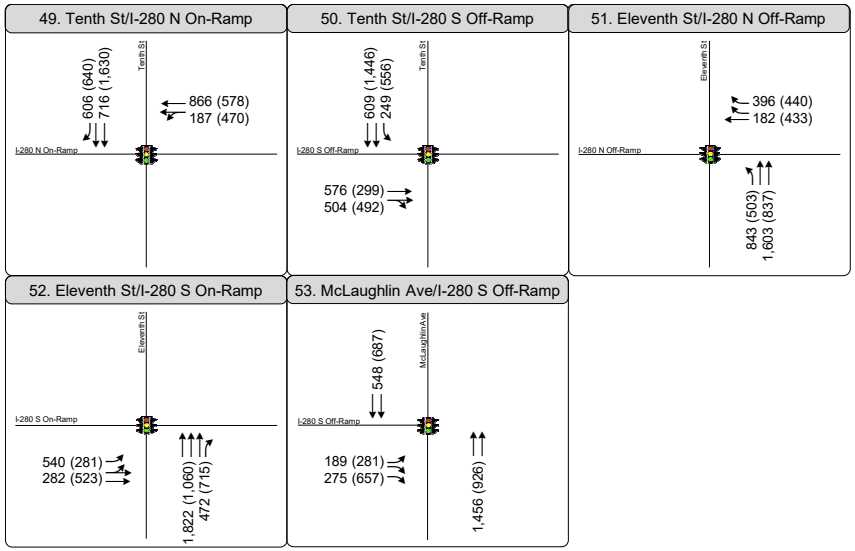


Figure 12
Intersection Volumes and Geometries
Background No Project Conditions

2.4.2.2.3 Transit Improvements

The Background No Project scenario also includes transit service improvements included as part of BART's extension to the Berryessa Transit Center (BART Phase 1) in east San José, Caltrain Electrification, and Caltrain Business Plan. With the BART to Berryessa extension, BART service extends from Alameda County into Santa Clara County, with stops at Milpitas and Berryessa/North San José. June 2020 was the start of revenue service of BART Phase I. The Berryessa station is about five miles from Diridon Station and is served via VTA's Rapid 500, with 10- to 15-minute headways throughout the day.

2.4.2.2.4 Bicycle and Pedestrian Improvements

While not adopted, the City's future bicycle network as described in San José Better Bike Plan 2025 Draft Plan is included per City direction under Background Conditions. No pedestrian improvements were assumed to be implemented.

2.4.2.3 Cumulative No Project Conditions

The City model was used to evaluate the Cumulative No Project scenario consistent with *Envision San José 2040 General Plan*. The details of the model assumptions are summarized under *City of San José Travel Demand Forecasting* in **Section 2.4.1**.

2.4.2.3.1 Traffic Volumes

Traffic volume forecasts were developed using The City model per the land use and transportation assumptions consistent with *Envision San José 2040 General Plan*.

2.4.2.3.2 Roadway Network Improvements

The City model includes all major transportation infrastructure identified in the *Envision San José 2040 Land Use/Transportation Diagram and the Valley Transportation Plan 2040* (VTP 2040), adopted by VTA in October 2013. The improvements include several new roadways that will provide enhanced connectivity and circulation to and within the Downtown area and throughout the City of San José.

2.4.2.3.3 Transit Improvements

This scenario assumes future transit service enhancements associated with BART Phase II. BART Phase II, currently in the design and engineering stage, will extend service from the Berryessa Transit Center to stations at 28th Street/Little Portugal, Downtown San José, Diridon Station, with the end of service in Santa Clara.

2.4.2.3.4 Bicycle and Pedestrian Improvements

Under Cumulative Conditions, the bicycle and pedestrian network was generally assumed to be the same as under Background Conditions.

2.4.3 Plus Project Scenario Assumptions

For the purpose of this analysis three separate project conditions were evaluated including Phase 1, Buildout, and Goal-Based Buildout. This section outlines the assumptions included in each of the three Project conditions.

2.4.3.1 Phase 1 Project Conditions

Phase 1 Project Conditions includes level of development that is assumed to be constructed prior to the completion of BART to Diridon (BART Phase II). This scenario also includes any Project proposed roadway modifications associated with the first phase of development as outlined in **Table 5**, as well as Project proposed TDM measures.

Table 5: Phase 1 and Buildout Land Use Summary

Land Use	Unit[1]	Project Phase	
		Phase 1 (Scenario 2b)	Buildout (Scenarios 2c, 2d, 3b)
Commercial Office	1,000 sq. ft.	4,300	7,300
Residential	du	2,870	5,900
Commercial Retail	1,000 sq. ft.	315	500
Hotel	rooms	0	300
Limited-Term Corporate Accommodations	rooms	570	800
Event Space	1,000 sq. ft.	100	100

Notes:
1. 1,000 sq. ft. = 1,000 square feet; du = dwelling units
Source: Google, Inc., November 2019.

2.4.3.2 Project Buildout Conditions

Project Buildout Conditions is the full buildout of the Project as outlined in **Table 5**. This scenario also assumes future transit service enhancements associated with BART Phase 2 (i.e., BART service at Diridon Station) and Caltrain Business Plan service levels.

2.4.3.3 Goal-Based Project Buildout Conditions

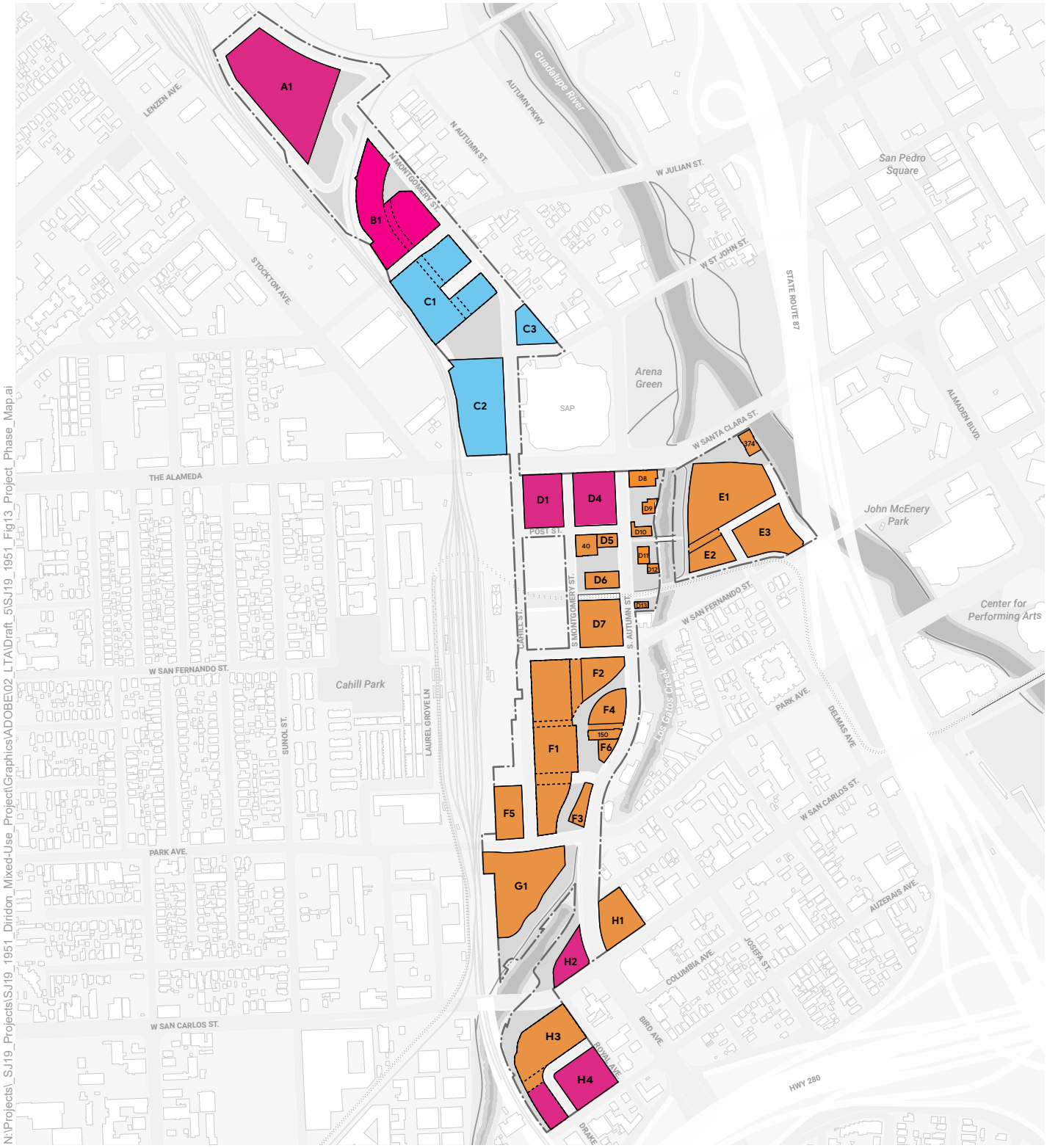
Goal-Based Project Buildout Conditions represents full buildout of the Project with City mode split goals applied to meet the City's *Envision San José 2040* mode split targets. This scenario is presented to illustrate the long-term vision of downtown San José, which has a greater focus on multimodal access and travel. This travel demand is used for analysis of Scenarios 2d and 3b, and represents the City's aspirational goals that could only be achieved if the full vision of *Envision San José 2040* is realized.

Envision San José 2040 sets a goal that no more than 40 percent of commute trips are completed by driving alone (or at least a 60 percent non-SOV mode split). The 60 percent non-SOV goal represents a



citywide average. The City recognizes that not all areas of the City can equally attain this goal because of varying land use densities and availability of multimodal connections. Areas with good multimodal access would need to achieve higher non-SOV goals, and areas on the urban fringes with lower multimodal access would have lower non-SOV goals. Based on City provided data, the Project would need to achieve a 75 percent non-SOV mode split to reach San José's citywide mode split goals. Further, the 75 percent non-SOV mode split represents the City's aspirational goals that could only be achieved if the full vision of *Envision San José 2040* is realized.

While the City and the Project applicant share a goal of achieving the non-SOV rate of 75 percent for the Project area consistent with the citywide goals set forth in Envision 2040, an analysis of available transit and the likely effectiveness of TDM programs was used to develop project-specific performance measure requirements. Ultimately, following the completion of service enhancements related to the final Caltrain Business Plan and commencement of BART service to Diridon Station the Project applicant will be required to achieve a non-SOV rate of 65% for office uses, which is sufficient to indicate a 27% reduction in daily vehicle trips from the City model's baseline travel outputs.



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Legend

- Phase 1
- Phase 2
- Phase 3

Figure 13

LTA Project Phase Map

Downtown West

3. Existing Conditions

The transportation system near and within the Project area is multimodal and includes freeways, other major roadways, bus and light rail transit services, bicycle facilities, and pedestrian facilities.

3.1 Roadway Facilities

State Route (SR) 87, Interstate (I) 880, and I-280 provide regional access to the Project area. Local access is provided by The Alameda, Auzerais Avenue, Autumn Street, Cahill Street, Delmas Avenue, Julian Street, Park Avenue, St. John Street, San Carlos Street, San Fernando Street, Santa Clara Street, and Stockton Avenue. The City of San José organizes streets according to "typologies" that consider street context and travel mode priorities in addition to functional classifications. Further information about these street "typologies" can be found in Chapter 5 of the *Envision San José 2040 General Plan*. The existing roadway network and typologies in the vicinity of the Project area are shown on **Figure 2**.

3.1.1 Roadway Descriptions

SR 87 is a north–south State Highway extending from the U.S. Highway (U.S.) 101 interchange north of Norman Y. Mineta San José International Airport south to the SR 85 interchange. It is located directly east of the Project area. This state highway has two general-purpose lanes and one high-occupancy vehicle (HOV) lane in each direction. HOV lanes are restricted to vehicles with two or more people, motorcycles, and clean-air vehicles during the morning and evening peak periods. Access to SR 87 from the Project area is via West Julian Street, Park Avenue, or Delmas Avenue.

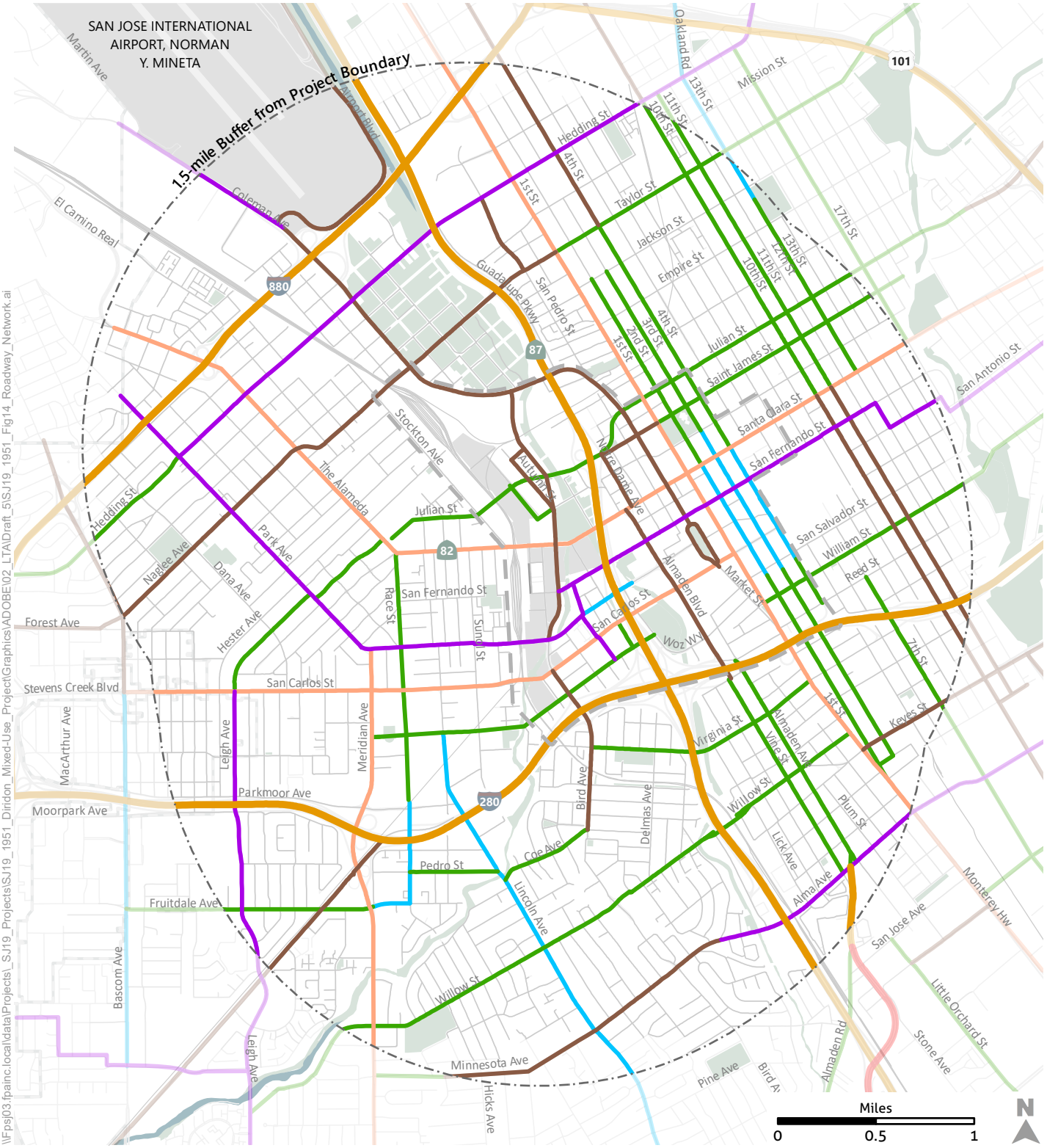
I-280 is a north-south interstate highway extending north from the I-680/US 101 interchange in San José to San Francisco. It is located directly south of the Project area. This interstate highway has four general purpose lanes and one HOV lane in each direction. Access to I-280 from the Project area is via SR 87 or Bird Avenue.

I-880 is a north-south interstate highway extending north from the I-280/I-880/SR 17 interchange in San José to Oakland. The interstate has three general purpose lanes and one HOV lane in each direction. Access to I-880 from the Project area is via Coleman Avenue or The Alameda.

The Alameda is an east-west Grand Boulevard that is a continuation of Santa Clara Street. It is a four-lane roadway and extends northwest from Stockton Avenue to Santa Clara University.

Auzerais Avenue is a north-south Local Connector Street that runs along the southern border of the Project area. It is a two-lane roadway that extends from SR 87 to Meridian Avenue.

Autumn Street is a north-south City Connector Street that runs through the entire Project area. It operates as a one-way couplet with Montgomery Street between Park Avenue and Santa Clara Street. It operates as a two-way street north of Santa Clara Street.



Source: Envision San Jose 2040 General Plan

Site Location

Downtown Core Boundary

Street Class

- Grand Boulevard
- On-Street Primary Bicycle
- Main Street
- City Connector Street
- Local Connector Street
- Expressway
- Freeway
- Residential

Figure 14

Roadway Network

Downtown West

Cahill Street is a north-south local street (not classified in the General Plan). It is a two-lane roadway that extends from West Santa Clara Street to San Fernando Street and provides access to Diridon Station.

Cinnabar Street is an east–west local street (not classified in the General Plan). It is an approximately 500-foot two-lane roadway. To the west it terminates at the railroad tracks and to the east at a cul-de-sac. The section of Cinnabar Street within the Project area is only accessible via Montgomery Street.

Crandall Street is a one-lane, one-way eastbound Local Street that extends between Cahill Street and South Montgomery Street and provides access from Diridon Station. It's part of the Stover Street-Crandall Street one-way couplet.

Delmas Avenue is a north-south Local Connector Street south of San Carlos Street and a Main Street north of San Carlos Street. It is a two-lane roadway that extends from Santa Clara Street to Auzerais Avenue and runs through the western edge of the Project area.

Julian Street is an east-west Local Connector Street that runs through the northern portion of the Project area. It is a four-lane roadway from the SR 87 interchange to Montgomery Street, where it becomes a two-lane roadway. It extends east toward Downtown San José and west toward The Alameda.

Montgomery Street is a disconnected north–south roadway that travels between Cinnabar Street and St. John Street (North Montgomery Street) and between Santa Clara Street and San Carlos Street (South Montgomery Street). North Montgomery Street is defined as a two-lane, two-way Local Connector street between Julian Street and St. John Street, while South Montgomery Street is defined as a two-lane, one-way Grand Boulevard between Santa Clara Street and Park Avenue; and a two-way City Connector street between Park Avenue and San Carlos Avenue. South of San Carlos Avenue, the roadway continues as Bird Avenue, which is defined as a City Connector street.

Otterson Street is a short (approximately 300 feet) east-west two-lane Local Street that travels east of South Montgomery Street and provides access to light industrial uses along its frontage.

Park Avenue is an east-west On-Street Primary Bike Facility that runs through the center of the Project area. It is a two-lane roadway extending west from Market Street in Downtown San José past Diridon Station.

Royal Avenue is north-south local street (not classified in the General Plan). It is a two-lane roadway that provides a connection between San Carlos Street and Auzerais Avenue.

St. John Street is an east-west, two-lane roadway that extends from Montgomery Street through Downtown San José to Roosevelt Park. It is a Local Connector Street between North Montgomery Street and North Autumn Street and a local street (not classified in the General Plan) east of North Autumn Street. It can be accessed from the Project area via Montgomery Street.

San Carlos Street is an east-west Grand Boulevard that runs through the southern portion of the Project area. It is a four-lane roadway that extends west from San José State University to become Stevens Creek Boulevard.

San Fernando Street is an east-west On-Street Primary Bike Facility that turns into Cahill Street near Diridon Station. It is a two-lane roadway that extends from Diridon Station east through Downtown San José.

Santa Clara Street is an east-west Grand Boulevard that is a continuation of The Alameda running through the middle of the Project area. It is a four-lane roadway that extends east from Stockton Avenue through Downtown San José and toward Alum Rock Avenue.

Stockton Avenue is a north-south local street (not classified in the General Plan) that runs along the western border of the Project area. It is a two-lane roadway that extends from Santa Clara Street to Taylor Street. It can be accessed from the Project area via Julian Street.

Stover Street is a one-lane, one-way westbound local street (not classified in the General Plan) that traverses between Montgomery Street and Cahill Street and provides direct access to Diridon Station. It's part of the Stover Street-Crandall Street one-way couplet.

3.1.2 Existing Truck Routes

To provide for the safe and efficient movement of goods to support commerce and industry in the City of San José, primary truck routes were established. Further information about policies pertaining to goods movement can be found in Chapter 6 of the *Envision San José 2040 General Plan*. The existing primary truck routes in the vicinity of the Project area are shown on **Figure 15** and are described below:

Coleman Avenue is a north-south primary truck route that extends from the US 101 interchange to the I-880 interchange. This truck route provides access to the vicinity of the Project area from US 101 and I-880.

East Hedding Street is east-west primary truck route that extends from the I-680 interchange to North First Street. This truck route provides access to the vicinity of the Project area from I-680 and East San José.

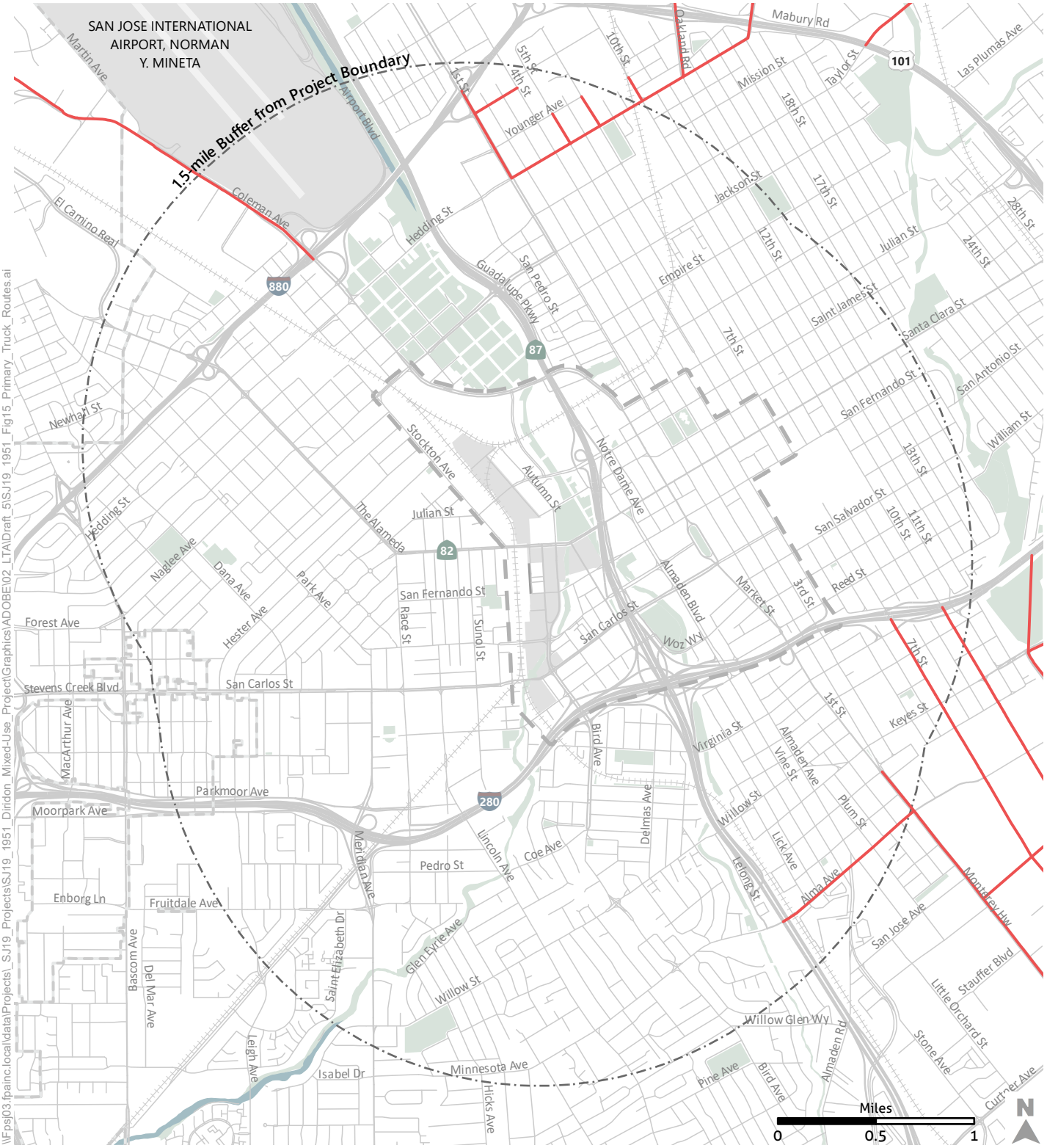
First Street is a north-south primary truck route that extends from the I-880 interchange to East Hedding Street. This truck route provides access to the vicinity of the Project area from I-880.

Monterey Road/First Street is a north-south primary truck route that extends from Goodyear Street/Keyes Street to the southern border of the City. This truck route provides access to the vicinity of the Project area from I-280 and from South San José.

Seventh Street is a north-south primary truck route that extends from Tully Road to the I-280 interchange. This truck route provides access to the vicinity of the Project area from light industrial land uses located south of Downtown.



Tenth Street is a north-south primary truck route that extends from Tully Road to the I-280 interchange. This truck route provides access to the vicinity of the Project area from light industrial land uses located south of Downtown.



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Source: Envision San Jose 2040 General Plan

Site Location

Downtown Core Boundary

Primary Truck Routes

Figure 15

Primary Truck Routes

Downtown West

3.2 Existing Transit Services

The Project area is well served by a variety of transit services. These services include local bus and light rail transit services, commuter rail services, and inter-city rail services. The existing transit services (pre-COVID 19 pandemic) in the vicinity of the Project area are shown on **Figure 16**.

3.2.1 Bus and Light Rail Transit (LRT) Services

Bus and light rail transit (LRT) service in Santa Clara County is operated by the Santa Clara Valley Transportation Authority (VTA). In December 2019 VTA implemented their New Transit Plan, which aims to maximize ridership and enhance geographical coverage. The 2019 New Transit Service Plan is an enhanced version of the Next Network Plan that targets design changes to the existing transit network.

With the New Transit Plan, the Project area is served by VTA local bus route 64B; VTA frequent bus routes 22, 23, 64A, 66, 68, 500 (Rapid), 522, and 523; VTA express bus routes 168 and 181; and by VTA light rail line 902. In addition, the Project area is also served by Santa Cruz Metro Highway 17 Express and Monterey-Salinas Transit (MST) route 55. Diridon Station acts as the central hub for bus and light rail service within the Project area. The 13 VTA transit routes and two inter-county transit routes are summarized in **Table 6**.

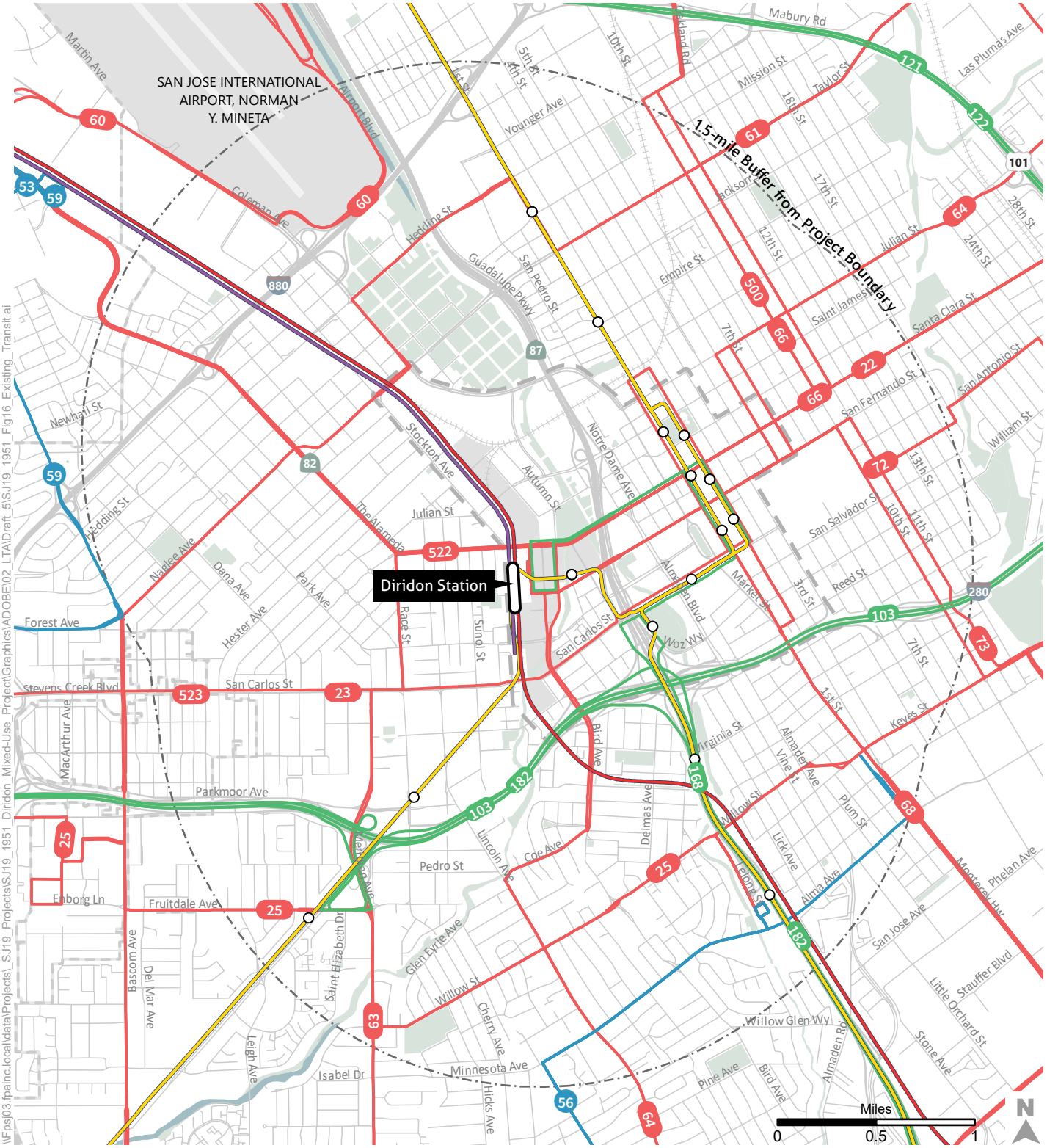
Table 6: Existing Transit Service[1]

Route	From	To	Weekday		Weekends	
			Operating Hours	Peak Headway (minutes)	Operating Hours	Peak Headway (minutes)
VTA Local Bus Routes						
64B	Almaden & Camden	McKee & White	6:00 am – 9:00 pm	15	9:00 am – 6:00 pm	60
VTA Frequent Bus Routes						
22	Palo Alto Transit Center	Eastridge Transit Center	24 Hours a Day	15	24 Hours a Day	15
23	De Anza College	Alum Rock Station	5:05 am – 1:30 am	15	6:00 am – 1:30 am	15
64A	Ohlone / Chynoweth	McKee & White	5:30 am – 12:00 am	15	7:00 am – 11:00 pm	30
66	North Milpitas	Kaiser San José	5:00 am – 12:00 am	15	5:30 am – 12:00 am	20
68	Gilroy Transit Center	Diridon Station	4:00 am – 1:30 am	15	5:15 am – 11:45 pm	15
72 / 73	Senter & Monterey	Bassett Terminal	5:30 am – 12:30 am	11	6:30 am – 12:30 am	20
500 (Rapid)	Diridon Station	Santa Clara & 5th / 6th	6:40 am – 9:30 pm	15	No Weekend Service	

Table 6: Existing Transit Service[1]

Route	From	To	Weekday		Weekends	
			Operating Hours	Peak Headway (minutes)	Operating Hours	Peak Headway (minutes)
522	Palo Alto Transit Center	Eastridge Transit Center	5:00 am – 11:45 pm	12	6:00 am – 11:45 pm	15
VTA Express Bus Routes						
103	Hansen & Page Mill	Eastridge Transit Center	4 am westbound trips and 4 pm eastbound trips	40	No Weekend Service	
182	Bailey Avenue & Santa Teresa	Page Mill & El Camino	1 pm trip northbound, 1 am trip southbound	N/A	No Weekend Service	
181	Diridon Station	Warm Springs BART	5:30 am – 12:30 am	15	7:00 am – 12:30 am	40
168	Gilroy Transit Center	Diridon Station	5:30 am – 9:00 am & 3:45 pm – 7:00 pm	15	No Weekend Service	
VTA Light Rail Routes						
Green Line	Old Ironsides Station	Winchester Station	5:00 am – 12:45 am	15	6:00 am – 12:30 am	20
Blue Line	Santa Teresa Station	Baypointe Station	4:10 am – 2:00 am	15	5:00 am – 2:00 am	15
Outside-County Agency Routes						
MST 55	Monterey Transit Plaza	Diridon Station	1 am and 1 pm trips in each direction		1 am and 2 pm trips in each direction	
MST 86	King City Mee Memorial Hospital	Diridon Station	2 am and 2 pm trips in each direction (1 am and 1 pm trips are express)		4 am and 4 pm trips in each direction (2 am and 2 pm trips are express)	
Highway 17 Express	Santa Cruz Metro Center	San Fernando & 5th	4:40 am – 11:40 pm	25	7:00 am – 11:00 pm	30

Note:
1. Existing service levels pre-COVID 19 pandemic.
Source: Valley Transportation Authority, Santa Cruz Metropolitan Transit District, Monterey Salinas Transit.
Fehr & Peers, February 2020.



Source: Valley Transportation Authority (VTA)

Site Location

Downtown Core Boundary

New Transit Service Plan

Local/Community Bus

Express

Frequent/Rapid

Light Rail

Caltrain

ACE Train

Light Rail Station

Figure 16

Existing Transit Routes/Facilities

Downtown West

3.2.2 Commuter and Inter-City Rail Service

Diridon Station serves as the central passenger rail station for Santa Clara County, and Silicon Valley. commuter and freight rail facilities (Caltrain corridor and UPRR traverse the western border of the Project area, and one UPRR rail line passes through the northern end of the site. Currently, Caltrain, Altamont Corridor Express (ACE), Amtrak (Amtrak Capitol Corridor and Amtrak Coast Starlight) have trains stopping at and departing from Diridon Station.

3.2.2.1 Caltrain

The Peninsula Corridor Joint Powers Board (PCJPB) is a government entity which manages the Caltrain commuter rail line operating on the San Francisco Peninsula and into Santa Clara Valley. The Caltrain right-of-way is located between the San Francisco 4th & King Station and the San José Tamien Station. Caltrain service extends south of the Tamien Station to Gilroy on right-of-way owned by Union Pacific Railroad. The PCJPB consists of three member agencies from the three counties the Caltrain line serves; each member agency sends three representatives to make up the nine-member Board of Directors. The member agencies are:

- The City and County of San Francisco
- San Mateo County – San Mateo County Transit District (SamTrans)
- Santa Clara County – VTA

Caltrain operates commuter rail service between San Francisco and Gilroy seven days a week with 92 trains on weekdays and 68 trains on weekends. The average mid-weekday ridership at the Diridon Station (AMWR) in 2019 was nearly 4,800, with systemwide ridership at roughly 64,000. Local, limited-stop, and Baby Bullet Caltrain service all stop at Diridon Station. Trains depart frequently during the weekday AM and PM peak hours with hourly service during non-peak hours and weekends.

3.2.2.2 Altamont Corridor Express

The San Joaquin Regional Rail Commission operates the Altamont Corridor Express (ACE) to provide commuter rail service between Stockton, Tracy, Pleasanton, and San José during commute hours on weekdays. Four westbound trains arrive at Diridon Station between 6:32 AM and 9:17 AM and four eastbound trains depart Diridon Station between 3:35 PM and 6:38 PM on weekdays.

3.2.2.3 Amtrak

The Amtrak Capitol Corridor and Amtrak Coast Starlight stop at Diridon Station. The Capitol Corridor provides service between San José and the Sacramento region with multiple trains departing from Diridon Station each day. The Coast Starlight provides service along the West Coast with stops in Seattle, Portland, San José, the California Central Coast, and Los Angeles with one northbound train and one southbound train departing from the station each day. Connecting bus service to the Amtrak San Joaquin service is also provided at Diridon Station.



3.2.2.4 Future Rail and Bus Service and Improvements[9]

Planned rail service to Diridon Station includes the VTA BART Silicon Valley Phase II extension and the proposed California High-Speed Rail (HSR). Furthermore, the planned electrification of the Caltrain corridor will enable faster and more frequent service.

3.2.2.4.1 VTA Bart Silicon Valley Extension

The VTA BART Silicon Valley Phase II project will extend BART service from its current terminus at Berryessa Station through Downtown San José with a stop at Diridon Station and terminate at the Santa Clara Caltrain Station. As of spring 2020, service is expected to begin in 2030 and is projected to serve 9,600 daily passengers at Diridon Station by 2035.

3.2.2.4.2 Caltrain Electrification

The Caltrain Electrification project, which will electrify the corridor between 4th and King and Tamien stations, is currently underway with electric train passenger service to begin in 2022 between Fourth and King Station in San Francisco to Tamien Station. The Caltrain Electrification project improves train performance, as electric trains can accelerate and decelerate more quickly than diesel-powered trains currently used. This will enable more frequent and faster train service for riders. The number of peak hour trains in each direction will increase from five to six and will increase combined seating and standing capacity by about 30 percent[10]. Furthermore, Caltrain Electrification will lay the groundwork to provide additional capacity improvements in the new Caltrain Business Plan.

3.2.2.4.3 Caltrain Business Plan

Caltrain is currently in the process of creating a business plan to shape the future of the agency. The Caltrain Business Plan addresses four major focus areas: service, business case, community interface, and organization. The Long-Range Service Vision part of the Business Plan will provide the following peak hour capacity improvements:

- Eight trains per hour per direction between Tamien Station in San José and San Francisco, extended to the Salesforce Transit Center when the Downtown Extension is completed
- Four trains per hour per direction between the Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights from UPRR
- Two trains per hour per direction between the Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights from UPRR

[9] Temporarily reduced public agency revenues because of the COVID-19 pandemic may affect the funding and/or timelines of the planned future rail and bus service improvements identified in this report.

[10] Caltrain Modernization. CalMod: Project Benefits, Rider Benefits. Available online at https://calmod.org/project-benefits/rider-benefits/. Accessed February 22, 2020.

3.2.2.4.4 Diridon Integrated Station Concept (DISC)

The Diridon Integrated Station Concept (DISC) Plan is being prepared in a joint effort by the City of San José, Caltrain, VTA, the California High-Speed Rail Authority, and MTC. The DISC Plan will evaluate how to expand and redesign Diridon Station as a world-class transit center that provides intermodal connections and integration with the surrounding neighborhoods. The DISC Plan will not propose any land use changes, but will focus on station design, including a spatial configuration determining how the various track and station elements will fit together and relate to the surrounding neighborhood. In Spring 2020, the City Council, Caltrain Board, VTA Board, and the California High-Speed Rail Authority each endorsed a Concept Layout for the DISC Plan.[11]

3.2.2.4.5 Bus Rapid Transit

A Bus Rapid Transit (BRT) line currently operates between the Eastridge Transit Center and Downtown San José. The BRT line includes limited-stop, frequent service in exclusive center-running bus lanes with boarding platforms on Alum Rock Avenue between the Eastridge Transit Center and U.S. 101. VTA and the City of San José plan to implement enhancements to the BRT line along Santa Clara Street from 17th Street to I-880. The implementation timeline for the BRT enhancements in this corridor is unknown at this time.

3.2.2.4.6 California High-Speed Rail

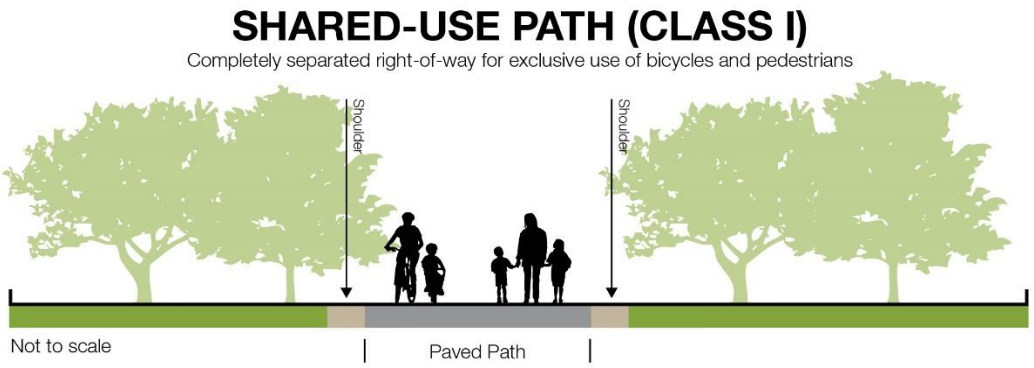
The California HSR project will connect the Los Angeles metropolitan area, the Central Valley, and the San Francisco Bay area and is currently under construction in the Central Valley between Merced and Bakersfield. California HSR plans to serve Diridon Station before continuing north to San Francisco. Service on the Central Valley segment is planned for 2028-2029, with no service date currently identified for operations at Diridon Station

3.3 Bicycle Facilities

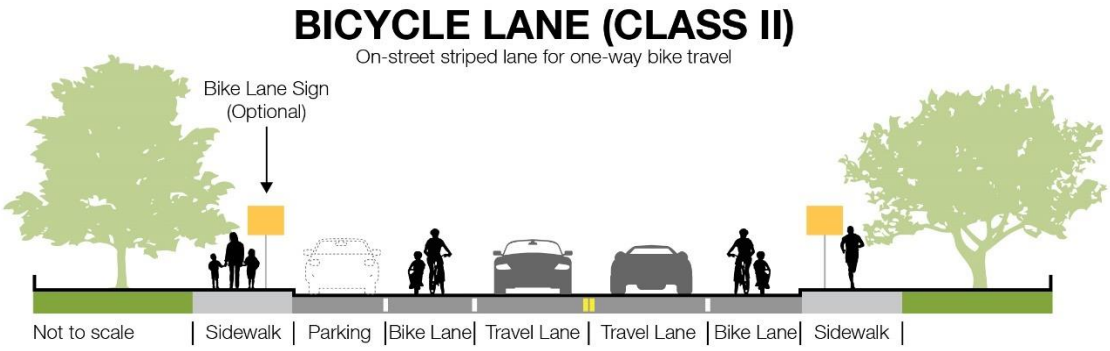
Bikeway planning and design in California typically relies upon guidelines and design standards established by the California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Caltrans provides for four distinct types of bikeway facilities, as described below and shown in the accompanying figures.

Class I Bikeways (Shared-Use Paths) provides separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian crossflow minimized. In general, bike paths serve corridors when on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed.

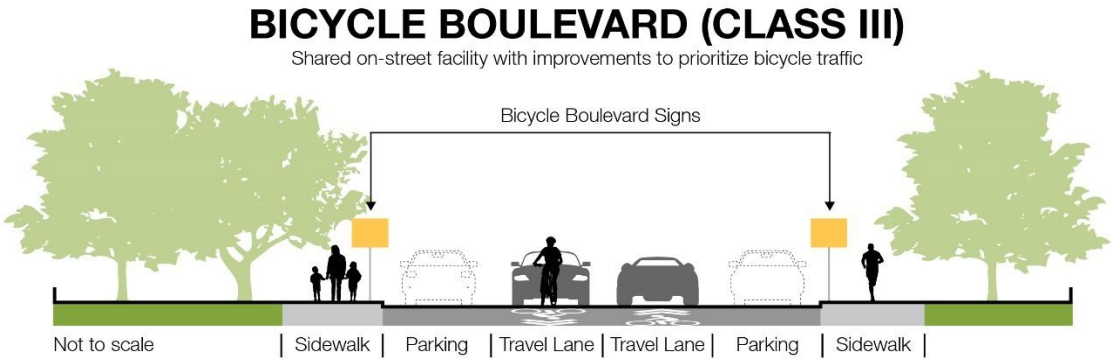
[11] City of San José, City Council Meeting Minutes, February 4, 2020. Available at https://sanJosé.legistar.com/MeetingDetail.aspx?ID=712175&GUID=42B7D295-2384-4896-AA46-B400D3F914C6&Options=info&Search=. Accessed March 20, 2020.



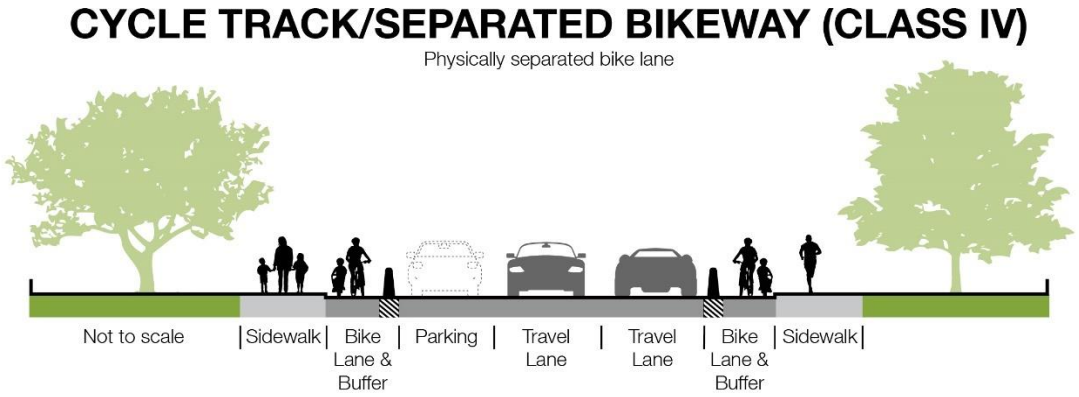
Class II Bikeways (Bicycle Lanes) are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are typically five feet wide. Adjacent vehicle parking and vehicle/pedestrian crossflow are permitted.



Class III Bikeways (Bicycle Routes) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bike right-of-way or lane striping. Bike routes serve either to a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors.



Class IV Bikeways (cycle tracks or "separated" bikeways) provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers including, but not limited to, grade separation, flexible posts, and inflexible vertical barriers such as raised curbs or parked cars.



3.3.1 Existing Bicycle Facilities

The City's existing bicycle facilities are illustrated on **Figure 17** and summarized below.

3.3.1.1 Shared-Use Paths (Class I)

The Guadalupe River Trail is located directly east of the Project area, and the Los Gatos Creek Trail is located directly south of the Project area. The Guadalupe Creek Trail is a nine-mile north-south trail that stretches from Virginia Street south of Downtown San José to Gold Street in Alviso. This trail can be accessed from the Project area via Class II bike facilities (bike lanes) on Julian Street, Santa Clara Street or San Fernando Street. The Los Gatos Creek Trail is a 1.9 mile north-south trail that stretches from San Carlos Street to Lonus Street on the south side of I-280. The trail can be accessed by following McEnvoy Street south onto Dupont Street where the trail entrance is located under San Carlos Street. Both trails are part of the major trail system along creeks and rivers in San José that supports recreational and commuting trips by bike or foot.

3.3.1.2 Bicycle Lanes (Class II)

Class II Bikeways (bike lanes) can be found on Julian Street, Santa Clara Street, and San Fernando Street between Gifford Avenue and Almaden Boulevard, Park Avenue, Autumn Street, and Stockton Avenue. The network of Class II bikeways in the vicinity of the Project area provides north-south as well as east-west bicycle access to the surrounding areas. It should be noted that the Better Bike Plan project has recently implemented safety improvements to Class IV bikeways on San Fernando Street, which includes swapping the location of on-street parking and bike lanes as well as the installation of bollards along the bike lanes where appropriate.

3.3.1.3 Bicycle Routes (Class III)

Class III bikeways (bike routes) can be found on Cahill Street to connect the bike lanes on San Fernando Street to Diridon Station, West San Carlos Street, and West Saint John Street. Class III bikeways, along with Class I and Class II bikeway facilities, complete the bikeway network in the vicinity of the Project area.

3.3.1.4 Cycle Track/Separated Bikeway (Class IV)

Within the vicinity of the Project area, there are currently Class IV bikeways on Cahill Street between Santa Clara Street and San Fernando Street, and on San Fernando Street between Cahill Street and 10th Street.

3.3.1.5 Future Bike Network

The San José Better Bike Plan 2025 will update the existing Bike Plan and is expected to be finalized in the Fall of 2020. Projects currently identified in the bike plan that are near the Project area include the implementation of a Class II bicycle facility (bike lanes) on Park Avenue between Sunol Street and Market Street as well as the implementation of a Class II bicycle facility (bike lanes) on Santa Clara Street between Montgomery Street and Almaden Boulevard. The proposed bike network improvements are discussed in more detail in **Chapter 6**.

3.4 Shared Micro Mobility

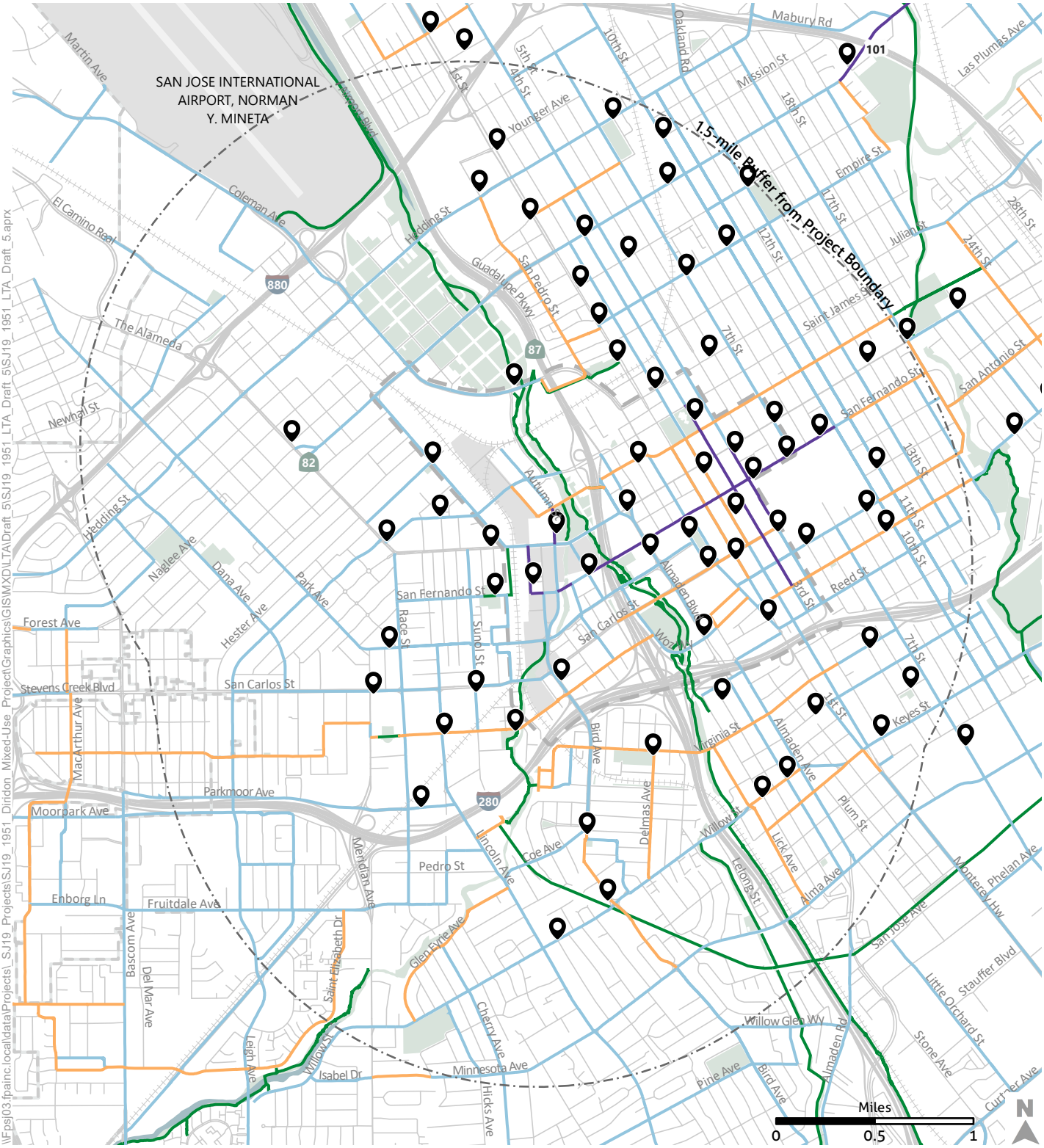
There are several shared micro mobility options within the Project area vicinity that provide first mile-last mile transportation solutions, including bikes, e-bikes, and e-scooters.

3.4.1.1 Bike Share and E-Bikes

Bike share services are provided by Bay Wheels. Bay Wheels is a regional bike sharing system that operates in the San Francisco Bay Area and is managed by MTC. Bay Wheels operates a system of fixed stations where users can rent and return Bay Wheels bicycles. The locations of Bay Wheels stations are shown on **Figure 17**. There are several bikeshare stations in the vicinity of the Project area such as one station on Auzerais Avenue at Los Gatos Creek Trail, one on Bird Avenue south of San Carlos Street, one on Autumn Street north of West Santa Clara Street, one on West Santa Clara Street west of Stockton Avenue, one on San Fernando Street west of the Project area, and one within the Project area north of San Fernando street on Cahill Street.

3.4.1.2 E-scooters

E-scooters began appearing in San José in March of 2018 with multiple companies – including Lyft, Bird, and Lime – now operating e-scooter sharing programs on City streets. A permit program went into effect in February 2019 that required e-scooter vendors to register with the City prior to operating. Unlike Bay Wheels, scooter rental services are free floating, which grants increased flexibility to rent and park e-scooters in appropriate locations on public right-of-way. The City of San José has developed regulations to promote the safe and responsible operation of e-scooters. Basic elements of the regulations state that e-scooters should be operated on streets (not sidewalks), that you need to have a valid driver's license or instruction permit, and only one person at a time may ride an e-scooter.



Source: VTA and Bay Wheels

Site Location

Downtown Core Boundary

Existing Bike Facilities

Class 1 Path or Overcrossing

Class 2 Bike Lane

Class 3 Bike Boulevard

Class 4 Separated Bike Lane

Bay Wheels Stations

Figure 17

Existing Bicycle Facilities

Downtown West

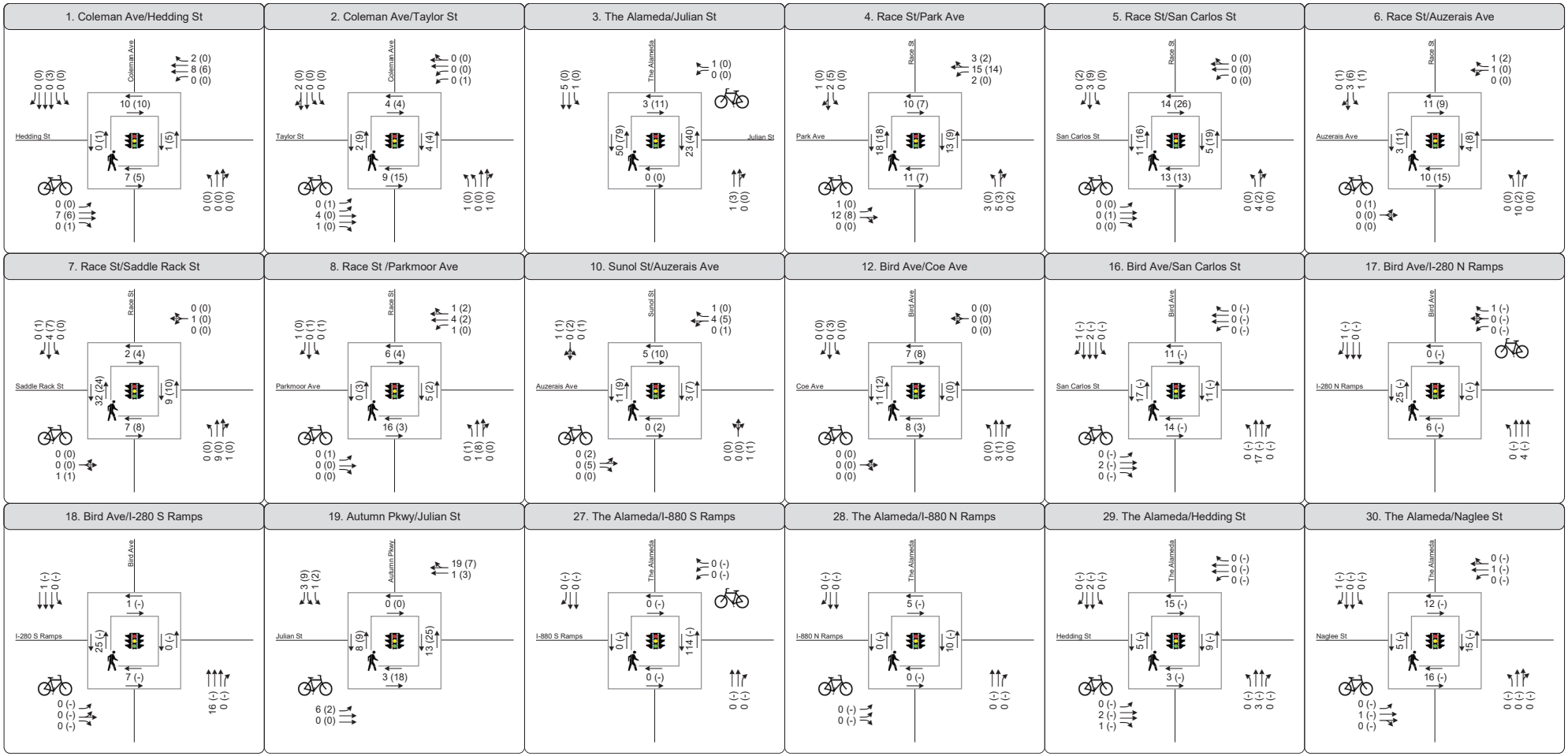


Figure 18
Pedestrian and Bicycle Volumes
Existing Conditions

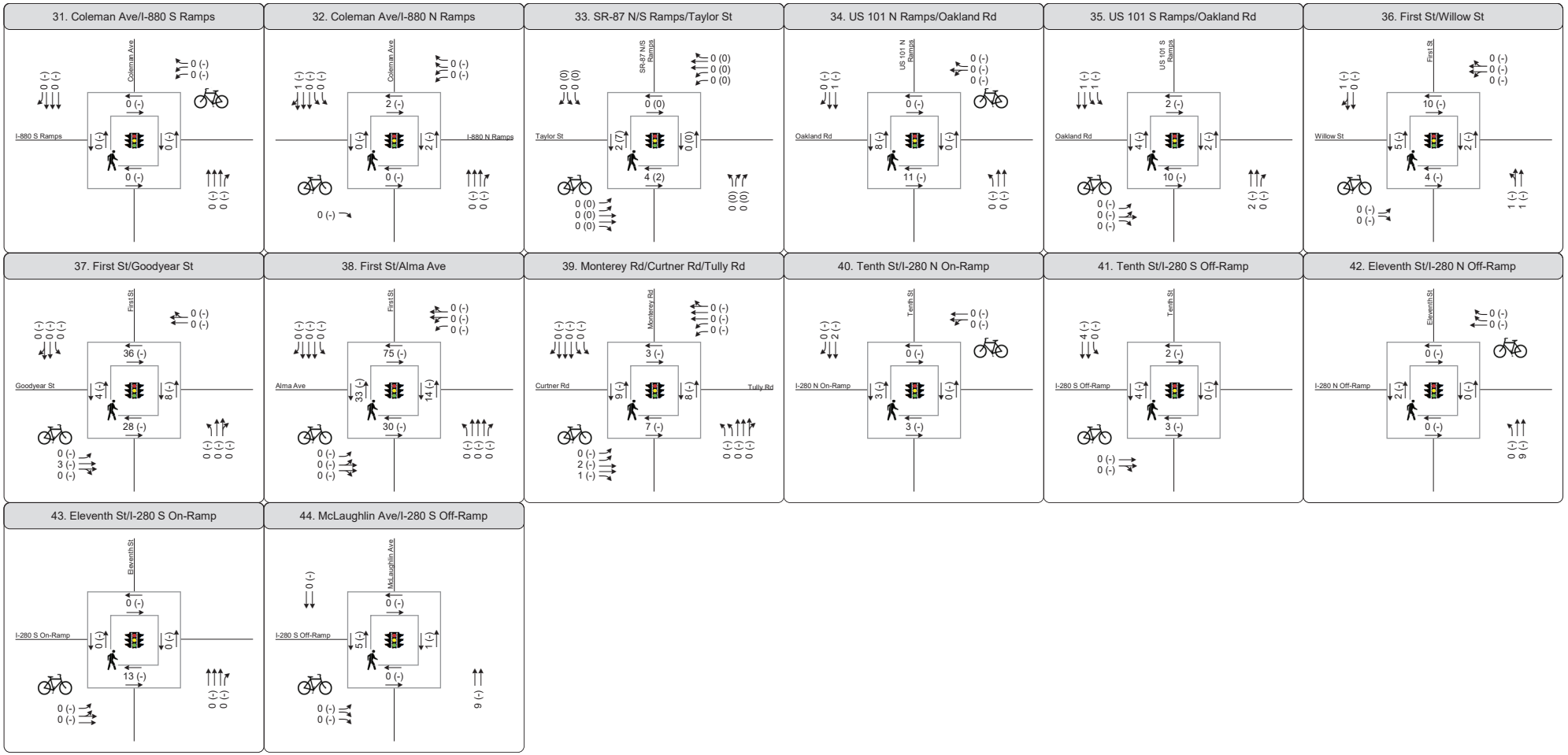
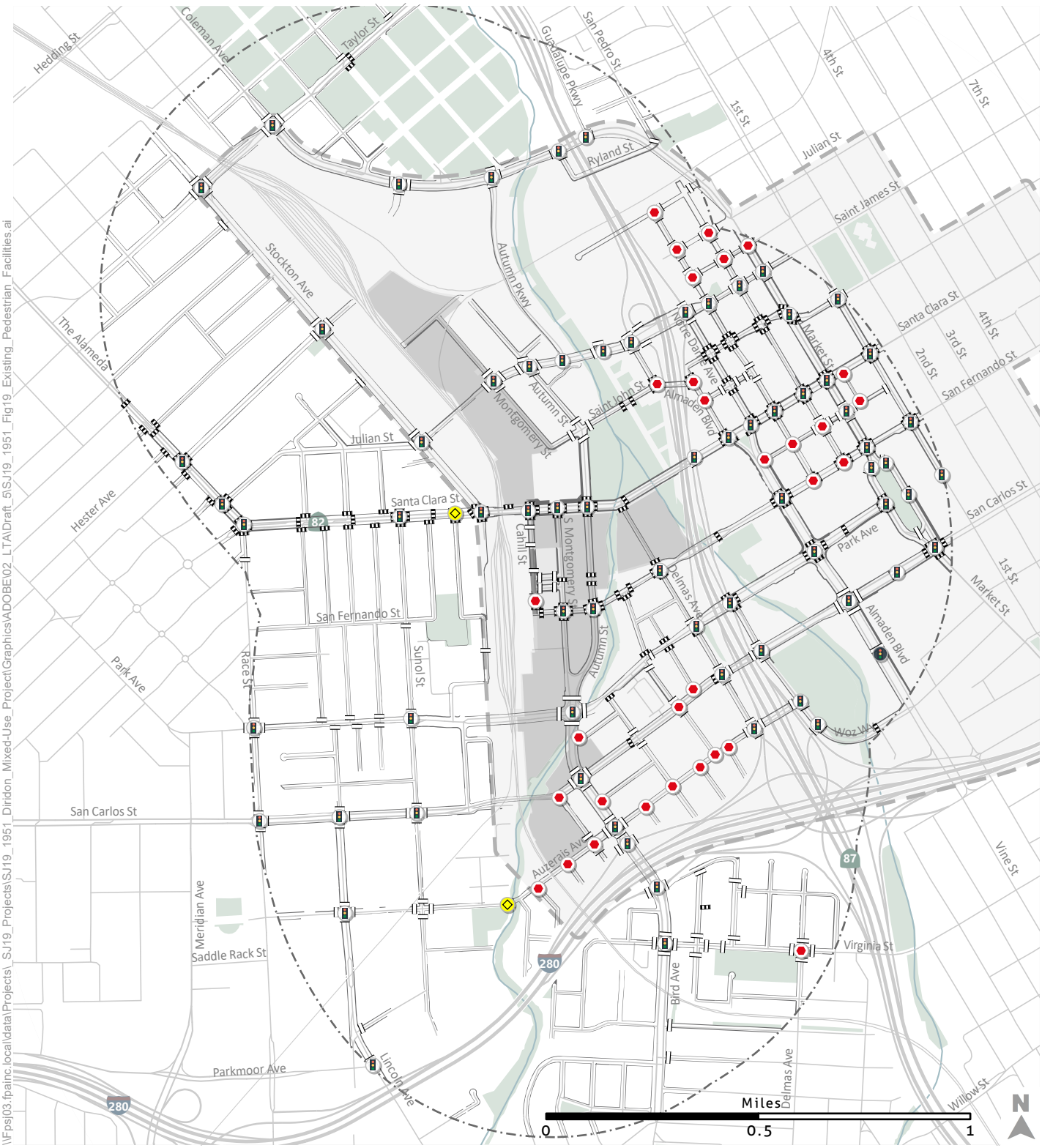


Figure 18
Pedestrian and Bicycle Volumes
Existing Conditions

3.5 Pedestrian Facilities

Pedestrian facilities including sidewalks, crosswalks, curb ramps, and pedestrian signals are provided throughout the study area. Sidewalks are generally provided along all surface roadways in the Project area. A notable gap in the sidewalk network occurs along the south side of West Julian Street between Stockton Avenue and North Montgomery Street. Pedestrian signals and crosswalks are provided at all signalized intersections within the Project area. Curb ramps are also generally provided at all intersections within the Project area. Existing pedestrian facilities in the vicinity of the Project area are shown on **Figure 19**.



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- Signalized Intersection
- Stop Sign
- Rectangular Rapid Flashing Beacon (RRFB)
- High Visibility Crosswalk
- Standard Crosswalk
- Existing Sidewalk
- Project Area
- Downtown Core Boundary

Figure 19

Existing Pedestrian Facilities

Downtown West

3.6 Existing Intersection LOS

This section of the report summarizes the existing intersection and freeway LOS for the identified study location. The City and CMP intersections were evaluated using TRAFFIX LOS software, while the Localized Access intersections were evaluated with Synchro/SimTraffic. Freeway segments were evaluated based on the density of traffic flow. This section first describes the LOS methods, and threshold and then presents the results.

3.6.1 Existing Intersection Volumes and Lane Configurations

The existing operations of the study intersections were evaluated for the highest one-hour volumes during the weekday morning and evening peak periods. **Figure 21** presents the existing AM and PM peak-hour turning movement volumes, lane configurations, and traffic control devices at the study intersections.

3.6.2 Existing Intersection Level of Service

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate the levels of service for study intersections during each peak hour. LOS calculations were generally conducted using TRAFFIX analysis software. The Localized Access intersections were evaluated using Synchro/SimTraffic analysis software. The results of the LOS analysis for Existing Conditions are presented in **Table 7. Appendix C** contains the corresponding calculation sheets. The results indicate that all study intersections operate at acceptable service levels (generally LOS D or better for City intersections, and LOS E or better CMP intersections) during the AM and PM peak hours, except for the following locations:

- Intersection #13. De La Cruz Boulevard & Central Expressway (City LOS): LOS F during the AM peak hour
- Intersection #16. Coleman Avenue & Brokaw Road (City LOS): LOS E+ during the PM peak hour



Table 7: Existing Intersection Levels of Service

Int. #	Intersection Name	Count Date	Jurisdiction	LOS Standard[2]	Existing Conditions		
					Peak Hour[3]	Delay[4]	LOS[5]
City Required Intersections							
1	Hedding Street & Coleman Avenue	January 2020	San José	D	AM PM	38.1 37.3	D+ D+
2	Coleman Avenue & Taylor Street	January 2020	San José	D	AM PM	41.5 46.5	D D
3	The Alameda & Julian Street	November 2019	San José	D	AM PM	16.2 20.0	B B-
4	Park Avenue & Race Street	November 2019	San José	D	AM PM	20.6 21.5	C+ C+
5	San Carlos & Race Street	November 2019	San José	D	AM PM	36.8 33.7	D+ C-
6	Race Street & Auzerais Avenue	November 2019	San José	D	AM PM	10.1 5.9	B+ A
7	Race Street & Saddle Rack Street	November 2019	San José	D	AM PM	21.0 23.7	C+ C
8	Race Street & Parkmoor Avenue	October 2018	San José	D	AM PM	26.7 30.0	C C
9	Auzerais Avenue & Lincoln Street	November 2019	San José	D	AM PM	13.5 23.6	B C
10	Auzerais Avenue & Sunol Street	November 2019	San José	D	AM PM	6.2 8.6	A A
11	Bird Avenue & Virginia Street	November 2019	San José	D	AM PM	35.9 26.3	D+ C
12	Bird Avenue & Coe Avenue	November 2019	San José	D	AM PM	25.1 27.5	C C
13	De La Cruz Boulevard & Central Expressway	November 2018	County Expressway	E	AM PM	**121.2** 34.8	**F** C-
14	De La Cruz Boulevard & Martin Avenue	March 2017	Santa Clara	D	AM PM	32.2 34.0	C- C-
15	De La Cruz Boulevard & Reed Street	March 2017	Santa Clara	D	AM PM	11.3 24.3	B+ C
16	Coleman Avenue & Brokaw Road	March 2017	Santa Clara	D	AM PM	17.9 **89.4**	B **F**
17	El Camino Real & Benton Street	March 2019	Santa Clara	D	AM PM	17.8 21.9	B C+
18	El Camino Real & Palm Drive	March 2019	Santa Clara	D	AM PM	14.2 16.9	B B

Table 7: Existing Intersection Levels of Service

Int. #	Intersection Name	Count Date	Jurisdiction	LOS Standard[2]	Existing Conditions		
					Peak Hour[3]	Delay[4]	LOS[5]
19	El Camino Real & Campbell Avenue	March 2019	Santa Clara	D	AM PM	11.4 16.4	B+ B
20	El Camino Real & The Alameda	November 2018	VTA/CMP	E	AM PM	13.2 20.6	B C+
21	The Alameda & Newhall Street	March 2019	Santa Clara	D	AM PM	14.9 24.9	B C
Localized Access Intersections							
22	Julian Street & Stockton Avenue	February 2018	San José	D	AM PM	35.1 36.2	D+ D+
23	The Alameda & Stockton Avenue	February 2018	San José	D	AM PM	24.3 32.6	C C-
24	Santa Clara Street & Cahill Street	September 2018	San José	D	AM PM	19.2 18.7	B- B-
25	San Carlos & Bird Avenue	December 2018	San José	D	AM PM	29.9 35.6	C D+
26	Bird Avenue & I-280 N Ramps	December 2018	San José	D	AM PM	33.4 26.9	C- C
27	Bird Avenue & I-280 S Ramps	December 2018	San José	D	AM PM	31.2 18.4	C B-
28	Julian Street & Autumn Parkway	November 2019	San José	D	AM PM	11.6 16.4	B+ B
29	Julian Street & SR 87 S Ramp	December 2018	San José	D	AM PM	19.5 9.2	B- A
30	Julian Street & SR 87 N Ramp	December 2018	San José	D	AM PM	43.4 43.2	D D
31	Santa Clara Street & SR 87 N Off-Ramp	December 2018	San José	D	AM PM	17.6 16.1	B B
32	Park Avenue & Delmas Avenue/SR 87 S Off-Ramp	February 2019	San José	D	AM PM	36.9 29.9	D+ C
33	Park Avenue & SR 87 N On-Ramp/Woz Way	February 2019	San José	D	AM PM	15.5 19.4	B B-
34	Auzerais Avenue & Delmas Avenue/SR 87 S On-Ramp	February 2019	San José	D	AM PM	29.2 32.8	C C-
35	Woz Way & SR 87 N Off-Ramp	February 2019	San José	D	AM PM	7.6 8.6	A A



Table 7: Existing Intersection Levels of Service

Int. #	Intersection Name	Count Date	Jurisdiction	LOS Standard[2]	Existing Conditions		
					Peak Hour[3]	Delay[4]	LOS[5]
CMP Intersections							
36	The Alameda & I-880 S Off-Ramp	December 2018	CMP/VTA	E	AM PM	13.8 7.8	B A
37	The Alameda & I-880 N Off-Ramp	December 2018	CMP/VTA	E	AM PM	12.3 12.2	B B
38	The Alameda & Hedding Street	December 2018	CMP/VTA	E	AM PM	41.8 43.1	D D
39	The Alameda & Naglee Street	December 2018	CMP/VTA	E	AM PM	39.5 45.7	D D
40	Coleman Avenue & I-880 S Off-Ramp	December 2018	CMP/VTA	E	AM PM	20.8 9.9	C+ A
41	Coleman Avenue & I-880 N Ramps	December 2018	CMP/VTA	E	AM PM	28.8 24.2	C C
42	Taylor Street & SR 87 N/S Ramps	December 2018	CMP/VTA	E	AM PM	37.0 33.7	D+ C-
43	Oakland Road & US 101 N Ramps	December 2018	CMP/VTA	E	AM PM	33.3 21.4	C- C+
44	Oakland Road & US 101 S Ramps	December 2018	CMP/VTA	E	AM PM	27.4 23.7	C C
45	First Street & Willow Street	December 2018	CMP/VTA	E	AM PM	7.0 7.6	A A
46	First Street & Goodyear Street/Keyes Street	December 2018	CMP/VTA	E	AM PM	29.7 33.1	C C-
47	First Street & Alma Avenue	December 2018	CMP/VTA	E	AM PM	43.1 47.8	D D
48	Monterey Road & Curtner Avenue/Tully Road	December 2018	CMP/VTA	E	AM PM	39.9 54.5	D D-
49	Tenth Street & I-280 N On-Ramp	December 2018	CMP/VTA	E	AM PM	15.2 16.5	B B
50	Tenth Street & I-280 S Off-Ramp	December 2018	CMP/VTA	E	AM PM	13.0 15.3	B B
51	Eleventh Street & I-280 N Off-Ramp	December 2018	CMP/VTA	E	AM PM	9.4 14.5	A B
52	Eleventh Street & I-280 S On-Ramp	December 2018	CMP/VTA	E	AM PM	10.9 12.5	B+ B
53	McLaughlin Avenue & I-280 S Off-Ramp	December 2018	CMP/VTA	E	AM PM	9.4 14.5	A B

Notes: **Bold text** indicates intersection operates at unacceptable level of service.

1. Signal = Signalized Intersection.
2. LOS Standard of intersection's jurisdiction.
3. AM = morning peak hour (between 7:00 and 9:00 AM), PM = evening peak hour (between 4:00 and 6:00 PM).
4. Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop control intersections.
5. LOS = Level of Service calculations conducted using the TRAFFIX level of service analysis software package, which applies the methodology described in the *2000 HCM*.
6. Level of Service calculations for Localized Access intersections analyzed using Synchro/SimTraffic to measure the effects of queuing

Source: Fehr & Peers, August 2020.

3.6.3 Field Observations

Field observations at the Project area and study intersections were conducted in November 2019 to verify the calculated intersection LOS operations for the Existing Conditions and to observe overall transportation characteristics. Observations indicated that all study intersections are operating at or near the calculated LOS values. Furthermore, cycle lengths of signal phasing were observed at all study intersections and applied to the calculation of existing intersection LOS described in **Section 3.6.2.**

Traffic surrounding the Project area is directional, with most vehicles traveling into Downtown San José during the AM peak, and most vehicles out of Downtown San José during the PM peak. Bottlenecks into and out of the Downtown San José vicinity are located at freeway on- and off-ramps. This results in freeway off-ramps experiencing moderate to long queues during the AM peak hour and moderate to long queues for vehicle movements onto freeway on-ramps during the PM peak hour. Freeway ramps experiencing increased delay during the AM peak hour include the Santa Clara Street and SR 87 N off-ramp, and the Bird Avenue and I-280 off-ramps. Freeway ramps experiencing increased delay during the PM peak include the Julian Street and SR 87 S on-ramp, the Auzerais Avenue and Delmas Avenue/SR 87 S on-ramp, and the Bird Avenue and I-280 on-ramps. The increased delay at freeway ramps during the PM peak hour causes queue spillback to adjacent intersections in some instances. At the Julian Street and SR 87 S on-ramp, the queue spills back past Julian Street and Autumn Parkway. At the Auzerais Avenue and Delmas/SR 87 S on-ramp, the queue spills back to W San Carlos Street.

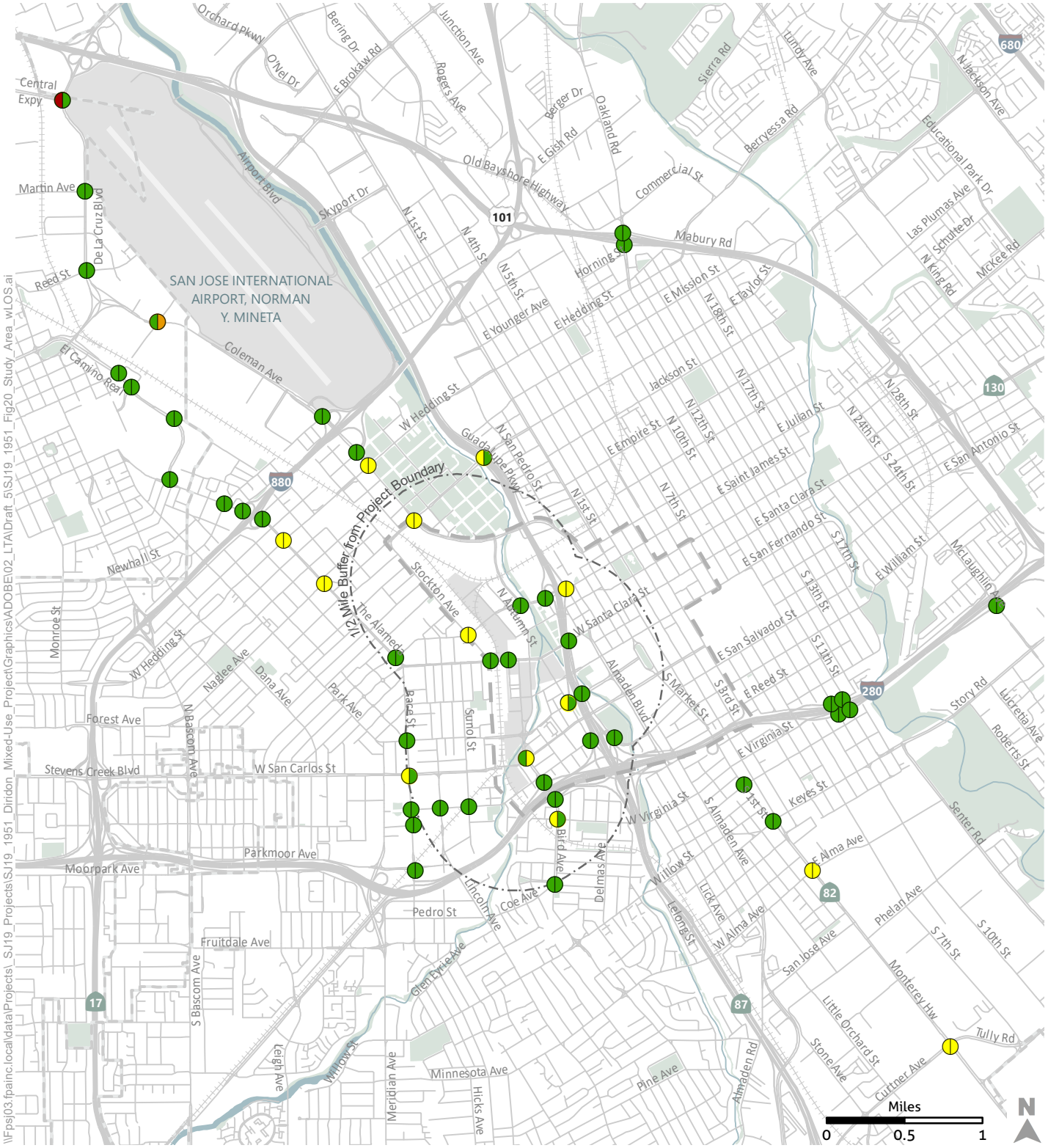
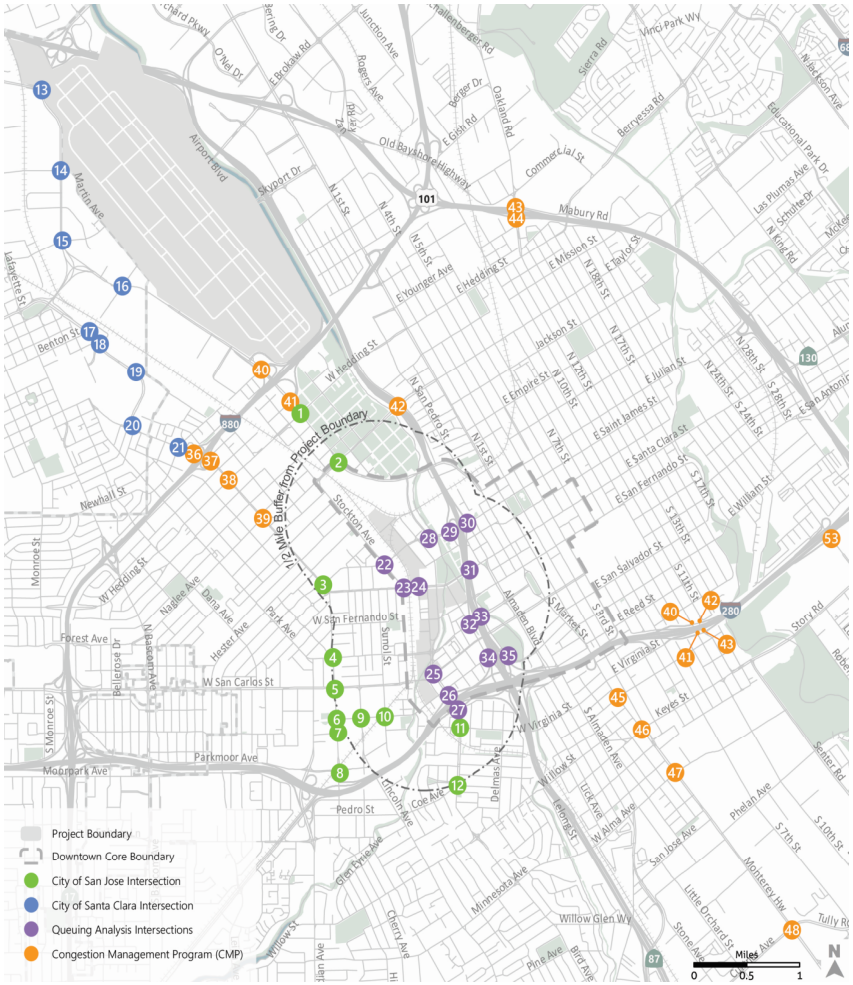


Figure 20

Study Area Map with LOS



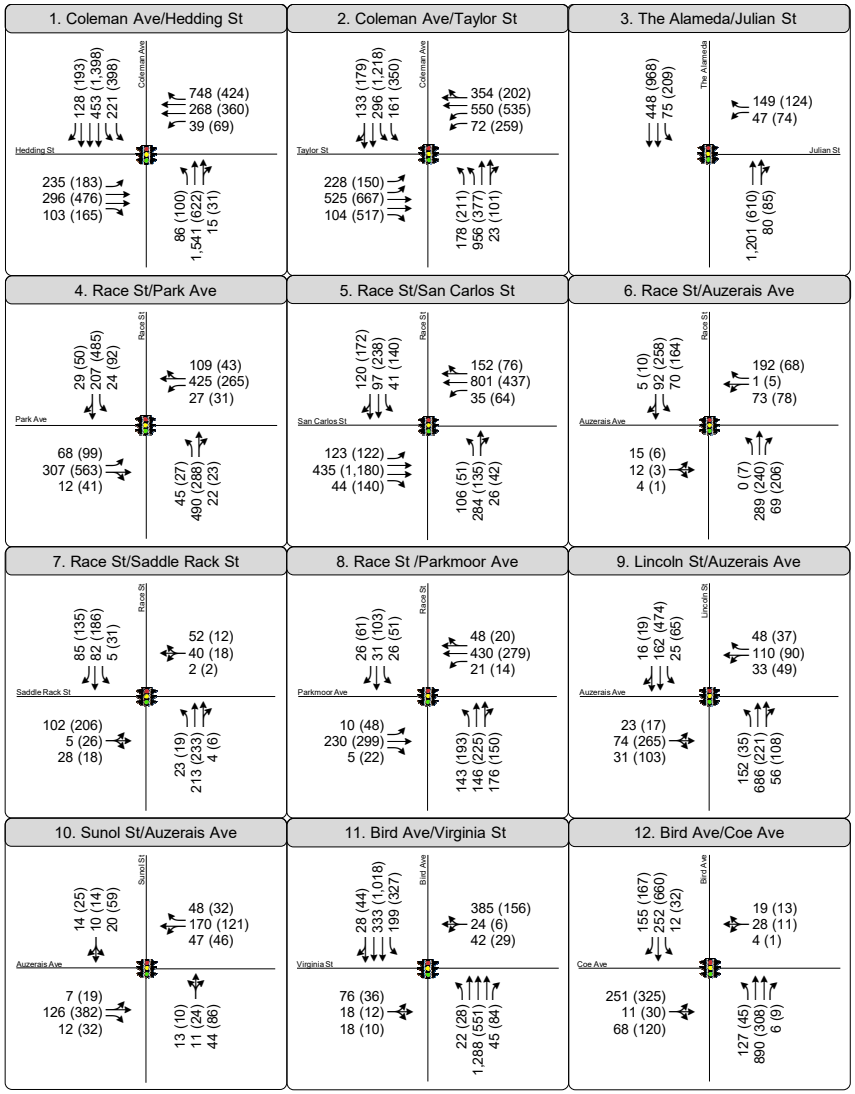
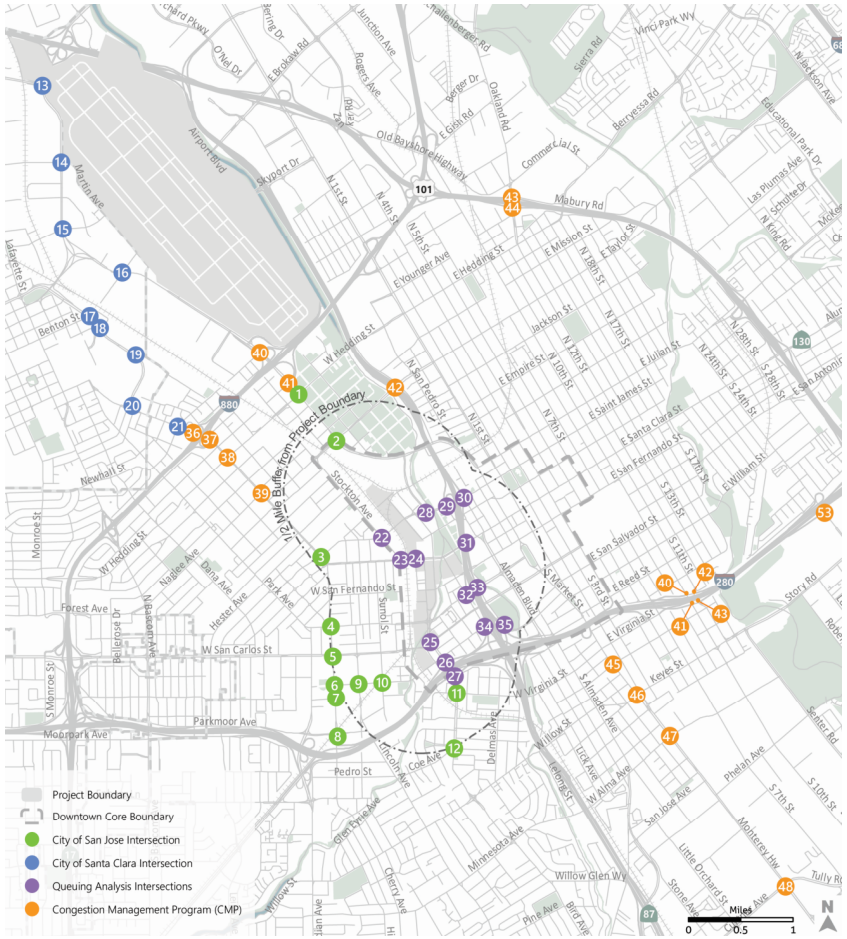


Figure 21
Intersection Volumes and Geometries
Existing No Project Conditions



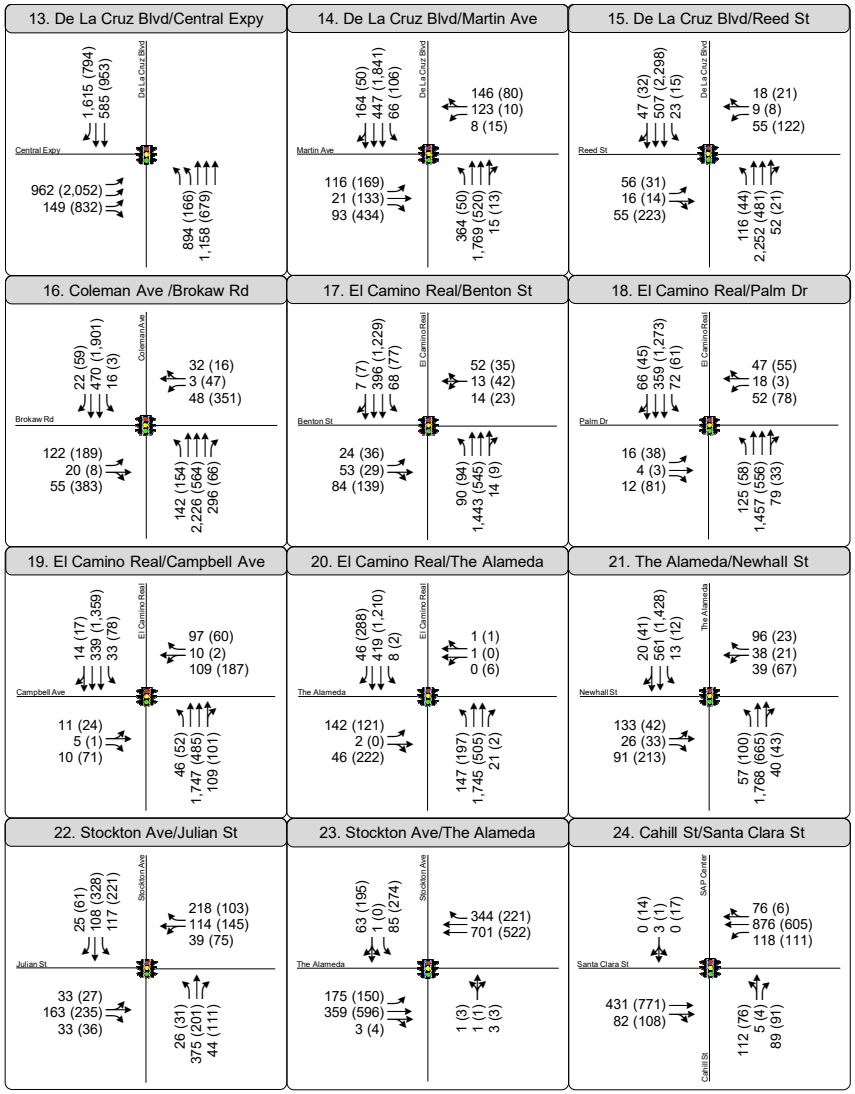
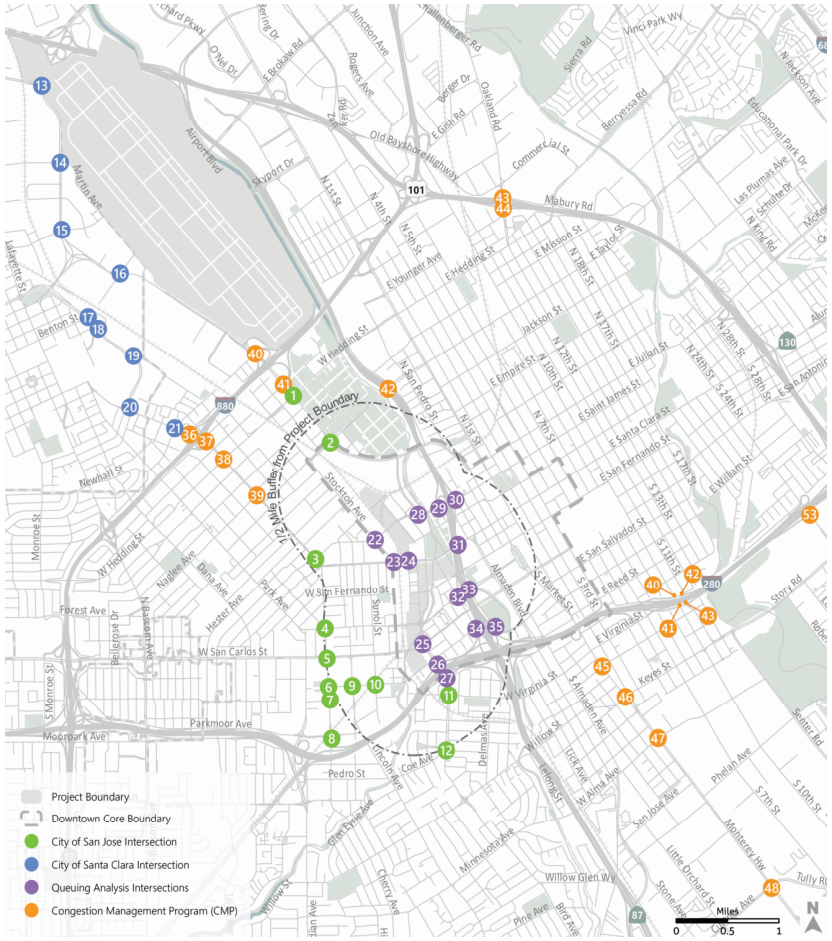


Figure 21
Intersection Volumes and Geometries
Existing No Project Conditions



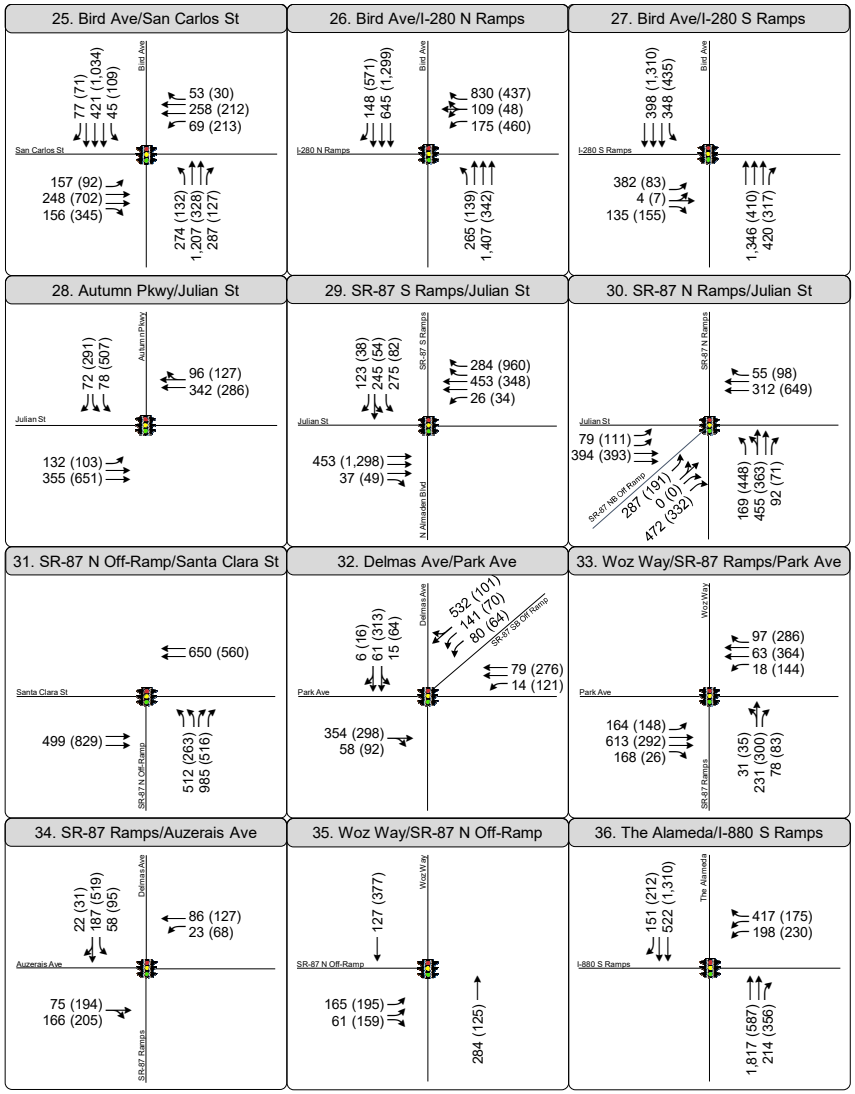
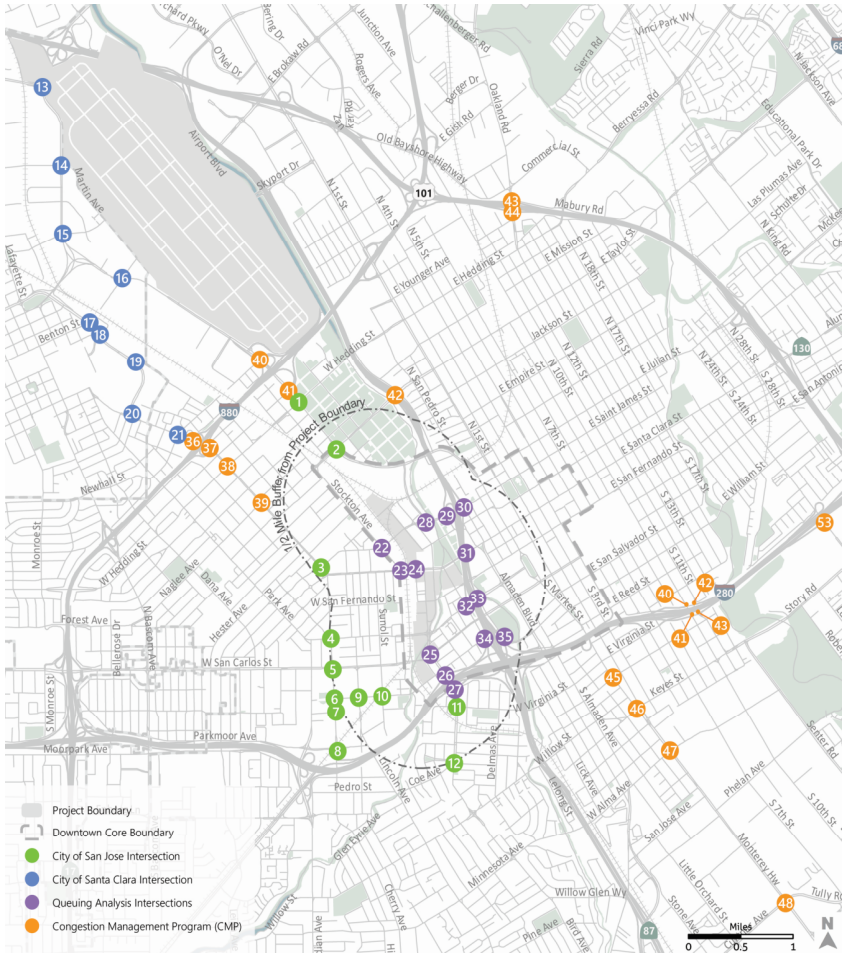


Figure 21
Intersection Volumes and Geometries
Existing No Project Conditions



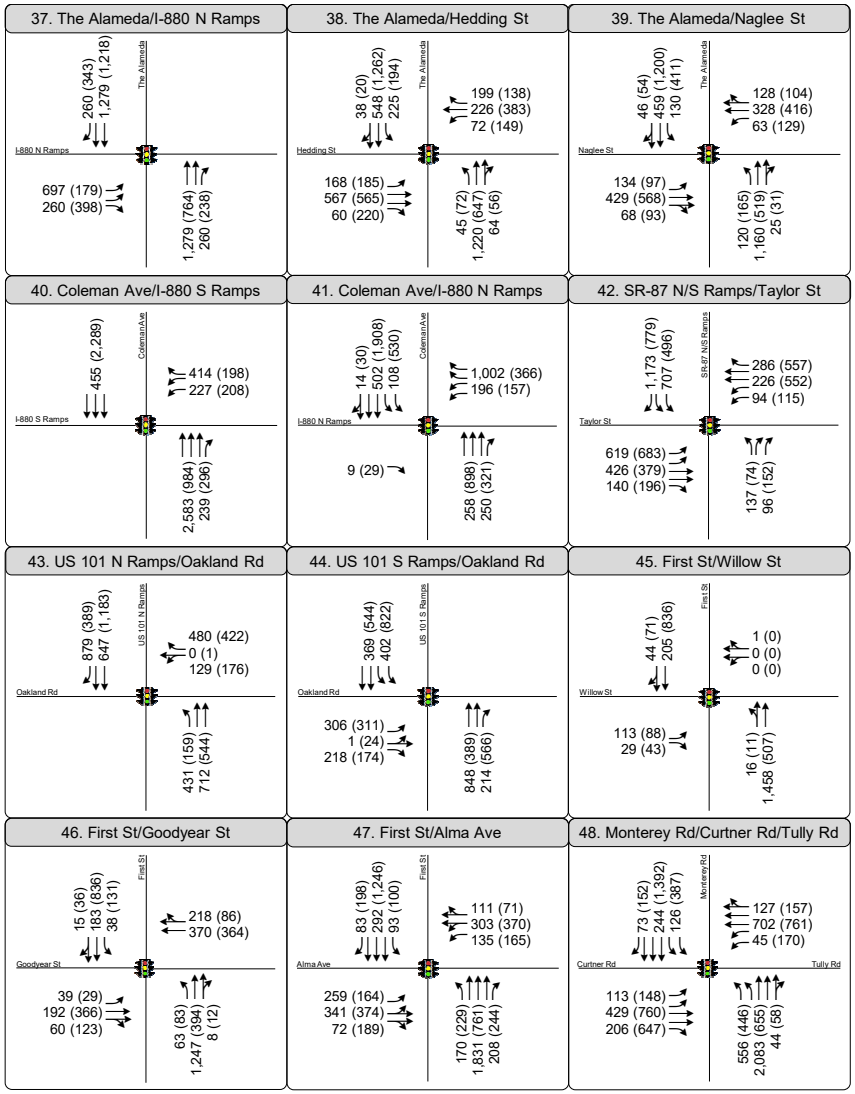
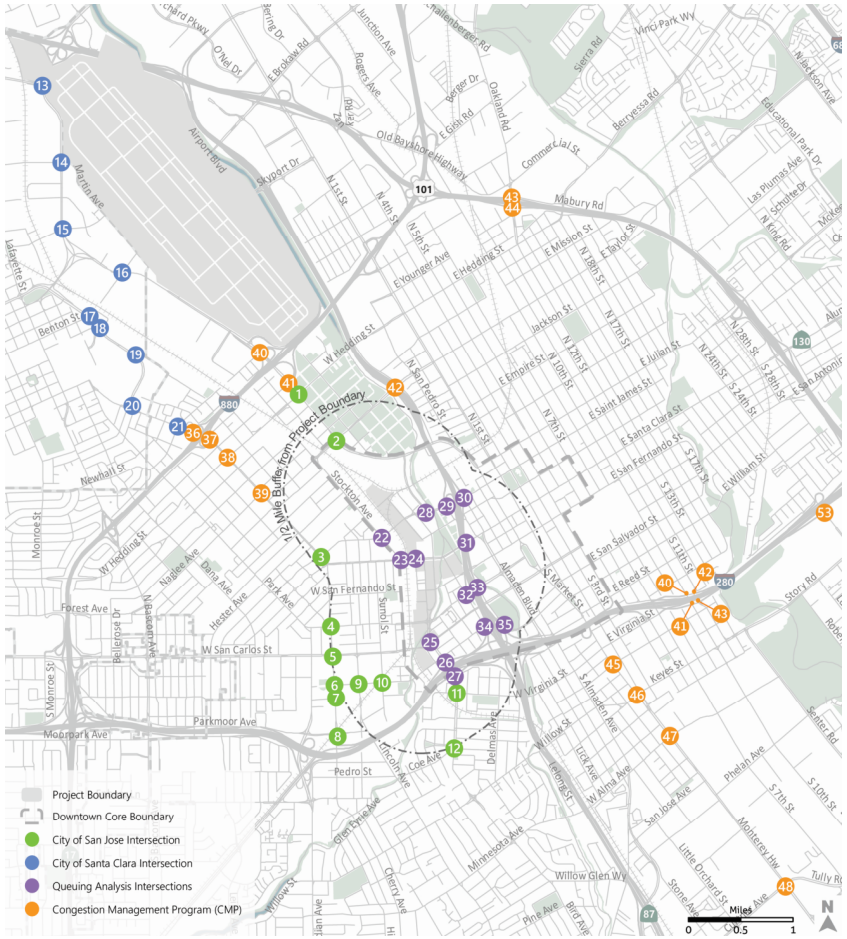


Figure 21
Intersection Volumes and Geometries
Existing No Project Conditions



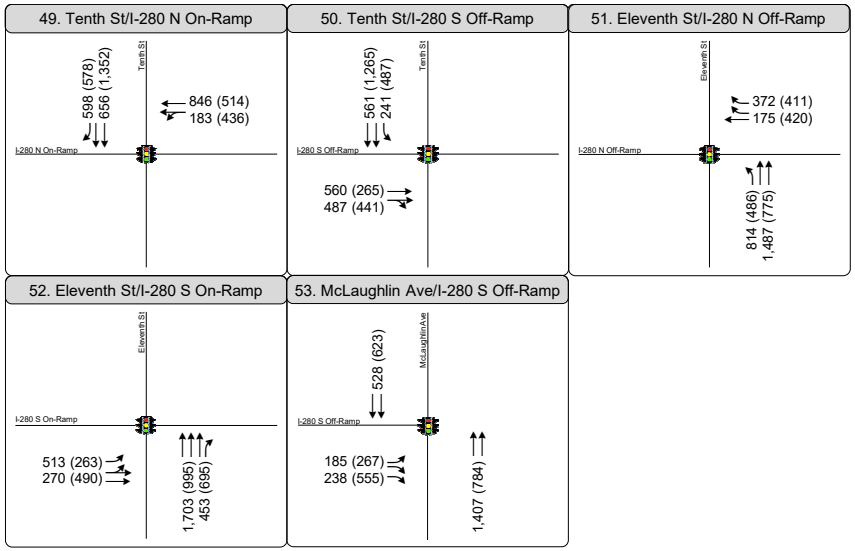


Figure 21
Intersection Volumes and Geometries
Existing No Project Conditions

3.7 Freeway Analysis

This section outlines the freeway analysis results under Existing Conditions.

3.7.1 Existing Freeway Segment Levels of Service

Existing freeway operations are described with LOS results from the *2016 VTA Monitoring and Conformance Report*, the most recent report available as of the date of the Notice of Preparation (NOP). **Table 8** and **Table 9** summarize the existing freeway segment levels of service for the mixed-flow and HOV lanes in table format and **Figure 22** and **Figure 23** illustrate the freeway mixed-flow LOS in the study area for the AM and PM peak hours, respectively.

40 mixed-flow segments operate at unacceptable LOS F during the AM peak hour, and 29 segments during the PM peak hour. Similarly, 18 HOV lane segments operate at unacceptable LOS F each during the AM peak hour, and seven HOV lane segments operate at unacceptable LOS F during the PM peak hour.

Table 8: Existing AM Peak Hour CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
				Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
SR 87	NB	Curtner Ave	Almaden Road	3	2	1	07:20 – 07:40	108	80	F	F	12	21	2600	1680
SR 87	NB	Almaden Road	Alma Ave	3	2	1	08:00 – 08:20	58	49	E	E	35	43	4060	2110
SR 87	NB	Alma Ave	I-280	3	2	1	08:40 – 09:00	35	27	D	D	62	66	4340	1790
SR 87	NB	I-280	Julian St	3	2	1	08:00 – 08:20	93	72	F	F	16	25	2980	1800
SR 87	NB	Julian St	Coleman Ave	3	2	1	08:00 – 08:20	102	63	F	F	13	31	2660	1960
SR 87	NB	Coleman St	Taylor St	3	2	1	08:40 – 09:00	51	46	E	E	41	47	4190	2170
SR 87	NB	Taylor St	Skyport Dr	3	2	1	08:40 – 09:00	62	36	F	F	32	61	3970	2200
SR 87	NB	Skyport Dr	US 101	3	2	1	09:00 – 09:20	128	102	F	F	8	13	2050	1330
SR 87	SB	US 101	Skyport Dr	3	2	1	08:00 – 08:20	21	8	C	C	66	67	2780	540
SR 87	SB	Skyport Dr	Taylor St	3	2	1	07:00 – 07:20	23	4	C	C	66	67	3040	270
SR 87	SB	Taylor St	Coleman St	3	2	1	09:00 – 09:20	23	6	C	C	66	67	3040	410
SR 87	SB	Coleman Ave	Julian St	3	2	1	07:20 – 07:40	30	7	D	D	65	67	3900	470
SR 87	SB	Julian St	I-280	3	2	1	07:40 – 08:00	14	6	B	B	67	67	1870	410
SR 87	SB	I-280	Alma Ave	3	2	1	08:40 – 09:00	15	8	B	B	67	67	2000	540
SR 87	SB	Alma Ave	Almaden Ave	3	2	1	07:40 – 08:00	27	6	D	D	66	67	3540	410
SR 87	SB	Almaden Ave	Curtner Ave	3	2	1	08:40 – 09:00	20	8	C	C	66	67	2640	540
US 101	NB	Story Road	I-280	4	3	1	08:00 – 08:20	89	84	F	F	18	19	4810	1600
US 101	NB	I-280	Santa Clara St	4	3	1	07:40 – 08:00	120	122	F	F	9	9	3240	1100
US 101	NB	Santa Clara St	McKee Road	4	3	1	08:20 – 08:40	110	97	F	F	11	15	3630	1460
US 101	NB	McKee Road	Oakland Road	4	3	1	08:20 – 08:40	112	87	F	F	11	18	3700	1570
US 101	NB	Oakland Road	I-880	4	3	1	08:00 – 08:20	107	100	F	F	12	14	3860	1400
US 101	NB	I-880	Old Bayshore Hwy	4	3	1	09:00 – 09:20	127	98	F	F	8	15	3050	1470
US 101	NB	Old Bayshore Hwy	N. First St	4	3	1	08:20 – 08:40	122	108	F	F	9	12	3300	1300

Table 8: Existing AM Peak Hour CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
				Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101	NB	N. First St	Guadalupe Pkwy	4	3	1	08:20 – 08:40	108	110	F	F	12	11	3890	1210
US 101	NB	Guadalupe Pkwy	De La Cruz Blvd	4	3	1	07:40 – 08:00	127	107	F	F	8	12	3050	1290
US 101	NB	De La Cruz Blvd	Montague Expwy / San Tomas Expwy	4	3	1	08:00 – 08:20	76	71	F	F	23	26	5250	1850
US 101	SB	De La Cruz Blvd	Guadalupe Pkwy	4	3	1	08:20 – 08:40	25	6	C	C	66	67	4950	410
US 101	SB	Guadalupe Pkwy	N. First St	4	3	1	08:20 – 08:40	16	3	B	B	67	67	3200	210
US 101	SB	N. First St	Old Bayshore Hwy	4	3	1	07:40 – 08:00	13	2	B	B	67	67	2600	140
US 101	SB	Old Bayshore Hwy	I-880	4	3	1	08:00 – 08:20	18	6	B	B	67	67	3600	410
US 101	SB	I-880	Oakland Road	4	3	1	06:20 – 06:40	18	7	B	B	67	67	3600	470
US 101	SB	Oakland Road	McKee Road	4	3	1	07:20 – 07:40	16	4	B	B	67	67	3200	270
US 101	SB	McKee Road	Santa Clara St	4	3	1	06:40 – 07:00	19	10	C	C	66	67	3770	670
US 101	SB	Santa Clara St	I-280	4	3	1	08:00 – 08:20	16	4	B	B	67	67	3200	270
US 101	SB	I-280	Story Road	4	3	1	08:00 – 08:20	14	5	B	B	67	67	2800	340
US 101	SB	Story Road	Tully Road	4	3	1	07:40 – 08:00	19	4	C	C	66	67	3770	270
US 101	SB	Tully Road	Capitol Expwy	4	3	1	07:40 – 08:00	20	7	C	C	66	67	3960	470
I-280	EB	Saratoga Ave	Winchester Blvd	4	3	1	08:00 – 08:20	34	13	D	D	63	67	6430	880
I-280	EB	Winchester Blvd	I-880	4	3	1	07:40 – 08:00	22	16	C	C	66	67	4360	1080
I-280	EB	I-880	Meridian Ave	4	3	1	08:20 – 08:40	23	12	C	C	66	67	4560	810
I-280	EB	Meridian Ave	Bird Ave	4	4	0	08:20 – 08:40	46	0	D	n/a	47	n/a	8650	n/a
I-280	EB	Bird Ave	SR 87	4	4	0	08:20 – 08:40	21	0	C	n/a	66	n/a	5550	n/a
I-280	EB	SR 87	10th St	4	4	0	08:00 – 08:20	17	0	B	n/a	67	n/a	4530	n/a
I-280	EB	10th St	McLaughlin Ave	4	4	0	07:00 – 07:20	21	0	C	n/a	66	n/a	5550	n/a
I-280	EB	McLaughlin Ave	US 101	4	4	0	08:00 – 08:20	18	0	B	n/a	67	n/a	4790	n/a

Table 8: Existing AM Peak Hour CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
				Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
I-280	WB	US 101	McLaughlin Ave	4	4	0	09:00 – 09:20	112	0	F	n/a	11	n/a	4930	n/a
I-280	WB	McLaughlin Ave	10th St	4	4	0	07:00 – 07:20	89	0	F	n/a	18	n/a	6410	n/a
I-280	WB	10th St	SR 87	4	4	0	08:00 – 08:20	83	0	F	n/a	20	n/a	6640	n/a
I-280	WB	SR 87	Bird Ave	4	4	0	08:00 – 08:20	102	0	F	n/a	13	n/a	5310	n/a
I-280	WB	Bird Ave	Meridian Ave	4	4	0	07:00 – 07:20	102	0	F	n/a	13	n/a	5310	n/a
I-280	WB	Meridian Ave	I-880	4	3	1	08:00 – 08:20	114	103	F	F	10	13	3880	1340
I-280	WB	I-880	Winchester Blvd	4	3	1	07:40 – 08:00	107	95	F	F	12	15	3860	1430
I-280	WB	Winchester Blvd	Saratoga Ave	4	3	1	07:40 – 08:00	90	82	F	F	17	20	4590	1640
I-680	NB	US 101	King Road	4	4	0	07:40 – 08:00	25	0	C	n/a	66	n/a	6600	n/a
I-680	NB	King Road	Capitol Expwy	4	4	0	07:40 – 08:00	80	0	F	n/a	21	n/a	6720	n/a
I-680	NB	Capitol Expwy	Alum Rock Ave	4	4	0	08:20 – 08:40	85	0	F	n/a	19	n/a	6460	n/a
I-680	SB	Alum Rock Ave	Capitol Expwy	4	4	0	07:20 – 07:40	105	0	F	n/a	13	n/a	5460	n/a
I-680	SB	Capitol Expwy	King Road	4	4	0	09:00 – 09:20	115	0	F	n/a	10	n/a	5060	n/a
I-680	SB	King Road	US 101	4	4	0	09:00 – 09:20	105	0	F	n/a	13	n/a	5460	n/a
I-880	NB	I-280	Stevens Creek Blvd	3	3	0	08:40 – 09:00	98	0	F	n/a	15	n/a	4410	n/a
I-880	NB	Stevens Creek Blvd	N. Bascom Ave	3	3	0	08:40 – 09:00	116	0	F	n/a	10	n/a	3480	n/a
I-880	NB	N. Bascom Ave	The Alameda	3	3	0	08:00 – 08:20	68	0	F	n/a	27	n/a	5510	n/a
I-880	NB	The Alameda	Coleman Ave	3	3	0	09:00 – 09:20	95	0	F	n/a	15	n/a	4280	n/a
I-880	NB	Coleman Ave	SR 87	3	3	0	08:00 – 08:20	86	0	F	n/a	19	n/a	4910	n/a
I-880	NB	SR 87	N. 1st St	3	3	0	08:40 – 09:00	61	0	F	n/a	32	n/a	5860	n/a
I-880	NB	N. 1st St	US 101	3	3	0	09:00 – 09:20	67	0	F	n/a	28	n/a	5630	n/a
I-880	NB	US 101	E. Brokaw Road	4	3	1	08:00 – 08:20	48	14	E	E	45	67	6480	940
I-880	NB	E. Brokaw Road	Montague Expwy	4	3	1	08:20 – 08:40	24	18	C	C	66	67	4760	1210

Table 8: Existing AM Peak Hour CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
				Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
I-880	SB	Montague Expwy	E. Brokaw Road	4	3	1	08:20 – 08:40	91	21	F	F	17	66	4650	1390
I-880	SB	E. Brokaw Road	US 101	4	3	1	08:20 – 08:40	92	68	F	F	16	27	4420	1840
I-880	SB	US 101	N. 1st St	4	3	0	08:00 – 08:20	97	0	F	n/a	15	n/a	4370	n/a
I-880	SB	N. 1st St	SR 87	3	3	0	07:00 – 07:20	78	0	F	n/a	22	n/a	5150	n/a
I-880	SB	SR 87	Coleman Ave	3	3	0	09:00 – 09:20	33	0	D	n/a	64	n/a	6340	n/a
I-880	SB	Coleman Ave	The Alameda	3	3	0	08:20 – 08:40	31	0	D	n/a	65	n/a	6050	n/a
I-880	SB	The Alameda	N. Bascom Ave	3	3	0	08:00 – 08:20	30	0	D	n/a	65	n/a	5850	n/a
I-880	SB	N. Bascom Ave	Stevens Creek Blvd	3	3	0	07:00 – 07:20	67	0	F	n/a	28	n/a	5630	n/a
I-880	SB	Stevens Creek Blvd	I-280	3	3	0	07:00 – 07:20	24	0	C	n/a	66	n/a	4760	n/a

Source: Santa Clara Valley Transportation Authority, 2016.

Table 9: Existing PM Peak Hour CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
				Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
SR 87	NB	Curtner Ave	Almaden Road	3	2	1	17:00 – 17:20	31	20	D	C	65	70	4030	1400
SR 87	NB	Almaden Road	Alma Ave	3	2	1	16:40 – 17:00	46	17	D	B	47	70	4330	1190
SR 87	NB	Alma Ave	I-280	3	2	1	15:20 – 15:40	42	15	D	B	52	70	4370	1050
SR 87	NB	I-280	Julian St	3	2	1	16:20 – 16:40	15	11	B	A	67	70	2000	770
SR 87	NB	Julian St	Coleman Ave	3	2	1	16:40 – 17:00	34	13	D	B	63	70	4290	910
SR 87	NB	Coleman St	Taylor St	3	2	1	15:20 – 15:40	21	7	C	A	66	70	2780	490
SR 87	NB	Taylor St	Skyport Dr	3	2	1	17:40 – 18:00	17	4	B	A	67	70	2270	280
SR 87	NB	Skyport Dr	US 101	3	2	1	17:40 – 18:00	25	8	C	A	66	70	3300	560
SR 87	SB	US 101	Skyport Dr	3	2	1	17:40 – 18:00	100	36	F	D	14	70	2800	2520
SR 87	SB	Skyport Dr	Taylor St	3	2	1	18:00 – 18:20	100	28	F	D	14	70	2800	1960
SR 87	SB	Taylor St	Coleman St	3	2	1	18:00 – 18:20	94	36	F	D	16	70	3010	2520
SR 87	SB	Coleman Ave	Julian St	3	2	1	18:00 – 18:20	55	28	E	D	37	70	4070	1960
SR 87	SB	Julian St	I-280	3	2	1	17:40 – 18:00	69	36	F	D	27	70	3730	2520
SR 87	SB	I-280	Alma Ave	3	2	1	16:40 – 17:00	82	54	F	E	20	40	3280	2160
SR 87	SB	Alma Ave	Almaden Ave	3	2	1	17:00 – 17:20	81	47	F	E	21	50	3410	2350
SR 87	SB	Almaden Ave	Curtner Ave	3	2	1	16:00 – 16:20	48	35	E	D	45	70	4320	2450
US 101	NB	Story Road	I-280	4	3	1	16:40 – 17:00	15	7	B	A	67	70	3000	490
US 101	NB	I-280	Santa Clara St	4	3	1	15:40 – 16:00	19	12	C	B	66	70	3770	840
US 101	NB	Santa Clara St	McKee Road	4	3	1	15:40 – 16:00	21	10	C	A	66	70	4160	700
US 101	NB	McKee Road	Oakland Road	4	3	1	15:20 – 15:40	23	7	C	A	66	70	4560	490
US 101	NB	Oakland Road	I-880	4	3	1	17:20 – 17:40	20	5	C	A	66	70	3960	350
US 101	NB	I-880	Old Bayshore Hwy	4	3	1	17:00 – 17:20	16	12	B	B	67	70	3200	840
US 101	NB	Old Bayshore Hwy	N. First St	4	3	1	17:20 – 17:40	17	8	B	A	67	70	3400	560
US 101	NB	N. First St	Guadalupe Pkwy	4	3	1	15:20 – 15:40	14	9	B	A	67	70	2800	630
US 101	NB	Guadalupe Pkwy	De La Cruz Blvd	4	3	1	15:20 – 15:40	19	9	C	A	66	70	3770	630
US 101	NB	De La Cruz Blvd	Montague Expwy / San Tomas Expwy	4	3	1	16:40 – 17:00	24	11	C	A	66	70	4760	770
US 101	SB	De La Cruz Blvd	Guadalupe Pkwy	4	3	1	17:20 – 17:40	52	36	E	D	40	70	6240	2520
US 101	SB	Guadalupe Pkwy	N. First St	4	3	1	17:00 – 17:20	75	73	F	F	24	30	5400	2190

Table 9: Existing PM Peak Hour CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
				Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101	SB	N. First St	Old Bayshore Hwy	4	3	1	17:20 – 17:40	160	108	F	F	6	20	2880	2160
US 101	SB	Old Bayshore Hwy	I-880	4	3	1	17:20 – 17:40	136	90	F	F	6	20	2450	1800
US 101	SB	I-880	Oakland Road	4	3	1	17:20 – 17:40	109	77	F	F	12	30	3930	2310
US 101	SB	Oakland Road	McKee Road	4	3	1	17:20 – 17:40	56	36	E	D	36	70	6050	2520
US 101	SB	McKee Road	Santa Clara St	4	3	1	16:40 – 17:00	52	46	E	D	40	50	6240	2300
US 101	SB	Santa Clara St	I-280	4	3	1	17:20 – 17:40	53	38	E	D	39	60	6210	2280
US 101	SB	I-280	Story Road	4	3	1	17:20 – 17:40	31	34	D	D	65	70	6050	2380
US 101	SB	Story Road	Tully Road	4	3	1	17:20 – 17:40	42	28	D	D	52	70	6560	1960
US 101	SB	Tully Road	Capitol Expwy	4	3	1	15:20 – 15:40	38	21	D	C	58	70	6620	1470
I-280	EB	Saratoga Ave	Winchester Blvd	4	3	1	18:00 – 18:20	96	63	F	F	15	40	4320	2520
I-280	EB	Winchester Blvd	I-880	4	3	1	18:20 – 18:40	101	67	F	F	14	30	4250	2010
I-280	EB	I-880	Meridian Ave	4	3	1	17:20 – 17:40	102	81	F	F	13	30	3980	2430
I-280	EB	Meridian Ave	Bird Ave	4	4	0	17:20 – 17:40	104	0	F	n/a	13	n/a	5410	n/a
I-280	EB	Bird Ave	SR 87	4	4	0	17:00 – 17:20	79	0	F	n/a	22	n/a	6960	n/a
I-280	EB	SR 87	10th St	4	4	0	17:20 – 17:40	67	0	F	n/a	28	n/a	7510	n/a
I-280	EB	10th St	McLaughlin Ave	4	4	0	18:20 – 18:40	44	0	D	n/a	50	n/a	8800	n/a
I-280	EB	McLaughlin Ave	US 101	4	4	0	17:20 – 17:40	35	0	D	n/a	62	n/a	8680	n/a
I-280	WB	US 101	McLaughlin Ave	4	4	0	17:00 – 17:20	25	0	C	n/a	66	n/a	6600	n/a
I-280	WB	McLaughlin Ave	10th St	4	4	0	17:00 – 17:20	29	0	D	n/a	65	n/a	7540	n/a
I-280	WB	10th St	SR 87	4	4	0	17:20 – 17:40	36	0	D	n/a	61	n/a	8790	n/a
I-280	WB	SR 87	Bird Ave	4	4	0	17:20 – 17:40	84	0	F	n/a	19	n/a	6390	n/a
I-280	WB	Bird Ave	Meridian Ave	4	4	0	16:40 – 17:00	39	0	D	n/a	57	n/a	8900	n/a
I-280	WB	Meridian Ave	I-880	4	3	1	17:20 – 17:40	21	10	C	A	66	70	4720	700
I-280	WB	I-880	Winchester Blvd	4	3	1	17:20 – 17:40	43	20	D	C	51	70	6580	1400
I-280	WB	Winchester Blvd	Saratoga Ave	4	3	1	17:20 – 17:40	40	16	D	B	55	70	6600	1120
I-680	NB	US 101	King Road	4	4	0	17:40 – 18:00	29	0	D	n/a	65	n/a	7540	n/a
I-680	NB	King Road	Capitol Expwy	4	4	0	17:40 – 18:00	32	0	D	n/a	64	n/a	8200	n/a
I-680	NB	Capitol Expwy	Alum Rock Ave	4	4	0	17:40 – 18:00	23	0	C	n/a	66	n/a	6080	n/a
I-680	SB	Alum Rock Ave	Capitol Expwy	4	4	0	17:00 – 17:20	29	0	D	n/a	65	n/a	7540	n/a

Table 9: Existing PM Peak Hour CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
				Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
I-680	SB	Capitol Expwy	King Road	4	4	0	17:00 – 17:20	26	0	C	n/a	66	n/a	7560	n/a
I-680	SB	King Road	US 101	4	4	0	18:00 – 18:20	25	0	C	n/a	66	n/a	6600	n/a
I-880	NB	I-280	Stevens Creek Blvd	3	3	0	15:40 – 16:00	11	0	A	n/a	67	n/a	2220	n/a
I-880	NB	Stevens Creek Blvd	N. Bascom Ave	3	3	0	17:20 – 17:40	78	0	F	n/a	22	n/a	5150	n/a
I-880	NB	N. Bascom Ave	The Alameda	3	3	0	17:20 – 17:40	101	0	F	n/a	14	n/a	4250	n/a
I-880	NB	The Alameda	Coleman Ave	3	3	0	17:20 – 17:40	124	0	F	n/a	8	n/a	2980	n/a
I-880	NB	Coleman Ave	SR 87	3	3	0	17:20 – 17:40	91	0	F	n/a	17	n/a	4650	n/a
I-880	NB	SR 87	N. 1st St	3	3	0	17:20 – 17:40	76	0	F	n/a	23	n/a	5250	n/a
I-880	NB	N. 1st St	US 101	3	3	0	16:00 – 16:20	85	0	F	n/a	19	n/a	4850	n/a
I-880	NB	US 101	E. Brokaw Road	4	3	1	17:00 – 17:20	31	15	D	B	65	70	6050	1050
I-880	NB	E. Brokaw Road	Montague Expwy	4	3	1	15:20 – 15:40	23	12	C	B	66	70	4560	840
I-880	SB	Montague Expwy	E. Brokaw Road	4	3	1	17:20 – 17:40	84	40	F	D	19	60	4790	2400
I-880	SB	E. Brokaw Road	US 101	4	3	1	17:40 – 18:00	75	41	F	D	24	60	5400	2460
I-880	SB	US 101	N. 1st St	4	3	0	17:00 – 17:20	65	0	F	n/a	29	n/a	5660	n/a
I-880	SB	N. 1st St	SR 87	3	3	0	17:00 – 17:20	78	0	F	n/a	22	n/a	5150	n/a
I-880	SB	SR 87	Coleman Ave	3	3	0	18:00 – 18:20	66	0	F	n/a	29	n/a	5750	n/a
I-880	SB	Coleman Ave	The Alameda	3	3	0	17:20 – 17:40	89	0	F	n/a	18	n/a	4810	n/a
I-880	SB	The Alameda	N. Bascom Ave	3	3	0	17:20 – 17:40	56	0	E	n/a	36	n/a	6050	n/a
I-880	SB	N. Bascom Ave	Stevens Creek Blvd	3	3	0	16:20 – 16:40	45	0	D	n/a	48	n/a	6480	n/a
I-880	SB	Stevens Creek Blvd	I-280	3	3	0	16:20 – 16:40	26	0	C	n/a	66	n/a	5150	n/a

Source: Santa Clara Valley Transportation Authority, 2016.

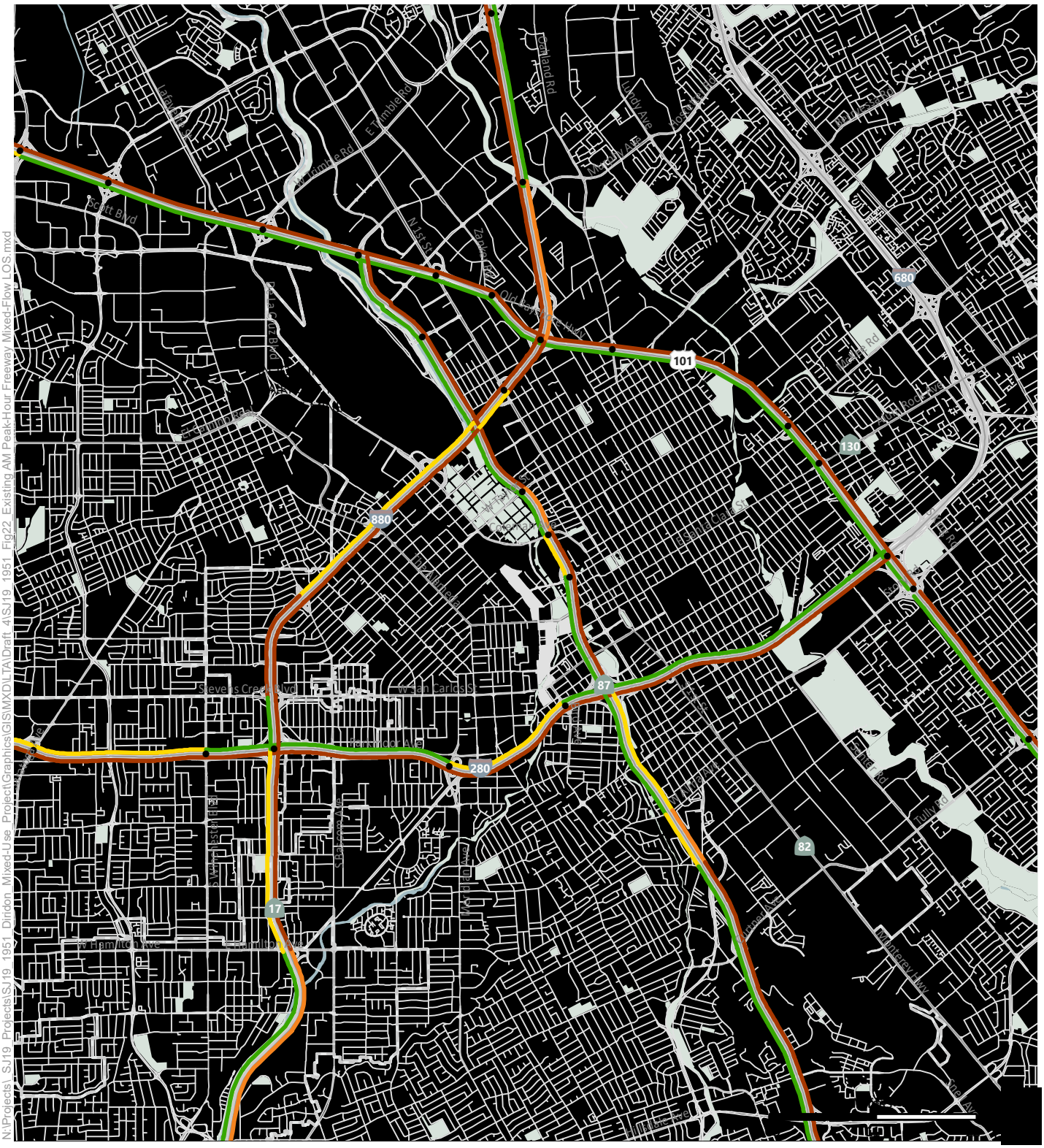


Figure 22

Existing AM Peak-Hour Freeway Mixed-Flow LOS

Downtown West

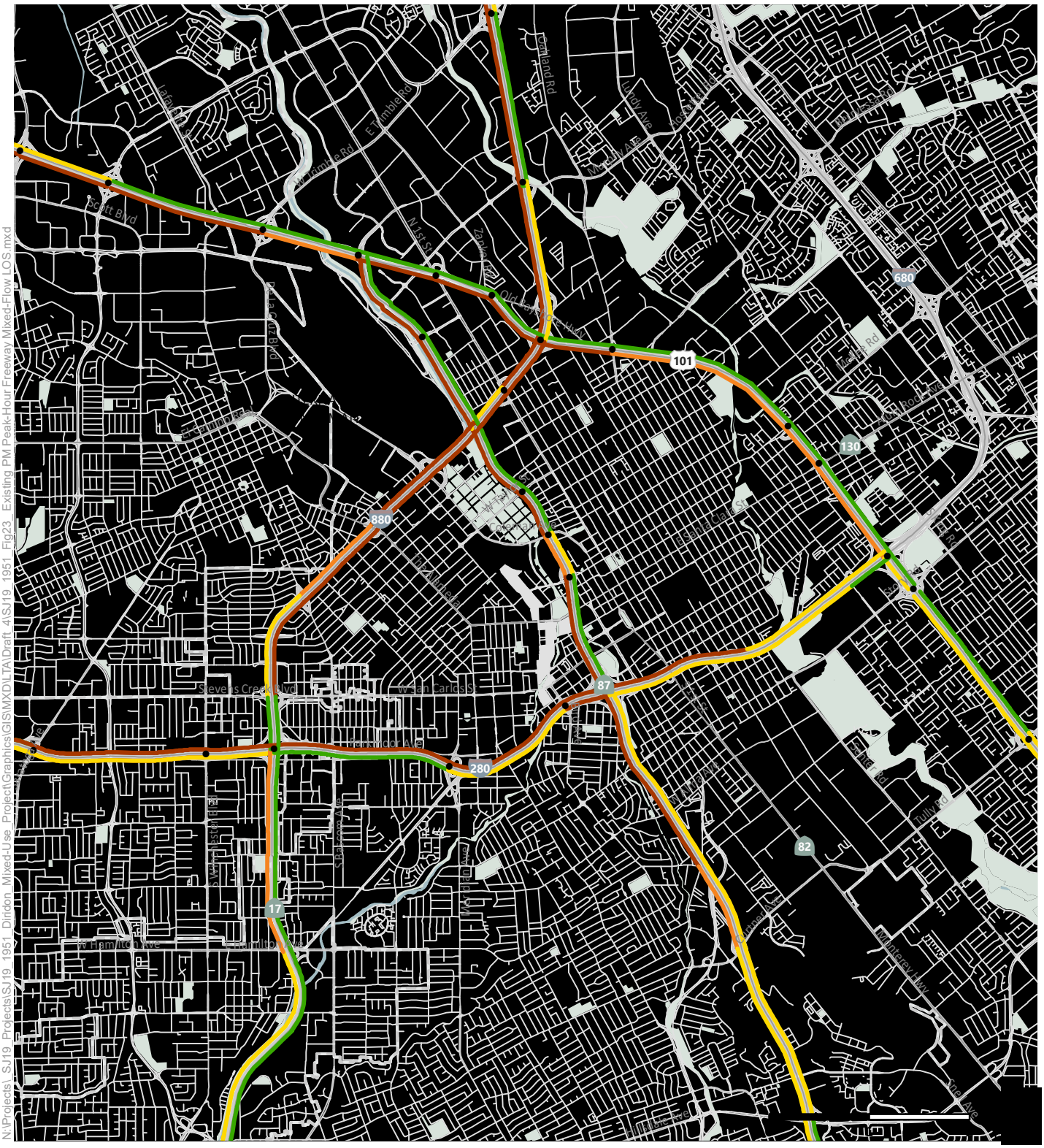


Figure 23

Existing PM Peak-Hour Freeway Mixed-Flow LOS

Downtown West

4. Project Travel Demand

This chapter discusses travel demand for the proposed Project, which was estimated using the City of San José's travel demand model ("City model"). The City model produces estimates of vehicle trips and person trips by mode for both the AM and PM peak periods and distributes those trips and assigns them to various roadways (for vehicle trips) or transit lines (for transit trips). Travel demand for the Project was prepared for three separate Project conditions:

- *Phase 1 Project Conditions:* level of Project development that would be constructed prior to the completion of BART to Diridon. This scenario includes any Project proposed roadway modifications associated with the first phase of development, in addition to BART service to the Berryessa station (BART Phase 1) and Caltrain Electrification. This travel demand is used for analysis of the Background Plus Phase 1 Project scenario and includes implementation of a TDM program.
- *Project Buildout Conditions:* full buildout of the Project and any Project proposed roadway modifications and TDM measures. This scenario also assumes future transit service enhancements associated with BART Phase 2 (i.e., BART service at Diridon Station) and Caltrain Business Plan service levels. This travel demand is used for analysis of the Background Plus Project Buildout scenario and includes implementation of a TDM program.
- *Goal-Based Project Buildout Conditions:* Full buildout of the Project, and City mode split goals applied to meet the City's *Envision San José 2040* mode split targets. This scenario is presented to illustrate the long-term vision of downtown San José, which has a greater focus on multimodal access and transit travel. This travel demand is used for analysis of the Goal-Based scenarios under Background and Cumulative Conditions.

The trip generation estimates presented in this LTA differ from those presented in the TA prepared for CEQA purposes. The LTA builds upon the trip estimates presented in the TA and incorporates TDM program elements, as well as a scenario that includes specific mode split goals to meet the City's overall vision consistent with their General Plan. As such, the TA trip generation estimates are more conservative, and the LTA estimates provide a range of trip estimates to more accurately reflect the near-term and cumulative vision of the City.

4.1 Trip Generation Approach

Trip generation refers to the amount of travel activity associated with a change in land use at a given location. The City model uses City-specific trip generation characteristics of different land uses to estimate vehicle trips and person trips by mode including drive alone, shared-ride, walking, bicycling, and transit.

The Project's land uses were allocated to the appropriate Transportation Analysis Zones (TAZs) based on their location. The City model adjusts the resulting trip generation to account for internalization of trips within the Project area. Because existing conditions at the Project area include active land uses, the

Project's trip generation represents the change in total trips between the no Project and plus Project conditions for each scenario.

Table 10 summarizes the land use assumptions for Phase 1 and Buildout. For the purposes of the trip generation analysis the event space for day-to-day operations is assumed to be included in the office trip generation estimates. External trips to the site would vary based on the type of event; though most events would be targeted toward Google employees, and as a result most attendees (generally 70 percent) would already be in the Project area and would not generate a substantial number of additional peak hour trips.

Our initial estimates do not include trips generated by the event space, as it will be used primarily by employees at the commercial office land use on-site, except for during special events. Similarly, the Project's 130,000 square feet of central utility plant space and 100,000 square feet of on-site logistics/warehouse space would not generate a substantial number of additional peak hour trips[12]. They both are primarily intended to serve as accessory to the primary office, residential, and retail land uses; including more efficient management and distribution of daily deliveries through the logistics space; and therefore, peak hour trip estimates for those land uses are not included.

Table 10: Land Use Summary

Land Use	Unit[2]	LTA Analysis Project Phase[1]	
		Phase 1	Buildout
Commercial Office	1,000 sq. ft.	4,170	7,300
Residential	du	3,130	5,900
Commercial Retail	1,000 sq. ft.	370	500
Hotel	rooms	0	300
Limited-Term Corporate Accommodations	rooms	530	800
Event Space	1,000 sq. ft.	100	100
Central Utility Plant	1,000 sq. ft.	130	130
On-Site Logistics/Warehouse	1,000 sq. ft.	100	100

Notes:
1. The LTA analysis phases differ from the Project phases. LTA Phase 1 includes Project phases 1 and 2, and the LTA Buildout phase includes all three Project phases.
1. 1,000 sq. ft. = 1,000 square feet; du = dwelling units
Source: Google, Inc., November 2019.

[12] Based on ITE rates for warehouse uses (Land Use 150), the logistics center would generate up to 5.05 daily trips per employee, including 0.61 during the AM peak hour and 0.69 trips during the PM peak hour. Assuming generic rate of 650 square feet per employee, the logistics warehouse would have up to 155 employees and would generate just over 780 daily trips, 95 AM peak hour trips, and about 105 PM peak hour trips. This equates to less than one percent of the gross vehicle trips presented in **Table 14**.



At the highest level of analysis, the land use detailed above in **Table 10** was input into the City model. The outputs of that analysis provide the basis for the Project's VMT effects, discussed in detail in the *Transportation Assessment*, and are used for determining transportation impacts under CEQA. These estimates are presented in **Chapter 4.1.2**, as well as in the CEQA Transportation Assessment, but are not used for traffic operations analysis, as they do not reflect certain aspects of the Project. Instead, they can be thought of as representing how the Project's land use totals, if presented in a "business as usual" manner, would result in a larger number of vehicle trips.

4.1.1 Trip Generation Methods

Two trip generation methods were applied to estimate the Project's travel effects and to provide nuance and detail on expected operations for the Project. The two methods include the application of a basic TDM Program and a goal-based mode share approach. Each of these is discussed in more detail below. The TDM program approach was applied to both Phase 1 and Buildout scenarios, while the more aspirational goal-based approach was only applied to the Buildout scenario.

For both trip generation methods, this analysis provides an assessment of the Project's total travel demand, including the demand for vehicle trips, as well as transit riders, biking, and walking. This demand was adjusted only by the two methods discussed below and was not constrained by other variables such as roadway capacity, driveway capacity, or parking capacity. As such, it serves as a starting point for evaluating how the City and the Project applicant could consider addressing potential adverse effects in topics such as roadway operations, bicycle/pedestrian network connectivity and demand, as well as transit capacity.

4.1.1.1 TDM Program Travel Characteristics

Project components that reduce vehicle trips that are not fully captured by the travel model include programmatic or unique built environment measures that can reasonably be expected to affect travel to and from the Project area. For instance, the travel demand model does not include private shuttle operations, detailed parking pricing or supply adjustments, or data on how transportation demand management (TDM) programs may change the total number of vehicle trips. Because the model does not account for these measures, the second level of analysis incorporates reasonable estimates of how a TDM program would reduce vehicle trips, and increase transit, walk, and bike trips. The Project incorporates many TDM programs; this analysis evaluates the expected reductions from a basic TDM program that results in an approximately 18 percent trip reduction, which exceeds the Project's AB 900 application requirements. These estimates are presented in **Chapter 4.1.4.1**. As noted previously, the analysis does not include the additional nine percentage points (total 27 percent trip reduction) required by the EIR's *Enhanced TDM Mitigation Program*. The purpose of applying a different analysis approach is to provide a conservative analysis consistent with those prepared for other LTAs in the City and allow for better comparison of results.

4.1.1.2 Goal-Based Travel Characteristics

Envision San José 2040 sets a goal that no more than 40 percent of commute trips are completed by driving alone (or at least a 60 percent non-SOV mode split). The 60 percent non-SOV goal represents a citywide average. The City recognizes that not all areas of the City can equally attain this goal because of varying land use densities and availability of multimodal connections. Areas with good multimodal access would need to achieve higher non-SOV goals, and areas on the urban fringes with lower multimodal access would have lower non-SOV goals. Based on City provided data, the Project in the long-term would need to achieve a 75 percent non-SOV mode split and represents the City's aspirational goals that could only be achieved if the full vision of *Envision San José 2040* is realized. The goal-based mode split analysis is used for the cumulative plus Project analysis and is intended to reflect all future City investments in VMT reduction, GHG reduction, and improvements to the transit and bikeway networks. These estimates are presented in **Chapter 4.1.4.3**.

4.1.2 Gross Travel Demand Estimates

Initial travel estimates were developed to capture the gross trips for Phase 1 and Buildout land use assumptions.

4.1.2.1 Phase 1 Project Gross Travel Demand Estimates

Travel demand for Phase 1 Project uses a conservative estimate of mode split based on the raw model outputs for existing development in the Project area.

Table 11 summarizes the estimated total external person trips associated with each land use for Phase 1. As shown, the Project is expected to generate around 120,000 gross daily person trips, of which around 10,000 gross trips would occur during the AM peak hour and around 12,000 gross trips would occur during the PM peak hour. This includes trips made by all modes.

Table 11: Phase 1 Project Land Uses and Gross Person Trip Generation without TDM

ITE Land Use	Units	Quantity	Daily	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Office	1,000 sq. ft.	4,300	70,100	6,400	5,400	950	7,500	1,550	6,150
Residential	Units	2,870	24,000	2,650	900	1,750	2,700	1,500	1,050
Limited-Term Corporate Accommodations	Units	570	4,800	500	150	350	550	300	200
Retail and Cultural	1,000 sq. ft.	315	20,200	250	50	200	1,100	900	150
Hotel	Rooms	0	0	0	0	0	0	0	0
Total Phase 1 Gross Person Trips			**119,100**	**9,800**	6,450	3,300	**11,850**	4,300	7,600

Rounded to nearest 100 or 50 trips. Rows may not sum to total due to rounding.
Source: CSJ Model; Fehr & Peers, 2020.

Using model-produced mode splits for the Phase 1 condition, person trips from **Table 11** were converted to person trips by mode, as summarized in **Table 12**. Based on the CSJ model, around 51 percent of trips to and from the Project would be made by single-occupancy vehicles under existing conditions; an additional 26 percent are made in vehicles with more than one occupant. These mode splits reflect travel patterns produced by the model under interim conditions and include transit improvements associated with BART service to the Berryessa station (BART Phase 1) and Caltrain Electrification.

Table 12: Phase 1 Project Person Gross Trip Estimates by Mode without TDM

Mode of Travel	Mode %	Daily	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Drive Alone	51%	61,100	5,050	3,300	1,700	6,100	2,200	3,900
Drive with Others	26%	30,400	2,500	1,650	850	3,000	1,100	1,950
Transit	13%	15,800	1,300	850	450	1,600	550	1,000
Bike	2%	2,500	200	150	50	250	100	150
Walk	8%	9,300	750	500	250	900	350	600
Phase 1 Gross Person Trips		**119,100**	**9,800**	6,450	3,300	**11,850**	4,300	7,600
Phase 1 Gross Vehicle Trips		**72,400**	**6,000**	3,950	2,050	**7,200**	2,650	4,700

Rounded to nearest 100 or 50 trips. Rows may not sum to total due to rounding.
Source: CSJ Model; Fehr & Peers, 2020.

As shown in **Table 12**, under the Phase 1 scenario, the Project is estimated to generate 72,400 gross vehicle, 15,800 gross transit, and 11,800 gross walk and bike trips on a daily basis. During the AM peak hour, Phase 1 generates around 6,000 gross vehicle trips; during the PM peak hour, it generates around 7,000 gross vehicle trips.

4.1.2.2 Project Buildout Gross Travel Demand Estimates

Table 13 summarizes the land use program for the Project at Buildout, and the total person trips associated with each land use. As shown in **Table 13**, the Project is expected to generate around 201,200 gross daily person trips, of which 16,600 gross trips would occur during the AM peak hour and 18,450 gross trips would occur during the PM peak hour. This includes trips made by all modes.

Table 13: Project Buildout Land Uses and Gross Person Trip Generation without TDM

ITE Land Use	Units	Quantity	Daily	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Office	1,000 sq. ft.	7,300	111,700	10,200	8,700	1,550	11,150	2,400	9,000
Residential	Units	5,900	50,500	5,100	1,750	3,300	4,900	2,850	1,900
Limited-Term Corporate Accommodations	Units	800	6,800	700	250	450	650	350	250

Retail and Cultural	1,000 sq. ft.	500	28,200	400	100	300	1,500	1,250	200
Hotel	Rooms	300	3,900	200	150	100	250	100	150
Total Buildout Gross Person Trips			**201,200**	**16,600**	10,920	5,700	**18,450**	6,990	11,480

Rounded to nearest 100 or 50 trips. Rows may not sum to total due to rounding.
Source: CSJ Model; Fehr & Peers, 2020.

The gross trip estimates for Buildout uses the daily mode split produced for the CJS model. The daily mode split includes mode shift due to the Project's density and diversity of land use; the mode split used for Phase 1 Project was focused on existing travel patterns in the study area, without necessarily accounting for the full effects of the Project itself (i.e., that the Project may raise overall transit mode split by providing an increase in jobs near transit). **Table 14** shows gross trips by mode for Project Buildout.

Table 14: Project Buildout Gross Person Trip Estimates by Mode without TDM

Mode of Travel	Mode %	Daily	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Drive Alone	51%	98,300	8,400	5,500	2,900	9,300	3,550	5,750
Drive with Others	25%	48,700	4,150	2,700	1,450	4,600	1,750	2,850
Transit	12%	23,000	1,950	1,300	650	2,200	850	1,350
Bike	2%	3,900	350	250	100	350	150	200
Walk	11%	20,600	1,750	1,150	600	1,950	750	1,200
Buildout Total Gross Person Trips		**194,500**[1]	**16,600**	10,900	5,700	**18,400**	7,050	11,350
Buildout Total Gross Project Vehicle Trips		**117,400**	**10,100**	6,700	3,350	**11,600**	4,250	7,350

1. The total person trip estimate differs slightly from that shown in **Table 13** due to removal of intra-TAZ trips from the model results during the distribution and assignment phases. Approximately 6,000 daily person trips are expected to remain within Project area.
Rounded to nearest 100 or 50 trips. Rows may not sum to total due to rounding.
Source: CSJ Model; Fehr & Peers, 2020.

As shown in **Table 14**, under Project Buildout, around half of all gross person trips would be made in a single-occupant vehicle, with an additional 25 percent of person trips made in vehicles with more than one occupant. This results in 117,400 gross daily vehicle trips, including 10,100 gross trips in the AM peak hour and 11,600 gross trips in the PM peak hour. The Project also results in 23,000 gross new transit trips, and 24,500 gross new daily walk and bike trips.

4.1.3 Travel Demand Effects of TDM

As noted, the Project applicant will be required to implement an Enhanced TDM Program as part of its EIR mitigation measure, which would reduce vehicle travel demand by 27 percent. However, to provide a conservative analysis consistent with those prepared for other LTAs in the City and allow for better comparison of results; a more basic TDM program was evaluated for the LTA.



Making off-model adjustments to account for a TDM program will help to more accurately assess not only how the Project would affect traffic operations, but also the total amount of transit, bicycle, and pedestrian demand generated by the Project. Because the TDM Program is an integrated part of the Project, the effects of TDM were incorporated off-model to provide a final travel demand estimates for the Project.

To provide a conservative assessment of TDM effectiveness, the analysis presented here focuses on a basic TDM program with three measures that have proven and quantifiable effects on travel behavior using quantification methods provided California Air Pollution Control Officers Association (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* (August 2010). It should be noted that effectiveness of a basic TDM program is only included for the LTA analysis purposes. The Project includes a more robust and comprehensive TDM program as part of it EIR mitigation requirement.

4.1.3.1 Transit Passes

Up to a 12.0 percent reduction in vehicle mode share can be achieved due to provision of transit passes to residents and employees. This reduction would apply to trips related to office and residential land uses (approximately 78 percent of all daily trips), with individuals shifting primarily to transit, with some additional walking activity (i.e., individuals who take transit to the site are more likely to walk to other locations rather than drive). This reduction is in addition to the transit mode use assumed in the initial model runs.

4.1.3.2 Parking Policies

Up to a 10 percent reduction in vehicle mode share can be achieved due to the Project's parking policies, including constrained parking supply and market-rate pricing for parking.[13] This reduction would apply to trips to and from all land uses, as the constrained parking supply and parking pricing would apply to nearly all site visitors. Individuals changing their behavior are expected to shift to carpooling, transit, biking, and walking at rates proportionate to the mode share of the rest of the site.

4.1.3.3 Express Buses

Up to a four percent reduction in vehicle mode share due to provision of employer-based express buses. This reduction would apply only to office-based trips, which represent around 57 percent of all daily trips. Individuals are expected to shift primarily to transit (which include private shuttles), although there may be some additional shift to walking during the day.

[13] The Project's AB 900 application assigned a 19% reduction in vehicle trips due to the Project's parking policies. However, because the CSJ Model includes some rudimentary information on parking availability and cost in each TAZ, we have dampened the effectiveness somewhat to present a conservative analysis.

4.1.3.4 Summary

Combined, the three measures listed above are expected to further reduce drive-alone trips by approximately 24 percent,[14] although not every measure applies to every land use, as shown in **Table 15**.

Table 15: Applicability of Basic TDM Measures by Land Use

TDM Measure	Land Uses Applied to	Percent Reduction	Share of Total Trips Associated with Applicable Land Uses (Phase 1 / Buildout)		
			Daily	AM Peak	PM Peak
Transit Passes	Office, Residential	12%	78% / 75%	92% / 93%	80% / 83%
Parking Policies	Office, Retail, Residential	10%	100% / 100%	100% / 100%	100% / 100%
Express Buses	Office	4%	57% / 42%	76% / 74%	64% / 63%

Source: CSJ Model; Fehr & Peers, 2020.

4.1.3.5 City of San José VMT Evaluation Tool

The effectiveness of the three TDM measures outlined above were evaluated using CAPCOA methods and not the City of San José's VMT Evaluation Tool (City VMT Tool). The City's VMT Tool only allows for the analysis of individual parcels and not an entire project area. To compare results between the two methods, representative parcels were selected for analysis through the City's VMT Tool in the southern, central, and northern areas of the project site. Though some of the results from individual TDM measures vary between the City VMT Tool and CAPCOA results (for instance, analysis of one parcel using the City's tool shows a nine percent VMT reduction with the inclusion of express buses, compared to the four percent reduction shown in **Table 15** above), the total percent reductions outlined above are generally consistent with the City's established methodologies.

4.1.4 Final Travel Demand Estimates

This section summarizes the final travel demand estimates incorporating the TDM elements discussed above, along with the City's goal-based mode splits.

4.1.4.1 Background Plus Phase 1 Project Final Travel Demand Estimates

Table 16 shows the total person trip generation for Phase 1 Project including TDM reductions. With the TDM program in place, Phase 1 is expected to generate around 58,400 total net new daily vehicle trips,

[15] GTFS refers to the General Transit Feed Specification, a format for data from transit agencies that provides information on transit stops, arrivals, departures, and services. Static GTFS data (i.e., schedule data) was used for this analysis, rather than real-time data.

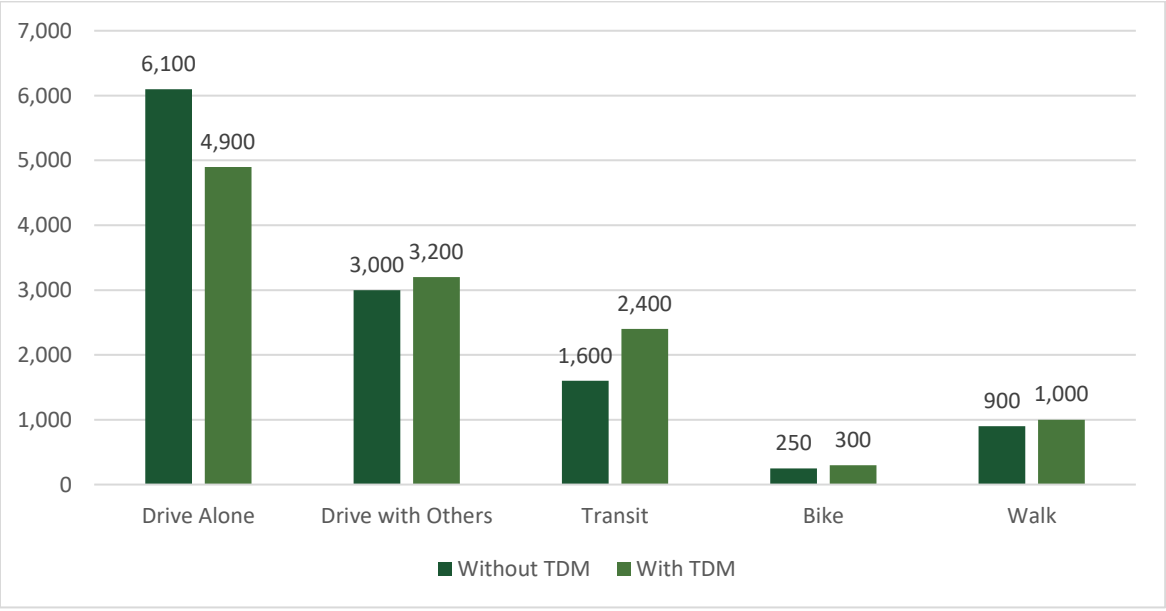
around 19 percent fewer than in the same scenario without TDM. These figures are also shown visually for the PM peak hour on **Figure 24**.

Table 16: Background Plus Phase 1 Project Person Trips by Mode with TDM Reductions

Mode of Travel	Mode %	Daily	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Drive Alone	38%	45,400	4,000	2,600	1,400	4,900	1,750	3,150
Drive with Others	27%	32,600	2,700	1,800	900	3,200	1,150	2,050
Transit	23%	27,000	2,100	1,350	750	2,400	850	1,550
Bike	2%	2,900	200	150	50	300	100	200
Walk	9%	11,200	900	600	300	1,000	400	600
Total Phase 1 Person Trips with TDM		**119,100**	**9,800**	6,450	3,300	**11,850**	4,300	7,600
Total Phase 1 Vehicle Trips with TDM		**58,400**	**5,100**	3,300	1,750	**6,200**	2,200	3,950

Rounded to nearest 100 or 50 trips. Rows may not sum to total due to rounding.
Source: CSJ Model; Fehr & Peers, 2020.

Figure 24: Comparison of Background Plus Phase 1 Project PM Peak Hour Project Trips by Mode, before and after TDM Reduction



4.1.4.2 Background Plus Project Buildout Final Travel Demand Estimates

Table 17 shows the resulting total trip generation for the Project under the Buildout scenario including TDM reductions. With the TDM program in place, the full Project is expected to generate around 95,700 net new total daily vehicle trips, around 18 percent fewer than in the buildout conditions without TDM.

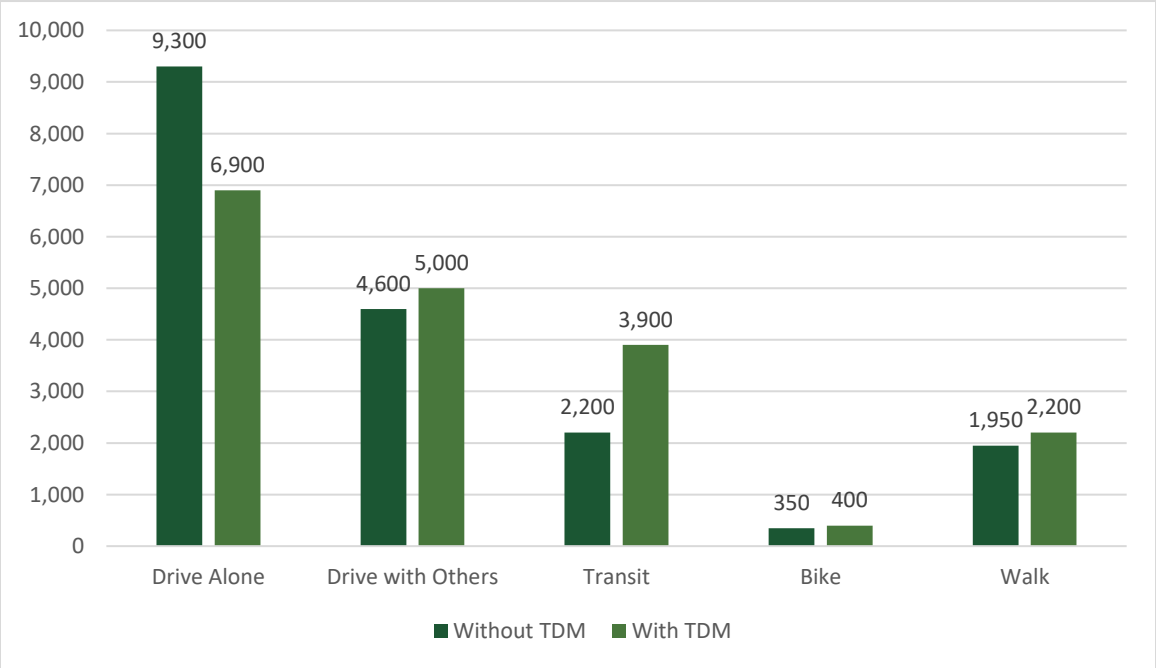
These results are shown visually for the PM peak hour on **Figure 25**. TDM measures result in slightly different percentage reductions and mode shares between the Phase 1 and Buildout scenarios, because different TDM measures apply for each land use, as shown in **Table 15**. In addition, the buildout includes more retail and residential uses, which typically have a higher drive along mode share.

Table 17: Background Plus Project Buildout Person Trips by Mode, Including TDM Reduction

Mode of Travel	Mode %	Daily	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Drive Alone	39%	74,900	6,100	3,950	2,150	6,900	2,650	4,250
Drive with Others	27%	52,100	4,500	3,000	1,500	5,000	1,950	3,050
Transit	20%	39,500	3,600	2,550	1,050	3,900	1,650	2,250
Bike	2%	4,600	400	250	150	400	150	250
Walk	12%	23,400	2,000	1,300	700	2,200	850	1,350
Total Project Buildout Person Trips with TDM		**194,500**	**16,600**	10,900	5,700	**18,400**	7,050	11,350
Total Project Buildout Vehicle Trips with TDM		**95,700**	**7,900**	5,150	2,750	**8,900**	3,450	5,450

Rounded to nearest 100 or 50 trips. Rows may not sum to total due to rounding.
Source: CSJ Model; Fehr & Peers, 2020.

Figure 25: Comparison of Project Buildout PM Peak Hour Person Trips by Mode, before and after TDM Reduction



4.1.4.3 Background Plus Goal-Based Project and Cumulative Plus Goal-Based Project Final Project Travel Demand

The Project analyzed for Background and Cumulative Goal-Based Project Buildout scenarios uses the same land use program and total person trips shown above in **Table 14**. However, it accounts for the City' goal that no more than 40 percent of commute trips are completed by driving alone (or at least a 60 percent non-SOV mode split). The 60 percent non-SOV goal represents a citywide average. The City recognizes that not all areas of the City can equally attain this goal because of varying land use densities and availability of multimodal connections. Based on City provided data, the Project in the long-term would need to achieve a 75 percent non-SOV mode split. These mode shares account for different levels of access to transit, and the land uses around the Project, and represent an aggressive and aspirational outcome of both Project and citywide mobility strategies that could only be achieved if the full vision of *Envision San José 2040* is realized. **Table 18** shows trips by mode for the Project Buildout under the goal-based scenarios. The cumulative trip generation assumptions presented in the LTA differ from those presented in the Project's TA, which did not account for any TDM or goal-based mode share in the cumulative analysis. In the TA, TDM was only accounted for in the mitigation measure.

Table 18: Project Buildout Goal-Based Person Trips by Mode, Including Total Vehicle Trips

Mode of Travel	Mode %	Daily	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Drive Alone	25%	47,700	4,050	2,650	1,400	4,500	1,700	2,800
Drive with Others	21%	40,100	3,400	2,250	1,150	3,800	1,450	2,350
Transit	33%	64,100	5,450	3,600	1,850	6,050	2,300	3,750
Bike	6%	11,700	1,000	650	350	1,100	400	700
Walk	16%	31,400	2,650	1,750	900	2,950	1,150	1,800
Total Project Vehicle Trips		**63,700**	**5,400**	3,550	1,850	**6,000**	2,300	3,700

Rounded to nearest 100 or 50 trips. Rows may not sum to total due to rounding.
Source: *CSJ Model; Fehr & Peers, 2020.*

As shown in **Table 18**, under the Goal-Based scenarios, 25 percent of person trips would be made in a single-occupant vehicle, with an additional 21 percent of person trips made in vehicles with more than one occupant. This results in 63,700 net new daily vehicle trips, including 5,400 in the AM peak hour and 6,000 in the PM peak hour. The Goal-Based scenario would also result in 64,100 new transit trips, and 43,100 new daily walk and bike trips; this represents a reduction of around 43,000 daily vehicle trips when compared to Background Plus Project Buildout conditions.

4.1.4.4 Summary of Final Vehicle Trips

Table 19 summarizes the final estimated vehicle trip generation for each scenario.

Table 19: Summary of Final Project Vehicle Trips

Scenario	Daily	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Background Plus Phase 1 Project (with TDM)	**58,400**	**5,100**	3,300	1,750	**6,200**	2,200	3,950
Background Plus Project Buildout (with TDM)	**95,700**	**7,900**	5,150	2,750	**8,900**	3,450	5,450
Background Plus Goal-Based Project and Cumulative Plus Goal-Based Project	**63,700**	**5,400**	3,550	1,850	**6,000**	2,300	3,700

Notes:
Subject to change based on input from City staff.
Rounded to nearest 100 or 50 trips. Rows may not sum to total due to rounding.
Source: CSJ Model; Fehr & Peers, 2020.

4.2 Vehicle Trip Distribution and Assignment

Trip distribution is defined as the directions of approach and departure vehicles would use to arrive at and depart from the site. Trip distribution is generally based on the locations of complementary land uses, prevailing travel patterns, and population densities in nearby neighborhoods and communities. For the purposes of this LTA, Project trips were distributed onto the roadway system using the City model. Specifically, the City model was adjusted to reflect the trip estimates summarized in **Table 19** and the model was rerun to distribute and assign Project trips.

Figure 26 shows the average AM and PM peak hour Project trip distribution. **Figure 27, Figure 28,** and **Figure 29** show the net new Project trips assigned to each turning movement by intersection. The Project trip assignment was added to the no Project volumes to represent Background with Project Phase 1, Project Buildout, and Goal-Based Project Buildout conditions, respectively. The Project trip assignment for the goal-based assumptions were added to the Cumulative No Project volumes to represent Cumulative with Goal-Based Project Buildout Conditions. Volumes for Background and Cumulative with Project Conditions are presented in **Appendix D**.



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Project Area

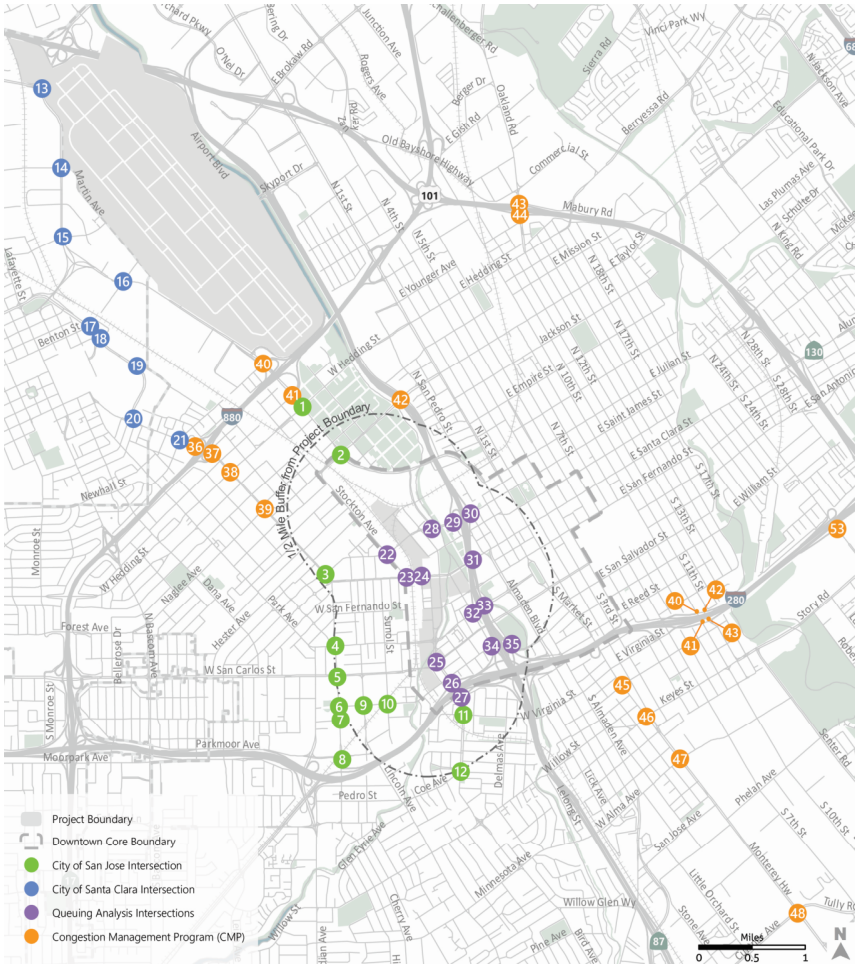
Downtown Core Boundary

XX% Project Trip Distribution

Figure 26

Project Trip Distribution

Downtown West



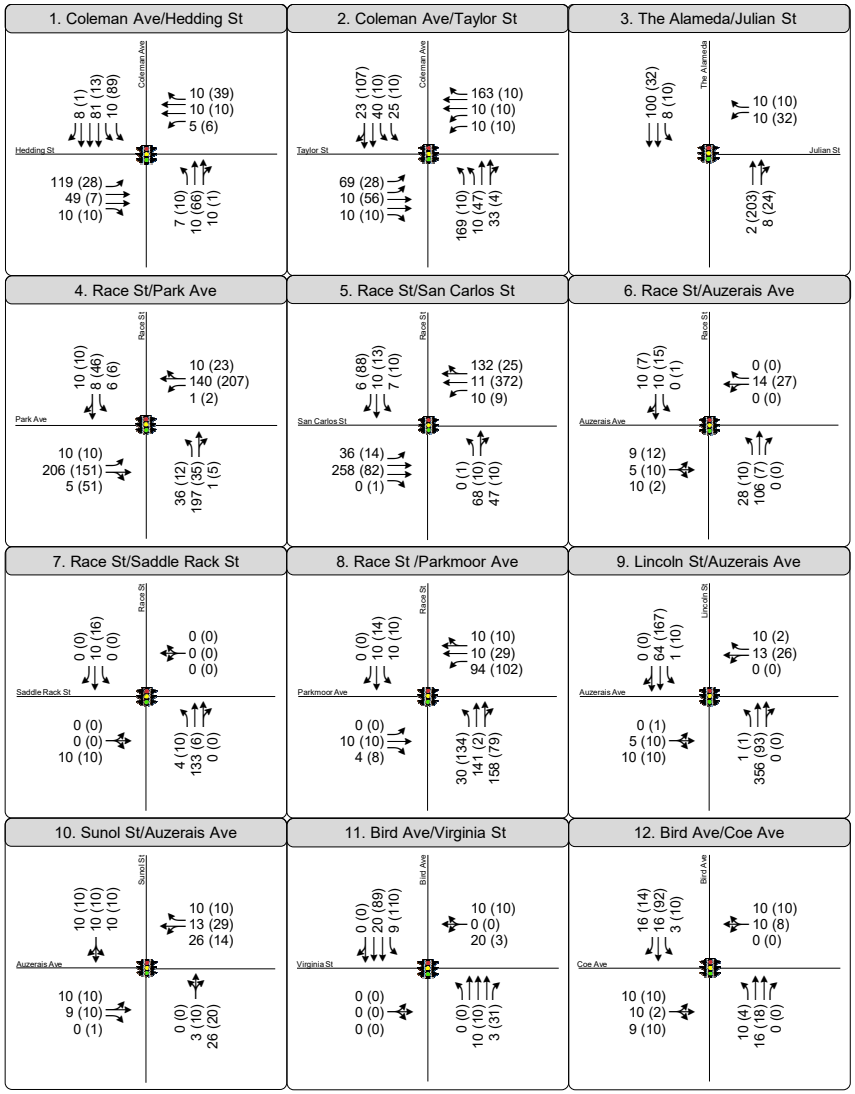
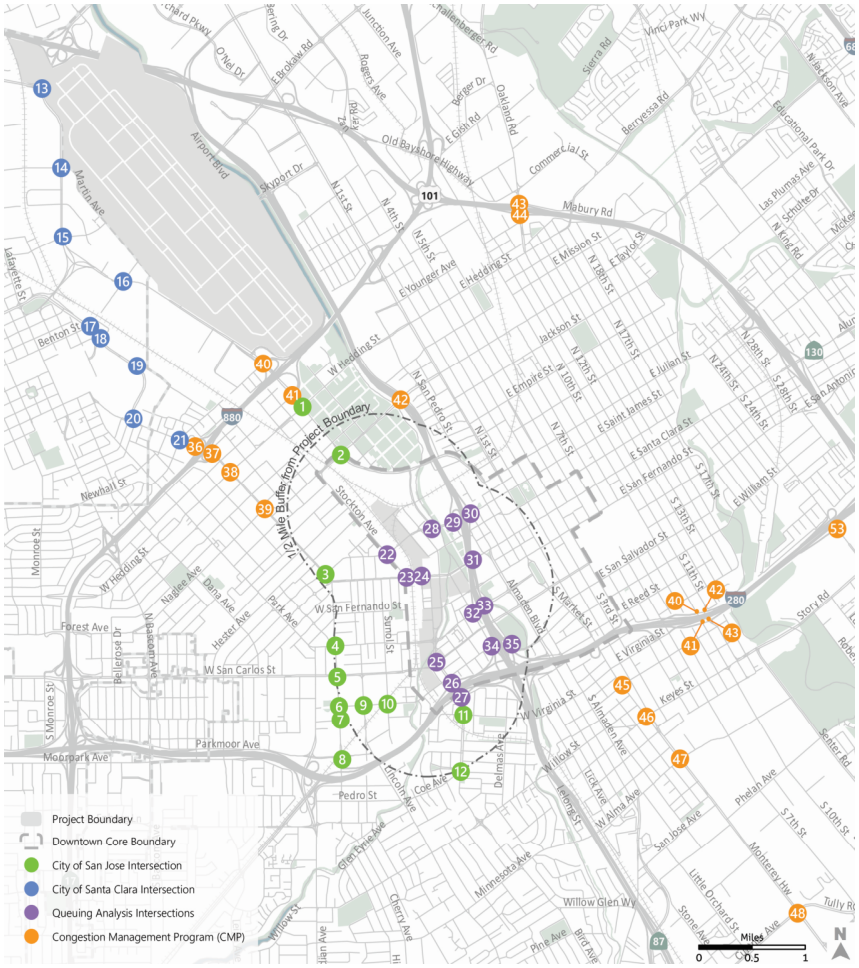


Figure 27
Project Trip Assignment
Phase 1 Project



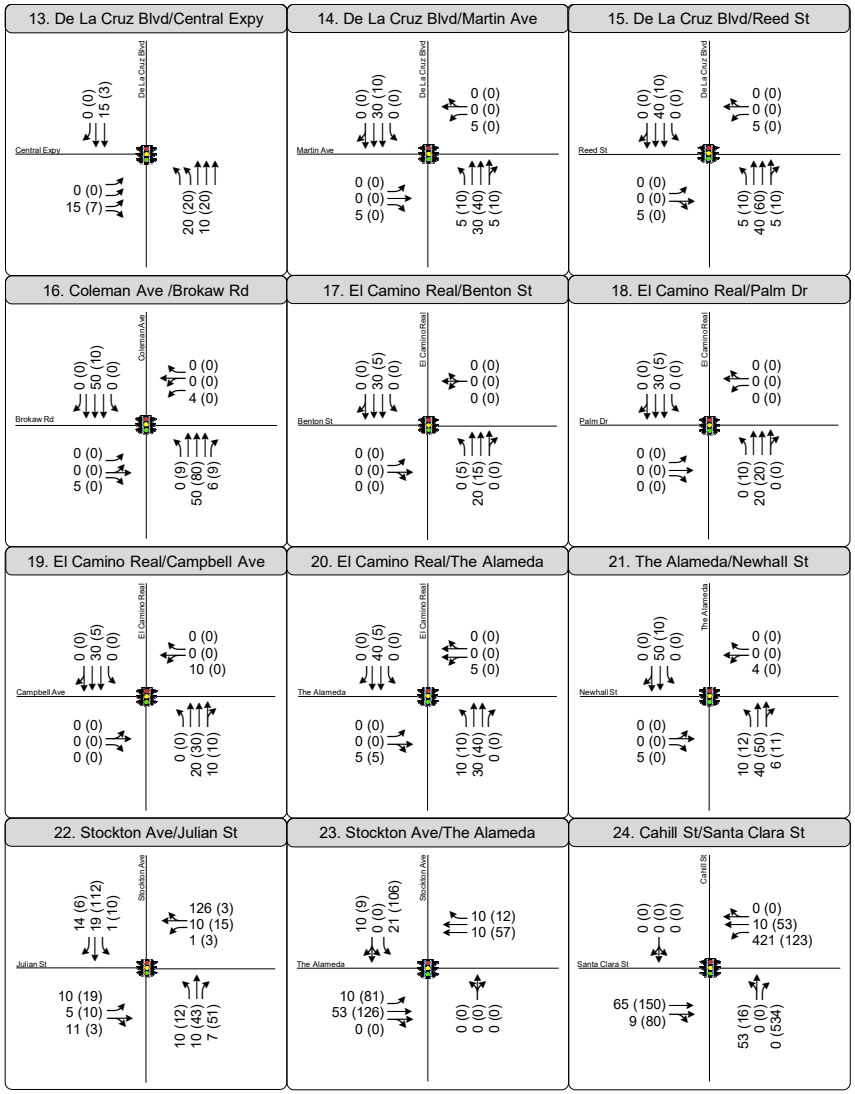
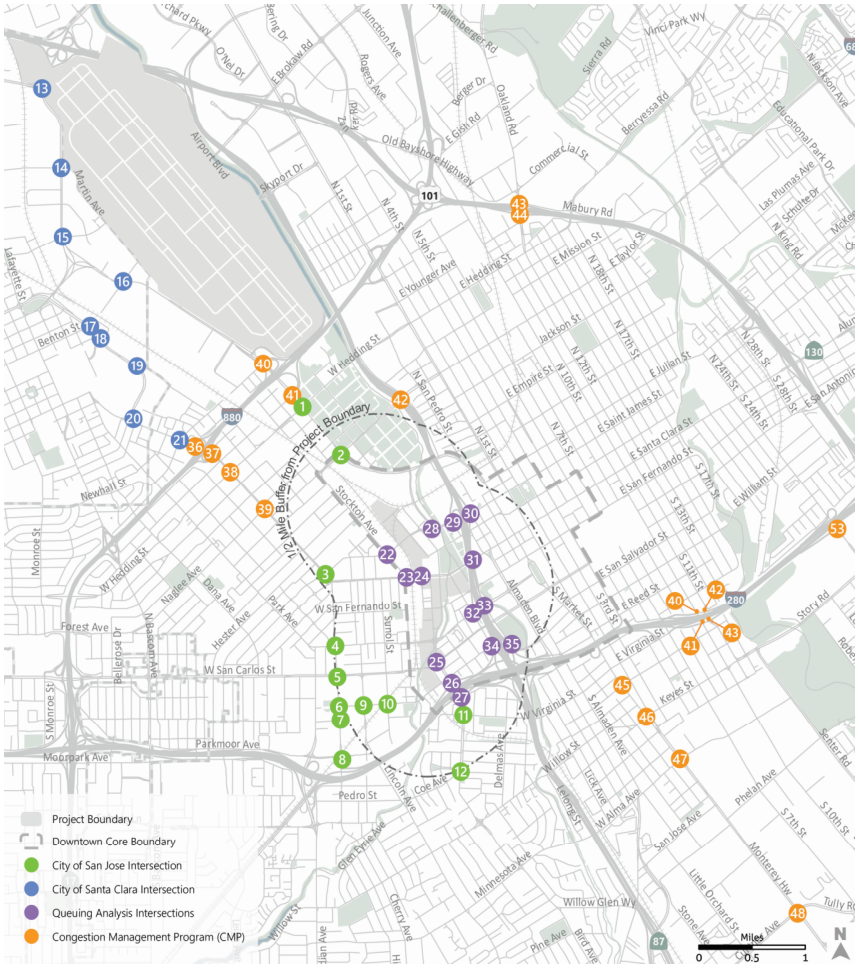


Figure 27
Project Trip Assignment
Phase 1 Project



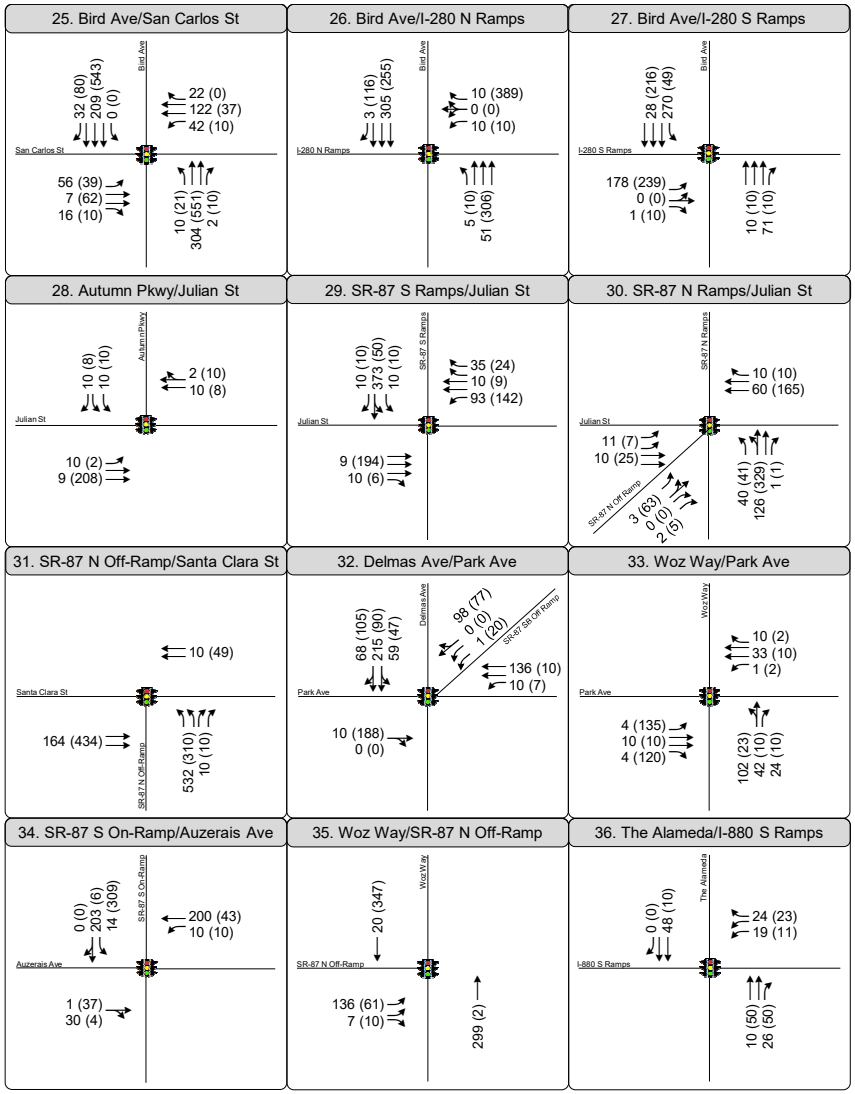
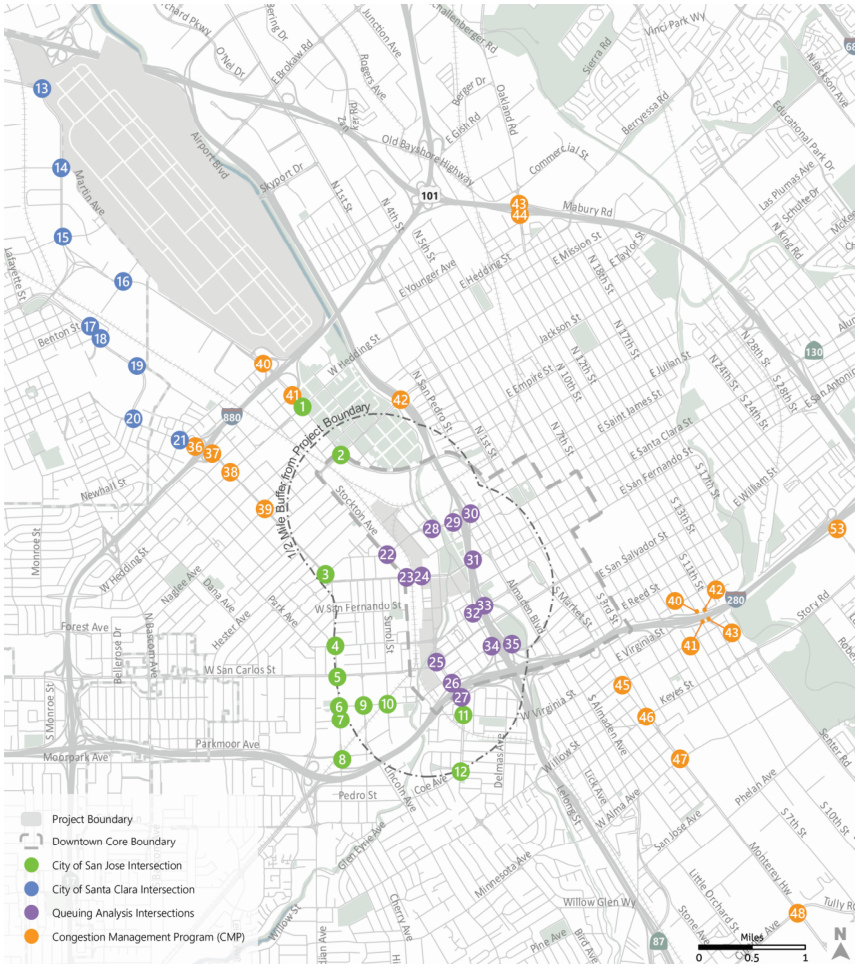


Figure 27
Project Trip Assignment
Phase 1 Project



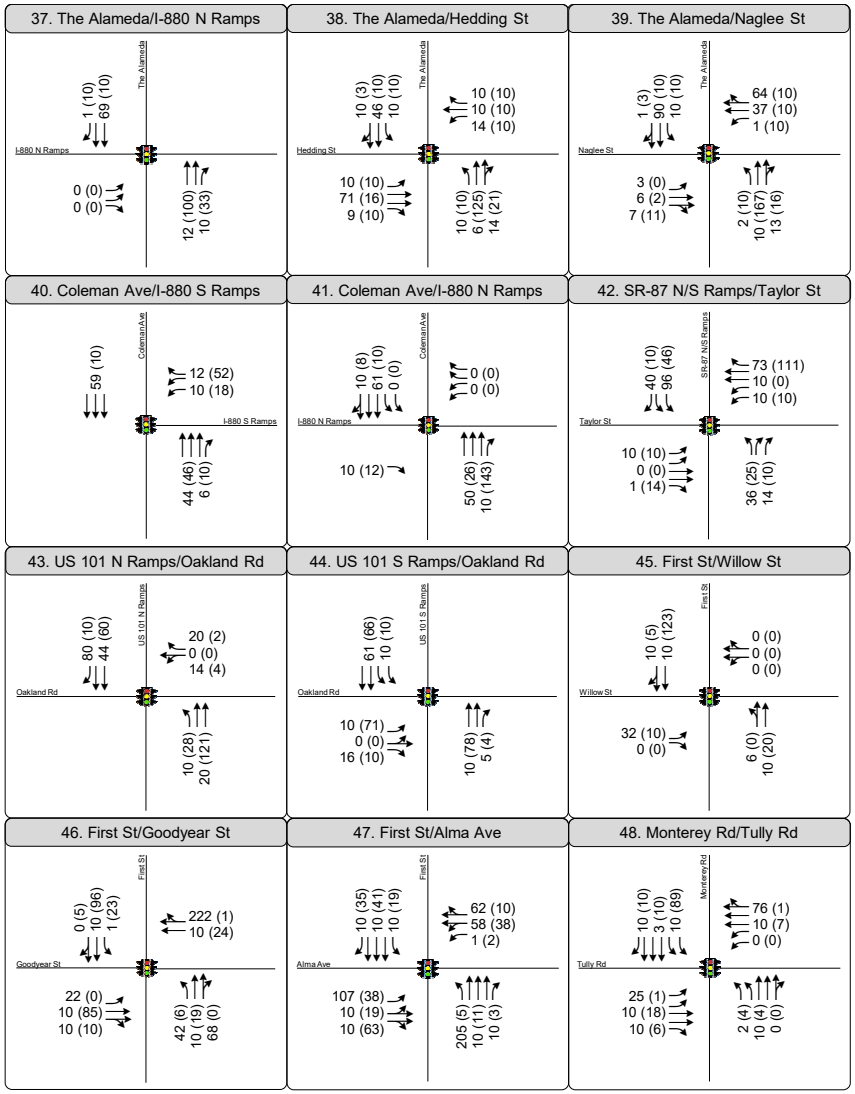
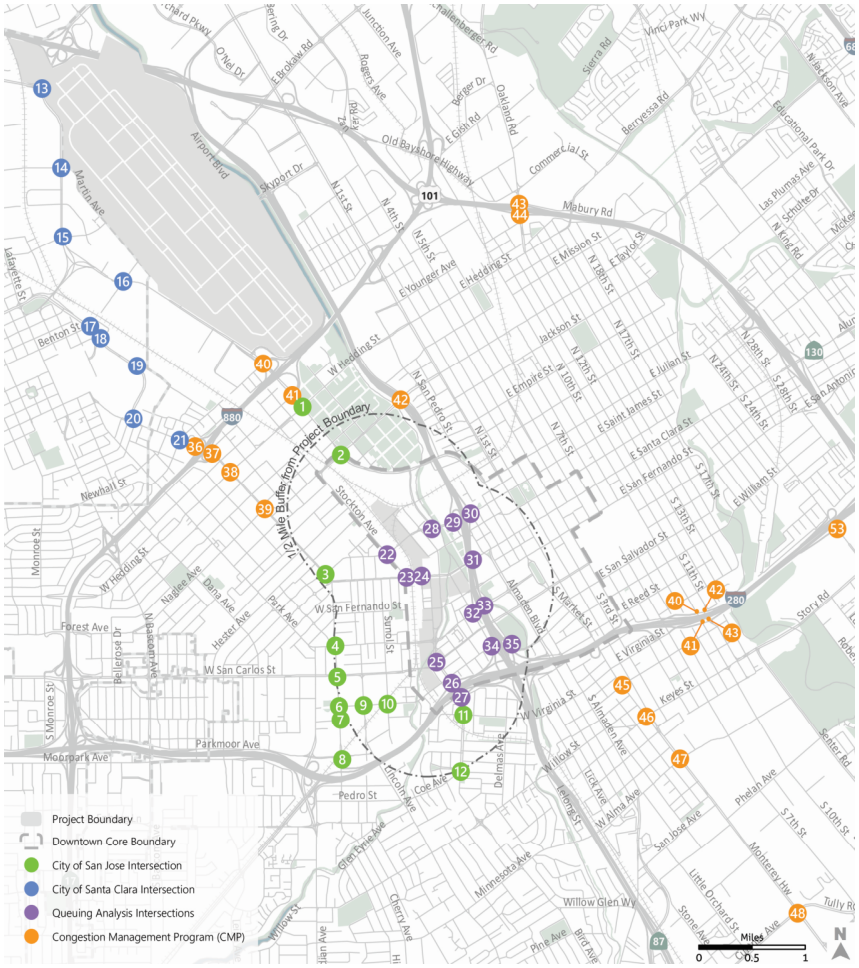


Figure 27
Project Trip Assignment
Phase 1 Project



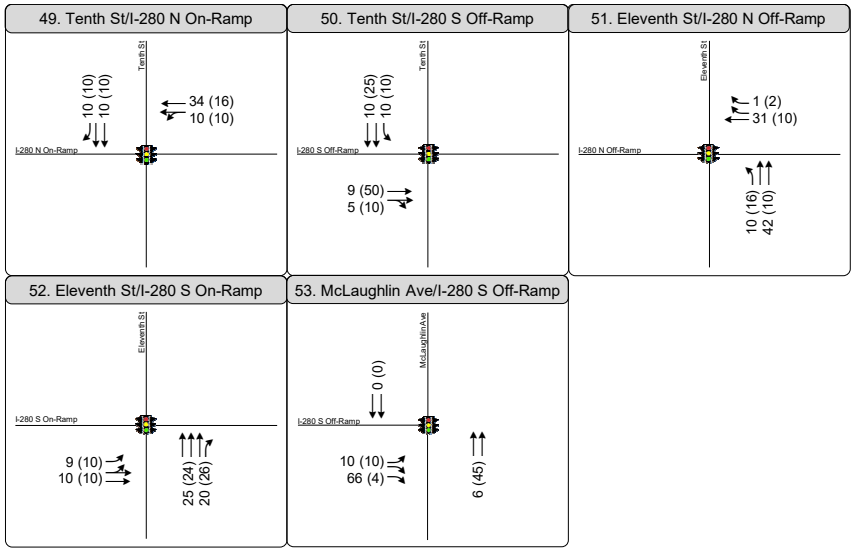
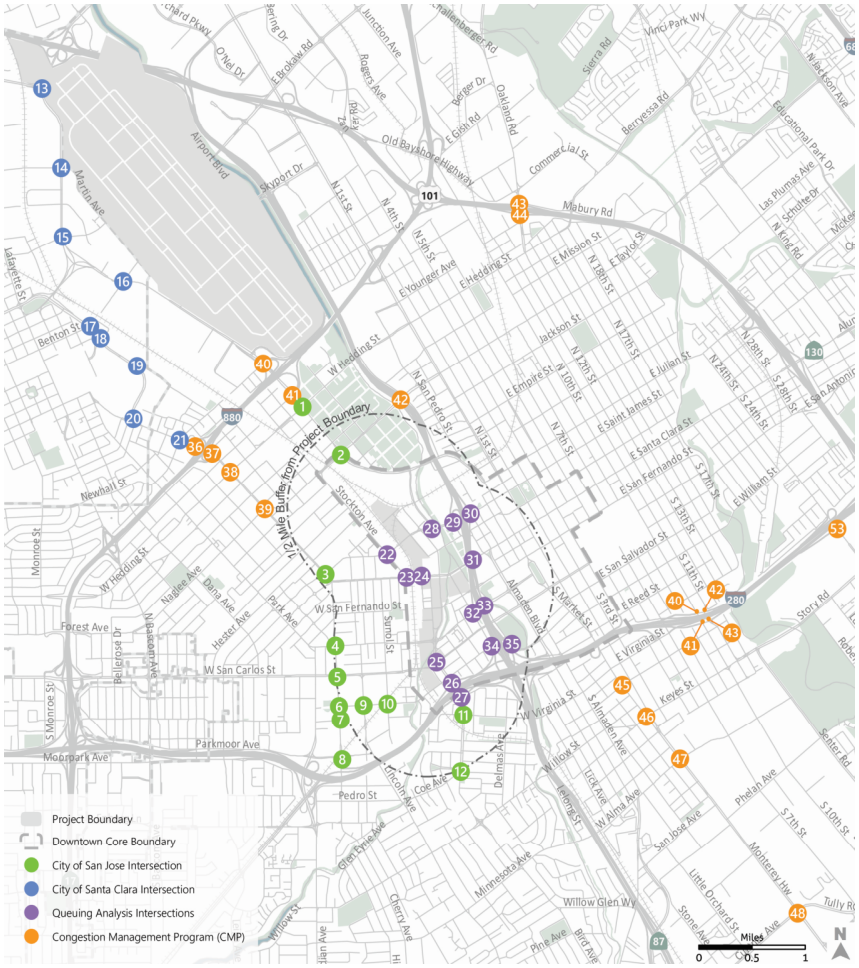


Figure 27
Project Trip Assignment
Phase 1 Project



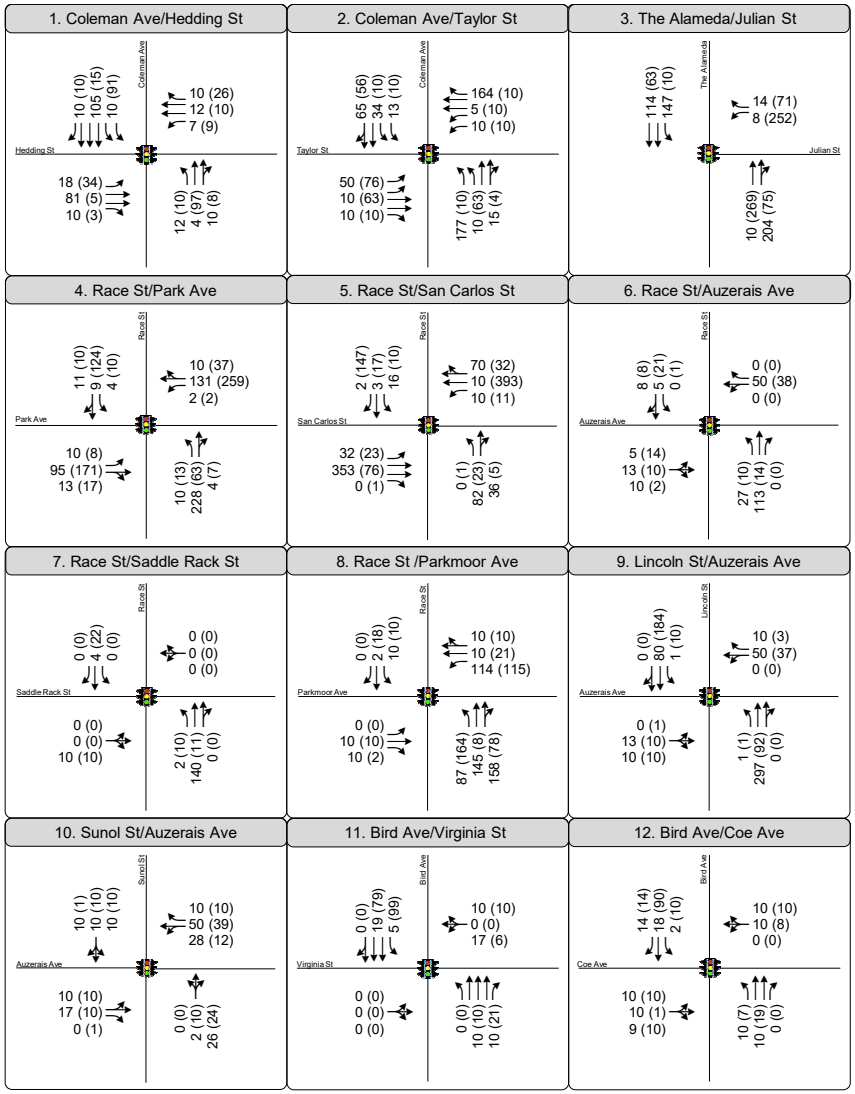
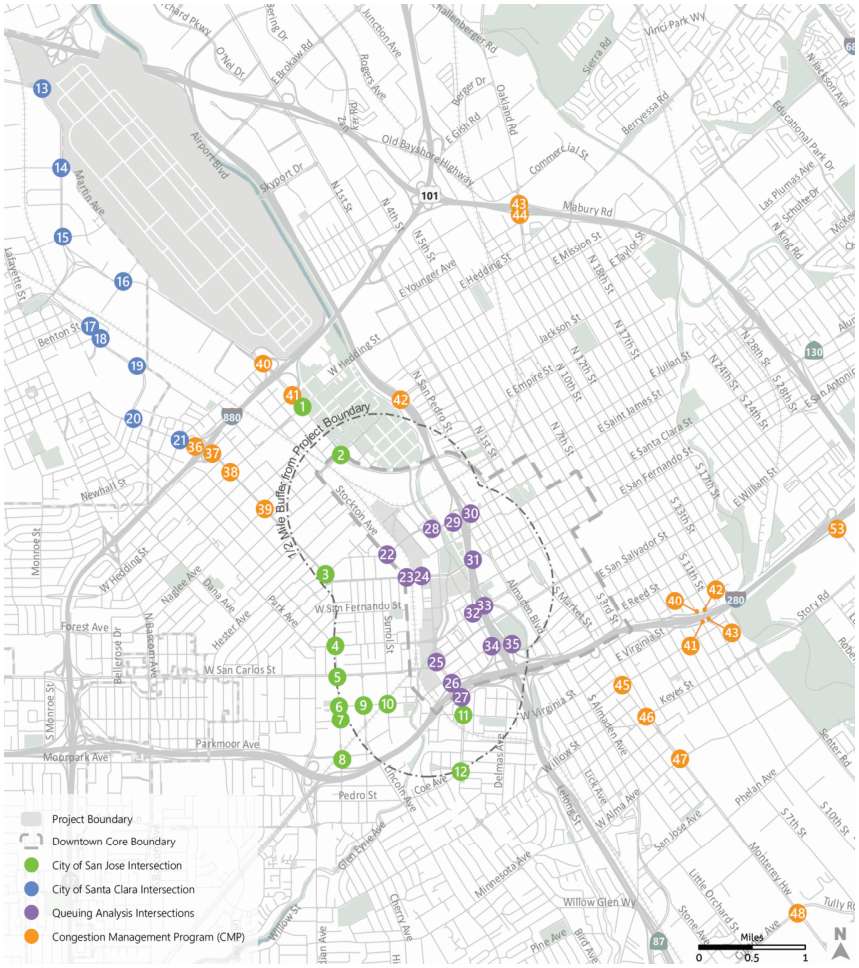


Figure 28
Project Trip Assignment
Project Buildout



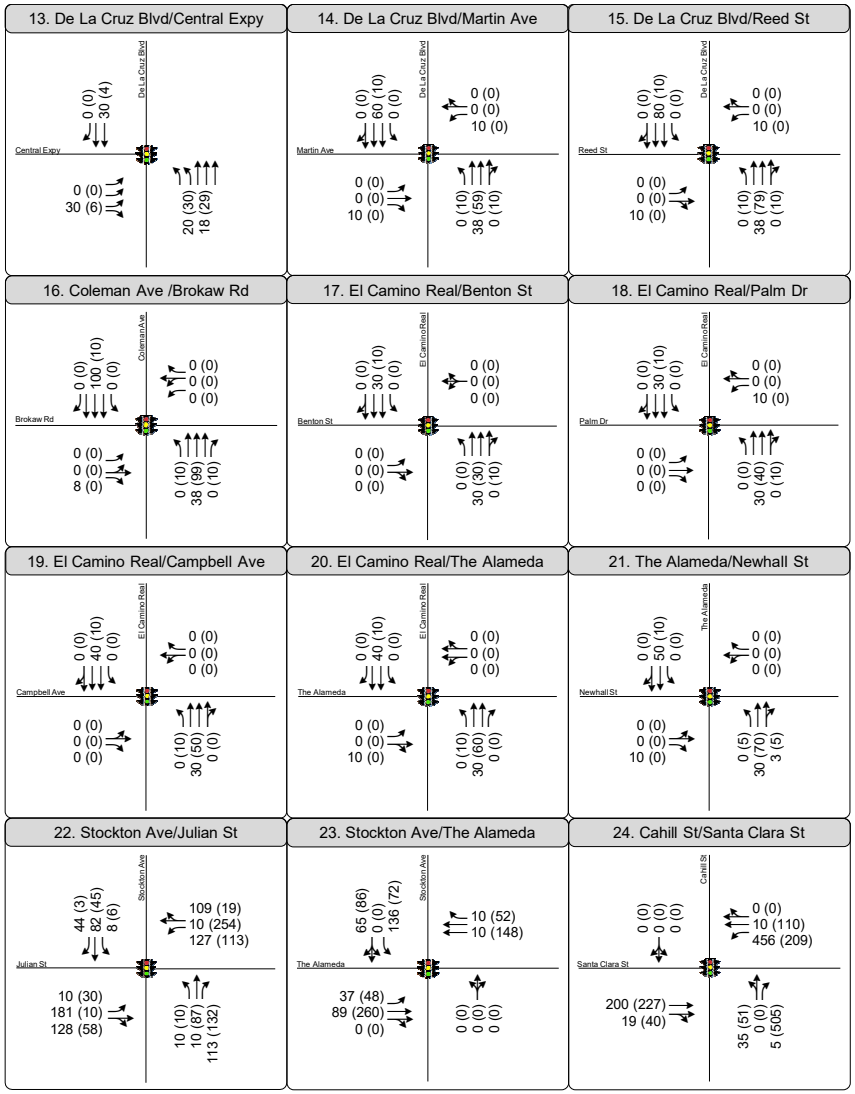
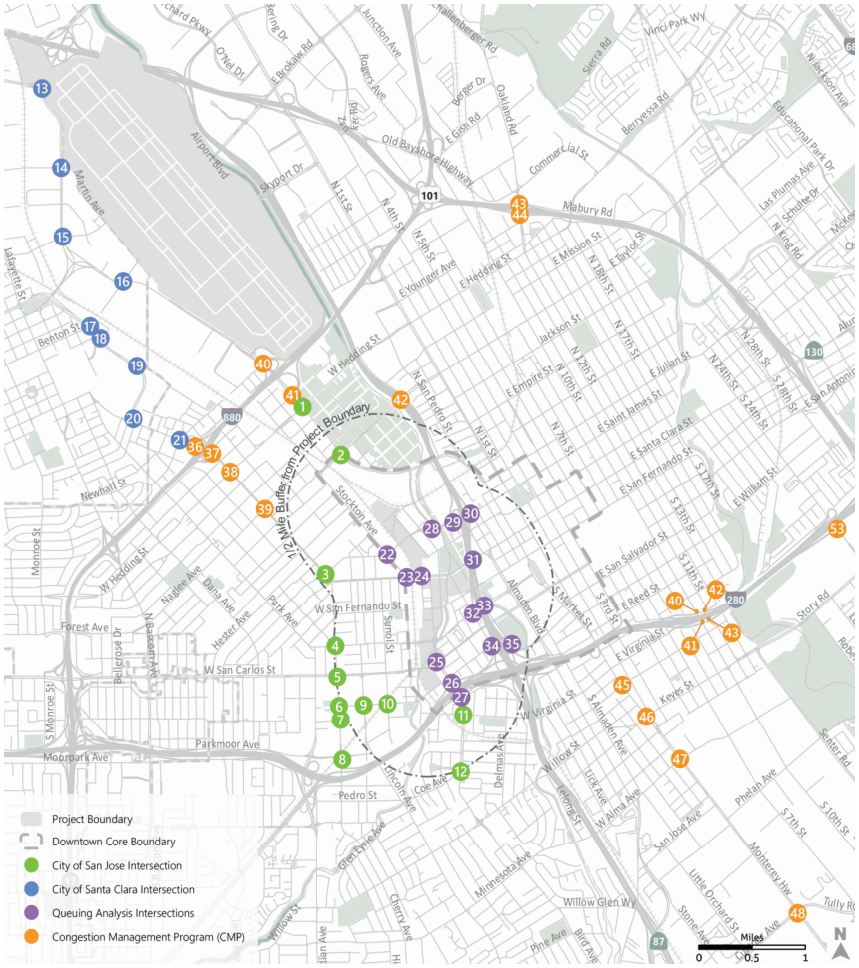


Figure 28
Project Trip Assignment
Project Buildout



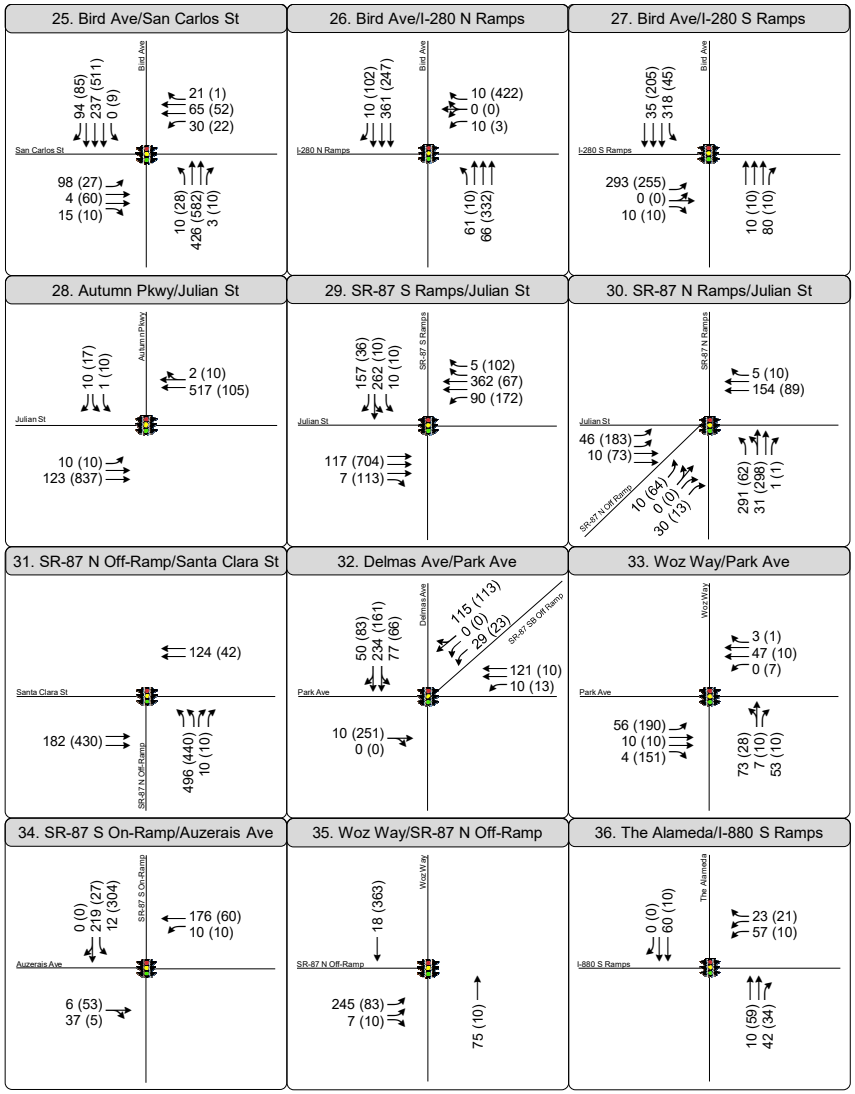
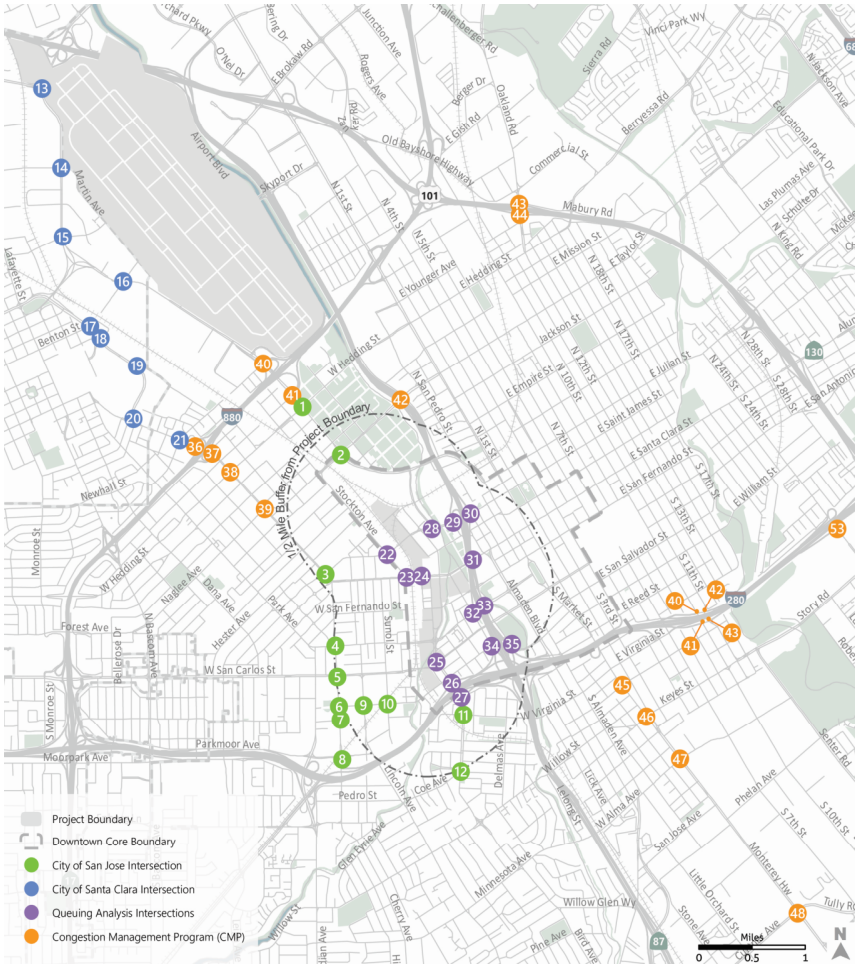


Figure 28
Project Trip Assignment
Project Buildout



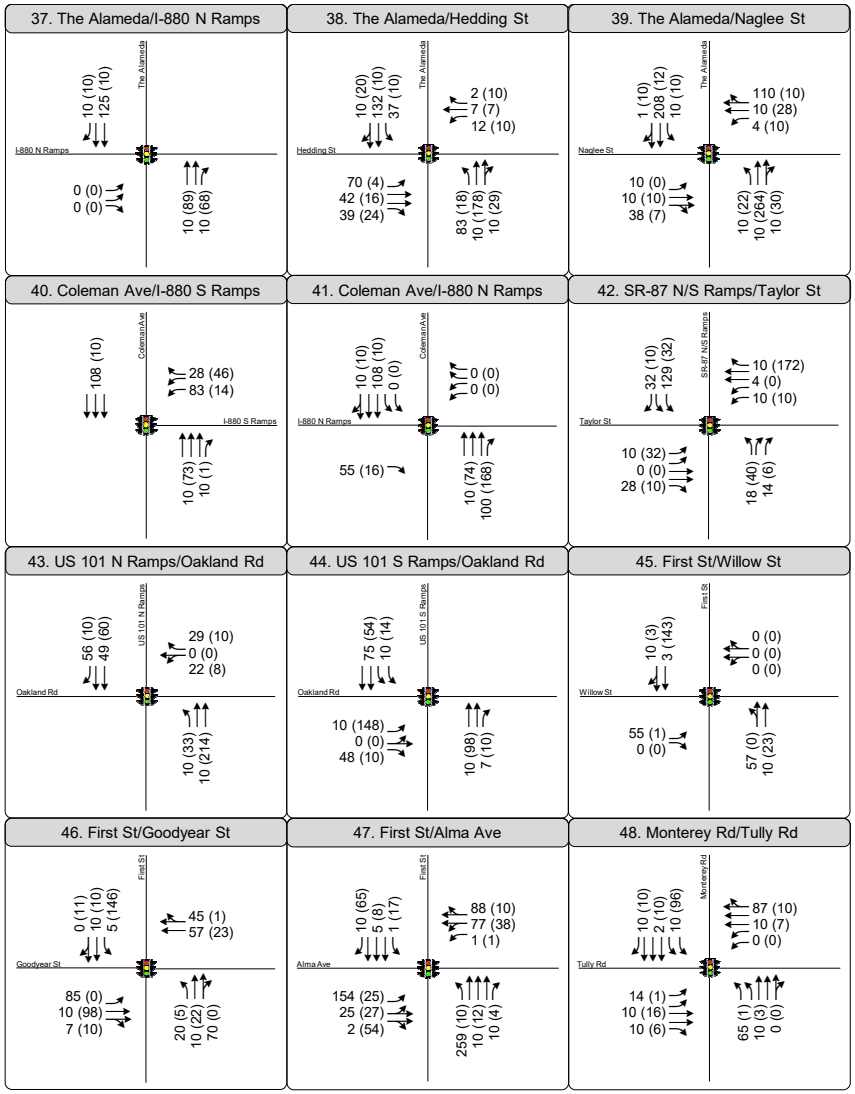
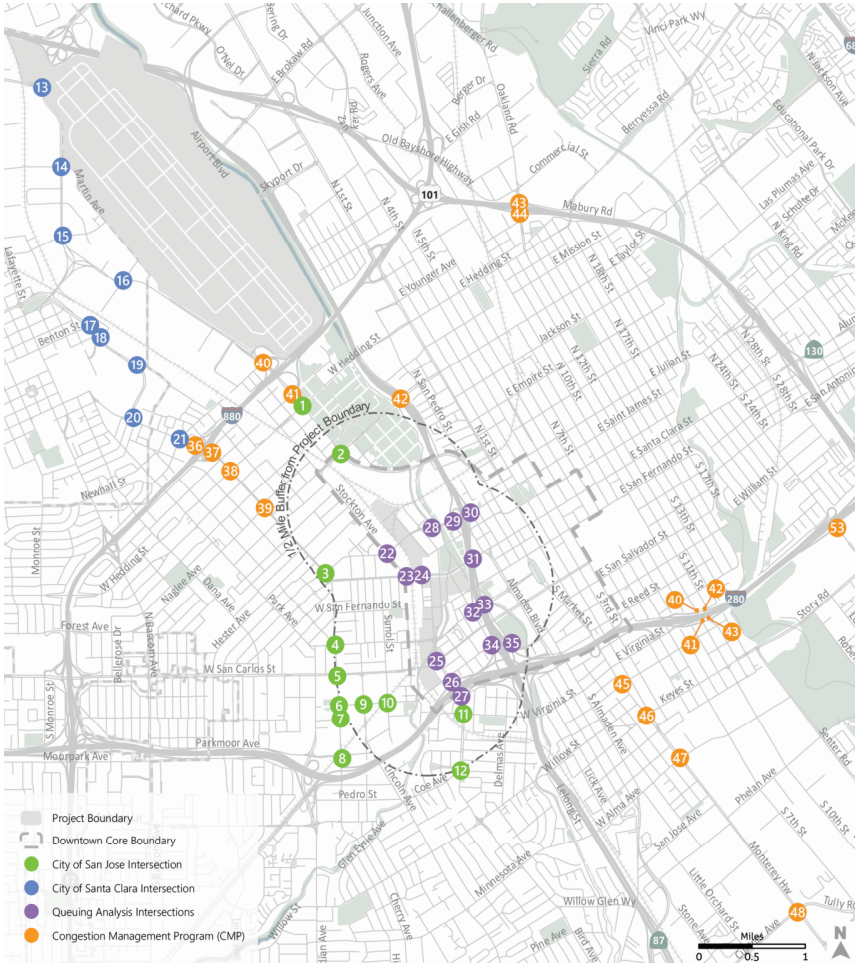


Figure 28
Project Trip Assignment
Project Buildout



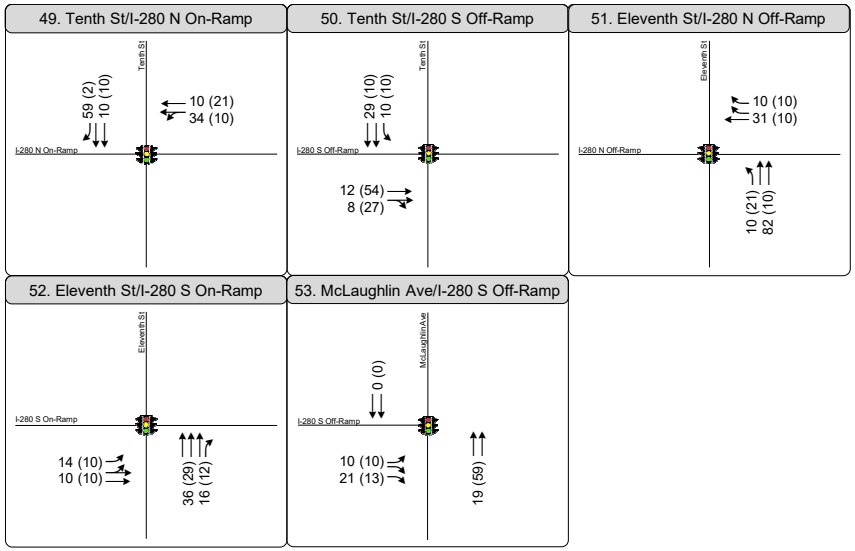
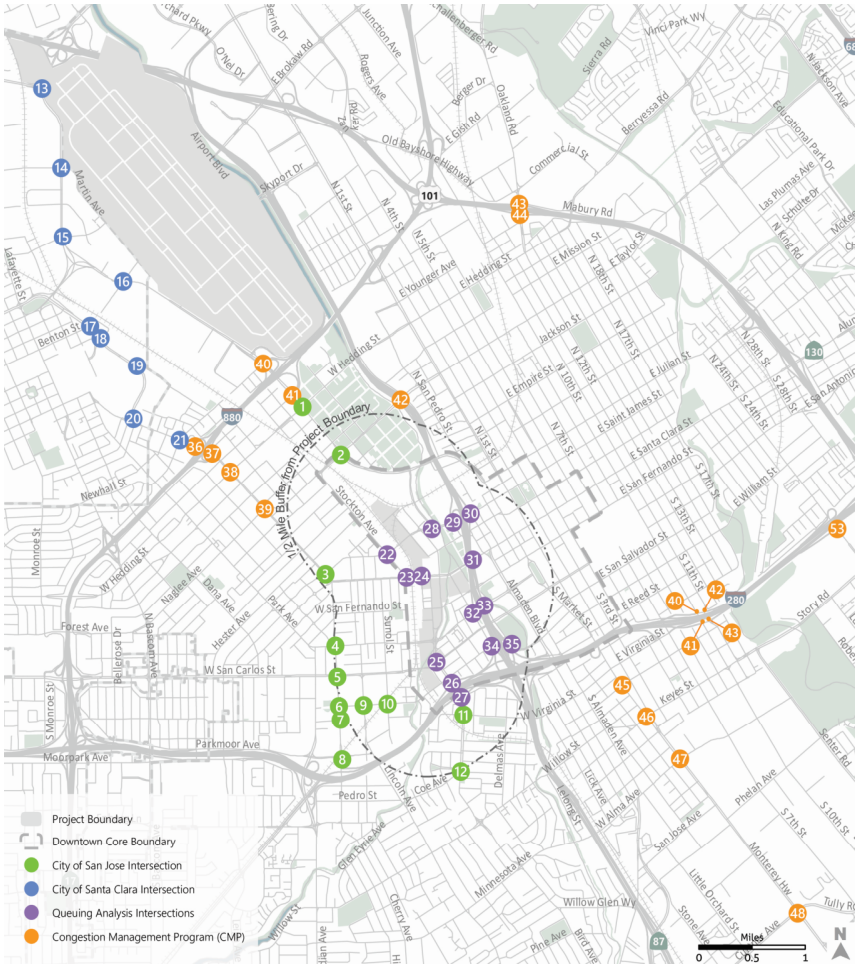


Figure 28
Project Trip Assignment
Project Buildout



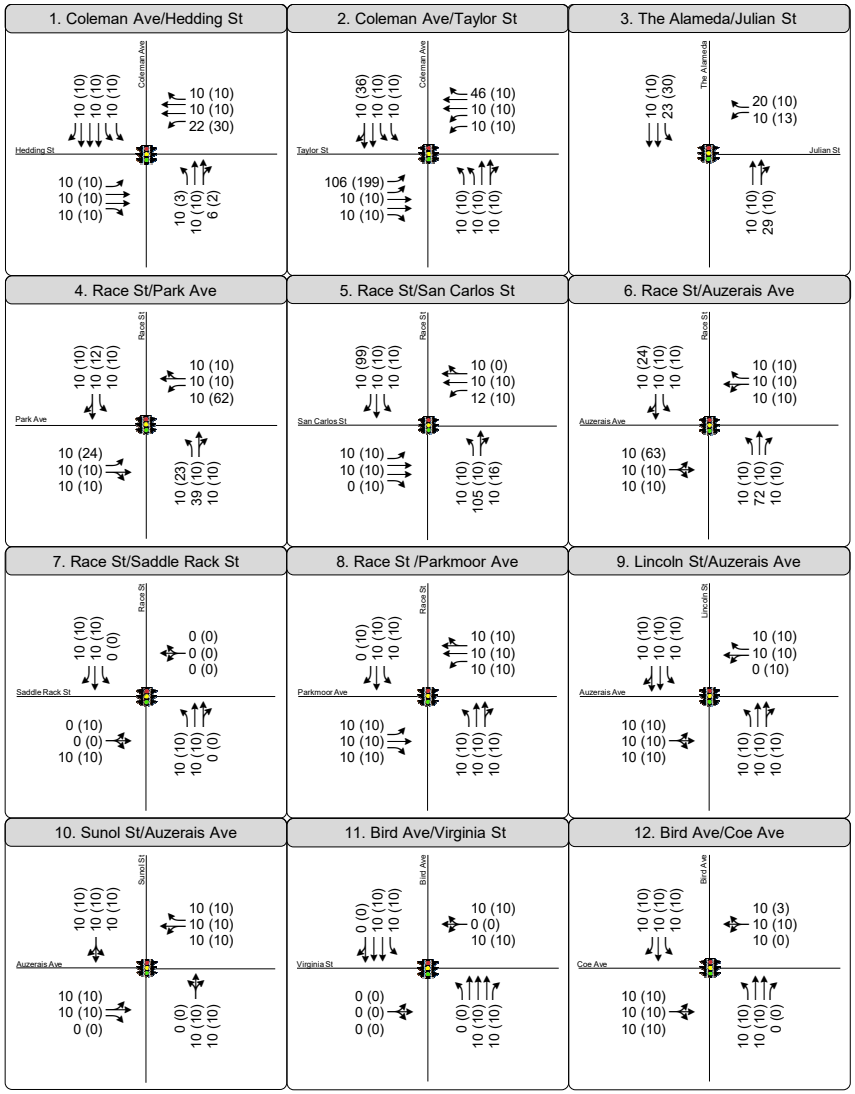
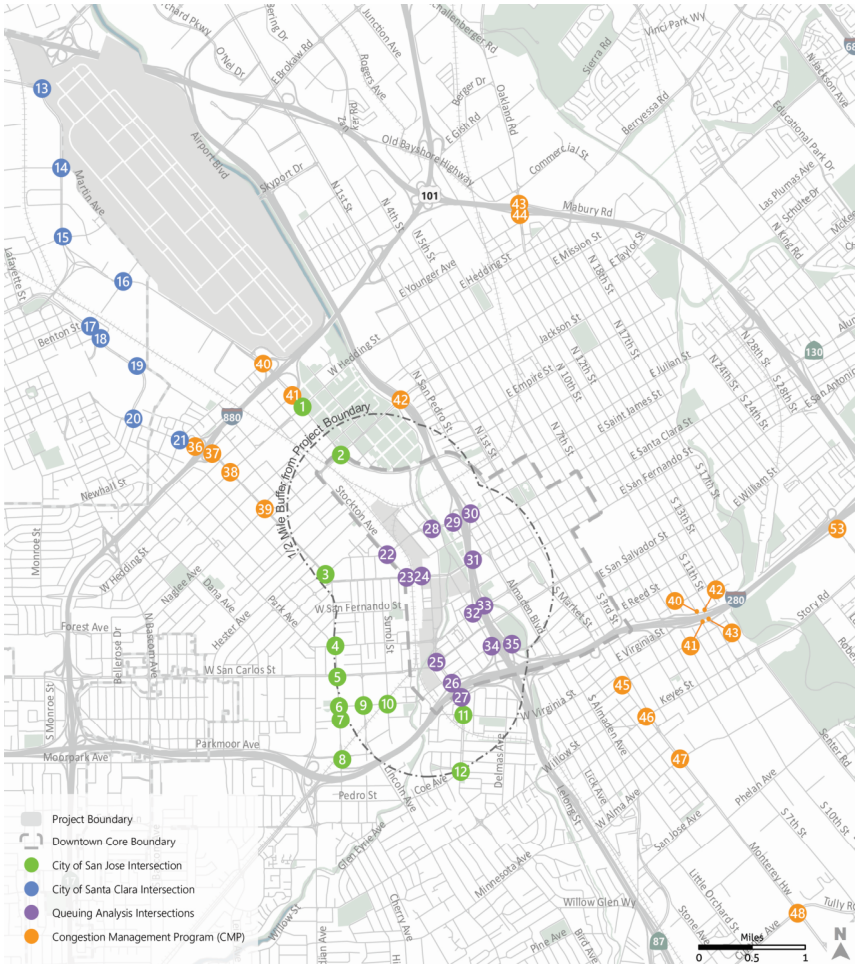


Figure 29
Project Trip Assignment
Goal Based Project



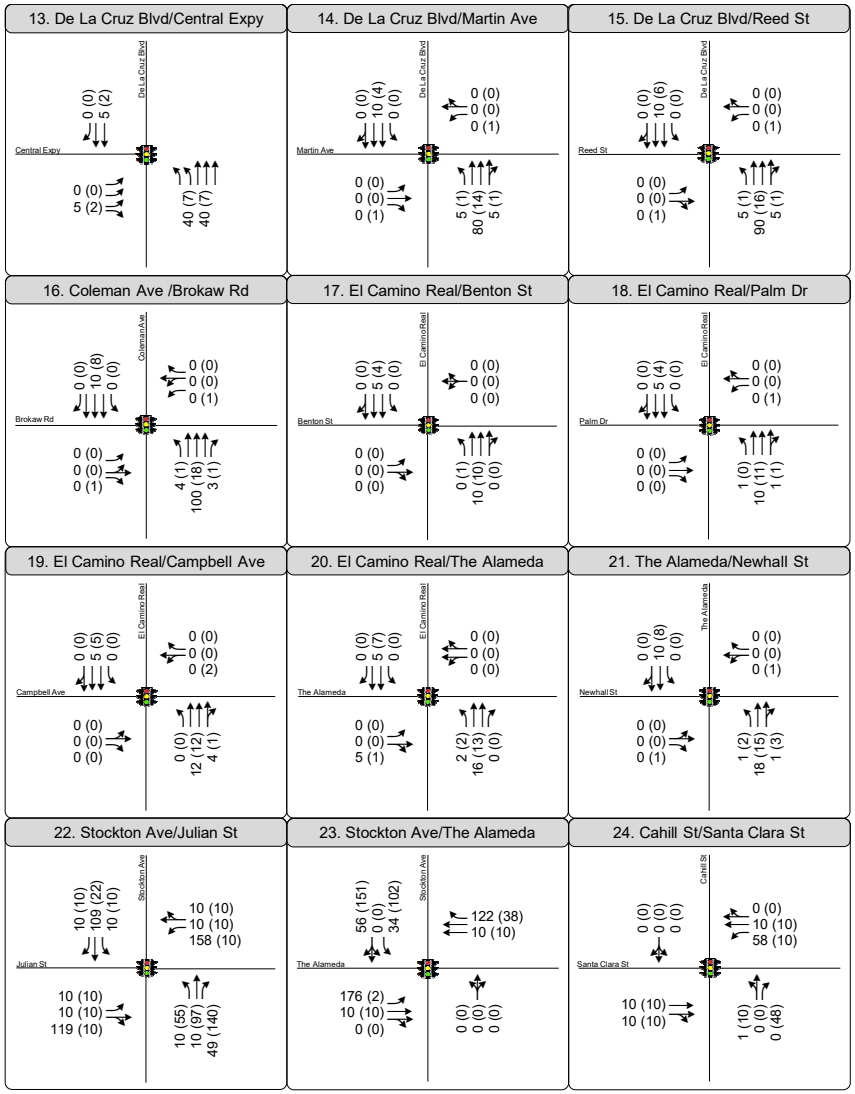
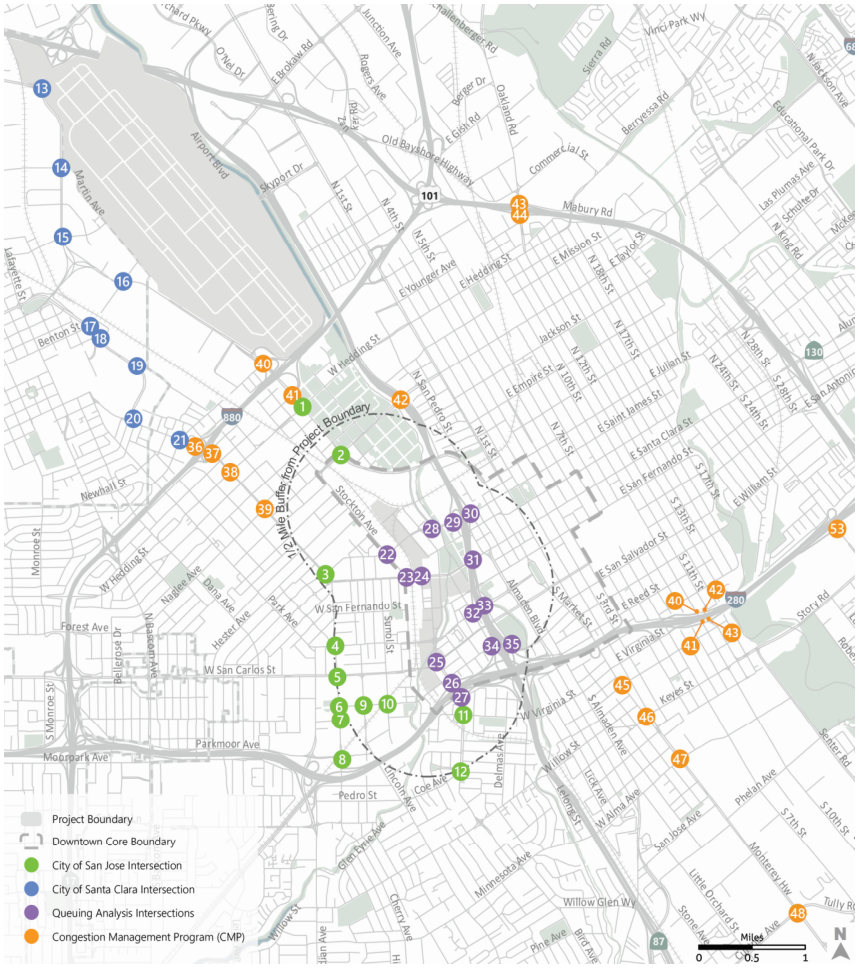


Figure 29
Project Trip Assignment
Goal Based Project



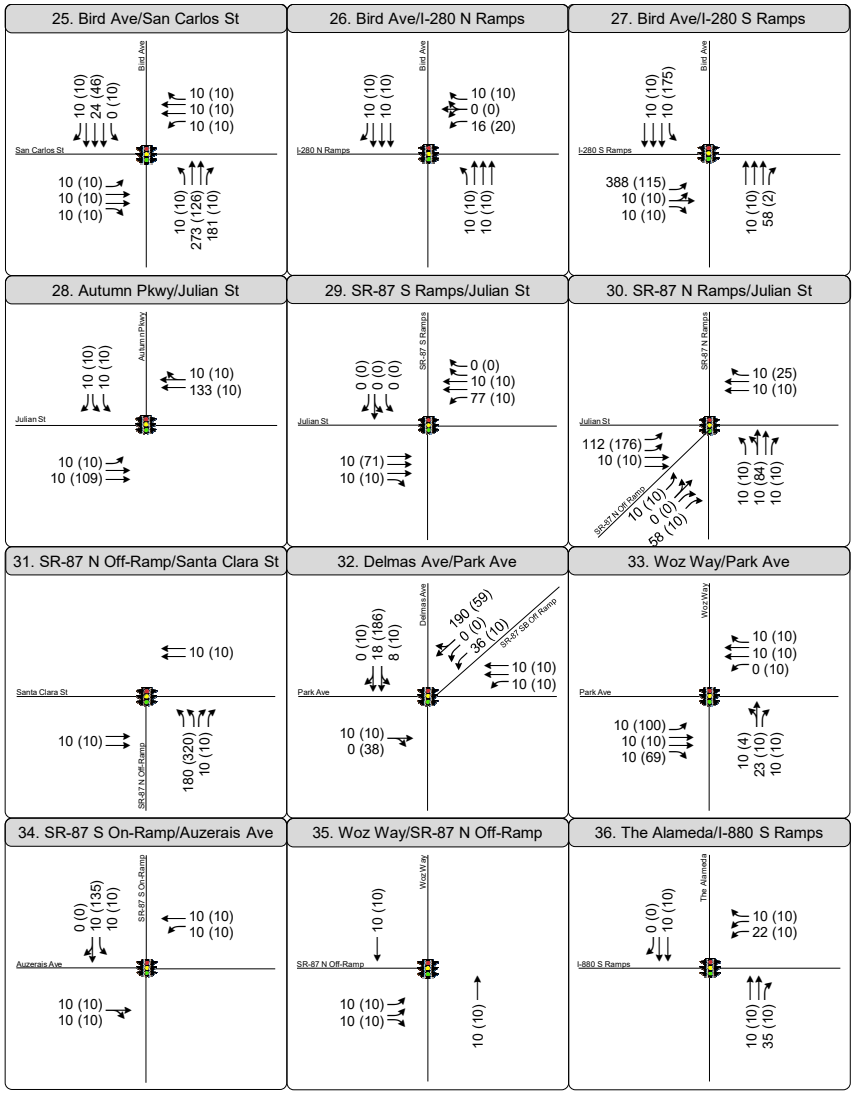
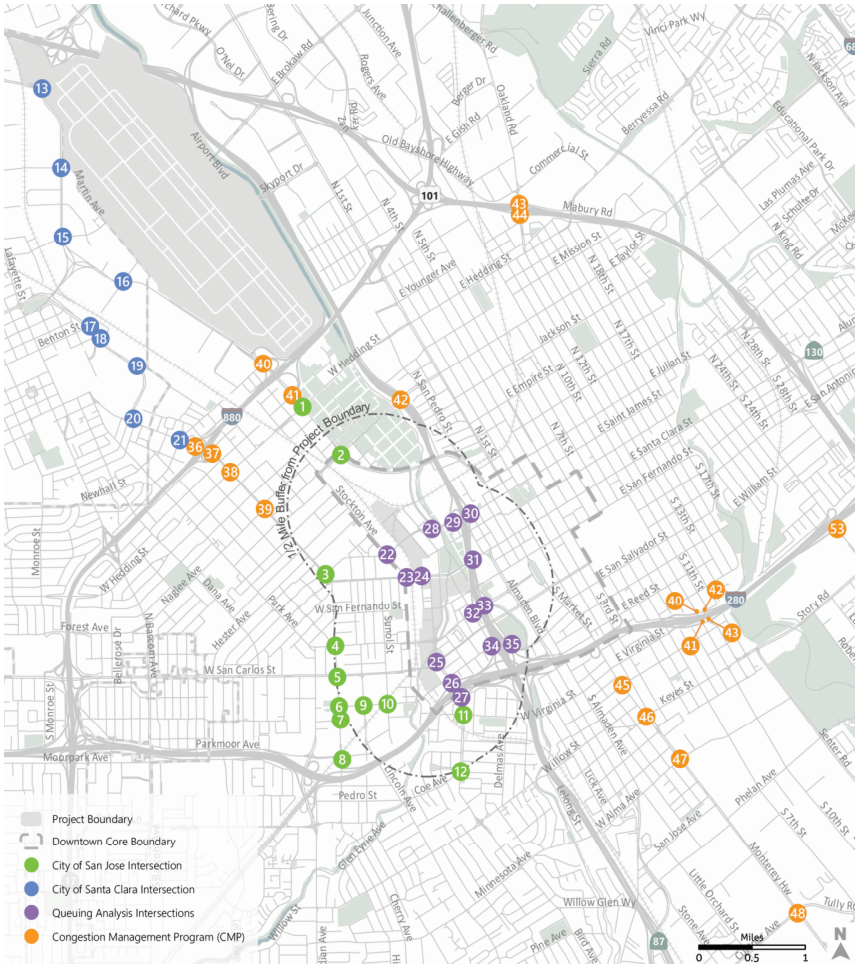


Figure 29
Project Trip Assignment
Goal Based Project



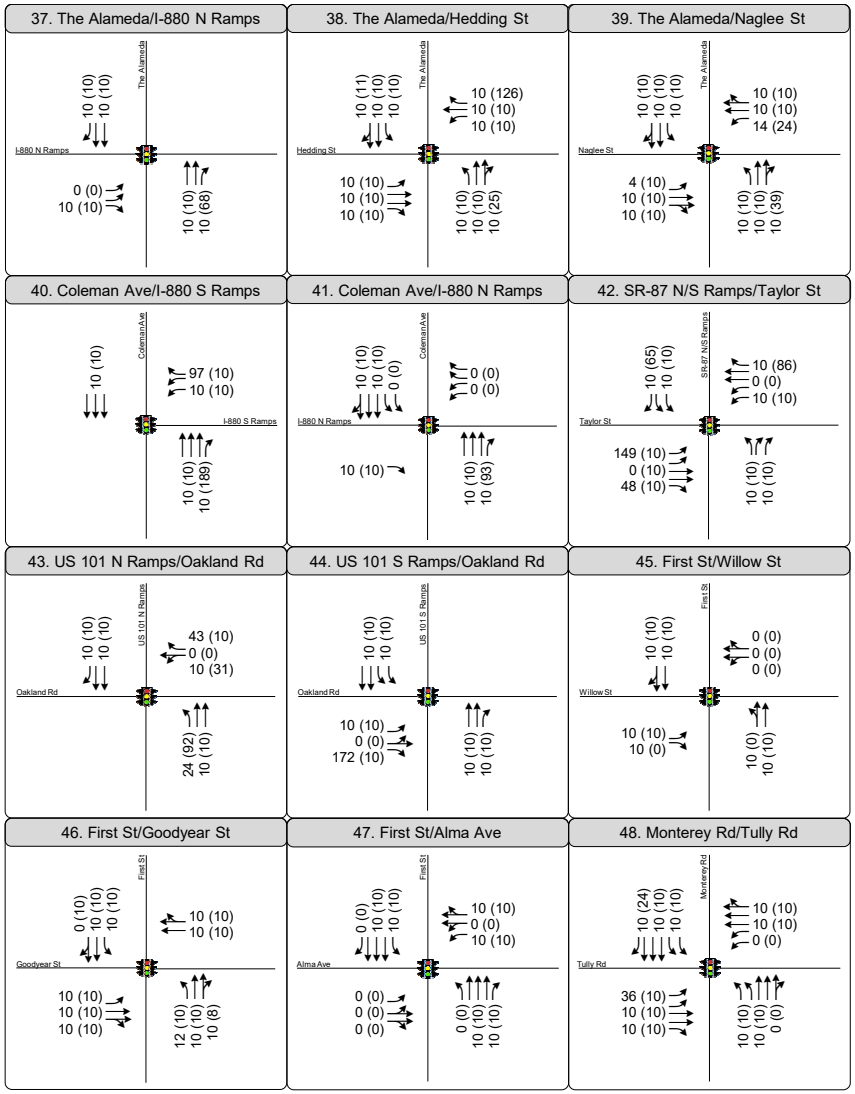
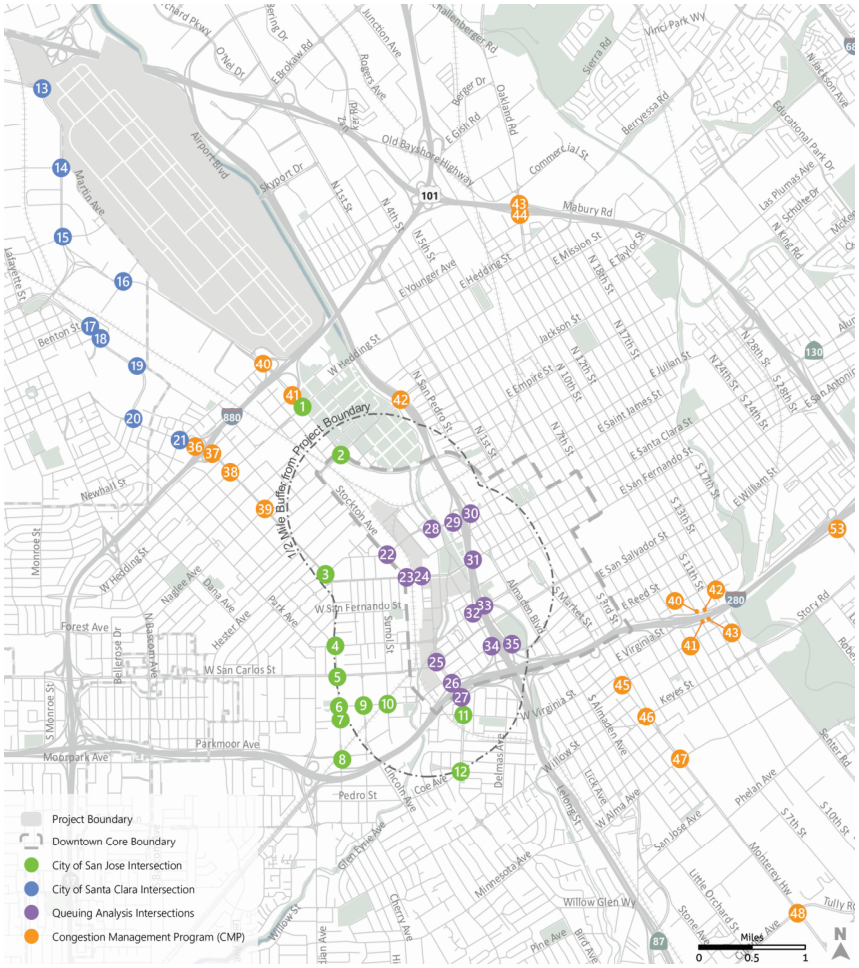


Figure 29
Project Trip Assignment
Goal Based Project



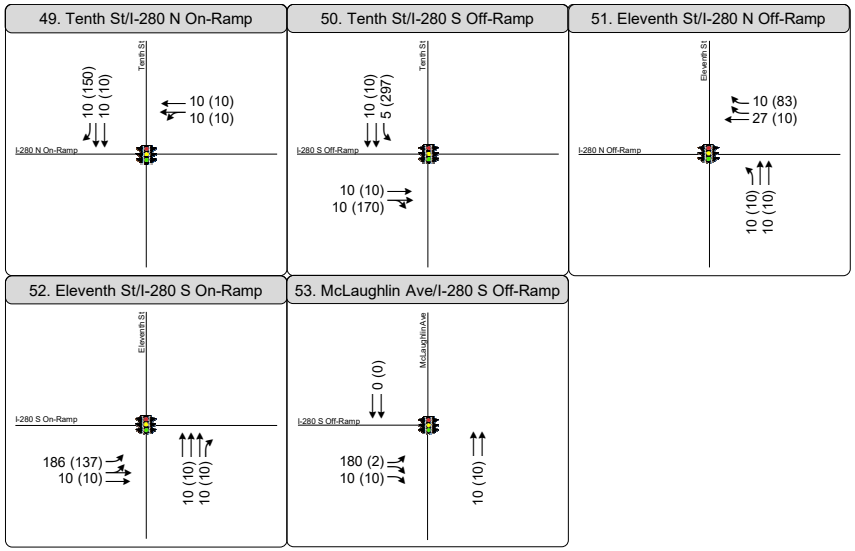


Figure 29
Project Trip Assignment
Goal Based Project

5. Transit Analysis

This chapter discusses existing and future transit access around the Project area, along with transit ridership projections and a transit delay analysis.

5.1 Transit Access

The Project area is well served by a variety of transit services. These services include local bus and light rail transit services, commuter rail services, and inter-city rail services. The existing transit services in the vicinity of the Project area are discussed in **Section 3.2** of the Existing Conditions chapter. The Project's location and the existing transportation network are shown on **Figure 16**. Diridon Station is expected to increase transit services over the next 20 years. This includes increases in Caltrain services per Caltrain Electrification and the Caltrain Business Plan, the extension of BART to Diridon Station (BART Phase II), and the provision of Bus Rapid Transit (BRT) service along Santa Clara Street. These service enhancements are supportive of the Project's vision and City's mode-split goals.

5.2 Transit Supply and Demand

An assessment of existing and future transit demand and supply helps identify potential Project-related effects and opportunities for future transit operations. Transit supply is estimated based on the existing or planned capacity of each transit service under the Background and Cumulative No Project scenarios. The Project-generated transit demand was developed based on the methodology outlined in **Chapter 4** (Project Travel Demand) and assigned to each transit service based on transit assignment from the City model. Transit services currently providing or with plans to serve Diridon Station include Caltrain, BART, VTA Bus, VTA Light Rail, Altamont Corridor Express, and Capitol Corridor (Amtrak). Transit supply and the Project's transit demand were developed for the following scenarios:

- **Existing Conditions:** 2019 baseline transit supply at Diridon Station
- **Background Plus Phase 1 Project:** 2019 estimated demand from Phase 1 of the Project, evaluated against 2019 baseline transit supply
- **Background Plus Project Buildout:** 2019 estimated demand from Project buildout, evaluated against baseline transit supply
- **Cumulative Plus Goal-Based Project Buildout:** adds supply from the moderate growth scenario of the Caltrain Business Plan and BART extension to Diridon Station, and uses 2040 estimated demand from the Project with goal-based mode splits

The Project's effects on transit demand are not assessed for the Background No Project, Background Plus Goal-Based Project Buildout, and Cumulative No Project scenarios as the transit demand is similar to or less than what's presented in other scenarios.

Supply is expressed in terms of total seats on each service during either a peak hour or a typical weekday. Demand is expressed as the number of expected Project transit trips that will use a given service, as well as the percentage of total supply Project-generated transit trips would represent. Capacity utilization is presented in two forms:

- Directional percentage utilization for core rail services such as Caltrain and BART
- Cordon directional percentage utilization for general transit trips leaving the site in each of the cardinal directions (north, east, south, and west)

Supply and demand are each summarized by "cordons," representing the direction toward which the line provides immediate service. Cordon directions are assigned based on the destination of individual heavy rail lines, and the immediate direction of light rail and bus routes. VTA bus supply and demand are presented, aggregated at the cordon level only, and include non-VTA bus services that have active GTFS[15] feeds (such as Monterey-Salinas Transit and Amtrak 17 Express). **Table 20** summarizes which services and bus routes are included in each directional cordon.

Table 20: Transit Cordons and Corresponding Lines/Services

Cordon	Services	VTA Routes	Notes
North	Caltrain VTA	Green Line toward Santa Clara Bus Route 86	Also includes non-VTA services reported in GTFS during peak hours
East	BART ACE Capitol Corridor VTA	Bus Routes 22, 23, 55, 86, 500, 522, 523, 64A, 64B, 68, 181	Also includes non-VTA services reported in GTFS during peak hours
South	VTA	Green Line toward Winchester Bus Routes 64A, 168	Also includes non-VTA services reported in GTFS during peak hours Caltrain capacity south of Diridon is discussed qualitatively
West	VTA	Bus Routes 22, 23, 522, 523, 64B	Also includes non-VTA services reported in GTFS during peak hours

Source: Fehr & Peers, 2020; GTFS, 2020.

The Project's transit utilization is also expressed as a percentage of total service capacity on each service. Because ridership fluctuates from station to station, these percentages represent the share of total service capacity on each service at the stop closest to the Project. Because passengers board and alight at

[15] GTFS refers to the General Transit Feed Specification, a format for data from transit agencies that provides information on transit stops, arrivals, departures, and services. Static GTFS data (i.e., schedule data) was used for this analysis, rather than real-time data.



different points, each service would have fewer Project passengers at stations farther from the Project area. The implications of this pattern for each service are discussed in greater detail below.

Transit utilization is a function of both supply and demand; even in cases where the Project generates a larger number of riders, if a service is more frequent or has more capacity, the Project will have a lower utilization. As an example, under Phase 1 the Project is estimated to use around five to six percent of total Caltrain capacity under Phase 1 conditions, compared to around 20 percent of total capacity on VTA bus routes crossing the south cordon away from the site. This is because very few routes cross the south cordon, with most southbound buses first traveling through downtown San José to the east.

5.2.1 Existing Conditions

5.2.1.1 Existing Supply

Existing transit supply and demand data at Diridon Station were collected via available ridership reports and use of GTFS data. All trains and buses arriving at and leaving from Diridon Station during the AM and PM peak hours were included in the analysis. The AM peak hour is 7:15 to 8:15 AM and the PM peak hour is 5:00 to 6:00 PM. Transit supply was determined by the capacity of AM and PM peak number of trains or buses. The total existing transit supply is summarized in **Table 21**.

Supply is expressed in terms of available seats: for instance, a local bus with 40 seats heading north from the site provides a supply of 40 seats across the north cordon. If that line has four buses in the peak hour, the total supply is 160 seats for that line (four buses per hour x 40 seats per bus). This supply is expressed solely in terms of seated passengers; however, for rail services, utilization of up to 130 percent is deemed acceptable; it allows for most riders to be seated with space for the remainder to stand comfortably. As shown in **Table 21**, the total capacity of all services to and from the Project area is around 8,000 seats in each direction (inbound and outbound) during each peak hour, and 174,220 seats daily.

Transit supply is also complicated by the nature of seat utilization: longer trips use more capacity for a longer period, and most routes have portions that operate at lower utilization and portions that may operate above capacity. The implications of these load issues are discussed further in the Summary and Trends by Service in **Section 5.2.6**.

Table 21: Existing Transit Supply (Seats on In-Service Vehicles)

Transit Service/Direction	*AM Peak Inbound*	*AM Peak Outbound*	*PM Peak Inbound*	*PM Peak Outbound*	*Daily*
Caltrain					
Northbound	-	3,690	-	3,580	32,870
Southbound	3,470	-	2,820	-	32,870
BART					
Northbound	*No existing service to downtown San José*				
Southbound					
VTA Bus					
North Cordon	320	320	320	320	12,360
East Cordon	1,360	1,120	1,400	1,080	43,000
South Cordon	80	80	80	80	3,280
West Cordon	560	520	560	520	17,560
VTA Light Rail					
Green Line					
To Santa Clara / Transfer	480	480	480	480	8,160
To Winchester	480	480	480	480	8,280
Other Services					
ACE inbound	650	-	650	-	2,600
ACE outbound	-	650	-	650	2,600
Capitol Corridor inbound	760	-	760	-	5,320
Capitol Corridor outbound	-	760	-	760	5,320
All Transit					
Total Capacity	**8,160**	**8,100**	**7,550**	**7,950**	**174,220**
North Cordon	4,270	4,490	3,620	4,380	86,260
East Cordon	2,770	2,530	2,810	2,490	58,840
South Cordon	560	560	560	560	11,560
West Cordon	560	520	560	520	17,560

Notes:
The AM peak hour is 7:15 to 8:15 AM and the PM peak hour is 5:00 to 6:00 PM.
Source: Fehr & Peers, 2020

5.2.2 Background No Project Conditions

To analyze supply and demand under baseline conditions, which include Caltrain Electrification and extension of BART to Berryessa, the existing transit supply data was used. By analyzing capacity using existing supply, rather than the increased number of trains due to Caltrain Electrification, this analysis presents a conservative estimate of the Project's transit utilization. In addition, trips using BART to



Berryessa were assigned to VTA bus routes to make the final connection to Diridon Station and the Project area.

5.2.2.1 Background No Project Supply

The total baseline transit supply is summarized in **Table 21**. Some qualitative discussion regarding the effects of electrification on Caltrain service is included below, under **Summary and Trends by Service**.

As shown in **Table 21**, the total capacity of all services to and from the Project area is around 8,000 seats inbound and outbound in the AM peak, 7,500 seats inbound in the PM peak, and 175,000 seats daily.

5.2.3 Background Plus Phase 1 Project Conditions

The Phase 1 Project transit demand was compared to the Background No Project supply discussed above.

5.2.3.1 Phase 1 Project Transit Demand

The Project's transit demand for each service was calculated based on the transit person trips presented in the Project Travel Demand chapter (**Chapter 4**), combined with transit assignment from the City model. Minor adjustments were made to the model-derived transit assignment to integrate peak hour demand for ACE and Capitol Corridor services (the City model presents only daily mode shares for those services). In addition, demand for SamTrans services was added to Caltrain boardings, as they were a low percentage of total trips. The resulting trip assignment is shown in **Table 22**.

Table 22: Phase 1 Project Transit Assignment by Service

	Peak Periods	Off-Peak	Daily
Caltrain	23%	7%	20%
BART[1]	0%	0%	0%
VTA Bus	37%	74%	51%
VTA Light Rail	27%	20%	23%
ACE	7%	0%	3%
Amtrak	5%	0%	3%

Notes:
1. Ridership for the BART to Berryessa extension are included in the VTA Bus estimates, since VTA buses provided the transit connection between the Project area and Berryessa BART.
Source: City of San José Travel Demand Model, 2020; Fehr & Peers, 2020.

Under Phase 1 Project conditions, VTA services are expected to carry most Project trips, with Caltrain carrying the largest share of trips with origins or destinations outside the San José area.

The Phase 1 travel demand for the Project, shown as person trips using each service, is shown in **Table 24**. In total, the Project is expected to add around 360 riders to Caltrain in the peak hour / peak direction and

would also add around 425 riders to the VTA Green Line during each peak period (including all directions).

5.2.3.2 Phase 1 Project Capacity Utilization

The Project's transit utilization is also expressed as a percentage of total service capacity on each service. Because ridership fluctuates from station to station, these percentages represent the share of total service capacity on each service at the stop closest to the Project. Because passengers board and alight at different points, each service would have fewer Project passengers at stations farther from the Project area. The implications of this pattern for each service are discussed in greater detail below.

Table 25 shows the Project's transit demand as a percentage of capacity on each service. Across all services, the Project would result in the highest share of demand to supply during the AM peak inbound and PM peak outbound periods, at around 11 percent of all transit capacity to and from the Project area.

5.2.4 Background Plus Project Buildout Conditions

The Project Buildout transit demand were added to the Background No Project supply discussed above.

5.2.4.1 Project Buildout Transit Demand

The Project's transit demand for each service was calculated based on the transit person trips presented in the Project Travel Demand section, combined with transit assignment from the City of San José Model Run (in this case, using the change in boardings by service from scenario 2a to scenario 2b). Minor adjustments were made to the model-derived transit assignment to integrate peak hour demand for ACE and Capitol Corridor services (the City model presents only daily mode shares for those services; those shares were doubled for the peak hour, as these services only operate in the peak hour). In addition, demand for SamTrans services was added to Caltrain boardings, as they were a low percentage of total trips. The resulting trip assignment is shown in **Table 23**.

Table 23: Project Buildout Project Transit Assignment by Service

	Peak Periods	Off-Peak	Daily
Caltrain	29%	6%	19%
BART[1]	0%	0%	0%
VTA Bus	34%	76%	54%
VTA Light Rail	24%	18%	21%
ACE	7%	0%	3%
Amtrak	6%	0%	3%

Note:
1. Ridership for the BART to Berryessa extension are included in the VTA Bus estimates, since VTA buses provided the transit connection between the Project area and Berryessa BART.
Source: City of San José Travel Demand Model, 2020; Fehr & Peers, 2020

Compared to Phase 1 of the Project, a larger share of transit users would use Caltrain during the peak periods, but most trips would continue to be made on VTA bus or light rail service.

The travel demand for Project Buildout, shown as person trips using each service, is presented in **Table 26**. In total, the Project is expected to add around 750 riders to Caltrain in the peak hour / peak direction and would also add around 550 riders to the VTA Green Line during each peak period (including all directions).

5.2.4.2 Project Buildout Capacity Utilization

The Project's transit utilization is also expressed as a percentage of total service capacity on each service. Because ridership fluctuates from station to station, these percentages represent the share of total service capacity on each service at the stop closest to the Project. Because passengers board and alight at different points, each service would have fewer Project passengers at stations farther from the Project area. The implications of this pattern for each service are discussed in greater detail below.

Table 27 shows the Project's transit demand as a percentage of capacity on each service. Across all services, the Project would result in the highest share of demand to supply during the AM peak inbound and PM peak outbound periods, at around 31 percent of all transit capacity to and from the Project area. This high level of capacity utilization reflects that this analysis assumes a fully completed Project without corresponding increases in transit service; Caltrain service, for instance, is shown the same as existing levels even though the Project will not be constructed until after electrification. As such, this scenario shows the "worst case" for transit crowding of each individual scenario.

Table 24: Project Phase 1 Transit Demand (Seats on In-Service Vehicles)

Transit Service/ Direction	*AM Peak Inbound*	*AM Peak Outbound*	*PM Peak Inbound*	*PM Peak Outbound*	*Daily*
Total Transit Person Trips	***1,350***	***750***	***850***	***1,550***	***27,000***
Caltrain					
Northbound		176		363	2,700
Southbound	316		199		2,700
BART					
Northbound/Southbound	*No existing service to Downtown San José*				
VTA Bus					
North Cordon	75	42	47	87	2,052
East Cordon	251	217	246	289	8,208
South Cordon	25	14	16	29	684
West Cordon	100	56	63	115	2,736
VTA Light Rail					
Green Line					
To Santa Clara / Transfer	185	103	116	212	3,150
To Winchester	185	103	116	212	3,150
Other Services					
ACE inbound	140				450
ACE outbound				160	450
Capitol Corridor inbound	72		45		360
Capitol Corridor outbound		40		83	360
All Transit					
Total Demand	**1,350**	**750**	**850**	**1,550**	**27,000**
North Cordon	576	320	363	662	10,602
East Cordon	463	257	292	532	9,828
South Cordon	210	117	132	241	3,834
West Cordon	100	56	63	115	2,736

Notes:
The AM peak hour is 7:15 to 8:15 AM and the PM peak hour is 5:00 to 6:00 PM.
Source: Fehr & Peers, 2020

Table 25: Project Phase 1 Transit Demand (Percent of Total Existing Transit Capacity)

Transit Service/ Direction	*AM Peak Inbound*	*AM Peak Outbound*	*PM Peak Inbound*	*PM Peak Outbound*	*Daily*
Total Transit Person Trips	**900**	**500**	**650**	**850**	**15,300**
Caltrain					
Northbound	0%	5%	0%	10%	8%
Southbound	9%	0%	7%	0%	8%
BART					
Northbound/Southbound	*No existing service to Downtown San José*				
VTA Bus					
North Cordon	24%	13%	15%	27%	17%
East Cordon	18%	19%	18%	27%	19%
South Cordon	31%	17%	20%	36%	21%
West Cordon	18%	11%	11%	22%	16%
VTA Light Rail					
Green Line					
To Santa Clara / Transfer From	38%	21%	24%	44%	39%
To Winchester / Transfer To	38%	21%	24%	44%	38%
Other Services					
ACE inbound to SJ	22%	-	0%	-	17%
ACE outbound from SJ	-	0%	-	25%	17%
Capitol Corridor inbound to SJ	9%	-	6%	-	7%
Capitol Corridor outbound from SJ	-	5%	-	11%	7%
All Transit					
Total Demand	**17%**	**9%**	**11%**	**19%**	**15%**
North Cordon	13%	7%	10%	15%	12%
East Cordon	17%	10%	10%	21%	17%
South Cordon	37%	21%	24%	43%	33%
West Cordon	18%	11%	11%	22%	16%

Notes:
The AM peak hour is 7:15 to 8:15 AM and the PM peak hour is 5:00 to 6:00 PM.
Source: Fehr & Peers, 2020.

Table 26: Project Buildout Transit Demand

Transit Service/ Direction	*AM Peak Inbound*	*AM Peak Outbound*	*PM Peak Inbound*	*PM Peak Outbound*	*Daily*
Total Transit Person Trips	**2,550**	**1,050**	**1,650**	**2,250**	**39,500**
Caltrain					
Northbound	-	309	-	663	3,674
Southbound	751	-	486	-	3,674
BART[1]					
Northbound/Southbound	*No existing service to Downtown San José*				
VTA Bus					
North Cordon	130	54	84	115	3,224
East Cordon	452	283	444	352	12,897
South Cordon	43	18	28	38	1,075
West Cordon	173	71	112	153	4,299
VTA Light Rail					
Green Line					
To Santa Clara / Transfer	312	128	202	275	4,134
To Winchester	312	128	202	275	4,134
Other Services					
ACE inbound to SJ	234	-	-	-	643
ACE outbound from SJ	-	-	-	254	643
Capitol Corridor inbound to SJ	142	-	92	-	551
Capitol Corridor outbound from SJ	-	59	-	126	551
All Transit					
Total Demand	**2,550**	**1,050**	**1,650**	**2,250**	**39,500**
North Cordon	1,193	491	772	1,053	14,707
East Cordon	829	341	536	731	15,286
South Cordon	355	146	230	313	5,208
West Cordon	173	71	112	153	4,299

Notes:
The AM peak hour is 7:15 to 8:15 AM and the PM peak hour is 5:00 to 6:00 PM.
1. To provide a comparison of buildout transit demand with and with BART to Downtown service (BART Phase II), the Background Buildout scenario assumes no BART service.
Source: Fehr & Peers, 2020

Table 27: Project Buildout Transit Demand, Baseline Conditions (Percent of Total Existing Transit Capacity)

Transit Service/ Direction	*AM Peak Inbound*	*AM Peak Outbound*	*PM Peak Inbound*	*PM Peak Outbound*	*Daily*
Total Transit Person Trips	**2,550**	**1,050**	**1,650**	**2,250**	**39,500**
Caltrain					
Northbound	0%	8%	0%	19%	11%
Southbound	22%	0%	17%	0%	11%
BART[1]					
Northbound/Southbound	*No existing service to Downtown San José*				
VTA Bus					
North Cordon	41%	17%	26%	36%	26%
East Cordon	33%	25%	32%	33%	30%
South Cordon	54%	22%	35%	48%	33%
West Cordon	31%	14%	20%	29%	24%
VTA Light Rail					
Green Line					
To Santa Clara / Transfer	65%	27%	42%	57%	51%
To Winchester	65%	27%	42%	57%	50%
Other Services					
ACE inbound to SJ	36%	-	0%	-	25%
ACE outbound from SJ	-	0%	-	39%	25%
Capitol Corridor inbound to SJ	19%	-	12%	-	10%
Capitol Corridor outbound from SJ	-	8%	-	17%	10%
All Transit					
Total Demand	**31%**	**13%**	**22%**	**28%**	**23%**
North Cordon	28%	11%	21%	24%	17%
East Cordon	30%	13%	19%	29%	26%
South Cordon	63%	26%	41%	56%	45%
West Cordon	31%	14%	20%	29%	24%

Notes:
The AM peak hour is 7:15 to 8:15 AM and the PM peak hour is 5:00 to 6:00 PM.
1. To provide a comparison of buildout transit demand with and with BART to Downtown service (BART Phase II), the Background Buildout scenario assumes no BART service.
Source: Fehr & Peers, 2020

5.2.5 Cumulative Plus Goal-Based Project Buildout Conditions

Cumulative Conditions account for all planned transit enhancements in the area and maximum project utilizations under the Goal-Based Project scenario.

5.2.5.1 Cumulative No Project Supply

To analyze cumulative conditions, which include implementation of the Caltrain Moderate Growth Business Plan ("Caltrain Business Plan" or "CBG") and extension of BART to Diridon Station, the transit supply was adjusted based on proposed 2040 service frequencies and capacities for BART and Caltrain. For all other services, existing transit supply data was used. The total cumulative transit supply is summarized in **Table 29**.

As shown in **Table 29**, the total capacity of all services to and from the Project area increases to 19,000 seats in each direction during both the AM and PM peak hours, and 426,720 seats daily. This represents more than a doubling of existing supply.

5.2.5.2 Project Cumulative Transit Demand

The Project's transit demand for each service was calculated based on the transit person trips presented in the Project Travel Demand section, combined with transit assignment from the City of San José Model Run (in this case, using adjusted systemwide boardings by service in both Cumulative Plus Project and Baseline Plus Project conditions). Minor adjustments were made to the model-derived transit assignment to integrate peak hour demand for ACE and Capitol Corridor services (the City model presents only daily mode shares for those services; those shares were doubled for the peak hour, as these services only operate in the peak hour). In addition, demand for SamTrans services was added to Caltrain boardings, as they were a low percentage of total trips. The resulting trip assignment is shown in **Table 28**.

Table 28: Project Buildout Transit Assignment by Service, Cumulative Conditions

	Peak Periods	Off-Peak	Daily
Caltrain	23%	11%	15%
BART	30%	32%	30%
VTA Bus	21%	38%	34%
VTA Light Rail	19%	19%	18%
ACE	4%	0%	2%
Amtrak	3%	0%	2%

Source: City of San José Travel Demand Model, 2020; Fehr & Peers, 2020

Cumulative conditions include expected growth in the entire Bay Area, and as such there are substantial shifts in transit assignment under cumulative conditions. VTA services are no longer expected to serve most transit trips, with BART becoming the most common peak hour transit service for trips to and from



the Project. Changes in trip distributions and growth of residential development along the BART corridor likely results in cumulative Caltrain transit share decreasing slightly compared to baseline conditions.

The travel demand for Project Buildout under cumulative conditions, shown as person trips using each service, is presented in **Table 30**. In total, the Project is expected to add around 900 riders to Caltrain in the peak hour / peak direction but would also add up to 1,800 new BART trips in the PM peak hour.

5.2.5.2.1 Project Capacity Utilization

The Project's transit utilization is also expressed as a percentage of total service capacity on each service. Because ridership fluctuates from station to station, these percentages represent the share of total service capacity on each service at the stop closest to the Project. Because passengers board and alight at different points, each service would have fewer Project passengers at stations farther from the Project area. The implications of this pattern for each service are discussed in greater detail below.

Table 31 shows the Project's cumulative transit demand as a percentage of capacity on each service. Across all services, the Project would result in the highest share of demand to supply during the AM peak inbound and PM peak outbound periods, at around 20 percent of all transit capacity to and from the Project area.

Table 29: 2040 Transit Supply (Seats on In-Service Vehicles)

Transit Service/ Direction	*AM Peak Inbound*	*AM Peak Outbound*	*PM Peak Inbound*	*PM Peak Outbound*	*Daily*
Caltrain					
Northbound	-	9,600	-	9,600	90,000
Southbound	9,600	-	9,600	-	88,800
BART					
Northbound	-	4,480	-	4,480	69,440
Southbound	4,480	-	4,480	-	70,000
VTA Bus					
North Cordon	320	320	320	320	12,360
East Cordon	1,360	1,120	1,400	1,080	43,000
South Cordon	80	80	80	80	3,280
West Cordon	560	520	560	520	17,560
VTA Light Rail					
Green Line					
To Santa Clara / Transfer	480	480	480	480	8,160
To Winchester	480	480	480	480	8,280
Other Services					
ACE inbound	650	-	650	-	2,600
ACE outbound	-	650	-	650	2,600
Capitol Corridor inbound	760	-	760	-	5,320
Capitol Corridor outbound	-	760	-	760	5,320
All Transit					
Total Capacity	**18,770**	**18,490**	**18,810**	**18,450**	**426,720**
North Cordon	10,400	10,400	10,400	10,400	199,320
East Cordon	7,250	7,010	7,290	6,970	198,280
South Cordon	560	560	560	560	11,560
West Cordon	560	520	560	520	17,560

Notes:
The AM peak hour is 7:15 to 8:15 AM and the PM peak hour is 5:00 to 6:00 PM.
Source: Fehr & Peers, 2020



Table 30: Project Build-Out Transit Demand, Cumulative Conditions (Total Seat Utilization at Diridon Station)

Transit Service/ Direction	*AM Peak Inbound*	*AM Peak Outbound*	*PM Peak Inbound*	*PM Peak Outbound*	*Daily*
Total Transit Person Trips	**3,600**	**1,850**	**2,300**	**3,750**	**64,100**
Caltrain					
Northbound	**-**	423	-	858	4,775
Southbound	823	-	526	-	4,775
BART					
Northbound	-	624	-	1,022	9,459
Southbound	995	-	775	-	9,459
VTA Bus					
North Cordon	112	57	71	116	3,223
East Cordon	447	229	285	465	12,893
South Cordon	37	19	24	39	1,074
West Cordon	149	76	95	155	4,298
VTA Light Rail					
Green Line					
To Santa Clara / Transfer	348	179	222	362	5,877
To Winchester	348	179	222	362	5,877
Other Services					
ACE inbound to SJ	219	-	-	-	643
ACE outbound from SJ	-	-	-	243	643
Capitol Corridor inbound to SJ	124	-	79	-	551
Capitol Corridor outbound from SJ	-	64	-	129	551
All Transit					
Total Demand	**3,600**	**1,850**	**2,300**	**3,750**	**64,100**
North Cordon	1,282	659	819	1,336	18,651
East Cordon	1,784	917	1,140	1,858	34,199
South Cordon	385	198	246	401	6,952
West Cordon	149	76	95	155	4,298

Notes:
The AM peak hour is 7:15 to 8:15 AM and the PM peak hour is 5:00 to 6:00 PM.
Source: Fehr & Peers, 2020

Table 31: Project Buildout Transit Demand, Cumulative Conditions (Percent of Total Transit Capacity)

Transit Service/ Direction	*AM Peak Inbound*	*AM Peak Outbound*	*PM Peak Inbound*	*PM Peak Outbound*	*Daily*
Total Transit Person Trips	**3,600**	**1,850**	**2,300**	**3,750**	**64,100**
Caltrain					
Northbound	0%	4%	0%	9%	5%
Southbound	9%	0%	5%	0%	5%
BART					
Northbound		14%		23%	14%
Southbound	22%		17%		14%
VTA Bus					
North Cordon	35%	18%	22%	36%	26%
East Cordon	33%	20%	20%	43%	30%
South Cordon	47%	24%	30%	48%	33%
West Cordon	27%	15%	17%	30%	24%
VTA Light Rail					
Green Line					
To Santa Clara / Transfer	72%	37%	46%	75%	72%
To Winchester	72%	37%	46%	75%	71%
Other Services					
ACE inbound to SJ	34%	-	-	-	25%
ACE outbound from SJ	-	-	-	37%	25%
Capitol Corridor inbound to SJ	16%	-	10%	-	10%
Capitol Corridor outbound from SJ	-	8%	-	17%	10%
All Transit					
Total Demand	**19%**	**10%**	**12%**	**20%**	**15%**
North Cordon	12%	6%	8%	13%	9%
East Cordon	25%	13%	16%	27%	17%
South Cordon	69%	35%	44%	72%	60%
West Cordon	27%	15%	17%	30%	24%

Notes:
The AM peak hour is 7:15 to 8:15 AM and the PM peak hour is 5:00 to 6:00 PM.
Source: Fehr & Peers, 2020

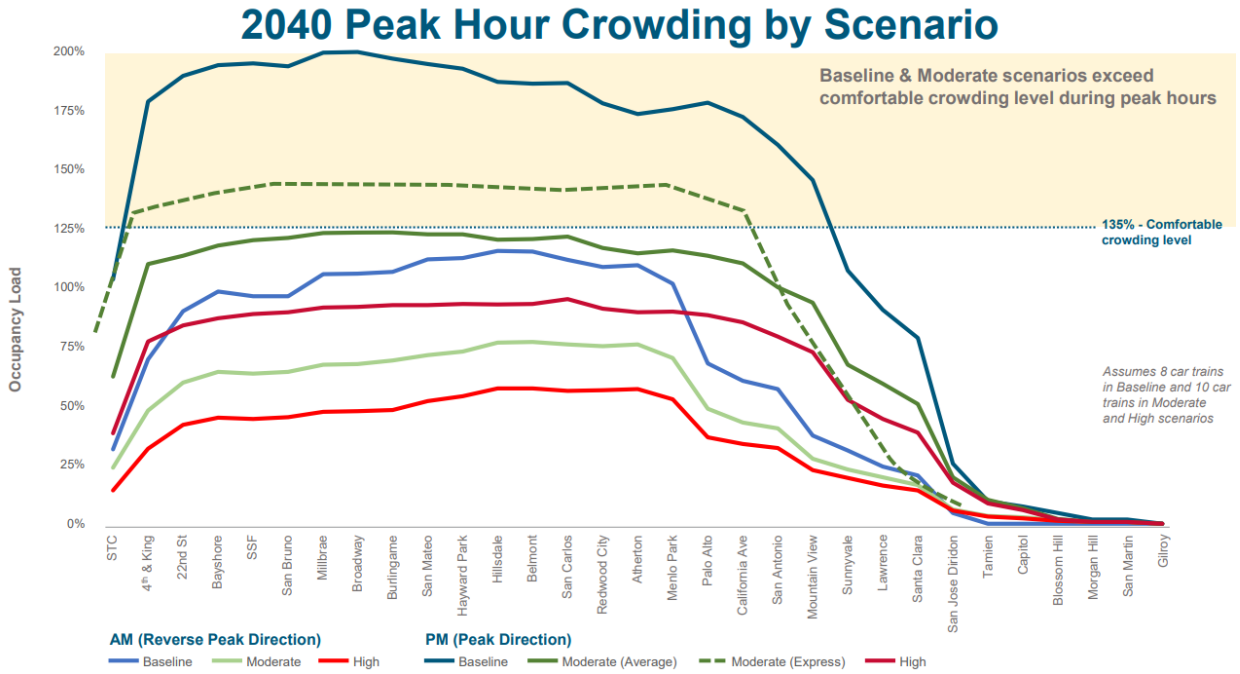
5.2.6 Summary and Trends by Service

5.2.6.1 Caltrain

Caltrain is currently the most utilized service at Diridon Station, and experiences peak hour crowding issues during both the AM and PM periods, although trains are typically operating with excess capacity south of Palo Alto. As such, the extent to which the Project would affect Caltrain operations depends largely on what share of users are onboard trains during segments where trains are most crowded.

In addition, the Project's transit demand is inverse from the peak transit demand; currently, Caltrain has its highest ridership northbound in the AM and southbound in the PM, while the Project generates more demand in the opposite direction in each peak. **Figure 30** shows this pattern visually. In addition, Caltrain segments south of Diridon Station operate well below capacity, and as such Project demand for those segments is assessed only qualitatively.

Figure 30: 2040 Estimated Caltrain Ridership Patterns



Source: Caltrain Business Plan Quarterly Update, May 2019 (https://caltrain2040.org/wp-content/uploads/CBP_Quarterly_Board_Update_May2019_V2.pdf)

Caltrain has indicated that crowding is acceptable at up to 135 percent of capacity. As such, the Project's demand for Caltrain services would not lead crowding to exceed Caltrain's comfortable crowding level during the peak hour and peak direction (PM peak hour, southbound), as shown in **Table 32**. This pattern holds even for the interim period, where full Project buildout is assumed and compared to existing and post-electrification service and demand levels for Caltrain. The Project will benefit from Caltrain's

investment in the Business Plan, particularly as the Project's demand for Caltrain grows under the cumulative scenario, which has a higher transit mode share.

Table 32: Comparison of Project Demand and Caltrain Capacity

	Existing	Buildout at Baseline, Existing Supply	Buildout at Baseline, with Electrification	Buildout, Cumulative
Project Demand, PM Peak Southbound (passengers)	152	633	633	652
Project Demand, PM Peak Southbound (% of supply)	9%	22%	15%	9%
Maximum Load Without Project	103%	103%	112%	123%
Maximum Load Point	*San Mateo*	*San Mateo*	*Palo Alto*	*San Mateo*
Maximum Load with Project	**112%**	**125%**	**127%**	**132%**
Exceeds comfortable crowding level?	**No**	**No**	**No**	**No**

Source: Caltrain Business Plan Analysis, 2019; Fehr & Peers, 2020

5.2.6.2 BART

BART did not provide service to San José in 2019, so such service is not included in Existing Conditions; however, the baseline Project scenario does include extension of BART to Berryessa Station, and the cumulative scenarios include extension of BART to Diridon Station. The Berryessa Station is assumed to have a limited effect on travel to and from the Project and is mostly reflected in bus trips across the east cordon.

BART currently experiences heavy crowding during the peak periods; however, it reaches its max load point between West Oakland station and Embarcadero Station, both of which are located at least forty minutes away from the Project. The travel demand generated by the Project is expected to be largely counter-commute and utilize portions of the system not currently experiencing crowding during the peak hours. The expansion of BART also provides high quality off-peak service throughout the day, which will be of benefit to Project employees and residents and will likely help further shift mode share.

Because BART's current peak occurs in the AM period on trains to San Francisco, **Table 33** shows the Project's contributions during that time period. In total, at Diridon Station, the Project's transit demand accounts for around 15 percent of the BART capacity. Many of these riders will disembark prior to the current max load point at the Transbay Tube. Therefore, the Project is unlikely to cause excessive crowding on BART.



Table 33: Comparison of Project Demand for BART Service, Peak Hour/Peak Direction (AM Peak Outbound)

	Phase 1 with Existing Supply	Buildout at Baseline, Existing Supply	Buildout, Cumulative
Project Demand (Seats / Boardings)	n/a	n/a	624
Project Demand as Percentage of Capacity	<1%	<1%	14%

Source: Fehr & Peers, 2020; City of San José Travel Demand Model, 2019

5.2.6.3 VTA Bus and Light Rail

A large share of the total Project transit trips are projected to use either VTA bus or VTA light rail, particularly for transit trips occurring outside the peak hour. Light rail trips are assumed to initially board the Green Line; however, the demand includes individuals who may transfer to a different line to complete their journey.

Table 34 shows the estimated peak hour and peak direction ridership associated with the Project. The Project uses the most capacity of the VTA system during the PM peak hour, in directions outbound from the Project.

Table 34: Comparison of Project Demand for VTA Services, Peak Hour/Peak Direction (PM Peak Outbound)

	Phase 1 with Existing Supply	Buildout at Baseline, Existing Supply	Buildout, Cumulative
Light Rail (bi-directional)	424	550	724
North Cordon Bus	87	115	116
East Cordon Bus	289	352	465
South Cordon Bus	29	38	39
West Cordon Bus	115	153	155

Source: Fehr & Peers, 2020; City of San José Travel Demand Model, 2019

The Project's effect on VTA would be most pronounced on bus service closest to the Project, and on Green Line service. When compared to existing service levels, the Project at build-out could utilize up to 80 percent of the Green Line's current capacity, assuming service includes four trains per hour, and each train can accommodate 120 seated passengers. Analysis shows that under buildout, the Project may lead to mild to moderate crowding on VTA services during peak hours.

5.2.6.4 Capital Corridor

The Capitol Corridor Amtrak service provides a connection between Diridon Station, the East Bay, and Sacramento. It acts as a commuter rail service, with bi-directional service during each peak period. The Project would generate the most demand for the service in the PM peak outbound direction; the Project demand is shown in **Table 35**. At buildout, the Project would generate between 120 and 130 trips in the peak hour and peak direction, representing 17 percent of the total supply of seats departing San José.

Table 35: Comparison of Project Demand for Capitol Corridor Service, Peak Hour/Peak Direction (PM Peak Outbound)

	Phase 1 with Existing Supply	Buildout at Baseline, Existing Supply	Buildout, Cumulative
Project Demand (Seats / Boardings)	83	126	129
Project Demand as Percentage of Capacity	11%	17%	17%

Source: Fehr & Peers, 2020; City of San José Travel Demand Model, 2019

5.2.6.5 Altamont Corridor Express

The ACE train provides service from Diridon Station through the Livermore Valley to Tracy, and acts as a commuter line traveling into San José in the AM peak hour and out of San José in the PM peak hour. Service is very limited. At buildout, the Project is expected to generate around 350 new trips in the peak hour and peak direction, representing around half of peak hour capacity. Note that during the peak hour there is only one ACE train, and that the Project would have a lesser effect on other departures during the peak period. Project-related ridership would decrease slightly under cumulative conditions due to demand shifting to BART for trips from the East Bay.

Table 36: Comparison of Project Demand for ACE Service, Peak Hour/Peak Direction (PM Peak Outbound)

	Phase 1 with Existing Supply	Buildout at Baseline, Existing Supply	Buildout, Cumulative
Project Demand (Seats / Boardings)	160	254	243
Project Demand as Percentage of Capacity	25%	39%	37%

Source: Fehr & Peers, 2020; City of San José Travel Demand Model, 2019



5.2.7 Transit Supply and Demand Conclusions

Model results indicate the Project will utilize both local and regional transit during all phases of development. While analysis of Project buildout conditions shows the Project would potentially result in crowding of key transit services if there is no increase in those services, cumulative conditions show that Project-generated transit trips would use around 15 percent of total daily transit capacity, and up to 20 percent of peak hour transit capacity. The Project would continue to provide access to Diridon Station and bus stops to help facilitate this growth in transit demand. In short, while the Project would contribute many peak hour riders to all transit services in its vicinity, those increases in ridership would not themselves create barriers to transit use. The Project would maintain and support public transit use, and as such would not have an adverse effect on transit access or demand.

5.3 Transit Vehicle Delay

For the purposes of this study, transit network performance is analyzed during the AM and PM peak hours based on the average transit vehicle delay associated with congestion at signalized intersections for specified routes with and without the Project. The change in average transit vehicle delay was determined using the following process:

- TRAFFIX analysis software output from the intersection LOS calculations was reviewed.
- The sum of movement average delays at each signalized intersection along the transit vehicle path of travel for each study bus route was determined for both with and without Project conditions.
- The sum for with Project conditions was subtracted from the sum for without Project conditions to determine the average transit vehicle delay associated with congestion at intersections on each study bus route. Note that the transit vehicle dwell time at transit stops is not included in the analysis.

It should be noted that the transit delay analysis presented in the LTA is different than the analysis presented in the Project's TA. Per City requirements, the TA uses the City model to evaluate transit speeds, while the analysis presented here relies on intersection LOS analysis results to calculate added delay. Thus, the conclusions between these two documents may vary.

The following routes, all within one mile of the Project area with full day service with a frequency of 30 minutes or less, were analyzed:

- Route 23 – San Carlos Street: De Anza College Transit Center to Alum Rock Station
- Route Rapid 523 – San Carlos Street: Lockheed Martin Transit Center to Berryessa Transit Center
- Route 22 – The Alameda/Santa Clara Street: Palo Alto Transit Center to Eastridge Transit Center
- Route Rapid 522 – The Alameda/Santa Clara Street: Palo Alto Transit Center to Eastridge Transit Center
- Route 500 – The Alameda/Santa Clara Street: San José Diridon Station to Santa Clara & 6th
- Route 64A – The Alameda/Santa Clara Street: Ohlone/Chynoweth to McKee/White

- Route 64B – The Alameda/Santa Clara Street: Almaden Expressway/Camden to McKee/White
- Route Express 181 – 1st Street: San José Diridon Station to Warm Springs BART
- Route 68 – 1st Street: Gilroy Transit Center to San José Diridon Station
- Route Express 168 – 1st Street: Gilroy Transit Center to San José Diridon Station

The City of San José and the VTA do not have adopted standards related to transit corridor performance associated with congestion resulting from new development projects. Per the VTA TIA Guidelines, i*f increased transit vehicle delay is found, the Lead Agency* [City of San José] *should work with VTA to identify feasible transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability in the TIA*.

5.3.1 Background with Project Conditions

The additional delay to transit service in the area due to implementation of Project Buildout, and Goal-Based Project Buildout under Background Conditions is summarized in **Table 37**. The added traffic on San Carlos Street, The Alameda/Santa Clara Street, and First Street would increase the delays for all study routes under both Project scenarios. The Proposed Project would generally not add any noticeable delay to the 1.9-mile San Carlos Street corridor in eastbound direction and would add delays of about 80 seconds during AM and PM peak hour in westbound direction under Project Buildout Conditions. Under the Goal-Based scenario, the proposed project would add less than one-minute delay along San Carlos Street Corridor. Along The Alameda/Santa Clara Street corridor (2.7 miles) delays are generally less than three minutes during both AM and PM peak hours under the Project Buildout scenario. For the Goal-Based scenario, delays are generally less than one minute. Along the 2.3-mile corridor of First Street, added delays are 70 seconds or less.

Table 37: Background Plus Project Added Transit Delay

Transit Corridor	Bus Routes	Study Corridor Length (Miles)	Peak Hour	Project Buildout (seconds)		Goal-Based Project Buildout (seconds)	
				NB/EB	SB/WB	NB/EB	SB/WB
San Carlos Street	23/523	1.9	AM PM	NC NC	82 84	46 55	12 NC
The Alameda/Santa Clara Street	22/522	2.7	AM PM	102 163	43 34	18 8	66 44
	500		AM PM	NC NC	72 NC	44 37	NC NC
	64A		AM PM	11 NC	68 107	47 40	NC NC
	64B		AM PM	45 23	141 198	51 42	8 NC
First Street	181	2.3	AM PM	51 NC	38 70	NC NC	8 16
	68		AM PM	49 NC	NC NC	18 10	NC 27
	168		AM PM	13 NC	23 NC	NC 13	NC 39

Note:
NS = service only provided in the peak direction of travel.
NC = The Project was considered to have no change if the increase in travel time was fewer than five seconds or the travel time improved slightly (due to changes in critical movement changes, lane geometry changes, etc.).
Source: Fehr & Peers, August 2020.

5.3.2 Cumulative with Project Conditions

The additional delay to transit service in the area due to implementation of the Goal-Based Project Buildout scenario is summarized in **Table 38**. The added traffic on San Carlos Street, The Alameda/Santa Clara Street, and First Street would cause increases in delays for all study routes under the Cumulative Goal Based Project Buildout scenario. Delay increases are generally three minutes or more along San Carlos Street Corridor and The Alameda/Santa Clara Street Corridor and two minutes or less along First Street, which is largely a function of the cumulative growth and congestion estimated by the year 2040.

Table 38: Cumulative Plus Goal-Based Project Buildout Added Transit Delay

Transit Corridor	Bus Routes	Study Corridor Length (Miles)	Peak Hour	Goal-Based Project Buildout (seconds)	
				NB/EB	SB/WB
San Carlos Street	23/523	1.9	AM PM	203 278	50 134
The Alameda/ Santa Clara Street	22/522	2.7	AM PM	70 83	211 230
	500		AM PM	172 207	21 68
	64A		AM PM	190 223	21 62
	64B		AM PM	196 231	28 73
First Street	181	2.3	AM PM	26 51	41 81
	68		AM PM	60 31	29 130
	168		AM PM	46 18	40 194

Note:
NS = service only provided in the peak direction of travel.
NC = The Project was considered to have no change if the increase in travel time was fewer than five seconds or the travel time improved slightly (due to changes in critical movement changes, lane geometry changes, etc.).
Source: Fehr & Peers, August 2020.

5.3.3 Transit Delay Improvements

The City of San José and VTA do not currently have established policies or significance criteria related to transit vehicle delay. Per VTA Guidelines, if increased transit vehicle delay is found, the City of San José should work with VTA to identify transit priority measures near the affected facility and include contributions to any applicable projects that improve transit speed and reliability. As additional reference, in 2019 the San Francisco Planning Department released an updated Transportation Impact Analysis Guidelines that includes significance criteria to evaluate project conflicts with public transit services (https://sfplanning.org). To determine whether a project would substantially delay public transit, these Guidelines define a transit delay threshold of four minutes under existing plus project and/or cumulative scenarios. The methodology described in the guidelines to measure transit delay includes three components: traffic congestion delay, transit re-entry delay and passenger boarding delay. The transit delay analysis presented in this LTA (**Table 37** and **Table 38**) only includes congestion delay and does not account for transit re-entry and passenger boarding delay.



Under both VTA Guidelines and San Francisco Planning Guidelines, the additional delay to transit service due to the implementation of the project (**Table 37** and **Table 38**) would be considered a substantial adverse effect and require offsite transit improvements.

The City of San José and the VTA have identified two types of transit improvements that can address increases in transit delays caused by added growth and congestion:

1. Dedicated Public Service Lanes. Dedicated public service lanes provide dedicated right-of-way for transit vehicle to operate outside of regular vehicular travel lanes. Transit travel time data collected for the Rapid 522 service along Alum Rock, which has a dedicated public service lane, shows how dedicated transit lanes isolate transit operations from auto traffic, helping to maintain transit speeds regardless of congestion.
2. Transit Signal Priority. Transit signal priority facilitates the movement of transit vehicles through traffic-signal controlled intersections making transit service more reliable, faster, and more cost effective.

To support the Project's multimodal and TDM goals, the Project applicant will fund a study to evaluate the feasibility of a dedicated public service lane along Santa Clara Street/The Alameda between 17th Street and I-880.

6. Bicycle Analysis

This chapter describes bicycle access around the Project area and includes a level of stress analysis to evaluate the effectiveness of the existing and planned bicycle network to accommodate anticipated growth in bicycle ridership in Downtown San José.

6.1 Bicycle Access

The existing bicycle network is described in detail in **Chapter 3** (Existing Conditions) and is illustrated on **Figure 17**. Gaps in the existing bike network that currently have no designated bicycle facilities include:

- Trail connection between Guadalupe Trail and Los Gatos Creek Trail east of the Project area, a segment that extends from West Santa Clara Street to West San Carlos Street
- White Street west of Diridon Station with north-south connectivity
- Delmas Avenue west of the Guadalupe Freeway from West Santa Clara Street to Auzerais Avenue
- Sunol Street west of the Project area from The Alameda to Park Avenue
- San Fernando Street west of the Project area from Race Street to Wilson Avenue
- Laurel Cove Lane west of Diridon Station from Bush Street to Park Avenue
- North Autumn Street from West Julian Street to West Saint John Street
- Autumn Street from West Saint John to West Santa Clara Street
- North Almaden Boulevard from West Julian Street to West Saint John Street
- West Julian Street from Stockton Avenue to North Almaden Boulevard
- The Alameda from Race Street to Stockton Avenue
- Race Street from Park Avenue to West San Carlos Street
- Lincoln Avenue from Park Avenue to West San Carlos Street
- West San Carlos Street between Lincoln Avenue and Sunol Street, and from Montgomery Avenue to Delmas Avenue

6.1.1 City Planned Bicycle Facilities (Better Bike Plan 2025)

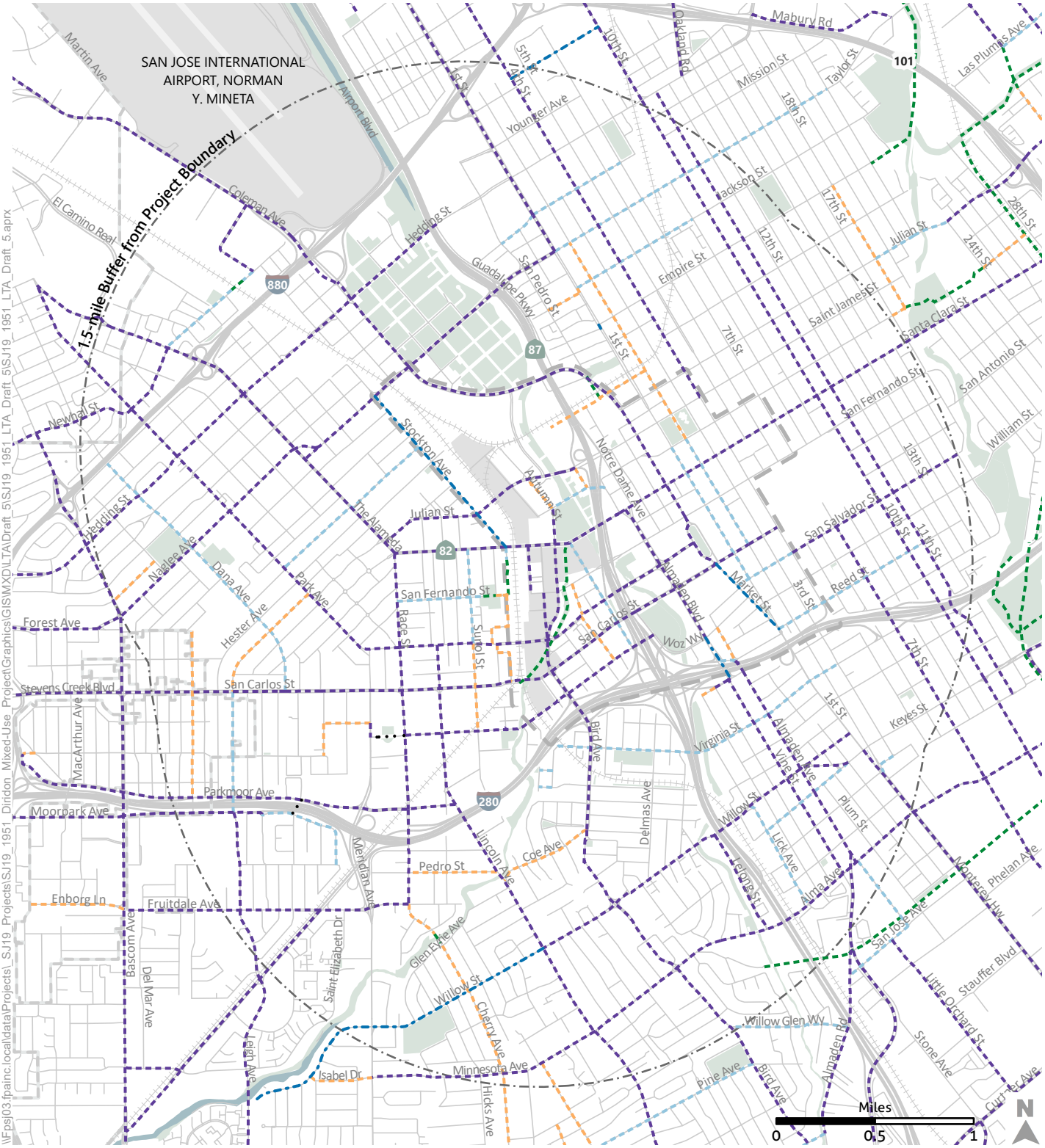
Per the City of San José Better Bike Plan 2025 Draft Plan, multiple bike facilities are proposed in the vicinity of the Project area to fill gaps in the existing bike network. As discussed previously, there is no bike path connection between Guadalupe Trail and Los Gatos Creek Trail adjacent to the Project area, a segment that extends from West Santa Clara Street west of Delmas Avenue to West San Carlos Street east of Dupont Street. Per the City of San José Better Bike Plan 2025, a Class I bike facility is proposed between West Santa Clara Street and West San Carlos Street to fill this gap as shown on **Figure 31**. In addition, a Class I bike facility is also proposed along the extension of White Street west of the Project area connecting West San Carlos Street to Laurel Grove Lane.

Per the Better Bike Plan, Class II bike lanes are proposed along Delmas Avenue between West Santa Clara Street and Auzerais Avenue, West Saint John Street between North Autumn Street and Almaden Boulevard, South 1st and South 2nd Street between Saint James Park and East San Fernando Street, Sunol Street between The Alameda and Park Avenue, and West San Fernando Street between Race Street and Wilson Avenue.

In addition, the City's Better Bike Plan proposes to install a bike boulevard along Gifford Avenue west of Delmas Avenue between West San Fernando Street and Auzerais Avenue. Furthermore, to provide more north-south connectivity on the west side of the Diridon Station, a Class III bike route is proposed along Laurel Grove Lane and Dupont Street which connects to the Los Gatos Creek Trail south of West San Carlos Street. Per the Plan, a bike route is also proposed along Sunol Street between Park Avenue and Auzerais Avenue.

San José Better Bike Plan also proposes an extended network of separated bike lanes along most of the major streets around the Diridon Station to provide a safer north-south and east-west connectivity for cyclists. These roadways include but are not limited to West Julian Street, West Santa Clara Street, Park Avenue, West San Carlos Street, Auzerais Avenue, Almaden Boulevard, North Autumn Street, Montgomery Street, and Bird Avenue as shown on **Figure 31**.

Overall, the Better Bike Plan 2025 addresses all the existing gaps discussed under the previous section.



Source: San Jose Better Bike Plan 2025

Site Location

Downtown Core Boundary

Proposed Bike Facilities

Class 1 Path or Overcrossing

Class 2 Bike Lane

Class 3 Bike Boulevard

Class 4 Separated Bike Lane

Bike Lane or Separated Bike Lane

Spot Improvement

Figure 31

Planned Bicycle Network (Better Bike Plan 2025)

Downtown West

6.1.2 Proposed by Project Bicycle Facilities

Overall, the Project proposes a bicycle network that would connect to and complement the City's existing and proposed bike network to optimize multimodal options to create a network for all users, with renewed emphasis on bicycle and pedestrian travel within the Project area. The Project includes several proposed bike network changes to provide bicycle connectivity within the Project area and to the surrounding neighborhoods and regional destinations. After full implementation, the Project would include the following bicycle facilities, some of which exist today:

- A multi-use path parallel to the light rail tracks between South Montgomery Street and West San Fernando Street.
- Off-street path connections along Los Gatos Creek within the Project boundary will fill in gaps in the existing trail, with an off-street path connection (Class I) running along the western edge of the Los Gatos Creek between Auzerais Avenue and Park Avenue, as well as along the eastern edge of the creek from San Fernando to Santa Clara. These trail segments will be connected by on-street protected bikeways (Class IV) along Autumn Street between Park Avenue and the VTA tracks.
- On-street bicycle facilities (Class IV or Class II) along Park Avenue, West San Fernando Street, West St. John Street, West Julian Street, South Autumn Street, North Montgomery Street, and Cahill Street
- Shared public streets that would have traffic calming, low speeds, and potential restrictions to auto travel along South Montgomery Street between West San Fernando Street and West Santa Clara Street, and Post Street between Cahill Street and South Autumn Street.
- An additional network of private streets, most of which would be generally accessible to the public and some of which would predominantly provide service and loading access. Generally accessible private streets would include a new street extending west and north from North Montgomery Street to the rear (west) of the northern most parcel (Block A1) connecting to Lenzen Avenue; a dead-end street extending west from North Montgomery Street between West Julian and West St. John Streets (within Block C1); an L-shaped street along the alignment of Delmas Avenue north of the light rail tracks and turning east to reach the Guadalupe River; and an L shaped street linking Royal Avenue and Auzerais Street (between Blocks H3 and H4). Limited-access private streets would include a service street that would run north of West San Fernando Street and parallel to Delmas Avenue at the eastern border of the project site and a service connection between Cahill Street and South Autumn Street north of Park Avenue (through Block F1).

Figure 3 illustrates the proposed bike network changes.

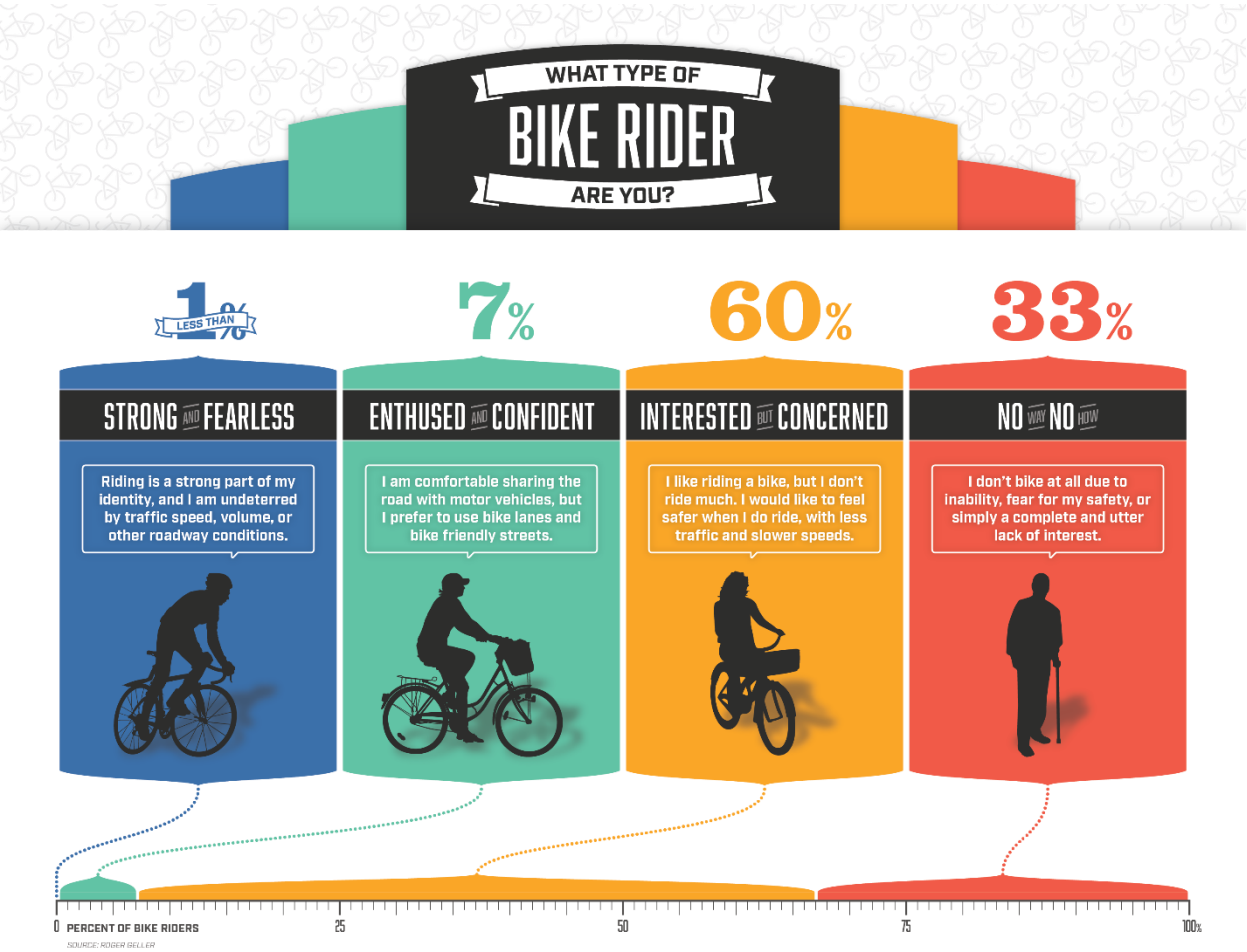
6.2 Types of Bicyclists

Many people in the general population are willing to ride bicycles for recreation, particularly on paths separated from vehicle traffic. People differ substantially, however, in their readiness to use bicycles for

transportation. The Portland (OR) Bureau of Transportation has developed a typology of transportation cyclists which divides the adult population into four groups:

- ***Strong and Fearless:*** People who will ride regardless of roadway conditions, and who are willing to use streets with high traffic volumes and/or speeds, and who do not necessarily prefer to use dedicated facilities such as bicycle lanes. Strong and fearless riders make up less than one percent of the adult population;
- ***Enthused and Confident:*** These bicycle riders will share street space with automobiles, especially if traffic speeds are slow and volumes are low, but prefer to use dedicated facilities such as bicycle lanes, bicycle paths, and cycle tracks. Enthused and confident riders make up approximately five to ten percent of the population;
- ***Interested but Concerned:*** These people are unwilling to ride on streets with high volumes or speeds of vehicle traffic, even if a bicycle lane is provided. They may bicycle within their neighborhoods but are unlikely to commute to work via bicycle or to ride for longer distances. Interested but concerned riders may comprise up to 60 percent of the population;
- ***No Way, No How:*** These people are not willing or able to ride bicycles for transportation under any conditions, even separated bike paths. They make up approximately one-third of the population.

THE FOUR TYPES OF BICYCLISTS



Bicyclists in San José today cycle for a variety of reasons, be it commuting to work, errands, or fitness. Regardless of trip purpose, many of the bicyclists riding in San José today are highly confident bicyclists who are comfortable riding in traffic, as the existing bicycle facilities require skilled urban cycling in the presence of a high volume of generally higher speed autos. People comfortable with riding under those conditions are typically considered among the "strong and fearless" or "confident and enthused" category of cyclists. Together these two groups account for only about eight percent of the total population. However, emerging research highlights that almost 60 percent of the population identify as "interested but concerned," which is to say they would like to ride but do not feel safe or comfortable doing so today. These riders are likely to feel more comfortable riding on trails or separated bikeways than typical bicycle lanes.

6.3 Bicycle Level of Stress (LTS) Analysis

To evaluate the City's existing and proposed bicycle network, a Level of Stress (LTS)[16] analysis was conducted. LTS measures how much stress is experienced by bicyclists across a City's street network based on auto speeds, number of travel lanes, and bikeway characteristics. LTS methodology is based on an application of Dutch bicycling standards and existing research in bicycle transportation. LTS rankings range from 1 (very low stress; tolerable by all) to 4 (very high stress; tolerable to only a few).



LTS measures the quality of a person's experience while bicycling. The two are interrelated: low stress bikeways (LTS 1 and 2) are generally tolerated by *Strong and Fearless*, *Enthused and Confident*, and most *Interested but Concerned* cyclists; in contrast, high stress bikeways are tolerated by mainly *Strong and Fearless* cyclists, as described in the figure above. The development of a low-stress network and elimination of high-stress barriers is critical to broaden the appeal of bicycling, especially for *Enthused and Confident* and *Interested but Concerned* cyclists, who represent a large share of the population. The low-

[16] The LTS methodology was developed by Merkuria, Furth, and Nixon in *Low Stress Bicycling and Network Connectivity* (2012).

stress bicycle network must therefore have a broad reach with continuous facilities to promote new bicycling trips.

6.3.1 LTS Data and Methodology

The base map data used in the LTS analysis is from Open Street Map (OSM), for which San José has a well-defined and curated street network. OSM is a collaborative project to create a free, editable map of the world. The local OSM community regularly updates and curates the data for the street network. The City of San José provided the latest bicycle facilities location data, which was cross referenced with OSM and recent aerial photos to validate existing on-street facility types. This ensured the most up to date bicycle facilities are included in the OSM data used and processed in the LTS analysis. To further enhance the LTS analysis, the use of intersection based Annual Daily Traffic (ADT) counts allow for an additional metric of traffic stress. Understanding the volume of traffic along the bicycle facilities will assist in identifying the level of comfort for cyclists.

6.3.2 LTS Study Area

LTS was evaluated for 58 street segments around the Project area under each study scenario. The existing bike infrastructure applies to existing and background scenarios, whereas the proposed bike facilities from San José's Better Bike Plan 2025 are included under cumulative conditions. The summary of street segments evaluated with existing and proposed bike facilities is shown in **Table 39**.

Table 39: Summary of Study Street Segments

Street	Analysis ID	From	To	Existing Facility	Proposed Facility
Guadalupe East Bank Trail Path	1-a	W Santa Clara St	W San Carlos St	No facility	Class I
White St	2-a	W Santa Clara St	Laurel Grove Ln	No facility	Class I
Delmas Ave	3-a	W Santa Clara	W San Fernando St	No facility	Class II
	3-b	W San Fernando St	Park Ave	No facility	Class II
	3-c	Park Ave	W San Carlos St	No facility	Class II
	3-d	W San Carlos St	Auzerais Ave	No facility	Class II
Sunol St	4-a	The Alameda	W San Fernando St	No facility	Class II
	4-b	W San Fernando St	Park Ave	No facility	Class II
	4-c	Park Ave	W San Carlos St	Class III	Class III*
	4-d	W San Carlos St	Auzerais Ave	Class III	Class III
San Fernando St	5-a	Race St	Wilson Ave	No facility	Class II
	5-b	Autumn St	Delmas Ave	Class IV	Class IV
	5-c	Delmas	Almaden Blvd	Class IV	Class IV
W Saint John St	6-a	Almaden Blvd	N Autumn St	Class III	Class II
Laurel Grove Ln	7-a	Bush St	Park Ave	No facility	Class III
Dupont St	8-a	Park Ave	W San Carlos St	Class III	Class III

Table 39: Summary of Study Street Segments

Street	Analysis ID	From	To	Existing Facility	Proposed Facility
Gifford Ave	10-a	W San Fernando St	Park Ave	No facility	Class III
	10-b	Park Ave	W San Carlos St	No facility	Class III
	10-c	W San Carlos St	Auzerais Ave	No facility	Class III
N Autumn St	11-a	W Julian St	W Saint John	No facility	Class III
N Almaden Blvd	12-a	W Julian St	W Saint John	No facility	Class III
	12-b	W saint John St	Santa Clara St	Class III	N/A
W Julian St	13-a	The Alameda	Stockton Ave	Class II	Class IV
	13-b	Stockton Ave	N Autumn St	No facility	Class IV
	13-c	N Autumn St	N Almaden Blvd	No facility	Class IV
The Alameda	14-a	Race St	Sunol St	No facility	Class IV
	14-b	Sunol St	Stockton Ave	No facility	Class IV
W Santa Clara St	15-a	Stockton Ave	N Autumn St	Class II	Class IV
	15-b	N Autumn St	Almaden Blvd	Class II	Class IV
Park Ave	16-a	Race St	Lincoln Ave	Class II	Class IV
	16-b	Lincoln Ave	Sunol St	Class II	Class IV
	16-c	Sunol St	Montgomery Ave	Class II	Class IV
	16-d	Montgomery Ave	Delmas Ave	Class II	Class IV
	16-e	Delmas Ave	Woz Way	Class II	Class IV
	16-f	Woz Way	Almaden Blvd	Class II	Class IV
W San Carlos St	17-a	Race St	Lincoln Ave	Class II	Class IV
	17-b	Lincoln Ave	Sunol St	No facility	Class IV
	17-c	Sunol St	Montgomery Ave	Class II	Class IV
	17-d	Montgomery Ave	Delmas Ave	No facility	Class IV
	17-e	Delmas Ave	Almaden Blvd	Class III	Class IV
Race St	18-a	The Alameda	W San Fernando St	Class II	Class IV
	18-b	W San Fernando St	Park Ave	Class II	Class IV
	18-c	Park Ave	W San Carlos St	No facility	Class IV
	18-d	W San Carlos St	Auzerais Ave	Class II	Class IV
Lincoln Ave	19-a	Park Ave	W San Carlos St	No facility	Class IV
	19-b	W San Carlos St	Auzerais Ave	Class II	Class IV
Autumn St	20-a	W Saint John St	W Santa Clara St	No facility	Class IV
Montgomery St	21-a	Park Ave	W San Carlos St	Class II	Class IV
Bird Ave	22-a	W San Carlos	Auzerais Ave	Class II	Class IV
Almaden Blvd	23-a	W Santa Clara St	W San Fernando St	Class II	Class IV
	23-b	W San Fernando St	Park Ave	Class II	Class IV
	23-c	Park Ave	W San Carlos St	Class II	Class IV



Table 39: Summary of Study Street Segments

Street	Analysis ID	From	To	Existing Facility	Proposed Facility
Stockton Ave	24-a	W Julian St	W Santa Clara St	Class II	Class IV
Auzerais Ave	25-a	Race St	Lincoln Ave	Class III	Class IV
	25-b	Lincoln Ave	Sunol St	Class III	Class IV
	25-c	Sunol St	Hannah St	Class II	Class IV
	25-d	Hannah St	Bird Ave	Class III	Class IV
	25-e	Bird Ave	Delmas Ave	Class III	Class IV

*Class III proposed bike facility refers to bike boulevards which include traffic calming measures to control car volume and speed.
Source: Fehr & Peers, August 2020.

6.3.3 LTS Analysis

This section outlines the analysis results under Existing, Background, and Cumulative Conditions. The summary of LTS score by street segments for each scenario is show in **Table 40** and illustrated on figures discussed below.

Table 40: Summary of Level of Traffic Stress Score[1]

Corridor	Analysis ID	From	To	LTS by Scenario						
				Existing	Background No Project	Background Phase 1	Background Buildout	Background Goal-Based	Cumulative No Project	Cumulative Goal-Based
Guadalupe East Bank Trail Path[2]	1-a	W Santa Clara St	W San Carlos St	NA	1	1	1	1	1	1
White St	2-a	W Santa Clara St	Laurel Grove Ln	1	1	1	1	1	1	1
Delmas Ave	3-a	W Santa Clara	W San Fernando St	4	4	4	4	4	4	4
	3-b	W San Fernando St	Park Ave	4	4	4	4	4	4	4
	3-c	Park Ave	W San Carlos St	4	4	4	4	4	4	4
	3-d	W San Carlos St	Auzerais Ave	4	4	4	4	4	4	4
Sunol St	4-a	The Alameda	W San Fernando St	3	3	3	3	3	**1**	**1**
	4-b	W San Fernando St	Park Ave	3	3	3	3	3	*4*	*4*
	4-c	Park Ave	W San Carlos St	1	1	*3*	*3*	*3*	*4*	*4*
	4-d	W San Carlos St	Auzerais Ave	1	1	1	1	1	*3*	*3*
San Fernando St	5-a	Race St	Wilson Ave	3	3	3	3	3	**1**	**1**
	5-b	Autumn St	Delmas Ave	1	1	1	1	1	1	1

Table 40: Summary of Level of Traffic Stress Score[1]

Corridor	Analysis ID	From	To	LTS by Scenario						
				Existing	Background No Project	Background Phase 1	Background Buildout	Background Goal-Based	Cumulative No Project	Cumulative Goal-Based
	5-c	Delmas	Almaden Blvd	1	1	1	1	1	1	1
W Saint John St	6-a	Almaden Blvd	N Autumn St	2	2	2	2	2	**1**	**1**
Laurel Grove Ln	7-a	Bush St	Park Ave	3	3	3	3	3	3	3
Dupont St	8-a	Park Ave	W San Carlos St	1	1	1	1	1	1	1
Gifford Ave	10-a	W San Fernando St	Park Ave	1	1	1	1	1	1	1
	10-b	Park Ave	W San Carlos St	1	1	1	1	1	1	1
	10-c	W San Carlos St	Auzerais Ave	1	1	1	1	1	1	1
N Autumn St	11-a	W Julian St	W Saint John	3	3	3	*4*	3	3	3
N Almaden Blvd	12-a	W Julian St	W Saint John	3	3	3	3	3	*4*	*4*
	12-b	W saint John St	Santa Clara St	3	3	3	3	3	3	3
W Julian St	13-a	The Alameda	Stockton Ave	4	**1**	**1**	**1**	**1**	**1**	**1**
	13-b	Stockton Ave	N Autumn St	3	**1**	**1**	**1**	**1**	**1**	**1**
	13-c	N Autumn St	N Almaden Blvd	3	**1**	**1**	**1**	**1**	**1**	**1**
The Alameda	14-a	Race St	Sunol St	4	**1**	**1**	**1**	**1**	**1**	**1**
	14-b	Sunol St	Stockton Ave	4	**1**	**1**	**1**	**1**	**1**	**1**
W Santa Clara St	15-a	Stockton Ave	N Autumn St	4	**1**	**1**	**1**	**1**	**1**	**1**
	15-b	N Autumn St	Almaden Blvd	4	**1**	**1**	**1**	**1**	**1**	**1**
Park Ave	16-a	Race St	Lincoln Ave	3	**1**	**1**	**1**	**1**	**1**	**1**
	16-b	Lincoln Ave	Sunol St	3	**1**	**1**	**1**	**1**	**1**	**1**
	16-c	Sunol St	Montgomery Ave	2	**1**	**1**	**1**	**1**	**1**	**1**
	16-d	Montgomery Ave	Delmas Ave	3	**1**	**1**	**1**	**1**	**1**	**1**
	16-e	Delmas Ave	Woz Way	4	**1**	**1**	**1**	**1**	**1**	**1**
	16-f	Woz Way	Almaden Blvd	3	**1**	**1**	**1**	**1**	**1**	**1**
W San Carlos St	17-a	Race St	Lincoln Ave	3	**1**	**1**	**1**	**1**	**1**	**1**
	17-b	Lincoln Ave	Sunol St	4	**1**	**1**	**1**	**1**	**1**	**1**
	17-c	Sunol St	Montgomery Ave	3	**1**	**1**	**1**	**1**	**1**	**1**
	17-d	Montgomery Ave	Delmas Ave	4	**1**	**1**	**1**	**1**	**1**	**1**
	17-e	Delmas Ave	Almaden Blvd	4	**1**	**1**	**1**	**1**	**1**	**1**
Race St	18-a	The Alameda	W San Fernando St	3	**1**	**1**	**1**	**1**	**1**	**1**

Table 40: Summary of Level of Traffic Stress Score[1]

Corridor	Analysis ID	From	To	LTS by Scenario						
				Existing	Background No Project	Background Phase 1	Background Buildout	Background Goal-Based	Cumulative No Project	Cumulative Goal-Based
	18-b	W San Fernando St	Park Ave	3	**1**	**1**	**1**	**1**	**1**	**1**
	18-c	Park Ave	W San Carlos St	4	**1**	**1**	**1**	**1**	**1**	**1**
	18-d	W San Carlos St	Auzerais Ave	3	**1**	**1**	**1**	**1**	**1**	**1**
Lincoln Ave	19-a	Park Ave	W San Carlos St	4	**1**	**1**	**1**	**1**	**1**	**1**
	19-b	W San Carlos St	Auzerais Ave	3	**1**	**1**	**1**	**1**	**1**	**1**
Autumn St	20-a	W Saint John St	W Santa Clara St	3	**1**	**1**	**1**	**1**	**1**	**1**
Montgomery St	21-a	Park Ave	W San Carlos St	4	**1**	**1**	**1**	**1**	**1**	**1**
Bird Ave	22-a	W San Carlos	Auzerais Ave	4	**1**	**1**	**1**	**1**	**1**	**1**
Almaden Blvd	23-a	W Santa Clara St	W San Fernando St	4	**1**	**1**	**1**	**1**	**1**	**1**
	23-b	W San Fernando St	Park Ave	4	**1**	**1**	**1**	**1**	**1**	**1**
	23-c	Park Ave	W San Carlos St	4	**1**	**1**	**1**	**1**	**1**	**1**
Stockton Ave	24-a	W Julian St	W Santa Clara St	3	**1**	**1**	**1**	**1**	**1**	**1**
Auzerais Ave	25-a	Race St	Lincoln Ave	1	1	1	1	1	1	1
	25-b	Lincoln Ave	Sunol St	1	1	1	1	1	1	1
	25-c	Sunol St	Hannah St	1	1	1	1	1	1	1
	25-d	Hannah St	Bird Ave	3	**1**	**1**	**1**	**1**	**1**	**1**
	25-e	Bird Ave	Delmas Ave	3	**1**	**1**	**1**	**1**	**1**	**1**

Notes:
1. Level of Traffic Stress (LTS) measures how much stress is experienced by bicyclists across a City's street network based on auto speeds, number of travel lanes, and bikeway characteristics. LTS rankings range from 1 (very low stress; tolerable by all) to 4 (very high stress; tolerable to only a few).
2. There is no existing trail at this part of the Guadalupe River bank.

Bold text indicates scores that improve from the existing scenario. *Italic text* indicates scores that degrade compared to the existing scenario.
Source: Fehr & Peers, August 2020.

In general, LTS analysis is sensitive to roadway characteristics such as bicycle facility type, number of traffic lanes, and traffic volume. Therefore, variation in the LTS score is not observed if the roadway characteristics or the roadway volume is not changing substantially.

6.3.3.1 Existing Conditions

The existing LTS analysis result is shown on **Figure 32**. In general, the LTS score aligns with the condition of existing bike facilities. The traffic stress is the lowest (LTS = 1) for streets with Class IV protected bike lanes like San Fernando Street, and residential streets with low speed limits and low ADT such as Gifford Avenue and Sunol Street. Streets with existing Class II bike lanes, like Park Avenue, have an LTS score of 2 if the segments have a low speed limit and low ADT. The traffic stress score degrades to 3 or 4 for streets with Class II bike lanes as the speed limit and/or the ADT increases, since cyclists must ride along higher volume and/or faster moving traffic without protection. An example of Class II streets with an LTS score of 3 or 4 is Julian Street between The Alameda and Stockton Avenue. Similarly, the LTS score varies for streets with sharrows (Class III) depending on the speed limit and ADT, and can be as high as LTS 4, but for the majority of streets with a Class III facility the LTS score is 1, including Sunol Street between Auzerais Avenue and Park Avenue, and Dupont Street between Park Avenue and San Carlos Street near the Project area. Multi-lane arterials with high speed and high ADT have an LTS score of 4. The high traffic stress for such streets applies even if the street has a Class II bike lane, such as Bird Avenue between San Carlos and Auzerais Avenue.

6.3.3.2 Background Conditions

The LTS analysis results for Background Plus Project Buildout and the comparison between Background Plus Project Buildout and Background No Project is shown on **Figure 33**. The LTS results for Background No Project, Background with Project Phase 1, and Background with Goal-Based Project Buildout Conditions, are included in **Appendix E**. The background scenarios include the bike networks as proposed by the City's Better Bike Plan 2025 as summarized in **Table 40**. In addition, the LTS analysis is affected by the difference in roadway volumes for each scenario.

Compared to Existing Conditions, the LTS score for Background Conditions improves for multiple street segments. This is because the proposed bike facilities in the City's Better Bike Plan 2025 include Class IV protected bike lanes for most of the study street segments where there are no existing facilities, or where the existing facilities are Class II bike lanes. Therefore, LTS score improves to 1 under the Background Conditions along Julian Street, The Alameda/Santa Clara Street, Park Avenue, San Carlos Street, Race Street, Lincoln Avenue, Autumn Street, Montgomery Street, Bird Avenue, Almaden Boulevard, Stockton Avenue, and Auzerais Avenue. While the Better Bike Plan implementation is an assumption that improves the LTS score for the majority of the bike corridors, it is contingent upon improvements through private development, as well as, capital and grant funded projects.

For several street segments with no bike facilities change, the LTS score degrades due to traffic volume increases that results in more traffic stress for bikes. The LTS score for Sunol Street between Park Avenue and San Carlos Street degrades from a score of 1 to 3 under Background with Project Phase 1, Background with Project Buildout, and Background with Goal-Based Project Buildout Conditions. The LTS score for Autumn Street between Julian Street and Saint John Street degrades from a score of 3 to a 4 under Background Buildout Conditions due to high traffic volume.



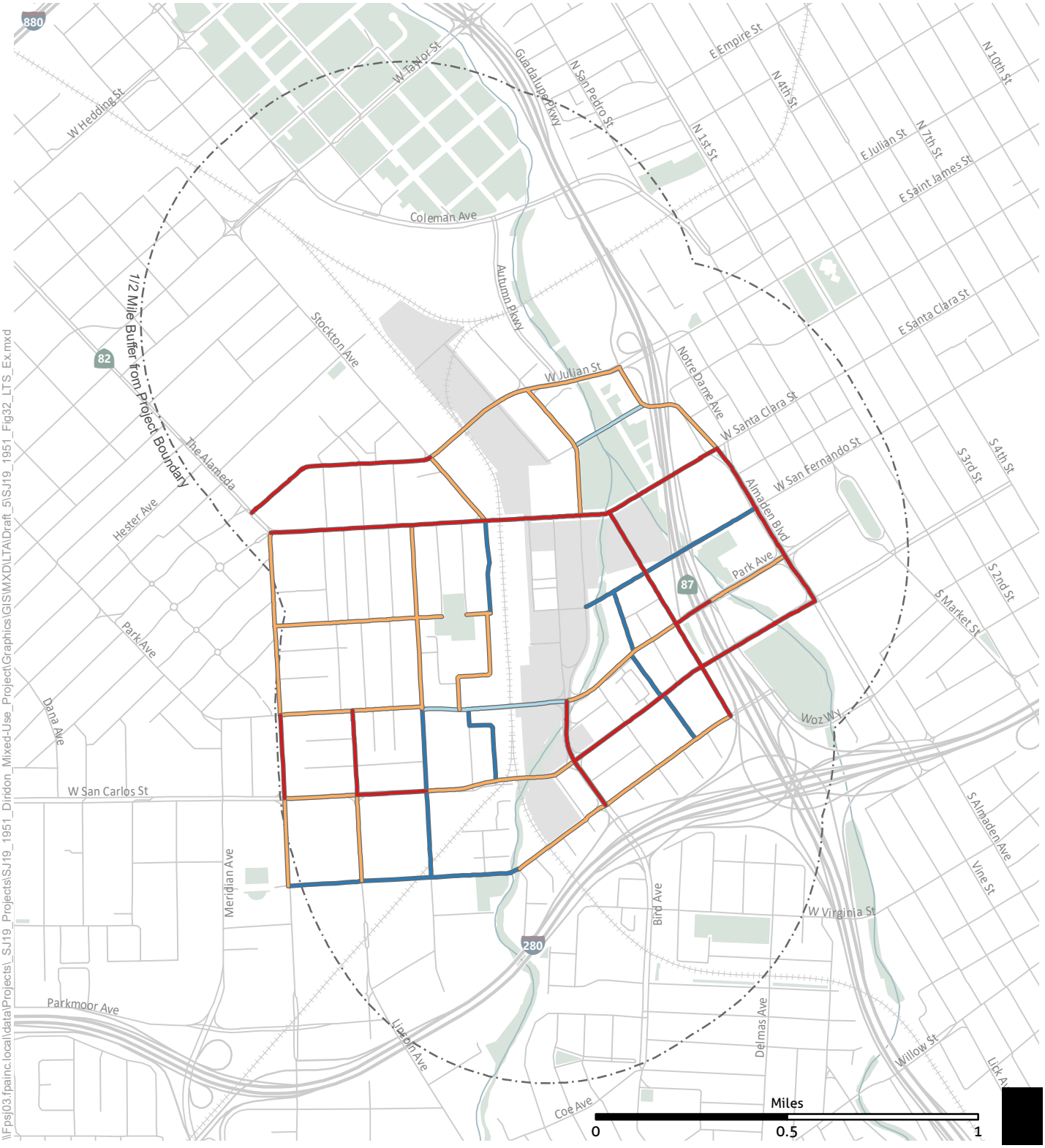
6.3.3.3 Cumulative Conditions

The LTS analysis results for Cumulative Plus Goal-Based Project Buildout Conditions is shown on **Figure 34.** Cumulative No Project LTS figures are included in **Appendix E.** The cumulative scenarios include the bike networks as proposed by the City's Better Bike Plan 2025 as summarized in **Table 40**. In addition to the bike network changes, the roadway volumes were also adjusted to reflect cumulative year 2040 conditions.

The LTS score for Cumulative Conditions is similar to Background Conditions and the traffic stress is mainly affected by roadway volumes. Streets with lower traffic volumes like Saint John Street show improved LTS scores, from 2 to 1. Streets with increased traffic volumes compared to Background Conditions have degraded LTS scores. LTS for Sunol Street degrades to a score of 4 since the traffic volume increases under Cumulative Conditions but there is no proposed infrastructure improvement. LTS for Almaden Boulevard between Julian Street and Saint John Street degrades to a score of 4 due to high traffic volume despite the proposed Class III shared facility.

6.3.3.4 Summary of Analysis

Most of the existing bike facilities in the vicinity of the Project area are along major corridors with east-west connectivity such as West San Fernando Street, Park Avenue, and West San Carlos Street. Street segments lacking bike facilities introduce gaps in the existing network and increase traffic stress for cyclists, such as San Fernando Street between Race Street and Wilson Avenue, and The Alameda between Race Street and Sunol Street. Network gaps lead to higher traffic stress under Background conditions where traffic volume grows from Existing conditions. The LTS score reflects that the proposed bike facility improvements which fill in gaps in the existing network will reduce traffic stress across multiple roadways. However, as noted, while the Better Bike Plan implementation is an assumption that improves the LTS score for the majority of the bike corridors, it is contingent upon improvements through private development, as well as, capital and grant funded projects. As discussed under the Project Description in **Chapter 1**, the Project includes select bike network improvements that implement or complement the City's Better Bike Plan 2025.



Project Boundary

Downtown Core Boundary

Level of Traffic Stress (LTS)

1

2

3

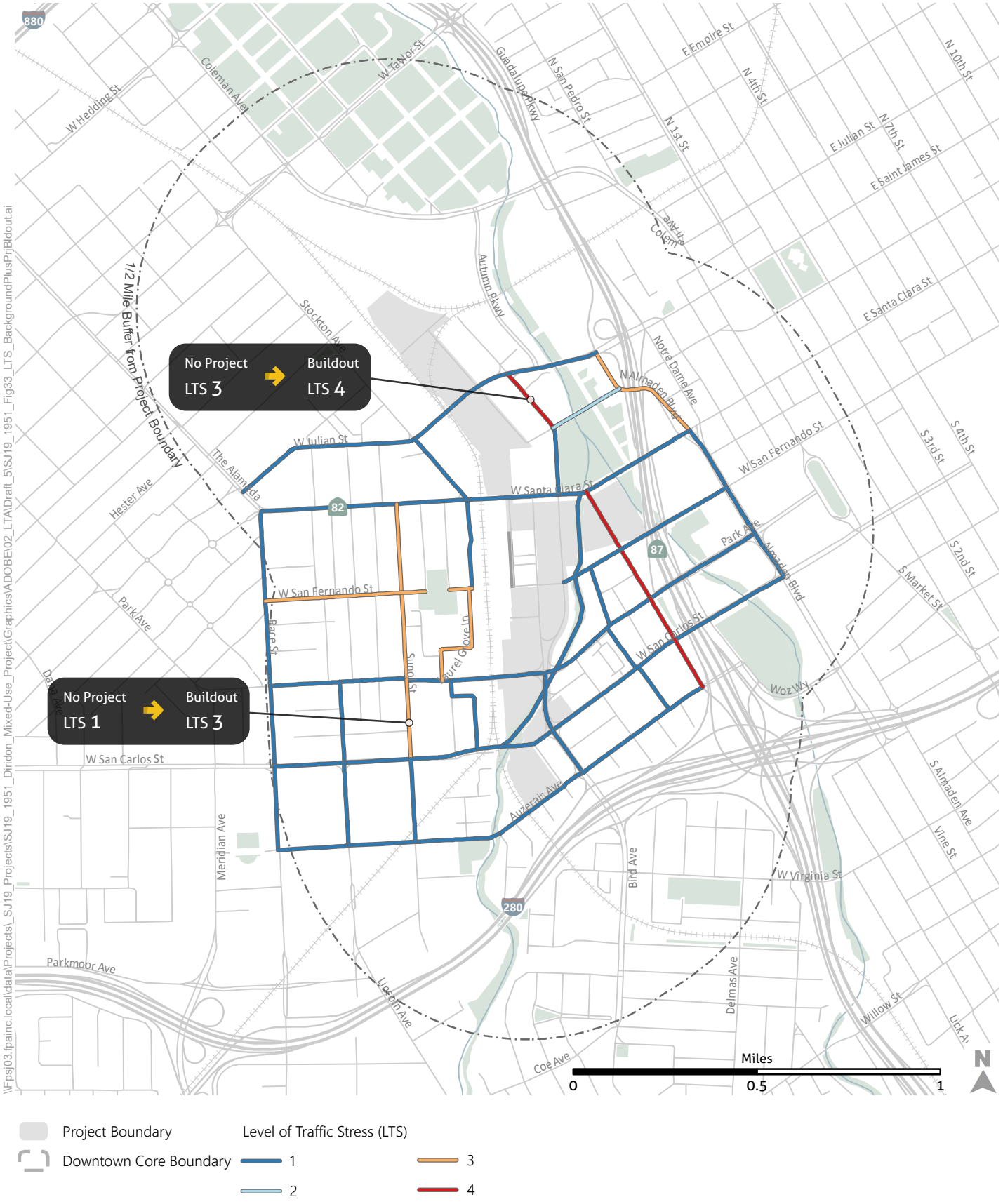
4

[redacted]

Figure 32

Existing Bicycle Level of Traffic Stress (LTS) Results

Downtown West



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Figure 33

Background Plus Project Buildout Bicycle Level of Traffic Stress (LTS) Results

Downtown West

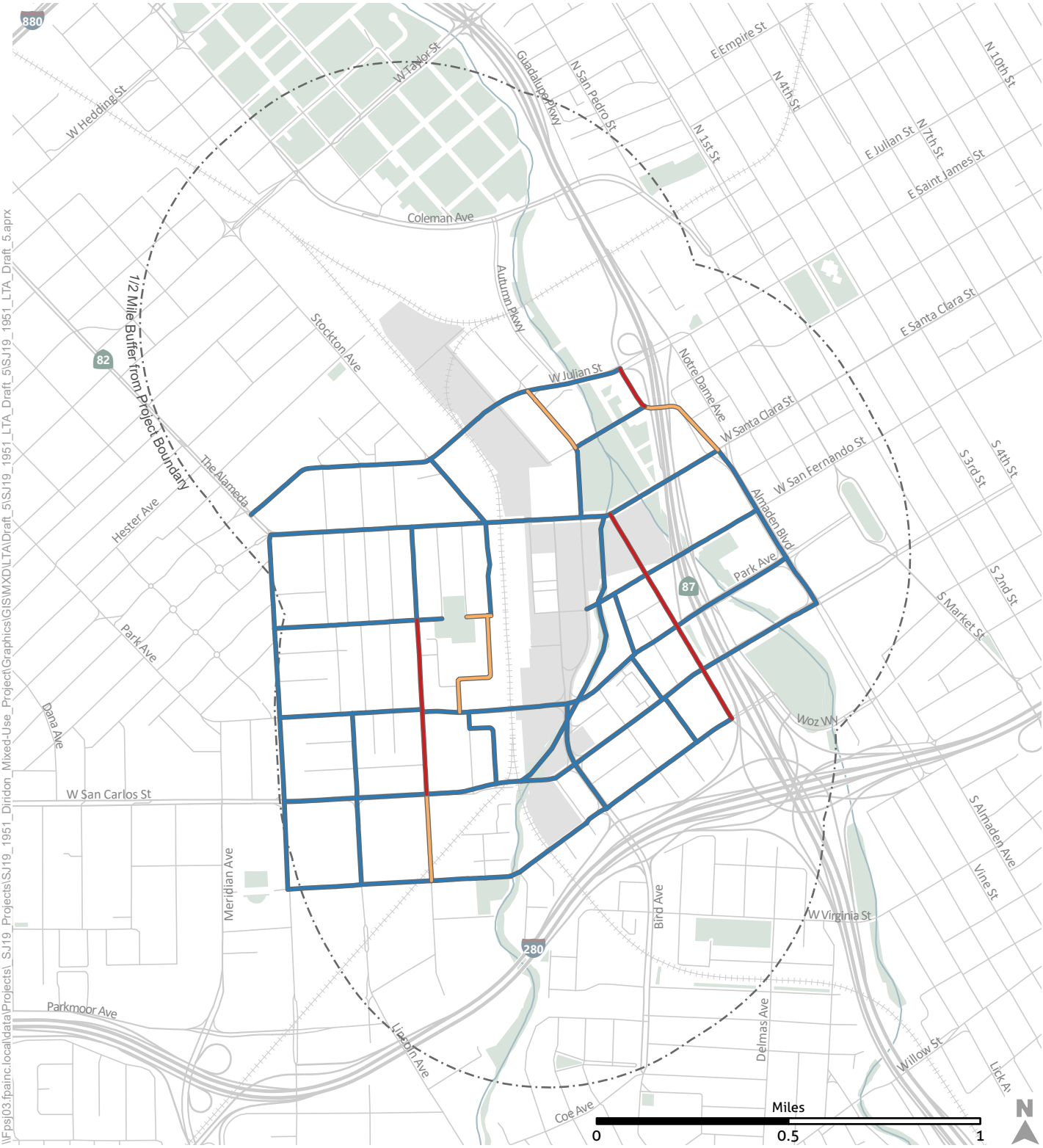


Figure 34

Cumulative Goal-Based Project Bicycle Level of Traffic Stress (LTS) Results

Downtown West

6.4 Bicycle Parking

The Project's bicycle parking requirements are discussed in more detail in **Chapter 10** (Parking Assessment). Overall, the Project would provide at least 3,292 bicycle parking spaces, of which 1,552 would be for office uses, 1,475 would be required for residential uses, and 265 spaces for the remaining land uses, as required by the Municipal Code. Per the City of San José zoning, of the total 3,292 bicycle parking spaces, at least 1,269 would need to be long-term spaces. Short-term bicycle parking facilities shall be in a convenient, highly visible and well-lit area within 20 feet of a building entrance and within view of pedestrian traffic. Long-term bicycle parking facilities shall be conveniently accessible by pedestrians from the street and located within 100 feet of building entrances accessible by tenants and occupants.

Pedestrian Analysis

This chapter describes pedestrian access in the immediate vicinity of the Project area and provides an analysis of pedestrian throughway capacity.

6.5 Pedestrian Access

This section describes pedestrian access within a half mile radius of the Project and identifies key connections to the Project.

6.5.1 Existing Infrastructure

The surrounding pedestrian infrastructure is well developed, with sidewalks available on most of the studied streets and a variety of crosswalks available within a half a mile radius of the Project boundary, as shown on **Figure 19**.

The only notable location without sidewalks is at Sunol Street and Auzerais Avenue, due to construction that has closed off the sidewalk on the west side of Sunol Street and the north side of Auzerais Avenue. The sidewalks are expected to re-open to the public upon construction completion.

The sidewalks along major roads like The Alameda and Santa Clara Street tend to be around 20 feet wide, with effective widths ranging from 10 to 15 feet. San Fernando Street also has a 20-foot-wide sidewalk on the south side between Delmas Avenue and Almaden Boulevard. The other sidewalks generally are around 10 feet wide. The effective widths vary based on the location of tree wells, light poles, traffic and parking signage, and street furniture. Effective width also includes "shy distance" to account for the distance kept away from the edge of curb and from buildings with window displays. Most of the sidewalks have effective widths ranging from 7 to 15 feet, with residential streets ranging from 5 to 8 feet, and main thoroughfares ranging from 10 to 15 feet wide.

As the sidewalks extend from the Project boundary toward the east to downtown, they generally tend to increase in width. For example, the south sidewalk along San Fernando Streets changes from 10 feet near Delmas to 20 feet near Almaden Boulevard. Most of the sidewalks to the west of the Project are in residential/commercial areas and tend to not be as wide. For example, Sunol Street cuts through a residential area, with only one lane of traffic in each direction. Many of the sidewalks also have trees that provide shade.

High-visibility crosswalks are located primarily along The Alameda and Santa Clara Street and on the streets to the east of the Project area near downtown. There are two rectangular rapid flashing beacons (RRFB) — one on The Alameda and one on Auzerais Avenue. The other intersections adjacent to the studied sidewalks have standard crosswalks.

There are some intersections that do not have crosswalks for all four directions. For example, there is no north-south crosswalk on the west side of Delmas Avenue and Santa Clara Street, and no east-west crosswalk on the north side of Auzerais Avenue and Woz Way. Crosswalks are not present at the following locations:

- East and west legs of the SR 87 off-ramp/Santa Clara Street intersection
- East leg of Santa Clara Street/and Almaden Boulevard intersection
- East leg of San Fernando Street/Delmas Avenue intersections
- West leg of San Carlos Street/Lincoln Avenue intersection
- East leg of the San Carlos Street/Woz Way intersection

All the signalized intersections near the Project area have pedestrian countdown timers. The Alameda and Santa Clara Street, both of which are main thoroughfare / commercial corridors, have more pedestrian amenities such as benches, trash cans, and bulb-outs.

Most of the existing/baseline pedestrian volumes were observed near downtown (e.g., the streets bordering The Almaden and Delmas Avenue) or near the Diridon Station and SAP Center. These areas accounted for nearly 65 percent of the pedestrian traffic observed. The remaining 35 percent were observed to the west of the Project area.

Downtown West will provide pedestrian enhancements within the Project area, but there are no planned pedestrian improvements along the pedestrian corridors studied in this LTA.

6.6 Pedestrian Volumes

This section summarizes the existing pedestrian volumes, along with growth in pedestrian activity from the Project and future growth.

Nine sidewalk segments were quantitively assessed:

1. The Alameda, between Race Street and Sunol Street
2. Park Avenue, between Race Street and Sunol Street
3. San Carlos Street between Race Street and Sunol Street
4. Auzerais Avenue between Lincoln Avenue and Sunol Street
5. Santa Clara Street between Autumn Street and Almaden Boulevard
6. San Fernando Street between Delmas Avenue and Almaden Boulevard
7. San Carlos Street between Montgomery / Bird Avenue and Almaden Boulevard
8. Sunol Street between The Alameda and San Carlos Street
9. Delmas Avenue between San Fernando Street and San Carlos Street

These sidewalks were selected because they provide either east-west connectivity to the Project area or are north-south facilities parallel to the Project, both of which help inform the pedestrian volumes immediately around the Project.

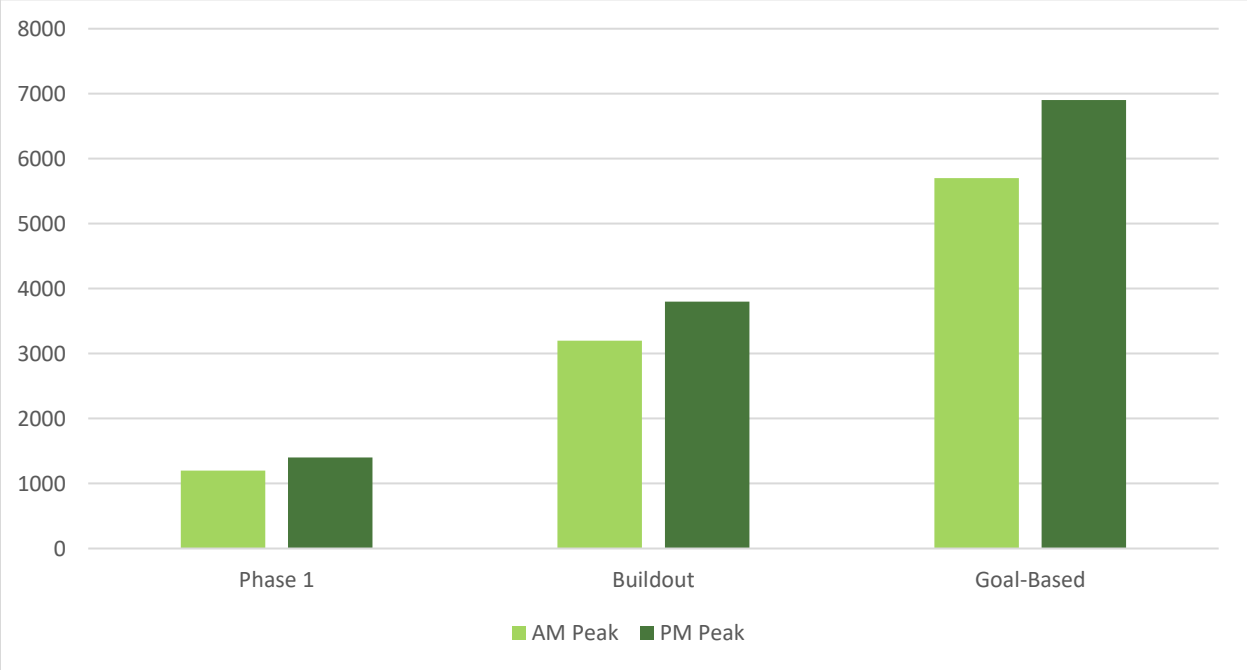
6.6.1 Existing Pedestrian Volumes

The existing volume observed along the study corridors is about 250 people during the AM peak period and 325 people in the PM peak period per 15-minute interval. The volumes range from three people per 15-minute interval on Auzerais Avenue (between Lincoln Street and Sunol Street) and on Sunol Street (between Park Avenue and San Carlos Street) during the PM peak period, to between 30 and 35 people per 15-minute interval along San Fernando Street (between Delmas and Almaden Boulevard) and on Sunol Street (between The Alameda and Park Avenue) during the PM peak period, respectively.

6.6.2 Project Volumes

Project generated pedestrian volumes were developed based on the methodology outlined in **Chapter 4 (Project Travel Demand)**. The Background Plus Phase 1 Project scenario generates an additional 1,200 peak period pedestrian AM trips and an additional 1,400 peak period pedestrian PM trips. The Background Plus Project Buildout scenario generates an additional 3,200 peak period pedestrian AM trips and an additional 3,800 peak period pedestrian PM trips. The Goal-Based scenarios are estimated to generate an additional 5,700 peak period pedestrian AM trips and an additional 6,900 peak period pedestrian PM trips, respectively. **Figure 35** summarizes the estimated Project-generated pedestrian volumes for each scenario.

Figure 35: Project Pedestrian Estimates



6.6.3 Future Volumes

The peak hour future pedestrian volumes from growth other than the Project are shown in **Table 45**. Scenarios 2b – 2d reflect the anticipated pedestrian volume in 2030 with various phases of Project

buildout using Scenario 2a volumes as the baseline. Scenario 3b reflects the anticipated pedestrian volume in 2040 with the full Project buildout using Scenario 3a volumes as the baseline.

Table 41: Summary of Future 15-Minute Pedestrian Volumes

Volume of people per 15-minute interval	Background No Project	Background Plus Phase 1 Project	Background Plus Project Buildout	Background Plus Goal-Based Project Buildout	Cumulative No Project	Cumulative Plus Goal-Based Project Buildout
AM peak period	300	1,050	2,300	3,862	366	3,928
PM peak period	395	1,270	2,770	4,707	481	4,794

Source: Fehr & Peers, August 2020.

6.7 Pedestrian Throughway Capacity

This section presents the method and analysis results of the pedestrian throughway capacity analysis to evaluate the effectiveness of the existing sidewalks to accommodate growth in pedestrian activity.

6.7.1 Methodology

The pedestrian capacity analysis was done following the procedure outlined in the *Highway Capacity Manual*, 6th Edition (2016). Counts were taken at the following intersections during the AM and PM peak hours (7-9 AM and 4-6 PM).:

- The Alameda and Race Street
- The Alameda and Sunol Street
- Santa Clara Street and Autumn Street
- Santa Clara Street and Almaden Boulevard
- San Fernando Street and Delmas Avenue
- Park Avenue and Race Street
- Park Avenue and Sunol Street
- San Carlos Street and Race Street
- San Carlos Street and Lincoln Avenue
- San Carlos Street and Sunol Street
- San Carlos Street and Montgomery / Bird Avenue
- San Carlos Street and Delmas Avenue
- San Carlos Street and Almaden Boulevard
- Auzerais Avenue and Lincoln Avenue
- Auzerais Avenue and Sunol Street

The actual and effective widths of the sidewalks were determined using aerial imagery. The 15-minute volumes at the sidewalks were calculated by selecting the highest 15-minute volume during the peak hours. No peak hour factor was applied, as we chose the highest 15-minute volume during the peak period instead of taking an average of the volumes.

For the purposes of the analysis, all pedestrians going to the east were presumed to be on the north sidewalk, whereas all traffic going to the west were presumed to be on the south sidewalk. Similarly, all traffic going to the north was assigned to the east sidewalk, and all traffic going to the south was assigned to the west sidewalk. For the projected baseline loads, we assumed a 2 percent yearly growth in pedestrian volume over 20 years (assuming no Project development).

The flow rate for the sidewalk (person / min / ft) was calculated by taking the 15-minute volumes and dividing it by the denominator of 15 times the effective width of the sidewalk.

The LOS is determined by the flow rate. There are two different levels of service: an average LOS (e.g., an individual person) and platoon LOS (e.g., groups of people in downtown areas), with the LOS definitions shown in **Table 46**.

Table 42: Definition of Level of Service for Pedestrian Volumes

LOS	Flow Rate (p/min/ft)	
	Average	Platoon
A	≤ 5	≤ 0.5
B	> 5 – 7	> 0.5 – 3
C	> 7 – 10	> 3 – 6
D	> 10 – 15	> 6 – 11
E	> 15 – 23	> 11 – 18
F	> 23	> 18

Source: *Highway Capacity Manual*, 6th Edition (2016).

To distribute the Project generated trips, 30 percent of the trips were allotted to streets that intersect with Almaden Boulevard, as those areas are toward downtown and most of the local attractions (see **Figure 7**). Twenty percent of trips were allotted to streets that intersect Delmas, as it is also close to downtown. Fifteen percent went to Autumn and Santa Clara, due to proximity to the SAP Center and Diridon Station. Fifteen percent went to Sunol and The Alameda due to being located on a major street. The other 20 percent went to the residential streets to the west of the Project.

The years 2030 and 2040 were selected for the baseline models. For the purpose of the pedestrian throughway capacity analysis, the year 2030 (i.e., 10-year growth) was assumed for the Background scenario and the year 2040 represents the Cumulative scenario.



For "plus Project" scenarios, the Project-generated pedestrian trips were distributed among the sidewalks by multiplying the total additional AM / PM peak period trips by the distribution of future growth divided by eight (to convert the two-hour peak period to 15 minutes). This incorporates a conservative assumption that all the increased pedestrian growth will go through each sidewalk of the section. For example, if an additional 2,000 AM trips are added, 30 percent of the growth allotted to streets that intersect with Almaden Boulevard will go to each street. Each street will see an increase of 600 trips, instead of the 600 trips being divided among the three streets and their six sidewalks that border Almaden Boulevard.

6.7.2 Analysis Results

Based on the level of service, all the sidewalks are sufficient to meet the expected pedestrian volumes. For the existing conditions, all the sidewalks have both an average and platoon LOS of A due to both the adequate effective sidewalk widths and the low pedestrian volumes for most sidewalks, as many of them had 15-minute pedestrian volumes fewer than ten people (see **Table 43** for reference).

For both the Background and Cumulative No Project scenarios, the additional pedestrian trips do not substantially change the LOS of any of the sidewalks, with most of them maintaining both an average and platoon LOS of A, with only one platoon LOS dropping to B under the Cumulative No Project scenario.

For the Phase 1 Project and Project Buildout scenarios under Background conditions, the additional peak hour trips cause many of the sidewalks to have a platoon LOS of B. For the Goal-Based scenarios under Background and Cumulative Conditions, all the sidewalks have a platoon LOS of B. **Table 48** shows the pedestrian volume for the scenario with the highest pedestrian volume (i.e., Cumulative Plus Goal-Based Project Buildout conditions). **Figure 36** and **Figure 37** show the peak PM average and platoon LOS for Existing Conditions and Cumulative Plus Goal-Based Project Buildout on the corresponding streets, respectively. **Appendix F** includes the detailed pedestrian throughway capacity analysis for all other scenarios.

Overall, the Project-generated pedestrian trips will be accommodated by the surrounding pedestrian infrastructure, as the average LOS remains at A for all scenarios, with only the platoon LOS going down to B, even with the growth in 15-min pedestrian volumes. Nonetheless, various sidewalk improvements are proposed within the Project area to improve walkability and connectivity in accordance with the Downtown West Design Standards and Guidelines.



Figure 36

PM Peak Platoon LOS for Existing and Cumulative No Project Conditions



Figure 37

AM Peak Period Platoon LOS for Existing and Cumulative Goal-Base Project Buildout Conditions

Table 43: Existing Conditions Pedestrian Throughway Capacity Analysis Results

Sidewalks Segment	Sidewalk Widths		AM (7:00 AM to 9:00 AM)				PM (4:00 PM to 6:00 PM)			
	Actual	Effective	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS
The Alameda – Race to Sunol – North	20	13	4	0.02	A	A	10	0.05	A	A
The Alameda – Race to Sunol – South	20	13	6	0.03	A	A	10	0.05	A	A
Santa Clara – Autumn to Almaden Blvd – North	20	15	13	0.06	A	A	21	0.09	A	A
Santa Clara – Autumn to Almaden Blvd – South	15	10	7	0.05	A	A	29	0.19	A	A
San Fernando – Delmas to Almaden – North	10	8	10	0.08	A	A	36	0.30	A	A
San Fernando – Delmas to Almaden – South	20	10	47	0.31	A	A	18	0.12	A	A
Park – Race to Sunol – North	10	8	5	0.04	A	A	12	0.10	A	A
Park – Race to Sunol – South	10	8	6	0.05	A	A	15	0.13	A	A
San Carlos – Race to Sunol – North	10	8	5	0.05	A	A	8	0.08	A	A
San Carlos – Race to Sunol – South	10	7	8	0.08	A	A	9	0.09	A	A
San Carlos – Montgomery / Bird to Delmas – North	10	7	5	0.05	A	A	6	0.06	A	A
San Carlos – Montgomery / Bird to Delmas – South	10	7	7	0.07	A	A	11	0.10	A	A
San Carlos – Delmas to Almaden – North	10	8	35	0.29	A	A	15	0.13	A	A
San Carlos – Delmas to Almaden – South	10	8	9	0.08	A	A	30	0.25	A	A
Auzerais – Lincoln to Sunol – North	10	5	10	0.13	A	A	3	0.04	A	A
Auzerais – Lincoln to Sunol – South	5	5	6	0.08	A	A	6	0.08	A	A
Sunol – The Alameda to Park – East	10	5	13	0.17	A	A	19	0.25	A	A
Sunol – The Alameda to Park – West	10	5	17	0.23	A	A	34	0.45	A	A
Sunol – Park to San Carlos – East	10	7	4	0.04	A	A	7	0.07	A	A
Sunol – Park to San Carlos – West	10	7	6	0.06	A	A	3	0.03	A	A
Delmas – San Fernando to San Carlos – East	10	6	16	0.18	A	A	9	0.10	A	A
Delmas – San Fernando to San Carlos – West	10	6	7	0.08	A	A	13	0.14	A	A

Source: Fehr & Peers, August 2020.

Table 44: Year 2040 Cumulative Plus Goal-Based Project Buildout Conditions Pedestrian Throughway Capacity Analysis Results

Sidewalks	Sidewalk Widths		AM (7:00 AM to 9:00 AM)				PM (4:00 PM to 6:00 PM)			
	Actual	Effective	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS
The Alameda – Race to Sunol – North	20	13	148	0.76	A	B	187	0.96	A	B
The Alameda – Race to Sunol – South	20	13	151	0.78	A	B	187	0.96	A	B
Santa Clara – Autumn to Almaden Blvd – North	20	15	340	1.51	A	B	419	1.86	A	B
Santa Clara – Autumn to Almaden Blvd – South	15	10	331	2.21	A	B	431	2.87	A	B
San Fernando – Delmas to Almaden – North	10	8	157	1.31	A	B	226	1.88	A	B
San Fernando – Delmas to Almaden – South	20	10	212	1.42	A	B	199	1.33	A	B
Park – Race to Sunol – North	10	8	150	1.25	A	B	190	1.59	A	B
Park – Race to Sunol – South	10	8	151	1.26	A	B	195	1.62	A	B
San Carlos – Race to Sunol – North	10	7	150	1.43	A	B	184	1.76	A	B
San Carlos – Race to Sunol – South	10	7	154	1.47	A	B	186	1.77	A	B
San Carlos – Montgomery / Bird to Delmas – North	10	7	150	1.43	A	B	181	1.73	A	B
San Carlos – Montgomery / Bird to Delmas – South	10	7	153	1.46	A	B	189	1.80	A	B
San Carlos – Delmas to Almaden – North	10	8	266	2.21	A	B	281	2.34	A	B
San Carlos – Delmas to Almaden – South	10	8	227	1.89	A	B	303	2.53	A	B
Auzerais – Lincoln to Sunol – North	10	5	157	2.10	A	B	177	2.36	A	B
Auzerais – Lincoln to Sunol – South	5	5	151	2.02	A	B	181	2.42	A	B
Sunol – The Alameda to Park – East	10	5	126	1.68	A	B	158	2.10	A	B
Sunol – The Alameda to Park – West	10	5	132	1.76	A	B	180	2.40	A	B
Sunol – Park to San Carlos – East	10	7	148	1.41	A	B	183	1.74	A	B
Sunol – Park to San Carlos – West	10	7	151	1.44	A	B	177	1.69	A	B
Delmas – San Fernando to San Carlos – East	10	6	166	1.85	A	B	186	2.07	A	B
Delmas – San Fernando to San Carlos – West	10	6	153	1.70	A	B	192	2.13	A	B

Source: Fehr & Peers, August 2020.

7. City-Guideline Required Intersection Operations Analysis

This section presents the results of the intersection level of service calculations for the standard City required intersections under Background Conditions without the Project and with the Project under the *Phase 1 Project*, *Project Buildout*, and *Goal-Based Project Buildout* assumptions.

7.1 Background Conditions

Traffic volumes for Background No Project Conditions are based on existing volumes plus traffic generated by approved but not yet constructed and/or occupied developments as summarized in **Section 2.4**.

Background with Project Conditions are defined as Background No Project Conditions plus traffic generated by each of the *Phase 1 Project*, *Project Buildout*, and *Goal-Based Project Buildout* assumptions. The peak hour vehicle trip estimates to and from the Project area are based on the trip estimates accounting for a 18 percent TDM reduction as discussed in **Chapter 4 (Project Travel Demand)** and the turning movements shown in **Appendix D**. Impacts to the roadway system are identified by comparing the level of service results under each of the Background Plus Project Conditions to those under Background No Project Conditions.

7.2 Intersection Analysis

Level of service calculations were applied to operations of the study intersections under Background No Project and Background Plus Project Conditions (Phase 1 Project, Project Buildout, and Goal-Based Project Buildout). The results are presented in **Table 45**, **Table 46**, and **Table 47** along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents delay associated with the critical movements of the intersection, or movements that require the most traffic signal "green time" and have the greatest effect on overall intersection operations. The corresponding LOS calculation sheets are included in **Appendix C**.

Adverse effects are identified by comparing Background No Project and Background with each of the three Plus Project conditions. Adverse effects are identified based on the impact criteria discussed in **Chapter 2**, which includes changes in LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratio for an intersection operating unacceptably.

7.2.1 Phase 1 Project Analysis

The LOS analysis results are summarized in **Table 45**. Under Background Plus Phase 1 Project conditions, all intersections operate at acceptable levels except the following intersection under the identified peak period:

- **Intersection #2 – Coleman Avenue/Taylor Street (City of San José, LOS D):** the addition of Project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E+ during the PM peak hour.
- **Intersection #13 – De La Cruz Boulevard/Central Expressway (County, LOS E):** the addition of Project traffic would maintain intersection operations at unacceptable LOS F during the AM peak hour.

Table 45: Background No Project and Background Plus Phase 1 Project City Required Intersection Levels of Service

ID	City Intersection	LOS Threshold[1]	Peak Hour[2]	Background No Project		Background Plus Phase 1 Project			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
1	Hedding Street & Coleman Avenue	D	AM PM	40.8 37.9	D D+	48.4 39.9	D D	0.087 0.030	12.1 2.3
2	Coleman Avenue & Taylor Street	D	AM PM	42.9 50.4	D D	49.8 **55.3**	D **E+**	0.140 0.045	12.3 6.3
3	The Alameda & Julian Street	D	AM PM	16.1 20.5	B C+	16.1 20.3	B C+	0.041 0.116	0.8 -2.6
4	Park Avenue & Race Street	D	AM PM	21.0 22.4	C+ C+	28.0 27.7	C C	0.206 0.152	9.4 8.4
5	San Carlos & Race Street	D	AM PM	36.4 33.1	D+ C-	40.2 34.1	D C-	0.139 0.048	7.2 2.1
6	Race Street & Auzerais Avenue	D	AM PM	10.3 6.2	B+ A	10.1 7.0	B+ A	0.062 0.031	-0.1 0.9
7	Race Street & Saddle Rack Street	D	AM PM	21.5 23.9	C+ C	20.6 24.0	C+ C	0.052 0.024	-0.2 0.6
8	Race Street & Parkmoor Avenue	D	AM PM	26.7 30.0	C C	27.7 32.1	C C-	0.136 0.168	2.6 5.3
9	Auzerais Avenue & Lincoln Street	D	AM PM	14.5 23.9	B C	13.3 23.5	B C	0.109 0.060	-1.8 0.5
10	Auzerais Avenue & Sunol Street	D	AM PM	6.9 8.5	A A	7.7 9.3	A A	0.044 0.031	0.8 1.0
11	Bird Avenue & Virginia Street	D	AM PM	35.9 26.3	D+ C	36.9 26.1	D+ C	0.026 0.078	1.1 0.3
12	Bird Avenue & Coe Avenue	D	AM PM	25.1 27.5	C C	26.5 29.8	C C	0.035 0.077	1.5 3.8
13	De La Cruz Boulevard & Central Expressway	E	AM PM	**121.2** 34.8	**F** C-	**122.7** 35.4	**F** D+	0.007 0.008	3.1 1.0
14	De La Cruz Boulevard & Martin Avenue	D	AM PM	32.2 34.0	C- C-	32.2 34.1	C- C-	0.007 0.008	-0.1 0.3

Table 45: Background No Project and Background Plus Phase 1 Project City Required Intersection Levels of Service

ID	City Intersection	LOS Threshold[1]	Peak Hour[2]	Background No Project		Background Plus Phase 1 Project			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
15	De La Cruz Boulevard & Reed Street	D	AM PM	11.3 24.3	B+ C	11.5 24.7	B+ C	0.012 0.015	0.2 1.3
16	Coleman Avenue & Brokaw Road	D	AM PM	16.0 34.2	B C-	16.1 33.8	B C-	0.011 0.002	0.2 0.0
17	El Camino Real & Benton Street	D	AM PM	17.8 21.9	B C+	17.4 22.3	B C+	0.015 0.025	-0.5 0.9
18	El Camino Real & Palm Drive	D	AM PM	14.2 16.1	B B	13.9 16.9	B B	0.015 0.028	-0.3 1.9
19	El Camino Real & Campbell Avenue	D	AM PM	11.4 16.4	B+ B	12.3 16.6	B B	0.033 0.026	1.1 0.5
20	El Camino Real & The Alameda	E	AM PM	13.2 20.6	B C+	14.3 24.2	B C	0.026 0.115	0.2 5.6
21	The Alameda & Newhall Street	D	AM PM	14.9 23.4	B C	15.4 27.9	B C	0.044 0.127	0.7 9.3

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an adverse effect as discussed in **Section 2.2.**

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Section 2.2.**
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
5. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
6. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, August 2020.

7.2.2 Project Buildout Analysis

The LOS analysis results are summarized in **Table 46**. Under Background Plus Project Buildout conditions, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- **Intersection #2 – Coleman Avenue/Taylor Street (City of San José, LOS D):** the addition of Project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the PM peak hour.

- **Intersection #13 – De La Cruz Boulevard/Central Expressway (County, LOS D):** the addition of Project traffic would maintain intersection operations at unacceptable LOS F during the AM peak hour.

Table 46: Background No Project and Background Plus Project Buildout City Required Intersection Levels of Service

ID	City Intersection	LOS Threshold[1]	Peak Hour[2]	Background No Project		Background Plus Project Buildout			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
1	Hedding Street & Coleman Avenue	D	AM PM	40.8 37.9	D D+	42.1 40.3	D D	0.022 0.034	2.6 2.7
2	Coleman Avenue & Taylor Street	D	AM PM	42.9 50.4	D D	49.1 **56.6**	D **E+**	0.128 0.050	10.8 7.3
3	The Alameda & Julian Street	D	AM PM	16.1 20.5	B C+	23.0 28.8	C+ C	0.188 0.265	9.9 6.2
4	Park Avenue & Race Street	D	AM PM	21.0 22.4	C+ C+	28.5 30.7	C C	0.220 0.190	10.5 12.7
5	San Carlos & Race Street	D	AM PM	36.4 33.1	D+ C-	40.0 35.4	D D+	0.125 0.065	7.4 4.3
6	Race Street & Auzerais Avenue	D	AM PM	10.3 6.2	B+ A	10.4 7.2	B+ A	0.066 0.042	-0.2 1.2
7	Race Street & Saddle Rack Street	D	AM PM	21.5 23.9	C+ C	20.6 24.0	C+ C	0.054 0.028	-0.3 0.7
8	Race Street & Parkmoor Avenue	D	AM PM	26.7 30.0	C C	29.5 32.6	C C-	0.210 0.198	6.4 6.2
9	Auzerais Avenue & Lincoln Street	D	AM PM	14.5 23.9	B C	14.7 23.4	B C	0.114 0.065	0.4 0.5
10	Auzerais Avenue & Sunol Street	D	AM PM	6.9 8.5	A A	7.5 9.2	A A	0.069 0.031	0.6 1.0
11	Bird Avenue & Virginia Street	D	AM PM	35.9 26.3	D+ C	36.7 26.3	D+ C	0.022 0.073	0.9 0.4
12	Bird Avenue & Coe Avenue	D	AM PM	25.1 27.5	C C	26.5 29.7	C C	0.033 0.076	1.6 3.7
13	De La Cruz Boulevard & Central Expressway	E	AM PM	**121.2** 34.8	**F** C-	**122.1** 35.7	**F** D+	0.007 0.011	3.1 1.6
14	De La Cruz Boulevard & Martin Avenue	D	AM PM	32.2 34.0	C- C-	32.3 34.0	C- C-	0.008 0.008	-0.1 0.3
15	De La Cruz Boulevard & Reed Street	D	AM PM	11.3 24.3	B+ C	11.5 24.8	B+ C	0.013 0.019	0.3 1.6
16	Coleman Avenue & Brokaw Road	D	AM PM	16.0 34.2	B C-	16.1 33.7	B C-	0.007 0.002	0.1 0.0

Table 46: Background No Project and Background Plus Project Buildout City Required Intersection Levels of Service

ID	City Intersection	LOS Threshold[1]	Peak Hour[2]	Background No Project		Background Plus Project Buildout			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
17	El Camino Real & Benton Street	D	AM PM	17.8 21.9	B C+	17.4 22.0	B C+	0.017 0.023	-0.5 0.6
18	El Camino Real & Palm Drive	D	AM PM	14.2 16.1	B B	14.0 16.3	B B	0.017 0.023	-0.4 1.1
19	El Camino Real & Campbell Avenue	D	AM PM	11.4 16.4	B+ B	12.0 16.8	B+ B	0.027 0.034	0.6 0.8
20	El Camino Real & The Alameda	E	AM PM	13.2 20.6	B C+	14.2 24.0	B C	0.026 0.114	0.2 5.4
21	The Alameda & Newhall Street	D	AM PM	14.9 23.4	B C	15.3 28.0	B C	0.040 0.131	0.6 9.8

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an adverse effect as discussed in **Section 2.2.**

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Section 2.2.**
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
5. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
6. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, August 2020.

7.2.3 Goal-Based Project Buildout Analysis

The LOS analysis results are summarized in **Table 47**. Under Background Plus Goal-Based Project Buildout conditions, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- **Intersection #2 – Coleman Avenue/Taylor Street (City of San José, LOS D):** the addition of Project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the PM peak hour.
- **Intersection #13 – De La Cruz Boulevard/Central Expressway (County, LOS D)**: the addition of Project traffic would maintain intersection operations at unacceptable LOS F during the AM peak hour.

Table 47: Background No Project and Background Plus Goal-Based Project Buildout City Required Intersection Levels of Service

ID	City Intersection	LOS Threshold[1]	Peak Hour[2]	Background No Project		Background Plus Goal-Based Project Buildout			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
1	Hedding Street & Coleman Avenue	D	AM PM	40.8 37.9	D D+	42.1 39.0	D D+	0.017 0.021	1.9 -2.5
2	Coleman Avenue & Taylor Street	D	AM PM	42.9 50.4	D D	46.0 **55.3**	D **E+**	0.072 0.024	5.7 3.3
3	The Alameda & Julian Street	D	AM PM	16.1 20.5	B C+	17.8 21.0	B C+	0.065 0.069	2.4 0.2
4	Park Avenue & Race Street	D	AM PM	21.0 22.4	C+ C+	21.8 22.6	C+ C+	0.041 0.025	1.2 1.0
5	San Carlos & Race Street	D	AM PM	36.4 33.1	D+ C-	40.4 35.6	D D+	0.088 0.031	5.4 2.8
6	Race Street & Auzerais Avenue	D	AM PM	10.3 6.2	B+ A	10.3 7.4	B+ A	0.048 0.034	0.1 0.5
7	Race Street & Saddle Rack Street	D	AM PM	21.5 23.9	C+ C	22.5 24.3	C+ C	0.014 0.027	0.2 0.5
8	Race Street & Parkmoor Avenue	D	AM PM	26.7 30.0	C C	27.1 30.3	C C	0.025 0.025	0.9 0.7
9	Auzerais Avenue & Lincoln Street	D	AM PM	14.5 23.9	B C	15.1 24.2	B C	0.012 0.024	0.4 0.3
10	Auzerais Avenue & Sunol Street	D	AM PM	6.9 8.5	A A	7.6 9.2	A A	0.032 0.031	0.9 1.0
11	Bird Avenue & Virginia Street	D	AM PM	35.9 26.3	D+ C	36.7 27.0	D+ C	0.020 0.020	0.9 0.5
12	Bird Avenue & Coe Avenue	D	AM PM	25.1 27.5	C C	27.2 28.7	C C	0.040 0.032	2.2 1.6
13	De La Cruz Boulevard & Central Expressway	E	AM PM	**121.2** 34.8	**F** C-	**124.6** 35.0	**F** D+	**0.013** 0.003	**6.1** 0.4
14	De La Cruz Boulevard & Martin Avenue	D	AM PM	32.2 34.0	C- C-	31.9 34.0	C C-	0.017 0.003	-0.2 0.1
15	De La Cruz Boulevard & Reed Street	D	AM PM	11.3 24.3	B+ C	11.3 24.4	B+ C	0.018 0.005	0.1 0.4
16	Coleman Avenue & Brokaw Road	D	AM PM	16.0 34.2	B C-	16.1 34.2	B C-	0.019 0.003	0.2 0.1
17	El Camino Real & Benton Street	D	AM PM	17.8 21.9	B C+	17.5 22.2	B C+	0.014 0.022	-0.4 0.7
18	El Camino Real & Palm Drive	D	AM PM	14.2 16.1	B B	14.0 16.5	B B	0.014 0.022	-0.3 1.1

Table 47: Background No Project and Background Plus Goal-Based Project Buildout City Required Intersection Levels of Service

ID	City Intersection	LOS Threshold[1]	Peak Hour[2]	Background No Project		Background Plus Goal-Based Project Buildout			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
19	El Camino Real & Campbell Avenue	D	AM PM	11.4 16.4	B+ B	11.9 16.7	B+ B	0.024 0.028	0.6 0.5
20	El Camino Real & The Alameda	E	AM PM	13.2 20.6	B C+	14.2 24.0	B C	0.022 0.108	0.2 5.1
21	The Alameda & Newhall Street	D	AM PM	14.9 23.4	B C	15.3 27.2	B C	0.036 0.114	0.5 7.8

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an adverse effect as discussed in **Section 2.2.**

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Section 2.2.**
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
5. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
6. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, August 2020.

7.3 City Adverse Effects and Improvements

Adverse effects and potential improvements for the Background scenarios are discussed below. **Table 48** provides a summary of the adverse effects under Background with Project conditions for the Phase 1 Project, Project Buildout, and Goal-Based Project Buildout scenarios.

Table 48: Background with Project City Required Intersection Adverse Effect Summary[1]

City Intersection		LOS Threshold[2]	Peak Hour[3]	Phase 1 Project	Project Buildout	Goal-Based Project Buildout
2	Coleman Avenue/ Taylor Street	D	AM PM	❍ ■	❍ ■	❍ ■
13	De La Cruz Boulevard/ Central Expressway	E	AM PM	□ ❍	□ ❍	■ ❍

Notes:

1. Intersection adverse effects based on delays, LOS results, and changes in critical volume-to-capacity ratio and delay as presented in **Table 45**, **Table 46**, and **Table 47**, and the applicable LOS thresholds and adverse effect criteria described in **Section 2.2.**
2. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service).
3. AM = morning peak hour, PM = evening peak hour.

❍ = acceptable service levels, no improvement discussion required.
☐ = unacceptable service levels, but adverse effect threshold not met, and no improvement needed.
■ = unacceptable service levels and adverse effect threshold met; improvement required.
Source: Fehr & Peers, August 2020.

The Project meets adverse effect thresholds at the Colman Avenue/Taylor Street (#2) and the De La Cruz Boulevard/Central Expressway (#13) intersection under the specified scenarios as discussed below.

7.3.1 Adverse Effects and Improvements

Based on the City's *Handbook*, there are three possible approaches to address negative effects at signalized intersections:

- Reduce project vehicle-trips to eliminate the adverse effects and bring the intersections back to the background conditions;
- Construct improvements to the subject intersection(s) or other roadway segments of the citywide transportation system to increase overall capacity;
- Implement a trip cap, the maximum number of daily vehicle-trips allowed to be generated by a project.

A project should prioritize improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

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

Coleman Avenue/Taylor Street (Intersection #2): The Phase 1, Project Buildout, and Goal-Based Project Buildout scenarios would degrade acceptable intersection operations to unacceptable levels and meet the City's adverse effect threshold during the PM peak hour.

Improvements to address the adverse effect would need a southbound right-turn lane. However, there are right-of-way constraints that limit the feasibility of the improvement measure. A dedicated right-turn lane, through lane, and a Class IV bike lane (as proposed in the City's Better Bike Plan) would need a minimum width of 28 feet. The current widths between the number two through-lane and the curb is about 18 feet. Thus, the improvement measure would not be feasible, and the vehicle LOS adverse effect cannot be reduced for Project Buildout.

However, to support the Project's multimodal and TDM goals, the project applicant would be required to construct City planned multi-modal improvements at the Coleman Avenue/Taylor Street intersection. The plans include Improvements at the Coleman Avenue/West Taylor Street intersection to enhance bicycle connectivity along West Taylor Street from Walnut Street to Stockton Avenue. Improvements to the pedestrian walkway, removal of corner islands, and widening within the existing rail undercrossing could also be included.

De La Cruz Boulevard/Central Expressway (Intersection #13): The Goal-Based Project Buildout scenario would exacerbate unacceptable intersection operations and meet the county's adverse effect threshold during the AM peak hour.

The VTA's VTP 2040 identifies a highway project that is relevant to the identified intersection adverse effects: VTP ID H25: US 101 Southbound/Trimble Road/De La Cruz Boulevard/Central Expressway Interchange Improvements. This project includes several ramp modifications, in addition to widening of the De La Cruz Boulevard bridge across US 101 from four to six lanes. Cost in 2013 dollars: $39.0 million. Complete improvement of freeway interchange impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or City to fully fund a major freeway mainline improvement. Thus, consistent with the Project's multimodal and TDM goals, no improvements are identified for this intersection.

8. Localized Access and Queuing Analysis

This chapter presents the localized access and queuing analysis results for the study intersections that provide direct access to the Project area. The analysis considers the intersection operation in terms of LOS and evaluates the adequacy of the turning lane storage capacity. The 14 study intersections are evaluated under Existing Conditions, Background No Project, Project Buildout, and Goal-Based Project Buildout conditions.

8.1 SimTraffic Model

The TRAFFIX software used in the City intersection operations analysis (**Chapter 7**) evaluates intersections in isolation without considering the operations of adjacent or nearby intersections. Therefore, to capture the interactions between closely spaced intersections, the simulation module of the Synchro software, SimTraffic, was used to evaluate operations. SimTraffic modeling is a microsimulation tool used to model behaviors of each vehicle in the roadway, whereas TRAFFX is a macro simulation tool used to determine LOS per HCM. SimTraffic is not a tool used by the City to identify LOS adverse effects per Council Policy 5-1; the City applies TRAFFIX software for determination of adverse effects. The SimTraffic Model is included in the LTA for information purposes to support the City in improving operations in and around the Project area.

The Synchro/SimTraffic analysis software was used to evaluate intersection LOS, turn lane queuing, and off-ramp queuing. The Synchro/SimTraffic model analysis considered three subarea corridors that are defined as follows:

1. Julian Street & Santa Clara Street Corridor – State Route 87 to Stockton Avenue
2. Delmas Avenue & Woz Way Corridor – Park Avenue to Auzerais Avenue
3. Montgomery Street & Bird Avenue -Park Avenue to Virginia Street

The SimTraffic model network includes an extra 15 intersections in addition to the 14 study intersections to accurately account for signal platooning effects as vehicles enter/exit the study area intersections. Analysis results are not reported for the 15 extra intersections. To capture the effect of pedestrian activity, pedestrian volumes were included in the SimTraffic model. Where available, pedestrian volumes are based on counts; otherwise pedestrian volumes were estimated based on surrounding land uses and knowledge of the area. **Table 7** summarizes the peak hour factors and heavy vehicle percentages used for each sub-network during the morning and evening peak periods.

Table 49: SimTraffic Intersection Data Inputs

Subnetwork	Peak Hour Factor		Heavy Vehicle Percentage	
	AM	PM	AM	PM
Julian St & Santa Clara St Corridor	0.92	0.89	4%	2%
Delmas Av & Woz Way Corridor	0.95	0.96	2%	1%
Montgomery Av & Bird Ave Corridor	0.95	0.95	2%	1%

Source: Fehr & Peers, August 2020.

8.2 Intersection Operations

This section describes the intersection operations for the 14 localized access intersections under Existing, Background No Project, Background Plus Project Buildout, and Background Plus Goal-Based Project Buildout conditions.

All the localized access and queuing study intersections are within the Downtown Core and, therefore, do not have established LOS thresholds. For the purposes of this analysis, intersections that operate at LOS F (i.e., above capacity), were considered for potential improvements.

8.2.1 Existing Conditions

Existing intersection lane configurations, signal timings, pedestrian movements, and peak hour turning movement volumes were used to calculate the LOS for study intersections during each peak hour. The Existing Conditions model is used to calibrate the model to existing traffic counts. The results of the LOS analysis for Existing Conditions are presented in **Table 50. Appendix B** contains the corresponding calculation sheets. The results indicate that all study intersections operate at LOS E or better during the AM and PM peak hours, except for the Autumn Parkway/Julian Street intersection (#19), which operates at LOS F during the evening peak hour.

8.2.2 Background Conditions

The assumptions and methodologies outlined in **Chapter 2** were used to develop forecasts for Background conditions. The results of the LOS analysis for Background Conditions are presented in **Table 51. Appendix B** contains the corresponding calculation sheets. As shown in **Table 51** under Background No Project Conditions the following intersections operate at LOS F:

- Intersection #13 – Julian Street & Stockton Avenue during PM peak hour
- Intersection #19 – Julian Street & Autumn Parkway during the PM peak hour
- Intersection #23 – Park Avenue & Delmas Avenue/SR 87 Southbound Off-Ramp during the PM peak hours
- Intersection #24 – Park Avenue& SR 87 Northbound On-Ramp/Woz Way during the PM peak hour
- Intersection #26 – Woz Way & SR 87 N Off-Ramp during the AM and PM peak hours



Table 50: Intersection Operations – Existing Year (2019)

Intersection		Control	LOS / Control Delay	
			AM	PM
22	Julian Street & Stockton Avenue	Signal	B / 13	A / 8
23	The Alameda & Stockton Avenue	Signal	D / 44	D / 50
24	Santa Clara Street & Cahill Street	Signal	B / 14	E / 71
25	San Carlos & Bird Avenue (CMP)	Signal	D / 40	D / 54
26	Bird Avenue & I-280 N Ramps (CMP)	Signal	B / 19	C / 28
27	Bird Avenue & I-280 S Ramps (CMP)	Signal	C / 29	B / 19
28	Julian Street & Autumn Parkway	Signal	C / 33	**F / 83**
29	Julian Street & SR 87 S Ramp (CMP)	Signal	B / 13	B / 13
30	Julian Street & SR 87 N Ramp (CMP)	Signal	B / 14	E / 56
31	Santa Clara Street & SR 87 N Off-Ramp (CMP)	Signal	C / 29	D / 36
32	Park Avenue & Delmas Avenue/SR 87 S Off-Ramp	Signal	A / 9	D / 55
33	Park Avenue & SR 87 N On-Ramp/Woz Way	Signal	A / 10	A / 9
34	Auzerais Avenue & Delmas Avenue/SR 87 S On-Ramp	Signal	D / 45	C / 33
35	Woz Way & SR 87 N Off-Ramp	Signal	C / 25	C / 21

Notes:
For signal control, the overall intersection LOS and control delay (in seconds per vehicle) is reported.
Bold font indicates LOS E or F conditions.
Source: Fehr & Peers, August 2020

Table 51: Intersection Operations Summary – Background Conditions

Intersection		Background No Project		Background Plus Project Buildout (with 15% TDM)		Background Plus Goal-Based Project Buildout	
		AM	PM	AM	PM	AM	PM
22	Julian Street & Stockton Avenue	E / 57	**F / 173**	**F / 85**	**F / 199**	D / 44	**F / 131**
23	The Alameda & Stockton Avenue	C / 34	C / 27	D / 47	**F / 92**	D / 48	C / 25
24	Santa Clara Street & Cahill Street	B / 17	B / 14	C / 33	E / 79	C / 21	B / 13
25	San Carlos & Bird Avenue (CMP)	C / 32	E / 58	**F / 89**	E / 65	D / 35	D / 45
26	Bird Avenue & I-280 N Ramps (CMP)	E / 69	D / 36	**F / 108**	C / 29	D / 51	C / 20
27	Bird Avenue & I-280 S Ramps (CMP)	C / 33	B / 15	**F / 84**	B / 11	D / 37	B / 11
28	Julian Street & Autumn Parkway	B / 17	**F / 118**	C / 28	**F / 109**	B / 11	**F / 106**
29	Julian Street & SR 87 S Ramp (CMP)	B / 15	C / 27	E / 57	D / 45	B / 16	B / 18
30	Julian Street & SR 87 N Ramp (CMP)	D / 50	E / 62	D / 54	E / 69	D / 46	E / 57
31	Santa Clara Street & SR 87 N Off-Ramp (CMP)	D / 37	C / 34	**F / 87**	**F / 84**	D / 53	C / 21
32	Park Avenue & Delmas Avenue/SR 87 S Off-Ramp	E / 77	**F / 129**	**F / 92**	**F / 123**	E / 70	E / 73
33	Park Avenue & SR 87 N On-Ramp/Woz Way	C / 21	**F / 99**	C / 22	E / 74	C / 20	C / 32
34	Auzerais Avenue & Delmas Avenue/ SR 87 S On-Ramp	B / 10	E / 71	B / 16	**F / 93**	B / 12	D / 40
35	Woz Way & SR 87 N Off-Ramp	**F / 84**	**F / 109**	**F / 177**	**F / 118**	B / 10	B / 11

Notes:
For signal control, the overall intersection LOS and control delay (in seconds per vehicle) is reported.
Bold font indicates LOS F conditions.
Source: Fehr & Peers, August 2020.

With implementation of Project Buildout, the Project would exacerbate LOS F operations at the intersections identified above, and degrade operations to LOS F at the following additional locations:

- Intersection #22 – Julian Street & Stockton Avenue during the AM and PM peak hours (the intersection already operates at LOS F during the PM peak hour under the Background No Project scenario)
- Intersection #23 – The Alameda-Santa Clara Street & Stockton Avenue-White Street during the PM peak hour
- Intersection #25 – San Carlos & Bird Avenue-Montgomery Avenue during the AM peak hour
- Intersection #26 – Bird Avenue & I-280 Northbound Ramps during the AM peak hour
- Intersection #27 – Bird Avenue & I-280 Southbound Ramps during the AM peak hour
- Intersection #28 – Julian Street & Autumn Parkway during the PM peak hour (the intersection already operates at LOS F during the PM peak hour under the Background No Project scenario)

- Intersection #31 – Santa Clara Street & SR 87 Northbound Off-Ramp during the AM and PM peak hours
- Intersection #32 – Park Avenue & Delmas Avenue/SR 87 S Off-Ramp during the AM and PM peak hours (the intersection already operates at LOS F during the PM peak hour under the Background No Project scenario)
- Intersection #34 – Auzerais Avenue & Delmas Avenue/SR 87 S On-Ramp during the PM peak hour
- Intersection #35 – Woz Way & SR 87 N Off-Ramp during the AM and PM peak hours (the intersection already operates at LOS F during the AM and PM peak hour under the Background No Project scenario)

It should be noted that the analysis for intersection LOS adverse effects that occur under the Project Buildout scenario, do not include the additional 9 percentage point trip reduction required under the Project's *Expanded TDM Program and Monitoring Plan* required as part of the EIR; thus the adverse effects would be lower than identified.

The Goal-Based Project Buildout scenario has fewer intersections that operate at LOS F. Compared to the Background No Project scenario the following additional intersections operate at LOS F:

- Intersection #22 – Julian Street & Stockton Avenue during the PM peak hour (the intersection already operates at LOS F during the PM peak hour under the Background No Project scenario)
- Intersection #28 – Julian Street & Autumn Parkway during the PM peak hour (the intersection already operates at LOS F during the PM peak hour under the Background No Project scenario)

Based on the simulation, ongoing signal coordination would improve intersection operations and may result in better vehicle progression along these corridors, especially along Julian Street and Delmas Avenue. Below is a summary of the main bottlenecks within the corridors and possible improvements to these locations.

8.2.2.1 Stockton Avenue/Julian Street

The Stockton Avenue/Julian Street intersection operates with high vehicular delay due to the capacity constraints on all approaches. Particularly, the demand at the southbound approach is relatively high, increasing the average intersection delay. Right-of-way constraints limit the opportunity to increase vehicular capacity by constructing new travel lanes, although signal timing optimizations may slightly reduce vehicle delay. No improvements are identified for this intersection.

8.2.2.2 Auzerais Avenue/SR 87 Southbound On-Ramp

At the Auzerais Avenue/SR 87 Southbound On-Ramp, the vehicle queues for the southbound through lane on Delmas Avenue (that access the southbound SR 87 on-ramp) frequently extend back to Park Avenue, causing excessive delays along Delmas Avenue. From a vehicle operations perspective, the dedicated southbound left-turn lane on Delmas Avenue would be converted to a shared left-turn/through

lane to provide added capacity to the through movement accessing the southbound on-ramp. This improvement would need two receiving lanes on the on-ramp itself. There isn't enough right-of-way to provide two mixed-flow and one HOV lane on the on-ramp. The HOV lane could be converted to a mixed-flow lane, though Caltrans typically prefers an HOV by-pass lane on all their metered on-ramps; thus, this improvement is likely not feasible. However, addressing some of the operational concerns at the Julian Street/SR 87 southbound intersection could divert some of the trips from the Auzerais Avenue/SR 87 Southbound On-Ramp to the Julian Street interchange.

The Project applicant will construct multimodal intersection improvement at the Auzerais Avenue/SR 87 Southbound On-Ramp intersection. Improvements include signal modifications at the intersection and widening of the Auzerais north sidewalk beneath SR 87 freeway to provide for a continues sidewalk that is not interrupted by the existing pillars from SR 87 freeway overcrossing.

8.3 Left-Turn and Right-Turn Storage Analysis

The addition of Project traffic along the roadway network could add vehicles to right-turn and left-turn movements and has the potential to cause turn queues to exceed the turn pocket storage lengths. Queues that exceed the turn pocket storage length have the potential to impede adjacent through traffic movements. The analysis results presented in **Section 8.2** were used to evaluate right-turn and left-turn storage capacity at intersections where the Project adds at least 50 right-turn vehicles and 30 left-turn vehicles. The results of the turn lane analysis are presented in **Table 52** for Background Plus Project Buildout and Background Plus Goal-Based Project Buildout Conditions.



Table 52: Intersection Turn-Lane Queuing Analysis

Intersection		Movement[1]	Available Storage[2]	Queue Estimates in Feet			
				Background Plus Project Buildout		Background Plus Goal-Based Project Buildout	
				AM	PM	AM	PM
22	Julian Street & Stockton Avenue	EBL	110 feet	**130**	**120**	**110**	**120**
		WBL	80 feet	**120**	**120**	**130**	**130**
23	The Alameda & Stockton Avenue	SBL	185 feet	**270**	**200**	**210**	**210**
		WBR	80 feet	**140**	**140**	**140**	**140**
25	San Carlos & Bird Avenue (CMP)	SBR	120 feet	**130**	**150**	110	**140**
		EBL	70 feet	**140**	**160**	**150**	**160**
26	Bird Avenue & I-280 N Ramps (CMP)	SBR	90 feet	**220**	**260**	**130**	**230**
		WBR	1,300 feet	**>1,700**	660	690	240
27	Bird Avenue & I-280 S Ramps (CMP)	SBL	450 feet	440	390	410	360
		EBL	575 feet	**790**	90	480	90
29	Julian Street & SR 87 S Ramp (CMP)	SBR	385 feet	**640**	220	100	100
		WBL	375 feet	200	**430**	170	**200**
30	Julian Street & SR 87 N Ramp (CMP)	EBL	375 feet	110	220	100	200
		NBL	315 feet	**510**	**500**	280	**500**
31	Santa Clara Street & SR 87 N (CMP) Off-Ramp	NBL	910 feet	**1,020**	640	150	130
32	Park Avenue & Delmas Avenue/SR 87 S Off-Ramp	SBR (from off-ramp)	355 feet	350	**560**	270	**470**
33	Park Avenue & SR 87 N On-Ramp/Woz Way	EBL	155 feet	**220**	**200**	**230**	**180**
34	Auzerais Avenue & Delmas Avenue/SR 87 S On-Ramp	SBL	210 feet	90	**640**	100	**420**
35	Woz Way & SR 87 N Off-Ramp	EBL	180 feet	**270**	**280**	110	120

Notes:
1. NBL = northbound left-turn; SBL = southbound left-turn, EBL = eastbound left-turn WBL = westbound left-turn, NBR = northbound left-turn, SBR = southbound right-turn, EBR = eastbound right-turn, WBR = westbound right-turn.
2. Storage length is the length of the longest left turn lane.
3. Queue length is measured in feet for longest 95th percentile queue length based on SimTraffic analysis results.
4. Impact results for the Occupied/Re-tenanted Mall alternative is presented for informational purposes only. The mall is an entitled land use and would not require any impact assessment or CEQA clearance to re-occupy.

Bold/underlined text indicates projected queue length exceeds available storage length.
Source: Fehr & Peers, August 2020.

Several turn pocket lengths are exceeded in future volume conditions with both the Project Buildout and Goal-Based Project Buildout scenarios. To address potential queue spillback at the intersections identified

in **Table 52**, ITS improvements, such as adaptive signal control, advanced signal loop detectors or video image detectors, could be implemented to improve signal operations and queuing. Most turn-pockets that exceed storage capacity cannot be extended due to right of way constraints. However, there are several locations where turn-pockets could potentially be extended within the existing right-of-way:

- **Intersection 23 – The Alameda/Stockton Avenue:** The southbound left-turn pocket could be extended by an additional 50 feet by extending the current striping on Stockton Avenue. While this would not fully address queueing at the location, it would help alleviate queue spillback. The pocket cannot be extended any further than 50 feet due to right of way constraints.
- **Intersection 27 – Bird Avenue/I-280 Southbound Ramps:** The storage at the off-ramp could potentially be extended by constructing a new retaining wall to widen the off-ramp and extend the storage capacity of the left-turn lane by an additional 200 feet, which would meet estimated queue at this location.
- **Intersection 29 – Julian Street/SR 87 Southbound Ramps:** The storage at the off-ramp could potentially be extended by widening the roadway to extend the storage capacity of the left-turn lane by an additional 200 feet, which would meet estimated queue at this location.

Consistent with the City's multimodal goals and the Project's TDM goals, the vehicle capacity enhancing improvements are not recommended. The Project applicant would contribute to the Bird Avenue/I-80 Bicycle-Pedestrian multimodal connection from Diridon Station area to the Gardner community.

It should be note, that the analysis for adverse effects to the turn lanes that occur under the Project Buildout scenario do not include the additional 9 percentage point trip reduction required under the Project's *Expanded TDM Program and Monitoring Plan* required as part of the EIR; thus the adverse effects would be lower than identified.

8.4 Off-Ramp Queuing

In addition to the turn-lane queuing analysis presented in **Section 8.3**; an off-ramp queue analysis was conducted. The off-ramp queuing analysis is used to determine if queues at the ramp terminus intersection will spillback onto the freeway mainline. The SimTraffic model results of the off-ramp queuing analysis are shown in **Table 53**.

Table 53: Off-Ramp Queue Analysis

Off-Ramp	Storage (ft)	Queue Estimates in Feet			
		Background Plus Project Buildout		Background Plus Goal-Based Project Buildout	
		AM	PM	AM	PM
SR 87 Southbound to Julian St	1,250	**1,420**	220	240	140
SR 87 Northbound to Julian St	845	530	230	270	200
SR 87 Northbound to Santa Clara St	910	**1,020**	640	**1,160**	280

Table 53: Off-Ramp Queue Analysis

Off-Ramp	Storage (ft)	Queue Estimates in Feet			
		Background Plus Project Buildout		Background Plus Goal-Based Project Buildout	
		AM	PM	AM	PM
SR 87 Southbound to Park Ave	900	**1,020**	**970**	**1,020**	290
SR 87 Northbound to Woz Way	540	**860**	**700**	110	120
I-280 Northbound to Bird Ave	1,465	**1,730**	740	740	370
I-280 Southbound to Bird Ave	1,390	**1,390**	100	630	100

Note:
Bold/underlined text indicates projected queue length exceeds available storage length.
Average maximum queue length in feet is reported from SimTraffic.
Source: Fehr & Peers, August 2020.

As the results of the analysis show in **Table 53**, all off-ramps would need additional storage capacity to minimize queue spillback onto the freeway mainline during the AM peak hour. During the PM peak hour, only the SR 87 off-ramps at Park Avenue (southbound ramp) and Woz Way (northbound ramp) would need additional storage capacity to minimize queue spillback.

While ITS improvements at the ramp terminal intersections could alleviate some of the queueing, most off-ramps would likely require further modifications to increase the storage capacity or through-put at the intersection. On initial review of aerial photography, there appears to be some additional right-of-way to increase the off-ramp storage capacities at the southbound Julian Street off-ramp, southbound Park Avenue off-ramp, and southbound Bird Avenue off-ramp. However, there is no available right-of-way at northbound Bird Avenue off-ramp from I-280. The additional storage capacity would not fully address the off-ramp queues, but would help minimize the frequency of queue spillbacks onto the mainline. It should be noted that the analysis for adverse effects to the off-ramps that occur under the Project Buildout scenario, do not include the additional 9 percentage point trip reduction required under the Project's *Expanded TDM Program and Monitoring Plan* required as part of the EIR; thus the adverse effects would be lower than identified.

As an off-setting improvement consistent with the Project's multimodal and TDM goals, the project applicant will contribute to planned pedestrian and bicycle improvements at the Bird Avenue/I-80 Bicycle-Pedestrian multimodal connection from Diridon Station area to the Gardner community.

8.5 On-Ramp Capacity

This section presents on-ramps capacity for ramps within the study area. Within Santa Clara County, including San José, Caltrans operates ramp-meters. Ramp meters use dynamic metering rates based on queues on the freeways and ramps. The maximum metering rate used by Caltrans is 900 vehicles per hour per lane (vphpl). Each on-ramp was evaluated based on the maximum capacity of that on-ramp (i.e.,

number of on-ramp lanes x 900 vphpl). HOV by-pass lanes are served on demand, and they were not included in the capacity analysis. Of the total volume accessing the on-ramp, 15 percent were assumed to use the HOV lane where provided. The on-ramp capacity analysis is presented in **Table 54**.

Table 54: On-Ramp Capacity Analysis

On-Ramp	HOV By-Pass Lane	Maximum Capacity[1]	Mixed-Flow Demand[2]			
			Background Plus Project Buildout		Background Plus Goal-Based Project Buildout	
			AM	PM	AM	PM
SR 87 Southbound from Julian St	Yes	900	331	**1,056**	204	800
SR 87 Northbound from Julian St	Yes	1,800	686	965	662	834
SR 87 Southbound from Auzerais Ave	Yes	900	742	**998**	485	872
SR 87 Northbound from Park Avenue	Yes	900	719	**966**	654	793
I-280 Northbound from Bird Ave	No	1,800	619	874	499	861
I-280 Southbound from Bird Ave	No	900	**1,221**	866	885	866

Note:
1. Maximum Capacity = number of mixed-flow lanes x max metering rate of 900 vphpl.
2. Demand = total demand from ramp-terminal turning movements. Demand is reduced by 15% to account for HOV usage.

Bold/underlined text indicates on-ramp demand exceeds maximum capacity.
Source: Fehr & Peers, August 2020.

Based on the analysis results presented in **Table 54**, the southbound on-ramps at Julian Street, Auzerais Avenue, and Bird Avenue, as well as the northbound on-ramp at Park Avenue, would exceed the maximum capacity under the Background Plus Project Buildout scenario and queue onto the surface streets. The results under the Goal-Based scenario show that the maximum capacities meet project demand at all on-ramps.

On initial review of aerial photography, there does not appear to be sufficient right-of-way to provide additional on-ramp capacity at the Julian Street (southbound), Auzerais Avenue (southbound), Park Avenue (northbound), or Bird Avenue (southbound) on-ramps without completely rebuilding the on-ramps. It should be noted that the analysis for adverse effects to the on-ramps only occur under the Project Buildout scenario, which does not include the additional 9 percentage point trip reduction required under the Project's *Expanded TDM Program and Monitoring Plan* required as part of the EIR; thus the adverse effects would be lower than identified.

9. Congestion Management Program Analysis

This chapter includes CMP intersection and freeway level of service as required by VTA. CMP intersections are evaluated under the Background and Cumulative scenarios, where all three Project assumptions (Phase 1 Project, Project Buildout, and Goal-Based Project Buildout) are evaluated under Background Plus Project Conditions, and only the Goal-Based Project Buildout is evaluated under Cumulative plus Project Conditions. Freeway segments are evaluated under Existing Conditions, Existing Plus Project Buildout, and Existing Plus Goal Based Conditions.

9.1 CMP Intersections Analysis

This section presents the results of the intersection level of service calculations for the CMP intersections under Background Conditions without the Project and with the Project under the Phase 1 Project, Project Buildout, and Goal-Based Project Buildout assumptions; as well as cumulative No Project and Cumulative Plus Goal-Based Project Buildout Conditions.

9.1.1 Background Conditions

Traffic volumes for Background No Project Conditions are based on existing volumes plus traffic generated by approved but not yet constructed and/or occupied developments as summarized in **Section 2.4**.

Background with Project Conditions are defined as Background No Project Conditions plus traffic generated by each of the *Phase 1 Project*, *Project Buildout*, and *Goal-Based Project Buildout* assumptions. The peak hour vehicle trip estimates to and from the Project area are based on the trip estimates discussed in **Chapter 4 (Project Travel Demand)** and the turning movements shown in **Appendix D**. Impacts to the roadway system are identified by comparing the level of service results under each of the Background Plus Project Conditions to those under Background No Project Conditions.

Level of service calculations were applied to operations of the study CMP intersection under Background No Project and Background Plus Project Conditions. The results are presented in **Table 55**, **Table 56**, and **Table 57** along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. The corresponding LOS calculation sheets are included in **Appendix C**.

Adverse effects are identified by comparing Background No Project and Background with each of the three Plus Project conditions. Adverse effects are identified based on the adverse effect criteria discussed in **Section 2.2**, which includes changes in the LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratio for intersections operating unacceptably.

9.1.1.1 Phase 1 Project Analysis

The LOS analysis results are summarized in **Table 55**. Under Background Plus Phase 1 Project conditions, all CMP intersections operate at acceptable levels and the Project is considered to have no adverse effects on CMP intersections.

Table 55: Background No Project and Background Plus Phase 1 Project CMP Intersection Levels of Service

ID	CMP Intersection	LOS Threshold[1]	Peak Hour[2]	Background No Project		Background Plus Phase 1 Project			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
36	The Alameda & I-880 S Off-Ramp	E	AM PM	14.0 7.9	B A	16.0 6.7	B A	0.062 0.055	3.1 -1.3
37	The Alameda & I-880 N Off-Ramp	E	AM PM	12.3 12.3	B B	13.4 16.9	B B	0.077 0.124	1.8 6.1
38	The Alameda & Hedding Street	E	AM PM	42.3 44.9	D D	44.4 47.8	D D	0.052 0.050	2.7 3.7
39	The Alameda & Naglee Street	E	AM PM	39.9 48.6	D D	41.0 52.6	D D-	0.073 0.048	3.0 3.6
40	Coleman Avenue & I-880 S Off-Ramp	E	AM PM	49.3 12.5	D B	55.5 14.3	E+ B	0.026 0.042	8.3 2.3
41	Coleman Avenue & I-880 N Ramps	E	AM PM	31.5 27.1	C C	31.8 26.2	C C	0.006 0.093	0.5 3.7
42	Taylor Street & SR 87 N/S Ramps	E	AM PM	37.0 33.7	D+ C-	38.6 36.7	D+ D+	0.026 0.077	-3.0 6.6
43	Oakland Road & US 101 N Ramps	E	AM PM	55.6 32.2	E+ C-	61.1 36.2	E D+	0.031 0.037	8.6 6.7
44	Oakland Road & US 101 S Ramps	E	AM PM	29.2 44.0	C D	35.4 48.6	D+ D	0.045 0.013	2.2 3.6
45	First Street & Willow Street	E	AM PM	7.2 7.5	A A	8.7 7.5	A A	0.024 0.042	1.8 0.1
46	First Street & Goodyear Street/Keyes Street	E	AM PM	31.7 35.8	C D+	45.3 44.5	D D	0.210 0.225	19.7 13.5
47	First Street & Alma Avenue	E	AM PM	64.7 53.8	E D-	78.3 57.0	E- E+	0.069 0.049	17.4 3.9
48	Monterey Road & Curtner Avenue/Tully Road	E	AM PM	45.5 63.5	D E	47.2 64.6	D E	0.031 0.007	2.5 1.6
49	Tenth Street & I-280 N On-Ramp	E	AM PM	15.3 18.2	B B-	15.7 18.7	B B-	0.019 0.010	0.4 0.4
50	Tenth Street & I-280 S Off-Ramp	E	AM PM	13.3 16.6	B B	13.4 17.0	B B	0.007 0.013	0.1 0.4



Table 55: Background No Project and Background Plus Phase 1 Project CMP Intersection Levels of Service

ID	CMP Intersection	LOS Threshold[1]	Peak Hour[2]	Background No Project		Background Plus Phase 1 Project			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
51	Eleventh Street & I-280 N Off-Ramp	E	AM PM	9.8 14.7	A B	10.2 14.9	B+ B	0.024 0.016	0.9 0.3
52	Eleventh Street & I-280 S On-Ramp	E	AM PM	11.0 12.8	B+ B	11.1 13.0	B+ B	0.008 0.020	0.1 0.3
53	McLaughlin Avenue & I-280 S Off-Ramp	E	AM PM	9.8 15.1	A B	10.6 15.1	B+ B	0.008 0.014	0.4 0.0

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an adverse effect as discussed in **Section 2.2.**

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Section 2.2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
5. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
6. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, August 2020.

9.1.1.1.1 Phase 1 Project CMP Adverse Effects and Improvements

Since all the CMP intersections studied for this analysis are projected to operate at acceptable service levels under Goal-Based Project Buildout scenarios, the Project does not have any adverse effects to CMP intersections, and no improvements are required.

9.1.1.2 Project Buildout Analysis

The LOS analysis results are summarized in **Table 56**. Under Background Plus Project Buildout conditions, all intersections operate at acceptable levels except the following intersection under the identified peak period:

- **Intersection #47 – First Street/Alma Avenue (LOS E Threshold):** the addition of Project traffic would degrade acceptable LOS E operations to unacceptable LOS F operations during the AM peak hour.

Under Background Plus Project Buildout conditions, all CMP intersections operate at acceptable levels and the Project is considered to have no adverse effects on CMP intersections.

Adverse effects are identified by comparing Background No Project and Background Plus Project Buildout conditions. Adverse effects are identified based on the adverse effect criteria discussed in **Section 2.2**, which includes changes in the LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratio for intersections operating unacceptably.

Table 56: Background No Project and Background Plus Project Buildout CMP Intersection Levels of Service

ID	CMP Intersection	LOS Threshold[1]	Peak Hour[2]	Background No Project		Background Plus Project Buildout			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
36	The Alameda & I-880 S Off-Ramp	E	AM PM	14.0 7.9	B A	16.0 6.7	B A	0.061 0.055	3.1 -1.4
37	The Alameda & I-880 N Off-Ramp	E	AM PM	12.3 12.3	B B	14.2 18.5	B B-	0.108 0.160	2.9 8.1
38	The Alameda & Hedding Street	E	AM PM	42.3 44.9	D D	47.4 48.1	D D	0.105 0.055	9.6 4.1
39	The Alameda & Naglee Street	E	AM PM	39.9 48.6	D D	41.3 54.5	D D-	0.082 0.071	3.8 13.6
40	Coleman Avenue & I-880 S Off-Ramp	E	AM PM	49.3 12.5	D B	58.7 14.1	E+ B	0.039 0.038	13.4 2.0
41	Coleman Avenue & I-880 N Ramps	E	AM PM	31.5 27.1	C C	31.9 26.3	C C	0.062 0.108	5.1 4.3
42	Taylor Street & SR 87 N/S Ramps	E	AM PM	37.0 33.7	D+ C-	37.2 37.8	D+ D+	0.009 0.127	-6.2 10.1
43	Oakland Road & US 101 N Ramps	E	AM PM	55.6 32.2	E+ C-	62.7 36.9	E D+	0.038 0.045	10.7 8.7
44	Oakland Road & US 101 S Ramps	E	AM PM	29.2 44.0	C D	35.9 51.5	D+ D-	0.062 0.018	3.2 5.2
45	First Street & Willow Street	E	AM PM	7.2 7.5	A A	9.8 6.9	A A	0.052 0.042	3.0 -0.6
46	First Street & Goodyear Street/Keyes Street	E	AM PM	31.7 35.8	C D+	43.5 46.7	D D	0.173 0.215	15.0 13.6
47	First Street & Alma Avenue	E	AM PM	64.7 53.8	E D-	**82.6** 56.8	**F** E+	0.088 0.045	23.0 3.9
48	Monterey Road & Curtner Avenue/Tully Road	E	AM PM	45.5 63.5	D E	47.0 64.5	D E	0.029 0.006	2.3 1.4
49	Tenth Street & I-280 N On-Ramp	E	AM PM	15.3 18.2	B B-	16.2 18.7	B B-	0.050 0.012	1.4 0.4
50	Tenth Street & I-280 S Off-Ramp	E	AM PM	13.3 16.6	B B	13.5 17.3	B B	0.014 0.020	0.2 0.7
51	Eleventh Street & I-280 N Off-Ramp	E	AM PM	9.8 14.7	A B	10.3 14.9	B+ B	0.024 0.019	1.0 0.3
52	Eleventh Street & I-280 S On-Ramp	E	AM PM	11.0 12.8	B+ B	11.1 13.0	B+ B	0.011 0.011	0.1 0.2
53	McLaughlin Avenue & I-280 S Off-Ramp	E	AM PM	9.8 15.1	A B	10.2 15.2	B+ B	0.012 0.021	0.4 0.1

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an adverse effect as discussed in **Section 2.2.**

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Section 2.2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
5. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
6. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, August 2020.

9.1.1.2.1 Project Buildout CMP Adverse Effects and Improvements

Adverse effects and potential improvements for Background Plus Project Buildout conditions are discussed below.

First Street/Alma Avenue (Intersection #47): Project Buildout scenario would exacerbate unacceptable intersection operations and meet the VTA's adverse effect threshold during the AM peak hour.

Improvements to address the adverse effect would need a second northbound left-turn lane from Monterey Highway (south of Alma Avenue First Street continue as Monterey Highway) onto westbound Alma Street. However, there are right-of-way constraints that limit the feasibility of the improvement measure. An additional turn lane would need a minimum width of ten feet and there currently is no additional right-of-way to accommodate an additional turn lane. Thus, the improvement measure would not be feasible, and the vehicle LOS adverse effect cannot be reduced for the Background Plus Project Buildout scenario. It should be noted, that with the goal-based mode split assumptions, the Project is not project to have an adverse effect at this intersection (see **Section 9.1.1.3**).

Further, South First Street-Monterey Highway is identified as a "Grand Boulevard" in *Envision San José 2040*. Grand Boulevards are intended as primary transit corridors where the accommodation of pedestrians is also an important goal as transit riders are pedestrians when they are not riding transit. Widening roadways increases pedestrian crossing distances; thus, widening of the roadway to provide a second left-turn lane would conflict with the functional intent of First Street-Monterey Highway and no improvements are identified for this intersection.

9.1.1.3 Goal-Based Project Buildout Analysis

The LOS analysis results are summarized in **Table 57**. Under Background Plus Goal-Based Project Buildout conditions, all CMP intersections operate at acceptable levels and the Project is considered to have no adverse effects on CMP intersections.



Table 57: Background No Project and Background Plus Goal-Based Project Buildout CMP Intersection Levels of Service

ID	CMP Intersection	LOS Threshold[1]	Peak Hour[2]	Background No Project		Background Plus Goal-Based Project Buildout			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
36	The Alameda & I-880 S Off-Ramp	E	AM PM	14.0 7.9	B A	15.6 6.8	B A	0.053 0.055	2.4 -1.3
37	The Alameda & I-880 N Off-Ramp	E	AM PM	12.3 12.3	B B	12.2 12.3	B B	0.041 0.050	0.3 0.4
38	The Alameda & Hedding Street	E	AM PM	42.3 44.9	D D	43.7 47.0	D D	0.052 0.052	2.7 3.9
39	The Alameda & Naglee Street	E	AM PM	39.9 48.6	D D	40.6 52.7	D D-	0.048 0.061	1.2 5.2
40	Coleman Avenue & I-880 S Off-Ramp	E	AM PM	49.3 12.5	D B	67.5 12.9	E B	0.062 0.017	21.9 0.6
41	Coleman Avenue & I-880 N Ramps	E	AM PM	31.5 27.1	C C	31.4 26.6	C C	0.006 0.061	0.5 2.5
42	Taylor Street & SR 87 N/S Ramps	E	AM PM	37.0 33.7	D+ C-	36.5 36.4	D+ D+	-0.011 0.098	-7.8 6.4
43	Oakland Road & US 101 N Ramps	E	AM PM	55.6 32.2	E+ C-	64.1 43.2	E D	0.044 0.068	12.7 15.7
44	Oakland Road & US 101 S Ramps	E	AM PM	29.2 44.0	C D	38.9 48.7	D+ D	0.128 0.016	6.6 4.8
45	First Street & Willow Street	E	AM PM	7.2 7.5	A A	7.8 8.0	A A	0.012 0.012	0.5 0.6
46	First Street & Goodyear Street/Keyes Street	E	AM PM	31.7 35.8	C D+	32.5 36.5	C- D+	0.025 0.024	0.9 0.9
47	First Street & Alma Avenue	E	AM PM	64.7 53.8	E D-	66.3 54.2	E D-	0.011 0.005	2.3 0.3
48	Monterey Road & Curtner Avenue/ Tully Road	E	AM PM	45.5 63.5	D E	46.8 65.0	D E	0.022 0.012	1.9 2.8
49	Tenth Street & I-280 N On-Ramp	E	AM PM	15.3 18.2	B B-	15.6 19.4	B B-	0.012 0.030	0.3 3.9
50	Tenth Street & I-280 S Off-Ramp	E	AM PM	13.3 16.6	B B	13.4 25.4	B C	0.009 0.221	0.1 18.2
51	Eleventh Street & I-280 N Off-Ramp	E	AM PM	9.8 14.7	A B	10.2 15.0	B+ B	0.022 0.012	0.8 0.2
52	Eleventh Street & I-280 S On-Ramp	E	AM PM	11.0 12.8	B+ B	13.3 14.0	B B	0.088 0.035	2.2 0.9

Table 57: Background No Project and Background Plus Goal-Based Project Buildout CMP Intersection Levels of Service

ID	CMP Intersection	LOS Threshold[1]	Peak Hour[2]	Background No Project		Background Plus Goal-Based Project Buildout			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
53	McLaughlin Avenue & I-280 S Off-Ramp	E	AM PM	9.8 15.1	A B	14.0 15.2	B B	0.114 0.006	6.3 0.1

Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an adverse effect as discussed in **Section 2.2.**

1. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Section 2.2**.
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
4. LOS = Level of Service. LOS calculations conducted using TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
5. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
6. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, August 2020.

9.1.1.3.1 Goal-Based CMP Adverse Effects and Improvements

Since all the CMP intersections studied for this analysis are projected to operate at acceptable service levels under Goal-Based Project Buildout scenarios, the Project does not have any adverse effects to CMP intersections, and no improvements are required.

9.1.2 Cumulative Conditions

Traffic volumes for Cumulative No Project Conditions represent the year 2040 and are based on the City of San José's model as summarized in **Section 2.4**.

Cumulative with Project Conditions are defined as Cumulative No Project Conditions plus traffic generated by the Goal-Based Project Buildout assumptions. The peak hour vehicle trip estimates to and from the Project area are based on the trip estimates discussed in **Chapter 4 (Project Travel Demand)** and the turning movements shown in **Appendix D**. Impacts to the roadway system are identified by comparing the level of service results under each of the Cumulative Plus Goal-Based Project Buildout Conditions to those under Cumulative No Project Conditions.

9.1.2.1 Cumulative CMP Intersection Analysis

Level of service calculations were applied to operations of the study CMP intersection under Cumulative No Project and Cumulative Plus Goal-Based Project Buildout Conditions. The results are presented in **Table 58** along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. The corresponding LOS calculation sheets are included in **Appendix C**.



Under Cumulative Plus Goal-Based Project Buildout conditions, all intersections operate at acceptable levels except the following intersections under the identified peak period:

- **Intersection #38 – The Alameda/Hedding Street (LOS E Threshold):** the addition of Project traffic would exacerbate unacceptable LOS F operations during the PM peak hour.
- **Intersection #39 – The Alameda/Naglee Street (LOS E Threshold):** the addition of Project traffic would exacerbate unacceptable LOS F operations during the PM peak hour.
- **Intersection #42 – Taylor Street/SR 87 Ramps (LOS E Threshold):** the addition of Project traffic would exacerbate unacceptable LOS F operations during the AM peak hour.
- **Intersection #46 – Fist Street/Goodyear Street (LOS E Threshold):** the addition of Project traffic would exacerbate unacceptable LOS F operations during the PM peak hour.

Table 58: Cumulative No Project and Cumulative Plus Goal-Based Project Buildout CMP Intersection Levels of Service

ID	CMP Intersection	LOS Threshold[1]	Peak Hour[2]	Cumulative No Project		Cumulative Plus Goal-Based Project Buildout			
				Delay[3]	LOS[4]	Delay[3]	LOS[4]	Δ in Crit. V/C[5]	Δ in Crit. Delay[6]
36	The Alameda & I-880 S Off-Ramp	E	AM PM	15.8 16.1	B B	16.2 16.4	B B	0.009 0.006	0.5 0.3
37	The Alameda & I-880 N Off-Ramp	E	AM PM	14.6 13.6	B B	15.0 13.7	B B	0.026 0.023	1.0 0.5
38	The Alameda & Hedding Street	E	AM PM	48.4 **129.6**	D **F**	50.6 **134.6**	D **F**	0.024 **0.029**	3.8 **12.5**
39	The Alameda & Naglee Street	E	AM PM	53.2 **185.3**	D- **F**	56.2 **199.7**	E+ **F**	0.027 **0.042**	3.6 **18.5**
40	Coleman Avenue & I-880 S Off-Ramp	E	AM PM	46.3 29.4	D C	61.4 30.5	E C	0.060 0.017	22.5 2.1
41	Coleman Avenue & I-880 N Ramps	E	AM PM	37.8 33.9	D+ C-	37.9 35.3	D+ D+	0.006 0.025	0.6 15.0
42	Taylor Street & SR 87 N/S Ramps	E	AM PM	**91.7** 62.0	**F** E	**95.5** 64.6	**F** E	**0.012** 0.016	**5.6** 4.8
43	Oakland Road & US 101 N Ramps	E	AM PM	52.2 41.2	D- D	62.0 56.3	E E+	0.044 0.068	14.7 24.7
44	Oakland Road & US 101 S Ramps	E	AM PM	48.6 35.7	D D+	66.1 70.4	E E	0.064 0.147	21.6 46.8
45	First Street & Willow Street	E	AM PM	17.3 22.4	B C+	17.8 22.8	B C+	0.012 0.012	0.5 0.5
46	First Street & Goodyear Street/Keyes Street	E	AM PM	53.2 **107.1**	D- **F**	56.3 **113.5**	E+ **F**	0.024 **0.024**	5.3 **10.1**
47	First Street & Alma Avenue	E	AM PM	44.3 53.5	D D-	44.9 54.3	D D-	0.011 0.012	0.8 1.2
48	Monterey Road & Curtner Avenue/Tully Road	E	AM PM	46.0 66.4	D E	47.0 68.3	D E	0.008 0.012	0.7 2.8
49	Tenth Street & I-280 N On-Ramp	E	AM PM	19.2 28.6	B- C	19.7 30.6	B- C	0.012 0.009	0.7 1.3
50	Tenth Street & I-280 S Off-Ramp	E	AM PM	13.1 20.4	B C+	13.2 26.0	B C	0.009 0.075	0.1 7.7
51	Eleventh Street & I-280 N Off-Ramp	E	AM PM	20.8 15.8	C+ B	21.5 16.1	C+ B	0.01 0.012	1.3 0.3
52	Eleventh Street & I-280 S On-Ramp	E	AM PM	10.9 13.9	B+ B	13.2 14.9	B B	0.087 0.024	2.2 0.6
53	McLaughlin Avenue & I-280 S Off-Ramp	E	AM PM	16.2 14.8	B B	16.9 14.9	B B	0.006 0.006	0.1 0.1



Notes: **Bold text** indicates intersection operates at unacceptable level of service. **Bold and highlighted text** indicates an adverse effect as discussed in **Section 2.2.**

7. LOS Threshold is the lowest acceptable LOS (the threshold between acceptable and unacceptable level of service) as described in **Section 2.2**.
8. AM = morning peak hour, PM = evening peak hour.
9. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections.
10. LOS = Level of Service. LOS calculations conducted using TRAFFIX analysis software packages, which applies the methods described in the 2000 *Highway Capacity Manual*.
11. Change in critical volume to capacity ratio between Background and Background with Project Conditions.
12. Change in average critical movement delay between Background and Background with Project Conditions.

Source: Fehr & Peers, August 2020.

Adverse effects are identified by comparing Cumulative No Project and Cumulative Plus Goal-Based Project Buildout conditions. Adverse effects are identified based on the adverse effect criteria discussed in **Section 2.2**, which includes changes in the LOS from an acceptable to an unacceptable level or changes in critical delay and critical V/C ratio for intersections operating unacceptably.

9.1.2.1.1 Cumulative CMP Adverse Effects and Improvements

Adverse effects and potential improvements for Cumulative Plus Goal-Based Project Buildout conditions are discussed below.

The Alameda/Hedding Street (Intersection #38): The Goal-Based Project Buildout scenario would exacerbate unacceptable intersection operations and meet the VTA's adverse effect threshold during the PM peak hour.

Improvements to address the adverse effect would need a second southbound left-turn lane from The Alameda onto eastbound Hedding Street. However, there are right-of-way constraints that limit the feasibility of the improvement measure. An additional turn lane would need a minimum width of ten feet and there currently is no additional right-of-way to accommodate an additional turn lane. Thus, the improvement measure would not be feasible, and the vehicle LOS adverse effect cannot be reduced for the Cumulative Plus Goal-Based Project Buildout scenario.

Further, The Alameda is identified as a "Grand Boulevard" in *Envision San José 2040*. Grand Boulevards are intended as primary transit corridors where the accommodation of pedestrians is also an important goal as transit riders are pedestrians when they are not riding transit. Widening roadways increases pedestrian crossing distances; thus, widening of the roadway to provide a second left-turn lane would conflict with the functional intent of The Alameda and no improvements are identified for this intersection.

The Alameda/Naglee Street (Intersection #39): The Goal-Based Project Buildout scenario would exacerbate unacceptable intersection operations and meet the VTA's adverse effect threshold during the PM peak hour.

Improvements to address the adverse effect would need a second southbound left-turn lane from The Alameda onto eastbound Naglee Street. However, there are right-of-way constraints that limit the

feasibility of the improvement measure. An additional turn lane would need a minimum width of ten feet. There is an eight-foot median between the northbound and southbound travel lanes, but the provision of the second left-turn lane would need an additional two feet of right-of-way. Thus, the improvement measure would not be feasible, and the vehicle LOS adverse effect cannot be reduced for the Cumulative No Project and Cumulative Plus Goal-Based Project Buildout scenario.

Further, The Alameda is identified as a "Grand Boulevard" in *Envision San José 2040*. Grand Boulevards are intended as primary transit corridors where the accommodation of pedestrians is also an important goal as transit riders are pedestrians when they are not riding transit. Medians provide added areas of comfort for pedestrians as they cross streets; thus, the removal of the median to provide a second left-turn lane would conflict with the functional intent of The Alameda and no improvements are identified for this intersection.

Taylor Street/SR 87 (Intersection #42): The Goal-Based Project Buildout scenario would exacerbate unacceptable intersection operations and meet the VTA's adverse effect threshold during the AM peak hour.

Improvements to address the adverse effect would need a second northbound left-turn lane from the SR 87 northbound off-ramp onto westbound Taylor Street.

An additional turn lane would need a minimum width of ten feet and there currently is no additional right-of-way to accommodate an additional turn lane. Thus, the improvement measure would not be feasible, and the vehicle LOS adverse effect cannot be reduced for the Cumulative Plus Goal-Based Project Buildout scenario.

However, to support the Project's multimodal and TDM goals, the Project will contribute to the City/Caltrans programmed signal and bikeway improvements at the Taylor Street/SR 87 interchange. The programmed interchange improvements would improve safety for bicycles and pedestrians through the single point urban interchange (SPUI) at Taylor Street/SR 87 interchange by reallocating the existing cross section width to create a proposed bicycle buffer with vertical delineators for the existing bicycle facilities throughout the SPUI. Bicycle safety will be increased thru the interchange by highlighting conflict zones and better delineating motor vehicles and bicyclists in an effort to prevent collisions. The project also proposes a traffic signal modification to signalize the SR 87 southbound off-ramp and address the safety of bicyclists and pedestrians at this major unsignalized conflict zone. Work includes the installation of traffic signal poles on existing foundations, traffic vehicle heads, shallow detection loops, pedestrian signal heads, bicycle lane sensors, accessible pedestrian signals (APS), and new conductors in existing conduits.

First Street/Goodyear Street (Intersection #46): The Goal-Based Project Buildout scenario would exacerbate unacceptable intersection operations and meet the VTA's adverse effect threshold during the PM peak hour.

Improvements to address the adverse effect would need either a second northbound left-turn lane from First Street onto westbound Goodyear Street, or a southbound left-turn lane from First Street onto



eastbound Goodyear Street. However, there are right-of-way constraints that limit the feasibility of the improvement measure. An additional turn lane would need a minimum width of ten feet and there currently is no additional right-of-way to accommodate an additional turn lane. Thus, the improvement measure would not be feasible, and the vehicle LOS adverse effect cannot be reduced for the Cumulative Plus Goal-Based Project Buildout scenario.

Further, First Street is identified as a "Grand Boulevard" in *Envision San José 2040*. Grand Boulevards are intended as primary transit corridors where the accommodation of pedestrians is also an important goal as transit riders are pedestrians when they are not riding transit. Widening roadways increases pedestrian crossing distances; thus, widening of the roadway to provide a second left-turn lane would conflict with the functional intent of First Street.

However, to support the Project's multimodal and TDM goals, the Project applicant will contribute to the multimodal intersection improvements identified in the Story-Keyes Complete Streets Corridor project for the First Street/Goodyear Street intersection.

9.2 CMP Freeway Segment Analysis

This section presents the freeway segment analysis results for the Project Buildout Conditions under Existing Conditions, consistent with VTA guidelines.

9.2.1 Freeway Analysis

The results of the mixed-flow and HOV freeway segment analysis during the AM and PM peak hours under Existing with Project Interim conditions are shown in **Table 59** and under Existing with Project Buildout conditions shown in **Table 60**.

For mixed-flow lanes, freeway segment capacities are defined as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane freeway segments. HOV lane capacities are defined as 1,650 vphpl.

For the Existing Plus Project Interim scenario, 40 mixed-flow segments are estimated to operate at unacceptable LOS F during the AM peak hour, and 29 segments during the PM peak hour. Similarly, 18 HOV lane segments are estimated to operate at unacceptable LOS F during the AM peak hour, and seven segments during the PM peak hour.

For the Existing Plus Project Buildout scenario, 40 mixed-flow segments are estimated to operate at unacceptable LOS F during the AM peak hour, and 29 segments during the PM peak hour. Similarly, 21 HOV lane segments are estimated to operate at unacceptable LOS F during the AM peak hour, and seven segments during the PM peak hour.

9.2.2 CMP Freeway Segment Adverse Effects and Improvement Measures

Based on the results presented in **Table 59**, the Project has the following freeway adverse effects under the Existing Plus Project Phase 1 conditions:

- SR 87, Northbound, between Curtner Avenue and Almaden Road: mixed-flow and HOV in AM Peak Hour
- SR 87, Northbound, between Almaden Road and Alma Avenue: mixed-flow in AM Peak Hour
- I-280, Westbound, between US 101 and McLaughlin Avenue: mixed-flow in AM peak hour
- I-280, Westbound, between McLaughlin Avenue and 10th Street: mixed-flow in AM peak hour
- I-280, Eastbound, between I-880 and Meridian avenue: mixed-flow in PM peak hour
- I-680, Southbound, between Alum Rock Avenue and Capitol Expressway: mixed-flow in AM peak hour
- I-680, Southbound, between Capitol Expressway and King Road: mixed-flow in AM peak hour
- I-680, Southbound, between King Road and US 101: mixed-flow in AM peak hour
- I-880, Northbound, between North First Street and US 101: mixed-flow PM peak hour
- I-880, Southbound, between US 101 and North First Street: mixed-flow in AM peak hour

Based on the results presented in **Table 60**, the Project has the following freeway adverse effects under the Existing Plus Project Buildout conditions:

- SR 87, Northbound, between Curtner Avenue and Almaden Boulevard: mixed-flow and HOV in AM Peak Hour
- SR 87, Southbound, between US 101 and Skyport Drive: mixed-flow in PM peak hour
- SR 87, Southbound, between Julian Street and I-280: mixed-flow and HOV in PM peak hour
- SR 87, Southbound, between I-280 and Alma Avenue: mixed-flow and HOV in PM peak hour
- I-280, Westbound, between US 101 and McLaughlin Avenue: mixed-flow in AM peak hour
- I-280, Westbound, between 10th Street and SR 87: mixed-flow in AM peak hour
- I-680, Southbound, between Alum Rock Avenue and Capitol Expressway: mixed-flow in AM peak hour
- I-680, Southbound, between Capitol Expressway and King Road: mixed-flow in AM peak hour
- I-680, Southbound, between King Road and US 101: mixed-flow in AM peak hour
- I-880, Southbound, between Montague Expressway and Brokaw Road: mixed-flow in AM peak hour
- I-880, Northbound, between North First Street and US 101: mixed-flow PM peak hour
- I-880, Southbound, between Brokaw Road and US 101: mixed-flow in AM peak hour
- I-880, Southbound, between US 101 and North First Street: mixed-flow in AM peak hour

There are limited options to widen the impacted freeway segment due to right-of-way constraints. Additionally, the widening of roadways can lead to other effects, such as induced travel demand (e.g., more vehicles on the roadway due to increased capacity), air quality degradation, increases in noise associated with motor vehicles, and reductions in transit use (less congestion or reduced driving time may make driving more attractive than transit travel).



The VTA's VTP 2040 identifies the following freeway projects that are relevant to the identified freeway segment adverse effects:

- **VTP ID H4: SR 87 Express Lanes (SR 85 to US 101):** This project converts HOV lanes to express lanes on SR 87. Cost in 2013 dollars: $35 million.
- **VTP ID H11: I-280 Express Lanes (Leland Avenue to Magdalena Avenue):** This project converts HOV lanes to express lanes on I-280 between Leland Avenue and Magdalena Avenue. Cost in 2013 dollars: $58 million.
- **VTP ID H15: I-880 Express Lanes (US 101 to I-280):** this project builds new express lanes on I-880 between US 101 and I-280. Cost in 2013 dollars: $186 million.

Complete improvement of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or City to fully fund a major freeway mainline improvement. Thus, consistent with the Project's multimodal and TDM goals, the Project applicant is not required to provide any freeway capacity enhancements.

Table 59: Existing Plus Project Interim CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			AM Peak Hour								PM Peak Hour							
							Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]		Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]	
				Total	Mixed	HOV	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]
SR 87	NB	Curtner Ave	Almaden Road	3	2	1	87	42	**F**	**F**	**F**	**F**	**Yes**	**Yes**	0	23	D	C	D	C	No	Yes
SR 87	NB	Almaden Road	Alma Ave	3	2	1	70	65	E	E	**F**	E	**Yes**	Yes	40	25	D	B	D	B	No	Yes
SR 87	NB	Alma Ave	I-280	3	2	1	87	60	D	D	D	D	Yes	Yes	5	27	D	B	D	B	No	Yes
SR 87	NB	I-280	Julian St	3	2	1	0	0	**F**	**F**	**F**	**F**	No	No	0	0	B	A	B	A	No	No
SR 87	NB	Julian St	Coleman Ave	3	2	1	20	0	**F**	**F**	**F**	**F**	No	No	214	64	D	B	D	B	Yes	Yes
SR 87	NB	Coleman St	Taylor St	3	2	1	4	0	E	D	E	E	No	No	213	66	C	A	C	A	Yes	Yes
SR 87	NB	Taylor St	Skyport Dr	3	2	1	0	0	**F**	D	**F**	D	No	No	150	35	B	A	B	A	Yes	Yes
SR 87	NB	Skyport Dr	US 101	3	2	1	0	0	**F**	**F**	**F**	**F**	No	No	84	28	C	A	C	A	Yes	Yes
SR 87	SB	US 101	Skyport Dr	3	2	1	104	1	C	A	C	A	Yes	No	0	18	**F**	D	**F**	D	No	Yes
SR 87	SB	Skyport Dr	Taylor St	3	2	1	174	10	C	A	C	A	Yes	No	0	25	**F**	D	**F**	D	No	Yes
SR 87	SB	Taylor St	Coleman St	3	2	1	213	5	C	A	C	A	Yes	No	0	0	**F**	D	**F**	D	No	No
SR 87	SB	Coleman Ave	Julian St	3	2	1	213	5	D	A	D	A	Yes	No	0	0	E	D	E	D	No	No
SR 87	SB	Julian St	I-280	3	2	1	62	0	B	A	B	A	Yes	No	31	98	**F**	D	**F**	D	No	Yes
SR 87	SB	I-280	Alma Ave	3	2	1	41	0	B	A	B	A	No	No	0	56	**F**	E	**F**	E	No	Yes
SR 87	SB	Alma Ave	Almaden Ave	3	2	1	57	0	D	A	D	A	Yes	No	1	57	**F**	E	**F**	E	No	Yes
SR 87	SB	Almaden Ave	Curtner Ave	3	2	1	66	0	C	A	C	A	Yes	No	0	38	E	D	E	D	No	Yes
US 101	NB	Story Road	I-280	4	3	1	0	7	**F**	**F**	**F**	**F**	No	No	41	1	B	A	B	A	No	No
US 101	NB	I-280	Santa Clara St	4	3	1	4	0	**F**	**F**	**F**	**F**	No	No	26	0	C	B	C	B	No	No
US 101	NB	Santa Clara St	McKee Road	4	3	1	20	0	**F**	**F**	**F**	**F**	No	No	42	0	C	A	C	A	No	No
US 101	NB	McKee Road	Oakland Road	4	3	1	31	0	**F**	**F**	**F**	**F**	No	No	44	0	C	A	C	A	No	No
US 101	NB	Oakland Road	I-880	4	3	1	22	0	**F**	**F**	**F**	**F**	No	No	0	0	C	A	C	A	No	No
US 101	NB	I-880	Old Bayshore Hwy	4	3	1	0	0	**F**	**F**	**F**	**F**	No	No	71	0	B	B	B	B	Yes	No
US 101	NB	Old Bayshore Hwy	N. First St	4	3	1	0	0	**F**	**F**	**F**	**F**	No	No	94	0	B	A	B	A	Yes	No
US 101	NB	N. First St	Guadalupe Pkwy	4	3	1	0	0	**F**	**F**	**F**	**F**	No	No	33	0	B	A	B	A	No	No
US 101	NB	Guadalupe Pkwy	De La Cruz Blvd	4	3	1	0	0	**F**	**F**	**F**	**F**	No	No	0	0	C	A	C	A	No	No

Table 59: Existing Plus Project Interim CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			AM Peak Hour								PM Peak Hour							
							Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]		Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]	
				Total	Mixed	HOV	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]
US 101	NB	De La Cruz Blvd	Montague Expwy / San Tomas Expwy	4	3	1	0	0	F	F	F	F	No	No	5	13	C	A	C	A	No	No
US 101	SB	De La Cruz Blvd	Guadalupe Pkwy	4	3	1	69	24	C	A	C	A	No	Yes	0	0	E	D	E	D	No	No
US 101	SB	Guadalupe Pkwy	N. First St	4	3	1	73	42	B	A	B	A	Yes	Yes	31	0	F	F	F	F	No	No
US 101	SB	N. First St	Old Bayshore Hwy	4	3	1	83	5	B	A	B	A	Yes	No	0	0	F	F	F	F	No	No
US 101	SB	Old Bayshore Hwy	I-880	4	3	1	84	5	B	A	C	A	Yes	No	0	0	F	F	F	F	No	No
US 101	SB	I-880	Oakland Road	4	3	1	74	0	B	A	C	A	Yes	No	0	0	F	F	F	F	No	No
US 101	SB	Oakland Road	McKee Road	4	3	1	19	0	B	A	B	A	No	No	0	0	E	D	E	D	No	No
US 101	SB	McKee Road	Santa Clara St	4	3	1	2	8	C	A	C	A	No	No	16	0	E	D	E	D	No	No
US 101	SB	Santa Clara St	I-280	4	3	1	0	8	B	A	B	A	No	No	0	0	E	D	E	D	No	No
US 101	SB	I-280	Story Road	4	3	1	5	8	B	A	B	A	No	No	0	0	D	D	D	D	No	No
US 101	SB	Story Road	Tully Road	4	3	1	19	8	C	A	C	A	No	No	0	0	D	D	D	D	No	No
US 101	SB	Tully Road	Capitol Expwy	4	3	1	104	1	C	A	C	A	Yes	No	0	18	D	C	D	C	No	Yes
I-280	EB	Saratoga Ave	Winchester Blvd	4	3	1	79	43	D	B	D	B	Yes	Yes	0	0	F	F	F	F	No	No
I-280	EB	Winchester Blvd	I-880	4	3	1	119	34	C	B	C	B	Yes	Yes	0	0	F	F	F	F	No	No
I-280	EB	I-880	Meridian Ave	4	3	1	29	137	C	B	C	B	No	Yes	8	25	F	F	F	F	No	**Yes**
I-280	EB	Meridian Ave	Bird Ave	4	4	0	1	n/a	D	n/a	E	n/a	No	No	48	n/a	F	n/a	F	n/a	No	No
I-280	EB	Bird Ave	SR 87	4	4	0	0	n/a	C	n/a	C	n/a	No	No	0	n/a	F	n/a	F	n/a	No	No
I-280	EB	SR 87	10th St	4	4	0	102	n/a	B	n/a	B	n/a	Yes	No	60	n/a	F	n/a	F	n/a	No	No
I-280	EB	10th St	McLaughlin Ave	4	4	0	76	n/a	C	n/a	C	n/a	No	No	0	n/a	D	n/a	D	n/a	No	No
I-280	EB	McLaughlin Ave	US 101	4	4	0	54	n/a	B	n/a	C	n/a	No	No	0	n/a	D	n/a	D	n/a	No	No
I-280	WB	US 101	McLaughlin Ave	4	4	0	121	n/a	F	n/a	F	n/a	**Yes**	No	128	n/a	C	n/a	C	n/a	Yes	No
I-280	WB	McLaughlin Ave	10th St	4	4	0	98	n/a	F	n/a	F	n/a	**Yes**	No	147	n/a	D	n/a	D	n/a	Yes	No
I-280	WB	10th St	SR 87	4	4	0	77	n/a	F	n/a	F	n/a	No	No	146	n/a	D	n/a	D	n/a	Yes	No

Table 59: Existing Plus Project Interim CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			AM Peak Hour								PM Peak Hour							
							Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]		Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]	
				Total	Mixed	HOV	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]
I-280	WB	SR 87	Bird Ave	4	4	0	0	n/a	F	n/a	F	n/a	No	No	0	n/a	F	n/a	F	n/a	No	No
I-280	WB	Bird Ave	Meridian Ave	4	4	0	31	n/a	F	n/a	F	n/a	No	No	0	n/a	D	n/a	D	n/a	No	No
I-280	WB	Meridian Ave	I-880	4	3	1	3	0	F	F	F	F	No	No	86	252	C	A	C	B	Yes	Yes
I-280	WB	I-880	Winchester Blvd	4	3	1	0	0	F	F	F	F	No	No	31	44	D	C	D	C	No	Yes
I-280	WB	Winchester Blvd	Saratoga Ave	4	3	1	0	0	F	F	F	F	No	No	64	8	D	B	D	B	No	No
I-680	NB	US 101	King Road	4	4	0	35	n/a	C	n/a	C	n/a	No	No	21	n/a	D	n/a	D	n/a	No	No
I-680	NB	King Road	Capitol Expwy	4	4	0	27	n/a	F	n/a	F	n/a	No	No	77	n/a	D	n/a	D	n/a	No	No
I-680	NB	Capitol Expwy	Alum Rock Ave	4	4	0	64	n/a	F	n/a	F	n/a	No	No	82	n/a	C	n/a	C	n/a	No	No
I-680	SB	Alum Rock Ave	Capitol Expwy	4	4	0	125	n/a	F	n/a	F	n/a	Yes	No	10	n/a	D	n/a	D	n/a	No	No
I-680	SB	Capitol Expwy	King Road	4	4	0	102	n/a	F	n/a	F	n/a	Yes	No	50	n/a	C	n/a	D	n/a	No	No
I-680	SB	King Road	US 101	4	4	0	118	n/a	F	n/a	F	n/a	Yes	No	73	n/a	C	n/a	C	n/a	No	No
I-880	NB	I-280	Stevens Creek Blvd	3	3	0	0	n/a	F	n/a	F	n/a	No	No	0	n/a	A	n/a	A	n/a	No	No
I-880	NB	Stevens Creek Blvd	N. Bascom Ave	3	3	0	0	n/a	F	n/a	F	n/a	No	No	0	n/a	F	n/a	F	n/a	No	No
I-880	NB	N. Bascom Ave	The Alameda	3	3	0	3	n/a	F	n/a	F	n/a	No	No	0	n/a	F	n/a	F	n/a	No	No
I-880	NB	The Alameda	Coleman Ave	3	3	0	0	n/a	F	n/a	F	n/a	No	No	34	n/a	F	n/a	F	n/a	No	No
I-880	NB	Coleman Ave	SR 87	3	3	0	0	n/a	F	n/a	F	n/a	No	No	8	n/a	F	n/a	F	n/a	No	No
I-880	NB	SR 87	N. 1st St	3	3	0	0	n/a	F	n/a	F	n/a	No	No	8	n/a	F	n/a	F	n/a	No	No
I-880	NB	N. 1st St	US 101	3	3	0	0	n/a	F	n/a	F	n/a	No	No	152	n/a	F	n/a	F	n/a	Yes	No
I-880	NB	US 101	E. Brokaw Road	4	3	1	0	0	E	B	E	B	No	No	84	0	D	B	D	B	Yes	No
I-880	NB	E. Brokaw Road	Montague Expwy	4	3	1	0	0	C	B	C	C	No	No	72	0	C	B	C	B	Yes	No
I-880	SB	Montague Expwy	E. Brokaw Road	4	3	1	65	0	F	C	F	C	No	No	0	0	F	D	F	D	No	No
I-880	SB	E. Brokaw Road	US 101	4	3	1	61	0	F	F	F	F	No	No	0	0	F	D	F	D	No	No

Table 59: Existing Plus Project Interim CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			AM Peak Hour								PM Peak Hour							
							Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]		Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]	
				Total	Mixed	HOV	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]
I-880	SB	US 101	N. 1st St	4	3	0	83	n/a	**F**	n/a	**F**	n/a	**Yes**	No	0	n/a	**F**	n/a	**F**	n/a	No	No
I-880	SB	N. 1st St	SR 87	3	3	0	4	n/a	**F**	n/a	**F**	n/a	No	No	13	n/a	**F**	n/a	**F**	n/a	No	No
I-880	SB	SR 87	Coleman Ave	3	3	0	4	n/a	D	n/a	D	n/a	No	No	13	n/a	**F**	n/a	**F**	n/a	No	No
I-880	SB	Coleman Ave	The Alameda	3	3	0	0	n/a	D	n/a	D	n/a	No	No	31	n/a	**F**	n/a	**F**	n/a	No	No
I-880	SB	The Alameda	N. Bascom Ave	3	3	0	10	n/a	D	n/a	D	n/a	No	No	0	n/a	E	n/a	E	n/a	No	No
I-880	SB	N. Bascom Ave	Stevens Creek Blvd	3	3	0	3	n/a	**F**	n/a	**F**	n/a	No	No	0	n/a	D	n/a	D	n/a	No	No
I-880	SB	Stevens Creek Blvd	I-280	3	3	0	11	n/a	C	n/a	C	n/a	No	No	0	n/a	C	n/a	C	n/a	No	No

Notes:

1. Level of service based on density, measured in passenger cars per mile per lane.
2. Mixed = Mixed-Flow.
3. HOV = High-Occupancy Vehicle.
4. >1% volume increase = are the added Project trips greater than 1% of the freeway segments density.

n/a = not applicable. Freeway segment does not have HOV lanes.

Bold/underlined text indicates unacceptable operations (LOS F); **Bold/highlighted** text indicates freeway adverse effect.

Source: *2016 Monitoring & Conformance Report*, VTA, May 2017; Fehr & Peers, August 2020.

Table 60: Existing Plus Project Buildout CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			AM Peak Hour								PM Peak Hour							
							Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]		Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]	
				Total	Mixed	HOV	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]
SR 87	NB	Curtner Ave	Almaden Road	3	2	1	46	44	F	F	F	F	Yes	Yes	0	29	D	C	D	C	No	Yes
SR 87	NB	Almaden Road	Alma Ave	3	2	1	13	63	E	E	E	E	No	Yes	42	30	D	B	E	B	No	Yes
SR 87	NB	Alma Ave	I-280	3	2	1	79	60	D	D	D	D	Yes	Yes	14	32	D	B	D	B	No	Yes
SR 87	NB	I-280	Julian St	3	2	1	0	0	F	F	F	F	No	No	0	0	B	A	B	A	No	No
SR 87	NB	Julian St	Coleman Ave	3	2	1	20	0	F	F	F	F	No	No	280	92	D	B	D	B	Yes	Yes
SR 87	NB	Coleman St	Taylor St	3	2	1	3	0	E	D	E	D	No	No	278	94	C	A	C	A	Yes	Yes
SR 87	NB	Taylor St	Skyport Dr	3	2	1	0	0	F	D	F	D	No	No	227	57	B	A	C	A	Yes	Yes
SR 87	NB	Skyport Dr	US 101	3	2	1	0	0	F	F	F	F	No	No	128	45	C	A	C	A	Yes	Yes
SR 87	SB	US 101	Skyport Dr	3	2	1	139	26	C	A	C	A	Yes	Yes	0	21	F	D	F	D	No	Yes
SR 87	SB	Skyport Dr	Taylor St	3	2	1	219	37	C	A	C	A	Yes	Yes	0	16	F	D	F	D	No	No
SR 87	SB	Taylor St	Coleman St	3	2	1	216	37	C	A	C	A	Yes	Yes	0	0	F	D	F	D	No	No
SR 87	SB	Coleman Ave	Julian St	3	2	1	216	37	D	A	D	A	Yes	Yes	13	3	E	D	E	D	No	No
SR 87	SB	Julian St	I-280	3	2	1	99	45	B	A	B	A	Yes	Yes	79	130	F	D	F	D	Yes	Yes
SR 87	SB	I-280	Alma Ave	3	2	1	42	43	B	A	B	A	No	Yes	47	68	F	E	F	E	Yes	Yes
SR 87	SB	Alma Ave	Almaden Ave	3	2	1	36	41	D	A	D	A	No	Yes	8	67	F	E	F	E	No	Yes
SR 87	SB	Almaden Ave	Curtner Ave	3	2	1	42	43	C	A	C	A	No	Yes	0	49	E	D	E	D	No	Yes
US 101	NB	Story Road	I-280	4	3	1	0	0	F	F	F	F	No	No	34	2	B	A	B	A	No	No
US 101	NB	I-280	Santa Clara St	4	3	1	0	0	F	F	F	F	No	No	0	0	C	B	C	B	No	No
US 101	NB	Santa Clara St	McKee Road	4	3	1	48	0	F	F	F	F	No	No	36	0	C	A	C	A	No	No
US 101	NB	McKee Road	Oakland Road	4	3	1	0	0	F	F	F	F	No	No	36	0	C	A	C	A	No	No
US 101	NB	Oakland Road	I-880	4	3	1	0	0	F	F	F	F	No	No	0	0	C	A	C	A	No	No
US 101	NB	I-880	Old Bayshore Hwy	4	3	1	0	0	F	F	F	F	No	No	79	0	B	B	B	B	Yes	No
US 101	NB	Old Bayshore Hwy	N. First St	4	3	1	0	0	F	F	F	F	No	No	71	0	B	A	B	A	Yes	No
US 101	NB	N. First St	Guadalupe Pkwy	4	3	1	0	0	F	F	F	F	No	No	28	0	B	A	B	A	No	No
US 101	NB	Guadalupe Pkwy	De La Cruz Blvd	4	3	1	0	0	F	F	F	F	No	No	16	0	C	A	C	A	No	No

Table 60: Existing Plus Project Buildout CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			AM Peak Hour								PM Peak Hour							
							Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]		Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]	
				Total	Mixed	HOV	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]
US 101	NB	De La Cruz Blvd	Montague Expwy / San Tomas Expwy	4	3	1	0	0	F	F	F	F	No	No	24	25	C	A	C	A	No	Yes
US 101	SB	De La Cruz Blvd	Guadalupe Pkwy	4	3	1	94	47	C	A	C	A	Yes	Yes	0	0	E	D	E	D	No	No
US 101	SB	Guadalupe Pkwy	N. First St	4	3	1	100	72	B	A	B	A	Yes	Yes	0	0	F	F	F	F	No	No
US 101	SB	N. First St	Old Bayshore Hwy	4	3	1	52	56	B	A	B	A	No	Yes	0	0	F	F	F	F	No	No
US 101	SB	Old Bayshore Hwy	I-880	4	3	1	52	56	B	A	B	A	No	Yes	0	0	F	F	F	F	No	No
US 101	SB	I-880	Oakland Road	4	3	1	91	3	B	A	B	A	Yes	No	0	0	F	F	F	F	No	No
US 101	SB	Oakland Road	McKee Road	4	3	1	46	3	B	A	B	A	No	No	16	0	E	D	E	D	No	No
US 101	SB	McKee Road	Santa Clara St	4	3	1	12	14	C	A	C	A	No	No	0	0	E	D	E	D	No	No
US 101	SB	Santa Clara St	I-280	4	3	1	0	14	B	A	B	A	No	No	0	0	E	D	E	D	No	No
US 101	SB	I-280	Story Road	4	3	1	0	14	B	A	B	A	No	No	0	0	D	D	D	D	No	No
US 101	SB	Story Road	Tully Road	4	3	1	0	14	C	A	C	A	No	No	0	0	D	D	D	D	No	No
US 101	SB	Tully Road	Capitol Expwy	4	3	1	139	26	C	A	C	A	Yes	Yes	0	21	D	C	D	C	No	Yes
I-280	EB	Saratoga Ave	Winchester Blvd	4	3	1	119	64	D	B	D	B	Yes	Yes	0	0	F	F	F	F	No	No
I-280	EB	Winchester Blvd	I-880	4	3	1	170	59	C	B	C	B	Yes	Yes	0	0	F	F	F	F	No	No
I-280	EB	I-880	Meridian Ave	4	3	1	51	175	C	B	C	B	No	Yes	0	0	F	F	F	F	No	No
I-280	EB	Meridian Ave	Bird Ave	4	4	0	43	n/a	D	n/a	D	n/a	No	No	18	n/a	F	n/a	F	n/a	No	No
I-280	EB	Bird Ave	SR 87	4	4	0	0	n/a	C	n/a	C	n/a	No	No	0	n/a	F	n/a	F	n/a	No	No
I-280	EB	SR 87	10th St	4	4	0	103	n/a	B	n/a	B	n/a	Yes	No	75	n/a	F	n/a	F	n/a	No	No
I-280	EB	10th St	McLaughlin Ave	4	4	0	53	n/a	C	n/a	C	n/a	No	No	21	n/a	D	n/a	D	n/a	No	No
I-280	EB	McLaughlin Ave	US 101	4	4	0	59	n/a	B	n/a	B	n/a	No	No	0	n/a	D	n/a	D	n/a	No	No
I-280	WB	US 101	McLaughlin Ave	4	4	0	165	n/a	F	n/a	F	n/a	Yes	No	115	n/a	C	n/a	C	n/a	Yes	No
I-280	WB	McLaughlin Ave	10th St	4	4	0	88	n/a	F	n/a	F	n/a	No	No	113	n/a	D	n/a	D	n/a	Yes	No
I-280	WB	10th St	SR 87	4	4	0	94	n/a	F	n/a	F	n/a	Yes	No	186	n/a	D	n/a	D	n/a	Yes	No

Table 60: Existing Plus Project Buildout CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			AM Peak Hour								PM Peak Hour							
							Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]		Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]	
				Total	Mixed	HOV	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]
I-280	WB	SR 87	Bird Ave	4	4	0	0	n/a	F	n/a	F	n/a	No	No	0	n/a	F	n/a	F	n/a	No	No
I-280	WB	Bird Ave	Meridian Ave	4	4	0	0	n/a	F	n/a	F	n/a	No	No	0	n/a	D	n/a	D	n/a	No	No
I-280	WB	Meridian Ave	I-880	4	3	1	0	0	F	F	F	F	No	No	79	328	C	A	C	B	Yes	Yes
I-280	WB	I-880	Winchester Blvd	4	3	1	0	0	F	F	F	F	No	No	62	57	D	C	D	C	No	Yes
I-280	WB	Winchester Blvd	Saratoga Ave	4	3	1	0	0	F	F	F	F	No	No	68	23	D	B	D	B	No	Yes
I-680	NB	US 101	King Road	4	4	0	63	n/a	C	n/a	C	n/a	No	No	49	n/a	D	n/a	D	n/a	No	No
I-680	NB	King Road	Capitol Expwy	4	4	0	11	n/a	F	n/a	F	n/a	No	No	60	n/a	D	n/a	D	n/a	No	No
I-680	NB	Capitol Expwy	Alum Rock Ave	4	4	0	8	n/a	F	n/a	F	n/a	No	No	155	n/a	C	n/a	C	n/a	Yes	No
I-680	SB	Alum Rock Ave	Capitol Expwy	4	4	0	157	n/a	F	n/a	F	n/a	Yes	No	16	n/a	D	n/a	D	n/a	No	No
I-680	SB	Capitol Expwy	King Road	4	4	0	143	n/a	F	n/a	F	n/a	Yes	No	5	n/a	C	n/a	D	n/a	No	No
I-680	SB	King Road	US 101	4	4	0	167	n/a	F	n/a	F	n/a	Yes	No	71	n/a	C	n/a	C	n/a	No	No
I-880	NB	I-280	Stevens Creek Blvd	3	3	0	0	n/a	F	n/a	F	n/a	No	No	0	n/a	A	n/a	A	n/a	No	No
I-880	NB	Stevens Creek Blvd	N. Bascom Ave	3	3	0	0	n/a	F	n/a	F	n/a	No	No	0	n/a	F	n/a	F	n/a	No	No
I-880	NB	N. Bascom Ave	The Alameda	3	3	0	4	n/a	F	n/a	F	n/a	No	No	16	n/a	F	n/a	F	n/a	No	No
I-880	NB	The Alameda	Coleman Ave	3	3	0	0	n/a	F	n/a	F	n/a	No	No	60	n/a	F	n/a	F	n/a	No	No
I-880	NB	Coleman Ave	SR 87	3	3	0	0	n/a	F	n/a	F	n/a	No	No	16	n/a	F	n/a	F	n/a	No	No
I-880	NB	SR 87	N. 1st St	3	3	0	0	n/a	F	n/a	F	n/a	No	No	16	n/a	F	n/a	F	n/a	No	No
I-880	NB	N. 1st St	US 101	3	3	0	0	n/a	F	n/a	F	n/a	No	No	176	n/a	F	n/a	F	n/a	Yes	No
I-880	NB	US 101	E. Brokaw Road	4	3	1	0	0	E	B	E	B	No	No	134	0	D	B	D	B	Yes	No
I-880	NB	E. Brokaw Road	Montague Expwy	4	3	1	0	0	C	B	C	B	No	No	113	0	C	B	C	B	Yes	No
I-880	SB	Montague Expwy	E. Brokaw Road	4	3	1	108	0	F	C	F	C	Yes	No	0	0	F	D	F	D	No	No
I-880	SB	E. Brokaw Road	US 101	4	3	1	156	0	F	F	F	F	Yes	No	0	0	F	D	F	D	No	No

Table 60: Existing Plus Project Buildout CMP Freeway Segment Levels of Service

Facility	Direction	From/To	From/To	Number of Lanes			AM Peak Hour								PM Peak Hour							
							Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]		Project Trips		Existing LOS[1]		Project LOS[1]		> 1% Volume Increase[4]	
				Total	Mixed	HOV	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]	Mixed[2]	HOV[3]
I-880	SB	US 101	N. 1st St	4	3	0	121	n/a	**F**	n/a	**F**	n/a	**Yes**	No	0	n/a	**F**	n/a	**F**	n/a	No	No
I-880	SB	N. 1st St	SR 87	3	3	0	59	n/a	**F**	n/a	**F**	n/a	No	No	0	n/a	**F**	n/a	**F**	n/a	No	No
I-880	SB	SR 87	Coleman Ave	3	3	0	59	n/a	D	n/a	D	n/a	No	No	0	n/a	**F**	n/a	**F**	n/a	No	No
I-880	SB	Coleman Ave	The Alameda	3	3	0	35	n/a	D	n/a	D	n/a	No	No	14	n/a	**F**	n/a	**F**	n/a	No	No
I-880	SB	The Alameda	N. Bascom Ave	3	3	0	0	n/a	D	n/a	D	n/a	No	No	2	n/a	E	n/a	E	n/a	No	No
I-880	SB	N. Bascom Ave	Stevens Creek Blvd	3	3	0	5	n/a	**F**	n/a	**F**	n/a	No	No	11	n/a	D	n/a	D	n/a	No	No
I-880	SB	Stevens Creek Blvd	I-280	3	3	0	0	n/a	C	n/a	C	n/a	No	No	0	n/a	C	n/a	C	n/a	No	No

Notes:

1. Level of service based on density, measured in passenger cars per mile per lane.
2. Mixed = Mixed-Flow.
3. HOV = High-Occupancy Vehicle.
4. >1% volume increase = are the added Project trips greater than 1% of the freeway segments density.

n/a = not applicable. Freeway segment does not have HOV lanes.

Bold/underlined text indicates unacceptable operations (LOS F); **Bold/highlighted** text indicates freeway adverse effect.

Source: *2016 Monitoring & Conformance Report*, VTA, May 2017; Fehr & Peers, August 2020.

10. Parking Assessment

This chapter compares the Project's proposed parking supply to the City of San José's parking supply requirements. This chapter also discusses the City of San José's parking agreement with the SAP Center.

10.1 Off-Street Parking Supply Requirements

The City of San José's Municipal Code §20.70 ("Parking Code") defines the vehicle parking supply requirements for developments within Downtown San José. Additionally, Municipal Code §20.70.485 and §20.90 define bicycle parking supply requirements for all land uses. **Table 61** below presents the vehicle and bicycle parking supply requirements for the land uses included in the Plan.

Table 61: City of San José Parking Supply Requirements by Land Use

Land Use	Parking Spaces Required[1]	
	Vehicle	Bicycle
Offices, business and administrative	2.5 spaces per 1,000 sf[2]	1 space per 4,000 sf[2,3]
Residential, multiple dwelling	1 space per du	1 space per 4 du[4]
Retail sales, goods and merchandise	*No parking required*	2 short-term spaces and 1 long-term space per store[5]
Hotel or motel	0.35 spaces per room	1 space plus 1 per 10 guest rooms[3]
Event Center	*No parking required*	2 short-term spaces and 1 long-term space[5]

Notes:
1. sf=square feet; du=dwelling units
2. Per Municipal Code §20.90.050, "floor area" is defined as eighty-five percent of the "total gross floor area" of the building. Thus, parking supply requirement for offices, business and administrative, is calculated based on 85% total gross floor area.
3. At least 80 percent of the bicycle parking spaces shall be provided in short-term bicycle parking facilities and at most 20 percent shall be provided in long-term bicycle facilities.
4. Bicycle parking spaces shall consist of at least 60 percent long-term and at most 40 percent short-term spaces.
5. Per Municipal Code §20.70.485, land uses that do not require any off-street parking for motorized vehicles shall be required to provide only two short-term bicycle parking spaces and one long-term bicycle parking space per store or event center.

Source: City of San José Municipal Code, 2020.

Based on Municipal Code §20.70.330.A, a project may receive up to a 15 percent reduction in the required off-street parking spaces when the project has developed a TDM program with evidence that parking demand will be reduced. Also, mixed-use projects may qualify for a 50 percent reduction in required parking supply if it is proven that the reduction in parking supply will not adversely affect surrounding projects or facilities based on Municipal Code §20.70.330.B.



The proposed land uses presented in **Section 1.1.1** and parking supply requirements presented in the table above were used to calculate the Project's required parking supply, as shown in **Table 62**.

Table 62: Required Parking Supply

Land Use	Size[1]	Parking Spaces Required			
		Vehicle		Bicycle	
		Rate	Spaces	Rate	Spaces
Offices, business and administrative	7,300,000 sf GFA	2.5 spaces per 1,000 sf[2]	15,513	1 space per 4,000 sf[2,3]	1,552
Residential, multiple dwelling	5,900 du	1 space per du	5,900	1 space per 4 du[4]	1,475
Retail sales, goods and merchandise	500,000 sf	*No parking required*	0	2 short-term spaces and 1 long-term space per store[6]	150
Hotel or motel (Limited term accommodations)	300 rooms	0.35 spaces per room	105	1 space plus 1 per 10 guest rooms[3]	31
	800 rooms		280		81
Event Center	100,000 sf	*No parking required*	0	2 short-term spaces and 1 long-term space[6]	3
Required Parking Supply without reductions (A)		**-**	**21,798**	**-**	**3,292**
TDM Program Reduction (B=A x 15%)		**-**	***3,096***	**-**	***n/a[5]***
Required Parking Supply with TDM Program Reduction (C=A-B)		**-**	**18,702**	**-**	**3,292**
Mixed-use Project Reduction (D=C x 50%)		**-**	***9,351***	**-**	***n/a[5]***
Required Parking Supply with Mixed-use Project and TDM Program Reductions (E=C-D)		**-**	**9,351**	**-**	**3,292**

Notes:

1. sf=square feet; du=dwelling units; GFA = gross floor area
2. Per Municipal Code §20.90.050, "floor area" is defined as eighty-five percent of the "total gross floor area" of the building. Thus, parking supply requirement for offices, business and administrative, is calculated based on 85% total gross floor area (7,300,000 sf GFA x 85% = 6,205,000 sf)
3. At least 80 percent of the bicycle parking spaces shall be provided in short-term bicycle parking facilities and at most 20 percent shall be provided in long-term bicycle facilities.
4. Bicycle parking spaces shall consist of at least 60 percent long-term and at most 40 percent short-term spaces.
5. n/a = parking reductions are not applied to bicycle parking.
6. Per Municipal Code §20.70.485, land uses that do not require any off-street parking for motorized vehicles shall be required to provide only two short-term bicycle parking spaces and one long-term bicycle parking space per store or event center. This assessment assumes each store will be 10,000 square feet on average.

Source: City of San José Municipal Code; Fehr & Peers, 2020.

As presented in **Table 62**, the Project is required to supply a total of 21,798 vehicle parking spaces and 3,292 bicycle parking spaces without any reductions per City of San José Municipal Code requirements. With the 15% TDM program reduction for vehicle parking, the Project is required to supply a total of 18,702 vehicle parking spaces and 3,292 bicycle parking spaces. With the additional 50% mixed-use Project reduction, the Project is required to supply a total of 9,351 vehicle parking spaces and 3,292 bicycle parking spaces.

10.2 Parking Supply Assessment

The Project proposes to provide up to 4,800 publicly accessible and/or commercial parking spaces to meet the demand for parking of site-specific users and the public, and up to 2,360 parking spaces for the Project's residential uses. In total, the Project will provide up to 7,160 vehicle parking spaces. Including the mixed-use Project reduction and TDM Program reduction, the Project will provide 2,104 fewer parking spaces than required by the City of San José's current Parking Code.

However, the City's current Parking Code does not reflect the City's vision for Downtown. As noted earlier, Envision San José 2040 outlines a vision where San José shifts from being an auto-dependent community to a multimodal one, where most trips are made by walking, biking, transit, or carpool. Specifically, the Project area would need to have 75 percent non-SOV mode split, to support the citywide goal of at least 60 percent of commute trips completed by walking, biking, transit, and carpool. Since the availability of parking encourages driving[17], providing less parking will encourage more trips to be completed via alternative modes and support the City's ambitious multimodal access/non-SOV goal.

In this context, the proposed parking supply, which represents a 67 percent reduction from the Project's baseline parking requirement, is in alignment with the City's vision for Downtown and directly furthers its mode split goal for the Project area. A detailed parking evaluation for the commercial parking supply is included in **Appendix G**.

10.2.1 TDM Elements that Affect Parking

The Project's features, proposed multimodal improvements, and access to transit TDM have an effect on reducing the Project's overall parking demand. Free and available parking encourages vehicle trips.[18] To reduce the Project's parking demand, the Project will implement parking policies, including a reduced parking supply, as well as market-rate parking pricing for non-residential uses and unbundled parking for market rate residential uses. The California Air Pollution Control Officers Association (CAPCOA) concludes that the following parking strategies that individually can reduce travel up to the indicated rage: limited parking supply up to 12.5 percent; unbundled parking costs up to 13.0 percent; on-street marked pricing

[17] https://www.sciencedirect.com/science/article/abs/pii/S0967070X11001028
[18] "Parking facilities and the built environment: Impacts on travel behavior" Christiansen, et.al., 2017

up to 5.5 percent.[19] Combined, these parking strategies can achieve a maximum reduction in travel of up to 20 percent, thus reducing the Project's travel demand.

If parking spaces are ample and offered free of charge, the appeal of driving will increase significantly, even in contexts and conditions that offer compelling alternatives to driving, such as that of the Project site. For example, a 2015 study found that an increase in parking provision from 0.1 to 0.5 parking spaces per person is associated with a 30 percentage point increase in SOV mode share.[20] By contrast, parking supply conditions in which authorized spaces are difficult to find, or costly to use, will reduce the appeal of driving, particularly where and when non-driving travel options are compelling on their own merits. This underscores the importance for the Project and new development in the downtown to both anticipate and help create the parking supply conditions necessary to realize the City's mode shift and multimodal goals.

To further reduce the need for travel, the Project's Enhanced TDM Program required as part of the Project's EIR mitigation measures, includes several key measures that will reduce the Project's parking demand by encouraging multimodal travel, as discussed in **Section 1.1.3**).

10.2.2 Bicycle and Pedestrian Infrastructure

The Project will also contribute to several bicycle and pedestrian infrastructure improvements within and outside of the Project area. For example, Class IV protected bicycle facilities are planned along Park Avenue, West San Fernando Street, and West Santa Clara Street. These facilities will connect the Project to surrounding neighborhoods and transit stations. Additionally, sidewalk widenings, plazas, and new street trees are planned for public areas in the immediate vicinity, which will improve comfort for pedestrians and increase walkability in the Project area. (These improvements are described in greater detail in **Section 1.1.4.4** and **Section 1.1.4.5**, and shown on **Figure 3** and **Figure 4**). Physical bicycle and pedestrian improvements like those included in the Project encourage travelers to use non-vehicular modes of travel to and from the site. As travelers choose to make more trips by bicycle and walking, driving trips and car ownership will decrease, reducing the parking demand as well.

10.2.3 Transit Service

Furthermore, major transit projects are planned near the Project area. Specifically, VTA's Bart Silicon Valley Extension, California High-Speed Rail, Caltrain Electrification, and the Caltrain Business Plan will all contribute to greater transit connectivity for employees and residents near Diridon Station. These improvements are anticipated to substantially increase transit ridership for nearby developments, including the proposed Project. As transit connectivity improves, the need for driving and car ownership will decrease such that parking demand will as well. Although these improvements are not directly

[19] "Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures," California Air Pollution Control Officers Association (CAPCOA), August 2010.

[20] "Effects of Parking Provision on Automobile Use in Cities: Inferring Causality," McCahill, Garric, Atkinson-Palombo, and Polinski, November 13, 2015

associated with the Project, they will contribute to the City's mode split goal and ultimately lower the Project's need for vehicle parking.

10.3 Bicycle Parking Requirements

As noted in **Table 62** the Project is required to provide 3,292 bicycle parking spaces, of which 1,552 would be for office uses, 1,475 would be required for residential uses, and 265 spaces for the remaining land uses.

Bike parking is categorized into two types by duration of use: short-term and long-term. Short-term bike parking provides a bike rack to lock a bike for a few minutes to a few hours. Common examples include bike racks in front of a retail store or restaurant. Short-term bike parking emphasizes convenience over security: racks must be near destinations such as storefronts. Long-term parking, on the other hand, provides a protected enclosure for a higher degree of security. Common examples include employee bike lockers, bike cages, bike stations at transit centers, and dedicated indoor office space such as a secure storage room.

Per City requirement, at least 60 percent of the residential bicycle parking, or 885 spaces (1,475 x 60%) would need to be long-term bicycle parking facilities. For the office and hotel land uses, the long-term parking requirement is at most 20 percent, or 333 spaces (1,664 x 20%). Additionally, for each land use with no parking requirement, one long-term parking space must be provided. Thus, of the total 3,292 bicycle parking spaces, 1,269 would need to be long-term spaces. Including a higher portion of long-term bicycle parking for residential uses and/or including a lower portion of long-term bicycle parking for office/hotel land uses is permissible per City requirements.

It should be noted that these are the minimum requirements to meet City of San José standards. Given the location of the Project in the downtown and the long-term vision for a more robust multimodal system, additional bicycle parking should be provided to maximize bicycle use in the Project area.

The Project would provide at least 3,292 bicycle parking spaces. Therefore, the Project meets the bicycle parking supply requirements outlined in the Municipal Code.

10.4 SAP Center

The City of San José is required to provide a certain number of available, public parking spaces for events at the SAP Center. Specifically, the Arena Management Agreement (AMA, comprehensive agreement between the City and San José Arena Management, provides that the City must ensure a minimum number of parking spaces close to the arena throughout the term of the AMA, which ends in 2040. Most of these parking spaces are currently in surface parking lots within the Project area. With Project Buildout, many surface parking lots will be redeveloped into mixed-use buildings with parking garages. The City of San José is working with the Project sponsor to ensure that the parking supply required by this agreement is maintained throughout the construction process and after completion of the Project.



10.5 BART Silicon Valley Phase II

VTA's BART Silicon Valley Phase II project will extend BART service six miles from the Berryessa Transit Center through downtown San José, terminating at the Santa Clara Transit Center. VTA estimates that Phase II will carry 52,000 passengers to destinations throughout the Bay Area by 2035.

During BART construction at Diridon Station, some parking lots will be reserved for storage of construction vehicles and equipment. This will cause a temporary shortage of local parking supply for the Project area and neighboring uses. When construction is complete, some, but not all, of the reserved parking lots will be reopened. BART service will increase transit accessibility for the Project area, reducing the need for parking and private vehicle ownership. It is anticipated that the decrease in parking demand will offset the removal of parking lots due to BART construction.

11. Neighborhood Traffic and Parking Intrusion Monitoring Framework

This chapter outlines the neighborhood and parking intrusion management framework strategy for the Project. The City requires a neighborhood traffic intrusion analysis when a project is expected to potentially result in excessive speeds, volumes, and/or parking intrusion on neighborhood streets. As the Project area develops, the Project has the potential to add traffic to residential streets in adjacent neighborhoods west of the Diridon Station, north and south of The Alameda, especially if the operations of intersections in and around the Project area deteriorate and vehicle drivers seek alternate travel routes. Additionally, with the constrained parking supply, overflow parking may also encroach into adjacent neighborhoods. This chapter includes a description of existing City policies as well as a summary of monitoring locations and potential neighborhood and parking intrusion management strategies that could be included in the final Traffic and Parking Intrusion Monitoring Plans. The final monitoring plans would be reviewed and approved by the Directors of Public Works and Planning, Building, and Code Enforcement or the Directors' designees prior to or concurrent with the adoption of the Planned Development Permit. The final monitoring plans should be responsive to future changes in data collection methodologies and technologies that may allow for more accurate, time-efficient, and/or cost-efficient monitoring procedures.

11.1 Neighborhood Traffic/Speeding and Parking Intrusion Analysis Requirements

The City of San José *Transportation Analysis Handbook* (2018) outlines the requirements for monitoring potential neighborhood cut-through traffic, speeding concerns, and parking intrusion from the trips generated by developments. After project approval, initial monitoring data would be collected to establish the initial baseline to which future conditions would be compared. To more accurately measure the Project's effect, baseline data would be reestablished as major changes to the background conditions occur that would potentially increase neighborhood and parking intrusion from other uses, such as after Caltrain Electrification, BART to Diridon station, or construction of other major developments in the area. Regular monitoring would occur after the Project is constructed and occupied to ensure surrounding neighborhoods do not experience excessive cut-through traffic, speeding, and/or parking spillover. If the Project is found to exceed established thresholds, specific actions would be required to reduce the effect of the increased traffic and/or parking in the area due to the Project.

11.2 Cut-Through Traffic and Speeding Monitoring

While most of the Project-generated vehicle traffic would occur on major through streets in the area, some vehicle trips may divert onto neighborhood streets, especially during peak times when major thoroughfares are congested. This can create higher traffic volumes and increased wear on neighborhood streets that are not designed to accommodate higher traffic volumes, as well as increase the potential for conflicts with neighborhood residents who are walking and bicycling. Speeding may also be a concern through these neighborhood streets during peak times when major arterials are more congested.

11.2.1 Project Trip Generation

As described in **Chapter 4**, Project Buildout (which is the highest trip generator) would result in 7,900 new vehicle trips in the AM peak hour, 8,900 new vehicle trips in the PM peak hour, and a total of 95,700 new vehicle trips on a typical weekday. During the peak periods, around 60 percent of trips would occur in the peak direction (inbound toward the site in the AM peak hour and outbound away from the site in the PM peak hour). **Figure 28** shows the estimated trip assignment for the Project Buildout scenario.

11.2.2 Cut-Through Traffic and Speeding Analysis Methods

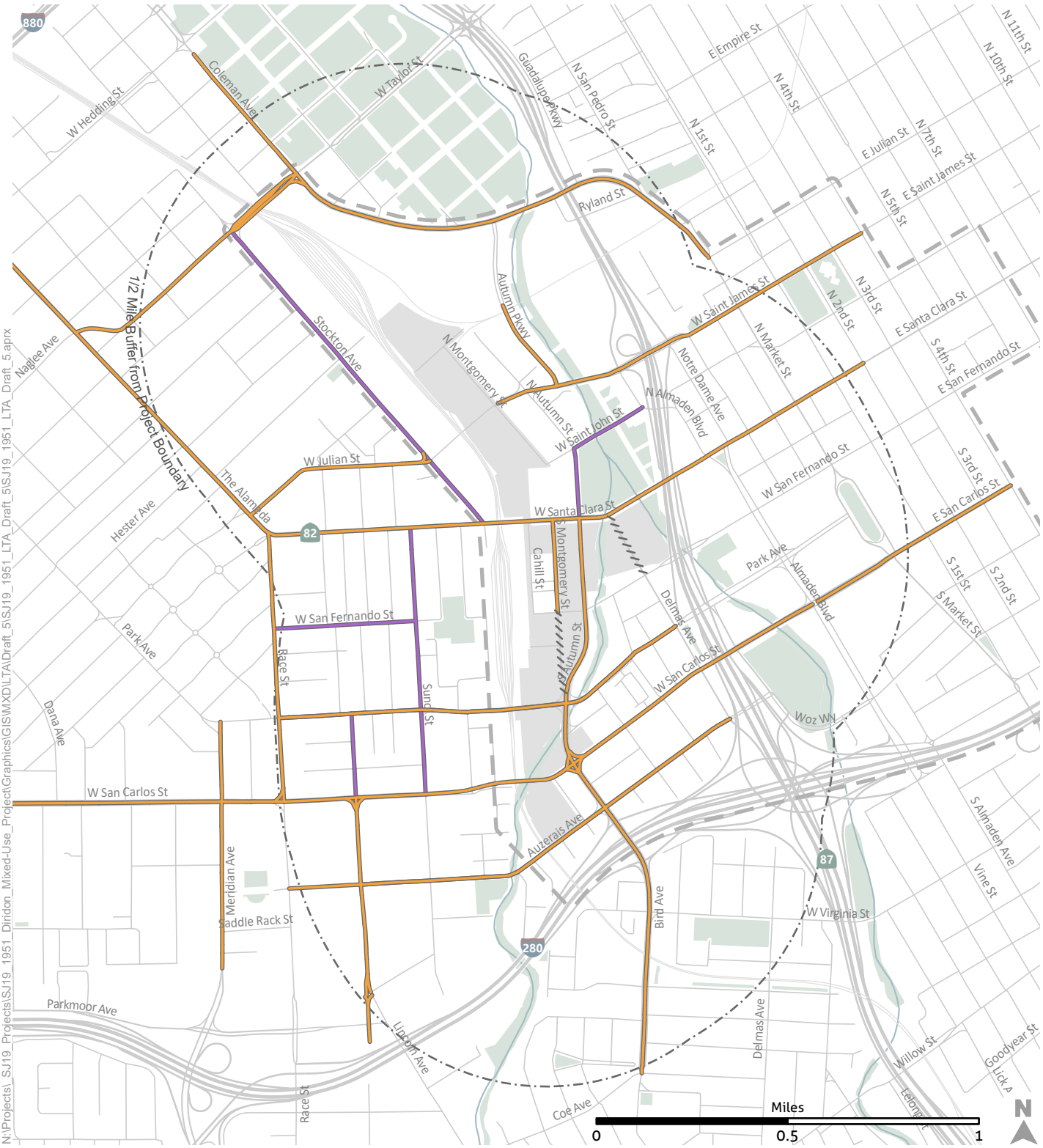
Consistent with City practices, neighborhood collectors and local streets within one-half mile of the Project were identified to be analyze for potential cut-through traffic. Streets south of I-280 and east of SR 87 were excluded since few local streets connect across freeways. Neighborhood streets that connect two major streets or run parallel to a major corridor have the highest potential for cut-through traffic and speeding.

11.2.3 Locations for Potential Cut-Through Traffic and Speeding

The Project's trip assignment and the local street grid were reviewed to identify likely cut-through traffic locations. The streets most likely to have Project-generated cut-through traffic and speeding are shown in **Figure 38**. Per City guidelines, these streets are

- classified as local or neighborhood collectors,
- connect or run parallel to major thoroughfares, and
- are likely to carry higher volumes of cut-through traffic or speeding based on the traffic assignment.

While these are initial assumptions based on available data, travel behavior related to cut-through traffic is hard to predict. The monitoring approach detailed in the subsequent section is designed to capture the areas most likely to be affected; however, the final Neighborhood Traffic Intrusion Plan should be flexible and should be adjusted to reflect observed travel patterns in surrounding neighborhoods.



Project Boundary

Downtown Core Boundary

Proposed Monitoring Locations for Cut Through Traffic and Speeding Concerns

Not Subject to the Traffic Calming Program

Future Street Closures

Figure 38

Likely Cut-Through Traffic Locations

Downtown West

11.2.4 Monitoring Framework

This section outlines the monitoring framework components to evaluate possible future neighborhood cut-through traffic and speeding, as well as, strategies to address identified issues. The monitoring framework would be incorporated into the final Parking Intrusion Monitoring Plan.

11.2.4.1 Data Collection

Per San José's *Transportation Analysis Handbook*, at least two sets of vehicle speed and volume counts should be conducted to evaluate cut-through traffic and speeding:

- **Baseline counts** should be conducted after Project approval and before construction begins, which would likely be in 2020 or 2021. Baseline counts should be conducted at the likely cut-through traffic locations identified on **Figure 38**. Baseline counts would periodically need to be reestablished as major changes to the background conditions occur that would potentially increase neighborhood traffic intrusion from other uses, such as after Caltrain Electrification, BART to Diridon station, or construction of other major developments in the area.
- **Interim post-occupancy counts:** The Project is expected to take several years to be fully constructed. If cut-through traffic becomes a concern before the Project is complete, an interim set of counts could be conducted when Phase 1b of the Project is 75 percent occupied.
- **Post-occupancy counts** should be conducted after the Project has been completed and occupied for six to 12 months. After the first post-occupancy counts, monitoring counts would occur annually for no more than four years, as requested by the City. These counts should be conducted at the same monitoring locations shown on **Figure 38**.

The current uses around the Project area, including the SAP Center and Diridon Station, may already be responsible for a share of cut-through traffic and potentially speeding on nearby streets. As the Project is built and new development continues in the Diridon neighborhood, cut-through traffic and speeding may increase overall even if it is not generated by the Project. The Project would be responsible for the monitoring program and its proportional share of the costs to implement these strategies, as needed.

All data collection should take the form of 48-hour speed and volume studies, conducted by a third-party count specialist or consultant. To best capture typical conditions, counts should be conducted on a Tuesday, Wednesday, or Thursday in the spring or fall when schools are in session during a week without holidays. The consultant would prepare a memorandum comparing the post-occupancy counts to the baseline counts as well as to the Project's initial trip distribution assessment (**Figure 28**) to evaluate if traffic intrusion is occurring on neighborhood streets.

11.2.4.2 Levels of Traffic Calming Measures

Per the City of San José's *Transportation Analysis Handbook* (2018), a project may be required to construct traffic calming measures if traffic generated by the project results in excessive traffic speeds or traffic volumes on neighborhood streets.[21]

The City's Traffic Calming Policy establishes criteria for two levels of traffic calming:

- **Basic traffic calming** includes installation of traffic control devices, traffic enforcement, and safety education;
- **Comprehensive traffic calming measures** are physical roadway design features or dynamic signage or warning systems and are considered on residential, two-lane local or neighborhood collector streets with a maximum posted speed of 30 mph.[22]

11.2.4.3 Cut-Through Traffic Thresholds

Streets must meet one of the following thresholds to be considered for traffic calming treatments:

- Local Streets with a posted speed limit of 25 mph and 1,000-3,000 vehicles per day
    - 85th percentile speed of 33 mph or more, or
    - 40 percent or more of daily traffic is cut-through traffic
- Neighborhood Collector Streets with a posted speed limit of 25 mph or 30 mph and 1,000-6,000 vehicles per day
    - 85th percentile speed of 33 mph or more on 25 mph posted streets, or
    - 85th percentile speed of 37 mph or more on 30 mph posted streets

If a street included in the intrusion monitoring program for the proposed Project meets one of these thresholds, it is a candidate for traffic calming measures. The consultant would coordinate with City staff to review the analysis and determine if and what types of traffic calming measures should be implemented to eliminate or minimize the portion of the adverse impacts resulting from the Project.

11.2.5 Cut-Through Traffic and Speeding Management Strategies

Table 63 lists the traffic calming options included in the City's Toolkit. It also identifies the level of estimated cost and secondary effects of implementing each strategy. As Diridon Station develops, there is potential for additional neighborhood cut-through traffic due to increased use of the existing Diridon Station, SAP Center, and other local destinations. The Project would be responsible for its proportional share of the costs to implement these strategies, as needed.

[21] *Transportation Analysis Handbook* (2018). Section 4.18, City of San José Department of Transportation.
[22] *Traffic Calming Toolkit*. City of San José Department of Transportation. https://www.sanJoséca.gov/home/showdocument?id=2432

Table 63: Cut-through Traffic and Speeding Management Strategies

Strategy Name	Estimated Cost to Implement	Factors Addressed					
		Reduce Speed	Reduce Volume	Improve Safety for People Who Are:			Improve Neighborhood Character
				Driving	Walking	Bicycling	
Basic Measures							
Police Enforcement	Subject to resources	Yes	No	Yes	Yes	Yes	None
Parking Enforcement	Subject to resources	No	No	Yes	Yes	Yes	No
Radar Trailer	Subject to resources	Yes	No	Yes	Yes	Yes	None
Safety Education	Subject to resources	Yes	No	Yes	Yes	Yes	None
Curb Markings	Minor	No	No	Yes	Yes	Yes	No
Striping	Minor	Possible	Possible	Yes	Possible	Yes	Possible
Signs (speed limit, curve warning, parking restrictions, etc.)	Minor	Possible	No	Yes	Yes	Yes	No
High-Visibility Signs	Minor	Yes	No	Yes	Yes	Possible	No
Crosswalks	Minor	No	No	No	Yes	No	No
High-Visibility Crosswalks	Minor	No	No	Possible	Yes	No	No
Truck Restriction	Minor	No	Possible	No	Yes	Yes	No
Stop Signs	Minor	No	Possible	Yes	Yes	Yes	No
Residential Parking Program	Depends on area size and cost to residents	No	No	No	No	No	Possible
Comprehensive – Level 1 Measures							
Radar Speed Display Signage	$15K-20K/sign ongoing O&M	Yes	No	Yes	Yes	Yes	No
School Zone Beacons	$12K-$15K/pair ongoing O&M	Yes	No	Yes	Yes	Yes	No
Enhanced Crosswalks (flashing beacons or textured asphalt)	$30K-$50K/ location ongoing O&M	Yes	No	Yes	Yes	Yes	No
Road Bumps	$7K each	Yes	Possible	No	Yes	No	No
Bulb-outs	$60K-$600K/pair	Yes	Possible	No	Yes	No	Possible

Table 63: Cut-through Traffic and Speeding Management Strategies

Strategy Name	Estimated Cost to Implement	Factors Addressed					
		Reduce Speed	Reduce Volume	Improve Safety for People Who Are:			Improve Neighborhood Character
				Driving	Walking	Bicycling	
Traffic Circle	$60K-$100K ongoing O&M if landscaped	Yes	Possible	No	No	No	Yes
Chokers	$20K/pair (detached) ongoing O&M if landscaped	Yes	Possible	No	No	No	Yes
Medians	$20K-$40K each ongoing O&M if landscaped	Yes	Possible	No	No	No	Yes
Chicanes	$10K each (detached) ongoing O&M if landscaped	Yes	Possible	No	No	No	Yes
Comprehensive – Level 2 Measures							
Diverters	Depends on design	Possible	Yes	No	No	No	Possible
Partial Closure	Depends on design	Possible	Yes	No	No	No	Possible
Extended Median	Depends on design	Possible	Yes	No	Yes	No	Possible
Full Closure	Depends on design	Possible	Yes	No	Yes	No	Possible

Source: City of San José Department of Transportation, *Traffic Calming Toolkit*.

11.3 Parking Intrusion Monitoring

The Project has proposed a total parking supply of no more than 7,160 spaces; of which no more than 4,800 publicly available parking spaces would be provided for the commercial uses and no more than 2,360 spaces would be provided the for residential uses. In addition, the Project includes market-rate parking pricing for commercial uses and unbundled parking for residential uses. The proposed commercial parking supply is lower than required by City code; though is anticipated to meet the site's demand as discussed in **Chapter 10**. However, having a reduced parking supply and parking pricing could result in some drivers choosing to try and find parking in the surrounding neighborhoods by either driving when viable non-driving options are not available or avoiding paying for parking. This could

adversely affect nearby residents and businesses that rely upon on-street parking, and the Project is required to have a parking monitoring plan to evaluate nearby neighborhoods for parking intrusion.

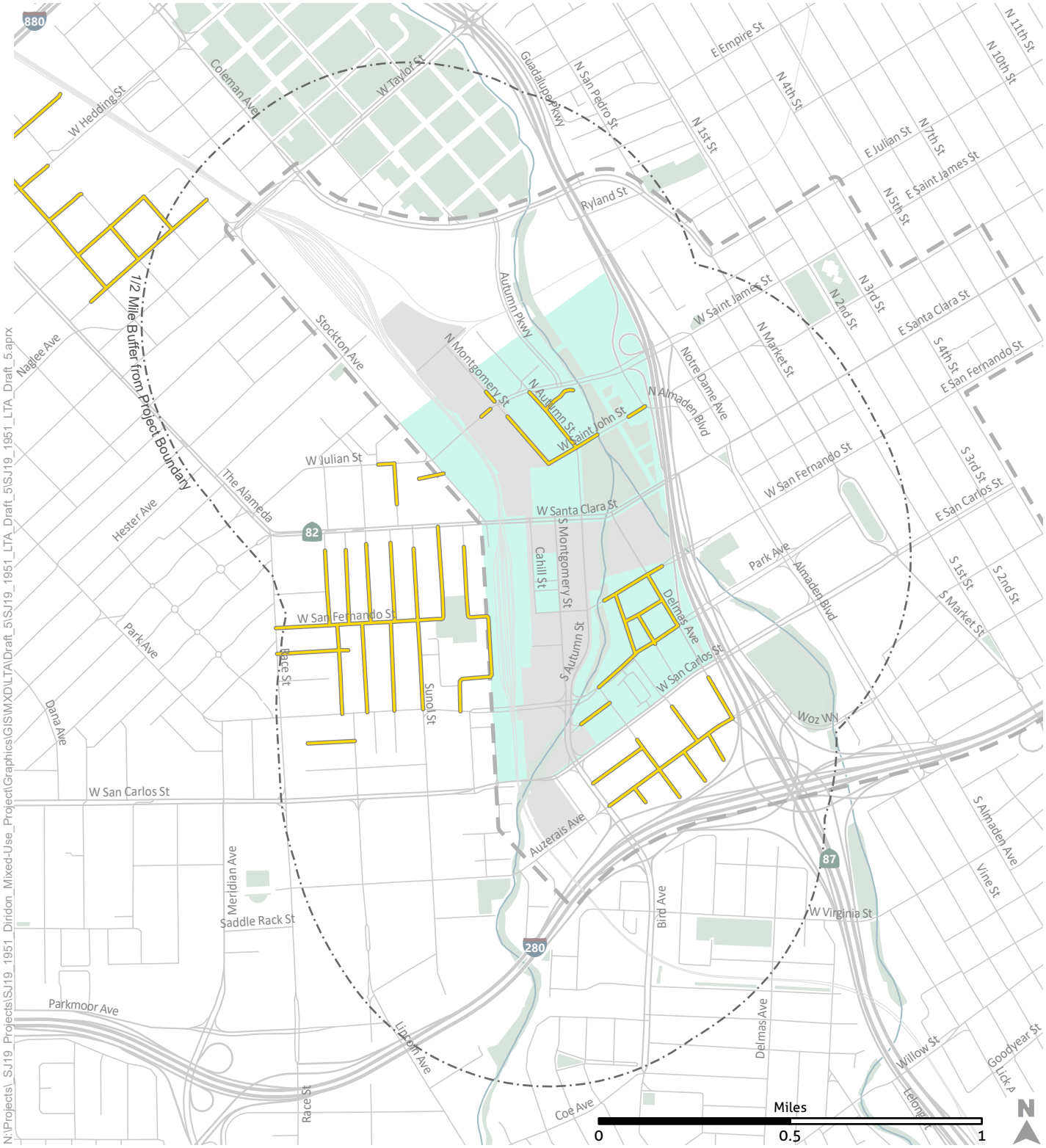
11.3.1 Existing Parking Program and Meter Areas

Currently, there are seven residential parking programs (RPPs) on streets within one-half mile of the Project, as shown on **Figure 39** and summarized below:

- College Park
- Garden/Alameda
- St. Leo's
- Cahill Park
- Autumn/Montgomery
- Parkside
- Delmas Park

Six of the RPPs offer unlimited residential permits and two guest permits per residence. Cahill Park does not offer any residential permits and only one guest permit per residence. All seven programs offer business permit parking for employees depending on the availability of off-site parking and visitor parking needs.

The Arena/Diridon Area Parking Meter District encompasses a portion of the Project area, bounded by Cinnabar Street on the north, White Street on the west, W San Carlos Street on the north, and SR 87 on the east. The meters in this district have variable time limits and hours of implementation. **Figure 39** also shows the location of the Arena/Diridon Area Parking Meter District.



Project Boundary

Downtown Core Boundary

Existing Parking Restriction Type

Residential Permit Parking Program (RPP)

Arena/Diridon Area Parking Meter District

Figure 39

Existing Parking Restrictions

Downtown West

11.3.2 Parking Spillover Locations

Existing parking restrictions and street connectivity near the Project were reviewed to identify potential locations for spillover parking due to the Project. Several parking spillover locations were identified within one-half mile of the Project. Project residents and workers are unlikely to park more than a ten-minute walk (or one-half mile) from the Project, and they are also unlikely to park west of SR 87, since most of the parking in downtown San José is already time restricted or fee-based. The Bird Avenue overpass is walkable, so the streets south of I-280 were included in the potential spillover parking locations. It is also unlikely that streets with residential parking programs would be used due to the possibility of getting a ticket for parking in these locations, though increased enforcement may be necessary to continue the effectiveness of the existing RPPs.

Figure 40 shows the most likely parking spillover locations near the site. While these are initial assumptions based on available data, future parking patterns are hard to predict. The monitoring approach detailed in the subsequent section is designed to capture the areas most likely to be affected; however, the final Parking Monitoring Plan should be flexible and should be adjusted to reflect observed parking patterns in surrounding neighborhoods.

11.3.3 Monitoring Framework

This section outlines the monitoring framework components to evaluate possible parking spillover in the neighborhood surrounding the Project and identifies strategies to address parking spillover issues that may arise. The monitoring framework would be incorporated into the final Parking Intrusion Monitoring Plan.

11.3.3.1 Data Collection

Per San José's *Transportation Analysis Handbook*, at least two parking surveys should be conducted to evaluate potential parking spillover:

- **Baseline counts** should be conducted after Project approval and before construction begins, which would likely be in 2020 or 2021. Baseline counts would periodically need to be reestablished as major changes to the background conditions occur that would potentially increase neighborhood traffic intrusion from other uses, such as after Caltrain Electrification, BART to Diridon station, or construction of other major developments in the area. Baseline counts should be conducted at the likely parking spillover locations identified on **Figure 40**. Data to be collected include the parked vehicles, the number of legal on-street parking spaces (parking inventory) for each street segment within monitoring area.
- **Interim post-occupancy counts:** The Project is expected to take several years to be fully constructed. If parking spillover becomes a concern before the Project is complete, an interim set of counts could be conducted when Phase 1b of the Project is 75 percent occupied.
- **Post-occupancy counts** should be conducted after the Project has been completed and occupied for six to 12 months. These counts should be conducted at the same monitoring locations shown on **Figure 40**.

For the post-occupancy counts, the data should also include license plate inventory from the peak periods compared to the inventory from the non-peak periods. To identify parking intrusion, vehicles recorded during a non-peak period are assumed to belong to a neighborhood resident.

The post-occupancy counts may determine that parking spillover is occurring, but it is difficult to determine whether this is the result of the Project or of other future development. Therefore, the Project would be responsible for the monitoring program and for a proportional share of the management strategies cost, as needed.

The parking surveys should be 48-hour occupancy and turnover surveys for two consecutive weeks each. To best capture typical conditions, counts should be conducted on a Tuesday, Wednesday, or Thursday in the spring or fall when schools are in session during a week without holidays.

Based on the parking survey results, the City's Department of Transportation may recommend the implementation of a parking plan. This may include establishment of an RPP, installation of parking control signs, and other parking management strategies. The Project would be responsible for a proportional share of the recommended parking management strategies cost. **Table 64** includes potential parking management strategies that could help reduce parking intrusion from the Project's residents and visitors.

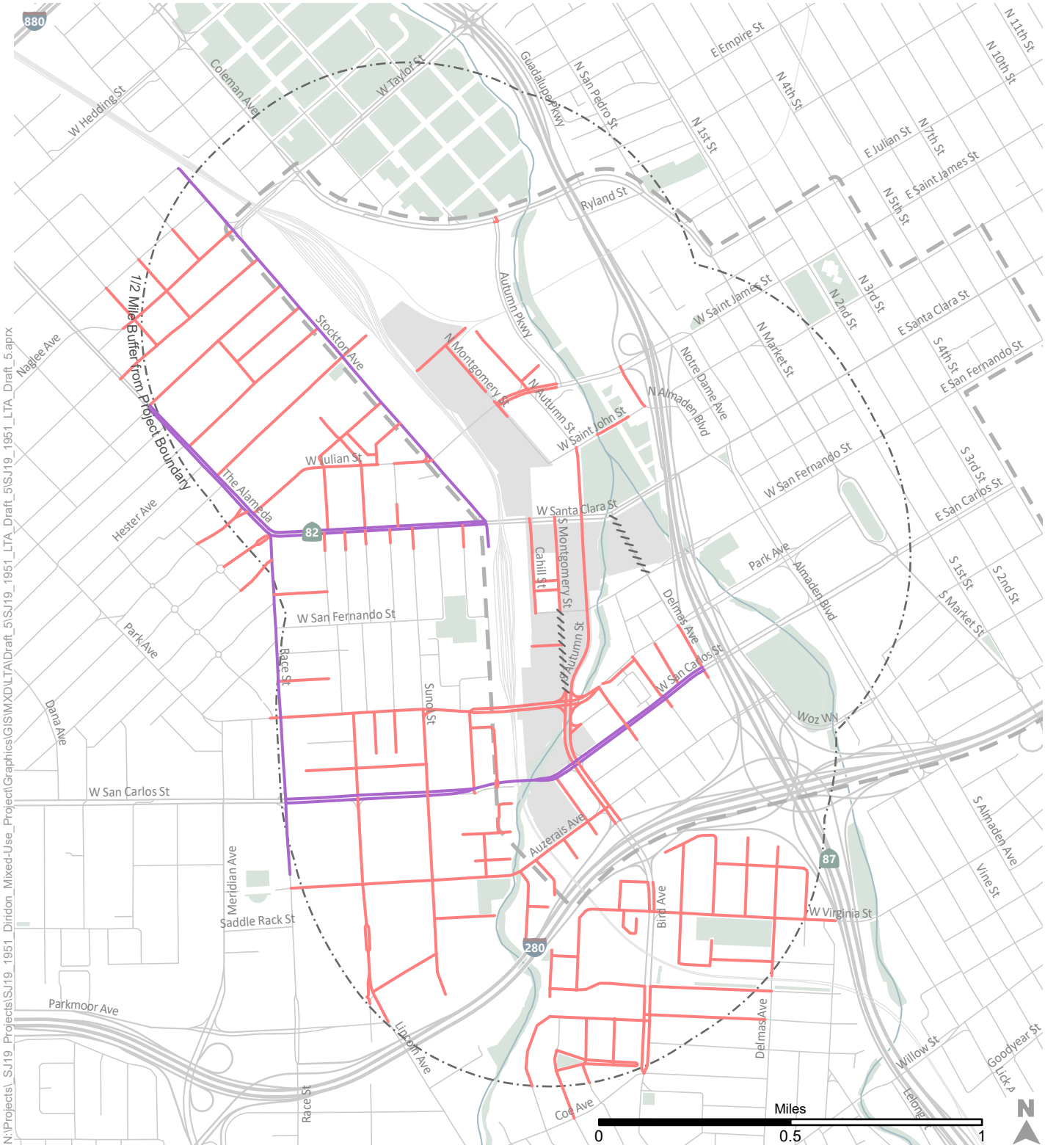
11.3.3.2 Thresholds

San José has not documented a threshold for parking spillover from a new development. For the purposes of the Project's parking intrusion monitoring plan, we recommend the following thresholds:

- On-street parking occupancy is 75 percent or higher and parking intrusion from outside the neighborhood is at least 50 percent, or
- On-street parking occupancy is 85 percent or higher on at least 60 percent of street segments of a neighborhood

The establishment of an RPP would generally only occur if there is an adequately-sized zone of a minimum of 150 households in a quarter-mile radius area that is within a half-mile radius from the Project site and after adequate outreach to determine neighborhood support.





Project Boundary

Downtown Core Boundary

Areas of Potential Parking Intrusion/ Areas for Parking Monitoring

Monitoring Areas for Time Restricted Parking

Future Street Closures

Figure 40

Likely Parking Intrusion/Spillover Locations

Downtown West

11.3.4 Parking Intrusion Management Strategies

The City of San José has not adopted formal parking management guidelines. However, parking management strategies such as time limits, metering, and residential parking programs have been implemented in San José and other cities to efficiently manage on-street parking spaces. To identify potential approaches to managing spillover parking near the Project, best practices and strategies for parking management were pulled from several documents:

- SANDAG, (2014), Regional Parking Management Toolbox
- Metropolitan Transportation Commission (2007), Reforming Parking Policies to Support Smart Growth
- Bay Area Rapid Transit District (2000), Parking Management Toolkit, Strategies for Action in BART Station Areas

11.3.4.1 Strategies

The following is a description of each parking management strategy included in **Table 64** below.

Time Limits & Restrictions: Time-based parking restrictions prohibit parking for certain periods to preserve roadway capacity during peak commuting periods and to save parking resources for particular user groups. In residential areas adjacent to commercial areas, parking time limits are used to discourage long-term parking by employees of the businesses in the commercial areas. In commercial areas, typically by petition of the business/property owners, time limits are used to encourage turnover of parking spaces to provide short-term parking for visitors to the commercial areas.

Parking Charges: A system of differentiated parking meter rates is a key element in encouraging drivers to use parking efficiently by directing long-term parking to less convenient spaces and gaining the most productivity from the most attractive on-street spaces. There are many alternatives for collecting on-street parking charges ranging from traditional parking meters to centralized parking machines, to smart meters with debit card systems. Rates can be set or variable based on occupancy and peak demand periods.

Parking Benefit District: This strategy is a variation of an on-street parking charge scheme for residential areas. Instead of prohibiting non-resident parking in neighborhoods, as occurs with a residential permit parking program, non-resident parking could be allowed with an appropriate parking charge. Revenues from the nonresident parking can flow back to the community for neighborhood or transportation improvements.

Urban Design/Signage: Urban design features can make more distant on-street parking spaces known to commuters and enhance pedestrian connections to those spaces. Good signage can direct parkers quickly and efficiently to available spaces.

Parking Permits: Permits are issued to regulate who can park by time, day, or location restrictions. These can be residential or commercial. Permitting can be monitored electronically through online registration and license plate recognition enforcement, or through traditional enforcement.



Commercial Vehicle Parking: Specific parking spaces for commercial activity can be provided through time of day restrictions, time restrictions, or commercial vehicle permits. This allows curb space for loading and unloading activities and can reduce illegal parking and vehicles circling for a parking space.

Residential Parking Program: Preferential or permit parking districts restrict parking for all motorists, but area residents and their guests are exempt from the special parking restrictions if they have and display parking permits. Permit parking can also be applied to on-street parking in commercial districts to provide unrestricted access to parking for residents and employees who have businesses in a parking district. The Project would be responsible for the costs associated with conducting an initial study and installing improvements for the expanded RPP zone, in cooperation with the City.

Enforcement: Parking Enforcement usually involves writing and issuing parking citations or warnings relating to violation of codes, laws, regulations, and validation programs for on-street parking. This can be accomplished by enforcement officers or technology such as license plate recognition software.

Comprehensive Curb Lane Management Policy: A comprehensive policy for curb lane management helps City staff establish priorities for different curb uses such as parking, bike lanes, or freight loading zones on each section of street. This can help with balancing the needs of all users, efficiently managing the curb space, and City decision making.

TDM Strategies: Transportation Demand Management strategies are programmatic strategies and policies that encourage the use of other modes of transportation besides single-occupancy vehicles (SOV). There are many different types of TDM strategies but some that can influence parking demand are:

- Incentives for using non-SOV modes such as walking, bicycling, transit, and shared vehicles
- Outreach and education about using non-SOV modes
- Unbundled parking
- Parking cash out

Table 64: Parking Management Strategies

Strategy Type	Strategy Name	Potential Issues this Strategy Addresses						
		Use		Non-Compliance	Congestion due to Circulation	Inefficient Curb Use	Uneven Parking Patterns	Extended Parking Times
		Residential	Commercial					
Parking Restrictions	Implement Time Limit Restrictions	X	X		X	X	X	X
	Reduce Time Limits		X		X	X		X
	Install Parking Meters/ Smart Parking Meters		X		X			X
	Implement Paid Parking Program		X		X		X	X
	Improved Signage	X	X	X		X		X
	Parking Permits	X	X		X			
	Commercial Vehicle Parking		X	X	X	X		
	Residential Parking Program	X			X			
Enforcement	Expand Parking Enforcement	X	X	X			X	X
	Issuance of Warnings	X	X	X			X	X
	License Plate Recognition Enforcement	X	X	X	X		X	X
Policy	Comprehensive Curb Lane Management Policy	X	X	X		X	X	X
	Outreach and Education	X	X	X			X	
	Policies and Incentives that Promote other Modes	X	X	X	X	X	X	X
	Support TDM Strategies to Reduce Parking Demands	X	X		X		X	

Note: This table is not comprehensive; the parking management plan elements would be decided by City staff in conjunction with project management staff.

Sources: SANDAG, (2014), Regional Parking Management Toolbox
Metropolitan Transportation Commission (2007), Reforming Parking Policies to Support Smart Growth
Bay Area Rapid Transit District (2000), Parking Management Toolkit, Strategies for Action in BART Station Areas

11.4 Summary

Due to its size, the Project has the potential to generate cut-through traffic, speeding, and parking spillover on nearby neighborhood streets. To address local concerns, the Project would be required to adopt a Neighborhood Traffic Intrusion Monitoring Plan and a Parking Intrusion Monitoring Plan that implement the framework plans presented in this chapter; although specific monitoring locations, methods, and thresholds may be modified based on observed condition or new technologies. If the Project adds traffic and parking demand that exceeds the performance thresholds identified in the final monitoring plans, it would contribute a proportional share to the costs of managing cut-through traffic, speeding, and parking intrusion, including the costs of expanding the Residential Parking Permit program.

12. Construction Management Plan

This chapter outlines plans and best practices to implement during the construction of the Project. The Project construction will take place over several years and affect the transportation network within and around the Project area at various locations throughout the construction of the Project. Steps should be taken to minimize those effects as much as possible during construction to provide for the safe and efficient movement of all modes of transportation including walking, bicycling, vehicular, and transit. The sections in this chapter detail construction management recommendations for each transportation mode in addition to emergency access, loading and unloading, and parking. The sections are organized by City best practices, which specifies City guidance (as available), and additional best practices, which outlines supplementary guidance and resources for consideration as the Project sponsor develops its construction management plan for the Project.

12.1 Construction Phasing

Construction of the Project's proposed buildings, street network changes, and infrastructure would occur in three primary phases. Construction would begin in 2021 and may continue through a horizon year of 2040. The duration of each phase would vary; however, on average, each phase would last approximately five years, with the end of one phase and the start of the subsequent phase potentially overlapping one another. Actual phased implementation would likely be constrained by external factors such as construction staging for the BART Downtown extension, and thus would extend over a longer period.

Table 65 summarizes the Project's proposed construction phases, which are also shown on **Figure 13**. The Project's construction phasing is different than the phasing analyzed as part of the LTA in the previous chapters. **Table 65** summarizes how the LTA analysis phases relate to the overall development.

Table 65: Project Construction Phasing

Development Program Phases	Phase 1	Phase 2	Phase 3	Total
LTA Analysis Phases	Phase 1		Phase 2	Buildout
Land Uses				
Residential (dwelling units)	3,130	1,410	1,360	***5,900***
Active Uses (e.g., retail) (gsf)	370,000	107,000	23,000	***500,000***
Hotel (rooms)	0	0	300	***300***
Limited-Term Corporate Accommodation (rooms)	530	190	80	***800***
Office (gsf)	4,170,000	2,465,000	665,000	***7,300,000***
Event/Conference Center (gsf)	100,000	0	0	***100,000***
Central Utilities Plant	87,000	43,000	0	***130,000***
Logistics/Warehouse	50,000	50,000	0	***100,000***

Notes:
gsf = gross square feet
Source: Data provided by Google LLC in 2019

12.2 Construction Management

This section outlines the City's general guidance on construction management along with additional sources that should be considered as the Project sponsor develops its construction management plan.

12.2.1 City Best Practices

The City of San José has a *Recommended Temporary Traffic Control Plan* (RTTCP) that was developed in accordance with Section 21400 of the California Vehicle Code. The RTTCP provides high-level guidance on construction management and approves various devices that can be used on a construction site.

According to the RTTCP, warning signs, barricades, cones/delineators, guards, flags, flares, reflectors, and lights at night should be used to assist all modes of travel to navigate the construction zone. All these features should be installed and properly maintained wherever hazards exist due to moving or stationary vehicles, open excavations, construction and maintenance operations, and similar work. Barricades, channeling devices, and flashing arrow signs should be used in adherence with Part 6 of the *Manual on Uniform Traffic Control Devices* (MUTCD). Before any new detour or temporary route is opened to traffic, all necessary signs should be in place. All traffic control devices should be removed as soon as practical when they are no longer needed. When work is suspended for short periods of time, traffic devices that are no longer appropriate should be removed or covered.[23] Flaggers should also be used in situations where signs or barricades do not provide adequate traffic control, specifically,

- At all locations where warning and control devices cannot adequately control the moving traffic.
- Where the job requires the use of one lane for two directions of traffic (one flagger is required for each direction of traffic). Additional information on the use of flaggers is available in Caltrans' *Flagging Instruction Handbook*.[24]

12.2.2 Additional Best Practices

Part 6 of the MUTCD outlines the following seven fundamental principles of Temporary Traffic Control (TTC):

1. General plans or guidelines should be developed to provide safety for motorists, bicyclists, pedestrians, workers, enforcement/emergency officials, and equipment.
2. Road user movement should be inhibited as little as practical.
3. Motorists, bicyclists, and pedestrians should be guided in a clear and positive manner while approaching and traversing TTC zones and incident sites.

[23] U.S. Department of Transportation, Federal Highway Administration, 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*, 2009 Edition (pg. 550). Available online at: https://mutcd.fhwa.dot.gov/. Accessed February 8, 2020.

[24] Caltrans, 2015. *Flagging Instruction Handbook*. Available online at: https://dot.ca.gov/-/media/dot-media/programs/construction/documents/construction-compliance/safety-traffic/flagging-handbook.pdf. Accessed February 15, 2020.

4. To provide acceptable levels of operations, routine day and night inspections of TTC elements should be performed.
5. Attention should be given to the maintenance of roadside safety during the life of the TTC zone.
6. Each person whose actions affect zone safety, from upper-level management to field workers, should receive training appropriate to the job decisions everyone is required to make. Only those individuals who are trained in proper TTC practices and have a basic understanding of the principles (established by applicable standards and guidelines, including those of this Manual) should supervise the selection, placement, and maintenance of TTC devices used for TTC zones and for incident management.
7. Good public relations should be maintained.

These principles will be required consideration throughout the construction of the Project.

12.3 Temporary Traffic Control Plan Elements

The RTTCP specifies that work area planning should be done any time the normal function of a roadway is suspended. Temporary traffic control planning must provide for continuity of movement for traffic, pedestrians, bicyclists, transit operations, and access to property/utilities. The location where the normal function of the roadway is suspended is defined as the workspace. The workspace is that portion of the roadway closed to traffic, including sidewalks and bike lanes, and set aside for workers, equipment, and material. Sometimes there may be several workspaces within the Project limits. Each workspace should be signed to inform users of what to expect. Effective temporary traffic control must provide for the workers and all roadway users, while facilitating a productive work environment for the efficient completion the of activity that suspended normal use of the roadway.[25]

The RTTCP also specifies that additional information on work area accommodation can be found in the MUTCD. According to MUTCD Part 6, TTC planning should be done when the normal function of the roadway, or a private road open to public travel, is suspended. TTC planning provides for continuity of motor vehicle, bicycle, and pedestrian traffic (including accessible passage) movement; transit operations; and access (and accessibility) to property and utilities.[26]

All this information should be detailed in a Construction Management Plan, or Temporary Traffic Control Plan (TTCP), specific to the Project and location. The City outlines the following checklist of considerations necessary in a TTCP:

- Estimated time required to complete the job in order to determine short-term or long-range operations
- Volume and speed of traffic

[25] City of San José. City of San José Recommended Temporary Traffic Control Plan (pg. iii). Available online at https://www.sanJoséca.gov/home/showdocument?id=19947. Accessed on February 8, 2020.
[26] U.S. Department of Transportation, Federal Highway Administration, 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*, 2009 Edition (pg. 547). Available online at: https://mutcd.fhwa.dot.gov/. Accessed February 8, 2020.



- Changes in traffic conditions during the operation
- Ordinances and permit requirements
- Set up shall always start with the advance warning sign and work back to the job site
- Determination of the number and types of safety devices, cones/delineators, signs, flags, flashers, barricades, flashing arrow signs, etc., required for the job
- Flaggers, while setting up protection and during the job operation, if required (see "Overarching Construction Effects" section of this chapter for additional information on flaggers)
- Effective utilization of utility vehicles for maximum protection

To reduce potential conflicts between construction activities and pedestrians, bicyclists, transit, and autos during construction activities, the Project sponsor will require construction contractor(s) to prepare a traffic control plan for major phases of construction (e.g., demolition and grading, construction, or renovation of individual buildings). The Project sponsor and their construction contractor(s) will be required to meet with relevant City agencies to coordinate feasible measures to reduce traffic congestion. The Plan shall include consideration of SAP Center ingress and egress for event days and allow for efficient movement and safe conditions for patrons of the arena.

The Project construction has the possibility to overlap with the construction of BART Phase II, the new Diridon Station, and other nearby developments. In the event that the construction timeframes of the major phases and other development projects adjacent to the Project area overlap, the Project sponsor will be required to coordinate with City agencies through the adjacent developers to minimize the severity of any disruption to adjacent land uses and transportation facilities from overlapping construction transportation effects. The Project sponsor, in conjunction with the adjacent developer(s), will be required to propose a construction traffic control plan that includes measures to reduce potential construction traffic conflicts, such as coordinated material drop-offs, collective worker parking, SAP Center ingress/egress, transit to job site, and other measures.

12.3.1 Traffic Construction Management

The Project would have an adverse effect if it would cause traffic hazards, delays or disruptions. The following section outlines the City's best practices for managing traffic effects in construction areas, and additional best practices for consideration throughout the construction of the Project.

12.3.1.1 City Best Practices

According to the RTTCP, vehicular circulation should be maintained to the greatest extent possible, depending on the work area. Care should be taken to ensure drivers are made aware of any traffic pattern changes well in advance of the deviation. This should be done using signs, flaggers, barricades, flags, flashers, or traffic cones. A combination of treatments may be necessary depending on the circumstances and visibility. The three overarching goals of creating an environment that gives drivers enough reaction time outlined in the RTTCP are as follows:

- Drivers must be warned sufficiently in advance to allow time to think and react.
- Drivers must have time to regulate their speed, to allow them to pass through the guidance pattern with safety and ensure an even flow of traffic.
- The need for decision making must be reduced to a minimum. This can be done with a planned guidance pattern.

12.3.1.2 Additional Best Practices

Part 6 of the MUTCD outlines the components of TTC zones and specifies the need to break the zones into four components for driver clarity. Those recommended areas are as follows:

- Advance warning area: the advance warning area is the section of highway where road users are informed about the upcoming work zone.
- Transition area: a section of highway where road users are redirected out of their normal path.
- Activity area: a section of the highway where the work activity takes place.
- Termination area: the termination area is the section of the highway where road users are returned to their normal driving path.

The construction management plan for the Project will be required to address the needs of each TTC zone and make appropriate recommendations.

The Project sponsor will be required to work with the City on a detailed TTC plan for vehicular circulation. It will include the aforementioned components and will aim to address the major themes of timely driver warning with conspicuous sign location, speed regulation, and appropriate barricades depending on the circumstance.

12.3.2 Transit Construction Management

The Project would cause direct effects to the operation of VTA bus and light rail within the Project area. Specifically, the construction would affect the Green Line (light rail), and bus routes 17, 64A, 22, and Rapid 522. The following section outlines the City's best practices for managing transit effects in construction areas, and additional best practices for consideration during construction of the Project.

12.3.2.1 City Best Practices

According to the City's RTTCP, "special plan preparation and coordination with transit… will be needed to receive input and support."[27] This statement suggests VTA should be notified of the Project and a plan should be developed to accommodate the affected stations and stops within the construction area. The RTTCP also recommends adhering to the recommendations outlined the Part 6 – Temporary Traffic Control, of the MUTCD.

[27] City of San José. City of San José Recommended Temporary Traffic Control Plan. Available online at https://www.sanJoséca.gov/home/showdocument?id=19947. Accessed on February 8, 2020.

12.3.2.2 Additional Best Practices

Most directly related to transit, the MUTCD outlines the importance of bus and transit circulation in the affected area as part of the TTC. The MUTCD also indicates that transit stops affected by the work activity should have pedestrian and vehicular access provided and maintained throughout the duration of the activity.

The Project sponsor will be required to coordinate with VTA and the City to incorporate the appropriate transit management practices into the Project's TTCPs. The creation of conspicuous and accessible transit stops and stations will be required.

12.3.3 Pedestrian Construction Management

The Project would cause direct effects to the sidewalks and walking paths throughout the Project area. The following section outlines the City's best practices for considering pedestrians in construction areas, and additional best practices for consideration during construction of the Project.

12.3.3.1 City Best Practices

According to the City's RTTCP, "when the work area encroaches upon a sidewalk, walkway, or crosswalk area, adequate protection for the safety of pedestrians must be provided."[28] There are three threshold considerations in planning for pedestrians in temporary traffic control zones on highways and streets:

- Pedestrians should not be led into direct conflicts with work site vehicles, equipment, or operations.
- Pedestrians should not be led into direct conflicts with mainline traffic moving through or around the work site.
- Pedestrians should be provided with a convenient travel path that replicates as nearly as possible the most desirable characteristics of sidewalks or footpaths.[29]

The City's RTTCP also specifies that the needs of persons with disabilities must be considered when designing and implementing detoured routes. Signing should be used to direct pedestrians to newly established street crossings as part of the construction, and those crossings should be at intersections – mid-block crossings should be avoided. Warning of sidewalk closures should be communicated well in advance of the closure to allow pedestrians to adjust their route when it is safe to do so. When overhead work is being performed, the pedestrian passage area below must be rerouted or protected.

[28] City of San José. City of San José Recommended Temporary Traffic Control Plan (pg. viii). Available online at https://www.sanJoséca.gov/home/showdocument?id=19947. Accessed on February 8, 2020.
[29] City of San José. City of San José Recommended Temporary Traffic Control Plan (pg. viii). Available online at https://www.sanJoséca.gov/home/showdocument?id=19947. Accessed on February 8, 2020.

While not preferable, if pedestrian movement directly through a work site is necessary, a separate footpath without substantial grade changes or terrain should be provided. Movement by work vehicles and equipment across designated pedestrian paths should be minimized and controlled by flaggers.

In places where pedestrians are especially vulnerable to impact by errant vehicles, all foot traffic should be separated and protected by longitudinal barrier systems. Where a barrier is clearly needed, it should have enough strength and low deflection characteristics to keep vehicles from intruding into the pedestrian space.

12.3.3.2 Additional Best Practices

Part 6 of the MUTCD states that, "When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. Where pedestrians with visual disabilities normally use the closed sidewalk, a barrier that is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk."[30]

The Project sponsor will be required to coordinate with the City of San José to incorporate the appropriate pedestrian management practices into the Project's TTCPs, such as planning for adequate and accessible walkways and roadway crossings, appropriate sidewalk coverage if the sidewalk is exposed to construction from above, and clear signage and wayfinding where appropriate.

12.3.4 Bicycle Construction Management

The Project would cause direct effects to bike routes throughout the Project area. Bike routes most likely to be affected include those on Cahill Street, Montgomery Street, Crandall Street, Autumn Street, Santa Clara Street, and San Fernando Street; though there could be others. There is also a Bay Wheels bike sharing station on Crandall Street. The following section outlines the City's best practices for considering bicyclists in construction areas, and additional best practices for consideration during construction of the Project.

12.3.4.1 City Best Practices

The City's RTTCP states that whenever possible bicycle lanes should be maintained throughout a construction area. The guidance goes on to state bicycle warning signs should be installed where appropriate, and where a striped bicycle lane exists, the sign "Bikes Share the Lane" should be added to the Temporary Traffic Control Signs used in the construction area.

According to the RTTCP there are several considerations in planning for bicyclists in temporary traffic control zones on highways and streets:

[30] U.S. Department of Transportation, Federal Highway Administration, 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*, 2009 Edition (pg. 563). Available online at: https://mutcd.fhwa.dot.gov/. Accessed February 8, 2020.

- A travel route that replicates the most desirable characteristics of a wide paved shoulder or bikeway through or around the traffic control zone is desirable for bicyclists.
- If the traffic control zone interrupts the continuity of an existing bikeway system, signs directing bicyclists through or around the zone and back to the bikeway is desirable.
- Unless a separate bike path through or around the traffic control zone is provided, adequate roadway lane width to allow bicyclists and motor vehicles to travel side by side through or around the zone is desirable.
- Bicyclists shall not be led into direct conflicts with mainline traffic, work site vehicles, or equipment moving through or around the traffic control zone.[31]

12.3.4.2 Additional Best Practices

Part 6 of the MUTCD indicates that if a signed bicycle route is closed due to construction an adequate alternative route should be provided. Bicyclists should not be directed to a sidewalk or side path due to conflicts that may create with pedestrians.

The Project sponsor will be required to coordinate with the City to develop a component of the TTC plan that address bicycle routes. If a bicycle route is disrupted during the Project construction, the Project sponsor will be required to provide a reasonable and accessible alternative and create clear wayfinding to the alternative route.

12.3.5 Loading Construction Management

For the purposes of this study the term "loading" is considered freight and delivery truck circulation in the construction area. This section does not include loading in the context of the construction site. However, construction site loading and unloading should be addressed in detail in the construction management plan. The Project would cause direct effects to the loading throughout the Project area. The following section outlines the City's best practices for considering loading in construction areas, and additional best practices for consideration during construction of the Project.

12.3.5.1 City Best Practices

The City's RTTCP does not offer much detail on loading, unloading, and goods movement as it relates to construction areas. It does state that, "during temporary traffic control activities, commercial vehicles may need to follow a different route from automobiles because of bridge, weight, clearance, or geometric restriction."[32] This statement suggests freight and delivery should be accommodated in a construction area by way of alternative routes, if necessary. Additional details on freight will be required in the construction management plan. And as part of that planning process a detailed inventory of merchants in the Project area will be required to assess freight needs, schedules, and locations.

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[31] City of San José. City of San José Recommended Temporary Traffic Control Plan. Available online at https://www.sanJoséca.gov/home/showdocument?id=19947. Accessed on February 8, 2020.

[32] City of San José. City of San José Recommended Temporary Traffic Control Plan. Available online at https://www.sanJoséca.gov/home/showdocument?id=19947. Accessed on February 8, 2020.

12.3.5.2 Additional Best Practices

According the best practices found in the City's complete streets design guide, the Project sponsor will be required to include designated freight loading zones in front of commercial buildings where possible. Loading zones minimize double parking, and time restrictions help to limit heavy truck travel during the peak periods.

12.3.6 Parking Construction Management

This study considers parking effects to both on-street and off-street parking. The Project would cause direct effects to on-street parking availability and off-street parking lots. Specifically, Autumn Street on-street parking, and the Diridon Station off-street lots located directly east of the station. The following section outlines the City's best practices for considering parking in construction areas, and additional best practices for consideration during the Project construction.

12.3.6.1 City Best Practices

The City does not have guidance on parking accommodation within construction zones. The construction management plan developed for the Project will be required to include a plan for accommodating parking during construction, both for the construction workers and for people wishing to access the area's amenities, including the SAP Center and transit.

12.3.6.2 Additional Best Practices

There is limited guidance on parking in Part 6 of the MUTCD. The guidance that exists is specific to using proper signage to indicate removal of parking and regulating vehicle parking in newly established pedestrian or bicycle routes.

The Project sponsor will be required to consider parking during the Project construction. The sponsor will work with the City to determine the locations and amounts of parking that need to be created and maintained throughout construction.

12.3.7 Emergency Access Construction Management

Emergency access is defined as the ability for emergency vehicles to move into, out of, and throughout the construction area. The Project would cause direct effects to emergency vehicle access. The following section outlines the City's best practices for considering emergency vehicle access in construction areas, and additional best practices for consideration during the Project construction.

12.3.7.1 City Best Practices

The only reference to emergency vehicles in the City's RTTCP is as follows: "Special plan preparation and coordination with transit and other highway agencies, police and other emergency units, utilities, schools, railroads, etc. will be needed to receive input and support for advising motorists of potential traffic



operation situations."[33] The construction management plan developed for the Project will be required to include a plan for maintaining emergency vehicle access during construction.

12.3.7.2 Additional Best Practices

Part 6 of the MUTCD outlines guidance and standards for accommodating emergency vehicles in construction areas.

While some traffic incidents might be anticipated and planned for, emergencies and disasters might pose more severe and unpredictable problems. The ability to quickly install proper temporary traffic controls might greatly reduce the effects of an incident, such as secondary crashes or excessive traffic delays. An essential part of fire, rescue, spill clean-up, highway agency, and enforcement activities is the proper control of road users through the traffic incident management area in order to protect responders, victims, and other personnel at the site. These operations might need corroborating legislative authority for the implementation and enforcement of appropriate road user regulations, parking controls, and speed zoning. It is desirable for these statutes to provide enough flexibility in the authority for, and implementation of, TTC to respond to the needs of changing conditions found in traffic incident management areas.[34]

The Project sponsor will be required to address emergency access to and from the construction site throughout Project construction. Coordination with local emergency agencies will be required and the TTC plan will outline how emergency vehicles will access the site.

12.4 Summary

In summary, the Project sponsor will be required to collaborate and coordinate with the City of San José to develop a robust TTC plan for each major phase that is coordinated with adjacent construction activities, as appropriate, and holistically address vehicular, bicycle, pedestrian, transit, parking, loading, and emergency vehicle access and circulation.

[33] City of San José. City of San José Recommended Temporary Traffic Control Plan. Available online at https://www.sanJoséca.gov/home/showdocument?id=19947. Accessed on February 8, 2020.

[34] U.S. Department of Transportation, Federal Highway Administration, 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*, 2009 Edition (pg. 726). Available online at: https://mutcd.fhwa.dot.gov/. Accessed February 8, 2020.

13. Roadway Network Changes

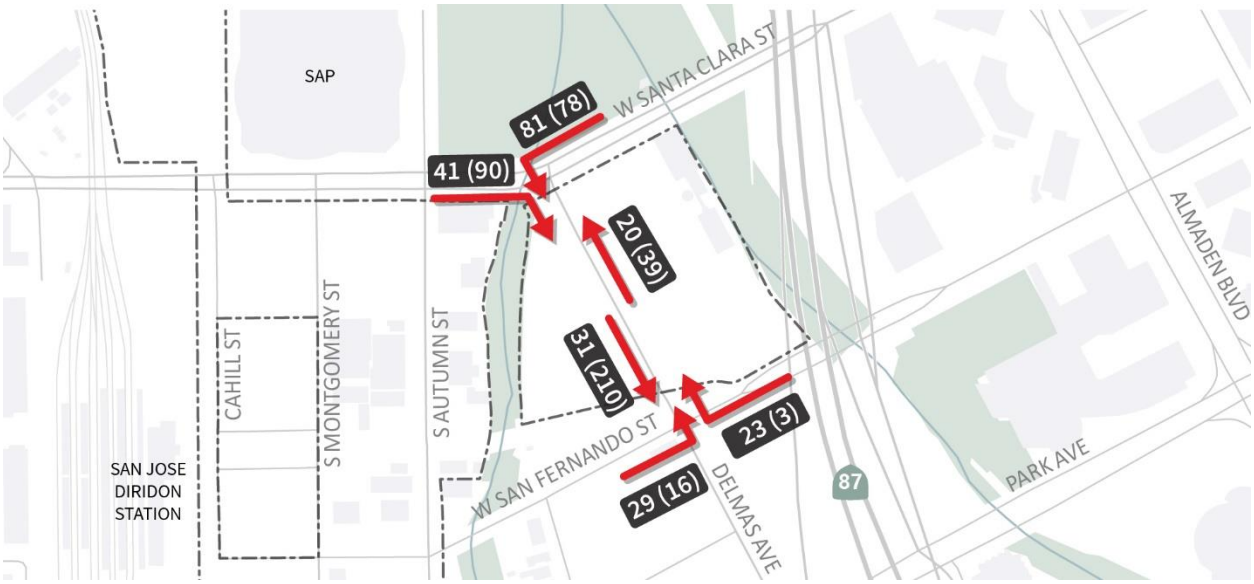
As part of the Downtown West Redevelopment Project, Delmas Avenue between West Santa Clara Street and San Fernando Street as well as Montgomery Street between San Fernando Street and Park Avenue will be closed. These two street segments are part of the City's Transportation Diagram and require additional evaluation to determine the roadway system effects of the roadway closures.

13.1 Delmas Avenue Closure

Delmas Avenue currently is a two-lane roadway that runs west of and parallel to SR-87 between West Santa Clara Street and Auzerais Street. As proposed, the Project would eliminate vehicle through access for the approximately 700-foot segment of Delmas Avenue between West Santa Clara Street and San Fernando Street. Through access would be provided for pedestrians and bicyclists only. The southern portion of the removed segment of Delmas Avenue would be reconfigured as a private street/driveway from West San Fernando Street. This new private street would connect with two new private streets between West San Fernando Street and West Santa Clara. These new streets would provide parking access to the proposed development on the portion of the Project area between Los Gatos Creek and the Guadalupe River.

Currently, the segment of Delmas Avenue between Santa Clara Street and San Fernando Street primarily provides access to the surface parking lots on the east and west sides of the roadway. As shown on **Figure 41**, about 80 vehicles in each the morning and evening peak hours access Delmas Avenue via the westbound left-turn from West Santa Clara Street, and up to 90 vehicles access it from the eastbound right-turn from West Santa Clara Street. In the morning only about 30 morning peak hour vehicles travel through Delmas Avenue to San Fernando Street, which indicates that this segment of Delmas Avenue is not used for through traffic in the morning peak hour. While in the evening about 200 vehicles approach San Fernando Street from this segment of Delmas Avenue, field observation indicated that the majority of these vehicles are exiting from the parking lots and not actual through traffic. Through traffic was mainly observed to come from the eastbound right-turn lane from Santa Clara Street onto Delmas Avenue; though with the conversion of Autumn Parkway to a two-way street, Delmas Avenue will have little to no demand for through traffic.

Figure 41: Delmas Avenue Existing (pre-COVID 19) Traffic Volumes



Vehicles from downtown San José east of SR 87 generally access Delmas Avenue south of the proposed closure via West San Fernando Street or San Carlos Street, the shortest paths of travel. For vehicles accessing Delmas Avenue from Diridon Station, most generally use Montgomery Street to West San Fernando Street. Thus, the closure of the segment of Delmas Avenue between West Santa Clara Street and West San Fernando Street would not be considered to have an adverse effect, since it generally functions as an access roadway to the fronting parcels and not as a roadway that provides through access.

Any of the nominal through traffic that currently exists could either use Autumn Street (which will be converted to two-way as part of the project) or Almaden Boulevard.

While the data indicates that the closure of Delmas Avenue would not result in any through traffic diversion, it should be noted that the Project includes a neighborhood traffic intrusion plan (**Chapter 12**) that would address any neighborhood cut-through traffic concerns.

13.2 Montgomery Street Closure

Montgomery Street is currently a southbound two-lane roadway that operates as a one-way couplet with Autumn Street. As proposed Montgomery Street would be closed to through traffic for the 950-foot segment between San Fernando Street and Park Avenue. Driveway access to individual buildings would still be maintained for the first 200 feet at the northern part of the South Montgomery Street removal, and the southern part would function as a park. Bicycle and pedestrian access would be provided via several pathways.

The removal of this segment of South Montgomery is offset by the extension of two-way Cahill Street to the west and two-way conversion of Autumn Street to the east. The Project would be required to comply with the City's Complete Streets Design Standards and Guidelines and the Downtown West Design

Standards and Guidelines that would allow for adequate vehicle access to the Project area or surrounding areas. Design requirements deemed necessary by the City would be incorporated into the final design of each roadway.

13.3 Delmas Avenue Light Rail Crossing

The light rail tracks cross Delmas Avenue immediately north of West San Fernando Street. The closure of Delmas Avenue between Santa Clara Street and San Fernando Street would eliminate the at-grade crossing of a public street of the light rail tracks; however, the Project is proposing to provide garage access on the current alignment of Delmas Avenue that crosses the light rail tracks. The Project applicant would fund a study to evaluate the operational conflict due to the closure of Delmas Avenue and the garage access interface with the at-grade light-rail crossing.

13.4 Summary

The Project would be required to comply with the City's Complete Streets Design Standards and Guidelines and the Downtown West Design Standards and Guidelines. Compliance would be governed by Council policy 5-1, which will require subsequent focused LTAs that evaluate internal roadway circulation in detail to ensure adequate lanes are provided, while balancing the needs for bicycle and pedestrian travel and activities. City review of the future focused LTAs would ensure that all proposed roadway network changes (i.e., additions or removals of street segments) would allow for adequate vehicle access to the Project area or surrounding areas. Design requirements deemed necessary by the City would be incorporated into the final design of each roadway.

14. Conclusions

The results of the local transportation analysis for the proposed Downtown West Mixed-Use Rezoning and Development Plan are summarized below. Improvements required to address adverse effects are include in **Table 2**.

- **Transit Demand**: Model results indicate the Project will utilize both local and regional transit during all phases of development. While analysis of Project buildout conditions shows the Project would potentially result in crowding of key transit services if there is no increase in those services, cumulative conditions show that Project-generated transit trips would use around 15 percent of total daily transit capacity, and up to 20 percent of peak hour transit capacity. The Project would continue to provide access to Diridon Station and bus stops to help facilitate this growth in transit demand. In short, while the Project would contribute many peak hour riders to all transit services in its vicinity, those increases in ridership would not themselves create barriers to transit use. The Project would maintain and support public transit use, and as such would not have an adverse effect on transit access or demand**.**
- **Transit Delay**: The added vehicular traffic from the Project would result in an adverse effect to transit delay. To address the adverse effect and to support the Project's multimodal and TDM goals, the Project applicant will fund a study to evaluate the feasibility of a dedicated public service lane along Santa Clara Street/The Alameda between 17th Street and I-880.
- **Bicycle Network**: The Project would not have an adverse effect on the bicycle network. The Project proposes a bicycle network that would connect to and complement the City's existing and proposed bike network to optimize multimodal options to create a network for all users, with renewed emphasis on bicycle and pedestrian travel within the Project area. The Project includes several proposed bike network changes to provide bicycle connectivity within the Project area and the following select bike network improvements that implement or complement the City's Better Bike Plan 2025.
    - A multi-use path parallel to the light rail tracks between South Montgomery Street and West San Fernando Street.
    - Off-street path connections along Los Gatos Creek within the Project boundary will fill in gaps in the existing trail, with an off-street path connection (Class I) running along the western edge of the Los Gatos Creek between Auzerais Avenue and Park Avenue, as well as along the eastern edge of the creek from San Fernando to Santa Clara. These trail segments will be connected by on-street protected bikeways (Class IV) along Autumn Street between Park Avenue and the VTA tracks.
    - On-street bicycle facilities (Class IV or Class II) along Park Avenue, West San Fernando Street, West St. John Street, West Julian Street, South Autumn Street, North Montgomery Street, and Cahill Street

- Shared public streets that would have traffic calming, low speeds, and potential restrictions to auto travel along South Montgomery Street between West San Fernando Street and West Santa Clara Street, and Post Street between Cahill Street and South Autumn Street.
- An additional network of private streets, most of which would be generally accessible to the public and some of which would predominantly provide service and loading access. Generally accessible private streets would include a new street extending west and north from North Montgomery Street to the rear (west) of the northern most parcel (Block A1) connecting to Lenzen Avenue; a dead-end street extending west from North Montgomery Street between West Julian and West St. John Streets (within Block C1); an L-shaped street along the alignment of Delmas Avenue north of the light rail tracks and turning east to reach the Guadalupe River; and an L shaped street linking Royal Avenue and Auzerais Street (between Blocks H3 and H4). Limited-access private streets would include a service street that would run north of West San Fernando Street and parallel to Delmas Avenue at the eastern border of the project site and a service connection between Cahill Street and South Autumn Street north of Park Avenue (through Block F1).

- **Bicycle Level of Stress**: The implementation of the City's' Better Bike Plan 2025 bike network is contingent upon improvements to implement through private development, as well as, capital and grant funded projects. The LTS analysis reflects that the proposed bike facility improvements which fill in gaps in the existing network will reduce traffic stress across multiple roadways. In addition to the bicycle improvements identified above that the Project applicant will construct, the Project will contribute to a pedestrian and bicycle accommodating bridge over the creek north of San Fernando Street between Gifford Avenue and Autumn Street.
- **Pedestrian Network**: Downtown West will provide pedestrian enhancements within the Project area, but there are no proposed pedestrian improvements along the pedestrian corridors studied in this LTA. However, some of the improvements identified as part to the LOS analysis will provide additional pedestrian improvements.
- **Pedestrian Capacity Analysis**: Based on the pedestrian throughway capacity analysis, all the sidewalks are sufficient to meet the expected pedestrian volumes. Overall, the Project-generated pedestrian trips will be accommodated by the surrounding pedestrian infrastructure, as the average LOS remains at A for all scenarios, with only the platoon LOS going down to B, even with the growth in 15-min pedestrian volumes.
- **City-Guideline Required Intersection Operations Analysis**:

  - *Coleman Avenue/Taylor Street (Intersection #2)*: The Phase 1, Project Buildout, and Goal-Based Project Buildout scenarios would degrade acceptable intersection operations at Coleman Avenue/Taylor Street to unacceptable levels and meet the City's adverse effect threshold during the PM peak hour. To support the Project's multimodal and TDM goals, the project applicant would provide improvements at the Coleman Avenue/West Taylor Street intersection to enhance bicycle connectivity along West Taylor Street from Walnut Street to Stockton Avenue. Improvements to the pedestrian walkway, removal of corner islands, and widening within the existing rail undercrossing could also be included.

- *De La Cruz Boulevard/Central Expressway (Intersection #13)***:** The Goal-Based Project Buildout scenario would exacerbate unacceptable intersection operations and meet the county's adverse effect threshold during the AM peak hour. No improvements are identified for this intersection.

- **Localized Access and Queuing Analysis – Intersections**:
    - *Auzerais Avenue/SR 87 Southbound On-Ramp (Intersection #25)*: At the Auzerais Avenue/SR 87 Southbound On-Ramp, the vehicle queues for the southbound through lane on Delmas Avenue (that access the southbound SR 87 on-ramp) frequently extend back to Park Avenue, causing excessive delays along Delmas Avenue. The Project applicant will construct multimodal intersection improvement at the Auzerais Avenue/SR 87 Southbound On-Ramp intersection. Improvements include signal modifications at the intersection and widening of the Auzerais north sidewalk beneath SR 87 freeway to provide for a continues sidewalk that is not interrupted by the existing pillars from SR 87 freeway overcrossing.
- **Localized Access and Queuing Analysis – Turn-Pocket Queuing**: Several turn pocket lengths are exceeded in future volume conditions with both the Project Buildout and Goal-Based Project Buildout scenarios based on the left-turn and right-turn storage analysis. Consistent with the City's multimodal goals and the Project's TDM goals, the vehicle capacity enhancing improvements are not recommended. The Project applicant would contribute to the Bird Avenue/I-80 Bicycle-Pedestrian multimodal connection from Diridon Station area to the Gardner community.
- **Localized Access and Queuing – Off-Ramps**: All off-ramps would need additional storage capacity to minimize queue spillback onto the freeway mainline during the AM peak hour. During the PM peak hour, only the SR 87 off-ramps at Park Avenue (southbound ramp) and Woz Way (northbound ramp) would need additional storage capacity to minimize queue spillback. As an off-setting improvement consistent with the Project's multimodal and TDM goals, the project applicant will contribute to planned pedestrian and bicycle improvements at Bird Avenue/I-80 Bicycle-Pedestrian multimodal connection from Diridon Station area to the Gardner community.
- **Localized Access and Queuing – On-Ramps:** The southbound on-ramps at Julian Street, Auzerais Avenue, and Bird Avenue, as well as the northbound on-ramp at Park Avenue, would exceed the maximum capacity under the Background Plus Project Buildout scenario and queue onto the surface streets. The results under the Goal-Based scenario show that the maximum capacities meet project demand at all on-ramps. No improvements are identified for the on-ramp queuing.
- **CMP Intersection Operations Analysis**:
    - *First Street/Alma Avenue (Intersection #47)*: Project Buildout scenario would exacerbate unacceptable intersection operations and meet the VTA's adverse effect threshold during the AM peak hour under Background Conditions. No feasible improvements are identified for this intersection.
    - *The Alameda/Hedding Street (Intersection #38)*: The Goal-Based Project Buildout scenario would exacerbate unacceptable intersection operations and meet the VTA's adverse effect threshold during the PM peak hour under Cumulative Conditions. No feasible improvements are identified for this intersection.



- *The Alameda/Naglee Street (Intersection #39)*: The Goal-Based Project Buildout scenario would exacerbate unacceptable intersection operations and meet the VTA's adverse effect threshold during the PM peak hour under Cumulative Conditions. No feasible improvements are identified for this intersection.
- *Taylor Street/SR 87 (Intersection #42)*: The Goal-Based Project Buildout scenario would exacerbate unacceptable intersection operations and meet the VTA's adverse effect threshold during the AM peak hour under Cumulative Conditions. The Project will contribute to the City/Caltrans programmed signal and bikeway improvements at the Taylor Street/SR 87 interchange.
- *First Street/Goodyear Street (Intersection #46):* The Goal-Based Project Buildout scenario would exacerbate unacceptable intersection operations and meet the VTA's adverse effect threshold during the PM peak hour under Cumulative Conditions. To support the Project's multimodal and TDM goals, the Project applicant will contribute to the multimodal intersection improvements identified in the Story-Keyes Complete Streets Corridor project for the First Street/Goodyear Street intersection.

- **CMP Freeway Analysis:** Based on the CMP freeway segment analysis, the Project has freeway adverse effects at ten locations under Existing Plus Phase 1 conditions and at thirteen locations under Existing Plus Project Buildout conditions. Complete improvement of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or City to fully fund a major freeway mainline improvement. Thus, consistent with the Project's multimodal and TDM goals, no feasible improvements are identified for this intersection.
- **Vehicle Parking**: The Project will provide 2,104 fewer parking spaces than required by the City of San José's current Parking Code. However, the City's current Parking Code does not reflect the City's vision for Downtown. Specifically, the Project area would need to have 75 percent non-SOV mode split, to support the citywide goal of at least 60 percent of commute trips completed by walking, biking, transit, and carpool. Since the availability of parking encourages driving, providing less parking will encourage more trips to be completed via alternative modes and support the City's ambitious multimodal access/non-SOV goal.
- **Bicycle Parking**: The Project would provide at least 3,292 bicycle parking spaces: 1,552 for the office uses, 1,475 for the residential uses, and 265 spaces for the remaining land uses, as required by the Municipal Code.
- **Neighborhood Traffic and Parking Intrusion Monitoring Plan**: To address local transportation concerns, the Project would be required to adopt a monitoring plan as outlined in Chapter 12 and to implement pre- and post-occupancy monitoring, although specific monitoring locations may be modified based on observed conditions. If the Project adds traffic and parking demand that exceeds the performance thresholds identified here, it would contribute a proportional share to the costs of managing cut-through traffic, speeding, and parking intrusion
- **Construction Management Plan**: The Project sponsor will be required to collaborate and coordinate with the City of San José to develop a robust temporary traffic control plan for each

major phase that is coordinated with adjacent construction activities, as appropriate, and holistically address vehicular, bicycle, pedestrian, transit, parking, loading, and emergency vehicle access and circulation

- **Roadway Closures**: Delmas Avenue between West Santa Clara Street and San Fernando Street as well as Montgomery Street between San Fernando Street and Park Avenue will be closed. These two street segments are part of the City's Transportation Diagram and are further evaluated.
    - *Delmas Avenue*: The closure of the segment of Delmas Avenue between West Santa Clara Street and West San Fernando Street would not be considered to have an adverse effect, since it generally functions as an access roadway to the fronting parcels and not as a roadway that provides through access.
    - *Montgomery Street*: The removal of this segment of South Montgomery is offset by the extension of two-way Cahill Street to the west and two-way conversion of Autumn Street to the east.
    - Delmas Avenue Light Rail Crossing: The light rail tracks cross Delmas Avenue immediately north of West San Fernando Street. The closure of Delmas Avenue between Santa Clara Street and San Fernando Street would eliminate the at-grade crossing of a public street of the light rail tracks; however, the Project is proposing to provide garage access on the current alignment of Delmas Avenue that crosses the light rail tracks. The Project applicant would fund a study to evaluate the operational conflict due to the closure of Delmas Avenue and the garage access interface with the at-grade light-rail crossing.

For the roadway closures, the Project would be required to comply with the City's Complete Streets Design Standards and Guidelines and the Downtown West Design Standards and Guidelines. Compliance would be governed by Council policy 5-1, which will require subsequent focused LTAs that evaluate internal roadway circulation in detail to ensure adequate lanes are provided, while balancing the needs for bicycle and pedestrian travel and activities. City review of the future focused LTAs would ensure that all proposed roadway network changes (i.e., additions or removals of street segments) would allow for adequate vehicle access to the Project area or surrounding areas. Design requirements deemed necessary by the City would be incorporated into the final design of each roadway.



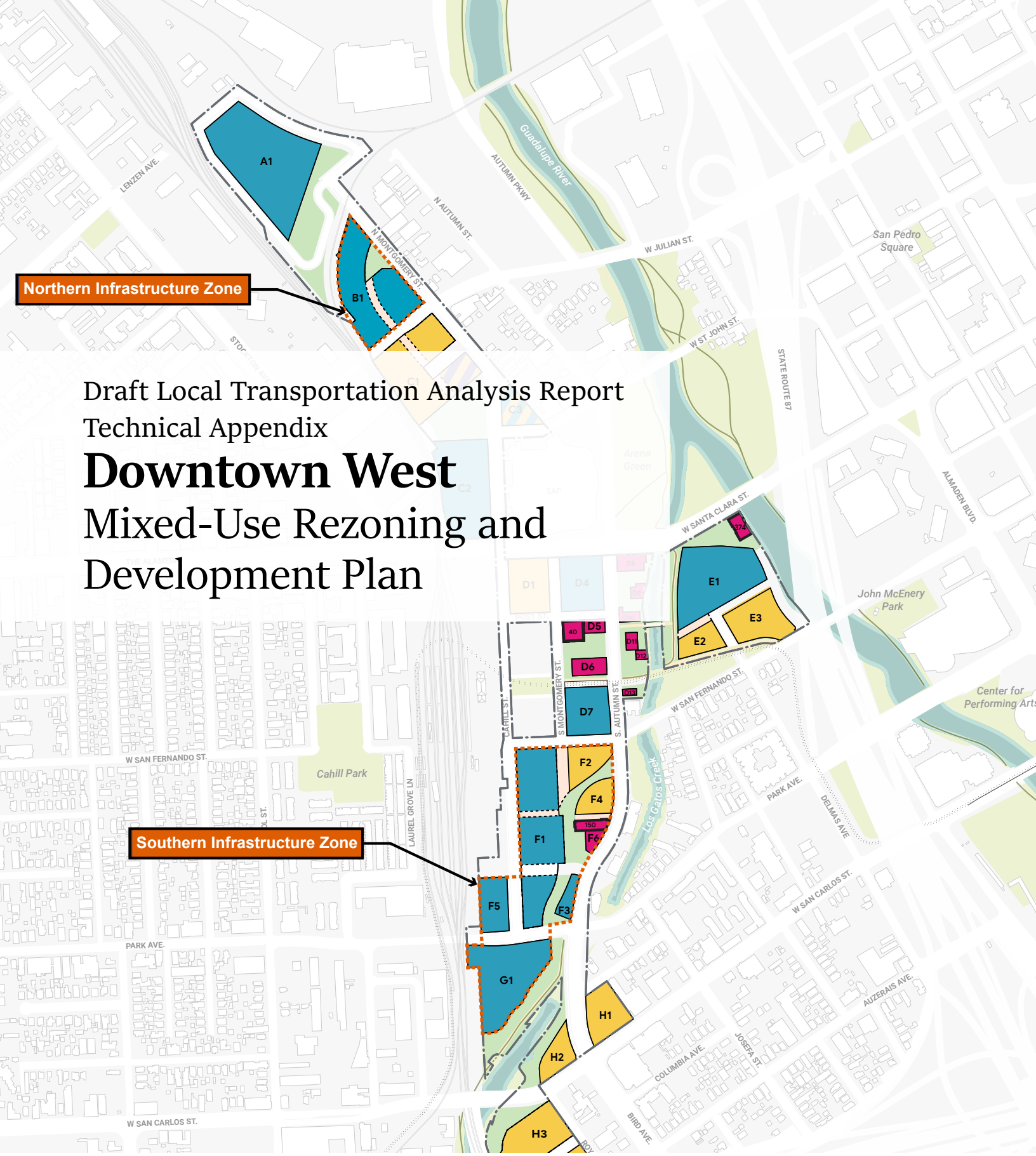
Table 66: Project Provided Improvements

Type of Improvement	Description
LTA Adverse Effect Required Improvement	
Transit	Fund a study to evaluate the feasibility of a dedicated public service lane along Santa Clara Street/The Alameda between 17th Street and I-880
Transit	Contribute to a study to explore transit improvements in the area, including exploring alignment and operational improvements along the light-rail corridor in Downtown, and in particular, the evaluation of the light-rail operations at Delmas Avenue, as well as new transit opportunities including a connector between the San Jose International Airport and Diridon Station that continues to Stevens Creek Boulevard.
Bicycle	Construct a footbridge over Los Gatos Creek north of San Fernando Street between Delmas Avenue and Autumn Street
Bicycle	Construct a trail at-grade signalized crossing at Santa Clara Street. (or contribution to potential future grade separation)
Bicycle	Contribute to protected bikeway improvements along Auzerais Avenue between the Los Gatos Creek Trail and Bird Avenue
Intersection (City of San Jose)	Enhance bicycle and pedestrian connectivity along West Taylor Street from Walnut Street to Stockton Avenue including improvements to the pedestrian walkway, removal of corner islands, and widening within the existing rail undercrossing could also be included.
Intersection (City of San Jose)	Contribute to First/Goodyear intersection improvements per Story-Keyes Complete Streets Corridor
Intersection (County of Santa Clara)	Construct multimodal intersection improvement at the Auzerais Avenue/SR 87 Southbound On-Ramp intersection. Improvements include signal modifications at the intersection and widening of the Auzerais north sidewalk beneath SR 87 freeway to provide for a continuous sidewalk that is not interrupted by the existing pillars from SR 87 freeway overcrossing.
Intersection (CMP)	Contribute to the City/Caltrans programmed signal and bikeway improvements at the Taylor Street/SR 87 interchange.
Localized Access and Queuing Analysis	Contribute to the Bird Avenue/I-280 Bicycle-Pedestrian multimodal connection from Diridon Station area to the Gardner community.
Project Features Constructed by Project	
Extend, repave, and restripe public streets along project frontage including along Auzerais Avenue, Royal Avenue, West San Carlos Street, Bird Avenue, Park Avenue, South Autumn Street, Cahill Street, West San Fernando Street, South Montgomery Street, West Post Street, West St. John Street, North Montgomery Street, West Julian Street, and Cinnabar Street.	
Provide protected bikeways and mature street trees along project frontage including Class IV bicycle facilities along Auzerais Avenue, Bird Avenue, Park Avenue, South Autumn Street, Cahill Street, West San Fernando Street, West St. John Street, North Montgomery Street, and West Julian Street	

Table 66: Project Provided Improvements

Type of Improvement	Description
Construct off-street trail connections to connect gaps in the existing Los Gatos Creek Trail including: • Construct the Los Gatos Creek Trail along the west side of the creek between Park Avenue at the City's proposed grade separation at San Carlos and the Caltrain tracks just north of San Fernando where this transitions to a multi-use path running east-west. • Construct the Los Gatos Creek Trail along the east side of the creek between Santa Clara Street and the VTA light rail bridge • Construct a "Diridon to Downtown" shared-use path along the north side of the VTA light rail corridor between S Montgomery Street and San Fernando Street.	
Reconnect the street grid including the extension of Cahill between West Santa Clara Street and North Montgomery Street in the North and between San Fernando Street and Park Street in the south to provide continuous north-south connectivity. In addition to a new street between Cinnabar Street and Lenzen Avenue at the northern parcel, an east-west extension of Post Street between South Montgomery Street and Autumn Street, and the extension of West St. John Street to connect to the new Cahill Street extension.	
Extend the pedestrian network to allow for enhanced circulation and access including midblock passageways and a footbridge crossing Los Gatos Creek	
Extend the public realm including extended active street realms, the use of dynamic lanes for furniture, landscaping, and other non-vehicular uses. In addition to the designation of shared streets that have traffic calming, low speeds, and potential restrictions to auto travel along South Montgomery between West San Fernando Street and West Santa Clara Street	

Source: Fehr & Peers, September 2020.



Draft Local Transportation Analysis Report
Technical Appendix

Downtown West
Mixed-Use Rezoning and Development Plan

Prepared by:

FEHR PEERS

Prepared for:

ESA

City of San Jose

September 2020

Appendix A:
Existing Intersection Counts

Traffic Data Service

San Jose, CA
(408) 622-4787
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File Name : 1AM FINAL
Site Code : 00000001
Start Date : 1/23/2020
Page No : 1

Groups Printed- Lights - Buses - Trucks

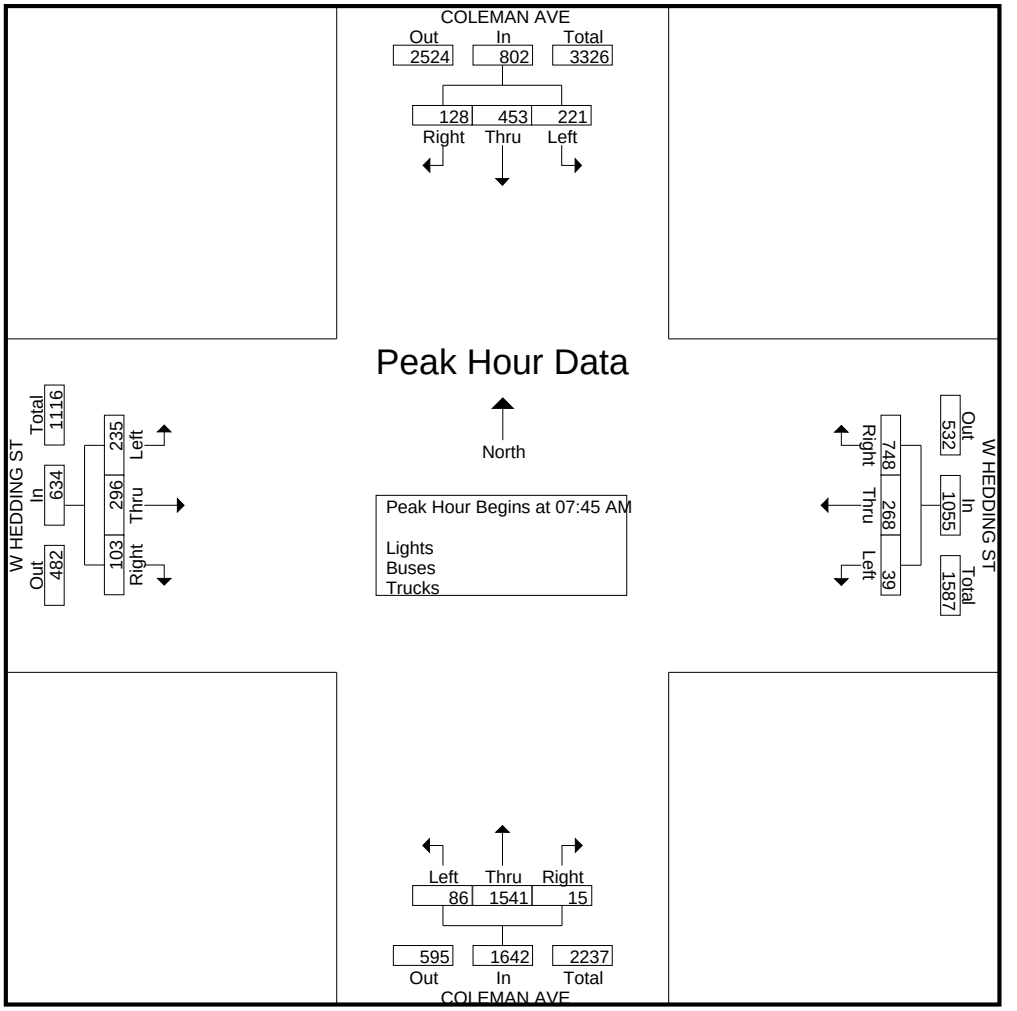
	COLEMAN AVE Southbound					W HEDDING ST Westbound					COLEMAN AVE Northbound					W HEDDING ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	11	97	30	0	138	161	39	9	0	209	4	352	9	0	365	19	24	27	1	71	783
07:15 AM	25	102	38	1	166	150	54	12	2	218	6	355	26	4	391	25	54	34	1	114	889
07:30 AM	33	89	46	0	168	173	60	8	0	241	2	310	27	2	341	30	57	64	2	153	903
07:45 AM	43	115	53	0	211	187	73	14	0	274	3	381	28	0	412	21	58	51	1	131	1028
Total	112	403	167	1	683	671	226	43	2	942	15	1398	90	6	1509	95	193	176	5	469	3603
08:00 AM	41	134	60	0	235	219	82	8	0	309	1	349	22	4	376	29	73	82	3	187	1107
08:15 AM	22	111	63	1	197	155	57	8	0	220	4	442	22	4	472	25	75	52	1	153	1042
08:30 AM	22	93	45	2	162	187	56	9	0	252	7	369	14	3	393	28	90	50	2	170	977
08:45 AM	19	88	57	1	165	199	56	11	0	266	5	387	22	2	416	38	75	38	5	156	1003
Total	104	426	225	4	759	760	251	36	0	1047	17	1547	80	13	1657	120	313	222	11	666	4129
09:00 AM	17	108	33	0	158	146	44	9	0	199	9	288	23	2	322	16	68	58	0	142	821
09:15 AM	15	87	33	1	136	107	48	9	0	164	4	224	32	2	262	19	42	35	1	97	659
09:30 AM	17	87	28	0	132	92	50	14	0	156	9	227	23	1	260	21	48	40	0	109	657
09:45 AM	28	100	39	2	169	84	50	12	0	146	5	167	21	2	195	22	39	26	1	88	598
Total	77	382	133	3	595	429	192	44	0	665	27	906	99	7	1039	78	197	159	2	436	2735
Grand Total	293	1211	525	8	2037	1860	669	123	2	2654	59	3851	269	26	4205	293	703	557	18	1571	10467
Apprch %	14.4	59.5	25.8	0.4		70.1	25.2	4.6	0.1		1.4	91.6	6.4	0.6		18.7	44.7	35.5	1.1		
Total %	2.8	11.6	5	0.1	19.5	17.8	6.4	1.2	0	25.4	0.6	36.8	2.6	0.2	40.2	2.8	6.7	5.3	0.2	15	
Lights	280	1121	515	8	1924	1822	647	100	2	2571	44	3735	262	26	4067	284	691	520	18	1513	10075
% Lights	95.6	92.6	98.1	100	94.5	98	96.7	81.3	100	96.9	74.6	97	97.4	100	96.7	96.9	98.3	93.4	100	96.3	96.3
Buses	0	4	3	0	7	4	4	12	0	20	12	15	2	0	29	2	4	2	0	8	64
% Buses	0	0.3	0.6	0	0.3	0.2	0.6	9.8	0	0.8	20.3	0.4	0.7	0	0.7	0.7	0.6	0.4	0	0.5	0.6
Trucks	13	86	7	0	106	34	18	11	0	63	3	101	5	0	109	7	8	35	0	50	328
% Trucks	4.4	7.1	1.3	0	5.2	1.8	2.7	8.9	0	2.4	5.1	2.6	1.9	0	2.6	2.4	1.1	6.3	0	3.2	3.1

	COLEMAN AVE Southbound				W HEDDING ST Westbound				COLEMAN AVE Northbound				W HEDDING ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**43**	115	53	211	187	73	**14**	274	3	381	**28**	412	21	58	51	130	1027
08:00 AM	41	**134**	60	**235**	**219**	**82**	8	**309**	1	349	22	372	**29**	73	**82**	**184**	**1100**
08:15 AM	22	111	**63**	196	155	57	8	220	4	**442**	22	**468**	25	75	52	152	1036
08:30 AM	22	93	45	160	187	56	9	252	**7**	369	14	390	28	**90**	50	168	970
Total Volume	128	453	221	802	748	268	39	1055	15	1541	86	1642	103	296	235	634	4133
% App. Total	16	56.5	27.6		70.9	25.4	3.7		0.9	93.8	5.2		16.2	46.7	37.1		
PHF	.744	.845	.877	.853	.854	.817	.696	.854	.536	.872	.768	.877	.888	.822	.716	.861	.939

Traffic Data Service

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File Name : 1AM FINAL
Site Code : 00000001
Start Date : 1/23/2020
Page No : 2



Traffic Data Service

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File Name : 1PM FINAL
Site Code : 00000001
Start Date : 1/23/2020
Page No : 1

Groups Printed- Lights - Buses - Trucks

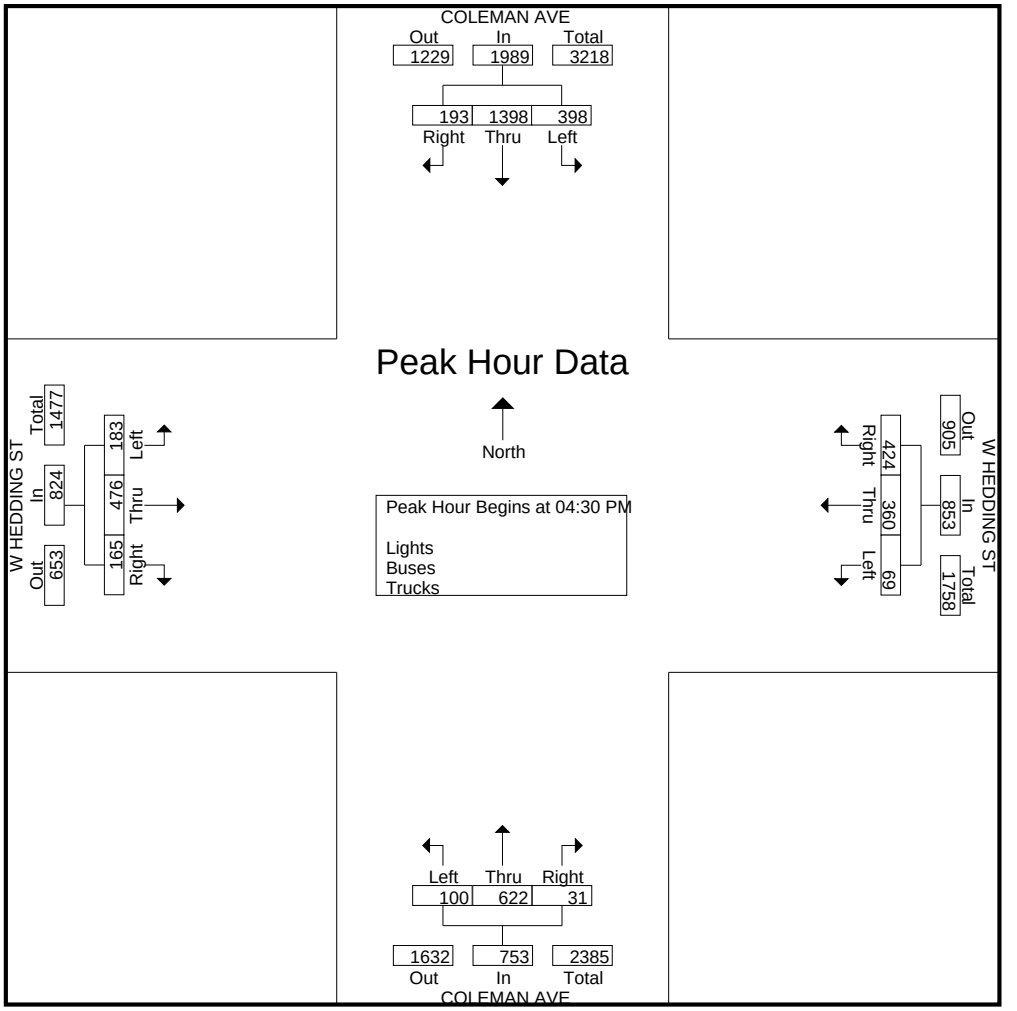
	COLEMAN AVE Southbound					W HEDDING ST Westbound					COLEMAN AVE Northbound					W HEDDING ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	47	352	76	0	475	80	73	23	0	176	6	139	24	6	175	52	110	55	6	223	1049
04:15 PM	52	336	69	0	457	79	73	22	0	174	16	157	34	1	208	41	94	29	1	165	1004
04:30 PM	32	344	77	0	453	114	89	18	0	221	7	140	19	6	172	44	104	50	3	201	1047
04:45 PM	52	358	104	4	518	86	74	13	0	173	10	162	24	4	200	41	90	30	1	162	1053
Total	183	1390	326	4	1903	359	309	76	0	744	39	598	101	17	755	178	398	164	11	751	4153
05:00 PM	39	340	99	1	479	114	95	20	0	229	10	148	26	5	189	47	151	48	3	249	1146
05:15 PM	70	356	118	1	545	110	102	18	1	231	4	172	31	1	208	33	131	55	0	219	1203
05:30 PM	65	356	96	2	519	56	67	18	0	141	7	145	22	0	174	38	99	58	0	195	1029
05:45 PM	48	339	96	1	484	67	58	14	0	139	5	139	30	4	178	30	129	73	2	234	1035
Total	222	1391	409	5	2027	347	322	70	1	740	26	604	109	10	749	148	510	234	5	897	4413
06:00 PM	39	338	100	0	477	63	64	21	0	148	5	132	27	2	166	43	96	51	1	191	982
06:15 PM	30	351	97	0	478	54	51	15	0	120	14	136	19	2	171	26	77	56	4	163	932
06:30 PM	31	321	102	2	456	36	38	10	2	86	9	133	21	3	166	32	108	43	0	183	891
06:45 PM	32	351	87	3	473	37	30	14	2	83	6	113	18	4	141	32	56	27	1	116	813
Total	132	1361	386	5	1884	190	183	60	4	437	34	514	85	11	644	133	337	177	6	653	3618
Grand Total	537	4142	1121	14	5814	896	814	206	5	1921	99	1716	295	38	2148	459	1245	575	22	2301	12184
Apprch %	9.2	71.2	19.3	0.2		46.6	42.4	10.7	0.3		4.6	79.9	13.7	1.8		19.9	54.1	25	1		
Total %	4.4	34	9.2	0.1	47.7	7.4	6.7	1.7	0	15.8	0.8	14.1	2.4	0.3	17.6	3.8	10.2	4.7	0.2	18.9	
Lights	528	4108	1111	14	5761	889	803	189	5	1886	88	1696	287	38	2109	454	1232	565	22	2273	12029
% Lights	98.3	99.2	99.1	100	99.1	99.2	98.6	91.7	100	98.2	88.9	98.8	97.3	100	98.2	98.9	99	98.3	100	98.8	98.7
Buses	2	5	0	0	7	0	0	13	0	13	11	4	1	0	16	1	2	1	0	4	40
% Buses	0.4	0.1	0	0	0.1	0	0	6.3	0	0.7	11.1	0.2	0.3	0	0.7	0.2	0.2	0.2	0	0.2	0.3
Trucks	7	29	10	0	46	7	11	4	0	22	0	16	7	0	23	4	11	9	0	24	115
% Trucks	1.3	0.7	0.9	0	0.8	0.8	1.4	1.9	0	1.1	0	0.9	2.4	0	1.1	0.9	0.9	1.6	0	1	0.9

	COLEMAN AVE Southbound				W HEDDING ST Westbound				COLEMAN AVE Northbound				W HEDDING ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	32	344	77	453	**114**	89	18	221	7	140	19	166	44	104	50	198	1038
04:45 PM	52	**358**	104	514	86	74	13	173	**10**	162	24	196	41	90	30	161	1044
05:00 PM	39	340	99	478	114	95	**20**	229	10	148	26	184	**47**	**151**	48	**246**	1137
05:15 PM	**70**	356	**118**	**544**	110	**102**	18	**230**	4	**172**	**31**	**207**	33	131	**55**	219	**1200**
Total Volume	193	1398	398	1989	424	360	69	853	31	622	100	753	165	476	183	824	4419
% App. Total	9.7	70.3	20		49.7	42.2	8.1		4.1	82.6	13.3		20	57.8	22.2		
PHF	.689	.976	.843	.914	.930	.882	.863	.927	.775	.904	.806	.909	.878	.788	.832	.837	.921

Traffic Data Service

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File Name : 1PM FINAL
Site Code : 00000001
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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 1/28/2020
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Groups Printed- Lights - Buses - Trucks

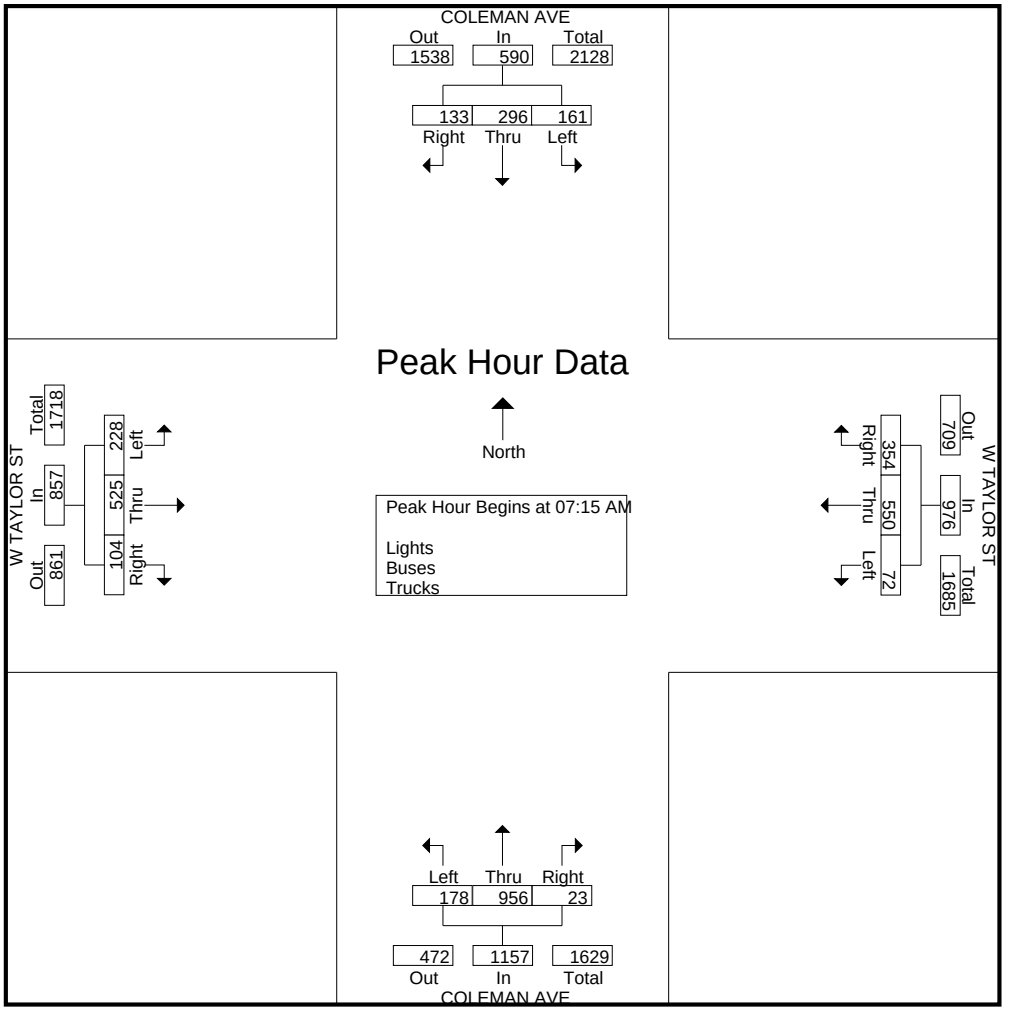
	COLEMAN AVE Southbound					W TAYLOR ST Westbound					COLEMAN AVE Northbound					W TAYLOR ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	20	66	34	2	122	113	86	14	1	214	0	217	20	1	238	13	62	46	1	122	696
07:15 AM	28	56	41	1	126	109	119	18	0	246	5	249	29	1	284	9	100	60	2	171	827
07:30 AM	32	81	46	1	160	109	111	11	0	231	4	267	41	1	313	20	106	47	2	175	879
07:45 AM	34	71	39	2	146	83	184	26	1	294	6	213	51	1	271	26	135	50	2	213	924
Total	114	274	160	6	554	414	500	69	2	985	15	946	141	4	1106	68	403	203	7	681	3326
08:00 AM	39	88	35	1	163	53	136	17	1	207	8	227	57	2	294	49	184	71	2	306	970
08:15 AM	28	88	42	0	158	80	109	24	0	213	13	178	34	0	225	33	116	63	3	215	811
08:30 AM	23	55	27	2	107	84	100	22	0	206	10	236	40	0	286	28	133	89	0	250	849
08:45 AM	23	88	43	1	155	79	99	18	1	197	10	253	30	0	293	22	107	58	3	190	835
Total	113	319	147	4	583	296	444	81	2	823	41	894	161	2	1098	132	540	281	8	961	3465
09:00 AM	29	58	32	4	123	85	115	36	1	237	20	150	38	1	209	25	92	51	2	170	739
09:15 AM	21	74	47	0	142	62	80	34	0	176	13	161	32	0	206	28	68	40	2	138	662
09:30 AM	21	60	47	1	129	89	81	34	0	204	11	110	24	1	146	23	68	39	1	131	610
09:45 AM	25	75	29	1	130	64	81	35	0	180	22	105	32	2	161	22	59	37	1	119	590
Total	96	267	155	6	524	300	357	139	1	797	66	526	126	4	722	98	287	167	6	558	2601
Grand Total	323	860	462	16	1661	1010	1301	289	5	2605	122	2366	428	10	2926	298	1230	651	21	2200	9392
Apprch %	19.4	51.8	27.8	1		38.8	49.9	11.1	0.2		4.2	80.9	14.6	0.3		13.5	55.9	29.6	1		
Total %	3.4	9.2	4.9	0.2	17.7	10.8	13.9	3.1	0.1	27.7	1.3	25.2	4.6	0.1	31.2	3.2	13.1	6.9	0.2	23.4	
Lights	273	821	424	16	1534	987	1255	286	5	2533	115	2292	417	10	2834	293	1192	584	21	2090	8991
% Lights	84.5	95.5	91.8	100	92.4	97.7	96.5	99	100	97.2	94.3	96.9	97.4	100	96.9	98.3	96.9	89.7	100	95	95.7
Buses	15	1	3	0	19	1	15	0	0	16	0	3	1	0	4	0	14	19	0	33	72
% Buses	4.6	0.1	0.6	0	1.1	0.1	1.2	0	0	0.6	0	0.1	0.2	0	0.1	0	1.1	2.9	0	1.5	0.8
Trucks	35	38	35	0	108	22	31	3	0	56	7	71	10	0	88	5	24	48	0	77	329
% Trucks	10.8	4.4	7.6	0	6.5	2.2	2.4	1	0	2.1	5.7	3	2.3	0	3	1.7	2	7.4	0	3.5	3.5

	COLEMAN AVE Southbound				W TAYLOR ST Westbound				COLEMAN AVE Northbound				W TAYLOR ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	28	56	41	125	**109**	119	18	246	5	249	29	283	9	100	60	169	823
07:30 AM	32	81	**46**	159	109	111	11	231	4	**267**	41	**312**	20	106	47	173	875
07:45 AM	34	71	39	144	83	**184**	**26**	**293**	6	213	51	270	26	135	50	211	918
08:00 AM	**39**	**88**	35	**162**	53	136	17	206	**8**	227	**57**	292	**49**	**184**	**71**	**304**	**964**
Total Volume	133	296	161	590	354	550	72	976	23	956	178	1157	104	525	228	857	3580
% App. Total	22.5	50.2	27.3		36.3	56.4	7.4		2	82.6	15.4		12.1	61.3	26.6		
PHF	.853	.841	.875	.910	.812	.747	.692	.833	.719	.895	.781	.927	.531	.713	.803	.705	.928

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 1/28/2020
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Groups Printed- Lights - Buses - Trucks

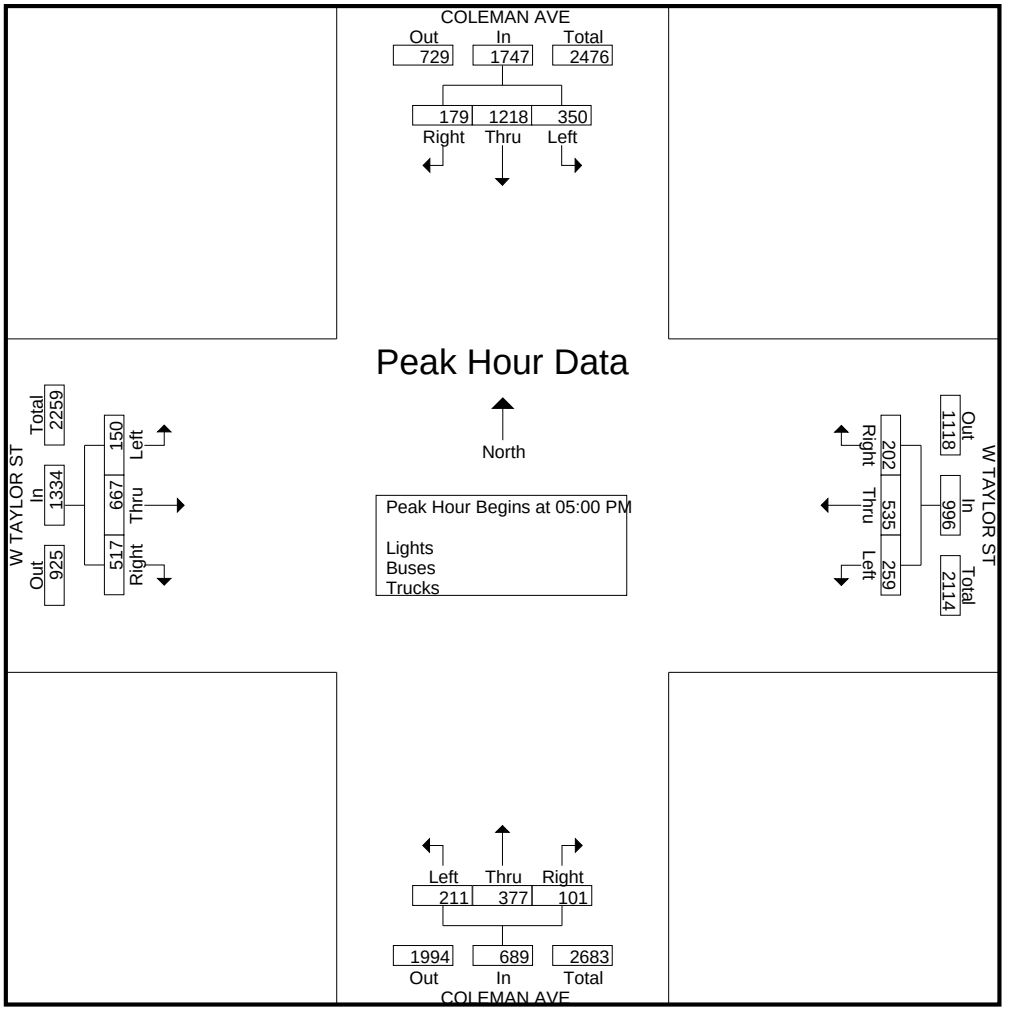
	COLEMAN AVE Southbound					W TAYLOR ST Westbound					COLEMAN AVE Northbound					W TAYLOR ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	51	249	122	1	423	41	107	53	2	203	23	88	39	0	150	73	140	41	5	259	1035
04:15 PM	48	236	124	2	410	41	110	66	2	219	32	89	51	0	172	80	129	21	4	234	1035
04:30 PM	49	243	103	1	396	51	105	64	2	222	27	88	56	2	173	88	149	39	5	281	1072
04:45 PM	47	254	112	4	417	49	117	56	0	222	27	92	35	2	156	90	129	25	8	252	1047
Total	195	982	461	8	1646	182	439	239	6	866	109	357	181	4	651	331	547	126	22	1026	4189
05:00 PM	44	295	95	1	435	51	133	65	1	250	26	109	51	0	186	112	171	35	3	321	1192
05:15 PM	37	306	92	1	436	56	123	67	1	247	24	98	43	2	167	132	206	51	7	396	1246
05:30 PM	45	319	70	2	436	53	138	57	2	250	23	88	67	1	179	136	151	37	5	329	1194
05:45 PM	53	298	93	0	444	42	141	70	5	258	28	82	50	1	161	137	139	27	0	303	1166
Total	179	1218	350	4	1751	202	535	259	9	1005	101	377	211	4	693	517	667	150	15	1349	4798
06:00 PM	35	294	91	0	420	49	98	52	4	203	23	96	49	2	170	116	117	43	0	276	1069
06:15 PM	46	291	74	0	411	36	93	57	4	190	25	77	51	1	154	86	126	25	2	239	994
06:30 PM	34	279	99	2	414	30	87	78	2	197	20	72	55	2	149	108	132	25	2	267	1027
06:45 PM	32	262	87	5	386	44	75	53	3	175	32	79	44	3	158	92	91	30	4	217	936
Total	147	1126	351	7	1631	159	353	240	13	765	100	324	199	8	631	402	466	123	8	999	4026
Grand Total	521	3326	1162	19	5028	543	1327	738	28	2636	310	1058	591	16	1975	1250	1680	399	45	3374	13013
Apprch %	10.4	66.1	23.1	0.4		20.6	50.3	28	1.1		15.7	53.6	29.9	0.8		37	49.8	11.8	1.3		
Total %	4	25.6	8.9	0.1	38.6	4.2	10.2	5.7	0.2	20.3	2.4	8.1	4.5	0.1	15.2	9.6	12.9	3.1	0.3	25.9	
Lights	504	3302	1156	19	4981	536	1316	734	28	2614	310	1053	588	16	1967	1239	1670	381	45	3335	12897
% Lights	96.7	99.3	99.5	100	99.1	98.7	99.2	99.5	100	99.2	100	99.5	99.5	100	99.6	99.1	99.4	95.5	100	98.8	99.1
Buses	13	5	2	0	20	2	4	1	0	7	0	0	1	0	1	0	4	13	0	17	45
% Buses	2.5	0.2	0.2	0	0.4	0.4	0.3	0.1	0	0.3	0	0	0.2	0	0.1	0	0.2	3.3	0	0.5	0.3
Trucks	4	19	4	0	27	5	7	3	0	15	0	5	2	0	7	11	6	5	0	22	71
% Trucks	0.8	0.6	0.3	0	0.5	0.9	0.5	0.4	0	0.6	0	0.5	0.3	0	0.4	0.9	0.4	1.3	0	0.7	0.5

	COLEMAN AVE Southbound				W TAYLOR ST Westbound				COLEMAN AVE Northbound				W TAYLOR ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	44	295	**95**	434	51	133	65	249	26	**109**	51	**186**	112	171	35	318	1187
05:15 PM	37	306	92	435	**56**	123	67	246	24	98	43	165	132	**206**	**51**	**389**	**1235**
05:30 PM	45	**319**	70	434	53	138	57	248	23	88	**67**	178	136	151	37	324	1184
05:45 PM	**53**	298	93	**444**	42	**141**	**70**	**253**	**28**	82	50	160	**137**	139	27	303	1160
Total Volume	179	1218	350	1747	202	535	259	996	101	377	211	689	517	667	150	1334	4766
% App. Total	10.2	69.7	20		20.3	53.7	26		14.7	54.7	30.6		38.8	50	11.2		
PHF	.844	.955	.921	.984	.902	.949	.925	.984	.902	.865	.787	.926	.943	.809	.735	.857	.965

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File Name : 32 FINAL
Site Code : 00000032
Start Date : 12/5/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

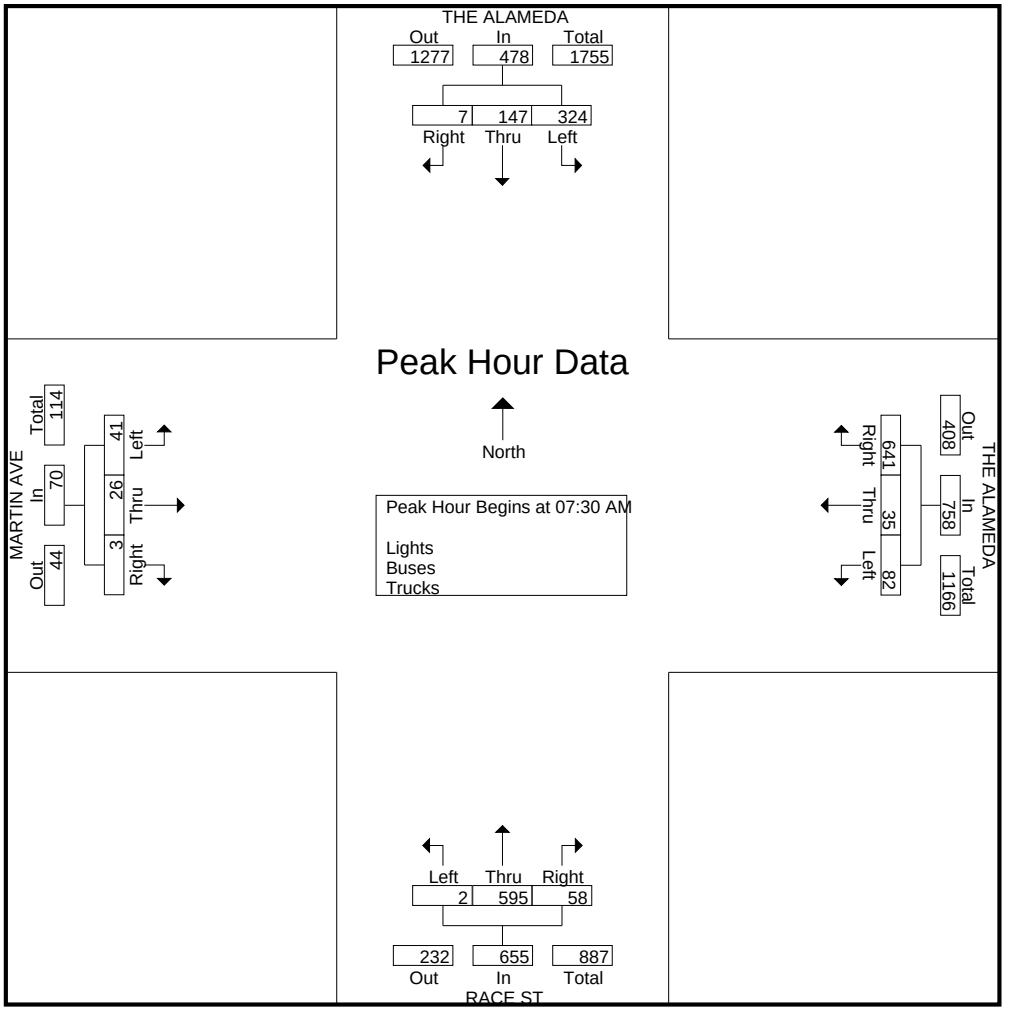
	THE ALAMEDA Southbound					THE ALAMEDA Westbound					RACE ST Northbound					MARTIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	17	36	2	57	97	5	18	1	121	6	97	0	3	106	0	3	5	0	8	292
07:15 AM	2	27	61	1	91	138	7	21	3	169	8	116	0	2	126	0	3	5	1	9	395
07:30 AM	0	38	78	2	118	158	11	19	5	193	8	144	2	3	157	0	6	7	4	17	485
07:45 AM	4	42	73	4	123	181	7	22	5	215	15	154	0	5	174	2	9	13	4	28	540
Total	8	124	248	9	389	574	30	80	14	698	37	511	2	13	563	2	21	30	9	62	1712
08:00 AM	2	32	81	0	115	146	10	17	0	173	9	183	0	2	194	0	4	15	1	20	502
08:15 AM	1	35	92	1	129	156	7	24	3	190	26	114	0	0	140	1	7	6	1	15	474
08:30 AM	0	29	72	0	101	133	8	23	6	170	17	142	0	1	160	1	4	6	3	14	445
08:45 AM	1	32	70	2	105	156	6	31	3	196	19	121	0	3	143	7	0	0	4	11	455
Total	4	128	315	3	450	591	31	95	12	729	71	560	0	6	637	9	15	27	9	60	1876
Grand Total	12	252	563	12	839	1165	61	175	26	1427	108	1071	2	19	1200	11	36	57	18	122	3588
Apprch %	1.4	30	67.1	1.4		81.6	4.3	12.3	1.8		9	89.2	0.2	1.6		9	29.5	46.7	14.8		
Total %	0.3	7	15.7	0.3	23.4	32.5	1.7	4.9	0.7	39.8	3	29.8	0.1	0.5	33.4	0.3	1	1.6	0.5	3.4	
Lights	12	243	528	12	795	1124	56	166	26	1372	102	1051	2	19	1174	10	35	55	18	118	3459
% Lights	100	96.4	93.8	100	94.8	96.5	91.8	94.9	100	96.1	94.4	98.1	100	100	97.8	90.9	97.2	96.5	100	96.7	96.4
Buses	0	2	26	0	28	24	0	3	0	27	4	8	0	0	12	0	0	1	0	1	68
% Buses	0	0.8	4.6	0	3.3	2.1	0	1.7	0	1.9	3.7	0.7	0	0	1	0	0	1.8	0	0.8	1.9
Trucks	0	7	9	0	16	17	5	6	0	28	2	12	0	0	14	1	1	1	0	3	61
% Trucks	0	2.8	1.6	0	1.9	1.5	8.2	3.4	0	2	1.9	1.1	0	0	1.2	9.1	2.8	1.8	0	2.5	1.7

	THE ALAMEDA Southbound				THE ALAMEDA Westbound				RACE ST Northbound				MARTIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	38	78	116	158	**11**	19	188	8	144	**2**	154	0	6	7	13	471
07:45 AM	**4**	**42**	73	119	**181**	7	22	**210**	15	154	0	169	**2**	**9**	13	**24**	**522**
08:00 AM	2	32	81	115	146	10	17	173	9	**183**	0	**192**	0	4	**15**	19	499
08:15 AM	1	35	**92**	**128**	156	7	**24**	187	**26**	114	0	140	1	7	6	14	469
Total Volume	7	147	324	478	641	35	82	758	58	595	2	655	3	26	41	70	1961
% App. Total	1.5	30.8	67.8		84.6	4.6	10.8		8.9	90.8	0.3		4.3	37.1	58.6		
PHF	.438	.875	.880	.934	.885	.795	.854	.902	.558	.813	.250	.853	.375	.722	.683	.729	.939

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File Name : 32 FINAL
Site Code : 00000032
Start Date : 12/5/2019
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File Name : 33 FINAL
Site Code : 00000033
Start Date : 12/5/2019
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Groups Printed- Lights - Buses - Trucks

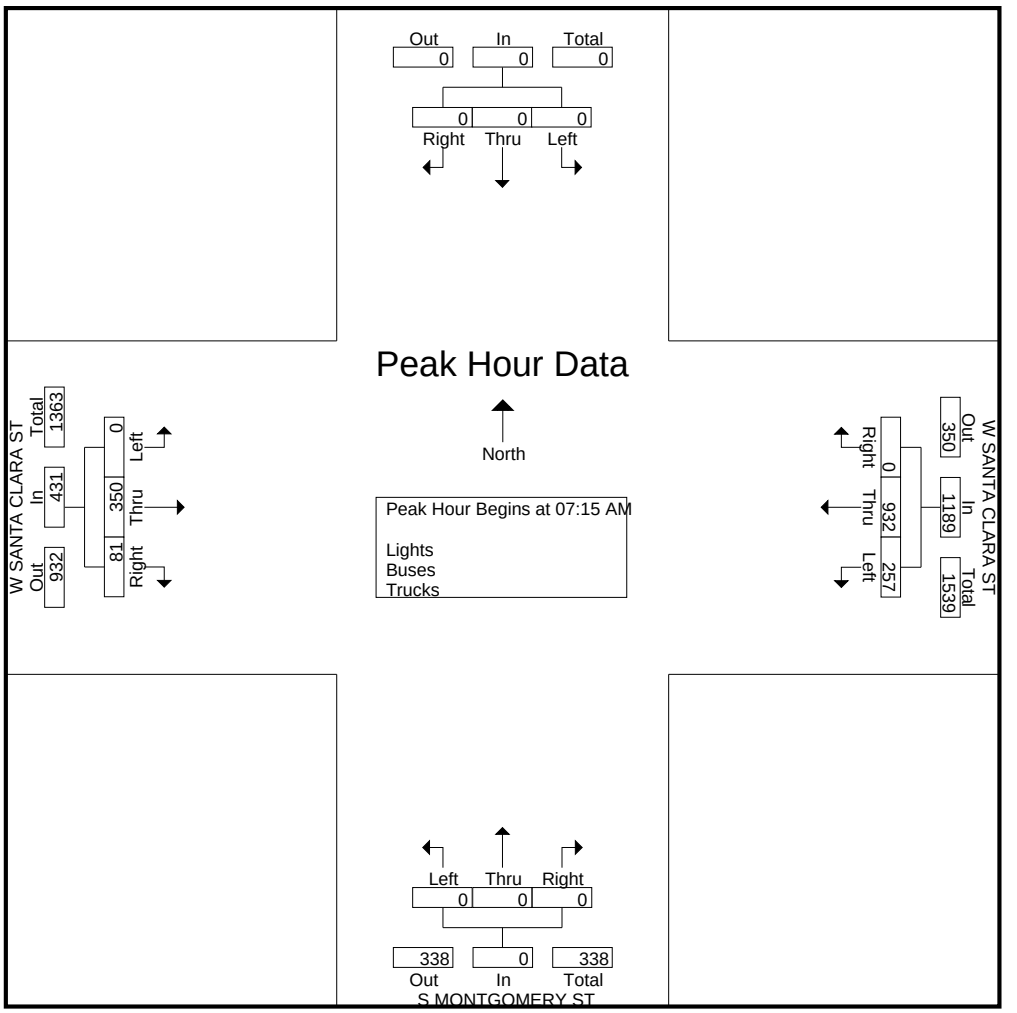
	Southbound					W SANTA CLARA ST Westbound					S MONTGOMERY ST Northbound					W SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	151	32	1	184	0	0	0	3	3	8	41	0	0	49	236
07:15 AM	0	0	0	0	0	0	197	61	0	258	0	0	0	4	4	19	68	0	0	87	349
07:30 AM	0	0	0	0	0	0	263	85	0	348	0	0	0	14	14	24	76	0	0	100	462
07:45 AM	0	0	0	0	0	0	255	81	0	336	0	0	0	7	7	24	89	0	0	113	456
Total	0	0	0	0	0	0	866	259	1	1126	0	0	0	28	28	75	274	0	0	349	1503
08:00 AM	0	0	0	0	0	0	217	30	0	247	0	0	0	8	8	14	117	0	2	133	388
08:15 AM	0	0	0	0	0	0	172	37	1	210	0	0	0	4	4	13	95	0	1	109	323
08:30 AM	0	0	0	0	0	0	202	29	2	233	0	0	0	7	7	14	115	0	2	131	371
08:45 AM	0	0	0	0	0	0	183	26	0	209	0	0	0	6	6	15	91	0	0	106	321
Total	0	0	0	0	0	0	774	122	3	899	0	0	0	25	25	56	418	0	5	479	1403
Grand Total	0	0	0	0	0	0	1640	381	4	2025	0	0	0	53	53	131	692	0	5	828	2906
Apprch %	0	0	0	0		0	81	18.8	0.2		0	0	0	100		15.8	83.6	0	0.6		
Total %	0	0	0	0	0	0	56.4	13.1	0.1	69.7	0	0	0	1.8	1.8	4.5	23.8	0	0.2	28.5	
Lights	0	0	0	0	0	0	1558	375	4	1937	0	0	0	53	53	117	655	0	5	777	2767
% Lights	0	0	0	0	0	0	95	98.4	100	95.7	0	0	0	100	100	89.3	94.7	0	100	93.8	95.2
Buses	0	0	0	0	0	0	57	1	0	58	0	0	0	0	0	6	25	0	0	31	89
% Buses	0	0	0	0	0	0	3.5	0.3	0	2.9	0	0	0	0	0	4.6	3.6	0	0	3.7	3.1
Trucks	0	0	0	0	0	0	25	5	0	30	0	0	0	0	0	8	12	0	0	20	50
% Trucks	0	0	0	0	0	0	1.5	1.3	0	1.5	0	0	0	0	0	6.1	1.7	0	0	2.4	1.7

	Southbound				W SANTA CLARA ST Westbound				S MONTGOMERY ST Northbound				W SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	197	61	258	0	0	0	0	19	68	0	87	345
07:30 AM	0	0	0	0	0	**263**	**85**	**348**	0	0	0	0	**24**	76	0	100	448
07:45 AM	0	0	0	0	0	255	81	336	0	0	0	0	24	89	0	113	**449**
08:00 AM	0	0	0	0	0	217	30	247	0	0	0	0	14	**117**	0	**131**	378
Total Volume	0	0	0	0	0	932	257	1189	0	0	0	0	81	350	0	431	1620
% App. Total	0	0	0		0	78.4	21.6		0	0	0		18.8	81.2	0		
PHF	.000	.000	.000	.000	.000	.886	.756	.854	.000	.000	.000	.000	.844	.748	.000	.823	.902

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File Name : 33 FINAL
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File Name : 34 FINAL
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Groups Printed- Lights - Buses - Trucks

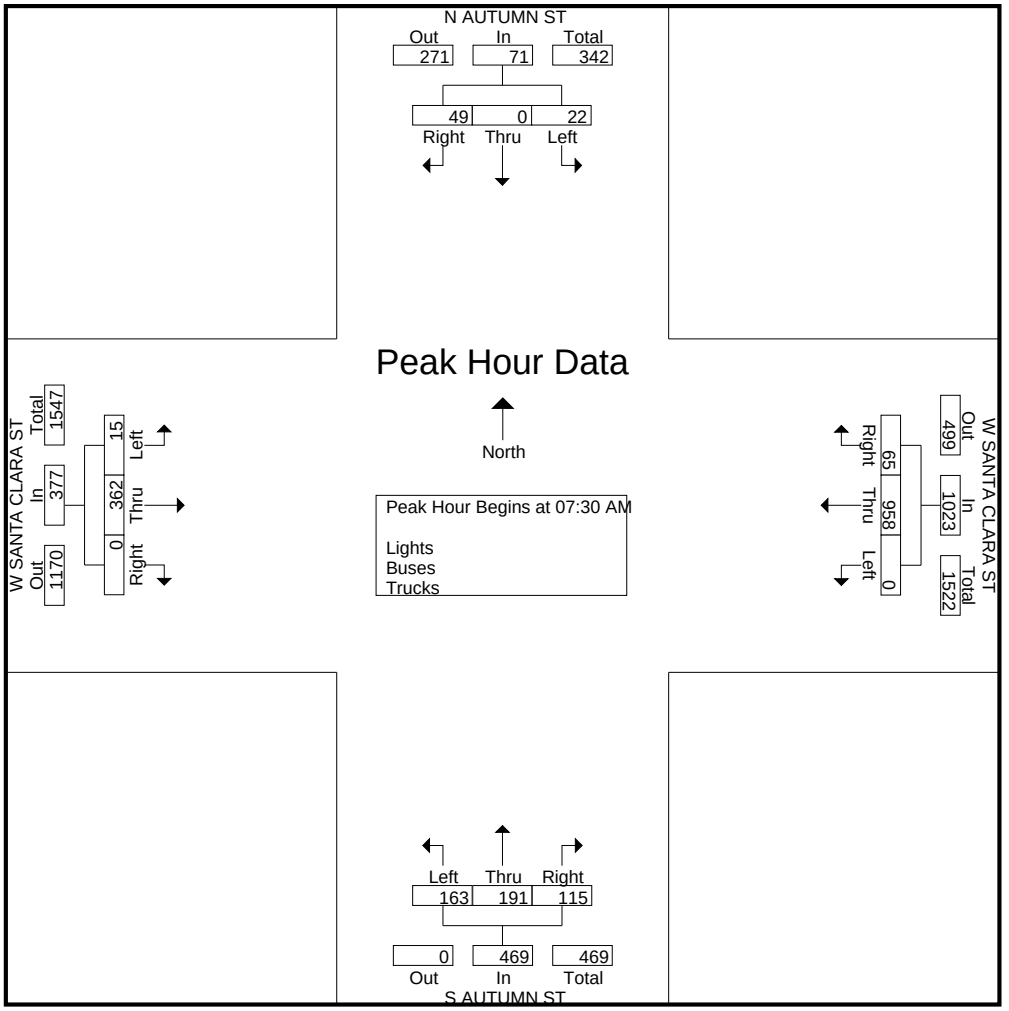
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	0	2	10	22	15	187	0	5	207	13	10	7	2	32	0	37	0	5	42	303
07:15 AM	6	0	2	9	17	11	230	0	3	244	19	19	20	6	64	0	65	4	1	70	395
07:30 AM	15	0	4	10	29	14	306	0	5	325	16	35	37	13	101	0	72	4	3	79	534
07:45 AM	19	0	6	7	32	27	253	0	7	287	28	57	59	11	155	0	86	3	3	92	566
Total	50	0	14	36	100	67	976	0	20	1063	76	121	123	32	352	0	260	11	12	283	1798
08:00 AM	9	0	5	14	28	13	230	0	4	247	35	48	27	12	122	0	114	3	5	122	519
08:15 AM	6	0	7	18	31	11	169	0	4	184	36	51	40	8	135	0	90	5	4	99	449
08:30 AM	9	0	2	18	29	20	208	0	4	232	35	42	29	11	117	0	117	4	5	126	504
08:45 AM	9	0	7	18	34	17	165	0	2	184	30	41	35	10	116	0	88	2	7	97	431
Total	33	0	21	68	122	61	772	0	14	847	136	182	131	41	490	0	409	14	21	444	1903
Grand Total	83	0	35	104	222	128	1748	0	34	1910	212	303	254	73	842	0	669	25	33	727	3701
Apprch %	37.4	0	15.8	46.8		6.7	91.5	0	1.8		25.2	36	30.2	8.7		0	92	3.4	4.5		
Total %	2.2	0	0.9	2.8	6	3.5	47.2	0	0.9	51.6	5.7	8.2	6.9	2	22.8	0	18.1	0.7	0.9	19.6	
Lights	79	0	32	104	215	122	1666	0	34	1822	202	298	244	73	817	0	635	24	33	692	3546
% Lights	95.2	0	91.4	100	96.8	95.3	95.3	0	100	95.4	95.3	98.3	96.1	100	97	0	94.9	96	100	95.2	95.8
Buses	0	0	0	0	0	2	57	0	0	59	8	1	6	0	15	0	23	0	0	23	97
% Buses	0	0	0	0	0	1.6	3.3	0	0	3.1	3.8	0.3	2.4	0	1.8	0	3.4	0	0	3.2	2.6
Trucks	4	0	3	0	7	4	25	0	0	29	2	4	4	0	10	0	11	1	0	12	58
% Trucks	4.8	0	8.6	0	3.2	3.1	1.4	0	0	1.5	0.9	1.3	1.6	0	1.2	0	1.6	4	0	1.7	1.6

	N AUTUMN ST Southbound				W SANTA CLARA ST Westbound				S AUTUMN ST Northbound				W SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	0	4	19	14	**306**	0	**320**	16	35	37	88	0	72	4	76	503
07:45 AM	**19**	0	6	**25**	**27**	253	0	280	28	**57**	**59**	**144**	0	86	3	89	**538**
08:00 AM	9	0	5	14	13	230	0	243	35	48	27	110	0	**114**	3	**117**	484
08:15 AM	6	0	**7**	13	11	169	0	180	**36**	51	40	127	0	90	**5**	95	415
Total Volume	49	0	22	71	65	958	0	1023	115	191	163	469	0	362	15	377	1940
% App. Total	69	0	31		6.4	93.6	0		24.5	40.7	34.8		0	96	4		
PHF	.645	.000	.786	.710	.602	.783	.000	.799	.799	.838	.691	.814	.000	.794	.750	.806	.901

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File Name : 35 FINAL
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Groups Printed- Lights - Buses - Trucks

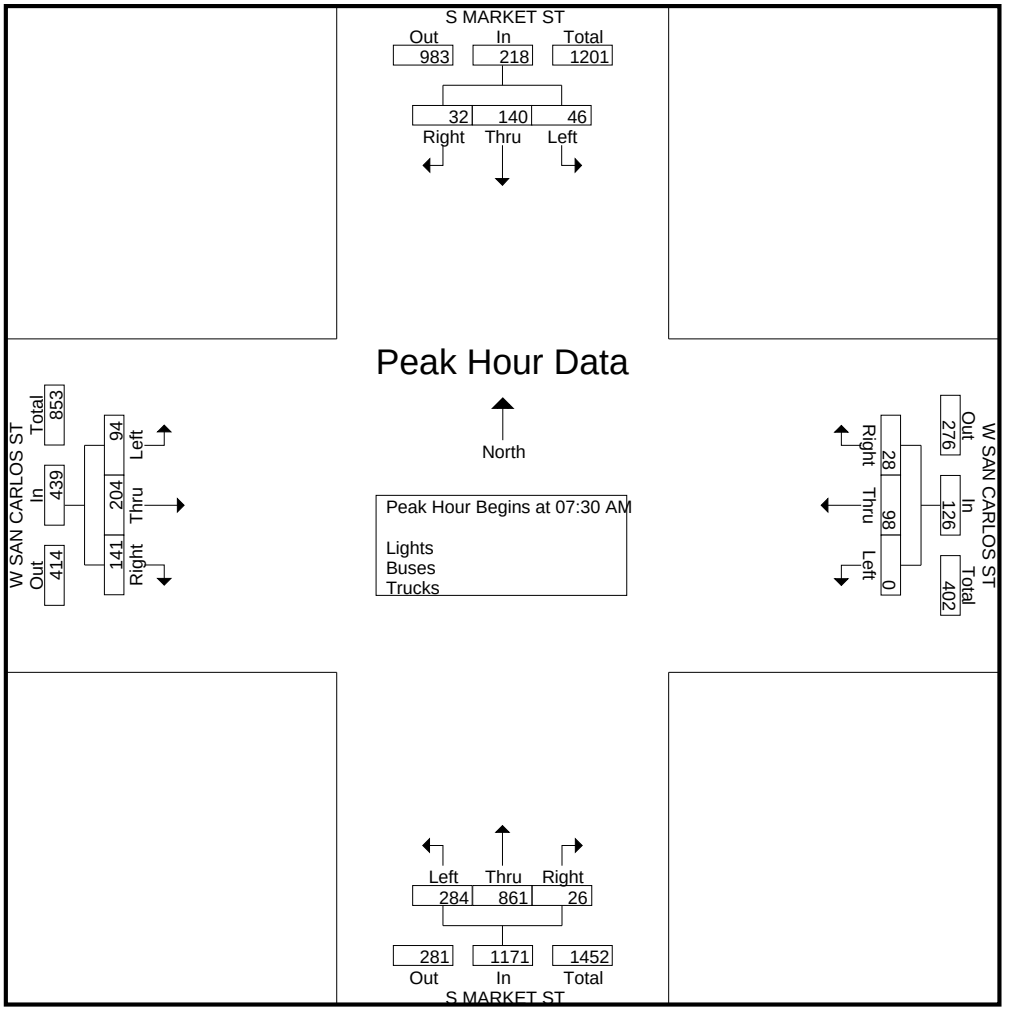
	S MARKET ST Southbound					W SAN CARLOS ST Westbound					S MARKET ST Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	11	25	5	8	49	2	19	0	12	33	7	176	53	10	246	21	29	14	16	80	408
07:15 AM	9	26	6	12	53	7	28	0	21	56	6	153	53	11	223	23	25	11	11	70	402
07:30 AM	9	32	18	8	67	9	30	0	9	48	4	212	95	14	325	32	49	9	13	103	543
07:45 AM	9	42	9	17	77	4	20	0	14	38	8	234	60	20	322	30	43	21	22	116	553
Total	38	125	38	45	246	22	97	0	56	175	25	775	261	55	1116	106	146	55	62	369	1906
08:00 AM	5	38	12	14	69	7	24	0	14	45	10	208	84	12	314	36	52	32	5	125	553
08:15 AM	9	28	7	20	64	8	24	0	9	41	4	207	45	21	277	43	60	32	23	158	540
08:30 AM	10	23	15	17	65	11	30	0	14	55	8	206	66	22	302	38	54	13	26	131	553
08:45 AM	13	30	17	23	83	6	22	0	12	40	13	162	57	20	252	32	40	21	22	115	490
Total	37	119	51	74	281	32	100	0	49	181	35	783	252	75	1145	149	206	98	76	529	2136
Grand Total	75	244	89	119	527	54	197	0	105	356	60	1558	513	130	2261	255	352	153	138	898	4042
Apprch %	14.2	46.3	16.9	22.6		15.2	55.3	0	29.5		2.7	68.9	22.7	5.7		28.4	39.2	17	15.4		
Total %	1.9	6	2.2	2.9	13	1.3	4.9	0	2.6	8.8	1.5	38.5	12.7	3.2	55.9	6.3	8.7	3.8	3.4	22.2	
Lights	72	237	85	119	513	51	142	0	105	298	57	1535	508	130	2230	249	308	147	138	842	3883
% Lights	96	97.1	95.5	100	97.3	94.4	72.1	0	100	83.7	95	98.5	99	100	98.6	97.6	87.5	96.1	100	93.8	96.1
Buses	0	1	1	0	2	2	46	0	0	48	0	3	0	0	3	0	37	4	0	41	94
% Buses	0	0.4	1.1	0	0.4	3.7	23.4	0	0	13.5	0	0.2	0	0	0.1	0	10.5	2.6	0	4.6	2.3
Trucks	3	6	3	0	12	1	9	0	0	10	3	20	5	0	28	6	7	2	0	15	65
% Trucks	4	2.5	3.4	0	2.3	1.9	4.6	0	0	2.8	5	1.3	1	0	1.2	2.4	2	1.3	0	1.7	1.6

	S MARKET ST Southbound				W SAN CARLOS ST Westbound				S MARKET ST Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**9**	32	**18**	59	**9**	**30**	0	**39**	4	212	**95**	**311**	32	49	9	90	499
07:45 AM	9	**42**	9	**60**	4	20	0	24	8	**234**	60	302	30	43	21	94	480
08:00 AM	5	38	12	55	7	24	0	31	**10**	208	84	302	36	52	**32**	120	**508**
08:15 AM	9	28	7	44	8	24	0	32	4	207	45	256	**43**	**60**	32	**135**	467
Total Volume	32	140	46	218	28	98	0	126	26	861	284	1171	141	204	94	439	1954
% App. Total	14.7	64.2	21.1		22.2	77.8	0		2.2	73.5	24.3		32.1	46.5	21.4		
PHF	.889	.833	.639	.908	.778	.817	.000	.808	.650	.920	.747	.941	.820	.850	.734	.813	.962

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File Name : 36AM FINAL
Site Code : 00000036
Start Date : 11/7/2019
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Groups Printed- Lights - Buses - Trucks

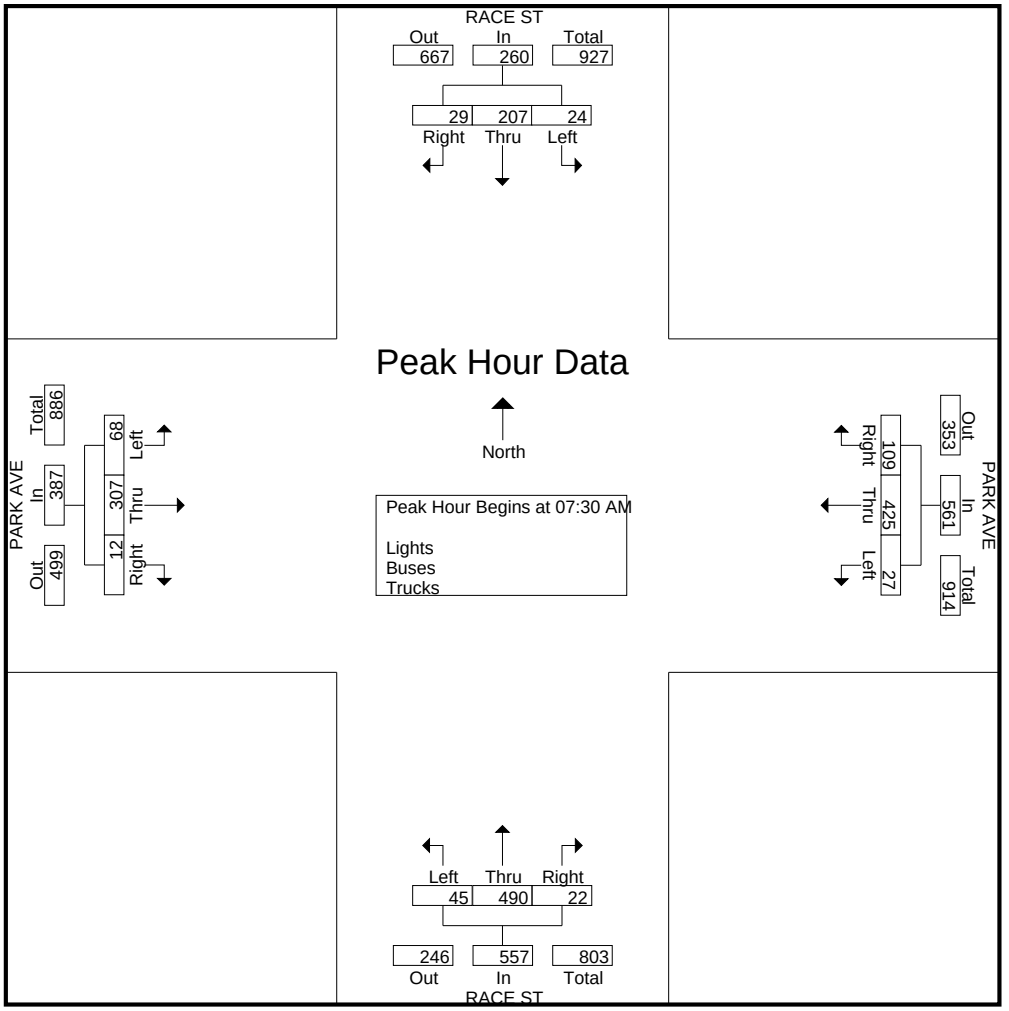
	RACE ST Southbound					PARK AVE Westbound					RACE ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	48	5	3	61	17	90	8	1	116	2	69	10	2	83	0	31	14	2	47	307
07:15 AM	2	50	6	1	59	28	89	10	2	129	4	114	8	2	128	3	60	7	0	70	386
07:30 AM	3	53	4	5	65	36	114	10	7	167	7	124	11	2	144	0	64	11	4	79	455
07:45 AM	9	47	5	4	65	23	118	10	7	158	7	126	16	5	154	5	92	17	4	118	495
Total	19	198	20	13	250	104	411	38	17	570	20	433	45	11	509	8	247	49	10	314	1643
08:00 AM	10	55	7	3	75	20	99	5	2	126	5	94	10	0	109	3	77	22	3	105	415
08:15 AM	7	52	8	1	68	30	94	2	2	128	3	146	8	3	160	4	74	18	0	96	452
08:30 AM	6	61	9	0	76	29	88	11	1	129	3	111	8	0	122	5	63	18	0	86	413
08:45 AM	10	43	8	2	63	24	75	9	1	109	10	86	8	0	104	3	57	15	0	75	351
Total	33	211	32	6	282	103	356	27	6	492	21	437	34	3	495	15	271	73	3	362	1631
09:00 AM	3	42	6	2	53	17	86	13	10	126	7	91	11	5	114	5	61	11	1	78	371
09:15 AM	9	40	12	3	64	15	63	10	4	92	5	49	10	0	64	3	33	20	5	61	281
09:30 AM	6	59	12	0	77	21	43	8	2	74	3	60	5	0	68	2	30	6	2	40	259
09:45 AM	5	61	9	2	77	15	37	6	2	60	5	59	2	3	69	6	34	15	1	56	262
Total	23	202	39	7	271	68	229	37	18	352	20	259	28	8	315	16	158	52	9	235	1173
Grand Total	75	611	91	26	803	275	996	102	41	1414	61	1129	107	22	1319	39	676	174	22	911	4447
Apprch %	9.3	76.1	11.3	3.2		19.4	70.4	7.2	2.9		4.6	85.6	8.1	1.7		4.3	74.2	19.1	2.4		
Total %	1.7	13.7	2	0.6	18.1	6.2	22.4	2.3	0.9	31.8	1.4	25.4	2.4	0.5	29.7	0.9	15.2	3.9	0.5	20.5	
Lights	73	584	89	26	772	272	978	102	41	1393	60	1104	105	22	1291	35	668	171	22	896	4352
% Lights	97.3	95.6	97.8	100	96.1	98.9	98.2	100	100	98.5	98.4	97.8	98.1	100	97.9	89.7	98.8	98.3	100	98.4	97.9
Buses	0	7	1	0	8	1	4	0	0	5	0	11	1	0	12	1	4	2	0	7	32
% Buses	0	1.1	1.1	0	1	0.4	0.4	0	0	0.4	0	1	0.9	0	0.9	2.6	0.6	1.1	0	0.8	0.7
Trucks	2	20	1	0	23	2	14	0	0	16	1	14	1	0	16	3	4	1	0	8	63
% Trucks	2.7	3.3	1.1	0	2.9	0.7	1.4	0	0	1.1	1.6	1.2	0.9	0	1.2	7.7	0.6	0.6	0	0.9	1.4

	RACE ST Southbound				PARK AVE Westbound				RACE ST Northbound				PARK AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	53	4	60	**36**	114	**10**	**160**	**7**	124	11	142	0	64	11	75	437
07:45 AM	9	47	5	61	23	**118**	10	151	7	126	**16**	149	**5**	**92**	17	**114**	**475**
08:00 AM	**10**	**55**	7	**72**	20	99	5	124	5	94	10	109	3	77	**22**	102	407
08:15 AM	7	52	**8**	67	30	94	2	126	3	**146**	8	**157**	4	74	18	96	446
Total Volume	29	207	24	260	109	425	27	561	22	490	45	557	12	307	68	387	1765
% App. Total	11.2	79.6	9.2		19.4	75.8	4.8		3.9	88	8.1		3.1	79.3	17.6		
PHF	.725	.941	.750	.903	.757	.900	.675	.877	.786	.839	.703	.887	.600	.834	.773	.849	.929

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File Name : 36PM FINAL
Site Code : 00000036
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Groups Printed- Lights - Buses - Trucks

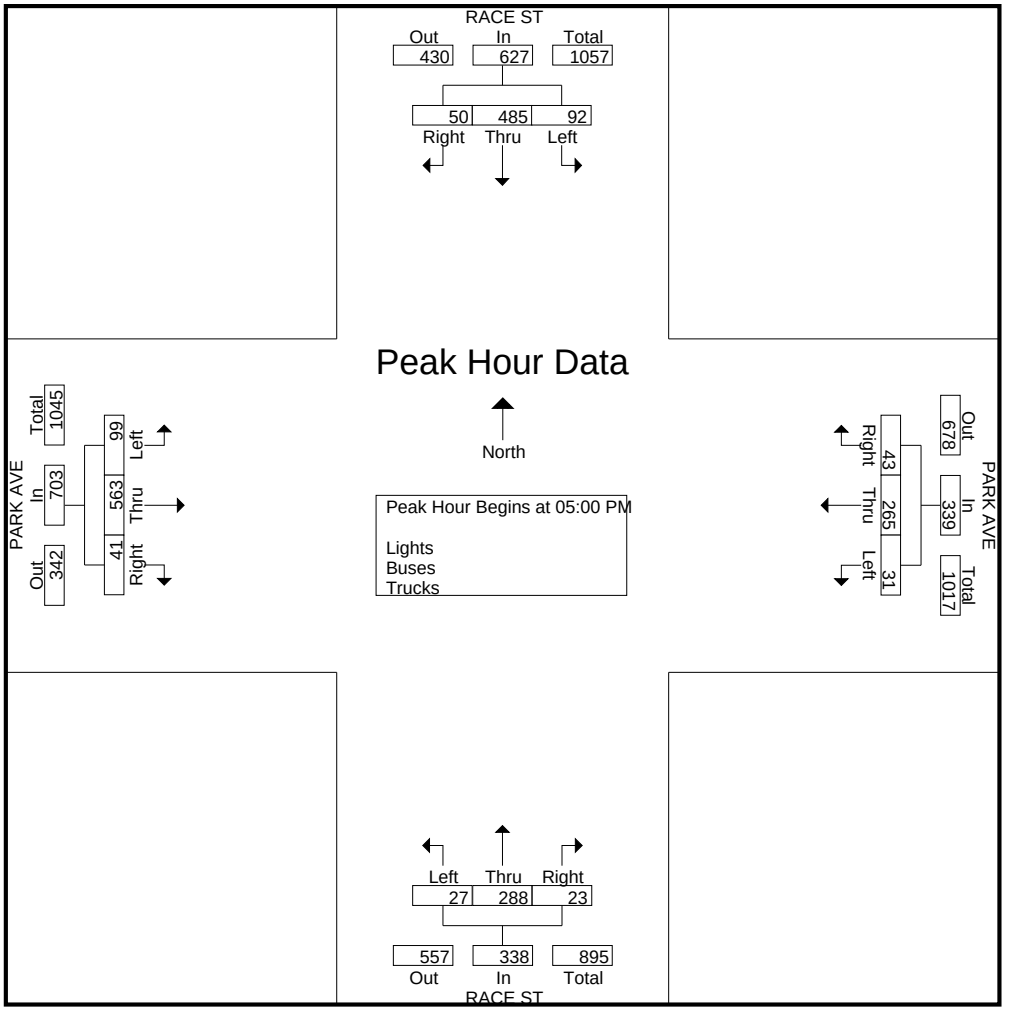
	RACE ST Southbound					PARK AVE Westbound					RACE ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	113	24	6	151	9	53	7	3	72	9	56	3	4	72	4	127	19	6	156	451
04:15 PM	10	99	29	3	141	12	51	6	4	73	3	60	4	5	72	7	110	21	12	150	436
04:30 PM	13	105	22	6	146	11	39	4	4	58	11	63	7	3	84	7	128	24	5	164	452
04:45 PM	12	129	23	1	165	9	57	3	8	77	6	51	3	5	65	8	122	21	5	156	463
Total	43	446	98	16	603	41	200	20	19	280	29	230	17	17	293	26	487	85	28	626	1802
05:00 PM	11	126	22	3	162	6	55	6	1	68	7	91	5	2	105	10	139	26	0	175	510
05:15 PM	11	140	33	2	186	19	64	4	4	91	7	67	6	3	83	15	137	29	4	185	545
05:30 PM	9	115	22	2	148	5	75	15	7	102	6	71	10	1	88	7	146	26	1	180	518
05:45 PM	19	104	15	2	140	13	71	6	6	96	3	59	6	1	69	9	141	18	2	170	475
Total	50	485	92	9	636	43	265	31	18	357	23	288	27	7	345	41	563	99	7	710	2048
06:00 PM	8	102	19	1	130	14	68	8	1	91	8	70	6	1	85	7	133	22	1	163	469
06:15 PM	11	109	16	6	142	11	62	10	3	86	6	60	5	0	71	11	132	31	6	180	479
06:30 PM	11	102	21	5	139	10	44	9	2	65	5	72	6	2	85	2	100	23	3	128	417
06:45 PM	9	97	21	3	130	12	49	9	2	72	8	62	7	5	82	14	81	28	7	130	414
Total	39	410	77	15	541	47	223	36	8	314	27	264	24	8	323	34	446	104	17	601	1779
Grand Total	132	1341	267	40	1780	131	688	87	45	951	79	782	68	32	961	101	1496	288	52	1937	5629
Apprch %	7.4	75.3	15	2.2		13.8	72.3	9.1	4.7		8.2	81.4	7.1	3.3		5.2	77.2	14.9	2.7		
Total %	2.3	23.8	4.7	0.7	31.6	2.3	12.2	1.5	0.8	16.9	1.4	13.9	1.2	0.6	17.1	1.8	26.6	5.1	0.9	34.4	
Lights	132	1326	266	40	1764	131	684	86	45	946	78	773	68	32	951	101	1489	288	52	1930	5591
% Lights	100	98.9	99.6	100	99.1	100	99.4	98.9	100	99.5	98.7	98.8	100	100	99	100	99.5	100	100	99.6	99.3
Buses	0	7	0	0	7	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	13
% Buses	0	0.5	0	0	0.4	0	0.1	0	0	0.1	0	0.6	0	0	0.5	0	0	0	0	0	0.2
Trucks	0	8	1	0	9	0	3	1	0	4	1	4	0	0	5	0	7	0	0	7	25
% Trucks	0	0.6	0.4	0	0.5	0	0.4	1.1	0	0.4	1.3	0.5	0	0	0.5	0	0.5	0	0	0.4	0.4

	RACE ST Southbound				PARK AVE Westbound				RACE ST Northbound				PARK AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	126	22	159	6	55	6	67	**7**	**91**	5	**103**	10	139	26	175	504
05:15 PM	11	**140**	**33**	**184**	**19**	64	4	87	7	67	6	80	**15**	137	**29**	**181**	**532**
05:30 PM	9	115	22	146	5	**75**	**15**	**95**	6	71	**10**	87	7	**146**	26	179	507
05:45 PM	**19**	104	15	138	13	71	6	90	3	59	6	68	9	141	18	168	464
Total Volume	50	485	92	627	43	265	31	339	23	288	27	338	41	563	99	703	2007
% App. Total	8	77.4	14.7		12.7	78.2	9.1		6.8	85.2	8		5.8	80.1	14.1		
PHF	.658	.866	.697	.852	.566	.883	.517	.892	.821	.791	.675	.820	.683	.964	.853	.971	.943

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Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 37AM FINAL
Site Code : 00000037
Start Date : 11/7/2019
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Groups Printed- Lights - Buses - Trucks

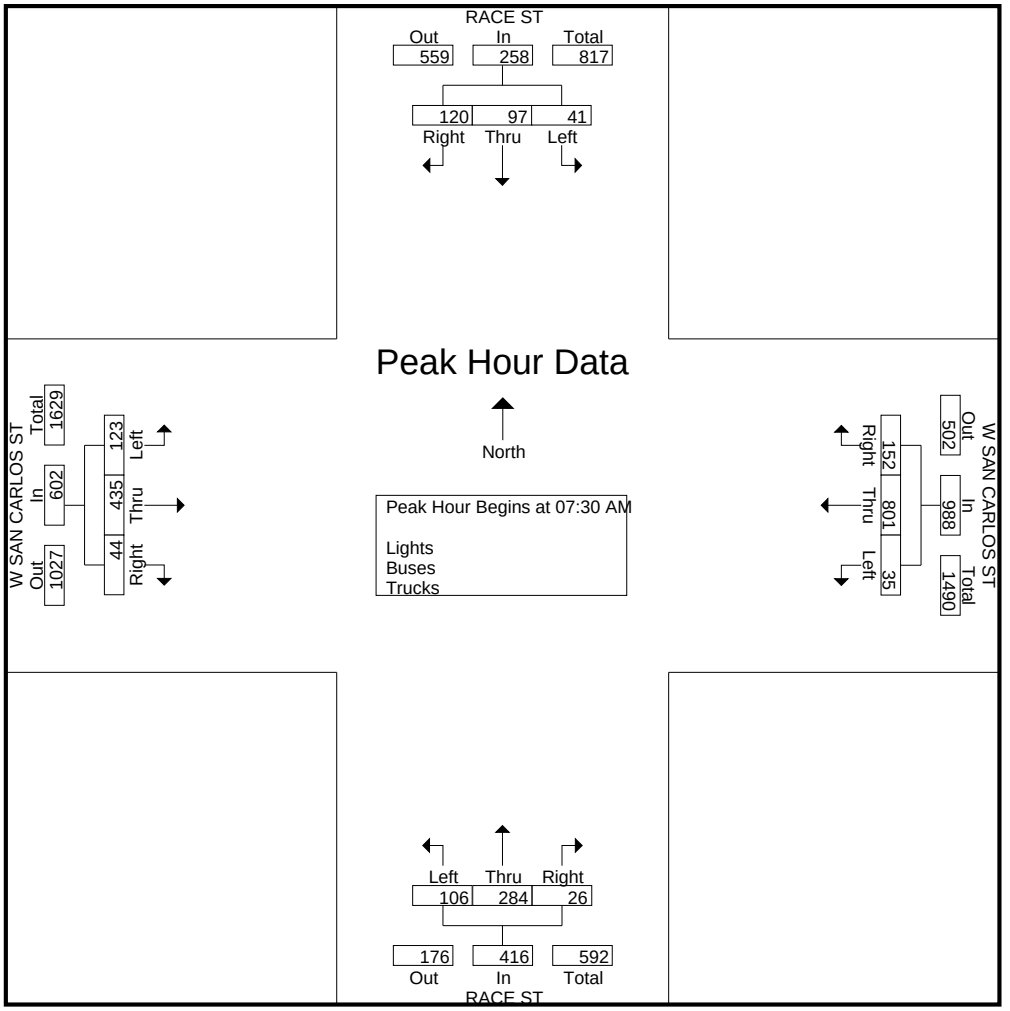
	RACE ST Southbound					W SAN CARLOS ST Westbound					RACE ST Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	30	19	9	1	59	34	187	8	1	230	5	41	27	3	76	3	60	18	1	82	447
07:15 AM	32	17	7	4	60	31	249	8	1	289	3	53	23	5	84	7	76	27	4	114	547
07:30 AM	32	28	10	0	70	42	236	8	2	288	3	83	34	1	121	8	85	29	2	124	603
07:45 AM	30	19	9	3	61	39	215	5	6	265	11	60	26	5	102	19	118	31	4	172	600
Total	124	83	35	8	250	146	887	29	10	1072	22	237	110	14	383	37	339	105	11	492	2197
08:00 AM	33	21	13	1	68	33	168	12	1	214	3	59	25	5	92	11	121	23	2	157	531
08:15 AM	25	29	9	1	64	38	182	10	2	232	9	82	21	3	115	6	111	40	5	162	573
08:30 AM	41	13	12	3	69	38	198	5	2	243	11	46	18	3	78	13	128	39	3	183	573
08:45 AM	31	22	11	5	69	28	173	7	2	210	8	48	26	2	84	5	83	33	2	123	486
Total	130	85	45	10	270	137	721	34	7	899	31	235	90	13	369	35	443	135	12	625	2163
09:00 AM	31	15	13	2	61	27	168	8	6	209	8	50	12	6	76	9	85	35	3	132	478
09:15 AM	27	21	8	1	57	22	142	12	2	178	5	36	13	2	56	4	82	19	1	106	397
09:30 AM	37	16	10	2	65	20	136	9	3	168	10	26	22	4	62	6	100	15	1	122	417
09:45 AM	32	25	8	2	67	16	94	12	4	126	5	27	16	5	53	11	92	26	2	131	377
Total	127	77	39	7	250	85	540	41	15	681	28	139	63	17	247	30	359	95	7	491	1669
Grand Total	381	245	119	25	770	368	2148	104	32	2652	81	611	263	44	999	102	1141	335	30	1608	6029
Apprch %	49.5	31.8	15.5	3.2		13.9	81	3.9	1.2		8.1	61.2	26.3	4.4		6.3	71	20.8	1.9		
Total %	6.3	4.1	2	0.4	12.8	6.1	35.6	1.7	0.5	44	1.3	10.1	4.4	0.7	16.6	1.7	18.9	5.6	0.5	26.7	
Lights	368	234	110	25	737	365	2078	103	32	2578	80	595	257	44	976	95	1086	325	30	1536	5827
% Lights	96.6	95.5	92.4	100	95.7	99.2	96.7	99	100	97.2	98.8	97.4	97.7	100	97.7	93.1	95.2	97	100	95.5	96.6
Buses	1	6	0	0	7	0	45	0	0	45	0	9	1	0	10	1	33	2	0	36	98
% Buses	0.3	2.4	0	0	0.9	0	2.1	0	0	1.7	0	1.5	0.4	0	1	1	2.9	0.6	0	2.2	1.6
Trucks	12	5	9	0	26	3	25	1	0	29	1	7	5	0	13	6	22	8	0	36	104
% Trucks	3.1	2	7.6	0	3.4	0.8	1.2	1	0	1.1	1.2	1.1	1.9	0	1.3	5.9	1.9	2.4	0	2.2	1.7

	RACE ST Southbound				W SAN CARLOS ST Westbound				RACE ST Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	32	28	10	**70**	**42**	**236**	8	**286**	3	**83**	**34**	**120**	8	85	29	122	**598**
07:45 AM	30	19	9	58	39	215	5	259	**11**	60	26	97	**19**	118	31	**168**	582
08:00 AM	**33**	21	**13**	67	33	168	**12**	213	3	59	25	87	11	**121**	23	155	522
08:15 AM	25	**29**	9	63	38	182	10	230	9	82	21	112	6	111	**40**	157	562
Total Volume	120	97	41	258	152	801	35	988	26	284	106	416	44	435	123	602	2264
% App. Total	46.5	37.6	15.9		15.4	81.1	3.5		6.2	68.3	25.5		7.3	72.3	20.4		
PHF	.909	.836	.788	.921	.905	.849	.729	.864	.591	.855	.779	.867	.579	.899	.769	.896	.946

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Groups Printed- Lights - Buses - Trucks

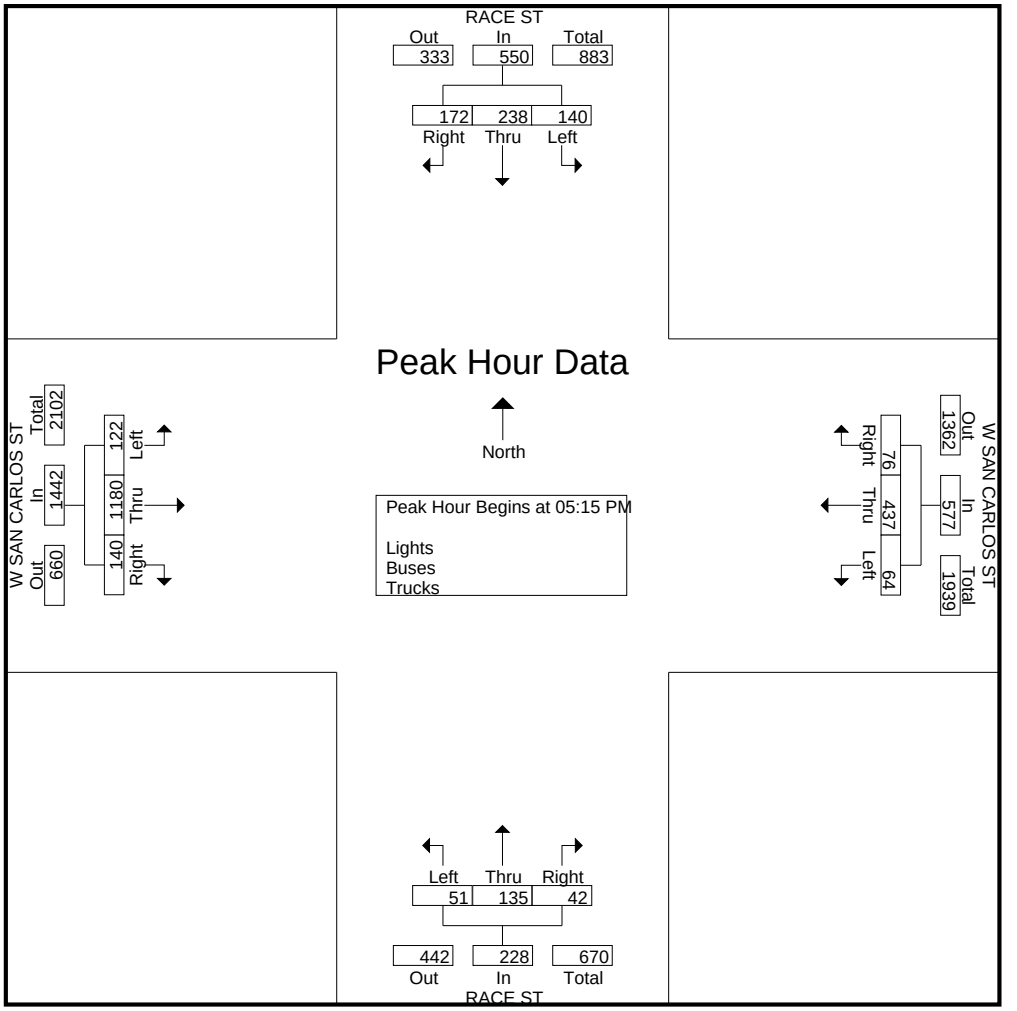
	RACE ST Southbound					W SAN CARLOS ST Westbound					RACE ST Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	37	50	31	4	122	12	84	11	6	113	9	38	16	7	70	26	225	22	8	281	586
04:15 PM	41	47	27	4	119	13	105	18	3	139	4	30	9	7	50	23	238	32	4	297	605
04:30 PM	34	60	29	2	125	13	83	14	9	119	20	53	22	3	98	24	226	37	2	289	631
04:45 PM	42	58	30	4	134	11	103	18	4	136	5	21	16	7	49	27	244	36	8	315	634
Total	154	215	117	14	500	49	375	61	22	507	38	142	63	24	267	100	933	127	22	1182	2456
05:00 PM	41	44	45	4	134	14	105	13	2	134	25	47	21	11	104	32	279	35	3	349	721
05:15 PM	57	71	38	3	169	19	112	15	7	153	11	33	11	7	62	43	263	33	1	340	724
05:30 PM	43	72	27	8	150	18	118	11	4	151	9	34	15	1	59	35	324	30	4	393	753
05:45 PM	33	63	34	4	134	16	94	25	3	138	11	35	14	7	67	39	258	28	5	330	669
Total	174	250	144	19	587	67	429	64	16	576	56	149	61	26	292	149	1124	126	13	1412	2867
06:00 PM	39	32	41	3	115	23	113	13	1	150	11	33	11	3	58	23	335	31	3	392	715
06:15 PM	37	65	39	7	148	16	73	14	2	105	12	32	15	5	64	25	266	36	6	333	650
06:30 PM	33	47	25	2	107	15	54	12	4	85	10	24	9	9	52	19	285	37	3	344	588
06:45 PM	25	51	35	1	112	13	42	3	1	59	6	27	16	4	53	20	222	20	0	262	486
Total	134	195	140	13	482	67	282	42	8	399	39	116	51	21	227	87	1108	124	12	1331	2439
Grand Total	462	660	401	46	1569	183	1086	167	46	1482	133	407	175	71	786	336	3165	377	47	3925	7762
Apprch %	29.4	42.1	25.6	2.9		12.3	73.3	11.3	3.1		16.9	51.8	22.3	9		8.6	80.6	9.6	1.2		
Total %	6	8.5	5.2	0.6	20.2	2.4	14	2.2	0.6	19.1	1.7	5.2	2.3	0.9	10.1	4.3	40.8	4.9	0.6	50.6	
Lights	462	651	397	46	1556	182	1050	167	46	1445	132	401	173	71	777	335	3099	372	47	3853	7631
% Lights	100	98.6	99	100	99.2	99.5	96.7	100	100	97.5	99.2	98.5	98.9	100	98.9	99.7	97.9	98.7	100	98.2	98.3
Buses	0	7	0	0	7	0	30	0	0	30	0	5	0	0	5	0	43	0	0	43	85
% Buses	0	1.1	0	0	0.4	0	2.8	0	0	2	0	1.2	0	0	0.6	0	1.4	0	0	1.1	1.1
Trucks	0	2	4	0	6	1	6	0	0	7	1	1	2	0	4	1	23	5	0	29	46
% Trucks	0	0.3	1	0	0.4	0.5	0.6	0	0	0.5	0.8	0.2	1.1	0	0.5	0.3	0.7	1.3	0	0.7	0.6

	RACE ST Southbound				W SAN CARLOS ST Westbound				RACE ST Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**57**	71	38	**166**	19	112	15	146	**11**	33	11	55	**43**	263	**33**	339	706
05:30 PM	43	**72**	27	142	18	**118**	11	147	9	34	**15**	58	35	324	30	**389**	**736**
05:45 PM	33	63	34	130	16	94	**25**	135	11	**35**	14	**60**	39	258	28	325	650
06:00 PM	39	32	**41**	112	**23**	113	13	**149**	11	33	11	55	23	**335**	31	389	705
Total Volume	172	238	140	550	76	437	64	577	42	135	51	228	140	1180	122	1442	2797
% App. Total	31.3	43.3	25.5		13.2	75.7	11.1		18.4	59.2	22.4		9.7	81.8	8.5		
PHF	.754	.826	.854	.828	.826	.926	.640	.968	.955	.964	.850	.950	.814	.881	.924	.927	.950

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Groups Printed- Lights - Buses - Trucks

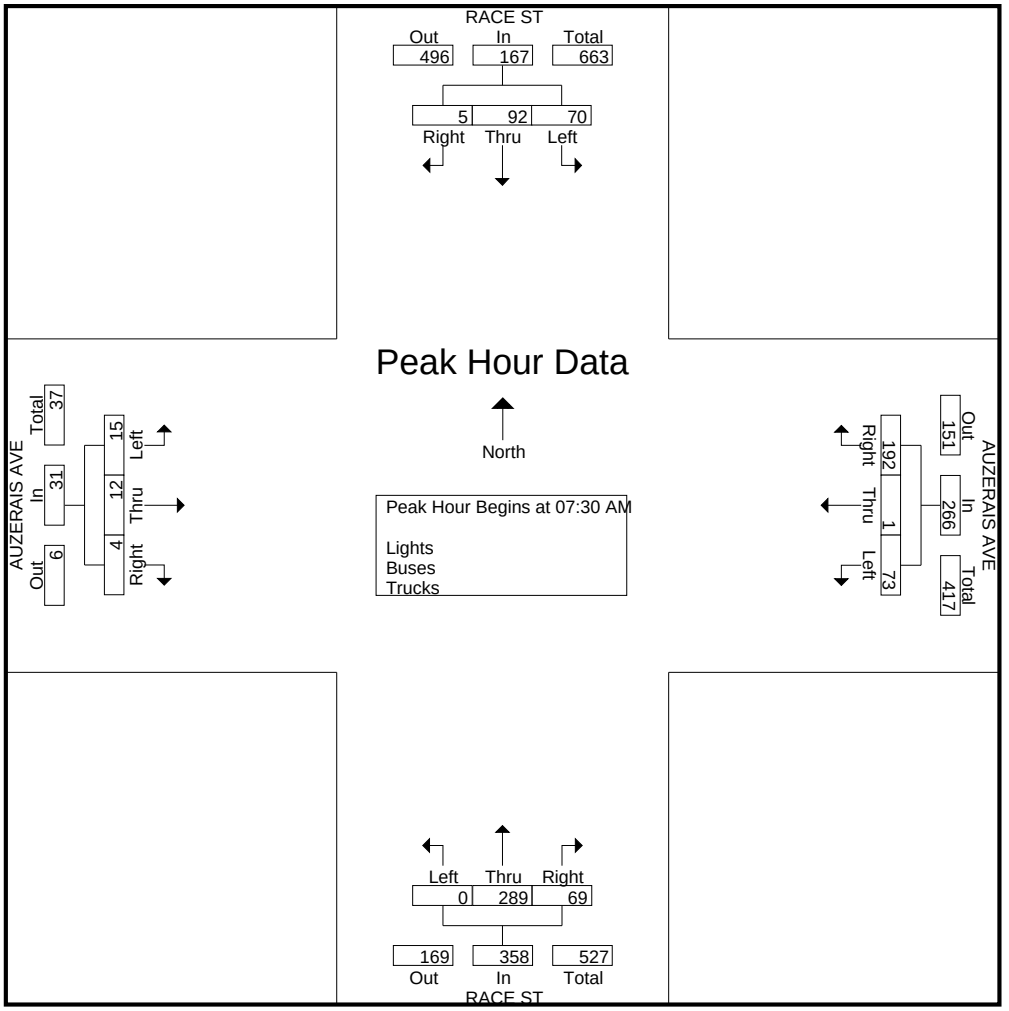
	RACE ST Southbound					AUZERAIS AVE Westbound					RACE ST Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	15	5	2	22	30	0	9	3	42	11	49	0	1	61	0	1	3	1	5	130
07:15 AM	0	17	14	0	31	38	0	16	2	56	11	48	0	4	63	0	1	4	5	10	160
07:30 AM	3	19	15	1	38	46	0	9	1	56	18	93	0	8	119	1	5	1	2	9	222
07:45 AM	0	26	20	1	47	48	0	20	2	70	18	66	0	0	84	1	1	7	2	11	212
Total	3	77	54	4	138	162	0	54	8	224	58	256	0	13	327	2	8	15	10	35	724
08:00 AM	1	27	16	0	44	47	0	16	0	63	16	56	0	0	72	1	5	5	0	11	190
08:15 AM	1	20	19	2	42	51	1	28	0	80	17	74	0	3	94	1	1	2	6	10	226
08:30 AM	0	20	15	1	36	24	1	18	0	43	14	63	2	2	81	1	1	4	3	9	169
08:45 AM	4	24	7	3	38	15	1	13	1	30	12	57	0	1	70	0	3	6	3	12	150
Total	6	91	57	6	160	137	3	75	1	216	59	250	2	6	317	3	10	17	12	42	735
09:00 AM	2	24	10	1	37	21	0	15	3	39	13	61	1	1	76	0	3	5	2	10	162
09:15 AM	1	27	7	4	39	15	0	11	0	26	21	43	1	5	70	2	0	4	2	8	143
09:30 AM	0	17	6	2	25	21	0	18	3	42	21	48	0	0	69	1	1	2	4	8	144
09:45 AM	0	30	17	0	47	20	1	11	0	32	10	43	0	1	54	0	0	2	4	6	139
Total	3	98	40	7	148	77	1	55	6	139	65	195	2	7	269	3	4	13	12	32	588
Grand Total	12	266	151	17	446	376	4	184	15	579	182	701	4	26	913	8	22	45	34	109	2047
Apprch %	2.7	59.6	33.9	3.8		64.9	0.7	31.8	2.6		19.9	76.8	0.4	2.8		7.3	20.2	41.3	31.2		
Total %	0.6	13	7.4	0.8	21.8	18.4	0.2	9	0.7	28.3	8.9	34.2	0.2	1.3	44.6	0.4	1.1	2.2	1.7	5.3	
Lights	12	248	145	17	422	360	4	168	15	547	173	681	4	26	884	8	22	45	34	109	1962
% Lights	100	93.2	96	100	94.6	95.7	100	91.3	100	94.5	95.1	97.1	100	100	96.8	100	100	100	100	100	95.8
Buses	0	7	0	0	7	6	0	3	0	9	2	11	0	0	13	0	0	0	0	0	29
% Buses	0	2.6	0	0	1.6	1.6	0	1.6	0	1.6	1.1	1.6	0	0	1.4	0	0	0	0	0	1.4
Trucks	0	11	6	0	17	10	0	13	0	23	7	9	0	0	16	0	0	0	0	0	56
% Trucks	0	4.1	4	0	3.8	2.7	0	7.1	0	4	3.8	1.3	0	0	1.8	0	0	0	0	0	2.7

	RACE ST Southbound				AUZERAIS AVE Westbound				RACE ST Northbound				AUZERAIS AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**3**	19	15	37	46	0	9	55	**18**	**93**	0	**111**	**1**	**5**	1	7	210
07:45 AM	0	26	**20**	**46**	48	0	20	68	18	66	0	84	1	1	**7**	9	207
08:00 AM	1	**27**	16	44	47	0	16	63	16	56	0	72	1	5	5	**11**	190
08:15 AM	1	20	19	40	**51**	**1**	**28**	**80**	17	74	0	91	1	1	2	4	**215**
Total Volume	5	92	70	167	192	1	73	266	69	289	0	358	4	12	15	31	822
% App. Total	3	55.1	41.9		72.2	0.4	27.4		19.3	80.7	0		12.9	38.7	48.4		
PHF	.417	.852	.875	.908	.941	.250	.652	.831	.958	.777	.000	.806	1.00	.600	.536	.705	.956

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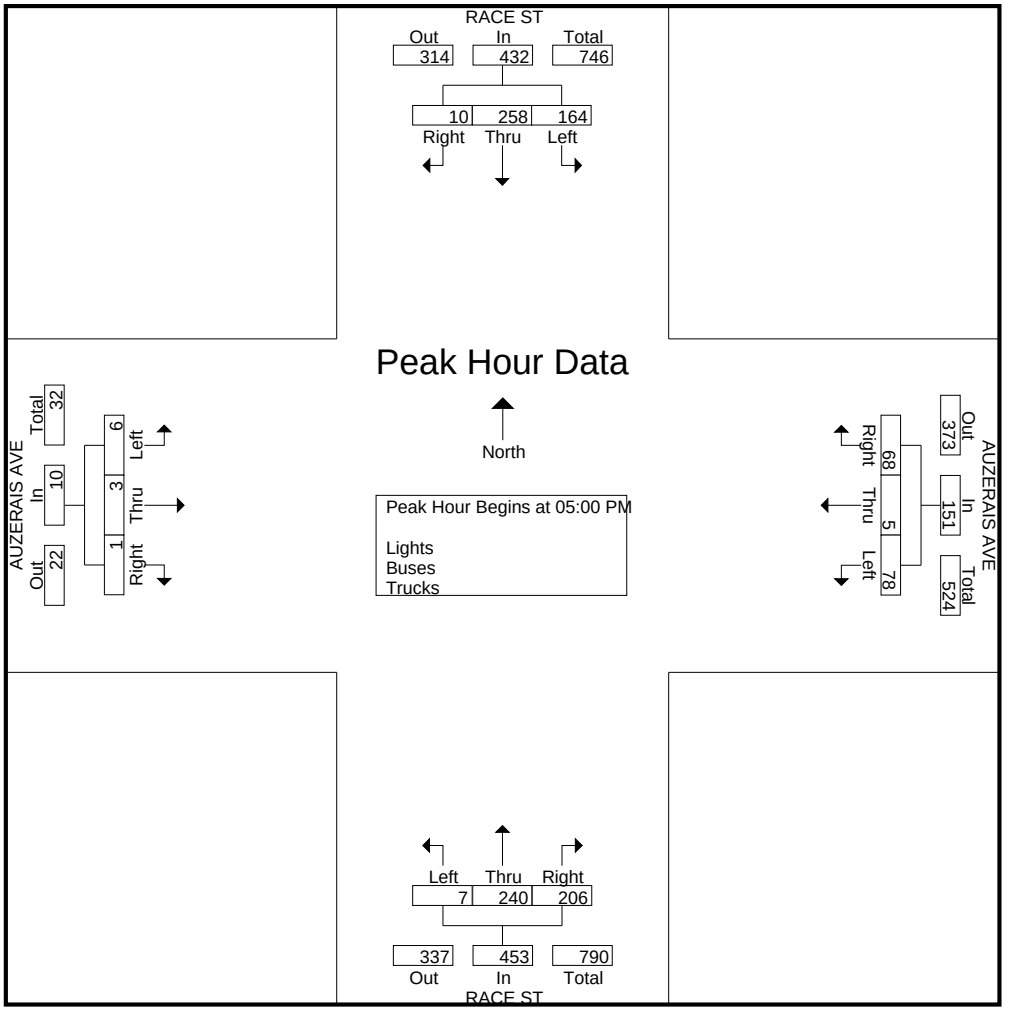
	RACE ST Southbound					AUZERAIS AVE Westbound					RACE ST Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	44	30	0	75	17	0	23	3	43	31	50	5	5	91	3	0	0	6	9	218
04:15 PM	3	49	28	5	85	14	0	18	3	35	31	47	2	3	83	1	2	4	2	9	212
04:30 PM	1	70	26	0	97	14	0	17	5	36	36	57	0	3	96	0	1	0	6	7	236
04:45 PM	3	63	47	4	117	15	2	13	4	34	47	40	1	0	88	3	3	0	3	9	248
Total	8	226	131	9	374	60	2	71	15	148	145	194	8	11	358	7	6	4	17	34	914
05:00 PM	3	61	27	1	92	22	1	19	4	46	42	79	1	2	124	0	1	2	3	6	268
05:15 PM	4	67	51	1	123	20	3	24	5	52	57	65	0	3	125	0	1	1	3	5	305
05:30 PM	3	62	42	3	110	13	1	19	2	35	53	56	2	3	114	1	0	2	2	5	264
05:45 PM	0	68	44	3	115	13	0	16	0	29	54	40	4	1	99	0	1	1	7	9	252
Total	10	258	164	8	440	68	5	78	11	162	206	240	7	9	462	1	3	6	15	25	1089
06:00 PM	3	43	29	3	78	13	1	14	1	29	33	45	1	0	79	1	1	1	2	5	191
06:15 PM	7	49	31	2	89	18	0	16	1	35	47	44	0	0	91	1	0	3	3	7	222
06:30 PM	0	50	31	1	82	13	1	9	0	23	27	40	1	2	70	1	0	2	4	7	182
06:45 PM	4	56	30	1	91	11	0	8	3	22	32	49	2	3	86	0	0	0	2	2	201
Total	14	198	121	7	340	55	2	47	5	109	139	178	4	5	326	3	1	6	11	21	796
Grand Total	32	682	416	24	1154	183	9	196	31	419	490	612	19	25	1146	11	10	16	43	80	2799
Apprch %	2.8	59.1	36	2.1		43.7	2.1	46.8	7.4		42.8	53.4	1.7	2.2		13.8	12.5	20	53.8		
Total %	1.1	24.4	14.9	0.9	41.2	6.5	0.3	7	1.1	15	17.5	21.9	0.7	0.9	40.9	0.4	0.4	0.6	1.5	2.9	
Lights	32	672	416	24	1144	182	9	189	31	411	482	604	19	25	1130	11	10	16	43	80	2765
% Lights	100	98.5	100	100	99.1	99.5	100	96.4	100	98.1	98.4	98.7	100	100	98.6	100	100	100	100	100	98.8
Buses	0	7	0	0	7	0	0	6	0	6	3	6	0	0	9	0	0	0	0	0	22
% Buses	0	1	0	0	0.6	0	0	3.1	0	1.4	0.6	1	0	0	0.8	0	0	0	0	0	0.8
Trucks	0	3	0	0	3	1	0	1	0	2	5	2	0	0	7	0	0	0	0	0	12
% Trucks	0	0.4	0	0	0.3	0.5	0	0.5	0	0.5	1	0.3	0	0	0.6	0	0	0	0	0	0.4

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	61	27	91	**22**	1	19	42	42	**79**	1	**122**	0	**1**	**2**	**3**	258
05:15 PM	**4**	67	**51**	**122**	20	**3**	**24**	**47**	**57**	65	0	122	0	1	1	2	**293**
05:30 PM	3	62	42	107	13	1	19	33	53	56	2	111	**1**	0	2	3	254
05:45 PM	0	**68**	44	112	13	0	16	29	54	40	**4**	98	0	1	1	2	241
Total Volume	10	258	164	432	68	5	78	151	206	240	7	453	1	3	6	10	1046
% App. Total	2.3	59.7	38		45	3.3	51.7		45.5	53	1.5		10	30	60		
PHF	.625	.949	.804	.885	.773	.417	.813	.803	.904	.759	.438	.928	.250	.750	.750	.833	.892

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Groups Printed- Lights - Buses - Trucks

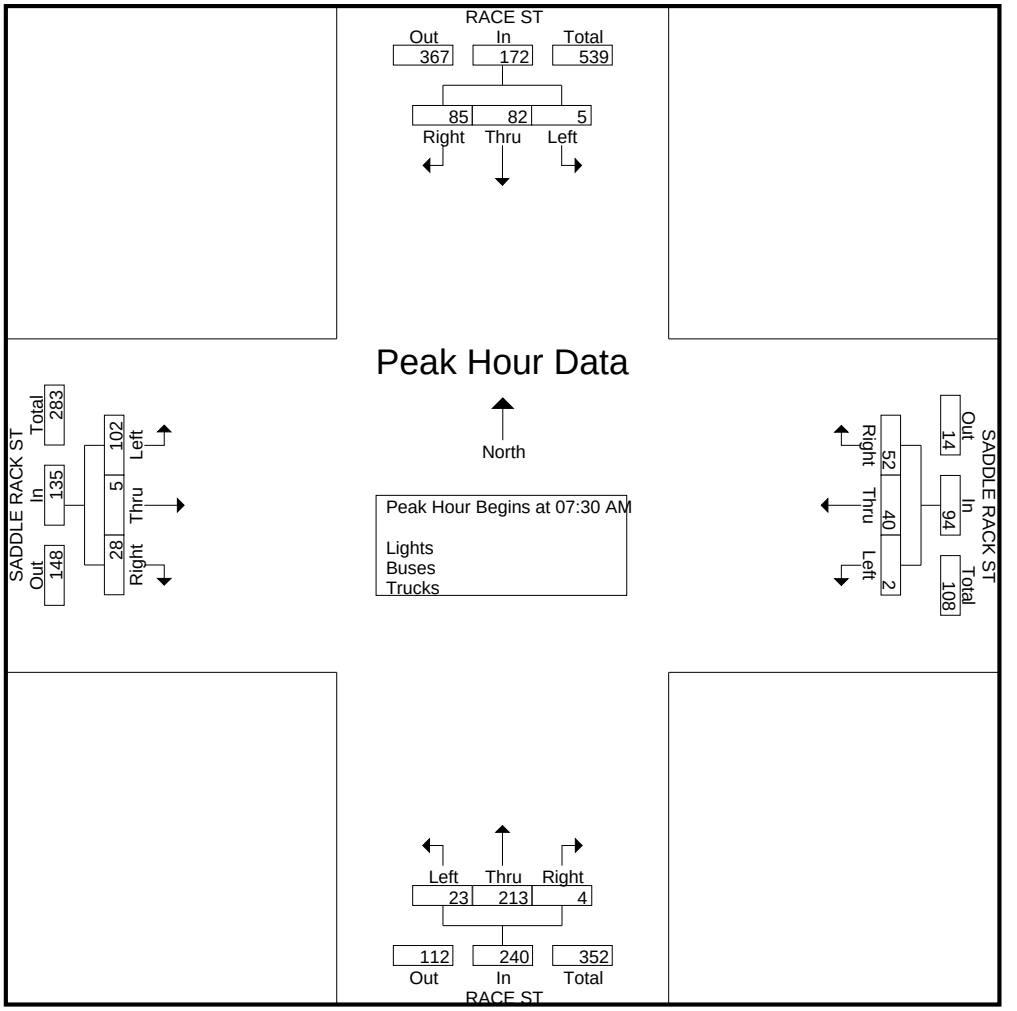
	RACE ST Southbound					SADDLE RACK ST Westbound					RACE ST Northbound					SADDLE RACK ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	13	7	4	0	24	5	1	0	7	13	0	40	3	0	43	4	1	21	0	26	106
07:15 AM	21	11	2	4	38	7	4	0	10	21	2	47	4	0	53	2	0	14	0	16	128
07:30 AM	18	13	0	4	35	15	9	1	14	39	0	65	4	0	69	6	0	31	2	39	182
07:45 AM	23	22	2	3	50	14	13	0	8	35	2	52	9	0	63	4	1	22	3	30	178
Total	75	53	8	11	147	41	27	1	39	108	4	204	20	0	228	16	2	88	5	111	594
08:00 AM	17	26	2	0	45	8	8	1	4	21	1	41	4	1	47	11	3	28	0	42	155
08:15 AM	27	21	1	2	51	15	10	0	6	31	1	55	6	1	63	7	1	21	2	31	176
08:30 AM	19	17	2	0	38	14	12	0	0	26	2	54	7	0	63	5	1	19	1	26	153
08:45 AM	23	13	1	2	39	8	13	1	5	27	1	46	5	2	54	6	3	21	3	33	153
Total	86	77	6	4	173	45	43	2	15	105	5	196	22	4	227	29	8	89	6	132	637
09:00 AM	20	22	1	1	44	10	9	0	3	22	2	47	5	1	55	8	4	12	0	24	145
09:15 AM	22	19	0	4	45	5	8	0	8	21	1	39	8	0	48	6	1	23	0	30	144
09:30 AM	18	20	1	0	39	6	10	0	7	23	1	39	10	1	51	8	1	27	2	38	151
09:45 AM	19	19	0	5	43	5	7	0	10	22	2	32	8	0	42	4	1	15	0	20	127
Total	79	80	2	10	171	26	34	0	28	88	6	157	31	2	196	26	7	77	2	112	567
Grand Total	240	210	16	25	491	112	104	3	82	301	15	557	73	6	651	71	17	254	13	355	1798
Apprch %	48.9	42.8	3.3	5.1		37.2	34.6	1	27.2		2.3	85.6	11.2	0.9		20	4.8	71.5	3.7		
Total %	13.3	11.7	0.9	1.4	27.3	6.2	5.8	0.2	4.6	16.7	0.8	31	4.1	0.3	36.2	3.9	0.9	14.1	0.7	19.7	
Lights	220	195	16	25	456	112	104	3	82	301	14	541	69	6	630	69	17	239	13	338	1725
% Lights	91.7	92.9	100	100	92.9	100	100	100	100	100	93.3	97.1	94.5	100	96.8	97.2	100	94.1	100	95.2	95.9
Buses	7	4	0	0	11	0	0	0	0	0	0	3	1	0	4	0	0	9	0	9	24
% Buses	2.9	1.9	0	0	2.2	0	0	0	0	0	0	0.5	1.4	0	0.6	0	0	3.5	0	2.5	1.3
Trucks	13	11	0	0	24	0	0	0	0	0	1	13	3	0	17	2	0	6	0	8	49
% Trucks	5.4	5.2	0	0	4.9	0	0	0	0	0	6.7	2.3	4.1	0	2.6	2.8	0	2.4	0	2.3	2.7

	RACE ST Southbound				SADDLE RACK ST Westbound				RACE ST Northbound				SADDLE RACK ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	18	13	0	31	**15**	9	**1**	25	0	**65**	4	**69**	6	0	**31**	37	162
07:45 AM	23	22	**2**	47	14	**13**	0	**27**	**2**	52	**9**	63	4	1	22	27	164
08:00 AM	17	**26**	2	45	8	8	1	17	1	41	4	46	**11**	**3**	28	**42**	150
08:15 AM	**27**	21	1	**49**	15	10	0	25	1	55	6	62	7	1	21	29	**165**
Total Volume	85	82	5	172	52	40	2	94	4	213	23	240	28	5	102	135	641
% App. Total	49.4	47.7	2.9		55.3	42.6	2.1		1.7	88.8	9.6		20.7	3.7	75.6		
PHF	.787	.788	.625	.878	.867	.769	.500	.870	.500	.819	.639	.870	.636	.417	.823	.804	.971

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Groups Printed- Lights - Buses - Trucks

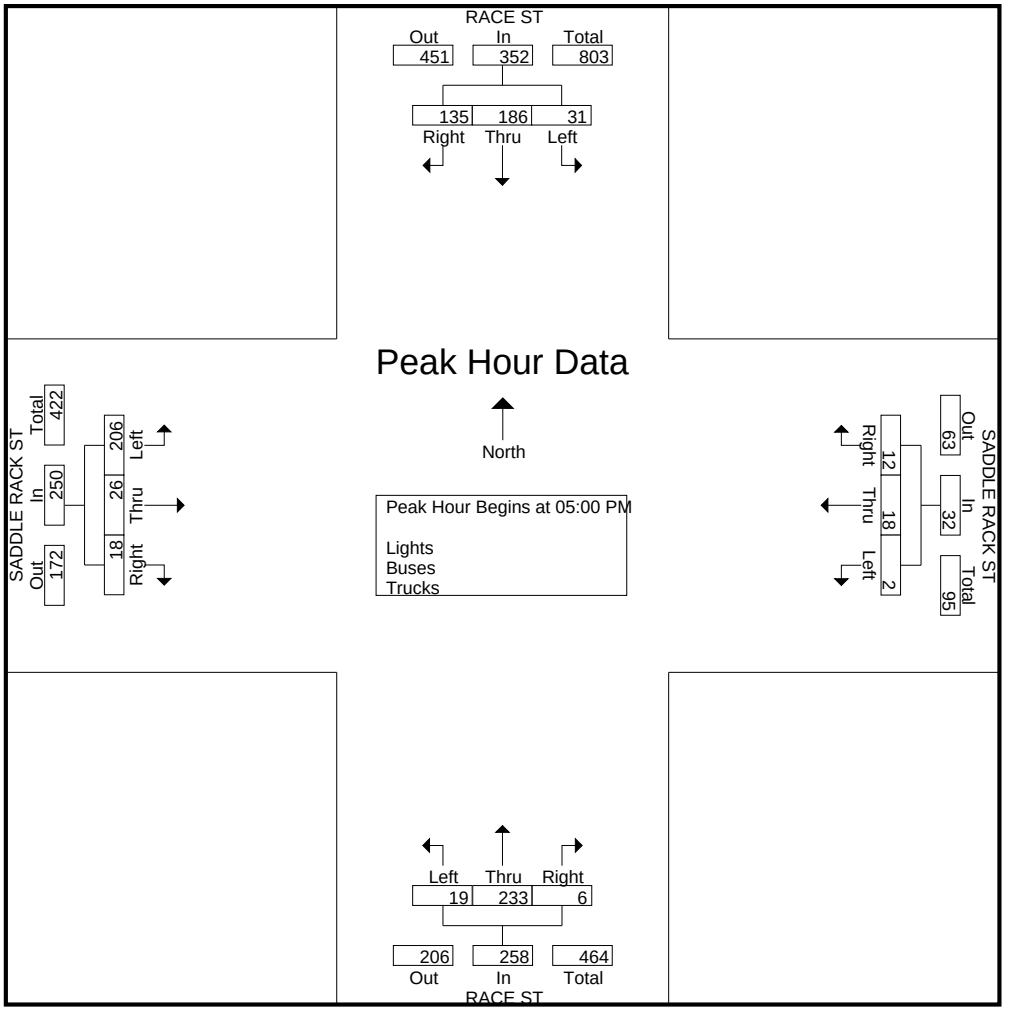
	RACE ST Southbound					SADDLE RACK ST Westbound					RACE ST Northbound					SADDLE RACK ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	34	36	3	8	81	1	3	1	17	22	6	59	6	1	72	5	2	24	4	35	210
04:15 PM	30	39	3	2	74	3	2	1	10	16	0	47	8	0	55	4	8	31	1	44	189
04:30 PM	36	43	6	4	89	1	3	2	7	13	2	51	9	2	64	1	5	38	3	47	213
04:45 PM	26	40	8	3	77	3	7	0	9	19	2	46	11	1	60	6	4	45	2	57	213
Total	126	158	20	17	321	8	15	4	43	70	10	203	34	4	251	16	19	138	10	183	825
05:00 PM	40	51	3	3	97	2	4	2	9	17	3	76	0	3	82	5	6	41	1	53	249
05:15 PM	35	39	6	0	80	5	5	0	3	13	1	55	9	1	66	5	2	60	4	71	230
05:30 PM	35	48	11	0	94	2	7	0	4	13	1	59	4	0	64	5	9	51	1	66	237
05:45 PM	25	48	11	7	91	3	2	0	8	13	1	43	6	0	50	3	9	54	2	68	222
Total	135	186	31	10	362	12	18	2	24	56	6	233	19	4	262	18	26	206	8	258	938
06:00 PM	21	33	8	2	64	4	1	0	3	8	5	47	10	2	64	1	4	25	0	30	166
06:15 PM	22	43	6	3	74	1	3	0	7	11	3	53	9	0	65	2	11	40	3	56	206
06:30 PM	19	26	8	0	53	1	2	1	2	6	2	40	8	0	50	9	9	24	3	45	154
06:45 PM	21	41	5	1	68	2	2	1	7	12	6	56	4	1	67	4	2	28	4	38	185
Total	83	143	27	6	259	8	8	2	19	37	16	196	31	3	246	16	26	117	10	169	711
Grand Total	344	487	78	33	942	28	41	8	86	163	32	632	84	11	759	50	71	461	28	610	2474
Apprch %	36.5	51.7	8.3	3.5		17.2	25.2	4.9	52.8		4.2	83.3	11.1	1.4		8.2	11.6	75.6	4.6		
Total %	13.9	19.7	3.2	1.3	38.1	1.1	1.7	0.3	3.5	6.6	1.3	25.5	3.4	0.4	30.7	2	2.9	18.6	1.1	24.7	
Lights	334	479	78	33	924	28	39	8	86	161	31	628	84	11	754	48	71	451	28	598	2437
% Lights	97.1	98.4	100	100	98.1	100	95.1	100	100	98.8	96.9	99.4	100	100	99.3	96	100	97.8	100	98	98.5
Buses	9	5	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	19
% Buses	2.6	1	0	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0.8	0.8
Trucks	1	3	0	0	4	0	2	0	0	2	1	4	0	0	5	2	0	5	0	7	18
% Trucks	0.3	0.6	0	0	0.4	0	4.9	0	0	1.2	3.1	0.6	0	0	0.7	4	0	1.1	0	1.1	0.7

	RACE ST Southbound				SADDLE RACK ST Westbound				RACE ST Northbound				SADDLE RACK ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**40**	**51**	3	**94**	2	4	**2**	8	**3**	**76**	0	**79**	**5**	6	41	52	**233**
05:15 PM	35	39	6	80	**5**	5	0	**10**	1	55	**9**	65	5	2	**60**	**67**	222
05:30 PM	35	48	**11**	94	2	**7**	0	9	1	59	4	64	5	**9**	51	65	232
05:45 PM	25	48	11	84	3	2	0	5	1	43	6	50	3	9	54	66	205
Total Volume	135	186	31	352	12	18	2	32	6	233	19	258	18	26	206	250	892
% App. Total	38.4	52.8	8.8		37.5	56.2	6.2		2.3	90.3	7.4		7.2	10.4	82.4		
PHF	.844	.912	.705	.936	.600	.643	.250	.800	.500	.766	.528	.816	.900	.722	.858	.933	.957

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Groups Printed- Lights - Buses - Trucks

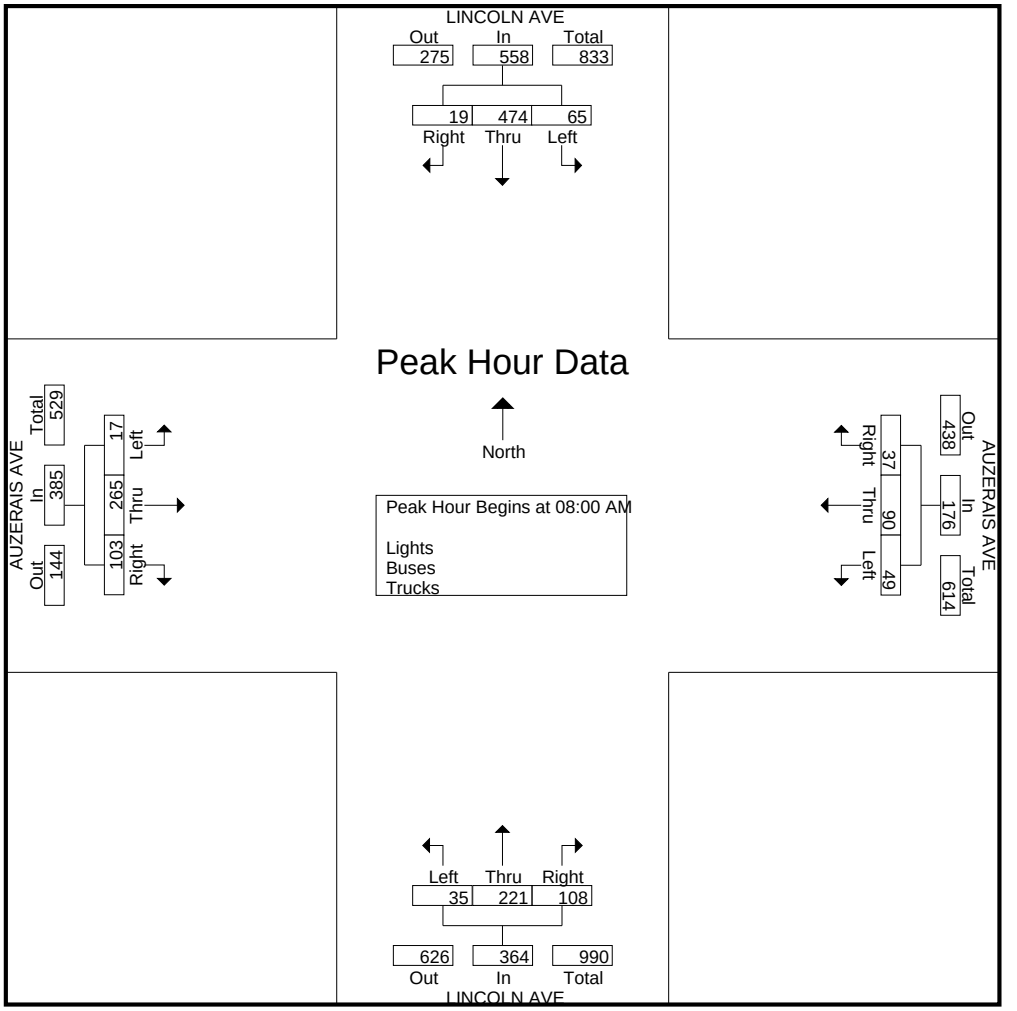
	LINCOLN AVE Southbound					AUZERAIS AVE Westbound					LINCOLN AVE Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	109	20	1	137	7	18	14	2	41	16	60	8	3	87	18	45	4	4	71	336
07:15 AM	8	82	12	0	102	7	10	8	3	28	15	61	10	5	91	20	47	5	1	73	294
07:30 AM	2	101	17	0	120	10	13	9	0	32	24	54	11	1	90	25	67	7	1	100	342
07:45 AM	6	103	11	1	121	11	14	17	0	42	16	57	8	1	82	26	65	3	4	98	343
Total	23	395	60	2	480	35	55	48	5	143	71	232	37	10	350	89	224	19	10	342	1315
08:00 AM	5	107	12	2	126	10	15	16	0	41	20	63	9	1	93	29	78	6	1	114	374
08:15 AM	6	125	17	2	150	10	18	10	0	38	30	52	8	3	93	26	56	3	10	95	376
08:30 AM	4	118	13	3	138	12	29	16	1	58	27	59	13	5	104	26	75	5	0	106	406
08:45 AM	4	124	23	3	154	5	28	7	0	40	31	47	5	1	84	22	56	3	4	85	363
Total	19	474	65	10	568	37	90	49	1	177	108	221	35	10	374	103	265	17	15	400	1519
09:00 AM	4	107	12	2	125	11	21	13	1	46	20	46	6	0	72	23	48	2	1	74	317
09:15 AM	3	83	22	2	110	6	22	10	1	39	16	47	7	2	72	12	69	1	4	86	307
09:30 AM	3	97	17	3	120	11	12	8	0	31	13	43	3	0	59	18	36	3	0	57	267
09:45 AM	2	90	18	1	111	2	7	10	2	21	13	38	7	0	58	16	40	1	1	58	248
Total	12	377	69	8	466	30	62	41	4	137	62	174	23	2	261	69	193	7	6	275	1139
Grand Total	54	1246	194	20	1514	102	207	138	10	457	241	627	95	22	985	261	682	43	31	1017	3973
Apprch %	3.6	82.3	12.8	1.3		22.3	45.3	30.2	2.2		24.5	63.7	9.6	2.2		25.7	67.1	4.2	3		
Total %	1.4	31.4	4.9	0.5	38.1	2.6	5.2	3.5	0.3	11.5	6.1	15.8	2.4	0.6	24.8	6.6	17.2	1.1	0.8	25.6	
Lights	52	1242	192	20	1506	98	205	137	10	450	236	614	88	22	960	258	673	42	31	1004	3920
% Lights	96.3	99.7	99	100	99.5	96.1	99	99.3	100	98.5	97.9	97.9	92.6	100	97.5	98.9	98.7	97.7	100	98.7	98.7
Buses	1	3	1	0	5	1	1	0	0	2	3	8	7	0	18	1	0	0	0	1	26
% Buses	1.9	0.2	0.5	0	0.3	1	0.5	0	0	0.4	1.2	1.3	7.4	0	1.8	0.4	0	0	0	0.1	0.7
Trucks	1	1	1	0	3	3	1	1	0	5	2	5	0	0	7	2	9	1	0	12	27
% Trucks	1.9	0.1	0.5	0	0.2	2.9	0.5	0.7	0	1.1	0.8	0.8	0	0	0.7	0.8	1.3	2.3	0	1.2	0.7

	LINCOLN AVE Southbound				AUZERAIS AVE Westbound				LINCOLN AVE Northbound				AUZERAIS AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	107	12	124	10	15	**16**	41	20	**63**	9	92	**29**	**78**	**6**	**113**	370
08:15 AM	**6**	**125**	17	148	10	18	10	38	30	52	8	90	26	56	3	85	361
08:30 AM	4	118	13	135	**12**	**29**	16	**57**	27	59	**13**	**99**	26	75	5	106	**397**
08:45 AM	4	124	**23**	**151**	5	28	7	40	**31**	47	5	83	22	56	3	81	355
Total Volume	19	474	65	558	37	90	49	176	108	221	35	364	103	265	17	385	1483
% App. Total	3.4	84.9	11.6		21	51.1	27.8		29.7	60.7	9.6		26.8	68.8	4.4		
PHF	.792	.948	.707	.924	.771	.776	.766	.772	.871	.877	.673	.919	.888	.849	.708	.852	.934

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File Name : 40PM FINAL
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Groups Printed- Lights - Buses - Trucks

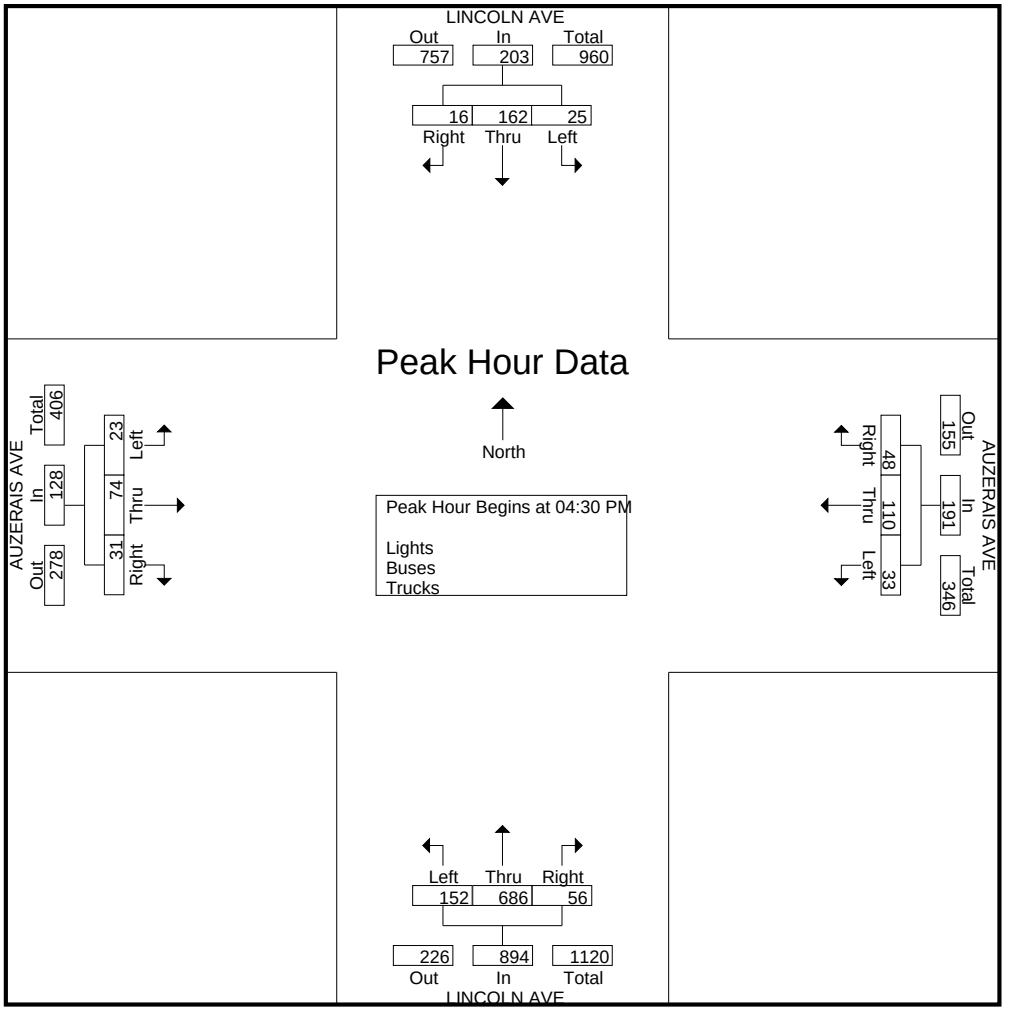
	LINCOLN AVE Southbound					AUZERAIS AVE Westbound					LINCOLN AVE Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	24	1	2	29	17	14	5	0	36	10	145	31	0	186	5	6	2	0	13	264
04:15 PM	3	22	8	0	33	14	23	6	1	44	11	171	29	4	215	7	15	1	0	23	315
04:30 PM	1	20	5	3	29	11	22	13	2	48	15	183	39	1	238	5	21	8	3	37	352
04:45 PM	7	49	5	1	62	13	28	9	1	51	12	157	35	2	206	9	17	7	0	33	352
Total	13	115	19	6	153	55	87	33	4	179	48	656	134	7	845	26	59	18	3	106	1283
05:00 PM	5	45	11	0	61	9	28	5	0	42	11	170	42	1	224	8	16	4	1	29	356
05:15 PM	3	48	4	1	56	15	32	6	0	53	18	176	36	1	231	9	20	4	1	34	374
05:30 PM	3	41	4	1	49	14	12	7	2	35	12	154	26	0	192	13	9	7	0	29	305
05:45 PM	2	44	7	0	53	7	13	4	1	25	8	142	14	2	166	6	15	1	1	23	267
Total	13	178	26	2	219	45	85	22	3	155	49	642	118	4	813	36	60	16	3	115	1302
06:00 PM	5	32	6	1	44	12	15	8	0	35	11	122	14	2	149	3	16	3	2	24	252
06:15 PM	2	26	2	5	35	8	15	5	3	31	13	82	12	0	107	7	11	4	2	24	197
06:30 PM	7	14	4	4	29	11	15	9	0	35	12	76	12	1	101	5	10	9	3	27	192
06:45 PM	5	34	11	0	50	4	13	5	0	22	10	67	11	0	88	10	11	0	0	21	181
Total	19	106	23	10	158	35	58	27	3	123	46	347	49	3	445	25	48	16	7	96	822
Grand Total	45	399	68	18	530	135	230	82	10	457	143	1645	301	14	2103	87	167	50	13	317	3407
Apprch %	8.5	75.3	12.8	3.4		29.5	50.3	17.9	2.2		6.8	78.2	14.3	0.7		27.4	52.7	15.8	4.1		
Total %	1.3	11.7	2	0.5	15.6	4	6.8	2.4	0.3	13.4	4.2	48.3	8.8	0.4	61.7	2.6	4.9	1.5	0.4	9.3	
Lights	41	383	65	18	507	130	217	78	10	435	136	1622	296	14	2068	87	157	49	13	306	3316
% Lights	91.1	96	95.6	100	95.7	96.3	94.3	95.1	100	95.2	95.1	98.6	98.3	100	98.3	100	94	98	100	96.5	97.3
Buses	0	6	0	0	6	0	0	0	0	0	0	9	3	0	12	0	1	0	0	1	19
% Buses	0	1.5	0	0	1.1	0	0	0	0	0	0	0.5	1	0	0.6	0	0.6	0	0	0.3	0.6
Trucks	4	10	3	0	17	5	13	4	0	22	7	14	2	0	23	0	9	1	0	10	72
% Trucks	8.9	2.5	4.4	0	3.2	3.7	5.7	4.9	0	4.8	4.9	0.9	0.7	0	1.1	0	5.4	2	0	3.2	2.1

	LINCOLN AVE Southbound				AUZERAIS AVE Westbound				LINCOLN AVE Northbound				AUZERAIS AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	20	5	26	11	22	**13**	46	15	**183**	39	**237**	5	**21**	**8**	**34**	343
04:45 PM	**7**	**49**	5	**61**	13	28	9	50	12	157	35	204	**9**	17	7	33	348
05:00 PM	5	45	**11**	61	9	28	5	42	11	170	**42**	223	8	16	4	28	354
05:15 PM	3	48	4	55	**15**	**32**	6	**53**	**18**	176	36	230	9	20	4	33	**371**
Total Volume	16	162	25	203	48	110	33	191	56	686	152	894	31	74	23	128	1416
% App. Total	7.9	79.8	12.3		25.1	57.6	17.3		6.3	76.7	17		24.2	57.8	18		
PHF	.571	.827	.568	.832	.800	.859	.635	.901	.778	.937	.905	.943	.861	.881	.719	.941	.954

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Groups Printed- Lights - Buses - Trucks

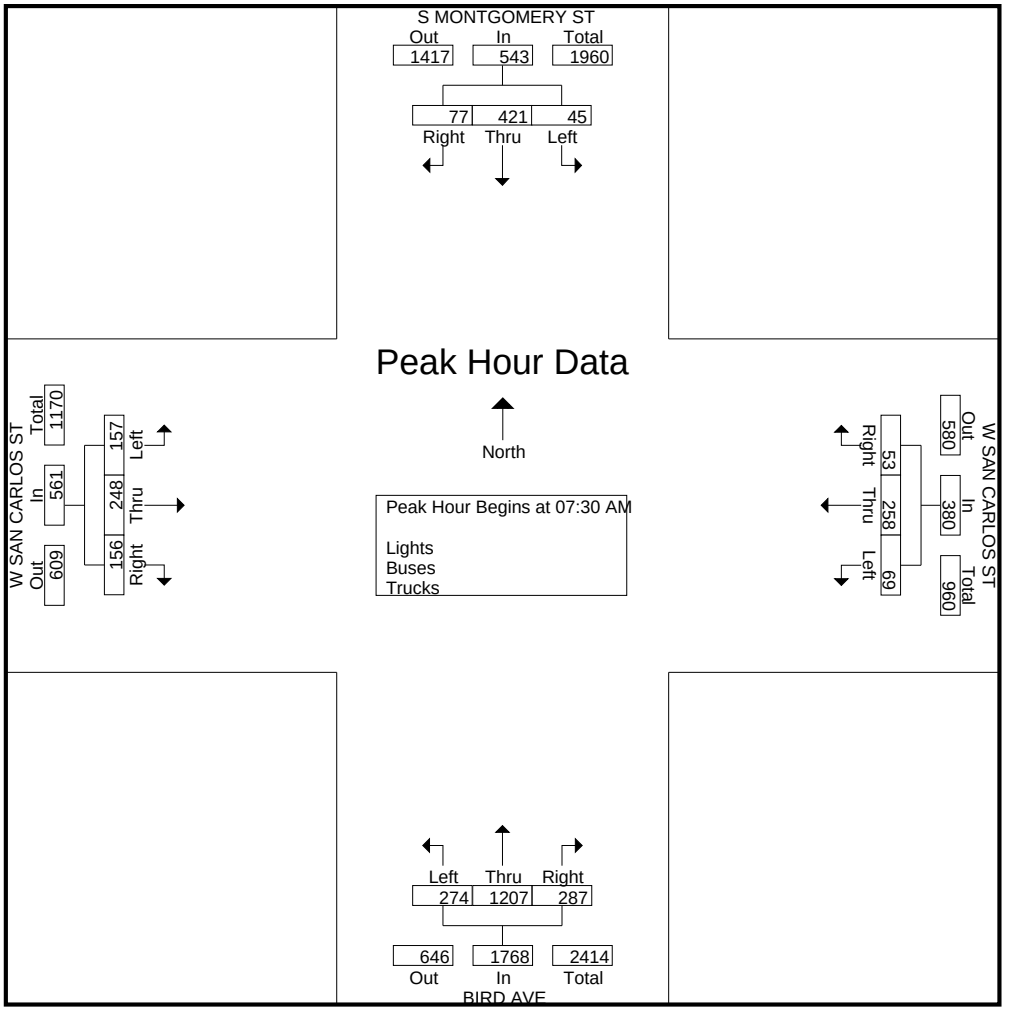
	S MONTGOMERY ST Southbound					W SAN CARLOS ST Westbound					BIRD AVE Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	17	59	6	0	82	7	77	17	7	108	34	148	72	2	256	25	43	24	3	95	541
07:15 AM	12	88	8	0	108	9	74	10	2	95	34	240	83	6	363	21	48	21	4	94	660
07:30 AM	11	109	13	5	138	19	79	13	6	117	61	341	84	0	486	33	62	23	5	123	864
07:45 AM	23	119	8	3	153	14	59	29	4	106	64	302	74	5	445	36	70	46	5	157	861
Total	63	375	35	8	481	49	289	69	19	426	193	1031	313	13	1550	115	223	114	17	469	2926
08:00 AM	25	100	12	1	138	15	62	15	3	95	80	292	58	3	433	47	62	46	3	158	824
08:15 AM	18	93	12	2	125	5	58	12	4	79	82	272	58	3	415	40	54	42	1	137	756
08:30 AM	21	87	16	1	125	8	73	15	3	99	85	272	72	4	433	31	75	33	1	140	797
08:45 AM	24	87	11	1	123	5	72	10	4	91	118	273	70	3	464	36	73	34	2	145	823
Total	88	367	51	5	511	33	265	52	14	364	365	1109	258	13	1745	154	264	155	7	580	3200
09:00 AM	26	67	8	0	101	13	56	18	3	90	82	192	62	2	338	27	49	40	4	120	649
09:15 AM	18	68	9	2	97	6	61	19	0	86	86	146	62	1	295	30	54	22	2	108	586
09:30 AM	17	71	7	2	97	5	52	17	2	76	54	118	52	1	225	38	53	40	4	135	533
09:45 AM	14	84	9	0	107	7	46	18	2	73	48	90	32	6	176	28	58	28	0	114	470
Total	75	290	33	4	402	31	215	72	7	325	270	546	208	10	1034	123	214	130	10	477	2238
Grand Total	226	1032	119	17	1394	113	769	193	40	1115	828	2686	779	36	4329	392	701	399	34	1526	8364
Apprch %	16.2	74	8.5	1.2		10.1	69	17.3	3.6		19.1	62	18	0.8		25.7	45.9	26.1	2.2		
Total %	2.7	12.3	1.4	0.2	16.7	1.4	9.2	2.3	0.5	13.3	9.9	32.1	9.3	0.4	51.8	4.7	8.4	4.8	0.4	18.2	
Lights	211	981	117	17	1326	107	727	178	40	1052	824	2635	771	36	4266	366	661	386	34	1447	8091
% Lights	93.4	95.1	98.3	100	95.1	94.7	94.5	92.2	100	94.3	99.5	98.1	99	100	98.5	93.4	94.3	96.7	100	94.8	96.7
Buses	9	36	1	0	46	3	34	5	0	42	2	24	0	0	26	5	29	4	0	38	152
% Buses	4	3.5	0.8	0	3.3	2.7	4.4	2.6	0	3.8	0.2	0.9	0	0	0.6	1.3	4.1	1	0	2.5	1.8
Trucks	6	15	1	0	22	3	8	10	0	21	2	27	8	0	37	21	11	9	0	41	121
% Trucks	2.7	1.5	0.8	0	1.6	2.7	1	5.2	0	1.9	0.2	1	1	0	0.9	5.4	1.6	2.3	0	2.7	1.4

	S MONTGOMERY ST Southbound				W SAN CARLOS ST Westbound				BIRD AVE Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	109	**13**	133	**19**	**79**	13	**111**	61	**341**	**84**	**486**	33	62	23	118	**848**
07:45 AM	23	**119**	8	**150**	14	59	**29**	102	64	302	74	440	36	**70**	**46**	152	844
08:00 AM	**25**	100	12	137	15	62	15	92	80	292	58	430	**47**	62	46	**155**	814
08:15 AM	18	93	12	123	5	58	12	75	**82**	272	58	412	40	54	42	136	746
Total Volume	77	421	45	543	53	258	69	380	287	1207	274	1768	156	248	157	561	3252
% App. Total	14.2	77.5	8.3		13.9	67.9	18.2		16.2	68.3	15.5		27.8	44.2	28		
PHF	.770	.884	.865	.905	.697	.816	.595	.856	.875	.885	.815	.909	.830	.886	.853	.905	.959

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File Name : 46 FINAL
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Groups Printed- Lights - Buses - Trucks

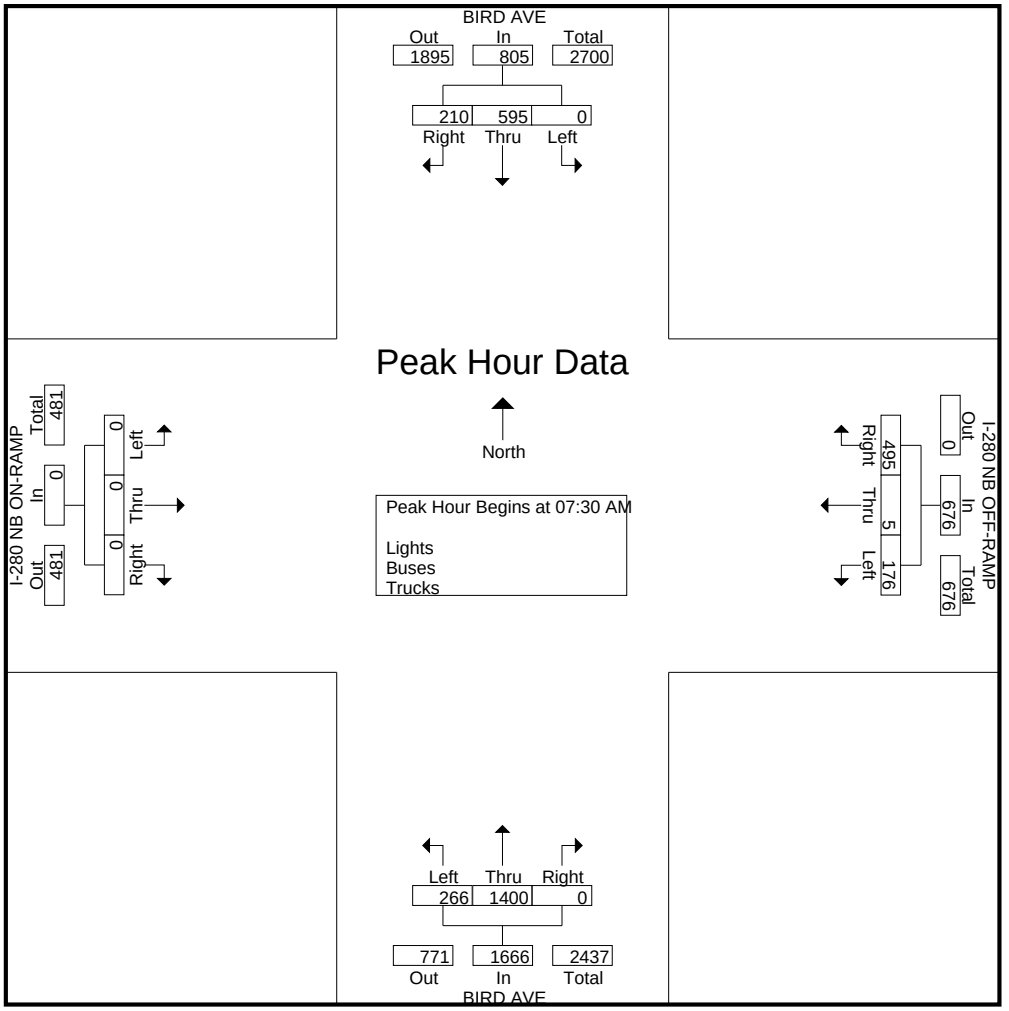
	BIRD AVE Southbound					I-280 NB OFF-RAMP Westbound					BIRD AVE Northbound					I-280 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	29	102	0	0	131	129	2	32	3	166	0	167	38	0	205	0	0	0	0	0	502
07:15 AM	30	141	0	0	171	153	0	35	0	188	0	219	49	0	268	0	0	0	0	0	627
07:30 AM	58	137	0	0	195	130	2	39	3	174	0	349	71	0	420	0	0	0	1	1	790
07:45 AM	50	170	0	0	220	125	1	53	3	182	0	367	69	0	436	0	0	0	0	0	838
Total	167	550	0	0	717	537	5	159	9	710	0	1102	227	0	1329	0	0	0	1	1	2757
08:00 AM	50	166	0	0	216	122	1	37	12	172	0	367	70	0	437	0	0	0	2	2	827
08:15 AM	52	122	0	0	174	118	1	47	7	173	0	317	56	0	373	0	0	0	3	3	723
08:30 AM	46	116	0	0	162	137	1	38	6	182	0	324	53	0	377	0	0	0	0	0	721
08:45 AM	37	123	0	0	160	175	0	44	2	221	0	328	61	0	389	0	0	0	0	0	770
Total	185	527	0	0	712	552	3	166	27	748	0	1336	240	0	1576	0	0	0	5	5	3041
09:00 AM	46	89	0	0	135	153	0	33	4	190	0	239	55	0	294	0	0	0	1	1	620
09:15 AM	47	93	0	1	141	146	0	43	1	190	0	188	32	0	220	0	0	0	2	2	553
09:30 AM	39	113	0	0	152	137	0	39	1	177	0	144	40	0	184	0	0	0	0	0	513
09:45 AM	62	116	0	2	180	94	0	46	4	144	0	121	40	0	161	0	0	0	0	0	485
Total	194	411	0	3	608	530	0	161	10	701	0	692	167	0	859	0	0	0	3	3	2171
Grand Total	546	1488	0	3	2037	1619	8	486	46	2159	0	3130	634	0	3764	0	0	0	9	9	7969
Apprch %	26.8	73	0	0.1		75	0.4	22.5	2.1		0	83.2	16.8	0		0	0	0	100		
Total %	6.9	18.7	0	0	25.6	20.3	0.1	6.1	0.6	27.1	0	39.3	8	0	47.2	0	0	0	0.1	0.1	
Lights	507	1396	0	3	1906	1565	8	470	46	2089	0	3092	627	0	3719	0	0	0	9	9	7723
% Lights	92.9	93.8	0	100	93.6	96.7	100	96.7	100	96.8	0	98.8	98.9	0	98.8	0	0	0	100	100	96.9
Buses	14	30	0	0	44	8	0	3	0	11	0	19	2	0	21	0	0	0	0	0	76
% Buses	2.6	2	0	0	2.2	0.5	0	0.6	0	0.5	0	0.6	0.3	0	0.6	0	0	0	0	0	1
Trucks	25	62	0	0	87	46	0	13	0	59	0	19	5	0	24	0	0	0	0	0	170
% Trucks	4.6	4.2	0	0	4.3	2.8	0	2.7	0	2.7	0	0.6	0.8	0	0.6	0	0	0	0	0	2.1

	BIRD AVE Southbound				I-280 NB OFF-RAMP Westbound				BIRD AVE Northbound				I-280 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**58**	137	0	195	**130**	**2**	39	171	0	349	**71**	420	0	0	0	0	786
07:45 AM	50	**170**	0	**220**	125	1	**53**	**179**	0	**367**	69	436	0	0	0	0	**835**
08:00 AM	50	166	0	216	122	1	37	160	0	367	70	**437**	0	0	0	0	813
08:15 AM	52	122	0	174	118	1	47	166	0	317	56	373	0	0	0	0	713
Total Volume	210	595	0	805	495	5	176	676	0	1400	266	1666	0	0	0	0	3147
% App. Total	26.1	73.9	0		73.2	0.7	26		0	84	16		0	0	0		
PHF	.905	.875	.000	.915	.952	.625	.830	.944	.000	.954	.937	.953	.000	.000	.000	.000	.942

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Groups Printed- Lights - Buses - Trucks

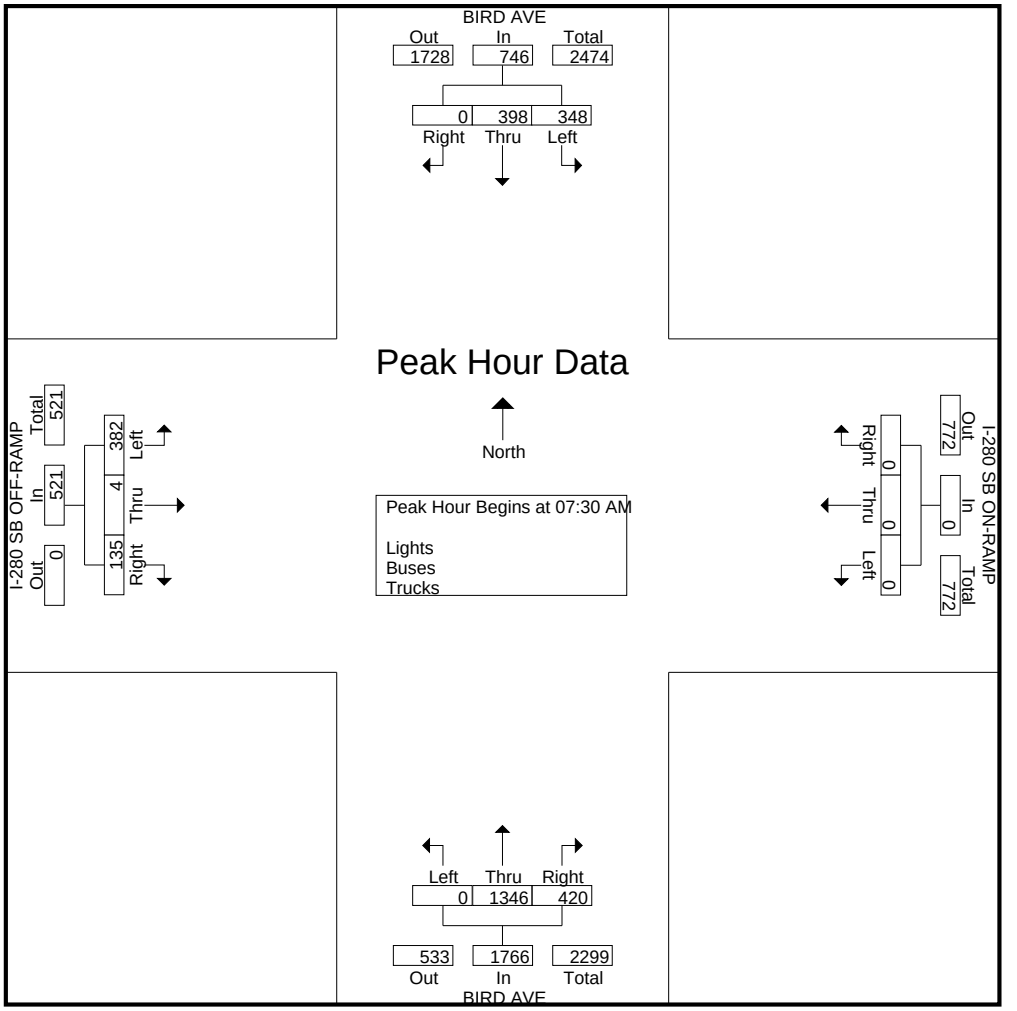
	BIRD AVE Southbound					I-280 SB ON-RAMP Westbound					BIRD AVE Northbound					I-280 SB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	61	75	0	136	0	0	0	3	3	54	172	0	0	226	17	0	31	0	48	413
07:15 AM	0	89	88	0	177	0	0	0	1	1	98	221	0	0	319	23	2	53	0	78	575
07:30 AM	0	97	73	0	170	0	0	0	2	2	111	377	0	0	488	36	3	85	2	126	786
07:45 AM	0	130	86	0	216	0	0	0	5	5	107	346	0	0	453	43	0	91	0	134	808
Total	0	377	322	0	699	0	0	0	11	11	370	1116	0	0	1486	119	5	260	2	386	2582
08:00 AM	0	90	103	0	193	0	0	0	9	9	88	353	0	1	442	32	0	94	2	128	772
08:15 AM	0	81	86	0	167	0	0	0	9	9	114	270	0	0	384	24	1	112	3	140	700
08:30 AM	0	90	67	0	157	0	0	0	1	1	101	252	0	0	353	32	1	131	0	164	675
08:45 AM	0	91	77	0	168	0	0	0	0	0	96	257	0	0	353	40	0	146	0	186	707
Total	0	352	333	0	685	0	0	0	19	19	399	1132	0	1	1532	128	2	483	5	618	2854
09:00 AM	0	57	60	0	117	0	0	0	5	5	77	184	0	0	261	35	0	97	2	134	517
09:15 AM	0	82	49	0	131	0	0	0	0	0	55	132	0	0	187	21	1	90	0	112	430
09:30 AM	0	74	91	0	165	0	0	0	2	2	58	113	0	0	171	33	3	73	0	109	447
09:45 AM	0	79	78	0	157	0	0	0	2	2	54	98	1	0	153	23	4	63	0	90	402
Total	0	292	278	0	570	0	0	0	9	9	244	527	1	0	772	112	8	323	2	445	1796
Grand Total	0	1021	933	0	1954	0	0	0	39	39	1013	2775	1	1	3790	359	15	1066	9	1449	7232
Apprch %	0	52.3	47.7	0		0	0	0	100		26.7	73.2	0	0		24.8	1	73.6	0.6		
Total %	0	14.1	12.9	0	27	0	0	0	0.5	0.5	14	38.4	0	0	52.4	5	0.2	14.7	0.1	20	
Lights	0	990	859	0	1849	0	0	0	39	39	987	2745	1	1	3734	349	15	1051	9	1424	7046
% Lights	0	97	92.1	0	94.6	0	0	0	100	100	97.4	98.9	100	100	98.5	97.2	100	98.6	100	98.3	97.4
Buses	0	15	18	0	33	0	0	0	0	0	2	12	0	0	14	3	0	9	0	12	59
% Buses	0	1.5	1.9	0	1.7	0	0	0	0	0	0.2	0.4	0	0	0.4	0.8	0	0.8	0	0.8	0.8
Trucks	0	16	56	0	72	0	0	0	0	0	24	18	0	0	42	7	0	6	0	13	127
% Trucks	0	1.6	6	0	3.7	0	0	0	0	0	2.4	0.6	0	0	1.1	1.9	0	0.6	0	0.9	1.8

	BIRD AVE Southbound				I-280 SB ON-RAMP Westbound				BIRD AVE Northbound				I-280 SB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	97	73	170	0	0	0	0	111	**377**	0	**488**	36	**3**	85	124	782
07:45 AM	0	**130**	86	**216**	0	0	0	0	107	346	0	453	**43**	0	91	134	**803**
08:00 AM	0	90	**103**	193	0	0	0	0	88	353	0	441	32	0	94	126	760
08:15 AM	0	81	86	167	0	0	0	0	**114**	270	0	384	24	1	**112**	**137**	688
Total Volume	0	398	348	746	0	0	0	0	420	1346	0	1766	135	4	382	521	3033
% App. Total	0	53.4	46.6		0	0	0		23.8	76.2	0		25.9	0.8	73.3		
PHF	.000	.765	.845	.863	.000	.000	.000	.000	.921	.893	.000	.905	.785	.333	.853	.951	.944

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File Name : 1 FINAL
Site Code : 00000001
Start Date : 10/17/2019
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Groups Printed- Lights - Buses - Trucks

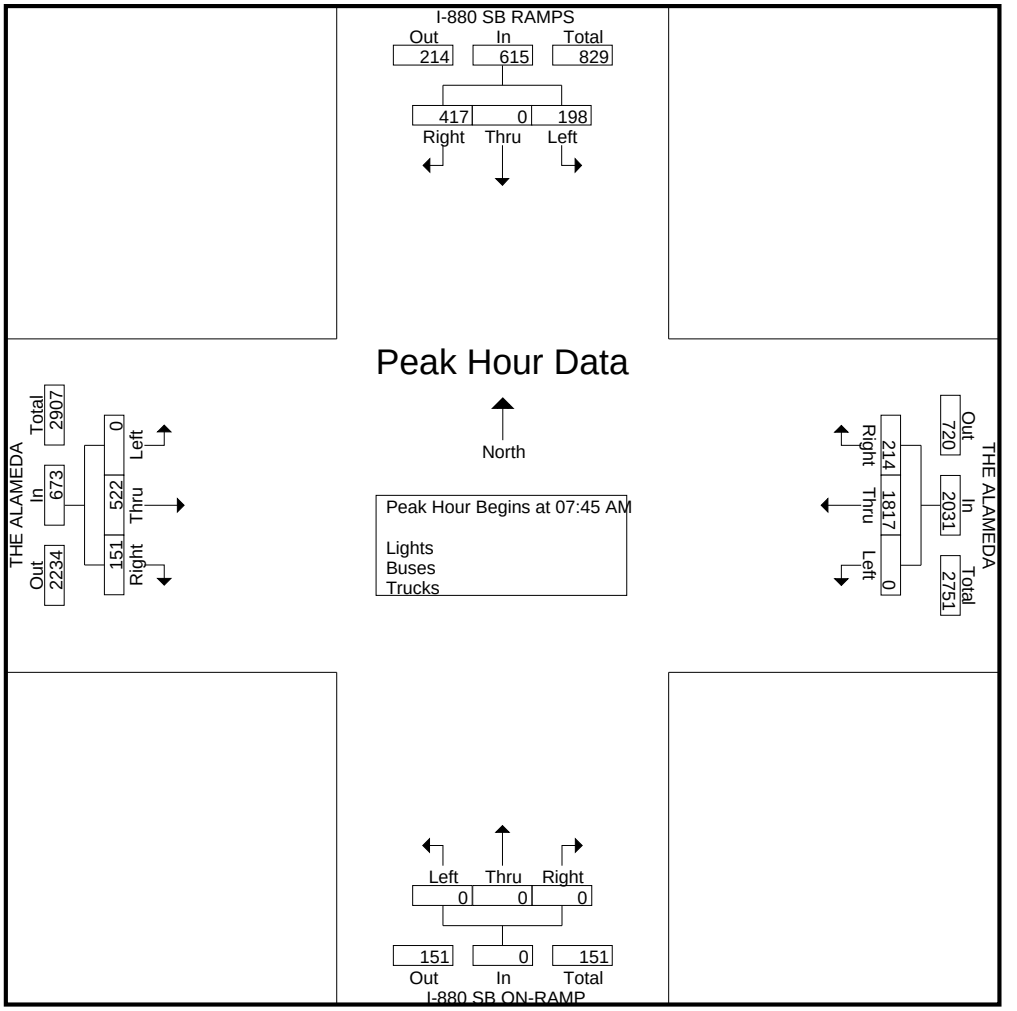
	I-880 SB RAMPS Southbound					THE ALAMEDA Westbound					I-880 SB ON-RAMP Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	84	1	51	2	138	44	180	0	0	224	0	0	0	0	0	31	97	0	0	128	490
07:15 AM	93	1	47	0	141	46	295	0	0	341	0	0	0	0	0	28	101	0	0	129	611
07:30 AM	80	0	58	3	141	64	365	0	0	429	0	0	0	0	0	27	127	0	0	154	724
07:45 AM	120	0	62	45	227	63	435	0	0	498	0	0	0	0	0	36	124	0	0	160	885
Total	377	2	218	50	647	217	1275	0	0	1492	0	0	0	0	0	122	449	0	0	571	2710
08:00 AM	113	0	48	0	161	53	484	0	0	537	0	0	0	0	0	40	132	0	0	172	870
08:15 AM	79	0	32	66	177	56	464	0	0	520	0	0	0	0	0	34	135	0	0	169	866
08:30 AM	105	0	56	3	164	42	434	0	0	476	0	0	0	0	0	41	131	0	0	172	812
08:45 AM	79	0	24	7	110	32	482	0	0	514	0	0	0	0	0	25	107	0	0	132	756
Total	376	0	160	76	612	183	1864	0	0	2047	0	0	0	0	0	140	505	0	0	645	3304
Grand Total	753	2	378	126	1259	400	3139	0	0	3539	0	0	0	0	0	262	954	0	0	1216	6014
Apprch %	59.8	0.2	30	10		11.3	88.7	0	0		0	0	0	0		21.5	78.5	0	0		
Total %	12.5	0	6.3	2.1	20.9	6.7	52.2	0	0	58.8	0	0	0	0	0	4.4	15.9	0	0	20.2	
Lights	733	2	360	126	1221	373	3085	0	0	3458	0	0	0	0	0	252	902	0	0	1154	5833
% Lights	97.3	100	95.2	100	97	93.2	98.3	0	0	97.7	0	0	0	0	0	96.2	94.5	0	0	94.9	97
Buses	2	0	4	0	6	5	21	0	0	26	0	0	0	0	0	5	27	0	0	32	64
% Buses	0.3	0	1.1	0	0.5	1.2	0.7	0	0	0.7	0	0	0	0	0	1.9	2.8	0	0	2.6	1.1
Trucks	18	0	14	0	32	22	33	0	0	55	0	0	0	0	0	5	25	0	0	30	117
% Trucks	2.4	0	3.7	0	2.5	5.5	1.1	0	0	1.6	0	0	0	0	0	1.9	2.6	0	0	2.5	1.9

	I-880 SB RAMPS Southbound				THE ALAMEDA Westbound				I-880 SB ON-RAMP Northbound				THE ALAMEDA Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**120**	0	**62**	**182**	**63**	435	0	498	0	0	0	0	36	124	0	160	840
08:00 AM	113	0	48	161	53	**484**	0	**537**	0	0	0	0	40	132	0	**172**	**870**
08:15 AM	79	0	32	111	56	464	0	520	0	0	0	0	34	**135**	0	169	800
08:30 AM	105	0	56	161	42	434	0	476	0	0	0	0	**41**	131	0	172	809
Total Volume	417	0	198	615	214	1817	0	2031	0	0	0	0	151	522	0	673	3319
% App. Total	67.8	0	32.2		10.5	89.5	0		0	0	0		22.4	77.6	0		
PHF	.869	.000	.798	.845	.849	.939	.000	.946	.000	.000	.000	.000	.921	.967	.000	.978	.954

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Groups Printed- Lights - Buses - Trucks

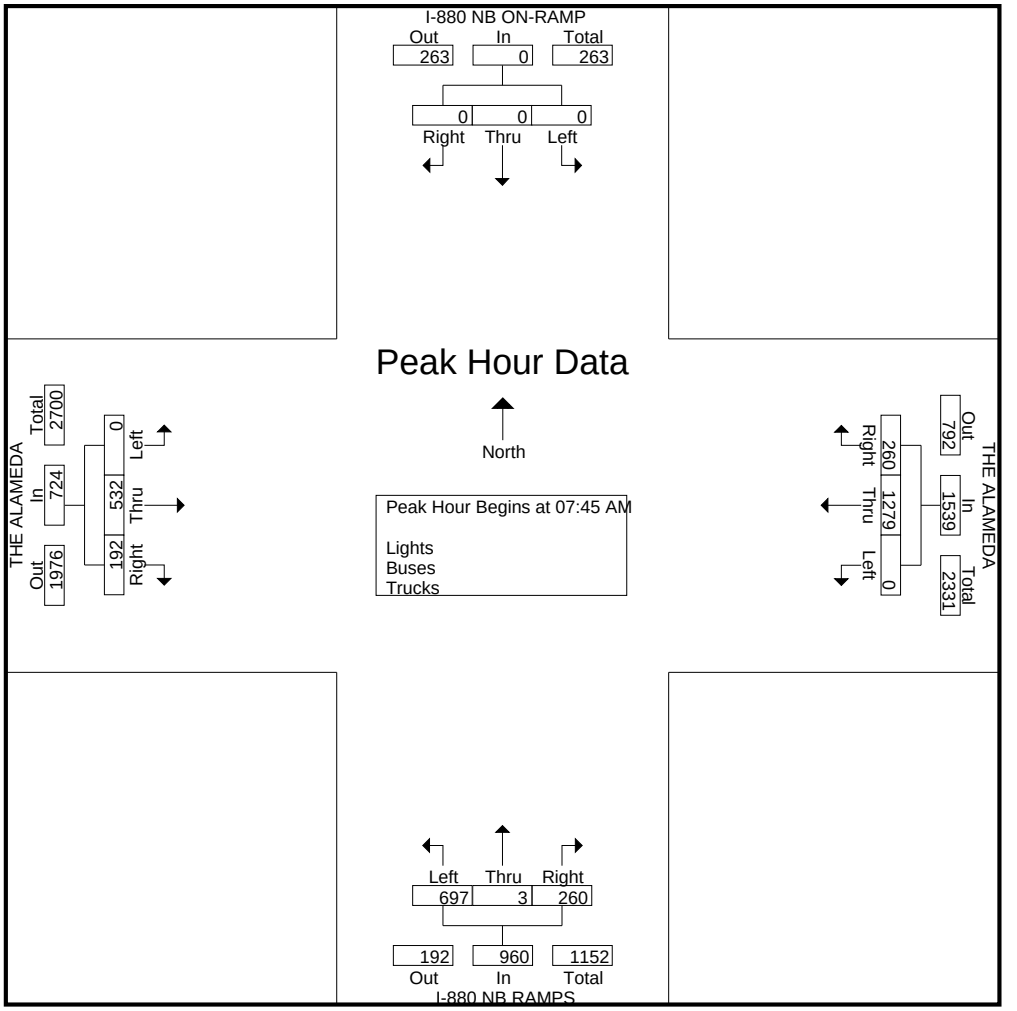
	I-880 NB ON-RAMP Southbound					THE ALAMEDA Westbound					I-880 NB RAMPS Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	2	2	66	179	0	0	245	29	0	51	0	80	54	93	0	0	147	474
07:15 AM	0	0	0	0	0	83	268	0	0	351	45	0	60	0	105	55	87	0	0	142	598
07:30 AM	0	0	0	0	0	83	307	0	0	390	49	5	94	1	149	62	130	0	0	192	731
07:45 AM	0	0	0	0	0	73	354	0	0	427	64	3	121	3	191	52	130	0	0	182	800
Total	0	0	0	2	2	305	1108	0	0	1413	187	8	326	4	525	223	440	0	0	663	2603
08:00 AM	0	0	0	0	0	63	313	0	0	376	62	0	202	0	264	58	124	0	0	182	822
08:15 AM	0	0	0	10	10	58	339	0	0	397	69	0	191	1	261	40	125	0	0	165	833
08:30 AM	0	0	0	4	4	66	273	0	0	339	65	0	183	1	249	42	153	0	0	195	787
08:45 AM	0	0	0	1	1	41	356	0	0	397	76	0	164	4	244	27	102	0	0	129	771
Total	0	0	0	15	15	228	1281	0	0	1509	272	0	740	6	1018	167	504	0	0	671	3213
Grand Total	0	0	0	17	17	533	2389	0	0	2922	459	8	1066	10	1543	390	944	0	0	1334	5816
Apprch %	0	0	0	100		18.2	81.8	0	0		29.7	0.5	69.1	0.6		29.2	70.8	0	0		
Total %	0	0	0	0.3	0.3	9.2	41.1	0	0	50.2	7.9	0.1	18.3	0.2	26.5	6.7	16.2	0	0	22.9	
Lights	0	0	0	17	17	516	2318	0	0	2834	452	8	1059	10	1529	371	894	0	0	1265	5645
% Lights	0	0	0	100	100	96.8	97	0	0	97	98.5	100	99.3	100	99.1	95.1	94.7	0	0	94.8	97.1
Buses	0	0	0	0	0	5	26	0	0	31	1	0	0	0	1	3	28	0	0	31	63
% Buses	0	0	0	0	0	0.9	1.1	0	0	1.1	0.2	0	0	0	0.1	0.8	3	0	0	2.3	1.1
Trucks	0	0	0	0	0	12	45	0	0	57	6	0	7	0	13	16	22	0	0	38	108
% Trucks	0	0	0	0	0	2.3	1.9	0	0	2	1.3	0	0.7	0	0.8	4.1	2.3	0	0	2.8	1.9

	I-880 NB ON-RAMP Southbound				THE ALAMEDA Westbound				I-880 NB RAMPS Northbound				THE ALAMEDA Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	**73**	**354**	0	**427**	64	**3**	121	188	52	130	0	182	797
08:00 AM	0	0	0	0	63	313	0	376	62	0	**202**	**264**	**58**	124	0	182	**822**
08:15 AM	0	0	0	0	58	339	0	397	**69**	0	191	260	40	125	0	165	822
08:30 AM	0	0	0	0	66	273	0	339	65	0	183	248	42	**153**	0	**195**	782
Total Volume	0	0	0	0	260	1279	0	1539	260	3	697	960	192	532	0	724	3223
% App. Total	0	0	0		16.9	83.1	0		27.1	0.3	72.6		26.5	73.5	0		
PHF	.000	.000	.000	.000	.890	.903	.000	.901	.942	.250	.863	.909	.828	.869	.000	.928	.980

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Groups Printed- Lights - Buses - Trucks

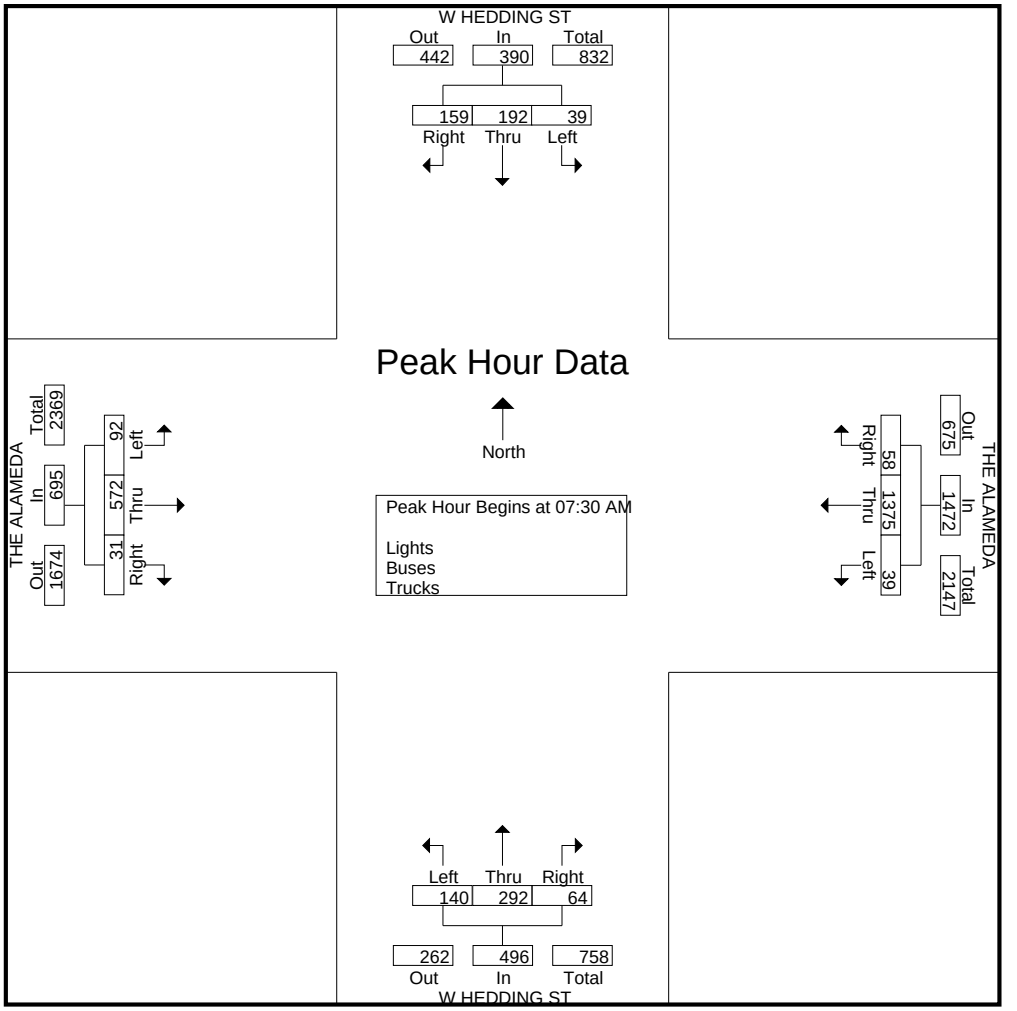
	W HEDDING ST Southbound					THE ALAMEDA Westbound					W HEDDING ST Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	19	32	13	1	65	8	217	6	0	231	15	28	28	0	71	11	94	13	0	118	485
07:15 AM	24	48	10	1	83	8	278	13	2	301	20	50	30	0	100	5	92	16	0	113	597
07:30 AM	44	47	11	3	105	18	346	9	0	373	13	49	46	5	113	10	154	17	0	181	772
07:45 AM	45	52	10	3	110	11	384	7	0	402	19	85	24	1	129	6	146	20	0	172	813
Total	132	179	44	8	363	45	1225	35	2	1307	67	212	128	6	413	32	486	66	0	584	2667
08:00 AM	44	42	10	2	98	13	296	10	0	319	10	80	39	7	136	8	140	33	3	184	737
08:15 AM	26	51	8	1	86	16	349	13	5	383	22	78	31	2	133	7	132	22	0	161	763
08:30 AM	18	44	15	1	78	21	286	9	0	316	26	79	32	2	139	5	176	38	1	220	753
08:45 AM	99	57	10	0	166	19	315	12	1	347	23	102	17	1	143	8	124	26	0	158	814
Total	187	194	43	4	428	69	1246	44	6	1365	81	339	119	12	551	28	572	119	4	723	3067
Grand Total	319	373	87	12	791	114	2471	79	8	2672	148	551	247	18	964	60	1058	185	4	1307	5734
Apprch %	40.3	47.2	11	1.5		4.3	92.5	3	0.3		15.4	57.2	25.6	1.9		4.6	80.9	14.2	0.3		
Total %	5.6	6.5	1.5	0.2	13.8	2	43.1	1.4	0.1	46.6	2.6	9.6	4.3	0.3	16.8	1	18.5	3.2	0.1	22.8	
Lights	304	367	79	12	762	112	2390	78	8	2588	145	542	245	18	950	59	1007	182	4	1252	5552
% Lights	95.3	98.4	90.8	100	96.3	98.2	96.7	98.7	100	96.9	98	98.4	99.2	100	98.5	98.3	95.2	98.4	100	95.8	96.8
Buses	1	2	2	0	5	0	40	1	0	41	1	2	1	0	4	0	26	1	0	27	77
% Buses	0.3	0.5	2.3	0	0.6	0	1.6	1.3	0	1.5	0.7	0.4	0.4	0	0.4	0	2.5	0.5	0	2.1	1.3
Trucks	14	4	6	0	24	2	41	0	0	43	2	7	1	0	10	1	25	2	0	28	105
% Trucks	4.4	1.1	6.9	0	3	1.8	1.7	0	0	1.6	1.4	1.3	0.4	0	1	1.7	2.4	1.1	0	2.1	1.8

	W HEDDING ST Southbound				THE ALAMEDA Westbound				W HEDDING ST Northbound				THE ALAMEDA Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	44	47	**11**	102	**18**	346	9	373	13	49	**46**	108	**10**	**154**	17	**181**	764
07:45 AM	**45**	**52**	10	**107**	11	**384**	7	**402**	19	**85**	24	128	6	146	20	172	**809**
08:00 AM	44	42	10	96	13	296	10	319	10	80	39	129	8	140	**33**	181	725
08:15 AM	26	51	8	85	16	349	**13**	378	**22**	78	31	**131**	7	132	22	161	755
Total Volume	159	192	39	390	58	1375	39	1472	64	292	140	496	31	572	92	695	3053
% App. Total	40.8	49.2	10		3.9	93.4	2.6		12.9	58.9	28.2		4.5	82.3	13.2		
PHF	.883	.923	.886	.911	.806	.895	.750	.915	.727	.859	.761	.947	.775	.929	.697	.960	.943

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Groups Printed- Lights - Buses - Trucks

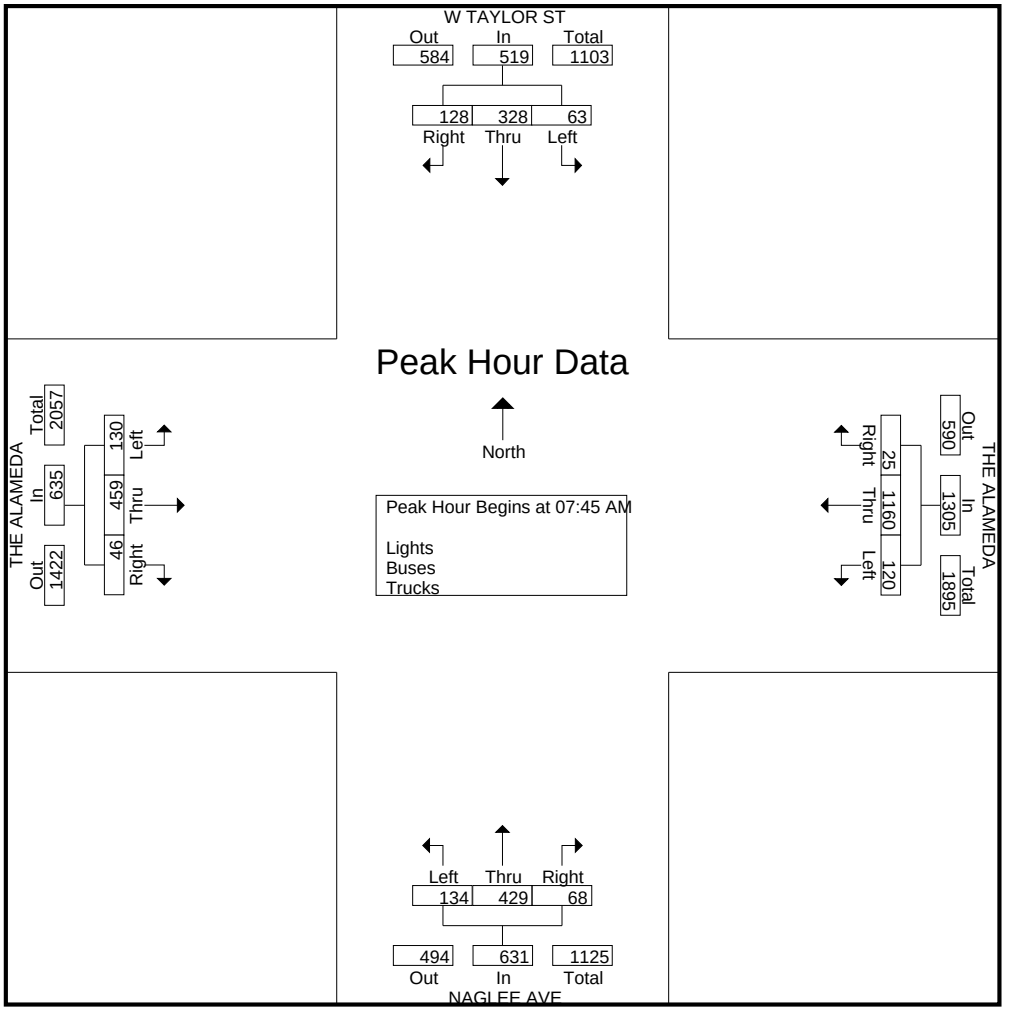
	W TAYLOR ST Southbound					THE ALAMEDA Westbound					NAGLEE AVE Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	13	53	3	4	73	1	194	18	2	215	6	41	11	6	64	11	83	14	6	114	466
07:15 AM	23	67	10	3	103	1	216	16	2	235	12	84	25	3	124	10	82	23	7	122	584
07:30 AM	35	67	6	6	114	0	299	25	1	325	14	65	33	3	115	12	110	20	6	148	702
07:45 AM	41	115	13	2	171	2	291	32	1	326	24	112	34	1	171	6	129	29	4	168	836
Total	112	302	32	15	461	4	1000	91	6	1101	56	302	103	13	474	39	404	86	23	552	2588
08:00 AM	30	75	12	2	119	7	295	35	3	340	5	123	23	5	156	19	90	28	5	142	757
08:15 AM	26	96	19	5	146	8	291	27	0	326	18	94	44	3	159	10	108	34	1	153	784
08:30 AM	31	42	19	1	93	8	283	26	1	318	21	100	33	6	160	11	132	39	7	189	760
08:45 AM	64	74	15	4	157	5	274	26	4	309	13	79	34	2	128	7	93	36	5	141	735
Total	151	287	65	12	515	28	1143	114	8	1293	57	396	134	16	603	47	423	137	18	625	3036
Grand Total	263	589	97	27	976	32	2143	205	14	2394	113	698	237	29	1077	86	827	223	41	1177	5624
Apprch %	26.9	60.3	9.9	2.8		1.3	89.5	8.6	0.6		10.5	64.8	22	2.7		7.3	70.3	18.9	3.5		
Total %	4.7	10.5	1.7	0.5	17.4	0.6	38.1	3.6	0.2	42.6	2	12.4	4.2	0.5	19.2	1.5	14.7	4	0.7	20.9	
Lights	249	573	95	27	944	28	2076	200	14	2318	110	685	237	29	1061	85	781	214	41	1121	5444
% Lights	94.7	97.3	97.9	100	96.7	87.5	96.9	97.6	100	96.8	97.3	98.1	100	100	98.5	98.8	94.4	96	100	95.2	96.8
Buses	3	10	0	0	13	4	36	1	0	41	2	11	0	0	13	0	26	2	0	28	95
% Buses	1.1	1.7	0	0	1.3	12.5	1.7	0.5	0	1.7	1.8	1.6	0	0	1.2	0	3.1	0.9	0	2.4	1.7
Trucks	11	6	2	0	19	0	31	4	0	35	1	2	0	0	3	1	20	7	0	28	85
% Trucks	4.2	1	2.1	0	1.9	0	1.4	2	0	1.5	0.9	0.3	0	0	0.3	1.2	2.4	3.1	0	2.4	1.5

	W TAYLOR ST Southbound				THE ALAMEDA Westbound				NAGLEE AVE Northbound				THE ALAMEDA Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**41**	**115**	13	**169**	2	291	32	325	**24**	112	34	**170**	6	129	29	164	**828**
08:00 AM	30	75	12	117	7	**295**	**35**	**337**	5	**123**	23	151	**19**	90	28	137	742
08:15 AM	26	96	**19**	141	**8**	291	27	326	18	94	**44**	156	10	108	34	152	775
08:30 AM	31	42	19	92	8	283	26	317	21	100	33	154	11	**132**	**39**	**182**	745
Total Volume	128	328	63	519	25	1160	120	1305	68	429	134	631	46	459	130	635	3090
% App. Total	24.7	63.2	12.1		1.9	88.9	9.2		10.8	68	21.2		7.2	72.3	20.5		
PHF	.780	.713	.829	.768	.781	.983	.857	.968	.708	.872	.761	.928	.605	.869	.833	.872	.933

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Groups Printed- Lights - Buses - Trucks

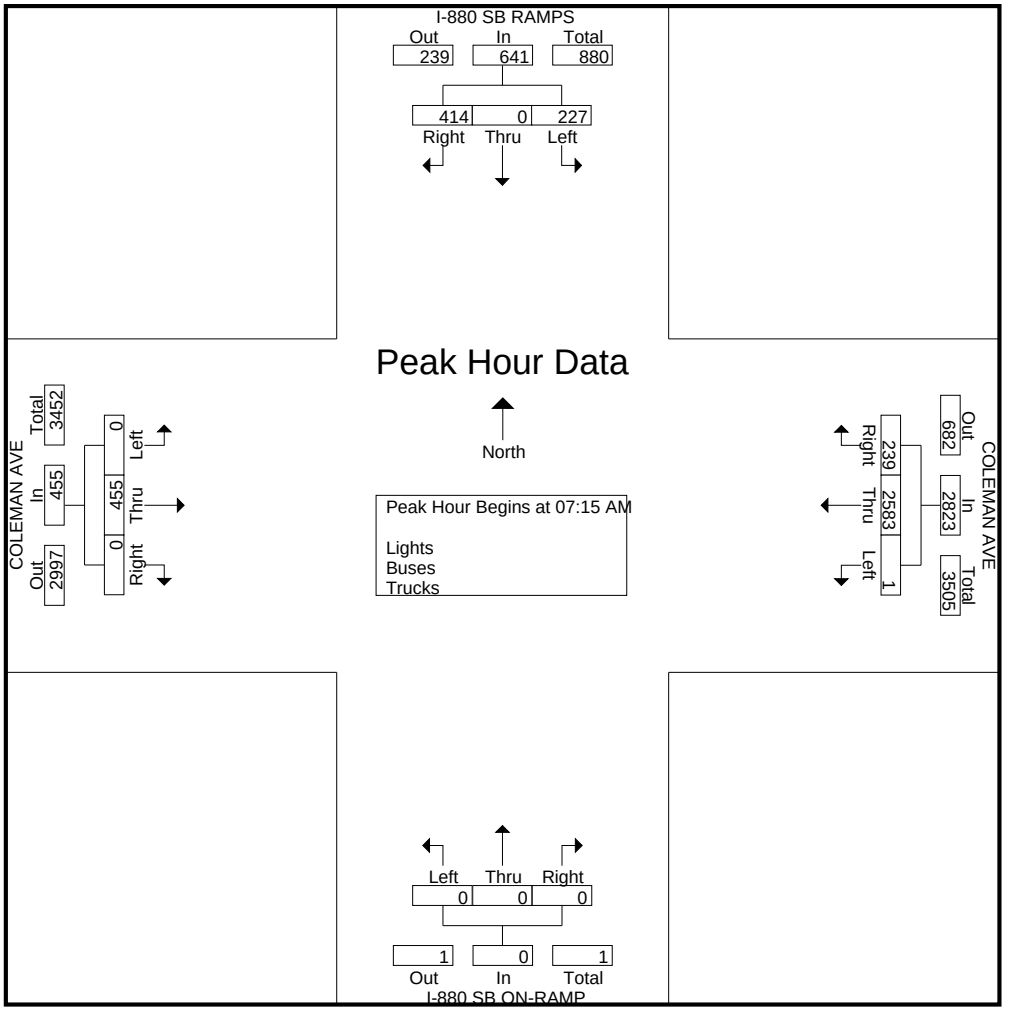
	I-880 SB RAMPS Southbound					COLEMAN AVE Westbound					I-880 SB ON-RAMP Northbound					COLEMAN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	132	0	77	0	209	37	506	0	0	543	0	0	0	0	0	0	86	0	0	86	838
07:15 AM	101	0	83	0	184	54	655	0	0	709	0	0	0	0	0	0	118	0	0	118	1011
07:30 AM	112	0	50	0	162	48	630	0	0	678	0	0	0	0	0	0	118	0	0	118	958
07:45 AM	103	0	41	0	144	83	636	0	0	719	0	0	0	0	0	0	99	0	0	99	962
Total	448	0	251	0	699	222	2427	0	0	2649	0	0	0	0	0	0	421	0	0	421	3769
08:00 AM	98	0	53	0	151	54	662	1	0	717	0	0	0	0	0	0	120	0	0	120	988
08:15 AM	87	0	45	0	132	41	679	0	0	720	0	0	0	0	0	0	113	0	0	113	965
08:30 AM	104	0	38	0	142	51	617	0	0	668	0	0	0	0	0	0	126	0	0	126	936
08:45 AM	80	0	57	0	137	48	302	2	0	352	0	0	0	0	0	0	128	0	0	128	617
Total	369	0	193	0	562	194	2260	3	0	2457	0	0	0	0	0	0	487	0	0	487	3506
Grand Total	817	0	444	0	1261	416	4687	3	0	5106	0	0	0	0	0	0	908	0	0	908	7275
Apprch %	64.8	0	35.2	0		8.1	91.8	0.1	0		0	0	0	0		0	100	0	0		
Total %	11.2	0	6.1	0	17.3	5.7	64.4	0	0	70.2	0	0	0	0	0	0	12.5	0	0	12.5	
Lights	779	0	389	0	1168	398	4602	3	0	5003	0	0	0	0	0	0	840	0	0	840	7011
% Lights	95.3	0	87.6	0	92.6	95.7	98.2	100	0	98	0	0	0	0	0	0	92.5	0	0	92.5	96.4
Buses	1	0	5	0	6	1	9	0	0	10	0	0	0	0	0	0	5	0	0	5	21
% Buses	0.1	0	1.1	0	0.5	0.2	0.2	0	0	0.2	0	0	0	0	0	0	0.6	0	0	0.6	0.3
Trucks	37	0	50	0	87	17	76	0	0	93	0	0	0	0	0	0	63	0	0	63	243
% Trucks	4.5	0	11.3	0	6.9	4.1	1.6	0	0	1.8	0	0	0	0	0	0	6.9	0	0	6.9	3.3

	I-880 SB RAMPS Southbound				COLEMAN AVE Westbound				I-880 SB ON-RAMP Northbound				COLEMAN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	101	0	**83**	**184**	54	655	0	709	0	0	0	0	0	118	0	118	**1011**
07:30 AM	**112**	0	50	162	48	630	0	678	0	0	0	0	0	118	0	118	958
07:45 AM	103	0	41	144	**83**	636	0	**719**	0	0	0	0	0	99	0	99	962
08:00 AM	98	0	53	151	54	**662**	**1**	717	0	0	0	0	0	**120**	0	**120**	988
Total Volume	414	0	227	641	239	2583	1	2823	0	0	0	0	0	455	0	455	3919
% App. Total	64.6	0	35.4		8.5	91.5	0		0	0	0		0	100	0		
PHF	.924	.000	.684	.871	.720	.975	.250	.982	.000	.000	.000	.000	.000	.948	.000	.948	.969

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File Name : 5 FINAL
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Groups Printed- Lights - Buses - Trucks

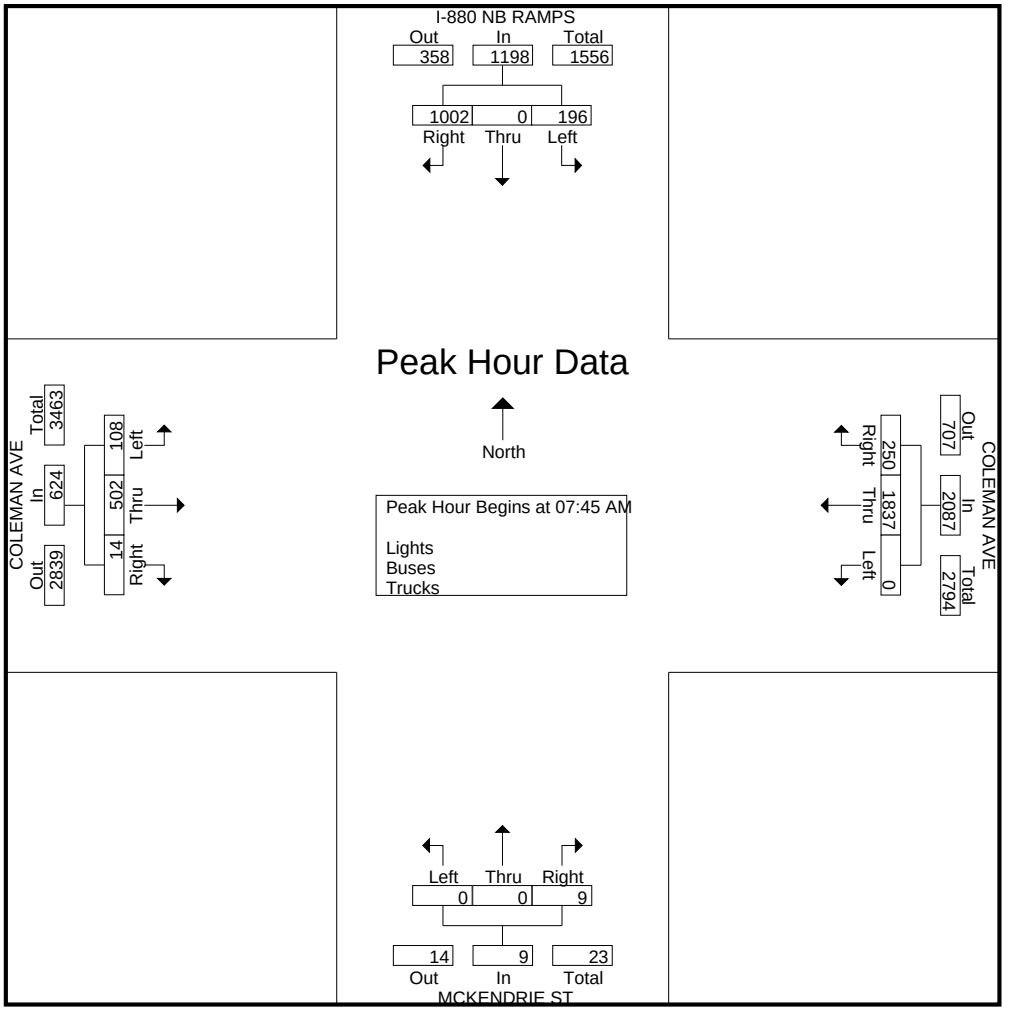
	I-880 NB RAMPS Southbound					COLEMAN AVE Westbound					MCKENDRIE ST Northbound					COLEMAN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	148	0	24	0	172	67	417	0	0	484	1	0	0	0	1	12	114	26	0	152	809
07:15 AM	204	0	32	0	236	58	502	0	0	560	2	0	0	0	2	7	131	53	0	191	989
07:30 AM	208	0	37	0	245	61	514	0	0	575	2	0	0	0	2	5	120	49	0	174	996
07:45 AM	234	0	53	0	287	73	499	0	0	572	3	0	0	0	3	4	104	24	0	132	994
Total	794	0	146	0	940	259	1932	0	0	2191	8	0	0	0	8	28	469	152	0	649	3788
08:00 AM	256	0	44	1	301	58	396	0	0	454	2	0	0	1	3	3	137	24	0	164	922
08:15 AM	241	0	42	1	284	58	502	0	0	560	0	0	0	1	1	5	135	23	0	163	1008
08:30 AM	271	0	57	0	328	61	440	0	0	501	4	0	0	1	5	2	126	37	0	165	999
08:45 AM	128	0	60	0	188	63	258	4	0	325	1	0	0	3	4	10	140	36	0	186	703
Total	896	0	203	2	1101	240	1596	4	0	1840	7	0	0	6	13	20	538	120	0	678	3632
Grand Total	1690	0	349	2	2041	499	3528	4	0	4031	15	0	0	6	21	48	1007	272	0	1327	7420
Apprch %	82.8	0	17.1	0.1		12.4	87.5	0.1	0		71.4	0	0	28.6		3.6	75.9	20.5	0		
Total %	22.8	0	4.7	0	27.5	6.7	47.5	0.1	0	54.3	0.2	0	0	0.1	0.3	0.6	13.6	3.7	0	17.9	
Lights	1676	0	341	2	2019	462	3444	4	0	3910	14	0	0	6	20	42	925	245	0	1212	7161
% Lights	99.2	0	97.7	100	98.9	92.6	97.6	100	0	97	93.3	0	0	100	95.2	87.5	91.9	90.1	0	91.3	96.5
Buses	1	0	0	0	1	2	8	0	0	10	1	0	0	0	1	0	7	2	0	9	21
% Buses	0.1	0	0	0	0	0.4	0.2	0	0	0.2	6.7	0	0	0	4.8	0	0.7	0.7	0	0.7	0.3
Trucks	13	0	8	0	21	35	76	0	0	111	0	0	0	0	0	6	75	25	0	106	238
% Trucks	0.8	0	2.3	0	1	7	2.2	0	0	2.8	0	0	0	0	0	12.5	7.4	9.2	0	8	3.2

	I-880 NB RAMPS Southbound				COLEMAN AVE Westbound				MCKENDRIE ST Northbound				COLEMAN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	234	0	53	287	**73**	499	0	**572**	3	0	0	3	4	104	24	132	994
08:00 AM	256	0	44	300	58	396	0	454	2	0	0	2	3	**137**	24	164	920
08:15 AM	241	0	42	283	58	**502**	0	560	0	0	0	0	**5**	135	23	163	**1006**
08:30 AM	**271**	0	**57**	**328**	61	440	0	501	**4**	0	0	**4**	2	126	**37**	**165**	998
Total Volume	1002	0	196	1198	250	1837	0	2087	9	0	0	9	14	502	108	624	3918
% App. Total	83.6	0	16.4		12	88	0		100	0	0		2.2	80.4	17.3		
PHF	.924	.000	.860	.913	.856	.915	.000	.912	.563	.000	.000	.563	.700	.916	.730	.945	.974

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Groups Printed- Lights - Buses - Trucks

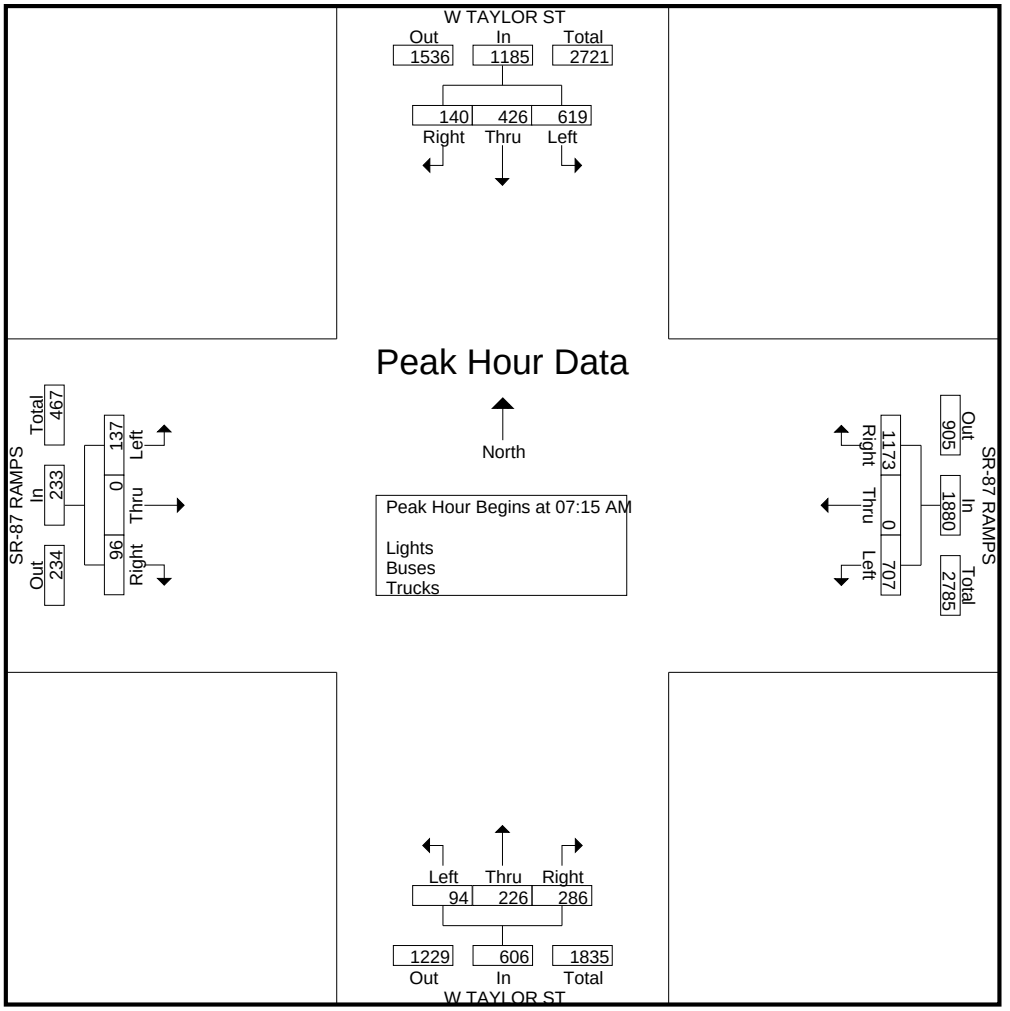
	W TAYLOR ST Southbound					SR-87 RAMPS Westbound					W TAYLOR ST Northbound					SR-87 RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	29	78	120	0	227	286	0	169	0	455	66	39	13	0	118	15	0	14	0	29	829
07:15 AM	33	102	159	0	294	289	0	201	0	490	74	41	16	0	131	24	0	22	0	46	961
07:30 AM	24	99	163	0	286	308	0	200	0	508	69	54	22	0	145	23	0	37	2	62	1001
07:45 AM	45	119	167	0	331	331	0	165	1	497	62	64	23	0	149	25	0	39	0	64	1041
Total	131	398	609	0	1138	1214	0	735	1	1950	271	198	74	0	543	87	0	112	2	201	3832
08:00 AM	38	106	130	0	274	245	0	141	0	386	81	67	33	0	181	24	0	39	1	64	905
08:15 AM	33	111	151	0	295	276	0	147	1	424	55	63	29	0	147	34	0	36	1	71	937
08:30 AM	36	102	152	0	290	282	0	156	0	438	78	57	43	0	178	41	0	34	0	75	981
08:45 AM	44	97	156	0	297	235	0	114	0	349	75	70	50	0	195	39	0	36	0	75	916
Total	151	416	589	0	1156	1038	0	558	1	1597	289	257	155	0	701	138	0	145	2	285	3739
Grand Total	282	814	1198	0	2294	2252	0	1293	2	3547	560	455	229	0	1244	225	0	257	4	486	7571
Apprch %	12.3	35.5	52.2	0		63.5	0	36.5	0.1		45	36.6	18.4	0		46.3	0	52.9	0.8		
Total %	3.7	10.8	15.8	0	30.3	29.7	0	17.1	0	46.8	7.4	6	3	0	16.4	3	0	3.4	0.1	6.4	
Lights	278	802	1152	0	2232	2224	0	1272	2	3498	508	445	224	0	1177	213	0	255	4	472	7379
% Lights	98.6	98.5	96.2	0	97.3	98.8	0	98.4	100	98.6	90.7	97.8	97.8	0	94.6	94.7	0	99.2	100	97.1	97.5
Buses	4	4	12	0	20	10	0	2	0	12	9	3	1	0	13	5	0	0	0	5	50
% Buses	1.4	0.5	1	0	0.9	0.4	0	0.2	0	0.3	1.6	0.7	0.4	0	1	2.2	0	0	0	1	0.7
Trucks	0	8	34	0	42	18	0	19	0	37	43	7	4	0	54	7	0	2	0	9	142
% Trucks	0	1	2.8	0	1.8	0.8	0	1.5	0	1	7.7	1.5	1.7	0	4.3	3.1	0	0.8	0	1.9	1.9

	W TAYLOR ST Southbound				SR-87 RAMPS Westbound				W TAYLOR ST Northbound				SR-87 RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	33	102	159	294	289	0	**201**	490	74	41	16	131	24	0	22	46	961
07:30 AM	24	99	163	286	308	0	200	**508**	69	54	22	145	23	0	37	60	999
07:45 AM	**45**	**119**	**167**	**331**	**331**	0	165	496	62	64	23	149	**25**	0	**39**	**64**	**1040**
08:00 AM	38	106	130	274	245	0	141	386	**81**	**67**	**33**	**181**	24	0	39	63	904
Total Volume	140	426	619	1185	1173	0	707	1880	286	226	94	606	96	0	137	233	3904
% App. Total	11.8	35.9	52.2		62.4	0	37.6		47.2	37.3	15.5		41.2	0	58.8		
PHF	.778	.895	.927	.895	.886	.000	.879	.925	.883	.843	.712	.837	.960	.000	.878	.910	.938

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Groups Printed- Lights - Buses - Trucks

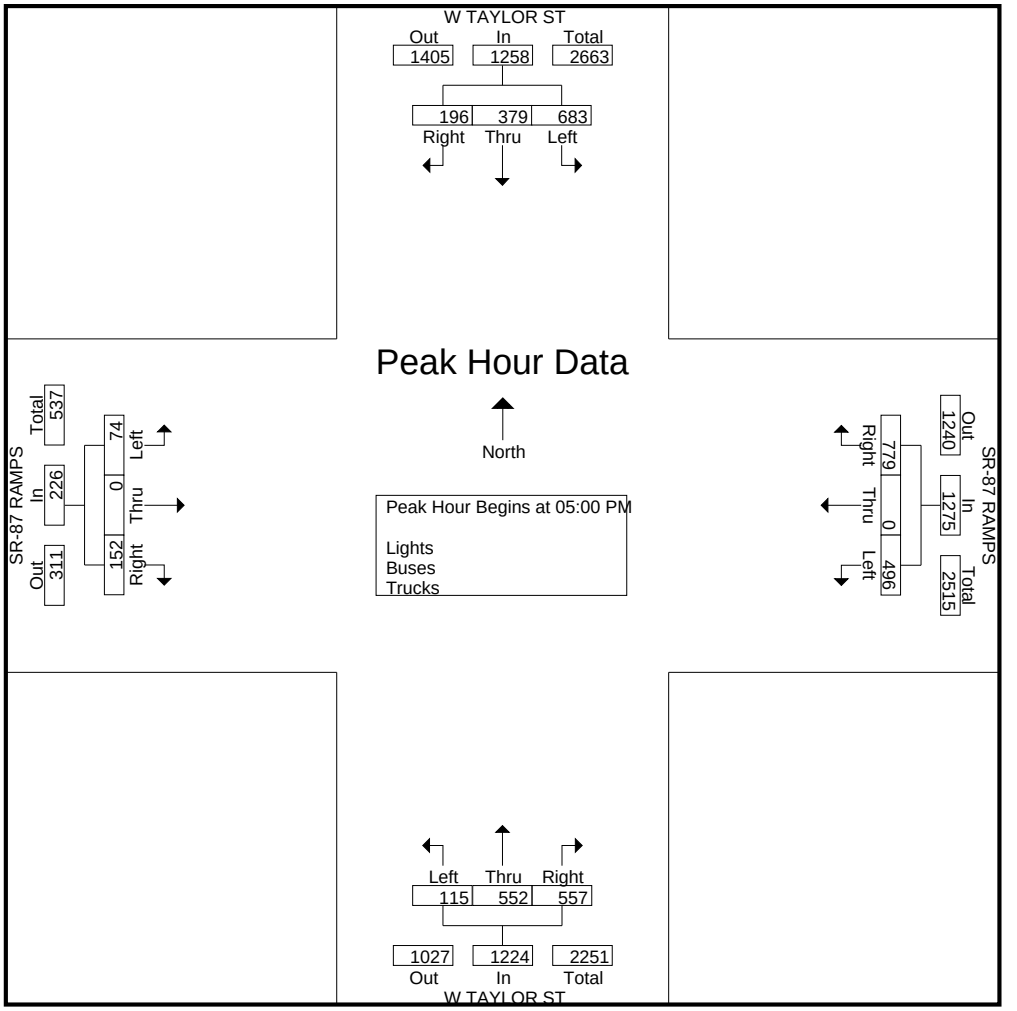
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	30	83	178	0	291	210	0	126	0	336	158	116	25	0	299	27	0	15	1	43	969
04:15 PM	39	97	193	0	329	204	0	87	1	292	138	120	24	0	282	31	0	11	1	43	946
04:30 PM	40	116	158	0	314	202	0	95	0	297	128	136	24	0	288	27	0	19	0	46	945
04:45 PM	38	111	164	0	313	219	0	87	1	307	118	90	27	0	235	37	0	15	2	54	909
Total	147	407	693	0	1247	835	0	395	2	1232	542	462	100	0	1104	122	0	60	4	186	3769
05:00 PM	60	113	185	0	358	180	0	108	2	290	136	129	34	0	299	45	0	15	0	60	1007
05:15 PM	42	88	152	0	282	228	0	137	1	366	123	160	18	0	301	41	0	15	1	57	1006
05:30 PM	53	99	187	0	339	180	0	102	3	285	135	139	37	0	311	38	0	23	1	62	997
05:45 PM	41	79	159	0	279	191	0	149	1	341	163	124	26	0	313	28	0	21	0	49	982
Total	196	379	683	0	1258	779	0	496	7	1282	557	552	115	0	1224	152	0	74	2	228	3992
Grand Total	343	786	1376	0	2505	1614	0	891	9	2514	1099	1014	215	0	2328	274	0	134	6	414	7761
Apprch %	13.7	31.4	54.9	0		64.2	0	35.4	0.4		47.2	43.6	9.2	0		66.2	0	32.4	1.4		
Total %	4.4	10.1	17.7	0	32.3	20.8	0	11.5	0.1	32.4	14.2	13.1	2.8	0	30	3.5	0	1.7	0.1	5.3	
Lights	341	780	1372	0	2493	1590	0	876	9	2475	1081	1013	212	0	2306	271	0	132	6	409	7683
% Lights	99.4	99.2	99.7	0	99.5	98.5	0	98.3	100	98.4	98.4	99.9	98.6	0	99.1	98.9	0	98.5	100	98.8	99
Buses	0	2	2	0	4	3	0	5	0	8	6	1	2	0	9	0	0	1	0	1	22
% Buses	0	0.3	0.1	0	0.2	0.2	0	0.6	0	0.3	0.5	0.1	0.9	0	0.4	0	0	0.7	0	0.2	0.3
Trucks	2	4	2	0	8	21	0	10	0	31	12	0	1	0	13	3	0	1	0	4	56
% Trucks	0.6	0.5	0.1	0	0.3	1.3	0	1.1	0	1.2	1.1	0	0.5	0	0.6	1.1	0	0.7	0	1	0.7

	W TAYLOR ST Southbound				SR-87 RAMPS Westbound				W TAYLOR ST Northbound				SR-87 RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**60**	**113**	185	**358**	180	0	108	288	136	129	34	299	**45**	0	15	60	**1005**
05:15 PM	42	88	152	282	**228**	0	137	**365**	123	**160**	18	301	41	0	15	56	1004
05:30 PM	53	99	**187**	339	180	0	102	282	135	139	**37**	311	38	0	**23**	**61**	993
05:45 PM	41	79	159	279	191	0	**149**	340	**163**	124	26	**313**	28	0	21	49	981
Total Volume	196	379	683	1258	779	0	496	1275	557	552	115	1224	152	0	74	226	3983
% App. Total	15.6	30.1	54.3		61.1	0	38.9		45.5	45.1	9.4		67.3	0	32.7		
PHF	.817	.838	.913	.878	.854	.000	.832	.873	.854	.863	.777	.978	.844	.000	.804	.926	.991

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Groups Printed- Lights - Buses - Trucks

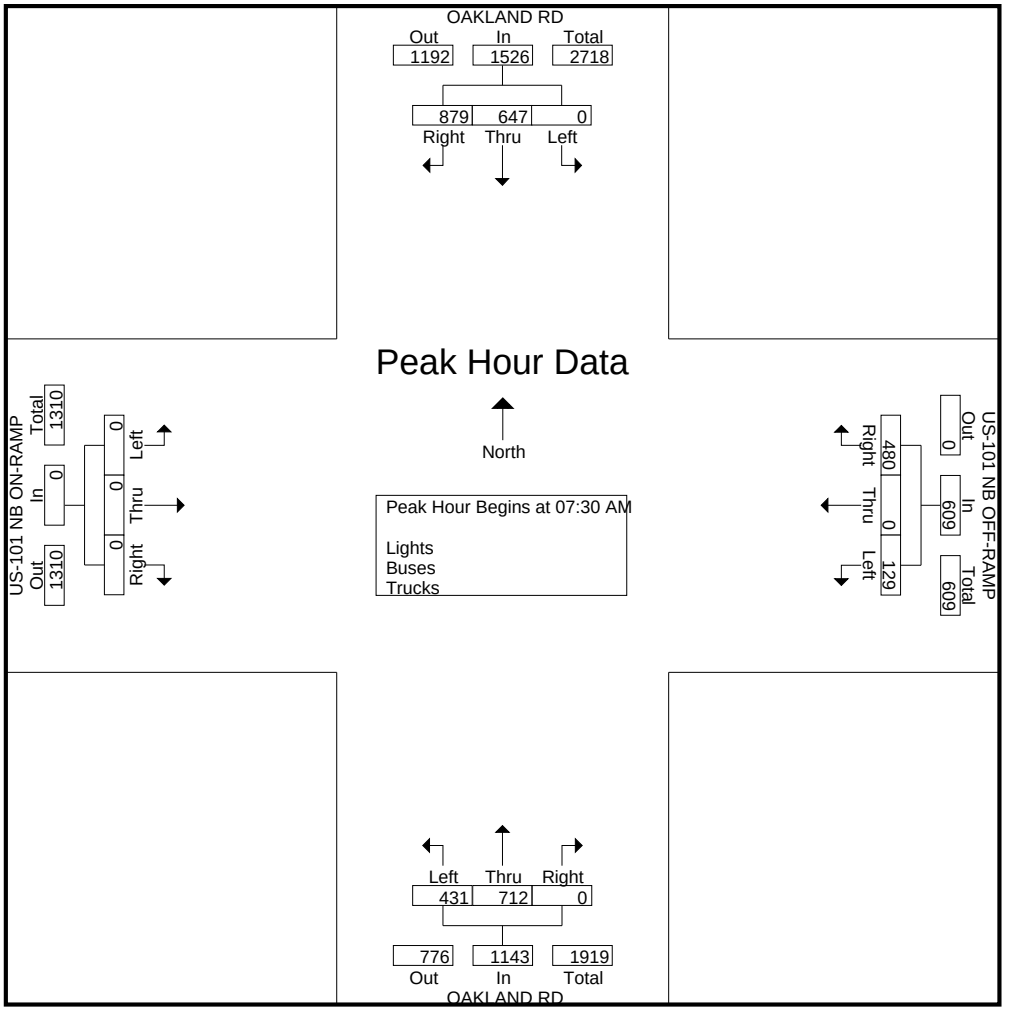
	OAKLAND RD Southbound					US-101 NB OFF-RAMP Westbound					OAKLAND RD Northbound					US-101 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	226	89	0	0	315	84	0	39	0	123	0	143	139	0	282	0	0	0	8	8	728
07:15 AM	212	91	0	0	303	91	0	37	0	128	0	164	151	0	315	0	0	0	3	3	749
07:30 AM	209	154	0	0	363	121	0	38	1	160	0	157	91	0	248	0	0	0	4	4	775
07:45 AM	221	171	0	0	392	97	0	36	3	136	0	217	118	0	335	0	0	0	1	1	864
Total	868	505	0	0	1373	393	0	150	4	547	0	681	499	0	1180	0	0	0	16	16	3116
08:00 AM	237	161	0	0	398	149	0	38	3	190	0	151	106	0	257	0	0	0	3	3	848
08:15 AM	212	161	0	0	373	113	0	17	1	131	0	187	116	0	303	0	0	0	3	3	810
08:30 AM	173	140	0	0	313	99	0	37	3	139	0	167	102	0	269	0	0	0	5	5	726
08:45 AM	195	135	0	0	330	124	1	25	2	152	0	185	109	0	294	0	0	0	1	1	777
Total	817	597	0	0	1414	485	1	117	9	612	0	690	433	0	1123	0	0	0	12	12	3161
Grand Total	1685	1102	0	0	2787	878	1	267	13	1159	0	1371	932	0	2303	0	0	0	28	28	6277
Apprch %	60.5	39.5	0	0		75.8	0.1	23	1.1		0	59.5	40.5	0		0	0	0	100		
Total %	26.8	17.6	0	0	44.4	14	0	4.3	0.2	18.5	0	21.8	14.8	0	36.7	0	0	0	0.4	0.4	
Lights	1619	988	0	0	2607	827	1	256	13	1097	0	1298	900	0	2198	0	0	0	28	28	5930
% Lights	96.1	89.7	0	0	93.5	94.2	100	95.9	100	94.7	0	94.7	96.6	0	95.4	0	0	0	100	100	94.5
Buses	3	12	0	0	15	0	0	0	0	0	0	12	2	0	14	0	0	0	0	0	29
% Buses	0.2	1.1	0	0	0.5	0	0	0	0	0	0	0.9	0.2	0	0.6	0	0	0	0	0	0.5
Trucks	63	102	0	0	165	51	0	11	0	62	0	61	30	0	91	0	0	0	0	0	318
% Trucks	3.7	9.3	0	0	5.9	5.8	0	4.1	0	5.3	0	4.4	3.2	0	4	0	0	0	0	0	5.1

	OAKLAND RD Southbound				US-101 NB OFF-RAMP Westbound				OAKLAND RD Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	209	154	0	363	121	0	**38**	159	0	157	91	248	0	0	0	0	770
07:45 AM	221	**171**	0	392	97	0	36	133	0	**217**	**118**	**335**	0	0	0	0	**860**
08:00 AM	**237**	161	0	**398**	**149**	0	38	**187**	0	151	106	257	0	0	0	0	842
08:15 AM	212	161	0	373	113	0	17	130	0	187	116	303	0	0	0	0	806
Total Volume	879	647	0	1526	480	0	129	609	0	712	431	1143	0	0	0	0	3278
% App. Total	57.6	42.4	0		78.8	0	21.2		0	62.3	37.7		0	0	0		
PHF	.927	.946	.000	.959	.805	.000	.849	.814	.000	.820	.913	.853	.000	.000	.000	.000	.953

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Groups Printed- Lights - Buses - Trucks

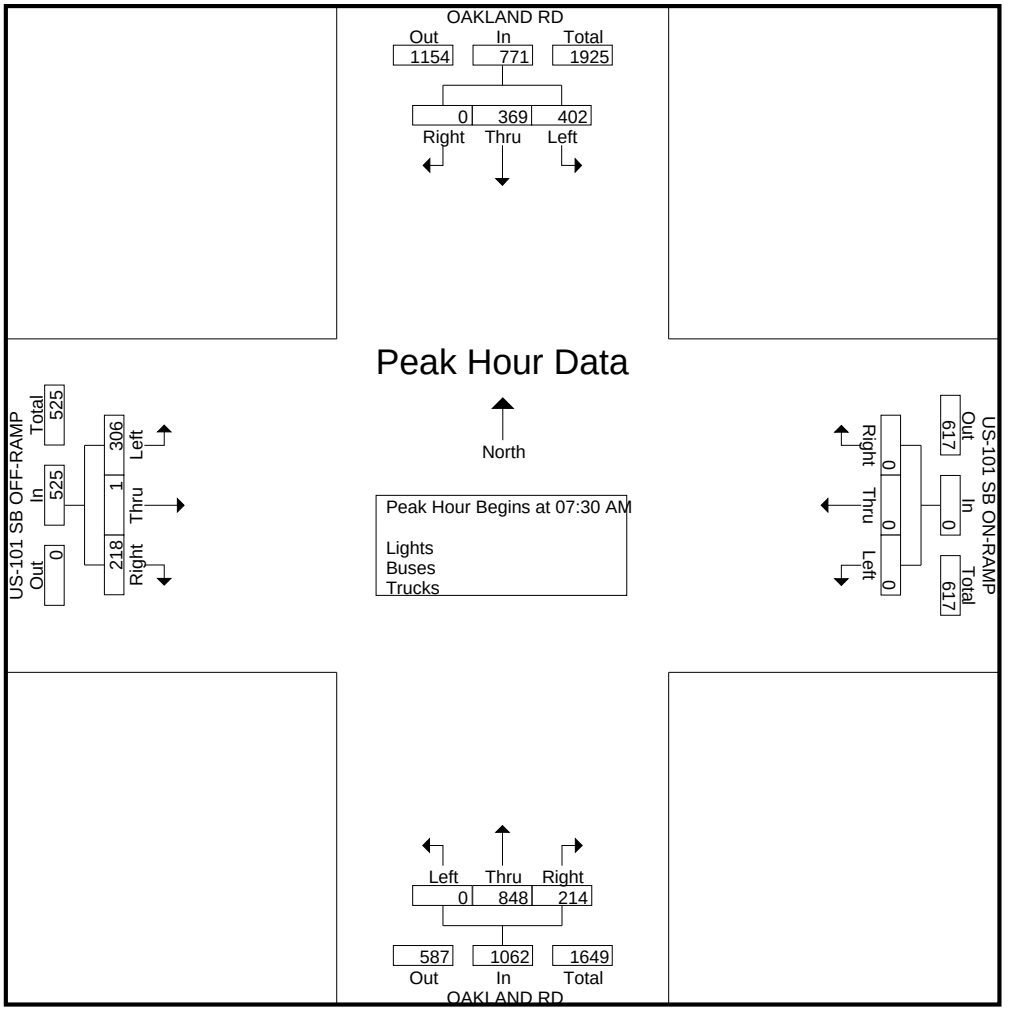
	OAKLAND RD Southbound					US-101 SB ON-RAMP Westbound					OAKLAND RD Northbound					US-101 SB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	70	54	0	124	0	0	0	3	3	56	245	0	0	301	49	0	64	6	119	547
07:15 AM	0	73	65	0	138	0	0	0	0	0	65	203	0	0	268	58	0	76	1	135	541
07:30 AM	0	87	90	2	179	0	0	0	3	3	64	207	0	0	271	57	0	75	5	137	590
07:45 AM	0	94	112	0	206	0	0	0	0	0	62	220	0	2	284	56	0	89	0	145	635
Total	0	324	321	2	647	0	0	0	6	6	247	875	0	2	1124	220	0	304	12	536	2313
08:00 AM	0	105	88	0	193	0	0	0	1	1	32	201	0	0	233	56	1	75	3	135	562
08:15 AM	0	83	112	0	195	0	0	0	0	0	56	220	0	0	276	49	0	67	2	118	589
08:30 AM	0	107	60	0	167	0	0	0	2	2	48	218	0	0	266	45	0	78	7	130	565
08:45 AM	0	93	77	0	170	0	0	0	3	3	41	210	3	2	256	45	0	65	3	113	542
Total	0	388	337	0	725	0	0	0	6	6	177	849	3	2	1031	195	1	285	15	496	2258
Grand Total	0	712	658	2	1372	0	0	0	12	12	424	1724	3	4	2155	415	1	589	27	1032	4571
Apprch %	0	51.9	48	0.1		0	0	0	100		19.7	80	0.1	0.2		40.2	0.1	57.1	2.6		
Total %	0	15.6	14.4	0	30	0	0	0	0.3	0.3	9.3	37.7	0.1	0.1	47.1	9.1	0	12.9	0.6	22.6	
Lights	0	664	583	2	1249	0	0	0	12	12	388	1655	3	4	2050	376	1	534	27	938	4249
% Lights	0	93.3	88.6	100	91	0	0	0	100	100	91.5	96	100	100	95.1	90.6	100	90.7	100	90.9	93
Buses	0	8	3	0	11	0	0	0	0	0	0	15	0	0	15	4	0	7	0	11	37
% Buses	0	1.1	0.5	0	0.8	0	0	0	0	0	0	0.9	0	0	0.7	1	0	1.2	0	1.1	0.8
Trucks	0	40	72	0	112	0	0	0	0	0	36	54	0	0	90	35	0	48	0	83	285
% Trucks	0	5.6	10.9	0	8.2	0	0	0	0	0	8.5	3.1	0	0	4.2	8.4	0	8.1	0	8	6.2

	OAKLAND RD Southbound				US-101 SB ON-RAMP Westbound				OAKLAND RD Northbound				US-101 SB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	87	90	177	0	0	0	0	**64**	207	0	271	**57**	0	75	132	580
07:45 AM	0	94	**112**	**206**	0	0	0	0	62	**220**	0	**282**	56	0	**89**	**145**	**633**
08:00 AM	0	**105**	88	193	0	0	0	0	32	201	0	233	56	**1**	75	132	558
08:15 AM	0	83	112	195	0	0	0	0	56	220	0	276	49	0	67	116	587
Total Volume	0	369	402	771	0	0	0	0	214	848	0	1062	218	1	306	525	2358
% App. Total	0	47.9	52.1		0	0	0		20.2	79.8	0		41.5	0.2	58.3		
PHF	.000	.879	.897	.936	.000	.000	.000	.000	.836	.964	.000	.941	.956	.250	.860	.905	.931

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Groups Printed- Lights - Buses - Trucks

	MCLAUGHLIN AVE Southbound					Westbound					MCLAUGHLIN AVE Northbound					I-280 SB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	91	0	0	91	0	0	0	0	0	0	245	0	0	245	46	0	31	2	79	415
07:15 AM	0	118	0	0	118	0	0	0	0	0	0	294	0	0	294	43	0	52	1	96	508
07:30 AM	0	128	0	0	128	0	0	0	0	0	0	306	0	0	306	59	0	58	3	120	554
07:45 AM	0	157	0	0	157	0	0	0	0	0	0	375	0	0	375	62	0	42	3	107	639
Total	0	494	0	0	494	0	0	0	0	0	0	1220	0	0	1220	210	0	183	9	402	2116
08:00 AM	0	140	0	0	140	0	0	0	0	0	0	384	0	0	384	67	0	45	2	114	638
08:15 AM	0	103	0	0	103	0	0	0	0	0	0	342	0	0	342	50	0	40	5	95	540
08:30 AM	0	86	0	0	86	0	0	0	0	0	0	340	0	0	340	47	0	51	4	102	528
08:45 AM	0	98	0	0	98	0	0	0	0	0	0	285	0	0	285	65	0	52	2	119	502
Total	0	427	0	0	427	0	0	0	0	0	0	1351	0	0	1351	229	0	188	13	430	2208
Grand Total	0	921	0	0	921	0	0	0	0	0	0	2571	0	0	2571	439	0	371	22	832	4324
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		52.8	0	44.6	2.6		
Total %	0	21.3	0	0	21.3	0	0	0	0	0	0	59.5	0	0	59.5	10.2	0	8.6	0.5	19.2	
Lights	0	900	0	0	900	0	0	0	0	0	0	2524	0	0	2524	421	0	365	22	808	4232
% Lights	0	97.7	0	0	97.7	0	0	0	0	0	0	98.2	0	0	98.2	95.9	0	98.4	100	97.1	97.9
Buses	0	12	0	0	12	0	0	0	0	0	0	22	0	0	22	2	0	2	0	4	38
% Buses	0	1.3	0	0	1.3	0	0	0	0	0	0	0.9	0	0	0.9	0.5	0	0.5	0	0.5	0.9
Trucks	0	9	0	0	9	0	0	0	0	0	0	25	0	0	25	16	0	4	0	20	54
% Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3.6	0	1.1	0	2.4	1.2

	MCLAUGHLIN AVE Southbound				Westbound				MCLAUGHLIN AVE Northbound				I-280 SB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	128	0	128	0	0	0	0	0	306	0	306	59	0	**58**	**117**	551
07:45 AM	0	**157**	0	**157**	0	0	0	0	0	375	0	375	62	0	42	104	**636**
08:00 AM	0	140	0	140	0	0	0	0	0	**384**	0	**384**	**67**	0	45	112	636
08:15 AM	0	103	0	103	0	0	0	0	0	342	0	342	50	0	40	90	535
Total Volume	0	528	0	528	0	0	0	0	0	1407	0	1407	238	0	185	423	2358
% App. Total	0	100	0		0	0	0		0	100	0		56.3	0	43.7		
PHF	.000	.841	.000	.841	.000	.000	.000	.000	.000	.916	.000	.916	.888	.000	.797	.904	.927

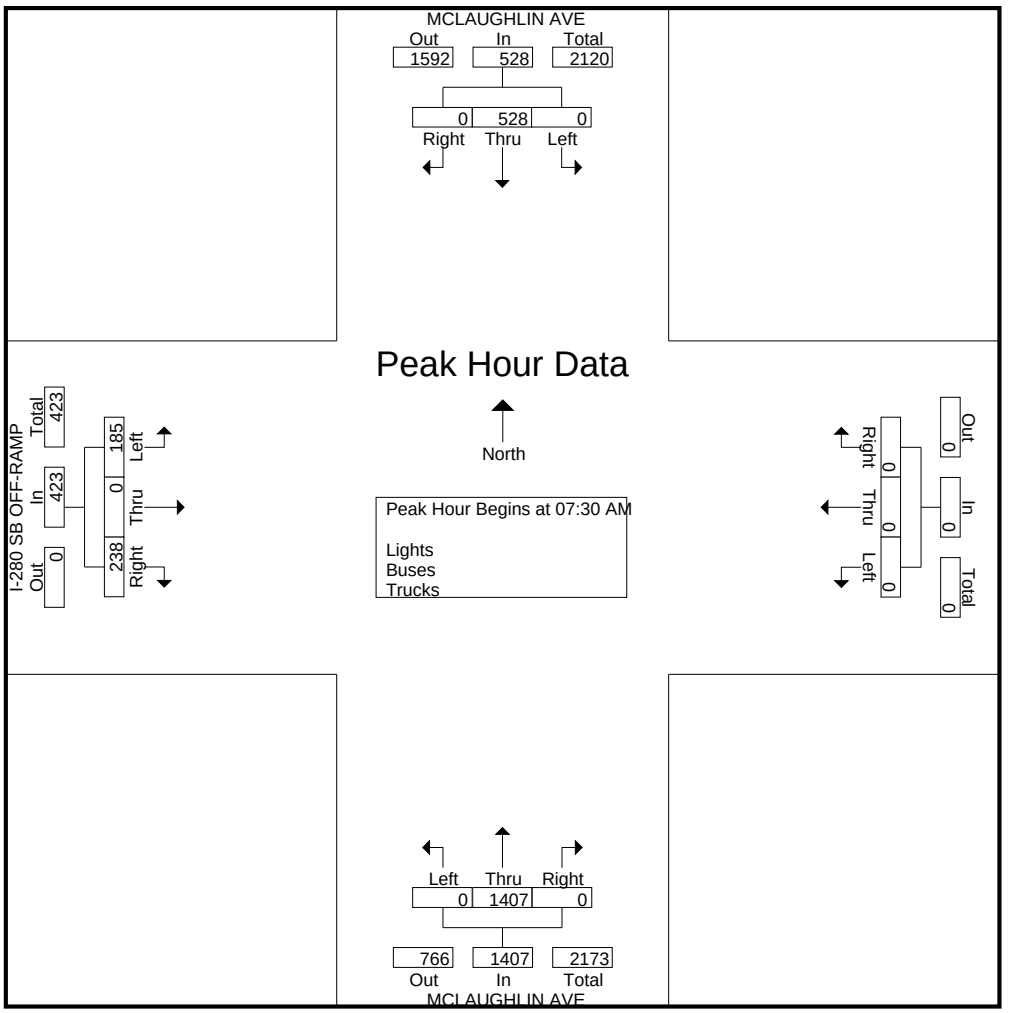
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Groups Printed- Lights - Buses - Trucks

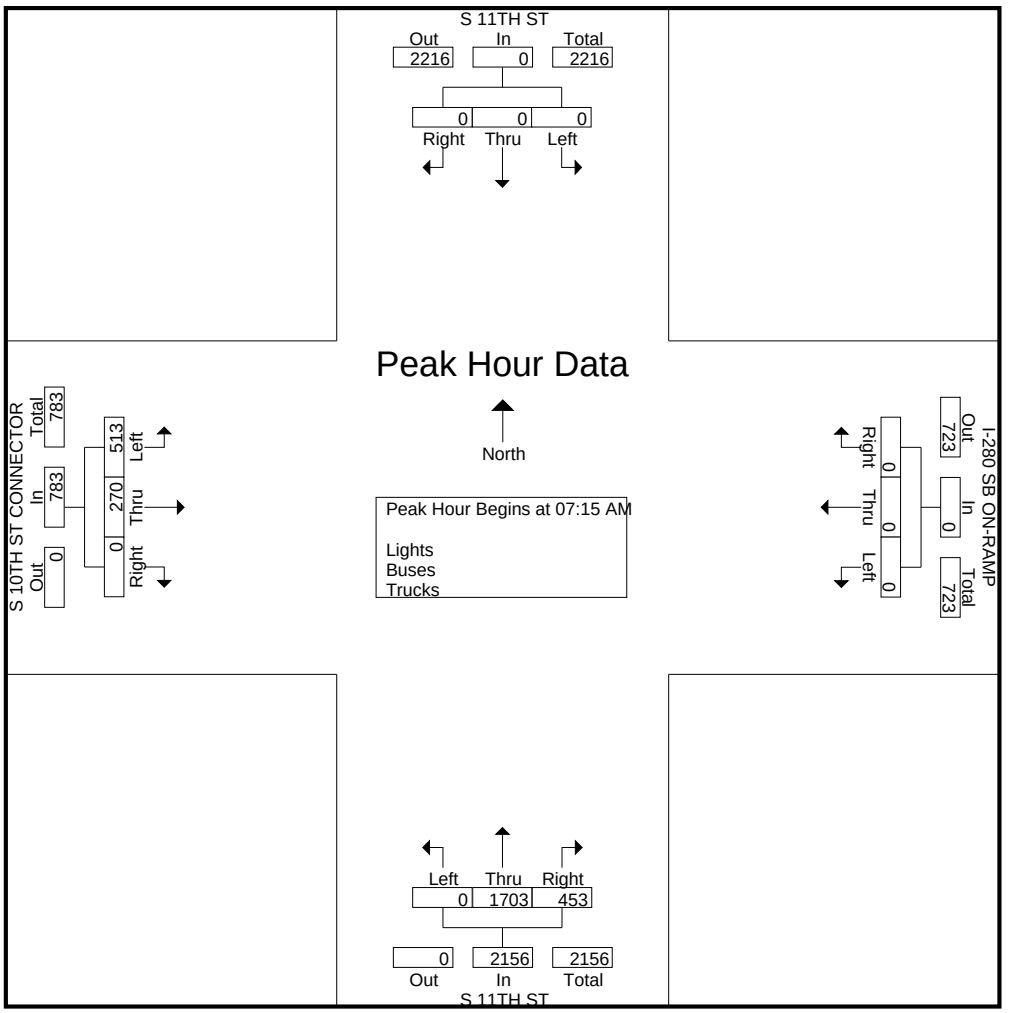
	S 11TH ST Southbound					I-280 SB ON-RAMP Westbound					S 11TH ST Northbound					S 10TH ST CONNECTOR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	97	357	0	0	454	0	60	73	1	134	588
07:15 AM	0	0	0	0	0	0	0	0	2	2	120	396	0	1	517	0	76	103	1	180	699
07:30 AM	0	0	0	0	0	0	0	0	0	0	118	417	0	0	535	0	67	103	0	170	705
07:45 AM	0	0	0	0	0	0	0	0	1	1	122	461	0	0	583	0	76	156	0	232	816
Total	0	0	0	0	0	0	0	0	3	3	457	1631	0	1	2089	0	279	435	2	716	2808
08:00 AM	0	0	0	0	0	0	0	0	0	0	93	429	0	0	522	0	51	151	0	202	724
08:15 AM	0	0	0	0	0	0	0	0	1	1	91	413	0	0	504	0	49	137	0	186	691
08:30 AM	0	0	0	0	0	0	0	0	2	2	96	396	0	0	492	0	50	120	0	170	664
08:45 AM	0	0	0	0	0	0	0	0	3	3	96	387	0	1	484	0	69	138	2	209	696
Total	0	0	0	0	0	0	0	0	6	6	376	1625	0	1	2002	0	219	546	2	767	2775
Grand Total	0	0	0	0	0	0	0	0	9	9	833	3256	0	2	4091	0	498	981	4	1483	5583
Apprch %	0	0	0	0		0	0	0	100		20.4	79.6	0	0		0	33.6	66.1	0.3		
Total %	0	0	0	0	0	0	0	0	0.2	0.2	14.9	58.3	0	0	73.3	0	8.9	17.6	0.1	26.6	
Lights	0	0	0	0	0	0	0	0	9	9	757	3119	0	2	3878	0	489	964	4	1457	5344
% Lights	0	0	0	0	0	0	0	0	100	100	90.9	95.8	0	100	94.8	0	98.2	98.3	100	98.2	95.7
Buses	0	0	0	0	0	0	0	0	0	0	15	32	0	0	47	0	2	7	0	9	56
% Buses	0	0	0	0	0	0	0	0	0	0	1.8	1	0	0	1.1	0	0.4	0.7	0	0.6	1
Trucks	0	0	0	0	0	0	0	0	0	0	61	105	0	0	166	0	7	10	0	17	183
% Trucks	0	0	0	0	0	0	0	0	0	0	7.3	3.2	0	0	4.1	0	1.4	1	0	1.1	3.3

	S 11TH ST Southbound				I-280 SB ON-RAMP Westbound				S 11TH ST Northbound				S 10TH ST CONNECTOR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	120	396	0	516	0	**76**	103	179	695
07:30 AM	0	0	0	0	0	0	0	0	118	417	0	535	0	67	103	170	705
07:45 AM	0	0	0	0	0	0	0	0	**122**	**461**	0	**583**	0	76	**156**	**232**	**815**
08:00 AM	0	0	0	0	0	0	0	0	93	429	0	522	0	51	151	202	724
Total Volume	0	0	0	0	0	0	0	0	453	1703	0	2156	0	270	513	783	2939
% App. Total	0	0	0		0	0	0		21	79	0		0	34.5	65.5		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.928	.924	.000	.925	.000	.888	.822	.844	.902

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Groups Printed- Lights - Buses - Trucks

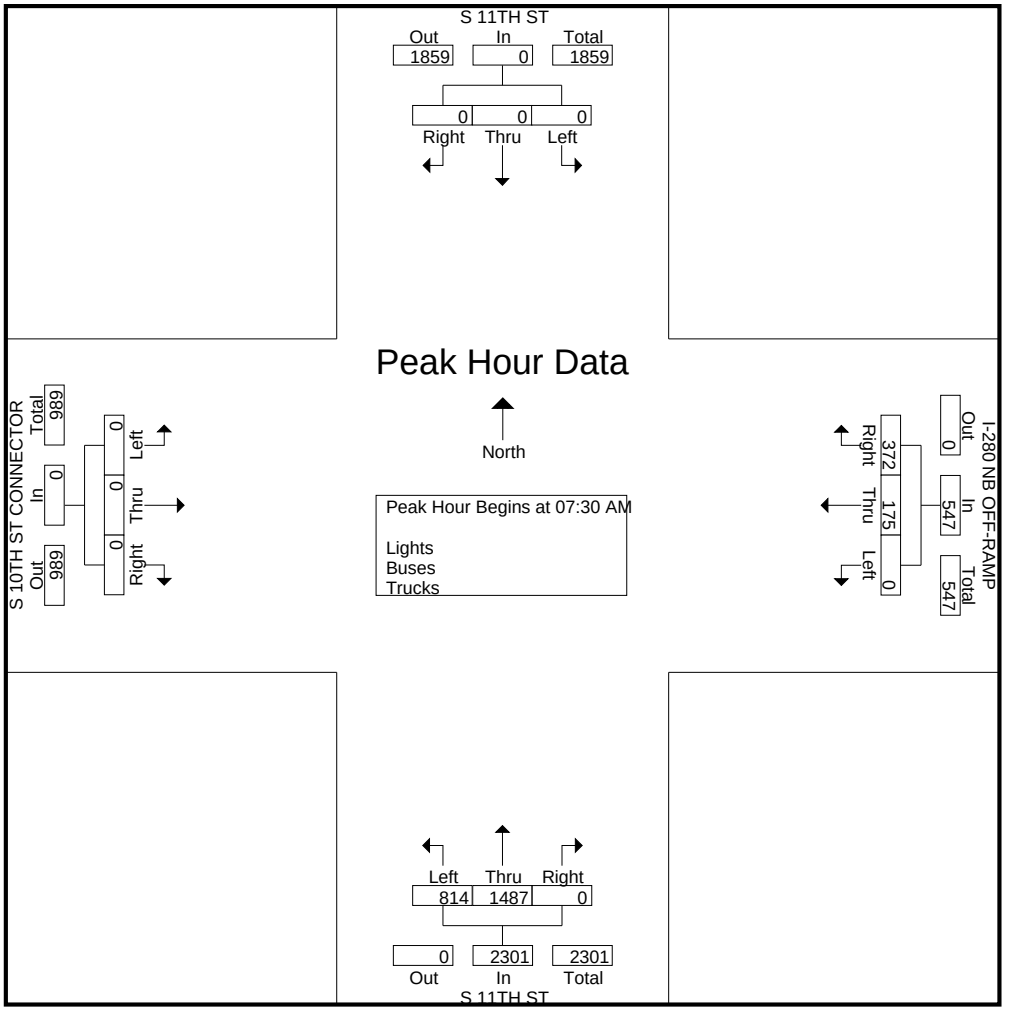
	S 11TH ST Southbound					I-280 NB OFF-RAMP Westbound					S 11TH ST Northbound					S 10TH ST CONNECTOR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	93	45	0	0	138	0	260	174	0	434	0	0	0	0	0	572
07:15 AM	0	0	0	0	0	72	52	0	0	124	0	311	186	0	497	0	0	0	0	0	621
07:30 AM	0	0	0	0	0	90	56	0	2	148	0	329	191	0	520	0	0	0	0	0	668
07:45 AM	0	0	0	0	0	88	33	0	0	121	0	410	218	0	628	0	0	0	0	0	749
Total	0	0	0	0	0	343	186	0	2	531	0	1310	769	0	2079	0	0	0	0	0	2610
08:00 AM	0	0	0	0	0	103	45	0	2	150	0	393	201	0	594	0	0	0	0	0	744
08:15 AM	0	0	0	1	1	91	41	0	1	133	0	355	204	0	559	0	0	0	0	0	693
08:30 AM	0	0	0	1	1	87	51	0	5	143	0	328	188	0	516	0	0	0	0	0	660
08:45 AM	0	0	0	0	0	79	37	0	3	119	0	359	189	0	548	0	0	0	2	2	669
Total	0	0	0	2	2	360	174	0	11	545	0	1435	782	0	2217	0	0	0	2	2	2766
Grand Total	0	0	0	2	2	703	360	0	13	1076	0	2745	1551	0	4296	0	0	0	2	2	5376
Apprch %	0	0	0	100		65.3	33.5	0	1.2		0	63.9	36.1	0		0	0	0	100		
Total %	0	0	0	0	0	13.1	6.7	0	0.2	20	0	51.1	28.9	0	79.9	0	0	0	0	0	
Lights	0	0	0	2	2	689	336	0	13	1038	0	2667	1468	0	4135	0	0	0	2	2	5177
% Lights	0	0	0	100	100	98	93.3	0	100	96.5	0	97.2	94.6	0	96.3	0	0	0	100	100	96.3
Buses	0	0	0	0	0	0	3	0	0	3	0	19	20	0	39	0	0	0	0	0	42
% Buses	0	0	0	0	0	0	0.8	0	0	0.3	0	0.7	1.3	0	0.9	0	0	0	0	0	0.8
Trucks	0	0	0	0	0	14	21	0	0	35	0	59	63	0	122	0	0	0	0	0	157
% Trucks	0	0	0	0	0	2	5.8	0	0	3.3	0	2.1	4.1	0	2.8	0	0	0	0	0	2.9

	S 11TH ST Southbound				I-280 NB OFF-RAMP Westbound				S 11TH ST Northbound				S 10TH ST CONNECTOR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	90	**56**	0	146	0	329	191	520	0	0	0	0	666
07:45 AM	0	0	0	0	88	33	0	121	0	**410**	**218**	**628**	0	0	0	0	**749**
08:00 AM	0	0	0	0	**103**	45	0	**148**	0	393	201	594	0	0	0	0	742
08:15 AM	0	0	0	0	91	41	0	132	0	355	204	559	0	0	0	0	691
Total Volume	0	0	0	0	372	175	0	547	0	1487	814	2301	0	0	0	0	2848
% App. Total	0	0	0		68	32	0		0	64.6	35.4		0	0	0		
PHF	.000	.000	.000	.000	.903	.781	.000	.924	.000	.907	.933	.916	.000	.000	.000	.000	.951

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Groups Printed- Lights - Buses - Trucks

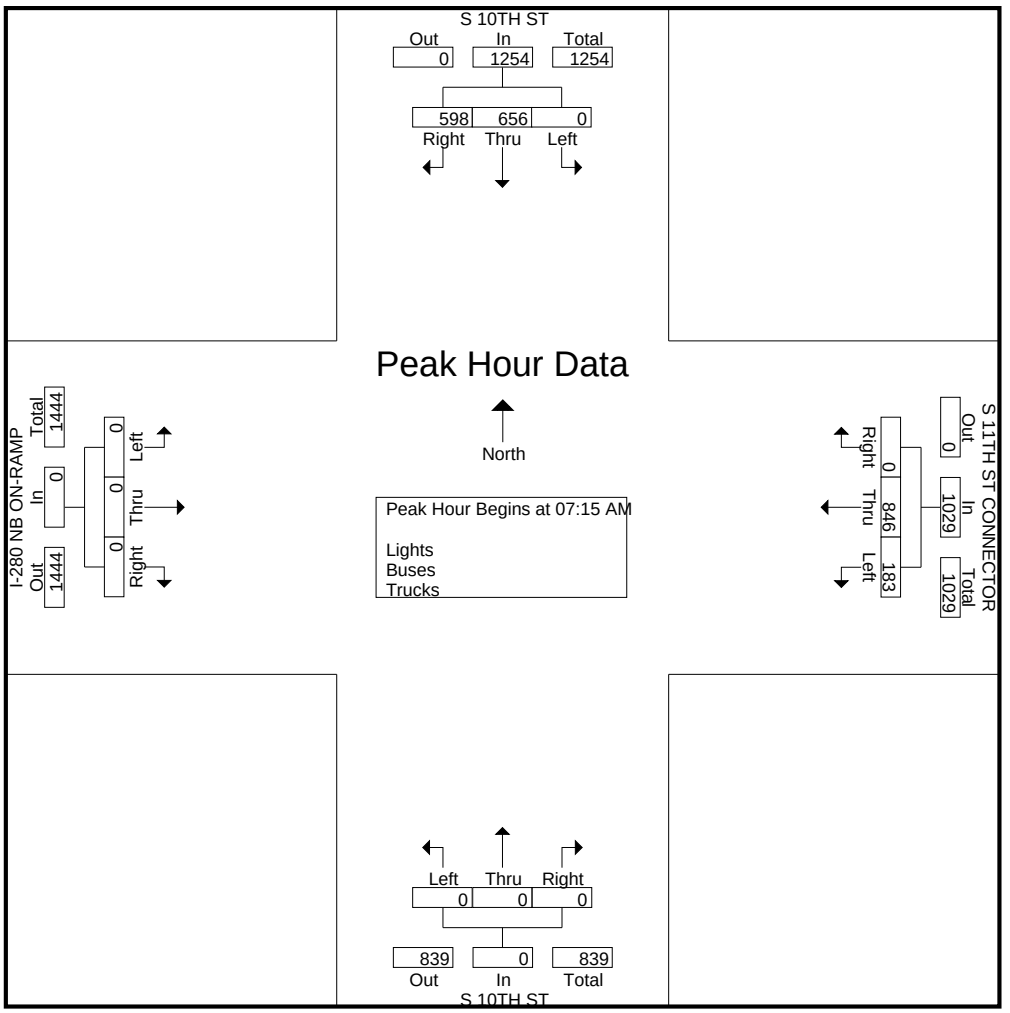
	S 10TH ST Southbound					S 11TH ST CONNECTOR Westbound					S 10TH ST Northbound					I-280 NB ON-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	117	125	0	2	244	0	181	49	0	230	0	0	0	0	0	0	0	0	3	3	477
07:15 AM	130	159	0	2	291	0	210	44	0	254	0	0	0	0	0	0	0	0	3	3	548
07:30 AM	180	145	0	0	325	0	204	55	1	260	0	0	0	0	0	0	0	0	0	0	585
07:45 AM	142	201	0	0	343	0	222	36	0	258	0	0	0	0	0	0	0	0	0	0	601
Total	569	630	0	4	1203	0	817	184	1	1002	0	0	0	0	0	0	0	0	6	6	2211
08:00 AM	146	151	0	0	297	0	210	48	2	260	0	0	0	0	0	0	0	0	2	2	559
08:15 AM	107	140	0	0	247	0	207	35	0	242	0	0	0	0	0	0	0	0	1	1	490
08:30 AM	154	127	0	1	282	0	199	52	1	252	0	0	0	0	0	0	0	0	2	2	536
08:45 AM	140	181	0	2	323	0	194	43	3	240	0	0	0	0	0	0	0	0	5	5	568
Total	547	599	0	3	1149	0	810	178	6	994	0	0	0	0	0	0	0	0	10	10	2153
Grand Total	1116	1229	0	7	2352	0	1627	362	7	1996	0	0	0	0	0	0	0	0	16	16	4364
Apprch %	47.4	52.3	0	0.3		0	81.5	18.1	0.4		0	0	0	0		0	0	0	100		
Total %	25.6	28.2	0	0.2	53.9	0	37.3	8.3	0.2	45.7	0	0	0	0	0	0	0	0	0.4	0.4	
Lights	1096	1182	0	7	2285	0	1544	337	7	1888	0	0	0	0	0	0	0	0	16	16	4189
% Lights	98.2	96.2	0	100	97.2	0	94.9	93.1	100	94.6	0	0	0	0	0	0	0	0	100	100	96
Buses	8	17	0	0	25	0	21	2	0	23	0	0	0	0	0	0	0	0	0	0	48
% Buses	0.7	1.4	0	0	1.1	0	1.3	0.6	0	1.2	0	0	0	0	0	0	0	0	0	0	1.1
Trucks	12	30	0	0	42	0	62	23	0	85	0	0	0	0	0	0	0	0	0	0	127
% Trucks	1.1	2.4	0	0	1.8	0	3.8	6.4	0	4.3	0	0	0	0	0	0	0	0	0	0	2.9

	S 10TH ST Southbound				S 11TH ST CONNECTOR Westbound				S 10TH ST Northbound				I-280 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	130	159	0	289	0	210	44	254	0	0	0	0	0	0	0	0	543
07:30 AM	**180**	145	0	325	0	204	**55**	**259**	0	0	0	0	0	0	0	0	584
07:45 AM	142	**201**	0	**343**	0	**222**	36	258	0	0	0	0	0	0	0	0	**601**
08:00 AM	146	151	0	297	0	210	48	258	0	0	0	0	0	0	0	0	555
Total Volume	598	656	0	1254	0	846	183	1029	0	0	0	0	0	0	0	0	2283
% App. Total	47.7	52.3	0		0	82.2	17.8		0	0	0		0	0	0		
PHF	.831	.816	.000	.914	.000	.953	.832	.993	.000	.000	.000	.000	.000	.000	.000	.000	.950

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File Name : 13 FINAL
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File Name : 14 FINAL
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Groups Printed- Lights - Buses - Trucks

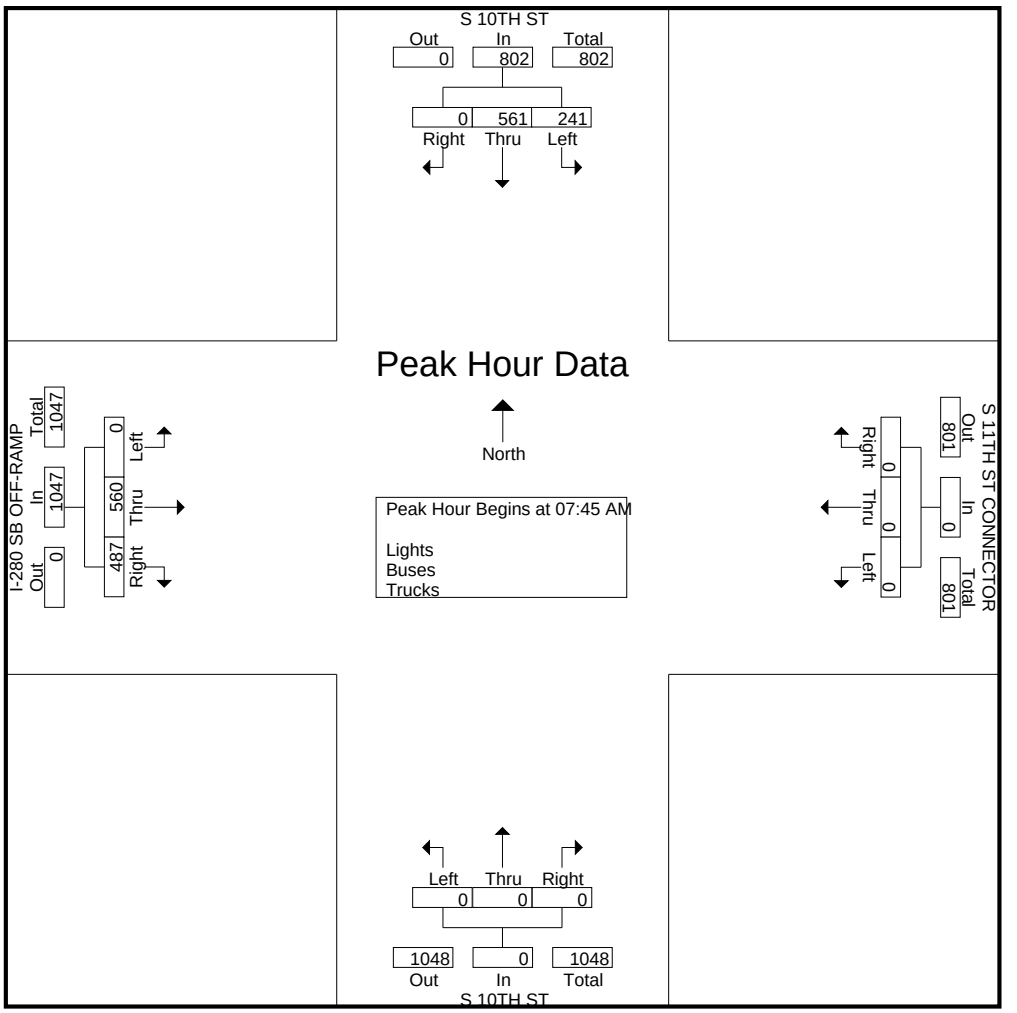
	S 10TH ST Southbound					S 11TH ST CONNECTOR Westbound					S 10TH ST Northbound					I-280 SB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	109	61	0	170	0	0	0	0	0	0	0	0	0	0	72	72	0	3	147	317
07:15 AM	0	121	80	0	201	0	0	0	0	0	0	0	0	0	0	86	101	0	4	191	392
07:30 AM	0	135	69	0	204	0	0	0	1	1	0	0	0	2	2	83	102	0	0	185	392
07:45 AM	0	161	78	0	239	0	0	0	0	0	0	0	0	0	0	131	157	0	0	288	527
Total	0	526	288	0	814	0	0	0	1	1	0	0	0	2	2	372	432	0	7	811	1628
08:00 AM	0	146	55	0	201	0	0	0	3	3	0	0	0	0	0	121	154	0	2	277	481
08:15 AM	0	124	60	0	184	0	0	0	0	0	0	0	0	0	0	125	133	0	1	259	443
08:30 AM	0	130	48	0	178	0	0	0	1	1	0	0	0	1	1	110	116	0	2	228	408
08:45 AM	0	136	75	0	211	0	0	0	2	2	0	0	0	1	1	98	144	0	6	248	462
Total	0	536	238	0	774	0	0	0	6	6	0	0	0	2	2	454	547	0	11	1012	1794
Grand Total	0	1062	526	0	1588	0	0	0	7	7	0	0	0	4	4	826	979	0	18	1823	3422
Apprch %	0	66.9	33.1	0		0	0	0	100		0	0	0	100		45.3	53.7	0	1		
Total %	0	31	15.4	0	46.4	0	0	0	0.2	0.2	0	0	0	0.1	0.1	24.1	28.6	0	0.5	53.3	
Lights	0	997	515	0	1512	0	0	0	7	7	0	0	0	4	4	770	965	0	18	1753	3276
% Lights	0	93.9	97.9	0	95.2	0	0	0	100	100	0	0	0	100	100	93.2	98.6	0	100	96.2	95.7
Buses	0	17	2	0	19	0	0	0	0	0	0	0	0	0	0	34	7	0	0	41	60
% Buses	0	1.6	0.4	0	1.2	0	0	0	0	0	0	0	0	0	0	4.1	0.7	0	0	2.2	1.8
Trucks	0	48	9	0	57	0	0	0	0	0	0	0	0	0	0	22	7	0	0	29	86
% Trucks	0	4.5	1.7	0	3.6	0	0	0	0	0	0	0	0	0	0	2.7	0.7	0	0	1.6	2.5

	S 10TH ST Southbound				S 11TH ST CONNECTOR Westbound				S 10TH ST Northbound				I-280 SB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**161**	**78**	**239**	0	0	0	0	0	0	0	0	**131**	**157**	0	**288**	**527**
08:00 AM	0	146	55	201	0	0	0	0	0	0	0	0	121	154	0	275	476
08:15 AM	0	124	60	184	0	0	0	0	0	0	0	0	125	133	0	258	442
08:30 AM	0	130	48	178	0	0	0	0	0	0	0	0	110	116	0	226	404
Total Volume	0	561	241	802	0	0	0	0	0	0	0	0	487	560	0	1047	1849
% App. Total	0	70	30		0	0	0		0	0	0		46.5	53.5	0		
PHF	.000	.871	.772	.839	.000	.000	.000	.000	.000	.000	.000	.000	.929	.892	.000	.909	.877

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Groups Printed- Lights - Buses - Trucks

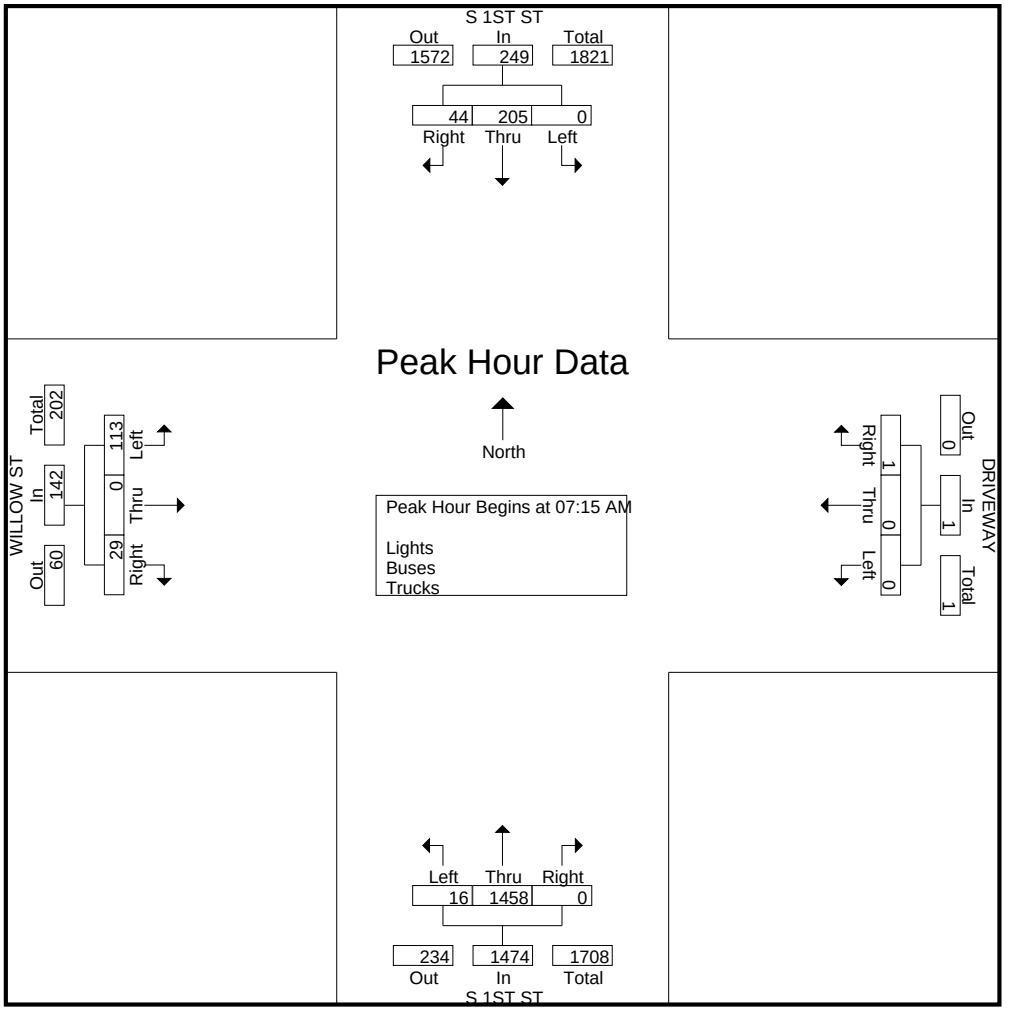
	S 1ST ST Southbound					DRIVEWAY Westbound					S 1ST ST Northbound					WILLOW ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	43	0	0	47	0	0	0	1	1	0	295	3	1	299	3	0	13	3	19	366
07:15 AM	11	68	0	0	79	1	0	0	0	1	0	357	5	2	364	4	0	24	1	29	473
07:30 AM	7	35	0	2	44	0	0	0	1	1	0	354	3	6	363	9	0	29	1	39	447
07:45 AM	15	41	0	0	56	0	0	0	1	1	0	407	6	1	414	6	0	29	1	36	507
Total	37	187	0	2	226	1	0	0	3	4	0	1413	17	10	1440	22	0	95	6	123	1793
08:00 AM	11	61	0	0	72	0	0	0	3	3	0	340	2	2	344	10	0	31	1	42	461
08:15 AM	8	46	0	0	54	0	0	0	0	0	0	368	2	1	371	7	0	25	1	33	458
08:30 AM	12	48	0	0	60	0	0	0	2	2	0	295	0	0	295	3	0	15	3	21	378
08:45 AM	9	42	0	0	51	0	0	0	2	2	0	223	0	4	227	3	0	29	0	32	312
Total	40	197	0	0	237	0	0	0	7	7	0	1226	4	7	1237	23	0	100	5	128	1609
Grand Total	77	384	0	2	463	1	0	0	10	11	0	2639	21	17	2677	45	0	195	11	251	3402
Apprch %	16.6	82.9	0	0.4		9.1	0	0	90.9		0	98.6	0.8	0.6		17.9	0	77.7	4.4		
Total %	2.3	11.3	0	0.1	13.6	0	0	0	0.3	0.3	0	77.6	0.6	0.5	78.7	1.3	0	5.7	0.3	7.4	
Lights	74	342	0	2	418	1	0	0	10	11	0	2567	20	17	2604	43	0	192	11	246	3279
% Lights	96.1	89.1	0	100	90.3	100	0	0	100	100	0	97.3	95.2	100	97.3	95.6	0	98.5	100	98	96.4
Buses	1	20	0	0	21	0	0	0	0	0	0	24	0	0	24	0	0	1	0	1	46
% Buses	1.3	5.2	0	0	4.5	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0.5	0	0.4	1.4
Trucks	2	22	0	0	24	0	0	0	0	0	0	48	1	0	49	2	0	2	0	4	77
% Trucks	2.6	5.7	0	0	5.2	0	0	0	0	0	0	1.8	4.8	0	1.8	4.4	0	1	0	1.6	2.3

	S 1ST ST Southbound				DRIVEWAY Westbound				S 1ST ST Northbound				WILLOW ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	**68**	0	**79**	**1**	0	0	**1**	0	357	5	362	4	0	24	28	470
07:30 AM	7	35	0	42	0	0	0	0	0	354	3	357	9	0	29	38	437
07:45 AM	**15**	41	0	56	0	0	0	0	0	**407**	**6**	**413**	6	0	29	35	**504**
08:00 AM	11	61	0	72	0	0	0	0	0	340	2	342	**10**	0	**31**	**41**	455
Total Volume	44	205	0	249	1	0	0	1	0	1458	16	1474	29	0	113	142	1866
% App. Total	17.7	82.3	0		100	0	0		0	98.9	1.1		20.4	0	79.6		
PHF	.733	.754	.000	.788	.250	.000	.000	.250	.000	.896	.667	.892	.725	.000	.911	.866	.926

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Groups Printed- Lights - Buses - Trucks

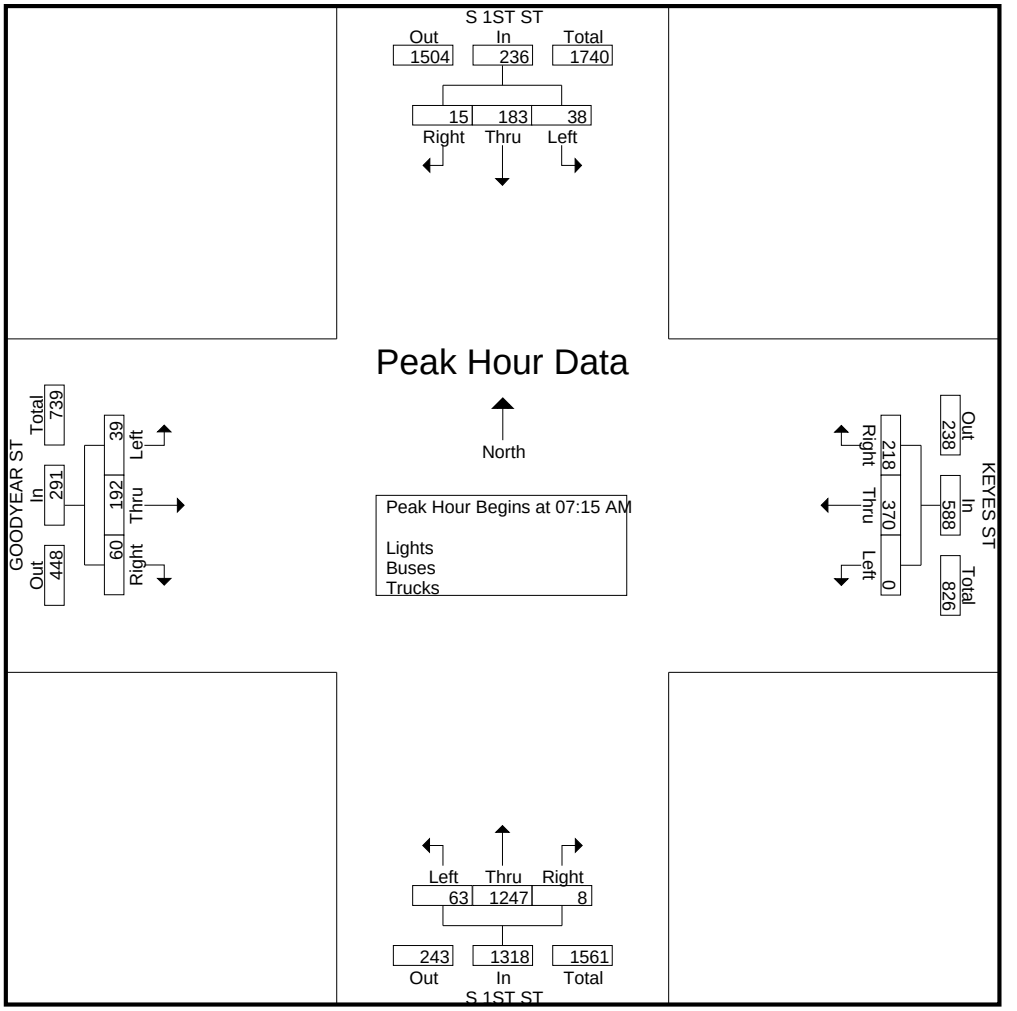
	S 1ST ST Southbound					KEYES ST Westbound					S 1ST ST Northbound					GOODYEAR ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	43	3	5	51	29	62	0	3	94	6	262	18	13	299	9	29	6	10	54	498
07:15 AM	6	53	10	1	70	42	74	0	2	118	2	318	19	8	347	15	39	5	7	66	601
07:30 AM	2	42	7	3	54	44	99	0	0	143	2	314	19	5	340	17	46	12	6	81	618
07:45 AM	2	36	8	0	46	65	105	0	0	170	1	337	14	6	358	18	61	14	3	96	670
Total	10	174	28	9	221	180	340	0	5	525	11	1231	70	32	1344	59	175	37	26	297	2387
08:00 AM	5	52	13	2	72	67	92	0	3	162	3	278	11	19	311	10	46	8	14	78	623
08:15 AM	4	48	7	3	62	41	67	1	1	110	9	308	11	6	334	15	38	10	5	68	574
08:30 AM	6	40	4	0	50	29	49	1	0	79	11	267	27	7	312	11	45	4	12	72	513
08:45 AM	3	38	3	4	48	38	66	0	3	107	1	179	18	9	207	11	39	6	9	65	427
Total	18	178	27	9	232	175	274	2	7	458	24	1032	67	41	1164	47	168	28	40	283	2137
Grand Total	28	352	55	18	453	355	614	2	12	983	35	2263	137	73	2508	106	343	65	66	580	4524
Apprch %	6.2	77.7	12.1	4		36.1	62.5	0.2	1.2		1.4	90.2	5.5	2.9		18.3	59.1	11.2	11.4		
Total %	0.6	7.8	1.2	0.4	10	7.8	13.6	0	0.3	21.7	0.8	50	3	1.6	55.4	2.3	7.6	1.4	1.5	12.8	
Lights	26	310	54	18	408	350	590	2	12	954	34	2197	134	73	2438	104	326	65	66	561	4361
% Lights	92.9	88.1	98.2	100	90.1	98.6	96.1	100	100	97	97.1	97.1	97.8	100	97.2	98.1	95	100	100	96.7	96.4
Buses	0	22	0	0	22	0	21	0	0	21	0	24	1	0	25	0	12	0	0	12	80
% Buses	0	6.2	0	0	4.9	0	3.4	0	0	2.1	0	1.1	0.7	0	1	0	3.5	0	0	2.1	1.8
Trucks	2	20	1	0	23	5	3	0	0	8	1	42	2	0	45	2	5	0	0	7	83
% Trucks	7.1	5.7	1.8	0	5.1	1.4	0.5	0	0	0.8	2.9	1.9	1.5	0	1.8	1.9	1.5	0	0	1.2	1.8

	S 1ST ST Southbound				KEYES ST Westbound				S 1ST ST Northbound				GOODYEAR ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**6**	**53**	10	69	42	74	0	116	2	318	**19**	339	15	39	5	59	583
07:30 AM	2	42	7	51	44	99	0	143	2	314	19	335	17	46	12	75	604
07:45 AM	2	36	8	46	65	**105**	0	**170**	1	**337**	14	**352**	**18**	**61**	**14**	**93**	**661**
08:00 AM	5	52	**13**	**70**	**67**	92	0	159	**3**	278	11	292	10	46	8	64	585
Total Volume	15	183	38	236	218	370	0	588	8	1247	63	1318	60	192	39	291	2433
% App. Total	6.4	77.5	16.1		37.1	62.9	0		0.6	94.6	4.8		20.6	66	13.4		
PHF	.625	.863	.731	.843	.813	.881	.000	.865	.667	.925	.829	.936	.833	.787	.696	.782	.920

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Groups Printed- Lights - Buses - Trucks

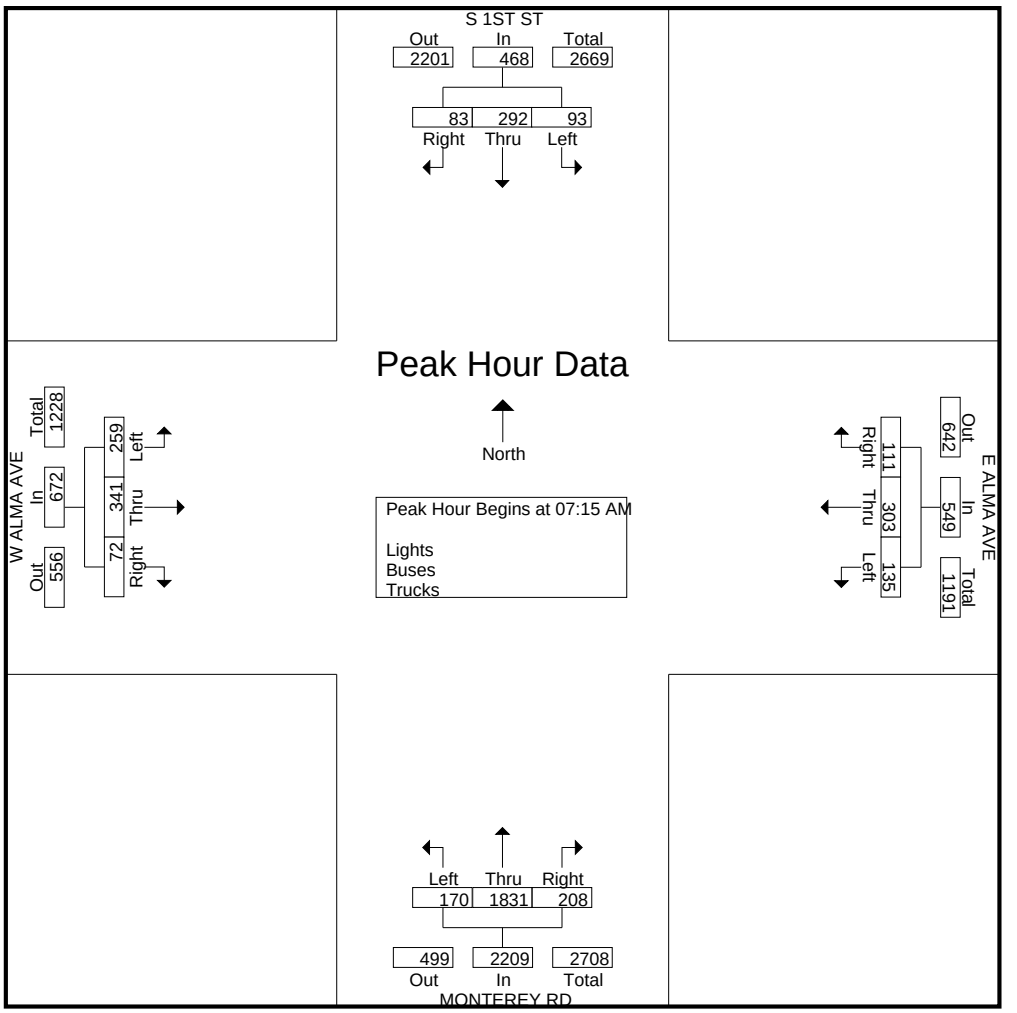
	S 1ST ST Southbound					E ALMA AVE Westbound					MONTEREY RD Northbound					W ALMA AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	17	54	22	4	97	20	47	30	4	101	46	472	30	5	553	17	68	35	6	126	877
07:15 AM	20	67	26	5	118	33	83	39	10	165	76	423	30	39	568	11	102	53	8	174	1025
07:30 AM	20	62	32	1	115	30	82	31	18	161	57	441	56	26	580	15	82	55	5	157	1013
07:45 AM	23	94	14	1	132	21	71	38	6	136	35	545	49	11	640	18	78	67	11	174	1082
Total	80	277	94	11	462	104	283	138	38	563	214	1881	165	81	2341	61	330	210	30	631	3997
08:00 AM	20	69	21	7	117	27	67	27	6	127	40	422	35	19	516	28	79	84	7	198	958
08:15 AM	28	82	29	5	144	34	73	41	3	151	68	407	39	19	533	20	64	75	7	166	994
08:30 AM	20	72	19	8	119	30	51	27	6	114	47	470	48	14	579	18	78	82	4	182	994
08:45 AM	25	82	8	8	123	14	66	23	6	109	35	409	51	3	498	20	75	22	1	118	848
Total	93	305	77	28	503	105	257	118	21	501	190	1708	173	55	2126	86	296	263	19	664	3794
Grand Total	173	582	171	39	965	209	540	256	59	1064	404	3589	338	136	4467	147	626	473	49	1295	7791
Apprch %	17.9	60.3	17.7	4		19.6	50.8	24.1	5.5		9	80.3	7.6	3		11.4	48.3	36.5	3.8		
Total %	2.2	7.5	2.2	0.5	12.4	2.7	6.9	3.3	0.8	13.7	5.2	46.1	4.3	1.7	57.3	1.9	8	6.1	0.6	16.6	
Lights	161	546	170	39	916	198	514	250	59	1021	398	3513	330	136	4377	144	601	462	49	1256	7570
% Lights	93.1	93.8	99.4	100	94.9	94.7	95.2	97.7	100	96	98.5	97.9	97.6	100	98	98	96	97.7	100	97	97.2
Buses	9	17	0	0	26	1	9	1	0	11	2	18	1	0	21	0	8	7	0	15	73
% Buses	5.2	2.9	0	0	2.7	0.5	1.7	0.4	0	1	0.5	0.5	0.3	0	0.5	0	1.3	1.5	0	1.2	0.9
Trucks	3	19	1	0	23	10	17	5	0	32	4	58	7	0	69	3	17	4	0	24	148
% Trucks	1.7	3.3	0.6	0	2.4	4.8	3.1	2	0	3	1	1.6	2.1	0	1.5	2	2.7	0.8	0	1.9	1.9

	S 1ST ST Southbound				E ALMA AVE Westbound				MONTEREY RD Northbound				W ALMA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	20	67	26	113	**33**	**83**	**39**	**155**	**76**	423	30	529	11	**102**	53	166	963
07:30 AM	20	62	**32**	114	30	82	31	143	57	441	**56**	554	15	82	55	152	963
07:45 AM	**23**	**94**	14	**131**	21	71	38	130	35	**545**	49	**629**	18	78	67	163	**1053**
08:00 AM	20	69	21	110	27	67	27	121	40	422	35	497	**28**	79	**84**	**191**	919
Total Volume	83	292	93	468	111	303	135	549	208	1831	170	2209	72	341	259	672	3898
% App. Total	17.7	62.4	19.9		20.2	55.2	24.6		9.4	82.9	7.7		10.7	50.7	38.5		
PHF	.902	.777	.727	.893	.841	.913	.865	.885	.684	.840	.759	.878	.643	.836	.771	.880	.925

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Groups Printed- Lights - Buses - Trucks

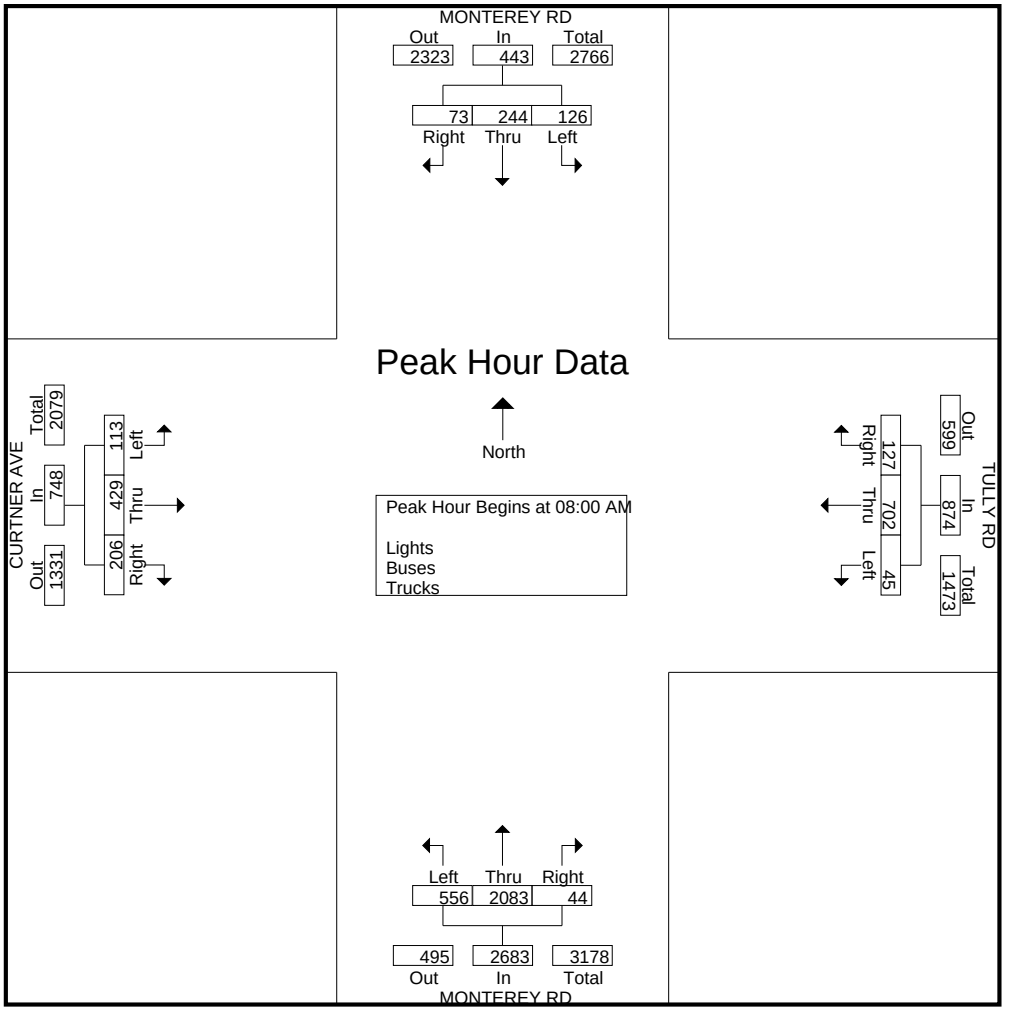
	MONTEREY RD Southbound					TULLY RD Westbound					MONTEREY RD Northbound					CURTNER AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	15	46	25	2	88	32	124	7	2	165	5	453	134	2	594	47	94	16	2	159	1006
07:15 AM	15	60	24	2	101	37	122	5	0	164	6	472	118	2	598	52	95	14	2	163	1026
07:30 AM	19	80	24	3	126	42	176	6	0	224	7	372	126	1	506	61	159	26	2	248	1104
07:45 AM	15	65	28	3	111	40	193	11	3	247	6	368	164	1	539	45	127	22	0	194	1091
Total	64	251	101	10	426	151	615	29	5	800	24	1665	542	6	2237	205	475	78	6	764	4227
08:00 AM	12	55	25	1	93	25	170	10	5	210	12	534	123	0	669	47	106	27	3	183	1155
08:15 AM	21	60	35	1	117	33	171	7	1	212	8	503	124	1	636	53	113	37	2	205	1170
08:30 AM	17	66	33	5	121	38	167	9	1	215	17	526	145	1	689	60	111	20	2	193	1218
08:45 AM	23	63	33	2	121	31	194	19	5	249	7	520	164	0	691	46	99	29	2	176	1237
Total	73	244	126	9	452	127	702	45	12	886	44	2083	556	2	2685	206	429	113	9	757	4780
Grand Total	137	495	227	19	878	278	1317	74	17	1686	68	3748	1098	8	4922	411	904	191	15	1521	9007
Apprch %	15.6	56.4	25.9	2.2		16.5	78.1	4.4	1		1.4	76.1	22.3	0.2		27	59.4	12.6	1		
Total %	1.5	5.5	2.5	0.2	9.7	3.1	14.6	0.8	0.2	18.7	0.8	41.6	12.2	0.1	54.6	4.6	10	2.1	0.2	16.9	
Lights	129	462	218	19	828	266	1270	74	17	1627	68	3657	1063	8	4796	388	865	186	15	1454	8705
% Lights	94.2	93.3	96	100	94.3	95.7	96.4	100	100	96.5	100	97.6	96.8	100	97.4	94.4	95.7	97.4	100	95.6	96.6
Buses	1	19	0	0	20	1	5	0	0	6	0	22	3	0	25	0	13	1	0	14	65
% Buses	0.7	3.8	0	0	2.3	0.4	0.4	0	0	0.4	0	0.6	0.3	0	0.5	0	1.4	0.5	0	0.9	0.7
Trucks	7	14	9	0	30	11	42	0	0	53	0	69	32	0	101	23	26	4	0	53	237
% Trucks	5.1	2.8	4	0	3.4	4	3.2	0	0	3.1	0	1.8	2.9	0	2.1	5.6	2.9	2.1	0	3.5	2.6

	MONTEREY RD Southbound				TULLY RD Westbound				MONTEREY RD Northbound				CURTNER AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	12	55	25	92	25	170	10	205	12	**534**	123	669	47	106	27	180	1146
08:15 AM	21	60	**35**	116	33	171	7	211	8	503	124	635	53	**113**	**37**	**203**	1165
08:30 AM	17	**66**	33	116	**38**	167	9	214	**17**	526	145	688	**60**	111	20	191	1209
08:45 AM	**23**	63	33	**119**	31	**194**	**19**	**244**	7	520	**164**	**691**	46	99	29	174	**1228**
Total Volume	73	244	126	443	127	702	45	874	44	2083	556	2683	206	429	113	748	4748
% App. Total	16.5	55.1	28.4		14.5	80.3	5.1		1.6	77.6	20.7		27.5	57.4	15.1		
PHF	.793	.924	.900	.931	.836	.905	.592	.895	.647	.975	.848	.971	.858	.949	.764	.921	.967

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File Name : 1AM FINAL
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Groups Printed- Lights - Buses - Trucks

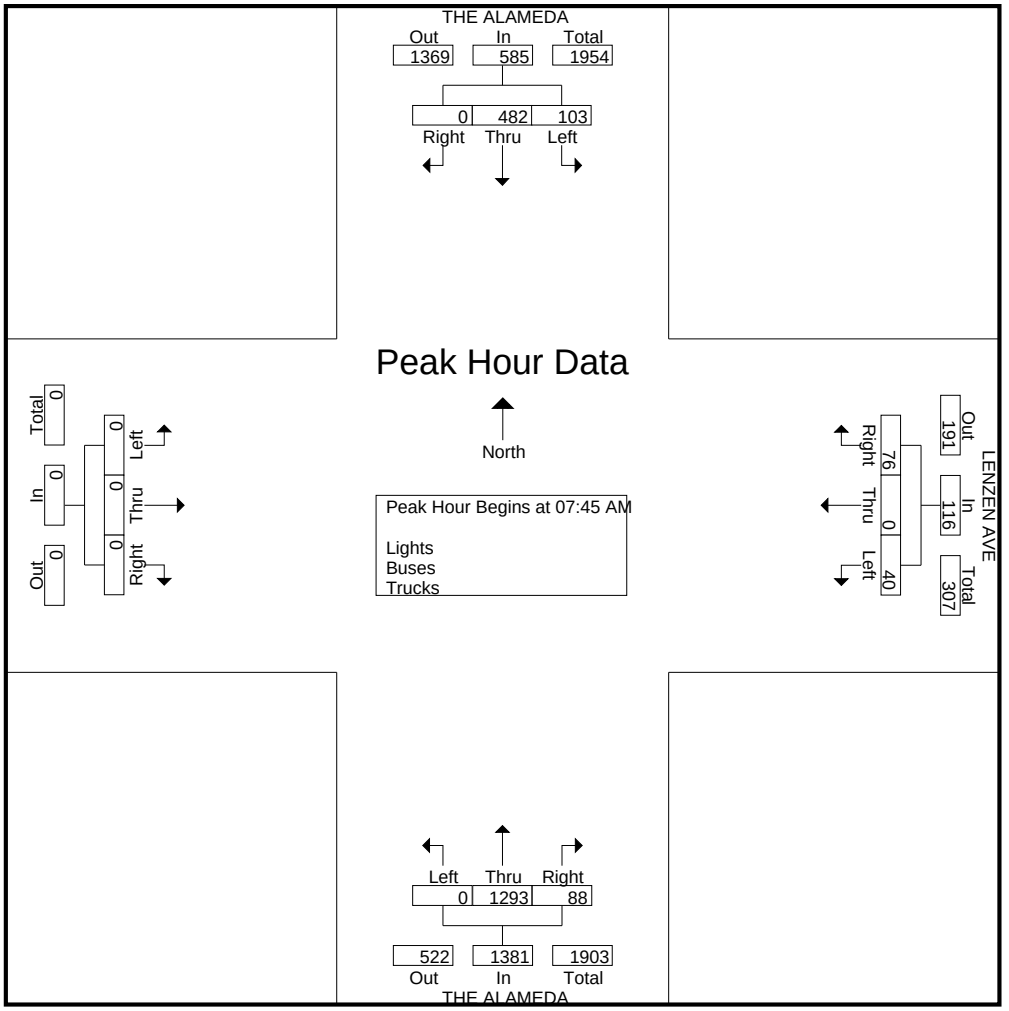
	THE ALAMEDA Southbound					LENZEN AVE Westbound					THE ALAMEDA Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	78	16	1	95	15	0	6	1	22	14	201	0	1	216	0	0	0	0	0	333
07:15 AM	0	93	16	3	112	14	0	6	7	27	7	299	0	1	307	0	0	0	0	0	446
07:30 AM	0	94	23	2	119	15	0	8	2	25	10	333	0	1	344	0	0	0	0	0	488
07:45 AM	0	119	30	3	152	21	0	6	8	35	24	358	0	0	382	0	0	0	0	0	569
Total	0	384	85	9	478	65	0	26	18	109	55	1191	0	3	1249	0	0	0	0	0	1836
08:00 AM	0	109	26	0	135	12	0	10	5	27	27	313	0	1	341	0	0	0	0	0	503
08:15 AM	0	139	20	3	162	17	0	14	3	34	17	315	0	1	333	0	0	0	0	0	529
08:30 AM	0	115	27	1	143	26	0	10	9	45	20	307	0	3	330	0	0	0	0	0	518
08:45 AM	0	120	23	1	144	19	0	8	8	35	16	354	0	1	371	0	0	0	0	0	550
Total	0	483	96	5	584	74	0	42	25	141	80	1289	0	6	1375	0	0	0	0	0	2100
Grand Total	0	867	181	14	1062	139	0	68	43	250	135	2480	0	9	2624	0	0	0	0	0	3936
Apprch %	0	81.6	17	1.3		55.6	0	27.2	17.2		5.1	94.5	0	0.3		0	0	0	0		
Total %	0	22	4.6	0.4	27	3.5	0	1.7	1.1	6.4	3.4	63	0	0.2	66.7	0	0	0	0	0	
Lights	0	823	177	14	1014	130	0	63	43	236	130	2422	0	9	2561	0	0	0	0	0	3811
% Lights	0	94.9	97.8	100	95.5	93.5	0	92.6	100	94.4	96.3	97.7	0	100	97.6	0	0	0	0	0	96.8
Buses	0	25	2	0	27	3	0	0	0	3	0	31	0	0	31	0	0	0	0	0	61
% Buses	0	2.9	1.1	0	2.5	2.2	0	0	0	1.2	0	1.2	0	0	1.2	0	0	0	0	0	1.5
Trucks	0	19	2	0	21	6	0	5	0	11	5	27	0	0	32	0	0	0	0	0	64
% Trucks	0	2.2	1.1	0	2	4.3	0	7.4	0	4.4	3.7	1.1	0	0	1.2	0	0	0	0	0	1.6

	THE ALAMEDA Southbound				LENZEN AVE Westbound				THE ALAMEDA Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	119	**30**	149	21	0	6	27	24	**358**	0	**382**	0	0	0	0	**558**
08:00 AM	0	109	26	135	12	0	10	22	**27**	313	0	340	0	0	0	0	497
08:15 AM	0	**139**	20	**159**	17	0	**14**	31	17	315	0	332	0	0	0	0	522
08:30 AM	0	115	27	142	**26**	0	10	**36**	20	307	0	327	0	0	0	0	505
Total Volume	0	482	103	585	76	0	40	116	88	1293	0	1381	0	0	0	0	2082
% App. Total	0	82.4	17.6		65.5	0	34.5		6.4	93.6	0		0	0	0		
PHF	.000	.867	.858	.920	.731	.000	.714	.806	.815	.903	.000	.904	.000	.000	.000	.000	.933

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Groups Printed- Lights - Buses - Trucks

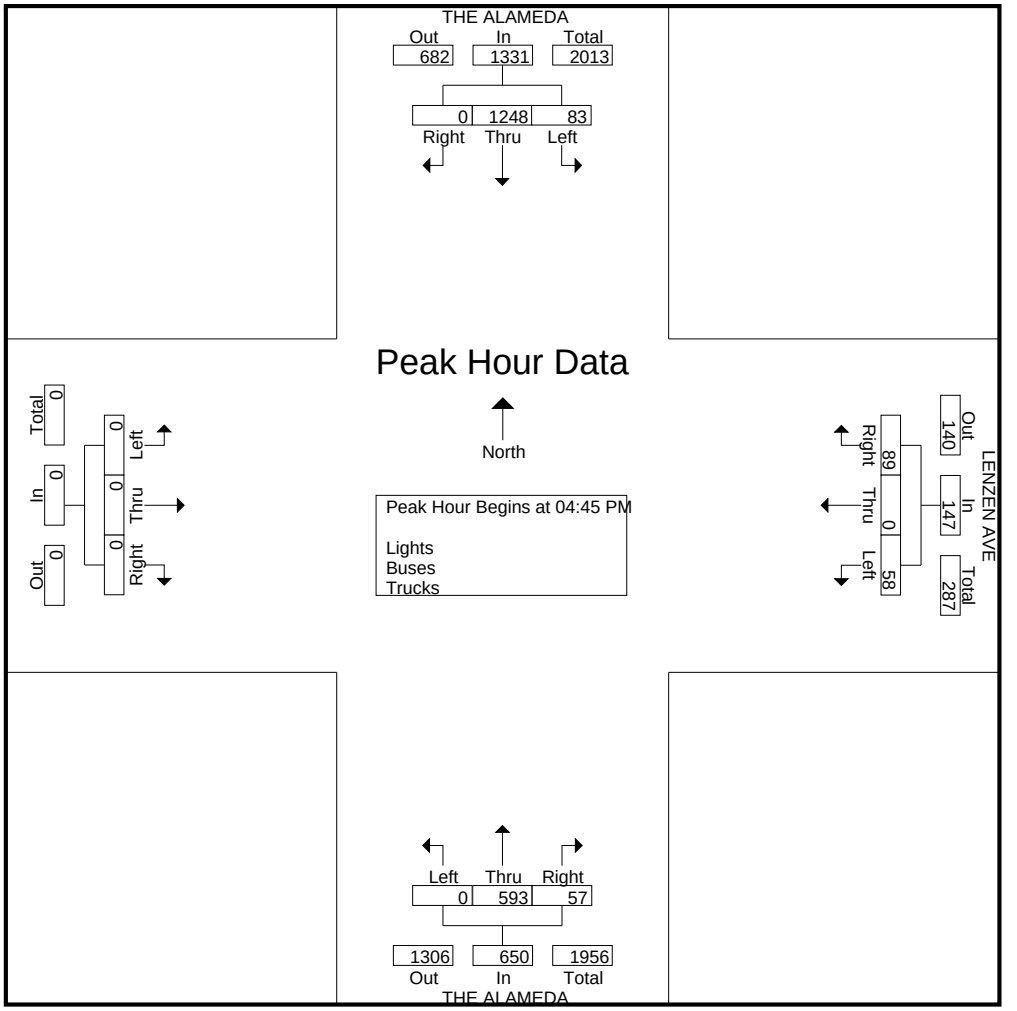
	THE ALAMEDA Southbound					LENZEN AVE Westbound					THE ALAMEDA Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	300	14	3	317	9	0	10	7	26	9	144	0	4	157	0	0	0	0	0	500
04:15 PM	0	275	18	6	299	29	0	13	12	54	18	130	0	3	151	0	0	0	0	0	504
04:30 PM	0	290	15	6	311	18	0	24	10	52	3	136	0	3	142	0	0	0	0	0	505
04:45 PM	0	308	21	2	331	16	0	13	8	37	12	135	0	1	148	0	0	0	0	0	516
Total	0	1173	68	17	1258	72	0	60	37	169	42	545	0	11	598	0	0	0	0	0	2025
05:00 PM	0	342	24	2	368	26	0	13	9	48	13	143	0	0	156	0	0	0	0	0	572
05:15 PM	0	306	18	9	333	20	0	17	16	53	15	155	0	2	172	0	0	0	0	0	558
05:30 PM	0	292	20	9	321	27	0	15	3	45	17	160	0	5	182	0	0	0	0	0	548
05:45 PM	0	270	18	3	291	10	0	11	6	27	17	125	0	2	144	0	0	0	0	0	462
Total	0	1210	80	23	1313	83	0	56	34	173	62	583	0	9	654	0	0	0	0	0	2140
Grand Total	0	2383	148	40	2571	155	0	116	71	342	104	1128	0	20	1252	0	0	0	0	0	4165
Apprch %	0	92.7	5.8	1.6		45.3	0	33.9	20.8		8.3	90.1	0	1.6		0	0	0	0		
Total %	0	57.2	3.6	1	61.7	3.7	0	2.8	1.7	8.2	2.5	27.1	0	0.5	30.1	0	0	0	0	0	
Lights	0	2341	144	40	2525	155	0	114	71	340	103	1093	0	20	1216	0	0	0	0	0	4081
% Lights	0	98.2	97.3	100	98.2	100	0	98.3	100	99.4	99	96.9	0	100	97.1	0	0	0	0	0	98
Buses	0	22	0	0	22	0	0	1	0	1	0	18	0	0	18	0	0	0	0	0	41
% Buses	0	0.9	0	0	0.9	0	0	0.9	0	0.3	0	1.6	0	0	1.4	0	0	0	0	0	1
Trucks	0	20	4	0	24	0	0	1	0	1	1	17	0	0	18	0	0	0	0	0	43
% Trucks	0	0.8	2.7	0	0.9	0	0	0.9	0	0.3	1	1.5	0	0	1.4	0	0	0	0	0	1

	THE ALAMEDA Southbound				LENZEN AVE Westbound				THE ALAMEDA Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	308	21	329	16	0	13	29	12	135	0	147	0	0	0	0	505
05:00 PM	0	**342**	**24**	**366**	26	0	13	39	13	143	0	156	0	0	0	0	**561**
05:15 PM	0	306	18	324	20	0	**17**	37	15	155	0	170	0	0	0	0	531
05:30 PM	0	292	20	312	**27**	0	15	**42**	**17**	**160**	0	**177**	0	0	0	0	531
Total Volume	0	1248	83	1331	89	0	58	147	57	593	0	650	0	0	0	0	2128
% App. Total	0	93.8	6.2		60.5	0	39.5		8.8	91.2	0		0	0	0		
PHF	.000	.912	.865	.909	.824	.000	.853	.875	.838	.927	.000	.918	.000	.000	.000	.000	.948

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File Name : 2AM FINAL
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Groups Printed- Lights - Buses - Trucks

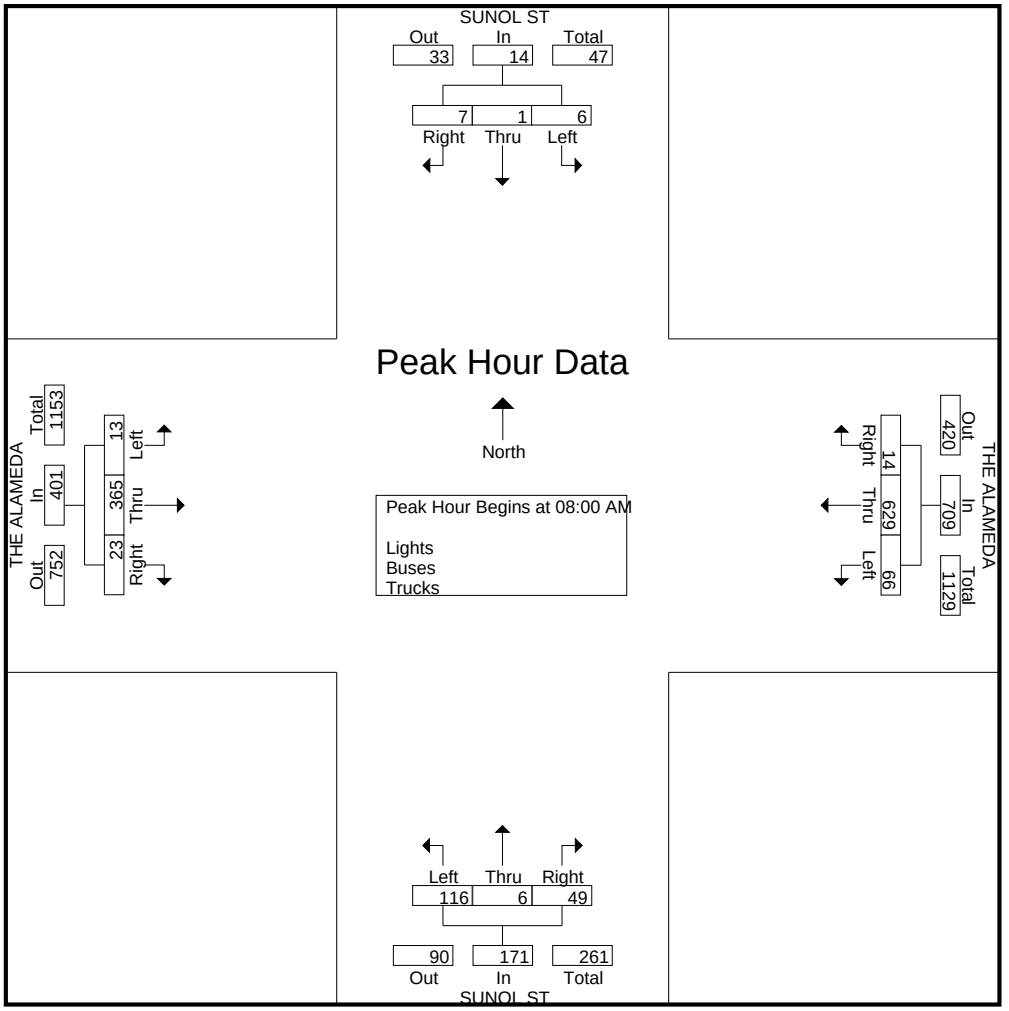
	SUNOL ST Southbound					THE ALAMEDA Westbound					SUNOL ST Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	4	5	4	132	6	0	142	8	0	19	13	40	6	47	0	0	53	240
07:15 AM	0	0	0	0	0	2	154	11	0	167	5	0	16	6	27	8	73	7	2	90	284
07:30 AM	2	0	3	17	22	2	165	11	0	178	10	0	34	12	56	7	78	7	4	96	352
07:45 AM	1	0	3	11	15	2	143	16	2	163	17	1	41	10	69	2	97	3	0	102	349
Total	3	1	6	32	42	10	594	44	2	650	40	1	110	41	192	23	295	17	6	341	1225
08:00 AM	2	1	2	16	21	2	158	16	1	177	16	2	36	11	65	10	76	5	0	91	354
08:15 AM	1	0	1	8	10	2	155	16	0	173	8	2	31	12	53	5	95	1	0	101	337
08:30 AM	1	0	2	12	15	7	144	18	0	169	13	0	21	5	39	4	104	3	0	111	334
08:45 AM	3	0	1	13	17	3	172	16	2	193	12	2	28	3	45	4	90	4	1	99	354
Total	7	1	6	49	63	14	629	66	3	712	49	6	116	31	202	23	365	13	1	402	1379
Grand Total	10	2	12	81	105	24	1223	110	5	1362	89	7	226	72	394	46	660	30	7	743	2604
Apprch %	9.5	1.9	11.4	77.1		1.8	89.8	8.1	0.4		22.6	1.8	57.4	18.3		6.2	88.8	4	0.9		
Total %	0.4	0.1	0.5	3.1	4	0.9	47	4.2	0.2	52.3	3.4	0.3	8.7	2.8	15.1	1.8	25.3	1.2	0.3	28.5	
Lights	10	2	11	81	104	23	1169	109	5	1306	86	7	222	72	387	43	625	30	7	705	2502
% Lights	100	100	91.7	100	99	95.8	95.6	99.1	100	95.9	96.6	100	98.2	100	98.2	93.5	94.7	100	100	94.9	96.1
Buses	0	0	0	0	0	1	27	0	0	28	0	0	1	0	1	1	27	0	0	28	57
% Buses	0	0	0	0	0	4.2	2.2	0	0	2.1	0	0	0.4	0	0.3	2.2	4.1	0	0	3.8	2.2
Trucks	0	0	1	0	1	0	27	1	0	28	3	0	3	0	6	2	8	0	0	10	45
% Trucks	0	0	8.3	0	1	0	2.2	0.9	0	2.1	3.4	0	1.3	0	1.5	4.3	1.2	0	0	1.3	1.7

	SUNOL ST Southbound				THE ALAMEDA Westbound				SUNOL ST Northbound				THE ALAMEDA Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	**1**	**2**	**5**	2	158	16	176	**16**	**2**	**36**	**54**	**10**	76	**5**	91	326
08:15 AM	1	0	1	2	2	155	16	173	8	2	31	41	5	95	1	101	317
08:30 AM	1	0	2	3	**7**	144	**18**	169	13	0	21	34	4	**104**	3	**111**	317
08:45 AM	**3**	0	1	4	3	**172**	16	**191**	12	2	28	42	4	90	4	98	**335**
Total Volume	7	1	6	14	14	629	66	709	49	6	116	171	23	365	13	401	1295
% App. Total	50	7.1	42.9		2	88.7	9.3		28.7	3.5	67.8		5.7	91	3.2		
PHF	.583	.250	.750	.700	.500	.914	.917	.928	.766	.750	.806	.792	.575	.877	.650	.903	.966

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 12/3/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

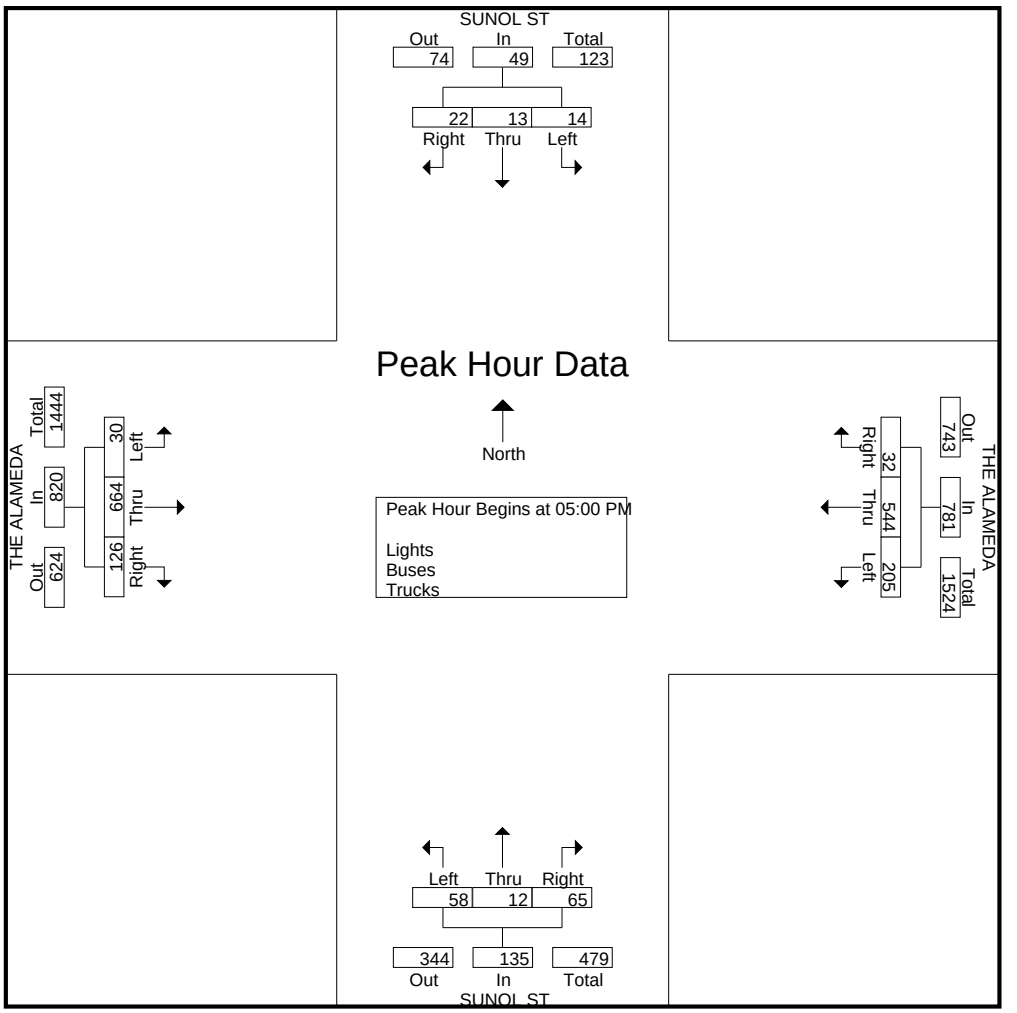
	SUNOL ST Southbound					THE ALAMEDA Westbound					SUNOL ST Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	1	5	17	27	1	105	27	3	136	12	2	4	13	31	9	150	12	2	173	367
04:15 PM	2	2	1	21	26	7	114	35	4	160	12	2	10	6	30	20	142	6	1	169	385
04:30 PM	4	4	8	26	42	7	117	34	5	163	18	0	5	11	34	24	163	10	1	198	437
04:45 PM	4	4	1	24	33	8	104	38	2	152	18	2	3	7	30	29	167	5	10	211	426
Total	14	11	15	88	128	23	440	134	14	611	60	6	22	37	125	82	622	33	14	751	1615
05:00 PM	6	2	4	19	31	14	127	56	3	200	11	1	26	16	54	19	160	3	6	188	473
05:15 PM	4	2	5	34	45	5	152	60	1	218	11	4	8	13	36	30	165	11	7	213	512
05:30 PM	7	6	3	17	33	6	136	56	1	199	17	5	10	18	50	45	154	8	8	215	497
05:45 PM	5	3	2	25	35	7	129	33	5	174	26	2	14	19	61	32	185	8	4	229	499
Total	22	13	14	95	144	32	544	205	10	791	65	12	58	66	201	126	664	30	25	845	1981
Grand Total	36	24	29	183	272	55	984	339	24	1402	125	18	80	103	326	208	1286	63	39	1596	3596
Apprch %	13.2	8.8	10.7	67.3		3.9	70.2	24.2	1.7		38.3	5.5	24.5	31.6		13	80.6	3.9	2.4		
Total %	1	0.7	0.8	5.1	7.6	1.5	27.4	9.4	0.7	39	3.5	0.5	2.2	2.9	9.1	5.8	35.8	1.8	1.1	44.4	
Lights	36	24	29	183	272	55	953	337	24	1369	123	18	79	103	323	206	1248	63	39	1556	3520
% Lights	100	100	100	100	100	100	96.8	99.4	100	97.6	98.4	100	98.8	100	99.1	99	97	100	100	97.5	97.9
Buses	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	1	26	0	0	27	49
% Buses	0	0	0	0	0	0	2.1	0.3	0	1.6	0	0	0	0	0	0.5	2	0	0	1.7	1.4
Trucks	0	0	0	0	0	0	10	1	0	11	2	0	1	0	3	1	12	0	0	13	27
% Trucks	0	0	0	0	0	0	1	0.3	0	0.8	1.6	0	1.2	0	0.9	0.5	0.9	0	0	0.8	0.8

	SUNOL ST Southbound				THE ALAMEDA Westbound				SUNOL ST Northbound				THE ALAMEDA Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	2	4	12	**14**	127	56	197	11	1	**26**	38	19	160	3	182	429
05:15 PM	4	2	**5**	11	5	**152**	**60**	**217**	11	4	8	23	30	165	**11**	206	**457**
05:30 PM	**7**	**6**	3	**16**	6	136	56	198	17	**5**	10	32	**45**	154	8	207	453
05:45 PM	5	3	2	10	7	129	33	169	**26**	2	14	**42**	32	**185**	8	**225**	446
Total Volume	22	13	14	49	32	544	205	781	65	12	58	135	126	664	30	820	1785
% App. Total	44.9	26.5	28.6		4.1	69.7	26.2		48.1	8.9	43		15.4	81	3.7		
PHF	.786	.542	.700	.766	.571	.895	.854	.900	.625	.600	.558	.804	.700	.897	.682	.911	.976

Traffic Data Service

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File Name : 3AM FINAL
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Groups Printed- Lights - Buses - Trucks

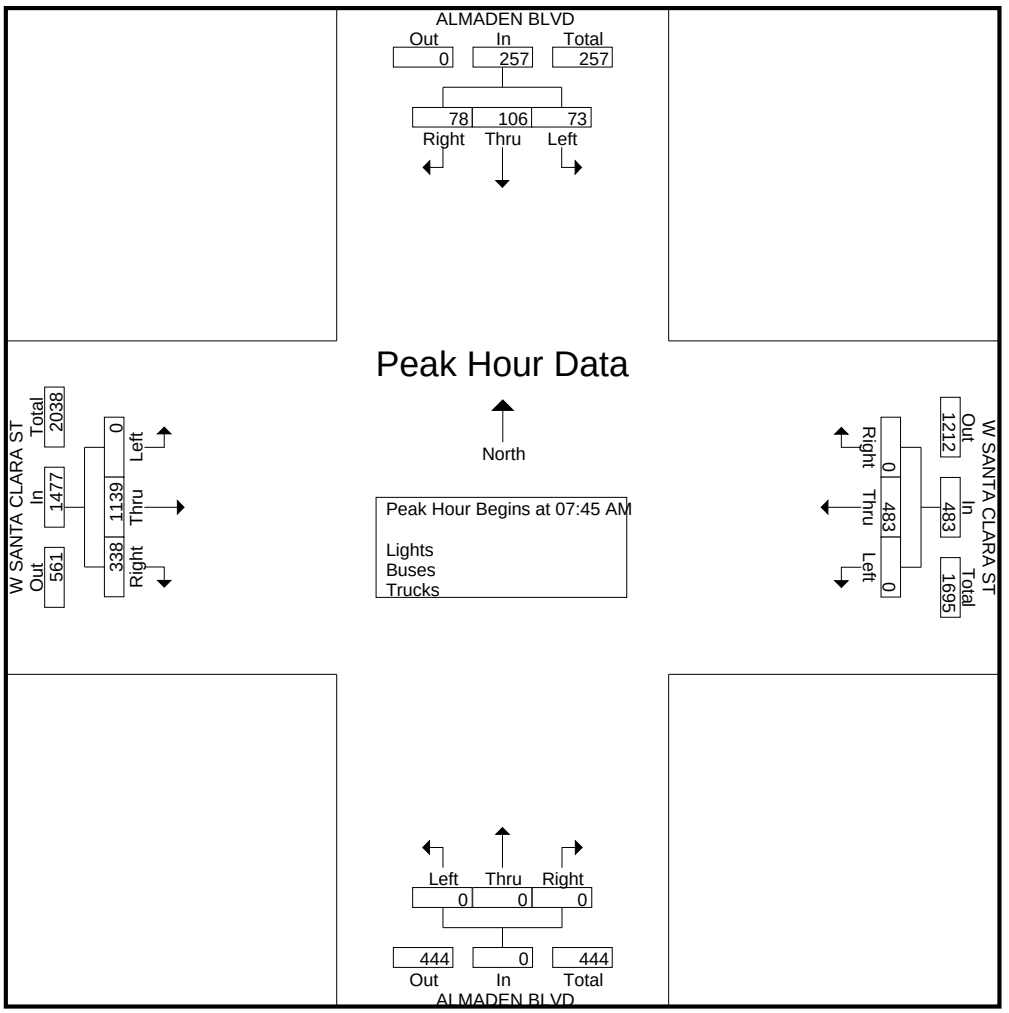
	ALMADEN BLVD Southbound					W SANTA CLARA ST Westbound					ALMADEN BLVD Northbound					W SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	16	10	12	12	50	0	109	0	0	109	0	0	0	10	10	39	166	0	6	211	380
07:15 AM	12	19	7	4	42	0	104	0	0	104	0	0	0	16	16	63	205	0	2	270	432
07:30 AM	12	20	19	10	61	0	130	0	0	130	0	0	0	26	26	63	238	0	5	306	523
07:45 AM	18	22	13	12	65	0	147	0	0	147	0	0	0	32	32	85	280	0	8	373	617
Total	58	71	51	38	218	0	490	0	0	490	0	0	0	84	84	250	889	0	21	1160	1952
08:00 AM	17	21	16	10	64	0	124	0	0	124	0	0	0	19	19	89	302	0	6	397	604
08:15 AM	23	31	24	15	93	0	111	0	0	111	0	0	0	38	38	88	256	0	13	357	599
08:30 AM	20	32	20	10	82	0	101	0	1	102	0	0	0	18	18	76	301	0	3	380	582
08:45 AM	21	30	19	12	82	0	121	0	0	121	0	0	0	17	17	88	282	0	12	382	602
Total	81	114	79	47	321	0	457	0	1	458	0	0	0	92	92	341	1141	0	34	1516	2387
Grand Total	139	185	130	85	539	0	947	0	1	948	0	0	0	176	176	591	2030	0	55	2676	4339
Apprch %	25.8	34.3	24.1	15.8		0	99.9	0	0.1		0	0	0	100		22.1	75.9	0	2.1		
Total %	3.2	4.3	3	2	12.4	0	21.8	0	0	21.8	0	0	0	4.1	4.1	13.6	46.8	0	1.3	61.7	
Lights	139	180	128	85	532	0	891	0	1	892	0	0	0	176	176	588	1982	0	55	2625	4225
% Lights	100	97.3	98.5	100	98.7	0	94.1	0	100	94.1	0	0	0	100	100	99.5	97.6	0	100	98.1	97.4
Buses	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	30	0	0	30	70
% Buses	0	0	0	0	0	0	4.2	0	0	4.2	0	0	0	0	0	0	1.5	0	0	1.1	1.6
Trucks	0	5	2	0	7	0	16	0	0	16	0	0	0	0	0	3	18	0	0	21	44
% Trucks	0	2.7	1.5	0	1.3	0	1.7	0	0	1.7	0	0	0	0	0	0.5	0.9	0	0	0.8	1

	ALMADEN BLVD Southbound				W SANTA CLARA ST Westbound				ALMADEN BLVD Northbound				W SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	18	22	13	53	0	**147**	0	**147**	0	0	0	0	85	280	0	365	565
08:00 AM	17	21	16	54	0	124	0	124	0	0	0	0	**89**	**302**	0	**391**	**569**
08:15 AM	**23**	31	**24**	**78**	0	111	0	111	0	0	0	0	88	256	0	344	533
08:30 AM	20	**32**	20	72	0	101	0	101	0	0	0	0	76	301	0	377	550
Total Volume	78	106	73	257	0	483	0	483	0	0	0	0	338	1139	0	1477	2217
% App. Total	30.4	41.2	28.4		0	100	0		0	0	0		22.9	77.1	0		
PHF	.848	.828	.760	.824	.000	.821	.000	.821	.000	.000	.000	.000	.949	.943	.000	.944	.974

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Groups Printed- Lights - Buses - Trucks

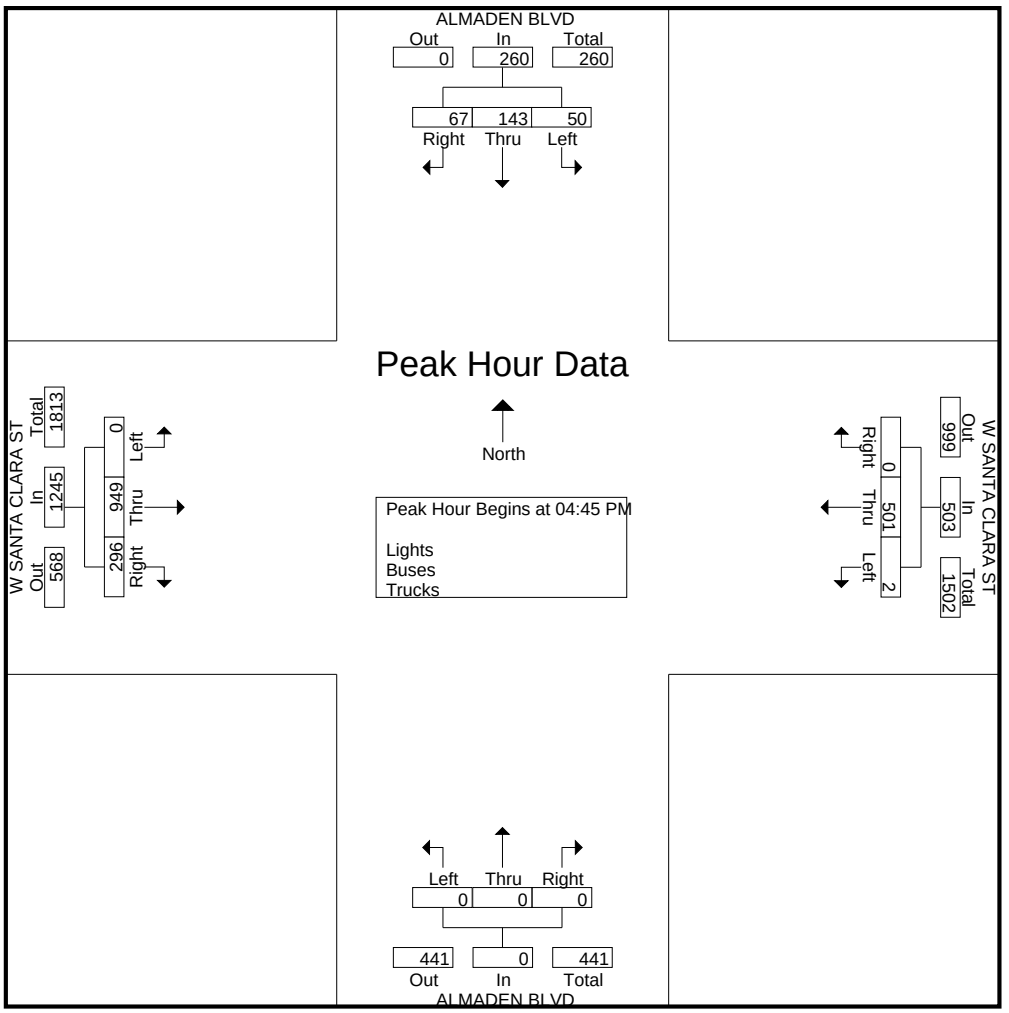
	ALMADEN BLVD Southbound					W SANTA CLARA ST Westbound					ALMADEN BLVD Northbound					W SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	17	21	12	23	73	0	80	0	1	81	0	0	0	26	26	83	203	0	13	299	479
04:15 PM	10	26	9	21	66	0	91	0	0	91	0	0	0	23	23	58	198	0	15	271	451
04:30 PM	16	39	8	26	89	0	119	0	0	119	0	0	0	26	26	83	206	0	15	304	538
04:45 PM	22	35	13	24	94	0	122	1	0	123	0	0	0	26	26	77	251	0	19	347	590
Total	65	121	42	94	322	0	412	1	1	414	0	0	0	101	101	301	858	0	62	1221	2058
05:00 PM	20	44	13	20	97	0	113	0	0	113	0	0	0	47	47	71	250	0	13	334	591
05:15 PM	12	29	12	30	83	0	139	0	0	139	0	0	0	54	54	73	223	0	16	312	588
05:30 PM	13	35	12	46	106	0	127	1	0	128	0	0	0	42	42	75	225	0	21	321	597
05:45 PM	13	35	8	41	97	0	126	0	0	126	0	0	0	32	32	63	229	0	20	312	567
Total	58	143	45	137	383	0	505	1	0	506	0	0	0	175	175	282	927	0	70	1279	2343
Grand Total	123	264	87	231	705	0	917	2	1	920	0	0	0	276	276	583	1785	0	132	2500	4401
Apprch %	17.4	37.4	12.3	32.8		0	99.7	0.2	0.1		0	0	0	100		23.3	71.4	0	5.3		
Total %	2.8	6	2	5.2	16	0	20.8	0	0	20.9	0	0	0	6.3	6.3	13.2	40.6	0	3	56.8	
Lights	123	257	86	231	697	0	872	1	1	874	0	0	0	276	276	579	1735	0	132	2446	4293
% Lights	100	97.3	98.9	100	98.9	0	95.1	50	100	95	0	0	0	100	100	99.3	97.2	0	100	97.8	97.5
Buses	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	1	40	0	0	41	75
% Buses	0	0	0	0	0	0	3.7	0	0	3.7	0	0	0	0	0	0.2	2.2	0	0	1.6	1.7
Trucks	0	7	1	0	8	0	11	1	0	12	0	0	0	0	0	3	10	0	0	13	33
% Trucks	0	2.7	1.1	0	1.1	0	1.2	50	0	1.3	0	0	0	0	0	0.5	0.6	0	0	0.5	0.7

	ALMADEN BLVD Southbound				W SANTA CLARA ST Westbound				ALMADEN BLVD Northbound				W SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**22**	35	**13**	70	0	122	**1**	123	0	0	0	0	**77**	**251**	0	**328**	**521**
05:00 PM	20	**44**	13	**77**	0	113	0	113	0	0	0	0	71	250	0	321	511
05:15 PM	12	29	12	53	0	**139**	0	**139**	0	0	0	0	73	223	0	296	488
05:30 PM	13	35	12	60	0	127	1	128	0	0	0	0	75	225	0	300	488
Total Volume	67	143	50	260	0	501	2	503	0	0	0	0	296	949	0	1245	2008
% App. Total	25.8	55	19.2		0	99.6	0.4		0	0	0		23.8	76.2	0		
PHF	.761	.813	.962	.844	.000	.901	.500	.905	.000	.000	.000	.000	.961	.945	.000	.949	.964

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File Name : 4AM FINAL
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Groups Printed- Lights - Buses - Trucks

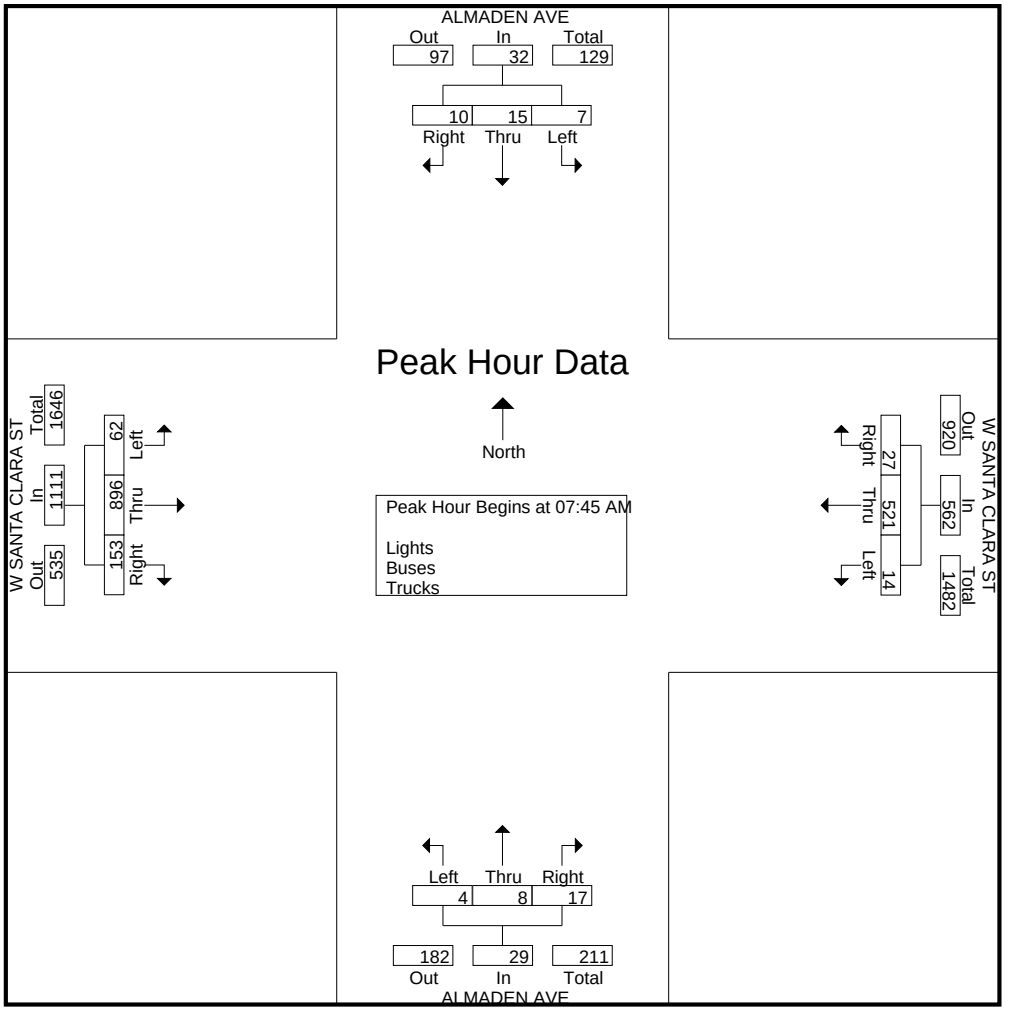
	ALMADEN AVE Southbound					W SANTA CLARA ST Westbound					ALMADEN AVE Northbound					W SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	1	2	16	21	9	96	0	1	106	1	3	1	9	14	15	107	21	3	146	287
07:15 AM	4	0	2	18	24	7	100	3	5	115	1	3	1	9	14	27	134	22	6	189	342
07:30 AM	4	0	0	33	37	6	123	4	2	135	4	0	0	18	22	36	172	6	6	220	414
07:45 AM	1	6	0	29	36	4	146	4	6	160	6	0	2	23	31	38	219	11	6	274	501
Total	11	7	4	96	118	26	465	11	14	516	12	6	4	59	81	116	632	60	21	829	1544
08:00 AM	2	2	1	23	28	5	126	1	4	136	5	2	0	13	20	42	226	13	4	285	469
08:15 AM	5	4	3	34	46	10	122	3	9	144	4	3	1	39	47	33	208	19	12	272	509
08:30 AM	2	3	3	37	45	8	127	6	5	146	2	3	1	25	31	40	243	19	13	315	537
08:45 AM	6	1	5	25	37	7	122	4	2	135	1	3	4	19	27	41	215	14	10	280	479
Total	15	10	12	119	156	30	497	14	20	561	12	11	6	96	125	156	892	65	39	1152	1994
Grand Total	26	17	16	215	274	56	962	25	34	1077	24	17	10	155	206	272	1524	125	60	1981	3538
Apprch %	9.5	6.2	5.8	78.5		5.2	89.3	2.3	3.2		11.7	8.3	4.9	75.2		13.7	76.9	6.3	3		
Total %	0.7	0.5	0.5	6.1	7.7	1.6	27.2	0.7	1	30.4	0.7	0.5	0.3	4.4	5.8	7.7	43.1	3.5	1.7	56	
Lights	23	17	16	215	271	54	910	25	34	1023	23	17	10	155	205	268	1481	121	60	1930	3429
% Lights	88.5	100	100	100	98.9	96.4	94.6	100	100	95	95.8	100	100	100	99.5	98.5	97.2	96.8	100	97.4	96.9
Buses	0	0	0	0	0	0	40	0	0	40	1	0	0	0	1	1	28	0	0	29	70
% Buses	0	0	0	0	0	0	4.2	0	0	3.7	4.2	0	0	0	0.5	0.4	1.8	0	0	1.5	2
Trucks	3	0	0	0	3	2	12	0	0	14	0	0	0	0	0	3	15	4	0	22	39
% Trucks	11.5	0	0	0	1.1	3.6	1.2	0	0	1.3	0	0	0	0	0	1.1	1	3.2	0	1.1	1.1

	ALMADEN AVE Southbound				W SANTA CLARA ST Westbound				ALMADEN AVE Northbound				W SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	**6**	0	7	4	**146**	4	**154**	**6**	0	**2**	**8**	38	219	11	268	437
08:00 AM	2	2	1	5	5	126	1	132	5	2	0	7	**42**	226	13	281	425
08:15 AM	**5**	4	**3**	**12**	**10**	122	3	135	4	**3**	1	8	33	208	**19**	260	415
08:30 AM	2	3	3	8	8	127	**6**	141	2	3	1	6	40	**243**	19	**302**	**457**
Total Volume	10	15	7	32	27	521	14	562	17	8	4	29	153	896	62	1111	1734
% App. Total	31.2	46.9	21.9		4.8	92.7	2.5		58.6	27.6	13.8		13.8	80.6	5.6		
PHF	.500	.625	.583	.667	.675	.892	.583	.912	.708	.667	.500	.906	.911	.922	.816	.920	.949

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Groups Printed- Lights - Buses - Trucks

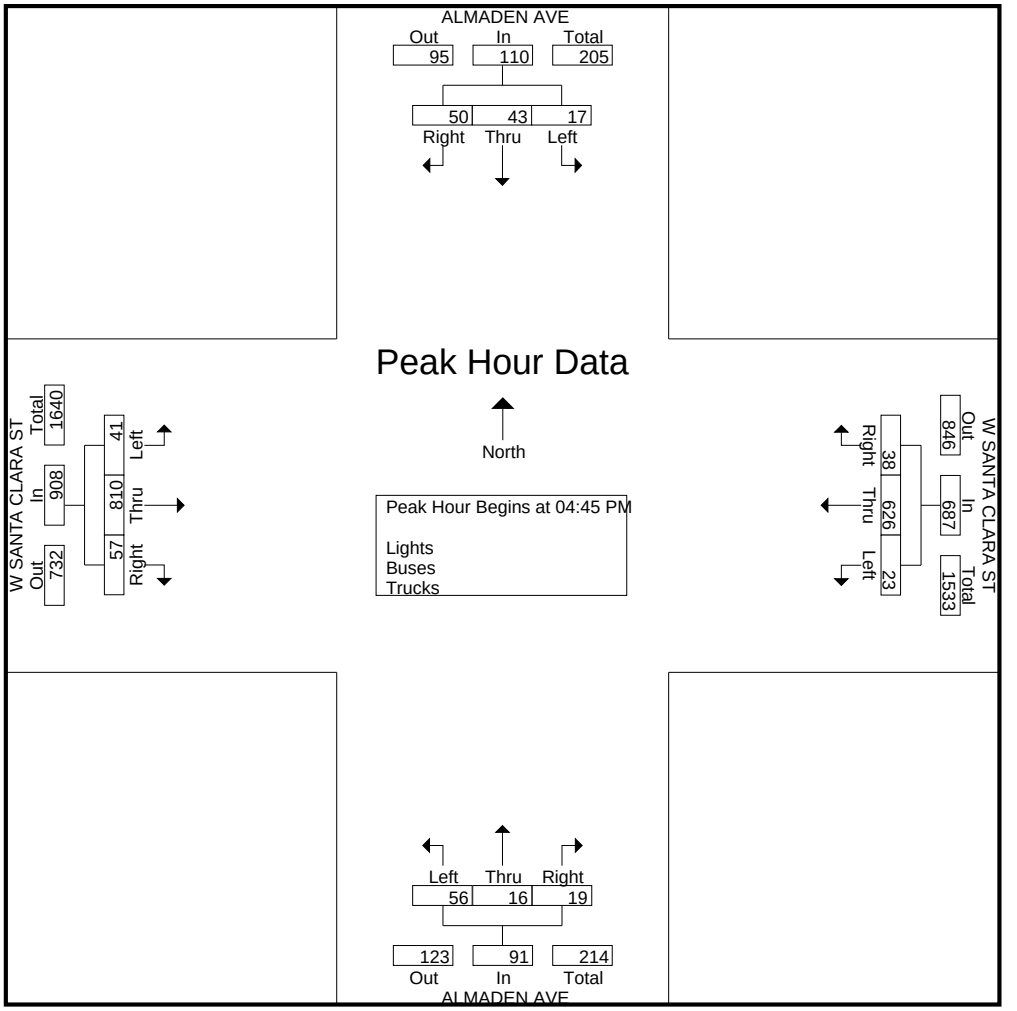
	ALMADEN AVE Southbound					W SANTA CLARA ST Westbound					ALMADEN AVE Northbound					W SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	10	5	6	31	52	2	111	4	10	127	3	2	8	35	48	17	190	15	7	229	456
04:15 PM	12	3	2	28	45	6	128	3	11	148	4	2	5	27	38	16	176	5	10	207	438
04:30 PM	11	3	5	50	69	7	151	5	2	165	2	9	9	28	48	10	181	8	17	216	498
04:45 PM	12	3	4	47	66	10	148	6	9	173	1	3	5	28	37	13	217	9	8	247	523
Total	45	14	17	156	232	25	538	18	32	613	10	16	27	118	171	56	764	37	42	899	1915
05:00 PM	18	31	4	52	105	6	154	4	10	174	5	3	21	40	69	13	207	15	17	252	600
05:15 PM	8	5	3	56	72	9	186	7	11	213	6	7	19	39	71	15	179	7	12	213	569
05:30 PM	12	4	6	74	96	13	138	6	14	171	7	3	11	36	57	16	207	10	11	244	568
05:45 PM	9	6	3	66	84	12	161	5	17	195	4	1	8	38	51	14	189	10	18	231	561
Total	47	46	16	248	357	40	639	22	52	753	22	14	59	153	248	58	782	42	58	940	2298
Grand Total	92	60	33	404	589	65	1177	40	84	1366	32	30	86	271	419	114	1546	79	100	1839	4213
Apprch %	15.6	10.2	5.6	68.6		4.8	86.2	2.9	6.1		7.6	7.2	20.5	64.7		6.2	84.1	4.3	5.4		
Total %	2.2	1.4	0.8	9.6	14	1.5	27.9	0.9	2	32.4	0.8	0.7	2	6.4	9.9	2.7	36.7	1.9	2.4	43.7	
Lights	90	58	33	404	585	64	1130	39	84	1317	30	28	86	271	415	113	1493	78	100	1784	4101
% Lights	97.8	96.7	100	100	99.3	98.5	96	97.5	100	96.4	93.8	93.3	100	100	99	99.1	96.6	98.7	100	97	97.3
Buses	0	0	0	0	0	0	35	0	0	35	1	0	0	0	1	0	39	0	0	39	75
% Buses	0	0	0	0	0	0	3	0	0	2.6	3.1	0	0	0	0.2	0	2.5	0	0	2.1	1.8
Trucks	2	2	0	0	4	1	12	1	0	14	1	2	0	0	3	1	14	1	0	16	37
% Trucks	2.2	3.3	0	0	0.7	1.5	1	2.5	0	1	3.1	6.7	0	0	0.7	0.9	0.9	1.3	0	0.9	0.9

	ALMADEN AVE Southbound				W SANTA CLARA ST Westbound				ALMADEN AVE Northbound				W SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	12	3	4	19	10	148	6	164	1	3	5	9	13	**217**	9	**239**	431
05:00 PM	**18**	**31**	4	**53**	6	154	4	164	5	3	**21**	29	13	207	**15**	235	**481**
05:15 PM	8	5	3	16	9	**186**	**7**	**202**	6	**7**	19	**32**	15	179	7	201	451
05:30 PM	12	4	**6**	22	**13**	138	6	157	**7**	3	11	21	**16**	207	10	233	433
Total Volume	50	43	17	110	38	626	23	687	19	16	56	91	57	810	41	908	1796
% App. Total	45.5	39.1	15.5		5.5	91.1	3.3		20.9	17.6	61.5		6.3	89.2	4.5		
PHF	.694	.347	.708	.519	.731	.841	.821	.850	.679	.571	.667	.711	.891	.933	.683	.950	.933

Traffic Data Service

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File Name : 4PM FINAL
Site Code : 00000004
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Traffic Data Service

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File Name : 5AM FINAL
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Groups Printed- Lights - Buses - Trucks

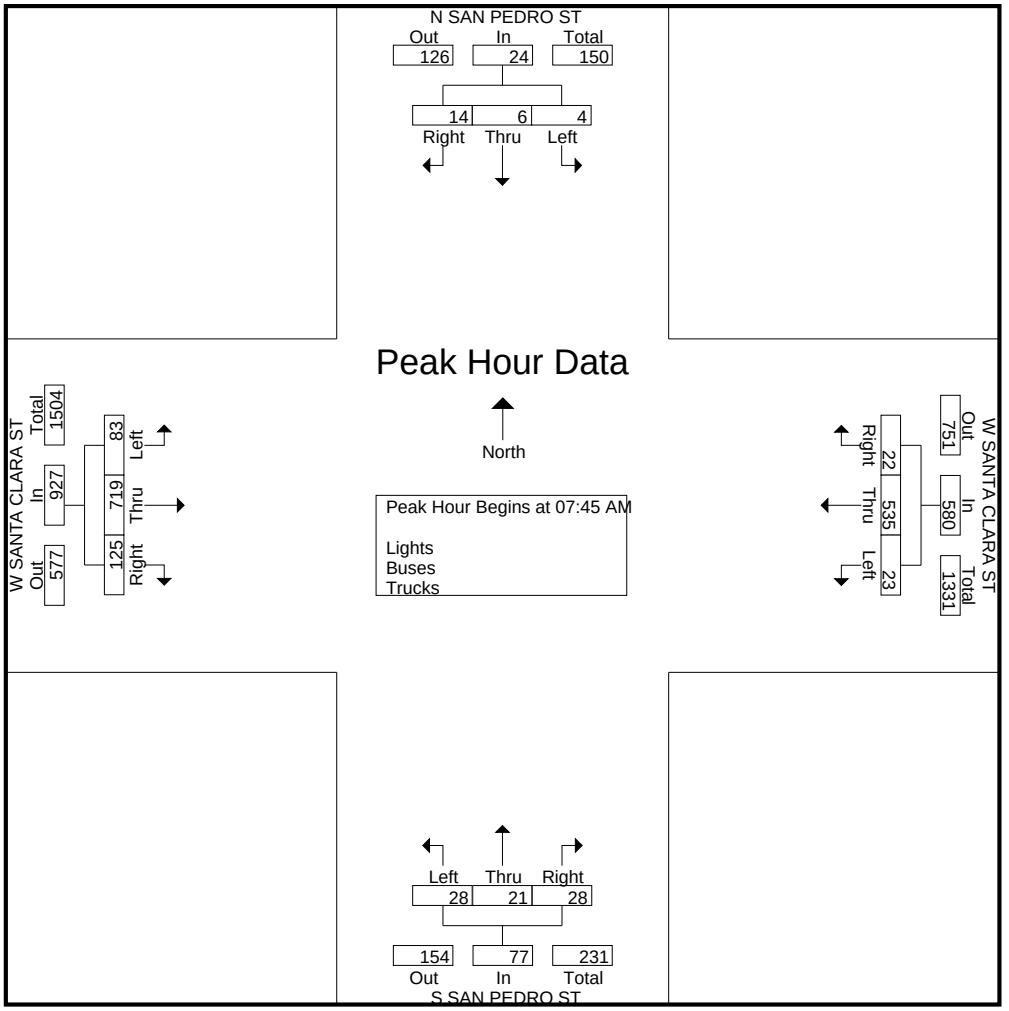
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	2	23	27	4	97	1	15	117	4	3	8	6	21	20	80	11	7	118	283
07:15 AM	4	0	0	34	38	2	99	2	16	119	5	4	4	7	20	13	111	13	5	142	319
07:30 AM	2	0	0	47	49	5	129	2	14	150	7	3	9	20	39	28	133	18	9	188	426
07:45 AM	2	0	1	38	41	4	148	2	37	191	5	7	9	27	48	23	183	20	10	236	516
Total	10	0	3	142	155	15	473	7	82	577	21	17	30	60	128	84	507	62	31	684	1544
08:00 AM	5	1	2	27	35	8	134	8	24	174	7	5	4	14	30	30	174	18	11	233	472
08:15 AM	6	3	0	43	52	4	120	5	20	149	10	3	6	23	42	33	171	28	13	245	488
08:30 AM	1	2	1	48	52	6	133	8	27	174	6	6	9	24	45	39	191	17	4	251	522
08:45 AM	4	6	2	46	58	5	126	5	21	157	2	4	9	24	39	27	168	22	11	228	482
Total	16	12	5	164	197	23	513	26	92	654	25	18	28	85	156	129	704	85	39	957	1964
Grand Total	26	12	8	306	352	38	986	33	174	1231	46	35	58	145	284	213	1211	147	70	1641	3508
Apprch %	7.4	3.4	2.3	86.9		3.1	80.1	2.7	14.1		16.2	12.3	20.4	51.1		13	73.8	9	4.3		
Total %	0.7	0.3	0.2	8.7	10	1.1	28.1	0.9	5	35.1	1.3	1	1.7	4.1	8.1	6.1	34.5	4.2	2	46.8	
Lights	24	12	6	306	348	37	932	31	174	1174	46	35	57	145	283	213	1162	145	70	1590	3395
% Lights	92.3	100	75	100	98.9	97.4	94.5	93.9	100	95.4	100	100	98.3	100	99.6	100	96	98.6	100	96.9	96.8
Buses	0	0	0	0	0	0	40	1	0	41	0	0	0	0	0	0	30	0	0	30	71
% Buses	0	0	0	0	0	0	4.1	3	0	3.3	0	0	0	0	0	0	2.5	0	0	1.8	2
Trucks	2	0	2	0	4	1	14	1	0	16	0	0	1	0	1	0	19	2	0	21	42
% Trucks	7.7	0	25	0	1.1	2.6	1.4	3	0	1.3	0	0	1.7	0	0.4	0	1.6	1.4	0	1.3	1.2

	N SAN PEDRO ST Southbound				W SANTA CLARA ST Westbound				S SAN PEDRO ST Northbound				W SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	0	1	3	4	**148**	2	**154**	5	**7**	**9**	**21**	23	183	20	226	404
08:00 AM	5	1	**2**	8	**8**	134	**8**	150	7	5	4	16	30	174	18	222	396
08:15 AM	**6**	**3**	0	**9**	4	120	5	129	**10**	3	6	19	33	171	**28**	232	389
08:30 AM	1	2	1	4	6	133	8	147	6	6	9	21	**39**	**191**	17	**247**	**419**
Total Volume	14	6	4	24	22	535	23	580	28	21	28	77	125	719	83	927	1608
% App. Total	58.3	25	16.7		3.8	92.2	4		36.4	27.3	36.4		13.5	77.6	9		
PHF	.583	.500	.500	.667	.688	.904	.719	.942	.700	.750	.778	.917	.801	.941	.741	.938	.959

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Groups Printed- Lights - Buses - Trucks

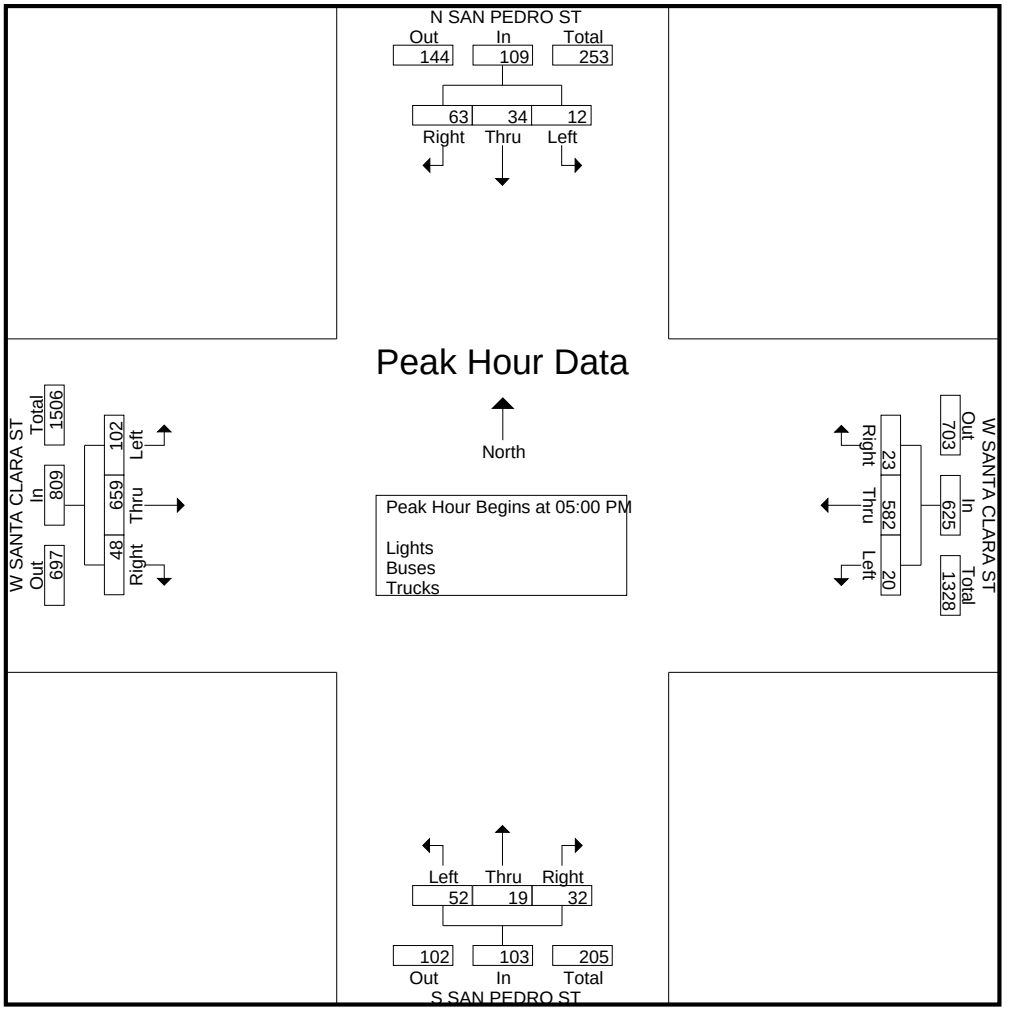
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	3	0	42	51	2	108	2	37	149	5	2	4	24	35	12	187	10	8	217	452
04:15 PM	11	4	1	22	38	7	117	5	19	148	11	3	10	27	51	11	152	8	21	192	429
04:30 PM	8	3	3	39	53	6	139	4	15	164	2	6	8	25	41	12	162	21	15	210	468
04:45 PM	7	6	1	38	52	5	140	3	7	155	5	6	8	18	37	14	187	20	13	234	478
Total	32	16	5	141	194	20	504	14	78	616	23	17	30	94	164	49	688	59	57	853	1827
05:00 PM	14	6	0	51	71	3	130	7	19	159	6	4	13	26	49	10	179	16	18	223	502
05:15 PM	18	6	3	52	79	9	171	4	17	201	8	5	18	28	59	14	146	30	27	217	556
05:30 PM	10	6	4	46	66	7	130	3	10	150	13	3	13	30	59	20	178	23	30	251	526
05:45 PM	21	16	5	49	91	4	151	6	16	177	5	7	8	38	58	4	156	33	19	212	538
Total	63	34	12	198	307	23	582	20	62	687	32	19	52	122	225	48	659	102	94	903	2122
Grand Total	95	50	17	339	501	43	1086	34	140	1303	55	36	82	216	389	97	1347	161	151	1756	3949
Apprch %	19	10	3.4	67.7		3.3	83.3	2.6	10.7		14.1	9.3	21.1	55.5		5.5	76.7	9.2	8.6		
Total %	2.4	1.3	0.4	8.6	12.7	1.1	27.5	0.9	3.5	33	1.4	0.9	2.1	5.5	9.9	2.5	34.1	4.1	3.8	44.5	
Lights	95	48	17	339	499	43	1044	31	140	1258	55	34	82	216	387	96	1301	159	151	1707	3851
% Lights	100	96	100	100	99.6	100	96.1	91.2	100	96.5	100	94.4	100	100	99.5	99	96.6	98.8	100	97.2	97.5
Buses	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	38	0	0	38	73
% Buses	0	0	0	0	0	0	3.2	0	0	2.7	0	0	0	0	0	0	2.8	0	0	2.2	1.8
Trucks	0	2	0	0	2	0	7	3	0	10	0	2	0	0	2	1	8	2	0	11	25
% Trucks	0	4	0	0	0.4	0	0.6	8.8	0	0.8	0	5.6	0	0	0.5	1	0.6	1.2	0	0.6	0.6

	N SAN PEDRO ST Southbound				W SANTA CLARA ST Westbound				S SAN PEDRO ST Northbound				W SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	14	6	0	20	3	130	**7**	140	6	4	13	23	10	**179**	16	205	388
05:15 PM	18	6	3	27	**9**	**171**	4	**184**	8	5	**18**	**31**	14	146	30	190	**432**
05:30 PM	10	6	4	20	7	130	3	140	**13**	3	13	29	**20**	178	23	**221**	410
05:45 PM	**21**	**16**	**5**	**42**	4	151	6	161	5	**7**	8	20	4	156	**33**	193	416
Total Volume	63	34	12	109	23	582	20	625	32	19	52	103	48	659	102	809	1646
% App. Total	57.8	31.2	11		3.7	93.1	3.2		31.1	18.4	50.5		5.9	81.5	12.6		
PHF	.750	.531	.600	.649	.639	.851	.714	.849	.615	.679	.722	.831	.600	.920	.773	.915	.953

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Site Code : 00000006
Start Date : 12/3/2019
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Groups Printed- Lights - Buses - Trucks

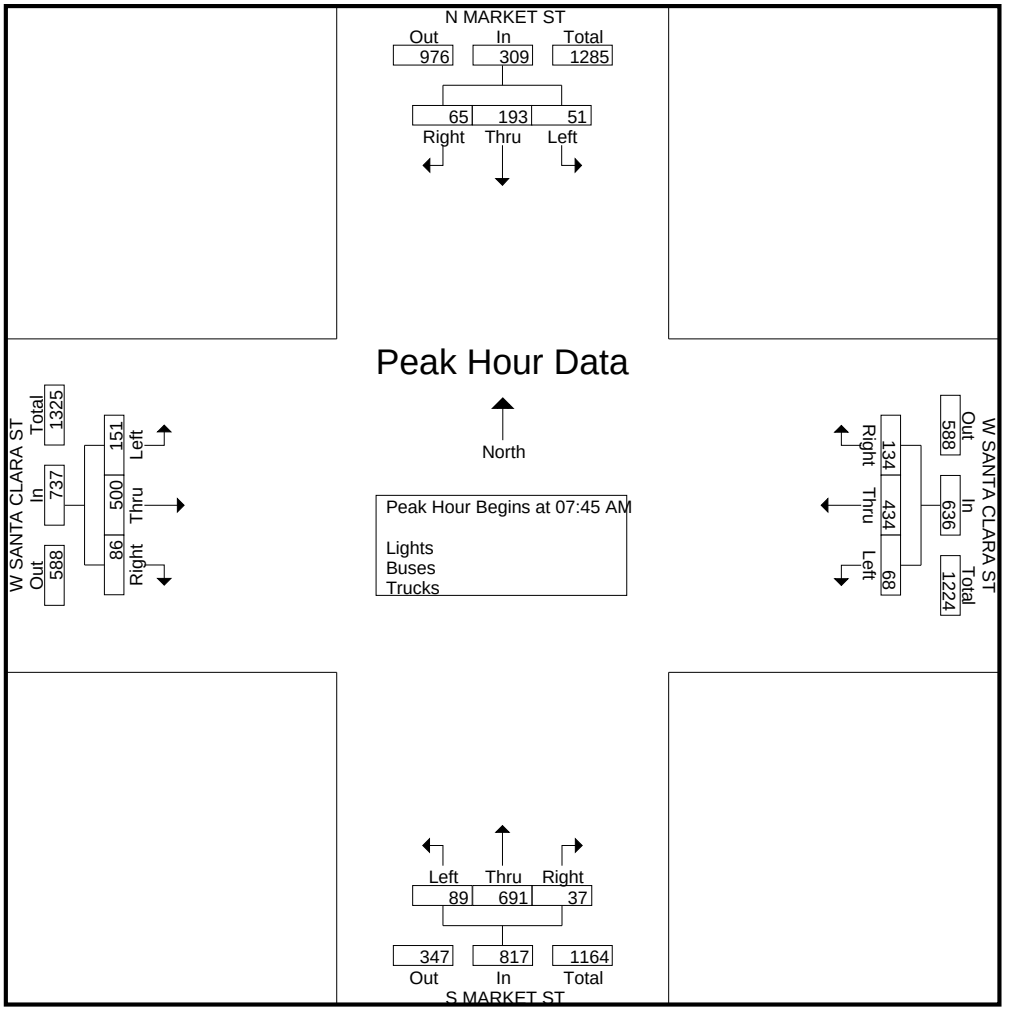
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	23	8	7	46	36	83	5	10	134	5	167	9	6	187	13	60	11	5	89	456
07:15 AM	10	27	10	15	62	43	83	13	13	152	4	165	9	12	190	14	93	12	4	123	527
07:30 AM	15	45	12	20	92	43	108	9	16	176	9	168	12	17	206	19	103	14	14	150	624
07:45 AM	15	47	12	11	85	39	112	8	21	180	9	196	30	25	260	20	135	35	9	199	724
Total	48	142	42	53	285	161	386	35	60	642	27	696	60	60	843	66	391	72	32	561	2331
08:00 AM	13	51	14	24	102	38	118	19	24	199	8	155	23	19	205	17	121	37	19	194	700
08:15 AM	26	43	9	16	94	32	95	19	17	163	7	184	16	19	226	24	118	40	12	194	677
08:30 AM	11	52	16	26	105	25	109	22	29	185	13	156	20	20	209	25	126	39	27	217	716
08:45 AM	12	46	11	37	106	33	102	21	17	173	11	173	25	18	227	22	127	31	14	194	700
Total	62	192	50	103	407	128	424	81	87	720	39	668	84	76	867	88	492	147	72	799	2793
Grand Total	110	334	92	156	692	289	810	116	147	1362	66	1364	144	136	1710	154	883	219	104	1360	5124
Apprch %	15.9	48.3	13.3	22.5		21.2	59.5	8.5	10.8		3.9	79.8	8.4	8		11.3	64.9	16.1	7.6		
Total %	2.1	6.5	1.8	3	13.5	5.6	15.8	2.3	2.9	26.6	1.3	26.6	2.8	2.7	33.4	3	17.2	4.3	2	26.5	
Lights	102	321	89	156	668	282	764	115	147	1308	62	1338	137	136	1673	150	839	218	104	1311	4960
% Lights	92.7	96.1	96.7	100	96.5	97.6	94.3	99.1	100	96	93.9	98.1	95.1	100	97.8	97.4	95	99.5	100	96.4	96.8
Buses	2	0	0	0	2	0	39	0	0	39	0	8	1	0	9	0	33	0	0	33	83
% Buses	1.8	0	0	0	0.3	0	4.8	0	0	2.9	0	0.6	0.7	0	0.5	0	3.7	0	0	2.4	1.6
Trucks	6	13	3	0	22	7	7	1	0	15	4	18	6	0	28	4	11	1	0	16	81
% Trucks	5.5	3.9	3.3	0	3.2	2.4	0.9	0.9	0	1.1	6.1	1.3	4.2	0	1.6	2.6	1.2	0.5	0	1.2	1.6

	N MARKET ST Southbound				W SANTA CLARA ST Westbound				S MARKET ST Northbound				W SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	15	47	12	74	**39**	112	8	159	9	**196**	**30**	**235**	20	**135**	35	**190**	**658**
08:00 AM	13	51	14	78	38	**118**	19	**175**	8	155	23	186	17	121	37	175	614
08:15 AM	**26**	43	9	78	32	95	19	146	7	184	16	207	24	118	**40**	182	613
08:30 AM	11	**52**	**16**	**79**	25	109	**22**	156	**13**	156	20	189	**25**	126	39	190	614
Total Volume	65	193	51	309	134	434	68	636	37	691	89	817	86	500	151	737	2499
% App. Total	21	62.5	16.5		21.1	68.2	10.7		4.5	84.6	10.9		11.7	67.8	20.5		
PHF	.625	.928	.797	.978	.859	.919	.773	.909	.712	.881	.742	.869	.860	.926	.944	.970	.949

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Start Date : 12/3/2019
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File Name : 6PM FINAL
Site Code : 00000006
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Groups Printed- Lights - Buses - Trucks

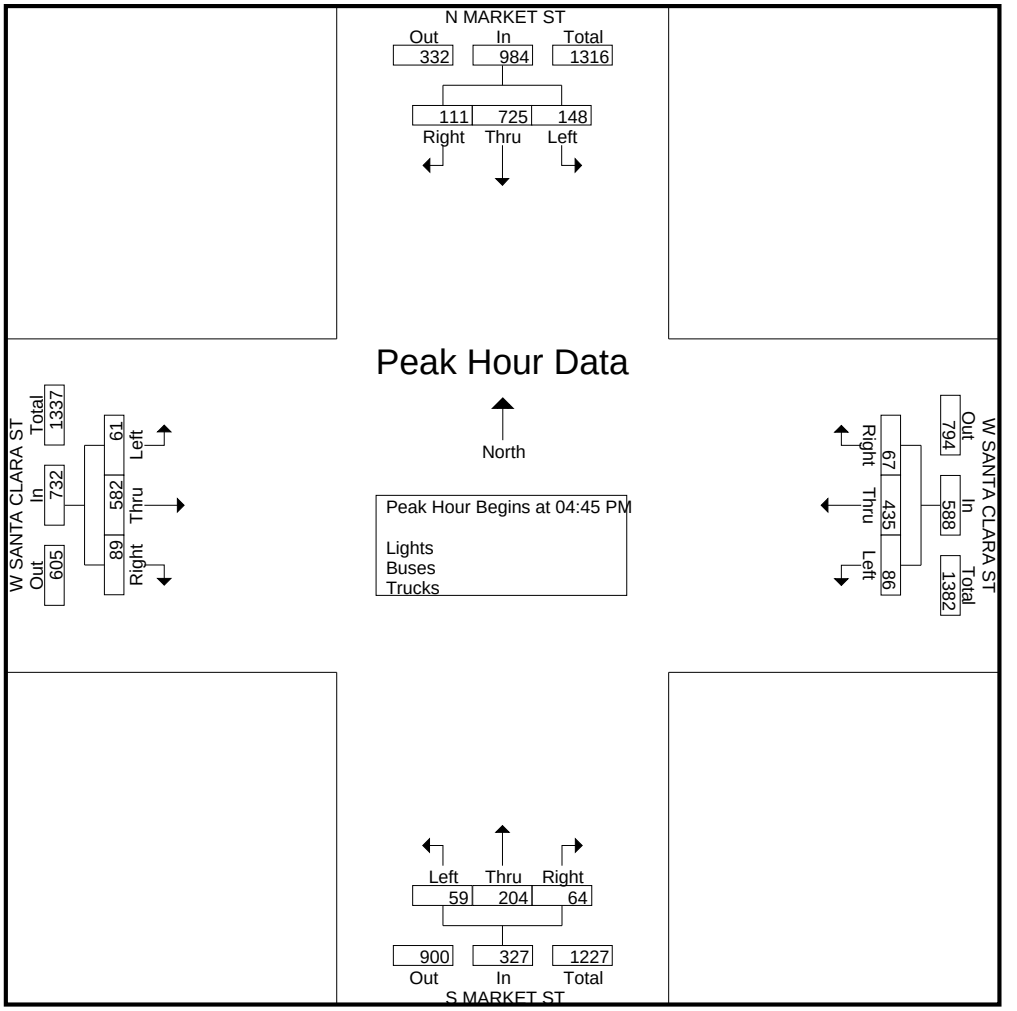
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	14	152	41	30	237	12	86	18	15	131	14	33	17	22	86	15	155	19	30	219	673
04:15 PM	24	144	28	32	228	10	95	24	16	145	7	38	10	31	86	19	128	18	21	186	645
04:30 PM	34	175	30	41	280	13	105	21	15	154	7	48	12	26	93	17	141	14	17	189	716
04:45 PM	30	171	32	44	277	13	123	17	27	180	14	51	15	30	110	18	152	16	24	210	777
Total	102	642	131	147	1022	48	409	80	73	610	42	170	54	109	375	69	576	67	92	804	2811
05:00 PM	23	199	46	56	324	9	104	15	38	166	18	47	12	29	106	19	152	9	17	197	793
05:15 PM	41	183	41	38	303	23	105	29	26	183	19	57	18	35	129	25	128	19	17	189	804
05:30 PM	17	172	29	40	258	22	103	25	17	167	13	49	14	32	108	27	150	17	24	218	751
05:45 PM	24	186	29	49	288	14	129	19	19	181	15	44	15	34	108	22	126	18	24	190	767
Total	105	740	145	183	1173	68	441	88	100	697	65	197	59	130	451	93	556	63	82	794	3115
Grand Total	207	1382	276	330	2195	116	850	168	173	1307	107	367	113	239	826	162	1132	130	174	1598	5926
Apprch %	9.4	63	12.6	15		8.9	65	12.9	13.2		13	44.4	13.7	28.9		10.1	70.8	8.1	10.9		
Total %	3.5	23.3	4.7	5.6	37	2	14.3	2.8	2.9	22.1	1.8	6.2	1.9	4	13.9	2.7	19.1	2.2	2.9	27	
Lights	206	1376	276	330	2188	116	805	163	173	1257	104	364	112	239	819	161	1091	127	174	1553	5817
% Lights	99.5	99.6	100	100	99.7	100	94.7	97	100	96.2	97.2	99.2	99.1	100	99.2	99.4	96.4	97.7	100	97.2	98.2
Buses	0	1	0	0	1	0	35	1	0	36	1	0	0	0	1	0	38	0	0	38	76
% Buses	0	0.1	0	0	0	0	4.1	0.6	0	2.8	0.9	0	0	0	0.1	0	3.4	0	0	2.4	1.3
Trucks	1	5	0	0	6	0	10	4	0	14	2	3	1	0	6	1	3	3	0	7	33
% Trucks	0.5	0.4	0	0	0.3	0	1.2	2.4	0	1.1	1.9	0.8	0.9	0	0.7	0.6	0.3	2.3	0	0.4	0.6

	N MARKET ST Southbound				W SANTA CLARA ST Westbound				S MARKET ST Northbound				W SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	30	171	32	233	13	**123**	17	153	14	51	15	80	18	**152**	16	186	652
05:00 PM	23	**199**	**46**	**268**	9	104	15	128	18	47	12	77	19	152	9	180	653
05:15 PM	**41**	183	41	265	**23**	105	**29**	**157**	**19**	**57**	**18**	**94**	25	128	**19**	172	**688**
05:30 PM	17	172	29	218	22	103	25	150	13	49	14	76	**27**	150	17	**194**	638
Total Volume	111	725	148	984	67	435	86	588	64	204	59	327	89	582	61	732	2631
% App. Total	11.3	73.7	15		11.4	74	14.6		19.6	62.4	18		12.2	79.5	8.3		
PHF	.677	.911	.804	.918	.728	.884	.741	.936	.842	.895	.819	.870	.824	.957	.803	.943	.956

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Traffic Data Service

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Groups Printed- Lights - Buses - Trucks

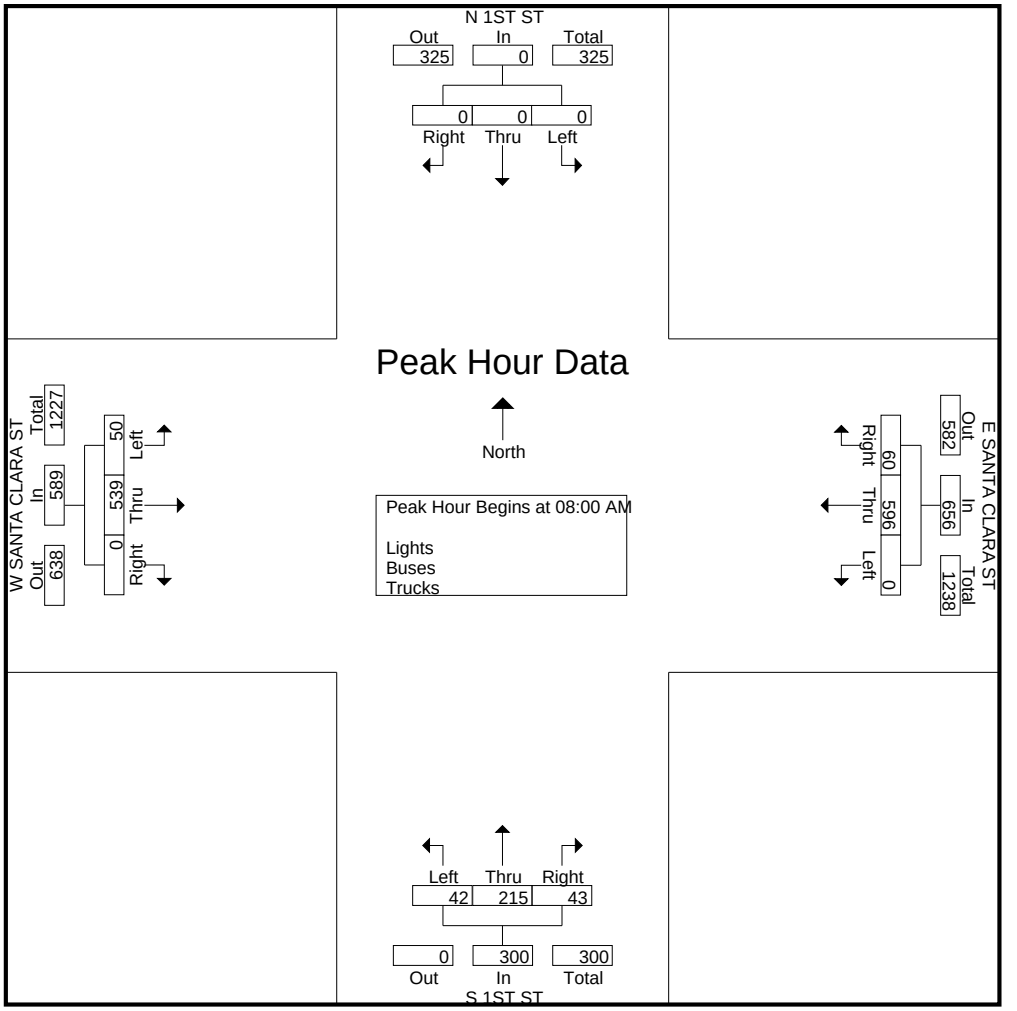
	N 1ST ST Southbound					E SANTA CLARA ST Westbound					S 1ST ST Northbound					W SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	12	12	6	128	0	22	156	10	27	6	11	54	0	70	7	7	84	306
07:15 AM	0	0	0	15	15	12	129	0	25	166	2	33	5	7	47	0	102	4	4	110	338
07:30 AM	0	0	0	11	11	15	172	0	16	203	6	47	7	25	85	0	114	8	10	132	431
07:45 AM	0	0	0	12	12	19	149	0	21	189	4	45	6	17	72	0	148	12	7	167	440
Total	0	0	0	50	50	52	578	0	84	714	22	152	24	60	258	0	434	31	28	493	1515
08:00 AM	0	0	0	10	10	15	173	0	30	218	12	52	3	11	78	0	132	11	13	156	462
08:15 AM	0	0	0	15	15	19	131	0	26	176	7	52	12	15	86	0	126	12	7	145	422
08:30 AM	0	0	0	17	17	13	141	0	26	180	15	54	13	25	107	0	147	11	16	174	478
08:45 AM	0	0	0	35	35	13	151	0	30	194	9	57	14	27	107	0	134	16	10	160	496
Total	0	0	0	77	77	60	596	0	112	768	43	215	42	78	378	0	539	50	46	635	1858
Grand Total	0	0	0	127	127	112	1174	0	196	1482	65	367	66	138	636	0	973	81	74	1128	3373
Apprch %	0	0	0	100		7.6	79.2	0	13.2		10.2	57.7	10.4	21.7		0	86.3	7.2	6.6		
Total %	0	0	0	3.8	3.8	3.3	34.8	0	5.8	43.9	1.9	10.9	2	4.1	18.9	0	28.8	2.4	2.2	33.4	
Lights	0	0	0	127	127	107	1137	0	196	1440	53	305	47	138	543	0	924	77	74	1075	3185
% Lights	0	0	0	100	100	95.5	96.8	0	100	97.2	81.5	83.1	71.2	100	85.4	0	95	95.1	100	95.3	94.4
Buses	0	0	0	0	0	3	22	0	0	25	10	55	17	0	82	0	31	1	0	32	139
% Buses	0	0	0	0	0	2.7	1.9	0	0	1.7	15.4	15	25.8	0	12.9	0	3.2	1.2	0	2.8	4.1
Trucks	0	0	0	0	0	2	15	0	0	17	2	7	2	0	11	0	18	3	0	21	49
% Trucks	0	0	0	0	0	1.8	1.3	0	0	1.1	3.1	1.9	3	0	1.7	0	1.8	3.7	0	1.9	1.5

	N 1ST ST Southbound				E SANTA CLARA ST Westbound				S 1ST ST Northbound				W SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	15	**173**	0	**188**	12	52	3	67	0	132	11	143	**398**
08:15 AM	0	0	0	0	**19**	131	0	150	7	52	12	71	0	126	12	138	359
08:30 AM	0	0	0	0	13	141	0	154	**15**	54	13	**82**	0	**147**	11	**158**	394
08:45 AM	0	0	0	0	13	151	0	164	9	**57**	**14**	80	0	134	**16**	150	394
Total Volume	0	0	0	0	60	596	0	656	43	215	42	300	0	539	50	589	1545
% App. Total	0	0	0		9.1	90.9	0		14.3	71.7	14		0	91.5	8.5		
PHF	.000	.000	.000	.000	.789	.861	.000	.872	.717	.943	.750	.915	.000	.917	.781	.932	.970

Traffic Data Service

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File Name : 7AM FINAL
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File Name : 7PM FINAL
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Groups Printed- Lights - Buses - Trucks

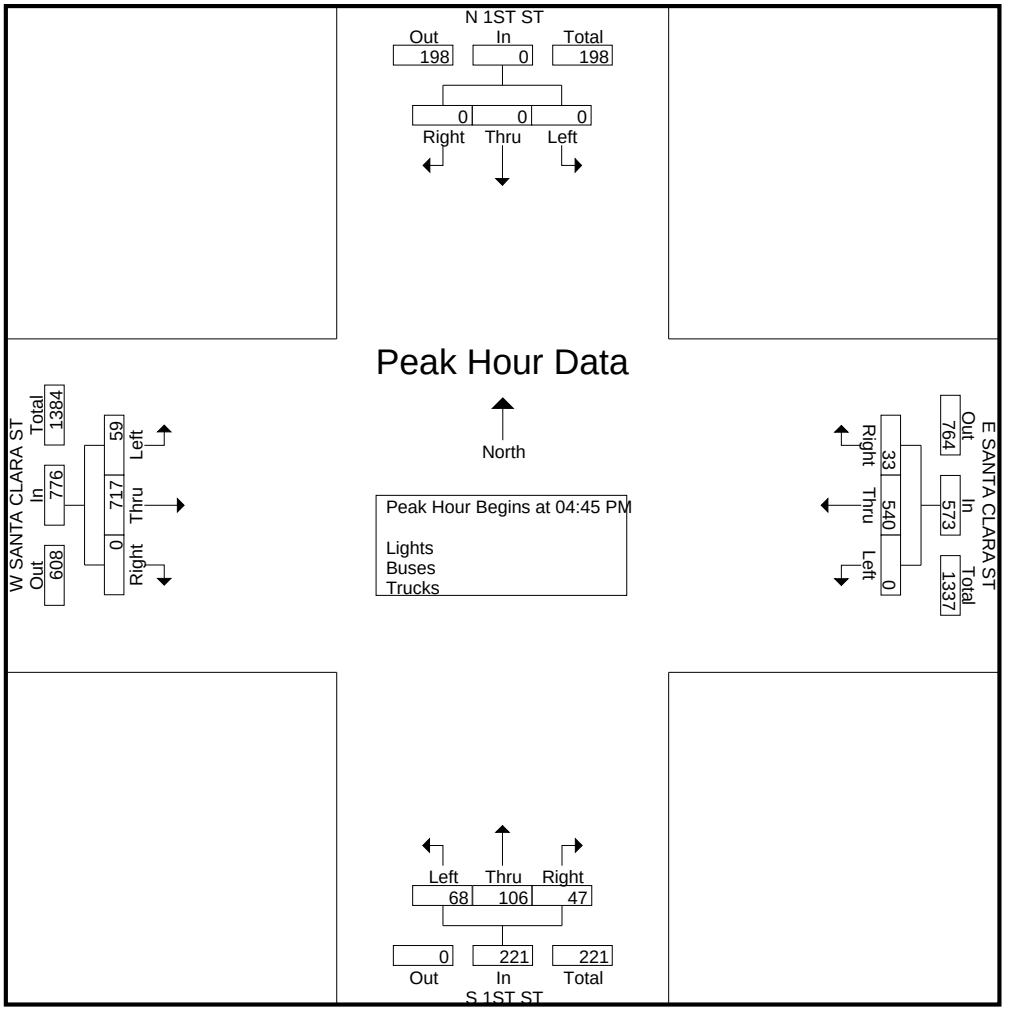
	N 1ST ST Southbound					E SANTA CLARA ST Westbound					S 1ST ST Northbound					W SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	33	33	7	113	0	24	144	13	20	13	17	63	0	193	14	12	219	459
04:15 PM	0	0	0	29	29	8	126	0	36	170	11	21	9	25	66	0	164	8	19	191	456
04:30 PM	0	0	0	37	37	12	133	0	35	180	13	28	14	29	84	0	176	10	28	214	515
04:45 PM	0	0	0	44	44	7	134	0	26	167	13	32	9	27	81	0	192	9	10	211	503
Total	0	0	0	143	143	34	506	0	121	661	50	101	45	98	294	0	725	41	69	835	1933
05:00 PM	0	0	0	34	34	7	129	0	36	172	11	18	15	31	75	0	188	10	12	210	491
05:15 PM	0	0	0	39	39	7	164	0	35	206	5	26	21	35	87	0	167	16	16	199	531
05:30 PM	0	0	0	31	31	12	113	0	34	159	18	30	23	38	109	0	170	24	13	207	506
05:45 PM	0	0	0	26	26	11	155	0	19	185	16	22	8	29	75	0	167	9	4	180	466
Total	0	0	0	130	130	37	561	0	124	722	50	96	67	133	346	0	692	59	45	796	1994
Grand Total	0	0	0	273	273	71	1067	0	245	1383	100	197	112	231	640	0	1417	100	114	1631	3927
Apprch %	0	0	0	100		5.1	77.2	0	17.7		15.6	30.8	17.5	36.1		0	86.9	6.1	7		
Total %	0	0	0	7	7	1.8	27.2	0	6.2	35.2	2.5	5	2.9	5.9	16.3	0	36.1	2.5	2.9	41.5	
Lights	0	0	0	273	273	70	1033	0	245	1348	89	143	96	231	559	0	1372	99	114	1585	3765
% Lights	0	0	0	100	100	98.6	96.8	0	100	97.5	89	72.6	85.7	100	87.3	0	96.8	99	100	97.2	95.9
Buses	0	0	0	0	0	0	22	0	0	22	9	54	14	0	77	0	38	0	0	38	137
% Buses	0	0	0	0	0	0	2.1	0	0	1.6	9	27.4	12.5	0	12	0	2.7	0	0	2.3	3.5
Trucks	0	0	0	0	0	1	12	0	0	13	2	0	2	0	4	0	7	1	0	8	25
% Trucks	0	0	0	0	0	1.4	1.1	0	0	0.9	2	0	1.8	0	0.6	0	0.5	1	0	0.5	0.6

	N 1ST ST Southbound				E SANTA CLARA ST Westbound				S 1ST ST Northbound				W SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	7	134	0	141	13	**32**	9	54	0	**192**	9	**201**	396
05:00 PM	0	0	0	0	7	129	0	136	11	18	15	44	0	188	10	198	378
05:15 PM	0	0	0	0	7	**164**	0	**171**	5	26	21	52	0	167	16	183	**406**
05:30 PM	0	0	0	0	**12**	113	0	125	**18**	30	**23**	**71**	0	170	**24**	194	390
Total Volume	0	0	0	0	33	540	0	573	47	106	68	221	0	717	59	776	1570
% App. Total	0	0	0		5.8	94.2	0		21.3	48	30.8		0	92.4	7.6		
PHF	.000	.000	.000	.000	.688	.823	.000	.838	.653	.828	.739	.778	.000	.934	.615	.965	.967

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Groups Printed- Lights - Buses - Trucks

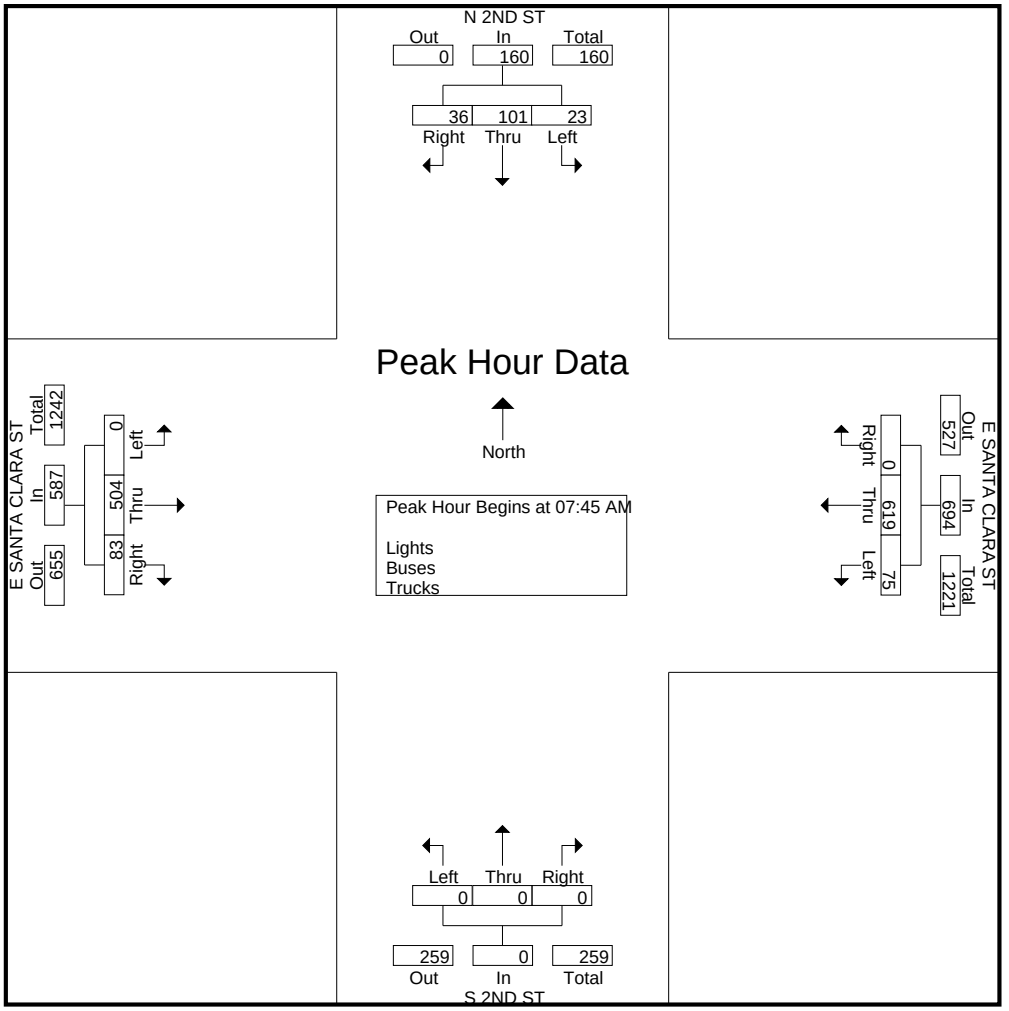
	N 2ND ST Southbound					E SANTA CLARA ST Westbound					S 2ND ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	18	3	26	52	0	124	9	5	138	0	0	0	12	12	10	75	0	12	97	299
07:15 AM	2	18	6	18	44	0	135	9	4	148	0	0	0	26	26	17	88	0	19	124	342
07:30 AM	4	16	0	13	33	0	186	13	4	203	0	0	0	23	23	17	112	0	17	146	405
07:45 AM	8	26	3	25	62	0	166	24	13	203	0	0	0	24	24	14	139	0	15	168	457
Total	19	78	12	82	191	0	611	55	26	692	0	0	0	85	85	58	414	0	63	535	1503
08:00 AM	8	25	2	28	63	0	169	18	12	199	0	0	0	19	19	25	119	0	22	166	447
08:15 AM	10	29	10	30	79	0	140	17	20	177	0	0	0	35	35	18	113	0	30	161	452
08:30 AM	10	21	8	34	73	0	144	16	18	178	0	0	0	21	21	26	133	0	32	191	463
08:45 AM	12	26	1	36	75	0	153	19	21	193	0	0	0	40	40	18	129	0	27	174	482
Total	40	101	21	128	290	0	606	70	71	747	0	0	0	115	115	87	494	0	111	692	1844
Grand Total	59	179	33	210	481	0	1217	125	97	1439	0	0	0	200	200	145	908	0	174	1227	3347
Apprch %	12.3	37.2	6.9	43.7		0	84.6	8.7	6.7		0	0	0	100		11.8	74	0	14.2		
Total %	1.8	5.3	1	6.3	14.4	0	36.4	3.7	2.9	43	0	0	0	6	6	4.3	27.1	0	5.2	36.7	
Lights	56	126	31	210	423	0	1180	113	97	1390	0	0	0	200	200	130	864	0	174	1168	3181
% Lights	94.9	70.4	93.9	100	87.9	0	97	90.4	100	96.6	0	0	0	100	100	89.7	95.2	0	100	95.2	95
Buses	2	52	1	0	55	0	22	10	0	32	0	0	0	0	0	11	30	0	0	41	128
% Buses	3.4	29.1	3	0	11.4	0	1.8	8	0	2.2	0	0	0	0	0	7.6	3.3	0	0	3.3	3.8
Trucks	1	1	1	0	3	0	15	2	0	17	0	0	0	0	0	4	14	0	0	18	38
% Trucks	1.7	0.6	3	0	0.6	0	1.2	1.6	0	1.2	0	0	0	0	0	2.8	1.5	0	0	1.5	1.1

	N 2ND ST Southbound				E SANTA CLARA ST Westbound				S 2ND ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	8	26	3	37	0	166	**24**	**190**	0	0	0	0	14	**139**	0	153	**380**
08:00 AM	8	25	2	35	0	**169**	18	187	0	0	0	0	25	119	0	144	366
08:15 AM	**10**	**29**	**10**	**49**	0	140	17	157	0	0	0	0	18	113	0	131	337
08:30 AM	10	21	8	39	0	144	16	160	0	0	0	0	**26**	133	0	**159**	358
Total Volume	36	101	23	160	0	619	75	694	0	0	0	0	83	504	0	587	1441
% App. Total	22.5	63.1	14.4		0	89.2	10.8		0	0	0		14.1	85.9	0		
PHF	.900	.871	.575	.816	.000	.916	.781	.913	.000	.000	.000	.000	.798	.906	.000	.923	.948

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File Name : 8PM FINAL
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Groups Printed- Lights - Buses - Trucks

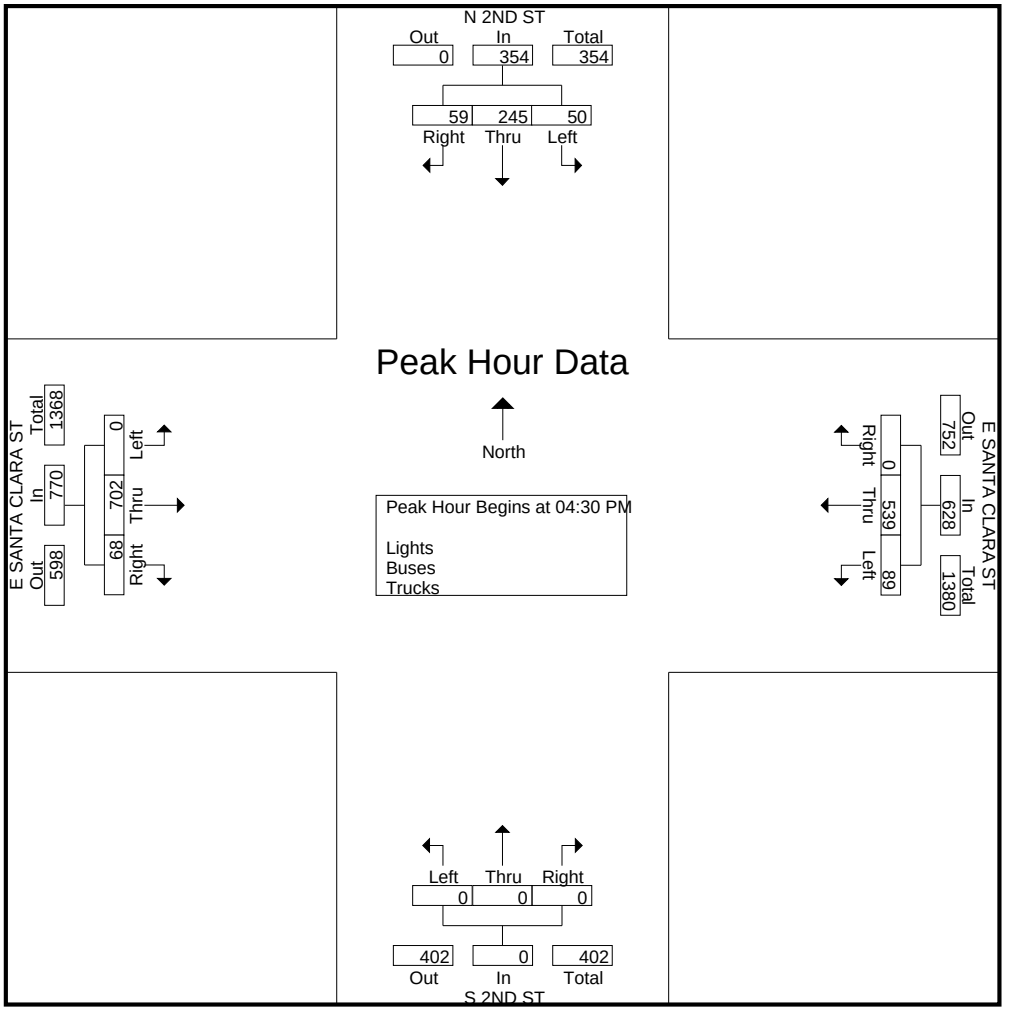
	N 2ND ST Southbound					E SANTA CLARA ST Westbound					S 2ND ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	18	35	10	44	107	0	98	16	26	140	0	0	0	55	55	18	181	0	51	250	552
04:15 PM	10	40	12	32	94	0	123	15	19	157	0	0	0	30	30	17	161	0	38	216	497
04:30 PM	13	54	8	39	114	0	134	27	14	175	0	0	0	39	39	25	158	0	52	235	563
04:45 PM	11	57	17	38	123	0	129	15	12	156	0	0	0	48	48	17	185	0	59	261	588
Total	52	186	47	153	438	0	484	73	71	628	0	0	0	172	172	77	685	0	200	962	2200
05:00 PM	17	63	11	40	131	0	123	22	36	181	0	0	0	72	72	17	182	0	41	240	624
05:15 PM	18	71	14	29	132	0	153	25	18	196	0	0	0	49	49	9	177	0	44	230	607
05:30 PM	18	54	12	36	120	0	107	19	26	152	0	0	0	37	37	21	172	0	27	220	529
05:45 PM	11	64	15	30	120	0	153	17	29	199	0	0	0	41	41	13	169	0	25	207	567
Total	64	252	52	135	503	0	536	83	109	728	0	0	0	199	199	60	700	0	137	897	2327
Grand Total	116	438	99	288	941	0	1020	156	180	1356	0	0	0	371	371	137	1385	0	337	1859	4527
Apprch %	12.3	46.5	10.5	30.6		0	75.2	11.5	13.3		0	0	0	100		7.4	74.5	0	18.1		
Total %	2.6	9.7	2.2	6.4	20.8	0	22.5	3.4	4	30	0	0	0	8.2	8.2	3	30.6	0	7.4	41.1	
Lights	111	377	96	288	872	0	988	145	180	1313	0	0	0	371	371	119	1346	0	337	1802	4358
% Lights	95.7	86.1	97	100	92.7	0	96.9	92.9	100	96.8	0	0	0	100	100	86.9	97.2	0	100	96.9	96.3
Buses	2	57	0	0	59	0	21	10	0	31	0	0	0	0	0	17	30	0	0	47	137
% Buses	1.7	13	0	0	6.3	0	2.1	6.4	0	2.3	0	0	0	0	0	12.4	2.2	0	0	2.5	3
Trucks	3	4	3	0	10	0	11	1	0	12	0	0	0	0	0	1	9	0	0	10	32
% Trucks	2.6	0.9	3	0	1.1	0	1.1	0.6	0	0.9	0	0	0	0	0	0.7	0.6	0	0	0.5	0.7

	N 2ND ST Southbound				E SANTA CLARA ST Westbound				S 2ND ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	13	54	8	75	0	134	**27**	161	0	0	0	0	**25**	158	0	183	419
04:45 PM	11	57	**17**	85	0	129	15	144	0	0	0	0	17	**185**	0	**202**	431
05:00 PM	17	63	11	91	0	123	22	145	0	0	0	0	17	182	0	199	435
05:15 PM	**18**	**71**	14	**103**	0	**153**	25	**178**	0	0	0	0	9	177	0	186	**467**
Total Volume	59	245	50	354	0	539	89	628	0	0	0	0	68	702	0	770	1752
% App. Total	16.7	69.2	14.1		0	85.8	14.2		0	0	0		8.8	91.2	0		
PHF	.819	.863	.735	.859	.000	.881	.824	.882	.000	.000	.000	.000	.680	.949	.000	.953	.938

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File Name : 9AM FINAL
Site Code : 00000009
Start Date : 12/3/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

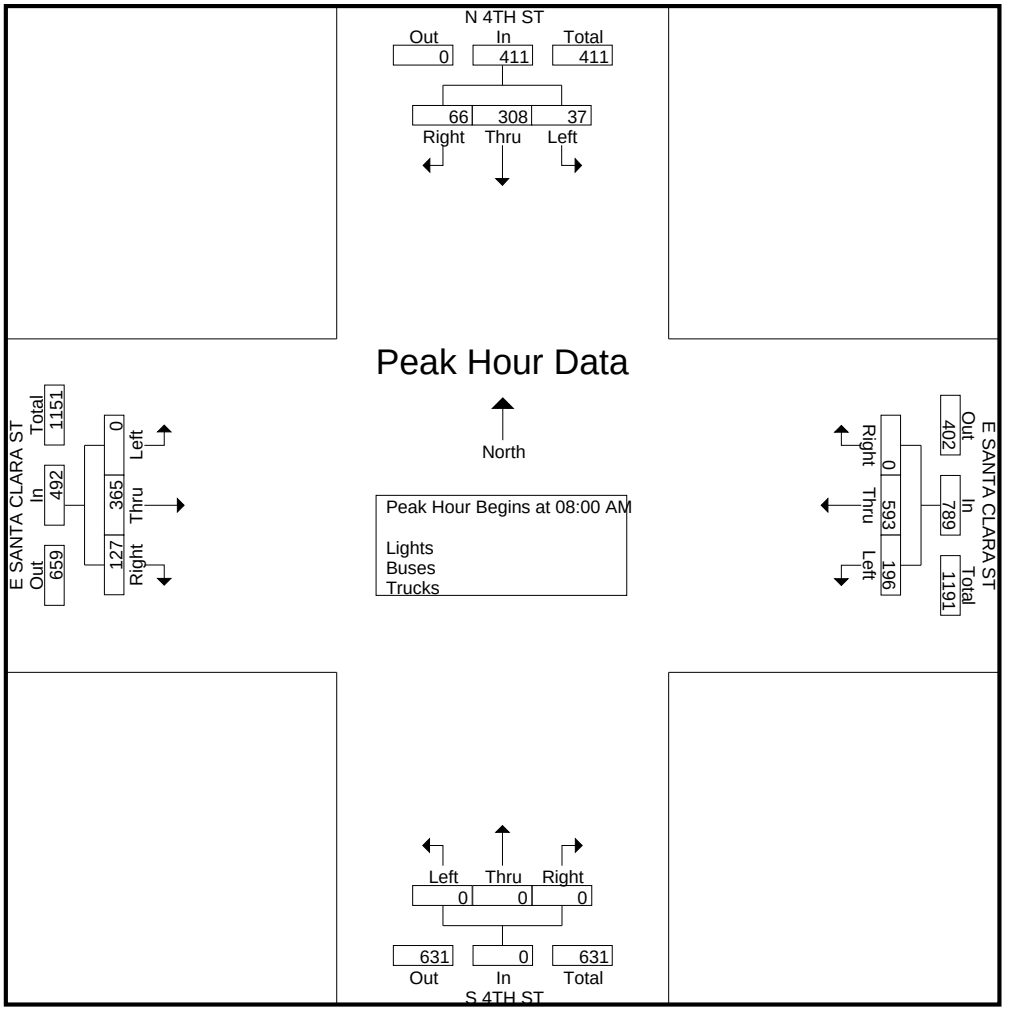
	N 4TH ST Southbound					E SANTA CLARA ST Westbound					S 4TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	55	5	18	87	1	105	26	7	139	0	0	0	15	15	12	61	0	7	80	321
07:15 AM	8	39	9	12	68	0	134	21	4	159	0	0	0	23	23	29	85	0	18	132	382
07:30 AM	9	57	12	15	93	1	176	33	7	217	0	0	0	21	21	21	82	0	7	110	441
07:45 AM	11	64	6	27	108	0	152	47	13	212	0	0	0	32	32	37	109	1	17	164	516
Total	37	215	32	72	356	2	567	127	31	727	0	0	0	91	91	99	337	1	49	486	1660
08:00 AM	15	68	11	17	111	0	161	42	11	214	0	0	0	25	25	32	84	0	7	123	473
08:15 AM	17	71	7	17	112	0	142	51	14	207	0	0	0	35	35	30	97	0	8	135	489
08:30 AM	16	80	9	23	128	0	134	54	17	205	0	0	0	31	31	33	103	0	14	150	514
08:45 AM	18	89	10	18	135	0	156	49	12	217	0	0	0	44	44	32	81	0	24	137	533
Total	66	308	37	75	486	0	593	196	54	843	0	0	0	135	135	127	365	0	53	545	2009
Grand Total	103	523	69	147	842	2	1160	323	85	1570	0	0	0	226	226	226	702	1	102	1031	3669
Apprch %	12.2	62.1	8.2	17.5		0.1	73.9	20.6	5.4		0	0	0	100		21.9	68.1	0.1	9.9		
Total %	2.8	14.3	1.9	4	22.9	0.1	31.6	8.8	2.3	42.8	0	0	0	6.2	6.2	6.2	19.1	0	2.8	28.1	
Lights	101	505	64	147	817	1	1113	318	85	1517	0	0	0	226	226	224	656	1	102	983	3543
% Lights	98.1	96.6	92.8	100	97	50	95.9	98.5	100	96.6	0	0	0	100	100	99.1	93.4	100	100	95.3	96.6
Buses	0	4	1	0	5	0	32	2	0	34	0	0	0	0	0	0	30	0	0	30	69
% Buses	0	0.8	1.4	0	0.6	0	2.8	0.6	0	2.2	0	0	0	0	0	0	4.3	0	0	2.9	1.9
Trucks	2	14	4	0	20	1	15	3	0	19	0	0	0	0	0	2	16	0	0	18	57
% Trucks	1.9	2.7	5.8	0	2.4	50	1.3	0.9	0	1.2	0	0	0	0	0	0.9	2.3	0	0	1.7	1.6

	N 4TH ST Southbound				E SANTA CLARA ST Westbound				S 4TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	15	68	**11**	94	0	**161**	42	203	0	0	0	0	32	84	0	116	413
08:15 AM	17	71	7	95	0	142	51	193	0	0	0	0	30	97	0	127	415
08:30 AM	16	80	9	105	0	134	**54**	188	0	0	0	0	**33**	**103**	0	**136**	429
08:45 AM	**18**	**89**	10	**117**	0	156	49	**205**	0	0	0	0	32	81	0	113	**435**
Total Volume	66	308	37	411	0	593	196	789	0	0	0	0	127	365	0	492	1692
% App. Total	16.1	74.9	9		0	75.2	24.8		0	0	0		25.8	74.2	0		
PHF	.917	.865	.841	.878	.000	.921	.907	.962	.000	.000	.000	.000	.962	.886	.000	.904	.972

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File Name : 9AM FINAL
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Traffic Data Service

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Groups Printed- Lights - Buses - Trucks

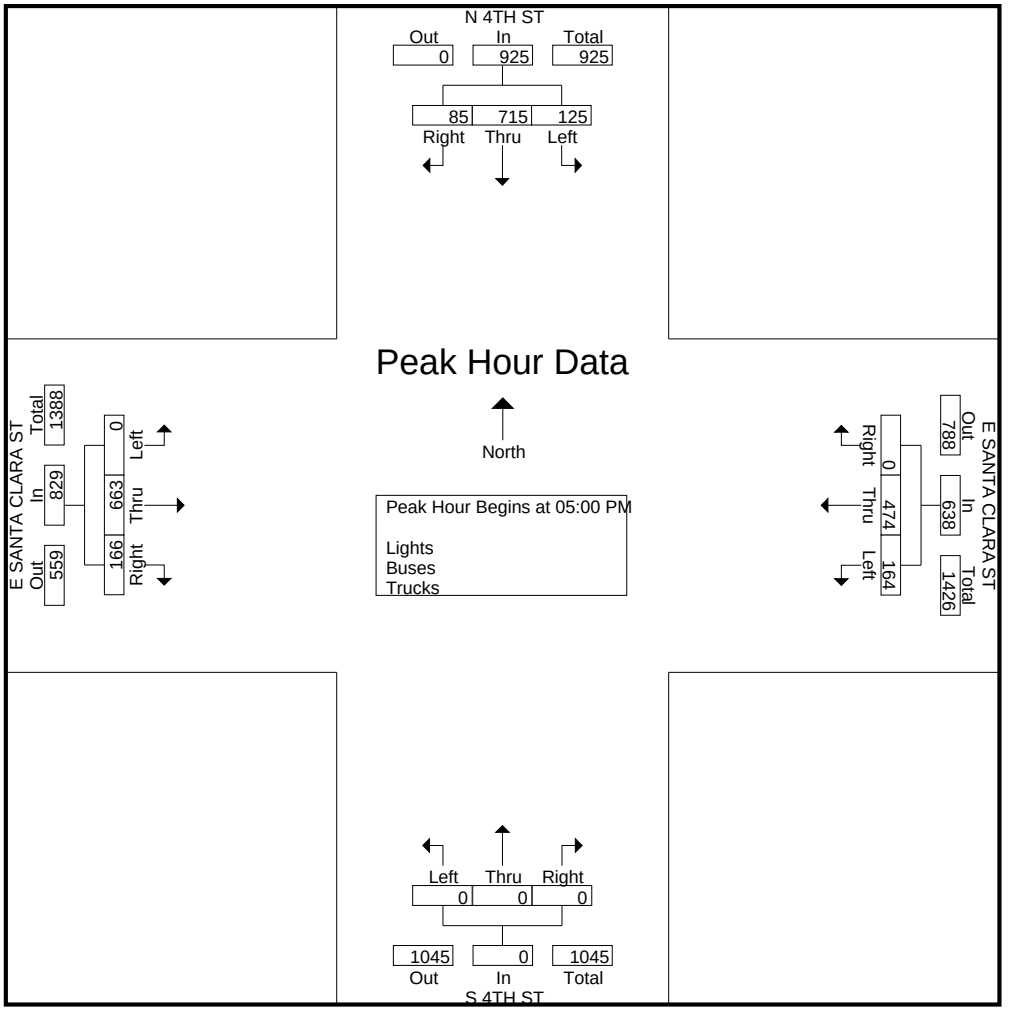
	N 4TH ST Southbound					E SANTA CLARA ST Westbound					S 4TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	140	26	22	196	0	100	42	10	152	0	0	0	46	46	43	152	0	24	219	613
04:15 PM	17	147	17	25	206	0	101	39	17	157	0	0	0	40	40	43	164	0	11	218	621
04:30 PM	29	154	29	34	246	0	107	38	12	157	0	0	0	47	47	41	140	0	22	203	653
04:45 PM	18	167	33	38	256	0	100	44	21	165	0	0	0	69	69	30	163	0	23	216	706
Total	72	608	105	119	904	0	408	163	60	631	0	0	0	202	202	157	619	0	80	856	2593
05:00 PM	22	200	38	29	289	0	114	41	8	163	0	0	0	65	65	45	157	0	24	226	743
05:15 PM	23	185	42	31	281	0	137	36	9	182	0	0	0	75	75	33	171	0	34	238	776
05:30 PM	19	160	26	23	228	0	92	41	13	146	0	0	0	45	45	38	188	0	16	242	661
05:45 PM	21	170	19	20	230	0	131	46	11	188	0	0	0	36	36	50	147	0	25	222	676
Total	85	715	125	103	1028	0	474	164	41	679	0	0	0	221	221	166	663	0	99	928	2856
Grand Total	157	1323	230	222	1932	0	882	327	101	1310	0	0	0	423	423	323	1282	0	179	1784	5449
Apprch %	8.1	68.5	11.9	11.5		0	67.3	25	7.7		0	0	0	100		18.1	71.9	0	10		
Total %	2.9	24.3	4.2	4.1	35.5	0	16.2	6	1.9	24	0	0	0	7.8	7.8	5.9	23.5	0	3.3	32.7	
Lights	156	1316	230	222	1924	0	844	322	101	1267	0	0	0	423	423	319	1245	0	179	1743	5357
% Lights	99.4	99.5	100	100	99.6	0	95.7	98.5	100	96.7	0	0	0	100	100	98.8	97.1	0	100	97.7	98.3
Buses	1	3	0	0	4	0	30	1	0	31	0	0	0	0	0	0	29	0	0	29	64
% Buses	0.6	0.2	0	0	0.2	0	3.4	0.3	0	2.4	0	0	0	0	0	0	2.3	0	0	1.6	1.2
Trucks	0	4	0	0	4	0	8	4	0	12	0	0	0	0	0	4	8	0	0	12	28
% Trucks	0	0.3	0	0	0.2	0	0.9	1.2	0	0.9	0	0	0	0	0	1.2	0.6	0	0	0.7	0.5

	N 4TH ST Southbound				E SANTA CLARA ST Westbound				S 4TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	22	**200**	38	**260**	0	114	41	155	0	0	0	0	45	157	0	202	617
05:15 PM	**23**	185	**42**	250	0	**137**	36	173	0	0	0	0	33	171	0	204	**627**
05:30 PM	19	160	26	205	0	92	41	133	0	0	0	0	38	**188**	0	**226**	564
05:45 PM	21	170	19	210	0	131	**46**	**177**	0	0	0	0	**50**	147	0	197	584
Total Volume	85	715	125	925	0	474	164	638	0	0	0	0	166	663	0	829	2392
% App. Total	9.2	77.3	13.5		0	74.3	25.7		0	0	0		20	80	0		
PHF	.924	.894	.744	.889	.000	.865	.891	.901	.000	.000	.000	.000	.830	.882	.000	.917	.954

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Groups Printed- Lights - Buses - Trucks

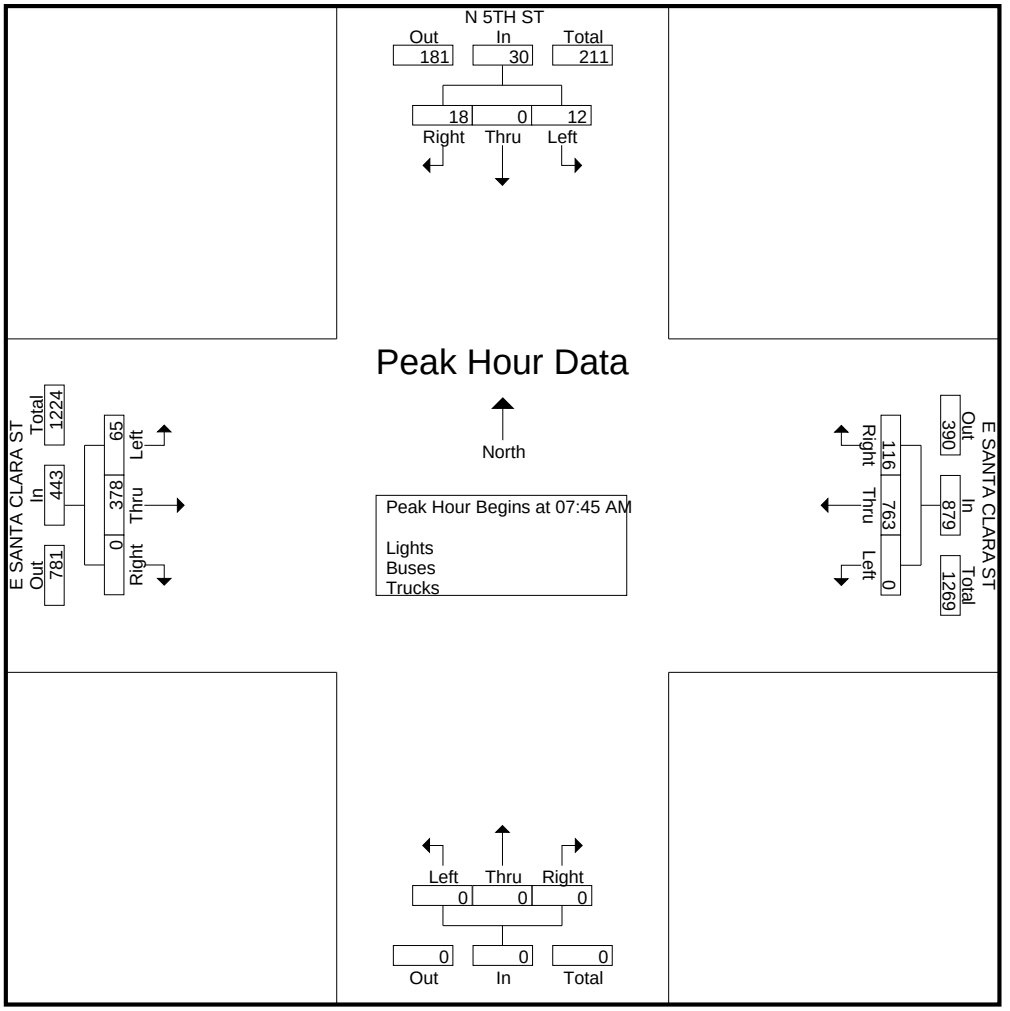
	N 5TH ST Southbound					E SANTA CLARA ST Westbound					Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	0	3	5	14	126	0	74	214	0	0	0	0	0	0	60	11	0	71	290
07:15 AM	2	0	4	7	13	16	151	0	62	229	0	0	0	0	0	0	83	14	0	97	339
07:30 AM	2	0	0	3	5	19	207	0	84	310	0	0	0	0	0	0	79	14	0	93	408
07:45 AM	6	0	2	4	12	22	189	0	123	334	0	0	0	0	0	0	91	26	0	117	463
Total	12	0	6	17	35	71	673	0	343	1087	0	0	0	0	0	0	313	65	0	378	1500
08:00 AM	7	0	4	3	14	30	194	0	135	359	0	0	0	0	0	0	90	10	0	100	473
08:15 AM	1	0	4	9	14	34	194	0	95	323	0	0	0	0	0	0	98	12	4	114	451
08:30 AM	4	0	2	2	8	30	186	0	99	315	0	0	0	0	0	0	99	17	2	118	441
08:45 AM	4	0	3	7	14	21	201	0	121	343	0	0	0	0	0	0	79	16	2	97	454
Total	16	0	13	21	50	115	775	0	450	1340	0	0	0	0	0	0	366	55	8	429	1819
Grand Total	28	0	19	38	85	186	1448	0	793	2427	0	0	0	0	0	0	679	120	8	807	3319
Apprch %	32.9	0	22.4	44.7		7.7	59.7	0	32.7		0	0	0	0		0	84.1	14.9	1		
Total %	0.8	0	0.6	1.1	2.6	5.6	43.6	0	23.9	73.1	0	0	0	0	0	0	20.5	3.6	0.2	24.3	
Lights	26	0	18	38	82	184	1398	0	793	2375	0	0	0	0	0	0	629	117	8	754	3211
% Lights	92.9	0	94.7	100	96.5	98.9	96.5	0	100	97.9	0	0	0	0	0	0	92.6	97.5	100	93.4	96.7
Buses	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	31	0	0	31	64
% Buses	0	0	0	0	0	0	2.3	0	0	1.4	0	0	0	0	0	0	4.6	0	0	3.8	1.9
Trucks	2	0	1	0	3	2	17	0	0	19	0	0	0	0	0	0	19	3	0	22	44
% Trucks	7.1	0	5.3	0	3.5	1.1	1.2	0	0	0.8	0	0	0	0	0	0	2.8	2.5	0	2.7	1.3

	N 5TH ST Southbound				E SANTA CLARA ST Westbound				Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	0	2	8	22	189	0	211	0	0	0	0	0	91	**26**	**117**	336
08:00 AM	**7**	0	**4**	**11**	30	**194**	0	224	0	0	0	0	0	90	10	100	335
08:15 AM	1	0	4	5	**34**	194	0	**228**	0	0	0	0	0	98	12	110	**343**
08:30 AM	4	0	2	6	30	186	0	216	0	0	0	0	0	**99**	17	116	338
Total Volume	18	0	12	30	116	763	0	879	0	0	0	0	0	378	65	443	1352
% App. Total	60	0	40		13.2	86.8	0		0	0	0		0	85.3	14.7		
PHF	.643	.000	.750	.682	.853	.983	.000	.964	.000	.000	.000	.000	.000	.955	.625	.947	.985

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Groups Printed- Lights - Buses - Trucks

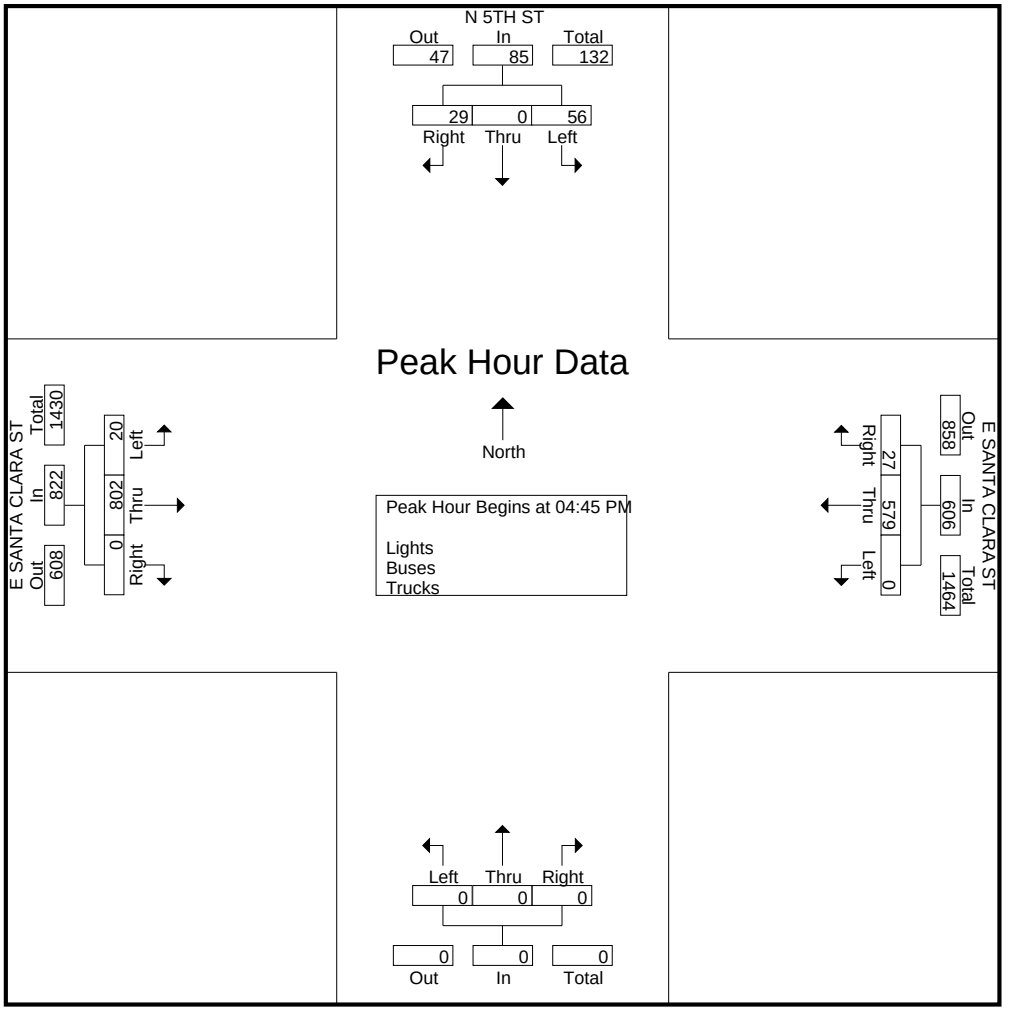
	N 5TH ST Southbound					E SANTA CLARA ST Westbound					Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	0	6	13	26	11	133	0	113	257	0	0	0	0	0	0	189	2	2	193	476
04:15 PM	2	0	4	13	19	9	144	1	75	229	0	0	0	0	0	0	187	6	7	200	448
04:30 PM	11	0	6	17	34	9	136	0	112	257	0	0	0	0	0	0	170	8	1	179	470
04:45 PM	7	0	8	18	33	12	146	0	100	258	0	0	0	0	0	0	192	4	2	198	489
Total	27	0	24	61	112	41	559	1	400	1001	0	0	0	0	0	0	738	20	12	770	1883
05:00 PM	6	0	18	10	34	6	150	0	211	367	0	0	0	0	0	0	192	6	1	199	600
05:15 PM	12	0	11	13	36	2	152	0	72	226	0	0	0	0	0	0	204	5	9	218	480
05:30 PM	4	0	19	8	31	7	131	0	99	237	0	0	0	0	0	0	214	5	4	223	491
05:45 PM	9	0	13	9	31	2	166	0	59	227	0	0	0	0	0	0	169	1	3	173	431
Total	31	0	61	40	132	17	599	0	441	1057	0	0	0	0	0	0	779	17	17	813	2002
Grand Total	58	0	85	101	244	58	1158	1	841	2058	0	0	0	0	0	0	1517	37	29	1583	3885
Apprch %	23.8	0	34.8	41.4		2.8	56.3	0	40.9		0	0	0	0		0	95.8	2.3	1.8		
Total %	1.5	0	2.2	2.6	6.3	1.5	29.8	0	21.6	53	0	0	0	0	0	0	39	1	0.7	40.7	
Lights	58	0	83	101	242	57	1116	1	841	2015	0	0	0	0	0	0	1478	37	29	1544	3801
% Lights	100	0	97.6	100	99.2	98.3	96.4	100	100	97.9	0	0	0	0	0	0	97.4	100	100	97.5	97.8
Buses	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	29	0	0	29	59
% Buses	0	0	0	0	0	0	2.6	0	0	1.5	0	0	0	0	0	0	1.9	0	0	1.8	1.5
Trucks	0	0	2	0	2	1	12	0	0	13	0	0	0	0	0	0	10	0	0	10	25
% Trucks	0	0	2.4	0	0.8	1.7	1	0	0	0.6	0	0	0	0	0	0	0.7	0	0	0.6	0.6

	N 5TH ST Southbound				E SANTA CLARA ST Westbound				Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	7	0	8	15	**12**	146	0	**158**	0	0	0	0	0	192	4	196	369
05:00 PM	6	0	18	**24**	6	150	0	156	0	0	0	0	0	192	**6**	198	378
05:15 PM	**12**	0	11	23	2	**152**	0	154	0	0	0	0	0	204	5	209	**386**
05:30 PM	4	0	**19**	23	7	131	0	138	0	0	0	0	0	**214**	5	**219**	380
Total Volume	29	0	56	85	27	579	0	606	0	0	0	0	0	802	20	822	1513
% App. Total	34.1	0	65.9		4.5	95.5	0		0	0	0		0	97.6	2.4		
PHF	.604	.000	.737	.885	.563	.952	.000	.959	.000	.000	.000	.000	.000	.937	.833	.938	.980

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File Name : 11AM FINAL
Site Code : 00000011
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Groups Printed- Lights - Buses - Trucks

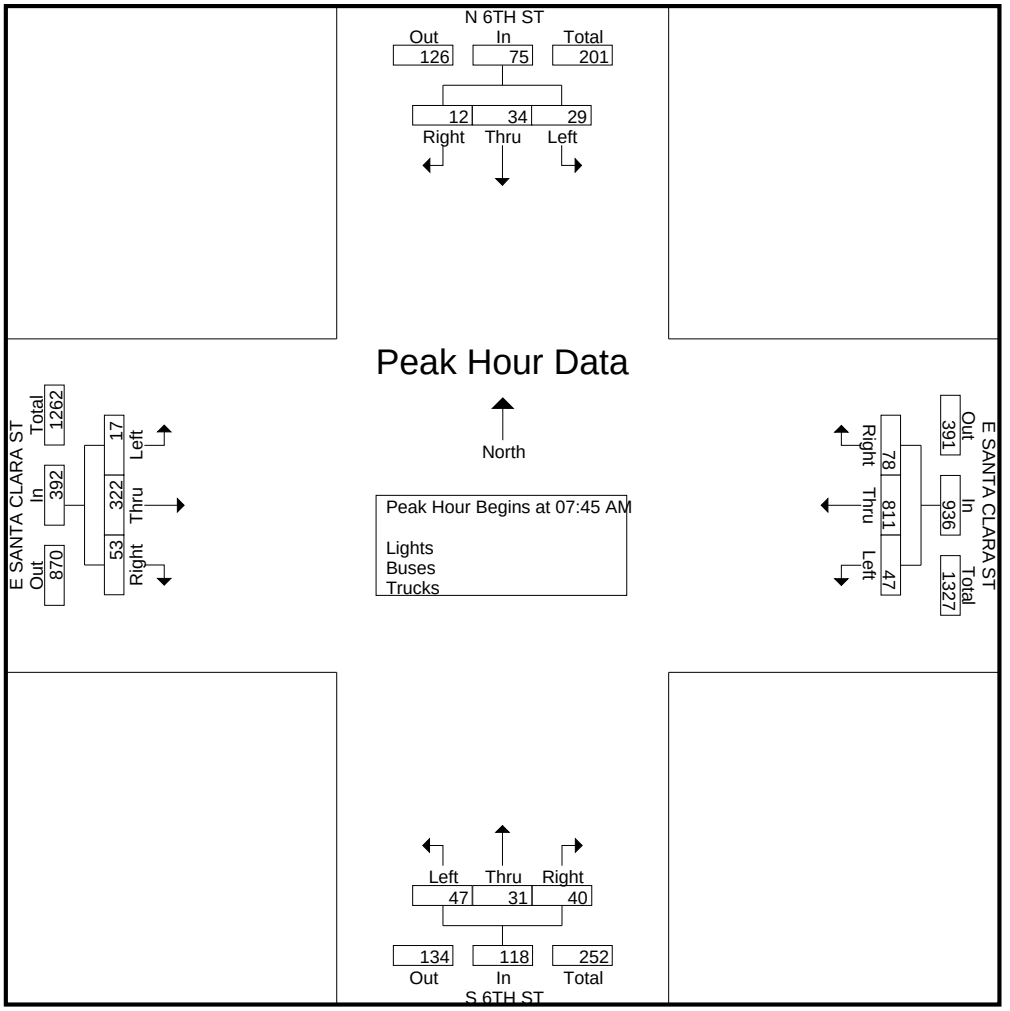
	N 6TH ST Southbound					E SANTA CLARA ST Westbound					S 6TH ST Northbound					E SANTA CLARA ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	2	4	5	15	8	125	3	5	141	7	7	11	10	35	6	55	0	9	70	261
07:15 AM	2	10	7	9	28	12	165	6	3	186	8	6	5	12	31	15	71	2	7	95	340
07:30 AM	5	6	10	18	39	7	202	5	1	215	4	6	14	7	31	8	66	1	4	79	364
07:45 AM	9	9	9	29	56	23	196	10	6	235	6	11	7	17	41	17	68	9	15	109	441
Total	20	27	30	61	138	50	688	24	15	777	25	30	37	46	138	46	260	12	35	353	1406
08:00 AM	2	10	8	17	37	34	208	14	11	267	13	7	12	22	54	12	86	1	11	110	468
08:15 AM	0	8	10	7	25	11	216	13	6	246	12	4	15	13	44	9	84	4	12	109	424
08:30 AM	1	7	2	14	24	10	191	10	9	220	9	9	13	23	54	15	84	3	36	138	436
08:45 AM	0	10	7	20	37	5	202	17	19	243	10	15	15	26	66	14	62	4	51	131	477
Total	3	35	27	58	123	60	817	54	45	976	44	35	55	84	218	50	316	12	110	488	1805
Grand Total	23	62	57	119	261	110	1505	78	60	1753	69	65	92	130	356	96	576	24	145	841	3211
Apprch %	8.8	23.8	21.8	45.6		6.3	85.9	4.4	3.4		19.4	18.3	25.8	36.5		11.4	68.5	2.9	17.2		
Total %	0.7	1.9	1.8	3.7	8.1	3.4	46.9	2.4	1.9	54.6	2.1	2	2.9	4	11.1	3	17.9	0.7	4.5	26.2	
Lights	22	60	53	119	254	105	1458	77	60	1700	49	62	91	130	332	96	529	22	145	792	3078
% Lights	95.7	96.8	93	100	97.3	95.5	96.9	98.7	100	97	71	95.4	98.9	100	93.3	100	91.8	91.7	100	94.2	95.9
Buses	1	0	1	0	2	2	31	0	0	33	20	3	1	0	24	0	30	0	0	30	89
% Buses	4.3	0	1.8	0	0.8	1.8	2.1	0	0	1.9	29	4.6	1.1	0	6.7	0	5.2	0	0	3.6	2.8
Trucks	0	2	3	0	5	3	16	1	0	20	0	0	0	0	0	0	17	2	0	19	44
% Trucks	0	3.2	5.3	0	1.9	2.7	1.1	1.3	0	1.1	0	0	0	0	0	0	3	8.3	0	2.3	1.4

	N 6TH ST Southbound				E SANTA CLARA ST Westbound				S 6TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**9**	9	9	**27**	23	196	10	229	6	**11**	7	24	**17**	68	**9**	94	374
08:00 AM	2	**10**	8	20	**34**	208	**14**	**256**	**13**	7	12	**32**	12	**86**	1	99	**407**
08:15 AM	0	8	**10**	18	11	**216**	13	240	12	4	**15**	31	9	84	4	97	386
08:30 AM	1	7	2	10	10	191	10	211	9	9	13	31	15	84	3	**102**	354
Total Volume	12	34	29	75	78	811	47	936	40	31	47	118	53	322	17	392	1521
% App. Total	16	45.3	38.7		8.3	86.6	5		33.9	26.3	39.8		13.5	82.1	4.3		
PHF	.333	.850	.725	.694	.574	.939	.839	.914	.769	.705	.783	.922	.779	.936	.472	.961	.934

Traffic Data Service

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File Name : 11AM FINAL
Site Code : 00000011
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File Name : 11PM FINAL
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Groups Printed- Lights - Buses - Trucks

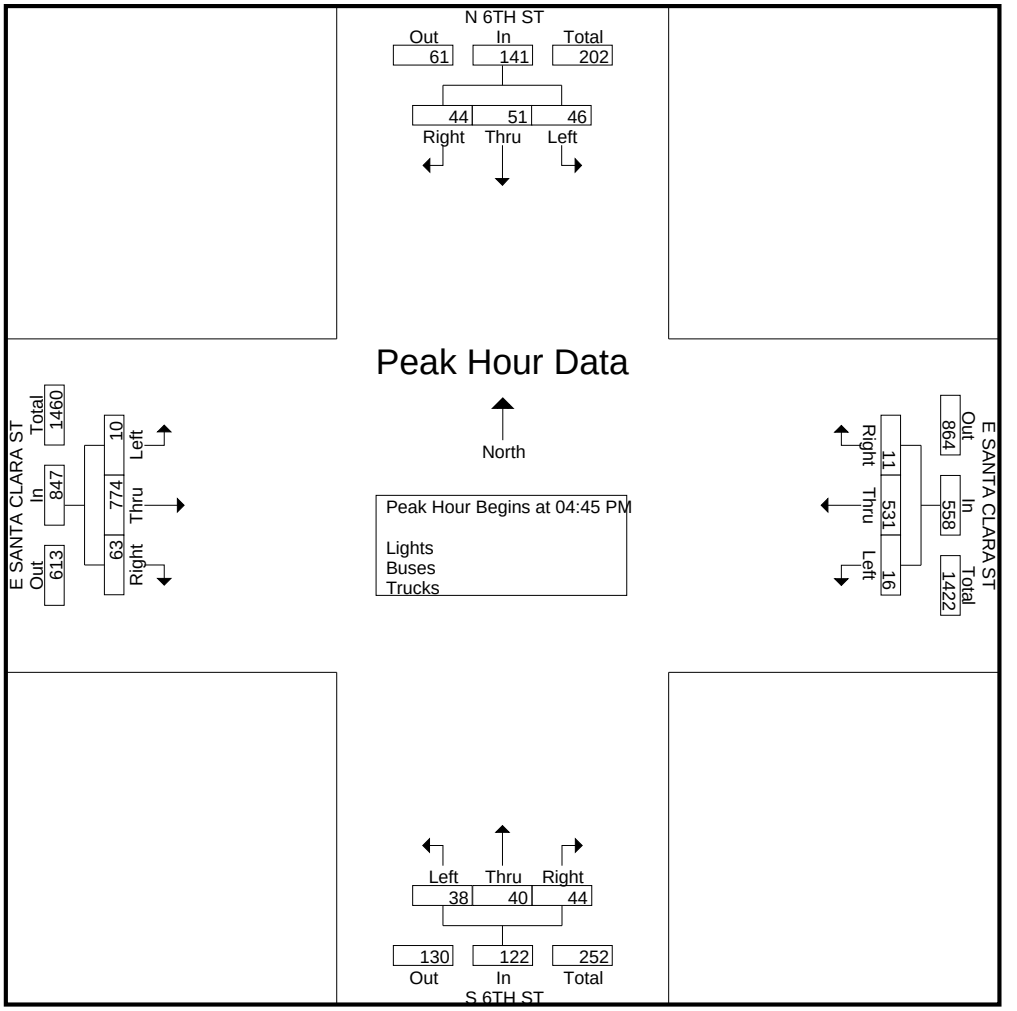
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	10	12	24	57	8	118	6	11	143	15	12	12	24	63	10	174	1	32	217	480
04:15 PM	12	15	6	14	47	13	136	8	17	174	15	12	9	48	84	12	165	3	45	225	530
04:30 PM	11	10	14	15	50	5	116	3	18	142	12	11	16	32	71	17	159	5	22	203	466
04:45 PM	14	8	12	23	57	4	138	9	11	162	13	8	10	47	78	21	172	2	31	226	523
Total	48	43	44	76	211	30	508	26	57	621	55	43	47	151	296	60	670	11	130	871	1999
05:00 PM	10	15	15	22	62	3	135	3	12	153	9	8	7	50	74	9	209	2	26	246	535
05:15 PM	13	14	11	16	54	2	132	3	10	147	14	8	14	36	72	13	198	2	24	237	510
05:30 PM	7	14	8	16	45	2	126	1	9	138	8	16	7	37	68	20	195	4	36	255	506
05:45 PM	13	12	4	24	53	10	144	3	14	171	11	10	12	43	76	21	158	4	39	222	522
Total	43	55	38	78	214	17	537	10	45	609	42	42	40	166	290	63	760	12	125	960	2073
Grand Total	91	98	82	154	425	47	1045	36	102	1230	97	85	87	317	586	123	1430	23	255	1831	4072
Apprch %	21.4	23.1	19.3	36.2		3.8	85	2.9	8.3		16.6	14.5	14.8	54.1		6.7	78.1	1.3	13.9		
Total %	2.2	2.4	2	3.8	10.4	1.2	25.7	0.9	2.5	30.2	2.4	2.1	2.1	7.8	14.4	3	35.1	0.6	6.3	45	
Lights	89	98	81	154	422	47	1008	35	102	1192	76	82	84	317	559	123	1391	23	255	1792	3965
% Lights	97.8	100	98.8	100	99.3	100	96.5	97.2	100	96.9	78.4	96.5	96.6	100	95.4	100	97.3	100	100	97.9	97.4
Buses	0	0	0	0	0	0	29	0	0	29	19	3	1	0	23	0	28	0	0	28	80
% Buses	0	0	0	0	0	0	2.8	0	0	2.4	19.6	3.5	1.1	0	3.9	0	2	0	0	1.5	2
Trucks	2	0	1	0	3	0	8	1	0	9	2	0	2	0	4	0	11	0	0	11	27
% Trucks	2.2	0	1.2	0	0.7	0	0.8	2.8	0	0.7	2.1	0	2.3	0	0.7	0	0.8	0	0	0.6	0.7

	N 6TH ST Southbound				E SANTA CLARA ST Westbound				S 6TH ST Northbound				E SANTA CLARA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**14**	8	12	34	**4**	**138**	**9**	**151**	13	8	10	31	**21**	172	2	195	411
05:00 PM	10	**15**	**15**	**40**	3	135	3	141	9	8	7	24	9	**209**	2	**220**	**425**
05:15 PM	13	14	11	38	2	132	3	137	**14**	8	**14**	**36**	13	198	2	213	424
05:30 PM	7	14	8	29	2	126	1	129	8	**16**	7	31	20	195	**4**	219	408
Total Volume	44	51	46	141	11	531	16	558	44	40	38	122	63	774	10	847	1668
% App. Total	31.2	36.2	32.6		2	95.2	2.9		36.1	32.8	31.1		7.4	91.4	1.2		
PHF	.786	.850	.767	.881	.688	.962	.444	.924	.786	.625	.679	.847	.750	.926	.625	.963	.981

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File Name : 12AM FINAL
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Groups Printed- Lights - Buses - Trucks

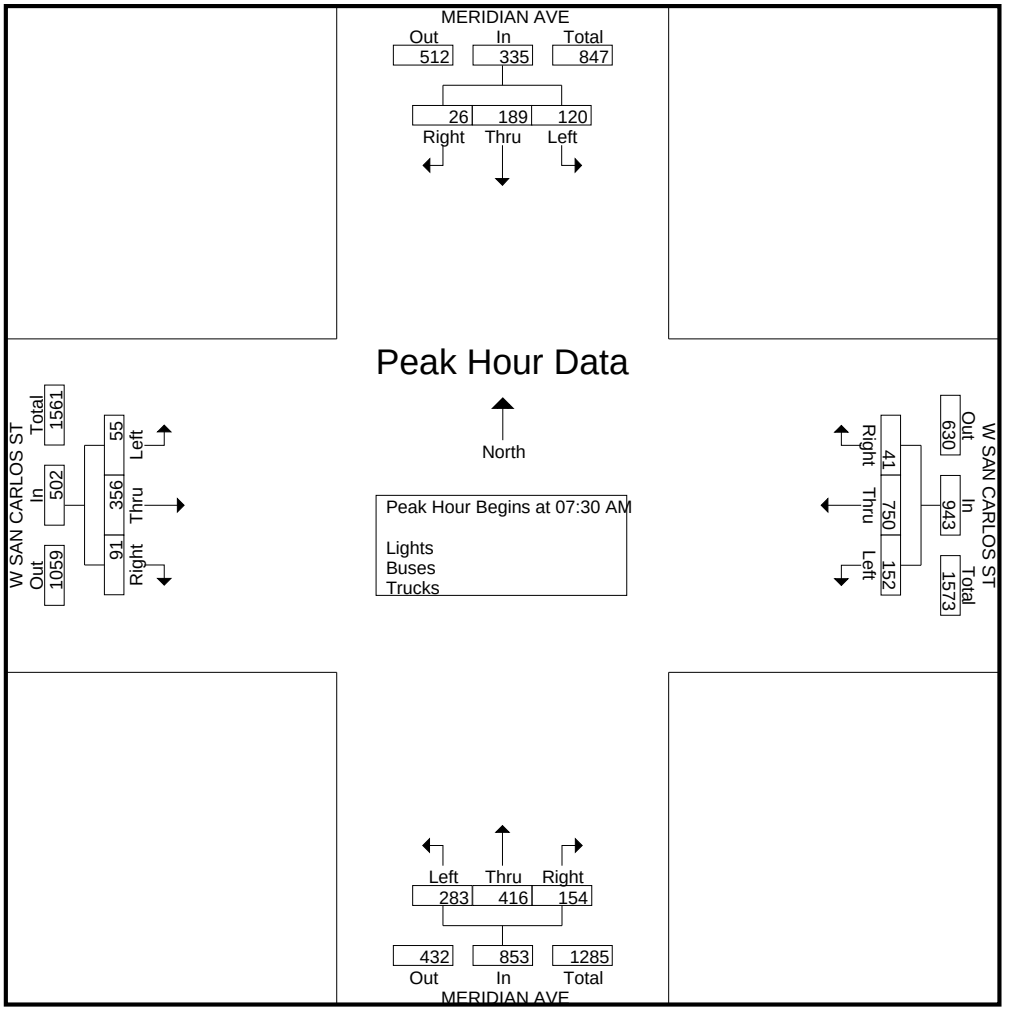
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	29	15	0	49	5	160	16	4	185	23	77	50	0	150	14	33	7	3	57	441
07:15 AM	7	40	12	0	59	10	226	33	1	270	25	85	48	5	163	25	56	7	2	90	582
07:30 AM	8	41	25	0	74	12	227	39	3	281	45	115	82	3	245	17	61	16	2	96	696
07:45 AM	8	49	30	3	90	11	200	44	1	256	46	109	77	11	243	13	102	11	3	129	718
Total	28	159	82	3	272	38	813	132	9	992	139	386	257	19	801	69	252	41	10	372	2437
08:00 AM	6	50	37	4	97	6	163	33	1	203	27	71	57	8	163	26	100	16	2	144	607
08:15 AM	4	49	28	2	83	12	160	36	6	214	36	121	67	9	233	35	93	12	1	141	671
08:30 AM	6	55	22	4	87	12	152	28	3	195	39	107	61	8	215	20	102	11	3	136	633
08:45 AM	6	31	9	5	51	11	161	31	6	209	35	106	54	15	210	18	90	16	4	128	598
Total	22	185	96	15	318	41	636	128	16	821	137	405	239	40	821	99	385	55	10	549	2509
Grand Total	50	344	178	18	590	79	1449	260	25	1813	276	791	496	59	1622	168	637	96	20	921	4946
Apprch %	8.5	58.3	30.2	3.1		4.4	79.9	14.3	1.4		17	48.8	30.6	3.6		18.2	69.2	10.4	2.2		
Total %	1	7	3.6	0.4	11.9	1.6	29.3	5.3	0.5	36.7	5.6	16	10	1.2	32.8	3.4	12.9	1.9	0.4	18.6	
Lights	49	337	174	18	578	73	1406	251	25	1755	263	788	487	59	1597	164	605	95	20	884	4814
% Lights	98	98	97.8	100	98	92.4	97	96.5	100	96.8	95.3	99.6	98.2	100	98.5	97.6	95	99	100	96	97.3
Buses	1	0	3	0	4	4	23	1	0	28	6	1	3	0	10	3	19	1	0	23	65
% Buses	2	0	1.7	0	0.7	5.1	1.6	0.4	0	1.5	2.2	0.1	0.6	0	0.6	1.8	3	1	0	2.5	1.3
Trucks	0	7	1	0	8	2	20	8	0	30	7	2	6	0	15	1	13	0	0	14	67
% Trucks	0	2	0.6	0	1.4	2.5	1.4	3.1	0	1.7	2.5	0.3	1.2	0	0.9	0.6	2	0	0	1.5	1.4

	MERIDIAN AVE Southbound				W SAN CARLOS ST Westbound				MERIDIAN AVE Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**8**	41	25	74	**12**	**227**	39	**278**	45	115	**82**	**242**	17	61	**16**	94	688
07:45 AM	8	49	30	87	11	200	**44**	255	**46**	109	77	232	13	**102**	11	126	**700**
08:00 AM	6	**50**	**37**	**93**	6	163	33	202	27	71	57	155	26	100	16	**142**	592
08:15 AM	4	49	28	81	12	160	36	208	36	**121**	67	224	**35**	93	12	140	653
Total Volume	26	189	120	335	41	750	152	943	154	416	283	853	91	356	55	502	2633
% App. Total	7.8	56.4	35.8		4.3	79.5	16.1		18.1	48.8	33.2		18.1	70.9	11		
PHF	.813	.945	.811	.901	.854	.826	.864	.848	.837	.860	.863	.881	.650	.873	.859	.884	.940

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Groups Printed- Lights - Buses - Trucks

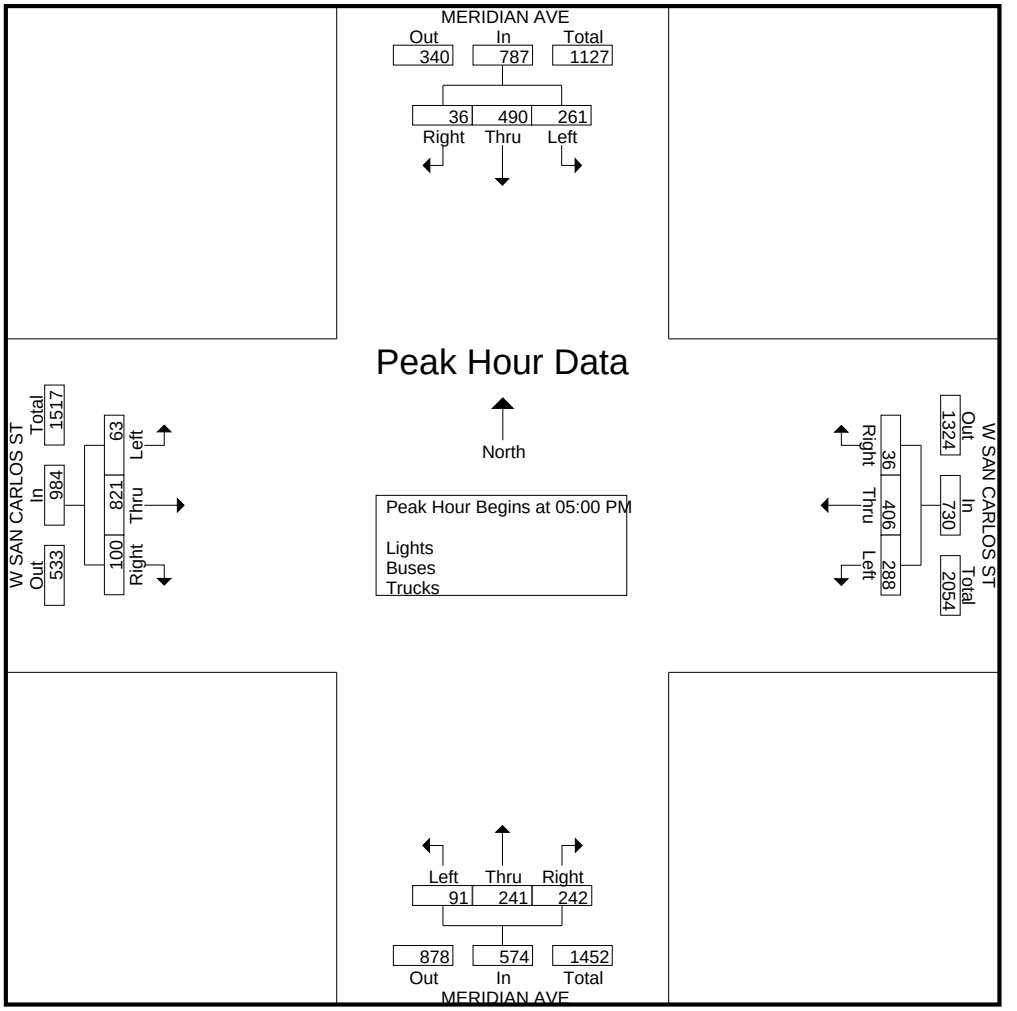
	MERIDIAN AVE Southbound					W SAN CARLOS ST Westbound					MERIDIAN AVE Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	10	99	30	8	147	11	93	61	6	171	49	68	27	14	158	40	213	15	4	272	748
04:15 PM	5	85	47	7	144	7	75	34	7	123	49	64	35	11	159	28	237	15	6	286	712
04:30 PM	14	105	41	7	167	6	86	55	13	160	47	63	35	7	152	37	187	14	3	241	720
04:45 PM	12	102	45	4	163	6	95	51	7	159	56	65	26	12	159	37	203	19	1	260	741
Total	41	391	163	26	621	30	349	201	33	613	201	260	123	44	628	142	840	63	14	1059	2921
05:00 PM	5	120	54	4	183	9	101	67	6	183	42	63	27	4	136	35	219	20	2	276	778
05:15 PM	11	126	69	3	209	8	95	81	8	192	67	52	25	12	156	29	192	15	5	241	798
05:30 PM	10	118	69	6	203	12	110	84	10	216	65	56	19	9	149	19	219	16	4	258	826
05:45 PM	10	126	69	3	208	7	100	56	7	170	68	70	20	6	164	17	191	12	4	224	766
Total	36	490	261	16	803	36	406	288	31	761	242	241	91	31	605	100	821	63	15	999	3168
Grand Total	77	881	424	42	1424	66	755	489	64	1374	443	501	214	75	1233	242	1661	126	29	2058	6089
Apprch %	5.4	61.9	29.8	2.9		4.8	54.9	35.6	4.7		35.9	40.6	17.4	6.1		11.8	80.7	6.1	1.4		
Total %	1.3	14.5	7	0.7	23.4	1.1	12.4	8	1.1	22.6	7.3	8.2	3.5	1.2	20.2	4	27.3	2.1	0.5	33.8	
Lights	75	879	421	42	1417	63	731	489	64	1347	440	496	213	75	1224	239	1633	125	29	2026	6014
% Lights	97.4	99.8	99.3	100	99.5	95.5	96.8	100	100	98	99.3	99	99.5	100	99.3	98.8	98.3	99.2	100	98.4	98.8
Buses	0	0	3	0	3	3	19	0	0	22	2	0	0	0	2	0	20	0	0	20	47
% Buses	0	0	0.7	0	0.2	4.5	2.5	0	0	1.6	0.5	0	0	0	0.2	0	1.2	0	0	1	0.8
Trucks	2	2	0	0	4	0	5	0	0	5	1	5	1	0	7	3	8	1	0	12	28
% Trucks	2.6	0.2	0	0	0.3	0	0.7	0	0	0.4	0.2	1	0.5	0	0.6	1.2	0.5	0.8	0	0.6	0.5

	MERIDIAN AVE Southbound				W SAN CARLOS ST Westbound				MERIDIAN AVE Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	120	54	179	9	101	67	177	42	63	**27**	132	**35**	**219**	**20**	**274**	762
05:15 PM	**11**	**126**	**69**	**206**	8	95	81	184	67	52	25	144	29	192	15	236	770
05:30 PM	10	118	69	197	**12**	**110**	**84**	**206**	65	56	19	140	19	219	16	254	**797**
05:45 PM	10	126	69	205	7	100	56	163	**68**	**70**	20	**158**	17	191	12	220	746
Total Volume	36	490	261	787	36	406	288	730	242	241	91	574	100	821	63	984	3075
% App. Total	4.6	62.3	33.2		4.9	55.6	39.5		42.2	42	15.9		10.2	83.4	6.4		
PHF	.818	.972	.946	.955	.750	.923	.857	.886	.890	.861	.843	.908	.714	.937	.788	.898	.965

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File Name : 13AM FINAL
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Start Date : 12/3/2019
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Groups Printed- Lights - Buses - Trucks

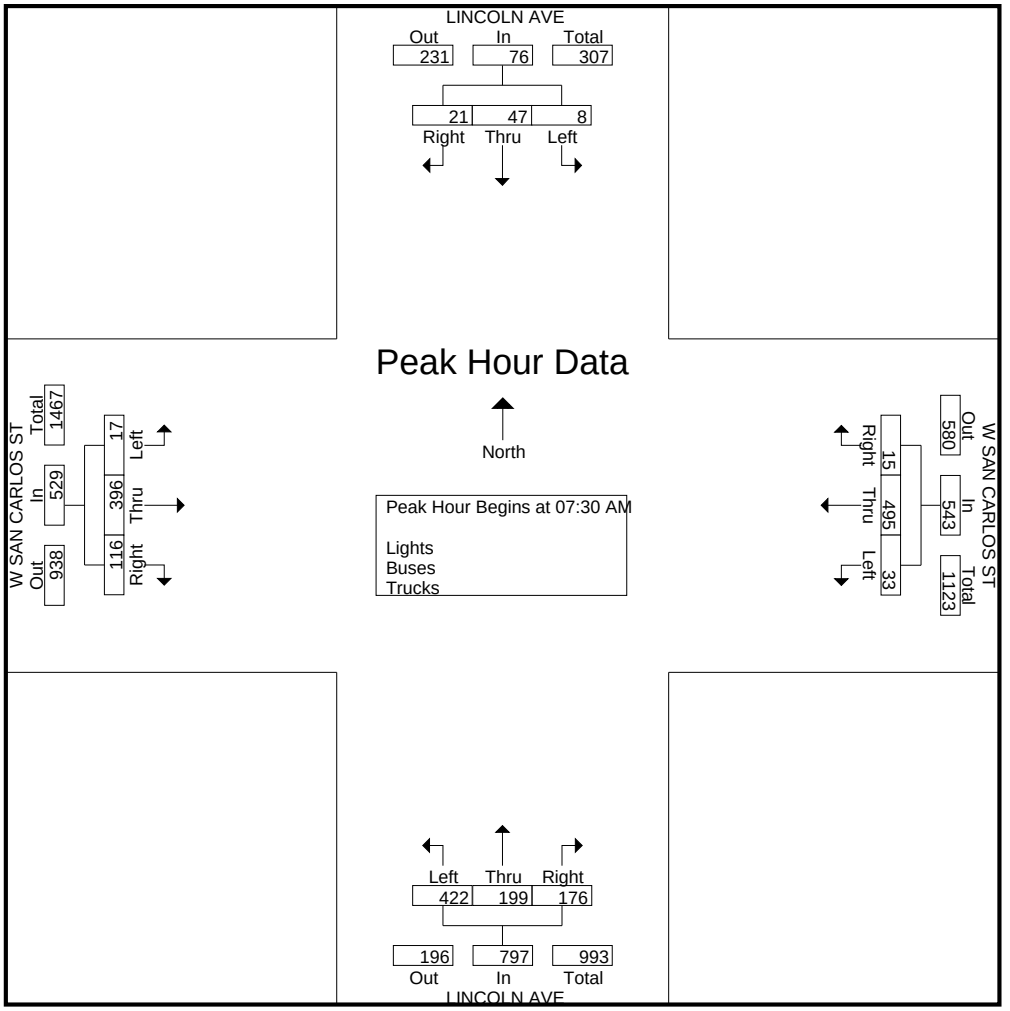
	LINCOLN AVE Southbound					W SAN CARLOS ST Westbound					LINCOLN AVE Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	8	4	0	14	1	128	7	0	136	27	28	76	2	133	13	39	0	0	52	335
07:15 AM	2	5	1	1	9	2	162	6	0	170	34	27	88	3	152	10	42	2	0	54	385
07:30 AM	5	11	3	1	20	0	135	6	1	142	37	57	123	3	220	17	84	3	0	104	486
07:45 AM	11	14	3	1	29	5	153	7	1	166	43	45	92	3	183	30	117	3	1	151	529
Total	20	38	11	3	72	8	578	26	2	614	141	157	379	11	688	70	282	8	1	361	1735
08:00 AM	4	14	0	10	28	6	96	11	2	115	47	33	102	0	182	36	104	2	0	142	467
08:15 AM	1	8	2	0	11	4	111	9	4	128	49	64	105	1	219	33	91	9	0	133	491
08:30 AM	4	17	2	1	24	3	98	3	3	107	43	41	81	2	167	39	102	8	0	149	447
08:45 AM	3	11	3	0	17	8	134	14	1	157	32	50	71	0	153	36	82	7	0	125	452
Total	12	50	7	11	80	21	439	37	10	507	171	188	359	3	721	144	379	26	0	549	1857
Grand Total	32	88	18	14	152	29	1017	63	12	1121	312	345	738	14	1409	214	661	34	1	910	3592
Apprch %	21.1	57.9	11.8	9.2		2.6	90.7	5.6	1.1		22.1	24.5	52.4	1		23.5	72.6	3.7	0.1		
Total %	0.9	2.4	0.5	0.4	4.2	0.8	28.3	1.8	0.3	31.2	8.7	9.6	20.5	0.4	39.2	6	18.4	0.9	0	25.3	
Lights	31	87	18	14	150	29	975	57	12	1073	300	342	728	14	1384	209	627	34	1	871	3478
% Lights	96.9	98.9	100	100	98.7	100	95.9	90.5	100	95.7	96.2	99.1	98.6	100	98.2	97.7	94.9	100	100	95.7	96.8
Buses	0	0	0	0	0	0	25	4	0	29	3	0	1	0	4	2	24	0	0	26	59
% Buses	0	0	0	0	0	0	2.5	6.3	0	2.6	1	0	0.1	0	0.3	0.9	3.6	0	0	2.9	1.6
Trucks	1	1	0	0	2	0	17	2	0	19	9	3	9	0	21	3	10	0	0	13	55
% Trucks	3.1	1.1	0	0	1.3	0	1.7	3.2	0	1.7	2.9	0.9	1.2	0	1.5	1.4	1.5	0	0	1.4	1.5

	LINCOLN AVE Southbound				W SAN CARLOS ST Westbound				LINCOLN AVE Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	11	**3**	19	0	135	6	141	37	57	**123**	217	17	84	3	104	481
07:45 AM	**11**	**14**	3	**28**	5	**153**	7	**165**	43	45	92	180	30	**117**	3	**150**	**523**
08:00 AM	4	14	0	18	**6**	96	**11**	113	47	33	102	182	**36**	104	2	142	455
08:15 AM	1	8	2	11	4	111	9	124	**49**	**64**	105	**218**	33	91	**9**	133	486
Total Volume	21	47	8	76	15	495	33	543	176	199	422	797	116	396	17	529	1945
% App. Total	27.6	61.8	10.5		2.8	91.2	6.1		22.1	25	52.9		21.9	74.9	3.2		
PHF	.477	.839	.667	.679	.625	.809	.750	.823	.898	.777	.858	.914	.806	.846	.472	.882	.930

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File Name : 13PM FINAL
Site Code : 00000013
Start Date : 12/3/2019
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Groups Printed- Lights - Buses - Trucks

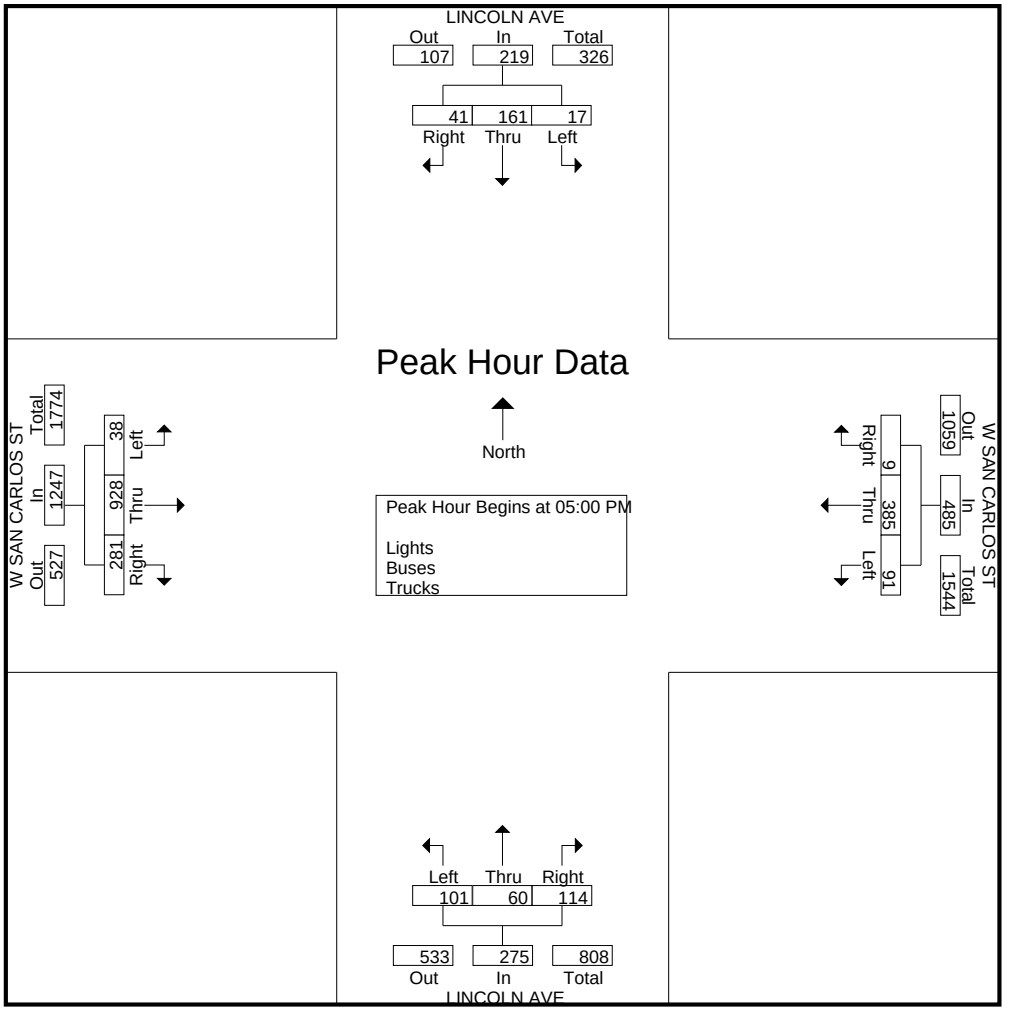
	LINCOLN AVE Southbound					W SAN CARLOS ST Westbound					LINCOLN AVE Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	30	4	5	45	5	69	14	2	90	26	18	25	2	71	61	204	13	1	279	485
04:15 PM	5	20	5	1	31	5	73	10	0	88	21	17	22	2	62	84	206	12	1	303	484
04:30 PM	3	33	8	1	45	8	80	12	5	105	30	12	21	8	71	56	209	9	0	274	495
04:45 PM	10	32	3	2	47	6	83	36	0	125	19	18	28	2	67	63	229	8	1	301	540
Total	24	115	20	9	168	24	305	72	7	408	96	65	96	14	271	264	848	42	3	1157	2004
05:00 PM	11	33	3	6	53	3	99	26	0	128	27	14	13	5	59	75	225	11	0	311	551
05:15 PM	7	54	4	2	67	1	91	21	5	118	32	14	27	3	76	68	192	9	0	269	530
05:30 PM	12	34	7	5	58	2	88	19	2	111	29	12	29	4	74	69	278	10	1	358	601
05:45 PM	11	40	3	1	55	3	107	25	1	136	26	20	32	3	81	69	233	8	0	310	582
Total	41	161	17	14	233	9	385	91	8	493	114	60	101	15	290	281	928	38	1	1248	2264
Grand Total	65	276	37	23	401	33	690	163	15	901	210	125	197	29	561	545	1776	80	4	2405	4268
Apprch %	16.2	68.8	9.2	5.7		3.7	76.6	18.1	1.7		37.4	22.3	35.1	5.2		22.7	73.8	3.3	0.2		
Total %	1.5	6.5	0.9	0.5	9.4	0.8	16.2	3.8	0.4	21.1	4.9	2.9	4.6	0.7	13.1	12.8	41.6	1.9	0.1	56.3	
Lights	65	274	37	23	399	33	667	159	15	874	203	124	195	29	551	537	1741	80	4	2362	4186
% Lights	100	99.3	100	100	99.5	100	96.7	97.5	100	97	96.7	99.2	99	100	98.2	98.5	98	100	100	98.2	98.1
Buses	0	0	0	0	0	0	20	2	0	22	3	0	0	0	3	2	28	0	0	30	55
% Buses	0	0	0	0	0	0	2.9	1.2	0	2.4	1.4	0	0	0	0.5	0.4	1.6	0	0	1.2	1.3
Trucks	0	2	0	0	2	0	3	2	0	5	4	1	2	0	7	6	7	0	0	13	27
% Trucks	0	0.7	0	0	0.5	0	0.4	1.2	0	0.6	1.9	0.8	1	0	1.2	1.1	0.4	0	0	0.5	0.6

	LINCOLN AVE Southbound				W SAN CARLOS ST Westbound				LINCOLN AVE Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	33	3	47	**3**	99	**26**	128	27	14	13	54	**75**	225	**11**	311	540
05:15 PM	7	**54**	4	**65**	1	91	21	113	**32**	14	27	73	68	192	9	269	520
05:30 PM	**12**	34	**7**	53	2	88	19	109	29	12	29	70	69	**278**	10	**357**	**589**
05:45 PM	11	40	3	54	3	**107**	25	**135**	26	**20**	**32**	**78**	69	233	8	310	577
Total Volume	41	161	17	219	9	385	91	485	114	60	101	275	281	928	38	1247	2226
% App. Total	18.7	73.5	7.8		1.9	79.4	18.8		41.5	21.8	36.7		22.5	74.4	3		
PHF	.854	.745	.607	.842	.750	.900	.875	.898	.891	.750	.789	.881	.937	.835	.864	.873	.945

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File Name : 13PM FINAL
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Traffic Data Service

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File Name : 14AM FINAL
Site Code : 00000014
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Groups Printed- Lights - Buses - Trucks

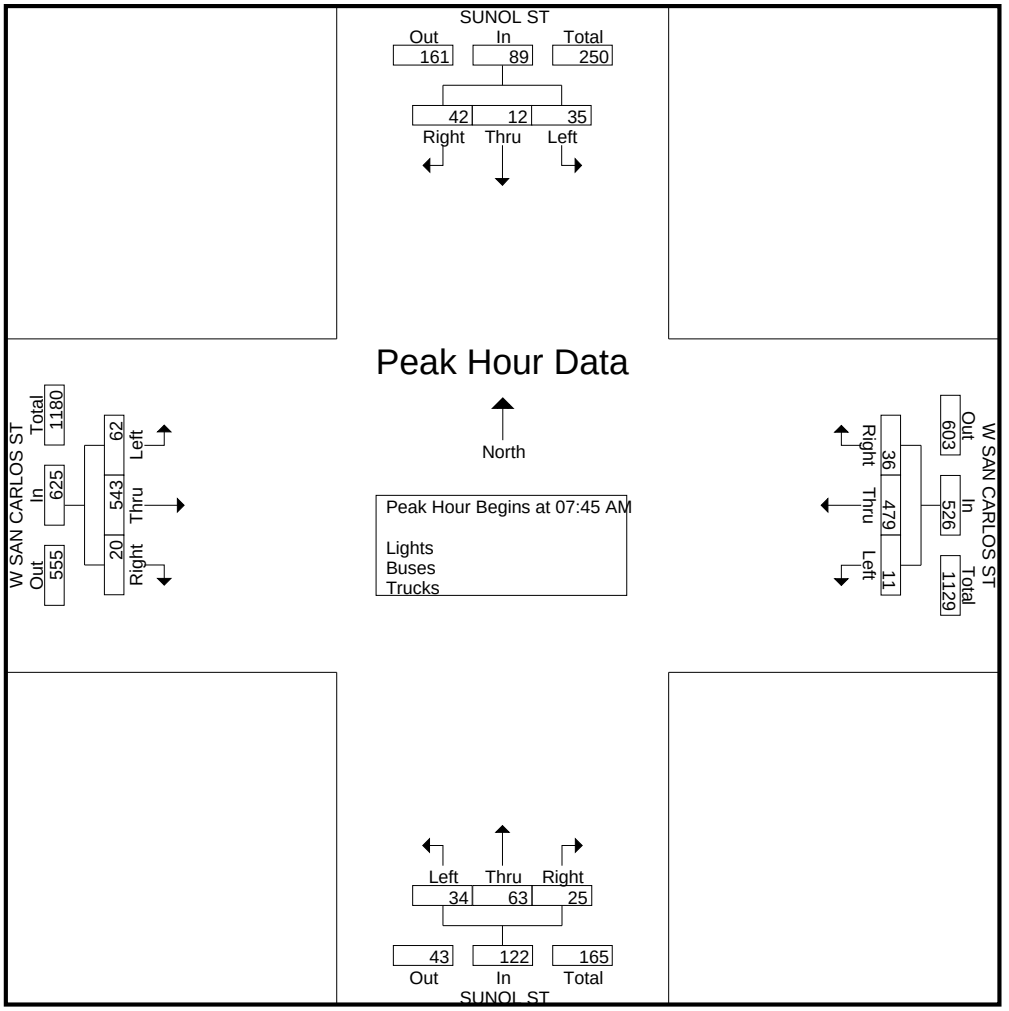
	SUNOL ST Southbound					W SAN CARLOS ST Westbound					SUNOL ST Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	2	9	1	15	12	129	5	4	150	4	11	7	0	22	3	58	5	1	67	254
07:15 AM	10	4	4	1	19	4	159	2	1	166	3	17	9	2	31	1	66	9	0	76	292
07:30 AM	8	5	4	2	19	6	124	5	7	142	5	14	14	1	34	7	104	7	2	120	315
07:45 AM	14	4	8	1	27	14	154	3	4	175	9	12	8	0	29	7	137	19	2	165	396
Total	35	15	25	5	80	36	566	15	16	633	21	54	38	3	116	18	365	40	5	428	1257
08:00 AM	9	5	11	1	26	14	105	3	4	126	6	18	7	1	32	3	144	11	1	159	343
08:15 AM	9	1	5	3	18	3	118	3	8	132	7	16	6	2	31	4	129	18	1	152	333
08:30 AM	10	2	11	1	24	5	102	2	2	111	3	17	13	2	35	6	133	14	1	154	324
08:45 AM	9	6	7	0	22	5	148	2	3	158	2	12	4	1	19	1	104	10	1	116	315
Total	37	14	34	5	90	27	473	10	17	527	18	63	30	6	117	14	510	53	4	581	1315
Grand Total	72	29	59	10	170	63	1039	25	33	1160	39	117	68	9	233	32	875	93	9	1009	2572
Apprch %	42.4	17.1	34.7	5.9		5.4	89.6	2.2	2.8		16.7	50.2	29.2	3.9		3.2	86.7	9.2	0.9		
Total %	2.8	1.1	2.3	0.4	6.6	2.4	40.4	1	1.3	45.1	1.5	4.5	2.6	0.3	9.1	1.2	34	3.6	0.3	39.2	
Lights	71	24	56	10	161	61	990	24	33	1108	33	112	68	9	222	28	829	91	9	957	2448
% Lights	98.6	82.8	94.9	100	94.7	96.8	95.3	96	100	95.5	84.6	95.7	100	100	95.3	87.5	94.7	97.8	100	94.8	95.2
Buses	0	1	1	0	2	0	29	0	0	29	2	3	0	0	5	0	27	0	0	27	63
% Buses	0	3.4	1.7	0	1.2	0	2.8	0	0	2.5	5.1	2.6	0	0	2.1	0	3.1	0	0	2.7	2.4
Trucks	1	4	2	0	7	2	20	1	0	23	4	2	0	0	6	4	19	2	0	25	61
% Trucks	1.4	13.8	3.4	0	4.1	3.2	1.9	4	0	2	10.3	1.7	0	0	2.6	12.5	2.2	2.2	0	2.5	2.4

	SUNOL ST Southbound				W SAN CARLOS ST Westbound				SUNOL ST Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**14**	4	8	**26**	**14**	**154**	**3**	**171**	**9**	12	8	29	**7**	137	**19**	**163**	**389**
08:00 AM	9	**5**	**11**	25	14	105	3	122	6	**18**	7	31	3	**144**	11	158	336
08:15 AM	9	1	5	15	3	118	3	124	7	16	6	29	4	129	18	151	319
08:30 AM	10	2	11	23	5	102	2	109	3	17	**13**	**33**	6	133	14	153	318
Total Volume	42	12	35	89	36	479	11	526	25	63	34	122	20	543	62	625	1362
% App. Total	47.2	13.5	39.3		6.8	91.1	2.1		20.5	51.6	27.9		3.2	86.9	9.9		
PHF	.750	.600	.795	.856	.643	.778	.917	.769	.694	.875	.654	.924	.714	.943	.816	.959	.875

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File Name : 14AM FINAL
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File Name : 14PM FINAL
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Start Date : 12/3/2019
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Groups Printed- Lights - Buses - Trucks

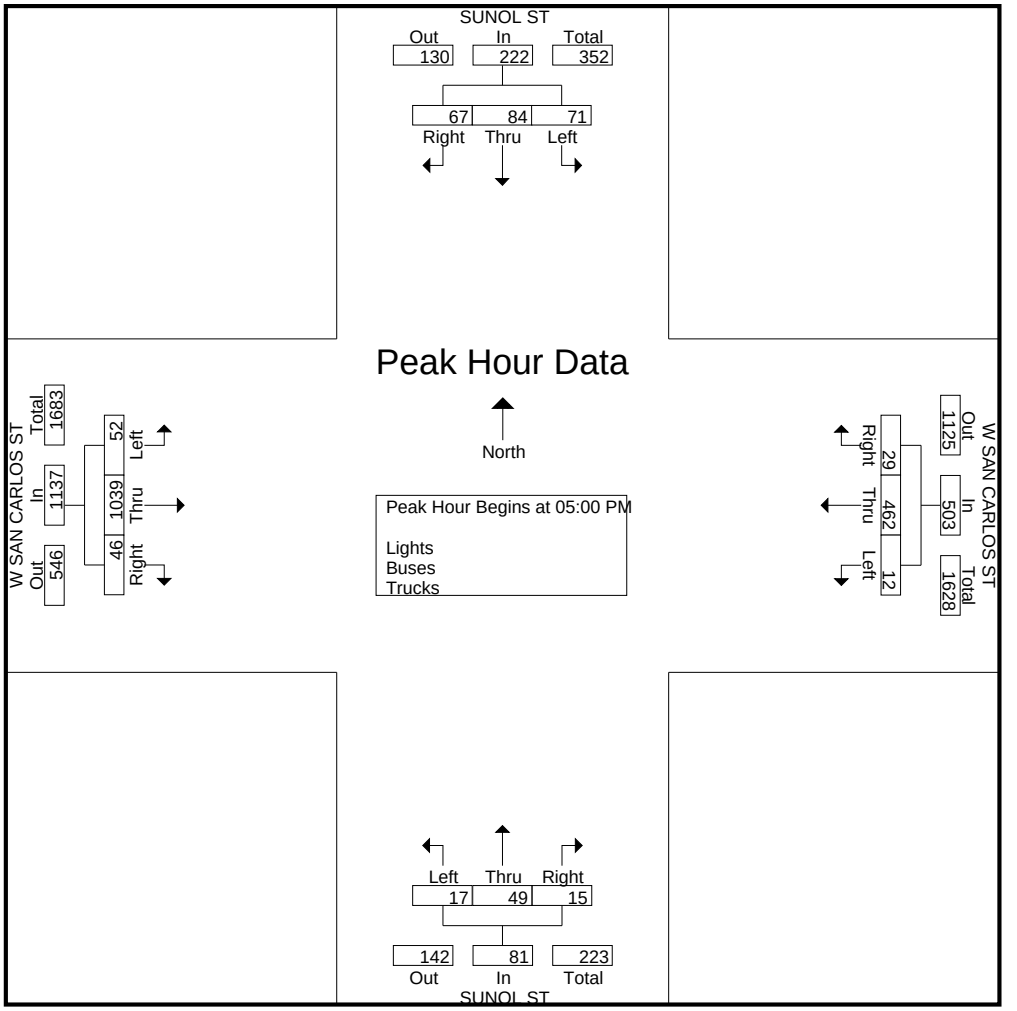
	SUNOL ST Southbound					W SAN CARLOS ST Westbound					SUNOL ST Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	12	7	6	5	30	6	81	3	6	96	10	6	4	1	21	9	207	14	2	232	379
04:15 PM	11	18	15	2	46	6	62	3	5	76	6	8	2	2	18	8	212	9	0	229	369
04:30 PM	10	10	9	4	33	6	99	3	4	112	2	4	3	3	12	11	226	11	0	248	405
04:45 PM	19	14	12	2	47	8	98	3	3	112	5	4	1	4	14	7	237	14	2	260	433
Total	52	49	42	13	156	26	340	12	18	396	23	22	10	10	65	35	882	48	4	969	1586
05:00 PM	22	13	21	4	60	7	112	1	9	129	4	16	6	5	31	12	236	13	4	265	485
05:15 PM	12	27	13	0	52	5	118	2	6	131	3	7	4	1	15	9	247	16	0	272	470
05:30 PM	19	23	26	0	68	9	93	5	5	112	3	15	4	1	23	16	273	13	3	305	508
05:45 PM	14	21	11	2	48	8	139	4	0	151	5	11	3	3	22	9	283	10	2	304	525
Total	67	84	71	6	228	29	462	12	20	523	15	49	17	10	91	46	1039	52	9	1146	1988
Grand Total	119	133	113	19	384	55	802	24	38	919	38	71	27	20	156	81	1921	100	13	2115	3574
Apprch %	31	34.6	29.4	4.9		6	87.3	2.6	4.1		24.4	45.5	17.3	12.8		3.8	90.8	4.7	0.6		
Total %	3.3	3.7	3.2	0.5	10.7	1.5	22.4	0.7	1.1	25.7	1.1	2	0.8	0.6	4.4	2.3	53.7	2.8	0.4	59.2	
Lights	117	129	113	19	378	53	773	23	38	887	32	69	26	20	147	80	1882	97	13	2072	3484
% Lights	98.3	97	100	100	98.4	96.4	96.4	95.8	100	96.5	84.2	97.2	96.3	100	94.2	98.8	98	97	100	98	97.5
Buses	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	30	0	0	30	51
% Buses	0	0	0	0	0	0	2.6	0	0	2.3	0	0	0	0	0	0	1.6	0	0	1.4	1.4
Trucks	2	4	0	0	6	2	8	1	0	11	6	2	1	0	9	1	9	3	0	13	39
% Trucks	1.7	3	0	0	1.6	3.6	1	4.2	0	1.2	15.8	2.8	3.7	0	5.8	1.2	0.5	3	0	0.6	1.1

	SUNOL ST Southbound				W SAN CARLOS ST Westbound				SUNOL ST Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**22**	13	21	56	7	112	1	120	4	**16**	**6**	**26**	12	236	13	261	463
05:15 PM	12	**27**	13	52	5	118	2	125	3	7	4	14	9	247	**16**	272	463
05:30 PM	19	23	**26**	**68**	**9**	93	**5**	107	3	15	4	22	**16**	273	13	**302**	499
05:45 PM	14	21	11	46	8	**139**	4	**151**	**5**	11	3	19	9	**283**	10	302	**518**
Total Volume	67	84	71	222	29	462	12	503	15	49	17	81	46	1039	52	1137	1943
% App. Total	30.2	37.8	32		5.8	91.8	2.4		18.5	60.5	21		4	91.4	4.6		
PHF	.761	.778	.683	.816	.806	.831	.600	.833	.750	.766	.708	.779	.719	.918	.813	.941	.938

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Traffic Data Service

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File Name : 15AM FINAL
Site Code : 00000015
Start Date : 12/5/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

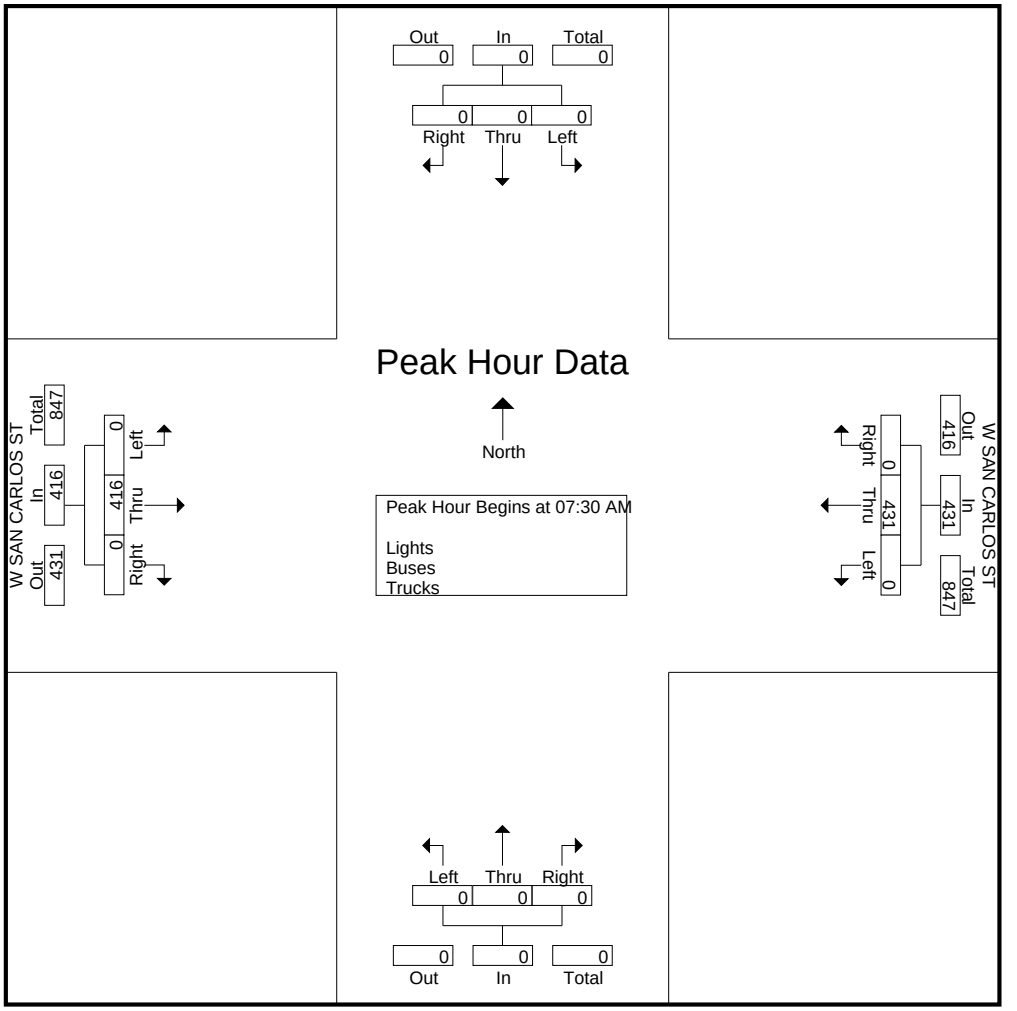
	Southbound					W SAN CARLOS ST Westbound					Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	84	0	14	98	0	0	0	0	0	0	64	0	0	64	162
07:15 AM	0	0	0	0	0	0	99	0	20	119	0	0	0	0	0	0	66	0	0	66	185
07:30 AM	0	0	0	0	0	0	133	0	25	158	0	0	0	0	0	0	87	0	0	87	245
07:45 AM	0	0	0	0	0	0	91	0	29	120	0	0	0	0	0	0	102	0	0	102	222
Total	0	0	0	0	0	0	407	0	88	495	0	0	0	0	0	0	319	0	0	319	814
08:00 AM	0	0	0	0	0	0	126	0	30	156	0	0	0	0	0	0	123	0	0	123	279
08:15 AM	0	0	0	0	0	0	81	0	31	112	0	0	0	0	0	0	104	0	0	104	216
08:30 AM	0	0	0	0	0	0	110	0	11	121	0	0	0	0	0	0	109	0	0	109	230
08:45 AM	0	0	0	0	0	0	96	0	23	119	0	0	0	0	0	0	84	0	0	84	203
Total	0	0	0	0	0	0	413	0	95	508	0	0	0	0	0	0	420	0	0	420	928
Grand Total	0	0	0	0	0	0	820	0	183	1003	0	0	0	0	0	0	739	0	0	739	1742
Apprch %	0	0	0	0		0	81.8	0	18.2		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	47.1	0	10.5	57.6	0	0	0	0	0	0	42.4	0	0	42.4	
Lights	0	0	0	0	0	0	757	0	183	940	0	0	0	0	0	0	685	0	0	685	1625
% Lights	0	0	0	0	0	0	92.3	0	100	93.7	0	0	0	0	0	0	92.7	0	0	92.7	93.3
Buses	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	45	0	0	45	92
% Buses	0	0	0	0	0	0	5.7	0	0	4.7	0	0	0	0	0	0	6.1	0	0	6.1	5.3
Trucks	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	9	0	0	9	25
% Trucks	0	0	0	0	0	0	2	0	0	1.6	0	0	0	0	0	0	1.2	0	0	1.2	1.4

	Southbound				W SAN CARLOS ST Westbound				Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**133**	0	**133**	0	0	0	0	0	87	0	87	220
07:45 AM	0	0	0	0	0	91	0	91	0	0	0	0	0	102	0	102	193
08:00 AM	0	0	0	0	0	126	0	126	0	0	0	0	0	**123**	0	**123**	**249**
08:15 AM	0	0	0	0	0	81	0	81	0	0	0	0	0	104	0	104	185
Total Volume	0	0	0	0	0	431	0	431	0	0	0	0	0	416	0	416	847
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.810	.000	.810	.000	.000	.000	.000	.000	.846	.000	.846	.850

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File Name : 15AM FINAL
Site Code : 00000015
Start Date : 12/5/2019
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File Name : 15PM FINAL
Site Code : 00000015
Start Date : 12/5/2019
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Groups Printed- Lights - Buses - Trucks

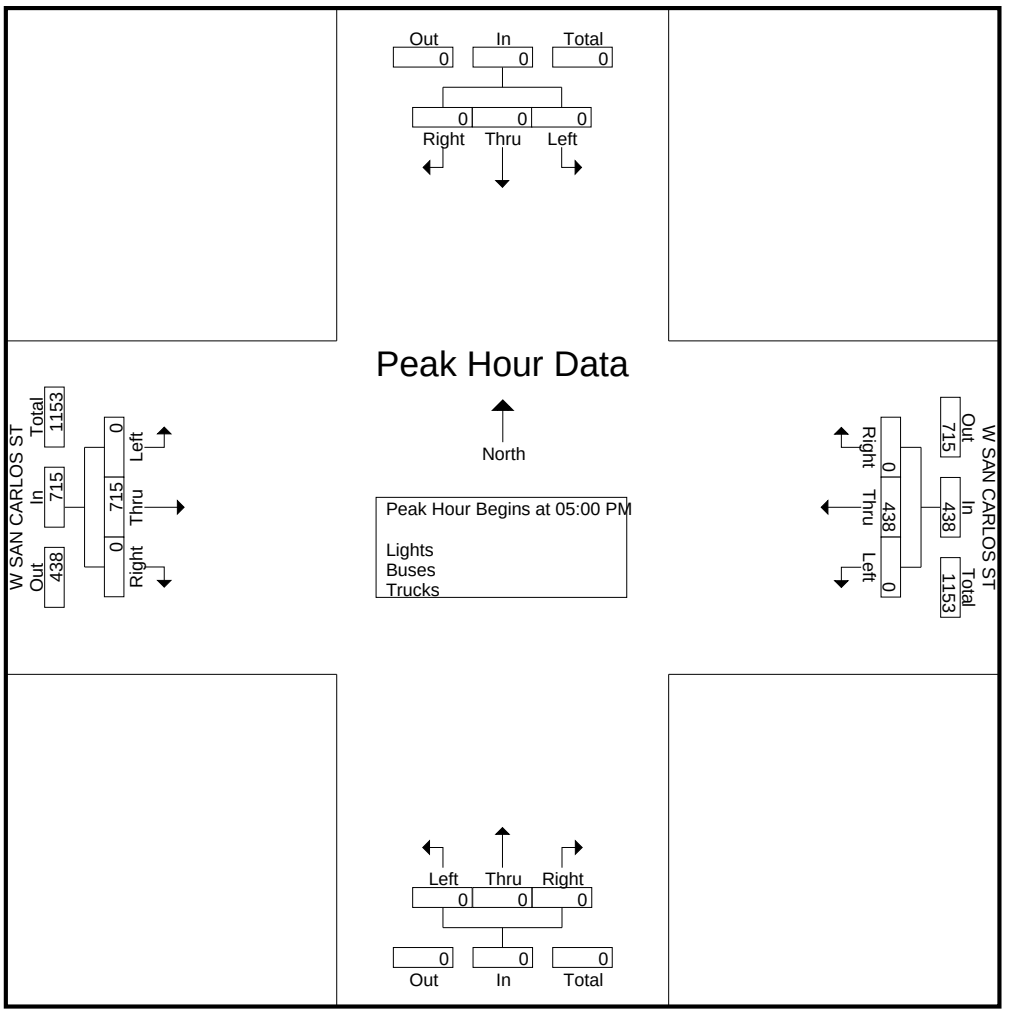
	Southbound					W SAN CARLOS ST Westbound					Northbound					W SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	87	0	20	107	0	0	0	0	0	0	146	0	0	146	253
04:15 PM	0	0	0	0	0	0	92	0	41	133	0	0	0	0	0	0	161	0	0	161	294
04:30 PM	0	0	0	0	0	0	80	0	33	113	0	0	0	0	0	0	154	0	0	154	267
04:45 PM	0	0	0	0	0	0	97	0	23	120	0	0	0	0	0	0	142	0	0	142	262
Total	0	0	0	0	0	0	356	0	117	473	0	0	0	0	0	0	603	0	0	603	1076
05:00 PM	0	0	0	0	0	0	110	0	60	170	0	0	0	0	0	0	164	0	0	164	334
05:15 PM	0	0	0	0	0	0	107	0	71	178	0	0	0	0	0	0	163	0	0	163	341
05:30 PM	0	0	0	0	0	0	105	0	38	143	0	0	0	0	0	0	190	0	0	190	333
05:45 PM	0	0	0	0	0	0	116	0	40	156	0	0	0	0	0	0	198	0	0	198	354
Total	0	0	0	0	0	0	438	0	209	647	0	0	0	0	0	0	715	0	0	715	1362
Grand Total	0	0	0	0	0	0	794	0	326	1120	0	0	0	0	0	0	1318	0	0	1318	2438
Apprch %	0	0	0	0		0	70.9	0	29.1		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	32.6	0	13.4	45.9	0	0	0	0	0	0	54.1	0	0	54.1	
Lights	0	0	0	0	0	0	735	0	326	1061	0	0	0	0	0	0	1275	0	0	1275	2336
% Lights	0	0	0	0	0	0	92.6	0	100	94.7	0	0	0	0	0	0	96.7	0	0	96.7	95.8
Buses	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	0	38	0	0	38	92
% Buses	0	0	0	0	0	0	6.8	0	0	4.8	0	0	0	0	0	0	2.9	0	0	2.9	3.8
Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
% Trucks	0	0	0	0	0	0	0.6	0	0	0.4	0	0	0	0	0	0	0.4	0	0	0.4	0.4

	Southbound				W SAN CARLOS ST Westbound				Northbound				W SAN CARLOS ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	110	0	110	0	0	0	0	0	164	0	164	274
05:15 PM	0	0	0	0	0	107	0	107	0	0	0	0	0	163	0	163	270
05:30 PM	0	0	0	0	0	105	0	105	0	0	0	0	0	190	0	190	295
05:45 PM	0	0	0	0	0	**116**	0	**116**	0	0	0	0	0	**198**	0	**198**	**314**
Total Volume	0	0	0	0	0	438	0	438	0	0	0	0	0	715	0	715	1153
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.944	.000	.944	.000	.000	.000	.000	.000	.903	.000	.903	.918

Traffic Data Service

San Jose, CA
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File Name : 15PM FINAL
Site Code : 00000015
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Traffic Data Service

San Jose, CA
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File Name : 16AM FINAL
Site Code : 00000016
Start Date : 12/3/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

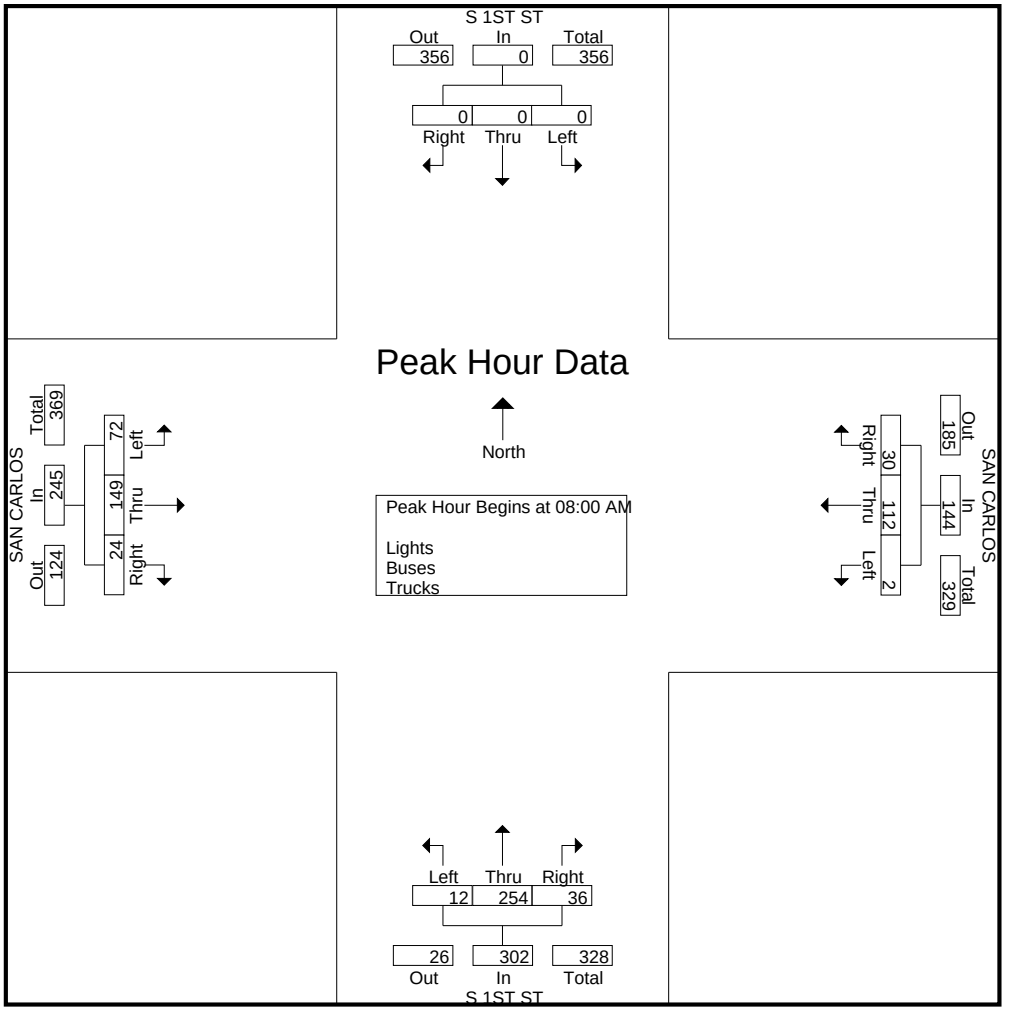
	S 1ST ST Southbound					SAN CARLOS Westbound					S 1ST ST Northbound					SAN CARLOS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	6	6	4	21	0	6	31	2	37	0	5	44	10	20	9	3	42	123
07:15 AM	0	0	0	4	4	6	24	0	4	34	3	43	3	7	56	3	23	11	10	47	141
07:30 AM	0	0	0	4	4	4	26	0	10	40	4	56	3	2	65	4	21	19	3	47	156
07:45 AM	0	0	0	9	9	10	21	1	7	39	4	59	0	7	70	7	29	23	8	67	185
Total	0	0	0	23	23	24	92	1	27	144	13	195	6	21	235	24	93	62	24	203	605
08:00 AM	0	0	0	4	4	8	31	0	8	47	8	58	1	5	72	3	38	23	3	67	190
08:15 AM	0	0	0	12	12	7	22	1	10	40	8	62	5	13	88	7	36	19	10	72	212
08:30 AM	0	0	0	8	8	6	29	1	12	48	8	64	4	13	89	7	40	12	19	78	223
08:45 AM	0	0	0	10	10	9	30	0	14	53	12	70	2	5	89	7	35	18	11	71	223
Total	0	0	0	34	34	30	112	2	44	188	36	254	12	36	338	24	149	72	43	288	848
Grand Total	0	0	0	57	57	54	204	3	71	332	49	449	18	57	573	48	242	134	67	491	1453
Apprch %	0	0	0	100		16.3	61.4	0.9	21.4		8.6	78.4	3.1	9.9		9.8	49.3	27.3	13.6		
Total %	0	0	0	3.9	3.9	3.7	14	0.2	4.9	22.8	3.4	30.9	1.2	3.9	39.4	3.3	16.7	9.2	4.6	33.8	
Lights	0	0	0	57	57	52	153	3	71	279	49	421	18	57	545	45	239	93	67	444	1325
% Lights	0	0	0	100	100	96.3	75	100	100	84	100	93.8	100	100	95.1	93.8	98.8	69.4	100	90.4	91.2
Buses	0	0	0	0	0	0	46	0	0	46	0	21	0	0	21	0	0	37	0	37	104
% Buses	0	0	0	0	0	0	22.5	0	0	13.9	0	4.7	0	0	3.7	0	0	27.6	0	7.5	7.2
Trucks	0	0	0	0	0	2	5	0	0	7	0	7	0	0	7	3	3	4	0	10	24
% Trucks	0	0	0	0	0	3.7	2.5	0	0	2.1	0	1.6	0	0	1.2	6.2	1.2	3	0	2	1.7

	S 1ST ST Southbound				SAN CARLOS Westbound				S 1ST ST Northbound				SAN CARLOS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	8	**31**	0	**39**	8	58	1	67	3	38	**23**	**64**	170
08:15 AM	0	0	0	0	7	22	**1**	30	8	62	**5**	75	**7**	36	19	62	167
08:30 AM	0	0	0	0	6	29	1	36	8	64	4	76	7	**40**	12	59	171
08:45 AM	0	0	0	0	**9**	30	0	39	**12**	**70**	2	**84**	7	35	18	60	**183**
Total Volume	0	0	0	0	30	112	2	144	36	254	12	302	24	149	72	245	691
% App. Total	0	0	0		20.8	77.8	1.4		11.9	84.1	4		9.8	60.8	29.4		
PHF	.000	.000	.000	.000	.833	.903	.500	.923	.750	.907	.600	.899	.857	.931	.783	.957	.944

Traffic Data Service

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File Name : 16AM FINAL
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Traffic Data Service

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File Name : 16PM FINAL
Site Code : 00000016
Start Date : 12/3/2019
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Groups Printed- Lights - Buses - Trucks

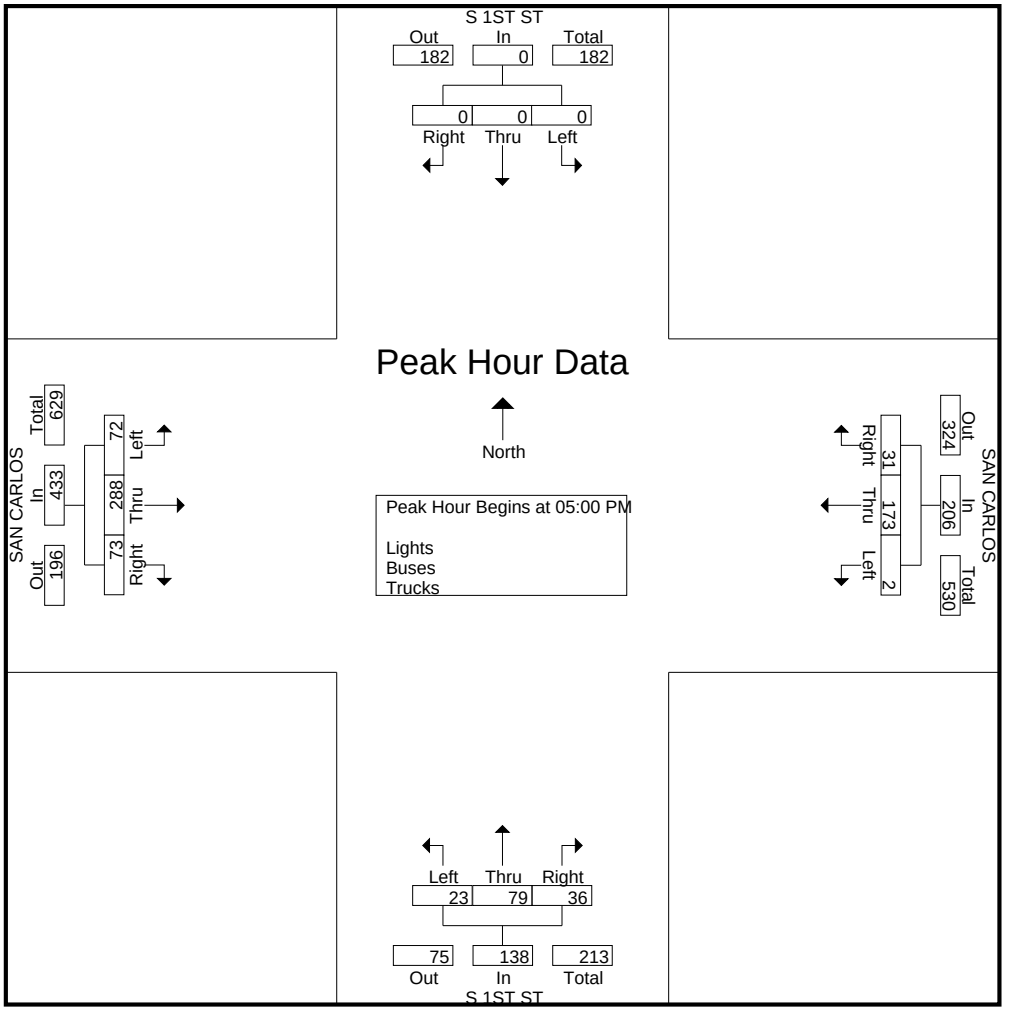
	S 1ST ST Southbound					SAN CARLOS Westbound					S 1ST ST Northbound					SAN CARLOS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	24	24	12	37	0	14	63	9	20	3	16	48	14	49	13	18	94	229
04:15 PM	0	0	0	12	12	8	36	0	15	59	6	27	8	10	51	19	74	18	15	126	248
04:30 PM	0	0	0	12	12	8	43	1	12	64	8	27	8	7	50	22	56	16	19	113	239
04:45 PM	0	0	0	20	20	6	32	0	15	53	16	29	10	14	69	18	61	18	23	120	262
Total	0	0	0	68	68	34	148	1	56	239	39	103	29	47	218	73	240	65	75	453	978
05:00 PM	0	0	0	12	12	6	56	0	22	84	12	22	4	23	61	15	60	22	17	114	271
05:15 PM	0	0	0	33	33	10	43	0	11	64	6	21	6	8	41	13	54	12	22	101	239
05:30 PM	0	0	0	13	13	9	37	2	19	67	11	27	4	16	58	24	89	20	15	148	286
05:45 PM	0	0	0	19	19	6	37	0	24	67	7	9	9	23	48	21	85	18	23	147	281
Total	0	0	0	77	77	31	173	2	76	282	36	79	23	70	208	73	288	72	77	510	1077
Grand Total	0	0	0	145	145	65	321	3	132	521	75	182	52	117	426	146	528	137	152	963	2055
Apprch %	0	0	0	100		12.5	61.6	0.6	25.3		17.6	42.7	12.2	27.5		15.2	54.8	14.2	15.8		
Total %	0	0	0	7.1	7.1	3.2	15.6	0.1	6.4	25.4	3.6	8.9	2.5	5.7	20.7	7.1	25.7	6.7	7.4	46.9	
Lights	0	0	0	145	145	65	269	3	132	469	74	164	52	117	407	145	524	99	152	920	1941
% Lights	0	0	0	100	100	100	83.8	100	100	90	98.7	90.1	100	100	95.5	99.3	99.2	72.3	100	95.5	94.5
Buses	0	0	0	0	0	0	51	0	0	51	0	18	0	0	18	0	0	36	0	36	105
% Buses	0	0	0	0	0	0	15.9	0	0	9.8	0	9.9	0	0	4.2	0	0	26.3	0	3.7	5.1
Trucks	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	4	2	0	7	9
% Trucks	0	0	0	0	0	0	0.3	0	0	0.2	1.3	0	0	0	0.2	0.7	0.8	1.5	0	0.7	0.4

	S 1ST ST Southbound				SAN CARLOS Westbound				S 1ST ST Northbound				SAN CARLOS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	6	**56**	0	**62**	**12**	22	4	38	15	60	**22**	97	197
05:15 PM	0	0	0	0	**10**	43	0	53	6	21	6	33	13	54	12	79	165
05:30 PM	0	0	0	0	9	37	**2**	48	11	**27**	4	**42**	**24**	**89**	20	**133**	**223**
05:45 PM	0	0	0	0	6	37	0	43	7	9	**9**	25	21	85	18	124	192
Total Volume	0	0	0	0	31	173	2	206	36	79	23	138	73	288	72	433	777
% App. Total	0	0	0		15	84	1		26.1	57.2	16.7		16.9	66.5	16.6		
PHF	.000	.000	.000	.000	.775	.772	.250	.831	.750	.731	.639	.821	.760	.809	.818	.814	.871

Traffic Data Service

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File Name : 16PM FINAL
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Traffic Data Service

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File Name : 17AM FINAL
Site Code : 00000017
Start Date : 12/3/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

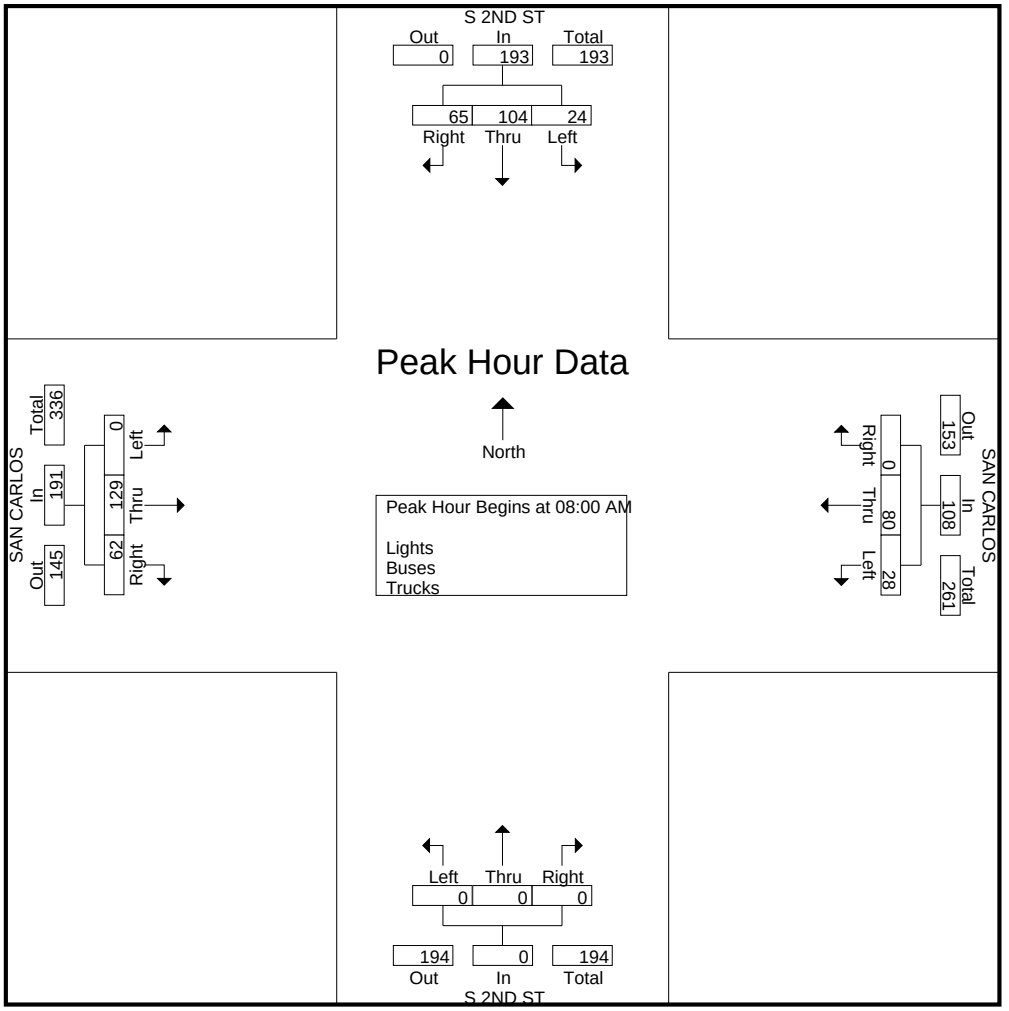
	S 2ND ST Southbound					SAN CARLOS Westbound					S 2ND ST Northbound					SAN CARLOS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	23	5	7	44	0	14	4	1	19	0	0	0	1	1	8	14	0	10	32	96
07:15 AM	14	14	3	17	48	0	17	6	3	26	0	0	0	4	4	7	20	0	13	40	118
07:30 AM	9	19	1	9	38	0	24	10	0	34	0	0	0	2	2	8	17	0	18	43	117
07:45 AM	13	23	2	14	52	0	25	12	2	39	0	0	0	4	4	8	27	0	22	57	152
Total	45	79	11	47	182	0	80	32	6	118	0	0	0	11	11	31	78	0	63	172	483
08:00 AM	14	27	7	10	58	0	21	5	2	28	0	0	0	4	4	9	37	0	54	100	190
08:15 AM	17	28	7	21	73	0	12	6	6	24	0	0	0	4	4	18	30	0	29	77	178
08:30 AM	15	24	7	26	72	0	22	8	5	35	0	0	0	4	4	14	35	0	28	77	188
08:45 AM	19	25	3	30	77	0	25	9	4	38	0	0	0	4	4	21	27	0	28	76	195
Total	65	104	24	87	280	0	80	28	17	125	0	0	0	16	16	62	129	0	139	330	751
Grand Total	110	183	35	134	462	0	160	60	23	243	0	0	0	27	27	93	207	0	202	502	1234
Apprch %	23.8	39.6	7.6	29		0	65.8	24.7	9.5		0	0	0	100		18.5	41.2	0	40.2		
Total %	8.9	14.8	2.8	10.9	37.4	0	13	4.9	1.9	19.7	0	0	0	2.2	2.2	7.5	16.8	0	16.4	40.7	
Lights	72	161	34	134	401	0	143	59	23	225	0	0	0	27	27	93	204	0	202	499	1152
% Lights	65.5	88	97.1	100	86.8	0	89.4	98.3	100	92.6	0	0	0	100	100	100	98.6	0	100	99.4	93.4
Buses	34	20	0	0	54	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	68
% Buses	30.9	10.9	0	0	11.7	0	8.8	0	0	5.8	0	0	0	0	0	0	0	0	0	0	5.5
Trucks	4	2	1	0	7	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	14
% Trucks	3.6	1.1	2.9	0	1.5	0	1.9	1.7	0	1.6	0	0	0	0	0	0	1.4	0	0	0.6	1.1

	S 2ND ST Southbound				SAN CARLOS Westbound				S 2ND ST Northbound				SAN CARLOS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	14	27	**7**	48	0	21	5	26	0	0	0	0	9	**37**	0	46	120
08:15 AM	17	**28**	7	**52**	0	12	6	18	0	0	0	0	18	30	0	48	118
08:30 AM	15	24	7	46	0	22	8	30	0	0	0	0	14	35	0	**49**	125
08:45 AM	**19**	25	3	47	0	**25**	**9**	**34**	0	0	0	0	**21**	27	0	48	**129**
Total Volume	65	104	24	193	0	80	28	108	0	0	0	0	62	129	0	191	492
% App. Total	33.7	53.9	12.4		0	74.1	25.9		0	0	0		32.5	67.5	0		
PHF	.855	.929	.857	.928	.000	.800	.778	.794	.000	.000	.000	.000	.738	.872	.000	.974	.953

Traffic Data Service

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File Name : 17AM FINAL
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Traffic Data Service

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File Name : 17PM FINAL
Site Code : 00000017
Start Date : 12/3/2019
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Groups Printed- Lights - Buses - Trucks

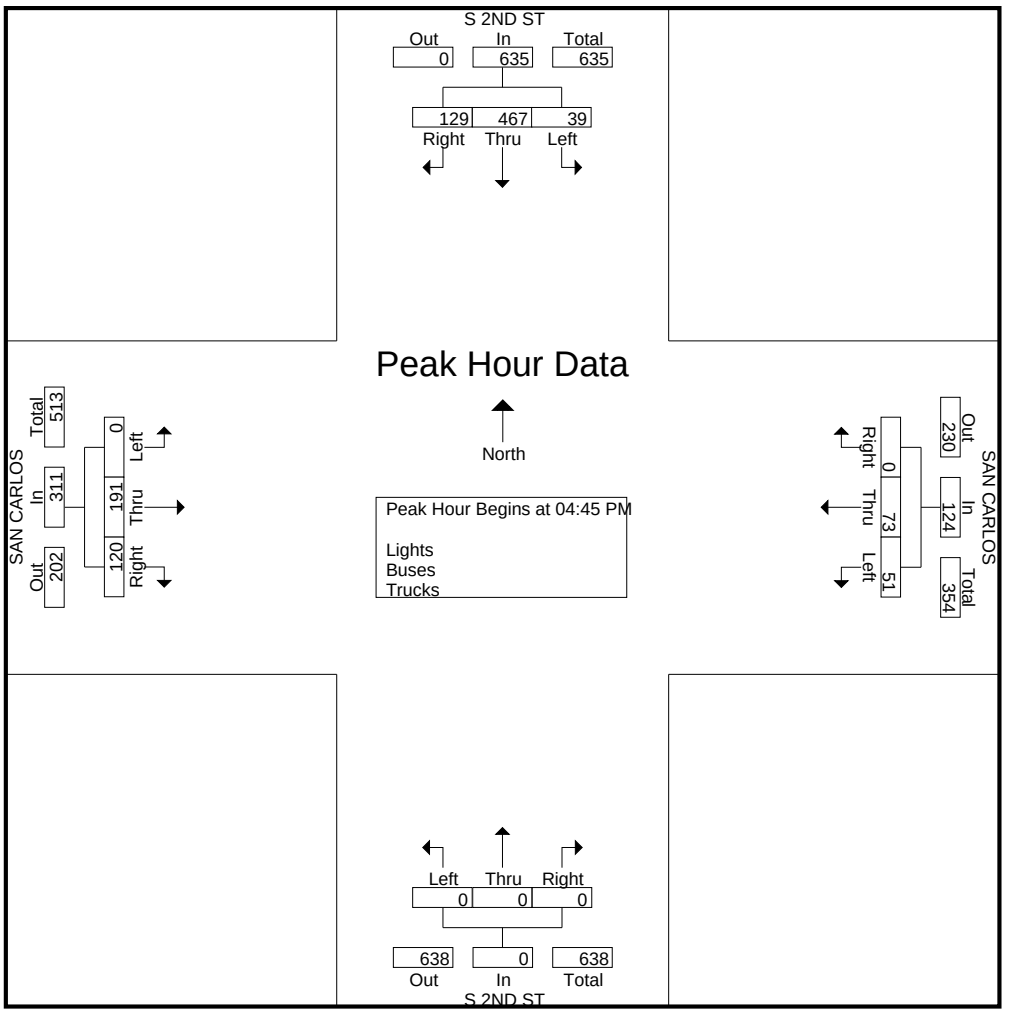
	S 2ND ST Southbound					SAN CARLOS Westbound					S 2ND ST Northbound					SAN CARLOS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	32	81	8	24	145	0	17	11	4	32	0	0	0	8	8	19	40	0	16	75	260
04:15 PM	24	66	10	27	127	0	18	7	13	38	0	0	0	9	9	30	55	0	25	110	284
04:30 PM	35	108	5	32	180	0	15	10	7	32	0	0	0	6	6	28	35	0	21	84	302
04:45 PM	24	101	8	32	165	0	17	17	2	36	0	0	0	2	2	30	41	0	23	94	297
Total	115	356	31	115	617	0	67	45	26	138	0	0	0	25	25	107	171	0	85	363	1143
05:00 PM	40	130	10	36	216	0	21	18	17	56	0	0	0	15	15	29	46	0	22	97	384
05:15 PM	35	130	9	33	207	0	18	11	12	41	0	0	0	8	8	25	42	0	21	88	344
05:30 PM	30	106	12	29	177	0	17	5	8	30	0	0	0	11	11	36	62	0	20	118	336
05:45 PM	26	80	5	20	131	0	19	11	16	46	0	0	0	12	12	35	55	1	18	109	298
Total	131	446	36	118	731	0	75	45	53	173	0	0	0	46	46	125	205	1	81	412	1362
Grand Total	246	802	67	233	1348	0	142	90	79	311	0	0	0	71	71	232	376	1	166	775	2505
Apprch %	18.2	59.5	5	17.3		0	45.7	28.9	25.4		0	0	0	100		29.9	48.5	0.1	21.4		
Total %	9.8	32	2.7	9.3	53.8	0	5.7	3.6	3.2	12.4	0	0	0	2.8	2.8	9.3	15	0	6.6	30.9	
Lights	207	773	66	233	1279	0	129	89	79	297	0	0	0	71	71	231	372	1	166	770	2417
% Lights	84.1	96.4	98.5	100	94.9	0	90.8	98.9	100	95.5	0	0	0	100	100	99.6	98.9	100	100	99.4	96.5
Buses	38	22	0	0	60	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	72
% Buses	15.4	2.7	0	0	4.5	0	8.5	0	0	3.9	0	0	0	0	0	0	0	0	0	0	2.9
Trucks	1	7	1	0	9	0	1	1	0	2	0	0	0	0	0	1	4	0	0	5	16
% Trucks	0.4	0.9	1.5	0	0.7	0	0.7	1.1	0	0.6	0	0	0	0	0	0.4	1.1	0	0	0.6	0.6

	S 2ND ST Southbound				SAN CARLOS Westbound				S 2ND ST Northbound				SAN CARLOS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	24	101	8	133	0	17	17	34	0	0	0	0	30	41	0	71	238
05:00 PM	**40**	**130**	10	**180**	0	**21**	**18**	**39**	0	0	0	0	29	46	0	75	**294**
05:15 PM	35	130	9	174	0	18	11	29	0	0	0	0	25	42	0	67	270
05:30 PM	30	106	**12**	148	0	17	5	22	0	0	0	0	**36**	**62**	0	**98**	268
Total Volume	129	467	39	635	0	73	51	124	0	0	0	0	120	191	0	311	1070
% App. Total	20.3	73.5	6.1		0	58.9	41.1		0	0	0		38.6	61.4	0		
PHF	.806	.898	.813	.882	.000	.869	.708	.795	.000	.000	.000	.000	.833	.770	.000	.793	.910

Traffic Data Service

San Jose, CA
(408) 622-4787
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File Name : 17PM FINAL
Site Code : 00000017
Start Date : 12/3/2019
Page No : 2



Traffic Data Service

San Jose, CA
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File Name : 18AM FINAL
Site Code : 00000018
Start Date : 12/5/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

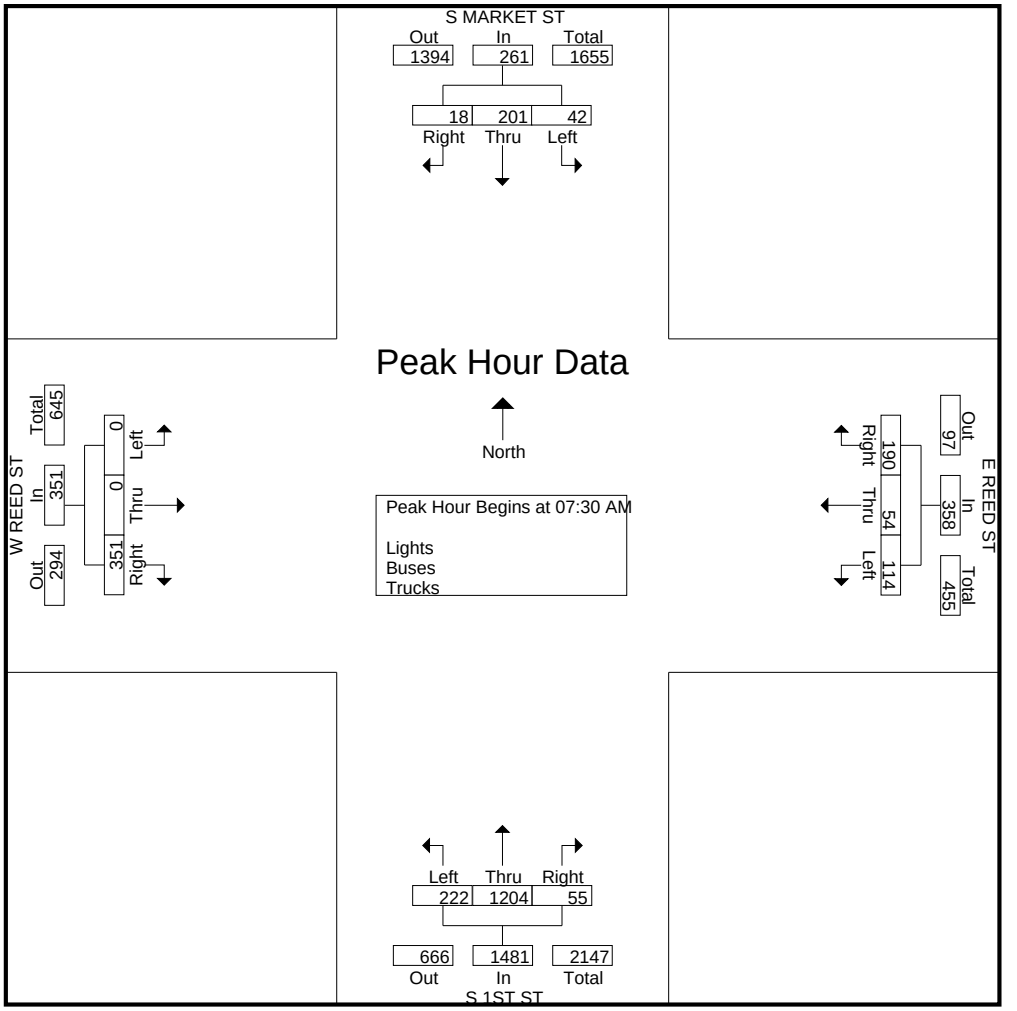
	S MARKET ST Southbound					E REED ST Westbound					S 1ST ST Northbound					W REED ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	29	3	0	35	30	10	14	4	58	11	253	43	3	310	65	0	0	1	66	469
07:15 AM	0	49	6	0	55	36	15	33	0	84	18	250	49	1	318	74	0	0	1	75	532
07:30 AM	4	45	10	0	59	48	16	26	4	94	10	295	64	4	373	102	0	0	1	103	629
07:45 AM	2	65	12	0	79	53	16	37	5	111	9	342	59	1	411	86	0	0	0	86	687
Total	9	188	31	0	228	167	57	110	13	347	48	1140	215	9	1412	327	0	0	3	330	2317
08:00 AM	6	49	8	0	63	41	11	27	4	83	15	280	60	4	359	83	0	0	0	83	588
08:15 AM	6	42	12	0	60	48	11	24	6	89	21	287	39	6	353	80	0	0	0	80	582
08:30 AM	5	40	8	0	53	61	12	26	7	106	20	278	39	4	341	79	0	0	2	81	581
08:45 AM	2	40	6	0	48	56	13	37	5	111	16	228	50	3	297	72	0	0	2	74	530
Total	19	171	34	0	224	206	47	114	22	389	72	1073	188	17	1350	314	0	0	4	318	2281
Grand Total	28	359	65	0	452	373	104	224	35	736	120	2213	403	26	2762	641	0	0	7	648	4598
Apprch %	6.2	79.4	14.4	0		50.7	14.1	30.4	4.8		4.3	80.1	14.6	0.9		98.9	0	0	1.1		
Total %	0.6	7.8	1.4	0	9.8	8.1	2.3	4.9	0.8	16	2.6	48.1	8.8	0.6	60.1	13.9	0	0	0.2	14.1	
Lights	28	343	64	0	435	368	101	199	35	703	120	2154	392	26	2692	634	0	0	7	641	4471
% Lights	100	95.5	98.5	0	96.2	98.7	97.1	88.8	100	95.5	100	97.3	97.3	100	97.5	98.9	0	0	100	98.9	97.2
Buses	0	1	0	0	1	1	1	20	0	22	0	25	0	0	25	2	0	0	0	2	50
% Buses	0	0.3	0	0	0.2	0.3	1	8.9	0	3	0	1.1	0	0	0.9	0.3	0	0	0	0.3	1.1
Trucks	0	15	1	0	16	4	2	5	0	11	0	34	11	0	45	5	0	0	0	5	77
% Trucks	0	4.2	1.5	0	3.5	1.1	1.9	2.2	0	1.5	0	1.5	2.7	0	1.6	0.8	0	0	0	0.8	1.7

	S MARKET ST Southbound				E REED ST Westbound				S 1ST ST Northbound				W REED ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	45	10	59	48	**16**	26	90	10	295	**64**	369	**102**	0	0	**102**	620
07:45 AM	2	**65**	**12**	**79**	**53**	16	**37**	**106**	9	**342**	59	**410**	86	0	0	86	**681**
08:00 AM	**6**	49	8	63	41	11	27	79	15	280	60	355	83	0	0	83	580
08:15 AM	6	42	12	60	48	11	24	83	**21**	287	39	347	80	0	0	80	570
Total Volume	18	201	42	261	190	54	114	358	55	1204	222	1481	351	0	0	351	2451
% App. Total	6.9	77	16.1		53.1	15.1	31.8		3.7	81.3	15		100	0	0		
PHF	.750	.773	.875	.826	.896	.844	.770	.844	.655	.880	.867	.903	.860	.000	.000	.860	.900

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File Name : 18AM FINAL
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File Name : 18PM FINAL
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Groups Printed- Lights - Buses - Trucks

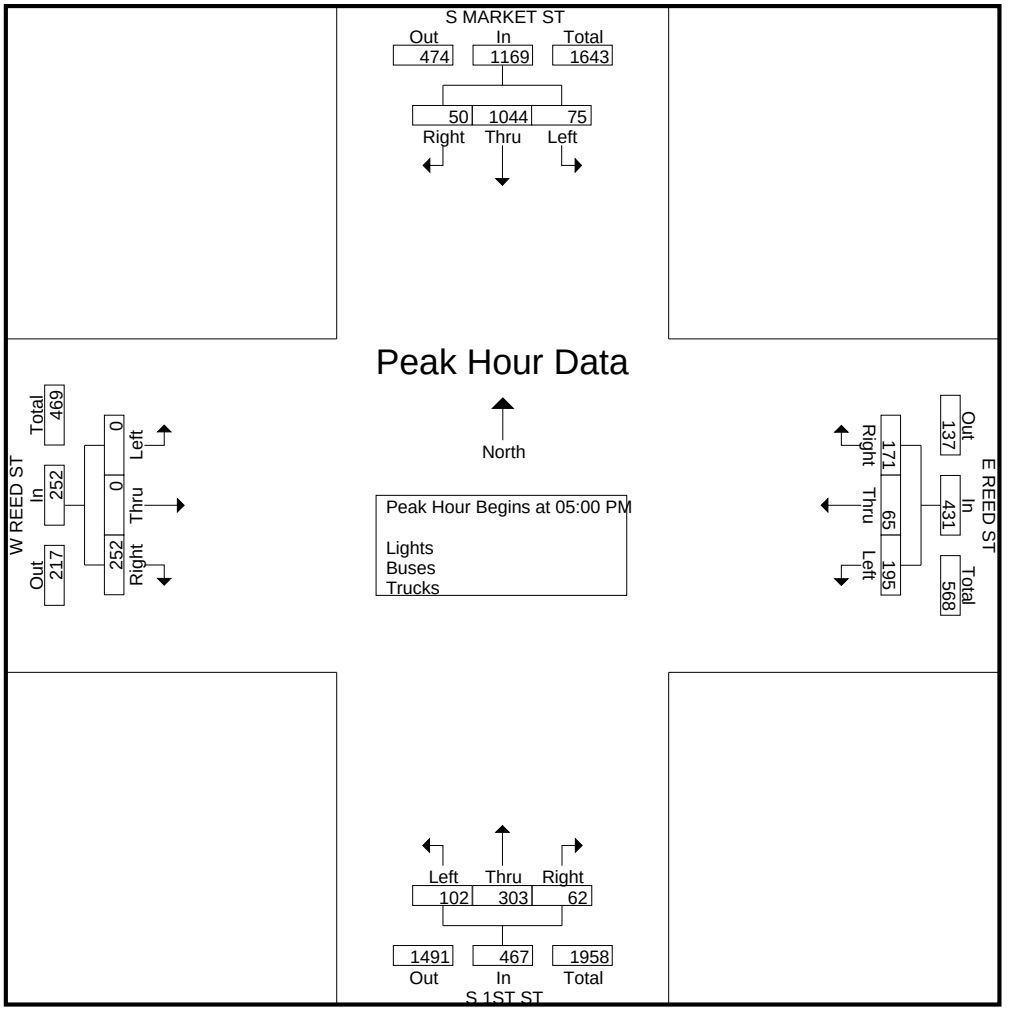
	S MARKET ST Southbound					E REED ST Westbound					S 1ST ST Northbound					W REED ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	16	211	18	0	245	24	6	49	4	83	14	79	28	4	125	52	0	0	3	55	508
04:15 PM	11	232	12	0	255	29	7	52	1	89	14	60	22	4	100	38	0	0	2	40	484
04:30 PM	17	213	22	2	254	26	14	51	7	98	13	64	24	5	106	46	0	0	3	49	507
04:45 PM	10	250	7	0	267	28	7	54	8	97	11	75	19	7	112	48	0	0	1	49	525
Total	54	906	59	2	1021	107	34	206	20	367	52	278	93	20	443	184	0	0	9	193	2024
05:00 PM	8	252	20	0	280	30	9	45	8	92	15	77	23	4	119	73	0	0	0	73	564
05:15 PM	20	295	16	1	332	46	19	47	17	129	19	86	23	10	138	58	0	0	2	60	659
05:30 PM	10	262	18	1	291	42	20	56	5	123	9	77	27	4	117	59	0	0	7	66	597
05:45 PM	12	235	21	0	268	53	17	47	7	124	19	63	29	0	111	62	0	0	4	66	569
Total	50	1044	75	2	1171	171	65	195	37	468	62	303	102	18	485	252	0	0	13	265	2389
Grand Total	104	1950	134	4	2192	278	99	401	57	835	114	581	195	38	928	436	0	0	22	458	4413
Apprch %	4.7	89	6.1	0.2		33.3	11.9	48	6.8		12.3	62.6	21	4.1		95.2	0	0	4.8		
Total %	2.4	44.2	3	0.1	49.7	6.3	2.2	9.1	1.3	18.9	2.6	13.2	4.4	0.9	21	9.9	0	0	0.5	10.4	
Lights	102	1939	134	4	2179	276	98	377	57	808	113	551	193	38	895	436	0	0	22	458	4340
% Lights	98.1	99.4	100	100	99.4	99.3	99	94	100	96.8	99.1	94.8	99	100	96.4	100	0	0	100	100	98.3
Buses	0	1	0	0	1	0	0	22	0	22	0	20	0	0	20	0	0	0	0	0	43
% Buses	0	0.1	0	0	0	0	0	5.5	0	2.6	0	3.4	0	0	2.2	0	0	0	0	0	1
Trucks	2	10	0	0	12	2	1	2	0	5	1	10	2	0	13	0	0	0	0	0	30
% Trucks	1.9	0.5	0	0	0.5	0.7	1	0.5	0	0.6	0.9	1.7	1	0	1.4	0	0	0	0	0	0.7

	S MARKET ST Southbound				E REED ST Westbound				S 1ST ST Northbound				W REED ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	252	20	280	30	9	45	84	15	77	23	115	**73**	0	0	**73**	552
05:15 PM	**20**	**295**	16	**331**	46	19	47	112	**19**	**86**	23	**128**	58	0	0	58	**629**
05:30 PM	10	262	18	290	42	**20**	**56**	**118**	9	77	27	113	59	0	0	59	580
05:45 PM	12	235	**21**	268	**53**	17	47	117	19	63	**29**	111	62	0	0	62	558
Total Volume	50	1044	75	1169	171	65	195	431	62	303	102	467	252	0	0	252	2319
% App. Total	4.3	89.3	6.4		39.7	15.1	45.2		13.3	64.9	21.8		100	0	0		
PHF	.625	.885	.893	.883	.807	.813	.871	.913	.816	.881	.879	.912	.863	.000	.000	.863	.922

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Traffic Data Service

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File Name : 19AM FINAL
Site Code : 00000019
Start Date : 12/5/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

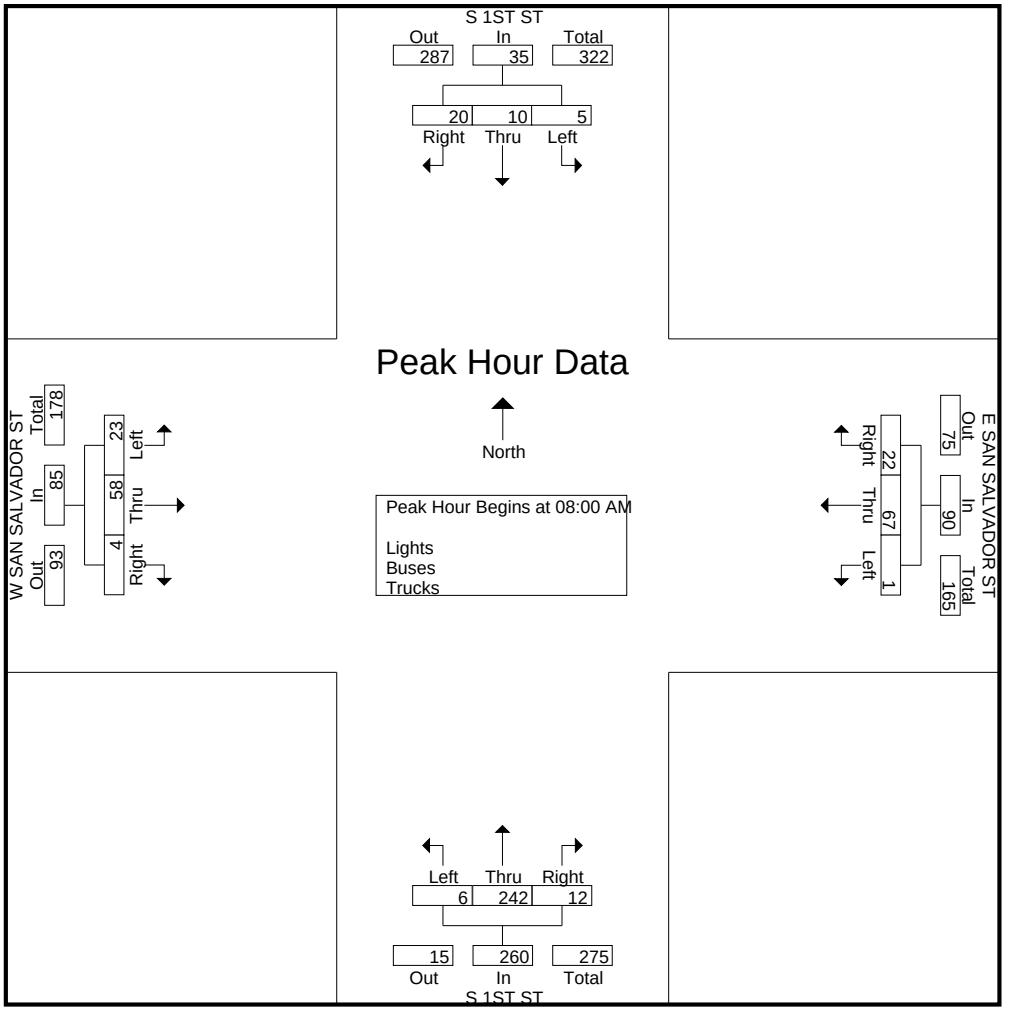
	S 1ST ST Southbound					E SAN SALVADOR ST Westbound					S 1ST ST Northbound					W SAN SALVADOR ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	1	1	4	7	6	14	0	3	23	6	28	0	0	34	0	3	1	4	8	72
07:15 AM	5	3	1	5	14	5	17	1	0	23	4	41	2	0	47	1	4	1	3	9	93
07:30 AM	1	4	0	2	7	2	24	0	4	30	6	54	0	1	61	2	6	4	3	15	113
07:45 AM	0	3	0	7	10	4	16	0	7	27	6	53	3	2	64	2	13	4	4	23	124
Total	7	11	2	18	38	17	71	1	14	103	22	176	5	3	206	5	26	10	14	55	402
08:00 AM	6	3	1	4	14	3	16	0	6	25	2	57	1	3	63	0	12	8	6	26	128
08:15 AM	6	2	1	5	14	5	13	0	6	24	3	69	1	2	75	1	20	4	4	29	142
08:30 AM	2	3	2	8	15	4	21	1	10	36	4	64	2	1	71	1	10	4	5	20	142
08:45 AM	6	2	1	2	11	10	17	0	6	33	3	52	2	2	59	2	16	7	4	29	132
Total	20	10	5	19	54	22	67	1	28	118	12	242	6	8	268	4	58	23	19	104	544
Grand Total	27	21	7	37	92	39	138	2	42	221	34	418	11	11	474	9	84	33	33	159	946
Apprch %	29.3	22.8	7.6	40.2		17.6	62.4	0.9	19		7.2	88.2	2.3	2.3		5.7	52.8	20.8	20.8		
Total %	2.9	2.2	0.7	3.9	9.7	4.1	14.6	0.2	4.4	23.4	3.6	44.2	1.2	1.2	50.1	1	8.9	3.5	3.5	16.8	
Lights	27	19	7	37	90	38	135	2	42	217	34	386	11	11	442	9	83	32	33	157	906
% Lights	100	90.5	100	100	97.8	97.4	97.8	100	100	98.2	100	92.3	100	100	93.2	100	98.8	97	100	98.7	95.8
Buses	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	21
% Buses	0	0	0	0	0	0	0	0	0	0	0	5	0	0	4.4	0	0	0	0	0	2.2
Trucks	0	2	0	0	2	1	3	0	0	4	0	11	0	0	11	0	1	1	0	2	19
% Trucks	0	9.5	0	0	2.2	2.6	2.2	0	0	1.8	0	2.6	0	0	2.3	0	1.2	3	0	1.3	2

	S 1ST ST Southbound				E SAN SALVADOR ST Westbound				S 1ST ST Northbound				W SAN SALVADOR ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**6**	**3**	1	**10**	3	16	0	19	2	57	1	60	0	12	**8**	20	109
08:15 AM	6	2	1	9	5	13	0	18	3	**69**	1	**73**	1	**20**	4	**25**	**125**
08:30 AM	2	3	**2**	7	4	**21**	**1**	26	**4**	64	**2**	70	1	10	4	15	118
08:45 AM	6	2	1	9	**10**	17	0	**27**	3	52	2	57	**2**	16	7	25	118
Total Volume	20	10	5	35	22	67	1	90	12	242	6	260	4	58	23	85	470
% App. Total	57.1	28.6	14.3		24.4	74.4	1.1		4.6	93.1	2.3		4.7	68.2	27.1		
PHF	.833	.833	.625	.875	.550	.798	.250	.833	.750	.877	.750	.890	.500	.725	.719	.850	.940

Traffic Data Service

San Jose, CA
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File Name : 19AM FINAL
Site Code : 00000019
Start Date : 12/5/2019
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Traffic Data Service

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File Name : 19PM FINAL
Site Code : 00000019
Start Date : 12/5/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

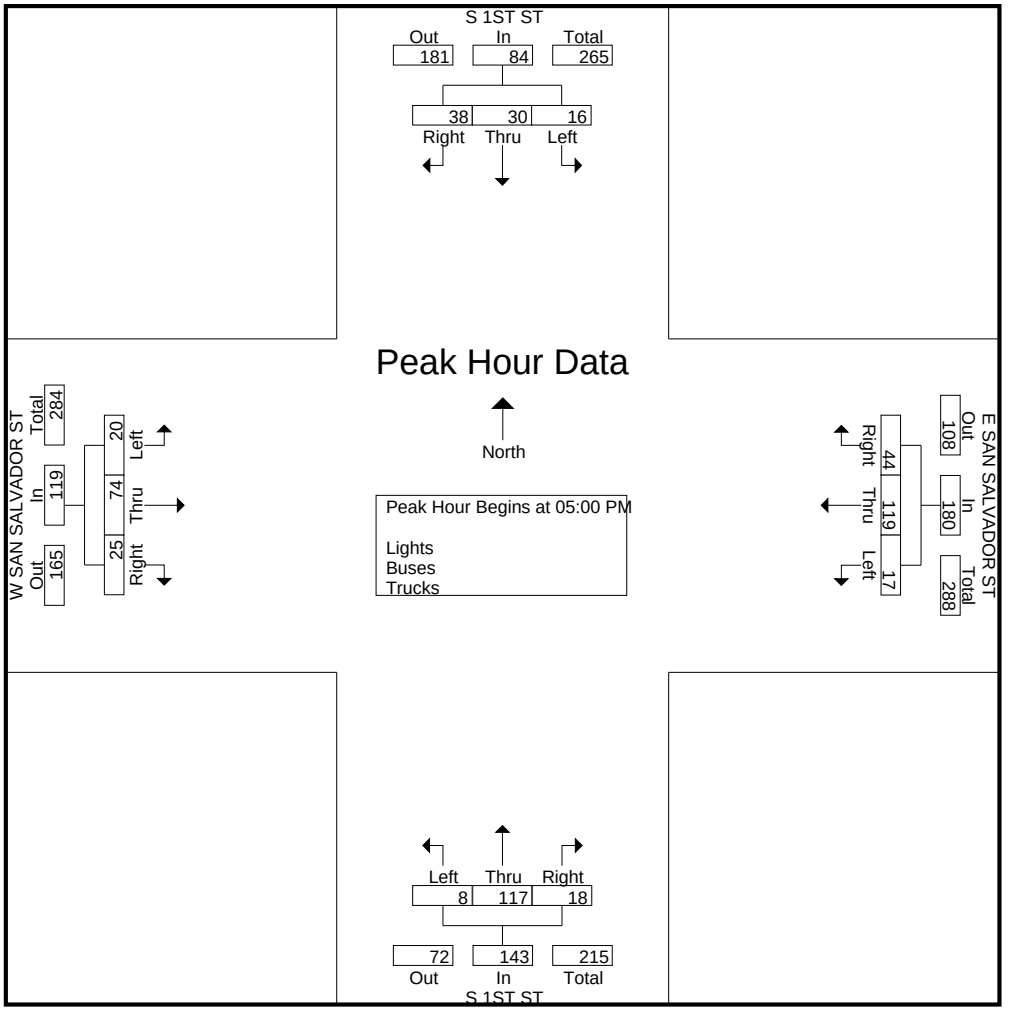
	S 1ST ST Southbound					E SAN SALVADOR ST Westbound					S 1ST ST Northbound					W SAN SALVADOR ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	8	5	9	29	12	13	1	14	40	5	24	2	7	38	1	15	4	19	39	146
04:15 PM	7	6	5	19	37	9	16	2	21	48	7	24	4	5	40	6	14	8	14	42	167
04:30 PM	4	11	2	10	27	7	20	1	12	40	6	24	3	7	40	2	13	2	22	39	146
04:45 PM	11	7	2	17	37	4	22	2	17	45	11	24	2	14	51	4	15	6	25	50	183
Total	29	32	14	55	130	32	71	6	64	173	29	96	11	33	169	13	57	20	80	170	642
05:00 PM	9	8	6	18	41	7	25	3	20	55	2	32	0	11	45	7	19	8	11	45	186
05:15 PM	6	5	2	20	33	12	31	3	14	60	5	25	2	9	41	7	14	6	16	43	177
05:30 PM	12	8	4	15	39	10	34	7	19	70	4	30	3	9	46	7	22	1	14	44	199
05:45 PM	11	9	4	21	45	15	29	4	10	58	7	30	3	11	51	4	19	5	20	48	202
Total	38	30	16	74	158	44	119	17	63	243	18	117	8	40	183	25	74	20	61	180	764
Grand Total	67	62	30	129	288	76	190	23	127	416	47	213	19	73	352	38	131	40	141	350	1406
Apprch %	23.3	21.5	10.4	44.8		18.3	45.7	5.5	30.5		13.4	60.5	5.4	20.7		10.9	37.4	11.4	40.3		
Total %	4.8	4.4	2.1	9.2	20.5	5.4	13.5	1.6	9	29.6	3.3	15.1	1.4	5.2	25	2.7	9.3	2.8	10	24.9	
Lights	67	62	30	129	288	76	189	23	127	415	47	191	18	73	329	36	131	40	141	348	1380
% Lights	100	100	100	100	100	100	99.5	100	100	99.8	100	89.7	94.7	100	93.5	94.7	100	100	100	99.4	98.2
Buses	0	0	0	0	0	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	20
% Buses	0	0	0	0	0	0	0	0	0	0	0	9.4	0	0	5.7	0	0	0	0	0	1.4
Trucks	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	2	0	0	0	2	6
% Trucks	0	0	0	0	0	0	0.5	0	0	0.2	0	0.9	5.3	0	0.9	5.3	0	0	0	0.6	0.4

	S 1ST ST Southbound				E SAN SALVADOR ST Westbound				S 1ST ST Northbound				W SAN SALVADOR ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	9	8	**6**	23	7	25	3	35	2	**32**	0	34	**7**	19	**8**	**34**	126
05:15 PM	6	5	2	13	12	31	3	46	5	25	2	32	7	14	6	27	118
05:30 PM	**12**	8	4	**24**	10	**34**	**7**	**51**	4	30	**3**	37	7	**22**	1	30	**142**
05:45 PM	11	**9**	4	24	**15**	29	4	48	**7**	30	3	**40**	4	19	5	28	140
Total Volume	38	30	16	84	44	119	17	180	18	117	8	143	25	74	20	119	526
% App. Total	45.2	35.7	19		24.4	66.1	9.4		12.6	81.8	5.6		21	62.2	16.8		
PHF	.792	.833	.667	.875	.733	.875	.607	.882	.643	.914	.667	.894	.893	.841	.625	.875	.926

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Traffic Data Service

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File Name : 20AM FINAL
Site Code : 00000020
Start Date : 12/3/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

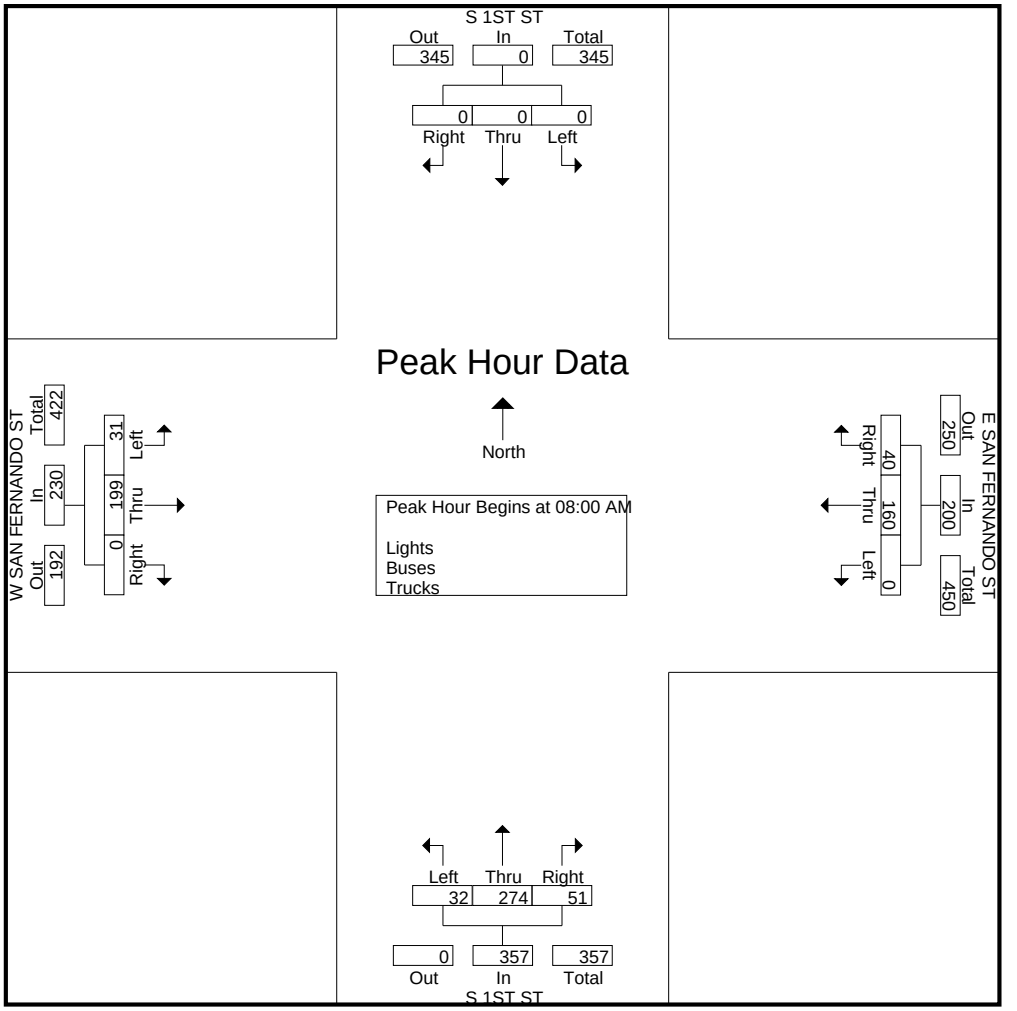
	S 1ST ST Southbound					E SAN FERNANDO ST Westbound					S 1ST ST Northbound					W SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	11	11	6	21	0	8	35	8	37	10	6	61	0	26	3	3	32	139
07:15 AM	0	0	0	14	14	6	33	0	8	47	8	39	5	9	61	0	29	3	4	36	158
07:30 AM	0	0	0	18	18	6	28	0	2	36	9	63	7	7	86	0	36	4	5	45	185
07:45 AM	0	0	0	18	18	10	39	0	12	61	20	54	10	11	95	0	51	4	7	62	236
Total	0	0	0	61	61	28	121	0	30	179	45	193	32	33	303	0	142	14	19	175	718
08:00 AM	0	0	0	12	12	9	39	0	12	60	15	61	5	23	104	0	52	6	15	73	249
08:15 AM	0	0	0	7	7	11	43	0	16	70	14	64	11	8	97	0	58	9	7	74	248
08:30 AM	0	0	0	16	16	9	32	0	15	56	7	74	7	11	99	0	39	9	8	56	227
08:45 AM	0	0	0	20	20	11	46	0	18	75	15	75	9	21	120	0	50	7	13	70	285
Total	0	0	0	55	55	40	160	0	61	261	51	274	32	63	420	0	199	31	43	273	1009
Grand Total	0	0	0	116	116	68	281	0	91	440	96	467	64	96	723	0	341	45	62	448	1727
Apprch %	0	0	0	100		15.5	63.9	0	20.7		13.3	64.6	8.9	13.3		0	76.1	10	13.8		
Total %	0	0	0	6.7	6.7	3.9	16.3	0	5.3	25.5	5.6	27	3.7	5.6	41.9	0	19.7	2.6	3.6	25.9	
Lights	0	0	0	116	116	49	252	0	91	392	92	402	61	96	651	0	307	36	62	405	1564
% Lights	0	0	0	100	100	72.1	89.7	0	100	89.1	95.8	86.1	95.3	100	90	0	90	80	100	90.4	90.6
Buses	0	0	0	0	0	16	25	0	0	41	3	56	0	0	59	0	26	8	0	34	134
% Buses	0	0	0	0	0	23.5	8.9	0	0	9.3	3.1	12	0	0	8.2	0	7.6	17.8	0	7.6	7.8
Trucks	0	0	0	0	0	3	4	0	0	7	1	9	3	0	13	0	8	1	0	9	29
% Trucks	0	0	0	0	0	4.4	1.4	0	0	1.6	1	1.9	4.7	0	1.8	0	2.3	2.2	0	2	1.7

	S 1ST ST Southbound				E SAN FERNANDO ST Westbound				S 1ST ST Northbound				W SAN FERNANDO ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	9	39	0	48	**15**	61	5	81	0	52	6	58	187
08:15 AM	0	0	0	0	**11**	43	0	54	14	64	**11**	89	0	**58**	**9**	**67**	210
08:30 AM	0	0	0	0	9	32	0	41	7	74	7	88	0	39	9	48	177
08:45 AM	0	0	0	0	11	**46**	0	**57**	15	**75**	9	**99**	0	50	7	57	**213**
Total Volume	0	0	0	0	40	160	0	200	51	274	32	357	0	199	31	230	787
% App. Total	0	0	0		20	80	0		14.3	76.8	9		0	86.5	13.5		
PHF	.000	.000	.000	.000	.909	.870	.000	.877	.850	.913	.727	.902	.000	.858	.861	.858	.924

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Groups Printed- Lights - Buses - Trucks

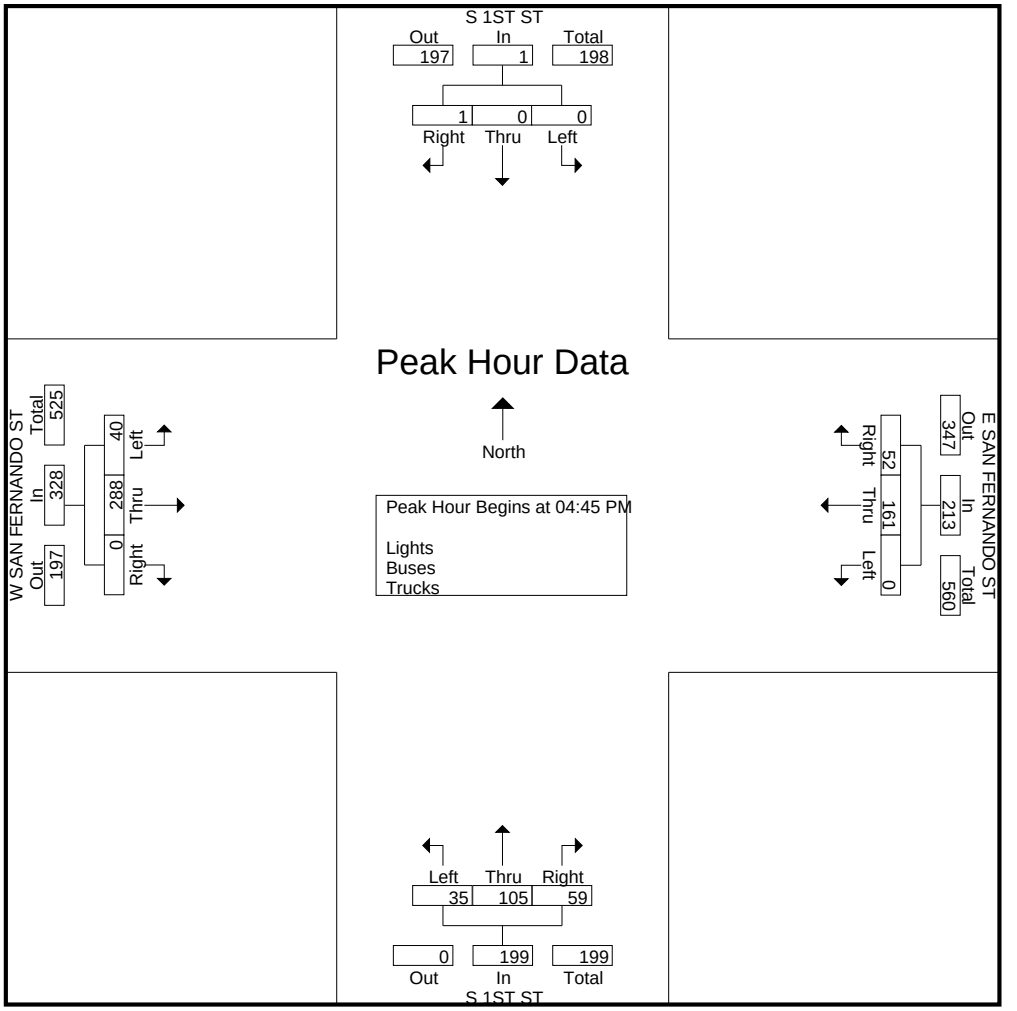
	S 1ST ST Southbound					E SAN FERNANDO ST Westbound					S 1ST ST Northbound					W SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	41	41	10	34	0	29	73	15	30	9	31	85	0	65	10	24	99	298
04:15 PM	0	0	0	31	31	9	33	0	24	66	16	25	7	33	81	0	60	6	25	91	269
04:30 PM	0	0	0	39	39	15	42	0	28	85	6	43	7	26	82	0	50	6	30	86	292
04:45 PM	0	0	0	46	46	10	38	0	26	74	16	30	6	20	72	0	73	9	20	102	294
Total	0	0	0	157	157	44	147	0	107	298	53	128	29	110	320	0	248	31	99	378	1153
05:00 PM	1	0	0	28	29	14	30	0	30	74	18	22	9	18	67	0	64	8	23	95	265
05:15 PM	0	0	0	30	30	12	47	0	31	90	12	26	7	24	69	0	68	11	25	104	293
05:30 PM	0	0	0	34	34	16	46	0	47	109	13	27	13	42	95	0	83	12	21	116	354
05:45 PM	1	0	0	29	30	13	36	0	37	86	7	19	2	42	70	0	54	11	40	105	291
Total	2	0	0	121	123	55	159	0	145	359	50	94	31	126	301	0	269	42	109	420	1203
Grand Total	2	0	0	278	280	99	306	0	252	657	103	222	60	236	621	0	517	73	208	798	2356
Apprch %	0.7	0	0	99.3		15.1	46.6	0	38.4		16.6	35.7	9.7	38		0	64.8	9.1	26.1		
Total %	0.1	0	0	11.8	11.9	4.2	13	0	10.7	27.9	4.4	9.4	2.5	10	26.4	0	21.9	3.1	8.8	33.9	
Lights	2	0	0	278	280	78	280	0	252	610	98	173	60	236	567	0	485	62	208	755	2212
% Lights	100	0	0	100	100	78.8	91.5	0	100	92.8	95.1	77.9	100	100	91.3	0	93.8	84.9	100	94.6	93.9
Buses	0	0	0	0	0	19	23	0	0	42	4	48	0	0	52	0	27	8	0	35	129
% Buses	0	0	0	0	0	19.2	7.5	0	0	6.4	3.9	21.6	0	0	8.4	0	5.2	11	0	4.4	5.5
Trucks	0	0	0	0	0	2	3	0	0	5	1	1	0	0	2	0	5	3	0	8	15
% Trucks	0	0	0	0	0	2	1	0	0	0.8	1	0.5	0	0	0.3	0	1	4.1	0	1	0.6

	S 1ST ST Southbound				E SAN FERNANDO ST Westbound				S 1ST ST Northbound				W SAN FERNANDO ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	10	38	0	48	16	**30**	6	52	0	73	9	82	182
05:00 PM	**1**	0	0	**1**	14	30	0	44	**18**	22	9	49	0	64	8	72	166
05:15 PM	0	0	0	0	12	**47**	0	59	12	26	7	45	0	68	11	79	183
05:30 PM	0	0	0	0	**16**	46	0	**62**	13	27	**13**	**53**	0	**83**	**12**	**95**	**210**
Total Volume	1	0	0	1	52	161	0	213	59	105	35	199	0	288	40	328	741
% App. Total	100	0	0		24.4	75.6	0		29.6	52.8	17.6		0	87.8	12.2		
PHF	.250	.000	.000	.250	.813	.856	.000	.859	.819	.875	.673	.939	.000	.867	.833	.863	.882

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File Name : 21AM FINAL
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Groups Printed- Lights - Buses - Trucks

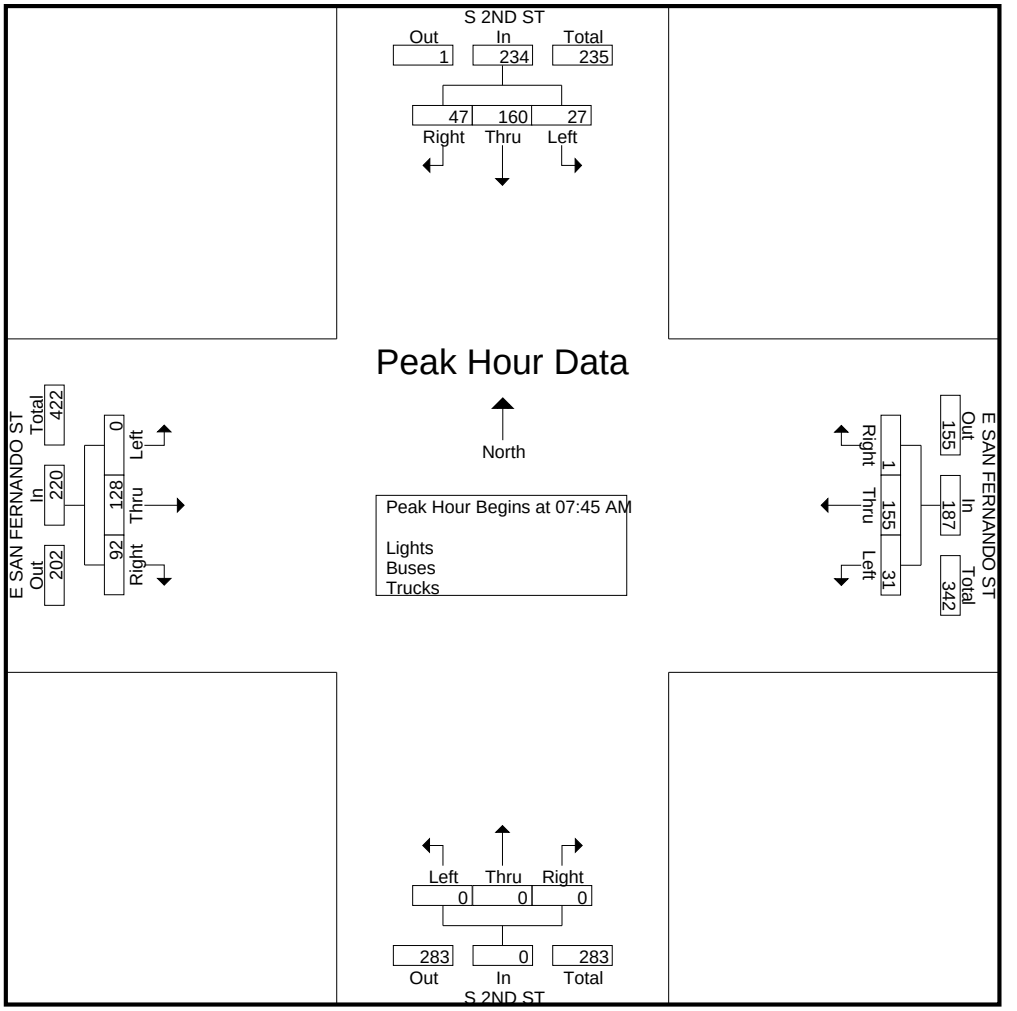
	S 2ND ST Southbound					E SAN FERNANDO ST Westbound					S 2ND ST Northbound					E SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	23	4	16	50	0	26	8	11	45	0	0	0	13	13	12	18	0	10	40	148
07:15 AM	6	30	4	18	58	0	30	8	8	46	0	0	0	16	16	8	18	0	8	34	154
07:30 AM	12	24	0	24	60	0	27	4	5	36	0	0	0	5	5	13	27	0	14	54	155
07:45 AM	14	42	7	17	80	0	36	5	4	45	0	0	0	16	16	25	33	0	11	69	210
Total	39	119	15	75	248	0	119	25	28	172	0	0	0	50	50	58	96	0	43	197	667
08:00 AM	8	41	7	20	76	0	41	5	13	59	0	0	0	19	19	23	33	0	14	70	224
08:15 AM	16	38	9	18	81	1	41	11	12	65	0	0	0	20	20	29	38	0	11	78	244
08:30 AM	9	39	4	20	72	0	37	10	12	59	0	0	0	28	28	15	24	0	20	59	218
08:45 AM	4	45	3	32	84	0	48	5	21	74	0	0	0	24	24	22	35	0	29	86	268
Total	37	163	23	90	313	1	167	31	58	257	0	0	0	91	91	89	130	0	74	293	954
Grand Total	76	282	38	165	561	1	286	56	86	429	0	0	0	141	141	147	226	0	117	490	1621
Apprch %	13.5	50.3	6.8	29.4		0.2	66.7	13.1	20		0	0	0	100		30	46.1	0	23.9		
Total %	4.7	17.4	2.3	10.2	34.6	0.1	17.6	3.5	5.3	26.5	0	0	0	8.7	8.7	9.1	13.9	0	7.2	30.2	
Lights	66	228	22	165	481	1	249	53	86	389	0	0	0	141	141	145	188	0	117	450	1461
% Lights	86.8	80.9	57.9	100	85.7	100	87.1	94.6	100	90.7	0	0	0	100	100	98.6	83.2	0	100	91.8	90.1
Buses	8	50	16	0	74	0	33	1	0	34	0	0	0	0	0	0	30	0	0	30	138
% Buses	10.5	17.7	42.1	0	13.2	0	11.5	1.8	0	7.9	0	0	0	0	0	0	13.3	0	0	6.1	8.5
Trucks	2	4	0	0	6	0	4	2	0	6	0	0	0	0	0	2	8	0	0	10	22
% Trucks	2.6	1.4	0	0	1.1	0	1.4	3.6	0	1.4	0	0	0	0	0	1.4	3.5	0	0	2	1.4

	S 2ND ST Southbound				E SAN FERNANDO ST Westbound				S 2ND ST Northbound				E SAN FERNANDO ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	14	**42**	7	**63**	0	36	5	41	0	0	0	0	25	33	0	58	162
08:00 AM	8	41	7	56	0	**41**	5	46	0	0	0	0	23	33	0	56	158
08:15 AM	**16**	38	**9**	63	**1**	41	**11**	**53**	0	0	0	0	**29**	**38**	0	**67**	**183**
08:30 AM	9	39	4	52	0	37	10	47	0	0	0	0	15	24	0	39	138
Total Volume	47	160	27	234	1	155	31	187	0	0	0	0	92	128	0	220	641
% App. Total	20.1	68.4	11.5		0.5	82.9	16.6		0	0	0		41.8	58.2	0		
PHF	.734	.952	.750	.929	.250	.945	.705	.882	.000	.000	.000	.000	.793	.842	.000	.821	.876

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Groups Printed- Lights - Buses - Trucks

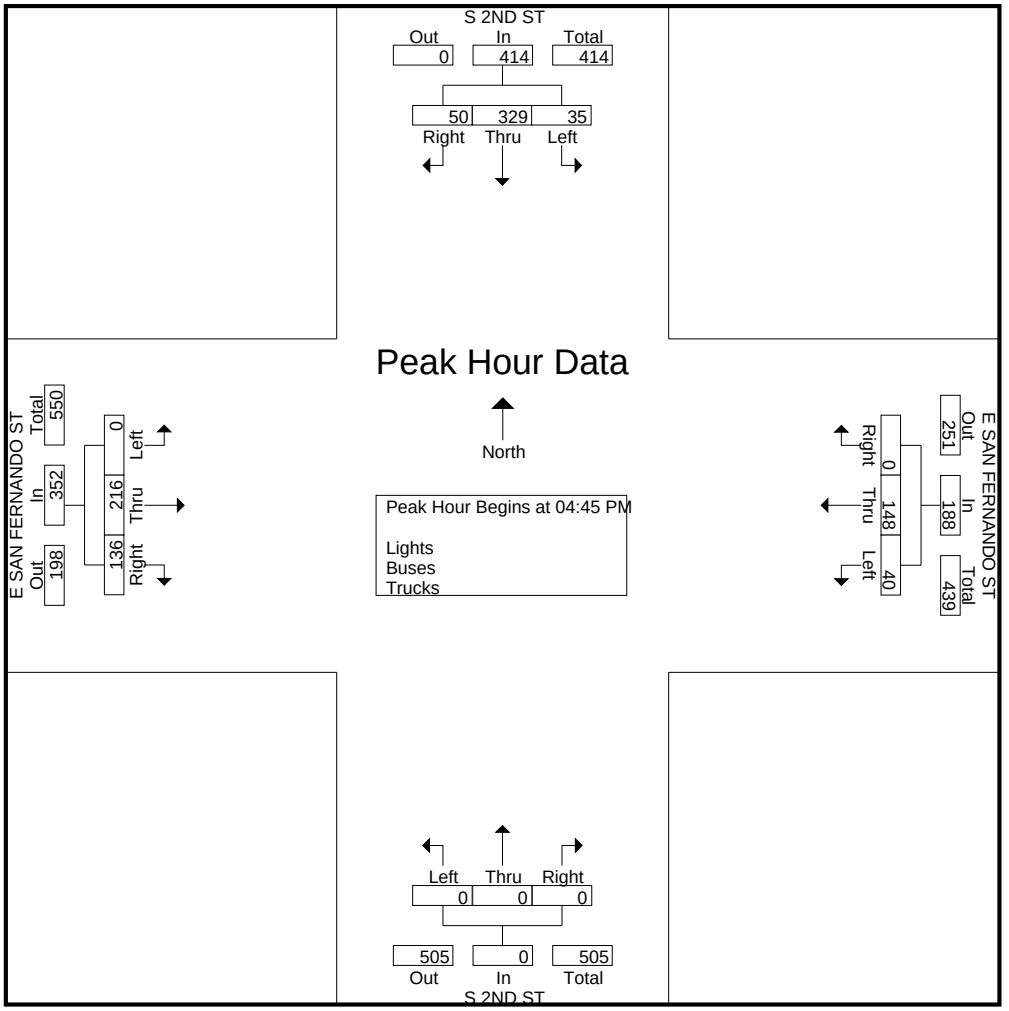
	S 2ND ST Southbound					E SAN FERNANDO ST Westbound					S 2ND ST Northbound					E SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	51	11	42	112	0	35	5	28	68	0	0	0	41	41	29	50	0	17	96	317
04:15 PM	13	50	7	62	132	0	28	13	34	75	0	0	0	50	50	18	50	0	15	83	340
04:30 PM	5	84	10	43	142	0	52	4	15	71	0	0	1	55	56	15	43	0	33	91	360
04:45 PM	16	67	12	69	164	0	31	9	30	70	0	0	0	47	47	39	49	0	28	116	397
Total	42	252	40	216	550	0	146	31	107	284	0	0	1	193	194	101	192	0	93	386	1414
05:00 PM	12	86	8	51	157	0	28	15	37	80	0	0	0	33	33	31	50	0	22	103	373
05:15 PM	12	97	10	53	172	0	49	9	26	84	0	0	0	38	38	34	57	0	23	114	408
05:30 PM	10	79	5	40	134	0	40	7	14	61	0	0	0	35	35	32	60	0	33	125	355
05:45 PM	11	76	9	43	139	0	28	7	21	56	0	0	0	36	36	24	42	0	24	90	321
Total	45	338	32	187	602	0	145	38	98	281	0	0	0	142	142	121	209	0	102	432	1457
Grand Total	87	590	72	403	1152	0	291	69	205	565	0	0	1	335	336	222	401	0	195	818	2871
Apprch %	7.6	51.2	6.2	35		0	51.5	12.2	36.3		0	0	0.3	99.7		27.1	49	0	23.8		
Total %	3	20.6	2.5	14	40.1	0	10.1	2.4	7.1	19.7	0	0	0	11.7	11.7	7.7	14	0	6.8	28.5	
Lights	79	526	50	403	1058	0	253	69	205	527	0	0	1	335	336	219	369	0	195	783	2704
% Lights	90.8	89.2	69.4	100	91.8	0	86.9	100	100	93.3	0	0	100	100	100	98.6	92	0	100	95.7	94.2
Buses	5	61	19	0	85	0	36	0	0	36	0	0	0	0	0	0	30	0	0	30	151
% Buses	5.7	10.3	26.4	0	7.4	0	12.4	0	0	6.4	0	0	0	0	0	0	7.5	0	0	3.7	5.3
Trucks	3	3	3	0	9	0	2	0	0	2	0	0	0	0	0	3	2	0	0	5	16
% Trucks	3.4	0.5	4.2	0	0.8	0	0.7	0	0	0.4	0	0	0	0	0	1.4	0.5	0	0	0.6	0.6

	S 2ND ST Southbound				E SAN FERNANDO ST Westbound				S 2ND ST Northbound				E SAN FERNANDO ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**16**	67	**12**	95	0	31	9	40	0	0	0	0	**39**	49	0	88	223
05:00 PM	12	86	8	106	0	28	**15**	43	0	0	0	0	31	50	0	81	230
05:15 PM	12	**97**	10	**119**	0	**49**	9	**58**	0	0	0	0	34	57	0	91	**268**
05:30 PM	10	79	5	94	0	40	7	47	0	0	0	0	32	**60**	0	**92**	233
Total Volume	50	329	35	414	0	148	40	188	0	0	0	0	136	216	0	352	954
% App. Total	12.1	79.5	8.5		0	78.7	21.3		0	0	0		38.6	61.4	0		
PHF	.781	.848	.729	.870	.000	.755	.667	.810	.000	.000	.000	.000	.872	.900	.000	.957	.890

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File Name : 22AM FINAL
Site Code : 00000022
Start Date : 12/3/2019
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Groups Printed- Lights - Buses - Trucks

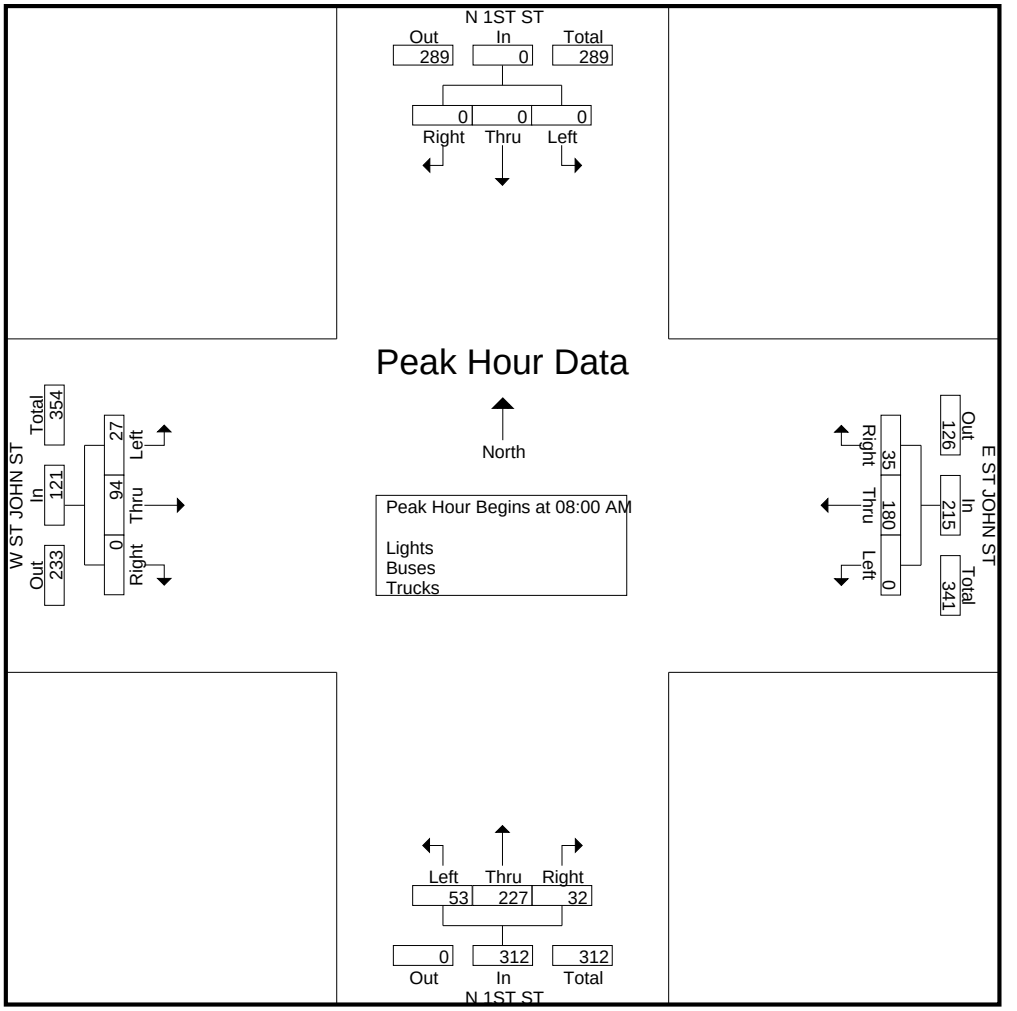
	N 1ST ST Southbound					E ST JOHN ST Westbound					N 1ST ST Northbound					W ST JOHN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	6	6	4	35	0	2	41	2	30	4	4	40	0	12	1	3	16	103
07:15 AM	0	0	0	4	4	3	28	0	0	31	1	36	11	2	50	0	11	1	5	17	102
07:30 AM	0	0	0	13	13	3	39	0	2	44	8	48	14	3	73	0	12	5	8	25	155
07:45 AM	0	0	0	8	8	5	57	0	4	66	1	54	18	4	77	0	15	5	4	24	175
Total	0	0	0	31	31	15	159	0	8	182	12	168	47	13	240	0	50	12	20	82	535
08:00 AM	0	0	0	11	11	4	46	0	6	56	7	56	9	5	77	0	14	6	15	35	179
08:15 AM	0	0	0	19	19	8	46	0	5	59	8	63	13	8	92	0	20	4	26	50	220
08:30 AM	0	0	0	17	17	12	34	0	13	59	8	50	18	9	85	0	29	9	31	69	230
08:45 AM	0	0	0	19	19	11	54	0	11	76	9	58	13	20	100	0	31	8	42	81	276
Total	0	0	0	66	66	35	180	0	35	250	32	227	53	42	354	0	94	27	114	235	905
Grand Total	0	0	0	97	97	50	339	0	43	432	44	395	100	55	594	0	144	39	134	317	1440
Apprch %	0	0	0	100		11.6	78.5	0	10		7.4	66.5	16.8	9.3		0	45.4	12.3	42.3		
Total %	0	0	0	6.7	6.7	3.5	23.5	0	3	30	3.1	27.4	6.9	3.8	41.2	0	10	2.7	9.3	22	
Lights	0	0	0	97	97	49	334	0	43	426	41	333	98	55	527	0	139	38	134	311	1361
% Lights	0	0	0	100	100	98	98.5	0	100	98.6	93.2	84.3	98	100	88.7	0	96.5	97.4	100	98.1	94.5
Buses	0	0	0	0	0	0	0	0	0	0	0	59	0	0	59	0	0	0	0	0	59
% Buses	0	0	0	0	0	0	0	0	0	0	0	14.9	0	0	9.9	0	0	0	0	0	4.1
Trucks	0	0	0	0	0	1	5	0	0	6	3	3	2	0	8	0	5	1	0	6	20
% Trucks	0	0	0	0	0	2	1.5	0	0	1.4	6.8	0.8	2	0	1.3	0	3.5	2.6	0	1.9	1.4

	N 1ST ST Southbound				E ST JOHN ST Westbound				N 1ST ST Northbound				W ST JOHN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	4	46	0	50	7	56	9	72	0	14	6	20	142
08:15 AM	0	0	0	0	8	46	0	54	8	**63**	13	**84**	0	20	4	24	162
08:30 AM	0	0	0	0	**12**	34	0	46	8	50	**18**	76	0	29	**9**	38	160
08:45 AM	0	0	0	0	11	**54**	0	**65**	**9**	58	13	80	0	**31**	8	**39**	**184**
Total Volume	0	0	0	0	35	180	0	215	32	227	53	312	0	94	27	121	648
% App. Total	0	0	0		16.3	83.7	0		10.3	72.8	17		0	77.7	22.3		
PHF	.000	.000	.000	.000	.729	.833	.000	.827	.889	.901	.736	.929	.000	.758	.750	.776	.880

Traffic Data Service

San Jose, CA
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File Name : 22AM FINAL
Site Code : 00000022
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Traffic Data Service

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File Name : 22PM FINAL
Site Code : 00000022
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Groups Printed- Lights - Buses - Trucks

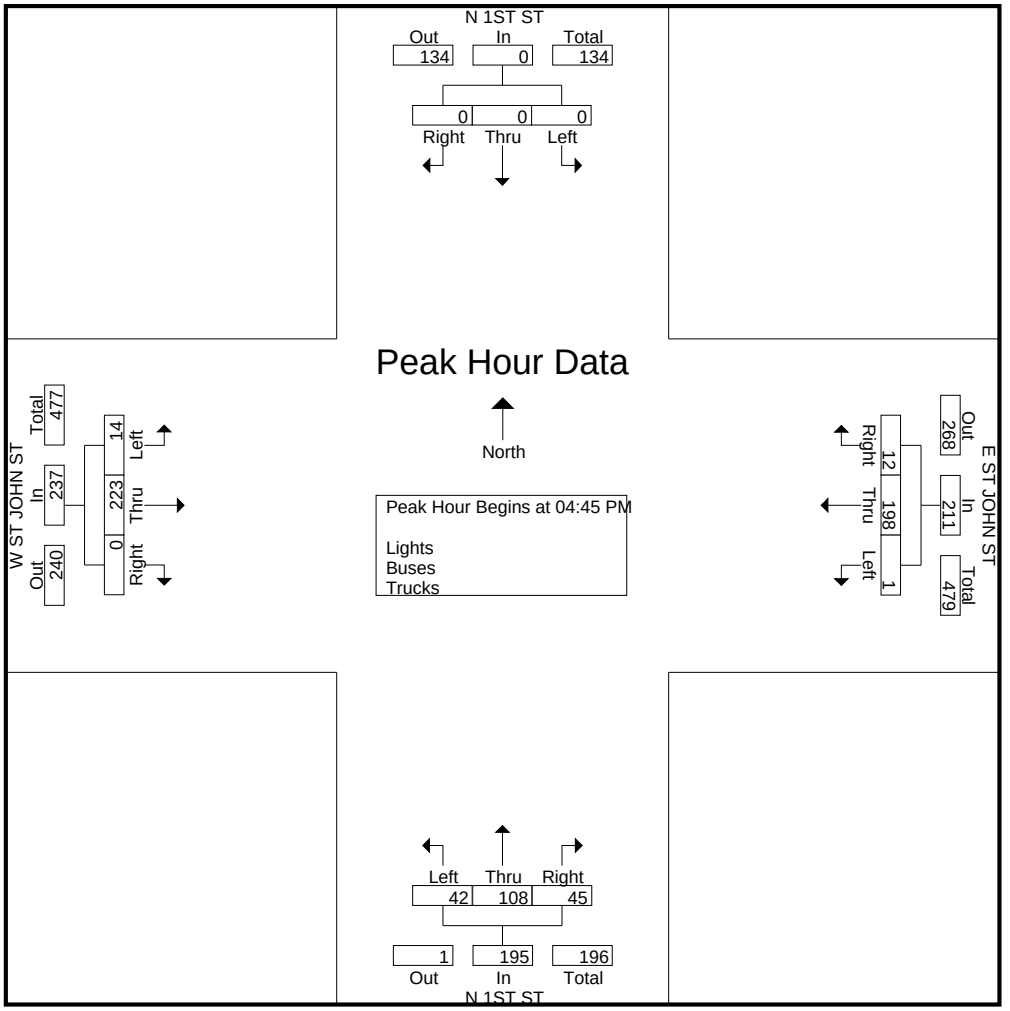
	N 1ST ST Southbound					E ST JOHN ST Westbound					N 1ST ST Northbound					W ST JOHN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	23	23	5	35	0	14	54	10	21	13	16	60	0	36	3	14	53	190
04:15 PM	0	0	0	28	28	6	36	0	14	56	5	24	7	19	55	0	43	3	33	79	218
04:30 PM	0	0	0	19	19	4	43	0	8	55	5	30	14	8	57	0	48	7	35	90	221
04:45 PM	0	0	0	18	18	5	42	0	5	52	5	31	8	12	56	0	61	3	9	73	199
Total	0	0	0	88	88	20	156	0	41	217	25	106	42	55	228	0	188	16	91	295	828
05:00 PM	0	0	0	21	21	4	57	1	10	72	6	20	13	18	57	0	46	6	15	67	217
05:15 PM	0	0	0	12	12	3	46	0	8	57	12	27	8	7	54	0	65	0	7	72	195
05:30 PM	0	0	0	10	10	0	53	0	10	63	22	30	13	9	74	0	51	5	10	66	213
05:45 PM	0	0	0	15	15	3	40	0	6	49	7	24	10	2	43	0	44	1	4	49	156
Total	0	0	0	58	58	10	196	1	34	241	47	101	44	36	228	0	206	12	36	254	781
Grand Total	0	0	0	146	146	30	352	1	75	458	72	207	86	91	456	0	394	28	127	549	1609
Apprch %	0	0	0	100		6.6	76.9	0.2	16.4		15.8	45.4	18.9	20		0	71.8	5.1	23.1		
Total %	0	0	0	9.1	9.1	1.9	21.9	0.1	4.7	28.5	4.5	12.9	5.3	5.7	28.3	0	24.5	1.7	7.9	34.1	
Lights	0	0	0	146	146	29	351	1	75	456	72	153	85	91	401	0	390	28	127	545	1548
% Lights	0	0	0	100	100	96.7	99.7	100	100	99.6	100	73.9	98.8	100	87.9	0	99	100	100	99.3	96.2
Buses	0	0	0	0	0	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	52
% Buses	0	0	0	0	0	0	0	0	0	0	0	25.1	0	0	11.4	0	0	0	0	0	3.2
Trucks	0	0	0	0	0	1	1	0	0	2	0	2	1	0	3	0	4	0	0	4	9
% Trucks	0	0	0	0	0	3.3	0.3	0	0	0.4	0	1	1.2	0	0.7	0	1	0	0	0.7	0.6

	N 1ST ST Southbound				E ST JOHN ST Westbound				N 1ST ST Northbound				W ST JOHN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	**5**	42	0	47	5	**31**	8	44	0	61	3	64	155
05:00 PM	0	0	0	0	4	**57**	**1**	**62**	6	20	**13**	39	0	46	**6**	52	153
05:15 PM	0	0	0	0	3	46	0	49	12	27	8	47	0	**65**	0	**65**	161
05:30 PM	0	0	0	0	0	53	0	53	**22**	30	13	**65**	0	51	5	56	**174**
Total Volume	0	0	0	0	12	198	1	211	45	108	42	195	0	223	14	237	643
% App. Total	0	0	0		5.7	93.8	0.5		23.1	55.4	21.5		0	94.1	5.9		
PHF	.000	.000	.000	.000	.600	.868	.250	.851	.511	.871	.808	.750	.000	.858	.583	.912	.924

Traffic Data Service

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File Name : 22PM FINAL
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Traffic Data Service

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File Name : 23AM FINAL
Site Code : 00000023
Start Date : 12/3/2019
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Groups Printed- Lights - Buses - Trucks

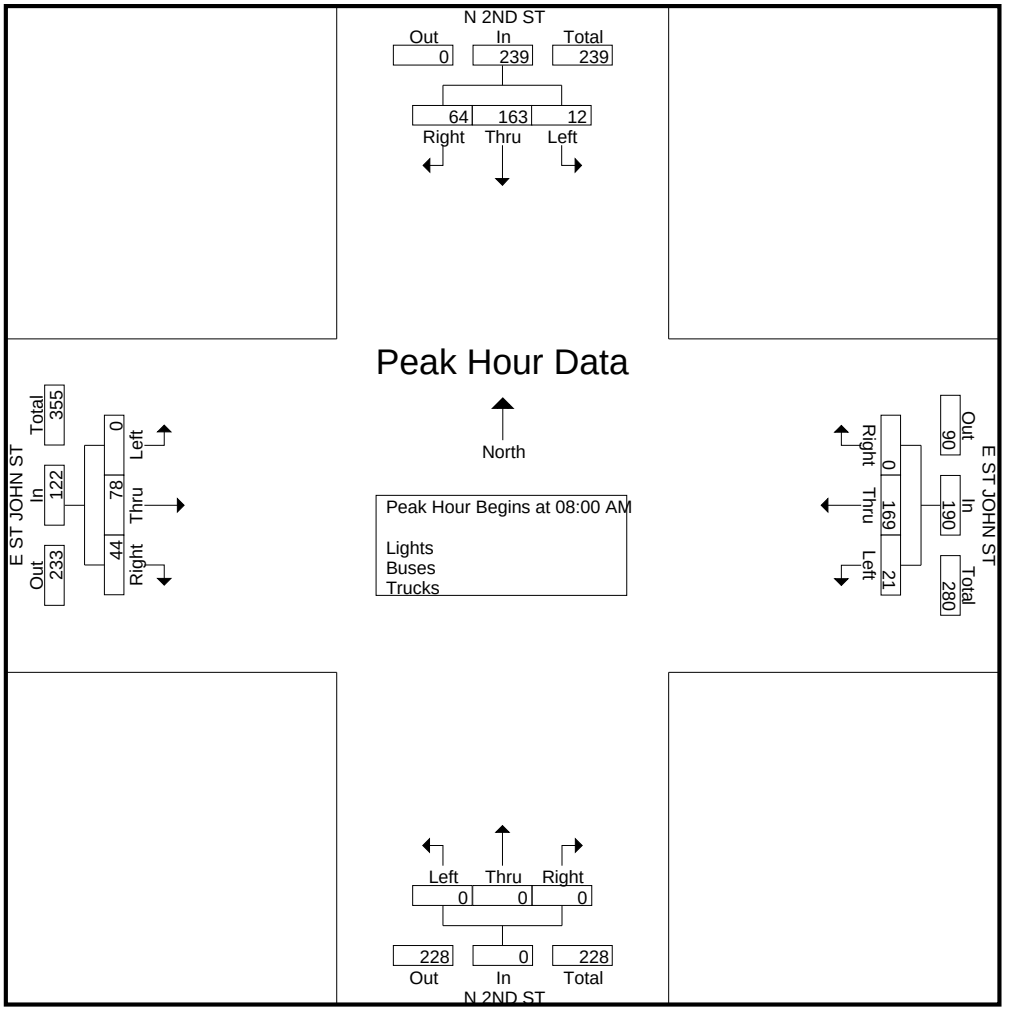
	N 2ND ST Southbound					E ST JOHN ST Westbound					N 2ND ST Northbound					E ST JOHN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	22	3	4	30	0	41	5	2	48	0	0	0	1	1	6	10	0	0	16	95
07:15 AM	2	27	2	6	37	0	33	2	3	38	0	0	0	2	2	7	6	0	3	16	93
07:30 AM	3	22	2	14	41	0	40	1	3	44	0	0	0	6	6	2	16	0	8	26	117
07:45 AM	6	31	5	9	51	0	48	4	4	56	0	0	0	6	6	8	9	0	3	20	133
Total	12	102	12	33	159	0	162	12	12	186	0	0	0	15	15	23	41	0	14	78	438
08:00 AM	8	37	3	6	54	0	51	5	14	70	0	0	0	2	2	8	10	0	4	22	148
08:15 AM	15	50	3	16	84	0	44	4	7	55	0	0	0	7	7	13	15	0	8	36	182
08:30 AM	20	44	2	18	84	0	34	5	8	47	0	0	0	16	16	12	25	0	10	47	194
08:45 AM	21	32	4	20	77	0	40	7	15	62	0	0	0	17	17	11	28	0	15	54	210
Total	64	163	12	60	299	0	169	21	44	234	0	0	0	42	42	44	78	0	37	159	734
Grand Total	76	265	24	93	458	0	331	33	56	420	0	0	0	57	57	67	119	0	51	237	1172
Apprch %	16.6	57.9	5.2	20.3		0	78.8	7.9	13.3		0	0	0	100		28.3	50.2	0	21.5		
Total %	6.5	22.6	2	7.9	39.1	0	28.2	2.8	4.8	35.8	0	0	0	4.9	4.9	5.7	10.2	0	4.4	20.2	
Lights	75	210	24	93	402	0	326	33	56	415	0	0	0	57	57	62	116	0	51	229	1103
% Lights	98.7	79.2	100	100	87.8	0	98.5	100	100	98.8	0	0	0	100	100	92.5	97.5	0	100	96.6	94.1
Buses	0	53	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
% Buses	0	20	0	0	11.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.5
Trucks	1	2	0	0	3	0	5	0	0	5	0	0	0	0	0	5	3	0	0	8	16
% Trucks	1.3	0.8	0	0	0.7	0	1.5	0	0	1.2	0	0	0	0	0	7.5	2.5	0	0	3.4	1.4

	N 2ND ST Southbound				E ST JOHN ST Westbound				N 2ND ST Northbound				E ST JOHN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	8	37	3	48	0	**51**	5	**56**	0	0	0	0	8	10	0	18	122
08:15 AM	15	**50**	3	**68**	0	44	4	48	0	0	0	0	**13**	15	0	28	**144**
08:30 AM	20	44	2	66	0	34	5	39	0	0	0	0	12	25	0	37	142
08:45 AM	**21**	32	**4**	57	0	40	**7**	47	0	0	0	0	11	**28**	0	**39**	143
Total Volume	64	163	12	239	0	169	21	190	0	0	0	0	44	78	0	122	551
% App. Total	26.8	68.2	5		0	88.9	11.1		0	0	0		36.1	63.9	0		
PHF	.762	.815	.750	.879	.000	.828	.750	.848	.000	.000	.000	.000	.846	.696	.000	.782	.957

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File Name : 23AM FINAL
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File Name : 23PM FINAL
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Groups Printed- Lights - Buses - Trucks

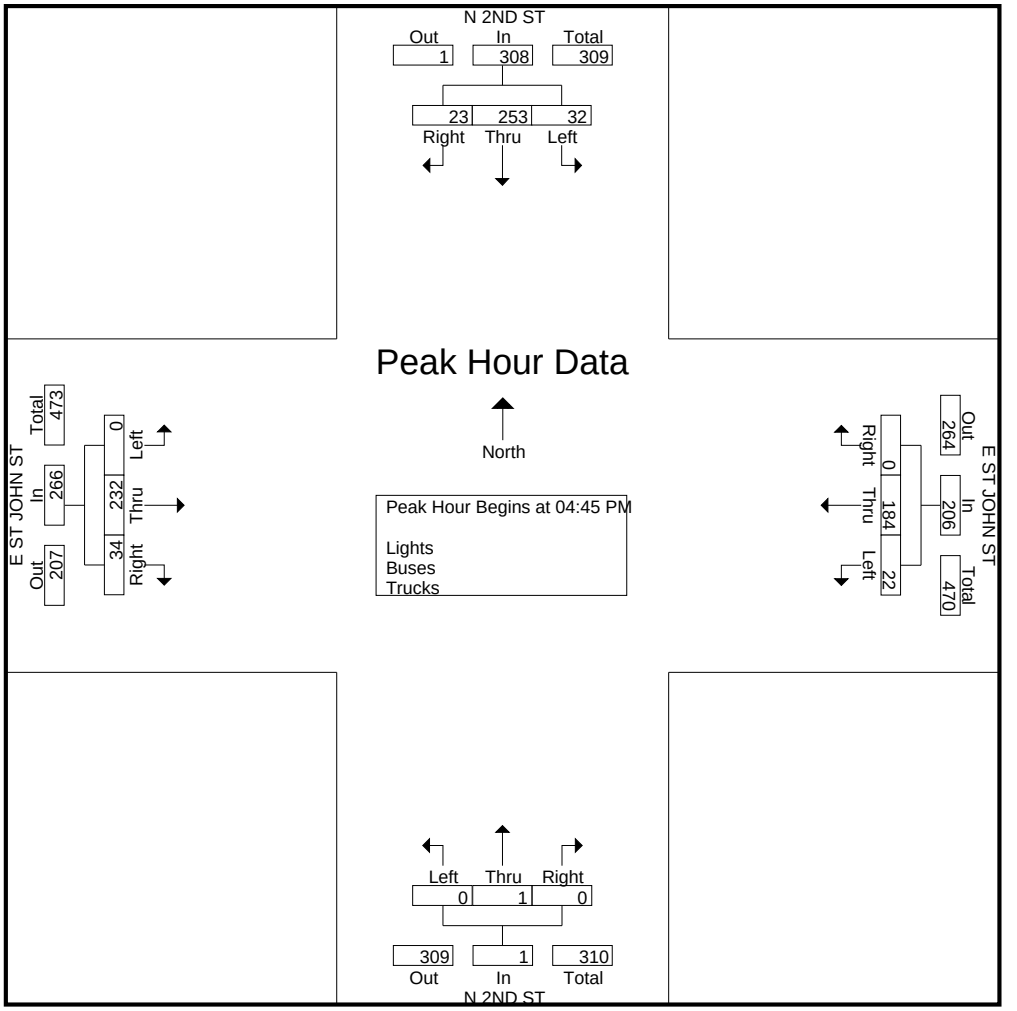
	N 2ND ST Southbound					E ST JOHN ST Westbound					N 2ND ST Northbound					E ST JOHN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	33	5	13	56	0	28	8	5	41	0	0	0	12	12	14	30	0	12	56	165
04:15 PM	8	48	4	18	78	0	31	3	16	50	0	0	0	6	6	2	42	0	10	54	188
04:30 PM	4	50	5	7	66	0	40	9	13	62	0	0	0	16	16	6	44	0	26	76	220
04:45 PM	5	58	6	12	81	0	41	3	5	49	0	0	0	11	11	8	57	0	6	71	212
Total	22	189	20	50	281	0	140	23	39	202	0	0	0	45	45	30	173	0	54	257	785
05:00 PM	7	63	10	13	93	0	53	4	12	69	0	0	0	17	17	5	47	0	20	72	251
05:15 PM	5	76	8	14	103	0	40	6	19	65	0	1	0	13	14	12	62	0	11	85	267
05:30 PM	6	56	8	13	83	0	50	9	6	65	0	0	0	3	3	9	66	0	2	77	228
05:45 PM	6	69	9	11	95	0	34	4	11	49	0	0	0	9	9	6	45	0	7	58	211
Total	24	264	35	51	374	0	177	23	48	248	0	1	0	42	43	32	220	0	40	292	957
Grand Total	46	453	55	101	655	0	317	46	87	450	0	1	0	87	88	62	393	0	94	549	1742
Apprch %	7	69.2	8.4	15.4		0	70.4	10.2	19.3		0	1.1	0	98.9		11.3	71.6	0	17.1		
Total %	2.6	26	3.2	5.8	37.6	0	18.2	2.6	5	25.8	0	0.1	0	5	5.1	3.6	22.6	0	5.4	31.5	
Lights	46	387	55	101	589	0	316	45	87	448	0	1	0	87	88	61	391	0	94	546	1671
% Lights	100	85.4	100	100	89.9	0	99.7	97.8	100	99.6	0	100	0	100	100	98.4	99.5	0	100	99.5	95.9
Buses	0	58	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
% Buses	0	12.8	0	0	8.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.3
Trucks	0	8	0	0	8	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	13
% Trucks	0	1.8	0	0	1.2	0	0.3	2.2	0	0.4	0	0	0	0	0	1.6	0.5	0	0	0.5	0.7

	N 2ND ST Southbound				E ST JOHN ST Westbound				N 2ND ST Northbound				E ST JOHN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	58	6	69	0	41	3	44	0	0	0	0	8	57	0	65	178
05:00 PM	**7**	63	**10**	80	0	**53**	4	57	0	0	0	0	5	47	0	52	189
05:15 PM	5	**76**	8	**89**	0	40	6	46	0	**1**	0	**1**	**12**	62	0	74	**210**
05:30 PM	6	56	8	70	0	50	**9**	**59**	0	0	0	0	9	**66**	0	**75**	204
Total Volume	23	253	32	308	0	184	22	206	0	1	0	1	34	232	0	266	781
% App. Total	7.5	82.1	10.4		0	89.3	10.7		0	100	0		12.8	87.2	0		
PHF	.821	.832	.800	.865	.000	.868	.611	.873	.000	.250	.000	.250	.708	.879	.000	.887	.930

Traffic Data Service

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File Name : 23PM FINAL
Site Code : 00000023
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Traffic Data Service

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File Name : 24AM FINAL
Site Code : 00000024
Start Date : 12/3/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

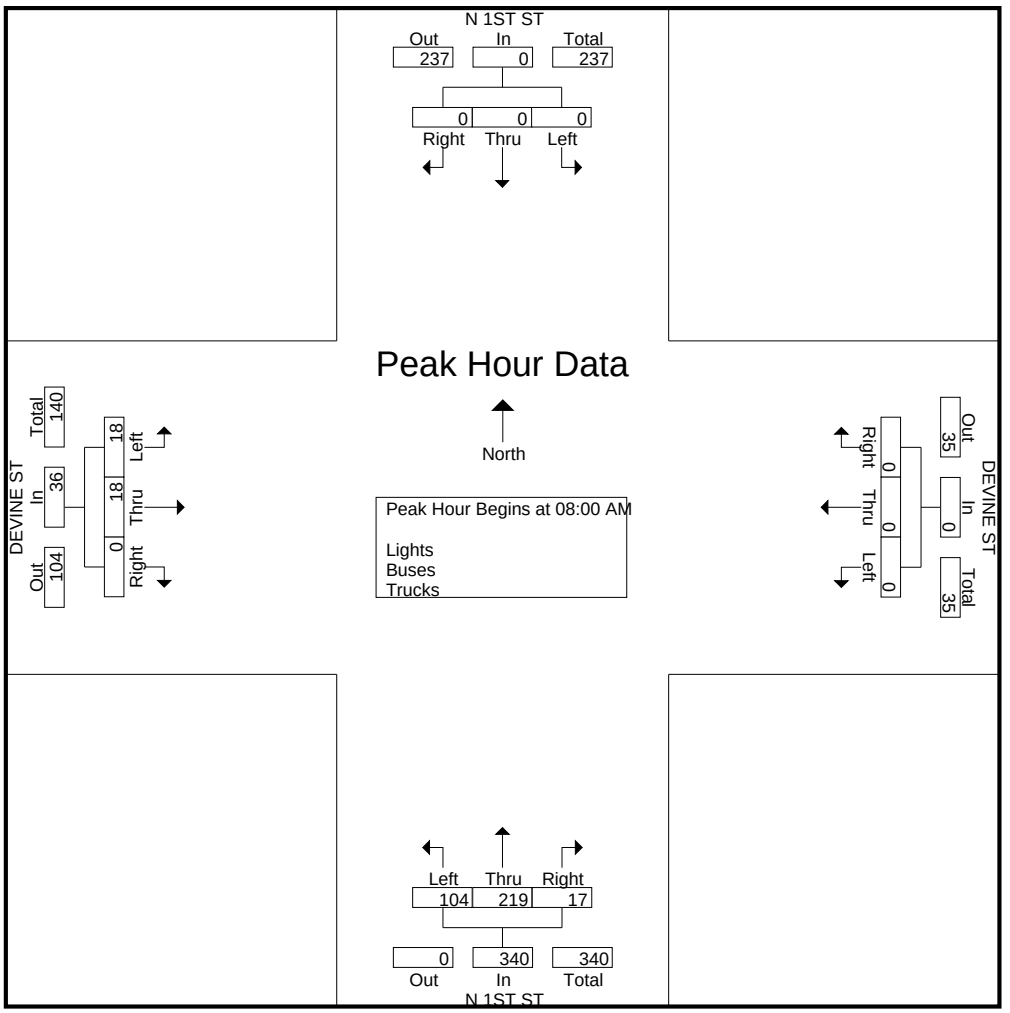
	N 1ST ST Southbound					DEVINE ST Westbound					N 1ST ST Northbound					DEVINE ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	4	4	0	31	3	0	34	0	1	1	3	5	43
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	41	3	0	44	0	0	2	7	9	53
07:30 AM	0	0	0	0	0	0	0	0	1	1	1	44	9	3	57	0	0	1	12	13	71
07:45 AM	0	0	0	0	0	0	0	0	3	3	0	53	16	0	69	0	1	3	12	16	88
Total	0	0	0	0	0	0	0	0	8	8	1	169	31	3	204	0	2	7	34	43	255
08:00 AM	0	0	0	2	2	0	0	0	7	7	2	49	17	1	69	0	3	3	10	16	94
08:15 AM	0	0	0	1	1	0	0	0	8	8	5	54	32	3	94	0	3	2	10	15	118
08:30 AM	0	0	0	0	0	0	0	0	6	6	3	45	31	5	84	0	3	6	13	22	112
08:45 AM	0	0	0	0	0	0	0	0	8	8	7	71	24	8	110	0	9	7	20	36	154
Total	0	0	0	3	3	0	0	0	29	29	17	219	104	17	357	0	18	18	53	89	478
Grand Total	0	0	0	3	3	0	0	0	37	37	18	388	135	20	561	0	20	25	87	132	733
Apprch %	0	0	0	100		0	0	0	100		3.2	69.2	24.1	3.6		0	15.2	18.9	65.9		
Total %	0	0	0	0.4	0.4	0	0	0	5	5	2.5	52.9	18.4	2.7	76.5	0	2.7	3.4	11.9	18	
Lights	0	0	0	3	3	0	0	0	37	37	17	324	133	20	494	0	20	24	87	131	665
% Lights	0	0	0	100	100	0	0	0	100	100	94.4	83.5	98.5	100	88.1	0	100	96	100	99.2	90.7
Buses	0	0	0	0	0	0	0	0	0	0	0	59	1	0	60	0	0	0	0	0	60
% Buses	0	0	0	0	0	0	0	0	0	0	0	15.2	0.7	0	10.7	0	0	0	0	0	8.2
Trucks	0	0	0	0	0	0	0	0	0	0	1	5	1	0	7	0	0	1	0	1	8
% Trucks	0	0	0	0	0	0	0	0	0	0	5.6	1.3	0.7	0	1.2	0	0	4	0	0.8	1.1

	N 1ST ST Southbound				DEVINE ST Westbound				N 1ST ST Northbound				DEVINE ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	2	49	17	68	0	3	3	6	74
08:15 AM	0	0	0	0	0	0	0	0	5	54	**32**	91	0	3	2	5	96
08:30 AM	0	0	0	0	0	0	0	0	3	45	31	79	0	3	6	9	88
08:45 AM	0	0	0	0	0	0	0	0	**7**	**71**	24	**102**	0	**9**	**7**	**16**	**118**
Total Volume	0	0	0	0	0	0	0	0	17	219	104	340	0	18	18	36	376
% App. Total	0	0	0		0	0	0		5	64.4	30.6		0	50	50		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.607	.771	.813	.833	.000	.500	.643	.563	.797

Traffic Data Service

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File Name : 24AM FINAL
Site Code : 00000024
Start Date : 12/3/2019
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Traffic Data Service

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File Name : 24PM FINAL
Site Code : 00000024
Start Date : 12/3/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

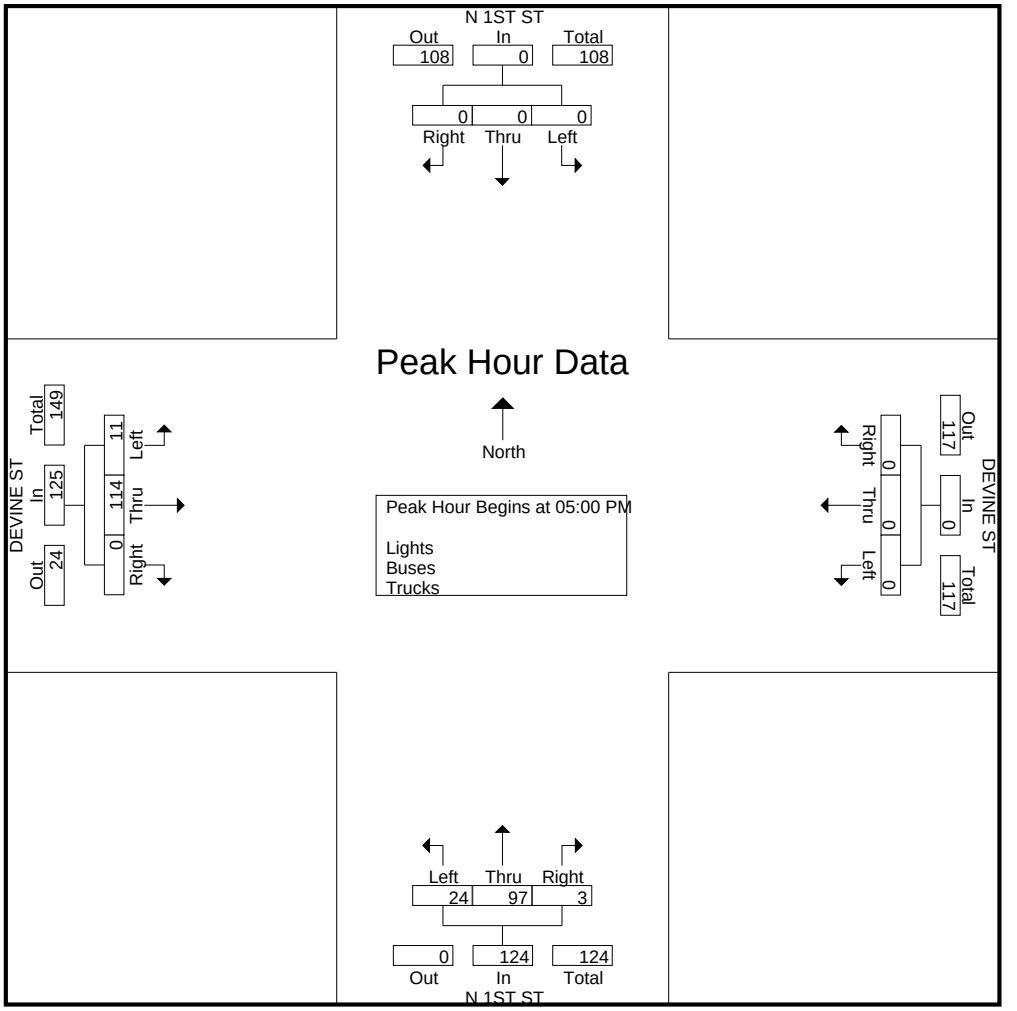
	N 1ST ST Southbound					DEVINE ST Westbound					N 1ST ST Northbound					DEVINE ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	6	6	1	23	6	1	31	0	10	3	16	29	66
04:15 PM	0	0	0	0	0	0	0	0	6	6	0	31	6	0	37	0	15	2	9	26	69
04:30 PM	0	0	0	3	3	0	0	0	5	5	0	28	4	2	34	0	14	4	8	26	68
04:45 PM	0	0	0	0	0	0	0	0	8	8	0	31	2	3	36	0	21	3	12	36	80
Total	0	0	0	3	3	0	0	0	25	25	1	113	18	6	138	0	60	12	45	117	283
05:00 PM	0	0	0	1	1	0	0	0	4	4	2	19	11	5	37	0	27	1	8	36	78
05:15 PM	0	0	0	5	5	0	0	0	3	3	0	24	7	1	32	0	24	3	15	42	82
05:30 PM	0	0	0	1	1	0	0	0	4	4	0	29	1	0	30	0	31	5	9	45	80
05:45 PM	0	0	0	0	0	0	0	0	4	4	1	25	5	0	31	0	32	2	5	39	74
Total	0	0	0	7	7	0	0	0	15	15	3	97	24	6	130	0	114	11	37	162	314
Grand Total	0	0	0	10	10	0	0	0	40	40	4	210	42	12	268	0	174	23	82	279	597
Apprch %	0	0	0	100		0	0	0	100		1.5	78.4	15.7	4.5		0	62.4	8.2	29.4		
Total %	0	0	0	1.7	1.7	0	0	0	6.7	6.7	0.7	35.2	7	2	44.9	0	29.1	3.9	13.7	46.7	
Lights	0	0	0	10	10	0	0	0	40	40	4	156	42	12	214	0	174	23	82	279	543
% Lights	0	0	0	100	100	0	0	0	100	100	100	74.3	100	100	79.9	0	100	100	100	100	91
Buses	0	0	0	0	0	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	52
% Buses	0	0	0	0	0	0	0	0	0	0	0	24.8	0	0	19.4	0	0	0	0	0	8.7
Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0.7	0	0	0	0	0	0.3

	N 1ST ST Southbound				DEVINE ST Westbound				N 1ST ST Northbound				DEVINE ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	**2**	19	**11**	**32**	0	27	1	28	60
05:15 PM	0	0	0	0	0	0	0	0	0	24	7	31	0	24	3	27	58
05:30 PM	0	0	0	0	0	0	0	0	0	**29**	1	30	0	31	**5**	**36**	**66**
05:45 PM	0	0	0	0	0	0	0	0	1	25	5	31	0	**32**	2	34	65
Total Volume	0	0	0	0	0	0	0	0	3	97	24	124	0	114	11	125	249
% App. Total	0	0	0		0	0	0		2.4	78.2	19.4		0	91.2	8.8		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.375	.836	.545	.969	.000	.891	.550	.868	.943

Traffic Data Service

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File Name : 24PM FINAL
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Traffic Data Service

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File Name : 25AM FINAL
Site Code : 00000025
Start Date : 12/3/2019
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Groups Printed- Lights - Buses - Trucks

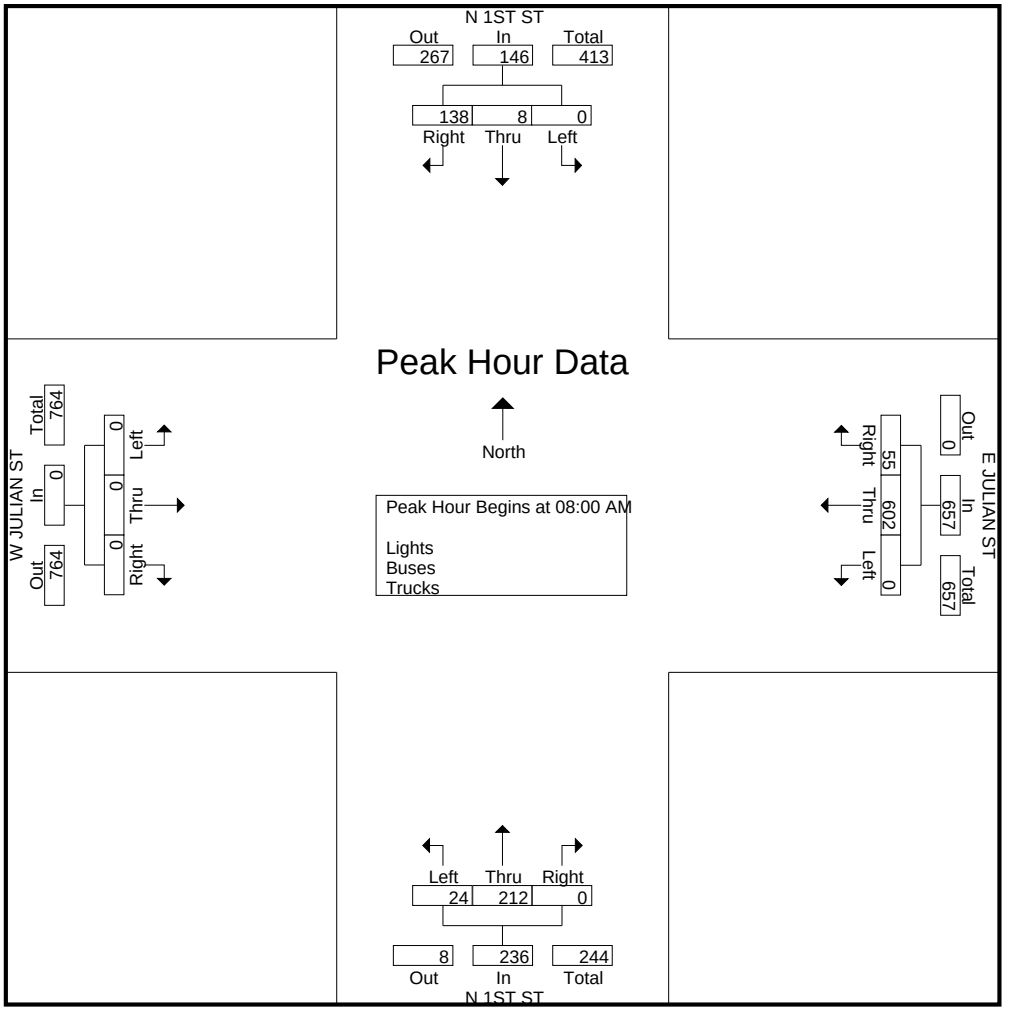
	N 1ST ST Southbound					E JULIAN ST Westbound					N 1ST ST Northbound					W JULIAN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	23	3	0	0	26	6	120	0	4	130	0	30	1	0	31	0	0	0	3	3	190
07:15 AM	20	1	0	0	21	5	137	0	2	144	0	38	2	3	43	0	0	0	3	3	211
07:30 AM	31	3	0	1	35	7	155	0	0	162	0	36	4	3	43	0	0	0	10	10	250
07:45 AM	27	1	0	0	28	18	141	0	4	163	0	55	5	2	62	0	0	0	5	5	258
Total	101	8	0	1	110	36	553	0	10	599	0	159	12	8	179	0	0	0	21	21	909
08:00 AM	32	3	0	1	36	11	158	0	6	175	0	46	6	5	57	0	0	0	8	8	276
08:15 AM	33	1	0	0	34	18	158	0	3	179	0	53	4	4	61	0	0	0	7	7	281
08:30 AM	33	2	0	1	36	12	152	0	4	168	0	43	3	3	49	0	0	0	12	12	265
08:45 AM	40	2	0	2	44	14	134	0	3	151	0	70	11	3	84	0	0	0	13	13	292
Total	138	8	0	4	150	55	602	0	16	673	0	212	24	15	251	0	0	0	40	40	1114
Grand Total	239	16	0	5	260	91	1155	0	26	1272	0	371	36	23	430	0	0	0	61	61	2023
Apprch %	91.9	6.2	0	1.9		7.2	90.8	0	2		0	86.3	8.4	5.3		0	0	0	100		
Total %	11.8	0.8	0	0.2	12.9	4.5	57.1	0	1.3	62.9	0	18.3	1.8	1.1	21.3	0	0	0	3	3	
Lights	227	0	0	5	232	90	1142	0	26	1258	0	310	34	23	367	0	0	0	61	61	1918
% Lights	95	0	0	100	89.2	98.9	98.9	0	100	98.9	0	83.6	94.4	100	85.3	0	0	0	100	100	94.8
Buses	4	16	0	0	20	0	4	0	0	4	0	57	2	0	59	0	0	0	0	0	83
% Buses	1.7	100	0	0	7.7	0	0.3	0	0	0.3	0	15.4	5.6	0	13.7	0	0	0	0	0	4.1
Trucks	8	0	0	0	8	1	9	0	0	10	0	4	0	0	4	0	0	0	0	0	22
% Trucks	3.3	0	0	0	3.1	1.1	0.8	0	0	0.8	0	1.1	0	0	0.9	0	0	0	0	0	1.1

	N 1ST ST Southbound				E JULIAN ST Westbound				N 1ST ST Northbound				W JULIAN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	32	**3**	0	35	11	**158**	0	169	0	46	6	52	0	0	0	0	256
08:15 AM	33	1	0	34	**18**	158	0	**176**	0	53	4	57	0	0	0	0	267
08:30 AM	33	2	0	35	12	152	0	164	0	43	3	46	0	0	0	0	245
08:45 AM	**40**	2	0	**42**	14	134	0	148	0	**70**	**11**	**81**	0	0	0	0	**271**
Total Volume	138	8	0	146	55	602	0	657	0	212	24	236	0	0	0	0	1039
% App. Total	94.5	5.5	0		8.4	91.6	0		0	89.8	10.2		0	0	0		
PHF	.863	.667	.000	.869	.764	.953	.000	.933	.000	.757	.545	.728	.000	.000	.000	.000	.958

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File Name : 25AM FINAL
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File Name : 25PM FINAL
Site Code : 00000025
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Groups Printed- Lights - Buses - Trucks

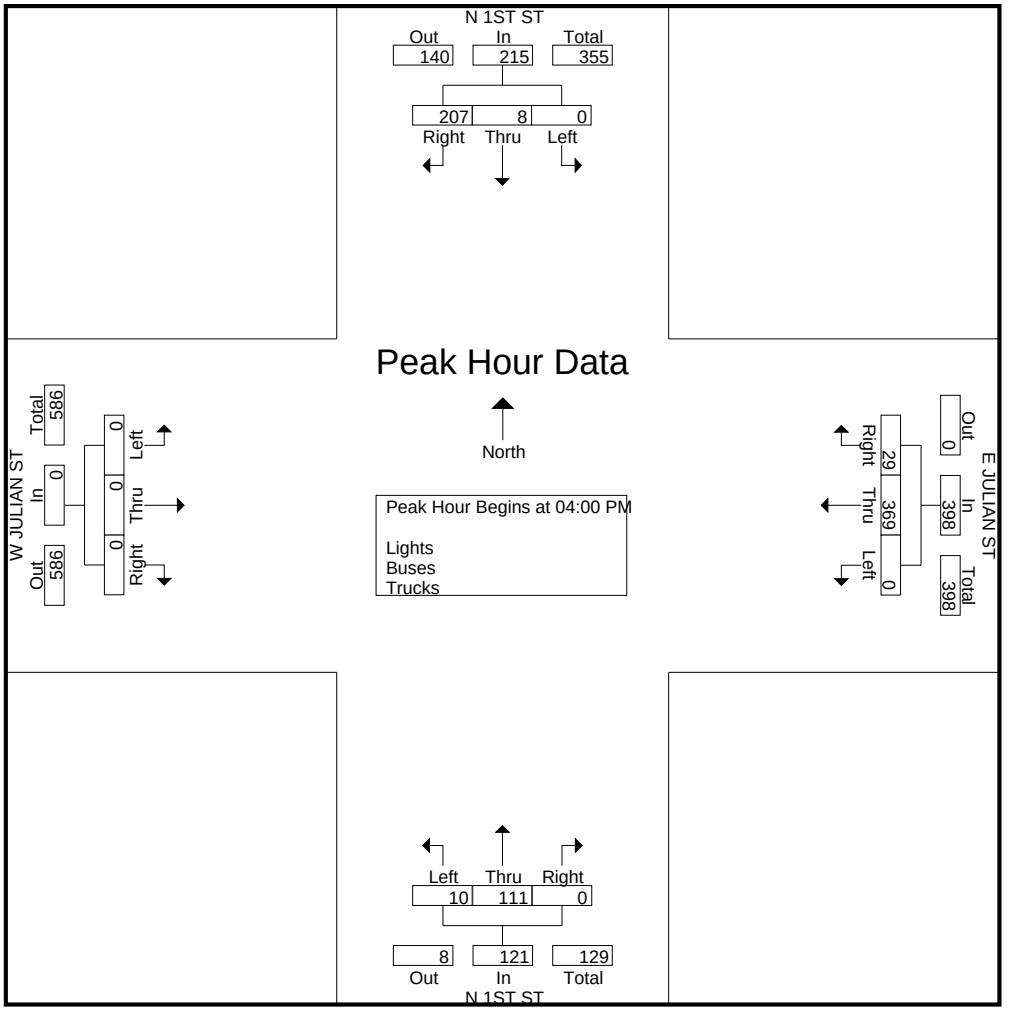
	N 1ST ST Southbound					E JULIAN ST Westbound					N 1ST ST Northbound					W JULIAN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	53	1	0	2	56	7	94	0	9	110	0	24	2	3	29	0	0	0	16	16	211
04:15 PM	45	2	0	7	54	5	93	0	7	105	0	29	2	1	32	0	0	0	11	11	202
04:30 PM	54	2	0	2	58	7	90	0	2	99	0	28	2	3	33	0	0	0	12	12	202
04:45 PM	55	3	0	4	62	10	92	0	9	111	0	30	4	1	35	0	0	0	9	9	217
Total	207	8	0	15	230	29	369	0	27	425	0	111	10	8	129	0	0	0	48	48	832
05:00 PM	45	1	0	6	52	4	95	0	1	100	0	20	1	3	24	0	0	0	10	10	186
05:15 PM	52	2	0	3	57	10	92	0	3	105	0	26	3	0	29	0	0	0	11	11	202
05:30 PM	64	2	0	0	66	6	63	0	5	74	0	33	1	2	36	0	0	0	10	10	186
05:45 PM	58	2	0	1	61	7	88	0	4	99	0	25	1	2	28	0	0	0	3	3	191
Total	219	7	0	10	236	27	338	0	13	378	0	104	6	7	117	0	0	0	34	34	765
Grand Total	426	15	0	25	466	56	707	0	40	803	0	215	16	15	246	0	0	0	82	82	1597
Apprch %	91.4	3.2	0	5.4		7	88	0	5		0	87.4	6.5	6.1		0	0	0	100		
Total %	26.7	0.9	0	1.6	29.2	3.5	44.3	0	2.5	50.3	0	13.5	1	0.9	15.4	0	0	0	5.1	5.1	
Lights	419	0	0	25	444	54	703	0	40	797	0	163	16	15	194	0	0	0	82	82	1517
% Lights	98.4	0	0	100	95.3	96.4	99.4	0	100	99.3	0	75.8	100	100	78.9	0	0	0	100	100	95
Buses	3	15	0	0	18	0	1	0	0	1	0	50	0	0	50	0	0	0	0	0	69
% Buses	0.7	100	0	0	3.9	0	0.1	0	0	0.1	0	23.3	0	0	20.3	0	0	0	0	0	4.3
Trucks	4	0	0	0	4	2	3	0	0	5	0	2	0	0	2	0	0	0	0	0	11
% Trucks	0.9	0	0	0	0.9	3.6	0.4	0	0	0.6	0	0.9	0	0	0.8	0	0	0	0	0	0.7

	N 1ST ST Southbound				E JULIAN ST Westbound				N 1ST ST Northbound				W JULIAN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	53	1	0	54	7	**94**	0	101	0	24	2	26	0	0	0	0	181
04:15 PM	45	2	0	47	5	93	0	98	0	29	2	31	0	0	0	0	176
04:30 PM	54	2	0	56	7	90	0	97	0	28	2	30	0	0	0	0	183
04:45 PM	**55**	**3**	0	**58**	**10**	92	0	**102**	0	**30**	**4**	**34**	0	0	0	0	**194**
Total Volume	207	8	0	215	29	369	0	398	0	111	10	121	0	0	0	0	734
% App. Total	96.3	3.7	0		7.3	92.7	0		0	91.7	8.3		0	0	0		
PHF	.941	.667	.000	.927	.725	.981	.000	.975	.000	.925	.625	.890	.000	.000	.000	.000	.946

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Traffic Data Service

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File Name : 26AM FINAL
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Groups Printed- Lights - Buses - Trucks

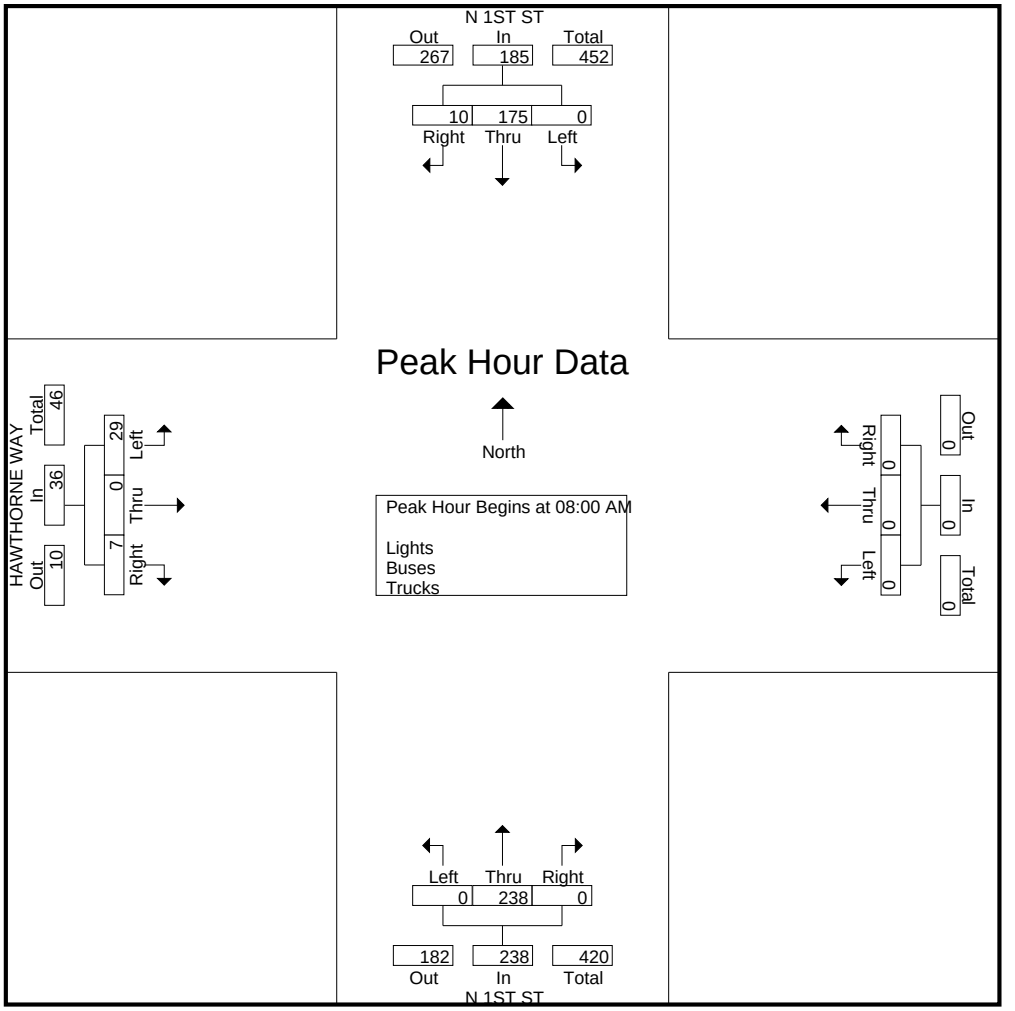
	N 1ST ST Southbound					Westbound					N 1ST ST Northbound					HAWTHORNE WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	27	0	1	28	0	0	0	0	0	0	35	0	3	38	2	0	4	4	10	76
07:15 AM	1	21	0	4	26	0	0	0	0	0	0	54	0	2	56	0	0	6	3	9	91
07:30 AM	1	43	0	5	49	0	0	0	0	0	0	29	0	2	31	3	0	5	8	16	96
07:45 AM	4	42	0	1	47	0	0	0	0	0	0	61	0	3	64	1	0	7	2	10	121
Total	6	133	0	11	150	0	0	0	0	0	0	179	0	10	189	6	0	22	17	45	384
08:00 AM	2	42	0	3	47	0	0	0	0	0	0	60	0	0	60	2	0	10	9	21	128
08:15 AM	3	45	0	6	54	0	0	0	0	0	0	53	0	2	55	1	0	5	6	12	121
08:30 AM	2	44	0	11	57	0	0	0	0	0	0	53	0	1	54	1	0	7	9	17	128
08:45 AM	3	44	0	3	50	0	0	0	0	0	0	72	0	2	74	3	0	7	4	14	138
Total	10	175	0	23	208	0	0	0	0	0	0	238	0	5	243	7	0	29	28	64	515
Grand Total	16	308	0	34	358	0	0	0	0	0	0	417	0	15	432	13	0	51	45	109	899
Apprch %	4.5	86	0	9.5		0	0	0	0		0	96.5	0	3.5		11.9	0	46.8	41.3		
Total %	1.8	34.3	0	3.8	39.8	0	0	0	0	0	0	46.4	0	1.7	48.1	1.4	0	5.7	5	12.1	
Lights	16	263	0	34	313	0	0	0	0	0	0	377	0	15	392	12	0	51	45	108	813
% Lights	100	85.4	0	100	87.4	0	0	0	0	0	0	90.4	0	100	90.7	92.3	0	100	100	99.1	90.4
Buses	0	35	0	0	35	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	67
% Buses	0	11.4	0	0	9.8	0	0	0	0	0	0	7.7	0	0	7.4	0	0	0	0	0	7.5
Trucks	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	19
% Trucks	0	3.2	0	0	2.8	0	0	0	0	0	0	1.9	0	0	1.9	7.7	0	0	0	0.9	2.1

	N 1ST ST Southbound				Westbound				N 1ST ST Northbound				HAWTHORNE WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	42	0	44	0	0	0	0	0	60	0	60	2	0	**10**	**12**	116
08:15 AM	**3**	**45**	0	**48**	0	0	0	0	0	53	0	53	1	0	5	6	107
08:30 AM	2	44	0	46	0	0	0	0	0	53	0	53	1	0	7	8	107
08:45 AM	3	44	0	47	0	0	0	0	0	**72**	0	**72**	**3**	0	7	10	**129**
Total Volume	10	175	0	185	0	0	0	0	0	238	0	238	7	0	29	36	459
% App. Total	5.4	94.6	0		0	0	0		0	100	0		19.4	0	80.6		
PHF	.833	.972	.000	.964	.000	.000	.000	.000	.000	.826	.000	.826	.583	.000	.725	.750	.890

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File Name : 26AM FINAL
Site Code : 00000026
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Traffic Data Service

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File Name : 26PM FINAL
Site Code : 00000026
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Groups Printed- Lights - Buses - Trucks

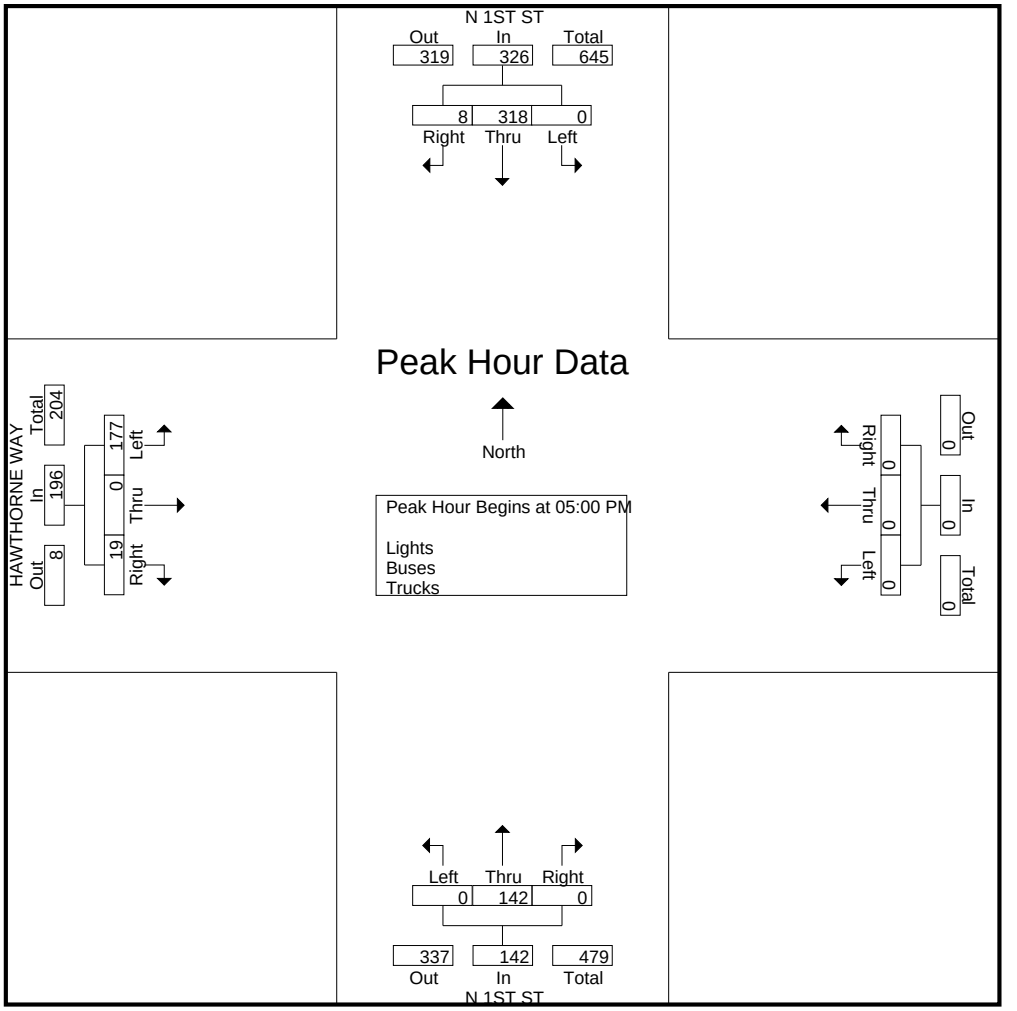
	N 1ST ST Southbound					Westbound					N 1ST ST Northbound					HAWTHORNE WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	64	0	6	73	0	0	0	0	0	0	31	0	3	34	3	0	24	6	33	140
04:15 PM	1	61	0	7	69	0	0	0	0	0	0	42	0	5	47	1	0	29	5	35	151
04:30 PM	1	85	0	4	90	0	0	0	0	0	0	45	0	2	47	3	0	14	6	23	160
04:45 PM	0	85	0	11	96	0	0	0	0	0	0	46	0	1	47	3	0	30	12	45	188
Total	5	295	0	28	328	0	0	0	0	0	0	164	0	11	175	10	0	97	29	136	639
05:00 PM	2	76	0	4	82	0	0	0	0	0	0	36	0	2	38	4	0	40	4	48	168
05:15 PM	2	78	0	7	87	0	0	0	0	0	0	31	0	2	33	6	0	52	10	68	188
05:30 PM	2	77	0	11	90	0	0	0	0	0	0	37	0	2	39	3	0	33	16	52	181
05:45 PM	2	87	0	5	94	0	0	0	0	0	0	38	0	4	42	6	0	52	4	62	198
Total	8	318	0	27	353	0	0	0	0	0	0	142	0	10	152	19	0	177	34	230	735
Grand Total	13	613	0	55	681	0	0	0	0	0	0	306	0	21	327	29	0	274	63	366	1374
Apprch %	1.9	90	0	8.1		0	0	0	0		0	93.6	0	6.4		7.9	0	74.9	17.2		
Total %	0.9	44.6	0	4	49.6	0	0	0	0	0	0	22.3	0	1.5	23.8	2.1	0	19.9	4.6	26.6	
Lights	12	576	0	55	643	0	0	0	0	0	0	276	0	21	297	28	0	274	63	365	1305
% Lights	92.3	94	0	100	94.4	0	0	0	0	0	0	90.2	0	100	90.8	96.6	0	100	100	99.7	95
Buses	0	33	0	0	33	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	62
% Buses	0	5.4	0	0	4.8	0	0	0	0	0	0	9.5	0	0	8.9	0	0	0	0	0	4.5
Trucks	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	7
% Trucks	7.7	0.7	0	0	0.7	0	0	0	0	0	0	0.3	0	0	0.3	3.4	0	0	0	0.3	0.5

	N 1ST ST Southbound				Westbound				N 1ST ST Northbound				HAWTHORNE WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**2**	76	0	78	0	0	0	0	0	36	0	36	4	0	40	44	158
05:15 PM	2	78	0	80	0	0	0	0	0	31	0	31	**6**	0	**52**	**58**	169
05:30 PM	2	77	0	79	0	0	0	0	0	37	0	37	3	0	33	36	152
05:45 PM	2	**87**	0	**89**	0	0	0	0	0	**38**	0	**38**	6	0	52	58	**185**
Total Volume	8	318	0	326	0	0	0	0	0	142	0	142	19	0	177	196	664
% App. Total	2.5	97.5	0		0	0	0		0	100	0		9.7	0	90.3		
PHF	1.00	.914	.000	.916	.000	.000	.000	.000	.000	.934	.000	.934	.792	.000	.851	.845	.897

Traffic Data Service

San Jose, CA
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File Name : 26PM FINAL
Site Code : 00000026
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Traffic Data Service

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File Name : 27AM FINAL
Site Code : 00000027
Start Date : 12/3/2019
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Groups Printed- Lights - Buses - Trucks

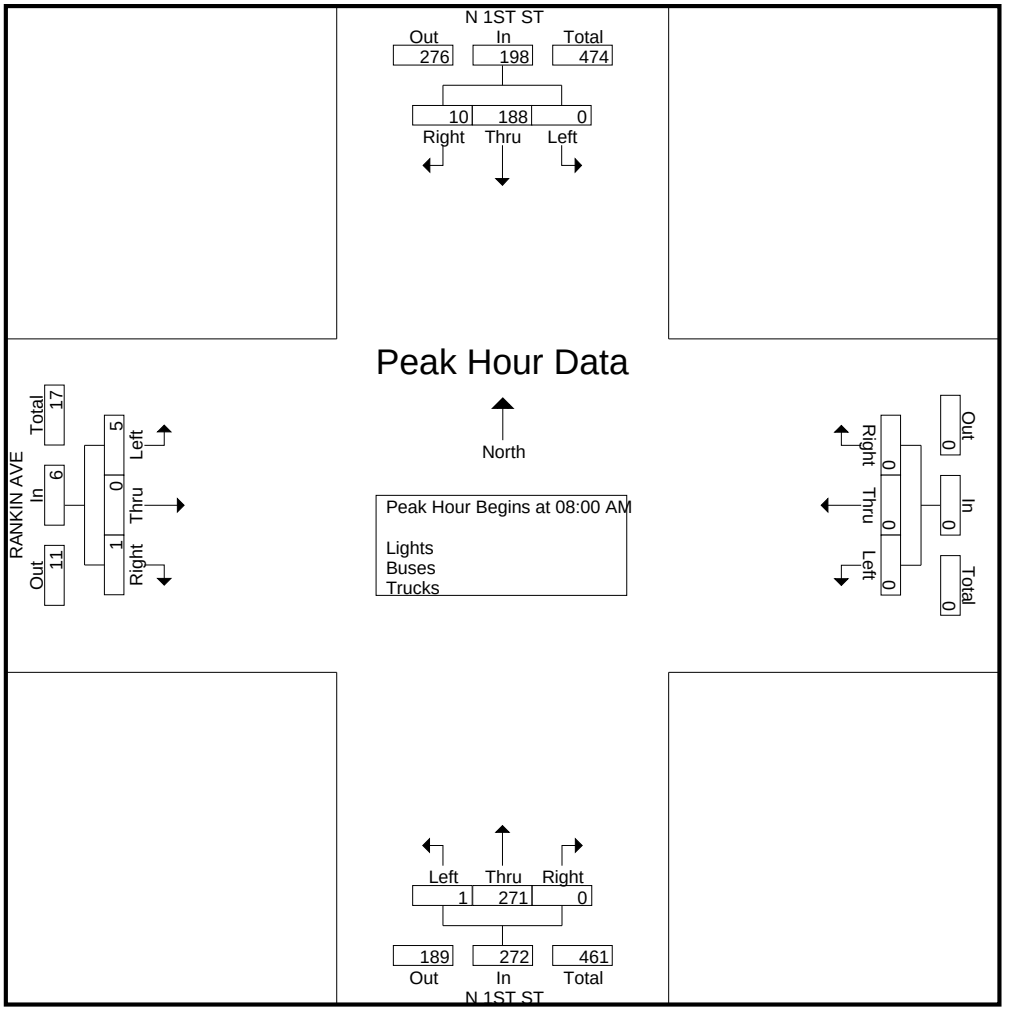
	N 1ST ST Southbound					Westbound					N 1ST ST Northbound					RANKIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	25	0	0	26	0	0	0	0	0	0	42	0	7	49	0	0	1	3	4	79
07:15 AM	2	24	0	0	26	0	0	0	0	0	0	62	0	4	66	0	0	2	2	4	96
07:30 AM	3	44	0	0	47	0	0	0	0	0	0	46	0	4	50	2	0	2	6	10	107
07:45 AM	0	44	0	0	44	0	0	0	0	0	0	68	1	4	73	0	0	2	1	3	120
Total	6	137	0	0	143	0	0	0	0	0	0	218	1	19	238	2	0	7	12	21	402
08:00 AM	4	44	0	0	48	0	0	0	0	0	0	69	0	7	76	0	0	1	4	5	129
08:15 AM	1	46	0	2	49	0	0	0	0	0	0	64	0	6	70	1	0	0	2	3	122
08:30 AM	3	48	0	0	51	0	0	0	0	0	0	56	0	7	63	0	0	1	3	4	118
08:45 AM	2	50	0	1	53	0	0	0	0	0	0	82	1	5	88	0	0	3	5	8	149
Total	10	188	0	3	201	0	0	0	0	0	0	271	1	25	297	1	0	5	14	20	518
Grand Total	16	325	0	3	344	0	0	0	0	0	0	489	2	44	535	3	0	12	26	41	920
Apprch %	4.7	94.5	0	0.9		0	0	0	0		0	91.4	0.4	8.2		7.3	0	29.3	63.4		
Total %	1.7	35.3	0	0.3	37.4	0	0	0	0	0	0	53.2	0.2	4.8	58.2	0.3	0	1.3	2.8	4.5	
Lights	16	280	0	3	299	0	0	0	0	0	0	450	2	44	496	3	0	12	26	41	836
% Lights	100	86.2	0	100	86.9	0	0	0	0	0	0	92	100	100	92.7	100	0	100	100	100	90.9
Buses	0	35	0	0	35	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	69
% Buses	0	10.8	0	0	10.2	0	0	0	0	0	0	7	0	0	6.4	0	0	0	0	0	7.5
Trucks	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	15
% Trucks	0	3.1	0	0	2.9	0	0	0	0	0	0	1	0	0	0.9	0	0	0	0	0	1.6

	N 1ST ST Southbound				Westbound				N 1ST ST Northbound				RANKIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**4**	44	0	48	0	0	0	0	0	69	0	69	0	0	1	1	118
08:15 AM	1	46	0	47	0	0	0	0	0	64	0	64	**1**	0	0	1	112
08:30 AM	3	48	0	51	0	0	0	0	0	56	0	56	0	0	1	1	108
08:45 AM	2	**50**	0	**52**	0	0	0	0	0	**82**	**1**	**83**	0	0	**3**	**3**	**138**
Total Volume	10	188	0	198	0	0	0	0	0	271	1	272	1	0	5	6	476
% App. Total	5.1	94.9	0		0	0	0		0	99.6	0.4		16.7	0	83.3		
PHF	.625	.940	.000	.952	.000	.000	.000	.000	.000	.826	.250	.819	.250	.000	.417	.500	.862

Traffic Data Service

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File Name : 27AM FINAL
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Traffic Data Service

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File Name : 27PM FINAL
Site Code : 00000027
Start Date : 12/3/2019
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Groups Printed- Lights - Buses - Trucks

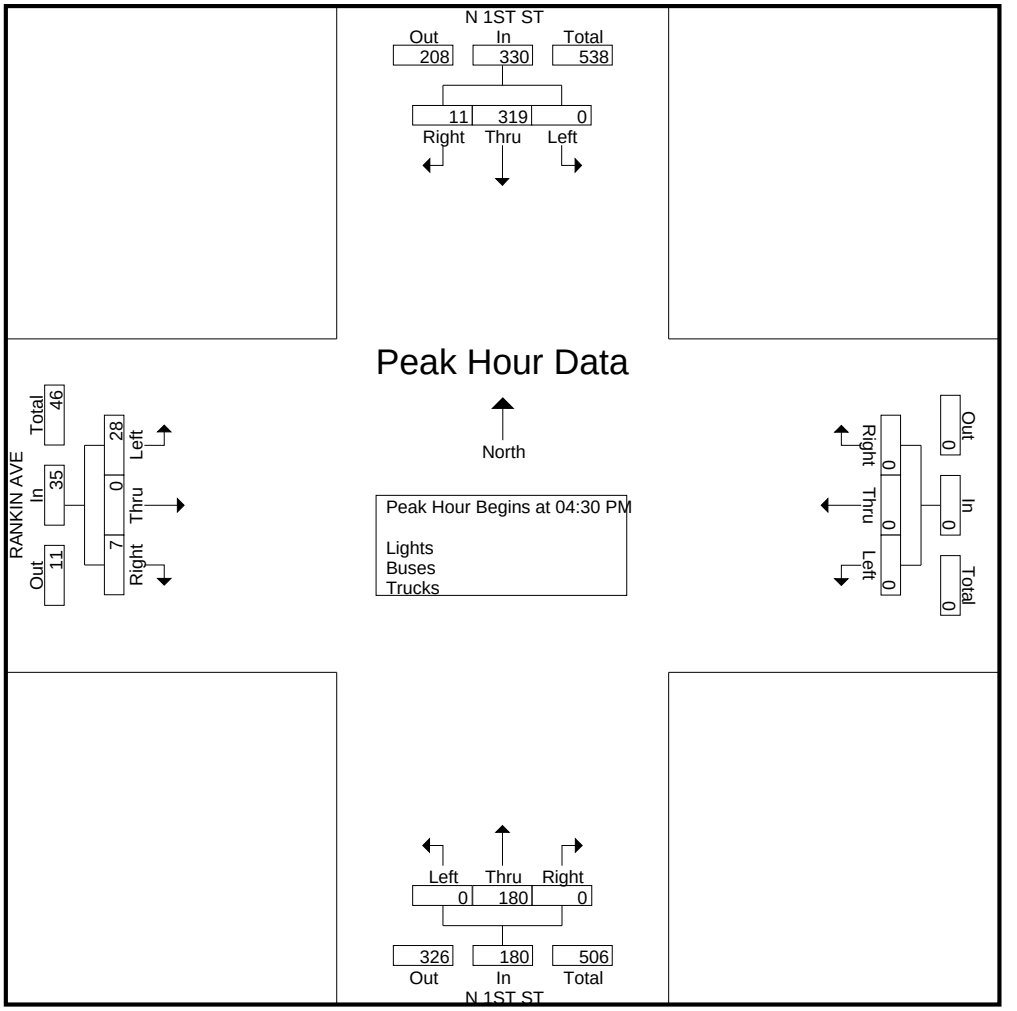
	N 1ST ST Southbound					Westbound					N 1ST ST Northbound					RANKIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	65	0	0	67	0	0	0	0	0	0	39	0	4	43	2	0	9	4	15	125
04:15 PM	2	62	0	0	64	0	0	0	0	0	0	51	0	3	54	1	0	1	7	9	127
04:30 PM	1	79	0	0	80	0	0	0	0	0	0	47	0	9	56	2	0	3	7	12	148
04:45 PM	2	86	0	0	88	0	0	0	0	0	0	50	0	5	55	1	0	5	4	10	153
Total	7	292	0	0	299	0	0	0	0	0	0	187	0	21	208	6	0	18	22	46	553
05:00 PM	7	70	0	2	79	0	0	0	0	0	0	41	0	4	45	2	0	8	7	17	141
05:15 PM	1	84	0	2	87	0	0	0	0	0	0	42	0	9	51	2	0	12	3	17	155
05:30 PM	4	77	0	0	81	0	0	0	0	0	0	39	0	2	41	0	0	11	5	16	138
05:45 PM	1	85	0	0	86	0	0	0	0	0	0	38	0	3	41	3	0	10	2	15	142
Total	13	316	0	4	333	0	0	0	0	0	0	160	0	18	178	7	0	41	17	65	576
Grand Total	20	608	0	4	632	0	0	0	0	0	0	347	0	39	386	13	0	59	39	111	1129
Apprch %	3.2	96.2	0	0.6		0	0	0	0		0	89.9	0	10.1		11.7	0	53.2	35.1		
Total %	1.8	53.9	0	0.4	56	0	0	0	0	0	0	30.7	0	3.5	34.2	1.2	0	5.2	3.5	9.8	
Lights	20	570	0	4	594	0	0	0	0	0	0	320	0	39	359	13	0	59	39	111	1064
% Lights	100	93.8	0	100	94	0	0	0	0	0	0	92.2	0	100	93	100	0	100	100	100	94.2
Buses	0	34	0	0	34	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	60
% Buses	0	5.6	0	0	5.4	0	0	0	0	0	0	7.5	0	0	6.7	0	0	0	0	0	5.3
Trucks	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
% Trucks	0	0.7	0	0	0.6	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.4

	N 1ST ST Southbound				Westbound				N 1ST ST Northbound				RANKIN AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	79	0	80	0	0	0	0	0	47	0	47	**2**	0	3	5	132
04:45 PM	2	**86**	0	**88**	0	0	0	0	0	**50**	0	**50**	1	0	5	6	**144**
05:00 PM	**7**	70	0	77	0	0	0	0	0	41	0	41	2	0	8	10	128
05:15 PM	1	84	0	85	0	0	0	0	0	42	0	42	2	0	**12**	**14**	141
Total Volume	11	319	0	330	0	0	0	0	0	180	0	180	7	0	28	35	545
% App. Total	3.3	96.7	0		0	0	0		0	100	0		20	0	80		
PHF	.393	.927	.000	.938	.000	.000	.000	.000	.000	.900	.000	.900	.875	.000	.583	.625	.946

Traffic Data Service

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File Name : 27PM FINAL
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Traffic Data Service

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File Name : 28AM FINAL
Site Code : 00000028
Start Date : 12/3/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

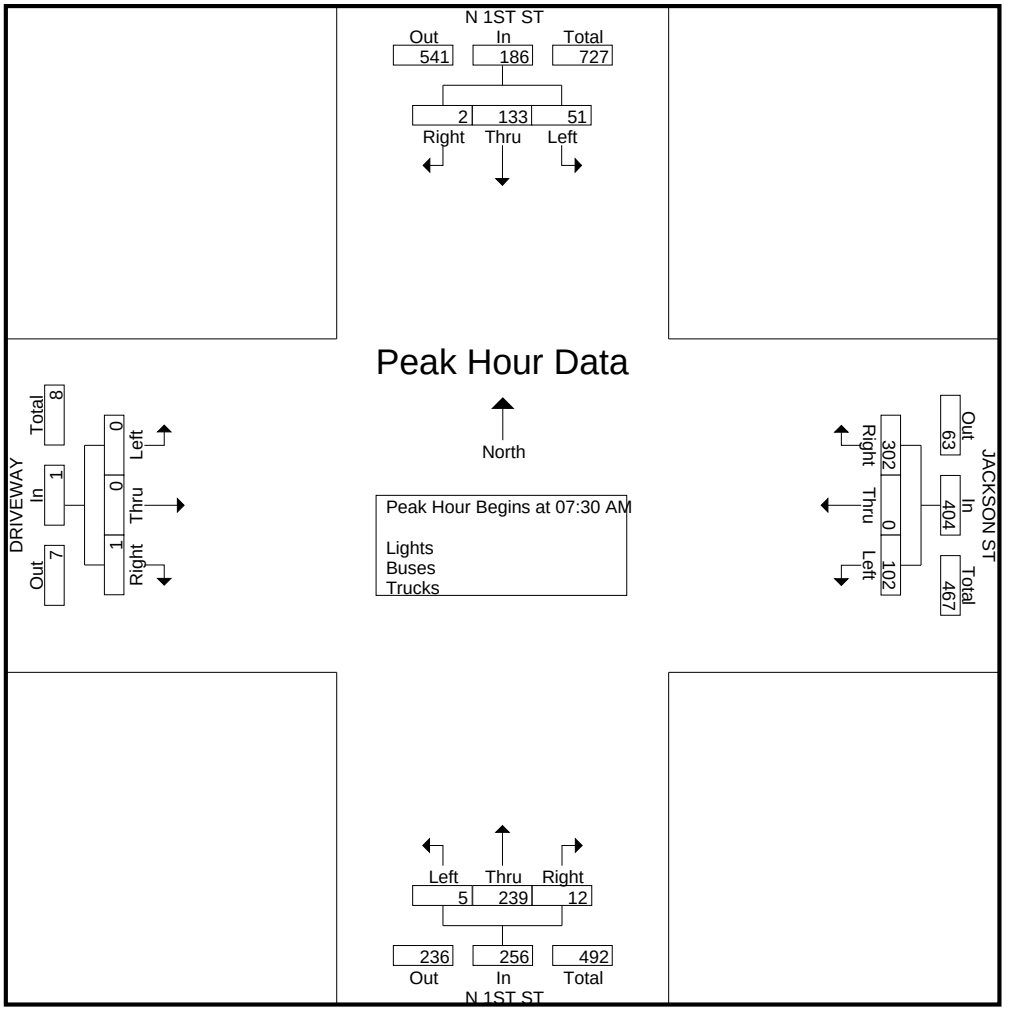
	N 1ST ST Southbound					JACKSON ST Westbound					N 1ST ST Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	27	13	0	40	50	0	7	1	58	0	46	1	0	47	0	0	0	2	2	147
07:15 AM	1	15	7	0	23	66	0	12	2	80	2	54	1	2	59	0	0	0	4	4	166
07:30 AM	0	30	9	0	39	93	0	35	3	131	4	53	0	0	57	1	0	0	3	4	231
07:45 AM	1	30	15	0	46	76	0	22	0	98	4	64	1	3	72	0	0	0	3	3	219
Total	2	102	44	0	148	285	0	76	6	367	10	217	3	5	235	1	0	0	12	13	763
08:00 AM	1	33	16	0	50	77	0	21	2	100	2	58	3	0	63	0	0	0	4	4	217
08:15 AM	0	40	11	0	51	56	0	24	2	82	2	64	1	4	71	0	0	0	4	4	208
08:30 AM	1	32	18	0	51	64	1	20	3	88	3	58	4	3	68	0	0	1	8	9	216
08:45 AM	0	39	16	0	55	64	0	23	4	91	8	83	0	3	94	0	0	0	5	5	245
Total	2	144	61	0	207	261	1	88	11	361	15	263	8	10	296	0	0	1	21	22	886
Grand Total	4	246	105	0	355	546	1	164	17	728	25	480	11	15	531	1	0	1	33	35	1649
Apprch %	1.1	69.3	29.6	0		75	0.1	22.5	2.3		4.7	90.4	2.1	2.8		2.9	0	2.9	94.3		
Total %	0.2	14.9	6.4	0	21.5	33.1	0.1	9.9	1	44.1	1.5	29.1	0.7	0.9	32.2	0.1	0	0.1	2	2.1	
Lights	4	201	102	0	307	541	1	161	17	720	25	443	11	15	494	1	0	1	33	35	1556
% Lights	100	81.7	97.1	0	86.5	99.1	100	98.2	100	98.9	100	92.3	100	100	93	100	0	100	100	100	94.4
Buses	0	36	3	0	39	2	0	2	0	4	0	32	0	0	32	0	0	0	0	0	75
% Buses	0	14.6	2.9	0	11	0.4	0	1.2	0	0.5	0	6.7	0	0	6	0	0	0	0	0	4.5
Trucks	0	9	0	0	9	3	0	1	0	4	0	5	0	0	5	0	0	0	0	0	18
% Trucks	0	3.7	0	0	2.5	0.5	0	0.6	0	0.5	0	1	0	0	0.9	0	0	0	0	0	1.1

	N 1ST ST Southbound				JACKSON ST Westbound				N 1ST ST Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	30	9	39	**93**	0	**35**	**128**	**4**	53	0	57	**1**	0	0	**1**	**225**
07:45 AM	**1**	30	15	46	76	0	22	98	4	**64**	1	**69**	0	0	0	0	213
08:00 AM	1	33	**16**	50	77	0	21	98	2	58	**3**	63	0	0	0	0	211
08:15 AM	0	**40**	11	**51**	56	0	24	80	2	64	1	67	0	0	0	0	198
Total Volume	2	133	51	186	302	0	102	404	12	239	5	256	1	0	0	1	847
% App. Total	1.1	71.5	27.4		74.8	0	25.2		4.7	93.4	2		100	0	0		
PHF	.500	.831	.797	.912	.812	.000	.729	.789	.750	.934	.417	.928	.250	.000	.000	.250	.941

Traffic Data Service

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File Name : 28AM FINAL
Site Code : 00000028
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Traffic Data Service

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File Name : 28PM FINAL
Site Code : 00000028
Start Date : 12/3/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

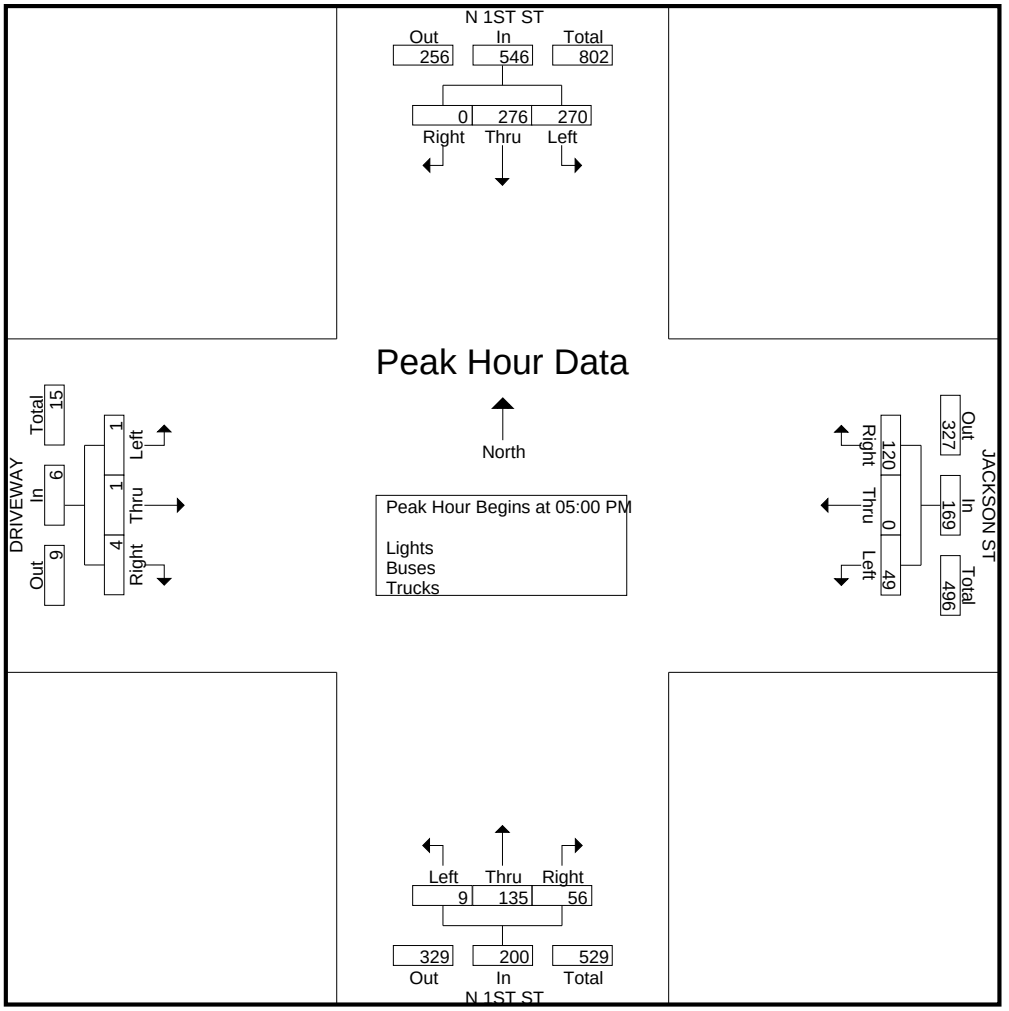
	N 1ST ST Southbound					JACKSON ST Westbound					N 1ST ST Northbound					DRIVEWAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	49	41	0	90	30	0	11	4	45	12	34	2	0	48	0	0	0	1	1	184
04:15 PM	1	55	42	0	98	32	0	10	2	44	7	42	6	4	59	1	0	0	7	8	209
04:30 PM	0	60	50	0	110	26	0	13	5	44	6	40	7	2	55	2	0	0	7	9	218
04:45 PM	0	80	60	0	140	21	0	14	2	37	7	38	4	0	49	0	0	0	7	7	233
Total	1	244	193	0	438	109	0	48	13	170	32	154	19	6	211	3	0	0	22	25	844
05:00 PM	0	59	58	0	117	27	0	7	1	35	15	37	3	0	55	1	1	0	4	6	213
05:15 PM	0	69	75	0	144	33	0	13	4	50	13	35	3	1	52	1	0	0	8	9	255
05:30 PM	0	75	67	0	142	23	0	11	0	34	13	39	2	4	58	0	0	1	1	2	236
05:45 PM	0	73	70	1	144	37	0	18	1	56	15	24	1	0	40	2	0	0	3	5	245
Total	0	276	270	1	547	120	0	49	6	175	56	135	9	5	205	4	1	1	16	22	949
Grand Total	1	520	463	1	985	229	0	97	19	345	88	289	28	11	416	7	1	1	38	47	1793
Apprch %	0.1	52.8	47	0.1		66.4	0	28.1	5.5		21.2	69.5	6.7	2.6		14.9	2.1	2.1	80.9		
Total %	0.1	29	25.8	0.1	54.9	12.8	0	5.4	1.1	19.2	4.9	16.1	1.6	0.6	23.2	0.4	0.1	0.1	2.1	2.6	
Lights	1	484	460	1	946	228	0	97	19	344	88	260	28	11	387	7	1	1	38	47	1724
% Lights	100	93.1	99.4	100	96	99.6	0	100	100	99.7	100	90	100	100	93	100	100	100	100	100	96.2
Buses	0	34	1	0	35	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	63
% Buses	0	6.5	0.2	0	3.6	0	0	0	0	0	0	9.7	0	0	6.7	0	0	0	0	0	3.5
Trucks	0	2	2	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6
% Trucks	0	0.4	0.4	0	0.4	0.4	0	0	0	0.3	0	0.3	0	0	0.2	0	0	0	0	0	0.3

	N 1ST ST Southbound				JACKSON ST Westbound				N 1ST ST Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	59	58	117	27	0	7	34	**15**	37	**3**	**55**	1	**1**	0	**2**	208
05:15 PM	0	69	**75**	**144**	33	0	13	46	13	35	3	51	1	0	0	1	**242**
05:30 PM	0	**75**	67	142	23	0	11	34	13	**39**	2	54	0	0	**1**	1	231
05:45 PM	0	73	70	143	**37**	0	**18**	**55**	15	24	1	40	**2**	0	0	2	240
Total Volume	0	276	270	546	120	0	49	169	56	135	9	200	4	1	1	6	921
% App. Total	0	50.5	49.5		71	0	29		28	67.5	4.5		66.7	16.7	16.7		
PHF	.000	.920	.900	.948	.811	.000	.681	.768	.933	.865	.750	.909	.500	.250	.250	.750	.951

Traffic Data Service

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File Name : 28PM FINAL
Site Code : 00000028
Start Date : 12/3/2019
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Traffic Data Service

San Jose, CA
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File Name : 29AM FINAL
Site Code : 00000029
Start Date : 12/3/2019
Page No : 1

Groups Printed- Lights - Buses - Trucks

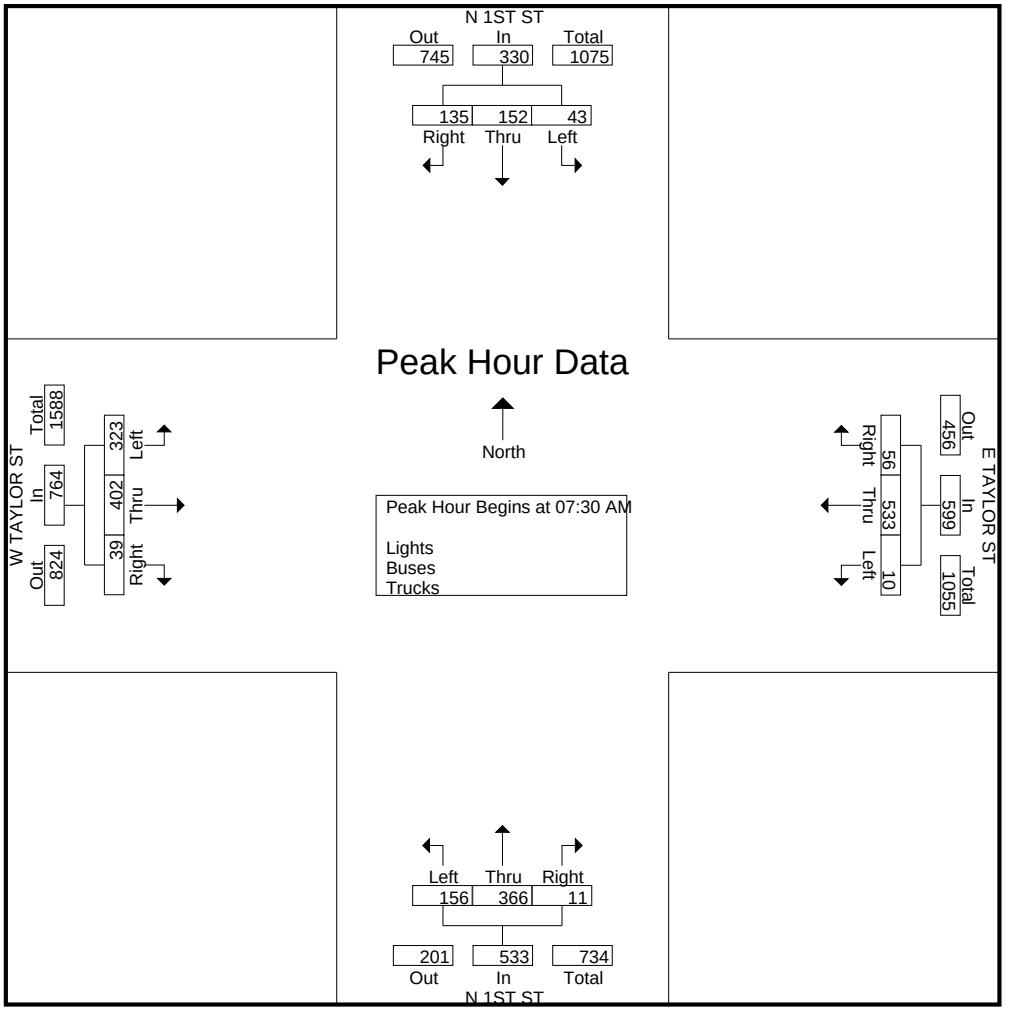
	N 1ST ST Southbound					E TAYLOR ST Westbound					N 1ST ST Northbound					W TAYLOR ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	36	32	9	1	78	12	108	0	0	120	1	81	21	3	106	7	59	61	1	128	432
07:15 AM	35	21	5	0	61	14	121	1	1	137	4	81	18	4	107	7	88	88	2	185	490
07:30 AM	39	39	12	0	90	11	129	0	4	144	5	96	52	2	155	6	104	86	0	196	585
07:45 AM	40	37	10	1	88	17	132	0	0	149	4	85	48	2	139	11	117	77	8	213	589
Total	150	129	36	2	317	54	490	1	5	550	14	343	139	11	507	31	368	312	11	722	2096
08:00 AM	17	38	8	3	66	12	127	6	2	147	1	82	36	1	120	10	90	79	0	179	512
08:15 AM	39	38	13	1	91	16	145	4	1	166	1	103	20	1	125	12	91	81	1	185	567
08:30 AM	44	40	13	0	97	14	137	0	5	156	4	96	27	5	132	11	82	76	1	170	555
08:45 AM	33	42	15	0	90	10	138	7	3	158	3	101	41	4	149	18	83	65	0	166	563
Total	133	158	49	4	344	52	547	17	11	627	9	382	124	11	526	51	346	301	2	700	2197
Grand Total	283	287	85	6	661	106	1037	18	16	1177	23	725	263	22	1033	82	714	613	13	1422	4293
Apprch %	42.8	43.4	12.9	0.9		9	88.1	1.5	1.4		2.2	70.2	25.5	2.1		5.8	50.2	43.1	0.9		
Total %	6.6	6.7	2	0.1	15.4	2.5	24.2	0.4	0.4	27.4	0.5	16.9	6.1	0.5	24.1	1.9	16.6	14.3	0.3	33.1	
Lights	267	247	75	6	595	95	1015	18	16	1144	22	683	261	22	988	75	701	607	13	1396	4123
% Lights	94.3	86.1	88.2	100	90	89.6	97.9	100	100	97.2	95.7	94.2	99.2	100	95.6	91.5	98.2	99	100	98.2	96
Buses	4	32	8	0	44	9	8	0	0	17	0	34	0	0	34	7	5	1	0	13	108
% Buses	1.4	11.1	9.4	0	6.7	8.5	0.8	0	0	1.4	0	4.7	0	0	3.3	8.5	0.7	0.2	0	0.9	2.5
Trucks	12	8	2	0	22	2	14	0	0	16	1	8	2	0	11	0	8	5	0	13	62
% Trucks	4.2	2.8	2.4	0	3.3	1.9	1.4	0	0	1.4	4.3	1.1	0.8	0	1.1	0	1.1	0.8	0	0.9	1.4

	N 1ST ST Southbound				E TAYLOR ST Westbound				N 1ST ST Northbound				W TAYLOR ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	39	**39**	12	**90**	11	129	0	140	**5**	96	**52**	**153**	6	104	**86**	196	**579**
07:45 AM	**40**	37	10	87	**17**	132	0	149	4	85	48	137	11	**117**	77	**205**	578
08:00 AM	17	38	8	63	12	127	**6**	145	1	82	36	119	10	90	79	179	506
08:15 AM	39	38	**13**	90	16	**145**	4	**165**	1	**103**	20	124	**12**	91	81	184	563
Total Volume	135	152	43	330	56	533	10	599	11	366	156	533	39	402	323	764	2226
% App. Total	40.9	46.1	13		9.3	89	1.7		2.1	68.7	29.3		5.1	52.6	42.3		
PHF	.844	.974	.827	.917	.824	.919	.417	.908	.550	.888	.750	.871	.813	.859	.939	.932	.961

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Groups Printed- Lights - Buses - Trucks

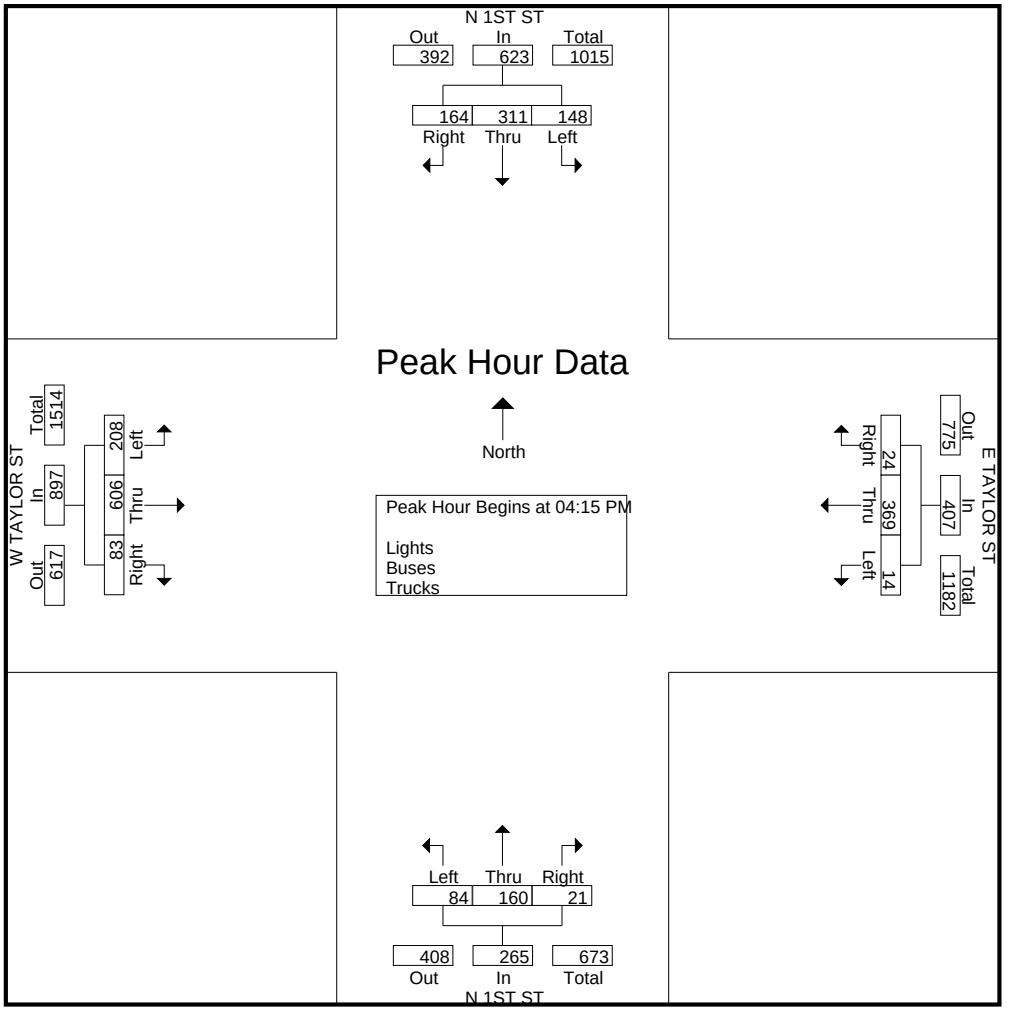
	N 1ST ST Southbound					E TAYLOR ST Westbound					N 1ST ST Northbound					W TAYLOR ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	42	63	34	1	140	11	98	2	4	115	1	41	23	1	66	25	141	60	3	229	550
04:15 PM	41	68	28	1	138	6	98	3	2	109	5	46	25	1	77	17	164	47	2	230	554
04:30 PM	54	89	39	0	182	5	84	3	7	99	5	41	21	5	72	14	145	55	10	224	577
04:45 PM	22	76	44	0	142	6	89	3	0	98	0	40	17	0	57	27	165	49	0	241	538
Total	159	296	145	2	602	28	369	11	13	421	11	168	86	7	272	83	615	211	15	924	2219
05:00 PM	47	78	37	2	164	7	98	5	4	114	11	33	21	2	67	25	132	57	3	217	562
05:15 PM	35	85	44	1	165	8	97	5	4	114	3	47	21	11	82	17	108	52	5	182	543
05:30 PM	32	77	36	0	145	3	84	1	0	88	2	45	24	1	72	20	133	47	0	200	505
05:45 PM	29	87	36	2	154	8	89	3	3	103	2	40	25	1	68	19	112	56	5	192	517
Total	143	327	153	5	628	26	368	14	11	419	18	165	91	15	289	81	485	212	13	791	2127
Grand Total	302	623	298	7	1230	54	737	25	24	840	29	333	177	22	561	164	1100	423	28	1715	4346
Apprch %	24.6	50.7	24.2	0.6		6.4	87.7	3	2.9		5.2	59.4	31.6	3.9		9.6	64.1	24.7	1.6		
Total %	6.9	14.3	6.9	0.2	28.3	1.2	17	0.6	0.6	19.3	0.7	7.7	4.1	0.5	12.9	3.8	25.3	9.7	0.6	39.5	
Lights	297	585	289	7	1178	42	733	25	24	824	29	304	176	22	531	160	1084	414	28	1686	4219
% Lights	98.3	93.9	97	100	95.8	77.8	99.5	100	100	98.1	100	91.3	99.4	100	94.7	97.6	98.5	97.9	100	98.3	97.1
Buses	2	34	8	0	44	8	0	0	0	8	0	28	0	0	28	2	3	3	0	8	88
% Buses	0.7	5.5	2.7	0	3.6	14.8	0	0	0	1	0	8.4	0	0	5	1.2	0.3	0.7	0	0.5	2
Trucks	3	4	1	0	8	4	4	0	0	8	0	1	1	0	2	2	13	6	0	21	39
% Trucks	1	0.6	0.3	0	0.7	7.4	0.5	0	0	1	0	0.3	0.6	0	0.4	1.2	1.2	1.4	0	1.2	0.9

	N 1ST ST Southbound				E TAYLOR ST Westbound				N 1ST ST Northbound				W TAYLOR ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	41	68	28	137	6	**98**	3	107	5	**46**	**25**	**76**	17	164	47	228	548
04:30 PM	**54**	**89**	39	**182**	5	84	3	92	5	41	21	67	14	145	55	214	**555**
04:45 PM	22	76	**44**	142	6	89	3	98	0	40	17	57	**27**	**165**	49	**241**	538
05:00 PM	47	78	37	162	**7**	98	**5**	**110**	**11**	33	21	65	25	132	**57**	214	551
Total Volume	164	311	148	623	24	369	14	407	21	160	84	265	83	606	208	897	2192
% App. Total	26.3	49.9	23.8		5.9	90.7	3.4		7.9	60.4	31.7		9.3	67.6	23.2		
PHF	.759	.874	.841	.856	.857	.941	.700	.925	.477	.870	.840	.872	.769	.918	.912	.930	.987

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Groups Printed- Lights - Buses - Trucks

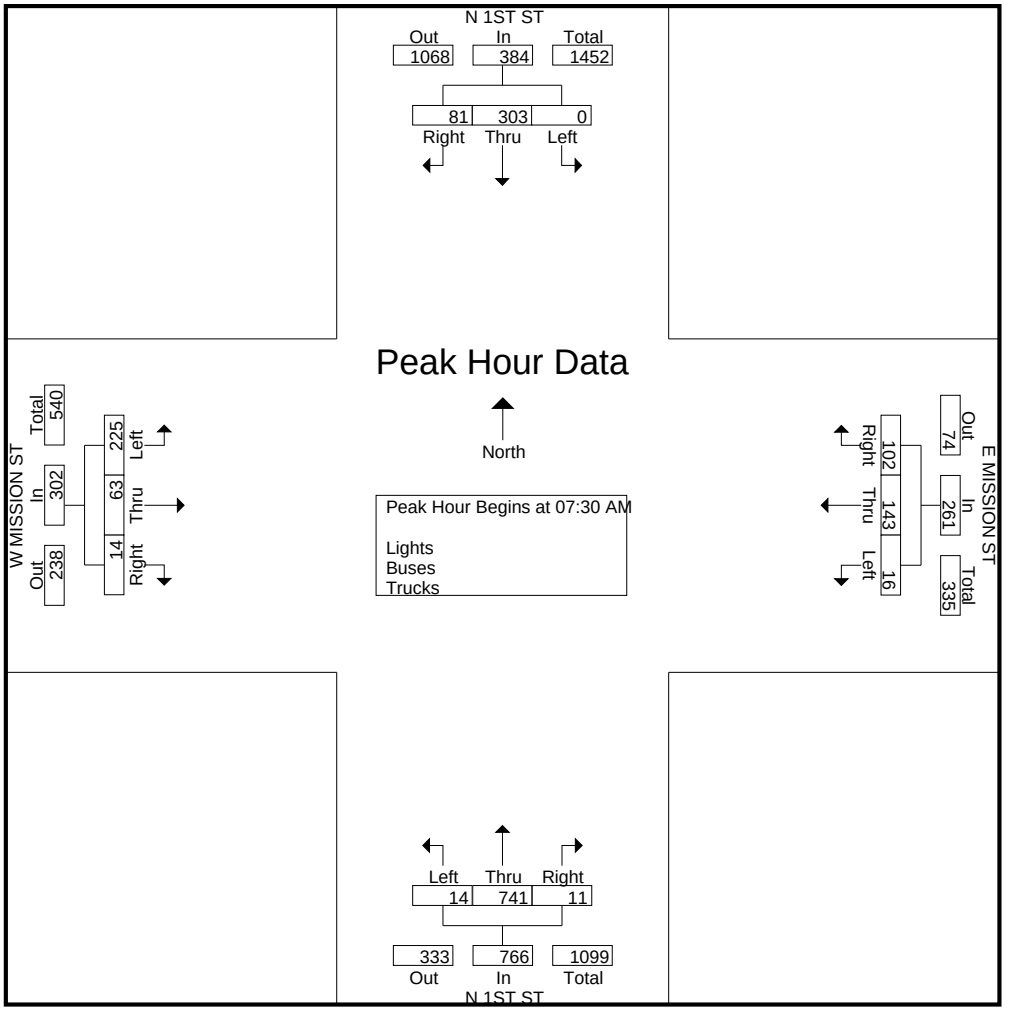
	N 1ST ST Southbound					E MISSION ST Westbound					N 1ST ST Northbound					W MISSION ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	18	67	0	13	98	10	12	4	1	27	2	155	0	1	158	0	7	54	3	64	347
07:15 AM	18	69	0	25	112	19	41	3	3	66	8	178	1	0	187	0	12	52	0	64	429
07:30 AM	19	83	0	20	122	43	37	6	4	90	3	193	3	3	202	6	19	54	2	81	495
07:45 AM	26	66	0	10	102	26	46	3	2	77	2	185	5	1	193	2	17	53	6	78	450
Total	81	285	0	68	434	98	136	16	10	260	15	711	9	5	740	8	55	213	11	287	1721
08:00 AM	24	72	0	23	119	14	29	4	7	54	3	168	4	0	175	2	11	55	1	69	417
08:15 AM	12	82	0	25	119	19	31	3	4	57	3	195	2	1	201	4	16	63	0	83	460
08:30 AM	24	105	0	18	147	21	27	1	6	55	3	192	1	2	198	2	11	40	3	56	456
08:45 AM	25	81	0	21	127	17	38	2	2	59	3	169	6	0	178	3	14	61	3	81	445
Total	85	340	0	87	512	71	125	10	19	225	12	724	13	3	752	11	52	219	7	289	1778
Grand Total	166	625	0	155	946	169	261	26	29	485	27	1435	22	8	1492	19	107	432	18	576	3499
Apprch %	17.5	66.1	0	16.4		34.8	53.8	5.4	6		1.8	96.2	1.5	0.5		3.3	18.6	75	3.1		
Total %	4.7	17.9	0	4.4	27	4.8	7.5	0.7	0.8	13.9	0.8	41	0.6	0.2	42.6	0.5	3.1	12.3	0.5	16.5	
Lights	165	552	0	155	872	167	259	26	29	481	27	1377	22	8	1434	19	106	427	18	570	3357
% Lights	99.4	88.3	0	100	92.2	98.8	99.2	100	100	99.2	100	96	100	100	96.1	100	99.1	98.8	100	99	95.9
Buses	0	47	0	0	47	1	0	0	0	1	0	44	0	0	44	0	0	0	0	0	92
% Buses	0	7.5	0	0	5	0.6	0	0	0	0.2	0	3.1	0	0	2.9	0	0	0	0	0	2.6
Trucks	1	26	0	0	27	1	2	0	0	3	0	14	0	0	14	0	1	5	0	6	50
% Trucks	0.6	4.2	0	0	2.9	0.6	0.8	0	0	0.6	0	1	0	0	0.9	0	0.9	1.2	0	1	1.4

	N 1ST ST Southbound				E MISSION ST Westbound				N 1ST ST Northbound				W MISSION ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	19	**83**	0	**102**	**43**	37	**6**	**86**	**3**	193	3	199	**6**	**19**	54	79	**466**
07:45 AM	**26**	66	0	92	26	**46**	3	75	2	185	**5**	192	2	17	53	72	431
08:00 AM	24	72	0	96	14	29	4	47	3	168	4	175	2	11	55	68	386
08:15 AM	12	82	0	94	19	31	3	53	3	**195**	2	**200**	4	16	**63**	**83**	430
Total Volume	81	303	0	384	102	143	16	261	11	741	14	766	14	63	225	302	1713
% App. Total	21.1	78.9	0		39.1	54.8	6.1		1.4	96.7	1.8		4.6	20.9	74.5		
PHF	.779	.913	.000	.941	.593	.777	.667	.759	.917	.950	.700	.958	.583	.829	.893	.910	.919

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Groups Printed- Lights - Buses - Trucks

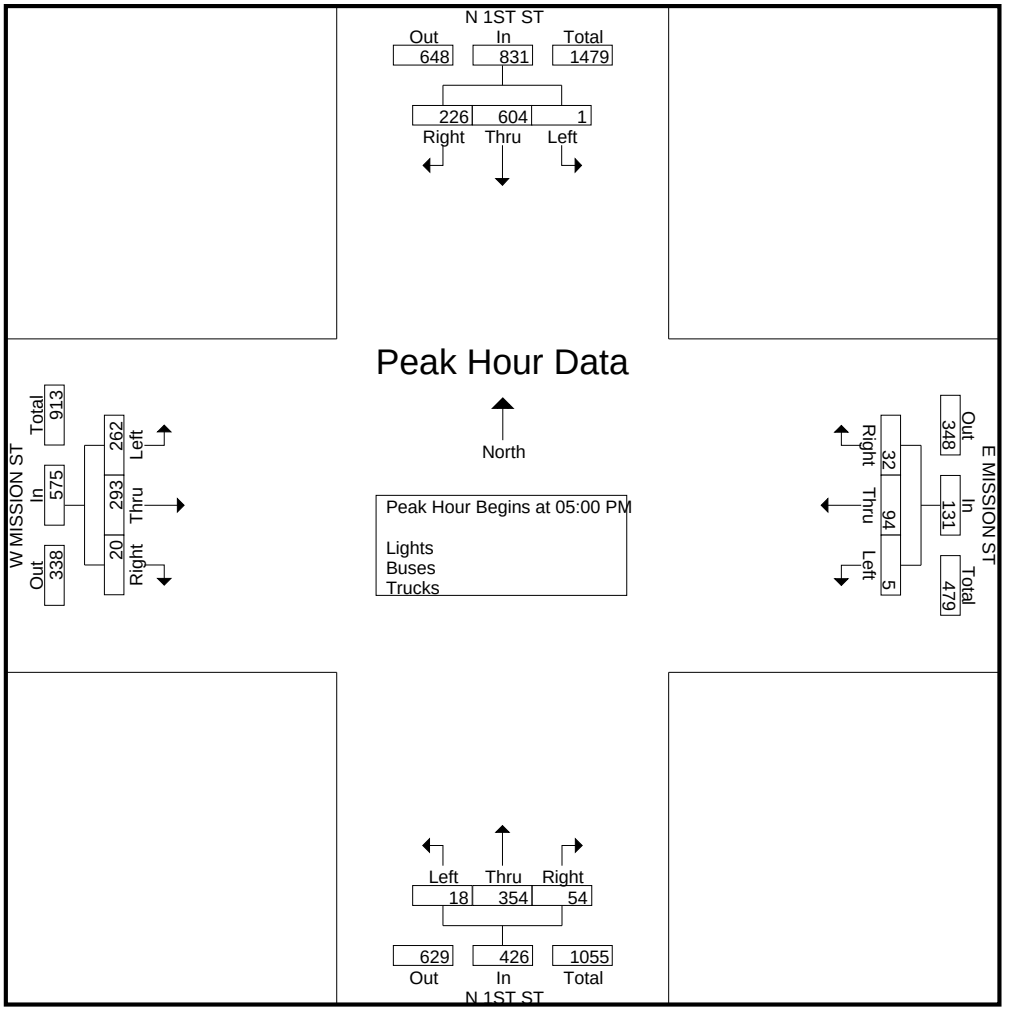
	N 1ST ST Southbound					E MISSION ST Westbound					N 1ST ST Northbound					W MISSION ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	40	125	0	37	202	10	19	3	5	37	10	101	8	1	120	6	38	54	9	107	466
04:15 PM	46	135	0	26	207	9	13	3	2	27	6	90	9	0	105	9	37	69	5	120	459
04:30 PM	42	148	0	18	208	9	10	1	9	29	11	95	3	4	113	5	47	47	4	103	453
04:45 PM	39	136	0	26	201	8	14	3	4	29	12	87	6	3	108	1	51	64	2	118	456
Total	167	544	0	107	818	36	56	10	20	122	39	373	26	8	446	21	173	234	20	448	1834
05:00 PM	60	157	0	46	263	8	20	2	9	39	12	83	4	1	100	8	61	68	12	149	551
05:15 PM	57	147	1	11	216	15	30	1	5	51	14	100	7	1	122	2	78	63	2	145	534
05:30 PM	44	120	0	10	174	1	19	1	1	22	13	89	1	0	103	2	91	61	2	156	455
05:45 PM	65	180	0	13	258	8	25	1	6	40	15	82	6	0	103	8	63	70	1	142	543
Total	226	604	1	80	911	32	94	5	21	152	54	354	18	2	428	20	293	262	17	592	2083
Grand Total	393	1148	1	187	1729	68	150	15	41	274	93	727	44	10	874	41	466	496	37	1040	3917
Apprch %	22.7	66.4	0.1	10.8		24.8	54.7	5.5	15		10.6	83.2	5	1.1		3.9	44.8	47.7	3.6		
Total %	10	29.3	0	4.8	44.1	1.7	3.8	0.4	1	7	2.4	18.6	1.1	0.3	22.3	1	11.9	12.7	0.9	26.6	
Lights	387	1100	1	187	1675	65	150	15	41	271	93	681	42	10	826	41	462	483	37	1023	3795
% Lights	98.5	95.8	100	100	96.9	95.6	100	100	100	98.9	100	93.7	95.5	100	94.5	100	99.1	97.4	100	98.4	96.9
Buses	0	42	0	0	42	3	0	0	0	3	0	37	1	0	38	0	0	4	0	4	87
% Buses	0	3.7	0	0	2.4	4.4	0	0	0	1.1	0	5.1	2.3	0	4.3	0	0	0.8	0	0.4	2.2
Trucks	6	6	0	0	12	0	0	0	0	0	0	9	1	0	10	0	4	9	0	13	35
% Trucks	1.5	0.5	0	0	0.7	0	0	0	0	0	0	1.2	2.3	0	1.1	0	0.9	1.8	0	1.2	0.9

	N 1ST ST Southbound				E MISSION ST Westbound				N 1ST ST Northbound				W MISSION ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	60	157	0	217	8	20	**2**	30	12	83	4	99	**8**	61	68	137	483
05:15 PM	57	147	**1**	205	**15**	**30**	1	**46**	14	**100**	**7**	**121**	2	78	63	143	515
05:30 PM	44	120	0	164	1	19	1	21	13	89	1	103	2	**91**	61	**154**	442
05:45 PM	**65**	**180**	0	**245**	8	25	1	34	**15**	82	6	103	8	63	**70**	141	**523**
Total Volume	226	604	1	831	32	94	5	131	54	354	18	426	20	293	262	575	1963
% App. Total	27.2	72.7	0.1		24.4	71.8	3.8		12.7	83.1	4.2		3.5	51	45.6		
PHF	.869	.839	.250	.848	.533	.783	.625	.712	.900	.885	.643	.880	.625	.805	.936	.933	.938

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Groups Printed- Lights - Buses - Trucks

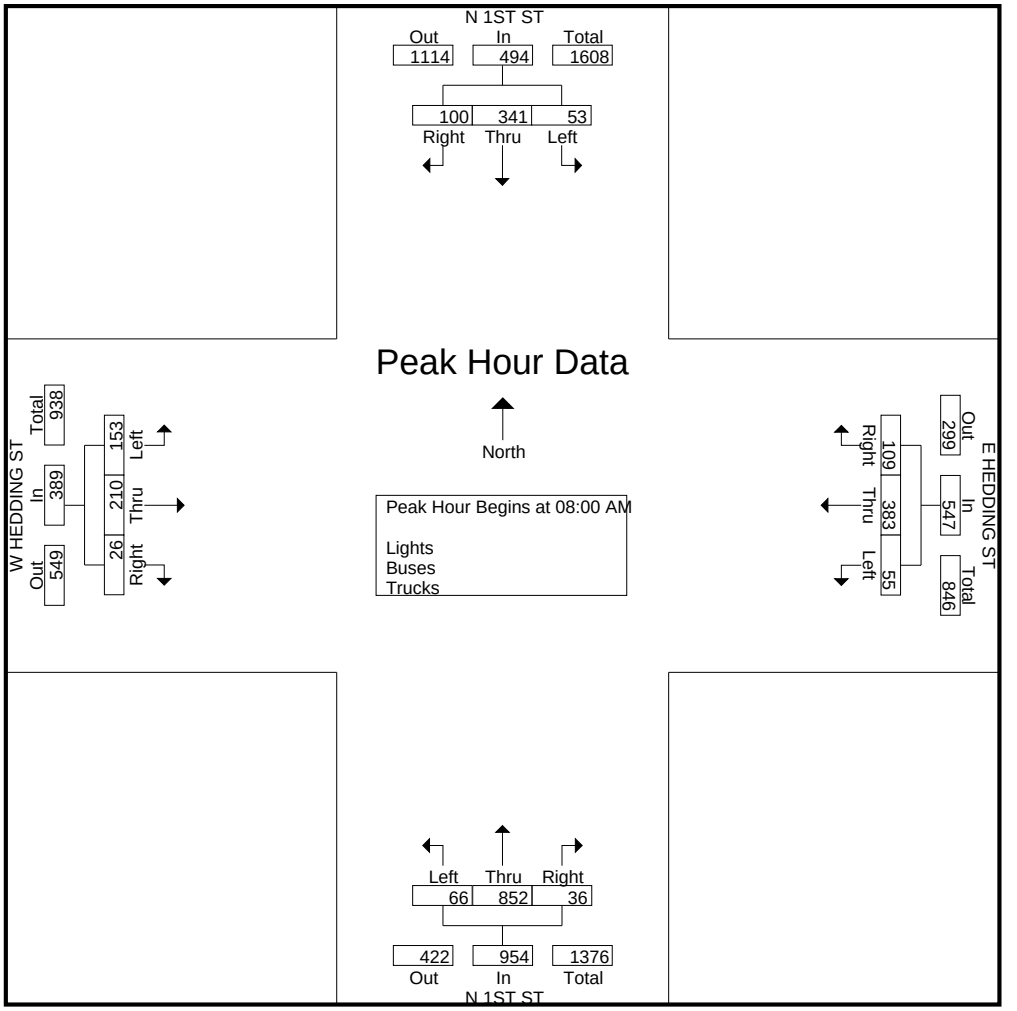
	N 1ST ST Southbound					E HEDDING ST Westbound					N 1ST ST Northbound					W HEDDING ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	74	9	0	93	40	69	10	3	122	6	176	11	1	194	2	28	31	13	74	483
07:15 AM	20	74	20	0	114	33	103	7	4	147	7	217	16	0	240	2	30	32	41	105	606
07:30 AM	19	88	15	2	124	25	95	11	2	133	7	230	21	5	263	1	31	25	50	107	627
07:45 AM	27	81	10	4	122	14	104	5	7	130	10	226	19	12	267	0	64	37	77	178	697
Total	76	317	54	6	453	112	371	33	16	532	30	849	67	18	964	5	153	125	181	464	2413
08:00 AM	23	77	10	3	113	19	85	11	6	121	7	216	12	11	246	3	51	28	54	136	616
08:15 AM	27	78	16	2	123	27	98	10	2	137	9	232	21	5	267	5	45	47	52	149	676
08:30 AM	22	104	8	8	142	32	112	18	0	162	11	204	11	9	235	7	47	42	43	139	678
08:45 AM	28	82	19	3	132	31	88	16	3	138	9	200	22	5	236	11	67	36	30	144	650
Total	100	341	53	16	510	109	383	55	11	558	36	852	66	30	984	26	210	153	179	568	2620
Grand Total	176	658	107	22	963	221	754	88	27	1090	66	1701	133	48	1948	31	363	278	360	1032	5033
Apprch %	18.3	68.3	11.1	2.3		20.3	69.2	8.1	2.5		3.4	87.3	6.8	2.5		3	35.2	26.9	34.9		
Total %	3.5	13.1	2.1	0.4	19.1	4.4	15	1.7	0.5	21.7	1.3	33.8	2.6	1	38.7	0.6	7.2	5.5	7.2	20.5	
Lights	171	606	104	22	903	217	734	76	27	1054	57	1657	127	48	1889	25	353	273	360	1011	4857
% Lights	97.2	92.1	97.2	100	93.8	98.2	97.3	86.4	100	96.7	86.4	97.4	95.5	100	97	80.6	97.2	98.2	100	98	96.5
Buses	1	31	0	0	32	0	2	8	0	10	7	29	5	0	41	6	6	2	0	14	97
% Buses	0.6	4.7	0	0	3.3	0	0.3	9.1	0	0.9	10.6	1.7	3.8	0	2.1	19.4	1.7	0.7	0	1.4	1.9
Trucks	4	21	3	0	28	4	18	4	0	26	2	15	1	0	18	0	4	3	0	7	79
% Trucks	2.3	3.2	2.8	0	2.9	1.8	2.4	4.5	0	2.4	3	0.9	0.8	0	0.9	0	1.1	1.1	0	0.7	1.6

	N 1ST ST Southbound				E HEDDING ST Westbound				N 1ST ST Northbound				W HEDDING ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	23	77	10	110	19	85	11	115	7	216	12	235	3	51	28	82	542
08:15 AM	27	78	16	121	27	98	10	135	9	**232**	21	**262**	5	45	**47**	97	615
08:30 AM	22	**104**	8	**134**	**32**	**112**	**18**	**162**	**11**	204	11	226	7	47	42	96	**618**
08:45 AM	**28**	82	**19**	129	31	88	16	135	9	200	**22**	231	**11**	**67**	36	**114**	609
Total Volume	100	341	53	494	109	383	55	547	36	852	66	954	26	210	153	389	2384
% App. Total	20.2	69	10.7		19.9	70	10.1		3.8	89.3	6.9		6.7	54	39.3		
PHF	.893	.820	.697	.922	.852	.855	.764	.844	.818	.918	.750	.910	.591	.784	.814	.853	.964

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Groups Printed- Lights - Buses - Trucks

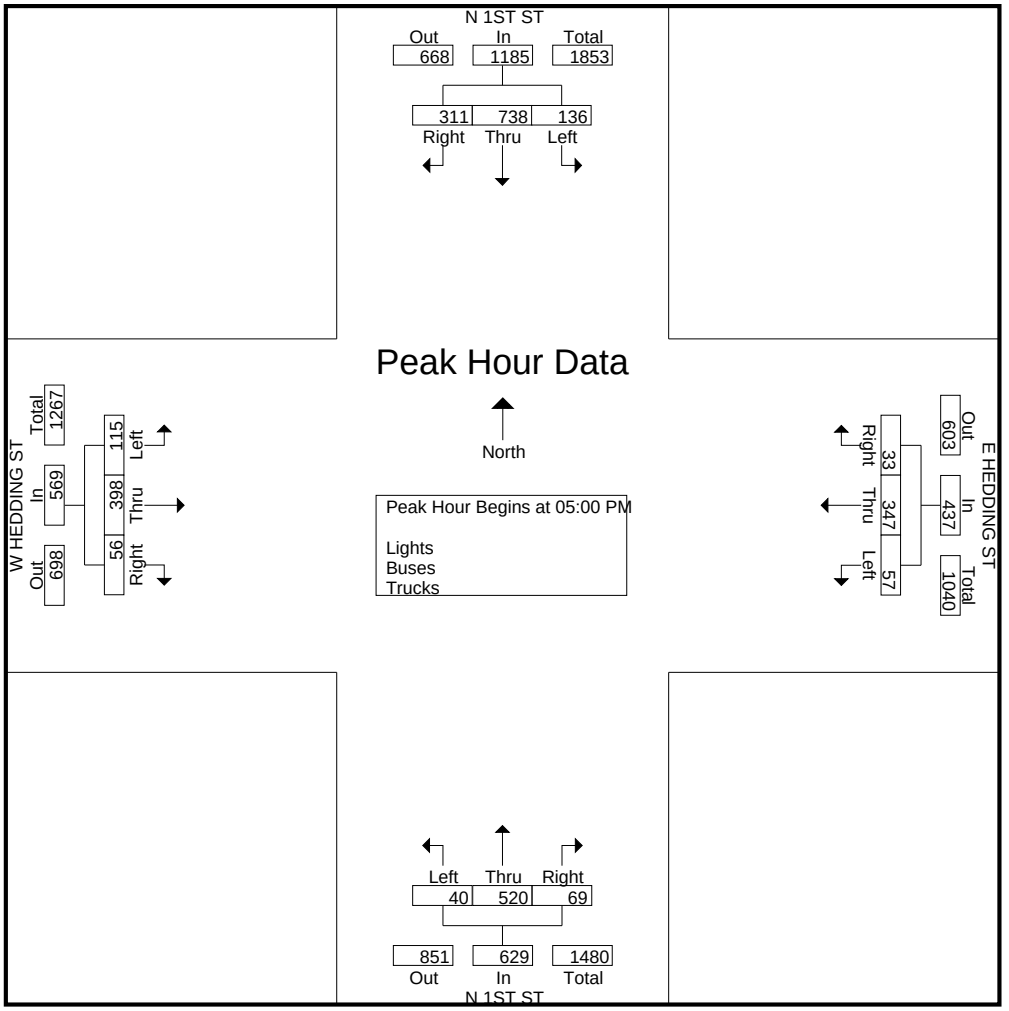
	N 1ST ST Southbound					E HEDDING ST Westbound					N 1ST ST Northbound					W HEDDING ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	25	144	39	1	209	24	79	20	7	130	25	148	9	4	186	13	100	29	58	200	725
04:15 PM	32	136	29	4	201	22	75	20	9	126	15	131	12	4	162	21	108	34	27	190	679
04:30 PM	39	161	40	3	243	18	71	12	6	107	16	118	3	9	146	14	113	43	51	221	717
04:45 PM	50	155	20	1	226	22	79	12	7	120	23	134	3	1	161	20	125	31	36	212	719
Total	146	596	128	9	879	86	304	64	29	483	79	531	27	18	655	68	446	137	172	823	2840
05:00 PM	58	180	45	7	290	13	75	15	10	113	22	133	13	5	173	15	98	26	112	251	827
05:15 PM	99	177	36	1	313	9	78	16	11	114	19	125	11	2	157	21	99	27	44	191	775
05:30 PM	84	154	32	3	273	7	97	11	3	118	17	123	8	1	149	9	102	26	27	164	704
05:45 PM	70	227	23	2	322	4	97	15	1	117	11	139	8	1	159	11	99	36	14	160	758
Total	311	738	136	13	1198	33	347	57	25	462	69	520	40	9	638	56	398	115	197	766	3064
Grand Total	457	1334	264	22	2077	119	651	121	54	945	148	1051	67	27	1293	124	844	252	369	1589	5904
Apprch %	22	64.2	12.7	1.1		12.6	68.9	12.8	5.7		11.4	81.3	5.2	2.1		7.8	53.1	15.9	23.2		
Total %	7.7	22.6	4.5	0.4	35.2	2	11	2	0.9	16	2.5	17.8	1.1	0.5	21.9	2.1	14.3	4.3	6.2	26.9	
Lights	455	1295	264	22	2036	117	639	112	54	922	138	1005	59	27	1229	116	831	249	369	1565	5752
% Lights	99.6	97.1	100	100	98	98.3	98.2	92.6	100	97.6	93.2	95.6	88.1	100	95.1	93.5	98.5	98.8	100	98.5	97.4
Buses	0	26	0	0	26	0	3	9	0	12	8	29	8	0	45	8	1	0	0	9	92
% Buses	0	1.9	0	0	1.3	0	0.5	7.4	0	1.3	5.4	2.8	11.9	0	3.5	6.5	0.1	0	0	0.6	1.6
Trucks	2	13	0	0	15	2	9	0	0	11	2	17	0	0	19	0	12	3	0	15	60
% Trucks	0.4	1	0	0	0.7	1.7	1.4	0	0	1.2	1.4	1.6	0	0	1.5	0	1.4	1.2	0	0.9	1

	N 1ST ST Southbound				E HEDDING ST Westbound				N 1ST ST Northbound				W HEDDING ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	58	180	**45**	283	**13**	75	15	103	**22**	133	**13**	**168**	15	98	26	139	693
05:15 PM	**99**	177	36	312	9	78	**16**	103	19	125	11	155	**21**	99	27	**147**	717
05:30 PM	84	154	32	270	7	**97**	11	115	17	123	8	148	9	**102**	26	137	670
05:45 PM	70	**227**	23	**320**	4	97	15	**116**	11	**139**	8	158	11	99	**36**	146	**740**
Total Volume	311	738	136	1185	33	347	57	437	69	520	40	629	56	398	115	569	2820
% App. Total	26.2	62.3	11.5		7.6	79.4	13		11	82.7	6.4		9.8	69.9	20.2		
PHF	.785	.813	.756	.926	.635	.894	.891	.942	.784	.935	.769	.936	.667	.975	.799	.968	.953

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Groups Printed- Lights - Buses - Trucks

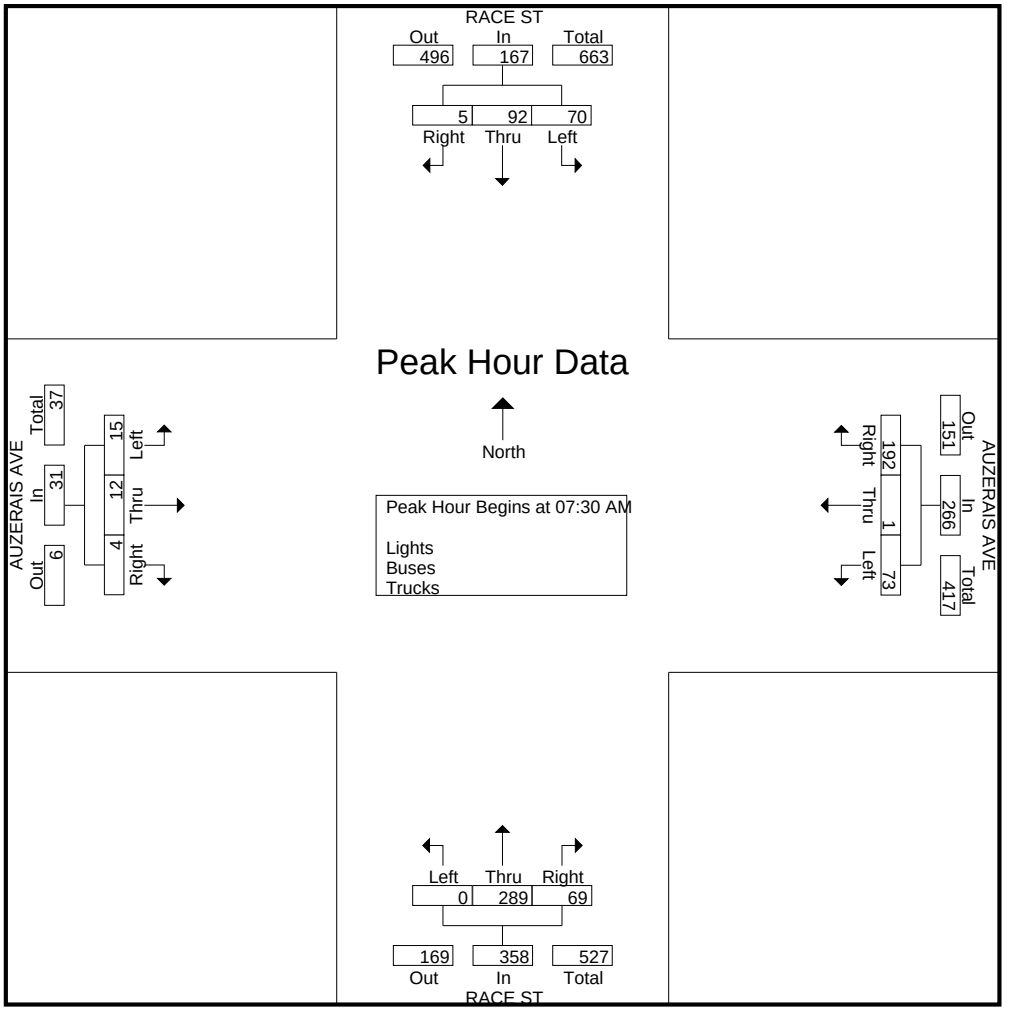
	RACE ST Southbound					AUZERAIS AVE Westbound					RACE ST Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	15	5	2	22	30	0	9	3	42	11	49	0	1	61	0	1	3	1	5	130
07:15 AM	0	17	14	0	31	38	0	16	2	56	11	48	0	4	63	0	1	4	5	10	160
07:30 AM	3	19	15	1	38	46	0	9	1	56	18	93	0	8	119	1	5	1	2	9	222
07:45 AM	0	26	20	1	47	48	0	20	2	70	18	66	0	0	84	1	1	7	2	11	212
Total	3	77	54	4	138	162	0	54	8	224	58	256	0	13	327	2	8	15	10	35	724
08:00 AM	1	27	16	0	44	47	0	16	0	63	16	56	0	0	72	1	5	5	0	11	190
08:15 AM	1	20	19	2	42	51	1	28	0	80	17	74	0	3	94	1	1	2	6	10	226
08:30 AM	0	20	15	1	36	24	1	18	0	43	14	63	2	2	81	1	1	4	3	9	169
08:45 AM	4	24	7	3	38	15	1	13	1	30	12	57	0	1	70	0	3	6	3	12	150
Total	6	91	57	6	160	137	3	75	1	216	59	250	2	6	317	3	10	17	12	42	735
09:00 AM	2	24	10	1	37	21	0	15	3	39	13	61	1	1	76	0	3	5	2	10	162
09:15 AM	1	27	7	4	39	15	0	11	0	26	21	43	1	5	70	2	0	4	2	8	143
09:30 AM	0	17	6	2	25	21	0	18	3	42	21	48	0	0	69	1	1	2	4	8	144
09:45 AM	0	30	17	0	47	20	1	11	0	32	10	43	0	1	54	0	0	2	4	6	139
Total	3	98	40	7	148	77	1	55	6	139	65	195	2	7	269	3	4	13	12	32	588
Grand Total	12	266	151	17	446	376	4	184	15	579	182	701	4	26	913	8	22	45	34	109	2047
Apprch %	2.7	59.6	33.9	3.8		64.9	0.7	31.8	2.6		19.9	76.8	0.4	2.8		7.3	20.2	41.3	31.2		
Total %	0.6	13	7.4	0.8	21.8	18.4	0.2	9	0.7	28.3	8.9	34.2	0.2	1.3	44.6	0.4	1.1	2.2	1.7	5.3	
Lights	12	248	145	17	422	360	4	168	15	547	173	681	4	26	884	8	22	45	34	109	1962
% Lights	100	93.2	96	100	94.6	95.7	100	91.3	100	94.5	95.1	97.1	100	100	96.8	100	100	100	100	100	95.8
Buses	0	7	0	0	7	6	0	3	0	9	2	11	0	0	13	0	0	0	0	0	29
% Buses	0	2.6	0	0	1.6	1.6	0	1.6	0	1.6	1.1	1.6	0	0	1.4	0	0	0	0	0	1.4
Trucks	0	11	6	0	17	10	0	13	0	23	7	9	0	0	16	0	0	0	0	0	56
% Trucks	0	4.1	4	0	3.8	2.7	0	7.1	0	4	3.8	1.3	0	0	1.8	0	0	0	0	0	2.7

	RACE ST Southbound				AUZERAIS AVE Westbound				RACE ST Northbound				AUZERAIS AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**3**	19	15	37	46	0	9	55	**18**	**93**	0	**111**	**1**	**5**	1	7	210
07:45 AM	0	26	**20**	**46**	48	0	20	68	18	66	0	84	1	1	**7**	9	207
08:00 AM	1	**27**	16	44	47	0	16	63	16	56	0	72	1	5	5	**11**	190
08:15 AM	1	20	19	40	**51**	**1**	**28**	**80**	17	74	0	91	1	1	2	4	**215**
Total Volume	5	92	70	167	192	1	73	266	69	289	0	358	4	12	15	31	822
% App. Total	3	55.1	41.9		72.2	0.4	27.4		19.3	80.7	0		12.9	38.7	48.4		
PHF	.417	.852	.875	.908	.941	.250	.652	.831	.958	.777	.000	.806	1.00	.600	.536	.705	.956

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Groups Printed- Lights - Buses - Trucks

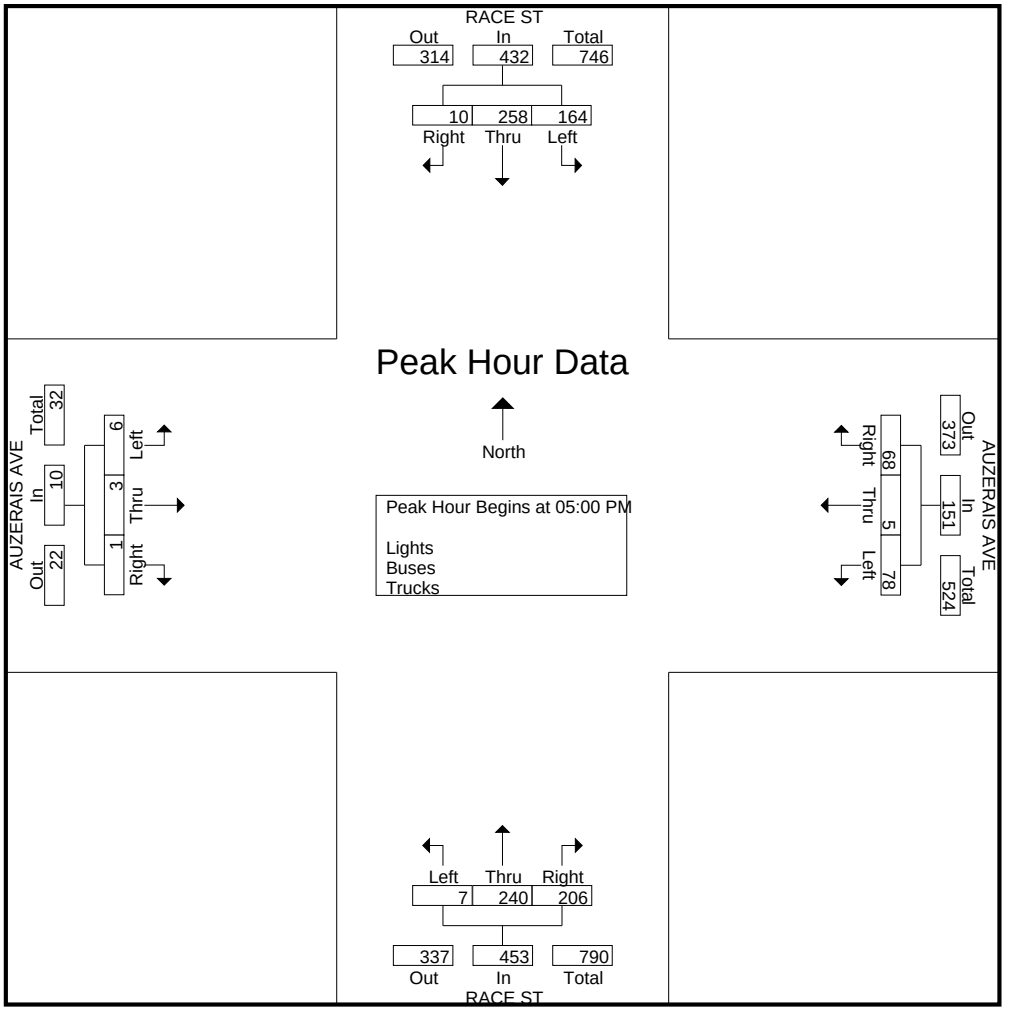
	RACE ST Southbound					AUZERAIS AVE Westbound					RACE ST Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	44	30	0	75	17	0	23	3	43	31	50	5	5	91	3	0	0	6	9	218
04:15 PM	3	49	28	5	85	14	0	18	3	35	31	47	2	3	83	1	2	4	2	9	212
04:30 PM	1	70	26	0	97	14	0	17	5	36	36	57	0	3	96	0	1	0	6	7	236
04:45 PM	3	63	47	4	117	15	2	13	4	34	47	40	1	0	88	3	3	0	3	9	248
Total	8	226	131	9	374	60	2	71	15	148	145	194	8	11	358	7	6	4	17	34	914
05:00 PM	3	61	27	1	92	22	1	19	4	46	42	79	1	2	124	0	1	2	3	6	268
05:15 PM	4	67	51	1	123	20	3	24	5	52	57	65	0	3	125	0	1	1	3	5	305
05:30 PM	3	62	42	3	110	13	1	19	2	35	53	56	2	3	114	1	0	2	2	5	264
05:45 PM	0	68	44	3	115	13	0	16	0	29	54	40	4	1	99	0	1	1	7	9	252
Total	10	258	164	8	440	68	5	78	11	162	206	240	7	9	462	1	3	6	15	25	1089
06:00 PM	3	43	29	3	78	13	1	14	1	29	33	45	1	0	79	1	1	1	2	5	191
06:15 PM	7	49	31	2	89	18	0	16	1	35	47	44	0	0	91	1	0	3	3	7	222
06:30 PM	0	50	31	1	82	13	1	9	0	23	27	40	1	2	70	1	0	2	4	7	182
06:45 PM	4	56	30	1	91	11	0	8	3	22	32	49	2	3	86	0	0	0	2	2	201
Total	14	198	121	7	340	55	2	47	5	109	139	178	4	5	326	3	1	6	11	21	796
Grand Total	32	682	416	24	1154	183	9	196	31	419	490	612	19	25	1146	11	10	16	43	80	2799
Apprch %	2.8	59.1	36	2.1		43.7	2.1	46.8	7.4		42.8	53.4	1.7	2.2		13.8	12.5	20	53.8		
Total %	1.1	24.4	14.9	0.9	41.2	6.5	0.3	7	1.1	15	17.5	21.9	0.7	0.9	40.9	0.4	0.4	0.6	1.5	2.9	
Lights	32	672	416	24	1144	182	9	189	31	411	482	604	19	25	1130	11	10	16	43	80	2765
% Lights	100	98.5	100	100	99.1	99.5	100	96.4	100	98.1	98.4	98.7	100	100	98.6	100	100	100	100	100	98.8
Buses	0	7	0	0	7	0	0	6	0	6	3	6	0	0	9	0	0	0	0	0	22
% Buses	0	1	0	0	0.6	0	0	3.1	0	1.4	0.6	1	0	0	0.8	0	0	0	0	0	0.8
Trucks	0	3	0	0	3	1	0	1	0	2	5	2	0	0	7	0	0	0	0	0	12
% Trucks	0	0.4	0	0	0.3	0.5	0	0.5	0	0.5	1	0.3	0	0	0.6	0	0	0	0	0	0.4

	RACE ST Southbound				AUZERAIS AVE Westbound				RACE ST Northbound				AUZERAIS AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	61	27	91	**22**	1	19	42	42	**79**	1	**122**	0	**1**	**2**	**3**	258
05:15 PM	**4**	67	**51**	**122**	20	**3**	**24**	**47**	**57**	65	0	122	0	1	1	2	**293**
05:30 PM	3	62	42	107	13	1	19	33	53	56	2	111	**1**	0	2	3	254
05:45 PM	0	**68**	44	112	13	0	16	29	54	40	**4**	98	0	1	1	2	241
Total Volume	10	258	164	432	68	5	78	151	206	240	7	453	1	3	6	10	1046
% App. Total	2.3	59.7	38		45	3.3	51.7		45.5	53	1.5		10	30	60		
PHF	.625	.949	.804	.885	.773	.417	.813	.803	.904	.759	.438	.928	.250	.750	.750	.833	.892

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Groups Printed- Lights - Buses - Trucks

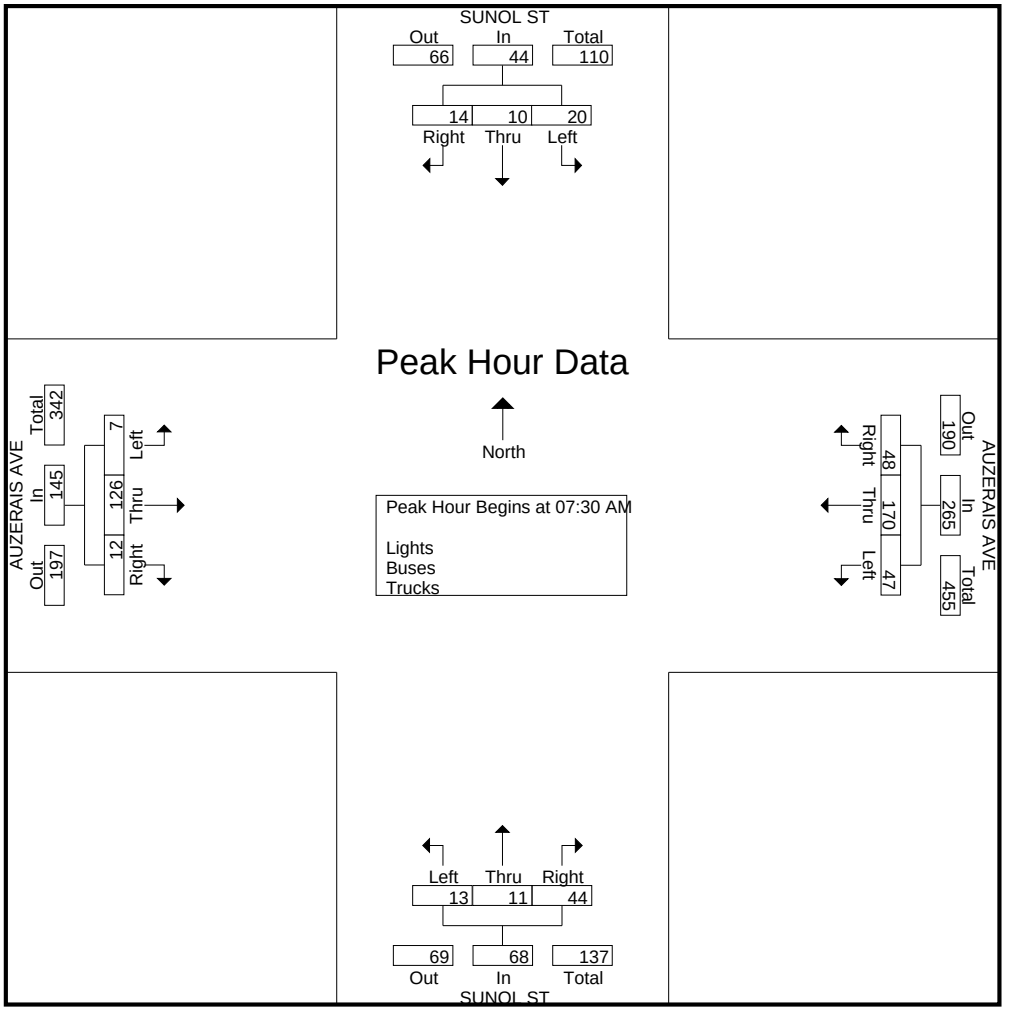
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	2	2	1	9	14	34	20	3	71	13	1	0	0	14	1	18	1	0	20	114
07:15 AM	3	0	2	1	6	9	39	8	2	58	13	1	1	1	16	0	29	1	0	30	110
07:30 AM	3	1	4	1	9	17	43	6	2	68	11	2	5	1	19	4	26	2	0	32	128
07:45 AM	1	4	6	2	13	12	48	16	6	82	8	2	0	2	12	3	34	3	0	40	147
Total	11	7	14	5	37	52	164	50	13	279	45	6	6	4	61	8	107	7	0	122	499
08:00 AM	2	4	7	0	13	8	41	12	2	63	18	4	5	0	27	2	33	1	0	36	139
08:15 AM	8	1	3	0	12	11	38	13	1	63	7	3	3	2	15	3	33	1	0	37	127
08:30 AM	5	2	2	1	10	7	28	11	0	46	11	2	3	0	16	1	23	3	0	27	99
08:45 AM	0	6	3	2	11	8	21	13	1	43	15	0	2	1	18	2	24	4	0	30	102
Total	15	13	15	3	46	34	128	49	4	215	51	9	13	3	76	8	113	9	0	130	467
09:00 AM	3	2	5	1	11	7	29	17	1	54	8	5	0	1	14	3	27	2	0	32	111
09:15 AM	3	1	5	3	12	3	25	14	1	43	16	2	1	2	21	4	19	1	0	24	100
09:30 AM	3	1	3	0	7	7	27	13	1	48	21	2	1	0	24	3	23	1	0	27	106
09:45 AM	2	3	4	0	9	0	19	18	0	37	16	3	0	1	20	3	25	1	0	29	95
Total	11	7	17	4	39	17	100	62	3	182	61	12	2	4	79	13	94	5	0	112	412
Grand Total	37	27	46	12	122	103	392	161	20	676	157	27	21	11	216	29	314	21	0	364	1378
Apprch %	30.3	22.1	37.7	9.8		15.2	58	23.8	3		72.7	12.5	9.7	5.1		8	86.3	5.8	0		
Total %	2.7	2	3.3	0.9	8.9	7.5	28.4	11.7	1.5	49.1	11.4	2	1.5	0.8	15.7	2.1	22.8	1.5	0	26.4	
Lights	33	25	43	12	113	100	383	103	20	606	76	17	12	11	116	22	300	20	0	342	1177
% Lights	89.2	92.6	93.5	100	92.6	97.1	97.7	64	100	89.6	48.4	63	57.1	100	53.7	75.9	95.5	95.2	0	94	85.4
Buses	0	0	1	0	1	0	0	5	0	5	6	3	2	0	11	0	2	0	0	2	19
% Buses	0	0	2.2	0	0.8	0	0	3.1	0	0.7	3.8	11.1	9.5	0	5.1	0	0.6	0	0	0.5	1.4
Trucks	4	2	2	0	8	3	9	53	0	65	75	7	7	0	89	7	12	1	0	20	182
% Trucks	10.8	7.4	4.3	0	6.6	2.9	2.3	32.9	0	9.6	47.8	25.9	33.3	0	41.2	24.1	3.8	4.8	0	5.5	13.2

	SUNOL ST Southbound				AUZERAIS AVE Westbound				SUNOL ST Northbound				AUZERAIS AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	1	4	8	**17**	43	6	66	11	2	**5**	18	**4**	26	2	32	124
07:45 AM	1	**4**	6	11	12	**48**	**16**	**76**	8	2	0	10	3	**34**	**3**	**40**	**137**
08:00 AM	2	4	**7**	**13**	8	41	12	61	**18**	**4**	5	**27**	2	33	1	36	137
08:15 AM	**8**	1	3	12	11	38	13	62	7	3	3	13	3	33	1	37	124
Total Volume	14	10	20	44	48	170	47	265	44	11	13	68	12	126	7	145	522
% App. Total	31.8	22.7	45.5		18.1	64.2	17.7		64.7	16.2	19.1		8.3	86.9	4.8		
PHF	.438	.625	.714	.846	.706	.885	.734	.872	.611	.688	.650	.630	.750	.926	.583	.906	.953

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Groups Printed- Lights - Buses - Trucks

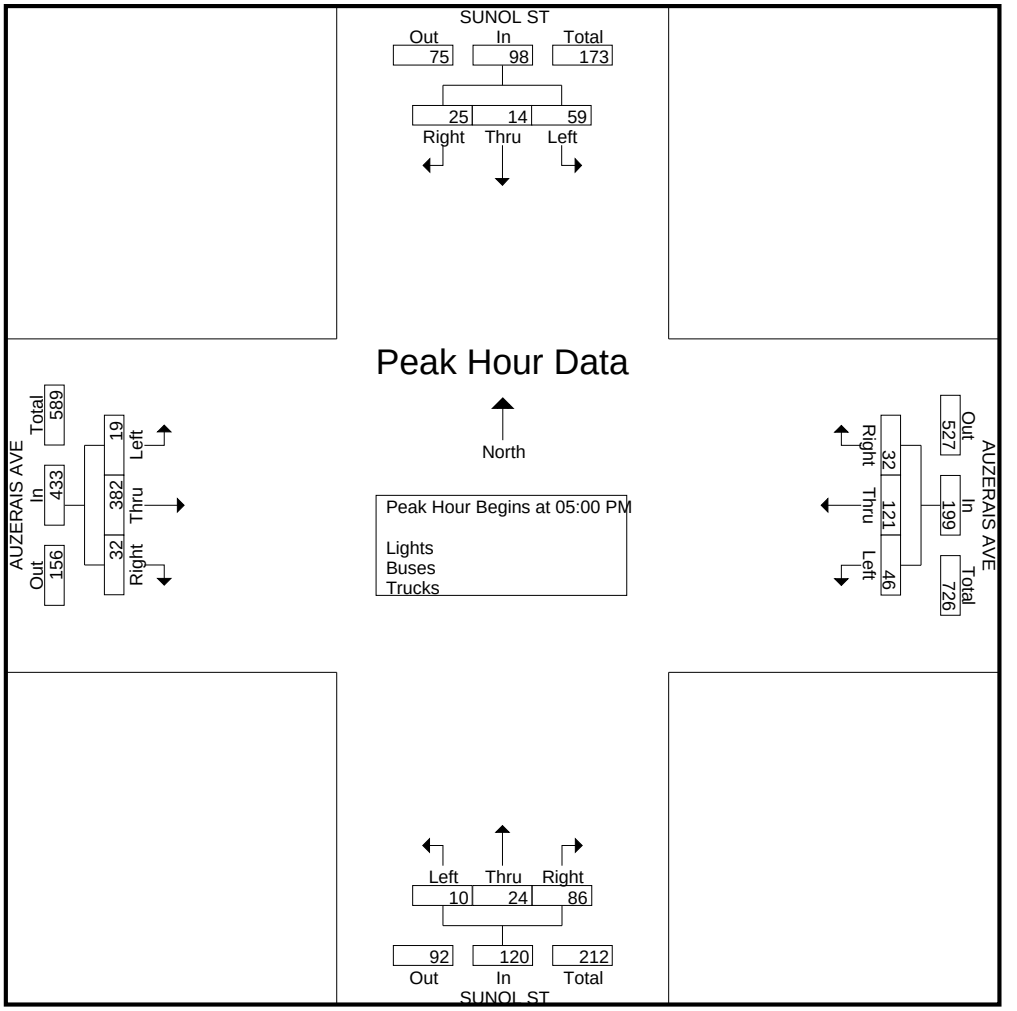
	SUNOL ST Southbound					AUZERAIS AVE Westbound					SUNOL ST Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	2	10	0	13	3	26	7	4	40	23	7	0	8	38	2	72	3	0	77	168
04:15 PM	5	5	6	1	17	9	24	11	3	47	16	2	3	2	23	4	48	3	0	55	142
04:30 PM	3	4	9	1	17	7	27	7	5	46	22	0	3	3	28	10	65	3	1	79	170
04:45 PM	3	4	10	4	21	4	30	19	2	55	19	1	0	2	22	10	87	4	2	103	201
Total	12	15	35	6	68	23	107	44	14	188	80	10	6	15	111	26	272	13	3	314	681
05:00 PM	8	5	11	2	26	7	24	19	1	51	26	8	1	4	39	12	87	5	0	104	220
05:15 PM	4	3	18	3	28	11	26	6	2	45	20	4	5	1	30	7	98	9	1	115	218
05:30 PM	9	2	15	2	28	5	33	11	3	52	22	9	3	2	36	5	89	3	1	98	214
05:45 PM	4	4	15	0	23	9	38	10	3	60	18	3	1	3	25	8	108	2	0	118	226
Total	25	14	59	7	105	32	121	46	9	208	86	24	10	10	130	32	382	19	2	435	878
06:00 PM	3	6	11	0	20	6	29	13	3	51	16	3	3	1	23	6	70	1	0	77	171
06:15 PM	2	4	8	0	14	9	37	24	4	74	23	2	6	2	33	9	66	3	0	78	199
06:30 PM	7	7	15	1	30	6	23	22	4	55	34	4	2	1	41	8	65	1	0	74	200
06:45 PM	6	3	9	0	18	6	21	26	6	59	27	0	2	1	30	9	53	5	0	67	174
Total	18	20	43	1	82	27	110	85	17	239	100	9	13	5	127	32	254	10	0	296	744
Grand Total	55	49	137	14	255	82	338	175	40	635	266	43	29	30	368	90	908	42	5	1045	2303
Apprch %	21.6	19.2	53.7	5.5		12.9	53.2	27.6	6.3		72.3	11.7	7.9	8.2		8.6	86.9	4	0.5		
Total %	2.4	2.1	5.9	0.6	11.1	3.6	14.7	7.6	1.7	27.6	11.6	1.9	1.3	1.3	16	3.9	39.4	1.8	0.2	45.4	
Lights	52	47	133	14	246	82	335	161	40	618	247	40	29	30	346	88	901	41	5	1035	2245
% Lights	94.5	95.9	97.1	100	96.5	100	99.1	92	100	97.3	92.9	93	100	100	94	97.8	99.2	97.6	100	99	97.5
Buses	0	1	0	0	1	0	1	1	0	2	3	2	0	0	5	0	0	0	0	0	8
% Buses	0	2	0	0	0.4	0	0.3	0.6	0	0.3	1.1	4.7	0	0	1.4	0	0	0	0	0	0.3
Trucks	3	1	4	0	8	0	2	13	0	15	16	1	0	0	17	2	7	1	0	10	50
% Trucks	5.5	2	2.9	0	3.1	0	0.6	7.4	0	2.4	6	2.3	0	0	4.6	2.2	0.8	2.4	0	1	2.2

	SUNOL ST Southbound				AUZERAIS AVE Westbound				SUNOL ST Northbound				AUZERAIS AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	**5**	11	24	7	24	**19**	50	**26**	8	1	**35**	**12**	87	5	104	213
05:15 PM	4	3	**18**	25	**11**	26	6	43	20	4	**5**	29	7	98	**9**	114	211
05:30 PM	**9**	2	15	**26**	5	33	11	49	22	**9**	3	34	5	89	3	97	206
05:45 PM	4	4	15	23	9	**38**	10	**57**	18	3	1	22	8	**108**	2	**118**	**220**
Total Volume	25	14	59	98	32	121	46	199	86	24	10	120	32	382	19	433	850
% App. Total	25.5	14.3	60.2		16.1	60.8	23.1		71.7	20	8.3		7.4	88.2	4.4		
PHF	.694	.700	.819	.942	.727	.796	.605	.873	.827	.667	.500	.857	.667	.884	.528	.917	.966

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Groups Printed- Lights - Buses - Trucks

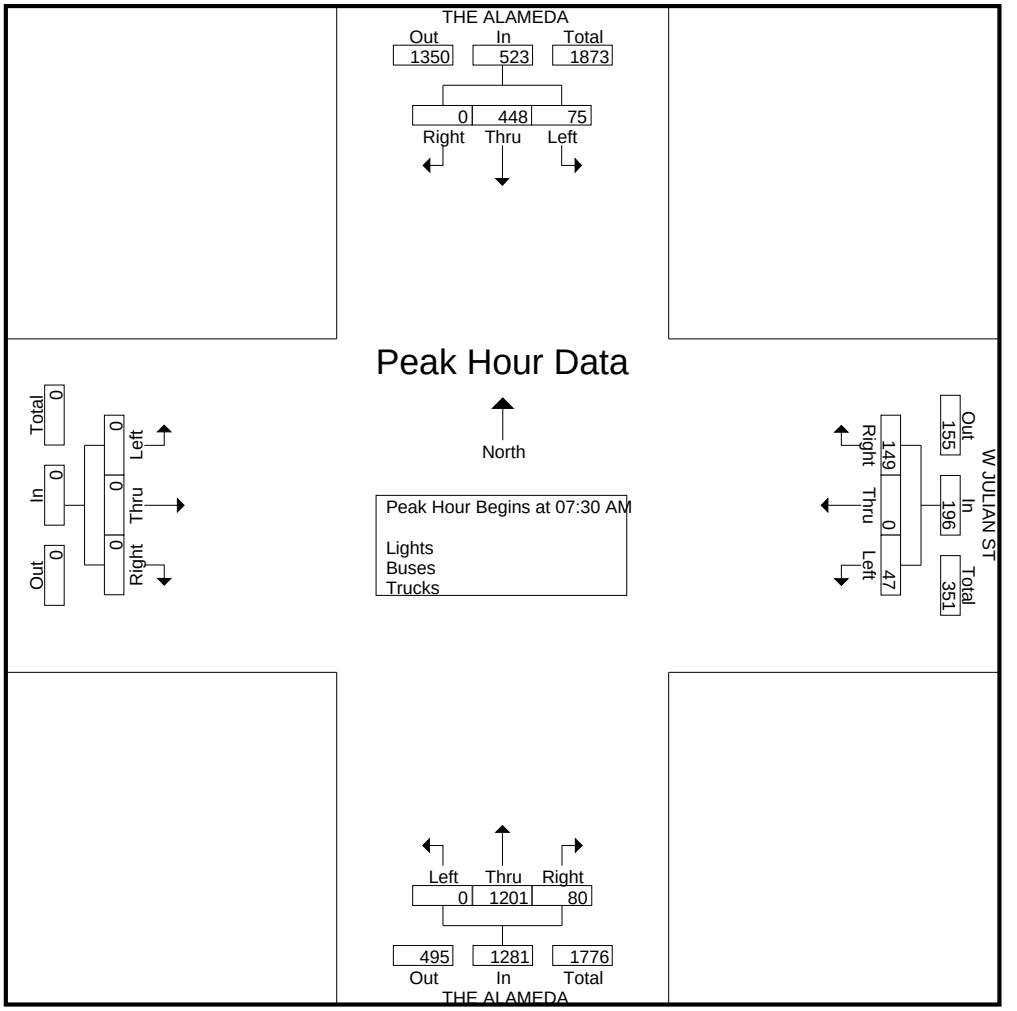
	THE ALAMEDA Southbound					W JULIAN ST Westbound					THE ALAMEDA Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	69	14	8	91	34	0	4	9	47	11	185	0	0	196	0	0	0	0	0	334
07:15 AM	0	99	12	4	115	30	0	5	6	41	21	268	0	0	289	0	0	0	0	0	445
07:30 AM	0	109	13	10	132	37	0	15	17	69	19	294	0	0	313	0	0	0	0	0	514
07:45 AM	0	109	17	3	129	43	0	10	18	71	19	328	0	1	348	0	0	0	0	0	548
Total	0	386	56	25	467	144	0	34	50	228	70	1075	0	1	1146	0	0	0	0	0	1841
08:00 AM	0	116	28	3	147	38	0	11	10	59	20	275	0	1	296	0	0	0	0	0	502
08:15 AM	0	114	17	7	138	31	0	11	5	47	22	304	0	1	327	0	0	0	0	0	512
08:30 AM	0	112	32	3	147	40	0	9	17	66	16	231	0	1	248	0	0	0	0	0	461
08:45 AM	0	104	17	8	129	34	0	12	18	64	13	185	0	3	201	0	0	0	0	0	394
Total	0	446	94	21	561	143	0	43	50	236	71	995	0	6	1072	0	0	0	0	0	1869
09:00 AM	0	79	22	11	112	34	0	19	6	59	14	160	0	0	174	0	0	0	0	0	345
09:15 AM	0	84	16	5	105	22	0	13	10	45	18	141	0	0	159	0	0	0	0	0	309
09:30 AM	0	96	18	2	116	16	0	8	14	38	17	145	0	2	164	0	0	0	0	0	318
09:45 AM	0	100	19	9	128	23	0	18	15	56	24	140	0	3	167	0	0	0	0	0	351
Total	0	359	75	27	461	95	0	58	45	198	73	586	0	5	664	0	0	0	0	0	1323
Grand Total	0	1191	225	73	1489	382	0	135	145	662	214	2656	0	12	2882	0	0	0	0	0	5033
Apprch %	0	80	15.1	4.9		57.7	0	20.4	21.9		7.4	92.2	0	0.4		0	0	0	0		
Total %	0	23.7	4.5	1.5	29.6	7.6	0	2.7	2.9	13.2	4.3	52.8	0	0.2	57.3	0	0	0	0	0	
Lights	0	1122	211	73	1406	371	0	132	145	648	206	2587	0	12	2805	0	0	0	0	0	4859
% Lights	0	94.2	93.8	100	94.4	97.1	0	97.8	100	97.9	96.3	97.4	0	100	97.3	0	0	0	0	0	96.5
Buses	0	38	1	0	39	2	0	0	0	2	3	35	0	0	38	0	0	0	0	0	79
% Buses	0	3.2	0.4	0	2.6	0.5	0	0	0	0.3	1.4	1.3	0	0	1.3	0	0	0	0	0	1.6
Trucks	0	31	13	0	44	9	0	3	0	12	5	34	0	0	39	0	0	0	0	0	95
% Trucks	0	2.6	5.8	0	3	2.4	0	2.2	0	1.8	2.3	1.3	0	0	1.4	0	0	0	0	0	1.9

	THE ALAMEDA Southbound				W JULIAN ST Westbound				THE ALAMEDA Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	109	13	122	37	0	**15**	52	19	294	0	313	0	0	0	0	487
07:45 AM	0	109	17	126	**43**	0	10	**53**	19	**328**	0	**347**	0	0	0	0	**526**
08:00 AM	0	**116**	**28**	**144**	38	0	11	49	20	275	0	295	0	0	0	0	488
08:15 AM	0	114	17	131	31	0	11	42	**22**	304	0	326	0	0	0	0	499
Total Volume	0	448	75	523	149	0	47	196	80	1201	0	1281	0	0	0	0	2000
% App. Total	0	85.7	14.3		76	0	24		6.2	93.8	0		0	0	0		
PHF	.000	.966	.670	.908	.866	.000	.783	.925	.909	.915	.000	.923	.000	.000	.000	.000	.951

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Groups Printed- Lights - Buses - Trucks

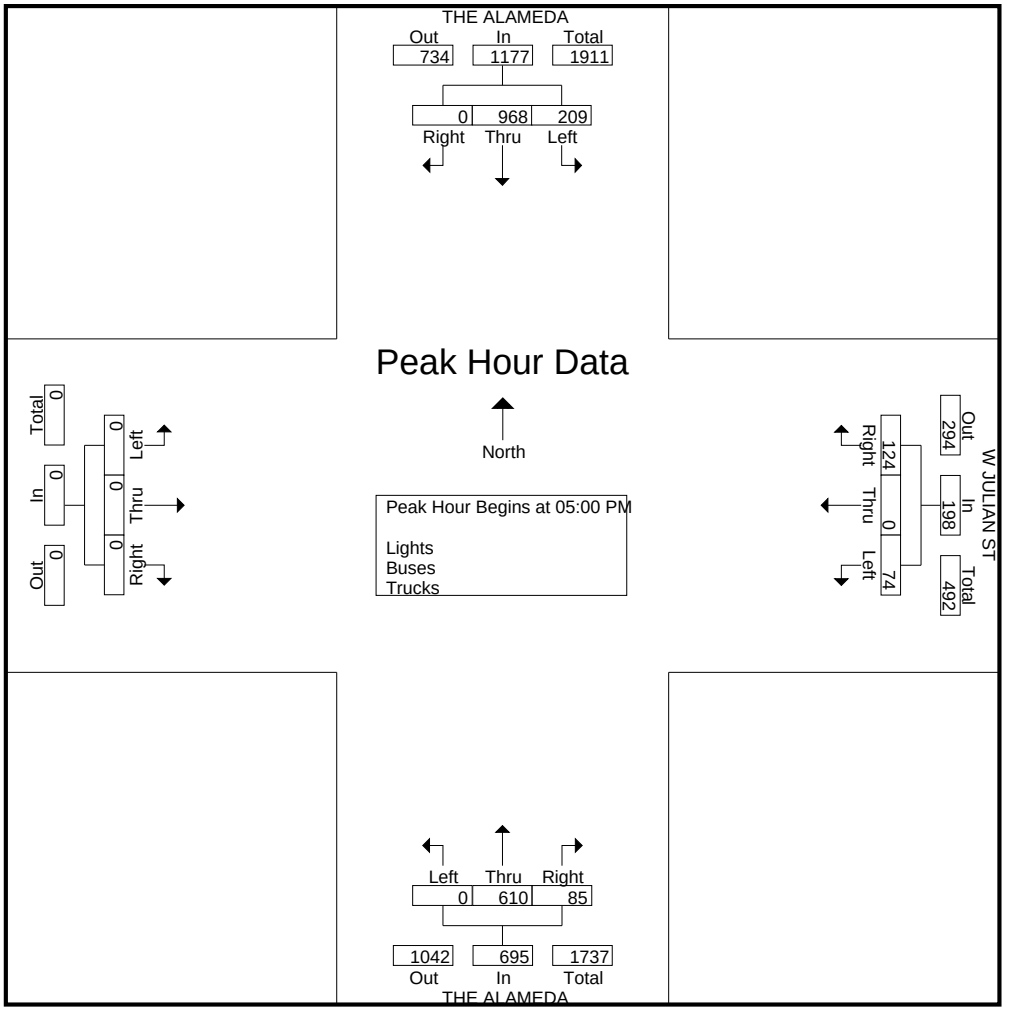
	THE ALAMEDA Southbound					W JULIAN ST Westbound					THE ALAMEDA Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	233	51	8	292	32	0	19	24	75	16	122	0	3	141	0	0	0	0	0	508
04:15 PM	0	242	40	5	287	28	0	17	9	54	11	122	0	4	137	0	0	0	0	0	478
04:30 PM	0	207	52	2	261	22	0	15	17	54	13	143	0	4	160	0	0	0	0	0	475
04:45 PM	0	252	46	5	303	23	0	13	8	44	11	105	0	0	116	0	0	0	0	0	463
Total	0	934	189	20	1143	105	0	64	58	227	51	492	0	11	554	0	0	0	0	0	1924
05:00 PM	0	251	48	9	308	34	0	19	25	78	27	155	0	4	186	0	0	0	0	0	572
05:15 PM	0	270	42	15	327	31	0	22	19	72	15	173	0	2	190	0	0	0	0	0	589
05:30 PM	0	215	51	9	275	39	0	16	18	73	27	165	0	3	195	0	0	0	0	0	543
05:45 PM	0	232	68	7	307	20	0	17	17	54	16	117	0	2	135	0	0	0	0	0	496
Total	0	968	209	40	1217	124	0	74	79	277	85	610	0	11	706	0	0	0	0	0	2200
06:00 PM	0	270	49	14	333	17	0	12	34	63	17	138	0	4	159	0	0	0	0	0	555
06:15 PM	0	247	69	13	329	25	0	22	17	64	18	107	0	4	129	0	0	0	0	0	522
06:30 PM	0	297	54	16	367	30	0	10	21	61	23	134	0	4	161	0	0	0	0	0	589
06:45 PM	0	266	59	10	335	23	0	14	19	56	25	114	0	5	144	0	0	0	0	0	535
Total	0	1080	231	53	1364	95	0	58	91	244	83	493	0	17	593	0	0	0	0	0	2201
Grand Total	0	2982	629	113	3724	324	0	196	228	748	219	1595	0	39	1853	0	0	0	0	0	6325
Apprch %	0	80.1	16.9	3		43.3	0	26.2	30.5		11.8	86.1	0	2.1		0	0	0	0		
Total %	0	47.1	9.9	1.8	58.9	5.1	0	3.1	3.6	11.8	3.5	25.2	0	0.6	29.3	0	0	0	0	0	
Lights	0	2928	627	113	3668	323	0	196	228	747	219	1558	0	39	1816	0	0	0	0	0	6231
% Lights	0	98.2	99.7	100	98.5	99.7	0	100	100	99.9	100	97.7	0	100	98	0	0	0	0	0	98.5
Buses	0	39	0	0	39	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	66
% Buses	0	1.3	0	0	1	0	0	0	0	0	0	1.7	0	0	1.5	0	0	0	0	0	1
Trucks	0	15	2	0	17	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	28
% Trucks	0	0.5	0.3	0	0.5	0.3	0	0	0	0.1	0	0.6	0	0	0.5	0	0	0	0	0	0.4

	THE ALAMEDA Southbound				W JULIAN ST Westbound				THE ALAMEDA Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	251	48	299	34	0	19	53	**27**	155	0	182	0	0	0	0	534
05:15 PM	0	**270**	42	**312**	31	0	**22**	53	15	**173**	0	188	0	0	0	0	**553**
05:30 PM	0	215	51	266	**39**	0	16	**55**	27	165	0	**192**	0	0	0	0	513
05:45 PM	0	232	**68**	300	20	0	17	37	16	117	0	133	0	0	0	0	470
Total Volume	0	968	209	1177	124	0	74	198	85	610	0	695	0	0	0	0	2070
% App. Total	0	82.2	17.8		62.6	0	37.4		12.2	87.8	0		0	0	0		
PHF	.000	.896	.768	.943	.795	.000	.841	.900	.787	.882	.000	.905	.000	.000	.000	.000	.936

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Groups Printed- Lights - Buses - Trucks

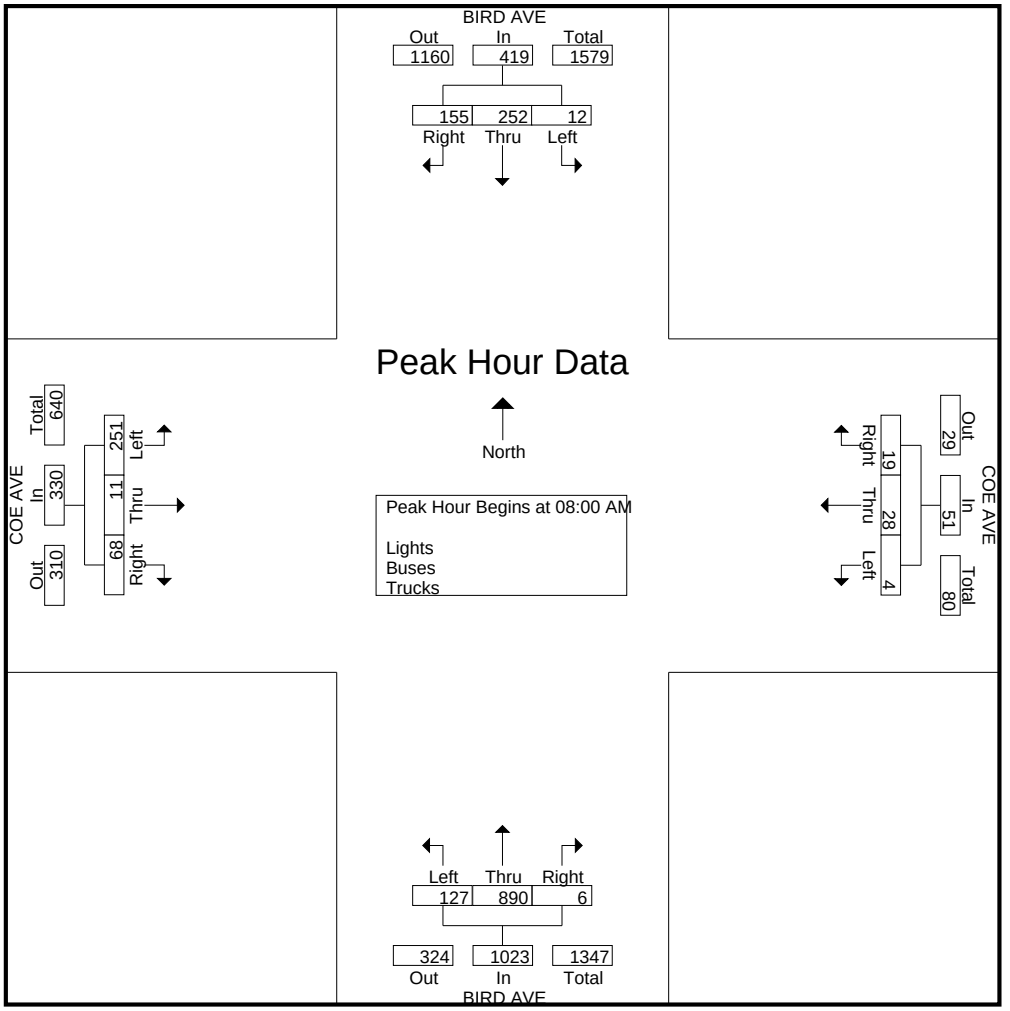
	BIRD AVE Southbound					COE AVE Westbound					BIRD AVE Northbound					COE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	21	38	2	0	61	3	3	1	1	8	0	116	21	0	137	6	1	25	0	32	238
07:15 AM	25	41	2	0	68	8	4	2	0	14	0	175	24	4	203	2	1	39	4	46	331
07:30 AM	17	51	0	0	68	5	1	2	1	9	2	250	27	0	279	3	3	60	1	67	423
07:45 AM	34	54	3	0	91	3	10	0	7	20	1	244	42	6	293	8	3	42	5	58	462
Total	97	184	7	0	288	19	18	5	9	51	3	785	114	10	912	19	8	166	10	203	1454
08:00 AM	35	69	4	0	108	3	4	0	2	9	0	235	22	1	258	11	2	58	1	72	447
08:15 AM	39	65	5	0	109	9	8	1	1	19	1	244	25	0	270	9	3	68	1	81	479
08:30 AM	43	53	1	0	97	2	10	2	0	14	2	213	45	0	260	17	2	53	1	73	444
08:45 AM	38	65	2	0	105	5	6	1	0	12	3	198	35	1	237	31	4	72	1	108	462
Total	155	252	12	0	419	19	28	4	3	54	6	890	127	2	1025	68	11	251	4	334	1832
09:00 AM	20	52	4	0	76	3	2	1	1	7	1	159	22	2	184	9	0	43	0	52	319
09:15 AM	25	48	5	0	78	3	2	2	2	9	0	110	9	1	120	10	1	37	0	48	255
09:30 AM	33	57	0	0	90	2	2	0	3	7	1	96	16	1	114	8	1	38	0	47	258
09:45 AM	34	63	2	0	99	0	2	2	0	4	0	70	15	0	85	5	3	27	2	37	225
Total	112	220	11	0	343	8	8	5	6	27	2	435	62	4	503	32	5	145	2	184	1057
Grand Total	364	656	30	0	1050	46	54	14	18	132	11	2110	303	16	2440	119	24	562	16	721	4343
Apprch %	34.7	62.5	2.9	0		34.8	40.9	10.6	13.6		0.5	86.5	12.4	0.7		16.5	3.3	77.9	2.2		
Total %	8.4	15.1	0.7	0	24.2	1.1	1.2	0.3	0.4	3	0.3	48.6	7	0.4	56.2	2.7	0.6	12.9	0.4	16.6	
Lights	347	638	28	0	1013	43	53	12	18	126	11	2086	297	16	2410	116	23	541	16	696	4245
% Lights	95.3	97.3	93.3	0	96.5	93.5	98.1	85.7	100	95.5	100	98.9	98	100	98.8	97.5	95.8	96.3	100	96.5	97.7
Buses	8	7	1	0	16	1	0	0	0	1	0	5	1	0	6	0	0	8	0	8	31
% Buses	2.2	1.1	3.3	0	1.5	2.2	0	0	0	0.8	0	0.2	0.3	0	0.2	0	0	1.4	0	1.1	0.7
Trucks	9	11	1	0	21	2	1	2	0	5	0	19	5	0	24	3	1	13	0	17	67
% Trucks	2.5	1.7	3.3	0	2	4.3	1.9	14.3	0	3.8	0	0.9	1.7	0	1	2.5	4.2	2.3	0	2.4	1.5

	BIRD AVE Southbound				COE AVE Westbound				BIRD AVE Northbound				COE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	35	**69**	4	108	3	4	0	7	0	235	22	257	11	2	58	71	443
08:15 AM	39	65	**5**	**109**	**9**	8	1	**18**	1	**244**	25	**270**	9	3	68	80	**477**
08:30 AM	**43**	53	1	97	2	**10**	**2**	14	2	213	**45**	260	17	2	53	72	443
08:45 AM	38	65	2	105	5	6	1	12	**3**	198	35	236	**31**	**4**	**72**	**107**	460
Total Volume	155	252	12	419	19	28	4	51	6	890	127	1023	68	11	251	330	1823
% App. Total	37	60.1	2.9		37.3	54.9	7.8		0.6	87	12.4		20.6	3.3	76.1		
PHF	.901	.913	.600	.961	.528	.700	.500	.708	.500	.912	.706	.947	.548	.688	.872	.771	.955

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Groups Printed- Lights - Buses - Trucks

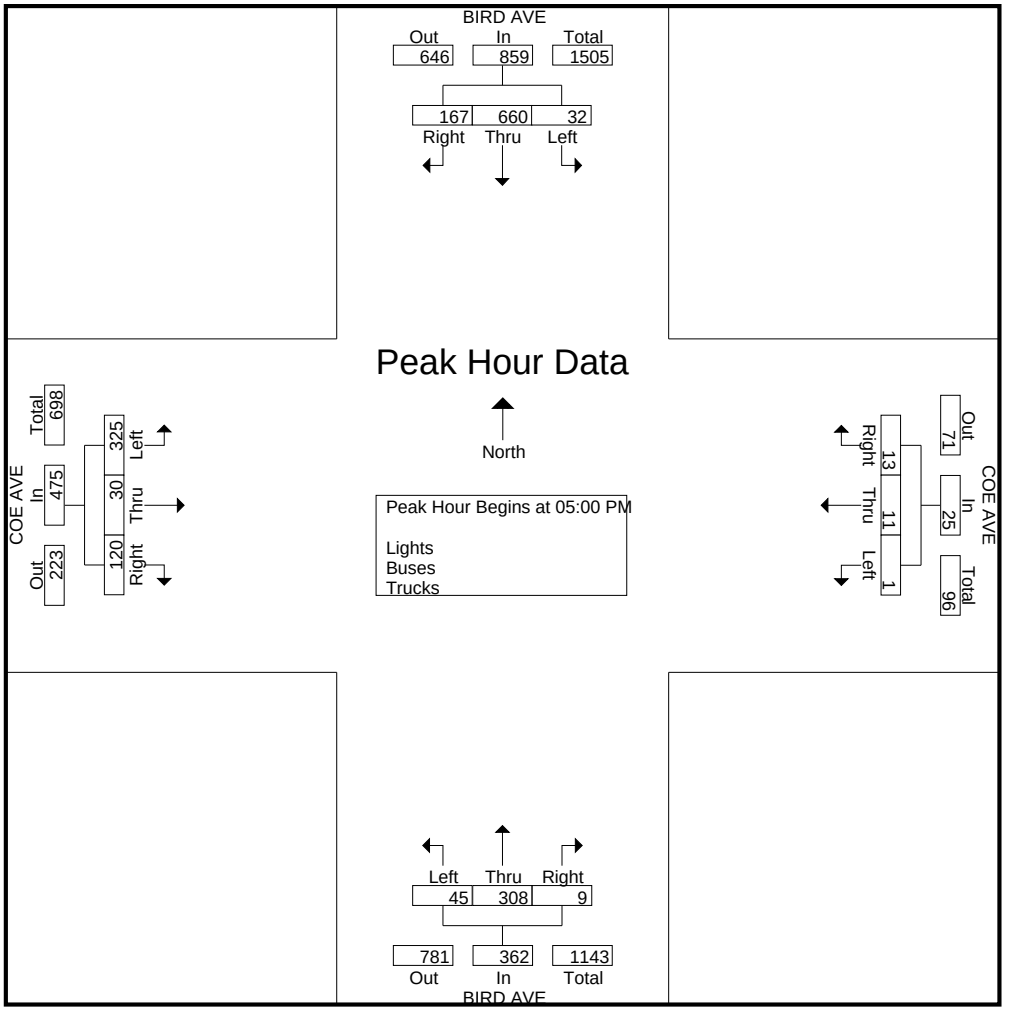
	BIRD AVE Southbound					COE AVE Westbound					BIRD AVE Northbound					COE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	31	149	4	0	184	2	2	0	2	6	1	70	8	3	82	26	8	70	0	104	376
04:15 PM	46	152	8	0	206	1	2	2	0	5	1	78	15	3	97	17	5	61	2	85	393
04:30 PM	32	164	8	0	204	1	4	1	3	9	0	74	8	3	85	24	0	43	1	68	366
04:45 PM	44	157	5	0	206	2	2	3	1	8	2	80	7	1	90	32	6	61	0	99	403
Total	153	622	25	0	800	6	10	6	6	28	4	302	38	10	354	99	19	235	3	356	1538
05:00 PM	38	174	9	0	221	4	2	1	3	10	1	72	9	2	84	33	6	98	2	139	454
05:15 PM	44	159	8	0	211	3	4	0	5	12	1	69	11	2	83	31	7	89	1	128	434
05:30 PM	44	183	7	0	234	3	3	0	3	9	2	67	9	2	80	28	10	72	0	110	433
05:45 PM	41	144	8	0	193	3	2	0	1	6	5	100	16	2	123	28	7	66	0	101	423
Total	167	660	32	0	859	13	11	1	12	37	9	308	45	8	370	120	30	325	3	478	1744
06:00 PM	40	172	8	0	220	4	2	0	0	6	0	73	13	2	88	35	12	62	1	110	424
06:15 PM	30	155	9	0	194	1	2	0	1	4	1	95	8	0	104	22	5	50	0	77	379
06:30 PM	35	174	11	0	220	4	3	0	0	7	1	69	5	1	76	17	2	35	0	54	357
06:45 PM	35	151	11	0	197	1	0	2	0	3	2	69	7	0	78	14	5	36	0	55	333
Total	140	652	39	0	831	10	7	2	1	20	4	306	33	3	346	88	24	183	1	296	1493
Grand Total	460	1934	96	0	2490	29	28	9	19	85	17	916	116	21	1070	307	73	743	7	1130	4775
Apprch %	18.5	77.7	3.9	0		34.1	32.9	10.6	22.4		1.6	85.6	10.8	2		27.2	6.5	65.8	0.6		
Total %	9.6	40.5	2	0	52.1	0.6	0.6	0.2	0.4	1.8	0.4	19.2	2.4	0.4	22.4	6.4	1.5	15.6	0.1	23.7	
Lights	455	1923	96	0	2474	28	28	9	19	84	17	913	115	21	1066	304	73	723	7	1107	4731
% Lights	98.9	99.4	100	0	99.4	96.6	100	100	100	98.8	100	99.7	99.1	100	99.6	99	100	97.3	100	98	99.1
Buses	4	2	0	0	6	0	0	0	0	0	0	1	1	0	2	1	0	12	0	13	21
% Buses	0.9	0.1	0	0	0.2	0	0	0	0	0	0	0.1	0.9	0	0.2	0.3	0	1.6	0	1.2	0.4
Trucks	1	9	0	0	10	1	0	0	0	1	0	2	0	0	2	2	0	8	0	10	23
% Trucks	0.2	0.5	0	0	0.4	3.4	0	0	0	1.2	0	0.2	0	0	0.2	0.7	0	1.1	0	0.9	0.5

	BIRD AVE Southbound				COE AVE Westbound				BIRD AVE Northbound				COE AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	38	174	**9**	221	**4**	2	**1**	**7**	1	72	9	82	**33**	6	**98**	**137**	**447**
05:15 PM	**44**	159	8	211	3	**4**	0	7	1	69	11	81	31	7	89	127	426
05:30 PM	44	**183**	7	**234**	3	3	0	6	2	67	9	78	28	**10**	72	110	428
05:45 PM	41	144	8	193	3	2	0	5	**5**	**100**	**16**	**121**	28	7	66	101	420
Total Volume	167	660	32	859	13	11	1	25	9	308	45	362	120	30	325	475	1721
% App. Total	19.4	76.8	3.7		52	44	4		2.5	85.1	12.4		25.3	6.3	68.4		
PHF	.949	.902	.889	.918	.813	.688	.250	.893	.450	.770	.703	.748	.909	.750	.829	.867	.963

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Groups Printed- Lights - Buses - Trucks

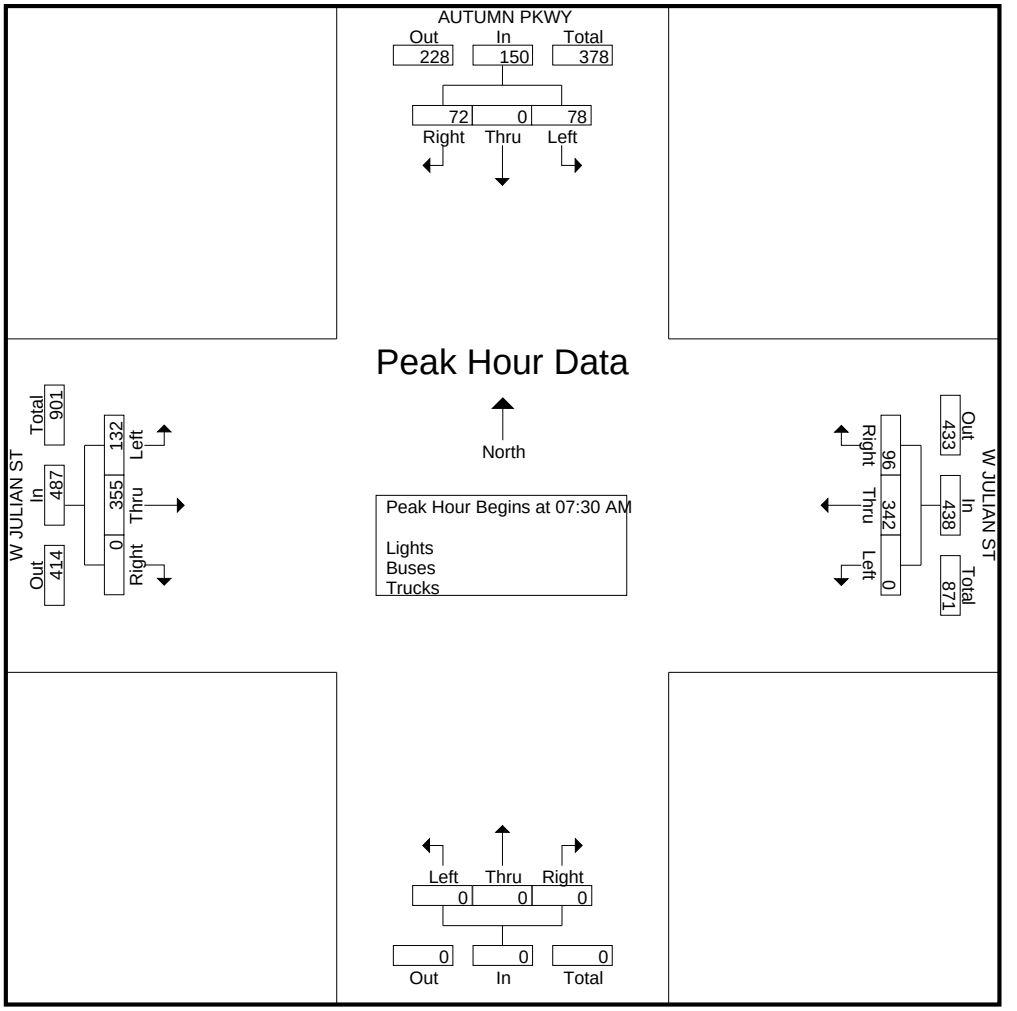
	AUTUMN PKWY Southbound					W JULIAN ST Westbound					Northbound					W JULIAN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	0	11	4	19	11	88	0	0	99	0	0	0	0	0	0	46	7	1	54	172
07:15 AM	18	0	16	2	36	19	79	0	0	98	0	0	0	0	0	0	64	11	1	76	210
07:30 AM	22	0	19	5	46	20	86	0	3	109	0	0	0	0	0	0	83	29	1	113	268
07:45 AM	19	0	15	1	35	28	104	0	1	133	0	0	0	0	0	0	84	28	2	114	282
Total	63	0	61	12	136	78	357	0	4	439	0	0	0	0	0	0	277	75	5	357	932
08:00 AM	16	0	28	5	49	21	93	0	2	116	0	0	0	0	0	0	81	41	0	122	287
08:15 AM	15	0	16	2	33	27	59	0	2	88	0	0	0	0	0	0	107	34	0	141	262
08:30 AM	12	0	29	1	42	28	45	0	1	74	0	0	0	0	0	0	67	40	0	107	223
08:45 AM	29	0	26	1	56	25	65	0	3	93	0	0	0	0	0	0	82	34	0	116	265
Total	72	0	99	9	180	101	262	0	8	371	0	0	0	0	0	0	337	149	0	486	1037
09:00 AM	15	0	23	1	39	26	80	0	0	106	0	0	0	0	0	0	85	26	0	111	256
09:15 AM	16	0	27	1	44	23	64	0	2	89	0	0	0	0	0	0	99	24	0	123	256
09:30 AM	21	0	22	2	45	28	67	0	0	95	0	0	0	0	0	0	96	19	1	116	256
09:45 AM	22	0	37	5	64	17	63	0	1	81	0	0	0	0	0	0	90	24	1	115	260
Total	74	0	109	9	192	94	274	0	3	371	0	0	0	0	0	0	370	93	2	465	1028
Grand Total	209	0	269	30	508	273	893	0	15	1181	0	0	0	0	0	0	984	317	7	1308	2997
Apprch %	41.1	0	53	5.9		23.1	75.6	0	1.3		0	0	0	0		0	75.2	24.2	0.5		
Total %	7	0	9	1	17	9.1	29.8	0	0.5	39.4	0	0	0	0	0	0	32.8	10.6	0.2	43.6	
Lights	195	0	260	30	485	269	861	0	15	1145	0	0	0	0	0	0	900	306	7	1213	2843
% Lights	93.3	0	96.7	100	95.5	98.5	96.4	0	100	97	0	0	0	0	0	0	91.5	96.5	100	92.7	94.9
Buses	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	18	0	0	18	24
% Buses	0.5	0	0	0	0.2	0	0.6	0	0	0.4	0	0	0	0	0	0	1.8	0	0	1.4	0.8
Trucks	13	0	9	0	22	4	27	0	0	31	0	0	0	0	0	0	66	11	0	77	130
% Trucks	6.2	0	3.3	0	4.3	1.5	3	0	0	2.6	0	0	0	0	0	0	6.7	3.5	0	5.9	4.3

	AUTUMN PKWY Southbound				W JULIAN ST Westbound				Northbound				W JULIAN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**22**	0	19	41	20	86	0	106	0	0	0	0	0	83	29	112	259
07:45 AM	19	0	15	34	**28**	**104**	0	**132**	0	0	0	0	0	84	28	112	278
08:00 AM	16	0	**28**	**44**	21	93	0	114	0	0	0	0	0	81	**41**	122	**280**
08:15 AM	15	0	16	31	27	59	0	86	0	0	0	0	0	**107**	34	**141**	258
Total Volume	72	0	78	150	96	342	0	438	0	0	0	0	0	355	132	487	1075
% App. Total	48	0	52		21.9	78.1	0		0	0	0		0	72.9	27.1		
PHF	.818	.000	.696	.852	.857	.822	.000	.830	.000	.000	.000	.000	.000	.829	.805	.863	.960

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Groups Printed- Lights - Buses - Trucks

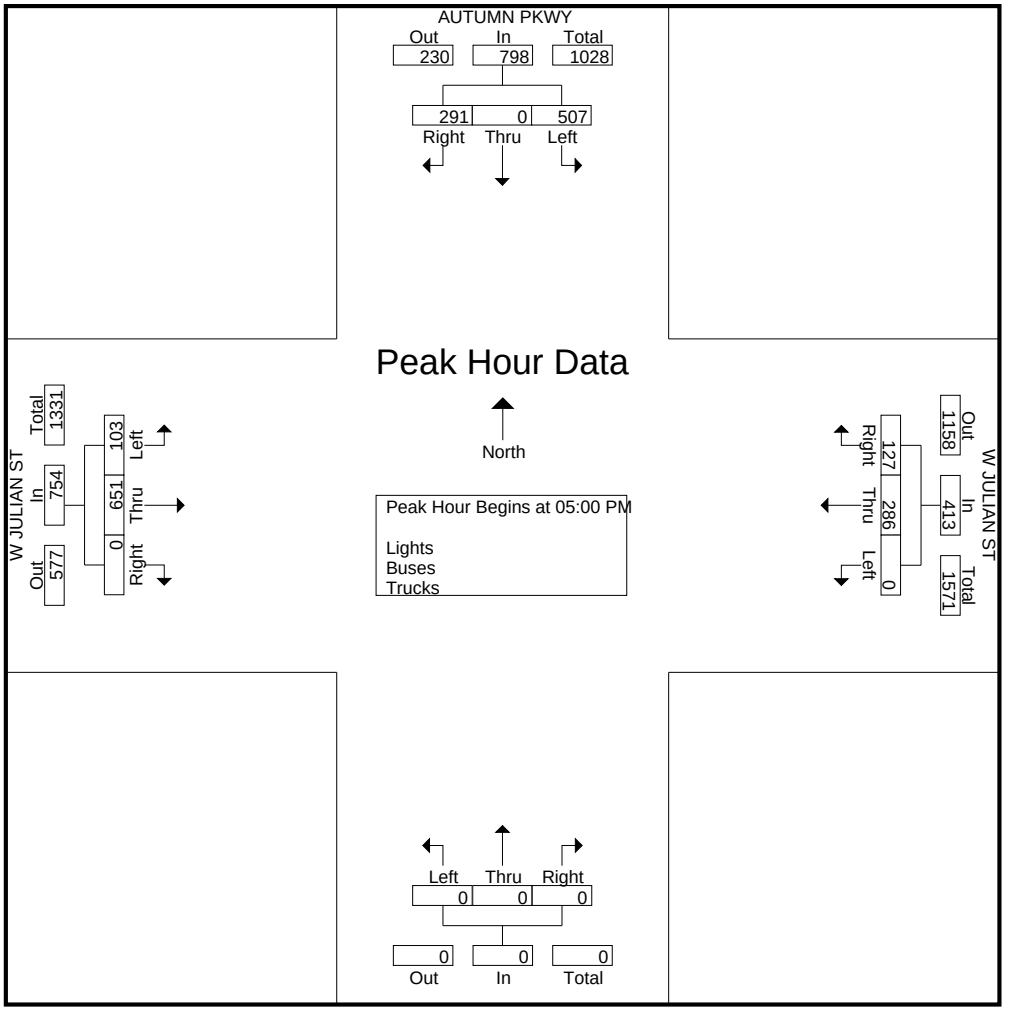
	AUTUMN PKWY Southbound					W JULIAN ST Westbound					Northbound					W JULIAN ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	43	0	94	10	147	18	62	0	1	81	0	0	0	0	0	0	162	11	4	177	405
04:15 PM	36	0	93	4	133	27	61	0	4	92	0	0	0	0	0	0	144	24	2	170	395
04:30 PM	43	0	112	4	159	22	59	0	3	84	0	0	0	0	0	0	154	20	3	177	420
04:45 PM	58	0	112	5	175	29	72	0	2	103	0	0	0	0	0	0	152	21	0	173	451
Total	180	0	411	23	614	96	254	0	10	360	0	0	0	0	0	0	612	76	9	697	1671
05:00 PM	61	0	98	1	160	42	70	0	1	113	0	0	0	0	0	0	168	20	5	193	466
05:15 PM	78	0	114	8	200	31	67	0	2	100	0	0	0	0	0	0	189	33	1	223	523
05:30 PM	75	0	150	7	232	25	70	0	3	98	0	0	0	0	0	0	153	26	6	185	515
05:45 PM	77	0	145	9	231	29	79	0	3	111	0	0	0	0	0	0	141	24	6	171	513
Total	291	0	507	25	823	127	286	0	9	422	0	0	0	0	0	0	651	103	18	772	2017
06:00 PM	62	0	108	10	180	27	80	0	3	110	0	0	0	0	0	0	143	21	5	169	459
06:15 PM	58	0	117	3	178	29	79	0	1	109	0	0	0	0	0	0	118	15	3	136	423
06:30 PM	53	0	111	1	165	31	109	0	1	141	0	0	0	0	0	0	122	10	5	137	443
06:45 PM	57	0	140	0	197	44	111	0	1	156	0	0	0	0	0	0	120	10	4	134	487
Total	230	0	476	14	720	131	379	0	6	516	0	0	0	0	0	0	503	56	17	576	1812
Grand Total	701	0	1394	62	2157	354	919	0	25	1298	0	0	0	0	0	0	1766	235	44	2045	5500
Apprch %	32.5	0	64.6	2.9		27.3	70.8	0	1.9		0	0	0	0		0	86.4	11.5	2.2		
Total %	12.7	0	25.3	1.1	39.2	6.4	16.7	0	0.5	23.6	0	0	0	0	0	0	32.1	4.3	0.8	37.2	
Lights	695	0	1386	62	2143	354	904	0	25	1283	0	0	0	0	0	0	1750	234	44	2028	5454
% Lights	99.1	0	99.4	100	99.4	100	98.4	0	100	98.8	0	0	0	0	0	0	99.1	99.6	100	99.2	99.2
Buses	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	7
% Buses	0.3	0	0	0	0.1	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.1	0.1
Trucks	4	0	8	0	12	0	13	0	0	13	0	0	0	0	0	0	13	1	0	14	39
% Trucks	0.6	0	0.6	0	0.6	0	1.4	0	0	1	0	0	0	0	0	0	0.7	0.4	0	0.7	0.7

	AUTUMN PKWY Southbound				W JULIAN ST Westbound				Northbound				W JULIAN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	61	0	98	159	**42**	70	0	**112**	0	0	0	0	0	168	20	188	459
05:15 PM	**78**	0	114	192	31	67	0	98	0	0	0	0	0	**189**	**33**	**222**	**512**
05:30 PM	75	0	**150**	**225**	25	70	0	95	0	0	0	0	0	153	26	179	499
05:45 PM	77	0	145	222	29	**79**	0	108	0	0	0	0	0	141	24	165	495
Total Volume	291	0	507	798	127	286	0	413	0	0	0	0	0	651	103	754	1965
% App. Total	36.5	0	63.5		30.8	69.2	0		0	0	0		0	86.3	13.7		
PHF	.933	.000	.845	.887	.756	.905	.000	.922	.000	.000	.000	.000	.000	.861	.780	.849	.959

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Appendix B:
Approved Developments

AM PROJECT TRIPS

11/27/2019

Intersection of : W Julian St & Notre Dame Av / W NB 87 From Julian Rp & NB 87 To W

Traffix Node Number : 3013

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	10	77	0	152	0	1	23	0	0	20	1
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	2	0	0	0	0	0	0	0	39	0
TOTAL:	**0**	**10**	**79**	**0**	**152**	**0**	**1**	**23**	**0**	**0**	**59**	**1**

	LEFT	THRU	RIGHT
NORTH	0	152	0
EAST	0	59	1
SOUTH	0	10	79
WEST	1	23	0

PM PROJECT TRIPS

11/27/2019

Intersection of : W Julian St & Notre Dame Av / W NB 87 From Julian Rp & NB 87 To W

Traffix Node Number : 3013

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	100	61	23	33	69	0	13	62	0	0	292	12
NSJ LEGACY NORTH SAN JOSE	0	0	0	2	1	0	0	9	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	35	0	0	0	0	0	0	0	5	0
TOTAL:	**100**	**61**	**58**	**35**	**70**	**0**	**13**	**71**	**0**	**0**	**297**	**12**

	LEFT	THRU	RIGHT
NORTH	35	70	0
EAST	0	297	12
SOUTH	100	61	58
WEST	13	71	0

AM PROJECT TRIPS

11/27/2019

Intersection of : W Julian St & W SB 87 To Julian Rp / N Almaden Bl & SB 87 From Ju

Traffix Node Number : 3014

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	3	5	9	0	36	1	4	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	2	1	0	0	9	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	0	0	39	0	0
TOTAL:	**0**	**0**	**0**	**5**	**6**	**9**	**0**	**45**	**1**	**43**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	5	6	9
EAST	43	0	0
SOUTH	0	0	0
WEST	0	45	1

PM PROJECT TRIPS

11/27/2019

Intersection of : W Julian St & W SB 87 To Julian Rp / N Almaden Bl & SB 87 From Ju

Traffix Node Number : 3014

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	22	18	22	0	155	11	106	167	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	8	6	8	0	2	0	1	3	5
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	0	0	5	0	0
TOTAL:	**0**	**0**	**0**	**30**	**24**	**30**	**0**	**157**	**11**	**112**	**170**	**5**

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

AM PROJECT TRIPS

11/27/2019

Intersection of : NB 87 To Santa Clara Rp & W Santa Clara St

Traffix Node Number : 3015

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	36	0	70	0	0	0	0	32	0	0	28	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	27	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	19	0	0	0	0	17	0	0	1	0
TOTAL:	**36**	**0**	**89**	**0**	**0**	**0**	**0**	**76**	**0**	**0**	**29**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	29	0
SOUTH	36	0	89
WEST	0	76	0

PM PROJECT TRIPS

11/27/2019

Intersection of : NB 87 To Santa Clara Rp & W Santa Clara St

Traffix Node Number : 3015

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	14	0	43	0	0	0	0	62	0	0	50	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	5	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	2	0	0	0	0	2	0	0	16	0
TOTAL:	**14**	**0**	**45**	**0**	**0**	**0**	**0**	**68**	**0**	**0**	**71**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	71	0
SOUTH	14	0	45
WEST	0	68	0

AM PROJECT TRIPS

11/27/2019

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	13	0	0	17	5	0	0	0	0	0	5
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	74	178	0	0	77	124	0	0	0	14	0	74
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	4	0	0	3	0	0	0	0	0	0	4
NSJ LEGACY NORTH SAN JOSE	28	66	0	0	1	3	0	0	0	2	0	13
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	5	0	0	0	1	0	0	0	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	3	28	0	0	7	3	0	0	0	16	0	29
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	67	60	0	0	43	67	0	0	0	16	0	28

AM PROJECT TRIPS

11/27/2019

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	10	6	0	0	3	0	0	0	0	4	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	12	6	0	0	2	0	0	0	0	1	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	10	0	0	5	0	0	0	0	2	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**199**	**372**	**0**	**0**	**160**	**202**	**0**	**0**	**0**	**55**	**0**	**153**

	LEFT	THRU	RIGHT
NORTH	0	160	202
EAST	55	0	153
SOUTH	199	372	0
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	17	0	0	19	6	0	0	0	0	0	5
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	20	65	0	0	93	42	0	0	0	11	0	27
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	2	0	0	5	0	0	0	0	0	0	2
NSJ LEGACY NORTH SAN JOSE	4	12	0	0	88	40	0	0	0	3	0	7
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	4	1	0	0	0	0	0	0	0	5	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	19	8	0	0	17	19	0	0	0	3	0	5
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	35	90	0	0	36	35	0	0	0	29	0	51

PM PROJECT TRIPS

11/27/2019

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	6	3	0	0	6	0	0	0	0	8	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	6	3	0	0	6	0	0	0	0	4	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : NB 101 From Oakland Rp & Oakland Rd

Traffix Node Number : 3021

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	5	0	0	10	0	0	0	0	3	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**94**	**207**	**0**	**0**	**281**	**142**	**0**	**0**	**0**	**66**	**0**	**97**

	LEFT	THRU	RIGHT
NORTH	0	281	142
EAST	66	0	97
SOUTH	94	207	0
WEST	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	8	0	5	12	0	5	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	40	5	8	7	0	14	0	9	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	4	0	1	1	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	84	12	2	1	0	11	0	8	0	0	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	6	6	0	6	0	6	0	4	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	3	4	3	21	0	28	0	16	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	81	48	32	26	0	46	0	27	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	17	8	0	8	0	0	0	9	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	18	4	0	3	0	0	0	3	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	10	3	0	7	0	0	0	0	0	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**272**	**90**	**51**	**93**	**0**	**110**	**0**	**76**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	51	93	0
EAST	0	0	0
SOUTH	0	272	90
WEST	110	0	76

PM PROJECT TRIPS

11/27/2019

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP99-057 (3-13288) Retail/Commercial COMMERCIAL ST & OLD OAKLAND RD (SE/C) NELLA OIL	0	11	0	5	14	0	6	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	65	49	84	82	0	73	0	72	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	2	0	3	3	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	8	6	65	64	0	21	0	20	0	0	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	4	5	0	5	0	0	0	5	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	22	24	16	4	0	5	0	3	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	42	25	17	48	0	83	0	49	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	0	1	0	0	0	0	0	0	0
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	9	4	0	14	0	0	0	16	0	0	0
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	9	2	0	10	0	0	0	11	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Oakland Rd & SB 101 From Old Oakland Rp

Traffix Node Number : 3022

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	5	2	0	13	0	0	0	0	0	0	0
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**178**	**117**	**190**	**258**	**0**	**188**	**0**	**176**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	190	258	0
EAST	0	0	0
SOUTH	0	178	117
WEST	188	0	176

AM PROJECT TRIPS

11/27/2019

Intersection of : Bird Av & NB 280 From Bird Rp & NB 280 To Bird Rp

Traffix Node Number : 3032

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	15	33	0	0	16	7	0	0	0	9	0	20
NSJ LEGACY NORTH SAN JOSE	3	12	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	19	0	0	20	25	0	0	0	0	0	15
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	1	0	0	1	0	0	0	0	2	0	0
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	0	7	0	0	11	11	0	0	0	0	0	7
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	17	0	0	1	0	0	0	0	0	0	0

TOTAL:	**18**	**89**	**0**	**0**	**49**	**43**	**0**	**0**	**0**	**11**	**0**	**42**

	LEFT	THRU	RIGHT
NORTH	0	49	43
EAST	11	0	42
SOUTH	18	89	0
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Bird Av & NB 280 From Bird Rp & NB 280 To Bird Rp

Traffix Node Number : 3032

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	13	35	0	0	112	42	0	0	0	17	0	20
NSJ LEGACY NORTH SAN JOSE	0	1	0	0	5	2	0	0	0	1	0	1
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	35	0	0	39	49	0	0	0	0	0	28
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	3	0	0	5	3	0	0	0	4	0	0
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	0	11	0	0	7	7	0	0	0	0	0	11
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	2	0	0	16	0	0	0	0	0	0	0

TOTAL:	**13**	**87**	**0**	**0**	**184**	**103**	**0**	**0**	**0**	**22**	**0**	**60**

	LEFT	THRU	RIGHT
NORTH	0	184	103
EAST	22	0	60
SOUTH	13	87	0
WEST	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Bird Av & SB 280 From Bird Rp / SB 280 To Bird Rp

Traffix Node Number : 3033

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	22	7	5	7	0	0	0	2	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	11	3	0	0	0	3	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	6	0	18	11	0	13	0	0	0	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	1	0	1	0	0	1	0	0	0	0	0
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	0	0	0	11	0	0	7	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	17	0	0	1	0	0	0	0	0	0	0

TOTAL:	**0**	**57**	**10**	**35**	**19**	**0**	**24**	**0**	**2**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	35	19	0
EAST	0	0	0
SOUTH	0	57	10
WEST	24	0	2

PM PROJECT TRIPS

11/27/2019

Intersection of : Bird Av & SB 280 From Bird Rp / SB 280 To Bird Rp

Traffix Node Number : 3033

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	21	12	34	55	0	11	0	17	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	1	0	3	6	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	10	0	15	6	0	24	0	0	0	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	2	0	4	2	0	1	0	0	0	0	0
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	0	0	0	7	0	0	11	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	2	0	0	16	0	0	0	0	0	0	0

TOTAL:	**0**	**36**	**12**	**63**	**85**	**0**	**47**	**0**	**17**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	63	85	0
EAST	0	0	0
SOUTH	0	36	12
WEST	47	0	17

AM PROJECT TRIPS

11/27/2019

Intersection of : 11st To 10th Rp & S 11th St & NB 280 To 11th Rp

Traffix Node Number : 3034

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	11	39	0	0	0	0	0	0	0	0	5	13
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	4	0	0	0	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	4	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	16	58	0	0	0	0	0	0	0	0	2	7
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	2	11	0	0	0	0	0	0	0	0	0	4
TOTAL:	**29**	**116**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**24**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	7	24
SOUTH	29	116	0
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : 11st To 10th Rp & S 11th St & NB 280 To 11th Rp

Traffix Node Number : 3034

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	9	27	0	0	0	0	0	0	0	0	11	12
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	2	0	0	0	0	0	0	0	0	2	3
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	8	33	0	0	0	0	0	0	0	0	0	14
TOTAL:	**17**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**29**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	13	29
SOUTH	17	62	0
WEST	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : 11st To 10th Rp & S 11th St

Traffix Node Number : 3035

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	48	9	0	0	0	17	6	0	0	0	0
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	4	0	0	0	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	4	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	54	10	0	0	0	10	3	0	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	9	0	0	0	0	0	3	0	0	0	0
TOTAL:	**0**	**119**	**19**	**0**	**0**	**0**	**27**	**12**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	119	19
WEST	27	12	0

PM PROJECT TRIPS

11/27/2019

Intersection of : 11st To 10th Rp & S 11th St

Traffix Node Number : 3035

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	31	19	0	0	0	18	21	0	0	0	0
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	1	1	0	0	0	0	0	0	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	33	0	0	0	0	0	12	0	0	0	0
TOTAL:	**0**	**65**	**20**	**0**	**0**	**0**	**18**	**33**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	65	20
WEST	18	33	0

AM PROJECT TRIPS

11/27/2019

Intersection of : McLaughlin Av & SB 280 To McLaughlin Rp

Traffix Node Number : 3036

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	5	0	0	1	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	8	0	0	0	0	0	0	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	2	0	0	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	0	0	0	2	0	0	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	36	0	0	19	0	0	0	37	0	0	0

TOTAL:	**0**	**49**	**0**	**0**	**20**	**0**	**4**	**0**	**37**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	20	0
EAST	0	0	0
SOUTH	0	49	0
WEST	4	0	37

PM PROJECT TRIPS

11/27/2019

Intersection of : McLaughlin Av & SB 280 To McLaughlin Rp

Traffix Node Number : 3036

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	27	0	0	20	0	10	0	24	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	5	0	0	0	0	0	0	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	0	0	0	4	0	0	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	115	0	0	39	0	0	0	78	0	0	0

TOTAL:	**0**	**142**	**0**	**0**	**64**	**0**	**14**	**0**	**102**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	64	0
EAST	0	0	0
SOUTH	0	142	0
WEST	14	0	102

AM PROJECT TRIPS

11/27/2019

Intersection of : S 10th St & 11st To 10th Rp & NB 280 From 10st Rp

Traffix Node Number : 3040

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	9	8	0	0	0	4	13	0
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	0	0	14	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	0	0	14	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	0	0	0	23	0	0	0	0	0	7	0
TOTAL:	**0**	**0**	**0**	**0**	**60**	**8**	**0**	**0**	**0**	**4**	**20**	**0**

	LEFT	THRU	RIGHT
NORTH	0	60	8
EAST	4	20	0
SOUTH	0	0	0
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : S 10th St & 11st To 10th Rp & NB 280 From 10st Rp

Traffix Node Number : 3040

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	163	44	0	0	0	32	42	0
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	68	18	0	0	0	2	3	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	0	0	0	47	0	0	0	0	0	19	0
TOTAL:	**0**	**0**	**0**	**0**	**278**	**62**	**0**	**0**	**0**	**34**	**64**	**0**

	LEFT	THRU	RIGHT
NORTH	0	278	62
EAST	34	64	0
SOUTH	0	0	0
WEST	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : S 10th St & SB 280 To 10th Rp / 11st To 10th Rp

Traffix Node Number : 3041

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	2	4	0	0	6	2	0	0	0
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	0	0	14	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	0	0	14	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	1	0	0	10	4	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	0	0	6	15	0	0	0	11	0	0	0
TOTAL:	**0**	**0**	**0**	**8**	**48**	**0**	**0**	**16**	**17**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	8	48	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	16	17

PM PROJECT TRIPS

11/27/2019

Intersection of : S 10th St & SB 280 To 10th Rp / 11st To 10th Rp

Traffix Node Number : 3041

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	35	95	0	0	33	31	0	0	0
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	20	53	0	0	1	0	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	0	0	14	33	0	0	0	20	0	0	0
TOTAL:	**0**	**0**	**0**	**69**	**181**	**0**	**0**	**34**	**51**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	69	181	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	34	51

AM PROJECT TRIPS

11/27/2019

Intersection of : SB 880 To The Alameda Rp & The Alameda

Traffix Node Number : 3046

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
NSJ - R LEGACY NORTH SAN JOSE REVISED 880/ALAMEDA (N)	0	3	5	0	1	1	0	0	0	15	0	6
TOTAL:	**0**	**3**	**5**	**0**	**1**	**1**	**0**	**0**	**0**	**15**	**0**	**6**

	LEFT	THRU	RIGHT
NORTH	0	1	1
EAST	15	0	6
SOUTH	0	3	5
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : SB 880 To The Alameda Rp & The Alameda

Traffix Node Number : 3046

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	4	1	0	12	3	3	0	2	0	0	0
NSJ - R LEGACY NORTH SAN JOSE REVISED 880/ALAMEDA (N)	0	1	5	0	2	2	0	0	0	9	0	1
TOTAL:	**0**	**5**	**6**	**0**	**14**	**5**	**3**	**0**	**2**	**9**	**0**	**1**

	LEFT	THRU	RIGHT
NORTH	0	14	5
EAST	9	0	1
SOUTH	0	5	6
WEST	3	0	2

AM PROJECT TRIPS

11/27/2019

Intersection of : NB 880 From The Alameda Rp & NB 880 To The Alameda Rp & The Alame

Traffix Node Number : 3047

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	2	0	0	8	2	3	0	3	0	0	0
TOTAL:	**0**	**2**	**0**	**0**	**8**	**2**	**3**	**0**	**3**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	8	2
EAST	0	0	0
SOUTH	0	2	0
WEST	3	0	3

PM PROJECT TRIPS

11/27/2019

Intersection of : NB 880 From The Alameda Rp & NB 880 To The Alameda Rp & The Alame

Traffix Node Number : 3047

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	4	1	0	12	3	3	0	2	0	0	0
TOTAL:	**0**	**4**	**1**	**0**	**12**	**3**	**3**	**0**	**2**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	12	3
EAST	0	0	0
SOUTH	0	4	1
WEST	3	0	2

AM PROJECT TRIPS

11/27/2019

Intersection of : Coleman Av & SB 880 to Coleman Rp

Traffix Node Number : 3052

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	18	0	0	19	0	0	0	0	0	0	3
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	36	0	0	4	0	0	0	0	2	0	4
NSJ LEGACY NORTH SAN JOSE	0	52	1	0	54	0	0	0	0	14	0	27
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	307	0	0	56	0	0	0	0	0	0	102
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	8	0	0	14	0	0	0	0	0	0	1

AM PROJECT TRIPS

11/27/2019

Intersection of : Coleman Av & SB 880 to Coleman Rp

Traffix Node Number : 3052

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PP10-155 (3-18531) Retail/Commercial COLEMAN SOCCER COMPLEX	0	23	0	5	10	0	0	0	0	0	0	11
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	2	0	0	26	0	0	0	0	0	0	0
TOTAL:	**0**	**446**	**1**	**5**	**183**	**0**	**0**	**0**	**0**	**16**	**0**	**148**

	LEFT	THRU	RIGHT
NORTH	5	183	0
EAST	16	0	148
SOUTH	0	446	1
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Coleman Av & SB 880 to Coleman Rp

Traffix Node Number : 3052

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	20	0	0	30	0	0	0	0	0	0	3
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	8	0	0	17	0	0	0	0	1	0	1
NSJ LEGACY NORTH SAN JOSE	0	14	3	0	47	0	0	0	0	35	4	61
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	56	0	0	371	0	0	0	0	0	0	19
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	53	0	0	42	0	0	0	0	0	0	11

PM PROJECT TRIPS

11/27/2019

Intersection of : Coleman Av & SB 880 to Coleman Rp

Traffix Node Number : 3052

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PP10-155 (3-18531) Retail/Commercial COLEMAN SOCCER COMPLEX	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	23	0	0	3	0	0	0	0	0	0	0
TOTAL:	**0**	**174**	**3**	**0**	**510**	**0**	**0**	**0**	**0**	**36**	**4**	**95**

	LEFT	THRU	RIGHT
NORTH	0	510	0
EAST	36	4	95
SOUTH	0	174	3
WEST	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Coleman Av & McKendrie St & NB 880 To Coleman Rp & NB 880 From Co

Traffix Node Number : 3053

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	3	0	2	2	0	0	0	0	0	0	14
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	9	0	0	2	0	0	0	0	0	0	4
NSJ LEGACY NORTH SAN JOSE	0	26	2	0	6	0	0	0	0	1	0	19
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	153	0	22	33	0	0	0	0	0	0	153
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	6	0	1	4	0	0	0	0	0	0	1

AM PROJECT TRIPS

11/27/2019

Intersection of : Coleman Av & McKendrie St & NB 880 To Coleman Rp & NB 880 From Co

Traffix Node Number : 3053

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PP10-155 (3-18531) Retail/Commercial COLEMAN SOCCER COMPLEX	0	34	0	0	16	0	0	0	0	0	0	11
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	2	0	0	26	0	0	0	0	0	0	0
TOTAL:	**0**	**233**	**2**	**25**	**89**	**0**	**0**	**0**	**0**	**1**	**0**	**202**

	LEFT	THRU	RIGHT
NORTH	25	89	0
EAST	1	0	202
SOUTH	0	233	2
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Coleman Av & McKendrie St & NB 880 To Coleman Rp & NB 880 From Co

Traffix Node Number : 3053

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	3	0	5	4	0	0	0	0	0	0	16
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	36	0	20	91	0	0	0	0	4	0	22
NSJ LEGACY NORTH SAN JOSE	0	5	1	2	12	0	0	0	0	0	0	4
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104HOT (3-02626) LEGACY W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	28	0	148	222	0	0	0	0	0	0	28
PDC98-12-104RET (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	42	0	7	28	0	0	0	0	0	0	22

PM PROJECT TRIPS

11/27/2019

Intersection of : Coleman Av & McKendrie St & NB 880 To Coleman Rp & NB 880 From Co

Traffix Node Number : 3053

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PP10-155 (3-18531) Retail/Commercial COLEMAN SOCCER COMPLEX	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	23	0	0	3	0	0	0	0	0	0	0
TOTAL:	**0**	**137**	**1**	**182**	**360**	**0**	**0**	**0**	**0**	**4**	**0**	**92**

	LEFT	THRU	RIGHT
NORTH	182	360	0
EAST	4	0	92
SOUTH	0	137	1
WEST	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : W Hedding St & The Alameda

Traffix Node Number : 3057

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	5	0	10	23	7	0	1	1
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	14	0	0	3	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	1	0	0	17	0	0	0	0	0	0	0
TOTAL:	**0**	**1**	**0**	**1**	**22**	**0**	**10**	**37**	**7**	**0**	**4**	**1**

	LEFT	THRU	RIGHT
NORTH	1	22	0
EAST	0	4	1
SOUTH	0	1	0
WEST	10	37	7

PM PROJECT TRIPS

11/27/2019

Intersection of : W Hedding St & The Alameda

Traffix Node Number : 3057

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	3	32	1	2	37	5	3	6	2	4	11	5
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	7	0	4	8	2	4	12	6
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	2	0	0	20	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	16	0	0	2	0	0	0	0	0	0	0
TOTAL:	**3**	**48**	**1**	**2**	**46**	**5**	**7**	**16**	**4**	**8**	**43**	**11**

	LEFT	THRU	RIGHT
NORTH	2	46	5
EAST	8	43	11
SOUTH	3	48	1
WEST	7	16	4

AM PROJECT TRIPS

11/27/2019

Intersection of : Naglee Av & The Alameda

Traffix Node Number : 3058

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	7	0	0	4	0	0	1	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	2	33	1	0	7	0	7	21	8	0	4	2
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	11	0	0	2	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	1	0	0	17	0	0	0	0	0	0	0
TOTAL:	**2**	**41**	**1**	**0**	**28**	**0**	**7**	**33**	**8**	**0**	**7**	**2**

	LEFT	THRU	RIGHT
NORTH	0	28	0
EAST	0	7	2
SOUTH	2	41	1
WEST	7	33	8

PM PROJECT TRIPS

11/27/2019

Intersection of : Naglee Av & The Alameda

Traffix Node Number : 3058

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	18	68	0	5	98	8	7	18	10	3	14	3
NSJ LEGACY NORTH SAN JOSE	1	5	0	1	16	0	4	12	7	5	22	4
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	2	0	0	17	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	16	0	0	2	0	0	0	0	0	0	0
TOTAL:	**19**	**89**	**0**	**6**	**116**	**8**	**11**	**32**	**17**	**8**	**53**	**7**

	LEFT	THRU	RIGHT
NORTH	6	116	8
EAST	8	53	7
SOUTH	19	89	0
WEST	11	32	17

AM PROJECT TRIPS

11/27/2019

Intersection of : Martin Av & Race St & The Alameda

Traffix Node Number : 3059

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	9	1	0	0	0	0	6	2	1	12	0
NSJ LEGACY NORTH SAN JOSE	0	29	3	0	0	0	0	0	0	0	0	0
PD14-024 (3-16956) Retail/Commercial 746 THE ALAMEDA	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	18	0	0	0	10	10	0	0	0	18	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	1	1	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	17	0	0	1	0

TOTAL:	**18**	**38**	**4**	**0**	**11**	**11**	**0**	**23**	**2**	**19**	**13**	**0**

	LEFT	THRU	RIGHT
NORTH	0	11	11
EAST	19	13	0
SOUTH	18	38	4
WEST	0	23	2

PM PROJECT TRIPS

11/27/2019

Intersection of : Martin Av & Race St & The Alameda

Traffix Node Number : 3059

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	14	5	0	0	0	0	47	33	12	28	0
NSJ LEGACY NORTH SAN JOSE	0	1	0	7	2	7	0	0	0	0	2	0
PD14-024 (3-16956) Retail/Commercial 746 THE ALAMEDA	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	9	0	0	0	17	17	0	0	0	9	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	2	0	0	0	2	2	0	0	0	2	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	2	0	0	16	0

TOTAL:	**11**	**15**	**5**	**7**	**21**	**26**	**0**	**49**	**33**	**23**	**46**	**0**

	LEFT	**THRU**	**RIGHT**
NORTH	7	21	26
EAST	23	46	0
SOUTH	11	15	5
WEST	0	49	33

AM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St / Monterey Rd & E Alma Av & W Alma Av

Traffix Node Number : 3060

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	5	42	1	1	6	1	9	7	1	2	4	0
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	75	93	0	0	0	99	0	57	69	41
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	75	93	0	0	0	99	0	57	69	41
NSJ LEGACY NORTH SAN JOSE	3	33	1	0	0	0	21	17	2	0	0	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	16	0	0	9	0	0	0	0	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	19	0	0	13	0	0	0	0	0	0	0
PDC10-026 (3-18541) Retail/Commercial E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA SUN GARDEN RETAIL CENTER	4	22	0	7	34	0	0	6	6	0	4	5

AM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St / Monterey Rd & E Alma Av & W Alma Av

Traffix Node Number : 3060

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	7	3	0	37	9	5	0	4	16	37	5
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	2	0	0	15	3	1	0	1	6	15	1
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	1	0	0	0	0	0	1	0
PDC14-072 (3-11676) LEGACY 1197 LICK AVENUE TAMIEN STATION TOD	4	0	0	0	0	2	5	3	8	0	1	0
TOTAL:	**16**	**141**	**155**	**194**	**115**	**15**	**41**	**231**	**22**	**138**	**200**	**93**

	LEFT	THRU	RIGHT
NORTH	194	115	15
EAST	138	200	93
SOUTH	16	141	155
WEST	41	231	22

PM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St / Monterey Rd & E Alma Av & W Alma Av

Traffix Node Number : 3060

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	3	15	1	4	35	2	3	6	6	4	9	0
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	29	30	0	0	0	22	0	-9	50	23
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	29	30	0	0	0	22	0	-9	50	23
NSJ LEGACY NORTH SAN JOSE	0	1	0	4	58	7	0	0	0	2	5	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	9	0	0	17	0	0	0	0	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	40	0	0	39	0	0	0	0	0	0	0
PDC10-026 (3-18541) Retail/Commercial E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA SUN GARDEN RETAIL CENTER	10	53	0	11	53	0	0	10	10	0	10	11

PM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St / Monterey Rd & E Alma Av & W Alma Av

Traffix Node Number : 3060

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	10	127	2	0	36	0	11	4	0	5	26	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	4	61	0	0	16	0	5	1	0	2	12	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	1	4	0	0	2	0	0	0	0	0	0	0
PDC14-072 (3-11676) LEGACY 1197 LICK AVENUE TAMIEN STATION TOD	8	0	0	0	0	5	2	1	4	0	3	0
TOTAL:	**36**	**310**	**61**	**79**	**256**	**14**	**21**	**66**	**20**	**(5)**	**165**	**57**

	LEFT	THRU	RIGHT
NORTH	79	256	14
EAST	(5)	165	57
SOUTH	36	310	61
WEST	21	66	20

AM PROJECT TRIPS

11/27/2019

Intersection of : Almaden Bl / Vine St & W San Carlos St

Traffix Node Number : 3061

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	5	83	15	4	10	4	9	24	1	6	21	7
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	2	7	0	0	24	0	0	0	8	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	2	7	0	0	24	0	0	0	8	0	0	0
NSJ LEGACY NORTH SAN JOSE	1	29	5	0	0	0	1	4	0	0	2	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	14	5	17	0	92	0	0	0	122	71	0	0

TOTAL:	**24**	**131**	**37**	**4**	**150**	**4**	**10**	**28**	**139**	**77**	**23**	**7**

	LEFT	THRU	RIGHT
NORTH	4	150	4
EAST	77	23	7
SOUTH	24	131	37
WEST	10	28	139

PM PROJECT TRIPS

11/27/2019

Intersection of : Almaden Bl / Vine St & W San Carlos St

Traffix Node Number : 3061

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	7	22	12	20	166	18	12	67	20	26	67	10
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	0	0	0	0	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	1	3	1	4	40	4	0	1	0	1	3	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	204	66	236	0	11	0	0	0	15	9	0	0

TOTAL:	**212**	**91**	**249**	**24**	**217**	**22**	**12**	**68**	**35**	**36**	**70**	**10**

	LEFT	THRU	RIGHT
NORTH	24	217	22
EAST	36	70	10
SOUTH	212	91	249
WEST	12	68	35

AM PROJECT TRIPS

11/27/2019

Intersection of : N Autumn St & S Autumn St & W Santa Clara St

Traffix Node Number : 3066

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	159	0	14	0	0	8	4	31	0	0	49	1
NSJ LEGACY NORTH SAN JOSE	14	5	2	0	0	1	0	4	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	17	0	0	1	0
TOTAL:	**173**	**5**	**16**	**0**	**0**	**9**	**4**	**52**	**0**	**0**	**50**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	9
EAST	0	50	1
SOUTH	173	5	16
WEST	4	52	0

PM PROJECT TRIPS

11/27/2019

Intersection of : N Autumn St & S Autumn St & W Santa Clara St

Traffix Node Number : 3066

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	35	10	11	0	0	16	9	75	0	0	100	3
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	1	0	2	0	0	4	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	2	0	0	16	0
TOTAL:	**35**	**10**	**11**	**0**	**0**	**17**	**9**	**79**	**0**	**0**	**120**	**3**

	LEFT	THRU	RIGHT
NORTH	0	0	17
EAST	0	120	3
SOUTH	35	10	11
WEST	9	79	0

AM PROJECT TRIPS

11/27/2019

Intersection of : S Montgomery St / Bird Av & W San Carlos St

Traffix Node Number : 3077

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	14	29	9	3	13	1	5	16	4	3	16	2
NSJ LEGACY NORTH SAN JOSE	3	12	2	0	0	0	3	12	1	0	3	0
PDC05-037 (3-03516) LEGACY NE CORNER PARK AV AND LAUREL GROVE LN PARK AVE. LOFTS	0	5	0	0	17	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	9	0	0	5	0	0	52	28	2	14	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	0	0	1	0	0	0	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	3	0	0	0	0	3	1	1	1	0	6	0
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	0	13	0	5	21	0	0	0	0	0	0	3

AM PROJECT TRIPS

11/27/2019

Intersection of : S Montgomery St / Bird Av & W San Carlos St

Traffix Node Number : 3077

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	13	0	0	0	0	13	2	3	2	0	25	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	17	0	0	0	0	17	0	1	1	0
TOTAL:	**33**	**68**	**28**	**8**	**56**	**17**	**11**	**102**	**36**	**6**	**65**	**5**

	LEFT	THRU	RIGHT
NORTH	8	56	17
EAST	6	65	5
SOUTH	33	68	28
WEST	11	102	36

PM PROJECT TRIPS

11/27/2019

Intersection of : S Montgomery St / Bird Av & W San Carlos St

Traffix Node Number : 3077

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	12	15	6	6	78	6	5	45	17	20	32	1
NSJ LEGACY NORTH SAN JOSE	0	1	0	0	1	0	0	3	1	4	10	0
PDC05-037 (3-03516) LEGACY NE CORNER PARK AV AND LAUREL GROVE LN PARK AVE. LOFTS	0	16	0	0	5	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	5	0	0	9	0	0	27	15	3	26	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	0	0	4	2	0	1	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	2	0	0	0	0	2	3	6	3	0	4	0
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	0	23	0	3	14	0	0	0	0	0	0	6

PM PROJECT TRIPS

11/27/2019

Intersection of : S Montgomery St / Bird Av & W San Carlos St

Traffix Node Number : 3077

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	3	0	0	0	0	3	11	23	11	0	4	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	1	0	0	0	0	1	1	1	1	0	1	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	2	0	0	0	0	2	0	16	16	0
TOTAL:	**18**	**60**	**8**	**9**	**107**	**12**	**20**	**111**	**50**	**43**	**94**	**7**

	LEFT	THRU	RIGHT
NORTH	9	107	12
EAST	43	94	7
SOUTH	18	60	8
WEST	20	111	50

AM PROJECT TRIPS

11/27/2019

Intersection of : Curtner Av & Monterey Rd

Traffix Node Number : 3095

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP15-078 (3-02651) Residential 2500 SENTER ROAD CHARATIES HOUSING RESIDENTIAL PROJECT	0	0	0	7	7	0	0	4	2	0	1	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	7	38	0	1	4	1	2	8	3	0	11	4
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	81	16	0	0	9	0	0	0	44	0	0	0
PDC10-026 (3-18541) Retail/Commercial E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA SUN GARDEN RETAIL CENTER	0	10	0	3	5	3	4	0	0	0	0	5
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	0	0	1	19	49	115	21	0	0	37	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	8	21	49	9	0	0	15	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	0	0	2	1	0	0	1	0

TOTAL:	**88**	**64**	**0**	**12**	**52**	**74**	**172**	**43**	**49**	**0**	**65**	**9**

	LEFT	THRU	RIGHT
NORTH	12	52	74
EAST	0	65	9
SOUTH	88	64	0
WEST	172	43	49

PM PROJECT TRIPS

11/27/2019

Intersection of : Curtner Av & Monterey Rd

Traffix Node Number : 3095

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
CP15-078 (3-02651) Residential 2500 SENTER ROAD CHARATIES HOUSING RESIDENTIAL PROJECT	0	0	0	1	1	0	0	1	0	7	5	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	8	16	0	6	47	7	4	18	10	3	18	5
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	45	9	0	0	17	0	0	0	83	0	0	0
PDC10-026 (3-18541) Retail/Commercial E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA SUN GARDEN RETAIL CENTER	0	17	0	8	13	6	6	0	0	0	0	8
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	13	0	0	0	118	118	17	0	0	9	0
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	6	0	0	0	57	57	8	0	0	3	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	1	0	0	0	4	4	0	0	0	1	0

TOTAL:	**53**	**62**	**0**	**15**	**78**	**192**	**189**	**44**	**93**	**10**	**36**	**13**

	LEFT	**THRU**	**RIGHT**
NORTH	15	78	192
EAST	10	36	13
SOUTH	53	62	0
WEST	189	44	93

AM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St & Keyes St / Goodyear St

Traffix Node Number : 3097

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	21	0	0	4	0	0	2	0	0	4	2
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	19	20	0	0	3	0	0	0	44	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	19	20	0	0	3	0	0	0	44	0	0	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	16	0	0	9	0	0	0	0	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	0	0	3	0	0	0	18	0	0	13	2
PDC10-026 (3-18541) Retail/Commercial E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA SUN GARDEN RETAIL CENTER	7	10	0	0	16	0	0	0	10	0	0	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	0	39	0	5	38	0	0	27	7	0	36	5

AM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St & Keyes St / Goodyear St

Traffix Node Number : 3097

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	0	16	0	1	16	0	0	12	3	0	15	1
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	0	0	0	1	0	0	0	0	0	1	0
TOTAL:	**45**	**142**	**0**	**9**	**90**	**0**	**0**	**59**	**108**	**0**	**69**	**10**

	LEFT	THRU	RIGHT
NORTH	9	90	0
EAST	0	69	10
SOUTH	45	142	0
WEST	0	59	108

PM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St & Keyes St / Goodyear St

Traffix Node Number : 3097

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	2	0	0	6	1	0	2	0	0	2	0
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	20	-2	0	0	6	0	0	0	7	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	20	-2	0	0	6	0	0	0	7	0	0	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	9	0	0	17	0	0	0	0	0	0	0
PDC04-045 (3-14400) Retail/Commercial N/S STORY ROAD, 720' SW OF MCLAUGHLIN VIETNAMTOWN	0	0	0	6	0	0	0	39	0	0	39	6
PDC10-026 (3-18541) Retail/Commercial E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA SUN GARDEN RETAIL CENTER	17	25	0	0	25	0	0	0	17	0	0	0
PDC13-009 (IND) (3-18407) LEGACY COMMUNICATION HILL	12	58	0	0	0	0	0	1	0	0	7	0

PM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St & Keyes St / Goodyear St

Traffix Node Number : 3097

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC13-009 (RES) (3-18407) LEGACY COMMUNICATIONS HILL	5	27	0	0	0	0	0	0	0	0	3	0
PDC13-009 (RET) (3-18407) LEGACY COMMUNICATIONS HILL	0	2	0	0	0	0	0	0	0	0	0	0
TOTAL:	**74**	**119**	**0**	**6**	**60**	**1**	**0**	**42**	**31**	**0**	**51**	**6**

	LEFT	THRU	RIGHT
NORTH	6	60	1
EAST	0	51	6
SOUTH	74	119	0
WEST	0	42	31

AM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St & Willow St

Traffix Node Number : 3099

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	20	0	0	3	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	20	0	0	3	0	0	0	0	0	0	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	16	0	0	9	0	0	0	0	0	0	0
PDC14-072 (3-11676) LEGACY 1197 LICK AVENUE TAMIEN STATION TOD	0	5	0	0	2	5	9	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	43	0	0	3	0	0	0	0	0	0	0

TOTAL:	**0**	**104**	**0**	**0**	**20**	**5**	**9**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	20	5
EAST	0	0	0
SOUTH	0	104	0
WEST	9	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St & Willow St

Traffix Node Number : 3099

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H15-039 Retail/Commercial 1402 MONTEREY ROAD DCP	0	-2	0	0	6	0	0	0	0	0	0	0
H16-013 (3-10278) Retail/Commercial 353 W JULIAN ST RIVER CORPORATE CENTER BLDG 3	0	-2	0	0	6	0	0	0	0	0	0	0
PDC02-066 (3-16147) Residential GOBLE LN & MONTEREY RD (SW/C) GOBLE LANE	0	9	0	0	17	0	0	0	0	0	0	0
PDC14-072 (3-11676) LEGACY 1197 LICK AVENUE TAMIEN STATION TOD	0	2	0	0	5	9	5	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	5	0	0	39	0	0	0	0	0	0	0

TOTAL:	**0**	**12**	**0**	**0**	**73**	**9**	**5**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	73	9
EAST	0	0	0
SOUTH	0	12	0
WEST	5	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : S Market St & W San Carlos St

Traffix Node Number : 3107

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	18	65	3	4	14	5	12	33	5	0	12	4
NSJ LEGACY NORTH SAN JOSE	7	27	1	0	0	0	1	5	0	0	3	1
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	28	2	0	15	0	43	0
TOTAL:	**25**	**92**	**4**	**4**	**14**	**33**	**15**	**38**	**20**	**0**	**58**	**5**

	LEFT	THRU	RIGHT
NORTH	4	14	33
EAST	0	58	5
SOUTH	25	92	4
WEST	15	38	20

PM PROJECT TRIPS

11/27/2019

Intersection of : S Market St & W San Carlos St

Traffix Node Number : 3107

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	6	9	1	7	46	5	5	18	9	0	9	1
NSJ LEGACY NORTH SAN JOSE	1	1	0	3	27	4	0	0	0	0	4	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	3	25	0	210	0	5	0
TOTAL:	**7**	**10**	**1**	**10**	**73**	**12**	**30**	**18**	**219**	**0**	**18**	**1**

	LEFT	THRU	RIGHT
NORTH	10	73	12
EAST	0	18	1
SOUTH	7	10	1
WEST	30	18	219

AM PROJECT TRIPS

11/27/2019

Intersection of : S Montgomery St & W Santa Clara St

Traffix Node Number : 3112

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	0	0	0	37	24	0	55	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	17	0	0	1	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**24**	**0**	**56**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	56	0
SOUTH	0	0	0
WEST	0	58	24

PM PROJECT TRIPS

11/27/2019

Intersection of : S Montgomery St & W Santa Clara St

Traffix Node Number : 3112

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	0	0	0	66	164	0	59	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	3	1	1	2	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	2	0	0	16	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**71**	**165**	**1**	**77**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	1	77	0
SOUTH	0	0	0
WEST	0	71	165

AM PROJECT TRIPS

11/27/2019

Intersection of : NB 87 To Woz Rp & Woz Wy

Traffix Node Number : 3209

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	25	0	0	24	0	74	0	7	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	1	0	0	0	0	14	0	1	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	6	0	0	11	0	9	0	0	0	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	1	0	0	0	0	1	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	26	0	103	0	0	0

TOTAL:	**0**	**33**	**0**	**0**	**35**	**0**	**124**	**0**	**111**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	35	0
EAST	0	0	0
SOUTH	0	33	0
WEST	124	0	111

PM PROJECT TRIPS

11/27/2019

Intersection of : NB 87 To Woz Rp & Woz Wy

Traffix Node Number : 3209

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	24	0	0	83	0	54	0	13	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	6	0	0	0	0	2	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	10	0	0	6	0	17	0	0	0	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	2	0	0	2	0	3	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	3	0	13	0	0	0

TOTAL:	**0**	**42**	**0**	**0**	**91**	**0**	**79**	**0**	**26**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	91	0
EAST	0	0	0
SOUTH	0	42	0
WEST	79	0	26

AM PROJECT TRIPS

11/27/2019

Intersection of : The Alameda & The Alameda

Traffix Node Number : 3227

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	32	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

PM PROJECT TRIPS

11/27/2019

Intersection of : The Alameda & The Alameda

Traffix Node Number : 3227

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	1	0	2	14	0	0	0	0	5	0	10
TOTAL:	**0**	**1**	**0**	**2**	**14**	**0**	**0**	**0**	**0**	**5**	**0**	**10**

	LEFT	THRU	RIGHT
NORTH	2	14	0
EAST	5	0	10
SOUTH	0	1	0
WEST	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Lenzen Av & The Alameda

Traffix Node Number : 3228

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	29	2	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**29**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	29	2
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Lenzen Av & The Alameda

Traffix Node Number : 3228

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	1	0	0	7	0	0	0	0	4	0	5
TOTAL:	**0**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**4**	**0**	**5**

	LEFT	THRU	RIGHT
NORTH	0	7	0
EAST	4	0	5
SOUTH	0	1	0
WEST	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : W Santa Clara St / The Alameda Av & Stockton Av / White St

Traffix Node Number : 3230

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	4	0	31	14	34	0	0	201	77
NSJ LEGACY NORTH SAN JOSE	0	0	0	3	0	1	2	4	0	0	0	0
PDC15-010 (3-16850) LEGACY 138 STOCKTON AVENUE	0	0	0	11	0	12	10	0	0	0	0	13
TOTAL:	**0**	**0**	**0**	**18**	**0**	**44**	**26**	**38**	**0**	**0**	**201**	**90**

	LEFT	THRU	RIGHT
NORTH	18	0	44
EAST	0	201	90
SOUTH	0	0	0
WEST	26	38	0

PM PROJECT TRIPS

11/27/2019

Intersection of : W Santa Clara St / The Alameda Av & Stockton Av / White St

Traffix Node Number : 3230

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	23	0	187	8	118	0	0	83	43
NSJ LEGACY NORTH SAN JOSE	0	0	0	6	0	3	0	4	0	0	1	0
PDC15-010 (3-16850) LEGACY 138 STOCKTON AVENUE	0	0	0	12	0	12	17	0	0	0	0	25
TOTAL:	**0**	**0**	**0**	**41**	**0**	**202**	**25**	**122**	**0**	**0**	**84**	**68**

	LEFT	THRU	RIGHT
NORTH	41	0	202
EAST	0	84	68
SOUTH	0	0	0
WEST	25	122	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Sunol St & The Alameda

Traffix Node Number : 3231

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PD14-024 (3-16956) Retail/Commercial 746 THE ALAMEDA	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	18	0	7	0	0	0	0	0	10	4	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	0	0	0	1	0	0	0
TOTAL:	**18**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**11**	**4**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	4	0	0
SOUTH	18	0	7
WEST	0	0	11

PM PROJECT TRIPS

11/27/2019

Intersection of : Sunol St & The Alameda

Traffix Node Number : 3231

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	2	0
PD14-024 (3-16956) Retail/Commercial 746 THE ALAMEDA	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	9	0	4	0	0	0	0	0	17	7	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	2	0	0	0	0	0	0	0	2	0	0	0
TOTAL:	**11**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**19**	**7**	**2**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	7	2	0
SOUTH	11	0	4
WEST	0	0	19

AM PROJECT TRIPS

11/27/2019

Intersection of : W Santa Clara St & Notre Dame Ave & Almaden Bl

Traffix Node Number : 3252

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	12	42	14	0	0	0	11	101	0	14	35	0
NSJ LEGACY NORTH SAN JOSE	10	35	12	0	0	0	2	23	0	0	4	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	1	2	1	0	0	0	0	0	0	17	0	0
TOTAL:	**23**	**79**	**27**	**0**	**0**	**0**	**13**	**124**	**0**	**31**	**39**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	31	39	0
SOUTH	23	79	27
WEST	13	124	0

PM PROJECT TRIPS

11/27/2019

Intersection of : W Santa Clara St & Notre Dame Ave & Almaden Bl

Traffix Node Number : 3252

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	19	33	21	0	0	0	23	147	0	86	95	16
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	1	7	0	9	25	4
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	16	35	16	0	0	0	0	0	0	2	0	0
TOTAL:	**35**	**68**	**37**	**0**	**0**	**0**	**24**	**154**	**0**	**97**	**120**	**20**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	97	120	20
SOUTH	35	68	37
WEST	24	154	0

AM PROJECT TRIPS

11/27/2019

Intersection of : W Santa Clara St & N Almaden Bl & Almaden Bl

Traffix Node Number : 3253

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	1	0	0	0	86	20	0	34	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	5	1	0	21	5	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	39	0	0	0	36	0	1	0
TOTAL:	**0**	**0**	**0**	**2**	**44**	**1**	**0**	**107**	**61**	**0**	**35**	**0**

	LEFT	THRU	RIGHT
NORTH	2	44	1
EAST	0	35	0
SOUTH	0	0	0
WEST	0	107	61

PM PROJECT TRIPS

11/27/2019

Intersection of : W Santa Clara St & N Almaden Bl & Almaden Bl

Traffix Node Number : 3253

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	17	0	4	0	152	49	0	94	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	3	17	7	0	3	0	0	3	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	5	0	0	0	4	0	16	0
TOTAL:	**0**	**0**	**0**	**20**	**22**	**11**	**0**	**155**	**53**	**0**	**113**	**0**

	LEFT	THRU	RIGHT
NORTH	20	22	11
EAST	0	113	0
SOUTH	0	0	0
WEST	0	155	53

AM PROJECT TRIPS

11/27/2019

Intersection of : N Autumn St & W Julian St

Traffix Node Number : 3263

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	9	0	0	3	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**3**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	3	0
SOUTH	0	0	0
WEST	0	9	0

PM PROJECT TRIPS

11/27/2019

Intersection of : N Autumn St & W Julian St

Traffix Node Number : 3263

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	2	0	2	20	4
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**20**	**4**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	2	20	4
SOUTH	0	0	0
WEST	0	2	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Auzerais Av & Delmas Av / SB 87 From Delmas Rp

Traffix Node Number : 3267

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-047 (3-16866) LEGACY	0	0	0	20	5	26	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	5	22	5	0	16	16	5	21	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	0	19	7	0	0	35	17	0	15	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	1	0	0	0	0	2	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	8	0	0	0	0	0	0	0

TOTAL:	**0**	**0**	**0**	**44**	**42**	**32**	**0**	**51**	**33**	**5**	**38**	**0**

	LEFT	THRU	RIGHT
NORTH	44	42	32
EAST	5	38	0
SOUTH	0	0	0
WEST	0	51	33

PM PROJECT TRIPS

11/27/2019

Intersection of : Auzerais Av & Delmas Av / SB 87 From Delmas Rp

Traffix Node Number : 3267

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-047 (3-16866) LEGACY	0	0	0	11	3	14	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	9	48	7	0	12	7	14	12	0
NSJ LEGACY NORTH SAN JOSE	1	10	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	0	35	4	0	0	18	9	0	28	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	1	1	0	2	3	0	4	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	117	0	0	0	0	0	0	0

TOTAL:	**1**	**10**	**0**	**55**	**173**	**22**	**0**	**32**	**19**	**14**	**44**	**0**

	LEFT	THRU	RIGHT
NORTH	55	173	22
EAST	14	44	0
SOUTH	1	10	0
WEST	0	32	19

AM PROJECT TRIPS

11/27/2019

Intersection of : Auzerais Av & Lincoln Av

Traffix Node Number : 3268

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	1	10	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	10	7	0	16	8	4	5	0	17	14	2
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	1	1	0	0	0	0	1	0	0	0	1
TOTAL:	**1**	**21**	**8**	**0**	**16**	**8**	**4**	**6**	**0**	**17**	**14**	**3**

	LEFT	THRU	RIGHT
NORTH	0	16	8
EAST	17	14	3
SOUTH	1	21	8
WEST	4	6	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Auzerais Av & Lincoln Av

Traffix Node Number : 3268

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	1	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	18	13	0	8	4	8	10	0	9	7	1
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	2	3	1	2	0	1	2	0	1	3	3
TOTAL:	**0**	**20**	**16**	**1**	**10**	**4**	**9**	**12**	**0**	**10**	**11**	**4**

	LEFT	THRU	RIGHT
NORTH	1	10	4
EAST	10	11	4
SOUTH	0	20	16
WEST	9	12	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Auzerais Av & Race St

Traffix Node Number : 3270

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	2	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	1	5	5	4	0	0	0	0	9	0	13
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	1	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**3**	**6**	**5**	**4**	**0**	**0**	**0**	**0**	**9**	**0**	**13**

	LEFT	THRU	RIGHT
NORTH	5	4	0
EAST	9	0	13
SOUTH	0	3	6
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Auzerais Av & Race St

Traffix Node Number : 3270

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	4	1	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	2	9	9	2	0	0	0	0	5	0	7
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	2	0	0	1	0	0	0	2	0	2
TOTAL:	**0**	**2**	**11**	**10**	**6**	**2**	**0**	**0**	**0**	**7**	**0**	**9**

	LEFT	THRU	RIGHT
NORTH	10	6	2
EAST	7	0	9
SOUTH	0	2	11
WEST	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Cahill St & W Santa Clara St

Traffix Node Number : 3363

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	1	0	1	0	0	0	0	20	1	2	65	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	0	0
TOTAL:	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**24**	**1**	**2**	**65**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	2	65	0
SOUTH	1	0	1
WEST	0	24	1

PM PROJECT TRIPS

11/27/2019

Intersection of : Cahill St & W Santa Clara St

Traffix Node Number : 3363

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	0	0	0	69	0	0	53	4
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	2	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**73**	**0**	**0**	**55**	**4**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	55	4
SOUTH	0	0	0
WEST	0	73	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Delmas Av & Park Av & SB 87 To Park Rp

Traffix Node Number : 3445

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	10	11	42	1	8	3	0	35	5	2	16	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	11	1	0	1	0
PDC05-037 (3-03516) LEGACY NE CORNER PARK AV AND LAUREL GROVE LN PARK AVE. LOFTS	0	0	0	0	0	0	0	22	4	0	3	0
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	0	0	0	0	0	6	0	12	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	38	0	0	0	0	21	0	0	4	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	0	0	0	0	0	0	1
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	3	0	0	0	0	0	0	8	3	0	3	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Delmas Av & Park Av & SB 87 To Park Rp

Traffix Node Number : 3445

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	62	0	0	0	0	0	0	0	0	0
TOTAL:	**13**	**11**	**142**	**1**	**8**	**9**	**0**	**109**	**13**	**2**	**27**	**1**

	LEFT	THRU	RIGHT
NORTH	1	8	9
EAST	2	27	1
SOUTH	13	11	142
WEST	0	109	13

PM PROJECT TRIPS

11/27/2019

Intersection of : Delmas Av & Park Av & SB 87 To Park Rp

Traffix Node Number : 3445

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	18	29	38	5	27	2	0	19	5	6	43	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	2	0	1	5	0
PDC05-037 (3-03516) LEGACY NE CORNER PARK AV AND LAUREL GROVE LN PARK AVE. LOFTS	0	0	0	0	0	0	0	7	1	0	12	0
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	0	0	0	0	0	11	0	6	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	70	0	0	0	0	11	0	0	7	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	0	0	1	0	0	0	3
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	6	0	0	0	0	0	0	5	2	0	6	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Delmas Av & Park Av & SB 87 To Park Rp

Traffix Node Number : 3445

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	8	0	0	0	0	0	0	0	0	0
TOTAL:	**24**	**29**	**116**	**5**	**27**	**13**	**0**	**51**	**8**	**7**	**73**	**3**

	LEFT	THRU	RIGHT
NORTH	5	27	13
EAST	7	73	3
SOUTH	24	29	116
WEST	0	51	8

AM PROJECT TRIPS

11/27/2019

Intersection of : Delmas Av & W San Carlos St

Traffix Node Number : 3446

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-047 (3-16866) LEGACY	0	0	0	0	7	0	0	0	13	8	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	1	2	0	0	13	1	0	9	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	5	0	0	4	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	0	10	19	0	0	45	7	0	7	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	1	0	0	0	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	0	0	10	0	2	1	0	15	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Delmas Av & W San Carlos St

Traffix Node Number : 3446

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	62	0	0	0	34	0	8	2	0
TOTAL:	**0**	**0**	**0**	**73**	**29**	**10**	**0**	**99**	**22**	**16**	**37**	**0**

	LEFT	THRU	RIGHT
NORTH	73	29	10
EAST	16	37	0
SOUTH	0	0	0
WEST	0	99	22

PM PROJECT TRIPS

11/27/2019

Intersection of : Delmas Av & W San Carlos St

Traffix Node Number : 3446

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-047 (3-16866) LEGACY	0	0	0	0	13	0	0	0	23	15	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	6	13	1	0	25	3	1	25	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	5	1	1	14	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	0	17	35	0	0	23	4	0	12	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	1	1	0	3	1	0	1	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	0	0	2	0	14	9	0	2	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Delmas Av & W San Carlos St

Traffix Node Number : 3446

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	8	0	0	0	4	0	117	31	0
TOTAL:	**0**	**0**	**0**	**31**	**62**	**4**	**0**	**74**	**41**	**134**	**85**	**0**

	LEFT	THRU	RIGHT
NORTH	31	62	4
EAST	134	85	0
SOUTH	0	0	0
WEST	0	74	41

AM PROJECT TRIPS

11/27/2019

Intersection of : S 5th St / N 5th St & E Santa Clara St

Traffix Node Number : 3489

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	10	0	0	10	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	1	0	0	17	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**27**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	27	0
SOUTH	0	0	0
WEST	0	11	0

PM PROJECT TRIPS

11/27/2019

Intersection of : S 5th St / N 5th St & E Santa Clara St

Traffix Node Number : 3489

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	2	0	0	30	1
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**32**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	32	1
SOUTH	0	0	0
WEST	0	18	0

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & W St James St / E St James St

Traffix Node Number : 3491

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	5	0	0	0	0	1	8	0	0	0	0
H14-009 (3-06679) LEGACY N/E CORNER OF 1ST AND E ST JAMES PARK VIEW TOWERS	0	8	0	0	0	0	0	11	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	7	0	0	0	0	4	31	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	1	1	0	0	0	0
TOTAL:	**0**	**20**	**0**	**0**	**0**	**0**	**6**	**51**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	20	0
WEST	6	51	0

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & W St James St / E St James St

Traffix Node Number : 3491

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	81	10	0	0	0	25	233	0	0	0	0
H14-009 (3-06679) LEGACY N/E CORNER OF 1ST AND E ST JAMES PARK VIEW TOWERS	0	14	0	0	0	0	0	21	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	9	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	19	16	0	0	0	0
TOTAL:	**0**	**95**	**10**	**0**	**0**	**0**	**44**	**279**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	95	10
WEST	44	279	0

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & Hawthorne Wy

Traffix Node Number : 3494

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	3	0	0	43	0	0	0	0	0	0	0
TOTAL:	**0**	**3**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	43	0
EAST	0	0	0
SOUTH	0	3	0
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & Hawthorne Wy

Traffix Node Number : 3494

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	21	135	20	19	54	9	10	7	5	6	18	29
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	39	0	0	5	0	0	0	0	0	0	0
TOTAL:	**21**	**174**	**20**	**19**	**59**	**9**	**10**	**7**	**5**	**6**	**18**	**29**

	LEFT	THRU	RIGHT
NORTH	19	59	9
EAST	6	18	29
SOUTH	21	174	20
WEST	10	7	5

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E Hedding St & W Hedding St

Traffix Node Number : 3496

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	6	31	2	4	12	2	4	10	0	1	23	3
NSJ LEGACY NORTH SAN JOSE	11	57	3	2	15	5	12	27	2	0	8	1
PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	0	16	1	0	4	0	0	0	0	0	0	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	4	0	4	4	0	0	1	0	0	0	4
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	1	8	2	0	0	13	0	0	2	1
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	2	0	10	2	0	0	7	0	1	14	15

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E Hedding St & W Hedding St

Traffix Node Number : 3496

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	3	0	1	2	0	0	0	0	0	0	1
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	9	0	5	5	0	0	2	0	0	3	12
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	1	26	0	5	0	0	0	1	0	0	2	8

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E Hedding St & W Hedding St

Traffix Node Number : 3496

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	37	0	8	16	0	0	3	0	0	5	18
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**18**	**185**	**7**	**47**	**62**	**7**	**16**	**64**	**2**	**2**	**57**	**63**

	LEFT	THRU	RIGHT
NORTH	47	62	7
EAST	2	57	63
SOUTH	18	185	7
WEST	16	64	2

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E Hedding St & W Hedding St

Traffix Node Number : 3496

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	3	22	3	8	32	8	5	23	3	3	15	3
NSJ LEGACY NORTH SAN JOSE	2	20	3	16	68	16	2	8	1	4	22	5
PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	0	5	0	0	15	0	0	0	0	1	0	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	3	0	3	3	0	0	0	0	0	1	3
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	1	0	1	0	0	0	2	0	1	11	5
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	1	1	19	5	0	0	14	0	0	7	8

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E Hedding St & W Hedding St

Traffix Node Number : 3496

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	2	0	2	3	0	0	0	0	0	0	1
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	5	0	10	10	0	0	3	0	0	2	6
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	13	0	20	2	0	0	3	0	0	1	4

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E Hedding St & W Hedding St

Traffix Node Number : 3496

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	18	0	15	30	0	0	5	0	0	2	9
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**5**	**90**	**7**	**94**	**168**	**24**	**7**	**58**	**4**	**9**	**61**	**44**

	LEFT	THRU	RIGHT
NORTH	94	168	24
EAST	9	61	44
SOUTH	5	90	7
WEST	7	58	4

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & Jackson St

Traffix Node Number : 3498

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	0	0	1	0	0	0	0	0	0	0	1
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	1	0	0	2	0	0	0	0	1	0	0
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	13	0	0	0	0	0	0	0	26
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**0**	**1**	**0**	**14**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**27**

	LEFT	**THRU**	**RIGHT**
NORTH	14	2	0
EAST	1	0	27
SOUTH	0	1	0
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & Jackson St

Traffix Node Number : 3498

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	3	1
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	0	0	2	0	0	0	0	0	0	0	1
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	2	1	0	1	0	0	0	0	0	0	0
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	23	0	0	0	0	0	0	0	13
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**0**	**2**	**1**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**15**

	LEFT	**THRU**	**RIGHT**
NORTH	25	1	0
EAST	0	3	15
SOUTH	0	2	1
WEST	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & W Julian St / E Julian St

Traffix Node Number : 3499

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	10	82	0	0	0	24	0	0	0	0	119	36
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	3	1
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	1	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	3	0	0	0	43	0	0	0	0	17	0
TOTAL:	**10**	**86**	**0**	**0**	**0**	**67**	**0**	**0**	**0**	**0**	**139**	**37**

	LEFT	THRU	RIGHT
NORTH	0	0	67
EAST	0	139	37
SOUTH	10	86	0
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & W Julian St / E Julian St

Traffix Node Number : 3499

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	10	38	0	0	0	30	0	0	0	0	62	28
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	23	10
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	0	0	2	0	0	0	3	0	0	4	2
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	39	0	0	0	5	0	0	0	0	2	0
TOTAL:	**10**	**77**	**0**	**2**	**0**	**35**	**0**	**3**	**0**	**0**	**91**	**40**

	LEFT	THRU	RIGHT
NORTH	2	0	35
EAST	0	91	40
SOUTH	10	77	0
WEST	0	3	0

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & W Mission St / E Mission St

Traffix Node Number : 3502

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	2	65	0	0	16	3	0	0	0	0	1	1
PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	0	0	0	0	2	2	17	0	0	0	0	0
TOTAL:	**2**	**65**	**0**	**0**	**18**	**5**	**17**	**0**	**0**	**0**	**1**	**1**

	LEFT	THRU	RIGHT
NORTH	0	18	5
EAST	0	1	1
SOUTH	2	65	0
WEST	17	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & W Mission St / E Mission St

Traffix Node Number : 3502

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	1	17	1	0	56	16	1	0	0	0	1	1
PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	0	0	0	0	8	8	5	0	0	0	0	0
TOTAL:	**1**	**17**	**1**	**0**	**64**	**24**	**6**	**0**	**0**	**0**	**1**	**1**

	LEFT	THRU	RIGHT
NORTH	0	64	24
EAST	0	1	1
SOUTH	1	17	1
WEST	6	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & Rankin Av

Traffix Node Number : 3505

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	12	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	12	0
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & Rankin Av

Traffix Node Number : 3505

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	9	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	9	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St & S Market St & E Reed St

Traffix Node Number : 3506

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	5	86	2	0	14	0	0	0	0	14	0	18
H14-034 (3-12401) LEGACY 598 S. 1ST STREET	0	0	1	5	0	0	0	0	0	23	0	12
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PD08-029 (3-06494) Residential SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET VIRGINIA TERRACE	0	2	0	0	1	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	43	0	0	15	0	0	0	0	195	0	0

TOTAL:	**5**	**131**	**3**	**5**	**30**	**0**	**0**	**0**	**0**	**232**	**0**	**30**

	LEFT	THRU	RIGHT
NORTH	5	30	0
EAST	232	0	30
SOUTH	5	131	3
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St & S Market St & E Reed St

Traffix Node Number : 3506

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	2	12	1	2	34	1	0	0	0	11	0	4
H14-034 (3-12401) LEGACY 598 S. 1ST STREET	0	0	2	12	0	0	0	0	0	11	0	5
NSJ LEGACY NORTH SAN JOSE	12	85	0	6	156	3	7	0	29	0	0	0
PD08-029 (3-06494) Residential SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET VIRGINIA TERRACE	0	1	0	0	2	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	5	0	0	210	0	0	0	0	24	0	0

TOTAL:	**14**	**103**	**3**	**20**	**402**	**4**	**7**	**0**	**29**	**46**	**0**	**9**

	LEFT	THRU	RIGHT
NORTH	20	402	4
EAST	46	0	9
SOUTH	14	103	3
WEST	7	0	29

AM PROJECT TRIPS

11/27/2019

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

Traffix Node Number : 3510

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	1	16	3	0	0	0	3	14	1	0	10	1
NSJ LEGACY NORTH SAN JOSE	3	38	8	0	0	0	0	2	0	0	3	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	43	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**47**	**54**	**11**	**0**	**0**	**0**	**3**	**16**	**1**	**0**	**13**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	13	1
SOUTH	47	54	11
WEST	3	16	1

PM PROJECT TRIPS

11/27/2019

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

Traffix Node Number : 3510

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	3	1	0	0	0	1	7	1	0	5	1
NSJ LEGACY NORTH SAN JOSE	0	2	0	0	0	0	0	5	1	0	4	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	5	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**5**	**5**	**1**	**0**	**0**	**0**	**1**	**12**	**2**	**0**	**9**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	9	1
SOUTH	5	5	1
WEST	1	12	2

AM PROJECT TRIPS

11/27/2019

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

Traffix Node Number : 3511

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	1	14	3	0	0	0	0	2	0	0	0	0
TOTAL:	**1**	**14**	**3**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	1	14	3
WEST	0	2	0

PM PROJECT TRIPS

11/27/2019

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

Traffix Node Number : 3511

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	6	1
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	6	1
SOUTH	0	0	0
WEST	0	0	0

AM PROJECT TRIPS

11/27/2019

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

Traffix Node Number : 3512

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	45	2	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	43	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**88**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

PM PROJECT TRIPS

11/27/2019

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

Traffix Node Number : 3512

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	2	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	5	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & S 1st St & E Santa Clara St / W Santa Clara St

Traffix Node Number : 3513

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	3	29	6	0	0	0	14	64	0	0	74	5
NSJ LEGACY NORTH SAN JOSE	0	5	1	0	0	0	4	22	0	0	7	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	1	0	0	17	0
TOTAL:	**3**	**34**	**7**	**0**	**0**	**0**	**18**	**87**	**0**	**0**	**98**	**5**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	98	5
SOUTH	3	34	7
WEST	18	87	0

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & S 1st St & E Santa Clara St / W Santa Clara St

Traffix Node Number : 3513

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	7	18	10	0	0	0	12	109	0	0	69	9
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	5	0	0	44	5
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	**7**	**18**	**10**	**0**	**0**	**0**	**12**	**130**	**0**	**0**	**115**	**14**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	115	14
SOUTH	7	18	10
WEST	12	130	0

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E St John St & W St John St

Traffix Node Number : 3517

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	6	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	6	0
WEST	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E St John St & W St John St

Traffix Node Number : 3517

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E Taylor St & W Taylor St

Traffix Node Number : 3519

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	4	15	1	2	7	2	11	16	2	0	18	2
NSJ LEGACY NORTH SAN JOSE	2	8	0	2	9	3	12	18	3	0	28	3
PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	1	0	0	5	3	0	0	0	0	0	1	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	0	0	4	0	0	0	7	0	0	9	4
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	2	0	0	1	12	0	0	2	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	3	0	1	0	10	0	0	19	3

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E Taylor St & W Taylor St

Traffix Node Number : 3519

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	1	1	0	0	5	0	0	7	2
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	2	0	0	1	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	0	1	5	0	0	0	21	0	2	38	9
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	1	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	1	0	0	0	0	10	0	2	39	27

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E Taylor St & W Taylor St

Traffix Node Number : 3519

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	7	0	0	3	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	10	16	0	9	8	0	0	38	5	0	72	21
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	2	0	0	0	0
TOTAL:	**17**	**40**	**3**	**33**	**28**	**6**	**24**	**148**	**10**	**4**	**238**	**71**

	LEFT	THRU	RIGHT
NORTH	33	28	6
EAST	4	238	71
SOUTH	17	40	3
WEST	24	148	10

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E Taylor St & W Taylor St

Traffix Node Number : 3519

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	0	0	0	0	0
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	6	22	2	9	34	19	7	33	7	0	27	2
NSJ LEGACY NORTH SAN JOSE	0	0	0	21	37	9	3	15	3	0	12	1
PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	3	0	0	1	1	0	0	0	0	0	5	0
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	0	0	3	0	0	0	7	0	0	6	3
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	1	0	2	0	0	10	1
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	5	0	0	1	19	0	0	10	1

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E Taylor St & W Taylor St

Traffix Node Number : 3519

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	1	0	2	2	0	0	7	0	0	5	1
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	1	0	0	2	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	0	2	10	0	0	0	37	0	1	20	5
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	3	0	0	1	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	1	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	2	2	0	0	0	37	0	1	20	14

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & E Taylor St & W Taylor St

Traffix Node Number : 3519

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	7	0	0	7	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	5	8	0	16	14	0	0	69	9	0	35	10
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	3	0	0	3	0
TOTAL:	**14**	**31**	**6**	**69**	**88**	**29**	**11**	**241**	**19**	**2**	**163**	**38**

	LEFT	THRU	RIGHT
NORTH	69	88	29
EAST	2	163	38
SOUTH	14	31	6
WEST	11	241	19

AM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St & W Virginia St / E Virginia St

Traffix Node Number : 3520

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD08-029 (3-06494) Residential SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET VIRGINIA TERRACE	0	0	5	1	0	0	0	0	0	10	0	2
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	43	0	0	3	0	0	2	0	0	0	0
TOTAL:	**0**	**43**	**5**	**1**	**3**	**0**	**0**	**2**	**0**	**10**	**0**	**2**

	LEFT	THRU	RIGHT
NORTH	1	3	0
EAST	10	0	2
SOUTH	0	43	5
WEST	0	2	0

PM PROJECT TRIPS

11/27/2019

Intersection of : S 1st St & W Virginia St / E Virginia St

Traffix Node Number : 3520

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD08-029 (3-06494) Residential SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET VIRGINIA TERRACE	0	0	10	2	0	0	0	0	0	5	0	1
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	5	0	0	39	0	0	23	0	0	0	0
TOTAL:	**0**	**5**	**10**	**2**	**39**	**0**	**0**	**23**	**0**	**5**	**0**	**1**

	LEFT	THRU	RIGHT
NORTH	2	39	0
EAST	5	0	1
SOUTH	0	5	10
WEST	0	23	0

AM PROJECT TRIPS

11/27/2019

Intersection of : S 4th St / N 4th St & E Santa Clara St

Traffix Node Number : 3541

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	4	18	2	0	23	4	6	40	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	12	3	0	8	1	1	9	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	1	0	0	17	0
TOTAL:	**0**	**0**	**0**	**5**	**30**	**5**	**0**	**32**	**5**	**7**	**66**	**0**

	LEFT	THRU	RIGHT
NORTH	5	30	5
EAST	7	66	0
SOUTH	0	0	0
WEST	0	32	5

PM PROJECT TRIPS

11/27/2019

Intersection of : S 4th St / N 4th St & E Santa Clara St

Traffix Node Number : 3541

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	14	76	20	0	66	12	9	40	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	23	91	16	0	0	0	5	26	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	**0**	**0**	**0**	**37**	**167**	**36**	**0**	**82**	**12**	**14**	**68**	**0**

	LEFT	THRU	RIGHT
NORTH	37	167	36
EAST	14	68	0
SOUTH	0	0	0
WEST	0	82	12

AM PROJECT TRIPS

11/27/2019

Intersection of : W Julian St & Stockton Av

Traffix Node Number : 3608

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	3	0	0	0	0	1	7	0	0	1	2
PDC15-010 (3-16850) LEGACY 138 STOCKTON AVENUE	6	9	23	0	8	0	0	0	5	15	0	0
TOTAL:	**6**	**12**	**23**	**0**	**8**	**0**	**1**	**7**	**5**	**15**	**1**	**2**

	LEFT	THRU	RIGHT
NORTH	0	8	0
EAST	15	1	2
SOUTH	6	12	23
WEST	1	7	5

PM PROJECT TRIPS

11/27/2019

Intersection of : W Julian St & Stockton Av

Traffix Node Number : 3608

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	1	0	0	0	0	0	0	0	4	13	8
PDC15-010 (3-16850) LEGACY 138 STOCKTON AVENUE	6	10	24	0	14	0	0	0	9	27	0	0
TOTAL:	**6**	**11**	**24**	**0**	**14**	**0**	**0**	**0**	**9**	**31**	**13**	**8**

	LEFT	THRU	RIGHT
NORTH	0	14	0
EAST	31	13	8
SOUTH	6	11	24
WEST	0	0	9

AM PROJECT TRIPS

11/27/2019

Intersection of : Lincoln Av & W San Carlos St

Traffix Node Number : 3653

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	11	7	5	0	1	0	2	9	4	1	9	0
NSJ LEGACY NORTH SAN JOSE	3	39	1	0	8	0	2	2	3	0	0	0
PDC07-017 (3-18035) Residential SW/C OF LINCOLN AND PACIFIC	0	2	0	14	4	8	4	0	0	0	0	8
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	33	1	0	1	0	0	0	37	9	0	16	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	0	0	3	1	0	1	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	3	0	0	0	0	0	0	2	1	0	13	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	13	0	0	0	0	0	0	6	2	0	49	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Lincoln Av & W San Carlos St

Traffix Node Number : 3653

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	1	0	0	0	1	0	0	-1	0	0	1	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL:	**64**	**49**	**6**	**15**	**14**	**8**	**8**	**58**	**20**	**1**	**90**	**8**

	LEFT	THRU	RIGHT
NORTH	15	14	8
EAST	1	90	8
SOUTH	64	49	6
WEST	8	58	20

PM PROJECT TRIPS

11/27/2019

Intersection of : Lincoln Av & W San Carlos St

Traffix Node Number : 3653

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	8	7	7	1	18	1	3	44	14	7	34	1
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC07-017 (3-18035) Residential SW/C OF LINCOLN AND PACIFIC	0	4	0	8	2	4	8	0	0	0	0	14
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	17	1	0	1	1	0	0	68	17	0	16	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	3	0	0	0	0	0	0	7	3	0	4	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	2	0	0	0	0	0	0	12	3	0	7	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	3	0	0	0	0	0	0	44	11	0	8	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Lincoln Av & W San Carlos St

Traffix Node Number : 3653

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	2	0	0	0	1	0	0	-4	0	0	4	0
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	1	0	0	0	0	0	0	2	1	0	2	0
TOTAL:	**36**	**12**	**7**	**10**	**22**	**5**	**11**	**173**	**49**	**7**	**75**	**15**

	LEFT	THRU	RIGHT
NORTH	10	22	5
EAST	7	75	15
SOUTH	36	12	7
WEST	11	173	49

AM PROJECT TRIPS

11/27/2019

Intersection of : N Market St / S Market St & W Santa Clara St

Traffix Node Number : 3670

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	8	62	3	12	22	6	9	44	12	4	19	20
NSJ LEGACY NORTH SAN JOSE	3	36	1	0	0	0	1	10	2	0	5	1
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	2	0	0	28	0	0	1	0	0	17	0
TOTAL:	**11**	**100**	**4**	**12**	**50**	**6**	**10**	**55**	**14**	**4**	**41**	**21**

	LEFT	THRU	RIGHT
NORTH	12	50	6
EAST	4	41	21
SOUTH	11	100	4
WEST	10	55	14

PM PROJECT TRIPS

11/27/2019

Intersection of : N Market St / S Market St & W Santa Clara St

Traffix Node Number : 3670

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	7	23	5	63	93	27	6	49	12	6	39	6
NSJ LEGACY NORTH SAN JOSE	0	0	0	3	20	2	0	3	0	6	40	4
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	25	0	0	3	0	0	16	0	0	2	0
TOTAL:	**7**	**48**	**5**	**66**	**116**	**29**	**6**	**68**	**12**	**12**	**81**	**10**

	LEFT	THRU	RIGHT
NORTH	66	116	29
EAST	12	81	10
SOUTH	7	48	5
WEST	6	68	12

AM PROJECT TRIPS

11/27/2019

Intersection of : Meridian Av & W San Carlos St

Traffix Node Number : 3693

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	27	38	10	2	9	3	3	28	3	7	43	3
NSJ LEGACY NORTH SAN JOSE	13	19	5	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	27	1	0	0	0	11	0	16	21	2
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	2	0	0	0	0	2	0	0	1	0
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	3	0	0	0	0	3	1	3	1	0	16	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	13	0	0	0	0	13	2	7	2	0	62	0
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	0	6	-3	0	1	0	2	-1	0	23	3	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Meridian Av & W San Carlos St

Traffix Node Number : 3693

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	0	0	0	0	0	0	0	0	0	0	1	0
TOTAL:	**56**	**63**	**41**	**3**	**10**	**19**	**8**	**50**	**6**	**46**	**147**	**5**

	LEFT	THRU	RIGHT
NORTH	3	10	19
EAST	46	147	5
SOUTH	56	63	41
WEST	8	50	6

PM PROJECT TRIPS

11/27/2019

Intersection of : Meridian Av & W San Carlos St

Traffix Node Number : 3693

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	18	34	22	5	41	11	10	92	33	28	52	4
NSJ LEGACY NORTH SAN JOSE	0	0	0	3	12	1	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	49	2	0	0	0	21	0	8	11	1
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	4	0	0	0	0	4	0	0	4	1
PDC12-009 (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	2	0	0	0	0	2	3	15	3	0	9	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	3	0	0	0	0	3	11	55	11	0	11	0
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	0	17	-7	0	1	0	4	-3	0	9	1	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Meridian Av & W San Carlos St

Traffix Node Number : 3693

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC97-036 RET (3-06815) Retail/Commercial STEVENS CREEK & WINCHESTER (SE/C) SANTANA ROW	1	0	0	0	0	1	1	3	1	0	3	0
TOTAL:	**24**	**51**	**68**	**10**	**54**	**18**	**29**	**187**	**48**	**45**	**91**	**6**

	LEFT	THRU	RIGHT
NORTH	10	54	18
EAST	45	91	6
SOUTH	24	51	68
WEST	29	187	48

AM PROJECT TRIPS

11/27/2019

Intersection of : Park Av & NB 280 To NB 87 Rp

Traffix Node Number : 3731

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	6	10	16	0	0	0	6	57	12	7	14	4
PDC05-037 (3-03516) LEGACY NE CORNER PARK AV AND LAUREL GROVE LN PARK AVE. LOFTS	1	0	0	0	0	0	15	7	0	0	2	0
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	0	0	0	0	0	0	12	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	56	0	0	0	0	14	7	0	0	4	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	0	0	0	0	0	0	0
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	2	0	0	0	0	0	5	3	0	0	2	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Park Av & NB 280 To NB 87 Rp

Traffix Node Number : 3731

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	4	0	0	0	0	0	0	0	0	0	0
TOTAL:	**9**	**70**	**16**	**0**	**0**	**0**	**52**	**74**	**12**	**7**	**22**	**4**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	7	22	4
SOUTH	9	70	16
WEST	52	74	12

PM PROJECT TRIPS

11/27/2019

Intersection of : Park Av & NB 280 To NB 87 Rp

Traffix Node Number : 3731

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	8	33	11	0	0	0	17	79	18	41	85	20
PDC05-037 (3-03516) LEGACY NE CORNER PARK AV AND LAUREL GROVE LN PARK AVE. LOFTS	6	0	0	0	0	0	5	2	0	0	6	0
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	0	0	0	0	0	0	6	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	29	0	0	0	0	7	4	0	0	7	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	2	0	0	0	0	1	0	0	0	0	0
PDC13-012 (3-03516) LEGACY 777 PARK AVENUE 777 PARK AVENUE RESIDENTIAL	3	0	0	0	0	0	3	2	0	0	3	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Park Av & NB 280 To NB 87 Rp

Traffix Node Number : 3731

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	56	0	0	0	0	0	0	0	0	0	0
TOTAL:	**17**	**120**	**11**	**0**	**0**	**0**	**39**	**87**	**18**	**41**	**101**	**20**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	41	101	20
SOUTH	17	120	11
WEST	39	87	18

AM PROJECT TRIPS

11/27/2019

Intersection of : Park Av & Race St & Tillman Av

Traffix Node Number : 3732

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	2	0	0	0	0	8	22	1	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	2	18	0	0	10	0	0	2	1	0	4	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	1	0	0	0	0	0	0	0
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	0	-1	-2	0	-2	3	5	20	0	-3	5	0
TOTAL:	**2**	**19**	**(2)**	**0**	**9**	**3**	**13**	**44**	**2**	**(3)**	**9**	**0**

	LEFT	THRU	RIGHT
NORTH	0	9	3
EAST	(3)	9	0
SOUTH	2	19	(2)
WEST	13	44	2

PM PROJECT TRIPS

11/27/2019

Intersection of : Park Av & Race St & Tillman Av

Traffix Node Number : 3732

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	3	16	1	0	1	0	0	2	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	1	9	0	0	17	0	0	3	2	0	2	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	2	0	0	2	0	0	1	0	0	1	0
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	-2	-5	-10	0	-1	8	6	15	-2	-2	13	0
TOTAL:	**(1)**	**6**	**(10)**	**3**	**34**	**9**	**6**	**20**	**0**	**(2)**	**18**	**0**

	LEFT	THRU	RIGHT
NORTH	3	34	9
EAST	(2)	18	0
SOUTH	(1)	6	(10)
WEST	6	20	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Parkmoor Av & Race St

Traffix Node Number : 3733

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	1	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	5	4	0	4	4	0	10	0	4	22	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	1	1	0	0	0	0	1	0	0	0	0
TOTAL:	**0**	**7**	**5**	**0**	**4**	**4**	**0**	**11**	**0**	**4**	**22**	**0**

	LEFT	THRU	RIGHT
NORTH	0	4	4
EAST	4	22	0
SOUTH	0	7	5
WEST	0	11	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Parkmoor Av & Race St

Traffix Node Number : 3733

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	8	7	0	2	2	0	18	0	2	11	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	1	1	0	1	0	0	2	0	0	2	1
TOTAL:	**0**	**9**	**8**	**0**	**3**	**2**	**0**	**20**	**0**	**2**	**13**	**1**

	LEFT	THRU	RIGHT
NORTH	0	3	2
EAST	2	13	1
SOUTH	0	9	8
WEST	0	20	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Race St & W San Carlos St

Traffix Node Number : 3748

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	2	0	0	0	0	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	2	11	1	6	5	0	0	39	0	4	36	9
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	1	0	3	0	0	1	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	0	0	0	0	7	0	0	62	0
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	3	-5	0	-1	-1	-2	-3	0	0	0	4	-2
TOTAL:	**5**	**8**	**1**	**5**	**4**	**(1)**	**(3)**	**49**	**0**	**4**	**103**	**7**

	LEFT	THRU	RIGHT
NORTH	5	4	(1)
EAST	4	103	7
SOUTH	5	8	1
WEST	(3)	49	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Race St & W San Carlos St

Traffix Node Number : 3748

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	3	3	0	0	0	0	0	0
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	1	6	2	10	5	0	0	72	0	2	19	5
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	1	0	0	1	1	0	8	0	1	5	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	0	0	0	0	0	0	0	55	0	0	11	0
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	8	-10	0	-5	-4	-9	-9	0	0	0	12	-6
TOTAL:	**9**	**(3)**	**2**	**6**	**5**	**(5)**	**(9)**	**135**	**0**	**3**	**47**	**(1)**

	LEFT	THRU	RIGHT
NORTH	6	5	(5)
EAST	3	47	(1)
SOUTH	9	(3)	2
WEST	(9)	135	0

AM PROJECT TRIPS

11/27/2019

Intersection of : W San Carlos St & N Woz Wy / Woz Wy

Traffix Node Number : 3763

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	1	4	4	0	1	0	3	12	0	0	9	2
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	2	7	0	0	0	0
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	10	0	0	0	0	0	1	1	0	0	6	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	26	0	0	0	0	96	0	0	10	4
TOTAL:	**11**	**4**	**30**	**0**	**1**	**0**	**6**	**116**	**0**	**0**	**25**	**6**

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	0	25	6
SOUTH	11	4	30
WEST	6	116	0

PM PROJECT TRIPS

11/27/2019

Intersection of : W San Carlos St & N Woz Wy / Woz Wy

Traffix Node Number : 3763

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	2	3	4	4	7	1	2	20	0	1	23	2
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	1	8	0	0	7	1
PDC14-068 (3-10478) Retail/Commercial 3161 OLSEN DRIVE SANTANA WEST	2	0	0	0	0	0	9	6	0	0	1	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	3	0	0	0	0	12	0	0	148	56
TOTAL:	**4**	**3**	**7**	**4**	**7**	**1**	**12**	**46**	**0**	**1**	**179**	**59**

	LEFT	THRU	RIGHT
NORTH	4	7	1
EAST	1	179	59
SOUTH	4	3	7
WEST	12	46	0

AM PROJECT TRIPS

11/27/2019

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

Traffix Node Number : 3764

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	1	0	0	4	1	0	1	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	1	0	0	10	3	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**14**	**4**	**0**	**1**	**0**

	LEFT	THRU	RIGHT
NORTH	0	2	0
EAST	0	1	0
SOUTH	0	0	0
WEST	0	14	4

PM PROJECT TRIPS

11/27/2019

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

Traffix Node Number : 3764

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	2	11	1	0	7	2	1	2	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	15	2	0	0	0	9	16	0
TOTAL:	**0**	**0**	**0**	**3**	**26**	**3**	**0**	**7**	**2**	**10**	**18**	**0**

	LEFT	THRU	RIGHT
NORTH	3	26	3
EAST	10	18	0
SOUTH	0	0	0
WEST	0	7	2

AM PROJECT TRIPS

11/27/2019

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

Traffix Node Number : 3770

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	1	0	0	22	9	0	3	0
TOTAL:	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**22**	**9**	**0**	**3**	**0**

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	0	3	0
SOUTH	0	0	0
WEST	0	22	9

PM PROJECT TRIPS

11/27/2019

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

Traffix Node Number : 3770

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	2	24	4	0	9	2	11	35	0
TOTAL:	**0**	**0**	**0**	**2**	**24**	**4**	**0**	**9**	**2**	**11**	**35**	**0**

	LEFT	THRU	RIGHT
NORTH	2	24	4
EAST	11	35	0
SOUTH	0	0	0
WEST	0	9	2

AM PROJECT TRIPS

11/27/2019

Intersection of : S San Pedro St / N San Pedro St & W Santa Clara St

Traffix Node Number : 3775

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	3	2	0	0	0	3	14	2	0	4	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	1	0	0	17	0
TOTAL:	**0**	**3**	**2**	**0**	**0**	**0**	**3**	**15**	**2**	**0**	**21**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	21	0
SOUTH	0	3	2
WEST	3	15	2

PM PROJECT TRIPS

11/27/2019

Intersection of : S San Pedro St / N San Pedro St & W Santa Clara St

Traffix Node Number : 3775

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	3	8	5	0	0	0	0	4	0	0	29	1
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	**3**	**8**	**5**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**31**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	31	1
SOUTH	3	8	5
WEST	0	20	0

AM PROJECT TRIPS

11/27/2019

Intersection of : S 2nd St / N 2nd St & E Santa Clara St

Traffix Node Number : 3782

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	3	12	1	0	49	11	8	65	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	21	5	1	8	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	1	0	0	17	0
TOTAL:	**0**	**0**	**0**	**3**	**12**	**1**	**0**	**71**	**16**	**9**	**90**	**0**

	LEFT	THRU	RIGHT
NORTH	3	12	1
EAST	9	90	0
SOUTH	0	0	0
WEST	0	71	16

PM PROJECT TRIPS

11/27/2019

Intersection of : S 2nd St / N 2nd St & E Santa Clara St

Traffix Node Number : 3782

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	10	45	9	0	110	23	19	71	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	7	1	0	4	1	12	46	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	**0**	**0**	**0**	**11**	**52**	**10**	**0**	**130**	**24**	**31**	**119**	**0**

	LEFT	THRU	RIGHT
NORTH	11	52	10
EAST	31	119	0
SOUTH	0	0	0
WEST	0	130	24

AM PROJECT TRIPS

11/27/2019

Intersection of : S 3rd St / N 3rd St & E Santa Clara St

Traffix Node Number : 3786

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	4	66	6	0	0	0	9	19	0	0	25	5
NSJ LEGACY NORTH SAN JOSE	6	88	8	0	0	0	8	18	0	0	13	2
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	1	0	0	17	0
TOTAL:	**10**	**154**	**14**	**0**	**0**	**0**	**17**	**38**	**0**	**0**	**55**	**7**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	55	7
SOUTH	10	154	14
WEST	17	38	0

PM PROJECT TRIPS

11/27/2019

Intersection of : S 3rd St / N 3rd St & E Santa Clara St

Traffix Node Number : 3786

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	13	38	24	0	0	0	10	90	0	0	57	11
NSJ LEGACY NORTH SAN JOSE	3	10	6	0	0	0	0	5	0	0	52	10
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	**16**	**48**	**30**	**0**	**0**	**0**	**10**	**111**	**0**	**0**	**111**	**21**

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

AM PROJECT TRIPS

11/27/2019

Intersection of : N 2nd St & E St James St

Traffix Node Number : 3794

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	1	5	0	2	21	3	0	0	0
H14-009 (3-06679) LEGACY N/E CORNER OF 1ST AND E ST JAMES PARK VIEW TOWERS	0	0	0	4	27	0	11	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	2	24	4	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	1	0	0	0	0
TOTAL:	**0**	**0**	**0**	**5**	**32**	**0**	**15**	**46**	**7**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	5	32	0
EAST	0	0	0
SOUTH	0	0	0
WEST	15	46	7

PM PROJECT TRIPS

11/27/2019

Intersection of : N 2nd St & E St James St

Traffix Node Number : 3794

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	27	61	0	5	175	14	0	0	0
H14-009 (3-06679) LEGACY N/E CORNER OF 1ST AND E ST JAMES PARK VIEW TOWERS	0	0	0	3	32	0	21	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	3	7	0	0	8	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	16	0	0	0	0
TOTAL:	**0**	**0**	**0**	**33**	**100**	**0**	**26**	**199**	**14**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	33	100	0
EAST	0	0	0
SOUTH	0	0	0
WEST	26	199	14

AM PROJECT TRIPS

11/27/2019

Intersection of : N 2nd St & E St John St

Traffix Node Number : 3795

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

PM PROJECT TRIPS

11/27/2019

Intersection of : N 2nd St & E St John St

Traffix Node Number : 3795

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	8	1	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

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

AM PROJECT TRIPS

11/27/2019

Intersection of : N Almaden Av & S Almaden Av & W Santa Clara St

Traffix Node Number : 3852

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H15-007 (3-18954) LEGACY 45 N SAN PEDRO ST MODERA DEVELOPMENT	0	2	0	8	4	7	14	0	0	0	0	5
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	1	0	0	17	0
TOTAL:	**0**	**2**	**0**	**8**	**4**	**7**	**14**	**1**	**0**	**0**	**17**	**5**

	LEFT	THRU	RIGHT
NORTH	8	4	7
EAST	0	17	5
SOUTH	0	2	0
WEST	14	1	0

PM PROJECT TRIPS

11/27/2019

Intersection of : N Almaden Av & S Almaden Av & W Santa Clara St

Traffix Node Number : 3852

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H15-007 (3-18954) LEGACY 45 N SAN PEDRO ST MODERA DEVELOPMENT	0	4	0	5	2	5	25	0	0	0	0	9
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	16	0	0	2	0
TOTAL:	**0**	**4**	**0**	**5**	**2**	**5**	**25**	**16**	**0**	**0**	**2**	**9**

	LEFT	THRU	RIGHT
NORTH	5	2	5
EAST	0	2	9
SOUTH	0	4	0
WEST	25	16	0

AM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & Devine St

Traffix Node Number : 3883

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-009 (3-06679) LEGACY N/E CORNER OF 1ST AND E ST JAMES PARK VIEW TOWERS	0	0	8	0	0	0	0	23	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	1	0	0	0	0	1	0	0	0	0	0
TOTAL:	**0**	**1**	**8**	**0**	**0**	**0**	**1**	**23**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	1	8
WEST	1	23	0

PM PROJECT TRIPS

11/27/2019

Intersection of : N 1st St & Devine St

Traffix Node Number : 3883

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-009 (3-06679) LEGACY N/E CORNER OF 1ST AND E ST JAMES PARK VIEW TOWERS	0	0	14	0	0	0	0	38	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	5	0	2	30	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	19	0	0	0	0	19	0	0	0	0	0
TOTAL:	**0**	**19**	**14**	**0**	**0**	**0**	**19**	**43**	**0**	**2**	**30**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	2	30	0
SOUTH	0	19	14
WEST	19	43	0

AM PROJECT TRIPS

11/27/2019

Intersection of : W San Carlos St & Sunol St

Traffix Node Number : 3906

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	2	8	0	0	0	0	1	3	0	0	4	0
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	0	7	0	7	12	10	6	0	0	0	0	4
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	16	39	11	0	28	0	9	70	0	14	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	1	0	0	0	2	0	0	1	0	0	0	0
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	0	0	0	0	0	0	0	-1	0	0	1	0
TOTAL:	**19**	**54**	**11**	**7**	**42**	**10**	**16**	**73**	**0**	**14**	**5**	**4**

	LEFT	THRU	RIGHT
NORTH	7	42	10
EAST	14	5	4
SOUTH	19	54	11
WEST	16	73	0

PM PROJECT TRIPS

11/27/2019

Intersection of : W San Carlos St & Sunol St

Traffix Node Number : 3906

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	4	0	0	7	0
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	0	12	0	4	6	5	10	0	0	0	0	7
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	9	20	6	0	51	0	5	36	0	26	0	0
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	4	3	0	0	4	0	1	6	0	0	0	1
PDC17-019 (3-18583) LEGACY 253 RACE STREET RACE STREET SENIOR HOUSING	0	0	0	0	0	0	0	-4	0	0	4	0
TOTAL:	**13**	**35**	**6**	**4**	**61**	**5**	**16**	**42**	**0**	**26**	**11**	**8**

	LEFT	THRU	RIGHT
NORTH	4	61	5
EAST	26	11	8
SOUTH	13	35	6
WEST	16	42	0

AM PROJECT TRIPS

11/27/2019

Intersection of : Auzerais Av & Sunol St

Traffix Node Number : 3969

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	6	0	6	0	0	0	4	0	0	0	0	3
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	0	47	0	1	1	73	0	0	41	34
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	0	0	1	1	1	0	3	3	0
TOTAL:	**6**	**0**	**6**	**47**	**0**	**2**	**6**	**74**	**0**	**3**	**44**	**37**

	LEFT	THRU	RIGHT
NORTH	47	0	2
EAST	3	44	37
SOUTH	6	0	6
WEST	6	74	0

PM PROJECT TRIPS

11/27/2019

Intersection of : Auzerais Av & Sunol St

Traffix Node Number : 3969

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-034 (3-18353) LEGACY BOUNDED BY SUNOL STREET TO THE WEST AND WEST SA SUNOL COURT STUDIO APARTMENTS	3	0	3	0	0	0	6	0	0	0	0	5
PDC08-061RES (3-18215) LEGACY S/W CORNER W. SAN CARLOS AND SUNOL OHLONE	0	0	0	24	0	1	2	38	0	0	75	62
PDC08-061RET (3-18215) LEGACY S/W CORNER W.SAN CARLOS AND SUNOL OHLONE	0	0	0	3	0	4	2	7	0	6	7	0
TOTAL:	**3**	**0**	**3**	**27**	**0**	**5**	**10**	**45**	**0**	**6**	**82**	**67**

	LEFT	THRU	RIGHT
NORTH	27	0	5
EAST	6	82	67
SOUTH	3	0	3
WEST	10	45	0

AM PROJECT TRIPS

11/27/2019

Intersection of : N Buena Vista Av / S Buena Vista Av & W San Carlos St

Traffix Node Number : 3976

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

PM PROJECT TRIPS

11/27/2019

Intersection of : N Buena Vista Av / S Buena Vista Av & W San Carlos St

Traffix Node Number : 3976

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	2	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

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

AM PROJECT TRIPS

11/27/2019

Intersection of : S 6th St / N 6th St & E Santa Clara St

Traffix Node Number : 4024

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

PM PROJECT TRIPS

11/27/2019

Intersection of : S 6th St / N 6th St & E Santa Clara St

Traffix Node Number : 4024

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

AM PROJECT TRIPS

11/27/2019

Intersection of : 87 & W Hedding St

Traffix Node Number : 4038

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	1	0	0	0	0	0	0	0	1	0	0	0
NSJ LEGACY NORTH SAN JOSE	16	0	88	16	0	24	27	32	39	76	51	41
PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	0	0	5	3	0	0	0	1	0	19	6	13
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	0	4	3	0	0	0	1	0	3	1	3
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	8	0	0	0	0	5	0	1	1	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	7	0	0	0	0	3	0	14	6	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : 87 & W Hedding St

Traffix Node Number : 4038

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	0	2	2	0	0	0	0	0	3	0	3
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	0	13	6	0	0	0	2	0	2	3	12
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	6	3	0	0	0	1	0	24	3	12
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0

AM PROJECT TRIPS

11/27/2019

Intersection of : 87 & W Hedding St

Traffix Node Number : 4038

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	60	0	0	0	0	0	0	7	17	0	0	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	20	20	0	0	0	3	0	38	5	38
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**77**	**0**	**153**	**53**	**0**	**24**	**27**	**55**	**57**	**180**	**76**	**122**

	LEFT	THRU	RIGHT
NORTH	53	0	24
EAST	180	76	122
SOUTH	77	0	153
WEST	27	55	57

PM PROJECT TRIPS

11/27/2019

Intersection of : 87 & W Hedding St

Traffix Node Number : 4038

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	1	0	0	0	0	0	0	0	2	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PDC00-09-086 (3-09456) LEGACY N 1ST ST & TAYLOR ST (NW/C) TAYLOR TOWERS	0	0	19	12	0	0	0	6	0	6	2	4
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	0	3	2	0	0	0	1	0	3	1	2
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	1	0	0	0	0	1	0	7	4	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	13	0	0	0	0	6	0	7	3	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	11	1	1	6	0	0	0	0	1	0	3

PM PROJECT TRIPS

11/27/2019

Intersection of : 87 & W Hedding St

Traffix Node Number : 4038

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC08-010 SEN (3-03021) LEGACY SW CORNER OF NORTH SEVENTH ST AND TAYLOR ST JAPANTOWN CORP YARD	0	0	3	3	0	0	0	0	0	2	0	2
PDC08-036LW (3-07703) LEGACY NW CORNER E. TENTH ST. CANNARY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036RES (3-07703) LEGACY NW CORNER E. TENTH CANNERY PARK	0	0	23	11	0	0	0	3	0	12	2	6
PDC08-036REST (3-07703) LEGACY NW CORNER OF E. TENTH CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC08-036SEN (3-07703) LEGACY NW CORNER E. 10TH ST. CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0
PDC15-001 (RES) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	23	11	0	0	0	3	0	12	2	6
PDC15-001 (RET) (3-07703) LEGACY 725 NORTH 10TH STREET CANNERY PARK	0	0	0	0	0	0	0	0	0	0	0	0

PM PROJECT TRIPS

11/27/2019

Intersection of : 87 & W Hedding St

Traffix Node Number : 4038

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	7	0	0	0	0	0	0	30	58	0	3	0
PP14-006 C A S (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
PP14-006 RES (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	37	37	0	0	0	5	0	19	2	19
PP14-006 RET (3-03021) LEGACY 696 N 6TH ST JAPANTOWN CORP YARD	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**8**	**11**	**123**	**77**	**6**	**0**	**0**	**55**	**60**	**69**	**19**	**42**

	LEFT	THRU	RIGHT
NORTH	77	6	0
EAST	69	19	42
SOUTH	8	11	123
WEST	0	55	60

SANTA CLARA APPROVED LAND USE PROJECTS			
ID#	**Project Title/Project Applicant**	**Location**	**Description**
1	City Place (City Center - Parcels 4a and 5)	5155 and 5120 Stars and Stripes	• 1,738,000 s.f. office • 578 hotel rooms • 200 apartments • 1,082,000 s.f. retail • 195,000 s.f. restaurant • 35,000 s.f. grocery store • 190,000 s.f. entertainment
2	2232 El Camino Real Mixed Use Project (SummerHill)	2232-2240 El Camino Real, Santa Clara, CA	• 17,909 square-feet of ground floor retail • 151 senior apartment units
3	3375 Scott Blvd Office Project	3375 Scott Blvd, Santa Clara, CA 95054	• Six-story, 237,107 square foot office building • Two-story 13,643 square foot amenity building
4	3402 El Camino Real Mixed Use Project (The Deck)	3402 El Camino Real, Santa Clara, CA 95051	• 9,919 square feet of commercial space • 66 apartment units • 15,932 square feet of private amenities
5	Cambria Hotel Project	2900 Lakeside Dr, Santa Clara, CA	• Five story, 190-room hotel on a 1.96-acre project site
6	Gateway Crossings (Hunter/Storm)	1205 Coleman Ave, Santa Clara, CA 95050	• 1,600 residential units • 162,000 sq. ft. full-service hotel • 25,000 sq. ft. of supporting retail
7	Lawrence Station Project - Corvin Supportive Housing (Abode/Allied)	2904 Corvin Dr, Santa Clara, CA 95054	• 144 micro unit affordable housing project with one two-bedroom manager's unit
8	3607 Kifer Rd Office Development Project (Bayview)	3607 Kifer Rd and 3697 Tahoe Way. Santa Clara, CA 95051	• Five-story office building and underground parking garage
9	575 Benton St Mixed Use Project (Prometheus)	575 Benton St, Santa Clara, CA 95050	• 355 apartment units including eight live-work units • 1,601 square feet of leasing office space,
10	AC Hotel by Marriot Project	2950 Lakeside Dr, Santa Clara, CA	• Seven-story, 188-room hotel on a 1.70-acre project site
11	Anantara Villas Residential Project	1890 El Camino Real, Santa Clara, CA 95050	• 56 condominium units over a podium parking structure
12	Catalina I Residential Development Project	1375, 1385, and 1399 El Camino Real, Santa Clara, CA 95050	• 54 townhouse units, including eight live-work units
13	Downtown Gateway (SiliconSage Builders)	1313 Franklin Street, Santa Clara, CA	• 44 residential condominiums • 14,477 square feet of retail space

SANTA CLARA APPROVED LAND USE PROJECTS			
ID#	**Project Title/Project Applicant**	**Location**	**Description**
14	Lawrence Station Project - Corvin Dr (Toll Brothers)	2961 Corvin Drive, Santa Clara, CA 95054	• 38 townhomes
15	Lawrence Station Project - Kifer Rd (Summerhill)	3505 Kifer Rd, Santa Clara, CA 95051	• 988 residential unit, four-story, multi-family development • 39,225 square feet of retail/amenity space
16	Lawrence Station Project - Kifer Rd (Toll Brothers)	3305 Kifer Rd, Santa Clara, CA 95051	• 45 4-story residential units
17	Lawrence Lane Office Campus (Sobrato)	2215, 2200, and 2225 Lawson Lane, Santa Clara, CA	• 5-story office buildings, 2-story commons buildings and 4-level parking garages totalling 244,655 SF
18	Mission Park - MP Market Place Project	2041 Mission College Blvd 1900-2000 Wyatt Dr, Santa Clara, CA 95054	• 19 office buildings totaling 650,000 square feet located on an approximately 46-acre campus
19	Moonlite Lanes Townhome Project (Prometheus)	2780 El Camino Real, Santa Clara, CA 95051	• 58-unit residential development with parking structure
20	NVIDIA	2600, 2788, and 2800 San Tomas Expy; 2400 Condensa St	• Business park; 509,400 SF and 931,200 SF (total 1,440,600 SF)
21	Santa Clara Square Development Project (The Irvine Company)	2600 Augustine Drive	• 1,862,000 square feet of office • 178,000 square feet of retail • Up to 1840 units of residential apartment units
22	Santa Clara University - Athletic Excellence Center	500 El Camino Real, Santa Clara, CA 95050	• 47,894 square foot, two-story multi-use athletics building with offices, treatment rooms and two full size basketball courts on a 1.23-acre project site
23	Santa Clara University - South Residence Hall (Phase I/Finn Hall)	500 El Camino Real, Santa Clara, CA 95050	• 121,495 square foot, four-story structure over podium parking • 368-bed student dormitory on a 1.67-acre project site
24	Santa Clara University - STEM Complex	500 El Camino Real, Santa Clara, CA 95050	• 273,429 square foot, four-story building over basement (Science, Technology, Mathematics and Engineering complex) on a 3.4-acre project site

Source: City of Santa Clara, 2019.

Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Existing PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Coleman Avenue & Hedding Street [City LOS]	D+	38.1	0.766	40.3	D+	37.3	0.630	33.6
#2	Coleman Avenue & Taylor Street [City LOS]	D	41.5	0.697	43.7	D	46.5	0.832	48.4
#3	The Alameda & Julian Street [City LOS]	B	16.2	0.508	18.8	B-	20.0	0.375	29.9
#4	Park Avenue & Race Street [City LOS]	C+	20.6	0.618	23.2	C+	21.5	0.673	24.7
#5	San Carlos Street & Race Street [City LOS]	D+	36.8	0.573	36.5	C-	33.7	0.575	31.1
#6	Race Street & Auzerais Avenue [City LOS]	B+	10.1	0.291	10.9	A	5.9	0.219	7.4
#7	Race Street & Saddle Rack Street [City LOS]	C+	21.0	0.240	20.4	C	23.7	0.326	22.6
#8	Race Street & Parkmoor Avenue [City LOS]	C	26.7	0.265	22.2	C	30.0	0.375	28.1
#9	Auzerais Avenue & Lincoln Street [City LOS]	B	13.5	0.295	12.2	C	23.6	0.370	23.5
#10	Auzerais Avenue & Sunol Street [City LOS]	A	6.2	0.181	6.8	A	8.6	0.324	8.6
#11	Bird Avenue & Virginia Street [City LOS]	D+	35.9	0.642	37.2	C	26.3	0.426	33.4
#12	Bird Avenue & Coe Avenue [City LOS]	C	25.1	0.486	27.1	C	27.5	0.686	32.1
#13	De La Cruz Boulevard & Central Expressway [Santa Clara	F	121.2	1.270	180.5	C-	34.8	0.794	44.3
#14	De La Cruz Boulevard & Martin Avenue [Santa Clara	C-	32.2	0.636	28.3	C-	34.0	0.692	33.4
#15	De La Cruz Boulevard & Reed Street [Santa Clara Intersection]	B+	11.3	0.502	6.9	C	24.3	0.700	25.3
#16	Coleman Avenue & Brokaw Road [Santa Clara Intersection]	B	17.9	0.543	15.8	F	89.4	1.118	109.1
#17	El Camino Real & Benton Street [Santa Clara Intersection]	B	17.8	0.406	15.0	C+	21.9	0.398	20.1
#18	El Camino Real & Palm Drive [Santa Clara Intersection]	B	14.2	0.380	10.2	B	16.9	0.350	12.4
#19	El Camino Real & Campbell Avenue [Santa Clara Intersection]	B+	11.4	0.463	9.1	B	16.4	0.423	13.9
#20	El Camino Real & The Alameda [Santa Clara Intersection]	B	13.2	0.602	11.1	C+	20.6	0.612	22.2
#21	The Alameda & Newhall Street [Santa Clara Intersection]	B	14.9	0.649	12.3	C	24.9	0.772	30.0
#22	Julian Street & Stockton Avenue [Ops Analysis]	D+	35.1	0.570	36.9	D+	36.2	0.524	35.6
#23	The Alameda & Stockton Avenue [Ops Analysis]	C	24.3	0.400	35.5	C-	32.6	0.463	37.2
#24	Santa Clara Street & Cahill Street [Ops Analysis]	B-	19.2	0.350	13.5	B-	18.7	0.393	22.8
#25	San Carlos Street & Bird Avenue [Ops Analysis]	C	29.9	0.552	28.2	D+	35.6	0.628	38.8
#26	Bird Avenue & I-280 N Ramps [Ops Analysis]	C-	33.4	0.651	35.6	C	26.9	0.747	35.6

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Existing PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	Bird Avenue & I-280 S Ramps [Ops Analysis]	C	31.2	0.584	35.2	B-	18.4	0.562	32.0
#28	Julian Street & Autumn Parkway [Ops Analysis]	B+	11.6	0.248	16.5	B	16.4	0.376	20.0
#29	Julian Street & SR-87 S Ramp [Ops Analysis]	B-	19.5	0.266	19.2	A	9.2	0.310	10.0
#30	Julian Street & SR-87 N Ramp [Ops Analysis]	D	43.4	0.409	44.6	D	43.2	0.500	45.9
#31	Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]	B	17.6	0.515	17.7	B	16.1	0.406	16.8
#32	Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops	D+	36.9	0.720	39.3	C	29.9	0.557	34.0
#33	Park Avenue & Woz Way/SR-87 N On [Ops Analysis]	B	15.5	0.362	16.1	B-	19.4	0.496	20.7
#34	Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]	C	29.2	0.319	29.0	C-	32.8	0.642	33.0
#35	Woz Way & SR-87 N Off [Ops Analysis]	A	7.6	0.234	7.8	A	8.6	0.301	8.1
#36	The Alameda & I-880 S Off/On Ramp [CMP]	B	13.8	0.785	15.2	A	7.8	0.458	7.5
#37	The Alameda & I-880 N On/Off Ramp [CMP]	B	12.3	0.583	13.9	B	12.2	0.600	13.3
#38	The Alameda & W Hedding Street [CMP]	D	41.8	0.756	44.1	D	43.1	0.761	43.2
#39	The Alameda & Naglee Avenue [CMP]	D	39.5	0.651	38.8	D	45.7	0.751	44.5
#40	Coleman Avenue & I-880 S Ramp [CMP]	C+	20.8	0.722	21.5	A	9.9	0.543	9.5
#41	Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]	C	28.8	0.542	26.8	C	24.2	0.515	38.0
#42	Taylor Street & SR-87 Ramp [CMP]	D+	37.0	0.887	44.9	C-	33.7	0.711	29.3
#43	Oakland Road & US-101 N Ramp [CMP]	C-	33.3	0.747	42.4	C+	21.4	0.722	25.1
#44	Oakland Road & US-101 S Ramp [CMP]	C	27.4	0.514	31.2	C	23.7	0.761	29.5
#45	First Street & Willow Street [CMP]	A	7.0	0.486	7.0	A	7.6	0.309	8.0
#46	First Street & Goodyear Street/Keyes Street [CMP]	C	29.7	0.599	29.2	C-	33.1	0.463	31.4
#47	First Street & E Alma Avenue [CMP]	D	43.1	0.662	45.3	D	47.8	0.671	55.1
#48	Monterey Road & Curtner Avenue/Tully Road [CMP]	D	39.9	0.653	36.3	D-	54.5	0.875	65.4
#49	10th Street & I-280 N On-Ramp [CMP]	B	15.2	0.678	17.0	B	16.5	0.662	17.1
#50	10th Street & I-280 S Off-Ramp [CMP]	B	13.0	0.471	12.0	B	15.3	0.632	16.4
#51	11th Street & I-280 N Off-Ramp [CMP]	A	9.4	0.609	9.6	B	14.5	0.539	16.0
#52	11th Street & I-280 S On-Ramp [CMP]	B+	10.9	0.485	11.5	B	12.5	0.579	17.8

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Existing PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	Mclaughlin Avenue & I-280 S Off-Ramp [CMP]	A	9.4	0.512	8.3	B	14.5	0.412	15.0
#54	The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit	B	12.2	0.487	13.0	B+	11.6	0.387	6.1
#55	The Alameda & Race Street [Santa Clara-Alameda Transit	D+	35.0	0.448	32.5	C-	34.0	0.619	45.1
#56	The Alameda & Sunol Street [Santa Clara-Alameda Transit	C+	22.3	0.300	19.4	C	24.2	0.439	27.6
#57	Santa Clara Street & Montgomery Street [Santa Clara-Alameda	A	7.5	0.258	0.2	A	8.9	0.365	13.4
#58	Santa Clara Street & Autumn Street [Santa Clara-Alameda	C	23.3	0.442	21.7	C	24.1	0.325	24.2
#59	Santa Clara Street & Almaden Boulevard [Santa	A	9.4	0.531	9.8	B	17.1	0.617	25.6
#60	Santa Clara Street & Notre Dame Avenue [Santa	C+	22.8	0.490	20.9	C+	22.3	0.417	20.8
#61	Santa Clara Street & Almaden Avenue [Santa Clara-Alameda	A	3.1	0.321	3.0	A	7.7	0.316	7.9
#62	Santa Clara Street & San Pedro Street [Santa Clara-Alameda	B	12.2	0.313	9.5	B	16.3	0.291	12.6
#63	Santa Clara Street & Market Street [Santa Clara-Alameda	C	30.0	0.529	29.8	C	29.4	0.557	27.9
#64	Santa Clara Street & First Street [Santa Clara-Alameda Transit	B	15.7	0.393	18.5	B	15.9	0.313	20.5
#65	Santa Clara Street & Second Street [Santa Clara-Alameda	B+	11.4	0.305	15.4	B-	19.3	0.465	22.9
#66	Santa Clara Street & Third Street [Santa Clara-Alameda Transit	B-	19.5	0.630	21.3	B-	18.7	0.421	22.5
#67	Santa Clara Street and Fourth Street [Santa Clara-Alameda	B	16.4	0.432	23.1	C	23.8	0.521	27.8
#68	Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit	B+	10.1	0.275	3.1	A	5.3	0.276	6.7
#69	Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit	B	12.2	0.326	8.6	B	15.0	0.317	10.9
#70	San Carlos Street & Buena Vista Avenue [San Carlos Transit	C+	22.3	0.482	21.8	B	16.9	0.424	16.6
#71	San Carlos Street & Meridian Avenue [San Carlos Transit	D	39.9	0.508	39.9	D	46.6	0.682	49.1
#72	San Carlos Street & Lincoln Avenue [San Carlos Transit	C-	33.5	0.473	36.7	C-	33.2	0.524	35.2
#73	San Carlos Street & Sunol Street [San Carlos Transit Corridor]	B	14.5	0.262	11.8	B	14.6	0.490	13.4
#74	San Carlos Street & Delmas Avenue [San Carlos Transit	B	17.1	0.276	20.2	C	24.1	0.440	26.9
#75	San Carlos Street & Woz Way [San Carlos Transit Corridor]	D+	37.9	0.393	37.5	D	40.0	0.492	40.1
#76	San Carlos Street & Almaden Boulevard [San Carlos Transit	D+	38.0	0.561	37.5	D	39.3	0.618	37.8
#77	San Carlos Street & Convention Center [San Carlos Transit	A	0.3	0.124	0.3	A	0.3	0.206	0.4
#78	San Carlos Street & Market Street [San Carlos Transit Corridor]	C	27.5	0.403	25.2	D+	36.7	0.544	35.6

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing AM				Existing PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#79	San Carlos Street & First Street [San Carlos Transit Corridor]	B-	19.4	0.256	17.1	B	12.6	0.212	13.6
#80	San Carlos Street & Second Street [San Carlos Transit	B-	19.2	0.151	21.8	C+	20.3	0.336	19.4
#81	First Street & Virginia Street [First Street Transit Corridor]	B+	10.3	0.490	8.2	B	17.4	0.435	17.8
#82	First Street/Market Street & Reed Street [First Street Transit	C	25.7	0.710	27.2	C	24.4	0.615	28.9
#83	First Street & San Salvador Street [First Street Transit Corridor]	B+	10.5	0.208	8.9	B+	10.7	0.190	10.8
#84	First Street & San Fernando Street [First Street Transit	B	14.7	0.297	13.6	A	7.7	0.261	8.6
#85	Second Street & San Fernando Street [First Street Transit	B	13.7	0.201	13.1	B+	10.9	0.359	9.9
#86	First Street & St John Street [First Street Transit Corridor]	A	9.9	0.284	9.4	A	8.3	0.244	9.1
#87	Second Street & St John Street [First Street Transit Corridor]	A	8.6	0.230	8.9	A	9.5	0.348	9.5
#88	First Street & St James Street [First Street Transit Corridor]	A	8.3	0.346	8.2	A	5.6	0.322	5.2
#89	Second Street & St James Street [First Street Transit Corridor]	A	6.4	0.283	6.4	B+	10.4	0.514	10.4
#90	First Street & Devine Street [First Street Transit Corridor]	A	6.0	0.122	6.0	B	16.0	0.111	16.0
#91	First Street & Julian Street [First Street Transit Corridor]	B	17.7	0.276	16.1	B-	19.2	0.243	20.6
#92	First Street & Hawthorne Way [First Street Transit Corridor]	A	4.0	0.161	5.1	A	9.8	0.324	10.6
#93	First Street & Rankin Avenue [First Street Transit Corridor]	A	2.2	0.157	2.5	A	3.9	0.219	5.0
#94	First Street & Jackson Street [First Street Transit Corridor]	C	26.1	0.450	31.0	C+	22.8	0.476	23.2
#95	First Street & Taylor Street [First Street Transit Corridor]	D	40.8	0.644	44.4	D	43.2	0.695	39.0
#96	First Street & Mission Street [First Street Transit Corridor]	C	24.9	0.609	20.7	C	23.3	0.418	23.4
#97	First Street & Hedding Street [First Street Transit Corridor]	D	39.7	0.599	40.9	D+	38.0	0.506	35.2

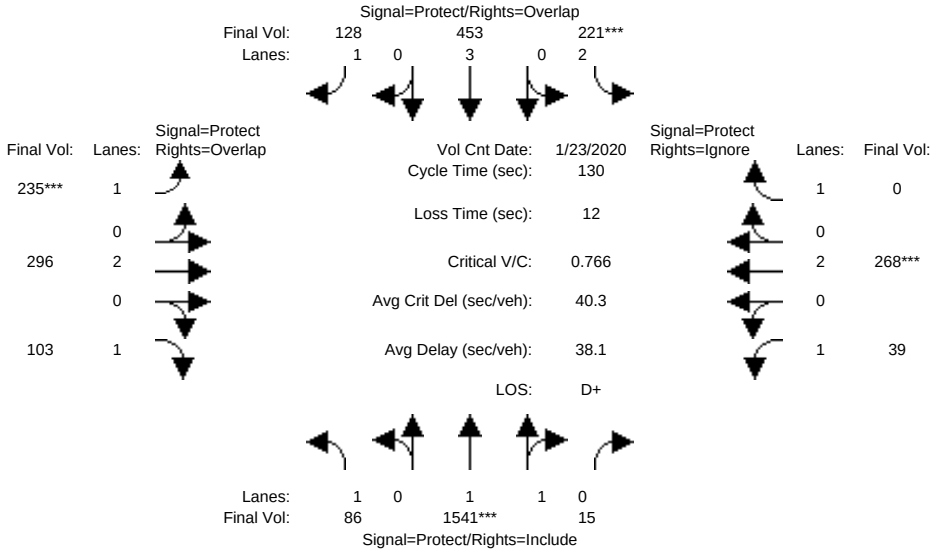
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Downtown West LTA
SJ19-1951

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

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2020 << 7:45:00 AM												
Base Vol:	86	1541	15	221	453	128	235	296	103	39	268	748
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1541	15	221	453	128	235	296	103	39	268	748
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1541	15	221	453	128	235	296	103	39	268	748
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	86	1541	15	221	453	128	235	296	103	39	268	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1541	15	221	453	128	235	296	103	39	268	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	86	1541	15	221	453	128	235	296	103	39	268	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3664	36	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.07	0.10	0.07	0.13	0.08	0.06	0.02	0.07	0.00
Crit Moves:		****			****			****			****	
Green Time:	30.0	71.3	71.3	11.9	53.2	76.0	22.8	20.5	50.6	14.2	12.0	0.0
Volume/Cap:	0.21	0.77	0.77	0.77	0.23	0.13	0.77	0.49	0.15	0.20	0.77	0.00
Delay/Veh:	41.6	25.7	25.7	75.2	25.4	12.4	67.7	52.8	26.2	55.1	72.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	25.7	25.7	75.2	25.4	12.4	67.7	52.8	26.2	55.1	72.4	0.0
LOS by Move:	D	C	C	E-	C	B	E	D-	C	E+	E	A
HCM2kAvgQ:	3	25	25	7	4	2	11	6	3	2	7	0

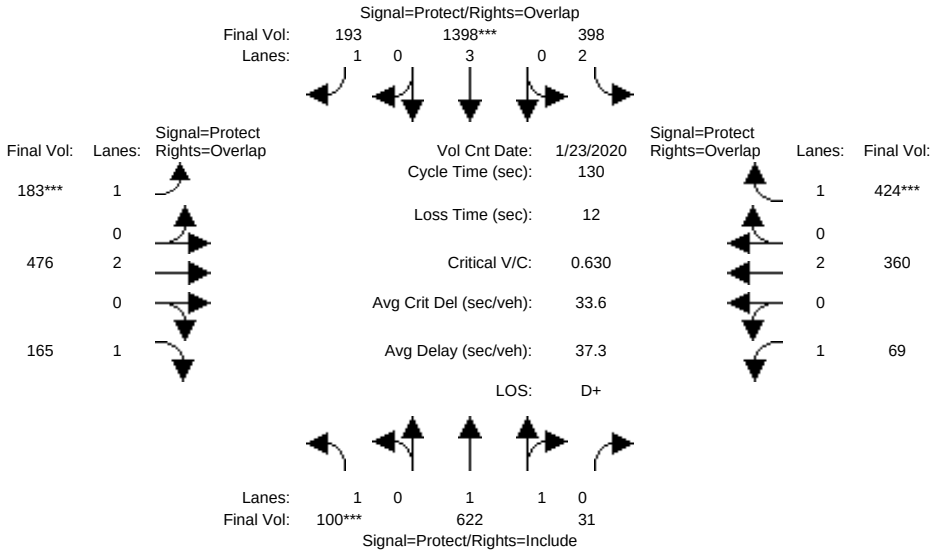
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2020 << 4:30:00 PM												
Base Vol:	100	622	31	398	1398	193	183	476	165	69	360	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	622	31	398	1398	193	183	476	165	69	360	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	622	31	398	1398	193	183	476	165	69	360	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	622	31	398	1398	193	183	476	165	69	360	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	622	31	398	1398	193	183	476	165	69	360	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	622	31	398	1398	193	183	476	165	69	360	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3524	176	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.13	0.29	0.11	0.10	0.13	0.09	0.04	0.09	0.24
Crit Moves:	****				****		****					****
Green Time:	11.8	42.3	42.3	30.3	60.7	82.3	21.6	31.8	43.6	13.7	23.9	54.2
Volume/Cap:	0.63	0.54	0.54	0.54	0.63	0.17	0.63	0.51	0.28	0.37	0.51	0.58
Delay/Veh:	74.5	37.7	37.7	46.7	27.5	10.2	60.5	44.4	32.9	59.9	50.5	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	37.7	37.7	46.7	27.5	10.2	60.5	44.4	32.9	59.9	50.5	32.6
LOS by Move:	E	D+	D+	D	C	B+	E	D	C-	E+	D	C-
HCM2kAvgQ:	5	11	11	9	14	3	8	8	5	3	7	14

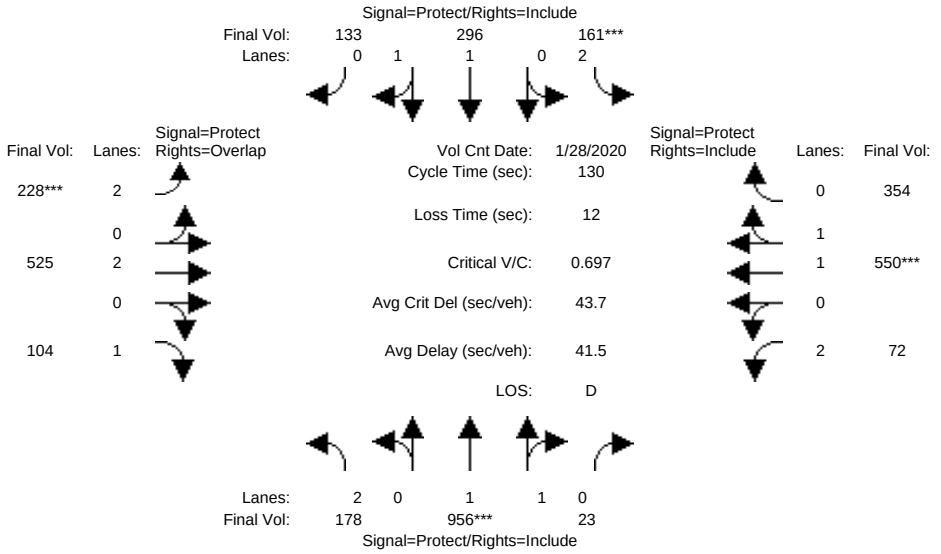
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 << 7:15:00 AM												
Base Vol:	178	956	23	161	296	133	228	525	104	72	550	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	956	23	161	296	133	228	525	104	72	550	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	956	23	161	296	133	228	525	104	72	550	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	956	23	161	296	133	228	525	104	72	550	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	956	23	161	296	133	228	525	104	72	550	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	956	23	161	296	133	228	525	104	72	550	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.95	0.05	2.00	1.36	0.64	2.00	2.00	1.00	2.00	1.20	0.80
Final Sat.:	3150	3613	87	3150	2552	1147	3150	3800	1750	3150	2250	1448
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.05	0.12	0.12	0.07	0.14	0.06	0.02	0.24	0.24
Crit Moves:		****			****			****			****	
Green Time:	19.3	49.4	49.4	9.5	39.6	39.6	13.5	42.5	61.8	16.6	45.6	45.6
Volume/Cap:	0.38	0.70	0.70	0.70	0.38	0.38	0.70	0.42	0.12	0.18	0.70	0.70
Delay/Veh:	52.3	36.9	36.9	74.8	36.5	36.5	67.9	35.2	19.3	51.6	39.4	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	36.9	36.9	74.8	36.5	36.5	67.9	35.2	19.3	51.6	39.4	39.4
LOS by Move:	D-	D+	D+	E	D+	D+	E	D+	B-	D-	D	D
HCM2kAvgQ:	4	17	17	5	7	7	7	8	2	2	17	17

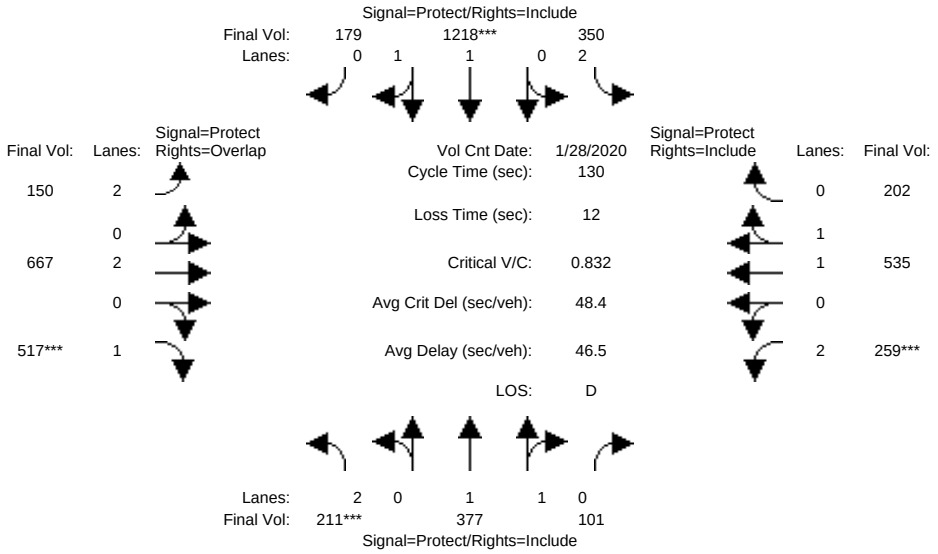
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 << 5:00:00 PM												
Base Vol:	211	377	101	350	1218	179	150	667	517	259	535	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	377	101	350	1218	179	150	667	517	259	535	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	377	101	350	1218	179	150	667	517	259	535	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	377	101	350	1218	179	150	667	517	259	535	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	377	101	350	1218	179	150	667	517	259	535	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	377	101	350	1218	179	150	667	517	259	535	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	1.57	0.43	2.00	1.74	0.26	2.00	2.00	1.00	2.00	1.44	0.56
Final Sat.:	3150	2918	782	3150	3226	474	3150	3800	1750	3150	2685	1014
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.11	0.38	0.38	0.05	0.18	0.30	0.08	0.20	0.20
Crit Moves:	****				****				****	****		
Green Time:	10.5	37.3	37.3	32.1	59.0	59.0	10.3	35.7	46.2	12.8	38.2	38.2
Volume/Cap:	0.83	0.45	0.45	0.45	0.83	0.83	0.60	0.64	0.83	0.83	0.68	0.68
Delay/Veh:	85.0	39.3	39.3	43.3	36.1	36.1	68.0	44.5	50.7	79.7	43.9	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	39.3	39.3	43.3	36.1	36.1	68.0	44.5	50.7	79.7	43.9	43.9
LOS by Move:	F	D	D	D	D+	D+	E	D	D	E-	D	D
HCM2kAvgQ:	7	8	8	7	27	27	4	12	22	8	14	14

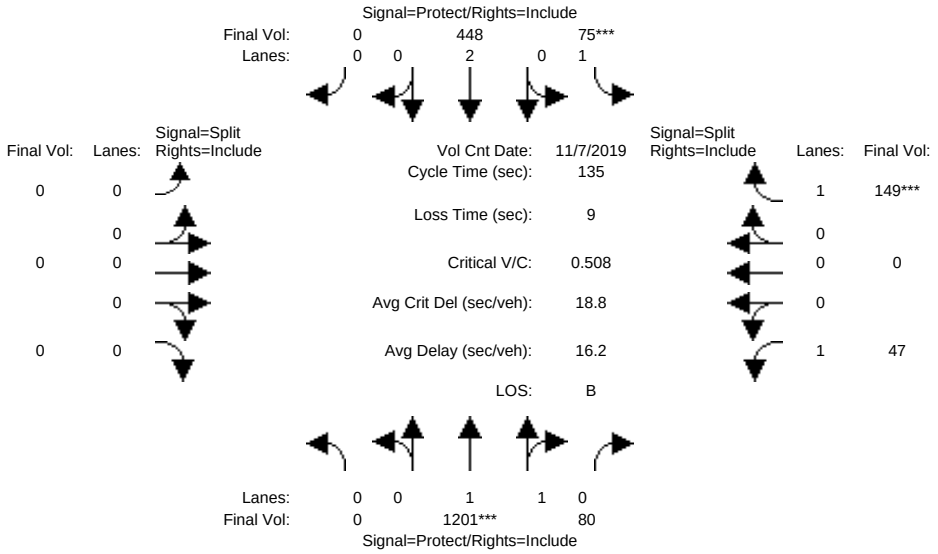
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	0	1201	80	75	448	0	0	0	0	47	0	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1201	80	75	448	0	0	0	0	47	0	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1201	80	75	448	0	0	0	0	47	0	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1201	80	75	448	0	0	0	0	47	0	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1201	80	75	448	0	0	0	0	47	0	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1201	80	75	448	0	0	0	0	47	0	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3469	231	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.04	0.12	0.00	0.00	0.00	0.00	0.03	0.00	0.09
Crit Moves:		****		****								****
Green Time:	0.0	92.0	92.0	11.4	103	0.0	0.0	0.0	0.0	22.6	0.0	22.6
Volume/Cap:	0.00	0.51	0.51	0.51	0.15	0.00	0.00	0.00	0.00	0.16	0.00	0.51
Delay/Veh:	0.0	11.2	11.2	71.1	4.3	0.0	0.0	0.0	0.0	49.2	0.0	57.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	11.2	71.1	4.3	0.0	0.0	0.0	0.0	49.2	0.0	57.3
LOS by Move:	A	B+	B+	E	A	A	A	A	A	D	A	E+
HCM2kAvgQ:	0	13	13	4	2	0	0	0	0	2	0	7

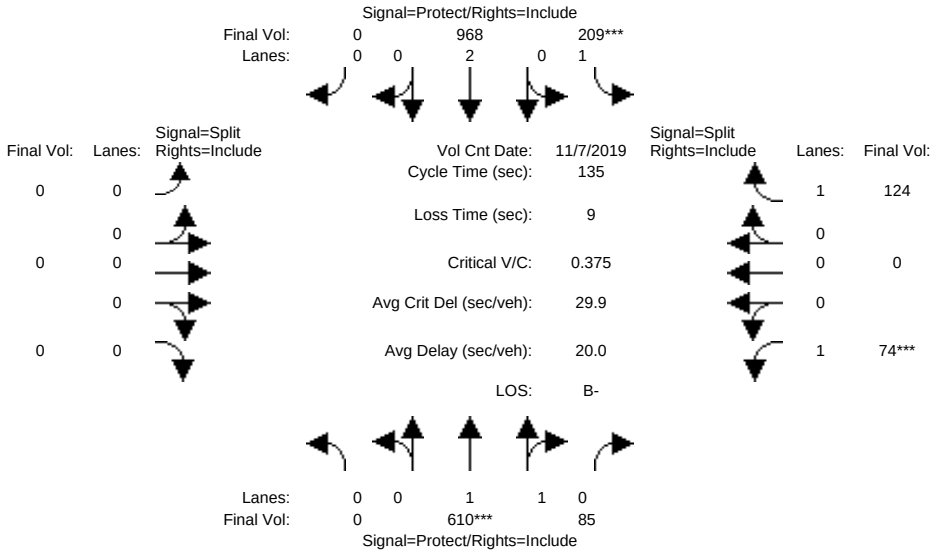
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	0	610	85	209	968	0	0	0	0	74	0	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	610	85	209	968	0	0	0	0	74	0	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	610	85	209	968	0	0	0	0	74	0	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	610	85	209	968	0	0	0	0	74	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	610	85	209	968	0	0	0	0	74	0	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	610	85	209	968	0	0	0	0	74	0	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.75	0.25	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3247	452	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.12	0.25	0.00	0.00	0.00	0.00	0.04	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	0.0	62.6	62.6	39.8	102	0.0	0.0	0.0	0.0	23.6	0.0	23.6
Volume/Cap:	0.00	0.41	0.41	0.41	0.34	0.00	0.00	0.00	0.00	0.24	0.00	0.41
Delay/Veh:	0.0	24.6	24.6	40.5	5.6	0.0	0.0	0.0	0.0	49.8	0.0	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.6	24.6	40.5	5.6	0.0	0.0	0.0	0.0	49.8	0.0	53.4
LOS by Move:	A	C	C	D	A	A	A	A	A	D	A	D-
HCM2kAvgQ:	0	10	10	7	6	0	0	0	0	3	0	5

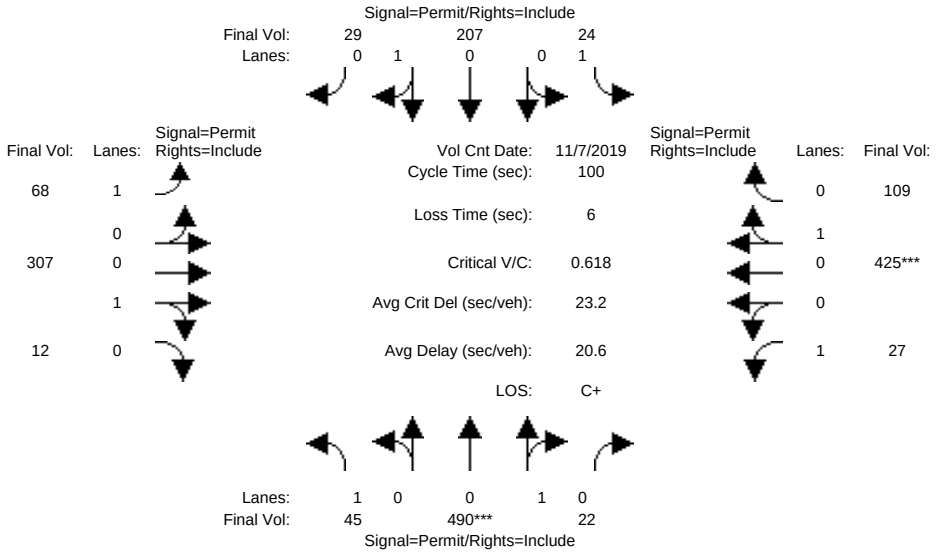
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	45	490	22	24	207	29	68	307	12	27	425	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	490	22	24	207	29	68	307	12	27	425	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	490	22	24	207	29	68	307	12	27	425	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	490	22	24	207	29	68	307	12	27	425	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	490	22	24	207	29	68	307	12	27	425	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	490	22	24	207	29	68	307	12	27	425	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.88	0.12	1.00	0.96	0.04	1.00	0.80	0.20
Final Sat.:	1750	1723	77	1750	1579	221	1750	1732	68	1750	1433	367
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.01	0.13	0.13	0.04	0.18	0.18	0.02	0.30	0.30
Crit Moves:		****									****	
Green Time:	46.0	46.0	46.0	46.0	46.0	46.0	48.0	48.0	48.0	48.0	48.0	48.0
Volume/Cap:	0.06	0.62	0.62	0.03	0.28	0.28	0.08	0.37	0.37	0.03	0.62	0.62
Delay/Veh:	15.1	23.8	23.8	14.8	17.6	17.6	14.3	17.7	17.7	13.8	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	23.8	23.8	14.8	17.6	17.6	14.3	17.7	17.7	13.8	22.5	22.5
LOS by Move:	B	C	C	B	B	B	B	B	B	B	C+	C+
HCM2kAvgQ:	1	13	13	0	5	5	1	6	6	0	13	13

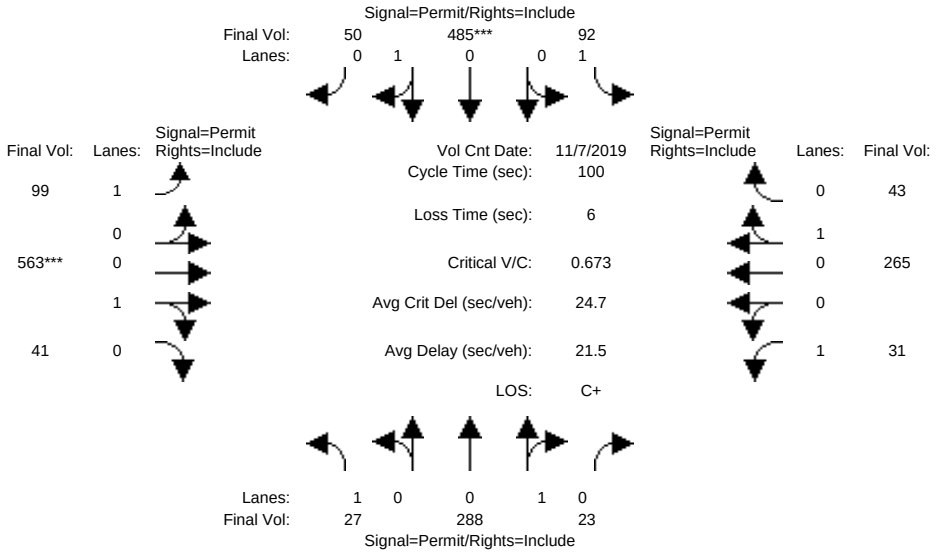
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	27	288	23	92	485	50	99	563	41	31	265	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	288	23	92	485	50	99	563	41	31	265	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	288	23	92	485	50	99	563	41	31	265	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	288	23	92	485	50	99	563	41	31	265	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	288	23	92	485	50	99	563	41	31	265	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	288	23	92	485	50	99	563	41	31	265	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.91	0.09	1.00	0.93	0.07	1.00	0.86	0.14
Final Sat.:	1750	1667	133	1750	1632	168	1750	1678	122	1750	1549	251
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.05	0.30	0.30	0.06	0.34	0.34	0.02	0.17	0.17
Crit Moves:					****			****				
Green Time:	44.2	44.2	44.2	44.2	44.2	44.2	49.8	49.8	49.8	49.8	49.8	49.8
Volume/Cap:	0.03	0.39	0.39	0.12	0.67	0.67	0.11	0.67	0.67	0.04	0.34	0.34
Delay/Veh:	15.9	20.3	20.3	16.8	26.7	26.7	13.6	22.9	22.9	12.9	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	20.3	20.3	16.8	26.7	26.7	13.6	22.9	22.9	12.9	16.2	16.2
LOS by Move:	B	C+	C+	B	C	C	B	C+	C+	B	B	B
HCM2kAvgQ:	0	7	7	2	14	14	2	15	15	1	6	6

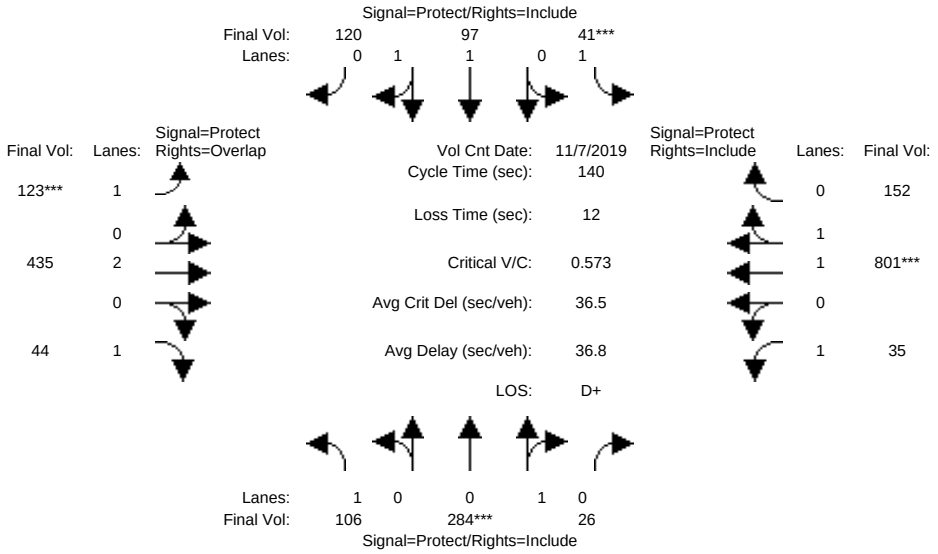
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	106	284	26	41	97	120	123	435	44	35	801	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	284	26	41	97	120	123	435	44	35	801	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	284	26	41	97	120	123	435	44	35	801	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	284	26	41	97	120	123	435	44	35	801	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	284	26	41	97	120	123	435	44	35	801	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	284	26	41	97	120	123	435	44	35	801	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	1750	1649	151	1750	1900	1750	1750	3800	1750	1750	3109	590
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.02	0.05	0.07	0.07	0.11	0.03	0.02	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	22.3	41.7	41.7	7.0	26.3	26.3	17.0	55.2	77.5	24.1	62.3	62.3
Volume/Cap:	0.38	0.58	0.58	0.47	0.27	0.36	0.58	0.29	0.05	0.12	0.58	0.58
Delay/Veh:	53.5	43.3	43.3	68.6	48.8	49.9	62.1	29.1	14.3	49.1	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	43.3	43.3	68.6	48.8	49.9	62.1	29.1	14.3	49.1	29.5	29.5
LOS by Move:	D-	D	D	E	D	D	E	C	B	D	C	C
HCM2kAvgQ:	5	12	12	2	4	5	6	6	1	1	16	16

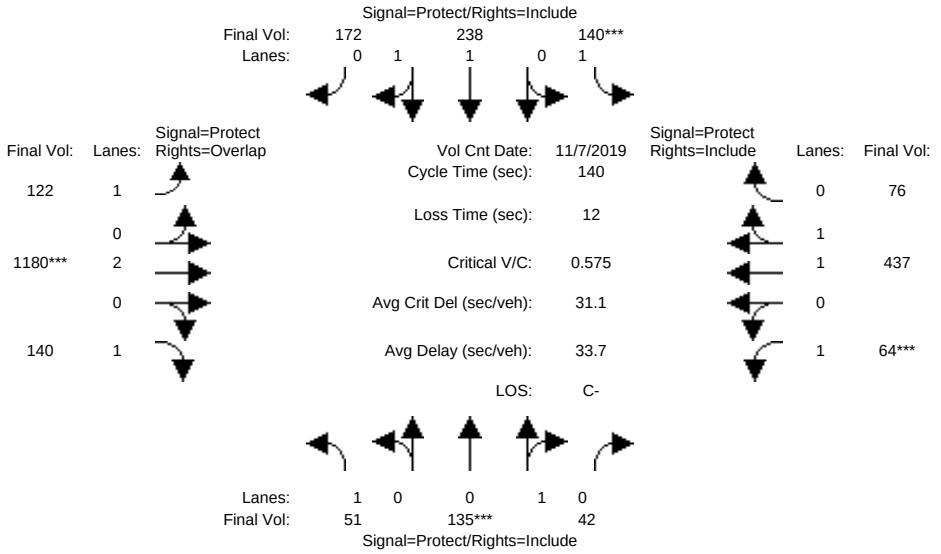
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:15:00 PM												
Base Vol:	51	135	42	140	238	172	122	1180	140	64	437	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	135	42	140	238	172	122	1180	140	64	437	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	135	42	140	238	172	122	1180	140	64	437	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	135	42	140	238	172	122	1180	140	64	437	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	135	42	140	238	172	122	1180	140	64	437	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	135	42	140	238	172	122	1180	140	64	437	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.76	0.24	1.00	1.14	0.86	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	1750	1373	427	1750	2147	1551	1750	3800	1750	1750	3151	548
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.08	0.11	0.11	0.07	0.31	0.08	0.04	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	13.5	24.0	24.0	19.5	29.9	29.9	28.3	75.6	89.1	8.9	56.3	56.3
Volume/Cap:	0.30	0.57	0.57	0.57	0.52	0.52	0.35	0.57	0.13	0.57	0.35	0.35
Delay/Veh:	59.9	56.0	56.0	59.7	49.3	49.3	48.5	21.9	10.1	70.9	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	56.0	56.0	59.7	49.3	49.3	48.5	21.9	10.1	70.9	29.2	29.2
LOS by Move:	E+	E+	E+	E+	D	D	D	C+	B+	E	C	C
HCM2kAvgQ:	2	8	8	7	8	8	5	17	2	4	8	8

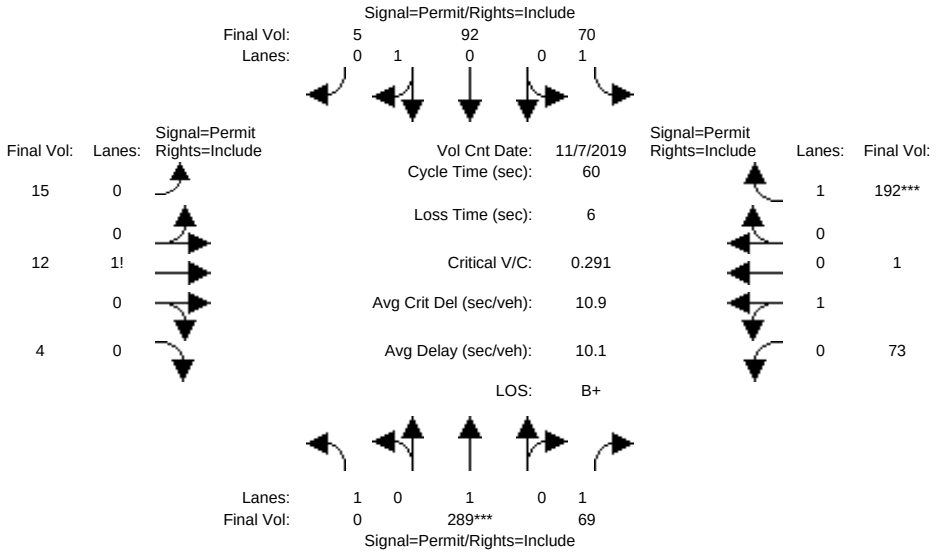
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	0	289	69	70	92	5	15	12	4	73	1	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	289	69	70	92	5	15	12	4	73	1	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	289	69	70	92	5	15	12	4	73	1	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	289	69	70	92	5	15	12	4	73	1	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	289	69	70	92	5	15	12	4	73	1	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	289	69	70	92	5	15	12	4	73	1	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.48	0.39	0.13	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1707	93	847	677	226	1776	24	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.04	0.04	0.05	0.05	0.02	0.02	0.02	0.04	0.04	0.11
Crit Moves:		****										****
Green Time:	0.0	31.4	31.4	31.4	31.4	31.4	22.6	22.6	22.6	22.6	22.6	22.6
Volume/Cap:	0.00	0.29	0.08	0.08	0.10	0.10	0.05	0.05	0.05	0.11	0.11	0.29
Delay/Veh:	0.0	8.8	7.3	7.3	7.4	7.4	12.0	12.0	12.0	12.5	12.5	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	7.3	7.3	7.4	7.4	12.0	12.0	12.0	12.5	12.5	14.2
LOS by Move:	A	A	A	A	A	A	B+	B+	B+	B	B	B
HCM2kAvgQ:	0	3	1	1	1	1	0	0	0	1	1	3

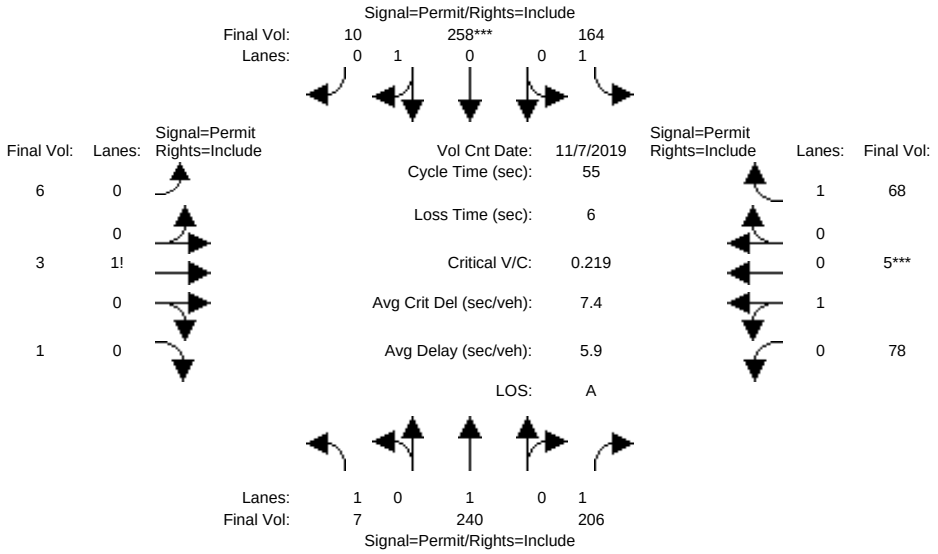
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	7	240	206	164	258	10	6	3	1	78	5	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	240	206	164	258	10	6	3	1	78	5	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	240	206	164	258	10	6	3	1	78	5	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	240	206	164	258	10	6	3	1	78	5	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	240	206	164	258	10	6	3	1	78	5	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	240	206	164	258	10	6	3	1	78	5	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	0.60	0.30	0.10	0.94	0.06	1.00
Final Sat.:	1750	1900	1750	1750	1733	67	1050	525	175	1692	108	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.12	0.09	0.15	0.15	0.01	0.01	0.01	0.05	0.05	0.04
Crit Moves:					****						****	
Green Time:	37.4	37.4	37.4	37.4	37.4	37.4	11.6	11.6	11.6	11.6	11.6	11.6
Volume/Cap:	0.01	0.19	0.17	0.14	0.22	0.22	0.03	0.03	0.03	0.22	0.22	0.18
Delay/Veh:	2.8	3.5	3.5	3.3	3.7	3.7	17.4	17.4	17.4	19.3	19.3	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.8	3.5	3.5	3.3	3.7	3.7	17.4	17.4	17.4	19.3	19.3	18.9
LOS by Move:	A	A	A	A	A	A	B	B	B	B-	B-	B-
HCM2kAvgQ:	0	2	1	1	2	2	0	0	0	1	1	1

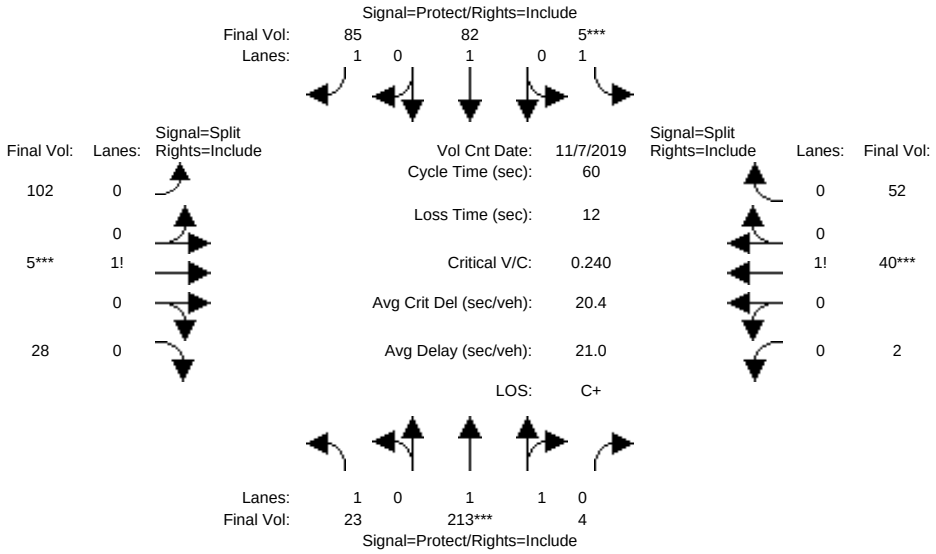
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	23	213	4	5	82	85	102	5	28	2	40	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	213	4	5	82	85	102	5	28	2	40	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	213	4	5	82	85	102	5	28	2	40	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	213	4	5	82	85	102	5	28	2	40	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	213	4	5	82	85	102	5	28	2	40	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	213	4	5	82	85	102	5	28	2	40	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.00	1.00	0.75	0.04	0.21	0.02	0.43	0.55
Final Sat.:	1750	3632	68	1750	1900	1750	1322	65	363	37	745	968
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.00	0.04	0.05	0.08	0.08	0.08	0.05	0.05	0.05
Crit Moves:		****		****				****			****	
Green Time:	8.1	12.7	12.7	7.0	11.6	11.6	16.7	16.7	16.7	11.6	11.6	11.6
Volume/Cap:	0.10	0.28	0.28	0.02	0.22	0.25	0.28	0.28	0.28	0.28	0.28	0.28
Delay/Veh:	23.6	20.7	20.7	23.7	21.8	22.3	18.4	18.4	18.4	22.6	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	20.7	20.7	23.7	21.8	22.3	18.4	18.4	18.4	22.6	22.6	22.6
LOS by Move:	C	C+	C+	C	C+	C+	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	0	2	2	0	1	2	2	2	2	2	2	2

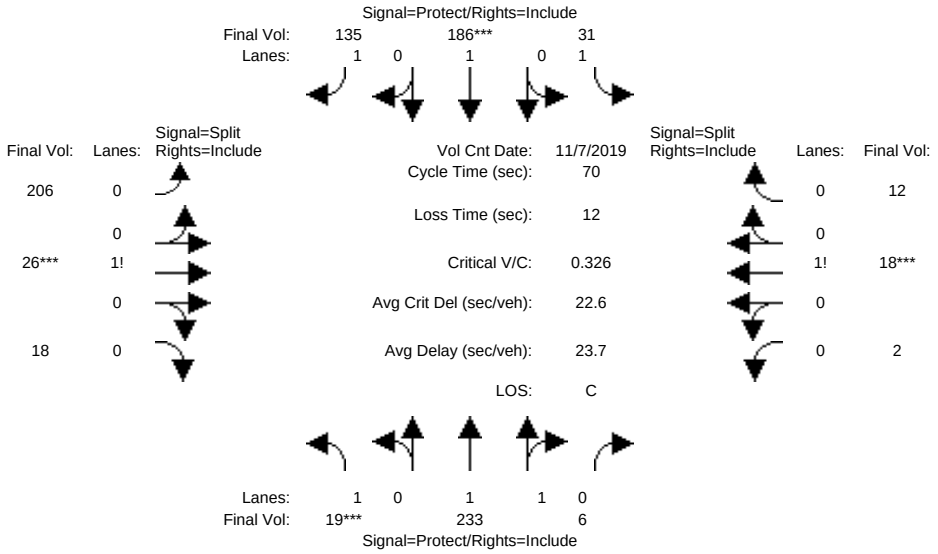
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	19	233	6	31	186	135	206	26	18	2	18	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	233	6	31	186	135	206	26	18	2	18	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	233	6	31	186	135	206	26	18	2	18	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	233	6	31	186	135	206	26	18	2	18	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	233	6	31	186	135	206	26	18	2	18	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	233	6	31	186	135	206	26	18	2	18	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	0.83	0.10	0.07	0.06	0.56	0.38
Final Sat.:	1750	3607	93	1750	1900	1750	1442	182	126	109	984	656
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.02	0.10	0.08	0.14	0.14	0.14	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	13.9	13.9	9.7	16.7	16.7	24.3	24.3	24.3	10.0	10.0	10.0
Volume/Cap:	0.11	0.32	0.32	0.13	0.41	0.32	0.41	0.41	0.41	0.13	0.13	0.13
Delay/Veh:	29.9	25.2	25.2	27.5	25.3	24.1	19.4	19.4	19.4	27.2	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	25.2	25.2	27.5	25.3	24.1	19.4	19.4	19.4	27.2	27.2	27.2
LOS by Move:	C	C	C	C	C	C	B-	B-	B-	C	C	C
HCM2kAvgQ:	0	3	3	1	4	3	5	5	5	1	1	1

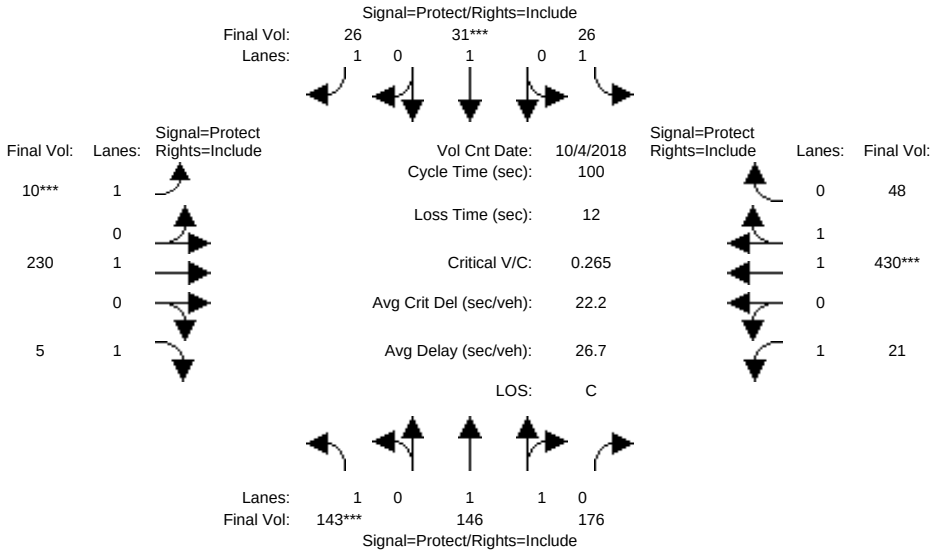
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2018 << 07:15:00 AM												
Base Vol:	143	146	176	26	31	26	10	230	5	21	430	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	146	176	26	31	26	10	230	5	21	430	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	146	176	26	31	26	10	230	5	21	430	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	146	176	26	31	26	10	230	5	21	430	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	146	176	26	31	26	10	230	5	21	430	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	146	176	26	31	26	10	230	5	21	430	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.79	0.21
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3328	372
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.10	0.01	0.02	0.01	0.01	0.12	0.00	0.01	0.13	0.13
Crit Moves:	****				****		****				****	
Green Time:	27.5	22.1	22.1	15.4	10.0	10.0	7.0	32.0	32.0	18.5	43.5	43.5
Volume/Cap:	0.30	0.35	0.45	0.10	0.16	0.15	0.08	0.38	0.01	0.06	0.30	0.30
Delay/Veh:	29.0	33.1	34.2	36.5	41.6	41.5	43.8	26.7	23.2	33.7	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	33.1	34.2	36.5	41.6	41.5	43.8	26.7	23.2	33.7	18.4	18.4
LOS by Move:	C	C-	C-	D+	D	D	D	C	C	C-	B-	B-
HCM2kAvgQ:	4	4	5	1	1	1	0	6	0	1	5	5

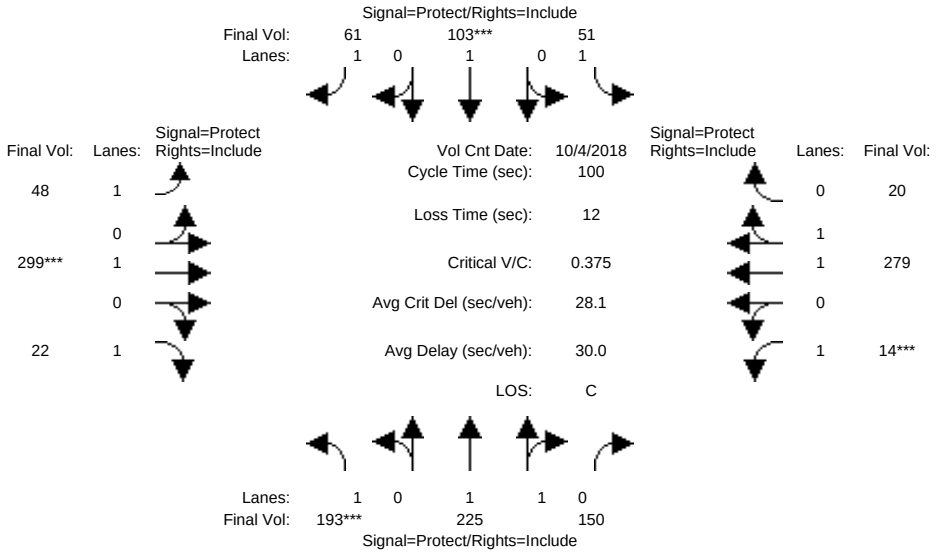
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2018 << 04:45:00 PM												
Base Vol:	193	225	150	51	103	61	48	299	22	14	279	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	225	150	51	103	61	48	299	22	14	279	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	225	150	51	103	61	48	299	22	14	279	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	225	150	51	103	61	48	299	22	14	279	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	225	150	51	103	61	48	299	22	14	279	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	225	150	51	103	61	48	299	22	14	279	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.18	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14
Final Sat.:	1750	2219	1479	1750	1900	1750	1750	1900	1750	1750	3452	247
Capacity Analysis Module:												
Vol/Sat:	0.11	0.10	0.10	0.03	0.05	0.03	0.03	0.16	0.01	0.01	0.08	0.08
Crit Moves:	****				****			****			****	
Green Time:	27.8	24.5	24.5	16.9	13.6	13.6	19.2	39.6	39.6	7.0	27.4	27.4
Volume/Cap:	0.40	0.41	0.41	0.17	0.40	0.26	0.14	0.40	0.03	0.11	0.29	0.29
Delay/Veh:	29.9	32.0	32.0	35.8	40.4	39.2	33.8	22.0	18.5	44.0	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	32.0	32.0	35.8	40.4	39.2	33.8	22.0	18.5	44.0	28.8	28.8
LOS by Move:	C	C-	C-	D+	D	D	C-	C+	B-	D	C	C
HCM2kAvgQ:	5	5	5	2	3	2	1	7	0	1	4	4

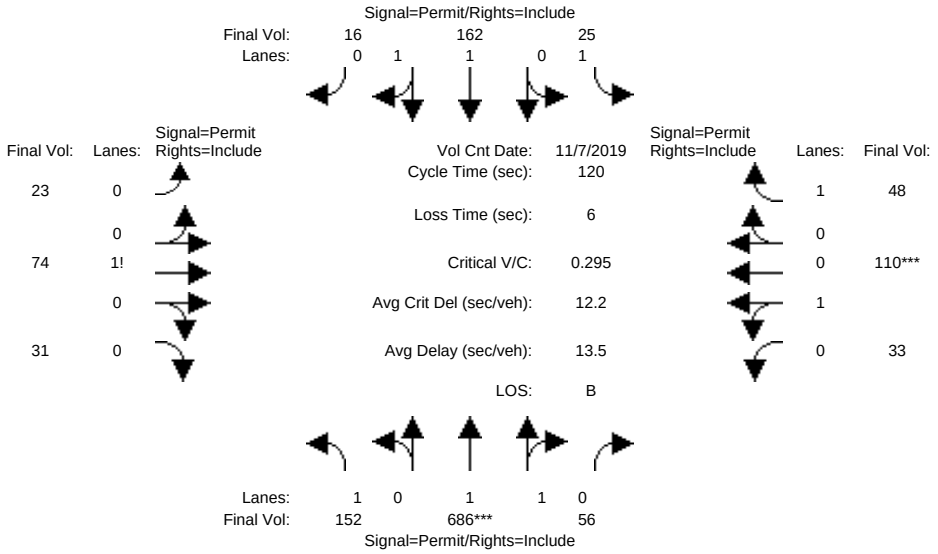
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 08:00:00 AM												
Base Vol:	152	686	56	25	162	16	23	74	31	33	110	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	686	56	25	162	16	23	74	31	33	110	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	686	56	25	162	16	23	74	31	33	110	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	686	56	25	162	16	23	74	31	33	110	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	686	56	25	162	16	23	74	31	33	110	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	686	56	25	162	16	23	74	31	33	110	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.84	0.16	1.00	1.82	0.18	0.18	0.58	0.24	0.23	0.77	1.00
Final Sat.:	1750	3421	279	1750	3367	333	314	1012	424	415	1385	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.01	0.05	0.05	0.07	0.07	0.07	0.08	0.08	0.03
Crit Moves:		****									****	
Green Time:	81.7	81.7	81.7	81.7	81.7	81.7	32.3	32.3	32.3	32.3	32.3	32.3
Volume/Cap:	0.13	0.29	0.29	0.02	0.07	0.07	0.27	0.27	0.27	0.29	0.29	0.10
Delay/Veh:	6.8	7.7	7.7	6.2	6.4	6.4	34.9	34.9	34.9	35.1	35.1	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	7.7	7.7	6.2	6.4	6.4	34.9	34.9	34.9	35.1	35.1	33.0
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	D+	D+	C-
HCM2kAvgQ:	2	5	5	0	1	1	4	4	4	4	4	1

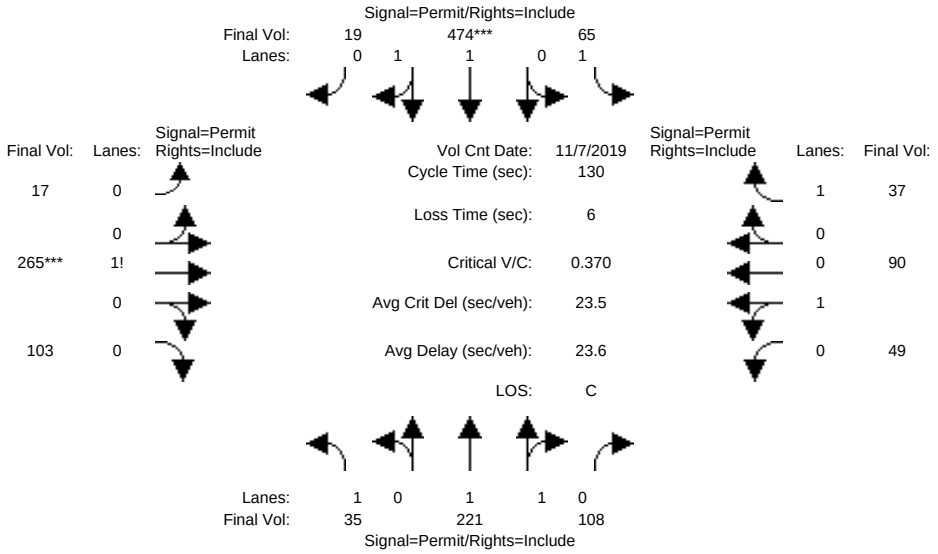
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 04:30:00 PM												
Base Vol:	35	221	108	65	474	19	17	265	103	49	90	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	221	108	65	474	19	17	265	103	49	90	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	221	108	65	474	19	17	265	103	49	90	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	221	108	65	474	19	17	265	103	49	90	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	221	108	65	474	19	17	265	103	49	90	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	221	108	65	474	19	17	265	103	49	90	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.33	0.67	1.00	1.92	0.08	0.04	0.69	0.27	0.35	0.65	1.00
Final Sat.:	1750	2485	1214	1750	3557	143	77	1205	468	635	1165	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.04	0.13	0.13	0.22	0.22	0.22	0.08	0.08	0.02
Crit Moves:					****			****				
Green Time:	46.8	46.8	46.8	46.8	46.8	46.8	77.2	77.2	77.2	77.2	77.2	77.2
Volume/Cap:	0.06	0.25	0.25	0.10	0.37	0.37	0.37	0.37	0.37	0.13	0.13	0.04
Delay/Veh:	27.2	29.3	29.3	27.7	30.9	30.9	14.0	14.0	14.0	11.7	11.7	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	29.3	29.3	27.7	30.9	30.9	14.0	14.0	14.0	11.7	11.7	11.0
LOS by Move:	C	C	C	C	C	C	B	B	B	B+	B+	B+
HCM2kAvgQ:	1	5	5	2	7	7	8	8	8	2	2	1

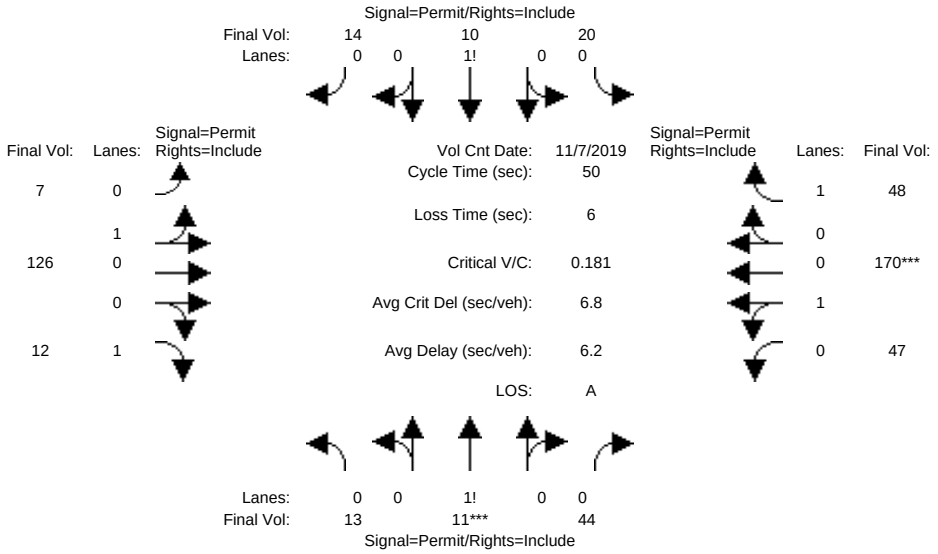
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	13	11	44	20	10	14	7	126	12	47	170	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	11	44	20	10	14	7	126	12	47	170	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	11	44	20	10	14	7	126	12	47	170	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	11	44	20	10	14	7	126	12	47	170	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	11	44	20	10	14	7	126	12	47	170	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	11	44	20	10	14	7	126	12	47	170	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.19	0.16	0.65	0.45	0.23	0.32	0.05	0.95	1.00	0.22	0.78	1.00
Final Sat.:	335	283	1132	795	398	557	95	1705	1750	390	1410	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.03	0.07	0.07	0.01	0.12	0.12	0.03
Crit Moves:		****									****	
Green Time:	10.7	10.7	10.7	10.7	10.7	10.7	33.3	33.3	33.3	33.3	33.3	33.3
Volume/Cap:	0.18	0.18	0.18	0.12	0.12	0.12	0.11	0.11	0.01	0.18	0.18	0.04
Delay/Veh:	17.1	17.1	17.1	16.5	16.5	16.5	3.2	3.2	2.8	3.5	3.5	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	17.1	16.5	16.5	16.5	3.2	3.2	2.8	3.5	3.5	2.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	1	1	0	1	1	0

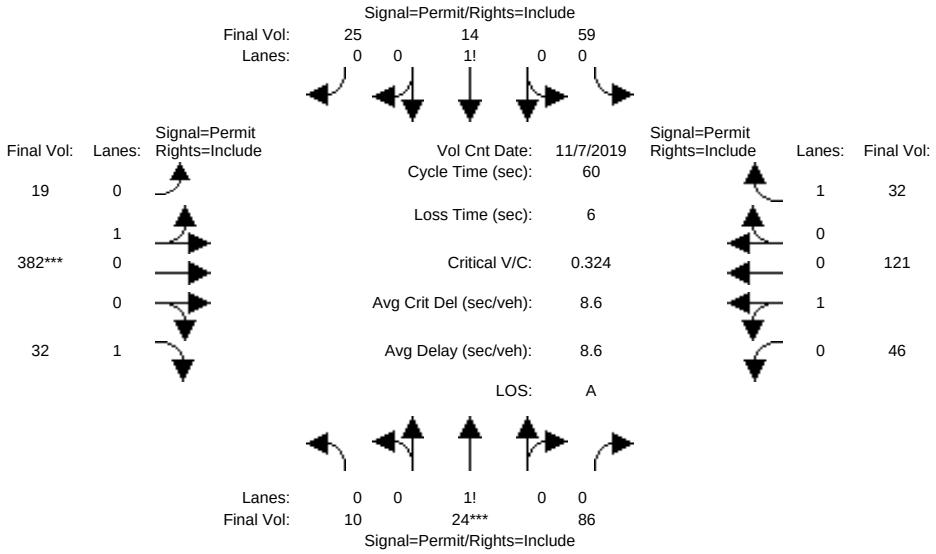
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	10	24	86	59	14	25	19	382	32	46	121	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	24	86	59	14	25	19	382	32	46	121	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	24	86	59	14	25	19	382	32	46	121	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	24	86	59	14	25	19	382	32	46	121	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	24	86	59	14	25	19	382	32	46	121	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	24	86	59	14	25	19	382	32	46	121	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.08	0.20	0.72	0.60	0.14	0.26	0.05	0.95	1.00	0.28	0.72	1.00
Final Sat.:	146	350	1254	1054	250	446	85	1715	1750	496	1304	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.06	0.06	0.06	0.22	0.22	0.02	0.09	0.09	0.02
Crit Moves:		****						****				
Green Time:	12.7	12.7	12.7	12.7	12.7	12.7	41.3	41.3	41.3	41.3	41.3	41.3
Volume/Cap:	0.32	0.32	0.32	0.26	0.26	0.26	0.32	0.32	0.03	0.13	0.13	0.03
Delay/Veh:	22.3	22.3	22.3	21.5	21.5	21.5	4.4	4.4	3.0	3.4	3.4	3.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	22.3	21.5	21.5	21.5	4.4	4.4	3.0	3.4	3.4	3.0
LOS by Move:	C+	C+	C+	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	3	3	0	1	1	0

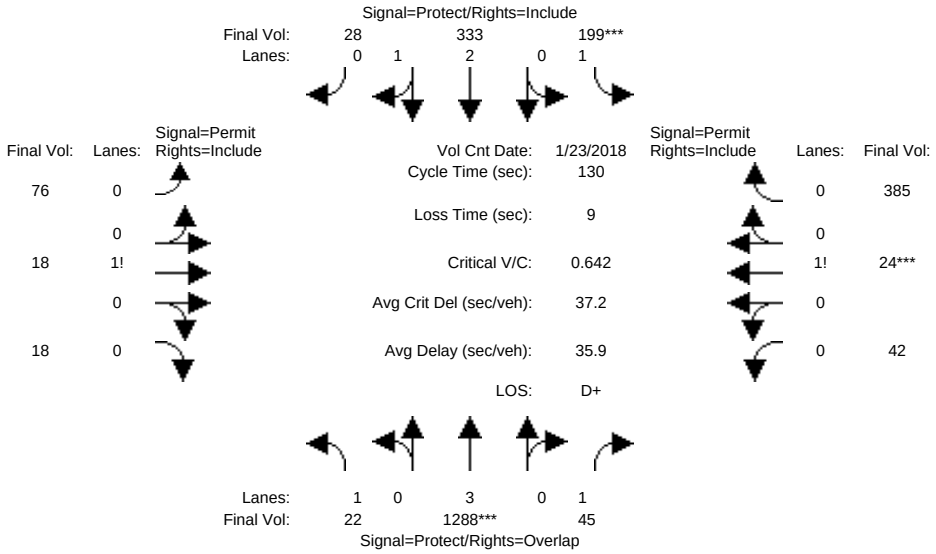
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 << 07:30:00 AM												
Base Vol:	22	1288	45	199	333	28	76	18	18	42	24	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1288	45	199	333	28	76	18	18	42	24	385
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1288	45	199	333	28	76	18	18	42	24	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1288	45	199	333	28	76	18	18	42	24	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1288	45	199	333	28	76	18	18	42	24	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1288	45	199	333	28	76	18	18	42	24	385
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.76	0.24	0.68	0.16	0.16	0.09	0.05	0.86
Final Sat.:	1750	5700	1750	1750	5165	434	1188	281	281	163	93	1494
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.03	0.11	0.06	0.06	0.06	0.06	0.06	0.26	0.26	0.26
Crit Moves:		****		****							****	
Green Time:	28.3	45.8	45.8	23.0	40.5	40.5	52.2	52.2	52.2	52.2	52.2	52.2
Volume/Cap:	0.06	0.64	0.07	0.64	0.21	0.21	0.16	0.16	0.16	0.64	0.64	0.64
Delay/Veh:	40.3	36.0	28.1	54.2	33.0	33.0	25.0	25.0	25.0	33.4	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	36.0	28.1	54.2	33.0	33.0	25.0	25.0	25.0	33.4	33.4	33.4
LOS by Move:	D	D+	C	D-	C-	C-	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	15	1	9	4	4	3	3	3	16	16	16

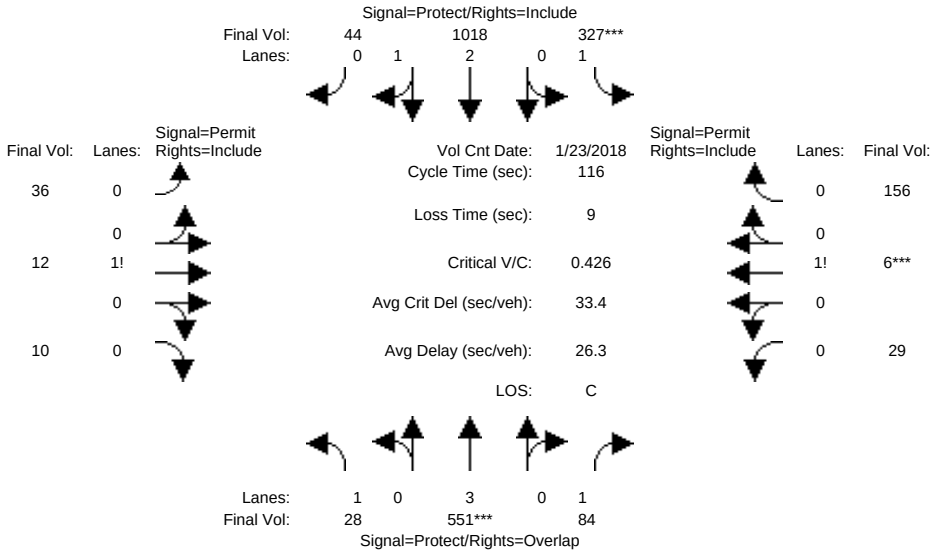
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 << 05:05:00 PM												
Base Vol:	28	551	84	327	1018	44	36	12	10	29	6	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	551	84	327	1018	44	36	12	10	29	6	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	551	84	327	1018	44	36	12	10	29	6	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	551	84	327	1018	44	36	12	10	29	6	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	551	84	327	1018	44	36	12	10	29	6	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	551	84	327	1018	44	36	12	10	29	6	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.87	0.13	0.62	0.21	0.17	0.15	0.03	0.82
Final Sat.:	1750	5700	1750	1750	5368	232	1086	362	302	266	55	1429
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.05	0.19	0.19	0.19	0.03	0.03	0.03	0.11	0.11	0.11
Crit Moves:		****		****							****	
Green Time:	18.6	26.3	26.3	50.9	58.6	58.6	29.7	29.7	29.7	29.7	29.7	29.7
Volume/Cap:	0.10	0.43	0.21	0.43	0.38	0.38	0.13	0.13	0.13	0.43	0.43	0.43
Delay/Veh:	41.7	38.6	36.7	22.8	17.6	17.6	33.3	33.3	33.3	36.7	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	38.6	36.7	22.8	17.6	17.6	33.3	33.3	33.3	36.7	36.7	36.7
LOS by Move:	D	D+	D+	C+	B	B	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	6	3	9	8	8	2	2	2	6	6	6

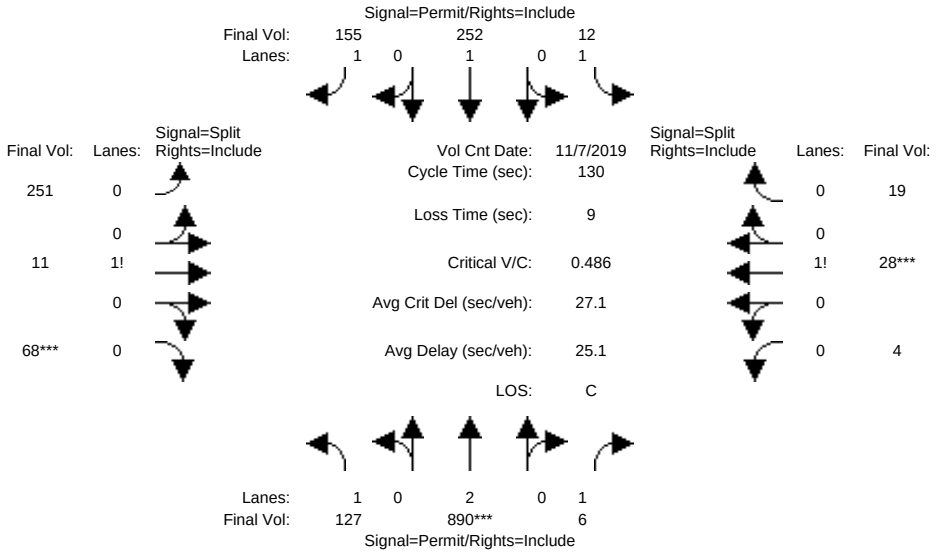
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 08:00:00 AM												
Base Vol:	127	890	6	12	252	155	251	11	68	4	28	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	890	6	12	252	155	251	11	68	4	28	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	890	6	12	252	155	251	11	68	4	28	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	890	6	12	252	155	251	11	68	4	28	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	890	6	12	252	155	251	11	68	4	28	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	890	6	12	252	155	251	11	68	4	28	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.76	0.03	0.21	0.08	0.55	0.37
Final Sat.:	1750	3800	1750	1750	1900	1750	1331	58	361	137	961	652
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.00	0.01	0.13	0.09	0.19	0.19	0.19	0.03	0.03	0.03
Crit Moves:		****							****		****	
Green Time:	61.5	61.5	61.5	61.5	61.5	61.5	49.5	49.5	49.5	10.0	10.0	10.0
Volume/Cap:	0.15	0.50	0.01	0.01	0.28	0.19	0.50	0.50	0.50	0.38	0.38	0.38
Delay/Veh:	19.6	23.8	18.1	18.2	21.0	19.9	31.3	31.3	31.3	58.8	58.8	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	23.8	18.1	18.2	21.0	19.9	31.3	31.3	31.3	58.8	58.8	58.8
LOS by Move:	B-	C	B-	B-	C+	B-	C	C	C	E+	E+	E+
HCM2kAvgQ:	3	12	0	0	6	4	11	11	11	2	2	2

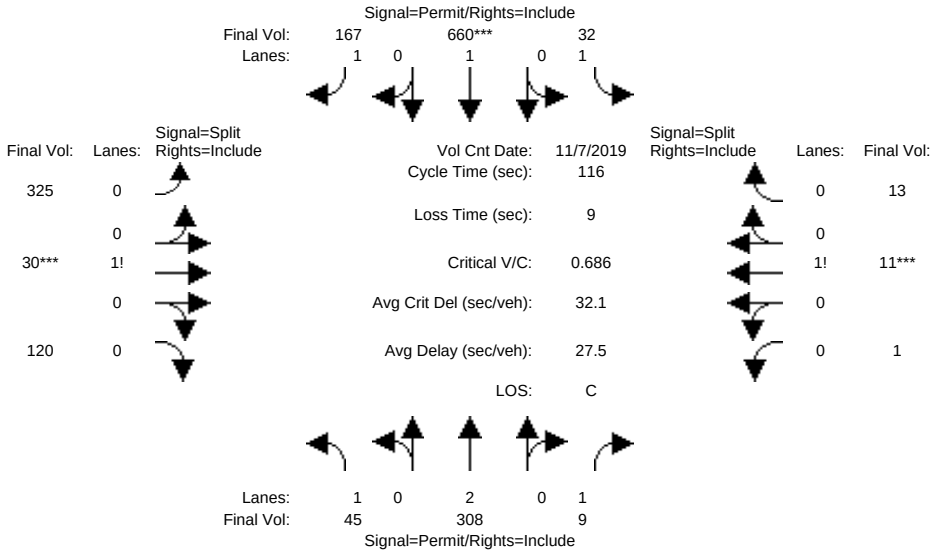
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	45	308	9	32	660	167	325	30	120	1	11	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	308	9	32	660	167	325	30	120	1	11	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	308	9	32	660	167	325	30	120	1	11	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	308	9	32	660	167	325	30	120	1	11	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	308	9	32	660	167	325	30	120	1	11	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	308	9	32	660	167	325	30	120	1	11	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.69	0.06	0.25	0.04	0.44	0.52
Final Sat.:	1750	3800	1750	1750	1900	1750	1197	111	442	70	770	910
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.01	0.02	0.35	0.10	0.27	0.27	0.27	0.01	0.01	0.01
Crit Moves:					****			****			****	
Green Time:	54.5	54.5	54.5	54.5	54.5	54.5	42.5	42.5	42.5	10.0	10.0	10.0
Volume/Cap:	0.05	0.17	0.01	0.04	0.74	0.20	0.74	0.74	0.74	0.17	0.17	0.17
Delay/Veh:	16.8	17.8	16.4	16.7	28.3	18.2	36.5	36.5	36.5	49.7	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	17.8	16.4	16.7	28.3	18.2	36.5	36.5	36.5	49.7	49.7	49.7
LOS by Move:	B	B	B	B	C	B-	D+	D+	D+	D	D	D
HCM2kAvgQ:	1	3	0	1	20	4	17	17	17	1	1	1

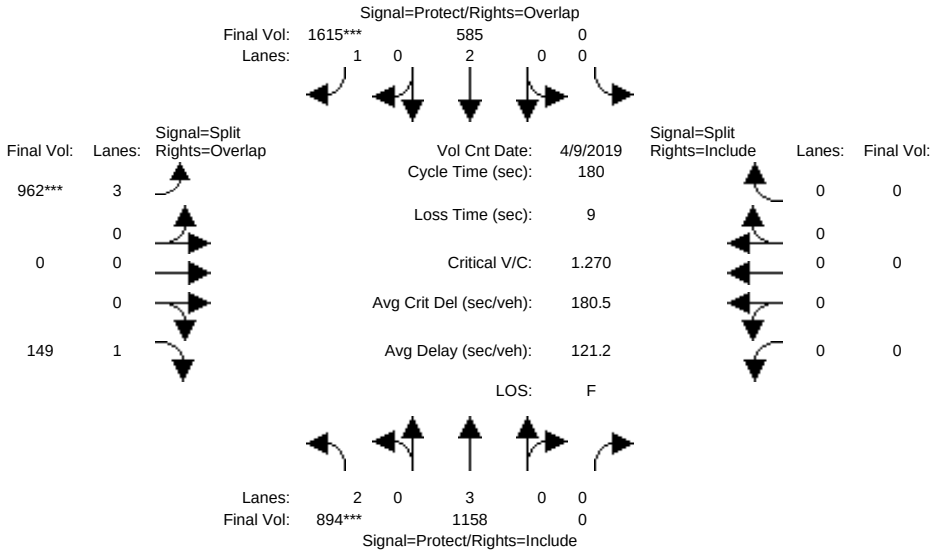
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2019 << 8:00-9:00 am												
Base Vol:	894	1158	0	0	585	1615	962	0	149	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	894	1158	0	0	585	1615	962	0	149	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	894	1158	0	0	585	1615	962	0	149	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	894	1158	0	0	585	1615	962	0	149	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	894	1158	0	0	585	1615	962	0	149	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	894	1158	0	0	585	1615	962	0	149	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.00	0.00	0.15	0.92	0.21	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	40.2	141	0.0	0.0	101	130.8	30.0	0.0	70.2	0.0	0.0	0.0
Volume/Cap:	1.27	0.26	0.00	0.00	0.27	1.27	1.27	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	202.5	5.3	0.0	0.0	20.7	152.5	206.9	0.0	36.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	202.5	5.3	0.0	0.0	20.7	152.5	206.9	0.0	36.8	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C+	F	F	A	D+	A	A	A
HCM2kAvgQ:	45	6	0	0	8	139	34	0	6	0	0	0

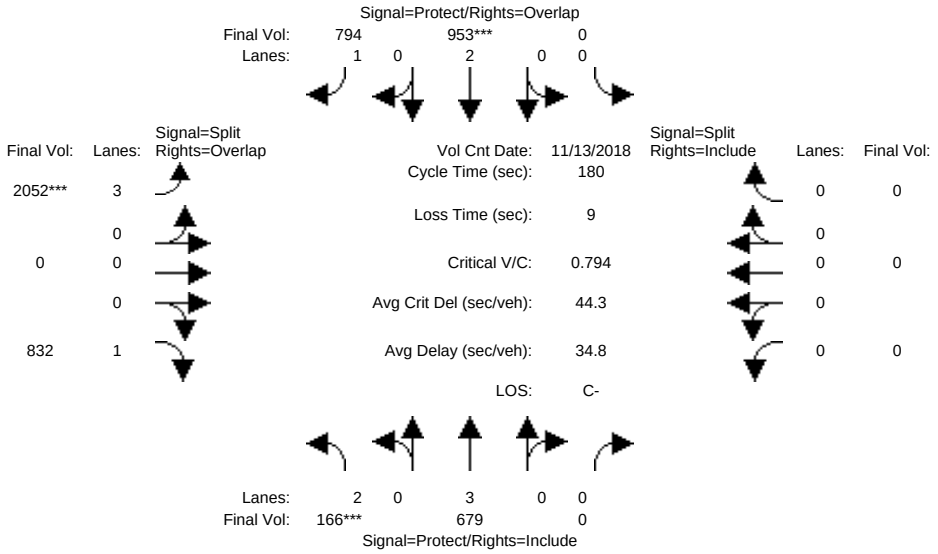
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 pm - 5:45 pm												
Base Vol:	166	679	0	0	953	794	2052	0	832	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	679	0	0	953	794	2052	0	832	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	679	0	0	953	794	2052	0	832	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	679	0	0	953	794	2052	0	832	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	679	0	0	953	794	2052	0	832	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	679	0	0	953	794	2052	0	832	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.25	0.45	0.45	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	11.9	68.8	0.0	0.0	56.8	159.1	102.2	0.0	114.2	0.0	0.0	0.0
Volume/Cap:	0.79	0.31	0.00	0.00	0.79	0.51	0.79	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	101.4	39.1	0.0	0.0	60.0	2.5	32.4	0.0	25.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.4	39.1	0.0	0.0	60.0	2.5	32.4	0.0	25.8	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E+	A	C-	A	C	A	A	A
HCM2kAvgQ:	7	8	0	0	25	10	37	0	34	0	0	0

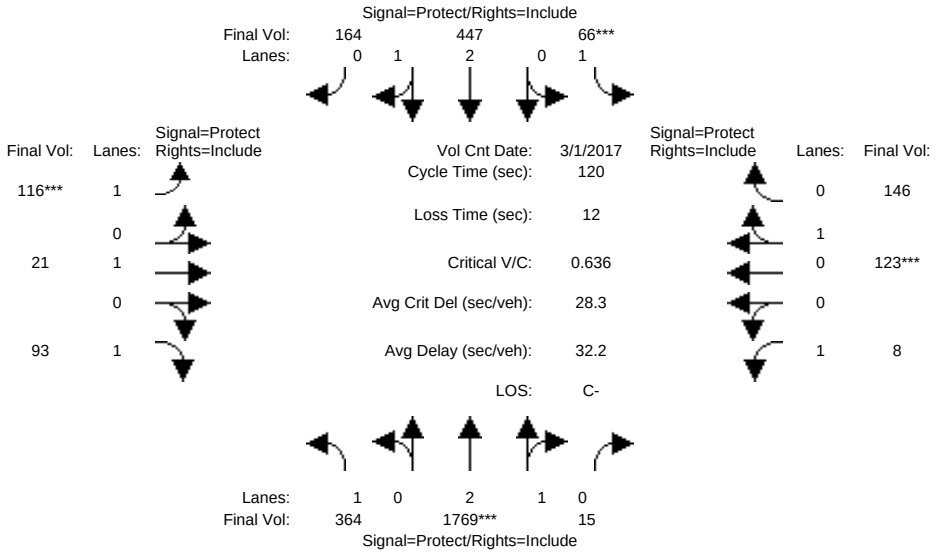
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Mar 2017 << 8:00 - 9:00 am												
Base Vol:	364	1769	15	66	447	164	116	21	93	8	123	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1769	15	66	447	164	116	21	93	8	123	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	1769	15	66	447	164	116	21	93	8	123	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	1769	15	66	447	164	116	21	93	8	123	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	1769	15	66	447	164	116	21	93	8	123	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	1769	15	66	447	164	116	21	93	8	123	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.17	0.83	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5553	47	1750	4095	1502	1750	1900	1750	1750	823	977
Capacity Analysis Module:												
Vol/Sat:	0.21	0.32	0.32	0.04	0.11	0.11	0.07	0.01	0.05	0.00	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	44.1	60.1	60.1	7.1	23.2	23.2	12.5	20.4	20.4	20.4	28.2	28.2
Volume/Cap:	0.57	0.64	0.64	0.64	0.57	0.57	0.64	0.07	0.31	0.03	0.64	0.64
Delay/Veh:	31.5	22.4	22.4	67.5	44.6	44.6	58.8	41.9	44.3	41.6	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	22.4	22.4	67.5	44.6	44.6	58.8	41.9	44.3	41.6	44.4	44.4
LOS by Move:	C	C+	C+	E	D	D	E+	D	D	D	D	D
HCM2kAvgQ:	12	16	16	4	7	7	6	1	3	0	10	10

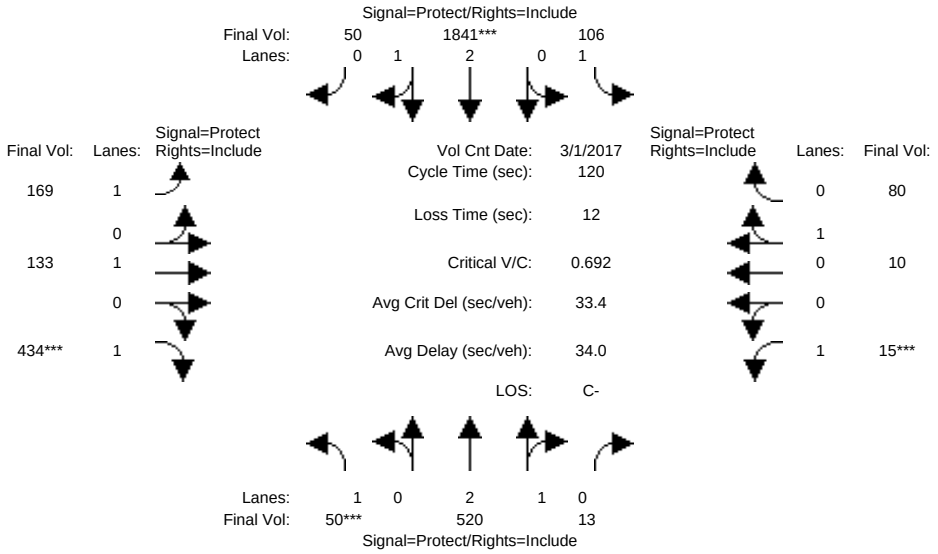
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Mar 2017 << 4:45 - 5:45 pm												
Base Vol:	50	520	13	106	1841	50	169	133	434	15	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	520	13	106	1841	50	169	133	434	15	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	520	13	106	1841	50	169	133	434	15	10	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	520	13	106	1841	50	169	133	434	15	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	520	13	106	1841	50	169	133	434	15	10	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	520	13	106	1841	50	169	133	434	15	10	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5463	137	1750	5452	148	1750	1900	1750	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.06	0.34	0.34	0.10	0.07	0.25	0.01	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	36.3	36.3	23.1	52.5	52.5	26.1	38.5	38.5	10.0	22.5	22.5
Volume/Cap:	0.49	0.31	0.31	0.31	0.77	0.77	0.44	0.22	0.77	0.10	0.27	0.27
Delay/Veh:	58.4	32.3	32.3	42.2	30.3	30.3	41.5	29.9	43.3	51.2	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	32.3	32.3	42.2	30.3	30.3	41.5	29.9	43.3	51.2	42.1	42.1
LOS by Move:	E+	C-	C-	D	C	C	D	C	D	D-	D	D
HCM2kAvgQ:	3	5	5	4	21	21	6	4	17	1	3	3

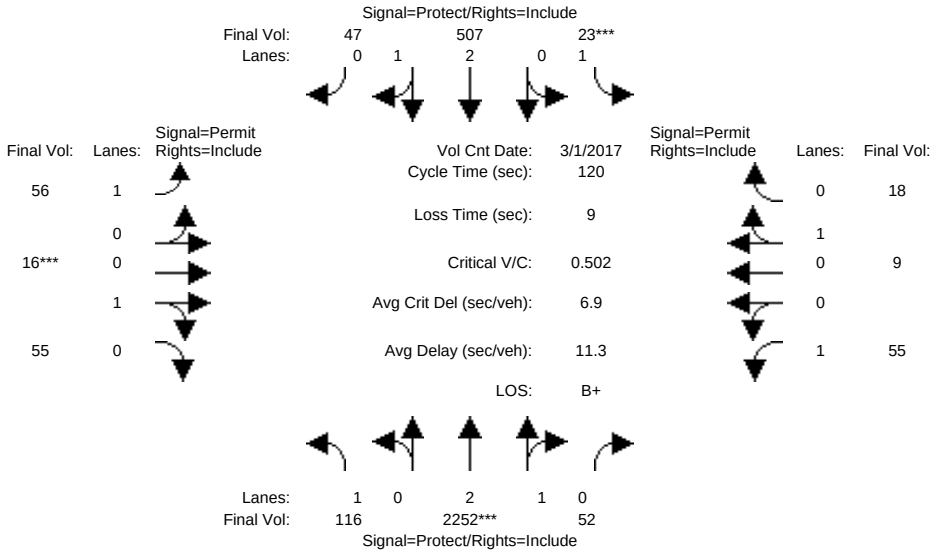
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Mar 2017 << 8:00 - 9:00 am												
Base Vol:	116	2252	52	23	507	47	56	16	55	55	9	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	2252	52	23	507	47	56	16	55	55	9	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	2252	52	23	507	47	56	16	55	55	9	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	2252	52	23	507	47	56	16	55	55	9	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2252	52	23	507	47	56	16	55	55	9	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	2252	52	23	507	47	56	16	55	55	9	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.74	0.26	1.00	0.23	0.77	1.00	0.33	0.67
Final Sat.:	1750	5473	126	1750	5124	475	1750	406	1394	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.41	0.01	0.10	0.10	0.03	0.04	0.04	0.03	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	40.5	94.0	94.0	7.0	60.5	60.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.20	0.53	0.53	0.23	0.20	0.20	0.38	0.47	0.47	0.38	0.18	0.18
Delay/Veh:	28.4	4.9	4.9	55.0	16.4	16.4	53.8	54.8	54.8	53.7	51.8	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	4.9	4.9	55.0	16.4	16.4	53.8	54.8	54.8	53.7	51.8	51.8
LOS by Move:	C	A	A	E+	B	B	D-	D-	D-	D-	D-	D-
HCM2kAvgQ:	3	11	11	1	4	4	3	3	3	2	1	1

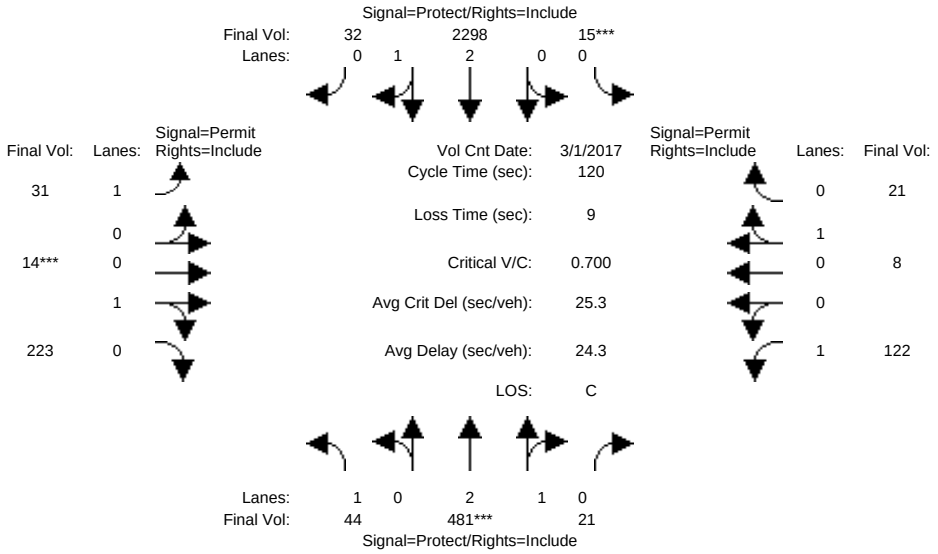
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Mar 2017 << 4:45 - 5:45 pm												
Base Vol:	44	481	21	15	2298	32	31	14	223	122	8	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	481	21	15	2298	32	31	14	223	122	8	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	481	21	15	2298	32	31	14	223	122	8	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	481	21	15	2298	32	31	14	223	122	8	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	481	21	15	2298	32	31	14	223	122	8	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	481	21	15	2298	32	31	14	223	122	8	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.87	0.13	0.02	2.94	0.04	1.00	0.06	0.94	1.00	0.28	0.72
Final Sat.:	1750	5365	234	35	5390	75	1750	106	1694	1750	497	1303
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.43	0.43	0.43	0.02	0.13	0.13	0.07	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	10.6	15.4	15.4	73.1	77.8	77.8	22.6	22.6	22.6	22.6	22.6	22.6
Volume/Cap:	0.28	0.70	0.70	0.70	0.66	0.66	0.09	0.70	0.70	0.37	0.09	0.09
Delay/Veh:	52.1	53.2	53.2	16.7	13.4	13.4	40.4	52.0	52.0	43.2	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	53.2	53.2	16.7	13.4	13.4	40.4	52.0	52.0	43.2	40.3	40.3
LOS by Move:	D-	D-	D-	B	B	B	D	D-	D-	D	D	D
HCM2kAvgQ:	2	7	7	21	18	18	1	10	10	4	1	1

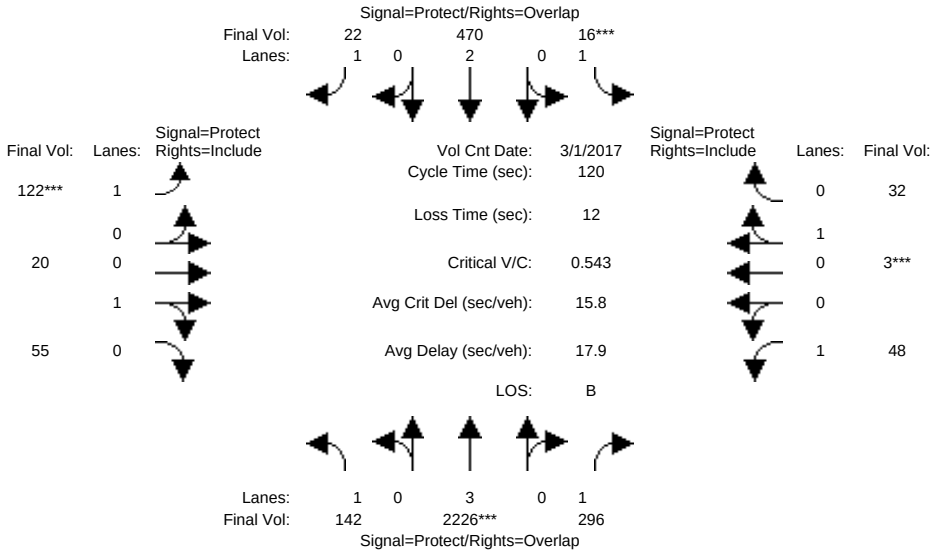
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Mar 2017 << 7:30 - 8:30 am												
Base Vol:	142	2226	296	16	470	22	122	20	55	48	3	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	2226	296	16	470	22	122	20	55	48	3	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	2226	296	16	470	22	122	20	55	48	3	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	2226	296	16	470	22	122	20	55	48	3	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2226	296	16	470	22	122	20	55	48	3	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	2226	296	16	470	22	122	20	55	48	3	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.27	0.73	1.00	0.09	0.91
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	480	1320	1750	154	1646
Capacity Analysis Module:												
Vol/Sat:	0.08	0.39	0.17	0.01	0.12	0.01	0.07	0.04	0.04	0.03	0.02	0.02
Crit Moves:		****		****			****				****	
Green Time:	33.4	77.2	89.1	7.0	50.9	64.6	13.8	11.9	11.9	11.9	10.0	10.0
Volume/Cap:	0.29	0.61	0.23	0.16	0.29	0.02	0.61	0.42	0.42	0.28	0.23	0.23
Delay/Veh:	34.4	12.8	4.9	54.4	22.8	12.9	55.8	52.4	52.4	50.9	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	12.8	4.9	54.4	22.8	12.9	55.8	52.4	52.4	50.9	52.2	52.2
LOS by Move:	C-	B	A	D-	C+	B	E+	D-	D-	D	D-	D-
HCM2kAvgQ:	4	16	4	1	6	0	6	3	3	2	1	1

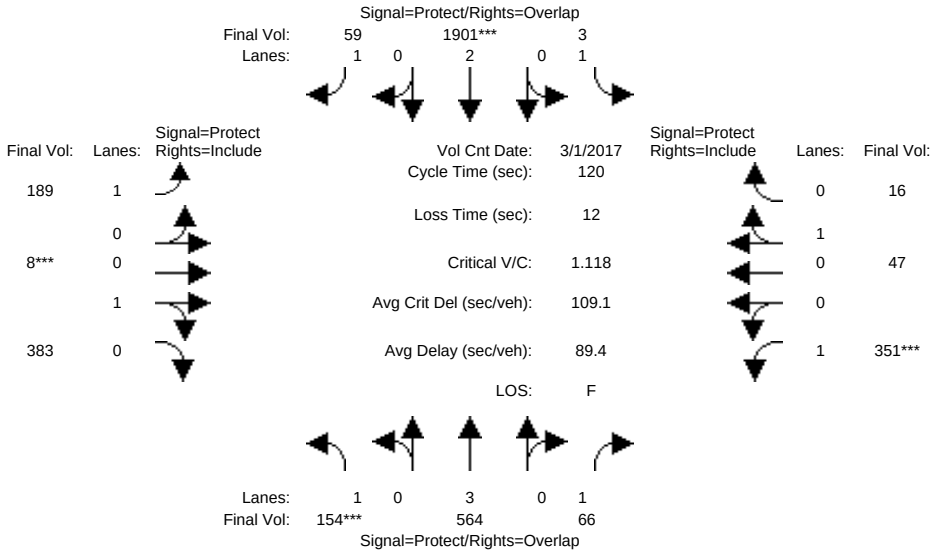
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Mar 2017 << 4:30 - 5:30 pm												
Base Vol:	154	564	66	3	1901	59	189	8	383	351	47	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	564	66	3	1901	59	189	8	383	351	47	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	564	66	3	1901	59	189	8	383	351	47	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	564	66	3	1901	59	189	8	383	351	47	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	564	66	3	1901	59	189	8	383	351	47	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	564	66	3	1901	59	189	8	383	351	47	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.02	0.98	1.00	0.75	0.25
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	37	1763	1750	1343	457
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.04	0.00	0.50	0.03	0.11	0.22	0.22	0.20	0.04	0.04
Crit Moves:	****				****			****		****		
Green Time:	9.4	39.7	61.3	23.4	53.7	79.0	25.3	23.3	23.3	21.5	19.5	19.5
Volume/Cap:	1.12	0.30	0.07	0.01	1.12	0.05	0.51	1.12	1.12	1.12	0.22	0.22
Delay/Veh:	167.1	29.9	15.0	38.9	94.8	7.3	43.1	132	132.2	135.6	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.1	29.9	15.0	38.9	94.8	7.3	43.1	132	132.2	135.6	44.0	44.0
LOS by Move:	F	C	B	D+	F	A	D	F	F	F	D	D
HCM2kAvgQ:	11	5	1	0	51	1	7	24	24	23	2	2

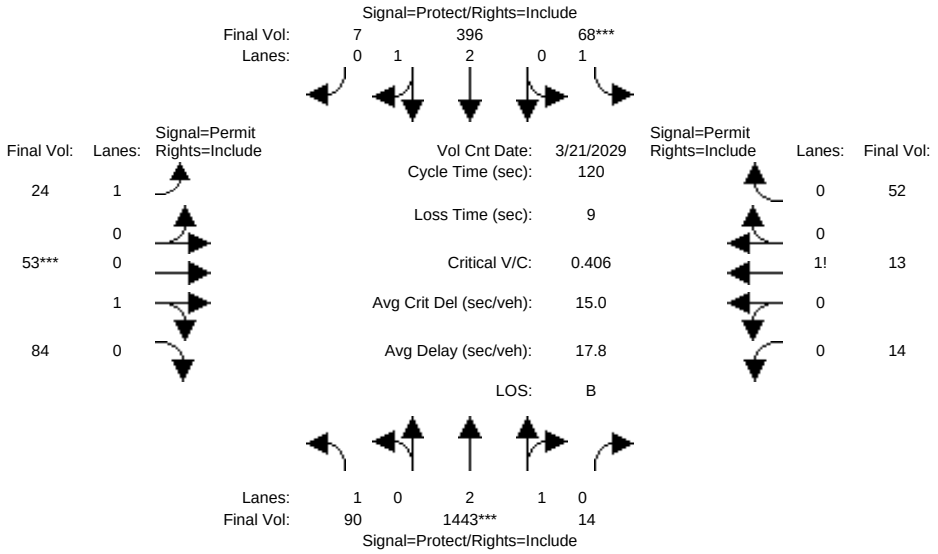
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Mar 2029 << 8:00 - 9:00 am												
Base Vol:	90	1443	14	68	396	7	24	53	84	14	13	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1443	14	68	396	7	24	53	84	14	13	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1443	14	68	396	7	24	53	84	14	13	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1443	14	68	396	7	24	53	84	14	13	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1443	14	68	396	7	24	53	84	14	13	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1443	14	68	396	7	24	53	84	14	13	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.95	0.05	1.00	0.39	0.61	0.18	0.16	0.66
Final Sat.:	1750	5546	54	1750	5503	97	1750	696	1104	310	288	1152
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.04	0.07	0.07	0.01	0.08	0.08	0.05	0.05	0.05
Crit Moves:		****		****				****				
Green Time:	36.4	77.0	77.0	11.5	52.0	52.0	22.5	22.5	22.5	22.5	22.5	22.5
Volume/Cap:	0.17	0.41	0.41	0.41	0.17	0.17	0.07	0.41	0.41	0.24	0.24	0.24
Delay/Veh:	30.8	10.5	10.5	52.6	20.8	20.8	40.2	43.7	43.7	41.8	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	10.5	10.5	52.6	20.8	20.8	40.2	43.7	43.7	41.8	41.8	41.8
LOS by Move:	C	B+	B+	D-	C+	C+	D	D	D	D	D	D
HCM2kAvgQ:	3	9	9	3	3	3	1	5	5	3	3	3

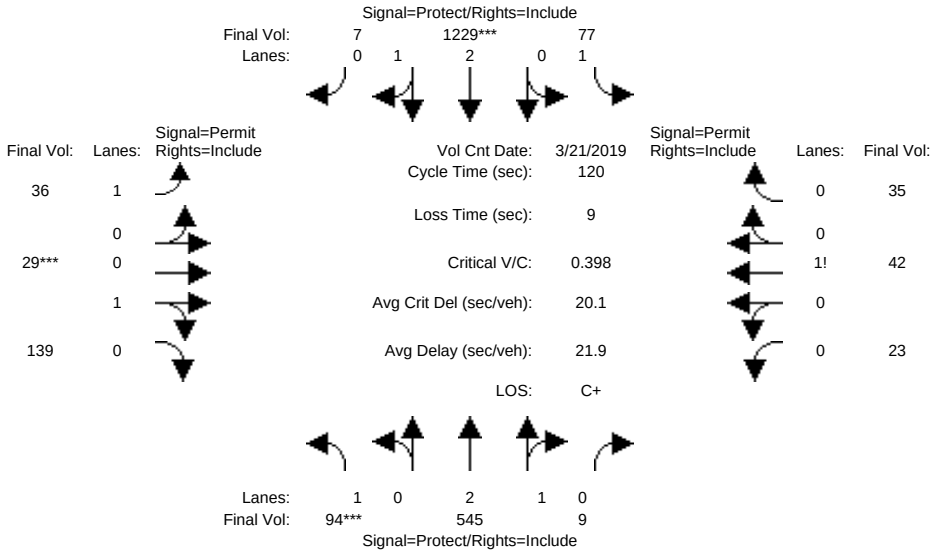
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Mar 2019 << 4:45 - 5:45 pm												
Base Vol:	94	545	9	77	1229	7	36	29	139	23	42	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	545	9	77	1229	7	36	29	139	23	42	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	545	9	77	1229	7	36	29	139	23	42	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	545	9	77	1229	7	36	29	139	23	42	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	545	9	77	1229	7	36	29	139	23	42	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	545	9	77	1229	7	36	29	139	23	42	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	2.98	0.02	1.00	0.17	0.83	0.23	0.42	0.35
Final Sat.:	1750	5509	91	1750	5568	32	1750	311	1489	403	735	613
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.04	0.22	0.22	0.02	0.09	0.09	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	16.2	52.1	52.1	30.7	66.6	66.6	28.2	28.2	28.2	28.2	28.2	28.2
Volume/Cap:	0.40	0.23	0.23	0.17	0.40	0.40	0.09	0.40	0.40	0.24	0.24	0.24
Delay/Veh:	48.5	21.4	21.4	34.9	15.3	15.3	36.0	39.4	39.4	37.6	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	21.4	21.4	34.9	15.3	15.3	36.0	39.4	39.4	37.6	37.6	37.6
LOS by Move:	D	C+	C+	C-	B	B	D+	D	D	D+	D+	D+
HCM2kAvgQ:	4	4	4	2	9	9	1	6	6	3	3	3

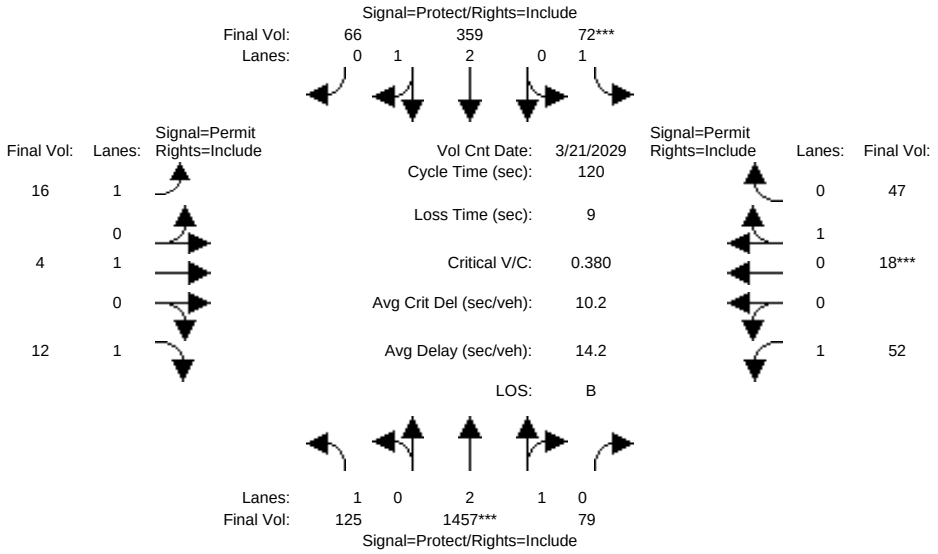
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Mar 2029 << 8:00 - 9:00 am												
Base Vol:	125	1457	79	72	359	66	16	4	12	52	18	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1457	79	72	359	66	16	4	12	52	18	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1457	79	72	359	66	16	4	12	52	18	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1457	79	72	359	66	16	4	12	52	18	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1457	79	72	359	66	16	4	12	52	18	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1457	79	72	359	66	16	4	12	52	18	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	2.52	0.48	1.00	1.00	1.00	1.00	0.28	0.72
Final Sat.:	1750	5312	288	1750	4729	869	1750	1900	1750	1750	498	1302
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.04	0.08	0.08	0.01	0.00	0.01	0.03	0.04	0.04
Crit Moves:		****		****							****	
Green Time:	46.0	86.6	86.6	13.0	53.6	53.6	11.4	11.4	11.4	11.4	11.4	11.4
Volume/Cap:	0.19	0.38	0.38	0.38	0.17	0.17	0.10	0.02	0.07	0.31	0.38	0.38
Delay/Veh:	24.7	6.5	6.5	51.0	19.9	19.9	49.8	49.3	49.7	51.7	52.4	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	6.5	6.5	51.0	19.9	19.9	49.8	49.3	49.7	51.7	52.4	52.4
LOS by Move:	C	A	A	D-	B-	B-	D	D	D	D-	D-	D-
HCM2kAvgQ:	3	7	7	3	3	3	1	0	0	2	3	3

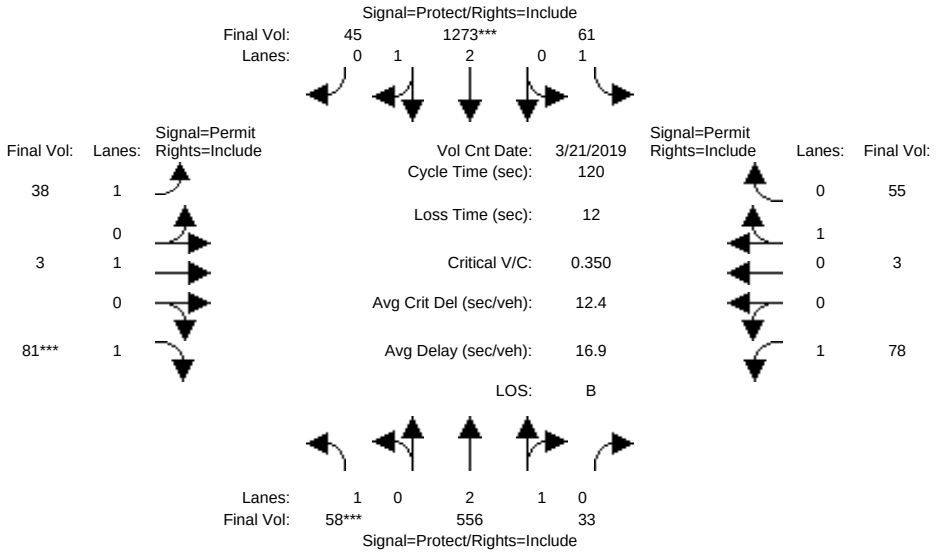
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Mar 2019 << 4:45 - 5:45 pm												
Base Vol:	58	556	33	61	1273	45	38	3	81	78	3	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	556	33	61	1273	45	38	3	81	78	3	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	556	33	61	1273	45	38	3	81	78	3	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	556	33	61	1273	45	38	3	81	78	3	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	556	33	61	1273	45	38	3	81	78	3	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	556	33	61	1273	45	38	3	81	78	3	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.83	0.17	1.00	2.89	0.11	1.00	1.00	1.00	1.00	0.05	0.95
Final Sat.:	1750	5286	314	1750	5409	191	1750	1900	1750	1750	93	1707
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.03	0.24	0.24	0.02	0.00	0.05	0.04	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	11.4	59.3	59.3	32.9	80.7	80.7	15.9	15.9	15.9	15.9	15.9	15.9
Volume/Cap:	0.35	0.21	0.21	0.13	0.35	0.35	0.16	0.01	0.35	0.34	0.24	0.24
Delay/Veh:	52.1	17.2	17.2	32.9	8.5	8.5	46.5	45.3	48.3	48.1	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	17.2	17.2	32.9	8.5	8.5	46.5	45.3	48.3	48.1	47.2	47.2
LOS by Move:	D-	B	B	C-	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	4	4	2	7	7	1	0	3	3	2	2

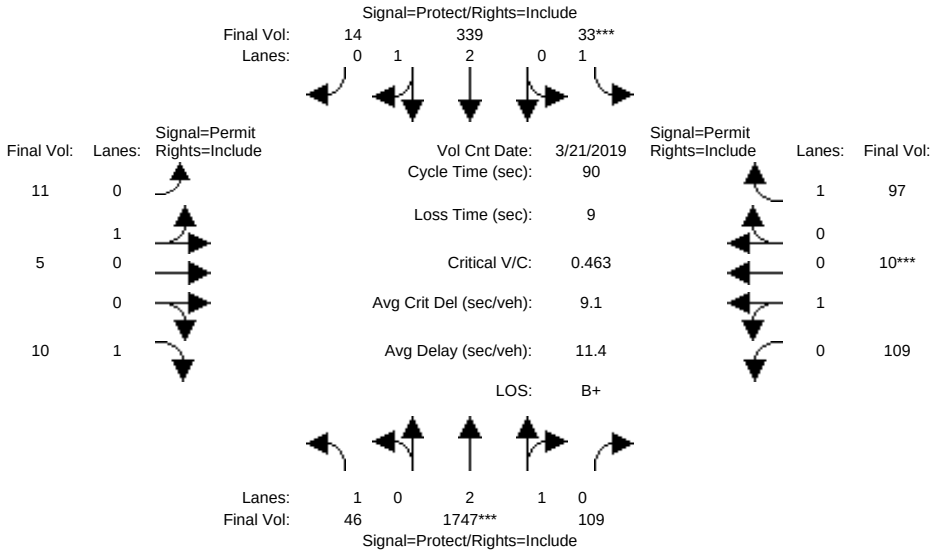
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Mar 2019 << 8:00 am - 9:00 am												
Base Vol:	46	1747	109	33	339	14	11	5	10	109	10	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1747	109	33	339	14	11	5	10	109	10	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1747	109	33	339	14	11	5	10	109	10	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1747	109	33	339	14	11	5	10	109	10	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1747	109	33	339	14	11	5	10	109	10	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1747	109	33	339	14	11	5	10	109	10	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.82	0.18	1.00	2.88	0.12	0.69	0.31	1.00	0.92	0.08	1.00
Final Sat.:	1750	5271	329	1750	5378	222	1237	562	1750	1649	151	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.02	0.06	0.06	0.01	0.01	0.01	0.07	0.07	0.06
Crit Moves:		****		****							****	
Green Time:	28.3	61.7	61.7	7.0	40.4	40.4	12.3	12.3	12.3	12.3	12.3	12.3
Volume/Cap:	0.08	0.48	0.48	0.24	0.14	0.14	0.07	0.07	0.04	0.48	0.48	0.41
Delay/Veh:	21.8	6.8	6.8	39.9	14.6	14.6	33.9	33.9	33.8	37.4	37.4	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	6.8	6.8	39.9	14.6	14.6	33.9	33.9	33.8	37.4	37.4	36.6
LOS by Move:	C+	A	A	D	B	B	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	8	8	1	2	2	0	0	0	4	4	3

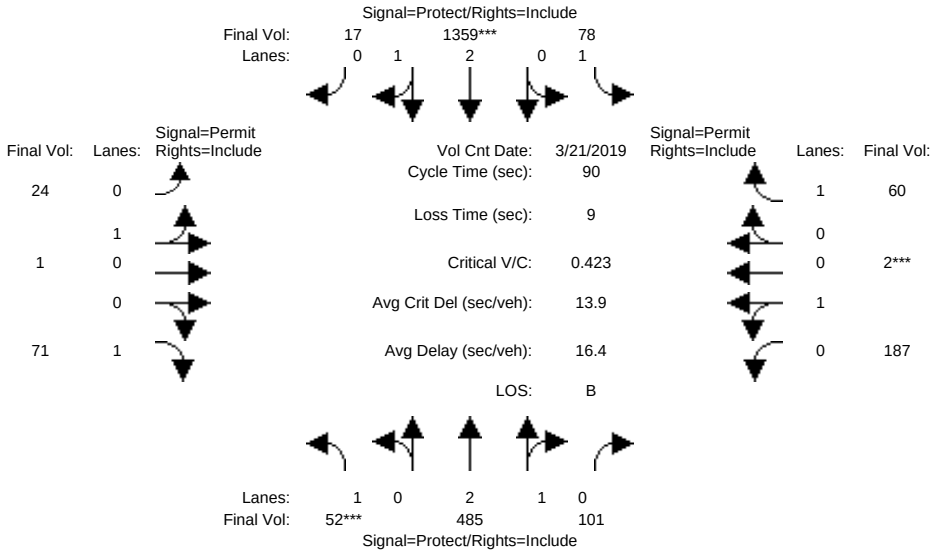
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Mar 2019 << 4:45 - 5:45 pm												
Base Vol:	52	485	101	78	1359	17	24	1	71	187	2	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	485	101	78	1359	17	24	1	71	187	2	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	485	101	78	1359	17	24	1	71	187	2	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	485	101	78	1359	17	24	1	71	187	2	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	485	101	78	1359	17	24	1	71	187	2	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	485	101	78	1359	17	24	1	71	187	2	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.46	0.54	1.00	2.96	0.04	0.96	0.04	1.00	0.99	0.01	1.00
Final Sat.:	1750	4634	965	1750	5531	69	1728	72	1750	1781	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.04	0.25	0.25	0.01	0.01	0.04	0.11	0.11	0.03
Crit Moves:	****				****						****	
Green Time:	7.0	34.6	34.6	24.2	51.8	51.8	22.2	22.2	22.2	22.2	22.2	22.2
Volume/Cap:	0.38	0.27	0.27	0.17	0.43	0.43	0.06	0.06	0.16	0.43	0.43	0.14
Delay/Veh:	41.2	19.1	19.1	25.3	10.8	10.8	26.0	26.0	26.8	29.2	29.2	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	19.1	19.1	25.3	10.8	10.8	26.0	26.0	26.8	29.2	29.2	26.6
LOS by Move:	D	B-	B-	C	B+	B+	C	C	C	C	C	C
HCM2kAvgQ:	2	4	4	2	7	7	1	1	2	5	5	1

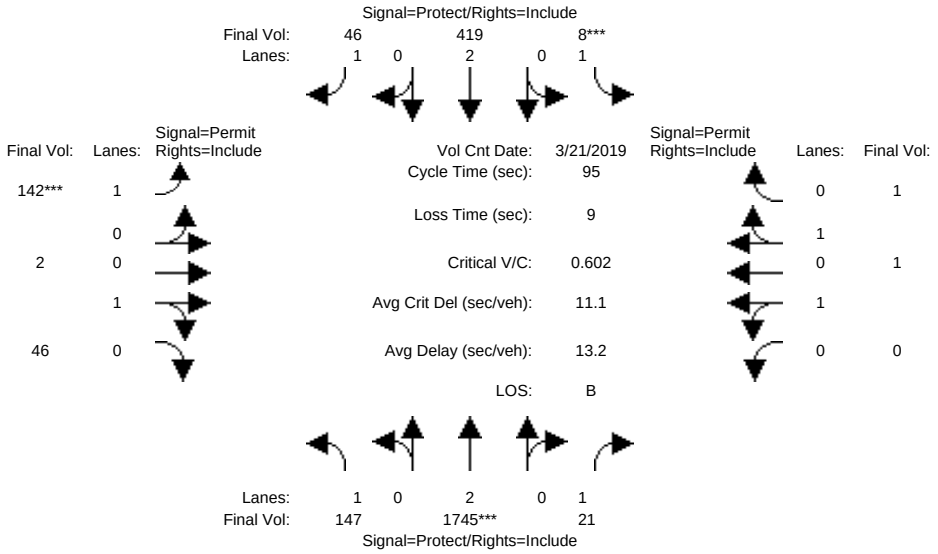
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Mar 2019 << 8:00 - 9:00 am												
Base Vol:	147	1745	21	8	419	46	142	2	46	0	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1745	21	8	419	46	142	2	46	0	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1745	21	8	419	46	142	2	46	0	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1745	21	8	419	46	142	2	46	0	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1745	21	8	419	46	142	2	46	0	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	1745	21	8	419	46	142	2	46	0	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.04	0.96	0.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	75	1725	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.46	0.01	0.00	0.11	0.03	0.08	0.03	0.03	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	32.1	67.1	67.1	7.0	42.1	42.1	11.9	11.9	11.9	0.0	11.9	11.9
Volume/Cap:	0.25	0.65	0.02	0.06	0.25	0.06	0.65	0.21	0.21	0.00	0.00	0.00
Delay/Veh:	23.0	8.1	4.1	41.1	16.6	15.2	46.3	37.9	37.9	0.0	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	8.1	4.1	41.1	16.6	15.2	46.3	37.9	37.9	0.0	36.4	36.4
LOS by Move:	C+	A	A	D	B	B	D	D+	D+	A	D+	D+
HCM2kAvgQ:	3	14	0	0	4	1	5	1	1	0	0	0

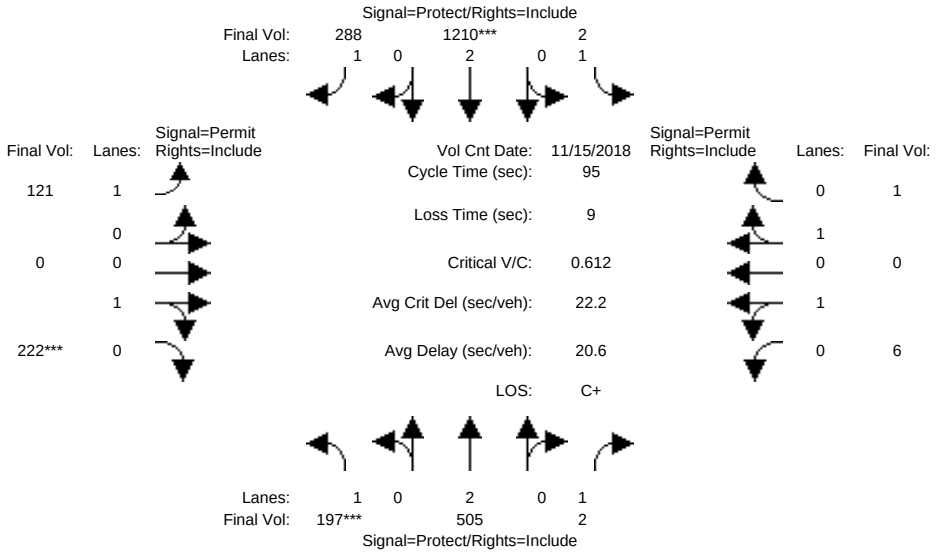
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:15 - 6:15 pm												
Base Vol:	197	505	2	2	1210	288	121	0	222	6	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	505	2	2	1210	288	121	0	222	6	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	505	2	2	1210	288	121	0	222	6	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	505	2	2	1210	288	121	0	222	6	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	505	2	2	1210	288	121	0	222	6	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	505	2	2	1210	288	121	0	222	6	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.95	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	0	1800	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.32	0.16	0.07	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	17.5	43.0	43.0	23.9	49.4	49.4	19.1	0.0	19.1	19.1	0.0	19.1
Volume/Cap:	0.61	0.29	0.00	0.00	0.61	0.32	0.34	0.00	0.61	0.02	0.00	0.00
Delay/Veh:	39.1	16.5	14.2	26.7	16.6	13.3	33.1	0.0	37.6	30.4	0.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	16.5	14.2	26.7	16.6	13.3	33.1	0.0	37.6	30.4	0.0	30.3
LOS by Move:	D	B	B	C	B	B	C-	A	D+	C	A	C
HCM2kAvgQ:	7	5	0	0	13	5	3	0	7	0	0	0

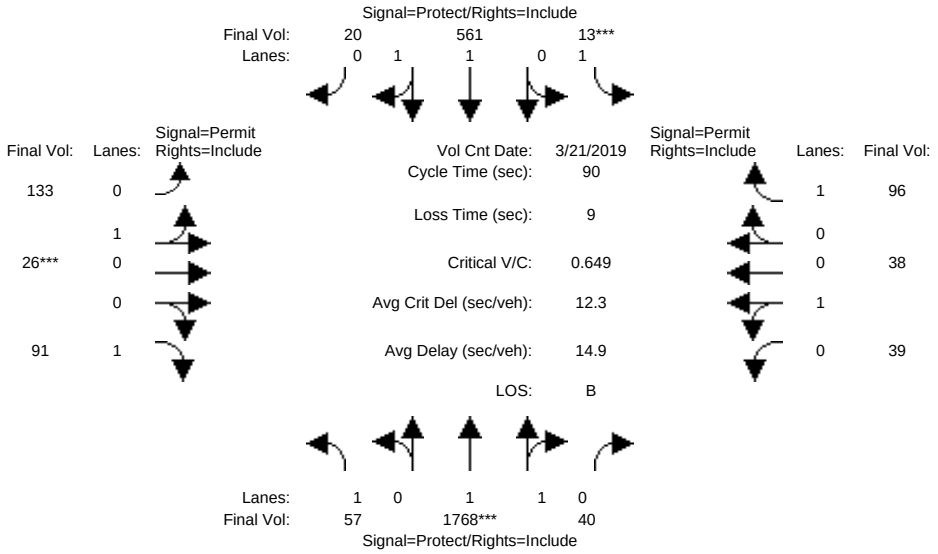
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Mar 2019 << 7:45 - 8:45 am												
Base Vol:	57	1768	40	13	561	20	133	26	91	39	38	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1768	40	13	561	20	133	26	91	39	38	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1768	40	13	561	20	133	26	91	39	38	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1768	40	13	561	20	133	26	91	39	38	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1768	40	13	561	20	133	26	91	39	38	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1768	40	13	561	20	133	26	91	39	38	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	1.93	0.07	0.84	0.16	1.00	0.51	0.49	1.00
Final Sat.:	1750	3618	82	1750	3573	127	1506	294	1750	912	888	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.01	0.16	0.16	0.09	0.09	0.05	0.04	0.04	0.05
Crit Moves:		****		****				****				
Green Time:	23.1	62.7	62.7	7.0	46.6	46.6	11.3	11.3	11.3	11.3	11.3	11.3
Volume/Cap:	0.13	0.70	0.70	0.10	0.30	0.30	0.70	0.70	0.41	0.34	0.34	0.44
Delay/Veh:	25.8	9.0	9.0	38.9	12.5	12.5	47.2	47.2	37.5	36.8	36.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	9.0	9.0	38.9	12.5	12.5	47.2	47.2	37.5	36.8	36.8	37.8
LOS by Move:	C	A	A	D+	B	B	D	D	D+	D+	D+	D+
HCM2kAvgQ:	1	16	16	0	5	5	6	6	3	2	2	3

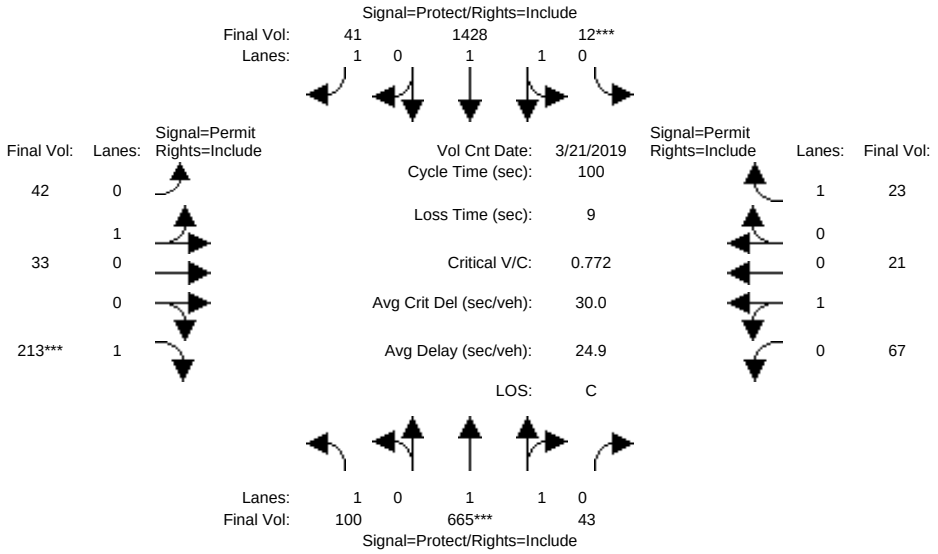
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Mar 2019 << 5:00 - 6:00 pm												
Base Vol:	100	665	43	12	1428	41	42	33	213	67	21	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	665	43	12	1428	41	42	33	213	67	21	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	665	43	12	1428	41	42	33	213	67	21	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	665	43	12	1428	41	42	33	213	67	21	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	665	43	12	1428	41	42	33	213	67	21	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	665	43	12	1428	41	42	33	213	67	21	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.88	0.12	0.02	1.98	1.00	0.56	0.44	1.00	0.76	0.24	1.00
Final Sat.:	1750	3475	225	31	3669	1750	1008	792	1750	1370	430	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.39	0.39	0.02	0.04	0.04	0.12	0.05	0.05	0.01
Crit Moves:		****		****					****			
Green Time:	11.5	24.8	24.8	50.4	63.8	63.8	15.8	15.8	15.8	15.8	15.8	15.8
Volume/Cap:	0.50	0.77	0.77	0.77	0.61	0.04	0.26	0.26	0.77	0.31	0.31	0.08
Delay/Veh:	43.5	39.1	39.1	22.2	11.2	6.7	37.5	37.5	53.0	37.9	37.9	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	39.1	39.1	22.2	11.2	6.7	37.5	37.5	53.0	37.9	37.9	36.1
LOS by Move:	D	D	D	C+	B+	A	D+	D+	D-	D+	D+	D+
HCM2kAvgQ:	4	12	12	20	14	0	2	2	9	3	3	1

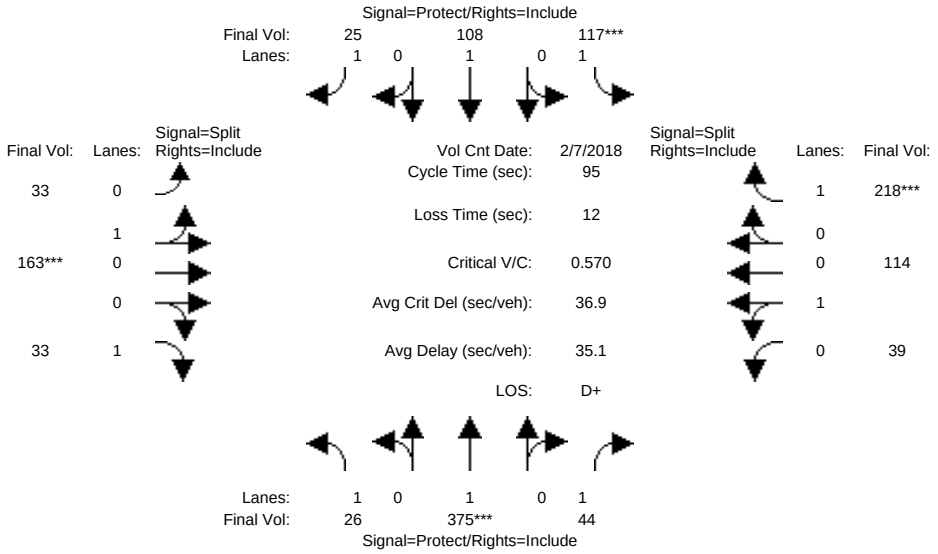
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2018 << 07:45:00 AM												
Base Vol:	26	375	44	117	108	25	33	163	33	39	114	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	375	44	117	108	25	33	163	33	39	114	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	375	44	117	108	25	33	163	33	39	114	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	375	44	117	108	25	33	163	33	39	114	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	375	44	117	108	25	33	163	33	39	114	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	375	44	117	108	25	33	163	33	39	114	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.17	0.83	1.00	0.25	0.75	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	303	1497	1750	459	1341	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.03	0.07	0.06	0.01	0.11	0.11	0.02	0.09	0.09	0.12
Crit Moves:		****		****				****				****
Green Time:	22.0	32.9	32.9	11.1	22.0	22.0	18.2	18.2	18.2	20.8	20.8	20.8
Volume/Cap:	0.06	0.57	0.07	0.57	0.25	0.06	0.57	0.57	0.10	0.39	0.39	0.57
Delay/Veh:	28.7	28.8	21.0	50.6	31.0	28.7	41.6	41.6	32.3	34.6	34.6	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	28.8	21.0	50.6	31.0	28.7	41.6	41.6	32.3	34.6	34.6	39.2
LOS by Move:	C	C	C+	D	C	C	D	D	C-	C-	C-	D
HCM2kAvgQ:	1	9	1	4	3	1	6	6	1	4	4	7

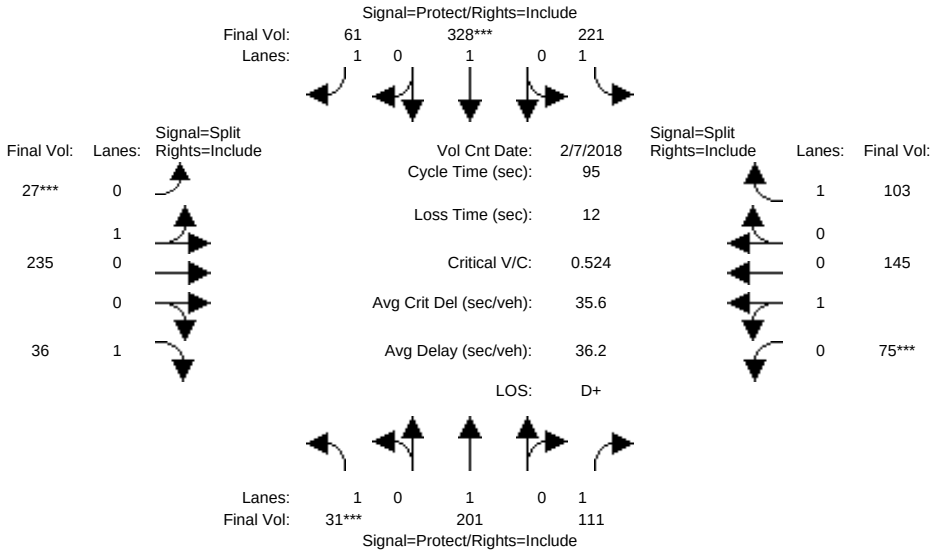
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2018 << 05:00:00 PM												
Base Vol:	31	201	111	221	328	61	27	235	36	75	145	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	201	111	221	328	61	27	235	36	75	145	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	201	111	221	328	61	27	235	36	75	145	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	201	111	221	328	61	27	235	36	75	145	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	201	111	221	328	61	27	235	36	75	145	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	201	111	221	328	61	27	235	36	75	145	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.10	0.90	1.00	0.34	0.66	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	185	1615	1750	614	1186	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.06	0.13	0.17	0.03	0.15	0.15	0.02	0.12	0.12	0.06
Crit Moves:	****				****		****			****		
Green Time:	10.0	17.6	17.6	21.0	28.6	28.6	24.1	24.1	24.1	20.3	20.3	20.3
Volume/Cap:	0.17	0.57	0.34	0.57	0.57	0.12	0.57	0.57	0.08	0.57	0.57	0.28
Delay/Veh:	40.7	41.8	36.5	39.0	32.2	24.5	36.1	36.1	27.3	39.6	39.6	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	41.8	36.5	39.0	32.2	24.5	36.1	36.1	27.3	39.6	39.6	33.1
LOS by Move:	D	D	D+	D+	C-	C	D+	D+	C	D	D	C-
HCM2kAvgQ:	1	6	3	7	9	1	8	8	1	7	7	3

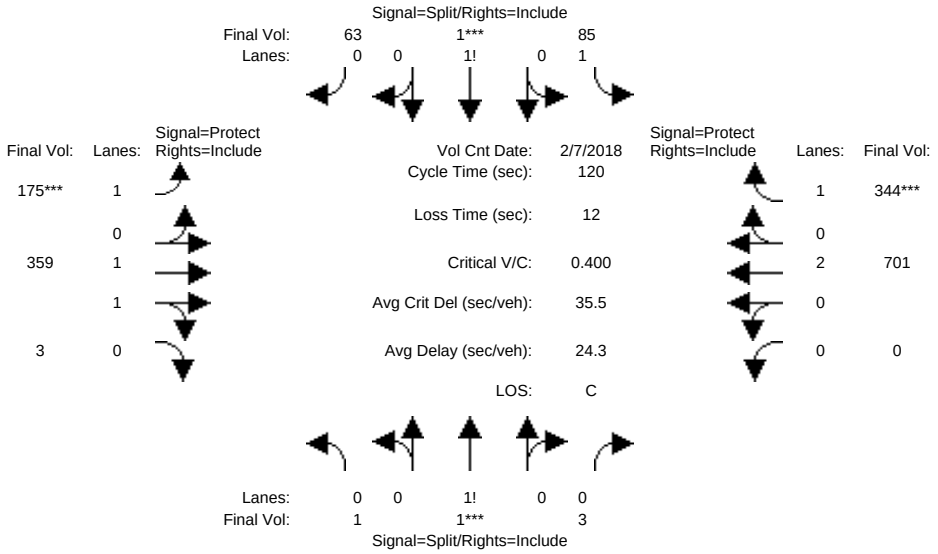
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2018 << 07:30:00 AM												
Base Vol:	1	1	3	85	1	63	175	359	3	0	701	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	85	1	63	175	359	3	0	701	344
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	3	85	1	63	175	359	3	0	701	344
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	3	85	1	63	175	359	3	0	701	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	85	1	63	175	359	3	0	701	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	3	85	1	63	175	359	3	0	701	344
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	1.40	0.01	0.59	1.00	1.98	0.02	0.00	2.00	1.00
Final Sat.:	350	350	1050	2448	16	1035	1750	3669	31	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.06	0.06	0.10	0.10	0.10	0.00	0.18	0.20
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	16.7	16.7	16.7	27.4	81.3	81.3	0.0	53.9	53.9
Volume/Cap:	0.03	0.03	0.03	0.25	0.44	0.44	0.44	0.14	0.14	0.00	0.41	0.44
Delay/Veh:	51.0	51.0	51.0	47.1	51.4	51.4	43.1	7.0	7.0	0.0	23.1	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	51.0	47.1	51.4	51.4	43.1	7.0	7.0	0.0	23.1	24.4
LOS by Move:	D	D	D	D	D-	D-	D	A	A	A	C	C
HCM2kAvgQ:	0	0	0	2	4	4	6	2	2	0	9	9

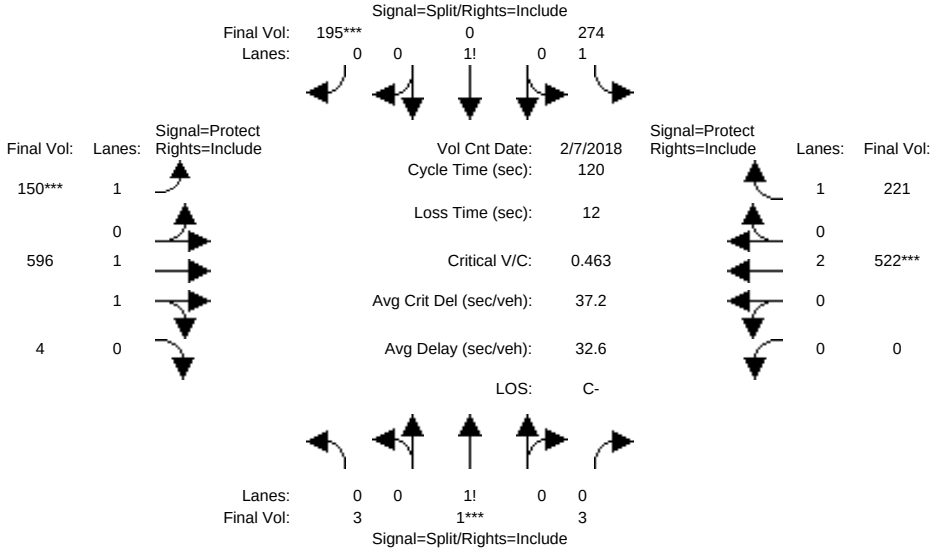
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2018 << 05:00:00 PM												
Base Vol:	3	1	3	274	0	195	150	596	4	0	522	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	3	274	0	195	150	596	4	0	522	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	1	3	274	0	195	150	596	4	0	522	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	3	274	0	195	150	596	4	0	522	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	3	274	0	195	150	596	4	0	522	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	3	274	0	195	150	596	4	0	522	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.43	0.14	0.43	1.41	0.00	0.59	1.00	1.99	0.01	0.00	2.00	1.00
Final Sat.:	750	250	750	2472	0	1028	1750	3675	25	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.19	0.09	0.16	0.16	0.00	0.14	0.13
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	45.0	0.0	45.0	20.3	53.0	53.0	0.0	32.6	32.6
Volume/Cap:	0.05	0.05	0.05	0.30	0.00	0.51	0.51	0.37	0.37	0.00	0.51	0.46
Delay/Veh:	51.2	51.2	51.2	26.8	0.0	30.9	51.3	23.0	23.0	0.0	38.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	51.2	51.2	26.8	0.0	30.9	51.3	23.0	23.0	0.0	38.7	39.7
LOS by Move:	D-	D-	D-	C	A	C	D-	C+	C+	A	D+	D
HCM2kAvgQ:	0	0	0	5	0	10	6	7	7	0	8	8

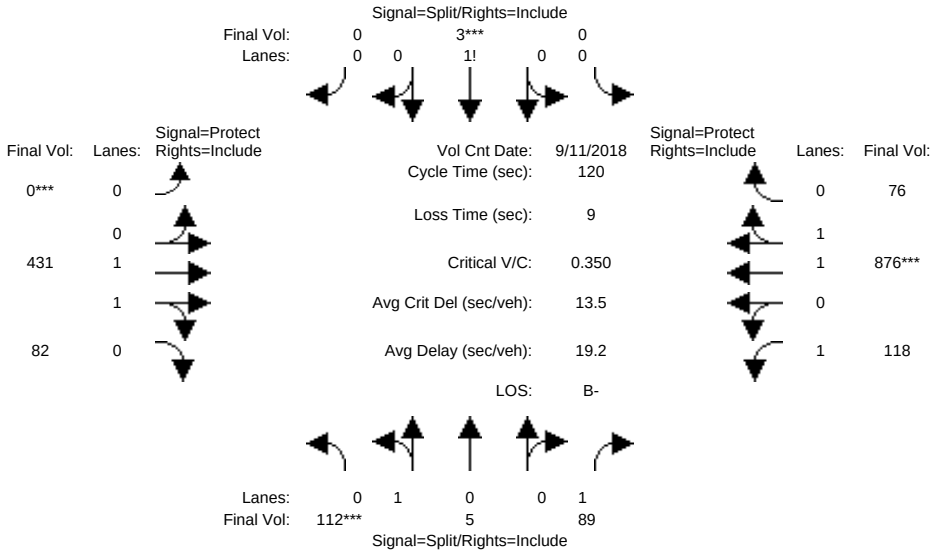
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2018 << 07:40:00 AM												
Base Vol:	112	5	89	0	3	0	0	431	82	118	876	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	5	89	0	3	0	0	431	82	118	876	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	5	89	0	3	0	0	431	82	118	876	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	5	89	0	3	0	0	431	82	118	876	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	5	89	0	3	0	0	431	82	118	876	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	5	89	0	3	0	0	431	82	118	876	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.96	0.04	1.00	0.00	1.00	0.00	0.00	1.67	0.33	1.00	1.84	0.16
Final Sat.:	1723	77	1750	0	1900	0	0	3108	591	1750	3404	295
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.00	0.00	0.00	0.00	0.14	0.14	0.07	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	20.4	20.4	20.4	0.0	10.0	0.0	0.0	54.3	54.3	26.4	80.6	80.6
Volume/Cap:	0.38	0.38	0.30	0.00	0.02	0.00	0.00	0.31	0.31	0.31	0.38	0.38
Delay/Veh:	47.8	47.8	46.1	0.0	50.7	0.0	0.0	21.4	21.4	41.2	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	47.8	46.1	0.0	50.7	0.0	0.0	21.4	21.4	41.2	9.1	9.1
LOS by Move:	D	D	D	A	D	A	A	C+	C+	D	A	A
HCM2kAvgQ:	4	4	3	0	0	0	0	6	6	4	8	8

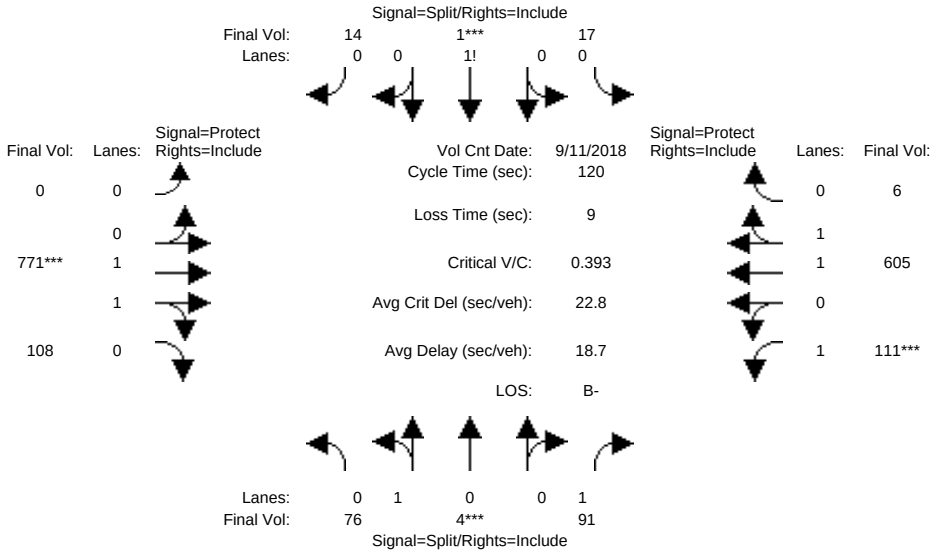
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2018 << 04:55:00 PM												
Base Vol:	76	4	91	17	1	14	0	771	108	111	605	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	4	91	17	1	14	0	771	108	111	605	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	4	91	17	1	14	0	771	108	111	605	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	4	91	17	1	14	0	771	108	111	605	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	4	91	17	1	14	0	771	108	111	605	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	4	91	17	1	14	0	771	108	111	605	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.95	0.05	1.00	0.53	0.03	0.44	0.00	1.75	0.25	1.00	1.98	0.02
Final Sat.:	1710	90	1750	930	55	766	0	3245	455	1750	3664	36
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.02	0.02	0.02	0.00	0.24	0.24	0.06	0.17	0.17
Crit Moves:		****			****			****			****	
Green Time:	14.9	14.9	14.9	10.0	10.0	10.0	0.0	68.0	68.0	18.1	86.1	86.1
Volume/Cap:	0.36	0.36	0.42	0.22	0.22	0.22	0.00	0.42	0.42	0.42	0.23	0.23
Delay/Veh:	52.6	52.6	54.4	54.8	54.8	54.8	0.0	15.4	15.4	51.0	5.9	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	52.6	54.4	54.8	54.8	54.8	0.0	15.4	15.4	51.0	5.9	5.9
LOS by Move:	D-	D-	D-	D-	D-	D-	A	B	B	D	A	A
HCM2kAvgQ:	3	3	4	1	1	1	0	9	9	4	4	4

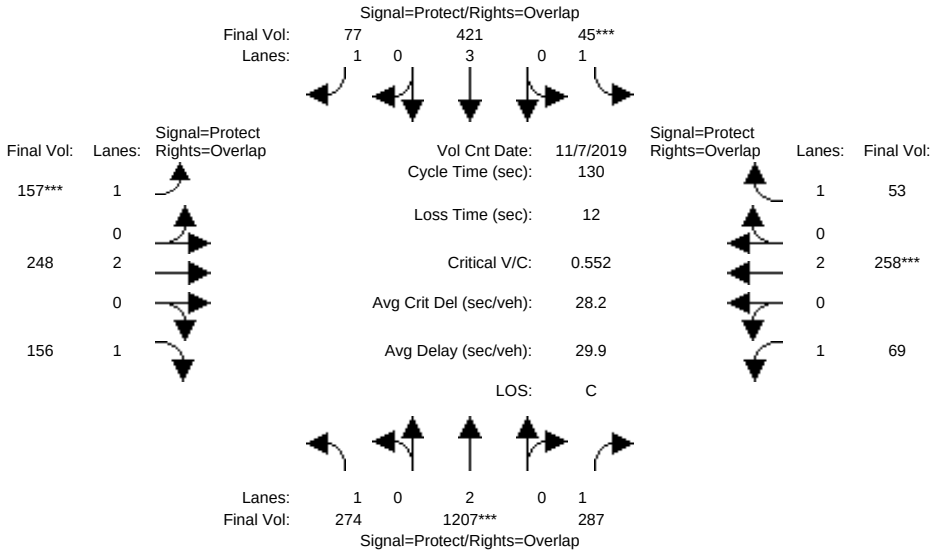
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	274	1207	287	45	421	77	157	248	156	69	258	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	1207	287	45	421	77	157	248	156	69	258	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	1207	287	45	421	77	157	248	156	69	258	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	1207	287	45	421	77	157	248	156	69	258	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	1207	287	45	421	77	157	248	156	69	258	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	1207	287	45	421	77	157	248	156	69	258	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.32	0.16	0.03	0.07	0.04	0.09	0.07	0.09	0.04	0.07	0.03
Crit Moves:		****		****			****				****	
Green Time:	54.4	74.2	89.3	7.0	26.7	47.7	21.0	21.7	76.1	15.2	15.9	22.9
Volume/Cap:	0.37	0.56	0.24	0.48	0.36	0.12	0.56	0.39	0.15	0.34	0.56	0.17
Delay/Veh:	26.4	17.9	7.7	63.5	44.5	27.3	52.7	48.7	12.3	53.8	55.3	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	17.9	7.7	63.5	44.5	27.3	52.7	48.7	12.3	53.8	55.3	45.8
LOS by Move:	C	B	A	E	D	C	D-	D	B	D-	E+	D
HCM2kAvgQ:	8	15	5	3	5	2	7	5	3	3	6	2

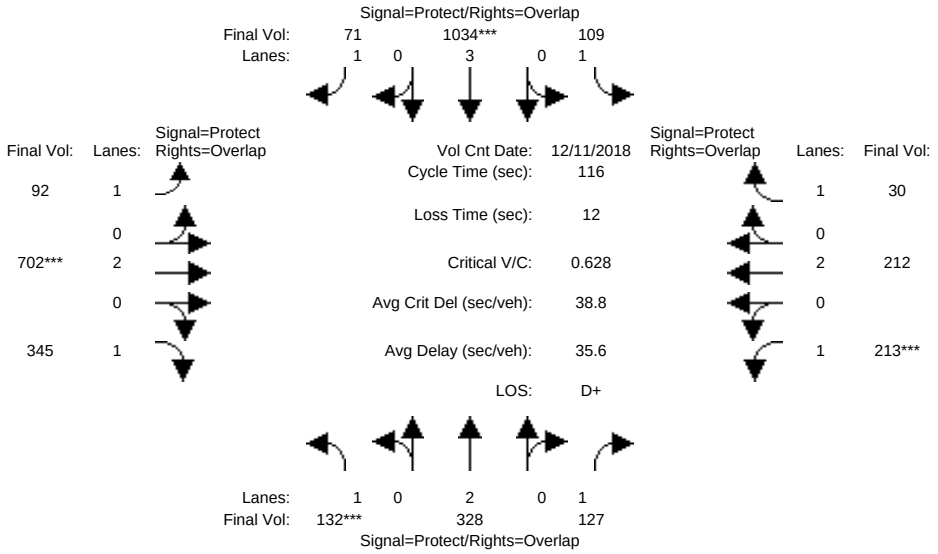
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:30:00 PM												
Base Vol:	132	328	127	109	1034	71	92	702	345	213	212	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	328	127	109	1034	71	92	702	345	213	212	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	328	127	109	1034	71	92	702	345	213	212	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	328	127	109	1034	71	92	702	345	213	212	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	328	127	109	1034	71	92	702	345	213	212	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	328	127	109	1034	71	92	702	345	213	212	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.07	0.06	0.18	0.04	0.05	0.18	0.20	0.12	0.06	0.02
Crit Moves:	****				****			****		****		
Green Time:	13.9	27.5	50.0	19.9	33.5	56.8	23.3	34.1	48.0	22.5	33.3	53.2
Volume/Cap:	0.63	0.36	0.17	0.36	0.63	0.08	0.26	0.63	0.48	0.63	0.19	0.04
Delay/Veh:	54.5	37.2	20.3	43.2	36.6	15.8	39.5	36.6	25.3	46.7	31.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	37.2	20.3	43.2	36.6	15.8	39.5	36.6	25.3	46.7	31.3	17.3
LOS by Move:	D-	D+	C+	D	D+	B	D	D+	C	D	C	B
HCM2kAvgQ:	6	5	3	4	11	1	3	11	10	8	3	1

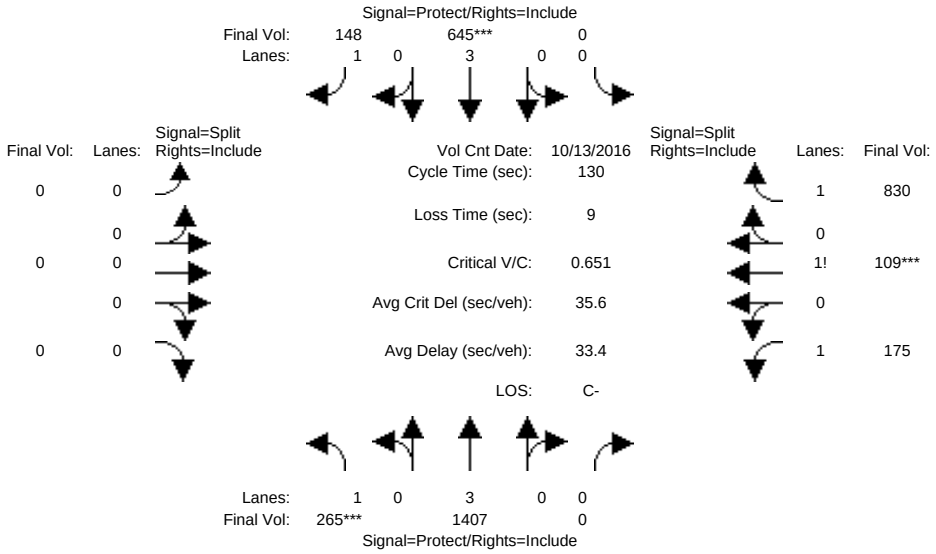
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Oct 2016 << 7:15 - 8:15 am												
Base Vol:	265	1407	0	0	645	148	0	0	0	175	109	830
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1407	0	0	645	148	0	0	0	175	109	830
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	1407	0	0	645	148	0	0	0	175	109	830
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1407	0	0	645	148	0	0	0	175	109	830
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1407	0	0	645	148	0	0	0	175	109	830
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	1407	0	0	645	148	0	0	0	175	109	830
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.15	0.18	1.67
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2007	320	3017
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.00	0.00	0.11	0.08	0.00	0.00	0.00	0.09	0.34	0.28
Crit Moves:	****				****						****	
Green Time:	30.3	52.9	0.0	0.0	22.6	22.6	0.0	0.0	0.0	68.1	68.1	68.1
Volume/Cap:	0.65	0.61	0.00	0.00	0.65	0.49	0.00	0.00	0.00	0.17	0.65	0.52
Delay/Veh:	48.8	30.9	0.0	0.0	51.6	49.7	0.0	0.0	0.0	16.1	23.2	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	30.9	0.0	0.0	51.6	49.7	0.0	0.0	0.0	16.1	23.2	20.5
LOS by Move:	D	C	A	A	D-	D	A	A	A	B	C	C+
HCM2kAvgQ:	11	15	0	0	9	6	0	0	0	3	19	13

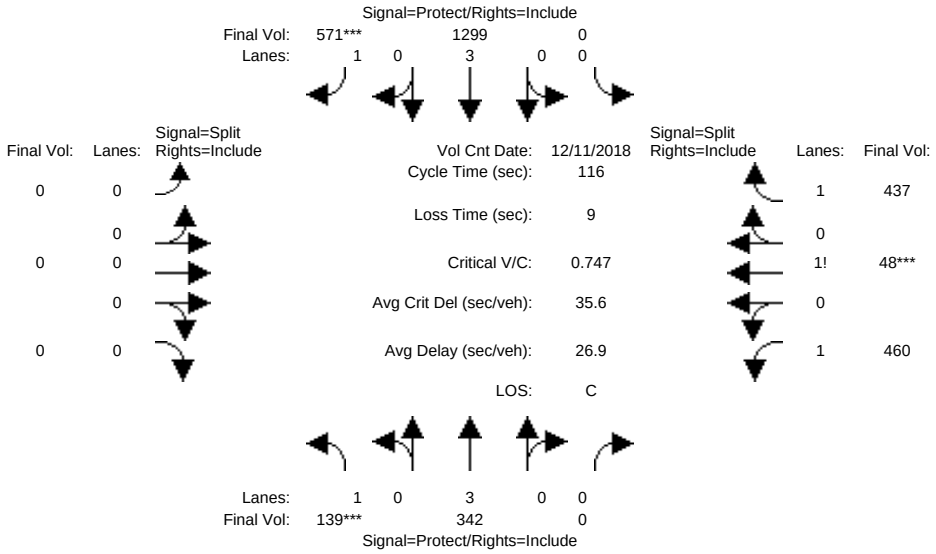
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 04:30:00 PM												
Base Vol:	139	342	0	0	1299	571	0	0	0	460	48	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	342	0	0	1299	571	0	0	0	460	48	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	342	0	0	1299	571	0	0	0	460	48	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	342	0	0	1299	571	0	0	0	460	48	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	342	0	0	1299	571	0	0	0	460	48	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	342	0	0	1299	571	0	0	0	460	48	437
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.46	0.10	1.44
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2561	169	2520
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.00	0.00	0.23	0.33	0.00	0.00	0.00	0.18	0.28	0.17
Crit Moves:	****					****					****	
Green Time:	12.3	63.0	0.0	0.0	50.6	50.6	0.0	0.0	0.0	44.0	44.0	44.0
Volume/Cap:	0.75	0.11	0.00	0.00	0.52	0.75	0.00	0.00	0.00	0.47	0.75	0.46
Delay/Veh:	65.6	12.9	0.0	0.0	24.0	31.4	0.0	0.0	0.0	27.4	33.7	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	12.9	0.0	0.0	24.0	31.4	0.0	0.0	0.0	27.4	33.7	27.2
LOS by Move:	E	B	A	A	C	C	A	A	A	C	C-	C
HCM2kAvgQ:	7	2	0	0	11	19	0	0	0	9	18	9

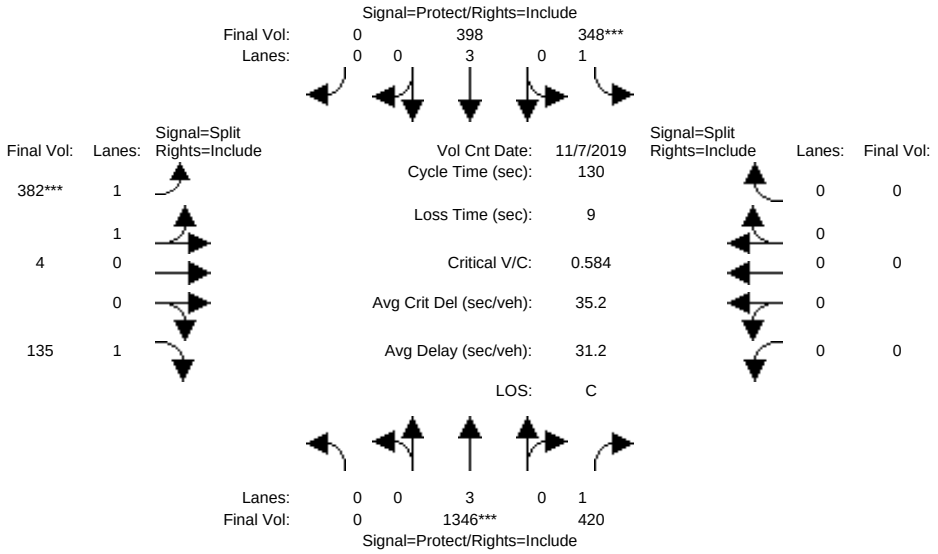
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	0	1346	420	348	398	0	382	4	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1346	420	348	398	0	382	4	135	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1346	420	348	398	0	382	4	135	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1346	420	348	398	0	382	4	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1346	420	348	398	0	382	4	135	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1346	420	348	398	0	382	4	135	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3513	37	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.20	0.07	0.00	0.11	0.11	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	52.5	52.5	44.3	96.8	0.0	24.2	24.2	24.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.59	0.58	0.09	0.00	0.58	0.58	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	30.6	31.7	36.8	4.6	0.0	49.7	49.7	47.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.6	31.7	36.8	4.6	0.0	49.7	49.7	47.5	0.0	0.0	0.0
LOS by Move:	A	C	C	D+	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	14	14	13	1	0	8	8	5	0	0	0

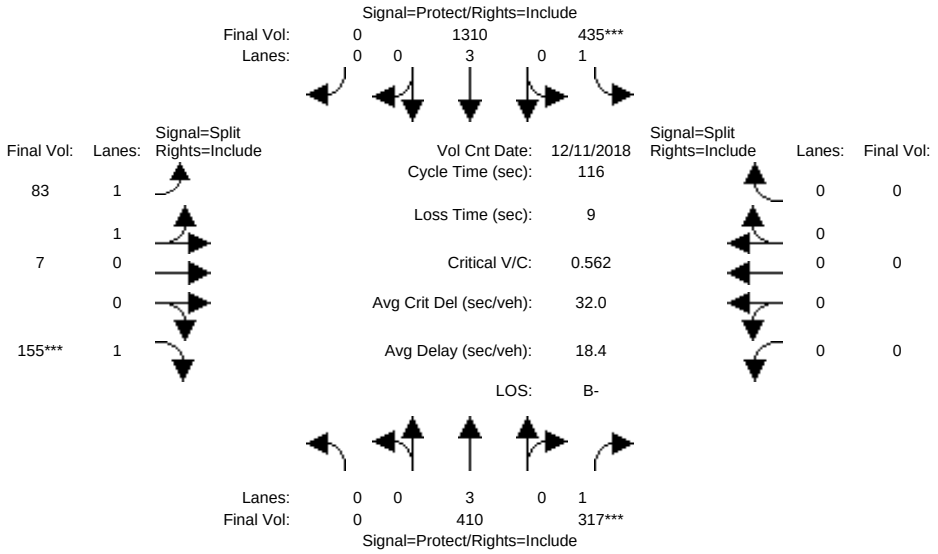
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 04:30:00 PM												
Base Vol:	0	410	317	435	1310	0	83	7	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	317	435	1310	0	83	7	155	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	410	317	435	1310	0	83	7	155	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	410	317	435	1310	0	83	7	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	410	317	435	1310	0	83	7	155	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	410	317	435	1310	0	83	7	155	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.85	0.15	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3274	276	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.18	0.25	0.23	0.00	0.03	0.03	0.09	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	37.4	37.4	51.3	88.7	0.0	18.3	18.3	18.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.56	0.56	0.30	0.00	0.16	0.16	0.56	0.00	0.00	0.00
Delay/Veh:	0.0	28.8	33.8	24.9	4.2	0.0	42.4	42.4	47.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.8	33.8	24.9	4.2	0.0	42.4	42.4	47.8	0.0	0.0	0.0
LOS by Move:	A	C	C-	C	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	4	10	13	5	0	2	2	6	0	0	0

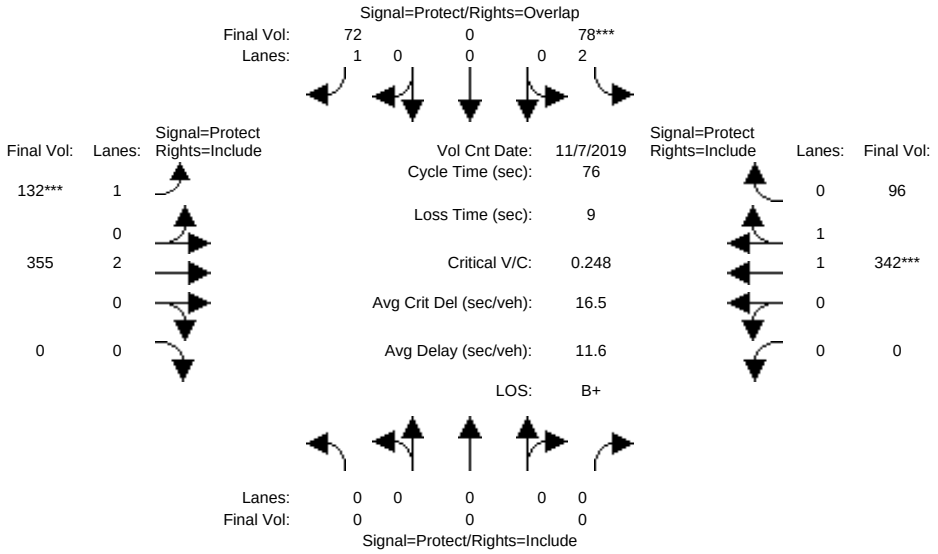
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	0	0	0	78	0	72	132	355	0	0	342	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	72	132	355	0	0	342	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	78	0	72	132	355	0	0	342	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	78	0	72	132	355	0	0	342	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	72	132	355	0	0	342	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	78	0	72	132	355	0	0	342	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2888	811
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.08	0.09	0.00	0.00	0.12	0.12
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	7.6	0.0	30.7	23.1	59.4	0.0	0.0	36.3	36.3
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.10	0.25	0.12	0.00	0.00	0.25	0.25
Delay/Veh:	0.0	0.0	0.0	33.4	0.0	14.4	21.0	2.1	0.0	0.0	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.4	0.0	14.4	21.0	2.1	0.0	0.0	12.1	12.1
LOS by Move:	A	A	A	C-	A	B	C+	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	1	3	1	0	0	3	3

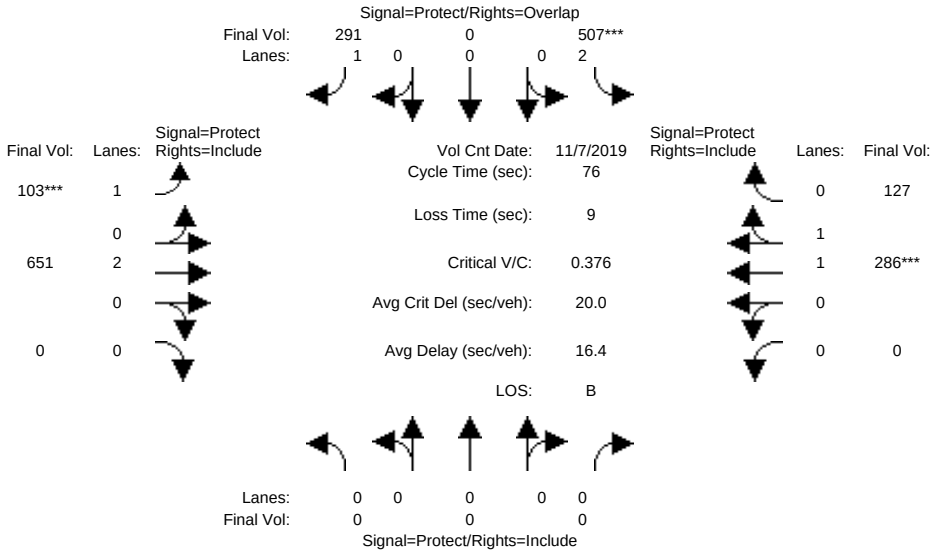
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	0	0	0	507	0	291	103	651	0	0	286	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	507	0	291	103	651	0	0	286	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	507	0	291	103	651	0	0	286	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	507	0	291	103	651	0	0	286	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	507	0	291	103	651	0	0	286	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	507	0	291	103	651	0	0	286	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.37	0.63
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2561	1137
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.17	0.06	0.17	0.00	0.00	0.11	0.11
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	32.5	0.0	44.4	11.9	34.5	0.0	0.0	22.6	22.6
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.28	0.38	0.38	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	15.6	0.0	8.6	32.6	14.3	0.0	0.0	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.6	0.0	8.6	32.6	14.3	0.0	0.0	22.1	22.1
LOS by Move:	A	A	A	B	A	A	C-	B	A	A	C+	C+
HCM2kAvgQ:	0	0	0	5	0	4	3	5	0	0	4	4

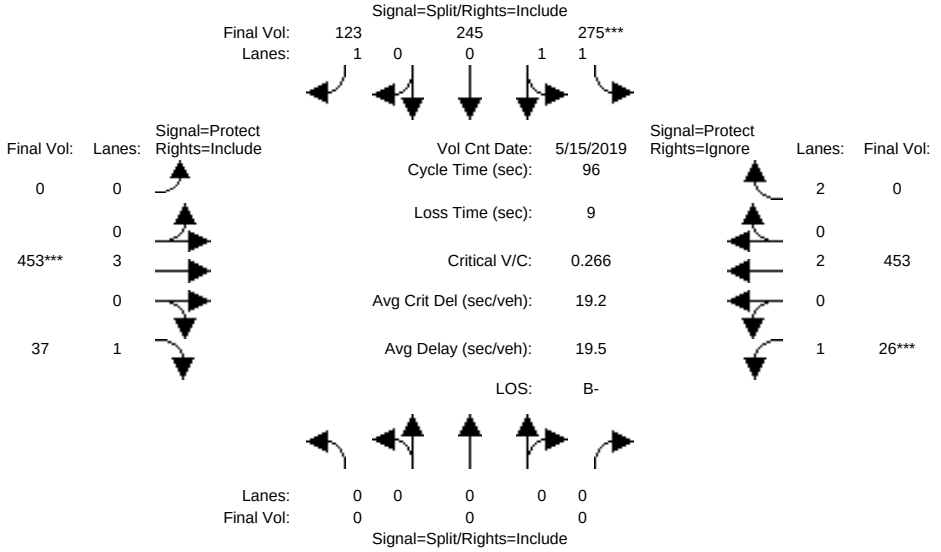
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2019 << 08:00:00 AM												
Base Vol:	0	0	0	275	245	123	0	453	37	26	453	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	275	245	123	0	453	37	26	453	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	275	245	123	0	453	37	26	453	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	275	245	123	0	453	37	26	453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	275	245	123	0	453	37	26	453	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	275	245	123	0	453	37	26	453	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.07	0.93	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	1877	1672	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.07	0.00	0.08	0.02	0.01	0.12	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	51.9	51.9	51.9	0.0	28.1	28.1	7.0	35.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	0.13	0.00	0.27	0.07	0.20	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	12.0	12.0	11.0	0.0	26.1	24.6	42.7	22.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.0	12.0	11.0	0.0	26.1	24.6	42.7	22.0	0.0
LOS by Move:	A	A	A	B+	B+	B+	A	C	C	D	C+	A
HCM2kAvgQ:	0	0	0	4	4	2	0	3	1	1	5	0

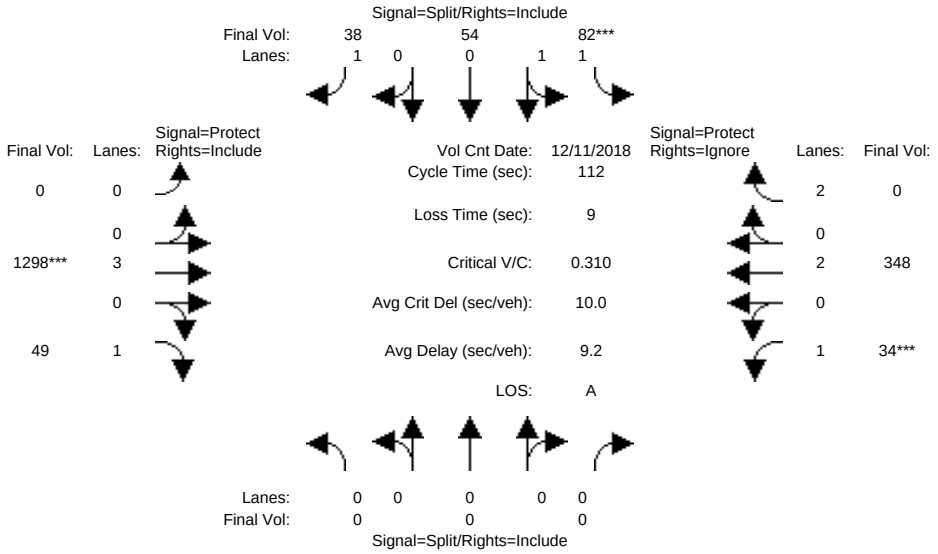
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 04:45:00 PM												
Base Vol:	0	0	0	82	54	38	0	1298	49	34	348	960
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	82	54	38	0	1298	49	34	348	960
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	82	54	38	0	1298	49	34	348	960
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	82	54	38	0	1298	49	34	348	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	54	38	0	1298	49	34	348	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	82	54	38	0	1298	49	34	348	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.22	0.78	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	2140	1409	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.02	0.00	0.23	0.03	0.02	0.09	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	13.8	13.8	13.8	0.0	82.2	82.2	7.0	89.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.31	0.18	0.00	0.31	0.04	0.31	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	45.1	45.1	44.4	0.0	5.2	4.1	51.8	2.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.1	45.1	44.4	0.0	5.2	4.1	51.8	2.6	0.0
LOS by Move:	A	A	A	D	D	D	A	A	A	D-	A	A
HCM2kAvgQ:	0	0	0	3	3	1	0	5	0	2	1	0

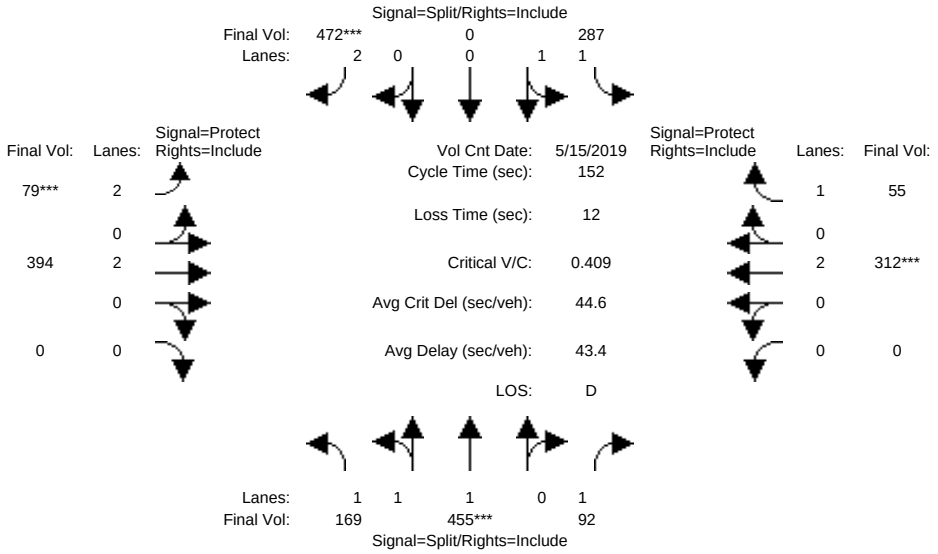
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2019 << 08:00:00 AM												
Base Vol:	169	455	92	287	0	472	79	394	0	0	312	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	455	92	287	0	472	79	394	0	0	312	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	455	92	287	0	472	79	394	0	0	312	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	455	92	287	0	472	79	394	0	0	312	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	455	92	287	0	472	79	394	0	0	312	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	455	92	287	0	472	79	394	0	0	312	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	3800	1750	3550	0	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.05	0.08	0.00	0.15	0.03	0.10	0.00	0.00	0.08	0.03
Crit Moves:		****				****	****				****	
Green Time:	44.5	44.5	44.5	55.7	0.0	55.7	9.3	39.8	0.0	0.0	30.5	30.5
Volume/Cap:	0.33	0.41	0.18	0.22	0.00	0.41	0.41	0.40	0.00	0.00	0.41	0.16
Delay/Veh:	42.2	43.4	40.3	33.3	0.0	36.1	70.1	46.4	0.0	0.0	53.3	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	43.4	40.3	33.3	0.0	36.1	70.1	46.4	0.0	0.0	53.3	50.3
LOS by Move:	D	D	D	C-	A	D+	E	D	A	A	D-	D
HCM2kAvgQ:	7	8	3	5	0	10	3	7	0	0	6	2

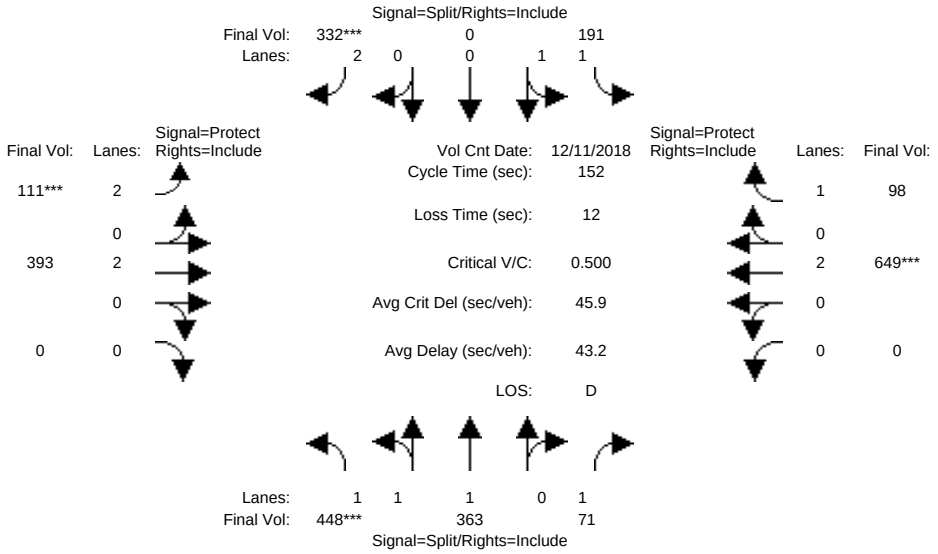
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	448	363	71	191	0	332	111	393	0	0	649	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	363	71	191	0	332	111	393	0	0	649	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	363	71	191	0	332	111	393	0	0	649	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	363	71	191	0	332	111	393	0	0	649	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	363	71	191	0	332	111	393	0	0	649	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	363	71	191	0	332	111	393	0	0	649	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.93	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.70	1.30	1.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3008	2437	1750	3550	0	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.04	0.05	0.00	0.11	0.04	0.10	0.00	0.00	0.17	0.06
Crit Moves:	****					****	****				****	
Green Time:	45.3	45.3	45.3	32.1	0.0	32.1	10.7	62.7	0.0	0.0	51.9	51.9
Volume/Cap:	0.50	0.50	0.14	0.26	0.00	0.50	0.50	0.25	0.00	0.00	0.50	0.16
Delay/Veh:	44.3	44.3	39.2	50.2	0.0	53.5	69.8	29.4	0.0	0.0	40.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	44.3	39.2	50.2	0.0	53.5	69.8	29.4	0.0	0.0	40.0	35.0
LOS by Move:	D	D	D	D	A	D-	E	C	A	A	D	D+
HCM2kAvgQ:	11	11	3	4	0	8	4	6	0	0	12	3

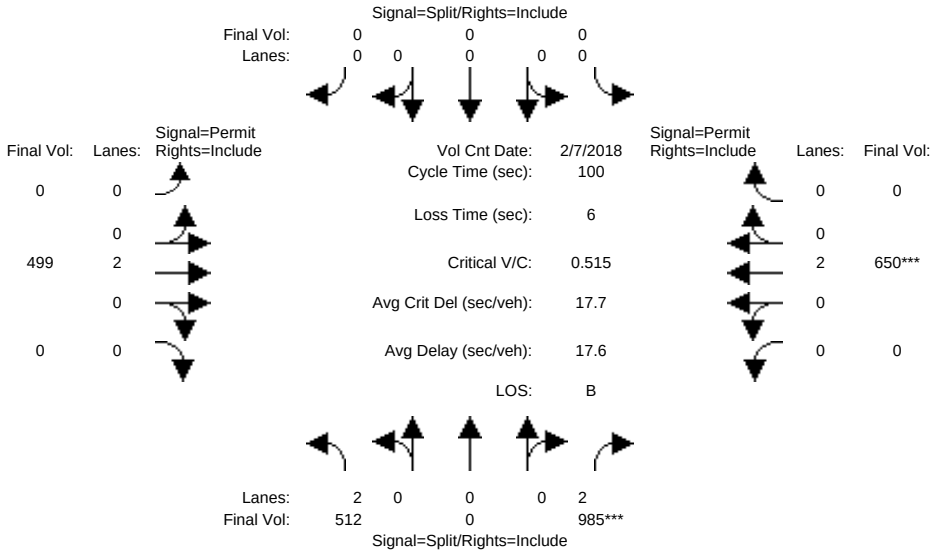
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2018 << 07:30:00 AM												
Base Vol:	512	0	985	0	0	0	0	499	0	0	650	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	512	0	985	0	0	0	0	499	0	0	650	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	512	0	985	0	0	0	0	499	0	0	650	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	512	0	985	0	0	0	0	499	0	0	650	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	0	985	0	0	0	0	499	0	0	650	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	512	0	985	0	0	0	0	499	0	0	650	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.31	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.17	0.00
Crit Moves:			****								****	
Green Time:	60.8	0.0	60.8	0.0	0.0	0.0	0.0	33.2	0.0	0.0	33.2	0.0
Volume/Cap:	0.27	0.00	0.51	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.51	0.00
Delay/Veh:	9.3	0.0	11.4	0.0	0.0	0.0	0.0	25.9	0.0	0.0	27.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	0.0	11.4	0.0	0.0	0.0	0.0	25.9	0.0	0.0	27.3	0.0
LOS by Move:	A	A	B+	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	4	0	10	0	0	0	0	6	0	0	8	0

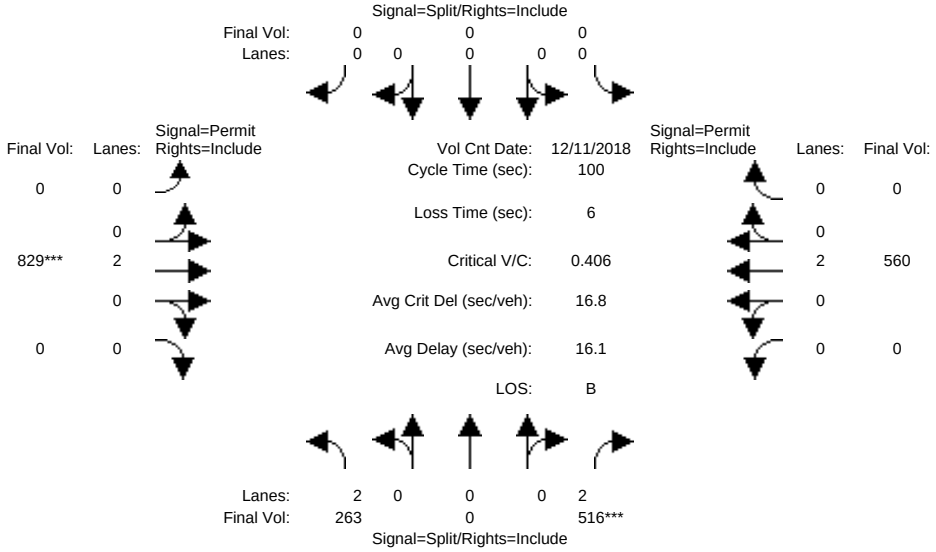
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	263	0	516	0	0	0	0	829	0	0	560	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	0	516	0	0	0	0	829	0	0	560	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	0	516	0	0	0	0	829	0	0	560	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	0	516	0	0	0	0	829	0	0	560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	0	516	0	0	0	0	829	0	0	560	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	0	516	0	0	0	0	829	0	0	560	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.16	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.15	0.00
Crit Moves:			****					****				
Green Time:	40.3	0.0	40.3	0.0	0.0	0.0	0.0	53.7	0.0	0.0	53.7	0.0
Volume/Cap:	0.21	0.00	0.41	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.27	0.00
Delay/Veh:	19.5	0.0	21.5	0.0	0.0	0.0	0.0	13.8	0.0	0.0	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	0.0	21.5	0.0	0.0	0.0	0.0	13.8	0.0	0.0	12.7	0.0
LOS by Move:	B-	A	C+	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	3	0	7	0	0	0	0	7	0	0	5	0

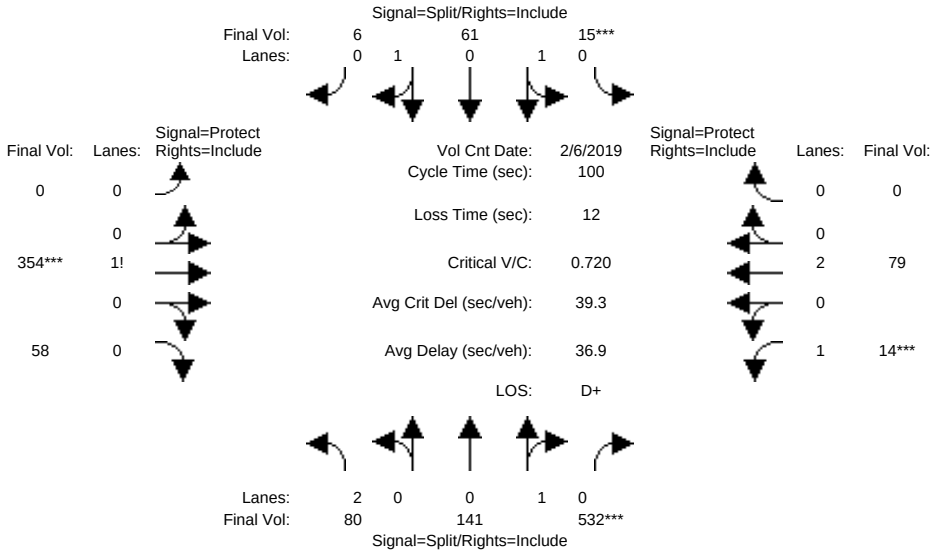
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 08:00:00 AM												
Base Vol:	80	141	532	15	61	6	0	354	58	14	79	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	141	532	15	61	6	0	354	58	14	79	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	141	532	15	61	6	0	354	58	14	79	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	141	532	15	61	6	0	354	58	14	79	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	141	532	15	61	6	0	354	58	14	79	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	141	532	15	61	6	0	354	58	14	79	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	2.00	0.21	0.79	0.36	1.49	0.15	0.00	0.86	0.14	1.00	2.00	0.00
Final Sat.:	3150	377	1423	659	2678	263	0	1547	253	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.02	0.02	0.02	0.00	0.23	0.23	0.01	0.02	0.00
Crit Moves:			****	****				****		****		
Green Time:	44.0	44.0	44.0	10.0	10.0	10.0	0.0	27.0	27.0	7.0	34.0	0.0
Volume/Cap:	0.06	0.85	0.85	0.23	0.23	0.23	0.00	0.85	0.85	0.11	0.06	0.00
Delay/Veh:	16.1	33.6	33.6	41.8	41.8	41.8	0.0	47.8	47.8	44.0	22.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	33.6	33.6	41.8	41.8	41.8	0.0	47.8	47.8	44.0	22.3	0.0
LOS by Move:	B	C-	C-	D	D	D	A	D	D	D	C+	A
HCM2kAvgQ:	1	22	22	1	1	1	0	15	15	1	1	0

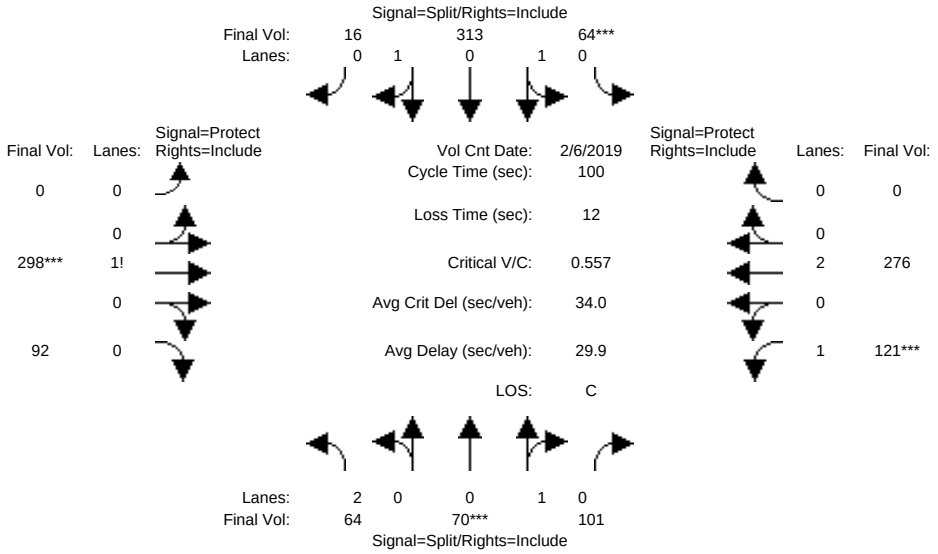
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 05:00:00 PM												
Base Vol:	64	70	101	64	313	16	0	298	92	121	276	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	70	101	64	313	16	0	298	92	121	276	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	70	101	64	313	16	0	298	92	121	276	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	70	101	64	313	16	0	298	92	121	276	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	70	101	64	313	16	0	298	92	121	276	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	70	101	64	313	16	0	298	92	121	276	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	2.00	0.41	0.59	0.33	1.59	0.08	0.00	0.76	0.24	1.00	2.00	0.00
Final Sat.:	3150	737	1063	586	2867	147	0	1375	425	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.11	0.11	0.11	0.00	0.22	0.22	0.07	0.07	0.00
Crit Moves:		****		****				****		****		
Green Time:	17.1	17.1	17.1	19.6	19.6	19.6	0.0	38.9	38.9	12.4	51.3	0.0
Volume/Cap:	0.12	0.56	0.56	0.56	0.56	0.56	0.00	0.56	0.56	0.56	0.14	0.00
Delay/Veh:	35.2	40.3	40.3	37.3	37.3	37.3	0.0	24.8	24.8	44.4	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	40.3	40.3	37.3	37.3	37.3	0.0	24.8	24.8	44.4	12.8	0.0
LOS by Move:	D+	D	D	D+	D+	D+	A	C	C	D	B	A
HCM2kAvgQ:	1	6	6	6	6	6	0	10	10	5	2	0

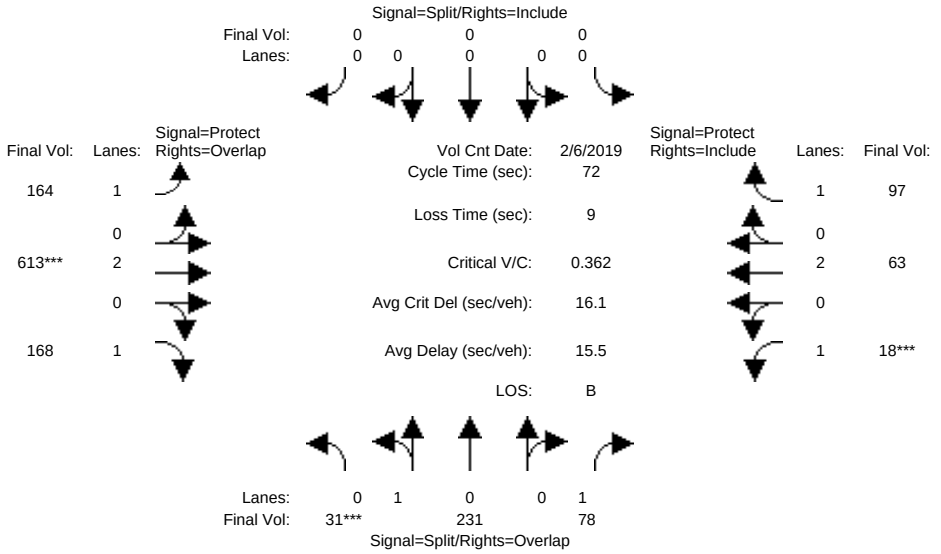
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 08:00:00 AM												
Base Vol:	31	231	78	0	0	0	164	613	168	18	63	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	231	78	0	0	0	164	613	168	18	63	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	231	78	0	0	0	164	613	168	18	63	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	231	78	0	0	0	164	613	168	18	63	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	231	78	0	0	0	164	613	168	18	63	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	231	78	0	0	0	164	613	168	18	63	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	213	1587	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.04	0.00	0.00	0.00	0.09	0.16	0.10	0.01	0.02	0.06
Crit Moves:	****							****		****		
Green Time:	26.6	26.6	33.6	0.0	0.0	0.0	15.0	29.4	56.0	7.0	21.4	21.4
Volume/Cap:	0.39	0.39	0.10	0.00	0.00	0.00	0.45	0.39	0.12	0.11	0.06	0.19
Delay/Veh:	17.2	17.2	10.8	0.0	0.0	0.0	25.8	15.2	2.0	29.9	18.1	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	17.2	10.8	0.0	0.0	0.0	25.8	15.2	2.0	29.9	18.1	19.0
LOS by Move:	B	B	B+	A	A	A	C	B	A	C	B-	B-
HCM2kAvgQ:	5	5	1	0	0	0	4	5	1	0	1	2

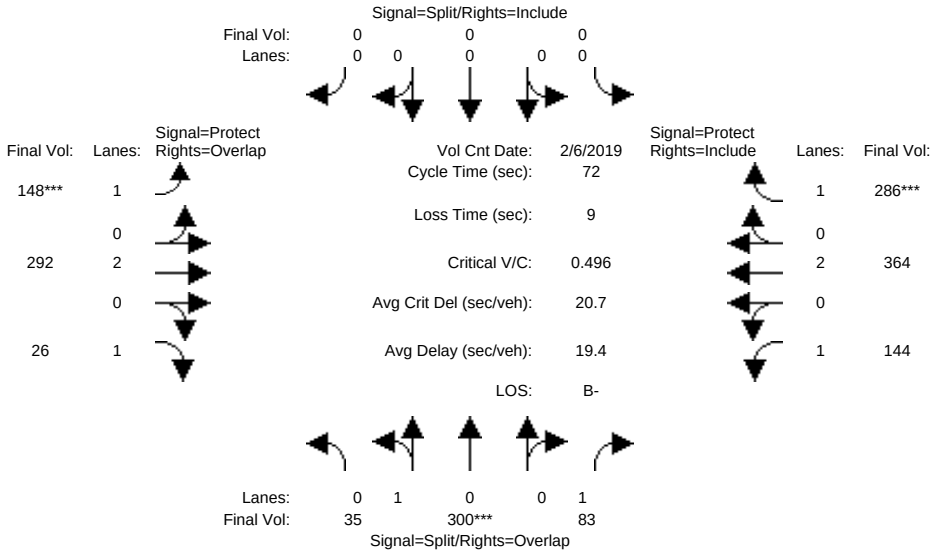
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 05:00:00 PM												
Base Vol:	35	300	83	0	0	0	148	292	26	144	364	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	300	83	0	0	0	148	292	26	144	364	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	300	83	0	0	0	148	292	26	144	364	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	300	83	0	0	0	148	292	26	144	364	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	300	83	0	0	0	148	292	26	144	364	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	300	83	0	0	0	148	292	26	144	364	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.90	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	188	1612	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.05	0.00	0.00	0.00	0.08	0.08	0.01	0.08	0.10	0.16
Crit Moves:		****					****					****
Green Time:	27.0	27.0	41.8	0.0	0.0	0.0	12.3	21.2	48.2	14.8	23.7	23.7
Volume/Cap:	0.50	0.50	0.08	0.00	0.00	0.00	0.50	0.26	0.02	0.40	0.29	0.50
Delay/Veh:	17.8	17.8	6.7	0.0	0.0	0.0	28.4	19.6	4.0	25.5	18.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	17.8	6.7	0.0	0.0	0.0	28.4	19.6	4.0	25.5	18.0	20.0
LOS by Move:	B	B	A	A	A	A	C	B-	A	C	B-	C+
HCM2kAvgQ:	6	6	1	0	0	0	4	3	0	3	3	6

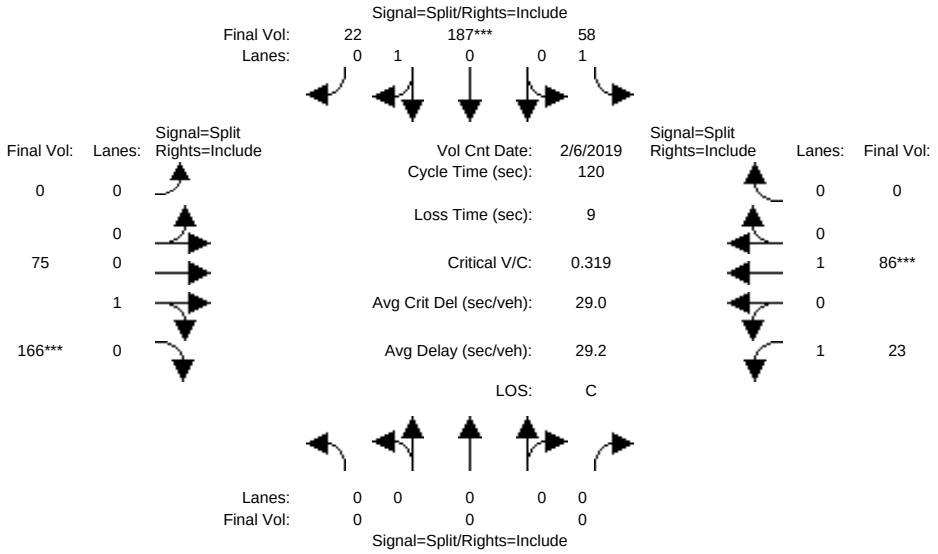
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 07:45:00 AM												
Base Vol:	0	0	0	58	187	22	0	75	166	23	86	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	187	22	0	75	166	23	86	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	187	22	0	75	166	23	86	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	187	22	0	75	166	23	86	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	187	22	0	75	166	23	86	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	58	187	22	0	75	166	23	86	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.89	0.11	0.00	0.31	0.69	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1611	189	0	560	1240	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.12	0.12	0.00	0.13	0.13	0.01	0.05	0.00
Crit Moves:					****				****		****	
Green Time:	0.0	0.0	0.0	43.7	43.7	43.7	0.0	50.3	50.3	17.0	17.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.09	0.32	0.32	0.00	0.32	0.32	0.09	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	25.2	27.8	27.8	0.0	23.6	23.6	44.9	47.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.2	27.8	27.8	0.0	23.6	23.6	44.9	47.0	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2kAvgQ:	0	0	0	1	6	6	0	6	6	1	3	0

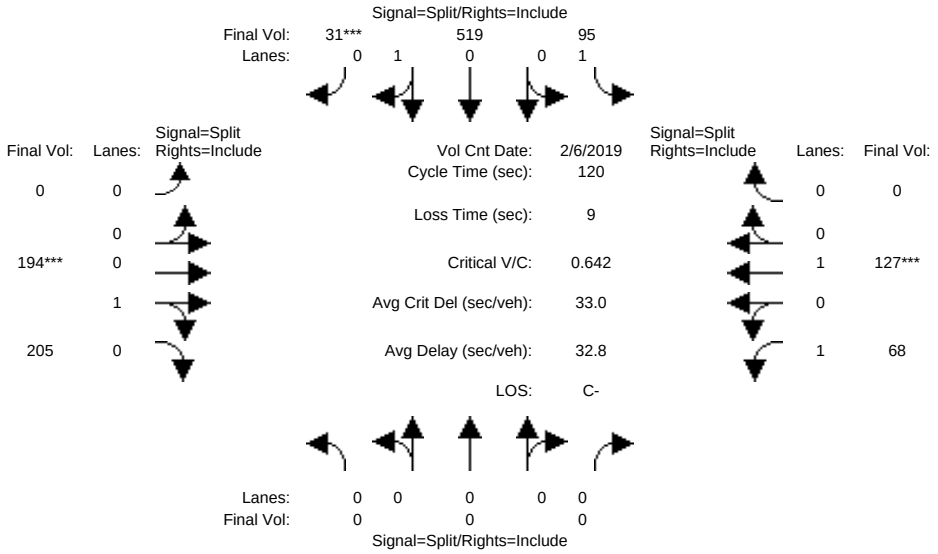
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 05:00:00 PM												
Base Vol:	0	0	0	95	519	31	0	194	205	68	127	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	519	31	0	194	205	68	127	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	519	31	0	194	205	68	127	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	95	519	31	0	194	205	68	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	519	31	0	194	205	68	127	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	95	519	31	0	194	205	68	127	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.94	0.06	0.00	0.49	0.51	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1699	101	0	875	925	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.31	0.31	0.00	0.22	0.22	0.04	0.07	0.00
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	57.1	57.1	57.1	0.0	41.4	41.4	12.5	12.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.11	0.64	0.64	0.00	0.64	0.64	0.37	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	17.5	25.4	25.4	0.0	35.4	35.4	51.4	58.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	25.4	25.4	0.0	35.4	35.4	51.4	58.6	0.0
LOS by Move:	A	A	A	B	C	C	A	D+	D+	D-	E+	A
HCM2kAvgQ:	0	0	0	2	16	16	0	14	14	3	6	0

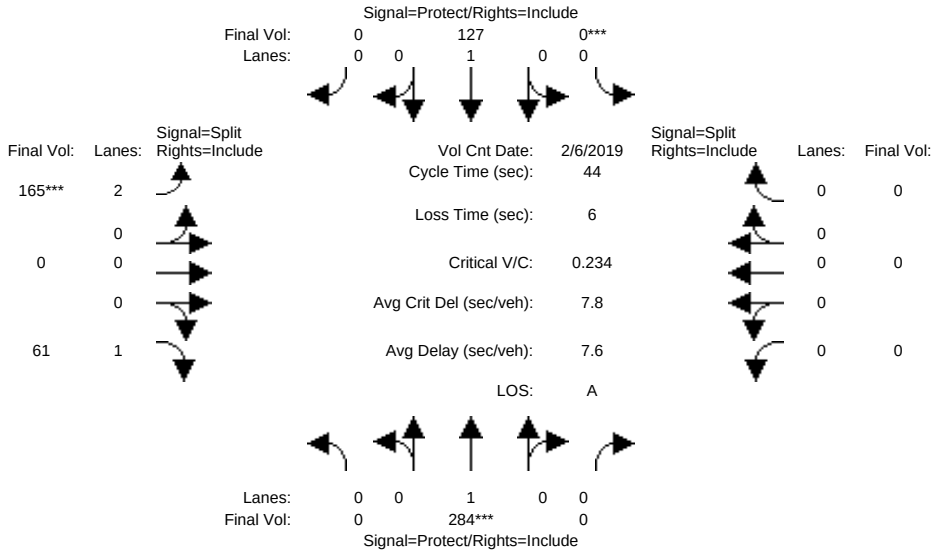
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 07:45:00 AM												
Base Vol:	0	284	0	0	127	0	165	0	61	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	284	0	0	127	0	165	0	61	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	284	0	0	127	0	165	0	61	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	284	0	0	127	0	165	0	61	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	284	0	0	127	0	165	0	61	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	284	0	0	127	0	165	0	61	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.07	0.00	0.05	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	28.0	0.0	0.0	28.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.23	0.00	0.00	0.11	0.00	0.23	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	0.0	3.9	0.0	0.0	3.3	0.0	14.6	0.0	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.9	0.0	0.0	3.3	0.0	14.6	0.0	14.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	2	0	0	1	0	1	0	1	0	0	0

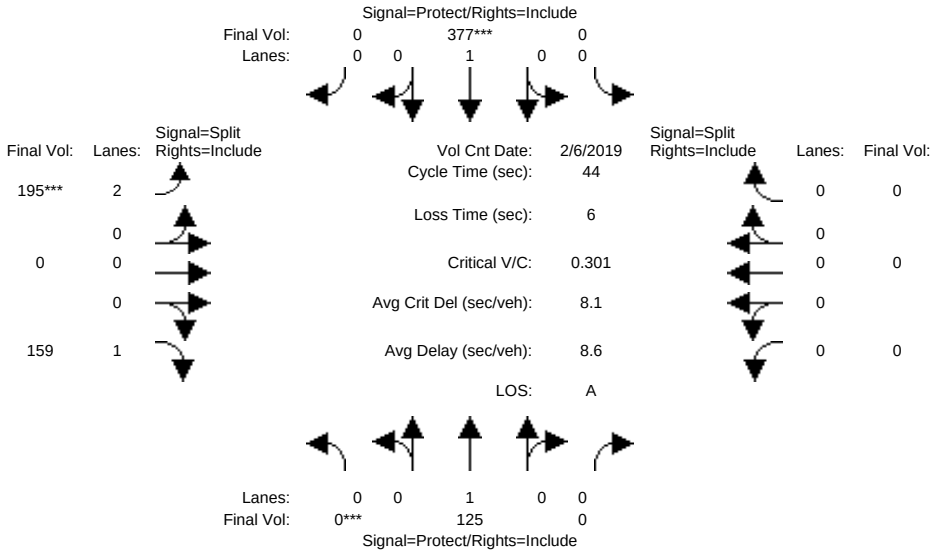
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 05:00:00 PM												
Base Vol:	0	125	0	0	377	0	195	0	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	125	0	0	377	0	195	0	159	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	125	0	0	377	0	195	0	159	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	125	0	0	377	0	195	0	159	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	125	0	0	377	0	195	0	159	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	125	0	0	377	0	195	0	159	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.20	0.00	0.06	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	24.7	0.0	0.0	24.7	0.0	13.3	0.0	13.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.00	0.00	0.35	0.00	0.21	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	0.0	4.7	0.0	0.0	6.2	0.0	11.9	0.0	13.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	6.2	0.0	11.9	0.0	13.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B+	A	B	A	A	A
HCM2kAvgQ:	0	1	0	0	3	0	1	0	2	0	0	0

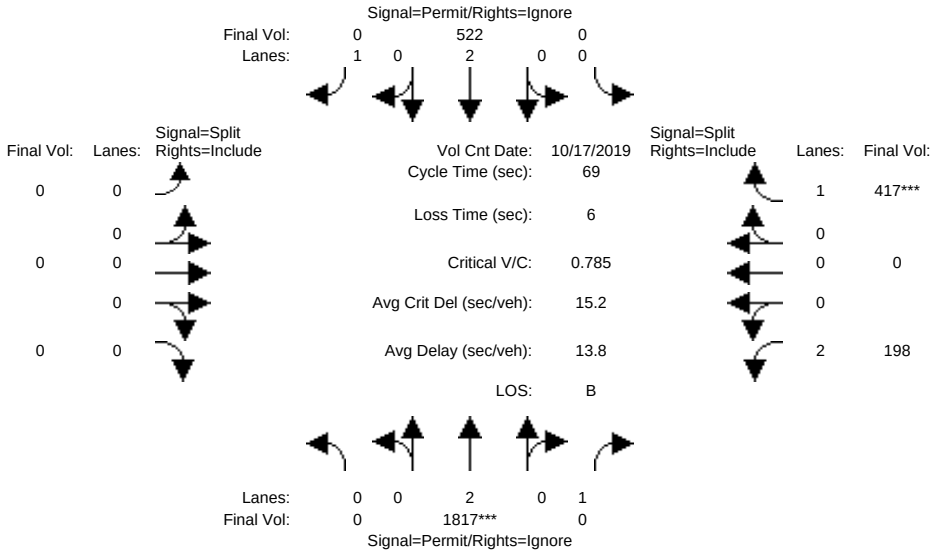
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:45:00 AM												
Base Vol:	0	1817	214	0	522	151	0	0	0	198	0	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1817	214	0	522	151	0	0	0	198	0	417
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1817	214	0	522	151	0	0	0	198	0	417
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1817	0	0	522	0	0	0	0	198	0	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1817	0	0	522	0	0	0	0	198	0	417
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1817	0	0	522	0	0	0	0	198	0	417
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.06	0.00	0.24
Crit Moves:		****										****
Green Time:	0.0	42.0	0.0	0.0	42.0	0.0	0.0	0.0	0.0	21.0	0.0	21.0
Volume/Cap:	0.00	0.78	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.21	0.00	0.78
Delay/Veh:	0.0	11.9	0.0	0.0	6.2	0.0	0.0	0.0	0.0	18.0	0.0	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.9	0.0	0.0	6.2	0.0	0.0	0.0	0.0	18.0	0.0	29.5
LOS by Move:	A	B+	A	A	A	A	A	A	A	B	A	C
HCM2kAvgQ:	0	16	0	0	3	0	0	0	0	2	0	11

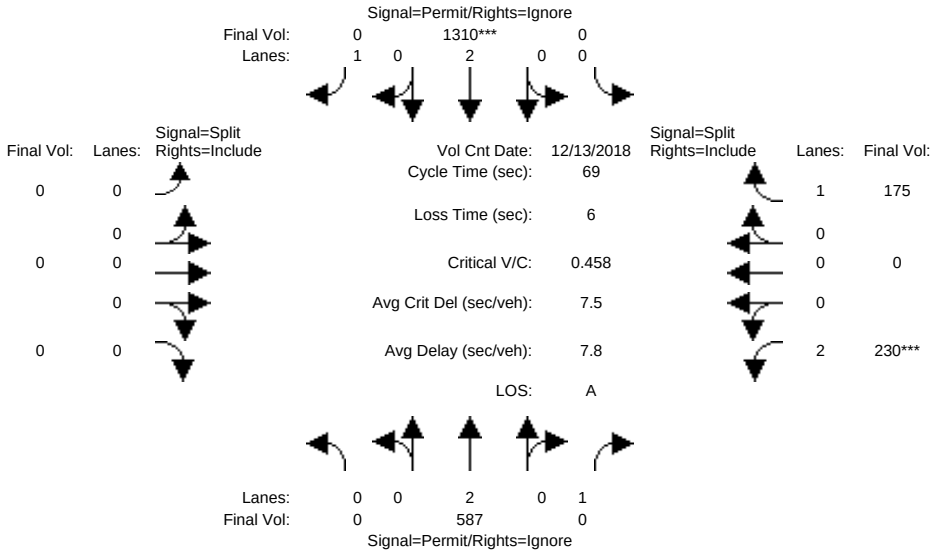
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Final Vol:	Lanes:	Signal=Split Rights=Include
0	0	
	0	
0	0	
	0	
0	0	

Signal=Split Rights=Include	Lanes:	Final Vol:
	1	175
	0	
	0	0
	0	
	2	230***

Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	0	587	356	0	1310	212	0	0	0	230	0	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	587	356	0	1310	212	0	0	0	230	0	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	587	356	0	1310	212	0	0	0	230	0	175
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	587	0	0	1310	0	0	0	0	230	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	587	0	0	1310	0	0	0	0	230	0	175
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	587	0	0	1310	0	0	0	0	230	0	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.07	0.00	0.10
Crit Moves:					****					****		
Green Time:	0.0	48.8	0.0	0.0	48.8	0.0	0.0	0.0	0.0	14.2	0.0	14.2
Volume/Cap:	0.00	0.22	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.36	0.00	0.49
Delay/Veh:	0.0	3.5	0.0	0.0	4.6	0.0	0.0	0.0	0.0	23.8	0.0	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	0.0	0.0	4.6	0.0	0.0	0.0	0.0	23.8	0.0	25.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	2	0	0	7	0	0	0	0	3	0	4

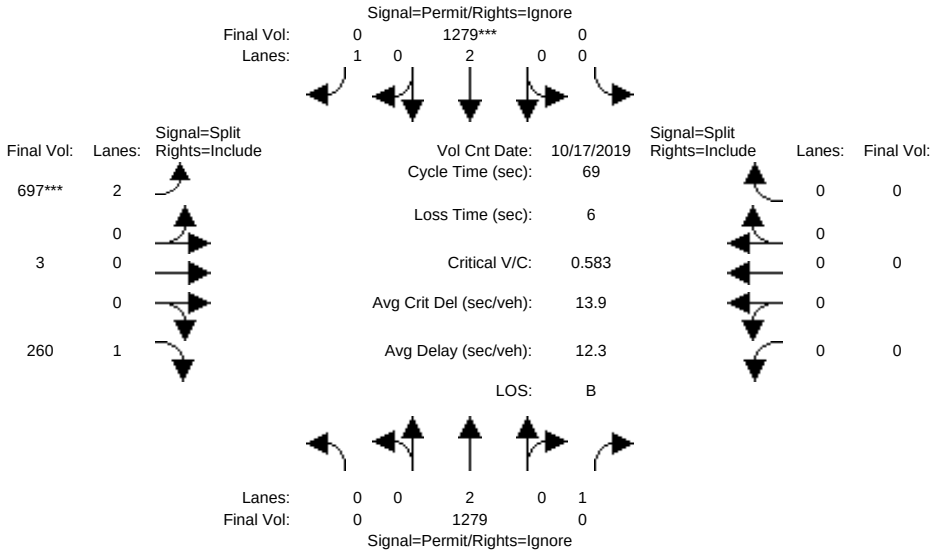
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:45:00 AM												
Base Vol:	0	1279	260	0	1279	260	697	3	260	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1279	260	0	1279	260	697	3	260	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1279	260	0	1279	260	697	3	260	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1279	0	0	1279	0	697	3	260	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1279	0	0	1279	0	697	3	260	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1279	0	0	1279	0	697	3	260	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.94	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3554	21	1779	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.34	0.00	0.20	0.15	0.15	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	39.8	0.0	0.0	39.8	0.0	23.2	23.2	23.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.00	0.58	0.00	0.58	0.43	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	9.7	0.0	0.0	9.7	0.0	19.5	17.9	17.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	0.0	0.0	9.7	0.0	19.5	17.9	17.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	B	B	A	A	A
HCM2kAvgQ:	0	9	0	0	9	0	7	5	5	0	0	0

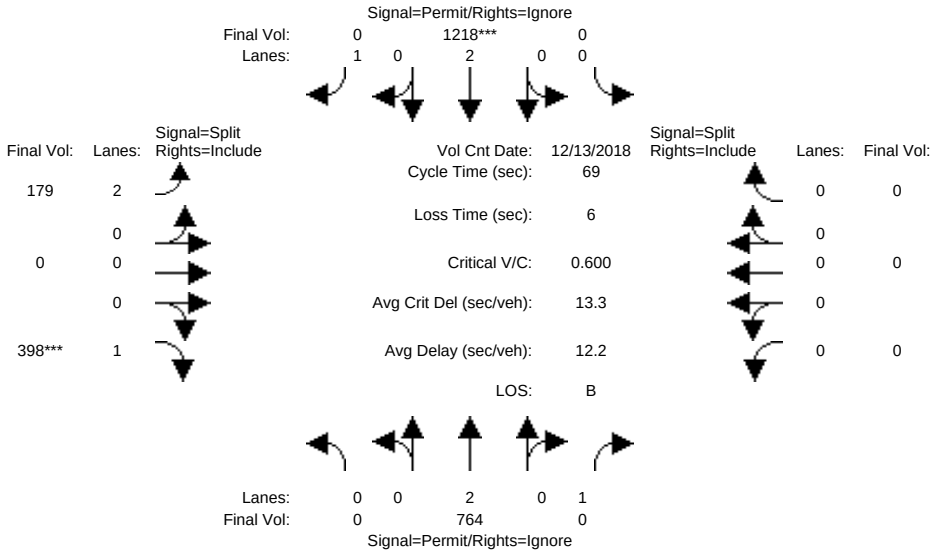
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	0	764	238	0	1218	343	179	0	398	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	764	238	0	1218	343	179	0	398	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	764	238	0	1218	343	179	0	398	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	764	0	0	1218	0	179	0	398	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	764	0	0	1218	0	179	0	398	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	764	0	0	1218	0	179	0	398	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.32	0.00	0.06	0.00	0.23	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	36.9	0.0	0.0	36.9	0.0	26.1	0.0	26.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.00	0.00	0.60	0.00	0.15	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	9.5	0.0	0.0	11.5	0.0	14.2	0.0	18.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	0.0	0.0	11.5	0.0	14.2	0.0	18.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B+	A	B	A	B-	A	A	A
HCM2kAvgQ:	0	5	0	0	9	0	2	0	8	0	0	0

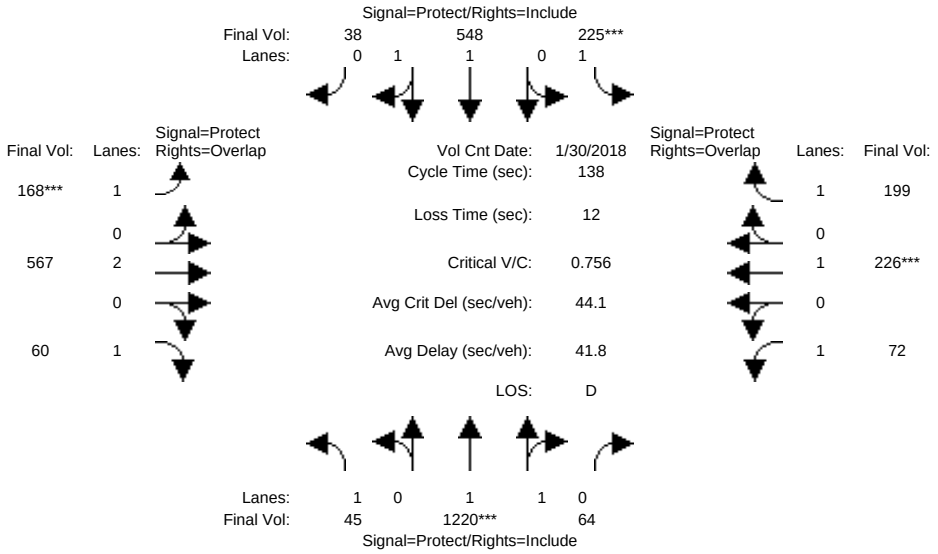
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Jan 2018 << 7:25 - 8:25 am												
Base Vol:	45	1220	64	225	548	38	168	567	60	72	226	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1220	64	225	548	38	168	567	60	72	226	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1220	64	225	548	38	168	567	60	72	226	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1220	64	225	548	38	168	567	60	72	226	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1220	64	225	548	38	168	567	60	72	226	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1220	64	225	548	38	168	567	60	72	226	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3515	184	1750	3460	240	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.13	0.16	0.16	0.10	0.15	0.03	0.04	0.12	0.11
Crit Moves:		****		****			****				****	
Green Time:	21.1	63.3	63.3	23.5	65.7	65.7	17.5	29.3	50.3	10.0	21.7	45.2
Volume/Cap:	0.17	0.76	0.76	0.76	0.33	0.33	0.76	0.70	0.09	0.57	0.76	0.35
Delay/Veh:	51.2	32.9	32.9	65.1	22.6	22.6	72.0	53.2	28.9	68.1	66.2	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	32.9	32.9	65.1	22.6	22.6	72.0	53.2	28.9	68.1	66.2	35.6
LOS by Move:	D-	C-	C-	E	C+	C+	E	D-	C	E	E	D+
HCM2kAvgQ:	2	24	24	11	8	8	9	12	2	4	11	7

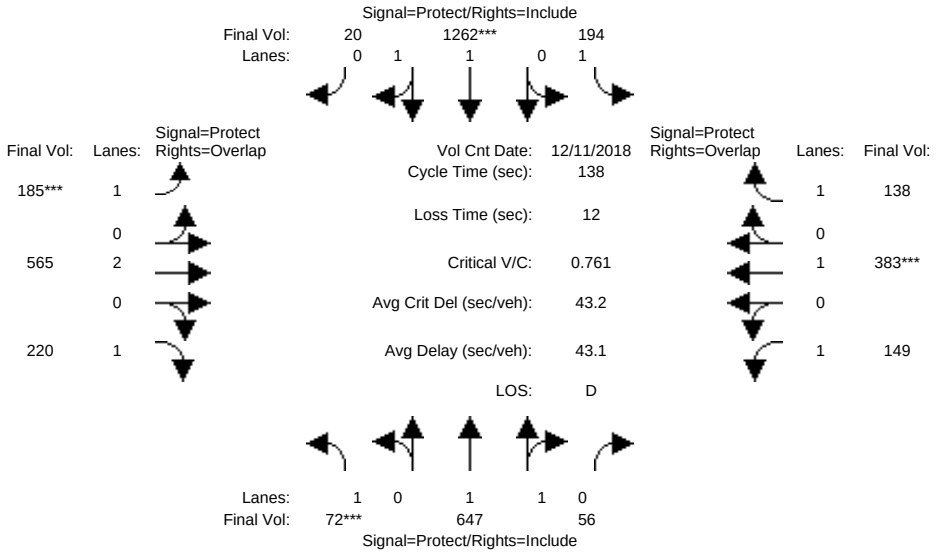
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	72	647	56	194	1262	20	185	565	220	149	383	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	647	56	194	1262	20	185	565	220	149	383	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	647	56	194	1262	20	185	565	220	149	383	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	647	56	194	1262	20	185	565	220	149	383	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	647	56	194	1262	20	185	565	220	149	383	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	647	56	194	1262	20	185	565	220	149	383	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3405	295	1750	3642	58	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.11	0.35	0.35	0.11	0.15	0.13	0.09	0.20	0.08
Crit Moves:	****				****		****				****	
Green Time:	7.5	44.4	44.4	25.9	62.8	62.8	19.2	35.4	42.9	20.3	36.5	62.4
Volume/Cap:	0.76	0.59	0.59	0.59	0.76	0.76	0.76	0.58	0.40	0.58	0.76	0.17
Delay/Veh:	94.1	40.0	40.0	54.1	33.4	33.4	70.4	45.7	38.0	58.2	53.4	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.1	40.0	40.0	54.1	33.4	33.4	70.4	45.7	38.0	58.2	53.4	22.6
LOS by Move:	F	D	D	D-	C-	C-	E	D	D+	E+	D-	C+
HCM2kAvgQ:	5	13	13	9	24	24	10	11	8	7	16	4

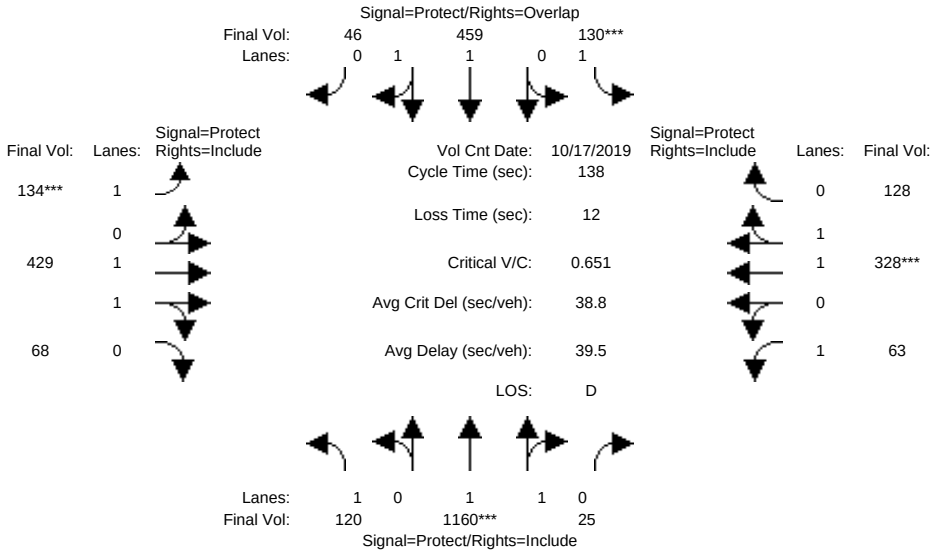
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:45:00 AM												
Base Vol:	120	1160	25	130	459	46	134	429	68	63	328	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1160	25	130	459	46	134	429	68	63	328	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1160	25	130	459	46	134	429	68	63	328	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1160	25	130	459	46	134	429	68	63	328	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1160	25	130	459	46	134	429	68	63	328	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1160	25	130	459	46	134	429	68	63	328	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.96	0.04	1.00	1.81	0.19	1.00	1.72	0.28	1.00	1.42	0.58
Final Sat.:	1750	3622	78	1750	3363	337	1750	3193	506	1750	2661	1038
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.07	0.14	0.14	0.08	0.13	0.13	0.04	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	28.0	67.9	67.9	15.7	55.7	71.9	16.2	30.8	30.8	11.6	26.1	26.1
Volume/Cap:	0.34	0.65	0.65	0.65	0.34	0.26	0.65	0.60	0.60	0.43	0.65	0.65
Delay/Veh:	47.7	27.0	27.0	65.9	28.6	18.4	65.4	49.4	49.4	62.0	53.9	53.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	27.0	27.0	65.9	28.6	18.4	65.4	49.4	49.4	62.0	53.9	53.9
LOS by Move:	D	C	C	E	C	B-	E	D	D	E	D-	D-
HCM2kAvgQ:	5	19	19	7	7	6	7	10	10	3	10	10

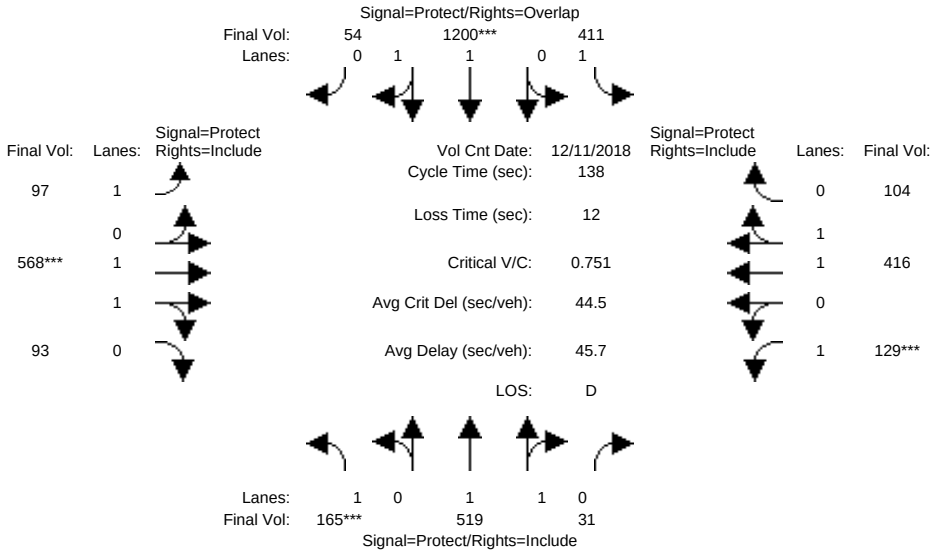
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	165	519	31	411	1200	54	97	568	93	129	416	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	519	31	411	1200	54	97	568	93	129	416	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	519	31	411	1200	54	97	568	93	129	416	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	519	31	411	1200	54	97	568	93	129	416	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	519	31	411	1200	54	97	568	93	129	416	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	519	31	411	1200	54	97	568	93	129	416	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.88	0.12	1.00	1.91	0.09	1.00	1.71	0.29	1.00	1.59	0.41
Final Sat.:	1750	3491	209	1750	3541	159	1750	3179	521	1750	2959	740
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.23	0.34	0.34	0.06	0.18	0.18	0.07	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	17.3	30.9	30.9	48.8	62.3	75.4	13.1	32.8	32.8	13.5	33.3	33.3
Volume/Cap:	0.75	0.66	0.66	0.66	0.75	0.62	0.58	0.75	0.75	0.75	0.58	0.58
Delay/Veh:	71.7	50.9	50.9	40.5	33.4	22.1	65.0	52.4	52.4	77.4	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	50.9	50.9	40.5	33.4	22.1	65.0	52.4	52.4	77.4	47.2	47.2
LOS by Move:	E	D	D	D	C-	C+	E	D-	D-	E-	D	D
HCM2kAvgQ:	9	12	12	16	23	19	5	15	15	7	10	10

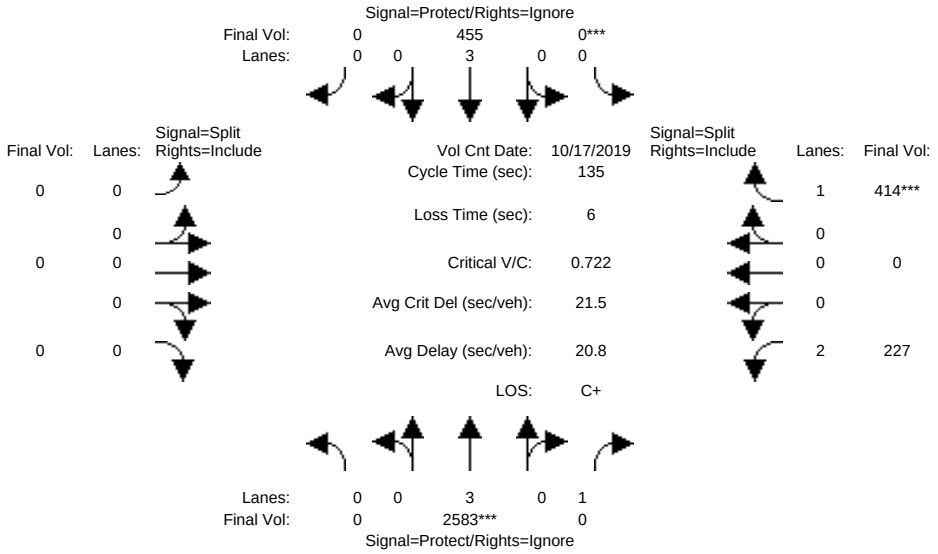
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	0	2583	239	0	455	0	0	0	0	227	0	414
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2583	239	0	455	0	0	0	0	227	0	414
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2583	239	0	455	0	0	0	0	227	0	414
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2583	0	0	455	0	0	0	0	227	0	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2583	0	0	455	0	0	0	0	227	0	414
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2583	0	0	455	0	0	0	0	227	0	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.07	0.00	0.24
Crit Moves:		****		****								****
Green Time:	0.0	84.8	0.0	0.0	84.8	0.0	0.0	0.0	0.0	44.2	0.0	44.2
Volume/Cap:	0.00	0.72	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.22	0.00	0.72
Delay/Veh:	0.0	17.8	0.0	0.0	10.2	0.0	0.0	0.0	0.0	33.0	0.0	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.8	0.0	0.0	10.2	0.0	0.0	0.0	0.0	33.0	0.0	44.4
LOS by Move:	A	B	A	A	B+	A	A	A	A	C-	A	D
HCM2kAvgQ:	0	24	0	0	2	0	0	0	0	4	0	17

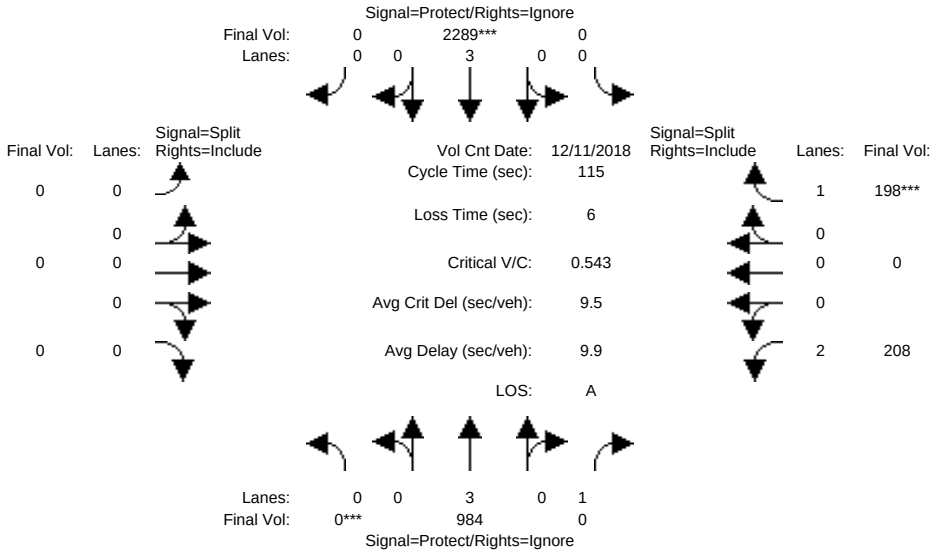
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 04:30:00 PM												
Base Vol:	0	984	296	0	2289	0	0	0	0	208	0	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	984	296	0	2289	0	0	0	0	208	0	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	984	296	0	2289	0	0	0	0	208	0	198
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	984	0	0	2289	0	0	0	0	208	0	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	984	0	0	2289	0	0	0	0	208	0	198
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	984	0	0	2289	0	0	0	0	208	0	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.07	0.00	0.11
Crit Moves:	****				****							****
Green Time:	0.0	85.0	0.0	0.0	85.0	0.0	0.0	0.0	0.0	24.0	0.0	24.0
Volume/Cap:	0.00	0.23	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.32	0.00	0.54
Delay/Veh:	0.0	4.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	38.9	0.0	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	38.9	0.0	42.3
LOS by Move:	A	A	A	A	A	A	A	A	A	D+	A	D
HCM2kAvgQ:	0	4	0	0	12	0	0	0	0	4	0	7

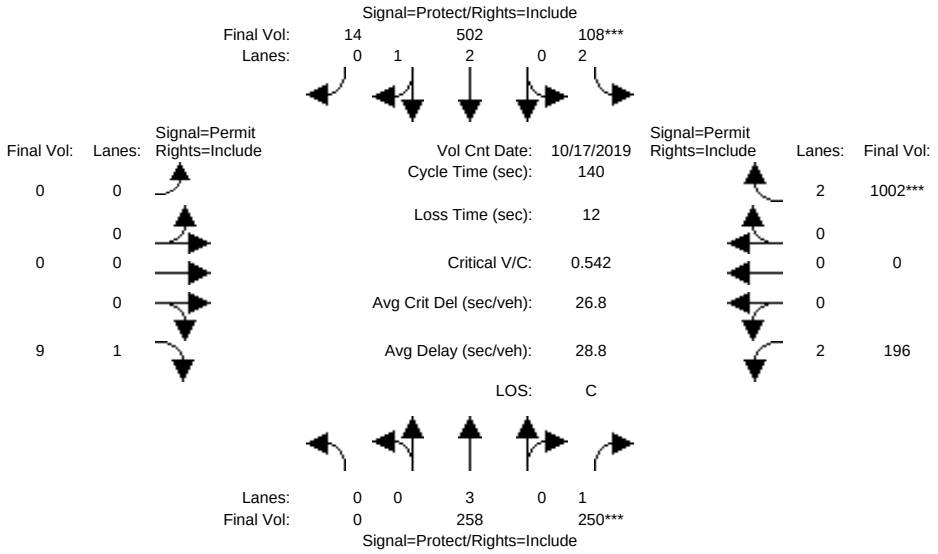
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:45:00 AM												
Base Vol:	0	258	250	108	502	14	0	0	9	196	0	1002
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	258	250	108	502	14	0	0	9	196	0	1002
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	258	250	108	502	14	0	0	9	196	0	1002
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	258	250	108	502	14	0	0	9	196	0	1002
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	258	250	108	502	14	0	0	9	196	0	1002
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	258	250	108	502	14	0	0	9	196	0	1002
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.92	0.08	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5448	152	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.14	0.03	0.09	0.09	0.00	0.00	0.01	0.06	0.00	0.32
Crit Moves:			****	****								****
Green Time:	0.0	36.9	36.9	8.9	45.8	45.8	0.0	0.0	82.2	82.2	0.0	82.2
Volume/Cap:	0.00	0.17	0.54	0.54	0.28	0.28	0.00	0.00	0.01	0.11	0.00	0.54
Delay/Veh:	0.0	39.8	45.6	66.6	35.0	35.0	0.0	0.0	12.0	12.7	0.0	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.8	45.6	66.6	35.0	35.0	0.0	0.0	12.0	12.7	0.0	17.8
LOS by Move:	A	D	D	E	D+	D+	A	A	B+	B	A	B
HCM2kAvgQ:	0	3	10	3	5	5	0	0	0	2	0	15

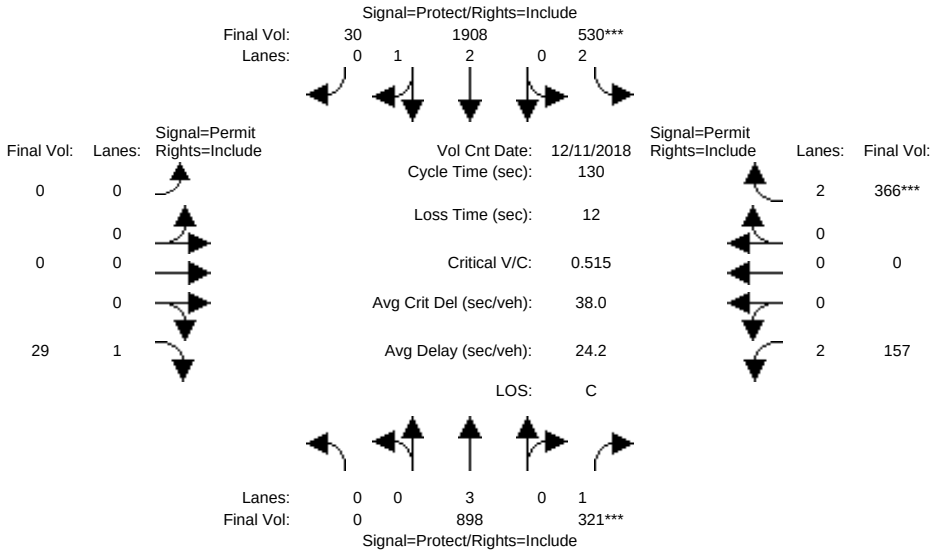
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5												
Base Vol:	0	898	321	530	1908	30	0	0	29	157	0	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	898	321	530	1908	30	0	0	29	157	0	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	898	321	530	1908	30	0	0	29	157	0	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	898	321	530	1908	30	0	0	29	157	0	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	898	321	530	1908	30	0	0	29	157	0	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	898	321	530	1908	30	0	0	29	157	0	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.95	0.05	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5513	87	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.18	0.17	0.35	0.35	0.00	0.00	0.02	0.05	0.00	0.12
Crit Moves:			****	****								****
Green Time:	0.0	46.3	46.3	42.4	88.7	88.7	0.0	0.0	29.3	29.3	0.0	29.3
Volume/Cap:	0.00	0.44	0.52	0.52	0.51	0.51	0.00	0.00	0.07	0.22	0.00	0.52
Delay/Veh:	0.0	32.2	33.8	35.9	10.1	10.1	0.0	0.0	39.7	41.2	0.0	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.2	33.8	35.9	10.1	10.1	0.0	0.0	39.7	41.2	0.0	44.8
LOS by Move:	A	C-	C-	D+	B+	B+	A	A	D	D	A	D
HCM2kAvgQ:	0	9	11	10	13	13	0	0	1	3	0	8

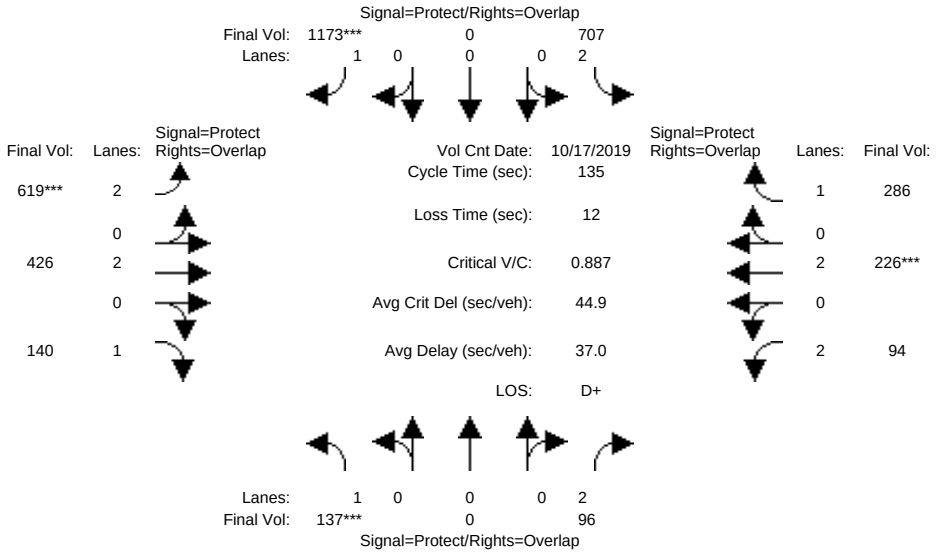
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	137	0	96	707	0	1173	619	426	140	94	226	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	0	96	707	0	1173	619	426	140	94	226	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	0	96	707	0	1173	619	426	140	94	226	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	0	96	707	0	1173	619	426	140	94	226	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	0	96	707	0	1173	619	426	140	94	226	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	0	96	707	0	1173	619	426	140	94	226	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.03	0.22	0.00	0.67	0.20	0.11	0.08	0.03	0.06	0.16
Crit Moves:	****					****	****				****	
Green Time:	11.8	0.0	24.4	83.1	0.0	101.2	29.7	27.1	38.9	12.5	10.0	93.1
Volume/Cap:	0.89	0.00	0.17	0.36	0.00	0.89	0.89	0.56	0.28	0.32	0.80	0.24
Delay/Veh:	104.2	0.0	46.9	13.0	0.0	21.1	65.2	49.5	37.5	57.9	76.8	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.2	0.0	46.9	13.0	0.0	21.1	65.2	49.5	37.5	57.9	76.8	7.9
LOS by Move:	F	A	D	B	A	C+	E	D	D+	E+	E-	A
HCM2kAvgQ:	9	0	2	8	0	43	18	8	5	2	7	5

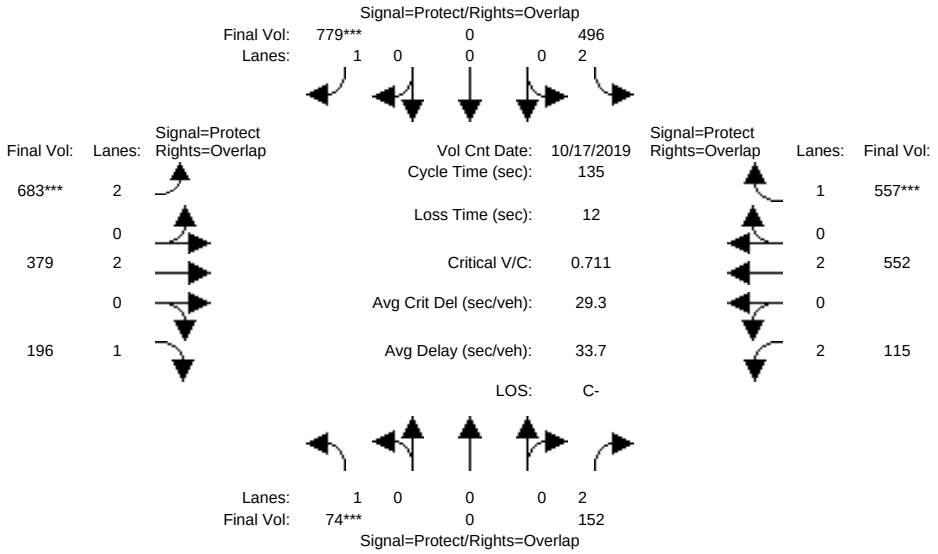
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 05:00:00 PM												
Base Vol:	74	0	152	496	0	779	683	379	196	115	552	557
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	152	496	0	779	683	379	196	115	552	557
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	152	496	0	779	683	379	196	115	552	557
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	152	496	0	779	683	379	196	115	552	557
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	152	496	0	779	683	379	196	115	552	557
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	152	496	0	779	683	379	196	115	552	557
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.05	0.16	0.00	0.45	0.22	0.10	0.11	0.04	0.15	0.32
Crit Moves:	****					****	****					****
Green Time:	8.0	0.0	32.5	47.8	0.0	84.5	41.1	47.1	55.2	24.5	30.5	78.3
Volume/Cap:	0.71	0.00	0.20	0.44	0.00	0.71	0.71	0.29	0.27	0.20	0.64	0.55
Delay/Veh:	82.9	0.0	41.0	33.7	0.0	19.3	44.2	31.9	26.8	47.1	49.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.9	0.0	41.0	33.7	0.0	19.3	44.2	31.9	26.8	47.1	49.0	18.1
LOS by Move:	F	A	D	C-	A	B-	D	C	C	D	D	B-
HCM2kAvgQ:	5	0	3	9	0	24	16	6	6	2	11	15

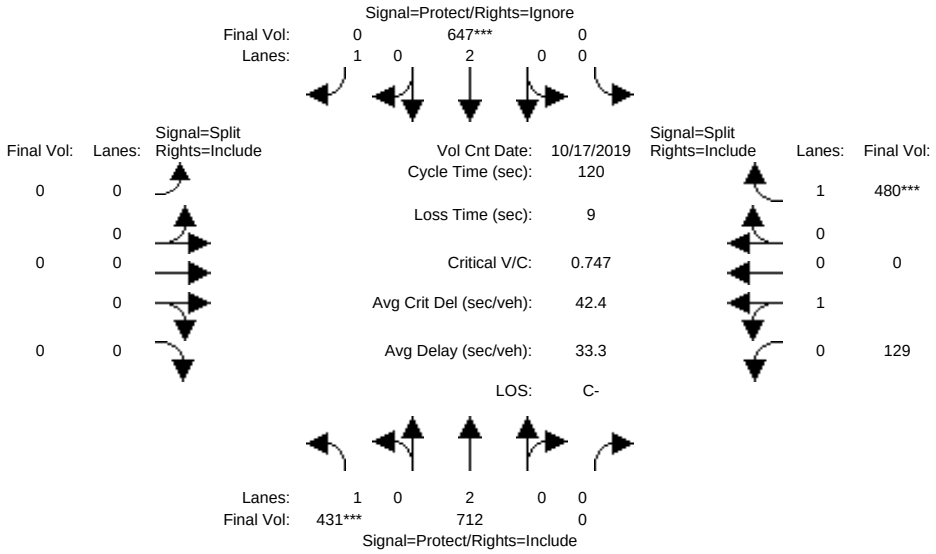
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:30:00 AM												
Base Vol:	431	712	0	0	647	879	0	0	0	129	0	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	712	0	0	647	879	0	0	0	129	0	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	712	0	0	647	879	0	0	0	129	0	480
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	712	0	0	647	0	0	0	0	129	0	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	712	0	0	647	0	0	0	0	129	0	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	431	712	0	0	647	0	0	0	0	129	0	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.19	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.07	0.00	0.27
Crit Moves:	****				****							****
Green Time:	39.6	66.9	0.0	0.0	27.4	0.0	0.0	0.0	0.0	44.1	0.0	44.1
Volume/Cap:	0.75	0.34	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.20	0.00	0.75
Delay/Veh:	41.1	14.5	0.0	0.0	46.7	0.0	0.0	0.0	0.0	26.0	0.0	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	14.5	0.0	0.0	46.7	0.0	0.0	0.0	0.0	26.0	0.0	37.9
LOS by Move:	D	B	A	A	D	A	A	A	A	C	A	D+
HCM2kAvgQ:	16	7	0	0	13	0	0	0	0	3	0	18

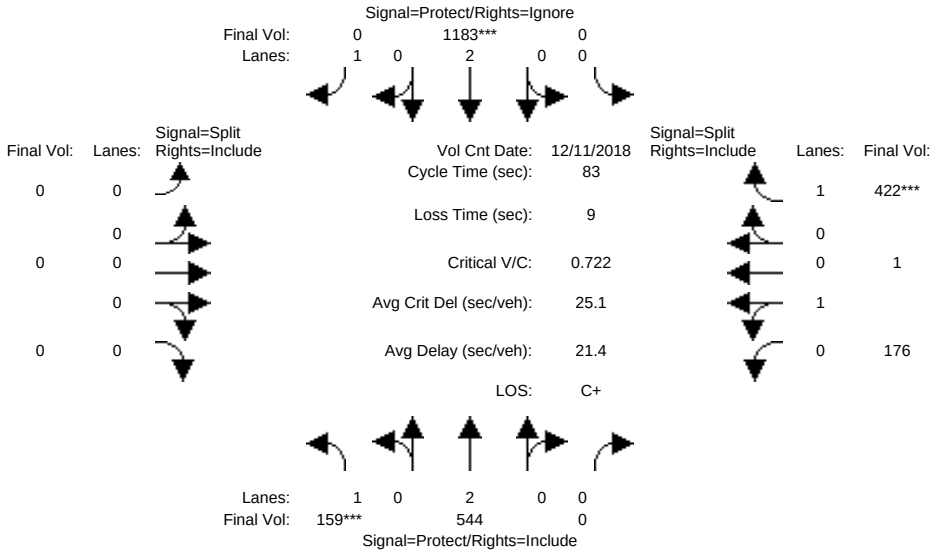
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 04:30:00 PM												
Base Vol:	159	544	0	0	1183	389	0	0	0	176	1	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	544	0	0	1183	389	0	0	0	176	1	422
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	544	0	0	1183	389	0	0	0	176	1	422
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	544	0	0	1183	0	0	0	0	176	1	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	544	0	0	1183	0	0	0	0	176	1	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	544	0	0	1183	0	0	0	0	176	1	422
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1790	10	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.10	0.10	0.24
Crit Moves:	****				****							****
Green Time:	10.5	46.3	0.0	0.0	35.8	0.0	0.0	0.0	0.0	27.7	27.7	27.7
Volume/Cap:	0.72	0.26	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.29	0.29	0.72
Delay/Veh:	46.0	9.6	0.0	0.0	21.1	0.0	0.0	0.0	0.0	20.7	20.7	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	9.6	0.0	0.0	21.1	0.0	0.0	0.0	0.0	20.7	20.7	28.6
LOS by Move:	D	A	A	A	C+	A	A	A	A	C+	C+	C
HCM2kAvgQ:	6	4	0	0	14	0	0	0	0	4	4	12

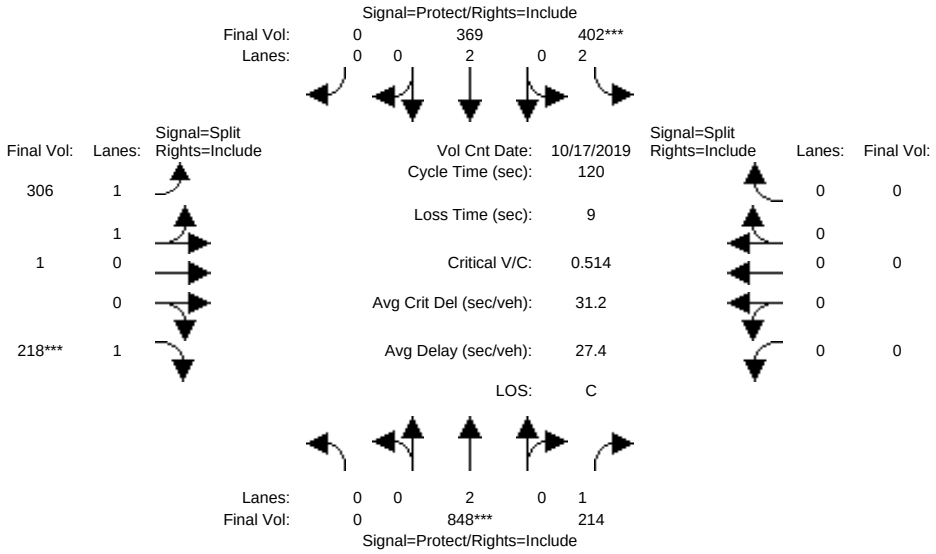
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:30:00 AM												
Base Vol:	0	848	214	402	369	0	306	1	218	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	848	214	402	369	0	306	1	218	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	848	214	402	369	0	306	1	218	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	848	214	402	369	0	306	1	218	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	848	214	402	369	0	306	1	218	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	848	214	402	369	0	306	1	218	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3538	12	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.12	0.13	0.10	0.00	0.09	0.09	0.12	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	52.1	52.1	29.8	81.9	0.0	29.1	29.1	29.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.28	0.51	0.14	0.00	0.36	0.36	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	25.0	22.1	39.4	6.7	0.0	38.0	38.0	40.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.0	22.1	39.4	6.7	0.0	38.0	38.0	40.4	0.0	0.0	0.0
LOS by Move:	A	C	C+	D	A	A	D+	D+	D	A	A	A
HCM2kAvgQ:	0	11	5	8	2	0	5	5	8	0	0	0

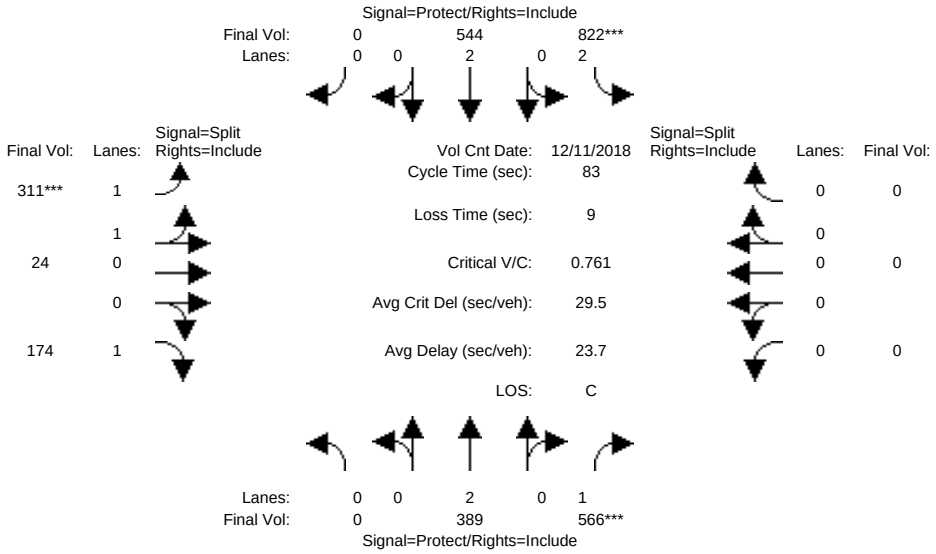
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 04:30:00 PM												
Base Vol:	0	389	566	822	544	0	311	24	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	389	566	822	544	0	311	24	174	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	389	566	822	544	0	311	24	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	389	566	822	544	0	311	24	174	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	389	566	822	544	0	311	24	174	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	389	566	822	544	0	311	24	174	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.86	0.14	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3296	254	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.32	0.26	0.14	0.00	0.09	0.09	0.10	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	35.0	35.0	28.2	63.2	0.0	10.8	10.8	10.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.24	0.77	0.77	0.19	0.00	0.73	0.73	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	15.5	25.4	27.8	2.8	0.0	40.5	40.5	49.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.5	25.4	27.8	2.8	0.0	40.5	40.5	49.4	0.0	0.0	0.0
LOS by Move:	A	B	C	C	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	3	15	13	2	0	6	6	7	0	0	0

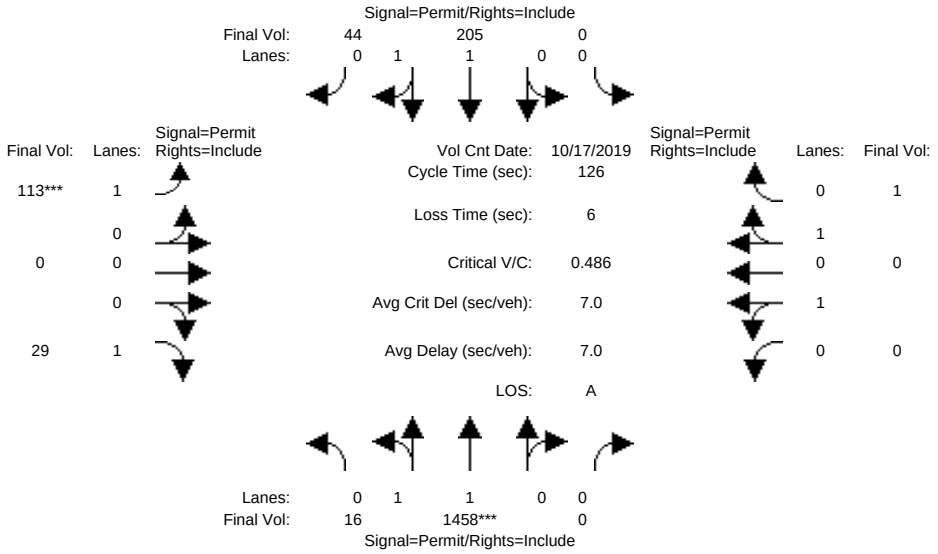
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	16	1458	0	0	205	44	113	0	29	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1458	0	0	205	44	113	0	29	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1458	0	0	205	44	113	0	29	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1458	0	0	205	44	113	0	29	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1458	0	0	205	44	113	0	29	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1458	0	0	205	44	113	0	29	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.02	1.98	0.00	0.00	1.64	0.36	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	40	3660	0	0	3046	654	1750	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.00	0.00	0.07	0.07	0.06	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	103.3	103	0.0	0.0	103	103.3	16.7	0.0	16.7	0.0	0.0	16.7
Volume/Cap:	0.49	0.49	0.00	0.00	0.08	0.08	0.49	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	3.5	3.5	0.0	0.0	2.2	2.2	52.2	0.0	48.4	0.0	0.0	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	3.5	0.0	0.0	2.2	2.2	52.2	0.0	48.4	0.0	0.0	47.4
LOS by Move:	A	A	A	A	A	A	D-	A	D	A	A	D
HCM2kAvgQ:	9	9	0	0	1	1	5	0	1	0	0	0

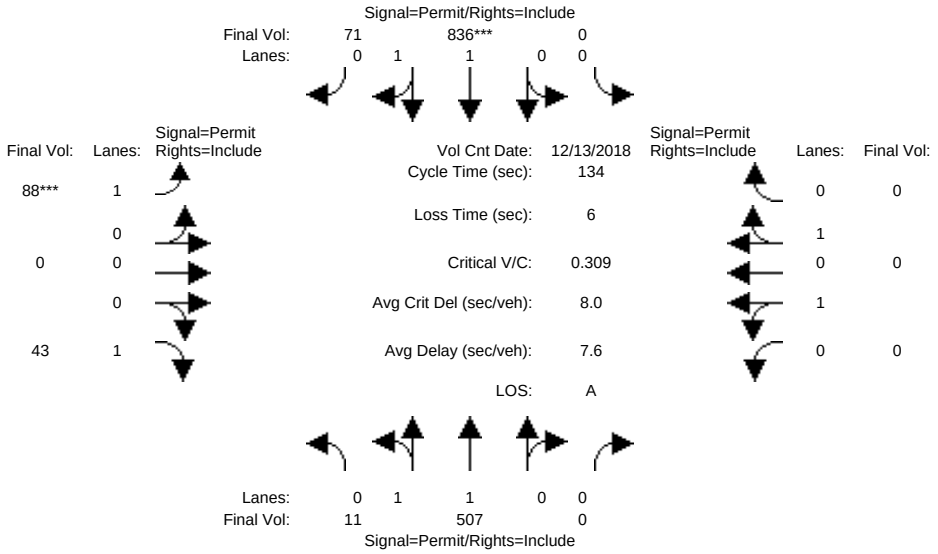
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	11	507	0	0	836	71	88	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	507	0	0	836	71	88	0	43	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	507	0	0	836	71	88	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	507	0	0	836	71	88	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	507	0	0	836	71	88	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	507	0	0	836	71	88	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.04	1.96	0.00	0.00	1.84	0.16	1.00	0.00	1.00	0.00	0.00	2.00
Final Sat.:	79	3621	0	0	3410	290	1750	0	1750	0	0	3500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.00	0.00	0.25	0.25	0.05	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	106.2	106	0.0	0.0	106	106.2	21.8	0.0	21.8	0.0	0.0	0.0
Volume/Cap:	0.18	0.18	0.00	0.00	0.31	0.31	0.31	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	3.4	3.4	0.0	0.0	3.9	3.9	50.1	0.0	48.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	3.4	0.0	0.0	3.9	3.9	50.1	0.0	48.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	3	0	0	5	5	4	0	2	0	0	0

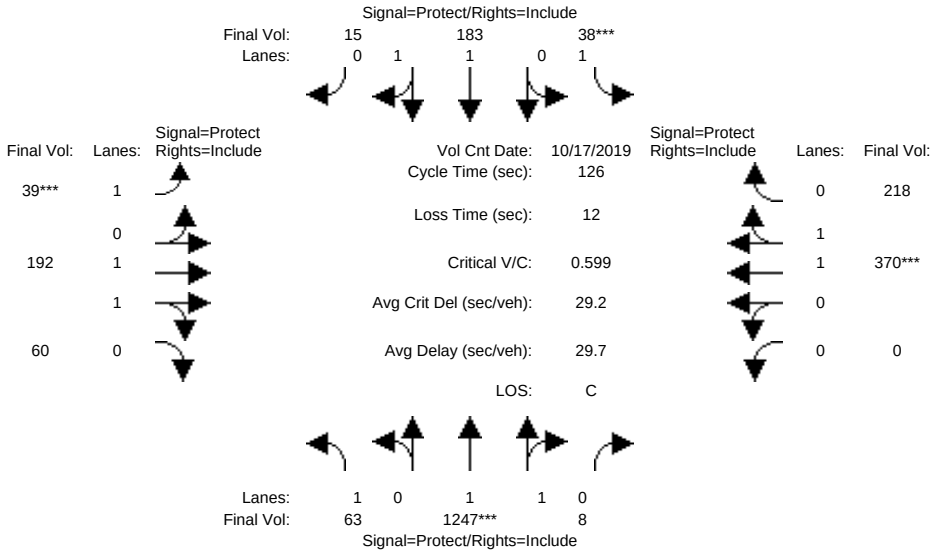
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	63	1247	8	38	183	15	39	192	60	0	370	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1247	8	38	183	15	39	192	60	0	370	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1247	8	38	183	15	39	192	60	0	370	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1247	8	38	183	15	39	192	60	0	370	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1247	8	38	183	15	39	192	60	0	370	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1247	8	38	183	15	39	192	60	0	370	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.99	0.01	1.00	1.84	0.16	1.00	1.51	0.49	0.00	1.24	0.76
Final Sat.:	1750	3676	24	1750	3419	280	1750	2818	881	0	2327	1371
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.02	0.05	0.05	0.02	0.07	0.07	0.00	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	30.9	68.1	68.1	7.0	44.2	44.2	7.0	38.9	38.9	0.0	31.9	31.9
Volume/Cap:	0.15	0.63	0.63	0.39	0.15	0.15	0.40	0.22	0.22	0.00	0.63	0.63
Delay/Veh:	37.4	20.8	20.8	60.0	28.1	28.1	60.2	32.4	32.4	0.0	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	20.8	20.8	60.0	28.1	28.1	60.2	32.4	32.4	0.0	43.1	43.1
LOS by Move:	D+	C+	C+	E	C	C	E	C-	C-	A	D	D
HCM2kAvgQ:	2	17	17	2	3	3	2	4	4	0	11	11

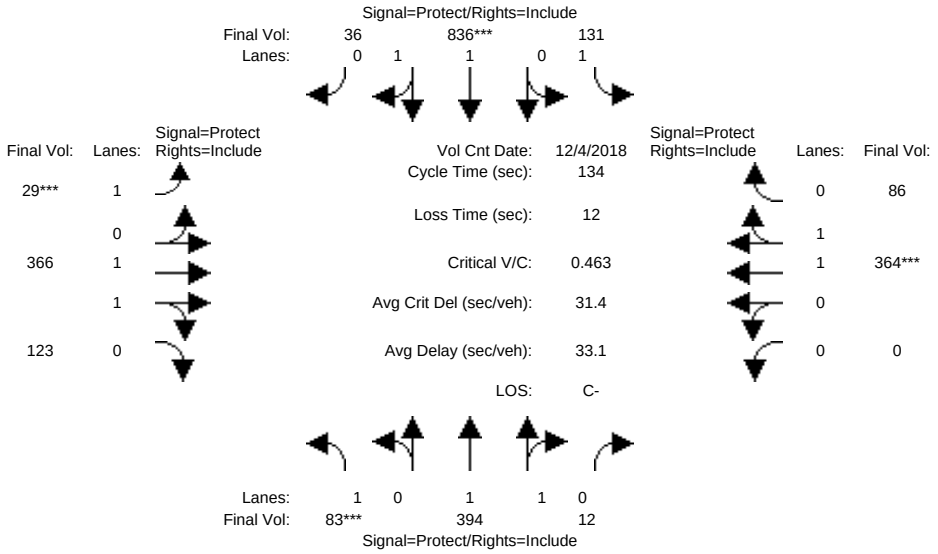
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Dec 2018 << 04:45:00 PM												
Base Vol:	83	394	12	131	836	36	29	366	123	0	364	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	394	12	131	836	36	29	366	123	0	364	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	394	12	131	836	36	29	366	123	0	364	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	394	12	131	836	36	29	366	123	0	364	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	394	12	131	836	36	29	366	123	0	364	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	394	12	131	836	36	29	366	123	0	364	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	1.00	1.48	0.52	0.00	1.61	0.39
Final Sat.:	1750	3591	109	1750	3547	153	1750	2769	930	0	2992	707
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.07	0.24	0.24	0.02	0.13	0.13	0.00	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	13.5	47.8	47.8	32.6	67.0	67.0	7.0	41.6	41.6	0.0	34.6	34.6
Volume/Cap:	0.47	0.31	0.31	0.31	0.47	0.47	0.32	0.43	0.43	0.00	0.47	0.47
Delay/Veh:	58.9	31.3	31.3	41.9	22.1	22.1	63.2	37.0	37.0	0.0	42.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	31.3	31.3	41.9	22.1	22.1	63.2	37.0	37.0	0.0	42.4	42.4
LOS by Move:	E+	C	C	D	C+	C+	E	D+	D+	A	D	D
HCM2kAvgQ:	4	6	6	5	12	12	2	8	8	0	8	8

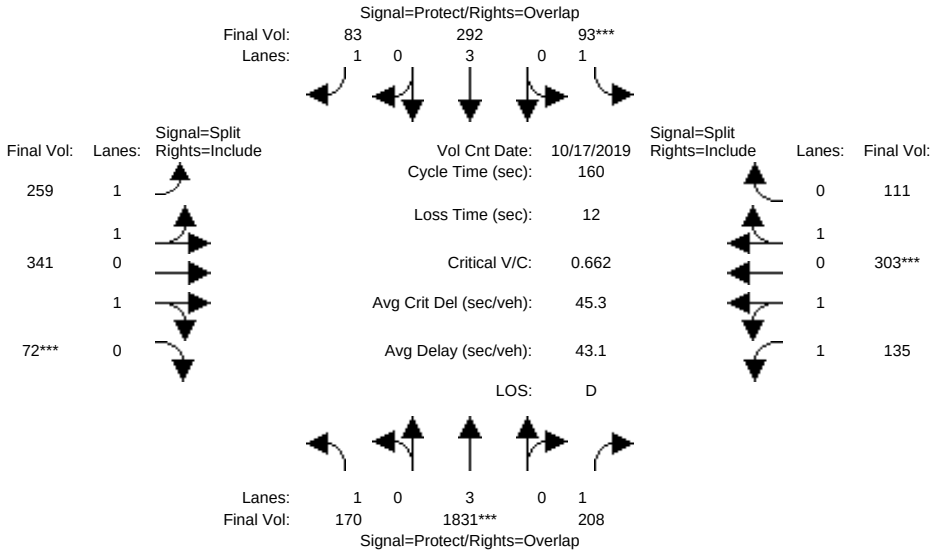
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	170	1831	208	93	292	83	259	341	72	135	303	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1831	208	93	292	83	259	341	72	135	303	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1831	208	93	292	83	259	341	72	135	303	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1831	208	93	292	83	259	341	72	135	303	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1831	208	93	292	83	259	341	72	135	303	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1831	208	93	292	83	259	341	72	135	303	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.17	1.51	0.32	1.00	1.45	0.55
Final Sat.:	1750	5700	1750	1750	5700	1750	2062	2714	573	1750	2707	992
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.12	0.05	0.05	0.05	0.13	0.13	0.13	0.08	0.11	0.11
Crit Moves:		****		****					****		****	
Green Time:	55.1	77.7	104.8	12.9	35.4	65.8	30.4	30.4	30.4	27.1	27.1	27.1
Volume/Cap:	0.28	0.66	0.18	0.66	0.23	0.12	0.66	0.66	0.66	0.46	0.66	0.66
Delay/Veh:	38.3	31.8	10.9	82.6	51.2	29.2	61.7	61.7	61.7	60.1	64.2	64.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	31.8	10.9	82.6	51.2	29.2	61.7	61.7	61.7	60.1	64.2	64.2
LOS by Move:	D+	C	B+	F	D-	C	E	E	E	E	E	E
HCM2kAvgQ:	6	22	4	6	4	3	12	12	12	7	11	11

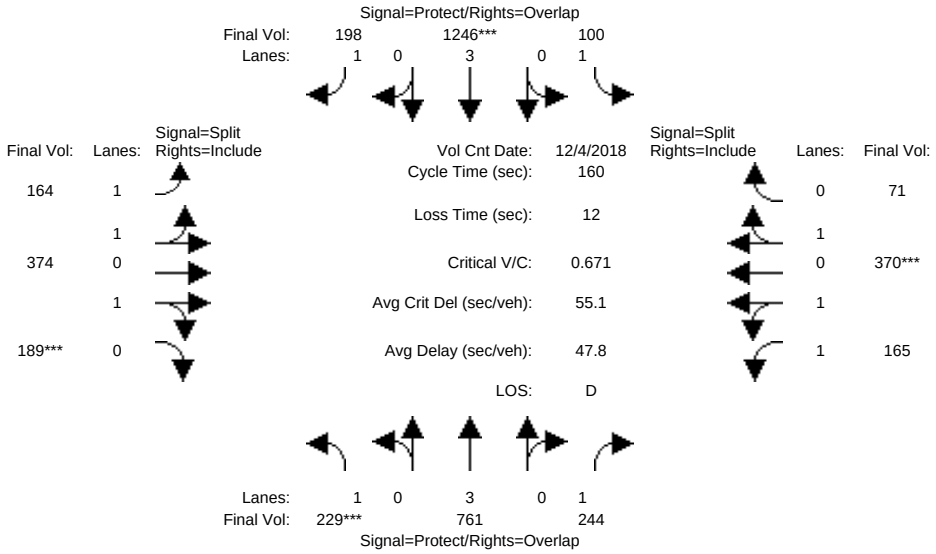
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Dec 2018 << 04:30:00 PM												
Base Vol:	229	761	244	100	1246	198	164	374	189	165	370	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	761	244	100	1246	198	164	374	189	165	370	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	761	244	100	1246	198	164	374	189	165	370	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	761	244	100	1246	198	164	374	189	165	370	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	761	244	100	1246	198	164	374	189	165	370	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	761	244	100	1246	198	164	374	189	165	370	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.31	0.69	1.00	1.67	0.33
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2457	1242	1750	3104	596
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.14	0.06	0.22	0.11	0.09	0.15	0.15	0.09	0.12	0.12
Crit Moves:	****				****				****		****	
Green Time:	31.2	58.3	86.7	25.0	52.1	88.4	36.3	36.3	36.3	28.4	28.4	28.4
Volume/Cap:	0.67	0.37	0.26	0.37	0.67	0.20	0.41	0.67	0.67	0.53	0.67	0.67
Delay/Veh:	64.8	37.4	19.6	61.3	47.5	18.2	52.9	58.1	58.1	60.2	63.4	63.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	37.4	19.6	61.3	47.5	18.2	52.9	58.1	58.1	60.2	63.4	63.4
LOS by Move:	E	D+	B-	E	D	B-	D-	E+	E+	E	E	E
HCM2kAvgQ:	12	9	7	5	18	5	7	14	14	8	11	11

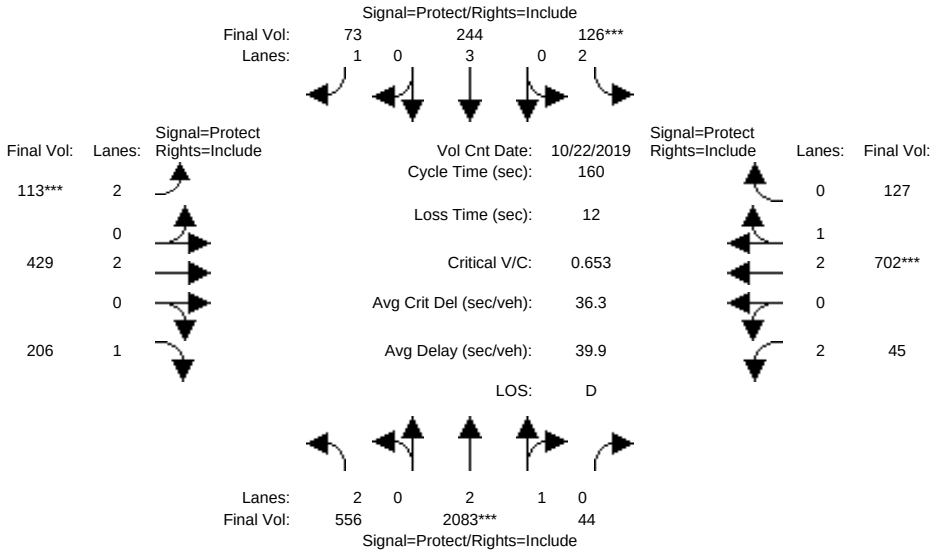
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2019 << 08:00:00 AM												
Base Vol:	556	2083	44	126	244	73	113	429	206	45	702	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	556	2083	44	126	244	73	113	429	206	45	702	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	556	2083	44	126	244	73	113	429	206	45	702	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	556	2083	44	126	244	73	113	429	206	45	702	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	556	2083	44	126	244	73	113	429	206	45	702	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	556	2083	44	126	244	73	113	429	206	45	702	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.52	0.48
Final Sat.:	3150	5484	116	3150	5700	1750	3150	3800	1750	3150	4741	858
Capacity Analysis Module:												
Vol/Sat:	0.18	0.38	0.38	0.04	0.04	0.04	0.04	0.11	0.12	0.01	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	76.0	93.1	93.1	9.8	26.9	26.9	8.8	32.9	32.9	12.2	36.3	36.3
Volume/Cap:	0.37	0.65	0.65	0.65	0.25	0.25	0.65	0.55	0.57	0.19	0.65	0.65
Delay/Veh:	26.9	23.0	23.0	81.2	58.0	58.2	82.7	57.8	59.5	69.6	57.4	57.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	23.0	23.0	81.2	58.0	58.2	82.7	57.8	59.5	69.6	57.4	57.4
LOS by Move:	C	C	C	F	E+	E+	F	E+	E+	E	E+	E+
HCM2kAvgQ:	10	23	23	5	3	3	4	10	10	1	13	13

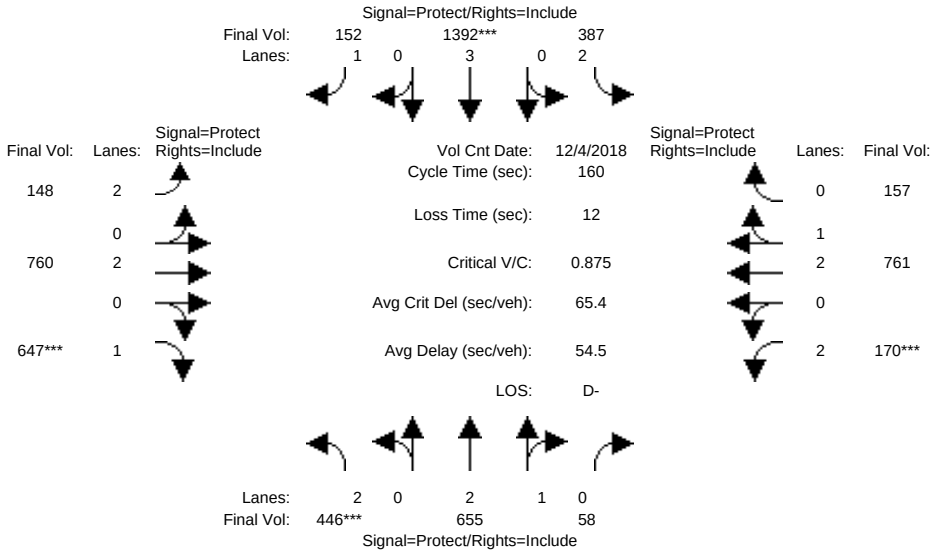
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Dec 2018 << 04:30:00 PM												
Base Vol:	446	655	58	387	1392	152	148	760	647	170	761	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	655	58	387	1392	152	148	760	647	170	761	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	655	58	387	1392	152	148	760	647	170	761	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	655	58	387	1392	152	148	760	647	170	761	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	655	58	387	1392	152	148	760	647	170	761	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	446	655	58	387	1392	152	148	760	647	170	761	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.75	0.25	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.47	0.53
Final Sat.:	3150	5144	455	3150	5700	1750	3150	3800	1750	3150	4641	957
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.13	0.12	0.24	0.09	0.05	0.20	0.37	0.05	0.16	0.16
Crit Moves:	****				****				****	****		
Green Time:	25.9	35.9	35.9	34.6	44.6	44.6	17.3	67.6	67.6	9.9	60.2	60.2
Volume/Cap:	0.88	0.57	0.57	0.57	0.88	0.31	0.44	0.47	0.88	0.88	0.44	0.44
Delay/Veh:	81.0	55.8	55.8	57.1	60.8	45.9	67.7	33.6	53.7	107.3	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.0	55.8	55.8	57.1	60.8	45.9	67.7	33.6	53.7	107.3	37.4	37.4
LOS by Move:	F	E+	E+	E+	E	D	E	C-	D-	F	D+	D+
HCM2kAvgQ:	16	11	11	11	24	6	4	13	34	7	11	11

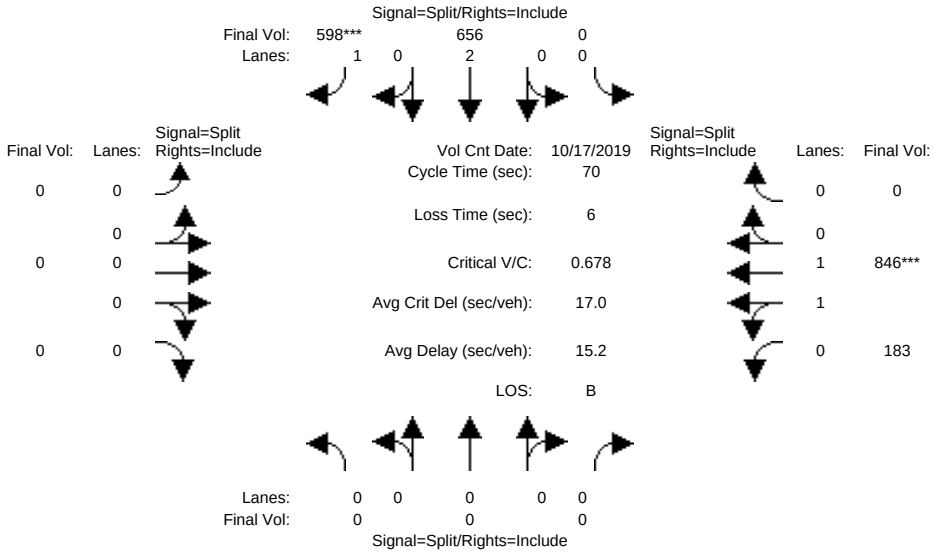
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	0	0	0	0	656	598	0	0	0	183	846	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	656	598	0	0	0	183	846	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	656	598	0	0	0	183	846	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	656	598	0	0	0	183	846	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	656	598	0	0	0	183	846	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	656	598	0	0	0	183	846	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.37	1.63	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	658	3041	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.17	0.34	0.00	0.00	0.00	0.28	0.28	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	35.3	35.3	0.0	0.0	0.0	28.7	28.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.34	0.68	0.00	0.00	0.00	0.68	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	10.5	15.2	0.0	0.0	0.0	18.1	18.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	10.5	15.2	0.0	0.0	0.0	18.1	18.1	0.0
LOS by Move:	A	A	A	A	B+	B	A	A	A	B-	B-	A
HCM2kAvgQ:	0	0	0	0	4	12	0	0	0	10	10	0

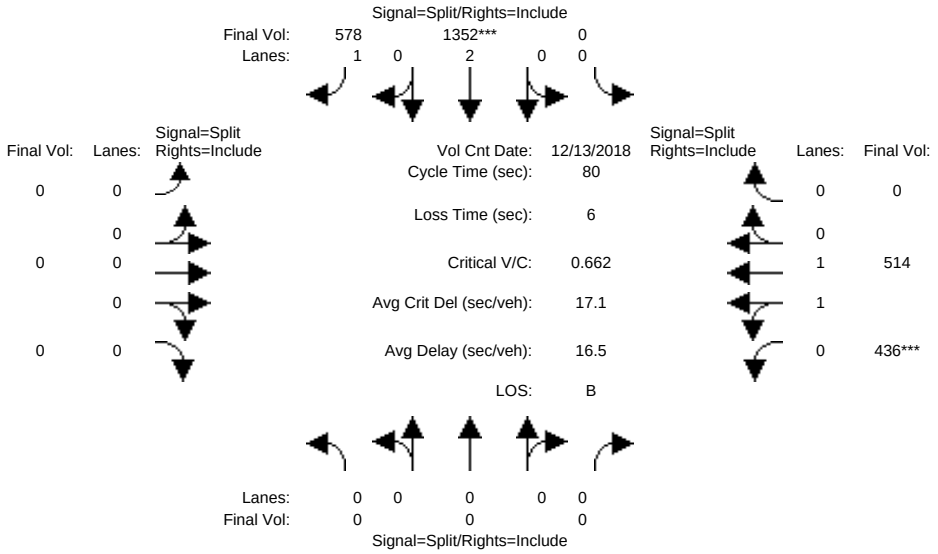
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:45:00 PM												
Base Vol:	0	0	0	0	1352	578	0	0	0	436	514	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1352	578	0	0	0	436	514	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	1352	578	0	0	0	436	514	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1352	578	0	0	0	436	514	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1352	578	0	0	0	436	514	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1352	578	0	0	0	436	514	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.94	1.06	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1697	2001	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.36	0.33	0.00	0.00	0.00	0.26	0.26	0.00
Crit Moves:					****					****		
Green Time:	0.0	0.0	0.0	0.0	43.0	43.0	0.0	0.0	0.0	31.0	31.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.66	0.61	0.00	0.00	0.00	0.66	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	14.1	14.0	0.0	0.0	0.0	21.3	21.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	14.1	14.0	0.0	0.0	0.0	21.3	21.3	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	C+	C+	A
HCM2kAvgQ:	0	0	0	0	13	11	0	0	0	11	11	0

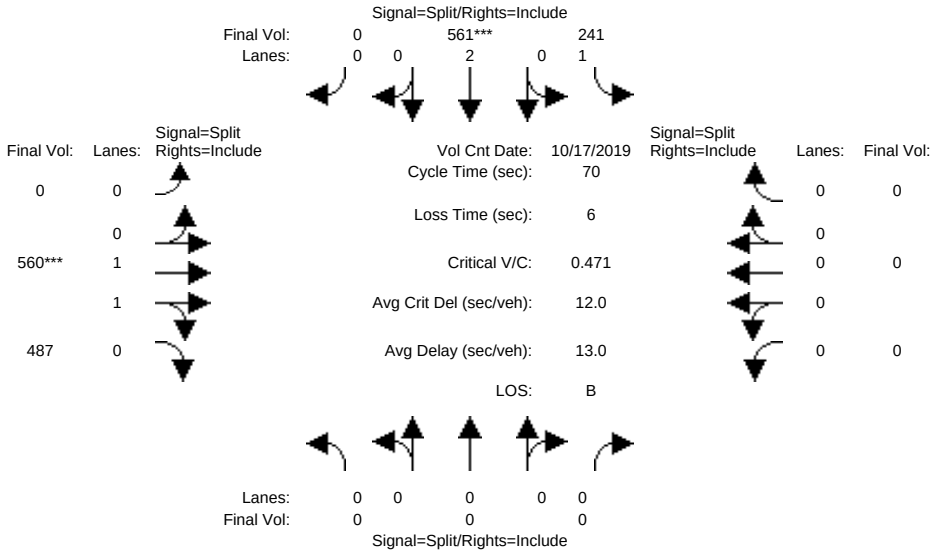
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:45:00 AM												
Base Vol:	0	0	0	241	561	0	0	560	487	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	241	561	0	0	560	487	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	241	561	0	0	560	487	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	241	561	0	0	560	487	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	241	561	0	0	560	487	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	241	561	0	0	560	487	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.04	0.96	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1978	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.15	0.00	0.00	0.28	0.28	0.00	0.00	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	21.9	21.9	0.0	0.0	42.1	42.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.47	0.00	0.00	0.47	0.47	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.7	19.7	0.0	0.0	7.9	7.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.7	19.7	0.0	0.0	7.9	7.9	0.0	0.0	0.0
LOS by Move:	A	A	A	B-	B-	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	0	0	7	7	0	0	0

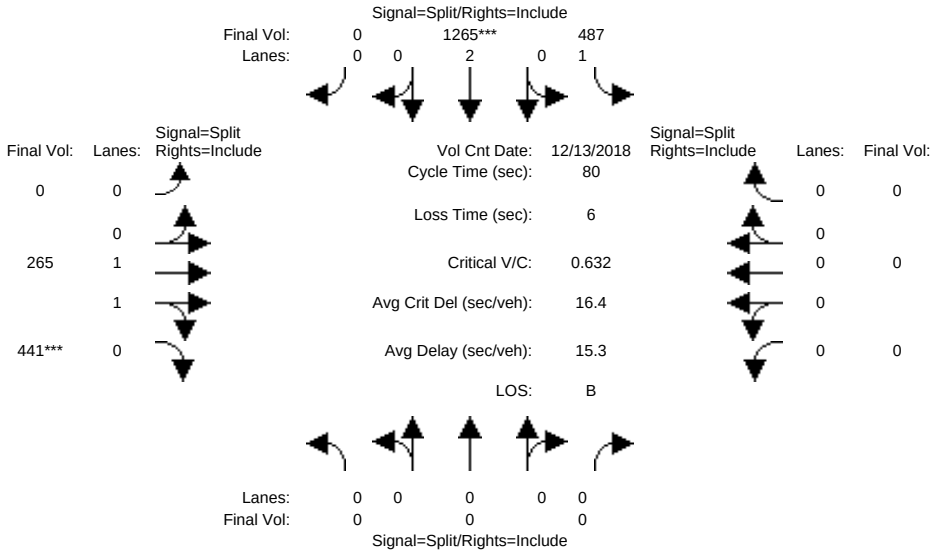
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	0	0	0	487	1265	0	0	265	441	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	487	1265	0	0	265	441	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	487	1265	0	0	265	441	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	487	1265	0	0	265	441	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	487	1265	0	0	265	441	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	487	1265	0	0	265	441	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.33	0.00	0.00	0.14	0.25	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	42.1	42.1	0.0	0.0	31.9	31.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.63	0.00	0.00	0.35	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.0	14.1	0.0	0.0	16.9	20.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.0	14.1	0.0	0.0	16.9	20.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	B	C+	A	A	A
HCM2kAvgQ:	0	0	0	9	12	0	0	5	10	0	0	0

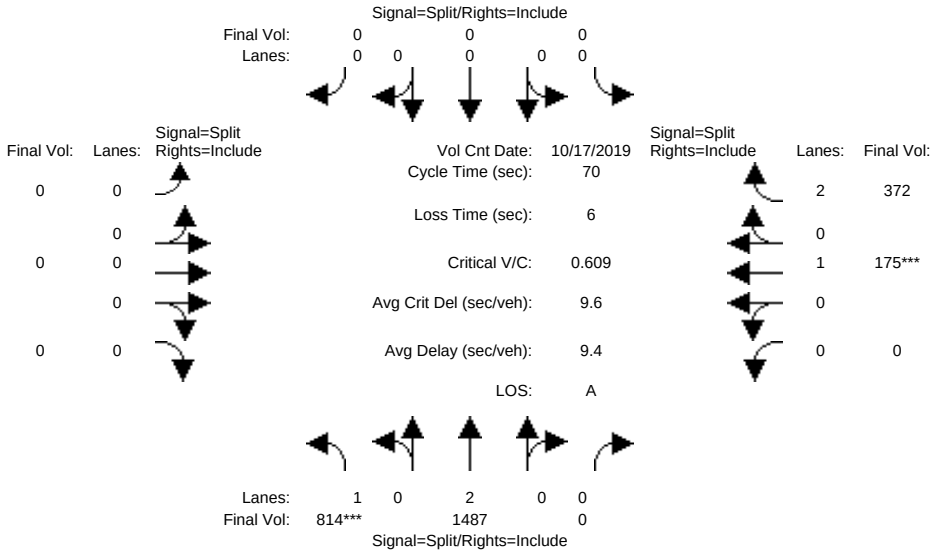
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:30:00 AM												
Base Vol:	814	1487	0	0	0	0	0	0	0	0	175	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	814	1487	0	0	0	0	0	0	0	0	175	372
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	814	1487	0	0	0	0	0	0	0	0	175	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	814	1487	0	0	0	0	0	0	0	0	175	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	814	1487	0	0	0	0	0	0	0	0	175	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	814	1487	0	0	0	0	0	0	0	0	175	372
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.47	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.12
Crit Moves:	****										****	
Green Time:	51.0	51.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	13.0
Volume/Cap:	0.64	0.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.64
Delay/Veh:	5.9	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.7	28.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	C	C
HCM2kAvgQ:	10	8	0	0	0	0	0	0	0	0	4	6

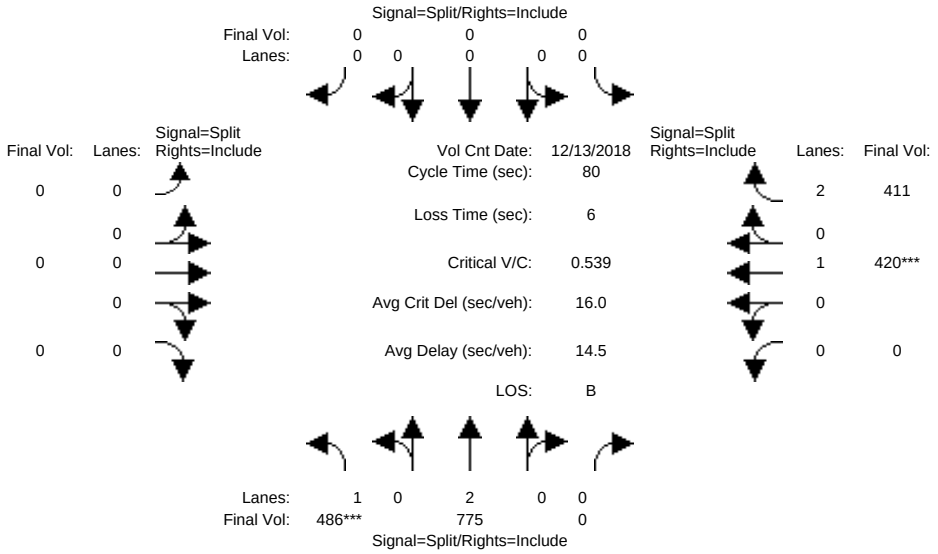
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	486	775	0	0	0	0	0	0	0	0	420	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	775	0	0	0	0	0	0	0	0	420	411
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	486	775	0	0	0	0	0	0	0	0	420	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	486	775	0	0	0	0	0	0	0	0	420	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	775	0	0	0	0	0	0	0	0	420	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	775	0	0	0	0	0	0	0	0	420	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.13
Crit Moves:	****										****	
Green Time:	41.2	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.8	32.8
Volume/Cap:	0.54	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.32
Delay/Veh:	13.7	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6	16.2
LOS by Move:	B	B+	A	A	A	A	A	A	A	A	B-	B
HCM2kAvgQ:	9	6	0	0	0	0	0	0	0	0	8	4

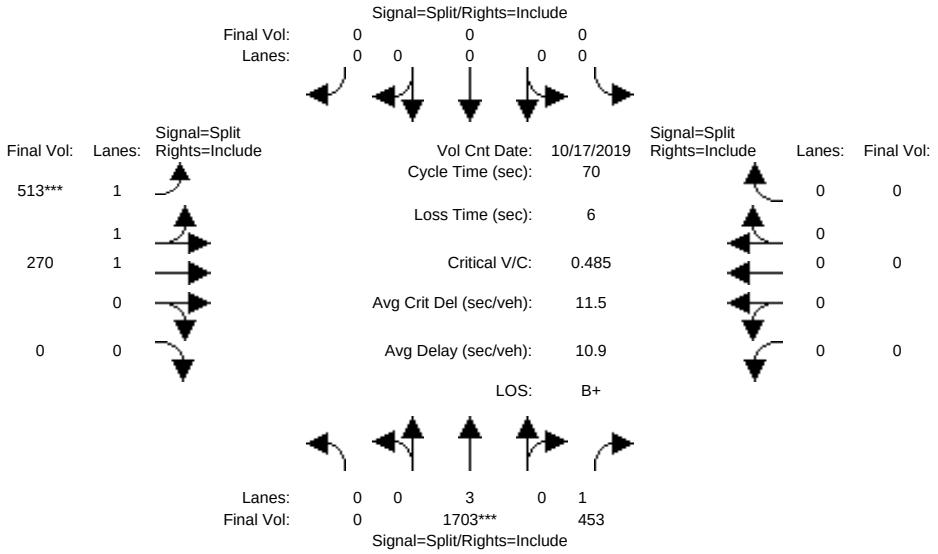
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	0	1703	453	0	0	0	513	270	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1703	453	0	0	0	513	270	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1703	453	0	0	0	513	270	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1703	453	0	0	0	513	270	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1703	453	0	0	0	513	270	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1703	453	0	0	0	513	270	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	3549	1897	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.26	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	43.1	43.1	0.0	0.0	0.0	20.9	20.9	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.42	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.5	7.2	0.0	0.0	0.0	20.4	20.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.5	7.2	0.0	0.0	0.0	20.4	20.3	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C+	C+	A	A	A	A
HCM2kAvgQ:	0	7	6	0	0	0	5	5	0	0	0	0

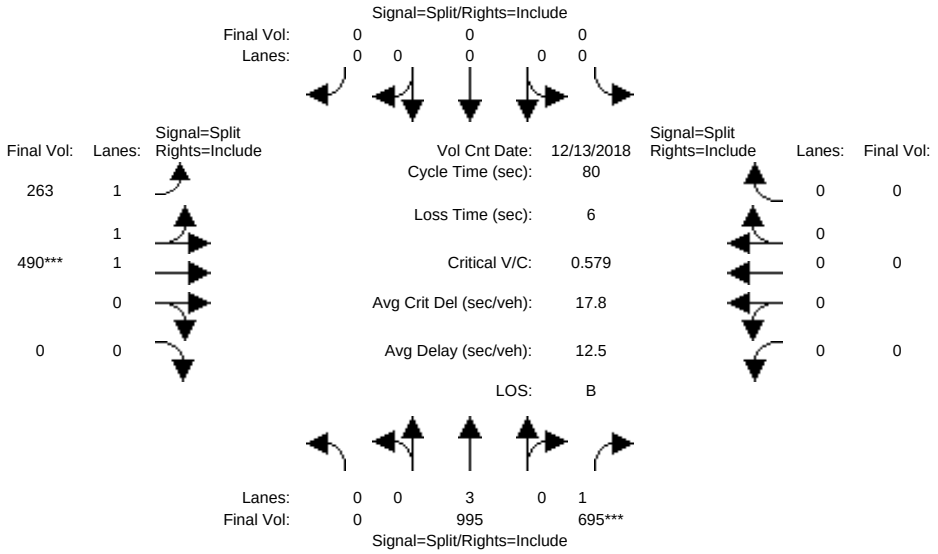
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	0	995	695	0	0	0	263	490	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	995	695	0	0	0	263	490	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	995	695	0	0	0	263	490	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	995	695	0	0	0	263	490	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	995	695	0	0	0	263	490	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	995	695	0	0	0	263	490	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.09	1.91	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	1902	3544	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.40	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	54.9	54.9	0.0	0.0	0.0	19.1	19.1	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.25	0.58	0.00	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.8	7.2	0.0	0.0	0.0	27.5	27.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.8	7.2	0.0	0.0	0.0	27.5	27.5	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	3	10	0	0	0	6	6	0	0	0	0

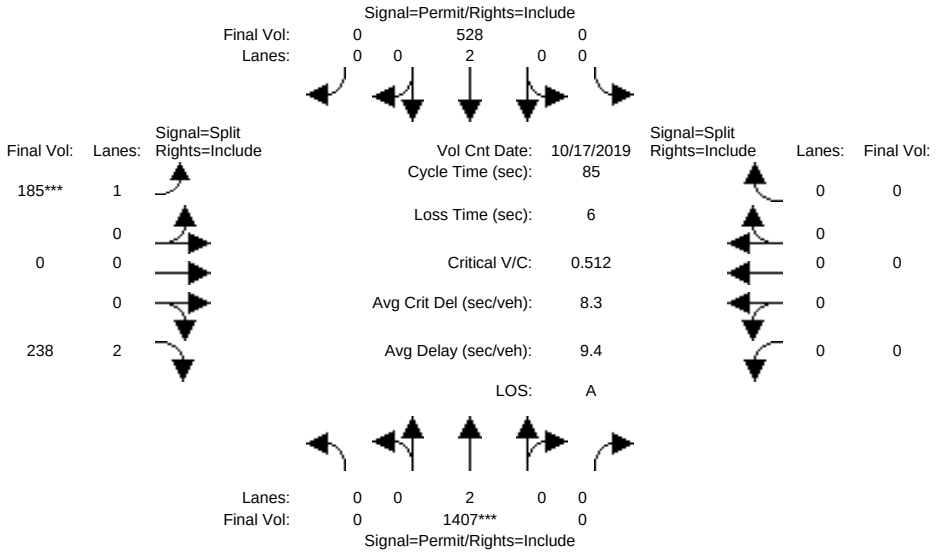
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:30:00 AM												
Base Vol:	0	1407	0	0	528	0	185	0	238	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1407	0	0	528	0	185	0	238	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1407	0	0	528	0	185	0	238	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1407	0	0	528	0	185	0	238	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1407	0	0	528	0	185	0	238	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1407	0	0	528	0	185	0	238	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.14	0.00	0.11	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	61.5	0.0	0.0	61.5	0.0	17.5	0.0	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.19	0.00	0.51	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	0.0	5.3	0.0	0.0	3.8	0.0	31.2	0.0	29.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.3	0.0	0.0	3.8	0.0	31.2	0.0	29.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	8	0	0	2	0	5	0	3	0	0	0

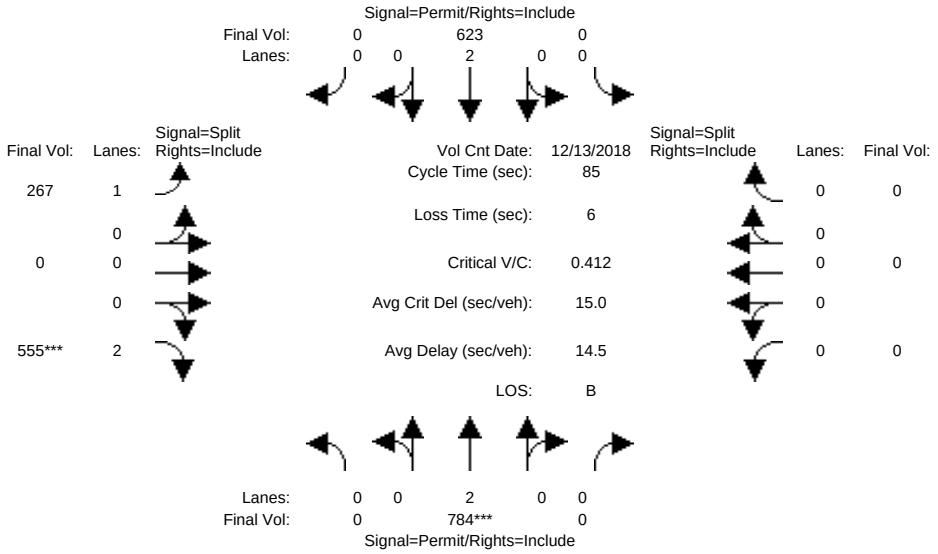
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	0	784	0	0	623	0	267	0	555	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	784	0	0	623	0	267	0	555	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	784	0	0	623	0	267	0	555	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	784	0	0	623	0	267	0	555	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	784	0	0	623	0	267	0	555	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	784	0	0	623	0	267	0	555	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.16	0.00	0.15	0.00	0.18	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	42.6	0.0	0.0	42.6	0.0	36.4	0.0	36.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.00	0.00	0.33	0.00	0.36	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	13.5	0.0	0.0	12.7	0.0	16.7	0.0	17.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.5	0.0	0.0	12.7	0.0	16.7	0.0	17.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	7	0	0	5	0	5	0	6	0	0	0

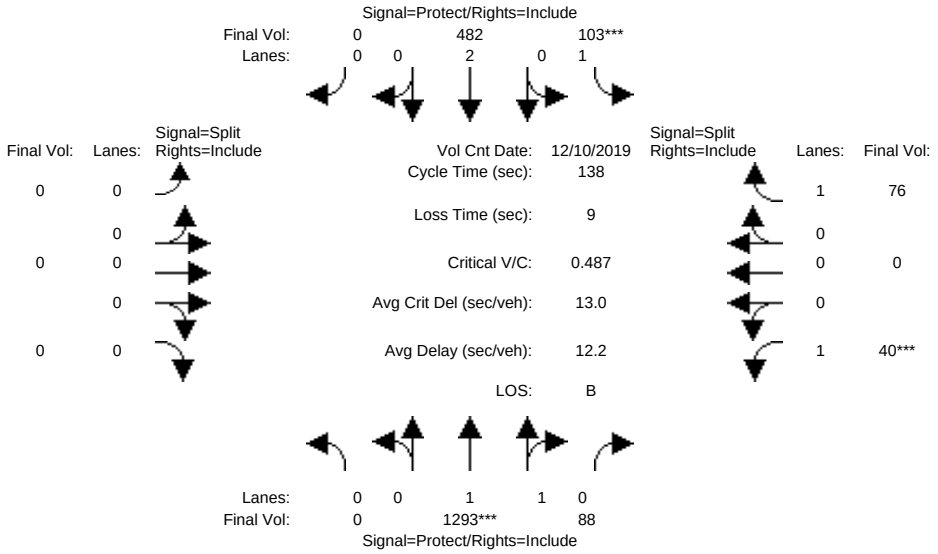
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2019 << 07:45:00 AM												
Base Vol:	0	1293	88	103	482	0	0	0	0	40	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1293	88	103	482	0	0	0	0	40	0	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1293	88	103	482	0	0	0	0	40	0	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1293	88	103	482	0	0	0	0	40	0	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1293	88	103	482	0	0	0	0	40	0	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1293	88	103	482	0	0	0	0	40	0	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3464	236	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.06	0.13	0.00	0.00	0.00	0.00	0.02	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	101	100.8	15.9	117	0.0	0.0	0.0	0.0	12.3	0.0	12.3
Volume/Cap:	0.00	0.51	0.51	0.51	0.15	0.00	0.00	0.00	0.00	0.26	0.00	0.49
Delay/Veh:	0.0	8.2	8.2	59.6	1.9	0.0	0.0	0.0	0.0	59.4	0.0	62.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	8.2	59.6	1.9	0.0	0.0	0.0	0.0	59.4	0.0	62.2
LOS by Move:	A	A	A	E+	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	13	13	5	2	0	0	0	0	2	0	4

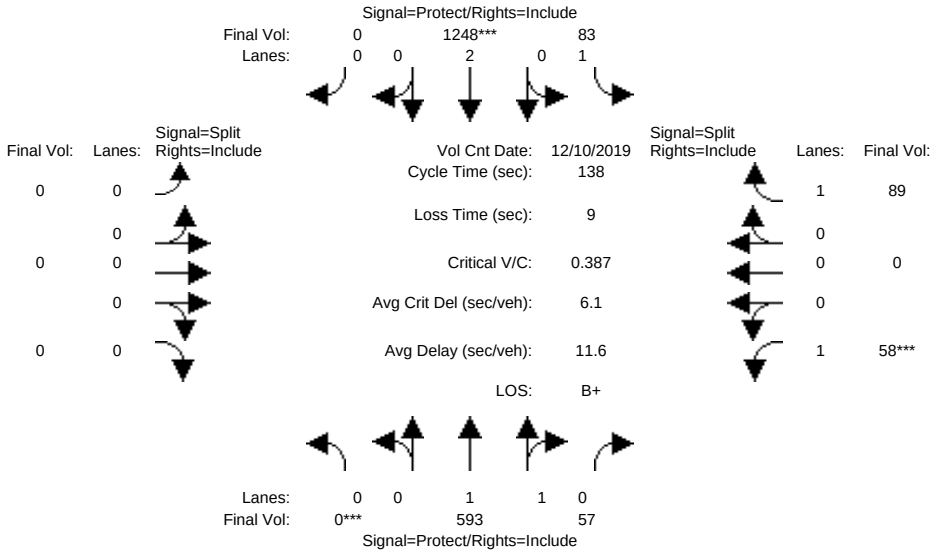
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2019 << 04:45:00 PM												
Base Vol:	0	593	57	83	1248	0	0	0	0	58	0	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	593	57	83	1248	0	0	0	0	58	0	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	593	57	83	1248	0	0	0	0	58	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	593	57	83	1248	0	0	0	0	58	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	593	57	83	1248	0	0	0	0	58	0	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	593	57	83	1248	0	0	0	0	58	0	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3375	324	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.05	0.33	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	86.7	86.7	25.0	112	0.0	0.0	0.0	0.0	17.3	0.0	17.3
Volume/Cap:	0.00	0.28	0.28	0.26	0.41	0.00	0.00	0.00	0.00	0.26	0.00	0.41
Delay/Veh:	0.0	11.6	11.6	49.0	3.8	0.0	0.0	0.0	0.0	55.2	0.0	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.6	11.6	49.0	3.8	0.0	0.0	0.0	0.0	55.2	0.0	56.8
LOS by Move:	A	B+	B+	D	A	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	6	6	3	7	0	0	0	0	3	0	4

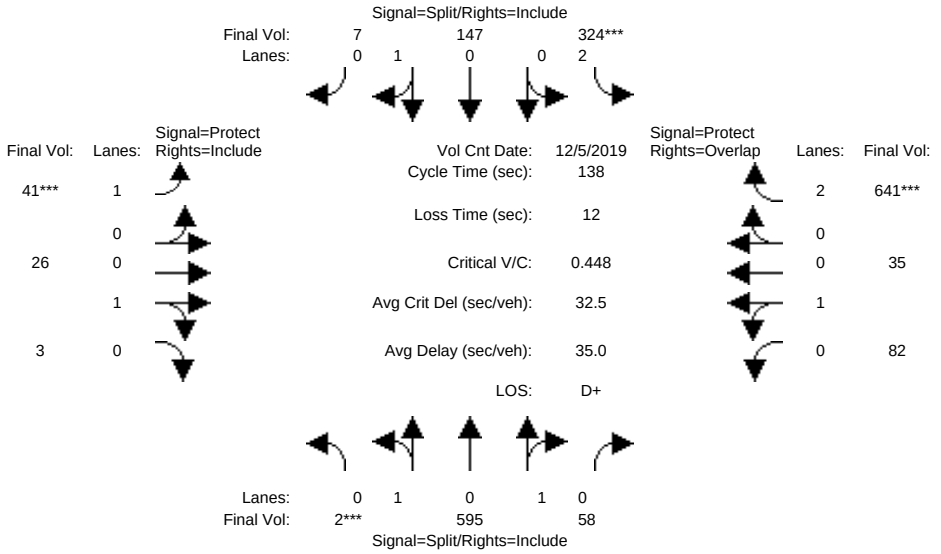
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 07:30:00 AM												
Base Vol:	2	595	58	324	147	7	41	26	3	82	35	641
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	595	58	324	147	7	41	26	3	82	35	641
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	595	58	324	147	7	41	26	3	82	35	641
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	595	58	324	147	7	41	26	3	82	35	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	595	58	324	147	7	41	26	3	82	35	641
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	595	58	324	147	7	41	26	3	82	35	641
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.01	1.81	0.18	2.00	0.95	0.05	1.00	0.90	0.10	0.70	0.30	2.00
Final Sat.:	11	3270	319	3150	1718	82	1750	1614	186	1262	538	3150
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.10	0.09	0.09	0.02	0.02	0.02	0.07	0.07	0.20
Crit Moves:	****			****			****					****
Green Time:	56.1	56.1	56.1	31.7	31.7	31.7	7.2	20.2	20.2	18.1	31.0	62.7
Volume/Cap:	0.45	0.45	0.45	0.45	0.37	0.37	0.45	0.11	0.11	0.50	0.29	0.45
Delay/Veh:	29.9	29.9	29.9	46.1	45.3	45.3	66.9	51.3	51.3	57.4	44.8	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	29.9	29.9	46.1	45.3	45.3	66.9	51.3	51.3	57.4	44.8	26.0
LOS by Move:	C	C	C	D	D	D	E	D-	D-	E+	D	C
HCM2kAvgQ:	10	10	10	7	6	6	2	1	1	5	4	11

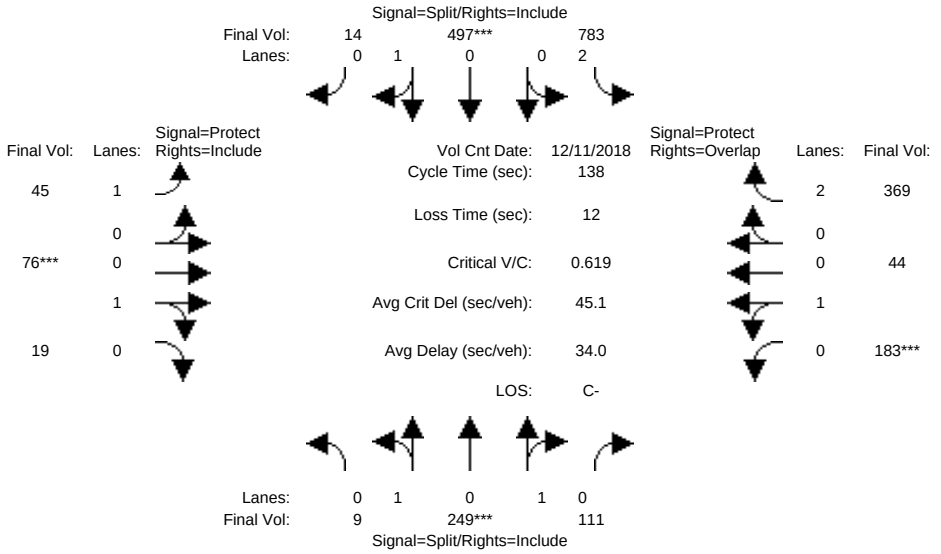
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	9	249	111	783	497	14	45	76	19	183	44	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	249	111	783	497	14	45	76	19	183	44	369
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	249	111	783	497	14	45	76	19	183	44	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	249	111	783	497	14	45	76	19	183	44	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	249	111	783	497	14	45	76	19	183	44	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	249	111	783	497	14	45	76	19	183	44	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.05	1.35	0.60	2.00	0.97	0.03	1.00	0.80	0.20	0.81	0.19	2.00
Final Sat.:	88	2429	1083	3150	1751	49	1750	1440	360	1451	349	3150
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.25	0.28	0.28	0.03	0.05	0.05	0.13	0.13	0.12
Crit Moves:		****			****			****			****	
Green Time:	22.8	22.8	22.8	63.3	63.3	63.3	11.4	11.8	11.8	28.1	28.4	91.7
Volume/Cap:	0.62	0.62	0.62	0.54	0.62	0.62	0.31	0.62	0.62	0.62	0.61	0.18
Delay/Veh:	55.5	55.5	55.5	27.3	29.7	29.7	60.8	68.5	68.5	53.3	52.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	55.5	55.5	27.3	29.7	29.7	60.8	68.5	68.5	53.3	52.8	8.8
LOS by Move:	E+	E+	E+	C	C	C	E	E	E	D-	D-	A
HCM2kAvgQ:	8	8	8	14	17	17	2	5	5	10	10	3

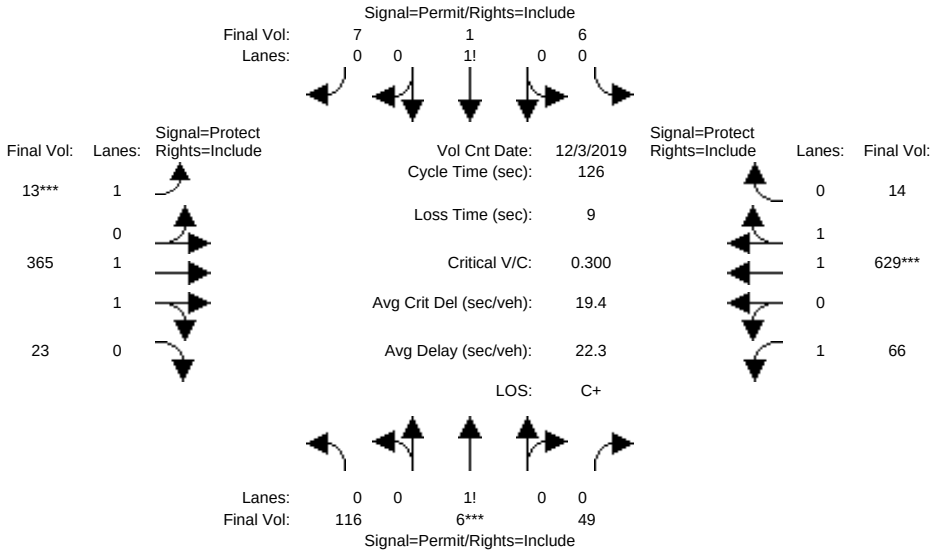
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	116	6	49	6	1	7	13	365	23	66	629	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	6	49	6	1	7	13	365	23	66	629	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	6	49	6	1	7	13	365	23	66	629	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	6	49	6	1	7	13	365	23	66	629	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	6	49	6	1	7	13	365	23	66	629	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	6	49	6	1	7	13	365	23	66	629	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.68	0.03	0.29	0.43	0.07	0.50	1.00	1.88	0.12	1.00	1.96	0.04
Final Sat.:	1187	61	501	750	125	875	1750	3481	219	1750	3619	81
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.01	0.01	0.01	0.01	0.10	0.10	0.04	0.17	0.17
Crit Moves:		****					****				****	
Green Time:	39.6	39.6	39.6	39.6	39.6	39.6	7.0	50.6	50.6	26.8	70.4	70.4
Volume/Cap:	0.31	0.31	0.31	0.03	0.03	0.03	0.13	0.26	0.26	0.18	0.31	0.31
Delay/Veh:	33.2	33.2	33.2	29.9	29.9	29.9	57.2	25.3	25.3	40.8	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	33.2	33.2	29.9	29.9	29.9	57.2	25.3	25.3	40.8	14.9	14.9
LOS by Move:	C-	C-	C-	C	C	C	E+	C	C	D	B	B
HCM2kAvgQ:	5	5	5	0	0	0	1	5	5	2	7	7

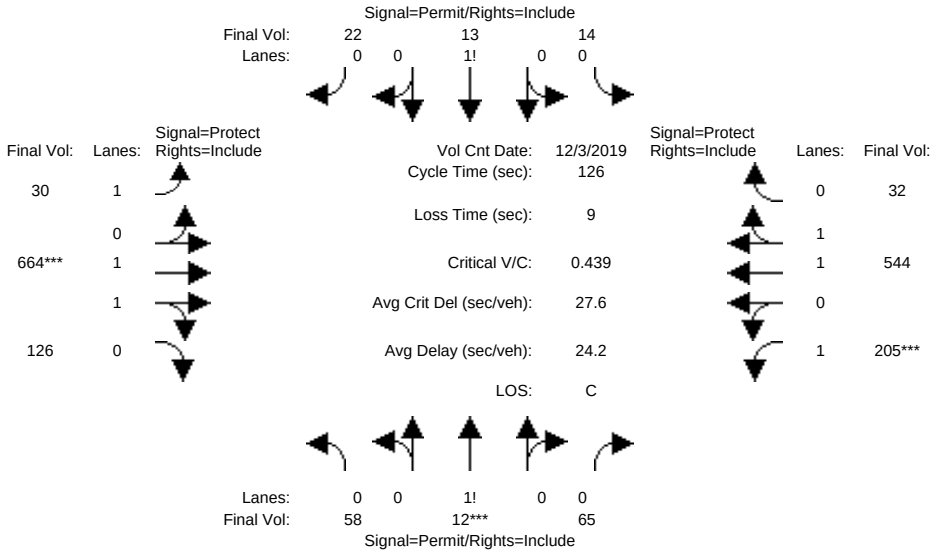
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	58	12	65	14	13	22	30	664	126	205	544	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	12	65	14	13	22	30	664	126	205	544	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	12	65	14	13	22	30	664	126	205	544	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	12	65	14	13	22	30	664	126	205	544	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	12	65	14	13	22	30	664	126	205	544	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	12	65	14	13	22	30	664	126	205	544	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.43	0.09	0.48	0.29	0.26	0.45	1.00	1.67	0.33	1.00	1.89	0.11
Final Sat.:	752	156	843	500	464	786	1750	3109	590	1750	3494	206
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.03	0.03	0.02	0.21	0.21	0.12	0.16	0.16
Crit Moves:		****						****		****		
Green Time:	22.1	22.1	22.1	22.1	22.1	22.1	25.0	61.3	61.3	33.6	69.9	69.9
Volume/Cap:	0.44	0.44	0.44	0.16	0.16	0.16	0.09	0.44	0.44	0.44	0.28	0.28
Delay/Veh:	47.4	47.4	47.4	44.3	44.3	44.3	41.3	21.3	21.3	39.0	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	47.4	47.4	44.3	44.3	44.3	41.3	21.3	21.3	39.0	14.9	14.9
LOS by Move:	D	D	D	D	D	D	D	C+	C+	D	B	B
HCM2kAvgQ:	5	5	5	2	2	2	1	10	10	7	6	6

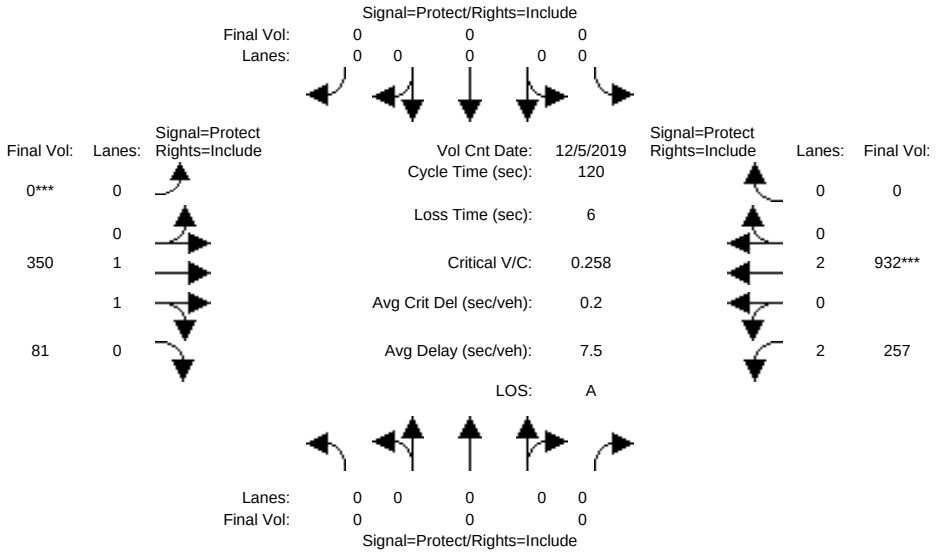
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 07:15:00 AM												
Base Vol:	0	0	0	0	0	0	0	350	81	257	932	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	350	81	257	932	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	350	81	257	932	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	350	81	257	932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	350	81	257	932	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	350	81	257	932	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.61	0.39	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3004	695	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.12	0.08	0.25	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	67.0	67.0	47.0	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.21	0.21	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	13.3	24.3	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	13.3	24.3	0.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	4	4	1	0

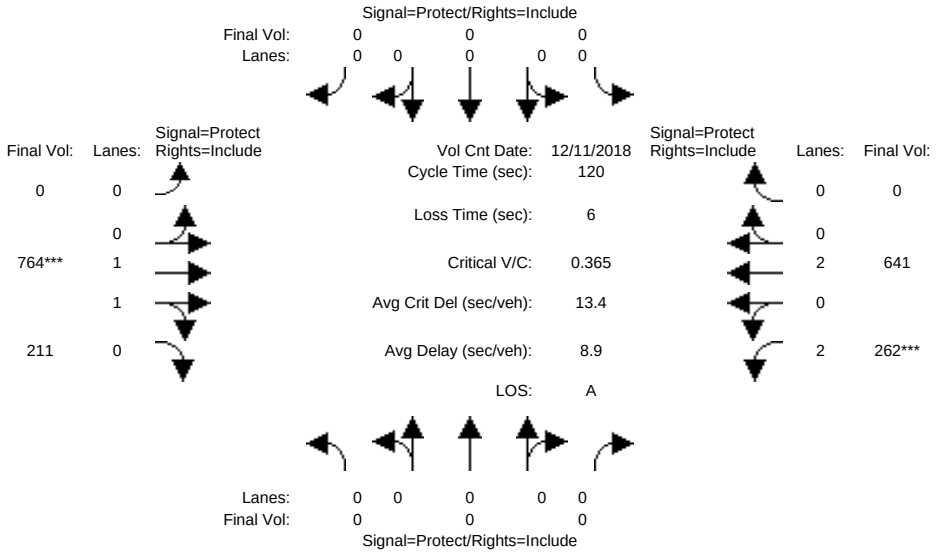
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:15:00 PM												
Base Vol:	0	0	0	0	0	0	0	764	211	262	641	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	764	211	262	641	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	764	211	262	641	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	764	211	262	641	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	764	211	262	641	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	764	211	262	641	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.56	0.44	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2899	801	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.08	0.17	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	86.7	86.7	27.3	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36	0.36	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4	6.4	39.3	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4	6.4	39.3	0.2	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	7	7	5	1	0

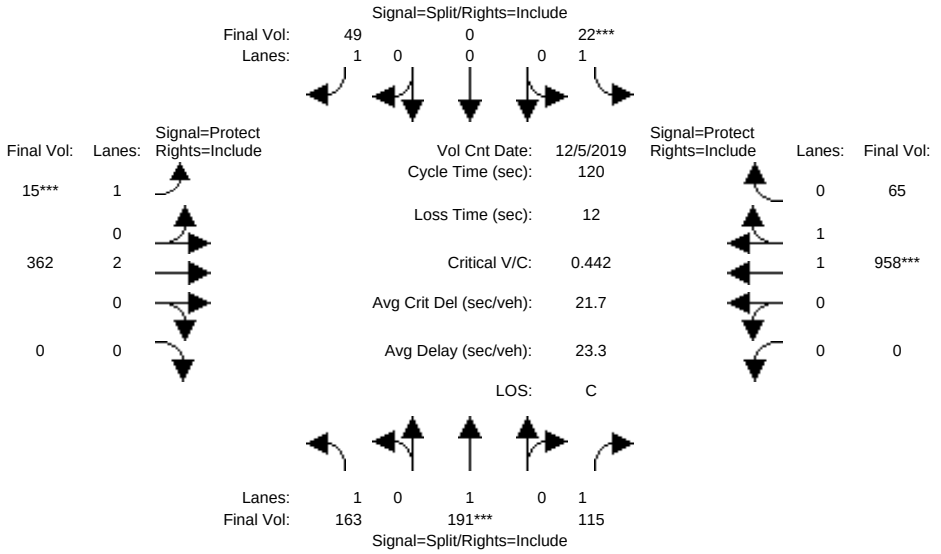
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 07:30:00 AM												
Base Vol:	163	191	115	22	0	49	15	362	0	0	958	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	191	115	22	0	49	15	362	0	0	958	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	191	115	22	0	49	15	362	0	0	958	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	191	115	22	0	49	15	362	0	0	958	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	191	115	22	0	49	15	362	0	0	958	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	191	115	22	0	49	15	362	0	0	958	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	0	1750	1750	3800	0	0	3465	235
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.07	0.01	0.00	0.03	0.01	0.10	0.00	0.00	0.28	0.28
Crit Moves:		****		****			****				****	
Green Time:	24.3	24.3	24.3	10.0	0.0	10.0	7.0	73.7	0.0	0.0	66.7	66.7
Volume/Cap:	0.46	0.50	0.33	0.15	0.00	0.34	0.15	0.16	0.00	0.00	0.50	0.50
Delay/Veh:	43.1	43.5	41.4	51.5	0.0	53.2	54.3	9.9	0.0	0.0	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.5	41.4	51.5	0.0	53.2	54.3	9.9	0.0	0.0	16.5	16.5
LOS by Move:	D	D	D	D-	A	D-	D-	A	A	A	B	B
HCM2kAvgQ:	6	7	4	1	0	2	1	3	0	0	12	12

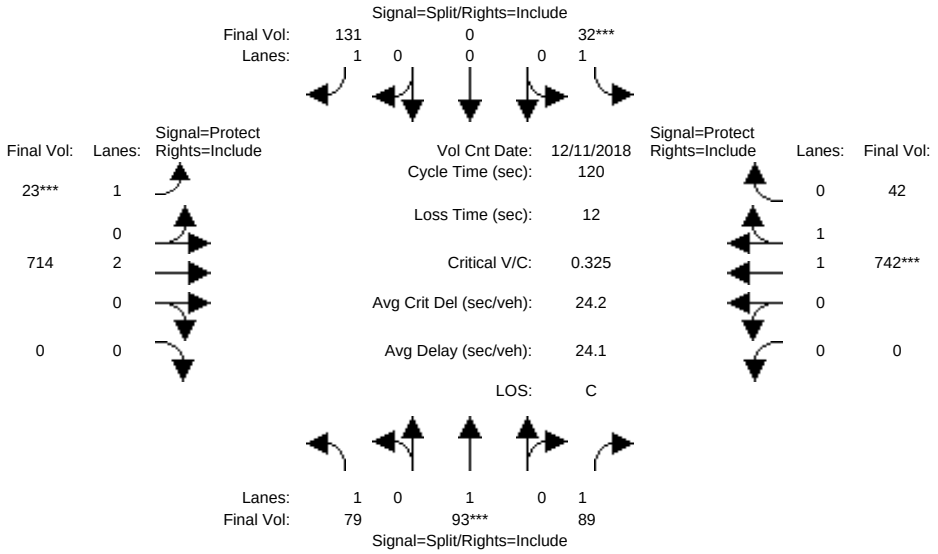
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	79	93	89	32	0	131	23	714	0	0	742	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	93	89	32	0	131	23	714	0	0	742	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	93	89	32	0	131	23	714	0	0	742	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	93	89	32	0	131	23	714	0	0	742	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	93	89	32	0	131	23	714	0	0	742	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	93	89	32	0	131	23	714	0	0	742	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	0	1750	1750	3800	0	0	3502	198
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.00	0.07	0.01	0.19	0.00	0.00	0.21	0.21
Crit Moves:		****		****			****				****	
Green Time:	14.2	14.2	14.2	27.7	0.0	27.7	7.0	66.1	0.0	0.0	59.1	59.1
Volume/Cap:	0.38	0.41	0.43	0.08	0.00	0.32	0.23	0.34	0.00	0.00	0.43	0.43
Delay/Veh:	50.0	50.3	50.6	36.3	0.0	38.9	55.0	15.0	0.0	0.0	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	50.3	50.6	36.3	0.0	38.9	55.0	15.0	0.0	0.0	19.7	19.7
LOS by Move:	D	D	D	D+	A	D+	E+	B	A	A	B-	B-
HCM2kAvgQ:	3	4	4	1	0	4	1	7	0	0	9	9

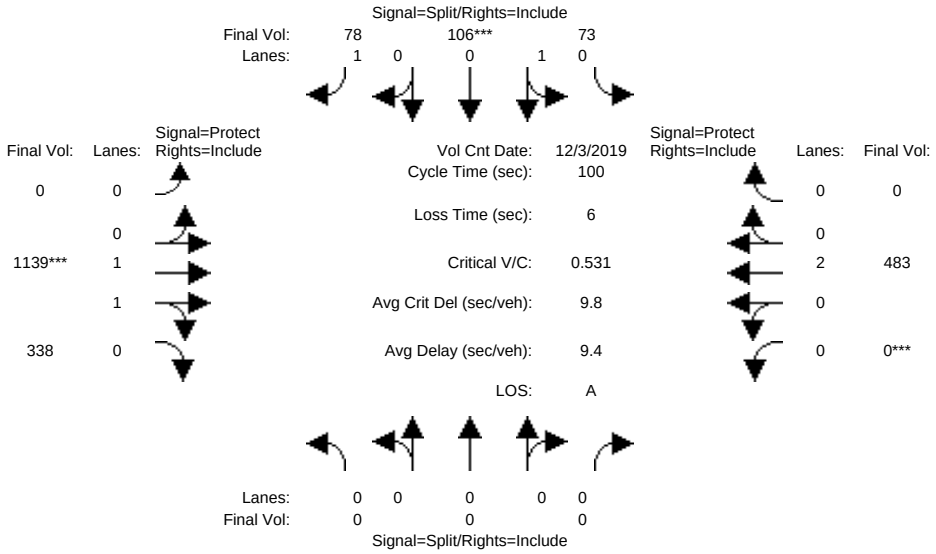
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	0	0	0	73	106	78	0	1139	338	0	483	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	106	78	0	1139	338	0	483	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	73	106	78	0	1139	338	0	483	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	73	106	78	0	1139	338	0	483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	73	106	78	0	1139	338	0	483	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	73	106	78	0	1139	338	0	483	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.41	0.59	1.00	0.00	1.53	0.47	0.00	2.00	0.00
Final Sat.:	0	0	0	734	1066	1750	0	2853	847	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.04	0.00	0.40	0.40	0.00	0.13	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	18.7	18.7	18.7	0.0	75.3	75.3	0.0	75.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.24	0.00	0.53	0.53	0.00	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	42.5	42.5	36.3	0.0	5.8	5.8	0.0	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.5	42.5	36.3	0.0	5.8	5.8	0.0	3.6	0.0
LOS by Move:	A	A	A	D	D	D+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	6	2	0	10	10	0	2	0

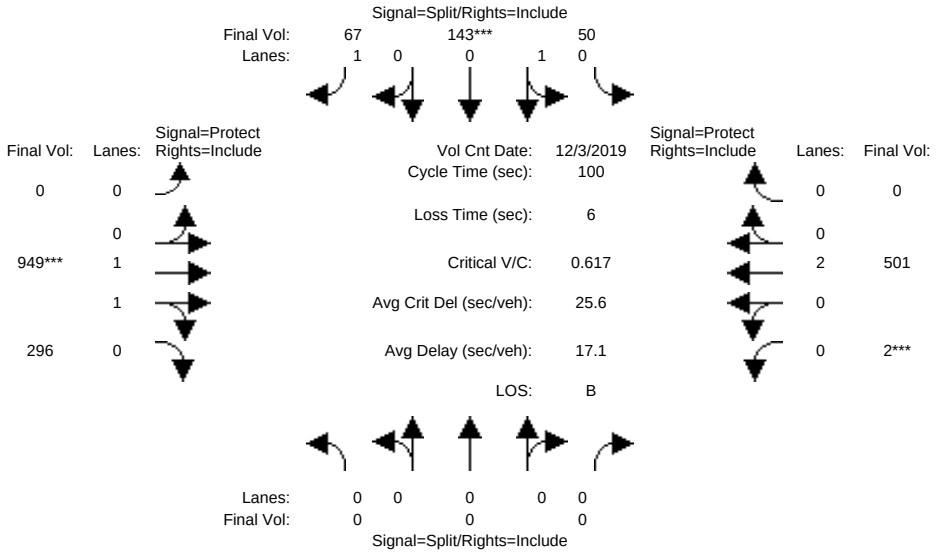
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	0	0	0	50	143	67	0	949	296	2	501	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	143	67	0	949	296	2	501	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	143	67	0	949	296	2	501	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	143	67	0	949	296	2	501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	143	67	0	949	296	2	501	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	143	67	0	949	296	2	501	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	0.26	0.74	1.00	0.00	1.51	0.49	0.01	1.99	0.00
Final Sat.:	0	0	0	466	1334	1750	0	2820	879	15	3685	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.04	0.00	0.34	0.34	0.14	0.14	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	17.4	17.4	17.4	0.0	54.6	54.6	22.0	76.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.62	0.62	0.22	0.00	0.62	0.62	0.62	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	47.0	47.0	37.1	0.0	17.0	17.0	38.6	3.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.0	47.0	37.1	0.0	17.0	17.0	38.6	3.3	0.0
LOS by Move:	A	A	A	D	D	D+	A	B	B	D+	A	A
HCM2kAvgQ:	0	0	0	7	7	2	0	14	14	8	2	0

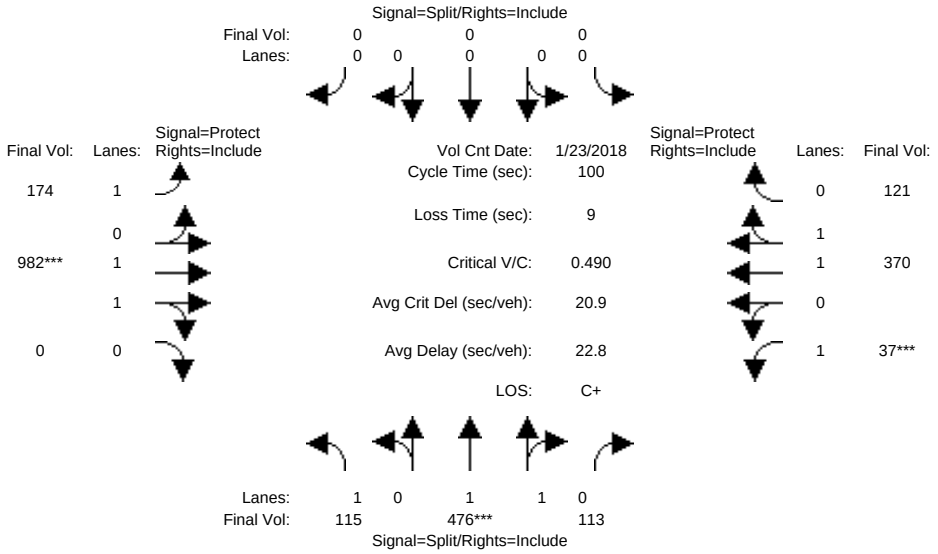
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 << 07:45:00 AM												
Base Vol:	115	476	113	0	0	0	174	982	0	37	370	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	476	113	0	0	0	174	982	0	37	370	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	476	113	0	0	0	174	982	0	37	370	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	476	113	0	0	0	174	982	0	37	370	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	476	113	0	0	0	174	982	0	37	370	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	476	113	0	0	0	174	982	0	37	370	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.98	0.95
Lanes:	1.00	1.61	0.39	0.00	0.00	0.00	1.00	2.00	0.00	1.00	1.49	0.51
Final Sat.:	1750	2990	710	0	0	0	1750	3700	0	1750	2788	912
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.00	0.00	0.00	0.10	0.27	0.00	0.02	0.13	0.13
Crit Moves:		****						****		****		
Green Time:	31.5	31.5	31.5	0.0	0.0	0.0	25.5	52.5	0.0	7.0	34.0	34.0
Volume/Cap:	0.21	0.51	0.51	0.00	0.00	0.00	0.39	0.51	0.00	0.30	0.39	0.39
Delay/Veh:	25.3	28.3	28.3	0.0	0.0	0.0	31.4	15.6	0.0	45.6	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	28.3	28.3	0.0	0.0	0.0	31.4	15.6	0.0	45.6	25.3	25.3
LOS by Move:	C	C	C	A	A	A	C	B	A	D	C	C
HCM2kAvgQ:	3	8	8	0	0	0	5	10	0	1	6	6

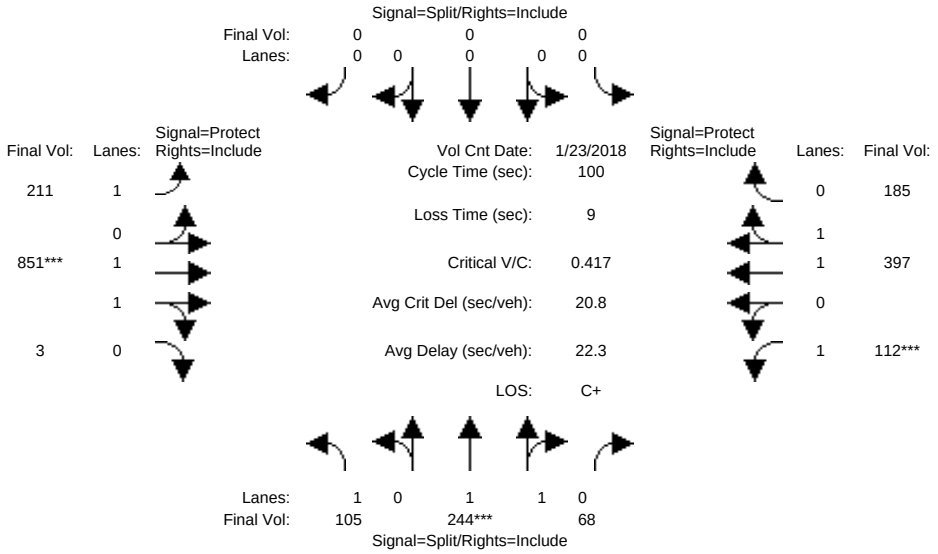
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 << 04:55:00 PM												
Base Vol:	105	244	68	0	0	0	211	851	3	112	397	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	244	68	0	0	0	211	851	3	112	397	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	244	68	0	0	0	211	851	3	112	397	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	244	68	0	0	0	211	851	3	112	397	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	244	68	0	0	0	211	851	3	112	397	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	244	68	0	0	0	211	851	3	112	397	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	1.55	0.45	0.00	0.00	0.00	1.00	1.99	0.01	1.00	1.35	0.65
Final Sat.:	1750	2893	806	0	0	0	1750	3687	13	1750	2523	1176
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.00	0.00	0.12	0.23	0.23	0.06	0.16	0.16
Crit Moves:		****						****		****		
Green Time:	20.2	20.2	20.2	0.0	0.0	0.0	30.7	55.4	55.4	15.4	40.1	40.1
Volume/Cap:	0.30	0.42	0.42	0.00	0.00	0.00	0.39	0.42	0.42	0.42	0.39	0.39
Delay/Veh:	34.3	35.1	35.1	0.0	0.0	0.0	27.8	13.1	13.1	39.3	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	35.1	35.1	0.0	0.0	0.0	27.8	13.1	13.1	39.3	21.5	21.5
LOS by Move:	C-	D+	D+	A	A	A	C	B	B	D	C+	C+
HCM2kAvgQ:	3	5	5	0	0	0	6	8	8	4	7	7

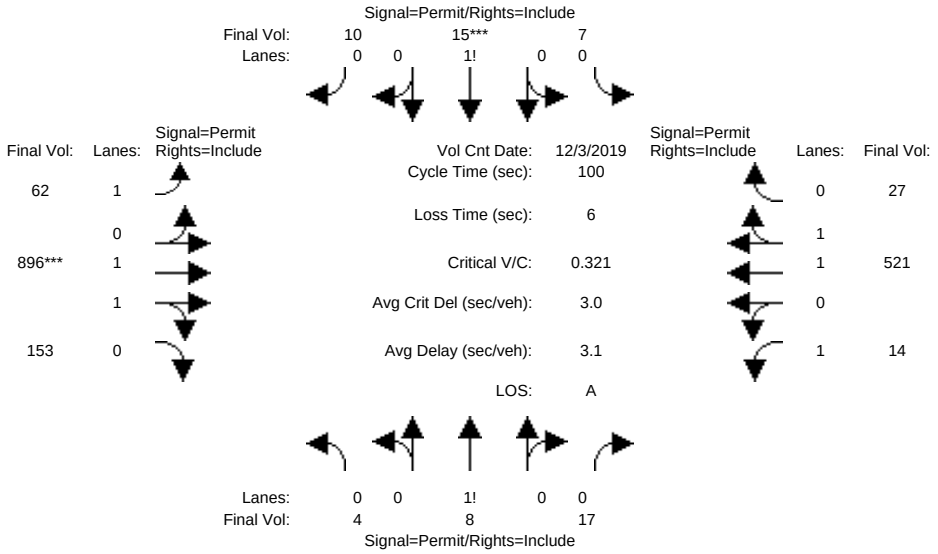
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	4	8	17	7	15	10	62	896	153	14	521	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	8	17	7	15	10	62	896	153	14	521	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	8	17	7	15	10	62	896	153	14	521	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	8	17	7	15	10	62	896	153	14	521	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	8	17	7	15	10	62	896	153	14	521	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	8	17	7	15	10	62	896	153	14	521	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.14	0.27	0.59	0.22	0.47	0.31	1.00	1.70	0.30	1.00	1.90	0.10
Final Sat.:	241	483	1026	383	820	547	1750	3160	540	1750	3518	182
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.02	0.04	0.28	0.28	0.01	0.15	0.15
Crit Moves:					****			****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	84.0	84.0	84.0	84.0	84.0	84.0
Volume/Cap:	0.17	0.17	0.17	0.18	0.18	0.18	0.04	0.34	0.34	0.01	0.18	0.18
Delay/Veh:	41.6	41.6	41.6	41.8	41.8	41.8	1.3	1.9	1.9	1.3	1.5	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	41.6	41.6	41.8	41.8	41.8	1.3	1.9	1.9	1.3	1.5	1.5
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	0	4	4	0	2	2

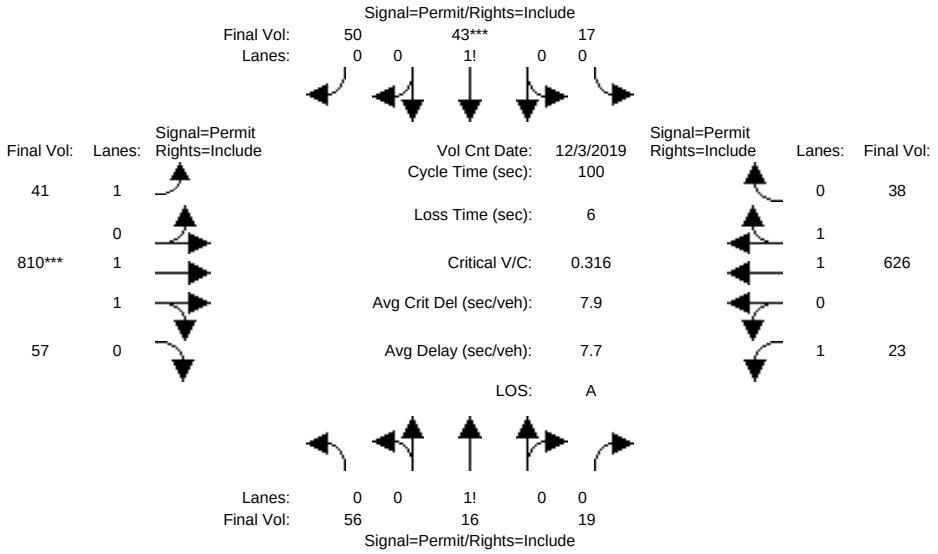
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	56	16	19	17	43	50	41	810	57	23	626	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	16	19	17	43	50	41	810	57	23	626	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	16	19	17	43	50	41	810	57	23	626	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	16	19	17	43	50	41	810	57	23	626	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	16	19	17	43	50	41	810	57	23	626	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	16	19	17	43	50	41	810	57	23	626	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.61	0.18	0.21	0.15	0.39	0.46	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	1077	308	365	270	684	795	1750	3457	243	1750	3488	212
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.06	0.06	0.06	0.02	0.23	0.23	0.01	0.18	0.18
Crit Moves:					****			****				
Green Time:	19.9	19.9	19.9	19.9	19.9	19.9	74.1	74.1	74.1	74.1	74.1	74.1
Volume/Cap:	0.26	0.26	0.26	0.32	0.32	0.32	0.03	0.32	0.32	0.02	0.24	0.24
Delay/Veh:	34.3	34.3	34.3	34.8	34.8	34.8	3.4	4.4	4.4	3.4	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	34.3	34.3	34.8	34.8	34.8	3.4	4.4	4.4	3.4	4.1	4.1
LOS by Move:	C-	C-	C-	C-	C-	C-	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	0	5	5	0	3	3

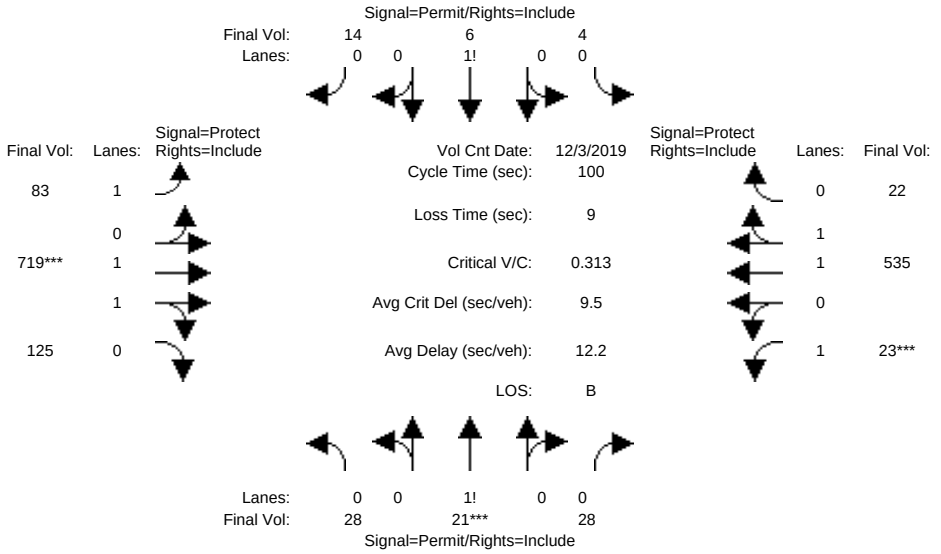
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	28	21	28	4	6	14	83	719	125	23	535	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	21	28	4	6	14	83	719	125	23	535	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	21	28	4	6	14	83	719	125	23	535	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	21	28	4	6	14	83	719	125	23	535	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	21	28	4	6	14	83	719	125	23	535	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	21	28	4	6	14	83	719	125	23	535	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.37	0.27	0.36	0.17	0.25	0.58	1.00	1.70	0.30	1.00	1.92	0.08
Final Sat.:	636	477	636	292	438	1021	1750	3152	548	1750	3554	146
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.01	0.05	0.23	0.23	0.01	0.15	0.15
Crit Moves:		****						****		****		
Green Time:	13.6	13.6	13.6	13.6	13.6	13.6	24.6	70.4	70.4	7.0	52.8	52.8
Volume/Cap:	0.32	0.32	0.32	0.10	0.10	0.10	0.19	0.32	0.32	0.19	0.28	0.28
Delay/Veh:	39.9	39.9	39.9	38.0	38.0	38.0	30.1	5.7	5.7	44.6	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	39.9	39.9	38.0	38.0	38.0	30.1	5.7	5.7	44.6	13.2	13.2
LOS by Move:	D	D	D	D+	D+	D+	C	A	A	D	B	B
HCM2kAvgQ:	3	3	3	1	1	1	2	5	5	1	5	5

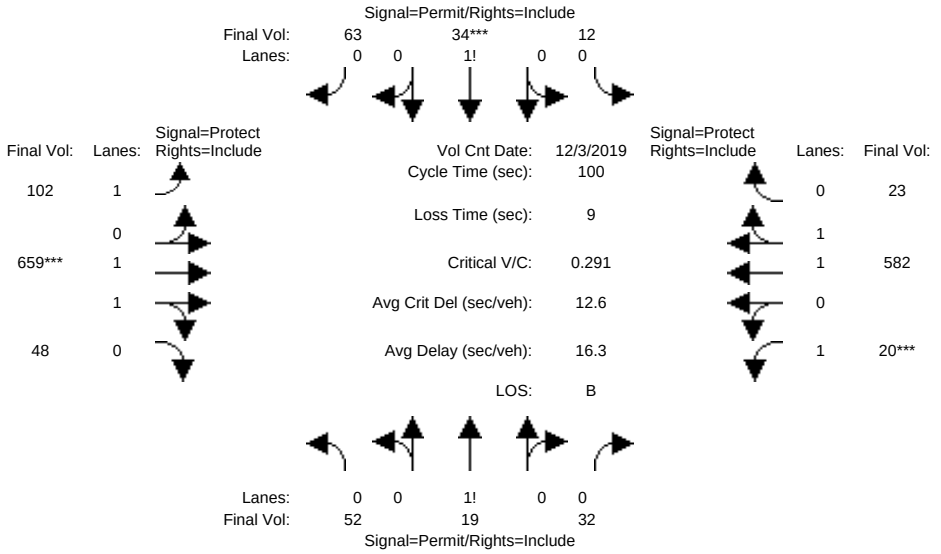
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	52	19	32	12	34	63	102	659	48	20	582	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	19	32	12	34	63	102	659	48	20	582	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	19	32	12	34	63	102	659	48	20	582	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	19	32	12	34	63	102	659	48	20	582	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	19	32	12	34	63	102	659	48	20	582	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	19	32	12	34	63	102	659	48	20	582	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.51	0.18	0.31	0.11	0.31	0.58	1.00	1.86	0.14	1.00	1.92	0.08
Final Sat.:	883	323	544	193	546	1011	1750	3449	251	1750	3559	141
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.19	0.19	0.01	0.16	0.16
Crit Moves:					****			****		****		
Green Time:	20.6	20.6	20.6	20.6	20.6	20.6	21.1	63.4	63.4	7.0	49.3	49.3
Volume/Cap:	0.29	0.29	0.29	0.30	0.30	0.30	0.28	0.30	0.30	0.16	0.33	0.33
Delay/Veh:	33.9	33.9	33.9	34.0	34.0	34.0	33.5	8.4	8.4	44.4	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	33.9	33.9	34.0	34.0	34.0	33.5	8.4	8.4	44.4	15.5	15.5
LOS by Move:	C-	C-	C-	C-	C-	C-	C-	A	A	D	B	B
HCM2kAvgQ:	3	3	3	3	3	3	3	5	5	1	6	6

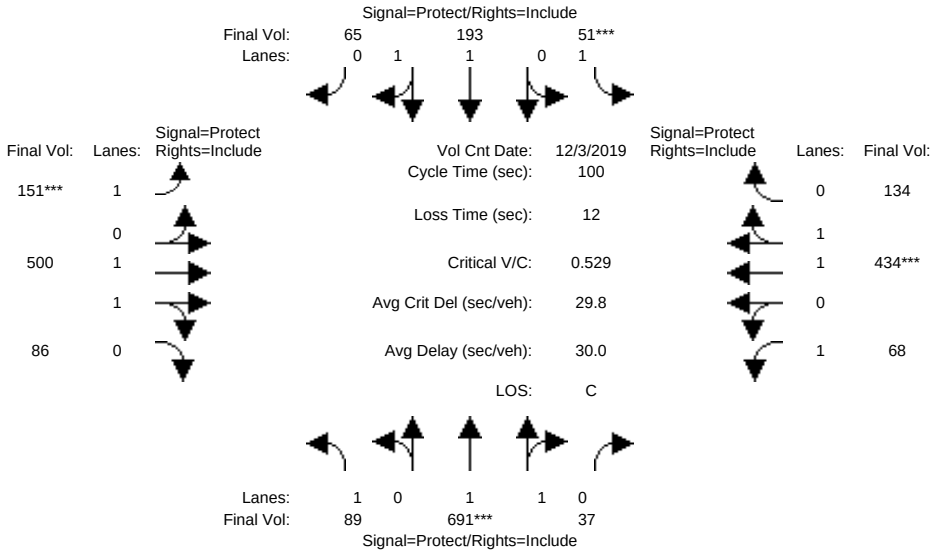
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	89	691	37	51	193	65	151	500	86	68	434	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	691	37	51	193	65	151	500	86	68	434	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	691	37	51	193	65	151	500	86	68	434	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	691	37	51	193	65	151	500	86	68	434	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	691	37	51	193	65	151	500	86	68	434	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	691	37	51	193	65	151	500	86	68	434	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.90	0.10	1.00	1.48	0.52	1.00	1.70	0.30	1.00	1.52	0.48
Final Sat.:	1750	3512	188	1750	2767	932	1750	3157	543	1750	2826	873
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.03	0.07	0.07	0.09	0.16	0.16	0.04	0.15	0.15
Crit Moves:		****			****			****			****	
Green Time:	17.9	36.5	36.5	7.0	25.6	25.6	16.0	30.9	30.9	13.6	28.5	28.5
Volume/Cap:	0.28	0.54	0.54	0.42	0.27	0.27	0.54	0.51	0.51	0.28	0.54	0.54
Delay/Veh:	36.0	25.5	25.5	46.8	29.9	29.9	40.7	28.8	28.8	39.5	30.8	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	25.5	25.5	46.8	29.9	29.9	40.7	28.8	28.8	39.5	30.8	30.8
LOS by Move:	D+	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	9	9	2	3	3	5	8	8	2	8	8

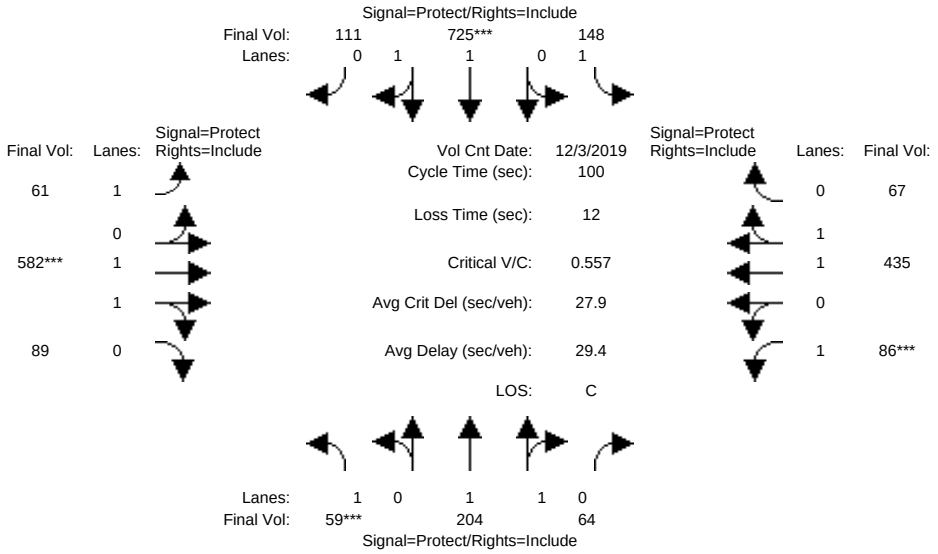
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	59	204	64	148	725	111	61	582	89	86	435	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	204	64	148	725	111	61	582	89	86	435	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	204	64	148	725	111	61	582	89	86	435	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	204	64	148	725	111	61	582	89	86	435	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	204	64	148	725	111	61	582	89	86	435	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	204	64	148	725	111	61	582	89	86	435	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.51	0.49	1.00	1.73	0.27	1.00	1.73	0.27	1.00	1.73	0.27
Final Sat.:	1750	2816	883	1750	3208	491	1750	3209	491	1750	3206	494
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.08	0.23	0.23	0.03	0.18	0.18	0.05	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	7.0	25.5	25.5	21.6	40.1	40.1	13.9	32.2	32.2	8.7	27.0	27.0
Volume/Cap:	0.48	0.28	0.28	0.39	0.56	0.56	0.25	0.56	0.56	0.56	0.50	0.50
Delay/Veh:	47.7	30.1	30.1	34.3	23.7	23.7	38.9	28.7	28.7	48.6	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	30.1	30.1	34.3	23.7	23.7	38.9	28.7	28.7	48.6	31.3	31.3
LOS by Move:	D	C	C	C-	C	C	D+	C	C	D	C	C
HCM2kAvgQ:	3	3	3	4	10	10	2	9	9	4	7	7

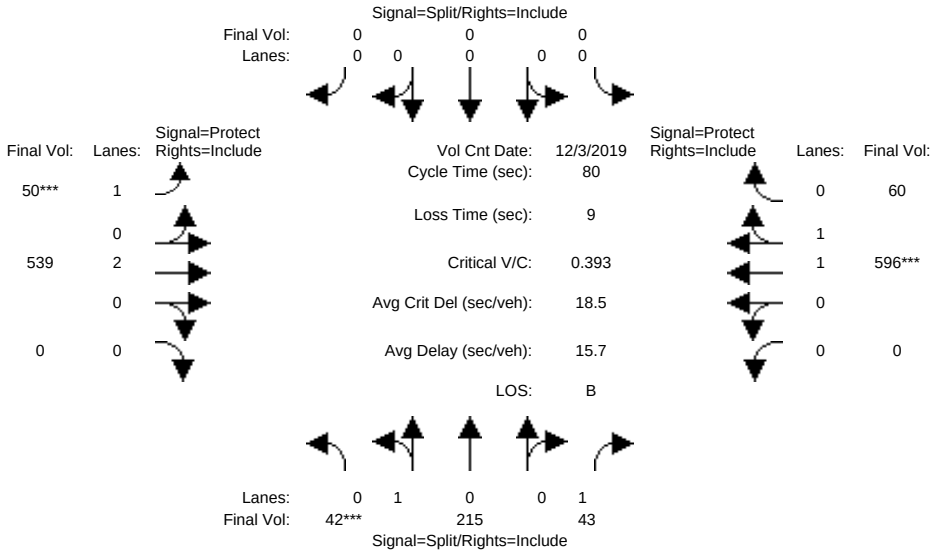
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	42	215	43	0	0	0	50	539	0	0	596	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	215	43	0	0	0	50	539	0	0	596	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	215	43	0	0	0	50	539	0	0	596	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	215	43	0	0	0	50	539	0	0	596	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	215	43	0	0	0	50	539	0	0	596	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	215	43	0	0	0	50	539	0	0	596	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.16	0.84	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.81	0.19
Final Sat.:	294	1506	1750	0	0	0	1750	3800	0	0	3361	338
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.02	0.00	0.00	0.00	0.03	0.14	0.00	0.00	0.18	0.18
Crit Moves:	****						****				****	
Green Time:	28.5	28.5	28.5	0.0	0.0	0.0	7.0	42.5	0.0	0.0	35.5	35.5
Volume/Cap:	0.40	0.40	0.07	0.00	0.00	0.00	0.33	0.27	0.00	0.00	0.40	0.40
Delay/Veh:	21.2	21.2	17.2	0.0	0.0	0.0	39.9	10.6	0.0	0.0	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	21.2	17.2	0.0	0.0	0.0	39.9	10.6	0.0	0.0	15.8	15.8
LOS by Move:	C+	C+	B	A	A	A	D	B+	A	A	B	B
HCM2kAvgQ:	5	5	1	0	0	0	2	4	0	0	6	6

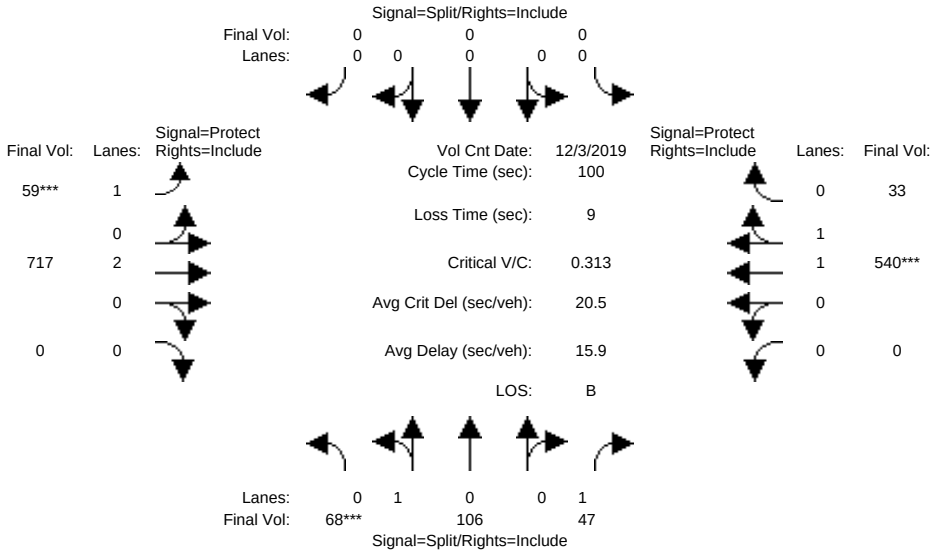
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	68	106	47	0	0	0	59	717	0	0	540	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	106	47	0	0	0	59	717	0	0	540	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	106	47	0	0	0	59	717	0	0	540	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	106	47	0	0	0	59	717	0	0	540	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	106	47	0	0	0	59	717	0	0	540	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	106	47	0	0	0	59	717	0	0	540	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.39	0.61	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.88	0.12
Final Sat.:	703	1097	1750	0	0	0	1750	3800	0	0	3487	213
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.03	0.00	0.00	0.00	0.03	0.19	0.00	0.00	0.15	0.15
Crit Moves:	****						****				****	
Green Time:	30.8	30.8	30.8	0.0	0.0	0.0	10.8	60.2	0.0	0.0	49.4	49.4
Volume/Cap:	0.31	0.31	0.09	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.31	0.31
Delay/Veh:	27.9	27.9	24.9	0.0	0.0	0.0	45.5	10.1	0.0	0.0	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	24.9	0.0	0.0	0.0	45.5	10.1	0.0	0.0	15.6	15.6
LOS by Move:	C	C	C	A	A	A	D	B+	A	A	B	B
HCM2kAvgQ:	4	4	1	0	0	0	2	5	0	0	5	5

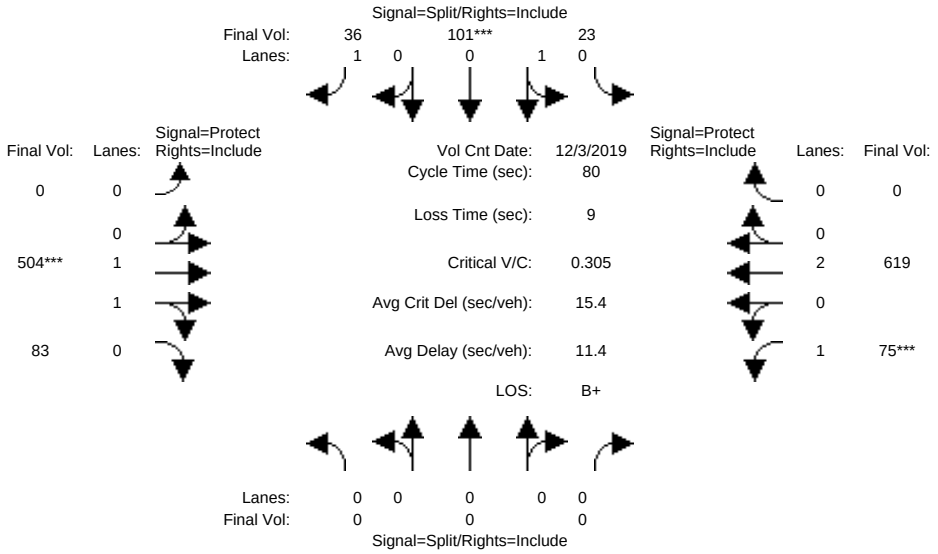
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	0	0	0	23	101	36	0	504	83	75	619	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	101	36	0	504	83	75	619	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	101	36	0	504	83	75	619	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	101	36	0	504	83	75	619	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	101	36	0	504	83	75	619	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	23	101	36	0	504	83	75	619	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	0.81	1.00	0.00	1.71	0.29	1.00	2.00	0.00
Final Sat.:	0	0	0	334	1466	1750	0	3176	523	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.02	0.00	0.16	0.16	0.04	0.16	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	18.1	18.1	18.1	0.0	41.7	41.7	11.3	52.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.09	0.00	0.30	0.30	0.30	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	26.2	26.2	24.6	0.0	11.0	11.0	31.6	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.2	26.2	24.6	0.0	11.0	11.0	31.6	5.5	0.0
LOS by Move:	A	A	A	C	C	C	A	B+	B+	C	A	A
HCM2kAvgQ:	0	0	0	3	3	1	0	4	4	2	3	0

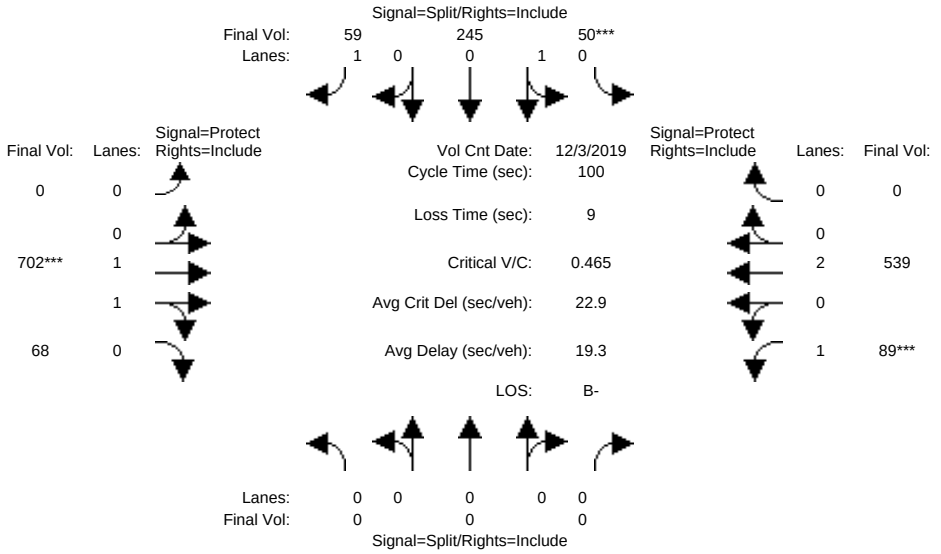
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:30:00 PM												
Base Vol:	0	0	0	50	245	59	0	702	68	89	539	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	245	59	0	702	68	89	539	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	245	59	0	702	68	89	539	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	245	59	0	702	68	89	539	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	245	59	0	702	68	89	539	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	245	59	0	702	68	89	539	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	0.83	1.00	0.00	1.82	0.18	1.00	2.00	0.00
Final Sat.:	0	0	0	305	1495	1750	0	3373	327	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.03	0.00	0.21	0.21	0.05	0.14	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	35.3	35.3	35.3	0.0	44.8	44.8	10.9	55.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.46	0.10	0.00	0.46	0.46	0.46	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	25.6	25.6	21.7	0.0	19.5	19.5	43.6	11.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.6	25.6	21.7	0.0	19.5	19.5	43.6	11.5	0.0
LOS by Move:	A	A	A	C	C	C+	A	B-	B-	D	B+	A
HCM2kAvgQ:	0	0	0	8	8	1	0	9	9	3	4	0

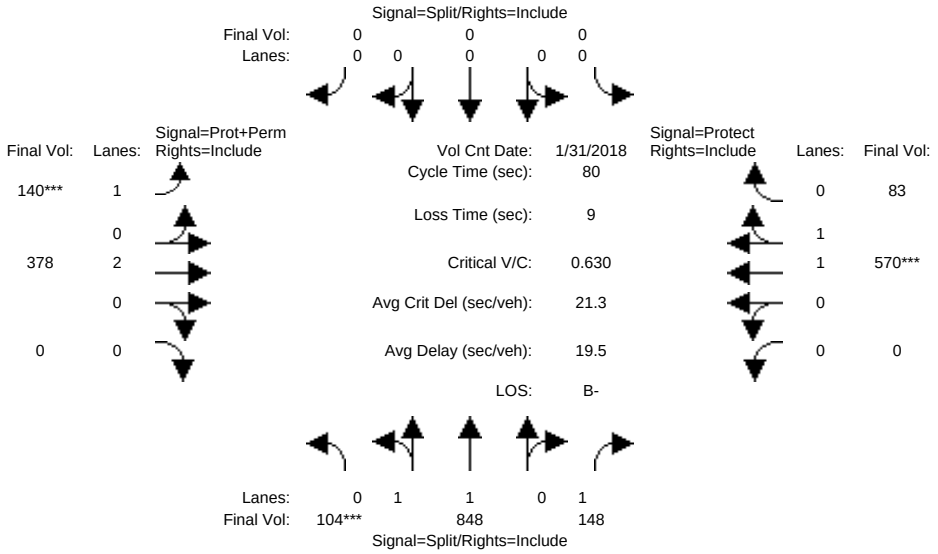
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Jan 2018 << 07:55:00 AM												
Base Vol:	104	848	148	0	0	0	140	378	0	0	570	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	848	148	0	0	0	140	378	0	0	570	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	848	148	0	0	0	140	378	0	0	570	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	848	148	0	0	0	140	378	0	0	570	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	848	148	0	0	0	140	378	0	0	570	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	848	148	0	0	0	140	378	0	0	570	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.22	1.78	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	404	3295	1750	0	0	0	1750	3800	0	0	3229	470
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.08	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.18	0.18
Crit Moves:	****						****				****	
Green Time:	35.6	35.6	35.6	0.0	0.0	0.0	11.1	35.4	0.0	0.0	24.4	24.4
Volume/Cap:	0.58	0.58	0.19	0.00	0.00	0.00	0.58	0.22	0.00	0.00	0.58	0.58
Delay/Veh:	17.1	17.1	13.6	0.0	0.0	0.0	35.8	13.8	0.0	0.0	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	13.6	0.0	0.0	0.0	35.8	13.8	0.0	0.0	24.2	24.2
LOS by Move:	B	B	B	A	A	A	D+	B	A	A	C	C
HCM2kAvgQ:	9	9	2	0	0	0	4	3	0	0	8	8

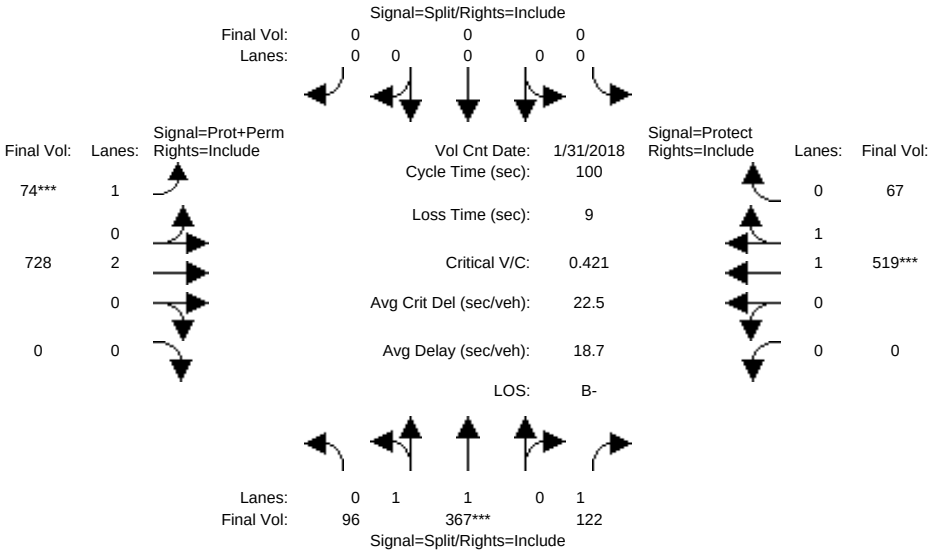
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Jan 2018 << 04:55:00 PM												
Base Vol:	96	367	122	0	0	0	74	728	0	0	519	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	367	122	0	0	0	74	728	0	0	519	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	367	122	0	0	0	74	728	0	0	519	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	367	122	0	0	0	74	728	0	0	519	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	367	122	0	0	0	74	728	0	0	519	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	367	122	0	0	0	74	728	0	0	519	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.43	1.57	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.77	0.23
Final Sat.:	767	2932	1750	0	0	0	1750	3800	0	0	3277	423
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.16	0.16
Crit Moves:		****					****				****	
Green Time:	35.0	35.0	35.0	0.0	0.0	0.0	11.8	56.0	0.0	0.0	44.2	44.2
Volume/Cap:	0.36	0.36	0.20	0.00	0.00	0.00	0.36	0.34	0.00	0.00	0.36	0.36
Delay/Veh:	24.4	24.4	22.9	0.0	0.0	0.0	41.7	12.0	0.0	0.0	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	22.9	0.0	0.0	0.0	41.7	12.0	0.0	0.0	18.6	18.6
LOS by Move:	C	C	C+	A	A	A	D	B	A	A	B-	B-
HCM2kAvgQ:	5	5	3	0	0	0	3	6	0	0	6	6

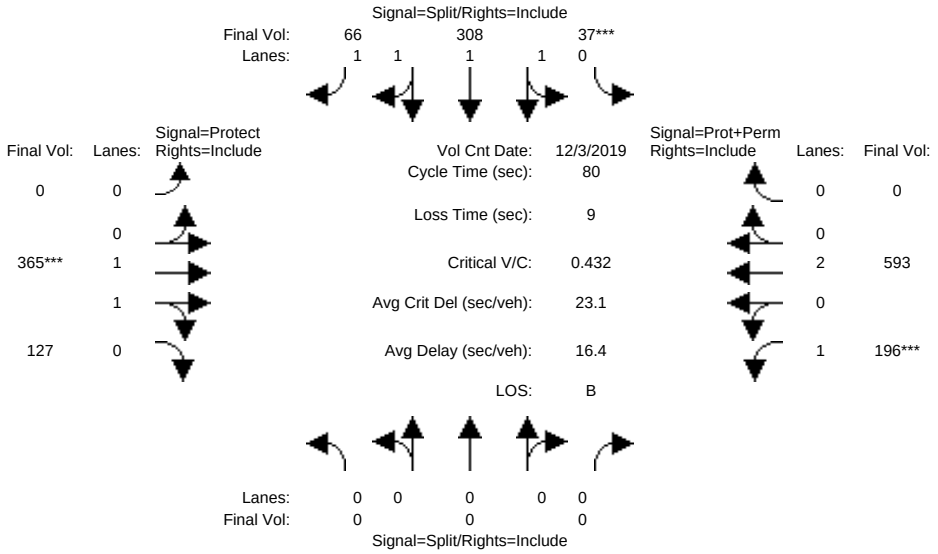
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	0	0	0	37	308	66	0	365	127	196	593	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	37	308	66	0	365	127	196	593	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	37	308	66	0	365	127	196	593	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	37	308	66	0	365	127	196	593	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	308	66	0	365	127	196	593	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	37	308	66	0	365	127	196	593	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.33	2.67	1.00	0.00	1.47	0.53	1.00	2.00	0.00
Final Sat.:	0	0	0	600	4999	1750	0	2744	955	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.04	0.00	0.13	0.13	0.00	0.16	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	14.3	14.3	14.3	0.0	30.8	30.8	25.9	56.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.21	0.00	0.35	0.35	0.35	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	29.6	29.6	28.3	0.0	18.1	18.1	22.2	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.6	29.6	28.3	0.0	18.1	18.1	22.2	4.2	0.0
LOS by Move:	A	A	A	C	C	C	A	B-	B-	C+	A	A
HCM2kAvgQ:	0	0	0	3	3	2	0	5	5	4	3	0

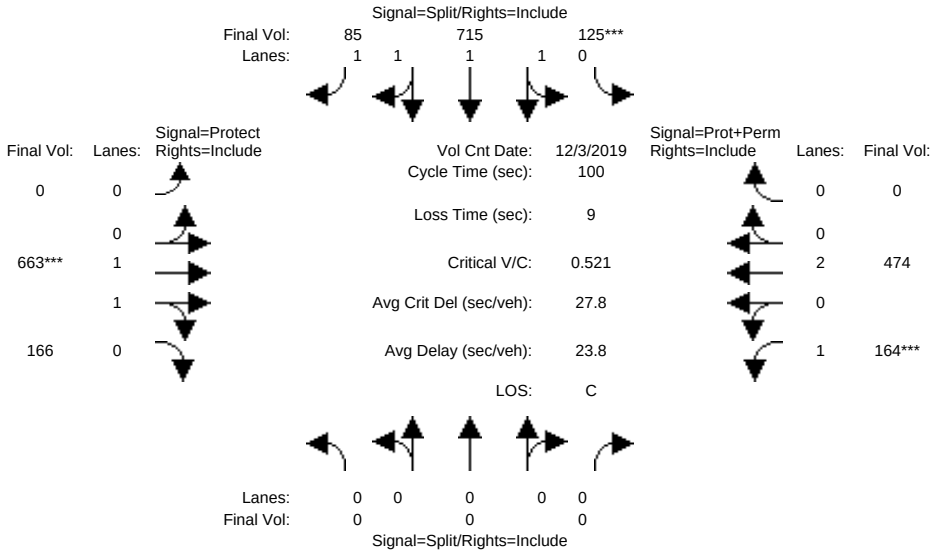
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	0	0	0	125	715	85	0	663	166	164	474	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	715	85	0	663	166	164	474	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	125	715	85	0	663	166	164	474	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	715	85	0	663	166	164	474	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	715	85	0	663	166	164	474	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	715	85	0	663	166	164	474	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	2.54	1.00	0.00	1.59	0.41	1.00	2.00	0.00
Final Sat.:	0	0	0	833	4766	1750	0	2959	741	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.05	0.00	0.22	0.22	0.00	0.12	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	29.2	29.2	29.2	0.0	43.6	43.6	18.2	61.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.17	0.00	0.51	0.51	0.51	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	30.6	30.6	26.4	0.0	21.7	21.7	42.7	8.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.6	30.6	26.4	0.0	21.7	21.7	42.7	8.5	0.0
LOS by Move:	A	A	A	C	C	C	A	C+	C+	D	A	A
HCM2kAvgQ:	0	0	0	8	8	2	0	10	10	5	3	0

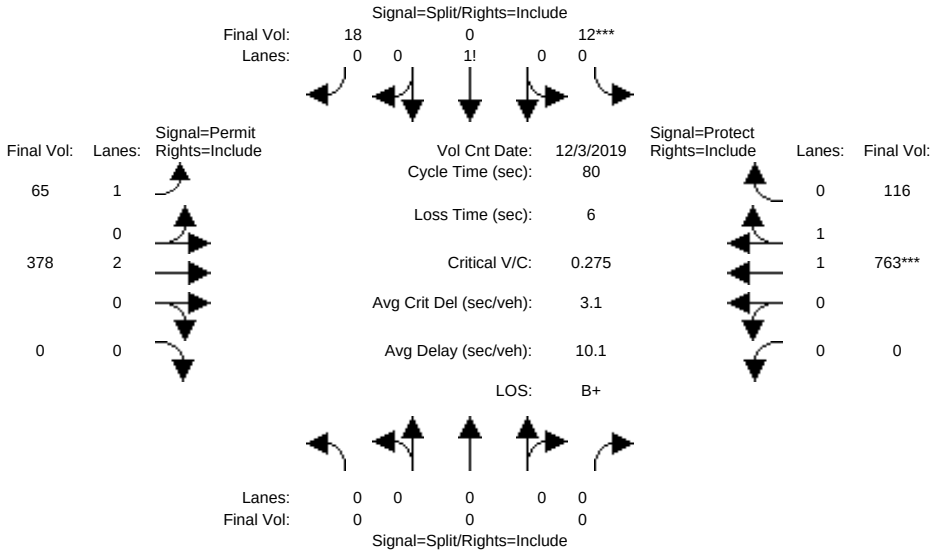
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	0	0	0	12	0	18	65	378	0	0	763	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	18	65	378	0	0	763	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	0	18	65	378	0	0	763	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	12	0	18	65	378	0	0	763	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	0	18	65	378	0	0	763	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	12	0	18	65	378	0	0	763	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.40	0.00	0.60	1.00	2.00	0.00	0.00	1.73	0.27
Final Sat.:	0	0	0	700	0	1050	1750	3800	0	0	3211	488
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.04	0.10	0.00	0.00	0.24	0.24
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	20.8	20.8	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.14	0.14	0.38	0.00	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	31.4	0.0	31.4	22.9	24.6	0.0	0.0	2.2	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.4	0.0	31.4	22.9	24.6	0.0	0.0	2.2	2.2
LOS by Move:	A	A	A	C	A	C	C+	C	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	1	4	0	0	3	3

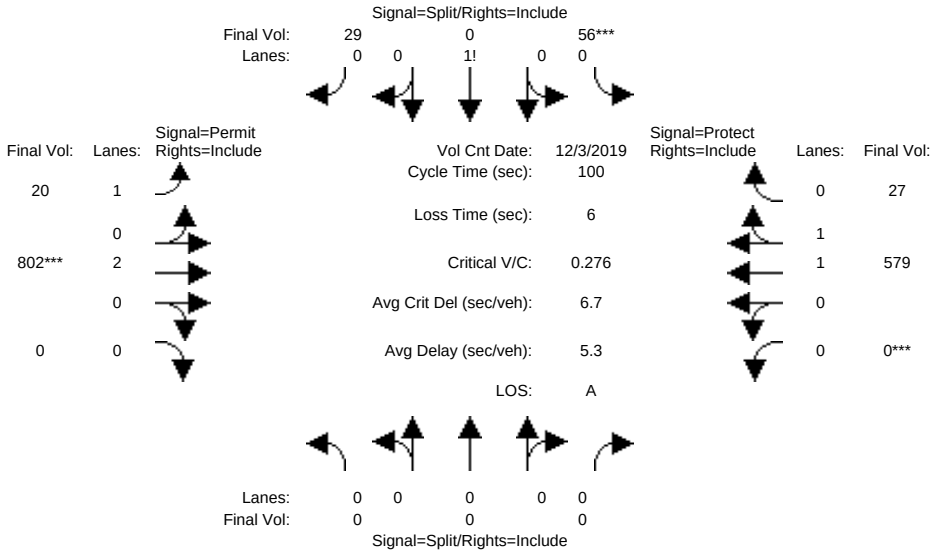
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	0	0	0	56	0	29	20	802	0	0	579	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	29	20	802	0	0	579	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	56	0	29	20	802	0	0	579	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	56	0	29	20	802	0	0	579	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	29	20	802	0	0	579	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	56	0	29	20	802	0	0	579	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.66	0.00	0.34	1.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1153	0	597	1750	3800	0	0	3535	165
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.01	0.21	0.00	0.00	0.16	0.16
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	17.6	0.0	17.6	76.4	76.4	0.0	0.0	76.4	76.4
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.28	0.01	0.28	0.00	0.00	0.21	0.21
Delay/Veh:	0.0	0.0	0.0	36.2	0.0	36.2	2.8	3.6	0.0	0.0	3.4	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.2	0.0	36.2	2.8	3.6	0.0	0.0	3.4	3.4
LOS by Move:	A	A	A	D+	A	D+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	0	4	0	0	3	3

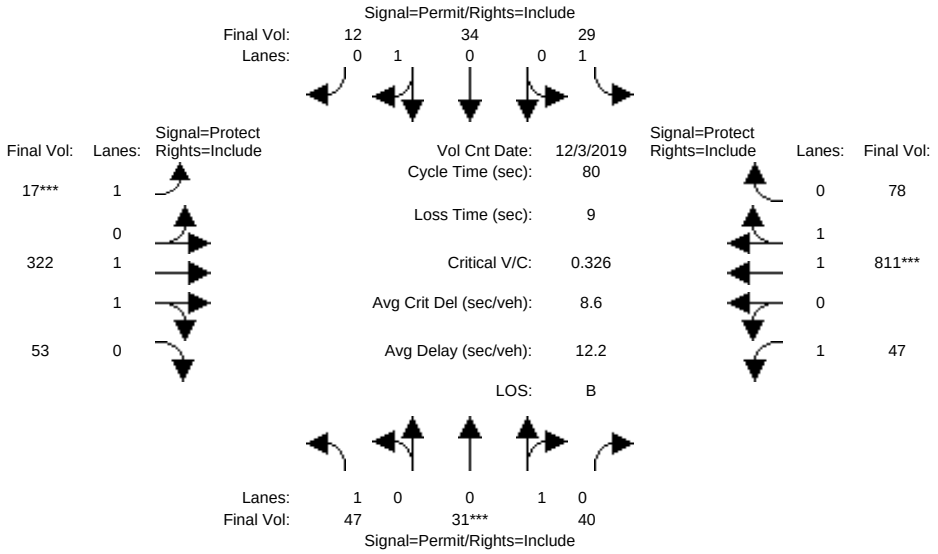
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	47	31	40	29	34	12	17	322	53	47	811	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	31	40	29	34	12	17	322	53	47	811	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	31	40	29	34	12	17	322	53	47	811	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	31	40	29	34	12	17	322	53	47	811	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	31	40	29	34	12	17	322	53	47	811	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	31	40	29	34	12	17	322	53	47	811	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.44	0.56	1.00	0.74	0.26	1.00	1.71	0.29	1.00	1.82	0.18
Final Sat.:	1750	786	1014	1750	1330	470	1750	3177	523	1750	3375	325
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.03	0.03	0.01	0.10	0.10	0.03	0.24	0.24
Crit Moves:		****					****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	35.9	35.9	25.1	54.0	54.0
Volume/Cap:	0.21	0.32	0.32	0.13	0.20	0.20	0.11	0.23	0.23	0.09	0.36	0.36
Delay/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
LOS by Move:	C-	D+	D+	C-	C-	C-	D+	B	B	B-	A	A
HCM2kAvgQ:	1	2	2	1	1	1	1	3	3	1	5	5

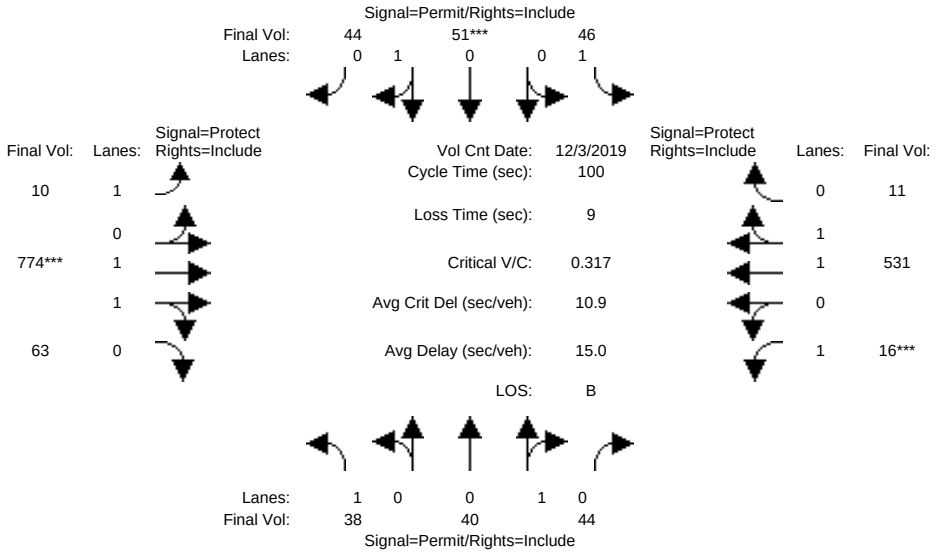
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	38	40	44	46	51	44	10	774	63	16	531	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	40	44	46	51	44	10	774	63	16	531	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	40	44	46	51	44	10	774	63	16	531	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	40	44	46	51	44	10	774	63	16	531	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	40	44	46	51	44	10	774	63	16	531	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	40	44	46	51	44	10	774	63	16	531	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.48	0.52	1.00	0.54	0.46	1.00	1.85	0.15	1.00	1.96	0.04
Final Sat.:	1750	857	943	1750	966	834	1750	3421	278	1750	3625	75
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.03	0.05	0.05	0.01	0.23	0.23	0.01	0.15	0.15
Crit Moves:					****			****		****		
Green Time:	15.9	15.9	15.9	15.9	15.9	15.9	24.3	68.1	68.1	7.0	50.8	50.8
Volume/Cap:	0.14	0.29	0.29	0.17	0.33	0.33	0.02	0.33	0.33	0.13	0.29	0.29
Delay/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
LOS by Move:	D+	D	D	D+	D	D	C	A	A	D	B	B
HCM2kAvgQ:	1	3	3	1	3	3	0	5	5	1	5	5

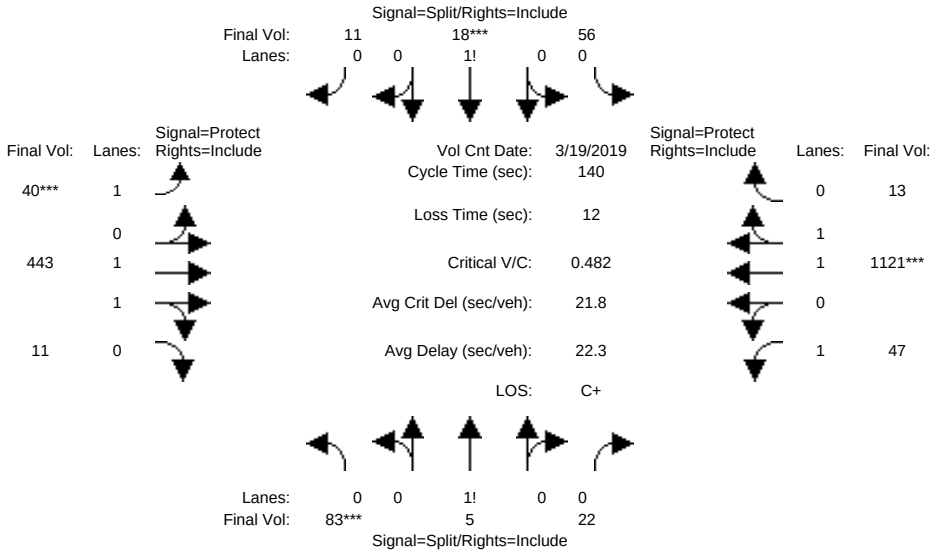
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2019 << 07:45:00 AM												
Base Vol:	83	5	22	56	18	11	40	443	11	47	1121	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	5	22	56	18	11	40	443	11	47	1121	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	5	22	56	18	11	40	443	11	47	1121	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	5	22	56	18	11	40	443	11	47	1121	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	5	22	56	18	11	40	443	11	47	1121	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	5	22	56	18	11	40	443	11	47	1121	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.75	0.05	0.20	0.66	0.21	0.13	1.00	1.95	0.05	1.00	1.98	0.02
Final Sat.:	1320	80	350	1153	371	226	1750	3610	90	1750	3658	42
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.05	0.02	0.12	0.12	0.03	0.31	0.31
Crit Moves:	****				****		****				****	
Green Time:	18.2	18.2	18.2	14.1	14.1	14.1	7.0	68.0	68.0	27.7	88.7	88.7
Volume/Cap:	0.48	0.48	0.48	0.48	0.48	0.48	0.46	0.25	0.25	0.14	0.48	0.48
Delay/Veh:	58.2	58.2	58.2	61.6	61.6	61.6	68.4	21.2	21.2	46.4	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	58.2	58.2	61.6	61.6	61.6	68.4	21.2	21.2	46.4	13.7	13.7
LOS by Move:	E+	E+	E+	E	E	E	E	C+	C+	D	B	B
HCM2kAvgQ:	5	5	5	4	4	4	2	6	6	2	13	13

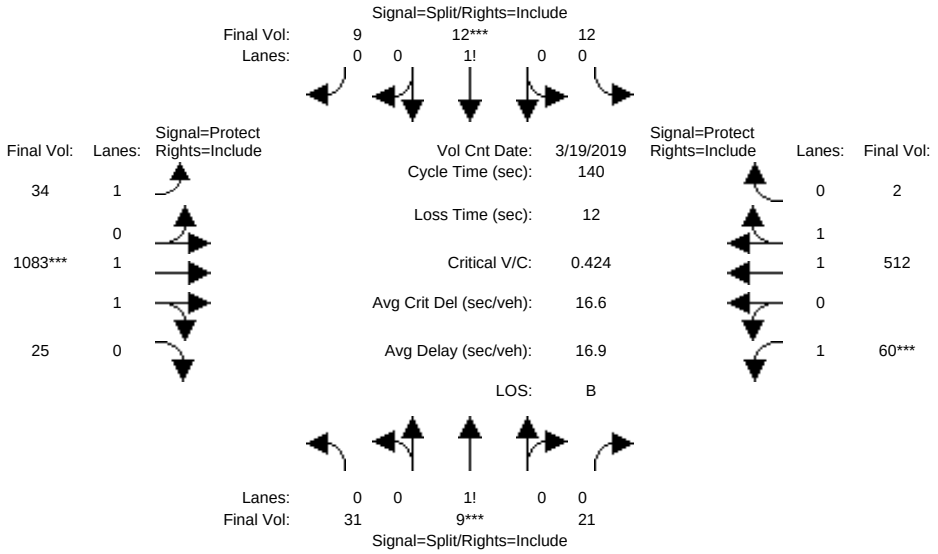
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2019 << 04:45:00 PM												
Base Vol:	31	9	21	12	12	9	34	1083	25	60	512	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	9	21	12	12	9	34	1083	25	60	512	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	9	21	12	12	9	34	1083	25	60	512	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	9	21	12	12	9	34	1083	25	60	512	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	9	21	12	12	9	34	1083	25	60	512	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	9	21	12	12	9	34	1083	25	60	512	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.51	0.15	0.34	0.37	0.36	0.27	1.00	1.95	0.05	1.00	1.99	0.01
Final Sat.:	889	258	602	636	636	477	1750	3616	83	1750	3686	14
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.30	0.30	0.03	0.14	0.14
Crit Moves:		****			****			****			****	
Green Time:	11.2	11.2	11.2	10.0	10.0	10.0	28.3	95.9	95.9	11.0	78.6	78.6
Volume/Cap:	0.44	0.44	0.44	0.26	0.26	0.26	0.10	0.44	0.44	0.44	0.25	0.25
Delay/Veh:	63.6	63.6	63.6	62.6	62.6	62.6	45.6	10.1	10.1	63.8	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	63.6	63.6	62.6	62.6	62.6	45.6	10.1	10.1	63.8	15.7	15.7
LOS by Move:	E	E	E	E	E	E	D	B+	B+	E	B	B
HCM2kAvgQ:	3	3	3	2	2	2	1	11	11	3	6	6

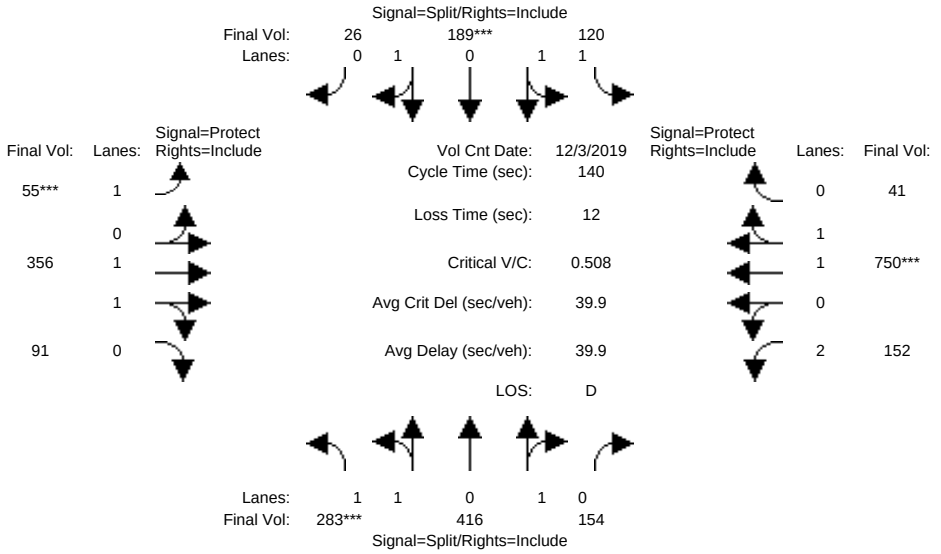
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:30:00 AM												
Base Vol:	283	416	154	120	189	26	55	356	91	152	750	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	416	154	120	189	26	55	356	91	152	750	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	416	154	120	189	26	55	356	91	152	750	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	416	154	120	189	26	55	356	91	152	750	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	416	154	120	189	26	55	356	91	152	750	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	416	154	120	189	26	55	356	91	152	750	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.03	1.42	0.55	1.09	1.68	0.23	1.00	1.58	0.42	2.00	1.89	0.11
Final Sat.:	1807	2656	983	1916	3018	415	1750	2946	753	3150	3508	192
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.06	0.06	0.06	0.03	0.12	0.12	0.05	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	43.2	43.2	43.2	17.3	17.3	17.3	8.7	47.8	47.8	19.8	58.9	58.9
Volume/Cap:	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.35	0.35	0.34	0.51	0.51
Delay/Veh:	40.0	40.0	40.0	58.1	58.1	58.1	67.5	34.7	34.7	54.7	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	40.0	40.0	58.1	58.1	58.1	67.5	34.7	34.7	54.7	30.1	30.1
LOS by Move:	D	D	D	E+	E+	E+	E	C-	C-	D-	C	C
HCM2kAvgQ:	10	10	10	5	5	5	3	7	7	4	13	13

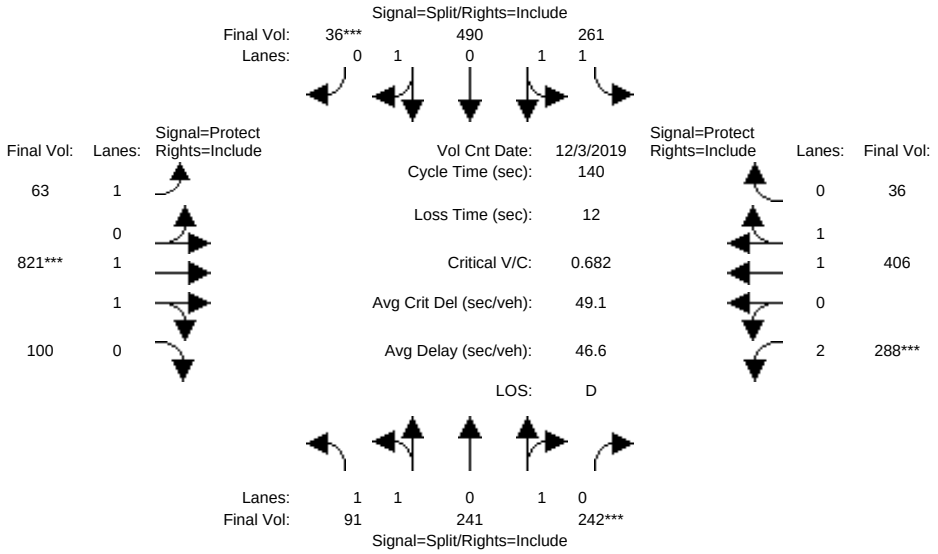
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	91	241	242	261	490	36	63	821	100	288	406	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	241	242	261	490	36	63	821	100	288	406	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	241	242	261	490	36	63	821	100	288	406	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	241	242	261	490	36	63	821	100	288	406	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	241	242	261	490	36	63	821	100	288	406	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	241	242	261	490	36	63	821	100	288	406	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.03	1.83	0.14	1.00	1.78	0.22	2.00	1.83	0.17
Final Sat.:	1750	1900	1750	1806	3391	249	1750	3298	402	3150	3398	301
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.14	0.14	0.14	0.14	0.04	0.25	0.25	0.09	0.12	0.12
Crit Moves:			****			****		****		****		
Green Time:	28.4	28.4	28.4	29.7	29.7	29.7	20.6	51.1	51.1	18.8	49.3	49.3
Volume/Cap:	0.26	0.63	0.68	0.68	0.68	0.68	0.24	0.68	0.68	0.68	0.34	0.34
Delay/Veh:	47.0	52.3	53.9	52.5	52.5	52.5	53.3	39.0	39.0	62.3	33.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	52.3	53.9	52.5	52.5	52.5	53.3	39.0	39.0	62.3	33.5	33.5
LOS by Move:	D	D-	D-	D-	D-	D-	D-	D+	D+	E	C-	C-
HCM2kAvgQ:	4	10	11	12	12	12	3	18	18	8	7	7

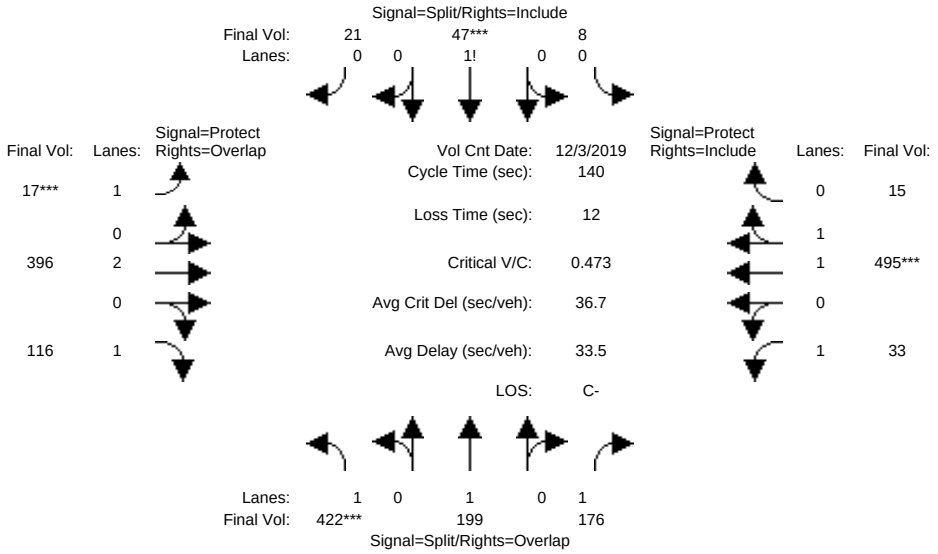
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:30:00 AM												
Base Vol:	422	199	176	8	47	21	17	396	116	33	495	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	199	176	8	47	21	17	396	116	33	495	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	422	199	176	8	47	21	17	396	116	33	495	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	422	199	176	8	47	21	17	396	116	33	495	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	199	176	8	47	21	17	396	116	33	495	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	422	199	176	8	47	21	17	396	116	33	495	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.10	0.62	0.28	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1750	1900	1750	184	1082	484	1750	3800	1750	1750	3591	109
Capacity Analysis Module:												
Vol/Sat:	0.24	0.10	0.10	0.04	0.04	0.04	0.01	0.10	0.07	0.02	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	69.1	69.1	84.1	12.4	12.4	12.4	7.0	31.4	100.5	15.1	39.5	39.5
Volume/Cap:	0.49	0.21	0.17	0.49	0.49	0.49	0.19	0.46	0.09	0.18	0.49	0.49
Delay/Veh:	24.1	20.2	12.5	63.2	63.2	63.2	64.9	47.4	6.0	57.3	42.2	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	20.2	12.5	63.2	63.2	63.2	64.9	47.4	6.0	57.3	42.2	42.2
LOS by Move:	C	C+	B	E	E	E	E	D	A	E+	D	D
HCM2kAvgQ:	13	5	3	4	4	4	1	8	2	1	9	9

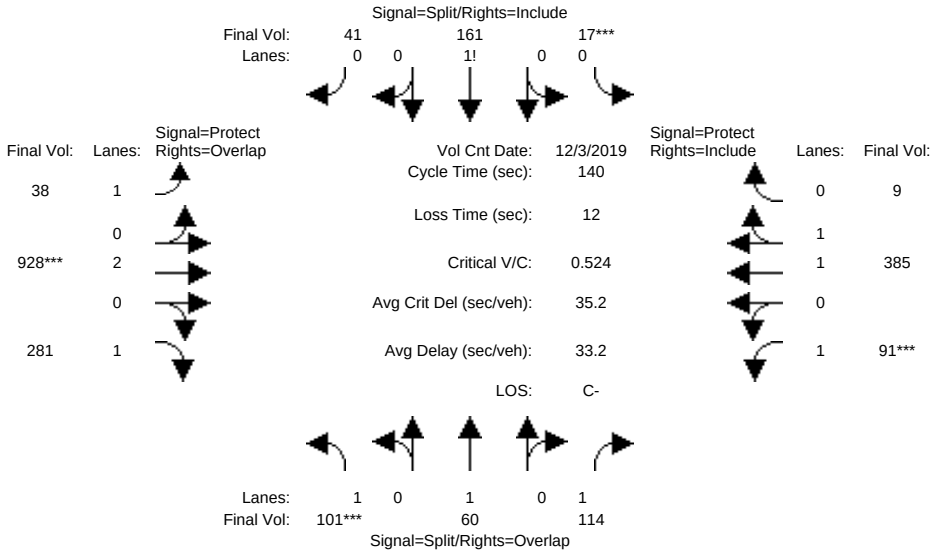
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	101	60	114	17	161	41	38	928	281	91	385	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	60	114	17	161	41	38	928	281	91	385	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	60	114	17	161	41	38	928	281	91	385	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	60	114	17	161	41	38	928	281	91	385	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	60	114	17	161	41	38	928	281	91	385	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	60	114	17	161	41	38	928	281	91	385	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.08	0.73	0.19	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1750	1900	1750	136	1287	328	1750	3800	1750	1750	3615	85
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.07	0.13	0.13	0.13	0.02	0.24	0.16	0.05	0.11	0.11
Crit Moves:	****			****				****		****		
Green Time:	15.4	15.4	29.3	33.4	33.4	33.4	25.3	65.2	80.7	13.9	53.9	53.9
Volume/Cap:	0.52	0.29	0.31	0.52	0.52	0.52	0.12	0.52	0.28	0.52	0.28	0.28
Delay/Veh:	61.4	58.0	47.3	47.6	47.6	47.6	48.2	26.7	15.1	62.8	29.8	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	58.0	47.3	47.6	47.6	47.6	48.2	26.7	15.1	62.8	29.8	29.8
LOS by Move:	E	E+	D	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	5	3	5	9	9	9	1	14	6	5	6	6

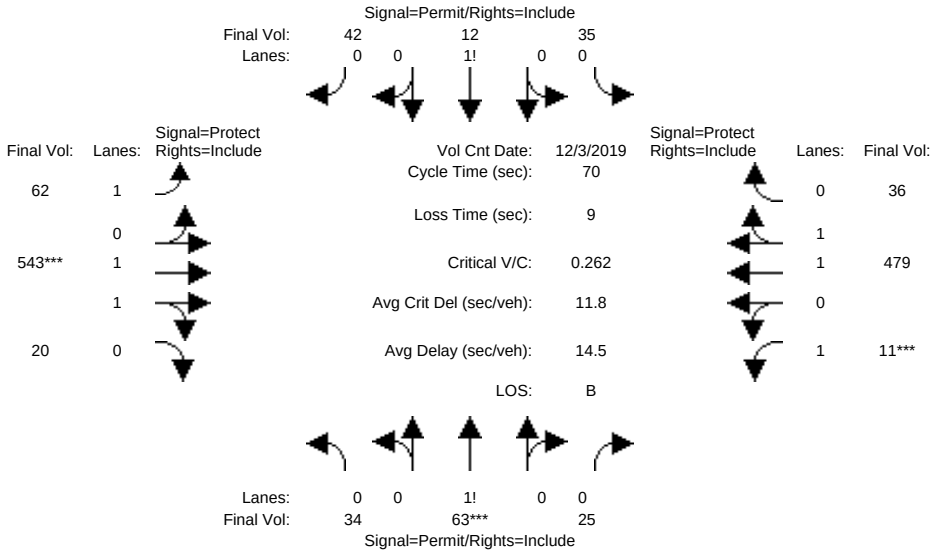
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	34	63	25	35	12	42	62	543	20	11	479	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	63	25	35	12	42	62	543	20	11	479	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	63	25	35	12	42	62	543	20	11	479	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	63	25	35	12	42	62	543	20	11	479	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	63	25	35	12	42	62	543	20	11	479	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	63	25	35	12	42	62	543	20	11	479	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.28	0.52	0.20	0.39	0.13	0.48	1.00	1.93	0.07	1.00	1.86	0.14
Final Sat.:	488	904	359	688	236	826	1750	3568	131	1750	3441	259
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.05	0.05	0.05	0.04	0.15	0.15	0.01	0.14	0.14
Crit Moves:		****						****		****		
Green Time:	17.0	17.0	17.0	17.0	17.0	17.0	18.1	37.0	37.0	7.0	25.9	25.9
Volume/Cap:	0.29	0.29	0.29	0.21	0.21	0.21	0.14	0.29	0.29	0.06	0.38	0.38
Delay/Veh:	22.0	22.0	22.0	21.4	21.4	21.4	20.1	9.2	9.2	28.7	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	22.0	22.0	21.4	21.4	21.4	20.1	9.2	9.2	28.7	16.3	16.3
LOS by Move:	C+	C+	C+	C+	C+	C+	C+	A	A	C	B	B
HCM2kAvgQ:	2	2	2	2	2	2	1	4	4	0	4	4

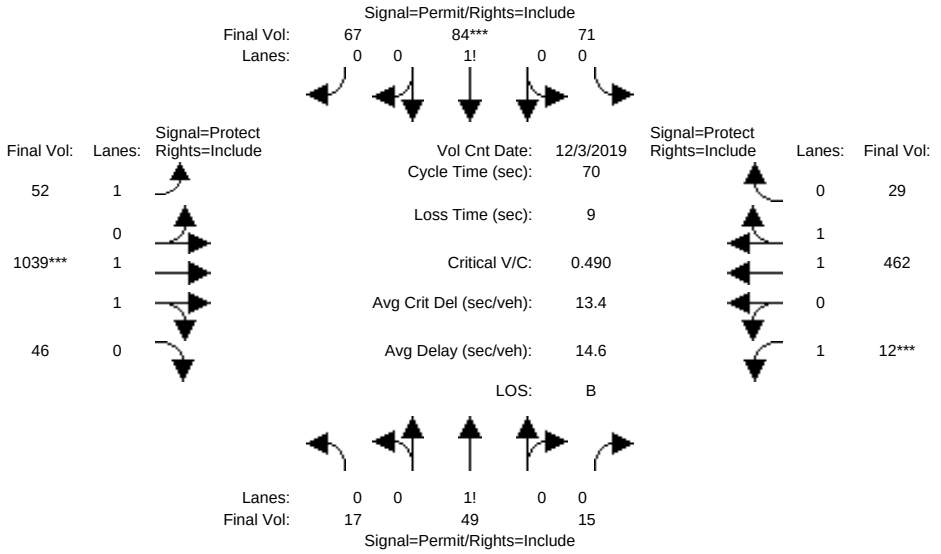
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	17	49	15	71	84	67	52	1039	46	12	462	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	49	15	71	84	67	52	1039	46	12	462	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	49	15	71	84	67	52	1039	46	12	462	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	49	15	71	84	67	52	1039	46	12	462	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	49	15	71	84	67	52	1039	46	12	462	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	49	15	71	84	67	52	1039	46	12	462	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.21	0.60	0.19	0.32	0.38	0.30	1.00	1.91	0.09	1.00	1.88	0.12
Final Sat.:	367	1059	324	560	662	528	1750	3543	157	1750	3481	219
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.13	0.13	0.13	0.03	0.29	0.29	0.01	0.13	0.13
Crit Moves:					****			****		****		
Green Time:	16.3	16.3	16.3	16.3	16.3	16.3	18.4	37.7	37.7	7.0	26.3	26.3
Volume/Cap:	0.20	0.20	0.20	0.54	0.54	0.54	0.11	0.54	0.54	0.07	0.35	0.35
Delay/Veh:	21.8	21.8	21.8	25.1	25.1	25.1	19.7	10.9	10.9	28.7	15.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	21.8	21.8	25.1	25.1	25.1	19.7	10.9	10.9	28.7	15.9	15.9
LOS by Move:	C+	C+	C+	C	C	C	B-	B+	B+	C	B	B
HCM2kAvgQ:	2	2	2	5	5	5	1	8	8	0	4	4

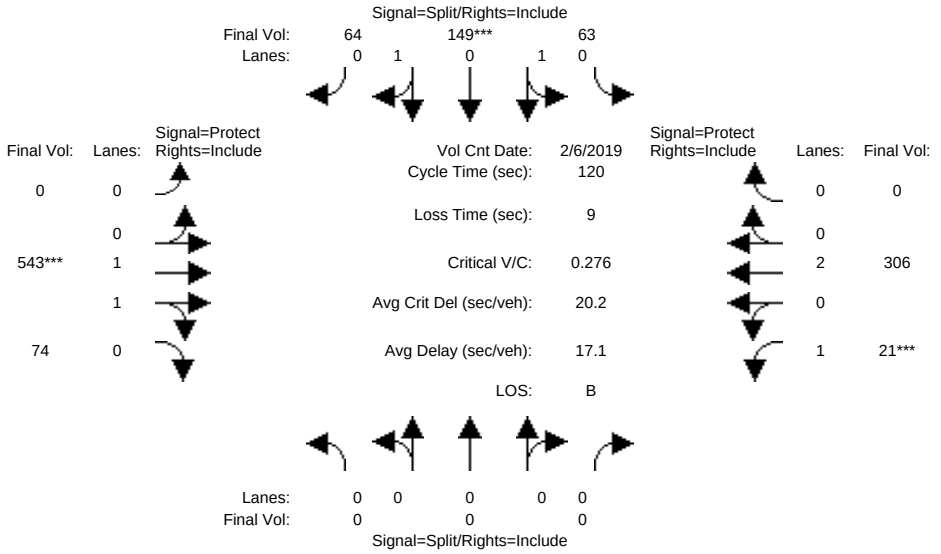
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 08:00:00 AM												
Base Vol:	0	0	0	63	149	64	0	543	74	21	306	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	149	64	0	543	74	21	306	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	63	149	64	0	543	74	21	306	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	149	64	0	543	74	21	306	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	149	64	0	543	74	21	306	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	63	149	64	0	543	74	21	306	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	1.08	0.46	0.00	1.75	0.25	1.00	2.00	0.00
Final Sat.:	0	0	0	822	1943	835	0	3256	444	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.08	0.00	0.17	0.17	0.01	0.08	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	32.8	32.8	32.8	0.0	71.2	71.2	7.0	78.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.28	0.28	0.00	0.28	0.28	0.21	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	35.1	35.1	35.1	0.0	12.2	12.2	58.4	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.1	35.1	35.1	0.0	12.2	12.2	58.4	8.0	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	B	B	E+	A	A
HCM2kAvgQ:	0	0	0	4	4	4	0	6	6	1	2	0

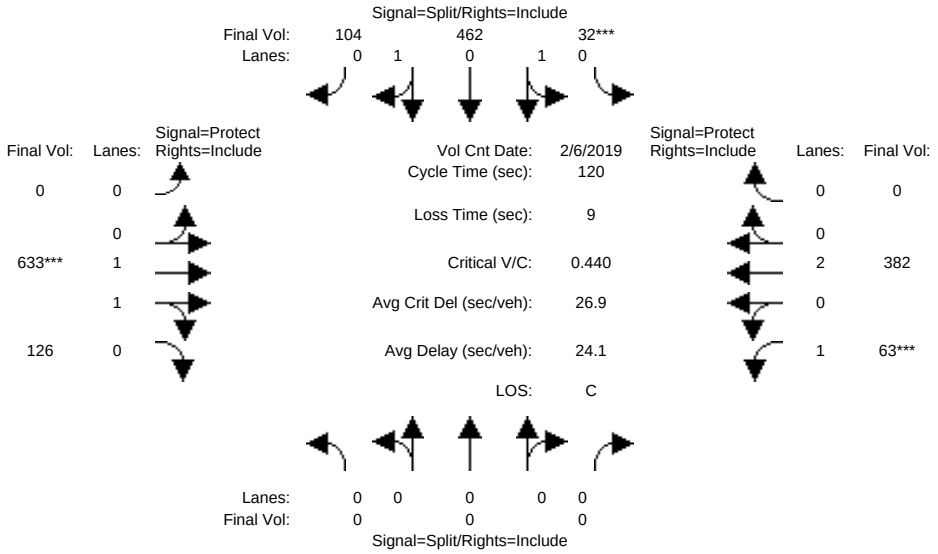
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 05:00:00 PM												
Base Vol:	0	0	0	32	462	104	0	633	126	63	382	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	462	104	0	633	126	63	382	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	462	104	0	633	126	63	382	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	462	104	0	633	126	63	382	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	462	104	0	633	126	63	382	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	462	104	0	633	126	63	382	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.11	1.54	0.35	0.00	1.66	0.34	1.00	2.00	0.00
Final Sat.:	0	0	0	193	2781	626	0	3085	614	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.21	0.21	0.04	0.10	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	45.3	45.3	45.3	0.0	55.9	55.9	9.8	65.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.44	0.44	0.00	0.44	0.44	0.44	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	28.9	28.9	28.9	0.0	22.3	22.3	62.0	13.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.9	28.9	28.9	0.0	22.3	22.3	62.0	13.8	0.0
LOS by Move:	A	A	A	C	C	C	A	C+	C+	E	B	A
HCM2kAvgQ:	0	0	0	9	9	9	0	10	10	3	3	0

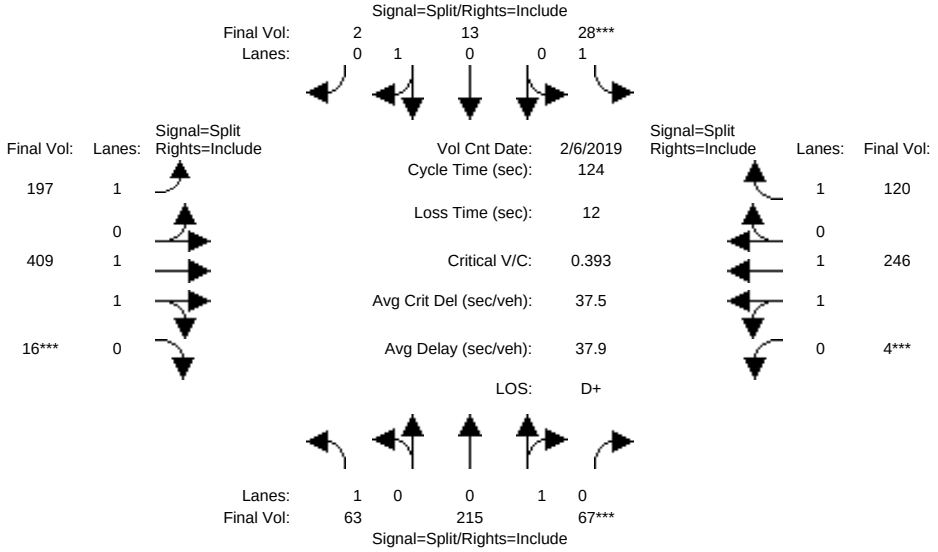
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 08:00:00 AM												
Base Vol:	63	215	67	28	13	2	197	409	16	4	246	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	215	67	28	13	2	197	409	16	4	246	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	215	67	28	13	2	197	409	16	4	246	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	215	67	28	13	2	197	409	16	4	246	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	215	67	28	13	2	197	409	16	4	246	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	215	67	28	13	2	197	409	16	4	246	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.76	0.24	1.00	0.87	0.13	1.00	1.92	0.08	0.03	1.97	1.00
Final Sat.:	1750	1372	428	1750	1560	240	1750	3561	139	59	3641	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.02	0.01	0.01	0.11	0.11	0.11	0.07	0.07	0.07
Crit Moves:			****	****					****	****		
Green Time:	47.0	47.0	47.0	10.0	10.0	10.0	34.4	34.4	34.4	20.6	20.6	20.6
Volume/Cap:	0.10	0.41	0.41	0.20	0.10	0.10	0.41	0.41	0.41	0.41	0.41	0.41
Delay/Veh:	24.9	28.8	28.8	53.9	53.2	53.2	37.0	36.8	36.8	46.7	46.7	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	28.8	28.8	53.9	53.2	53.2	37.0	36.8	36.8	46.7	46.7	47.3
LOS by Move:	C	C	C	D-	D-	D-	D+	D+	D+	D	D	D
HCM2kAvgQ:	2	8	8	1	1	1	7	7	7	5	5	5

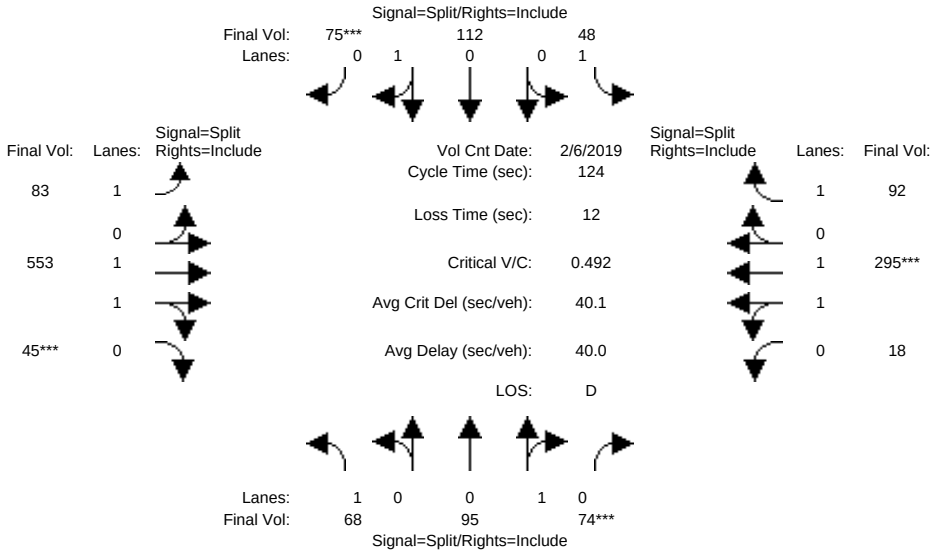
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 05:00:00 PM												
Base Vol:	68	95	74	48	112	75	83	553	45	18	295	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	95	74	48	112	75	83	553	45	18	295	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	95	74	48	112	75	83	553	45	18	295	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	95	74	48	112	75	83	553	45	18	295	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	95	74	48	112	75	83	553	45	18	295	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	95	74	48	112	75	83	553	45	18	295	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.95	0.98	0.92
Lanes:	1.00	0.56	0.44	1.00	0.60	0.40	1.00	1.85	0.15	0.12	1.88	1.00
Final Sat.:	1750	1012	788	1750	1078	722	1750	3421	278	213	3487	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.03	0.10	0.10	0.05	0.16	0.16	0.08	0.08	0.05
Crit Moves:			****			****			****		****	
Green Time:	23.7	23.7	23.7	26.2	26.2	26.2	40.8	40.8	40.8	21.3	21.3	21.3
Volume/Cap:	0.20	0.49	0.49	0.13	0.49	0.49	0.14	0.49	0.49	0.49	0.49	0.31
Delay/Veh:	42.5	45.9	45.9	39.8	44.0	44.0	29.4	33.6	33.6	47.0	47.0	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	45.9	45.9	39.8	44.0	44.0	29.4	33.6	33.6	47.0	47.0	45.4
LOS by Move:	D	D	D	D	D	D	C	C-	C-	D	D	D
HCM2kAvgQ:	2	6	6	2	7	7	2	9	9	6	6	3

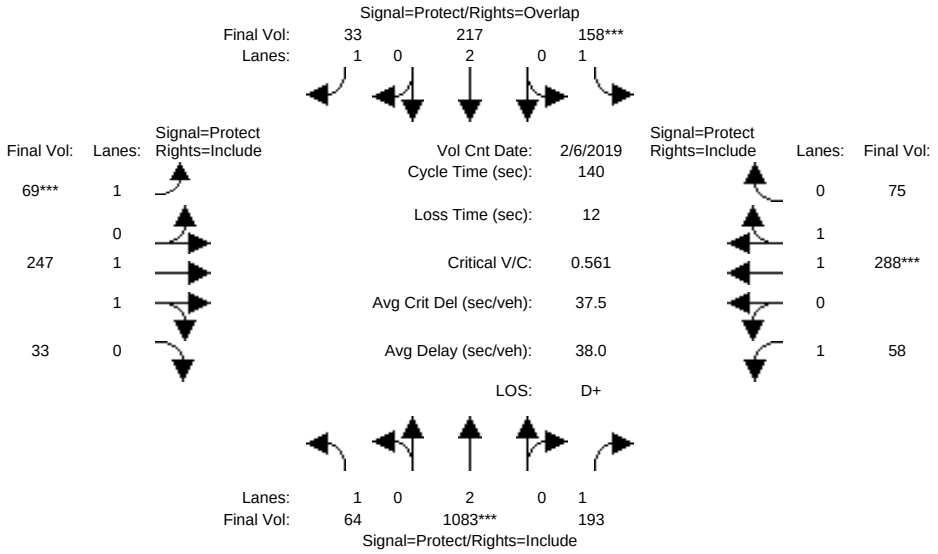
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 08:00:00 AM												
Base Vol:	64	1083	193	158	217	33	69	247	33	58	288	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1083	193	158	217	33	69	247	33	58	288	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1083	193	158	217	33	69	247	33	58	288	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1083	193	158	217	33	69	247	33	58	288	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1083	193	158	217	33	69	247	33	58	288	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1083	193	158	217	33	69	247	33	58	288	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.76	0.24	1.00	1.58	0.42
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3264	436	1750	2935	764
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.11	0.09	0.06	0.02	0.04	0.08	0.08	0.03	0.10	0.10
Crit Moves:		****		****			****				****	
Green Time:	38.6	71.1	71.1	22.5	55.1	64.9	9.8	20.7	20.7	13.7	24.5	24.5
Volume/Cap:	0.13	0.56	0.22	0.56	0.15	0.04	0.56	0.51	0.51	0.34	0.56	0.56
Delay/Veh:	38.7	24.9	19.6	62.0	27.5	20.6	80.2	58.4	58.4	64.3	56.3	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	24.9	19.6	62.0	27.5	20.6	80.2	58.4	58.4	64.3	56.3	56.3
LOS by Move:	D+	C	B-	E	C	C+	F	E+	E+	E	E+	E+
HCM2kAvgQ:	2	16	5	7	3	1	4	6	6	3	8	8

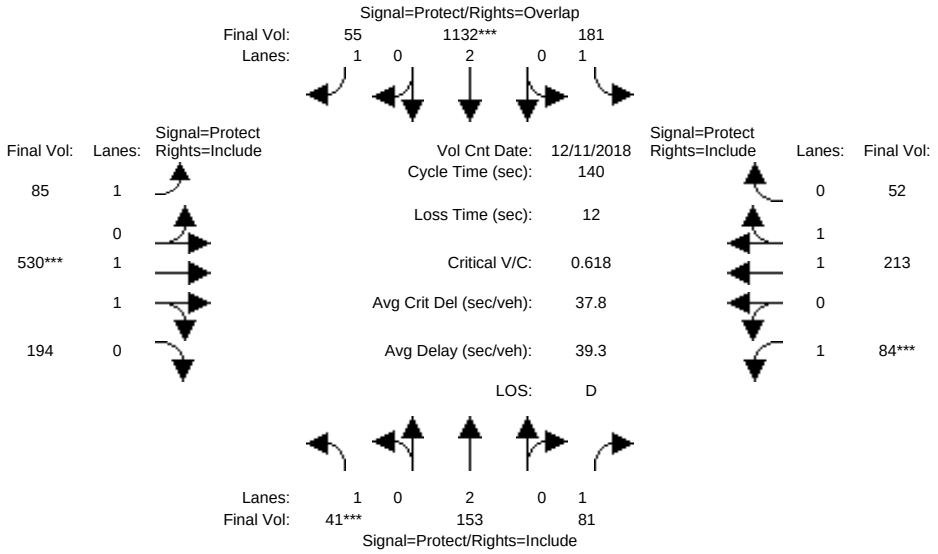
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	41	153	81	181	1132	55	85	530	194	84	213	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	153	81	181	1132	55	85	530	194	84	213	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	153	81	181	1132	55	85	530	194	84	213	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	153	81	181	1132	55	85	530	194	84	213	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	153	81	181	1132	55	85	530	194	84	213	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	153	81	181	1132	55	85	530	194	84	213	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55	1.00	1.60	0.40
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2708	991	1750	2973	726
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.05	0.10	0.30	0.03	0.05	0.20	0.20	0.05	0.07	0.07
Crit Moves:	****				****			****		****		
Green Time:	7.0	30.0	30.0	43.5	66.6	88.9	22.4	43.7	43.7	10.7	32.1	32.1
Volume/Cap:	0.47	0.19	0.22	0.33	0.63	0.05	0.30	0.63	0.63	0.63	0.31	0.31
Delay/Veh:	81.6	45.5	46.6	38.7	29.1	9.7	54.7	43.7	43.7	82.8	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	45.5	46.6	38.7	29.1	9.7	54.7	43.7	43.7	82.8	45.8	45.8
LOS by Move:	F	D	D	D+	C	A	D-	D	D	F	D	D
HCM2kAvgQ:	2	3	3	6	18	1	4	14	14	5	5	5

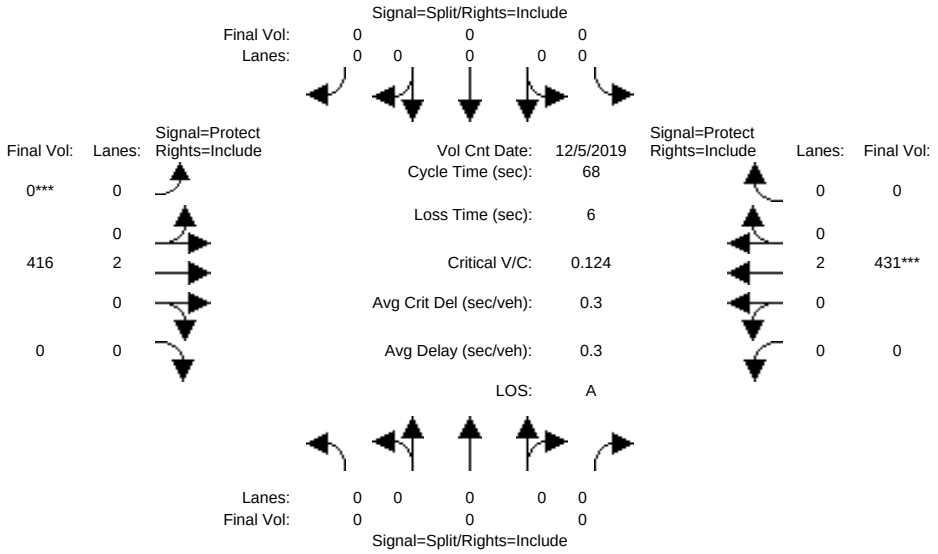
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 07:30:00 AM												
Base Vol:	0	0	0	0	0	0	0	416	0	0	431	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	416	0	0	431	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	416	0	0	431	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	416	0	0	431	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	416	0	0	431	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	416	0	0	431	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.11	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

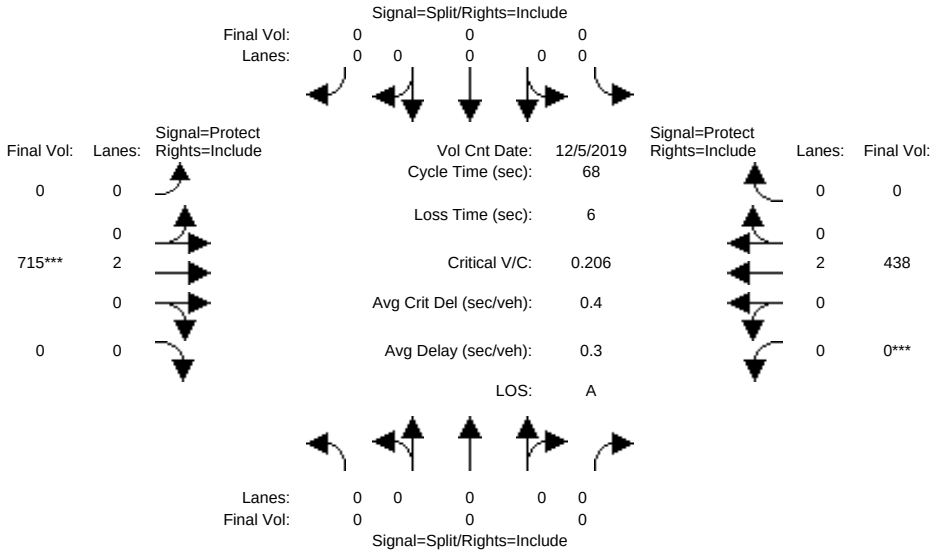
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 05:00:00 PM												
Base Vol:	0	0	0	0	0	0	0	715	0	0	438	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	715	0	0	438	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	715	0	0	438	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	715	0	0	438	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	715	0	0	438	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	715	0	0	438	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.12	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

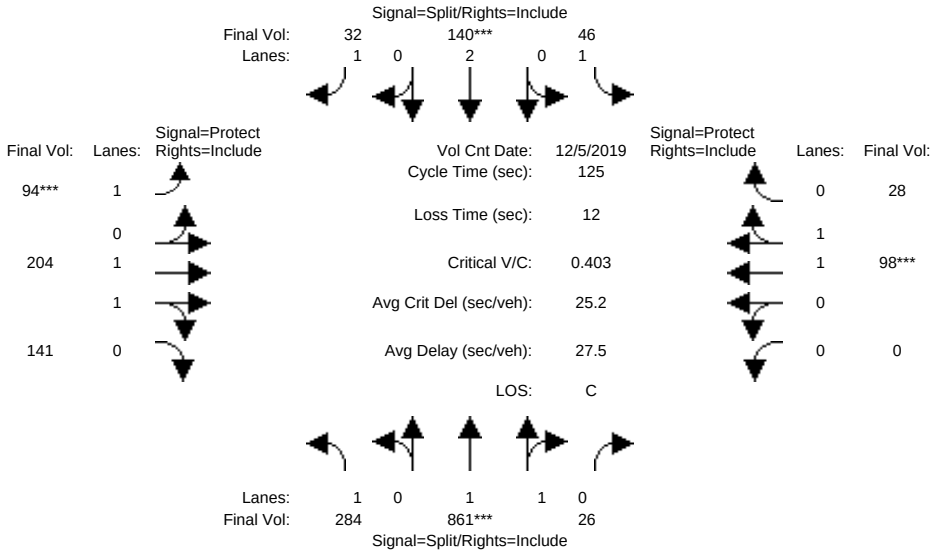
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 07:30:00 AM												
Base Vol:	284	861	26	46	140	32	94	204	141	0	98	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	861	26	46	140	32	94	204	141	0	98	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	861	26	46	140	32	94	204	141	0	98	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	861	26	46	140	32	94	204	141	0	98	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	861	26	46	140	32	94	204	141	0	98	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	861	26	46	140	32	94	204	141	0	98	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.16	0.84	0.00	1.54	0.46
Final Sat.:	1750	3591	108	1750	3800	1750	1750	2187	1511	0	2877	822
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.24	0.03	0.04	0.02	0.05	0.09	0.09	0.00	0.03	0.03
Crit Moves:		****			****		****				****	
Green Time:	74.4	74.4	74.4	11.4	11.4	11.4	16.7	27.2	27.2	0.0	10.6	10.6
Volume/Cap:	0.27	0.40	0.40	0.29	0.40	0.20	0.40	0.43	0.43	0.00	0.40	0.40
Delay/Veh:	12.4	13.6	13.6	54.0	54.3	53.2	50.8	42.5	42.5	0.0	55.1	55.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	13.6	13.6	54.0	54.3	53.2	50.8	42.5	42.5	0.0	55.1	55.1
LOS by Move:	B	B	B	D-	D-	D-	D	D	D	A	E+	E+
HCM2kAvgQ:	6	9	9	2	3	1	4	6	6	0	3	3

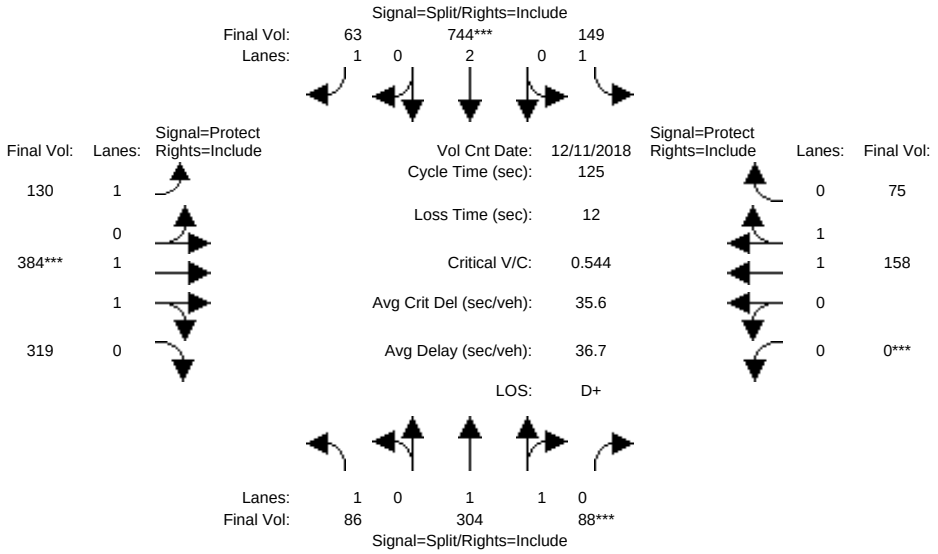
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:30:00 PM												
Base Vol:	86	304	88	149	744	63	130	384	319	0	158	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	304	88	149	744	63	130	384	319	0	158	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	304	88	149	744	63	130	384	319	0	158	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	304	88	149	744	63	130	384	319	0	158	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	304	88	149	744	63	130	384	319	0	158	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	304	88	149	744	63	130	384	319	0	158	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.99	0.95
Lanes:	1.00	1.54	0.46	1.00	2.00	1.00	1.00	1.07	0.93	0.00	1.34	0.66
Final Sat.:	1750	2869	830	1750	3800	1750	1750	2020	1678	0	2508	1191
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.09	0.20	0.04	0.07	0.19	0.19	0.00	0.06	0.06
Crit Moves:			****		****			****		****		
Green Time:	24.3	24.3	24.3	45.0	45.0	45.0	21.0	43.7	43.7	0.0	22.6	22.6
Volume/Cap:	0.25	0.54	0.54	0.24	0.54	0.10	0.44	0.54	0.54	0.00	0.35	0.35
Delay/Veh:	43.0	46.2	46.2	28.2	32.3	26.6	47.8	33.1	33.1	0.0	45.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	46.2	46.2	28.2	32.3	26.6	47.8	33.1	33.1	0.0	45.0	45.0
LOS by Move:	D	D	D	C	C-	C	D	C-	C-	A	D	D
HCM2kAvgQ:	3	7	7	4	11	2	5	11	11	0	4	4

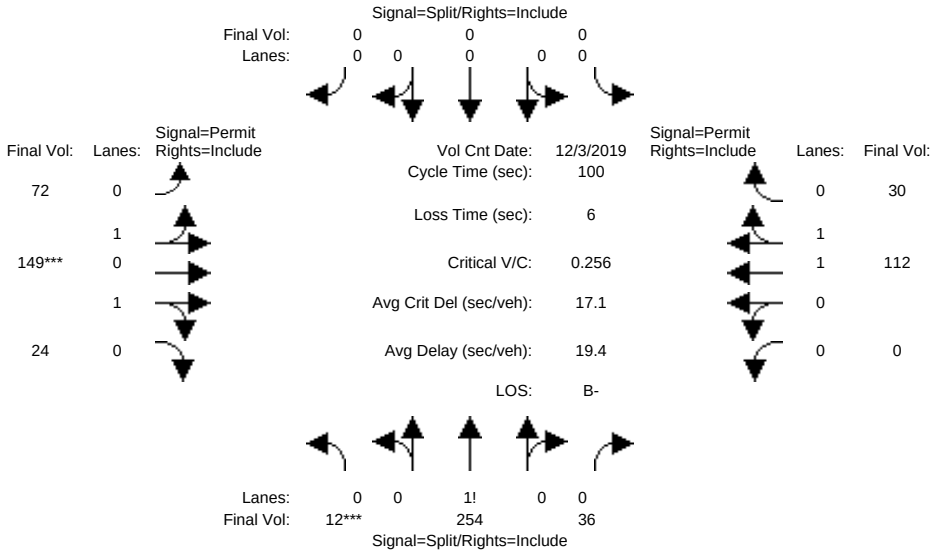
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	12	254	36	0	0	0	72	149	24	0	112	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	254	36	0	0	0	72	149	24	0	112	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	254	36	0	0	0	72	149	24	0	112	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	254	36	0	0	0	72	149	24	0	112	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	254	36	0	0	0	72	149	24	0	112	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	254	36	0	0	0	72	149	24	0	112	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.04	0.84	0.12	0.00	0.00	0.00	0.59	1.22	0.19	0.00	1.57	0.43
Final Sat.:	70	1472	209	0	0	0	1058	2189	353	0	2918	782
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.07	0.07	0.07	0.00	0.04	0.04
Crit Moves:	****							****				
Green Time:	67.4	67.4	67.4	0.0	0.0	0.0	26.6	26.6	26.6	0.0	26.6	26.6
Volume/Cap:	0.26	0.26	0.26	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.14	0.14
Delay/Veh:	6.9	6.9	6.9	0.0	0.0	0.0	29.6	29.6	29.6	0.0	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.9	6.9	6.9	0.0	0.0	0.0	29.6	29.6	29.6	0.0	28.3	28.3
LOS by Move:	A	A	A	A	A	A	C	C	C	A	C	C
HCM2kAvgQ:	4	4	4	0	0	0	3	3	3	0	2	2

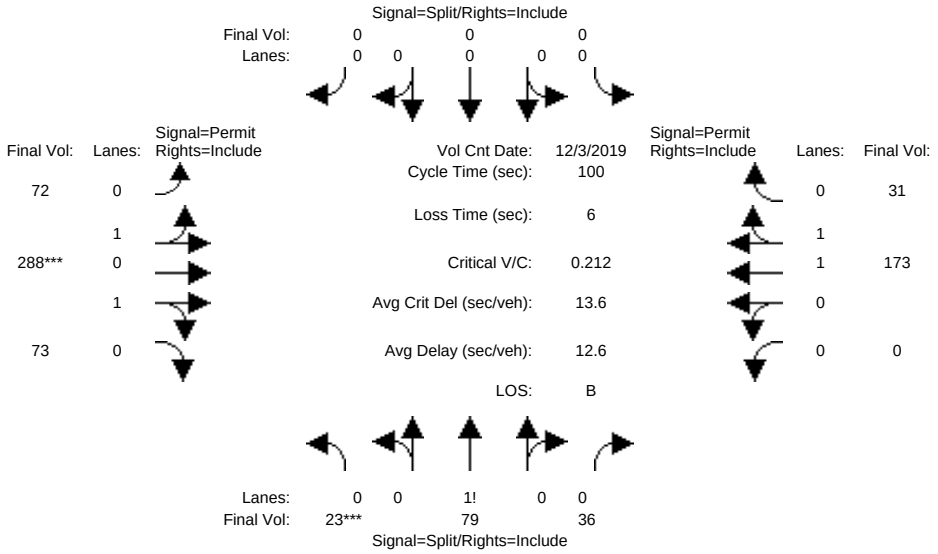
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	23	79	36	0	0	0	72	288	73	0	173	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	79	36	0	0	0	72	288	73	0	173	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	79	36	0	0	0	72	288	73	0	173	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	79	36	0	0	0	72	288	73	0	173	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	79	36	0	0	0	72	288	73	0	173	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	79	36	0	0	0	72	288	73	0	173	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.17	0.57	0.26	0.00	0.00	0.00	0.33	1.33	0.34	0.00	1.69	0.31
Final Sat.:	292	1002	457	0	0	0	599	2394	607	0	3137	562
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.06	0.06
Crit Moves:	****							****				
Green Time:	37.2	37.2	37.2	0.0	0.0	0.0	56.8	56.8	56.8	0.0	56.8	56.8
Volume/Cap:	0.21	0.21	0.21	0.00	0.00	0.00	0.21	0.21	0.21	0.00	0.10	0.10
Delay/Veh:	22.1	22.1	22.1	0.0	0.0	0.0	10.9	10.9	10.9	0.0	10.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.1	22.1	0.0	0.0	0.0	10.9	10.9	10.9	0.0	10.0	10.0
LOS by Move:	C+	C+	C+	A	A	A	B+	B+	B+	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	3	3	3	0	1	1

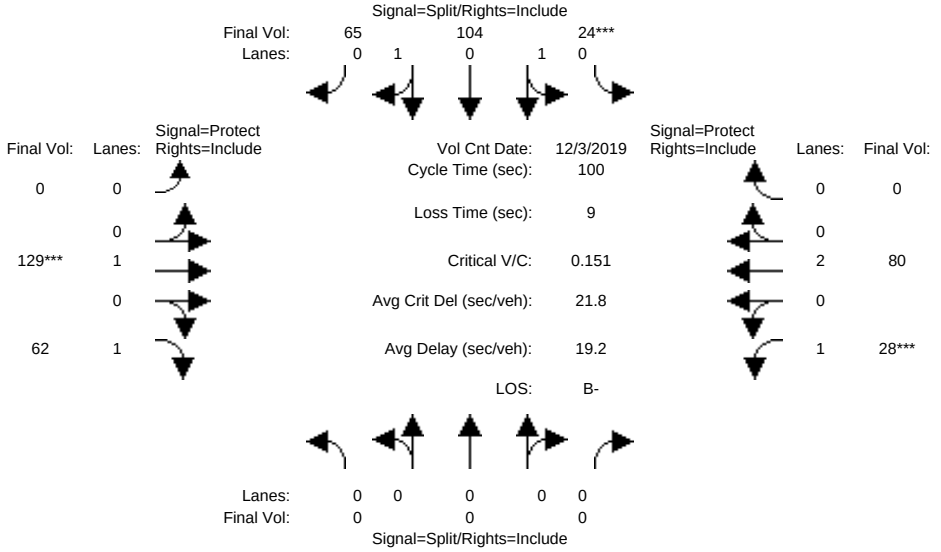
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	0	0	0	24	104	65	0	129	62	28	80	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	104	65	0	129	62	28	80	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	104	65	0	129	62	28	80	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	104	65	0	129	62	28	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	104	65	0	129	62	28	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	24	104	65	0	129	62	28	80	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.25	1.08	0.67	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	448	1940	1212	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.07	0.04	0.02	0.02	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	35.5	35.5	35.5	0.0	44.9	44.9	10.6	55.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.15	0.08	0.15	0.04	0.00
Delay/Veh:	0.0	0.0	0.0	22.2	22.2	22.2	0.0	16.6	15.9	42.3	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.2	22.2	22.2	0.0	16.6	15.9	42.3	10.1	0.0
LOS by Move:	A	A	A	C+	C+	C+	A	B	B	D	B+	A
HCM2kAvgQ:	0	0	0	2	2	2	0	2	1	1	1	0

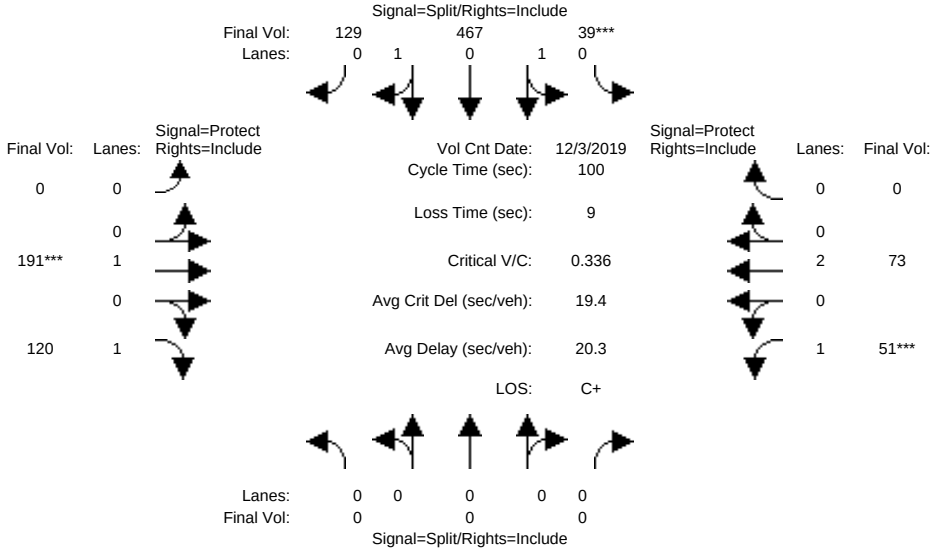
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	0	0	0	39	467	129	0	191	120	51	73	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	39	467	129	0	191	120	51	73	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	39	467	129	0	191	120	51	73	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	39	467	129	0	191	120	51	73	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	467	129	0	191	120	51	73	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	39	467	129	0	191	120	51	73	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.12	1.47	0.41	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	221	2648	731	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.10	0.07	0.03	0.02	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	52.4	52.4	52.4	0.0	29.9	29.9	8.7	38.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.34	0.34	0.00	0.34	0.23	0.34	0.05	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	14.2	14.2	0.0	28.9	27.4	48.9	19.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	14.2	14.2	0.0	28.9	27.4	48.9	19.3	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	D	B-	A
HCM2kAvgQ:	0	0	0	6	6	6	0	5	3	2	1	0

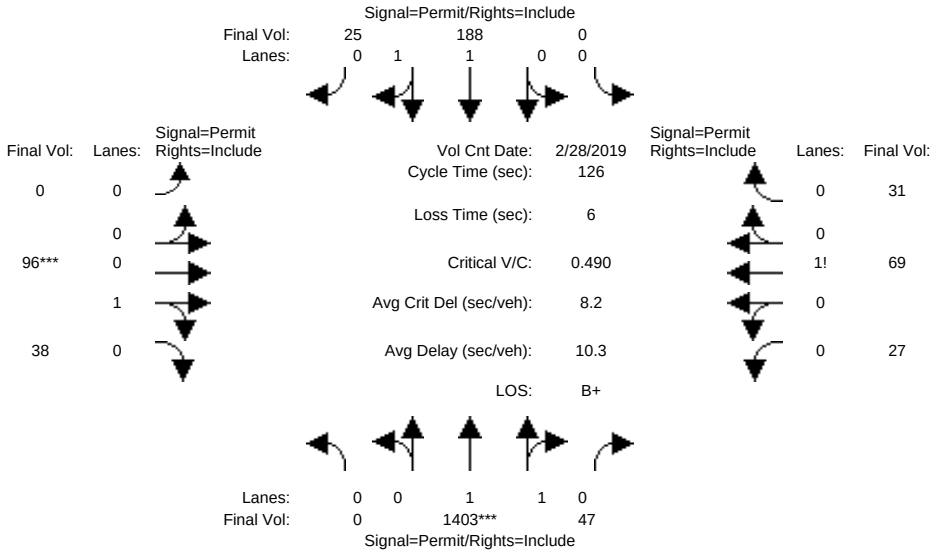
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 << 07:30:00 AM												
Base Vol:	0	1403	47	0	188	25	0	96	38	27	69	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1403	47	0	188	25	0	96	38	27	69	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1403	47	0	188	25	0	96	38	27	69	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1403	47	0	188	25	0	96	38	27	69	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1403	47	0	188	25	0	96	38	27	69	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1403	47	0	188	25	0	96	38	27	69	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.00	1.93	0.07	0.00	1.76	0.24	0.00	0.72	0.28	0.21	0.55	0.24
Final Sat.:	0	3580	120	0	3265	434	0	1290	510	372	951	427
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.00	0.06	0.06	0.00	0.07	0.07	0.07	0.07	0.07
Crit Moves:		****						****				
Green Time:	0.0	101	100.8	0.0	101	100.8	0.0	19.2	19.2	19.2	19.2	19.2
Volume/Cap:	0.00	0.49	0.49	0.00	0.07	0.07	0.00	0.49	0.49	0.48	0.48	0.48
Delay/Veh:	0.0	4.3	4.3	0.0	2.7	2.7	0.0	50.3	50.3	50.2	50.2	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.3	4.3	0.0	2.7	2.7	0.0	50.3	50.3	50.2	50.2	50.2
LOS by Move:	A	A	A	A	A	A	A	D	D	D	D	D
HCM2kAvgQ:	0	10	10	0	1	1	0	5	5	5	5	5

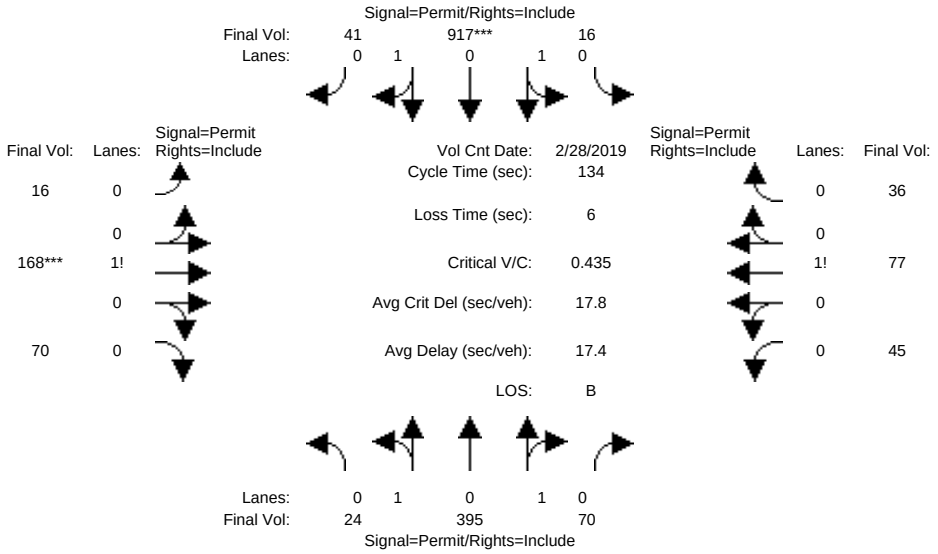
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 << 05:00:00 PM												
Base Vol:	24	395	70	16	917	41	16	168	70	45	77	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	395	70	16	917	41	16	168	70	45	77	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	395	70	16	917	41	16	168	70	45	77	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	395	70	16	917	41	16	168	70	45	77	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	395	70	16	917	41	16	168	70	45	77	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	395	70	16	917	41	16	168	70	45	77	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.10	1.61	0.29	0.03	1.89	0.08	0.06	0.66	0.28	0.28	0.49	0.23
Final Sat.:	177	2908	515	59	3389	152	110	1157	482	498	853	399
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.27	0.27	0.27	0.15	0.15	0.15	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	83.3	83.3	83.3	83.3	83.3	83.3	44.7	44.7	44.7	44.7	44.7	44.7
Volume/Cap:	0.22	0.22	0.22	0.44	0.44	0.44	0.44	0.44	0.44	0.27	0.27	0.27
Delay/Veh:	11.1	11.1	11.1	13.3	13.3	13.3	35.3	35.3	35.3	33.0	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	13.3	13.3	13.3	35.3	35.3	35.3	33.0	33.0	33.0
LOS by Move:	B+	B+	B+	B	B	B	D+	D+	D+	C-	C-	C-
HCM2kAvgQ:	4	4	4	11	11	11	9	9	9	5	5	5

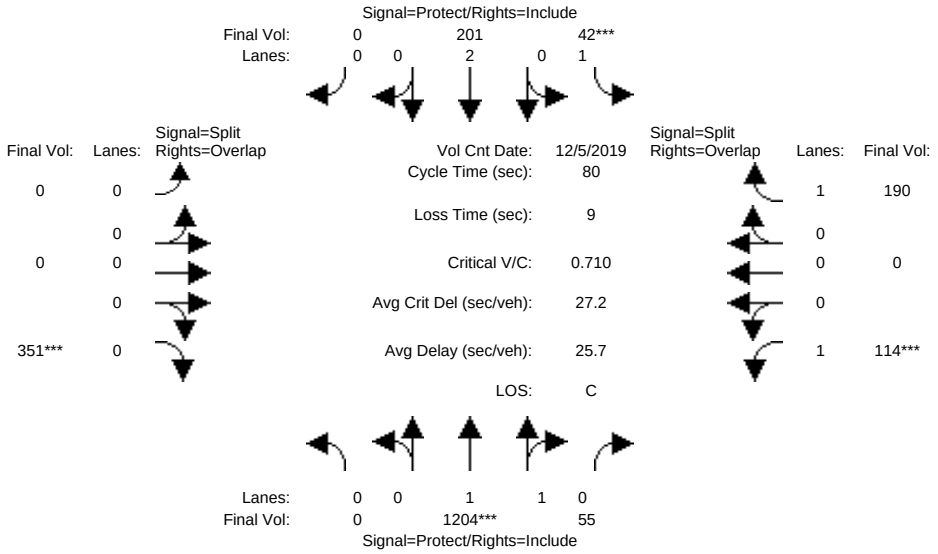
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 07:30:00 AM												
Base Vol:	0	1204	55	42	201	0	0	0	351	114	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1204	55	42	201	0	0	0	351	114	0	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1204	55	42	201	0	0	0	351	114	0	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1204	55	42	201	0	0	0	351	114	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1204	55	42	201	0	0	0	351	114	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1204	55	42	201	0	0	0	351	114	0	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.91	0.09	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	0	3538	162	1750	3800	0	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.02	0.05	0.00	0.00	0.00	0.20	0.07	0.00	0.11
Crit Moves:		****		****					****	****		
Green Time:	0.0	34.0	34.0	7.0	41.0	0.0	0.0	0.0	20.0	10.0	0.0	17.0
Volume/Cap:	0.00	0.80	0.80	0.27	0.10	0.00	0.00	0.00	0.80	0.52	0.00	0.51
Delay/Veh:	0.0	23.1	23.1	35.1	10.1	0.0	0.0	0.0	38.3	35.0	0.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.1	23.1	35.1	10.1	0.0	0.0	0.0	38.3	35.0	0.0	29.0
LOS by Move:	A	C	C	D+	B+	A	A	A	D+	D+	A	C
HCM2kAvgQ:	0	16	16	1	1	0	0	0	11	4	0	5

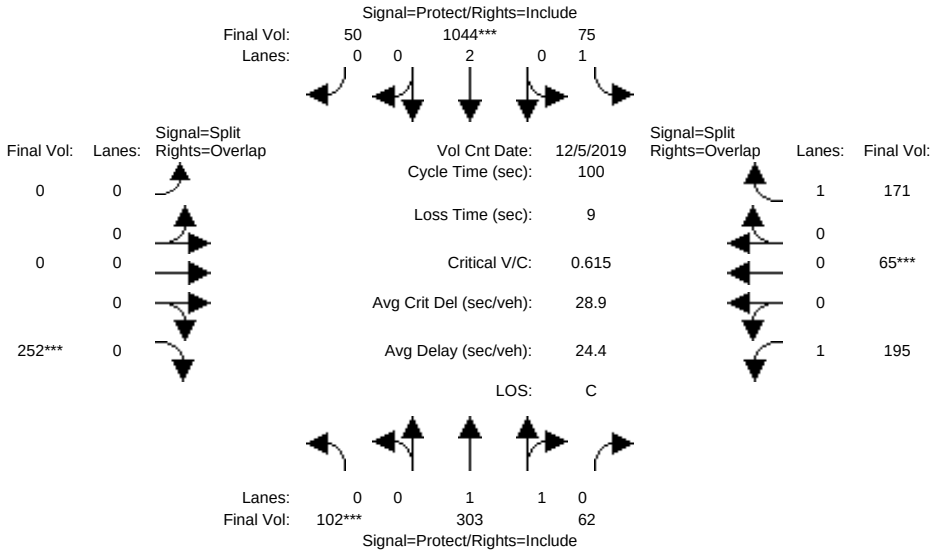
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 05:00:00 PM												
Base Vol:	102	303	62	75	1044	50	0	0	252	195	65	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	303	62	75	1044	50	0	0	252	195	65	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	303	62	75	1044	50	0	0	252	195	65	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	303	62	75	1044	50	0	0	252	195	65	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	303	62	75	1044	50	0	0	252	195	65	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	303	62	75	1044	50	0	0	252	195	65	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.44	1.30	0.26	1.00	1.91	0.09	0.00	0.00	1.00	0.91	0.30	0.79
Final Sat.:	786	2336	478	1750	3531	169	0	0	1750	1629	543	1428
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.30	0.30	0.00	0.00	0.14	0.12	0.12	0.12
Crit Moves:	****				****				****		****	
Green Time:	21.1	44.9	44.9	24.3	48.1	48.1	0.0	0.0	23.4	19.5	19.5	43.7
Volume/Cap:	0.61	0.29	0.29	0.18	0.61	0.61	0.00	0.00	0.61	0.61	0.61	0.27
Delay/Veh:	37.3	17.5	17.5	30.2	19.8	19.8	0.0	0.0	37.0	38.5	38.5	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	17.5	17.5	30.2	19.8	19.8	0.0	0.0	37.0	38.5	38.5	18.1
LOS by Move:	D+	B	B	C	B-	B-	A	A	D+	D+	D+	B-
HCM2kAvgQ:	8	5	5	2	13	13	0	0	8	7	7	4

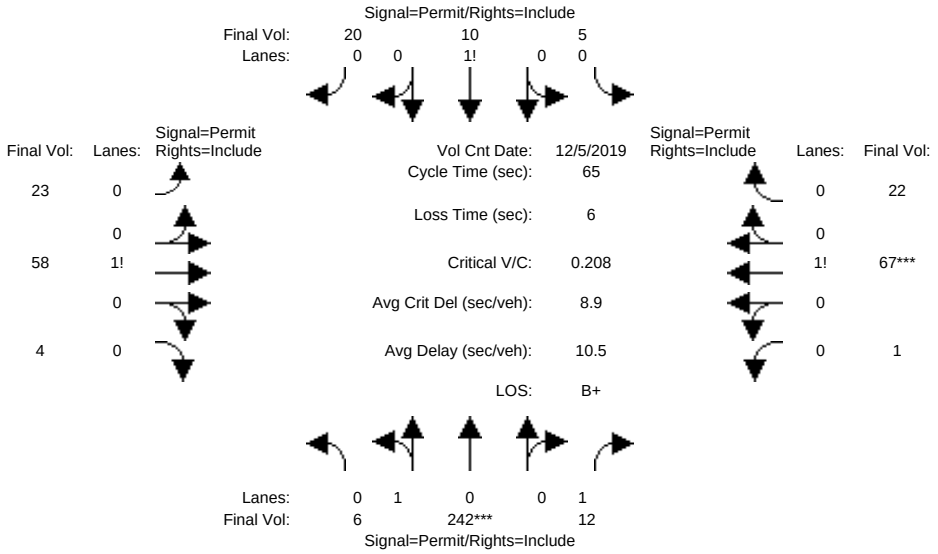
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 08:00:00 AM												
Base Vol:	6	242	12	5	10	20	23	58	4	1	67	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	242	12	5	10	20	23	58	4	1	67	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	242	12	5	10	20	23	58	4	1	67	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	242	12	5	10	20	23	58	4	1	67	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	242	12	5	10	20	23	58	4	1	67	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	242	12	5	10	20	23	58	4	1	67	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.98	1.00	0.14	0.29	0.57	0.27	0.68	0.05	0.01	0.75	0.24
Final Sat.:	44	1756	1750	250	500	1000	474	1194	82	19	1303	428
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.01	0.02	0.02	0.02	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:		****									****	
Green Time:	43.0	43.0	43.0	43.0	43.0	43.0	16.0	16.0	16.0	16.0	16.0	16.0
Volume/Cap:	0.21	0.21	0.01	0.03	0.03	0.03	0.20	0.20	0.20	0.21	0.21	0.21
Delay/Veh:	4.7	4.7	3.8	3.9	3.9	3.9	20.4	20.4	20.4	20.5	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.7	4.7	3.8	3.9	3.9	3.9	20.4	20.4	20.4	20.5	20.5	20.5
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C+	C+	C+
HCM2kAvgQ:	2	2	0	0	0	0	2	2	2	2	2	2

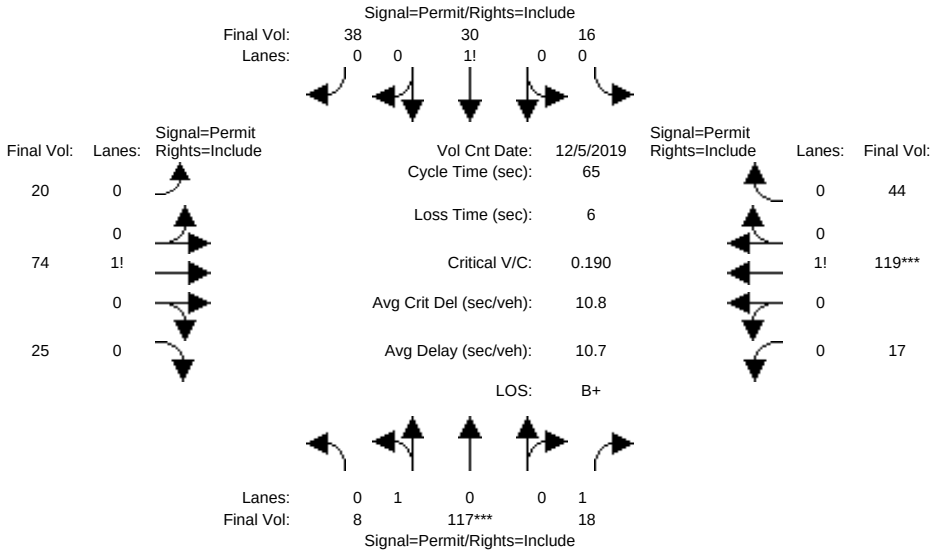
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 05:00:00 PM												
Base Vol:	8	117	18	16	30	38	20	74	25	17	119	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	117	18	16	30	38	20	74	25	17	119	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	117	18	16	30	38	20	74	25	17	119	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	117	18	16	30	38	20	74	25	17	119	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	117	18	16	30	38	20	74	25	17	119	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	117	18	16	30	38	20	74	25	17	119	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.06	0.94	1.00	0.19	0.36	0.45	0.17	0.62	0.21	0.09	0.67	0.24
Final Sat.:	115	1685	1750	333	625	792	294	1088	368	165	1157	428
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.01	0.05	0.05	0.05	0.07	0.07	0.07	0.10	0.10	0.10
Crit Moves:		****									****	
Green Time:	23.8	23.8	23.8	23.8	23.8	23.8	35.2	35.2	35.2	35.2	35.2	35.2
Volume/Cap:	0.19	0.19	0.03	0.13	0.13	0.13	0.13	0.13	0.13	0.19	0.19	0.19
Delay/Veh:	14.7	14.7	13.3	14.2	14.2	14.2	7.6	7.6	7.6	8.0	8.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	13.3	14.2	14.2	14.2	7.6	7.6	7.6	8.0	8.0	8.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	1	1	1	1	1	1	2	2	2

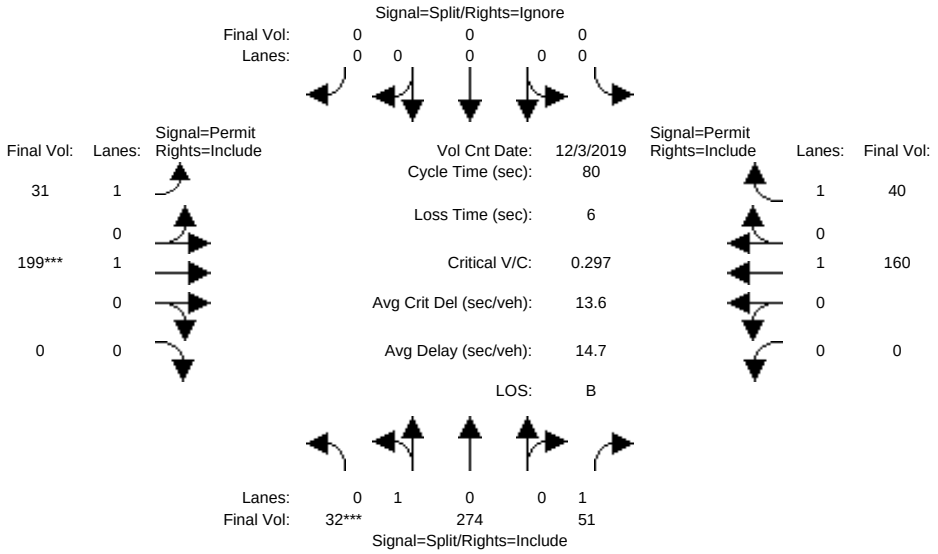
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	32	274	51	0	0	0	31	199	0	0	160	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	274	51	0	0	0	31	199	0	0	160	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	274	51	0	0	0	31	199	0	0	160	40
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	274	51	0	0	0	31	199	0	0	160	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	274	51	0	0	0	31	199	0	0	160	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	274	51	0	0	0	31	199	0	0	160	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.90	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	188	1612	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.03	0.00	0.00	0.00	0.02	0.10	0.00	0.00	0.08	0.02
Crit Moves:	****							****				
Green Time:	45.8	45.8	45.8	0.0	0.0	0.0	28.2	28.2	0.0	0.0	28.2	28.2
Volume/Cap:	0.30	0.30	0.05	0.00	0.00	0.00	0.05	0.30	0.00	0.00	0.24	0.06
Delay/Veh:	9.5	9.5	7.6	0.0	0.0	0.0	17.2	19.9	0.0	0.0	19.1	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	7.6	0.0	0.0	0.0	17.2	19.9	0.0	0.0	19.1	17.4
LOS by Move:	A	A	A	A	A	A	B	B-	A	A	B-	B
HCM2kAvgQ:	4	4	1	0	0	0	1	4	0	0	3	1

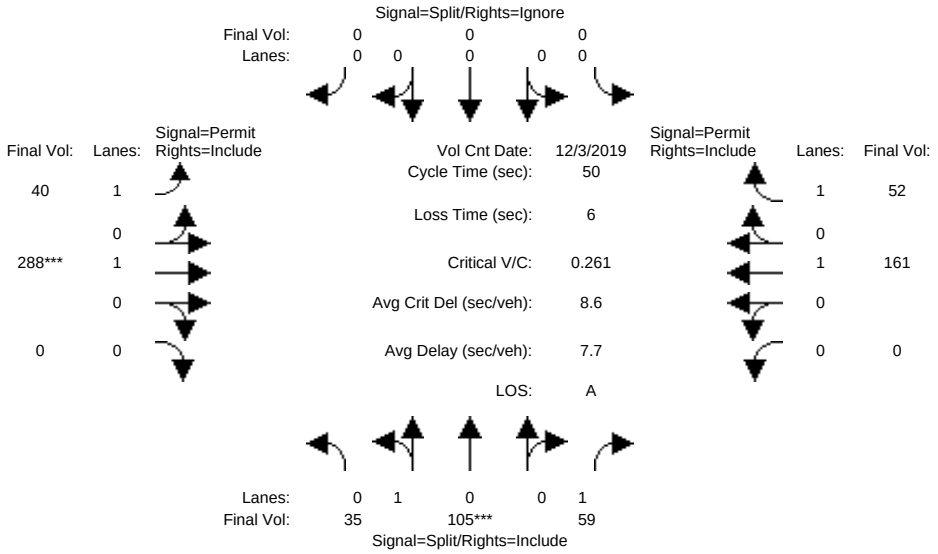
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	35	105	59	0	0	0	40	288	0	0	161	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	105	59	0	0	0	40	288	0	0	161	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	105	59	0	0	0	40	288	0	0	161	52
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	105	59	0	0	0	40	288	0	0	161	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	105	59	0	0	0	40	288	0	0	161	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	105	59	0	0	0	40	288	0	0	161	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.25	0.75	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	450	1350	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.00	0.00	0.00	0.02	0.15	0.00	0.00	0.08	0.03
Crit Moves:		****						****				
Green Time:	14.9	14.9	14.9	0.0	0.0	0.0	29.1	29.1	0.0	0.0	29.1	29.1
Volume/Cap:	0.26	0.26	0.11	0.00	0.00	0.00	0.04	0.26	0.00	0.00	0.15	0.05
Delay/Veh:	14.5	14.5	13.2	0.0	0.0	0.0	4.6	5.7	0.0	0.0	5.1	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	14.5	13.2	0.0	0.0	0.0	4.6	5.7	0.0	0.0	5.1	4.6
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	0	0	0	0	2	0	0	1	0

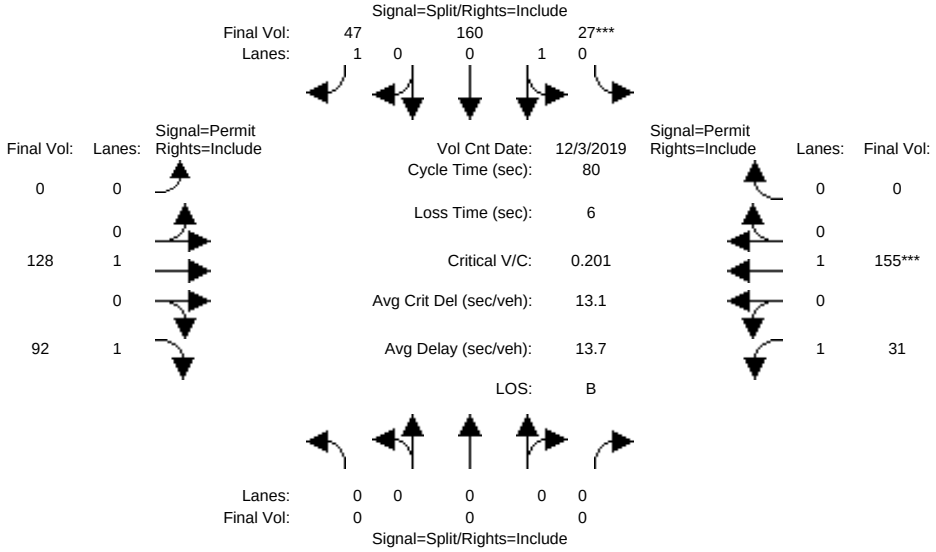
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	0	0	0	27	160	47	0	128	92	31	155	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	160	47	0	128	92	31	155	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	160	47	0	128	92	31	155	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	160	47	0	128	92	31	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	160	47	0	128	92	31	155	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	27	160	47	0	128	92	31	155	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.14	0.86	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	260	1540	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.03	0.00	0.07	0.05	0.02	0.08	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	41.5	41.5	41.5	0.0	32.5	32.5	32.5	32.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.05	0.00	0.17	0.13	0.04	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	10.8	9.7	0.0	15.6	15.2	14.4	15.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	10.8	9.7	0.0	15.6	15.2	14.4	15.9	0.0
LOS by Move:	A	A	A	B+	B+	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	3	3	1	0	2	2	0	2	0

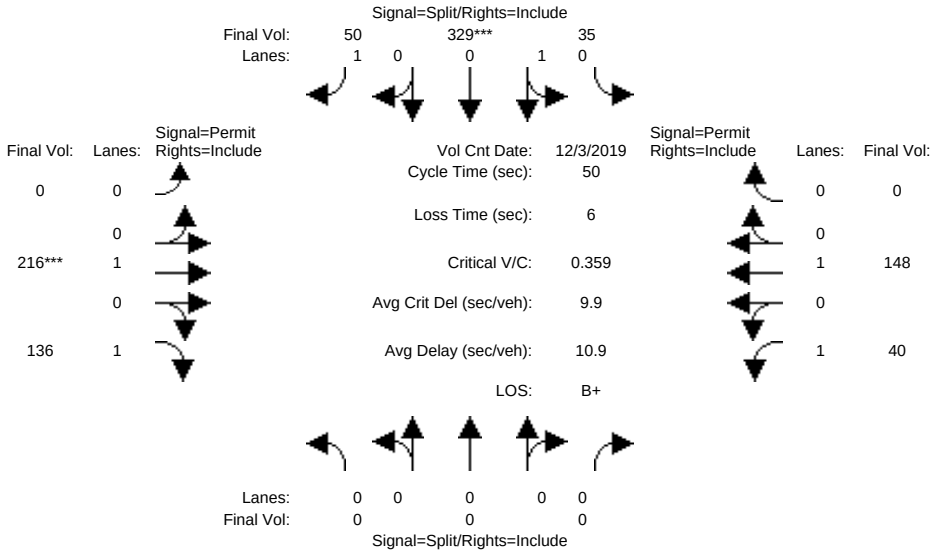
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	0	0	0	35	329	50	0	216	136	40	148	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	35	329	50	0	216	136	40	148	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	35	329	50	0	216	136	40	148	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	35	329	50	0	216	136	40	148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	329	50	0	216	136	40	148	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	35	329	50	0	216	136	40	148	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.10	0.90	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	173	1627	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.03	0.00	0.11	0.08	0.02	0.08	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	28.2	28.2	28.2	0.0	15.8	15.8	15.8	15.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.05	0.00	0.36	0.25	0.07	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	7.0	7.0	5.0	0.0	14.8	13.7	12.2	13.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.0	7.0	5.0	0.0	14.8	13.7	12.2	13.6	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	3	3	0	0	3	2	0	2	0

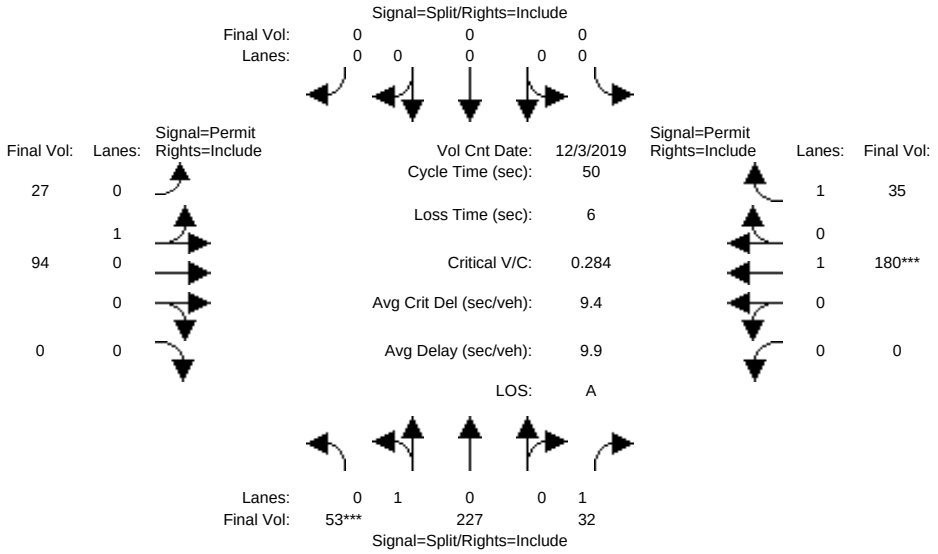
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	53	227	32	0	0	0	27	94	0	0	180	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	227	32	0	0	0	27	94	0	0	180	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	227	32	0	0	0	27	94	0	0	180	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	227	32	0	0	0	27	94	0	0	180	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	227	32	0	0	0	27	94	0	0	180	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	227	32	0	0	0	27	94	0	0	180	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.19	0.81	1.00	0.00	0.00	0.00	0.22	0.78	0.00	0.00	1.00	1.00
Final Sat.:	341	1459	1750	0	0	0	402	1398	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.02	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.09	0.02
Crit Moves:	****										****	
Green Time:	27.3	27.3	27.3	0.0	0.0	0.0	16.7	16.7	0.0	0.0	16.7	16.7
Volume/Cap:	0.28	0.28	0.03	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.28	0.06
Delay/Veh:	6.8	6.8	5.3	0.0	0.0	0.0	12.7	12.7	0.0	0.0	13.4	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	5.3	0.0	0.0	0.0	12.7	12.7	0.0	0.0	13.4	11.5
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B+
HCM2kAvgQ:	3	3	0	0	0	0	2	2	0	0	2	0

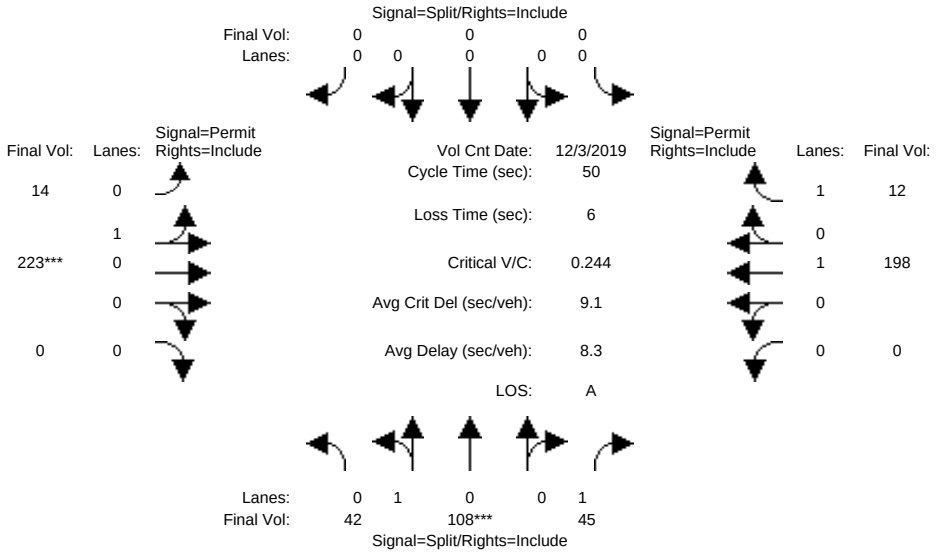
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	42	108	45	0	0	0	14	223	0	0	198	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	108	45	0	0	0	14	223	0	0	198	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	108	45	0	0	0	14	223	0	0	198	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	108	45	0	0	0	14	223	0	0	198	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	108	45	0	0	0	14	223	0	0	198	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	108	45	0	0	0	14	223	0	0	198	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.28	0.72	1.00	0.00	0.00	0.00	0.06	0.94	0.00	0.00	1.00	1.00
Final Sat.:	504	1296	1750	0	0	0	106	1694	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.10	0.01
Crit Moves:		****						****				
Green Time:	17.1	17.1	17.1	0.0	0.0	0.0	26.9	26.9	0.0	0.0	26.9	26.9
Volume/Cap:	0.24	0.24	0.08	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.19	0.01
Delay/Veh:	12.8	12.8	11.4	0.0	0.0	0.0	6.7	6.7	0.0	0.0	6.4	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	11.4	0.0	0.0	0.0	6.7	6.7	0.0	0.0	6.4	5.4
LOS by Move:	B	B	B+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	0	0	0	2	2	0	0	2	0

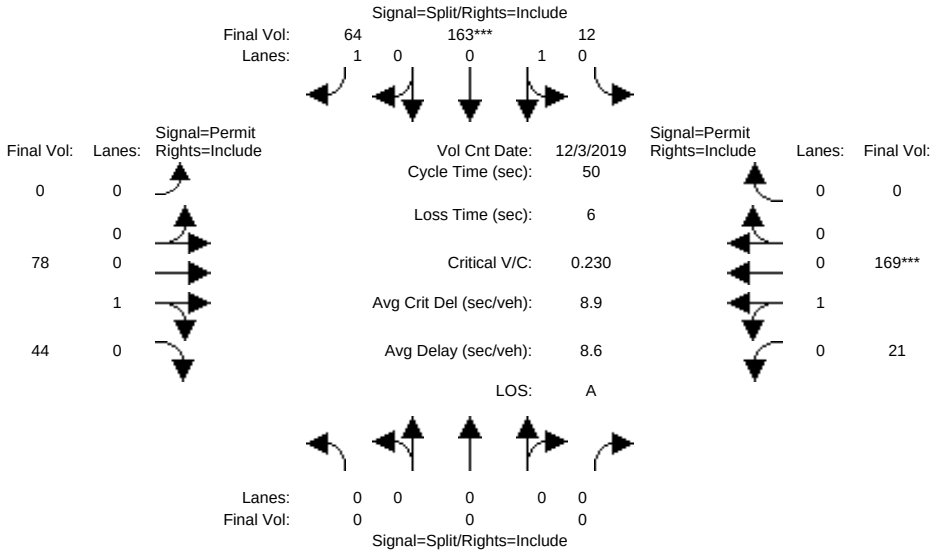
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	0	0	0	12	163	64	0	78	44	21	169	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	163	64	0	78	44	21	169	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	163	64	0	78	44	21	169	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	12	163	64	0	78	44	21	169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	163	64	0	78	44	21	169	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	12	163	64	0	78	44	21	169	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.07	0.93	1.00	0.00	0.64	0.36	0.11	0.89	0.00
Final Sat.:	0	0	0	123	1677	1750	0	1151	649	199	1601	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.04	0.00	0.07	0.07	0.11	0.11	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	21.1	21.1	21.1	0.0	22.9	22.9	22.9	22.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.23	0.09	0.00	0.15	0.15	0.23	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	9.4	9.4	8.7	0.0	8.0	8.0	8.4	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.4	9.4	8.7	0.0	8.0	8.0	8.4	8.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	1	0	1	1	2	2	0

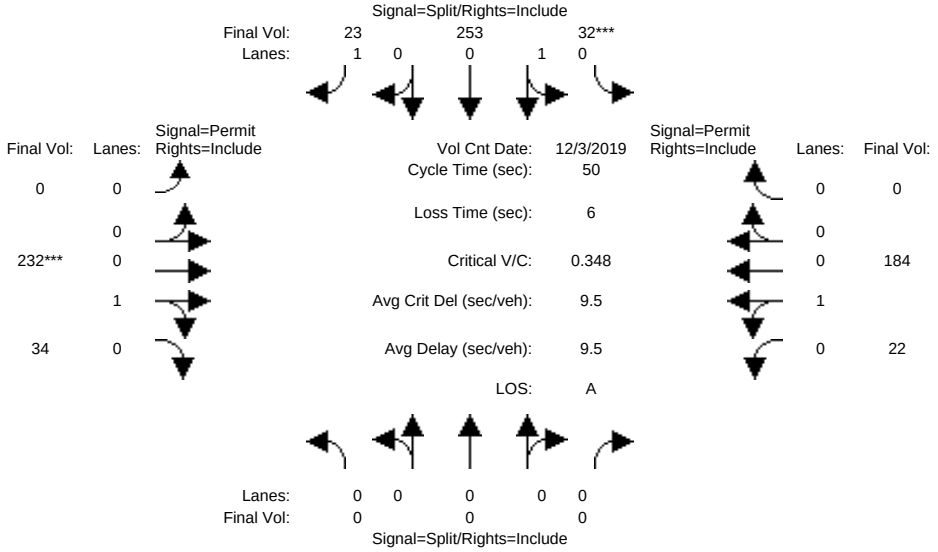
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	0	0	0	32	253	23	0	232	34	22	184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	253	23	0	232	34	22	184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	253	23	0	232	34	22	184	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	253	23	0	232	34	22	184	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	253	23	0	232	34	22	184	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	253	23	0	232	34	22	184	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.11	0.89	1.00	0.00	0.87	0.13	0.11	0.89	0.00
Final Sat.:	0	0	0	202	1598	1750	0	1570	230	192	1608	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.01	0.00	0.15	0.15	0.11	0.11	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	22.8	22.8	22.8	0.0	21.2	21.2	21.2	21.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.03	0.00	0.35	0.35	0.27	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	9.1	9.1	7.5	0.0	10.0	10.0	9.5	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.1	9.1	7.5	0.0	10.0	10.0	9.5	9.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	0	0	3	3	2	2	0

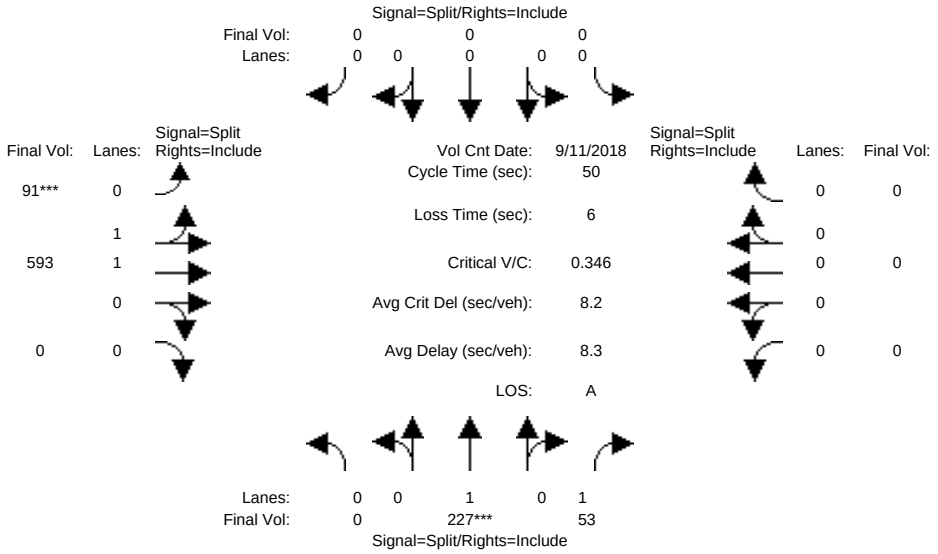
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2018 << 08:00:00 AM												
Base Vol:	0	227	53	0	0	0	91	593	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	227	53	0	0	0	91	593	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	227	53	0	0	0	91	593	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	227	53	0	0	0	91	593	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	227	53	0	0	0	91	593	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	227	53	0	0	0	91	593	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.27	1.73	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	492	3207	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.03	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	17.3	17.3	0.0	0.0	0.0	26.7	26.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.09	0.00	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.5	11.1	0.0	0.0	0.0	6.8	6.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	11.1	0.0	0.0	0.0	6.8	6.8	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	1	0	0	0	3	3	0	0	0	0

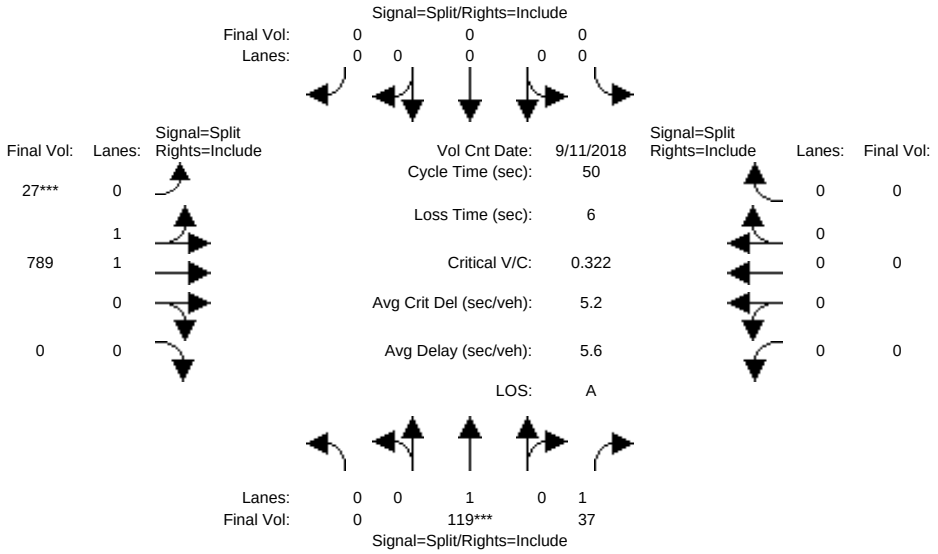
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2018 << 04:50:00 PM												
Base Vol:	0	119	37	0	0	0	27	789	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	119	37	0	0	0	27	789	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	119	37	0	0	0	27	789	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	119	37	0	0	0	27	789	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	119	37	0	0	0	27	789	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	119	37	0	0	0	27	789	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.07	1.93	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	122	3577	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.02	0.00	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	10.0	10.0	0.0	0.0	0.0	34.0	34.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.11	0.00	0.00	0.00	0.32	0.32	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.5	16.5	0.0	0.0	0.0	3.4	3.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	16.5	0.0	0.0	0.0	3.4	3.4	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	2	1	0	0	0	3	3	0	0	0	0

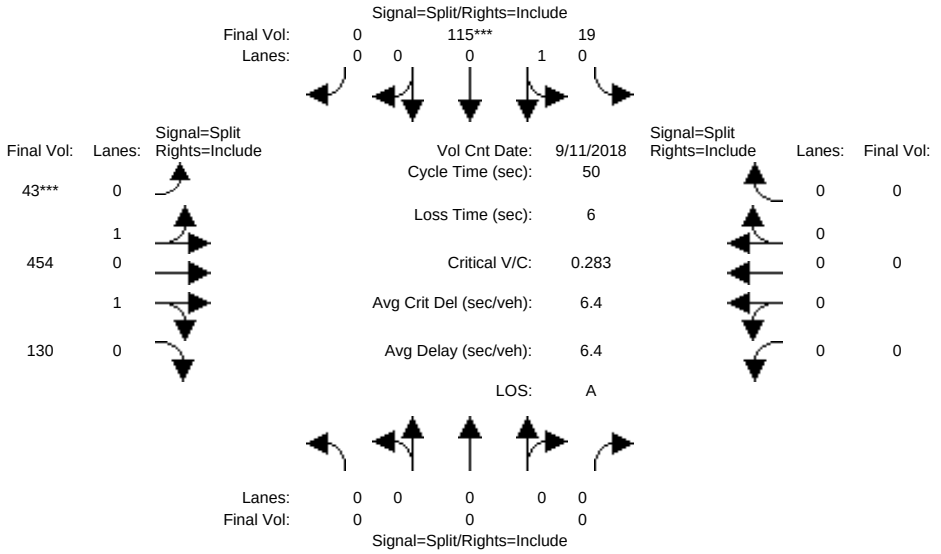
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2018 << 07:55:00 AM												
Base Vol:	0	0	0	19	115	0	43	454	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	115	0	43	454	130	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	19	115	0	43	454	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	19	115	0	43	454	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	115	0	43	454	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	115	0	43	454	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.14	0.86	0.00	0.14	1.45	0.41	0.00	0.00	0.00
Final Sat.:	0	0	0	255	1545	0	247	2607	746	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	0.0	0.0	13.2	13.2	0.0	30.8	30.8	30.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.28	0.00	0.28	0.28	0.28	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.0	15.0	0.0	4.5	4.5	4.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.0	15.0	0.0	4.5	4.5	4.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	0	3	3	3	0	0	0

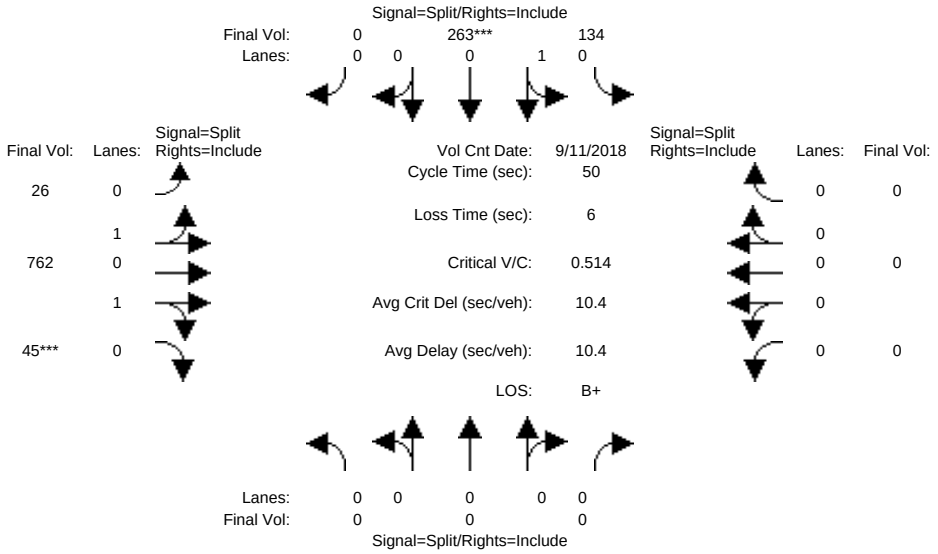
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2018 << 04:55:00 PM												
Base Vol:	0	0	0	134	263	0	26	762	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	134	263	0	26	762	45	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	134	263	0	26	762	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	134	263	0	26	762	45	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	263	0	26	762	45	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	134	263	0	26	762	45	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.34	0.66	0.00	0.06	1.83	0.11	0.00	0.00	0.00
Final Sat.:	0	0	0	608	1192	0	112	3293	194	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.00	0.23	0.23	0.23	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	21.5	21.5	0.0	22.5	22.5	22.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.00	0.51	0.51	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.0	11.0	0.0	10.1	10.1	10.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	11.0	0.0	10.1	10.1	10.1	0.0	0.0	0.0
LOS by Move:	A	A	A	B+	B+	A	B+	B+	B+	A	A	A
HCM2kAvgQ:	0	0	0	5	5	0	5	5	5	0	0	0

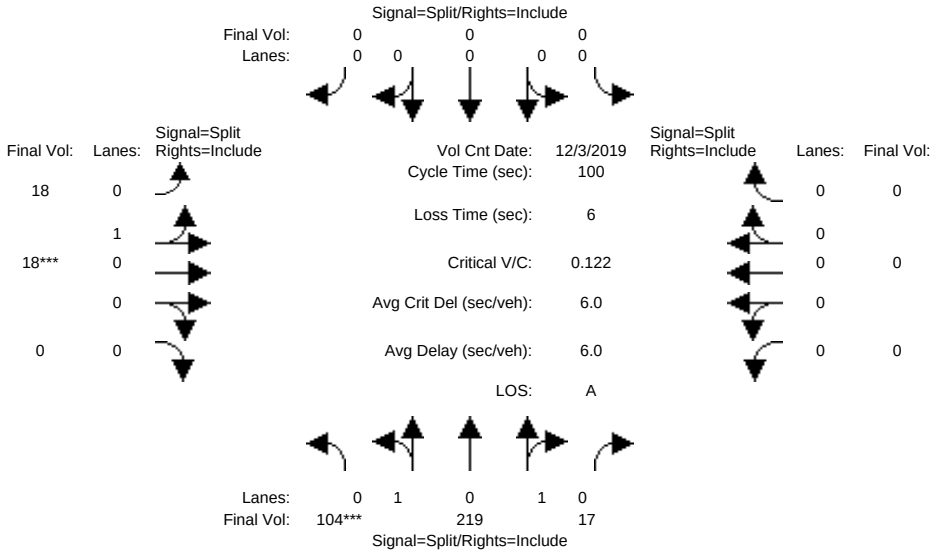
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	104	219	17	0	0	0	18	18	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	219	17	0	0	0	18	18	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	219	17	0	0	0	18	18	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	219	17	0	0	0	18	18	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	219	17	0	0	0	18	18	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	219	17	0	0	0	18	18	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.61	1.29	0.10	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.00
Final Sat.:	1101	2319	180	0	0	0	900	900	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green Time:	77.6	77.6	77.6	0.0	0.0	0.0	16.4	16.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.12	0.12	0.12	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00
Delay/Veh:	2.8	2.8	2.8	0.0	0.0	0.0	35.8	35.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.8	2.8	2.8	0.0	0.0	0.0	35.8	35.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D+	D+	A	A	A	A
HCM2kAvgQ:	1	1	1	0	0	0	1	1	0	0	0	0

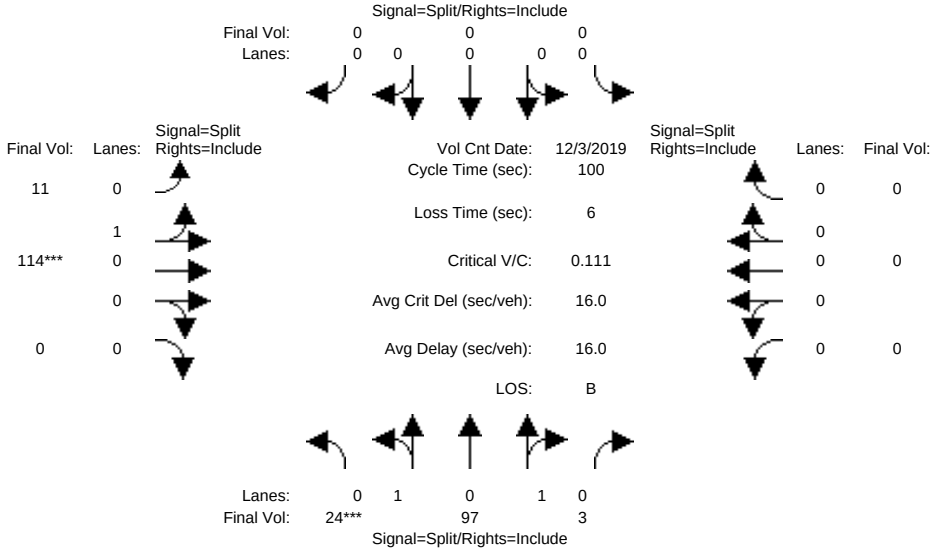
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	24	97	3	0	0	0	11	114	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	97	3	0	0	0	11	114	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	97	3	0	0	0	11	114	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	97	3	0	0	0	11	114	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	97	3	0	0	0	11	114	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	97	3	0	0	0	11	114	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.39	1.56	0.05	0.00	0.00	0.00	0.09	0.91	0.00	0.00	0.00	0.00
Final Sat.:	697	2816	87	0	0	0	158	1642	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green Time:	31.2	31.2	31.2	0.0	0.0	0.0	62.8	62.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.11	0.11	0.11	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Delay/Veh:	24.6	24.6	24.6	0.0	0.0	0.0	7.5	7.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	24.6	24.6	0.0	0.0	0.0	7.5	7.5	0.0	0.0	0.0	0.0
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	0	0	0	2	2	0	0	0	0

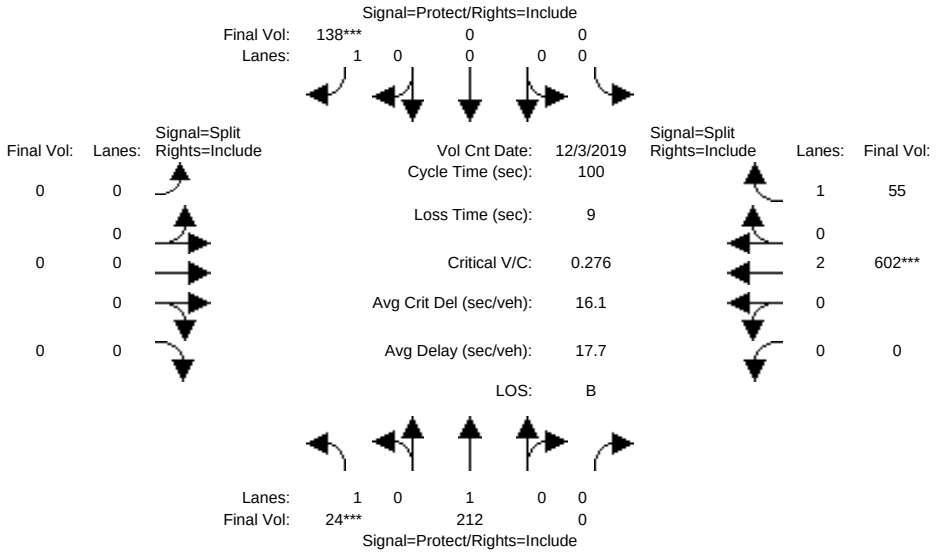
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	24	212	0	0	0	138	0	0	0	0	602	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	212	0	0	0	138	0	0	0	0	602	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	212	0	0	0	138	0	0	0	0	602	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	212	0	0	0	138	0	0	0	0	602	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	212	0	0	0	138	0	0	0	0	602	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	212	0	0	0	138	0	0	0	0	602	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.16	0.03
Crit Moves:	****					****					****	
Green Time:	7.0	34.9	0.0	0.0	0.0	27.9	0.0	0.0	0.0	0.0	56.1	56.1
Volume/Cap:	0.20	0.32	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.28	0.06
Delay/Veh:	47.4	25.1	0.0	0.0	0.0	29.6	0.0	0.0	0.0	0.0	11.8	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	25.1	0.0	0.0	0.0	29.6	0.0	0.0	0.0	0.0	11.8	10.1
LOS by Move:	D	C	A	A	A	C	A	A	A	A	B+	B+
HCM2kAvgQ:	1	5	0	0	0	4	0	0	0	0	5	1

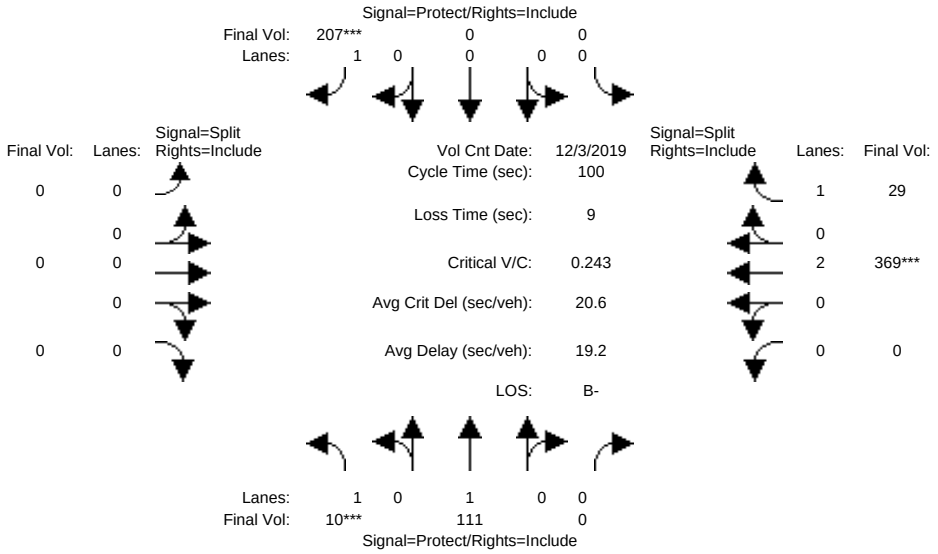
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:00:00 PM												
Base Vol:	10	111	0	0	0	207	0	0	0	0	369	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	111	0	0	0	207	0	0	0	0	369	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	111	0	0	0	207	0	0	0	0	369	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	111	0	0	0	207	0	0	0	0	369	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	111	0	0	0	207	0	0	0	0	369	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	111	0	0	0	207	0	0	0	0	369	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.10	0.02
Crit Moves:	****					****					****	
Green Time:	7.0	53.1	0.0	0.0	0.0	46.1	0.0	0.0	0.0	0.0	37.9	37.9
Volume/Cap:	0.08	0.11	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.26	0.04
Delay/Veh:	44.8	11.9	0.0	0.0	0.0	17.2	0.0	0.0	0.0	0.0	21.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	11.9	0.0	0.0	0.0	17.2	0.0	0.0	0.0	0.0	21.8	19.8
LOS by Move:	D	B+	A	A	A	B	A	A	A	A	C+	B-
HCM2kAvgQ:	0	2	0	0	0	4	0	0	0	0	4	1

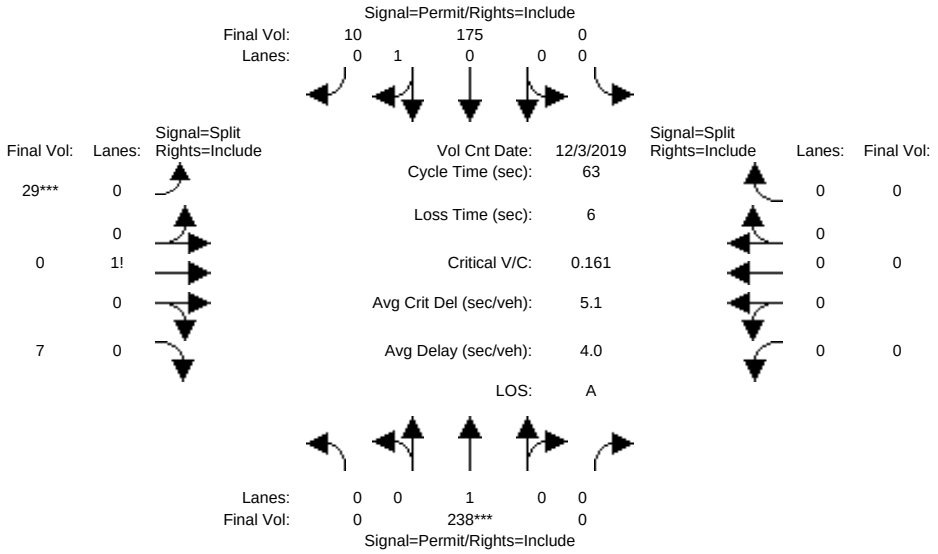
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	0	238	0	0	175	10	29	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	238	0	0	175	10	29	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	238	0	0	175	10	29	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	238	0	0	175	10	29	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	238	0	0	175	10	29	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	238	0	0	175	10	29	0	7	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.95	0.05	0.81	0.00	0.19	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1703	97	1410	0	340	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.10	0.10	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	47.0	0.0	0.0	47.0	47.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.00	0.00	0.14	0.14	0.13	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	0.0	2.4	0.0	0.0	2.3	2.3	23.0	0.0	23.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.4	0.0	0.0	2.3	2.3	23.0	0.0	23.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C+	A	C+	A	A	A
HCM2kAvgQ:	0	1	0	0	1	1	1	0	1	0	0	0

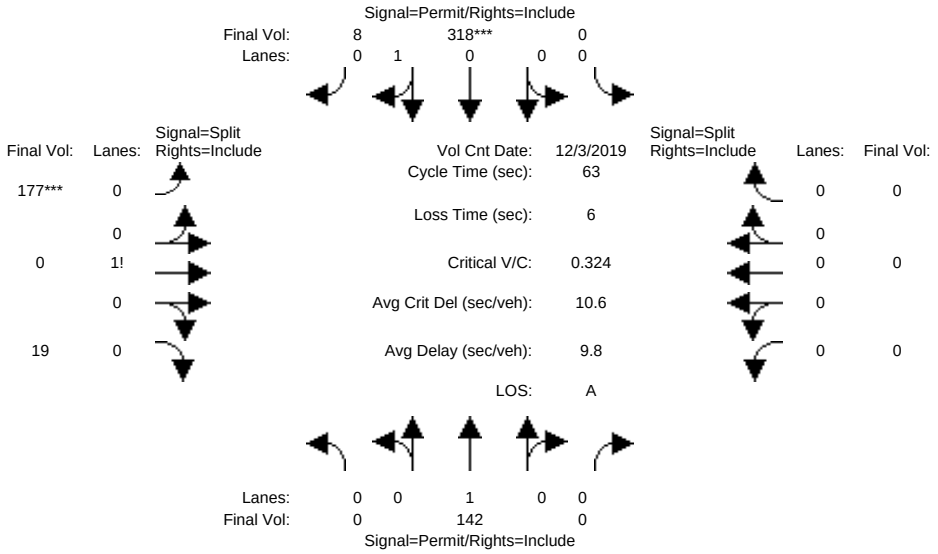
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	0	142	0	0	318	8	177	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	142	0	0	318	8	177	0	19	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	142	0	0	318	8	177	0	19	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	142	0	0	318	8	177	0	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	142	0	0	318	8	177	0	19	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	142	0	0	318	8	177	0	19	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.98	0.02	0.90	0.00	0.10	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1756	44	1580	0	170	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.18	0.18	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	35.2	0.0	0.0	35.2	35.2	21.8	0.0	21.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.13	0.00	0.00	0.32	0.32	0.32	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	0.0	6.7	0.0	0.0	7.7	7.7	15.5	0.0	15.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	0.0	0.0	7.7	7.7	15.5	0.0	15.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	1	0	0	4	4	3	0	3	0	0	0

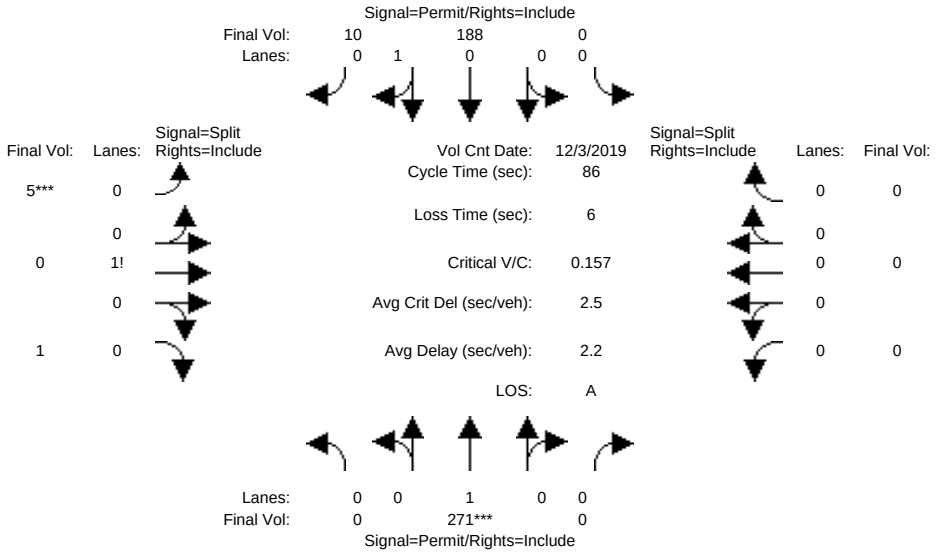
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	0	271	0	0	188	10	5	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	271	0	0	188	10	5	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	271	0	0	188	10	5	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	271	0	0	188	10	5	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	271	0	0	188	10	5	0	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	271	0	0	188	10	5	0	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.95	0.05	0.83	0.00	0.17	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1709	91	1458	0	292	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.18	0.00	0.00	0.14	0.14	0.03	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	1.8	0.0	0.0	1.7	1.7	33.8	0.0	33.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.8	0.0	0.0	1.7	1.7	33.8	0.0	33.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	2	0	0	1	1	0	0	0	0	0	0

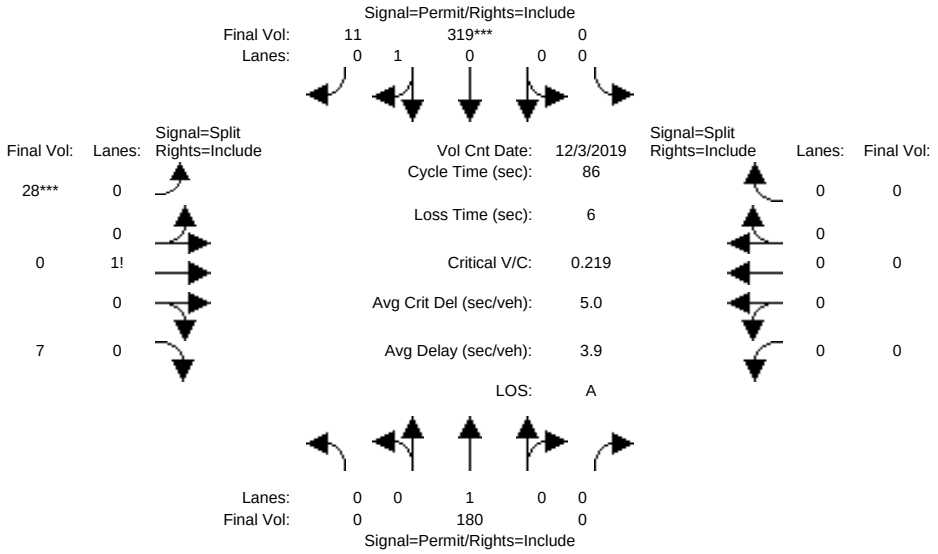
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:30:00 PM												
Base Vol:	0	180	0	0	319	11	28	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	180	0	0	319	11	28	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	180	0	0	319	11	28	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	180	0	0	319	11	28	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	180	0	0	319	11	28	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	180	0	0	319	11	28	0	7	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.97	0.03	0.80	0.00	0.20	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1740	60	1400	0	350	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.18	0.18	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.00	0.00	0.23	0.23	0.17	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	1.7	0.0	0.0	1.9	1.9	34.7	0.0	34.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.7	0.0	0.0	1.9	1.9	34.7	0.0	34.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	1	0	0	2	2	1	0	1	0	0	0

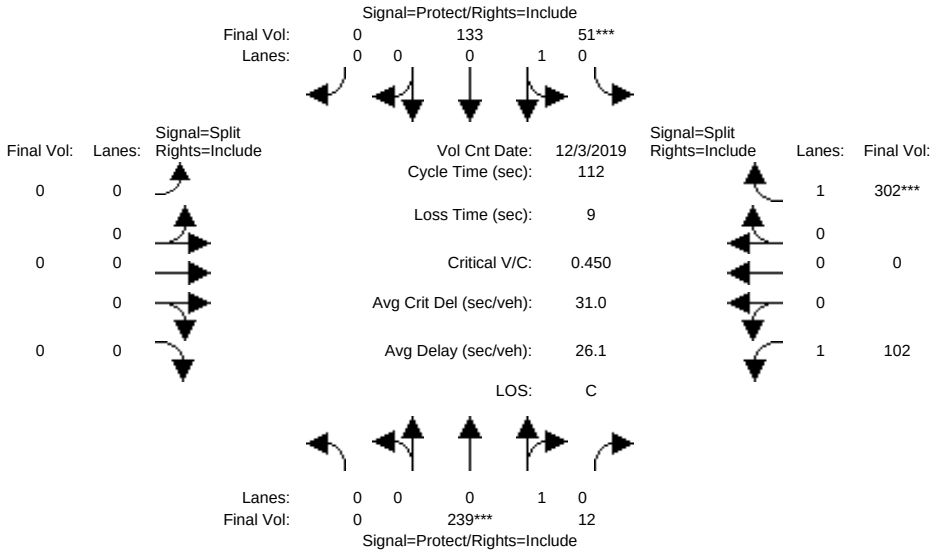
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:30:00 AM												
Base Vol:	0	239	12	51	133	0	0	0	0	102	0	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	239	12	51	133	0	0	0	0	102	0	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	239	12	51	133	0	0	0	0	102	0	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	239	12	51	133	0	0	0	0	102	0	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	239	12	51	133	0	0	0	0	102	0	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	239	12	51	133	0	0	0	0	102	0	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.95	0.05	0.28	0.72	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1714	86	499	1301	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.10	0.10	0.00	0.00	0.00	0.00	0.06	0.00	0.17
Crit Moves:		****		****								****
Green Time:	0.0	34.7	34.7	25.4	60.1	0.0	0.0	0.0	0.0	42.9	0.0	42.9
Volume/Cap:	0.00	0.45	0.45	0.45	0.19	0.00	0.00	0.00	0.00	0.15	0.00	0.45
Delay/Veh:	0.0	31.6	31.6	38.1	13.5	0.0	0.0	0.0	0.0	22.7	0.0	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.6	31.6	38.1	13.5	0.0	0.0	0.0	0.0	22.7	0.0	26.2
LOS by Move:	A	C	C	D+	B	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	7	7	6	3	0	0	0	0	2	0	8

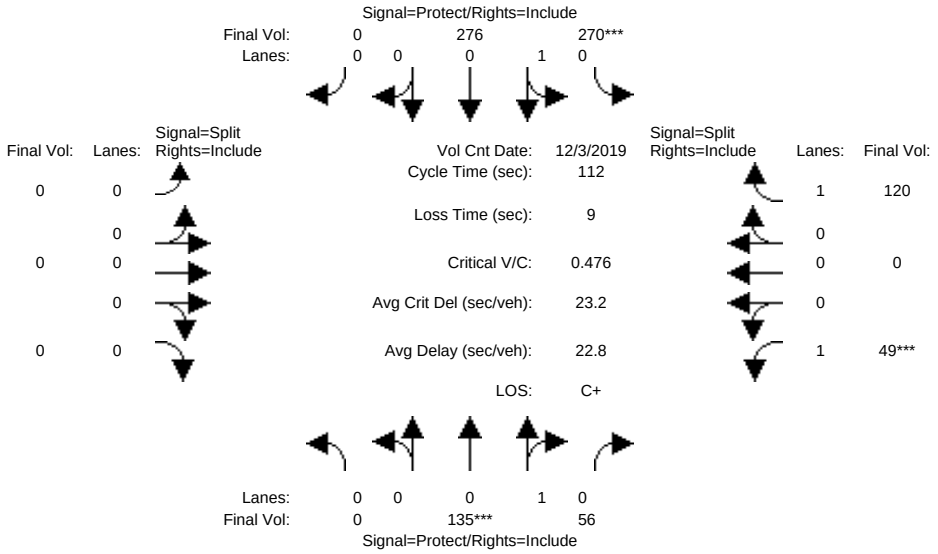
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	0	135	56	270	276	0	0	0	0	49	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	135	56	270	276	0	0	0	0	49	0	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	135	56	270	276	0	0	0	0	49	0	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	135	56	270	276	0	0	0	0	49	0	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	135	56	270	276	0	0	0	0	49	0	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	135	56	270	276	0	0	0	0	49	0	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.71	0.29	0.49	0.51	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1272	528	890	910	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.30	0.30	0.00	0.00	0.00	0.00	0.03	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	0.0	22.5	22.5	64.3	86.9	0.0	0.0	0.0	0.0	16.1	0.0	16.1
Volume/Cap:	0.00	0.53	0.53	0.53	0.39	0.00	0.00	0.00	0.00	0.19	0.00	0.48
Delay/Veh:	0.0	41.5	41.5	15.1	4.2	0.0	0.0	0.0	0.0	42.6	0.0	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.5	41.5	15.1	4.2	0.0	0.0	0.0	0.0	42.6	0.0	45.5
LOS by Move:	A	D	D	B	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	7	7	12	6	0	0	0	0	2	0	5

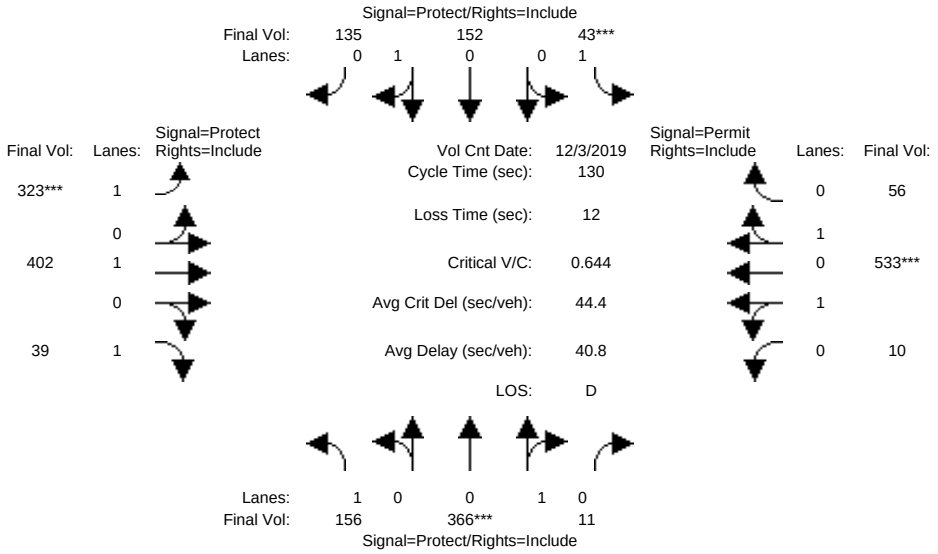
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:30:00 AM												
Base Vol:	156	366	11	43	152	135	323	402	39	10	533	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	366	11	43	152	135	323	402	39	10	533	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	366	11	43	152	135	323	402	39	10	533	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	366	11	43	152	135	323	402	39	10	533	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	366	11	43	152	135	323	402	39	10	533	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	366	11	43	152	135	323	402	39	10	533	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.53	0.47	1.00	1.00	1.00	0.03	1.78	0.19
Final Sat.:	1750	1747	53	1750	953	847	1750	1900	1750	60	3203	337
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.02	0.16	0.16	0.18	0.21	0.02	0.17	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	17.4	41.5	41.5	7.0	31.1	31.1	36.6	69.5	69.5	33.0	33.0	33.0
Volume/Cap:	0.67	0.66	0.66	0.46	0.67	0.67	0.66	0.40	0.04	0.66	0.66	0.66
Delay/Veh:	60.7	40.9	40.9	63.1	48.7	48.7	44.4	18.1	14.4	45.2	45.2	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	40.9	40.9	63.1	48.7	48.7	44.4	18.1	14.4	45.2	45.2	45.2
LOS by Move:	E	D	D	E	D	D	D	B-	B	D	D	D
HCM2kAvgQ:	8	14	14	2	12	12	13	9	1	12	12	12

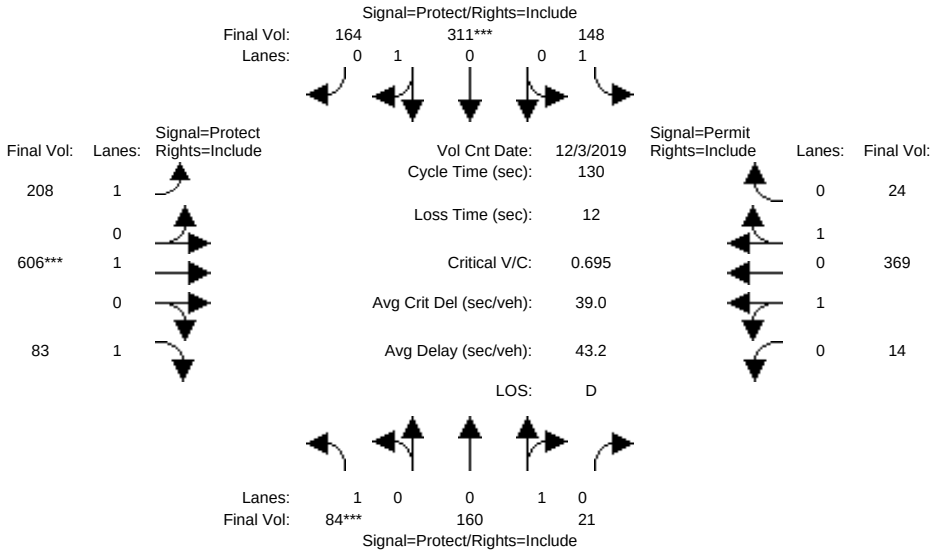
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:15:00 PM												
Base Vol:	84	160	21	148	311	164	208	606	83	14	369	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	160	21	148	311	164	208	606	83	14	369	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	160	21	148	311	164	208	606	83	14	369	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	160	21	148	311	164	208	606	83	14	369	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	160	21	148	311	164	208	606	83	14	369	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	160	21	148	311	164	208	606	83	14	369	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.65	0.35	1.00	1.00	1.00	0.07	1.81	0.12
Final Sat.:	1750	1591	209	1750	1179	621	1750	1900	1750	124	3264	212
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.08	0.26	0.26	0.12	0.32	0.05	0.11	0.11	0.11
Crit Moves:	****				****			****				
Green Time:	7.6	26.9	26.9	22.6	41.9	41.9	50.6	68.5	68.5	17.9	17.9	17.9
Volume/Cap:	0.82	0.49	0.49	0.49	0.82	0.82	0.31	0.61	0.09	0.82	0.82	0.82
Delay/Veh:	99.0	46.5	46.5	49.7	49.6	49.6	27.8	22.4	15.3	64.8	64.8	64.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.0	46.5	46.5	49.7	49.6	49.6	27.8	22.4	15.3	64.8	64.8	64.8
LOS by Move:	F	D	D	D	D	D	C	C+	B	E	E	E
HCM2kAvgQ:	6	7	7	6	20	20	6	17	2	11	11	11

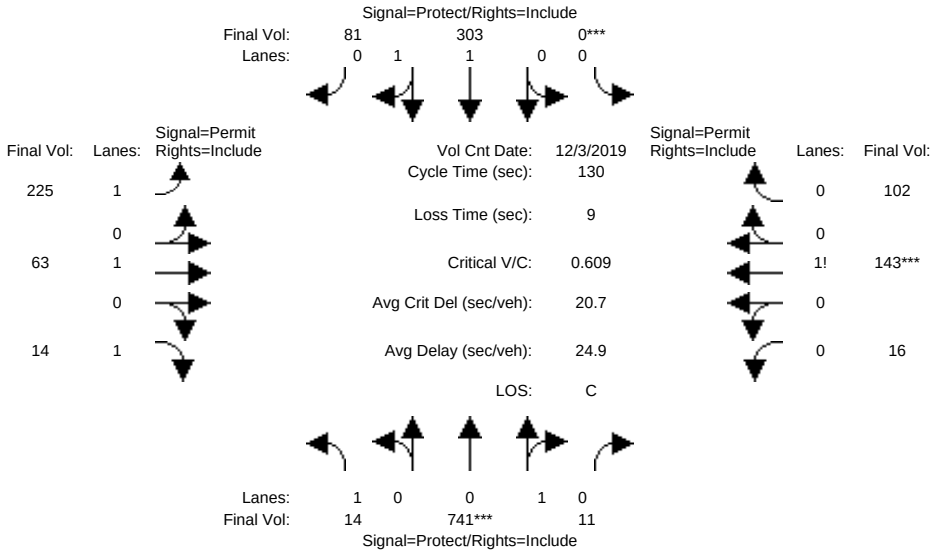
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:30:00 AM												
Base Vol:	14	741	11	0	303	81	225	63	14	16	143	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	741	11	0	303	81	225	63	14	16	143	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	741	11	0	303	81	225	63	14	16	143	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	741	11	0	303	81	225	63	14	16	143	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	741	11	0	303	81	225	63	14	16	143	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	741	11	0	303	81	225	63	14	16	143	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.99	0.01	0.00	1.57	0.43	1.00	1.00	1.00	0.06	0.55	0.39
Final Sat.:	1750	1774	26	0	2919	780	1750	1900	1750	107	959	684
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.00	0.10	0.10	0.13	0.03	0.01	0.15	0.15	0.15
Crit Moves:		****		****							****	
Green Time:	30.5	89.2	89.2	0.0	58.7	58.7	31.8	31.8	31.8	31.8	31.8	31.8
Volume/Cap:	0.03	0.61	0.61	0.00	0.23	0.23	0.53	0.14	0.03	0.61	0.61	0.61
Delay/Veh:	38.5	11.9	11.9	0.0	21.9	21.9	43.7	38.5	37.4	46.1	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	11.9	11.9	0.0	21.9	21.9	43.7	38.5	37.4	46.1	46.1	46.1
LOS by Move:	D+	B+	B+	A	C+	C+	D	D+	D+	D	D	D
HCM2kAvgQ:	0	17	17	0	5	5	9	2	0	11	11	11

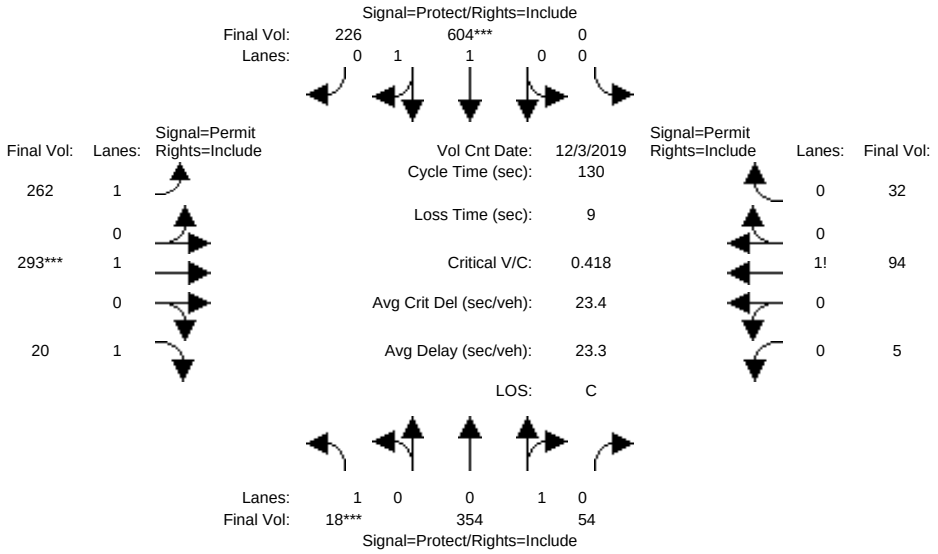
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	18	354	54	0	604	226	262	293	20	5	94	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	354	54	0	604	226	262	293	20	5	94	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	354	54	0	604	226	262	293	20	5	94	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	354	54	0	604	226	262	293	20	5	94	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	354	54	0	604	226	262	293	20	5	94	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	354	54	0	604	226	262	293	20	5	94	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.87	0.13	0.00	1.44	0.56	1.00	1.00	1.00	0.04	0.72	0.24
Final Sat.:	1750	1562	238	0	2692	1007	1750	1900	1750	67	1256	427
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.00	0.22	0.22	0.15	0.15	0.01	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	7.0	74.6	74.6	0.0	67.6	67.6	46.4	46.4	46.4	46.4	46.4	46.4
Volume/Cap:	0.19	0.40	0.40	0.00	0.43	0.43	0.42	0.43	0.03	0.21	0.21	0.21
Delay/Veh:	59.8	15.5	15.5	0.0	19.5	19.5	32.0	32.2	27.2	29.2	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	15.5	15.5	0.0	19.5	19.5	32.0	32.2	27.2	29.2	29.2	29.2
LOS by Move:	E+	B	B	A	B-	B-	C-	C-	C	C	C	C
HCM2kAvgQ:	1	9	9	0	10	10	8	9	1	4	4	4

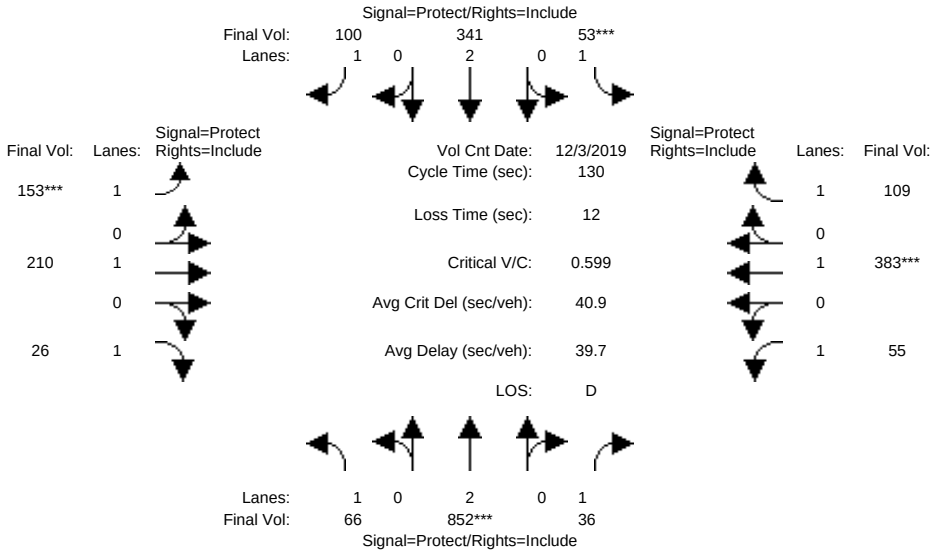
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	66	852	36	53	341	100	153	210	26	55	383	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	852	36	53	341	100	153	210	26	55	383	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	852	36	53	341	100	153	210	26	55	383	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	852	36	53	341	100	153	210	26	55	383	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	852	36	53	341	100	153	210	26	55	383	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	852	36	53	341	100	153	210	26	55	383	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.02	0.03	0.09	0.06	0.09	0.11	0.01	0.03	0.20	0.06
Crit Moves:		****		****			****				****	
Green Time:	20.8	48.5	48.5	7.0	34.7	34.7	18.9	42.0	42.0	20.5	43.6	43.6
Volume/Cap:	0.24	0.60	0.06	0.56	0.34	0.21	0.60	0.34	0.05	0.20	0.60	0.19
Delay/Veh:	49.6	34.8	26.2	82.1	39.3	38.1	62.1	35.0	30.4	49.3	40.1	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	34.8	26.2	82.1	39.3	38.1	62.1	35.0	30.4	49.3	40.1	31.3
LOS by Move:	D	C-	C	F	D	D+	E	C-	C	D	D	C
HCM2kAvgQ:	3	14	1	3	5	3	7	6	1	2	13	3

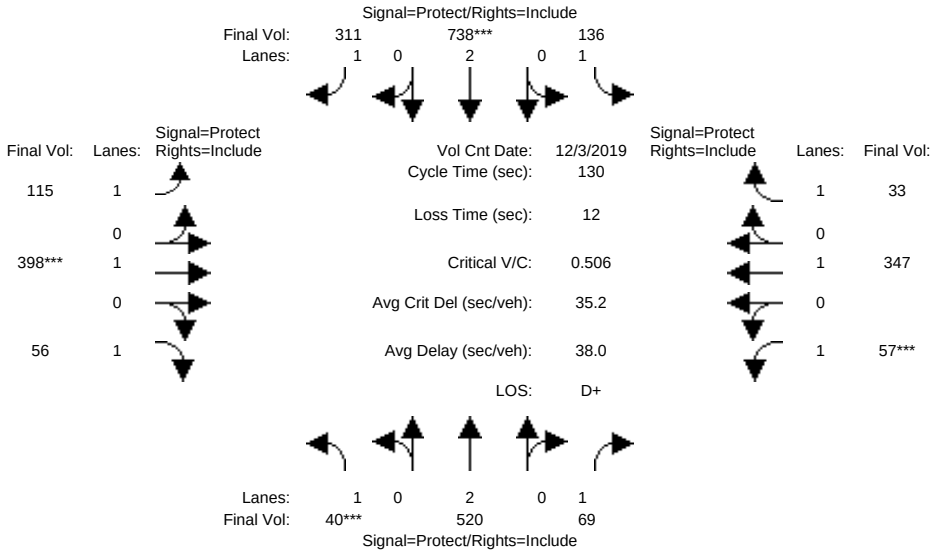
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	40	520	69	136	738	311	115	398	56	57	347	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	520	69	136	738	311	115	398	56	57	347	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	520	69	136	738	311	115	398	56	57	347	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	520	69	136	738	311	115	398	56	57	347	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	520	69	136	738	311	115	398	56	57	347	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	520	69	136	738	311	115	398	56	57	347	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.04	0.08	0.19	0.18	0.07	0.21	0.03	0.03	0.18	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	36.0	36.0	20.4	49.4	49.4	16.3	53.3	53.3	8.3	45.3	45.3
Volume/Cap:	0.42	0.49	0.14	0.49	0.51	0.47	0.52	0.51	0.08	0.51	0.52	0.05
Delay/Veh:	72.9	41.1	36.0	56.3	32.3	32.7	61.9	31.0	23.6	74.6	36.7	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	41.1	36.0	56.3	32.3	32.7	61.9	31.0	23.6	74.6	36.7	28.3
LOS by Move:	E	D	D+	E+	C-	C-	E	C	C	E	D+	C
HCM2kAvgQ:	2	9	2	6	11	10	5	12	1	3	11	1

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

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background AM				Background PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Coleman Avenue & Hedding Street [City LOS]	D	40.8	0.842	44.5	D+	37.9	0.702	37.2
#2	Coleman Avenue & Taylor Street [City LOS]	D	42.9	0.763	48.2	D	50.4	0.913	55.1
#3	The Alameda & Julian Street [City LOS]	B	16.1	0.517	18.6	C+	20.5	0.413	32.0
#4	Park Avenue & Race Street [City LOS]	C+	21.0	0.634	23.6	C+	22.4	0.710	26.1
#5	San Carlos Street & Race Street [City LOS]	D+	36.4	0.612	36.2	C-	33.1	0.619	30.8
#6	Race Street & Auzerais Avenue [City LOS]	B+	10.3	0.301	11.1	A	6.2	0.228	7.6
#7	Race Street & Saddle Rack Street [City LOS]	C+	21.5	0.263	20.9	C	23.9	0.342	22.9
#8	Race Street & Parkmoor Avenue [City LOS]	C	26.7	0.274	22.0	C	30.0	0.390	28.1
#9	Auzerais Avenue & Lincoln Street [City LOS]	B	14.5	0.321	13.7	C	23.9	0.387	23.7
#10	Auzerais Avenue & Sunol Street [City LOS]	A	6.9	0.227	7.4	A	8.5	0.364	8.7
#11	Bird Avenue & Virginia Street [City LOS]	D+	35.9	0.642	37.2	C	26.3	0.426	33.4
#12	Bird Avenue & Coe Avenue [City LOS]	C	25.1	0.486	27.1	C	27.5	0.686	32.1
#13	De La Cruz Boulevard & Central Expressway [Santa Clara	F	121.2	1.270	180.5	C-	34.8	0.794	44.3
#14	De La Cruz Boulevard & Martin Avenue [Santa Clara	C-	32.2	0.636	28.3	C-	34.0	0.692	33.4
#15	De La Cruz Boulevard & Reed Street [Santa Clara Intersection]	B+	11.3	0.502	6.9	C	24.3	0.700	25.3
#16	Coleman Avenue & Brokaw Road [Santa Clara Intersection]	B	16.0	0.504	14.3	C-	34.2	0.738	35.9
#17	El Camino Real & Benton Street [Santa Clara Intersection]	B	17.8	0.406	15.0	C+	21.9	0.398	20.1
#18	El Camino Real & Palm Drive [Santa Clara Intersection]	B	14.2	0.380	10.2	B	16.1	0.340	11.5
#19	El Camino Real & Campbell Avenue [Santa Clara Intersection]	B+	11.4	0.463	9.1	B	16.4	0.423	13.9
#20	El Camino Real & The Alameda [Santa Clara Intersection]	B	13.2	0.602	11.1	C+	20.6	0.612	22.2
#21	The Alameda & Newhall Street [Santa Clara Intersection]	B	14.9	0.649	12.3	C	23.4	0.780	28.0
#22	Julian Street & Stockton Avenue [Ops Analysis]	D+	35.3	0.583	37.2	D+	37.3	0.565	37.1
#23	The Alameda & Stockton Avenue [Ops Analysis]	C	26.9	0.506	38.5	D+	38.2	0.644	41.4
#24	Santa Clara Street & Cahill Street [Ops Analysis]	B-	18.8	0.370	13.3	B-	18.1	0.415	22.2
#25	San Carlos Street & Bird Avenue [Ops Analysis]	C	31.8	0.602	30.6	D+	37.6	0.721	41.8
#26	Bird Avenue & I-280 N Ramps [Ops Analysis]	C-	34.3	0.687	36.9	C	28.5	0.845	41.6

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background AM				Background PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	Bird Avenue & I-280 S Ramps [Ops Analysis]	C-	32.3	0.624	36.5	B-	19.7	0.619	33.2
#28	Julian Street & Autumn Parkway [Ops Analysis]	B+	11.6	0.248	16.5	B	16.4	0.376	20.0
#29	Julian Street & SR-87 S Ramp [Ops Analysis]	C+	20.4	0.305	21.8	B	15.4	0.426	18.1
#30	Julian Street & SR-87 N Ramp [Ops Analysis]	D	43.5	0.429	45.3	D	44.0	0.621	46.8
#31	Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]	B-	18.2	0.553	18.1	B	16.3	0.441	17.2
#32	Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops	E	74.4	0.901	81.8	C-	34.2	0.704	39.2
#33	Park Avenue & Woz Way/SR-87 N On [Ops Analysis]	B	16.8	0.439	17.3	C+	21.7	0.622	22.8
#34	Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]	C	30.7	0.436	30.8	D	39.3	0.815	41.5
#35	Woz Way & SR-87 N Off [Ops Analysis]	A	9.0	0.299	9.0	A	9.3	0.386	8.9
#36	The Alameda & I-880 S Off/On Ramp [CMP]	B	14.0	0.789	15.4	A	7.9	0.465	7.6
#37	The Alameda & I-880 N On/Off Ramp [CMP]	B	12.3	0.587	13.9	B	12.3	0.605	13.4
#38	The Alameda & W Hedding Street [CMP]	D	42.3	0.766	45.1	D	44.9	0.807	46.4
#39	The Alameda & Naglee Avenue [CMP]	D	39.9	0.671	39.3	D	48.6	0.819	48.2
#40	Coleman Avenue & I-880 S Ramp [CMP]	D	49.3	1.012	63.5	B	12.5	0.690	15.2
#41	Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]	C	31.5	0.622	27.1	C	27.1	0.609	39.2
#42	Taylor Street & SR-87 Ramp [CMP]	D+	37.0	0.887	44.9	C-	33.7	0.711	29.3
#43	Oakland Road & US-101 N Ramp [CMP]	E+	55.6	1.010	78.8	C-	32.2	0.927	40.8
#44	Oakland Road & US-101 S Ramp [CMP]	C	29.2	0.656	33.8	D	44.0	1.022	68.3
#45	First Street & Willow Street [CMP]	A	7.2	0.521	7.3	A	7.5	0.335	7.9
#46	First Street & Goodyear Street/Keyes Street [CMP]	C	31.7	0.671	31.2	D+	35.8	0.544	36.1
#47	First Street & E Alma Avenue [CMP]	E	64.7	0.953	73.2	D-	53.8	0.832	62.0
#48	Monterey Road & Curtner Avenue/Tully Road [CMP]	D	45.5	0.743	44.2	E	63.5	0.969	80.7
#49	10th Street & I-280 N On-Ramp [CMP]	B	15.3	0.690	17.3	B-	18.2	0.770	19.3
#50	10th Street & I-280 S Off-Ramp [CMP]	B	13.3	0.495	12.4	B	16.6	0.715	18.0
#51	11th Street & I-280 N Off-Ramp [CMP]	A	9.8	0.632	10.0	B	14.7	0.557	16.3
#52	11th Street & I-280 S On-Ramp [CMP]	B+	11.0	0.516	11.7	B	12.8	0.601	18.2

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background AM				Background PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	Mclaughlin Avenue & I-280 S Off-Ramp [CMP]	A	9.8	0.528	8.4	B	15.1	0.487	15.7
#54	The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit	B	12.1	0.496	12.9	B+	11.9	0.391	6.4
#55	The Alameda & Race Street [Santa Clara-Alameda Transit	D+	36.9	0.454	37.1	D	40.3	0.749	53.1
#56	The Alameda & Sunol Street [Santa Clara-Alameda Transit	C	23.7	0.316	20.7	C	24.9	0.458	28.5
#57	Santa Clara Street & Montgomery Street [Santa Clara-Alameda	A	7.5	0.274	0.2	A	8.2	0.433	12.1
#58	Santa Clara Street & Autumn Street [Santa Clara-Alameda	C	28.1	0.562	29.6	C	23.5	0.459	25.5
#59	Santa Clara Street & Almaden Boulevard [Santa	B+	10.9	0.606	11.7	B-	19.7	0.734	29.2
#60	Santa Clara Street & Notre Dame Avenue [Santa	C	24.1	0.578	22.7	C	25.1	0.554	25.3
#61	Santa Clara Street & Almaden Avenue [Santa Clara-Alameda	A	3.6	0.333	3.7	A	8.1	0.328	8.5
#62	Santa Clara Street & San Pedro Street [Santa Clara-Alameda	B	12.4	0.322	9.7	B	16.6	0.303	13.1
#63	Santa Clara Street & Market Street [Santa Clara-Alameda	C	30.8	0.595	30.7	C	30.8	0.638	29.5
#64	Santa Clara Street & First Street [Santa Clara-Alameda Transit	B	16.5	0.459	19.6	B	16.1	0.375	20.8
#65	Santa Clara Street & Second Street [Santa Clara-Alameda	B+	11.4	0.346	15.5	C+	20.8	0.568	25.0
#66	Santa Clara Street & Third Street [Santa Clara-Alameda Transit	C+	20.7	0.698	22.5	B-	19.0	0.480	22.8
#67	Santa Clara Street and Fourth Street [Santa Clara-Alameda	B	16.5	0.443	23.3	C	25.0	0.591	28.8
#68	Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit	B+	10.1	0.283	3.1	A	5.2	0.281	6.6
#69	Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit	B	12.2	0.326	8.6	B	15.0	0.317	10.9
#70	San Carlos Street & Buena Vista Avenue [San Carlos Transit	C+	22.3	0.482	21.8	B	16.9	0.424	16.6
#71	San Carlos Street & Meridian Avenue [San Carlos Transit	D	41.3	0.600	41.3	D	50.8	0.828	55.0
#72	San Carlos Street & Lincoln Avenue [San Carlos Transit	D+	35.8	0.570	40.1	C-	34.6	0.624	38.0
#73	San Carlos Street & Sunol Street [San Carlos Transit Corridor]	B	16.6	0.349	14.6	B	16.7	0.566	16.0
#74	San Carlos Street & Delmas Avenue [San Carlos Transit	B-	19.7	0.355	22.6	C	29.6	0.586	34.4
#75	San Carlos Street & Woz Way [San Carlos Transit Corridor]	D+	37.9	0.456	37.8	D	41.3	0.570	41.8
#76	San Carlos Street & Almaden Boulevard [San Carlos Transit	D	41.4	0.667	43.0	D-	52.0	0.866	56.6
#77	San Carlos Street & Convention Center [San Carlos Transit	A	0.3	0.124	0.3	A	0.3	0.206	0.4
#78	San Carlos Street & Market Street [San Carlos Transit Corridor]	C	29.4	0.464	27.6	D+	37.9	0.698	38.2

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Background AM				Background PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#79	San Carlos Street & First Street [San Carlos Transit Corridor]	B-	19.6	0.330	16.8	B	13.0	0.223	14.0
#80	San Carlos Street & Second Street [San Carlos Transit	B-	18.9	0.160	21.8	C+	20.9	0.356	20.1
#81	First Street & Virginia Street [First Street Transit Corridor]	B+	10.6	0.509	8.4	B-	18.0	0.461	18.6
#82	First Street/Market Street & Reed Street [First Street Transit	C+	20.8	0.729	22.9	D	39.6	0.954	55.4
#83	First Street & San Salvador Street [First Street Transit Corridor]	B+	10.0	0.262	8.1	B+	10.7	0.194	10.9
#84	First Street & San Fernando Street [First Street Transit	B	14.8	0.307	13.6	A	7.7	0.261	8.6
#85	Second Street & San Fernando Street [First Street Transit	B	13.8	0.203	13.2	B+	11.2	0.381	10.0
#86	First Street & St John Street [First Street Transit Corridor]	A	9.9	0.288	9.4	A	8.3	0.244	9.1
#87	Second Street & St John Street [First Street Transit Corridor]	A	8.6	0.230	8.9	A	9.5	0.353	9.5
#88	First Street & St James Street [First Street Transit Corridor]	A	8.5	0.375	8.3	A	7.0	0.478	6.7
#89	Second Street & St James Street [First Street Transit Corridor]	A	7.1	0.327	7.1	B	12.6	0.673	12.6
#90	First Street & Devine Street [First Street Transit Corridor]	A	8.7	0.139	8.7	B	14.6	0.157	16.0
#91	First Street & Julian Street [First Street Transit Corridor]	B-	19.4	0.364	18.7	C	27.6	0.395	28.9
#92	First Street & Hawthorne Way [First Street Transit Corridor]	A	3.9	0.163	5.1	B+	11.9	0.432	13.7
#93	First Street & Rankin Avenue [First Street Transit Corridor]	A	2.2	0.164	2.5	A	3.9	0.224	5.0
#94	First Street & Jackson Street [First Street Transit Corridor]	C	26.6	0.477	31.3	C	23.4	0.494	26.2
#95	First Street & Taylor Street [First Street Transit Corridor]	D	46.3	0.803	52.7	E	74.6	0.915	70.7
#96	First Street & Mission Street [First Street Transit Corridor]	C	25.3	0.649	21.0	C	23.2	0.444	22.8
#97	First Street & Hedding Street [First Street Transit Corridor]	D	42.7	0.725	46.2	D	41.6	0.628	46.2

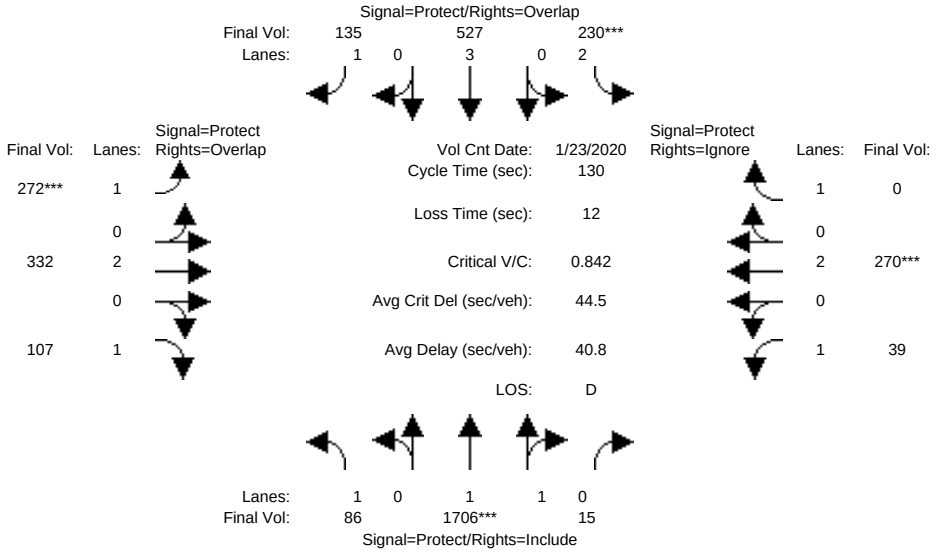
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Downtown West LTA
SJ19-1951

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

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2020 << 7:45:00 AM												
Base Vol:	86	1541	15	221	453	128	235	296	103	39	268	748
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1541	15	221	453	128	235	296	103	39	268	748
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	165	0	9	74	7	37	36	4	0	2	23
Initial Fut:	86	1706	15	230	527	135	272	332	107	39	270	771
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	86	1706	15	230	527	135	272	332	107	39	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1706	15	230	527	135	272	332	107	39	270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	86	1706	15	230	527	135	272	332	107	39	270	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3668	32	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.07	0.11	0.08	0.16	0.09	0.06	0.02	0.07	0.00
Crit Moves:		****			****			****			****	
Green Time:	27.1	71.8	71.8	11.3	55.9	79.9	24.0	21.6	48.8	13.3	11.0	0.0
Volume/Cap:	0.24	0.84	0.84	0.84	0.26	0.13	0.84	0.53	0.16	0.22	0.84	0.00
Delay/Veh:	44.3	28.8	28.8	84.3	24.1	10.7	73.8	52.6	27.6	56.3	81.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	28.8	28.8	84.3	24.1	10.7	73.8	52.6	27.6	56.3	81.4	0.0
LOS by Move:	D	C	C	F	C	B+	E	D-	C	E+	F	A
HCM2kAvgQ:	3	31	31	8	4	2	14	7	3	2	8	0

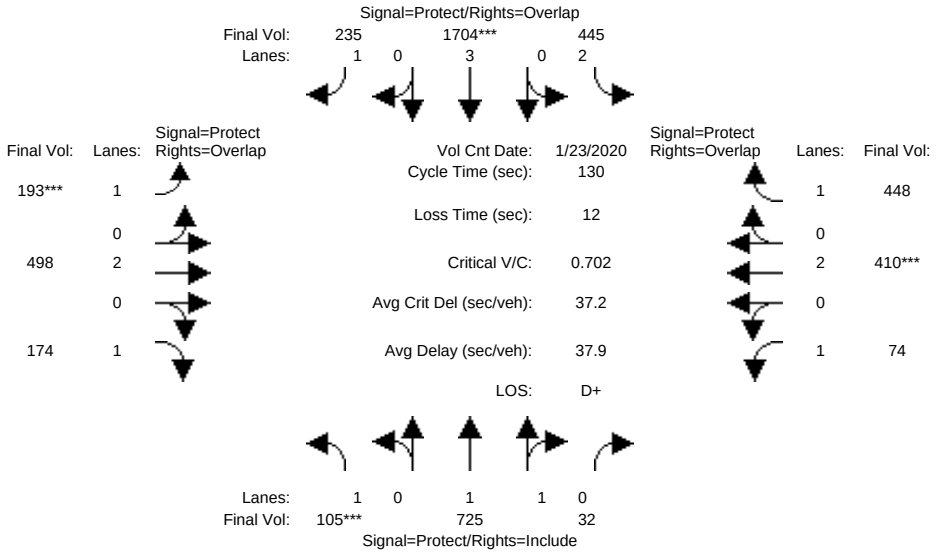
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2020 << 4:30:00 PM												
Base Vol:	100	622	31	398	1398	193	183	476	165	69	360	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	622	31	398	1398	193	183	476	165	69	360	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	5	103	1	47	306	42	10	22	9	5	50	24
Initial Fut:	105	725	32	445	1704	235	193	498	174	74	410	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	725	32	445	1704	235	193	498	174	74	410	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	725	32	445	1704	235	193	498	174	74	410	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	725	32	445	1704	235	193	498	174	74	410	448
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3543	156	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.14	0.36	0.13	0.11	0.13	0.10	0.04	0.11	0.26
Crit Moves:	****				****		****				****	
Green Time:	11.1	45.9	45.9	31.7	66.5	86.9	20.4	28.6	39.8	11.8	20.0	51.7
Volume/Cap:	0.70	0.58	0.58	0.58	0.70	0.20	0.70	0.59	0.33	0.47	0.70	0.64
Delay/Veh:	81.8	36.1	36.1	46.5	25.9	8.6	65.8	48.6	36.4	65.7	59.1	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.8	36.1	36.1	46.5	25.9	8.6	65.8	48.6	36.4	65.7	59.1	36.3
LOS by Move:	F	D+	D+	D	C	A	E	D	D+	E	E+	D+
HCM2kAvgQ:	6	13	13	10	18	4	9	9	6	4	9	16

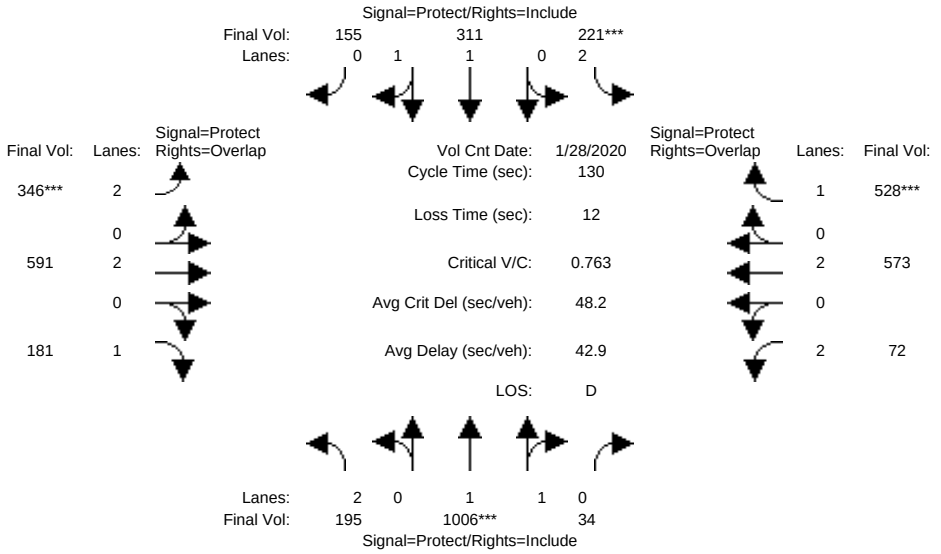
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 << 7:15:00 AM												
Base Vol:	178	956	23	161	296	133	228	525	104	72	550	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	956	23	161	296	133	228	525	104	72	550	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	17	50	11	60	15	22	118	66	77	0	23	174
Initial Fut:	195	1006	34	221	311	155	346	591	181	72	573	528
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1006	34	221	311	155	346	591	181	72	573	528
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1006	34	221	311	155	346	591	181	72	573	528
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	1006	34	221	311	155	346	591	181	72	573	528
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.93	0.07	2.00	1.32	0.68	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3579	121	3150	2468	1230	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.07	0.13	0.13	0.11	0.16	0.10	0.02	0.15	0.30
Crit Moves:		****			****			****				****
Green Time:	19.7	47.9	47.9	12.0	40.1	40.1	18.7	43.2	62.9	15.0	39.4	51.4
Volume/Cap:	0.41	0.76	0.76	0.76	0.41	0.41	0.76	0.47	0.21	0.20	0.50	0.76
Delay/Veh:	52.4	40.2	40.2	74.9	36.6	36.6	65.0	35.6	19.9	53.3	38.7	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	40.2	40.2	74.9	36.6	36.6	65.0	35.6	19.9	53.3	38.7	41.8
LOS by Move:	D-	D	D	E	D+	D+	E	D+	B-	D-	D+	D
HCM2kAvgQ:	5	20	20	7	8	8	10	9	4	2	9	21

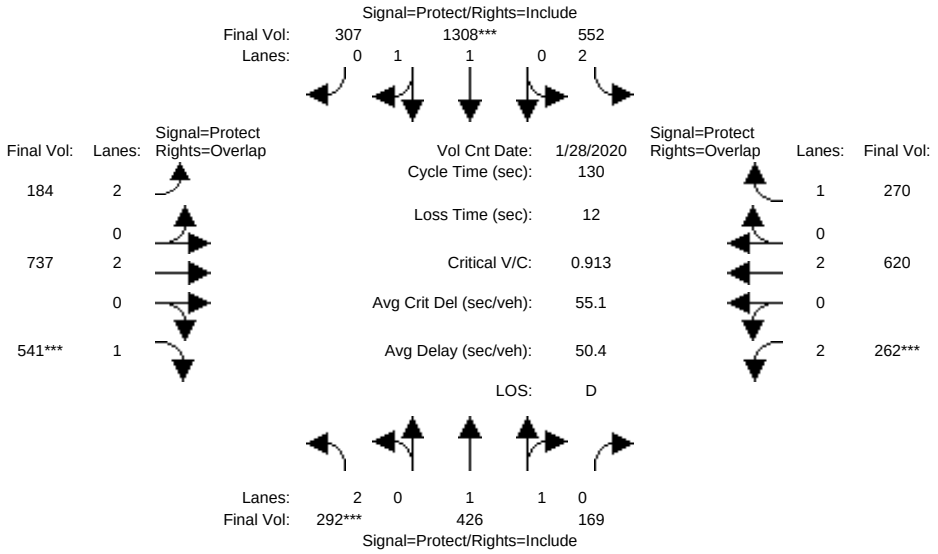
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2020 << 5:00:00 PM												
Base Vol:	211	377	101	350	1218	179	150	667	517	259	535	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	377	101	350	1218	179	150	667	517	259	535	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	81	49	68	202	90	128	34	70	24	3	85	68
Initial Fut:	292	426	169	552	1308	307	184	737	541	262	620	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	426	169	552	1308	307	184	737	541	262	620	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	426	169	552	1308	307	184	737	541	262	620	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	426	169	552	1308	307	184	737	541	262	620	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.42	0.58	2.00	1.61	0.39	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	2648	1051	3150	2996	703	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.18	0.44	0.44	0.06	0.19	0.31	0.08	0.16	0.15
Crit Moves:	****				****				****	****		
Green Time:	13.2	36.1	36.1	39.3	62.1	62.1	11.2	30.8	44.0	11.8	31.4	70.7
Volume/Cap:	0.91	0.58	0.58	0.58	0.91	0.91	0.68	0.82	0.91	0.91	0.68	0.28
Delay/Veh:	90.2	42.8	42.8	41.0	40.2	40.2	70.3	55.1	62.0	93.4	48.6	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.2	42.8	42.8	41.0	40.2	40.2	70.3	55.1	62.0	93.4	48.6	16.7
LOS by Move:	F	D	D	D	D	D	E	E+	E	F	D	B
HCM2kAvgQ:	10	11	11	11	34	34	6	16	26	9	12	6

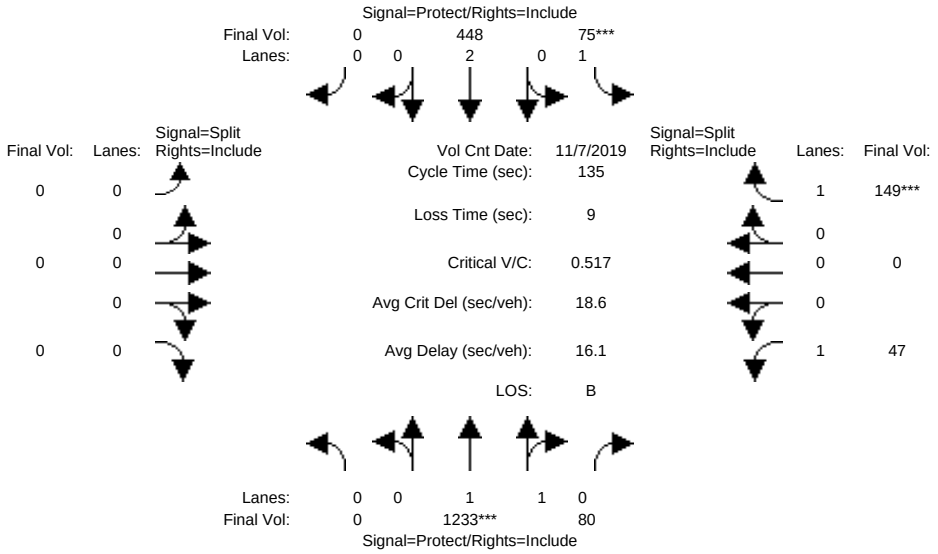
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	0	1201	80	75	448	0	0	0	0	47	0	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1201	80	75	448	0	0	0	0	47	0	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	32	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1233	80	75	448	0	0	0	0	47	0	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1233	80	75	448	0	0	0	0	47	0	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1233	80	75	448	0	0	0	0	47	0	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1233	80	75	448	0	0	0	0	47	0	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3474	225	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.04	0.12	0.00	0.00	0.00	0.00	0.03	0.00	0.09
Crit Moves:		****		****								****
Green Time:	0.0	92.6	92.6	11.2	104	0.0	0.0	0.0	0.0	22.2	0.0	22.2
Volume/Cap:	0.00	0.52	0.52	0.52	0.15	0.00	0.00	0.00	0.00	0.16	0.00	0.52
Delay/Veh:	0.0	11.1	11.1	71.9	4.2	0.0	0.0	0.0	0.0	49.6	0.0	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.1	11.1	71.9	4.2	0.0	0.0	0.0	0.0	49.6	0.0	58.0
LOS by Move:	A	B+	B+	E	A	A	A	A	A	D	A	E+
HCM2kAvgQ:	0	13	13	4	2	0	0	0	0	2	0	7

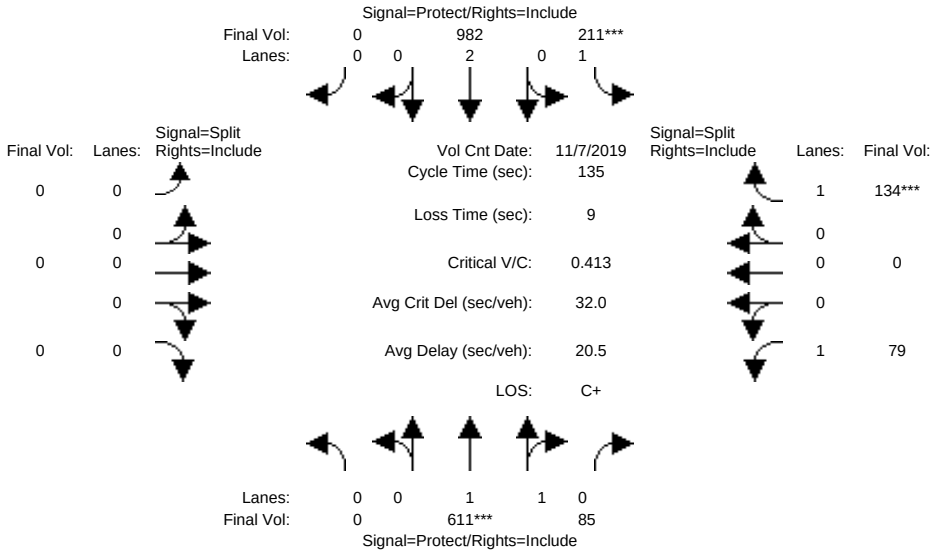
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	0	610	85	209	968	0	0	0	0	74	0	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	610	85	209	968	0	0	0	0	74	0	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	1	0	2	14	0	0	0	0	5	0	10
Initial Fut:	0	611	85	211	982	0	0	0	0	79	0	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	611	85	211	982	0	0	0	0	79	0	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	611	85	211	982	0	0	0	0	79	0	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	611	85	211	982	0	0	0	0	79	0	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.75	0.25	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3248	452	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.12	0.26	0.00	0.00	0.00	0.00	0.05	0.00	0.08
Crit Moves:		****		****								****
Green Time:	0.0	61.5	61.5	39.4	101	0.0	0.0	0.0	0.0	25.0	0.0	25.0
Volume/Cap:	0.00	0.41	0.41	0.41	0.35	0.00	0.00	0.00	0.00	0.24	0.00	0.41
Delay/Veh:	0.0	25.4	25.4	40.9	6.1	0.0	0.0	0.0	0.0	48.7	0.0	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.4	25.4	40.9	6.1	0.0	0.0	0.0	0.0	48.7	0.0	52.3
LOS by Move:	A	C	C	D	A	A	A	A	A	D	A	D-
HCM2kAvgQ:	0	10	10	8	7	0	0	0	0	3	0	5

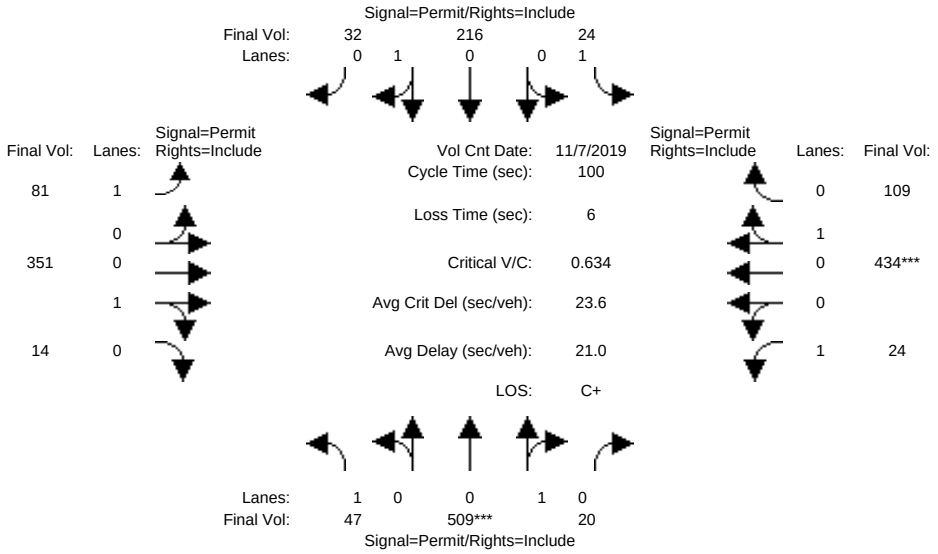
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	45	490	22	24	207	29	68	307	12	27	425	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	490	22	24	207	29	68	307	12	27	425	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	2	19	-2	0	9	3	13	44	2	-3	9	0
Initial Fut:	47	509	20	24	216	32	81	351	14	24	434	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	509	20	24	216	32	81	351	14	24	434	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	509	20	24	216	32	81	351	14	24	434	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	509	20	24	216	32	81	351	14	24	434	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.87	0.13	1.00	0.96	0.04	1.00	0.80	0.20
Final Sat.:	1750	1732	68	1750	1568	232	1750	1731	69	1750	1439	361
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.01	0.14	0.14	0.05	0.20	0.20	0.01	0.30	0.30
Crit Moves:		****									****	
Green Time:	46.4	46.4	46.4	46.4	46.4	46.4	47.6	47.6	47.6	47.6	47.6	47.6
Volume/Cap:	0.06	0.63	0.63	0.03	0.30	0.30	0.10	0.43	0.43	0.03	0.63	0.63
Delay/Veh:	14.9	24.0	24.0	14.6	17.6	17.6	14.6	18.8	18.8	14.0	23.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	24.0	24.0	14.6	17.6	17.6	14.6	18.8	18.8	14.0	23.2	23.2
LOS by Move:	B	C	C	B	B	B	B	B-	B-	B	C	C
HCM2kAvgQ:	1	13	13	0	5	5	1	8	8	0	14	14

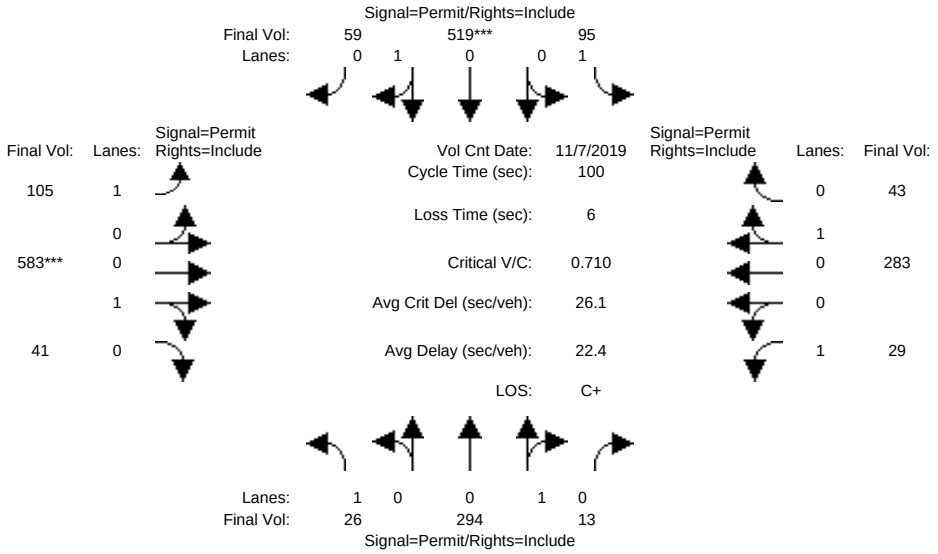
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	27	288	23	92	485	50	99	563	41	31	265	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	288	23	92	485	50	99	563	41	31	265	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	-1	6	-10	3	34	9	6	20	0	-2	18	0
Initial Fut:	26	294	13	95	519	59	105	583	41	29	283	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	294	13	95	519	59	105	583	41	29	283	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	294	13	95	519	59	105	583	41	29	283	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	294	13	95	519	59	105	583	41	29	283	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.90	0.10	1.00	0.93	0.07	1.00	0.87	0.13
Final Sat.:	1750	1724	76	1750	1616	184	1750	1682	118	1750	1563	237
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.05	0.32	0.32	0.06	0.35	0.35	0.02	0.18	0.18
Crit Moves:					****			****				
Green Time:	45.2	45.2	45.2	45.2	45.2	45.2	48.8	48.8	48.8	48.8	48.8	48.8
Volume/Cap:	0.03	0.38	0.38	0.12	0.71	0.71	0.12	0.71	0.71	0.03	0.37	0.37
Delay/Veh:	15.3	19.4	19.4	16.2	27.3	27.3	14.2	24.9	24.9	13.4	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	19.4	19.4	16.2	27.3	27.3	14.2	24.9	24.9	13.4	17.2	17.2
LOS by Move:	B	B-	B-	B	C	C	B	C	C	B	B	B
HCM2kAvgQ:	0	7	7	2	16	16	2	17	17	0	7	7

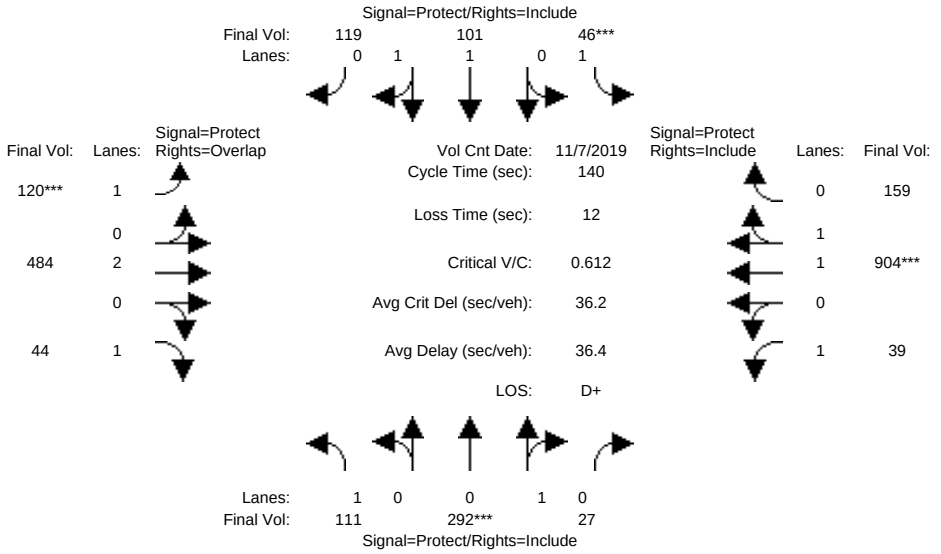
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	106	284	26	41	97	120	123	435	44	35	801	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	284	26	41	97	120	123	435	44	35	801	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	5	8	1	5	4	-1	-3	49	0	4	103	7
Initial Fut:	111	292	27	46	101	119	120	484	44	39	904	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	292	27	46	101	119	120	484	44	39	904	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	292	27	46	101	119	120	484	44	39	904	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	292	27	46	101	119	120	484	44	39	904	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.92	0.08	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	1750	1648	152	1750	1900	1750	1750	3800	1750	1750	3146	553
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.03	0.05	0.07	0.07	0.13	0.03	0.02	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	22.2	40.2	40.2	7.0	25.0	25.0	15.6	58.0	80.2	22.8	65.2	65.2
Volume/Cap:	0.40	0.62	0.62	0.53	0.30	0.38	0.62	0.31	0.04	0.14	0.62	0.62
Delay/Veh:	53.9	45.5	45.5	70.7	50.1	51.1	65.2	27.6	13.1	50.4	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	45.5	45.5	70.7	50.1	51.1	65.2	27.6	13.1	50.4	28.7	28.7
LOS by Move:	D-	D	D	E	D	D-	E	C	B	D	C	C
HCM2kAvgQ:	5	13	13	3	4	5	6	7	1	2	17	17

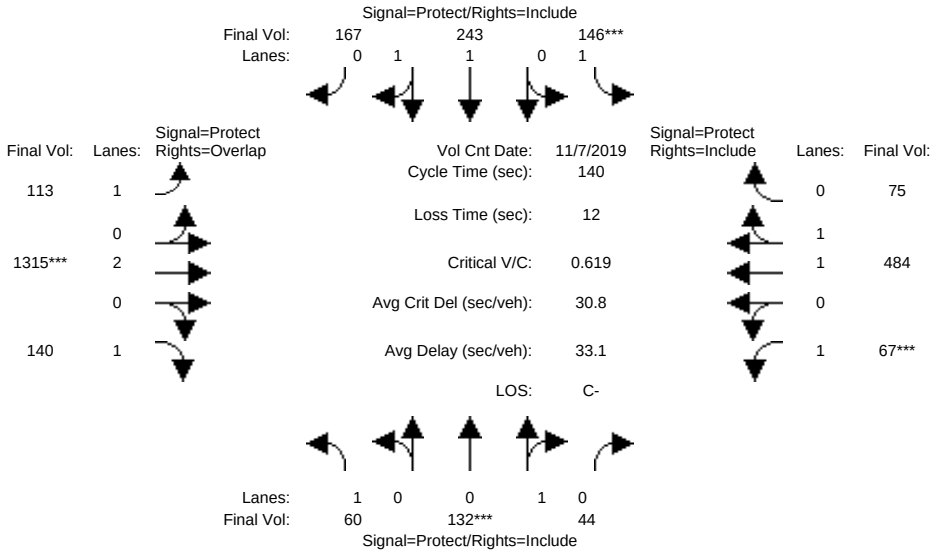
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:15:00 PM												
Base Vol:	51	135	42	140	238	172	122	1180	140	64	437	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	135	42	140	238	172	122	1180	140	64	437	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	9	-3	2	6	5	-5	-9	135	0	3	47	-1
Initial Fut:	60	132	44	146	243	167	113	1315	140	67	484	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	132	44	146	243	167	113	1315	140	67	484	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	132	44	146	243	167	113	1315	140	67	484	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	132	44	146	243	167	113	1315	140	67	484	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.75	0.25	1.00	1.16	0.84	1.00	2.00	1.00	1.00	1.72	0.28
Final Sat.:	1750	1350	450	1750	2192	1506	1750	3800	1750	1750	3203	496
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.08	0.11	0.11	0.06	0.35	0.08	0.04	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	12.7	22.1	22.1	18.9	28.3	28.3	26.0	78.3	91.1	8.7	60.9	60.9
Volume/Cap:	0.38	0.62	0.62	0.62	0.55	0.55	0.35	0.62	0.12	0.62	0.35	0.35
Delay/Veh:	61.4	59.1	59.1	62.1	51.0	51.0	50.2	21.3	9.3	74.5	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	59.1	59.1	62.1	51.0	51.0	50.2	21.3	9.3	74.5	26.4	26.4
LOS by Move:	E	E+	E+	E	D-	D-	D	C+	A	E	C	C
HCM2kAvgQ:	3	8	8	7	9	9	5	19	2	4	8	8

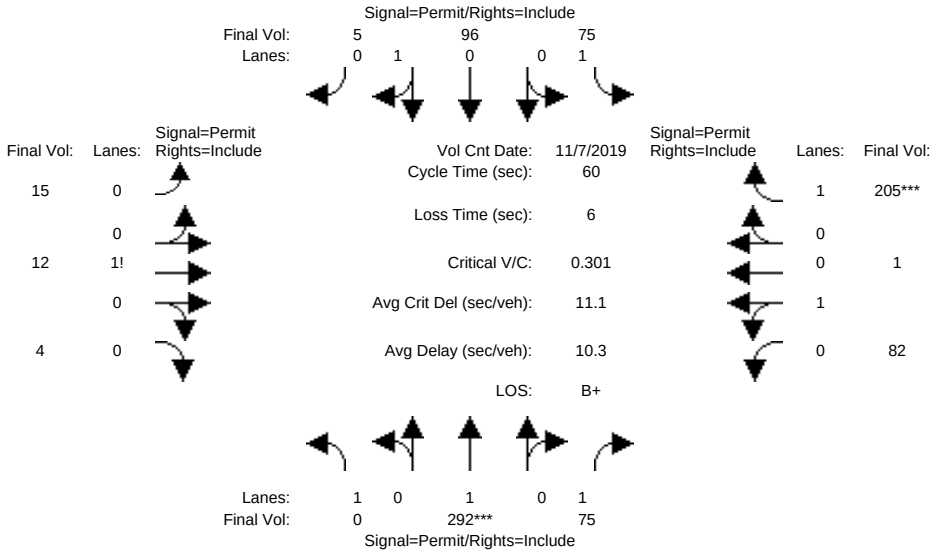
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	0	289	69	70	92	5	15	12	4	73	1	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	289	69	70	92	5	15	12	4	73	1	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	3	6	5	4	0	0	0	0	9	0	13
Initial Fut:	0	292	75	75	96	5	15	12	4	82	1	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	292	75	75	96	5	15	12	4	82	1	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	292	75	75	96	5	15	12	4	82	1	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	292	75	75	96	5	15	12	4	82	1	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.95	0.05	0.48	0.39	0.13	0.99	0.01	1.00
Final Sat.:	1750	1900	1750	1750	1711	89	847	677	226	1778	22	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.04	0.04	0.06	0.06	0.02	0.02	0.02	0.05	0.05	0.12
Crit Moves:		****										****
Green Time:	0.0	30.6	30.6	30.6	30.6	30.6	23.4	23.4	23.4	23.4	23.4	23.4
Volume/Cap:	0.00	0.30	0.08	0.08	0.11	0.11	0.05	0.05	0.05	0.12	0.12	0.30
Delay/Veh:	0.0	9.3	7.7	7.7	7.9	7.9	11.5	11.5	11.5	12.1	12.1	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	7.7	7.7	7.9	7.9	11.5	11.5	11.5	12.1	12.1	13.8
LOS by Move:	A	A	A	A	A	A	B+	B+	B+	B	B	B
HCM2kAvgQ:	0	3	1	1	1	1	0	0	0	1	1	3

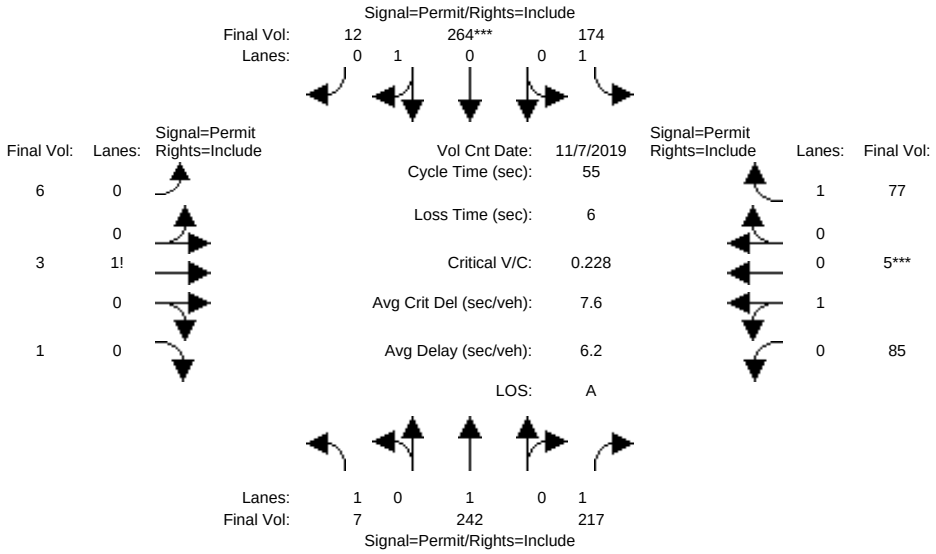
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	7	240	206	164	258	10	6	3	1	78	5	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	240	206	164	258	10	6	3	1	78	5	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	2	11	10	6	2	0	0	0	7	0	9
Initial Fut:	7	242	217	174	264	12	6	3	1	85	5	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	242	217	174	264	12	6	3	1	85	5	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	242	217	174	264	12	6	3	1	85	5	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	242	217	174	264	12	6	3	1	85	5	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	0.60	0.30	0.10	0.94	0.06	1.00
Final Sat.:	1750	1900	1750	1750	1722	78	1050	525	175	1700	100	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.12	0.10	0.15	0.15	0.01	0.01	0.01	0.05	0.05	0.04
Crit Moves:					****						****	
Green Time:	37.0	37.0	37.0	37.0	37.0	37.0	12.0	12.0	12.0	12.0	12.0	12.0
Volume/Cap:	0.01	0.19	0.18	0.15	0.23	0.23	0.03	0.03	0.03	0.23	0.23	0.20
Delay/Veh:	3.0	3.7	3.7	3.6	3.9	3.9	17.0	17.0	17.0	19.0	19.0	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.0	3.7	3.7	3.6	3.9	3.9	17.0	17.0	17.0	19.0	19.0	18.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B-	B-	B-
HCM2kAvgQ:	0	2	2	1	2	2	0	0	0	1	1	1

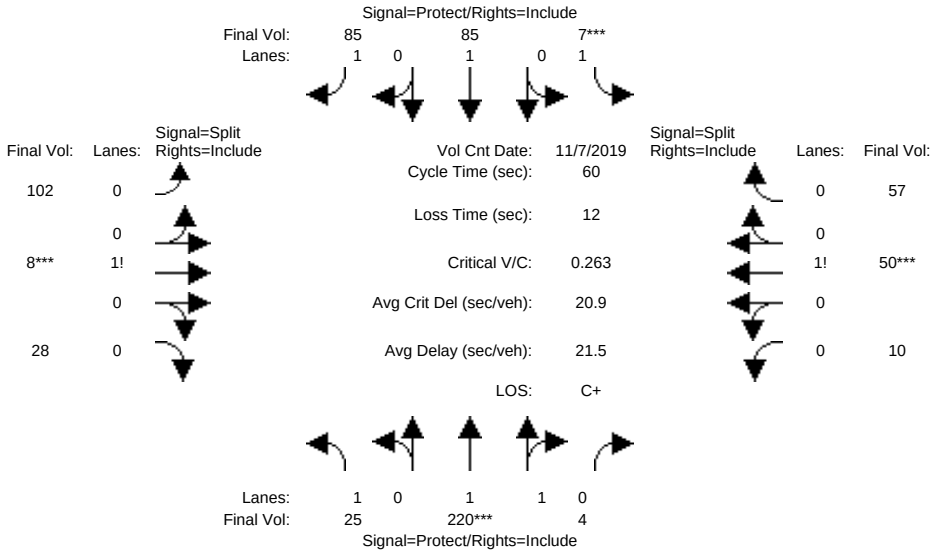
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	23	213	4	5	82	85	102	5	28	2	40	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	213	4	5	82	85	102	5	28	2	40	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	2	7	0	2	3	0	0	3	0	8	10	5
Initial Fut:	25	220	4	7	85	85	102	8	28	10	50	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	220	4	7	85	85	102	8	28	10	50	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	220	4	7	85	85	102	8	28	10	50	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	220	4	7	85	85	102	8	28	10	50	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.00	1.00	0.74	0.06	0.20	0.08	0.43	0.49
Final Sat.:	1750	3634	66	1750	1900	1750	1293	101	355	150	748	853
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.00	0.04	0.05	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:		****			****			****			****	
Green Time:	7.8	12.0	12.0	7.0	11.2	11.2	15.7	15.7	15.7	13.3	13.3	13.3
Volume/Cap:	0.11	0.30	0.30	0.03	0.24	0.26	0.30	0.30	0.30	0.30	0.30	0.30
Delay/Veh:	24.0	21.5	21.5	23.8	22.4	22.8	19.5	19.5	19.5	21.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	21.5	21.5	23.8	22.4	22.8	19.5	19.5	19.5	21.5	21.5	21.5
LOS by Move:	C	C+	C+	C	C+	C+	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	1	2	2	0	2	2	2	2	2	2	2	2

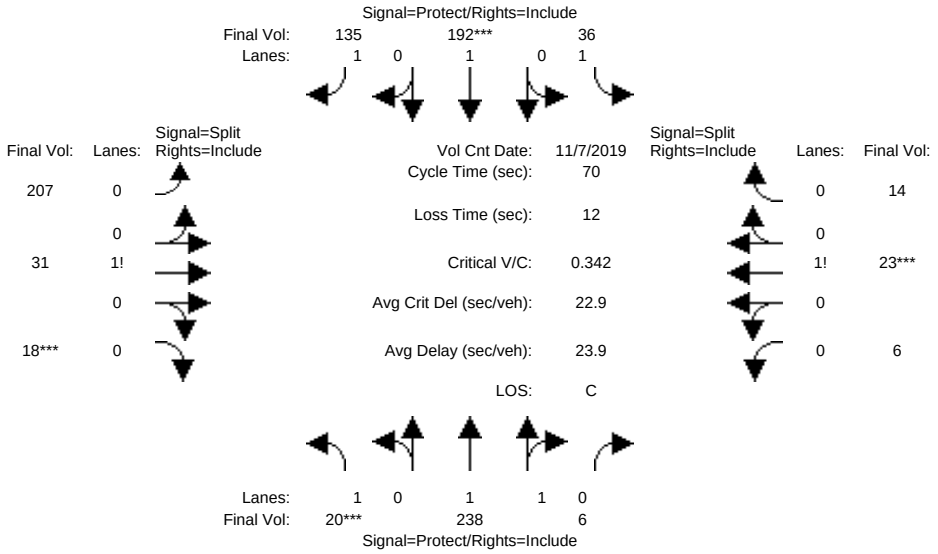
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	19	233	6	31	186	135	206	26	18	2	18	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	233	6	31	186	135	206	26	18	2	18	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	1	5	0	5	6	0	1	5	0	4	5	2
Initial Fut:	20	238	6	36	192	135	207	31	18	6	23	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	238	6	36	192	135	207	31	18	6	23	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	238	6	36	192	135	207	31	18	6	23	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	238	6	36	192	135	207	31	18	6	23	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	0.81	0.12	0.07	0.14	0.53	0.33
Final Sat.:	1750	3609	91	1750	1900	1750	1415	212	123	244	936	570
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.02	0.10	0.08	0.15	0.15	0.15	0.02	0.02	0.02
Crit Moves:	****				****				****		****	
Green Time:	7.0	14.0	14.0	9.8	16.8	16.8	24.2	24.2	24.2	10.0	10.0	10.0
Volume/Cap:	0.11	0.33	0.33	0.15	0.42	0.32	0.42	0.42	0.42	0.17	0.17	0.17
Delay/Veh:	30.0	25.2	25.2	27.7	25.4	24.0	19.7	19.7	19.7	27.9	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	25.2	25.2	27.7	25.4	24.0	19.7	19.7	19.7	27.9	27.9	27.9
LOS by Move:	C	C	C	C	C	C	B-	B-	B-	C	C	C
HCM2kAvgQ:	1	3	3	1	4	3	5	5	5	1	1	1

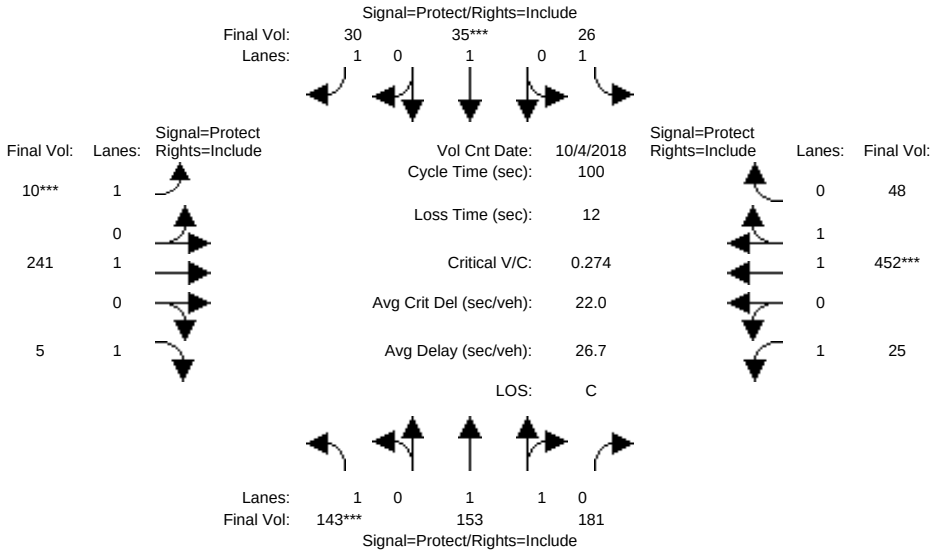
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2018 << 07:15:00 AM												
Base Vol:	143	146	176	26	31	26	10	230	5	21	430	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	146	176	26	31	26	10	230	5	21	430	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	7	5	0	4	4	0	11	0	4	22	0
Initial Fut:	143	153	181	26	35	30	10	241	5	25	452	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	153	181	26	35	30	10	241	5	25	452	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	153	181	26	35	30	10	241	5	25	452	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	153	181	26	35	30	10	241	5	25	452	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3345	355
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.10	0.01	0.02	0.02	0.01	0.13	0.00	0.01	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	26.8	21.9	21.9	14.8	10.0	10.0	7.0	33.0	33.0	18.2	44.2	44.2
Volume/Cap:	0.31	0.37	0.47	0.10	0.18	0.17	0.08	0.38	0.01	0.08	0.31	0.31
Delay/Veh:	29.6	33.4	34.5	37.0	41.7	41.7	43.8	26.1	22.5	34.0	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	33.4	34.5	37.0	41.7	41.7	43.8	26.1	22.5	34.0	18.1	18.1
LOS by Move:	C	C-	C-	D+	D	D	D	C	C+	C-	B-	B-
HCM2kAvgQ:	4	4	6	1	1	1	0	6	0	1	5	5

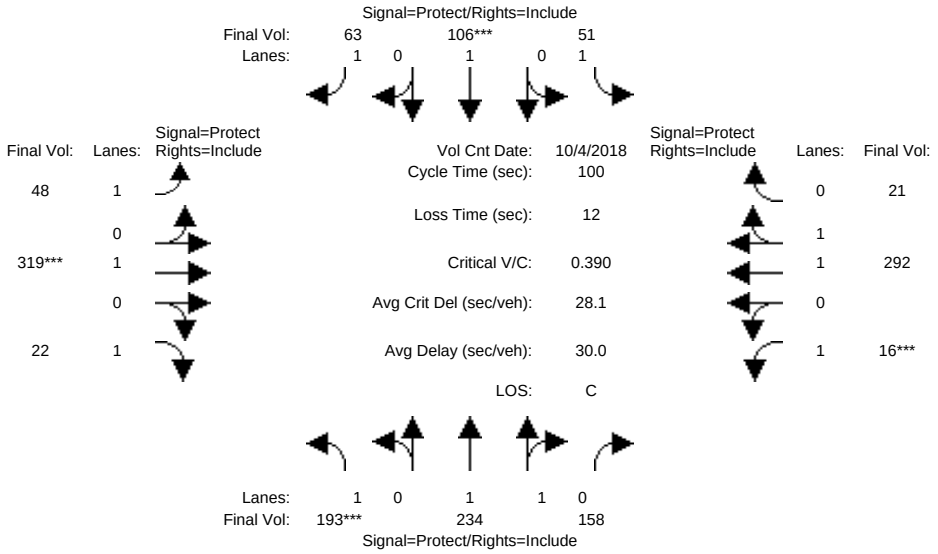
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2018 << 04:45:00 PM												
Base Vol:	193	225	150	51	103	61	48	299	22	14	279	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	225	150	51	103	61	48	299	22	14	279	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	9	8	0	3	2	0	20	0	2	13	1
Initial Fut:	193	234	158	51	106	63	48	319	22	16	292	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	234	158	51	106	63	48	319	22	16	292	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	234	158	51	106	63	48	319	22	16	292	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	234	158	51	106	63	48	319	22	16	292	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.17	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14
Final Sat.:	1750	2208	1491	1750	1900	1750	1750	1900	1750	1750	3452	248
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.03	0.06	0.04	0.03	0.17	0.01	0.01	0.08	0.08
Crit Moves:	****				****			****			****	
Green Time:	26.7	24.3	24.3	16.0	13.5	13.5	19.6	40.7	40.7	7.0	28.1	28.1
Volume/Cap:	0.41	0.44	0.44	0.18	0.41	0.27	0.14	0.41	0.03	0.13	0.30	0.30
Delay/Veh:	30.7	32.4	32.4	36.6	40.7	39.4	33.4	21.5	17.8	44.1	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	32.4	32.4	36.6	40.7	39.4	33.4	21.5	17.8	44.1	28.4	28.4
LOS by Move:	C	C-	C-	D+	D	D	C-	C+	B	D	C	C
HCM2kAvgQ:	5	5	5	2	3	2	1	7	0	1	4	4

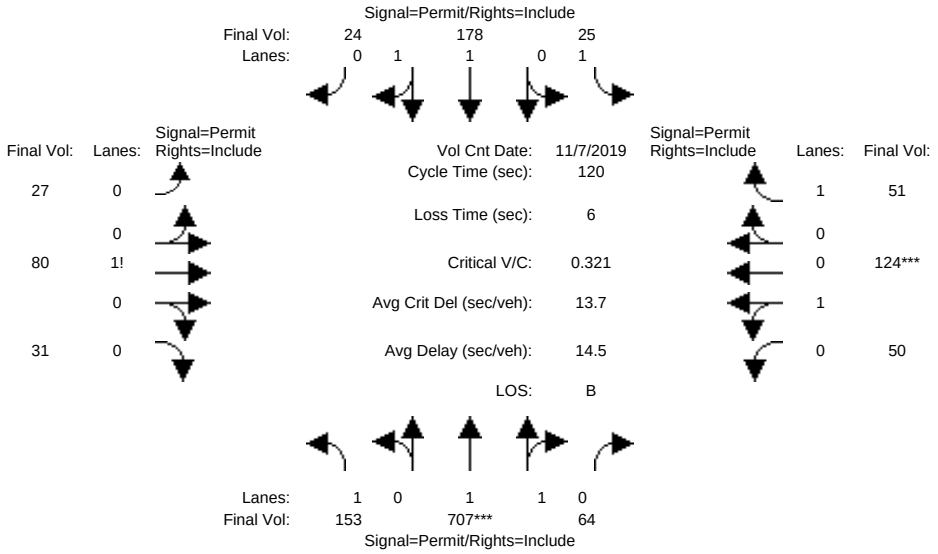
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 08:00:00 AM												
Base Vol:	152	686	56	25	162	16	23	74	31	33	110	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	686	56	25	162	16	23	74	31	33	110	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	1	21	8	0	16	8	4	6	0	17	14	3
Initial Fut:	153	707	64	25	178	24	27	80	31	50	124	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	707	64	25	178	24	27	80	31	50	124	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	707	64	25	178	24	27	80	31	50	124	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	707	64	25	178	24	27	80	31	50	124	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.83	0.17	1.00	1.76	0.24	0.20	0.58	0.22	0.29	0.71	1.00
Final Sat.:	1750	3393	307	1750	3260	440	342	1014	393	517	1283	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.01	0.05	0.05	0.08	0.08	0.08	0.10	0.10	0.03
Crit Moves:		****									****	
Green Time:	77.9	77.9	77.9	77.9	77.9	77.9	36.1	36.1	36.1	36.1	36.1	36.1
Volume/Cap:	0.13	0.32	0.32	0.02	0.08	0.08	0.26	0.26	0.26	0.32	0.32	0.10
Delay/Veh:	8.2	9.4	9.4	7.5	7.8	7.8	32.1	32.1	32.1	32.8	32.8	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	9.4	9.4	7.5	7.8	7.8	32.1	32.1	32.1	32.8	32.8	30.3
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C-	C-	C
HCM2kAvgQ:	2	6	6	0	1	1	4	4	4	5	5	1

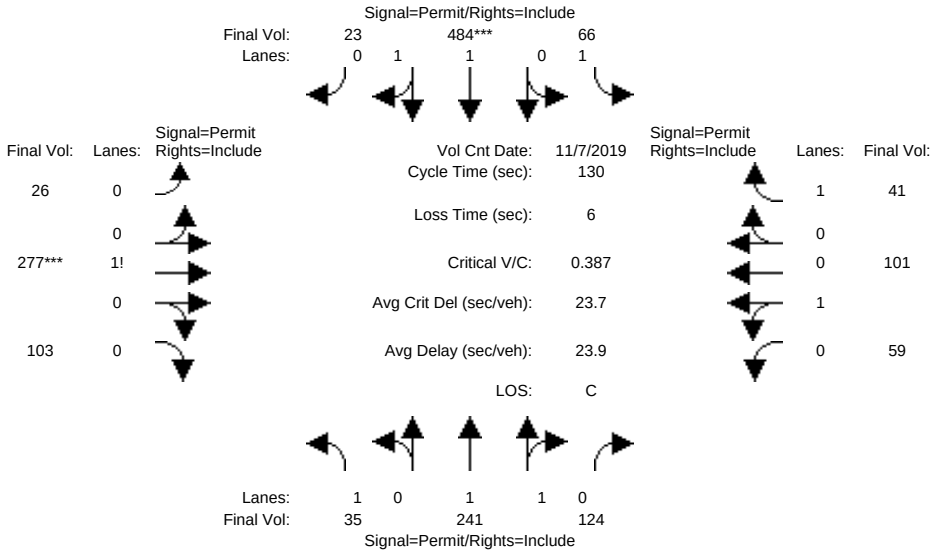
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 04:30:00 PM												
Base Vol:	35	221	108	65	474	19	17	265	103	49	90	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	221	108	65	474	19	17	265	103	49	90	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	20	16	1	10	4	9	12	0	10	11	4
Initial Fut:	35	241	124	66	484	23	26	277	103	59	101	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	241	124	66	484	23	26	277	103	59	101	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	241	124	66	484	23	26	277	103	59	101	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	241	124	66	484	23	26	277	103	59	101	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.30	0.70	1.00	1.91	0.09	0.06	0.69	0.25	0.37	0.63	1.00
Final Sat.:	1750	2442	1257	1750	3532	168	112	1194	444	664	1136	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.04	0.14	0.14	0.23	0.23	0.23	0.09	0.09	0.02
Crit Moves:					****			****				
Green Time:	46.0	46.0	46.0	46.0	46.0	46.0	78.0	78.0	78.0	78.0	78.0	78.0
Volume/Cap:	0.06	0.28	0.28	0.11	0.39	0.39	0.39	0.39	0.39	0.15	0.15	0.04
Delay/Veh:	27.7	30.2	30.2	28.2	31.6	31.6	13.8	13.8	13.8	11.5	11.5	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	30.2	30.2	28.2	31.6	31.6	13.8	13.8	13.8	11.5	11.5	10.7
LOS by Move:	C	C	C	C	C	C	B	B	B	B+	B+	B+
HCM2kAvgQ:	1	5	5	2	8	8	9	9	9	3	3	1

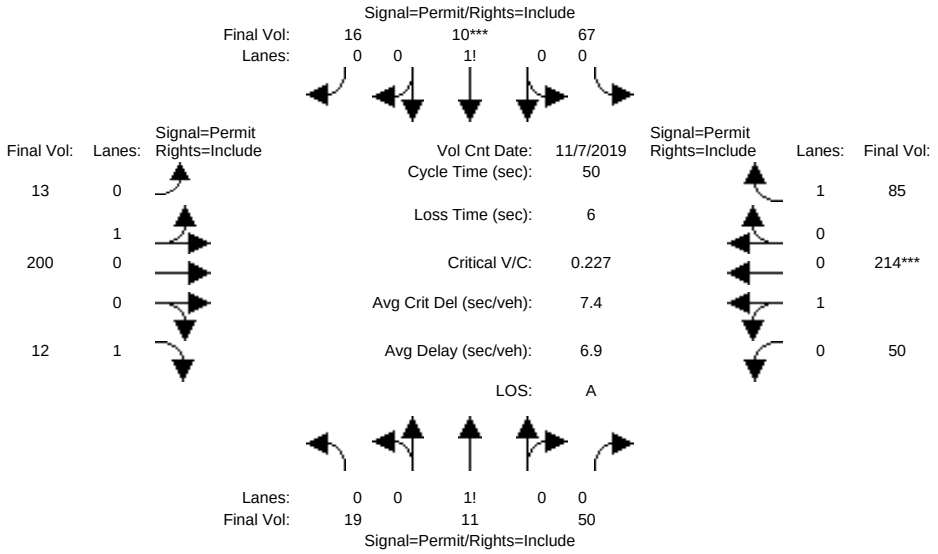
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	13	11	44	20	10	14	7	126	12	47	170	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	11	44	20	10	14	7	126	12	47	170	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	6	0	6	47	0	2	6	74	0	3	44	37
Initial Fut:	19	11	50	67	10	16	13	200	12	50	214	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	11	50	67	10	16	13	200	12	50	214	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	11	50	67	10	16	13	200	12	50	214	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	11	50	67	10	16	13	200	12	50	214	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.24	0.14	0.62	0.72	0.11	0.17	0.06	0.94	1.00	0.19	0.81	1.00
Final Sat.:	416	241	1094	1261	188	301	110	1690	1750	341	1459	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.05	0.05	0.12	0.12	0.01	0.15	0.15	0.05
Crit Moves:					****						****	
Green Time:	11.7	11.7	11.7	11.7	11.7	11.7	32.3	32.3	32.3	32.3	32.3	32.3
Volume/Cap:	0.20	0.20	0.20	0.23	0.23	0.23	0.18	0.18	0.01	0.23	0.23	0.08
Delay/Veh:	16.4	16.4	16.4	16.8	16.8	16.8	3.9	3.9	3.2	4.1	4.1	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	16.4	16.4	16.8	16.8	16.8	3.9	3.9	3.2	4.1	4.1	3.4
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	1	1	0	2	2	1

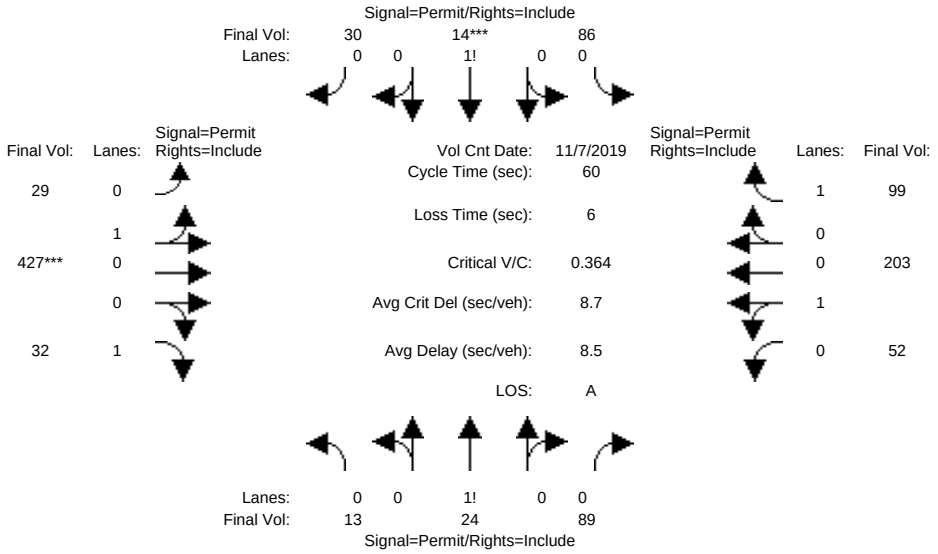
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	10	24	86	59	14	25	19	382	32	46	121	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	24	86	59	14	25	19	382	32	46	121	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	3	0	3	27	0	5	10	45	0	6	82	67
Initial Fut:	13	24	89	86	14	30	29	427	32	52	203	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	24	89	86	14	30	29	427	32	52	203	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	24	89	86	14	30	29	427	32	52	203	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	24	89	86	14	30	29	427	32	52	203	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.10	0.19	0.71	0.66	0.11	0.23	0.06	0.94	1.00	0.20	0.80	1.00
Final Sat.:	181	333	1236	1158	188	404	114	1686	1750	367	1433	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.25	0.25	0.02	0.14	0.14	0.06
Crit Moves:					****			****				
Green Time:	12.2	12.2	12.2	12.2	12.2	12.2	41.8	41.8	41.8	41.8	41.8	41.8
Volume/Cap:	0.35	0.35	0.35	0.36	0.36	0.36	0.36	0.36	0.03	0.20	0.20	0.08
Delay/Veh:	23.2	23.2	23.2	23.4	23.4	23.4	4.5	4.5	2.9	3.6	3.6	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	23.2	23.2	23.4	23.4	23.4	4.5	4.5	2.9	3.6	3.6	3.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	3	3	3	4	4	0	2	2	1

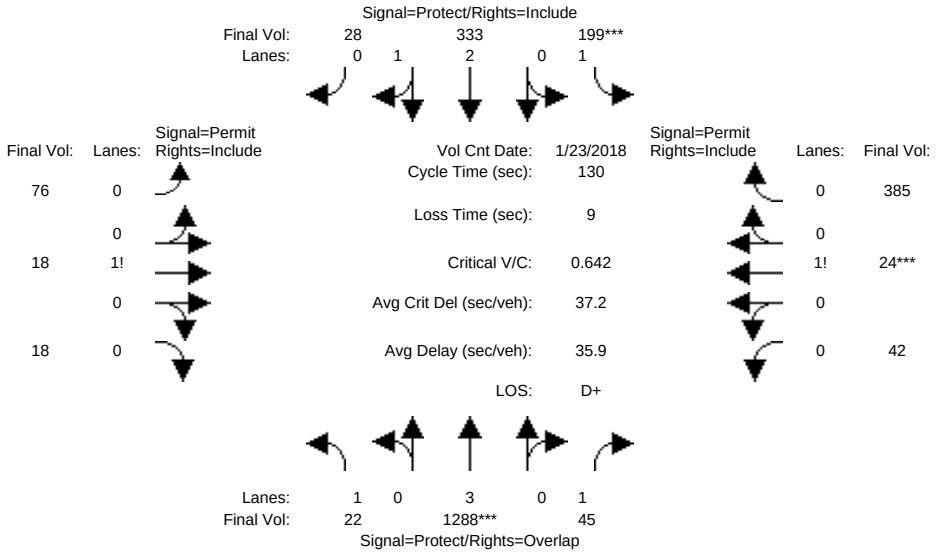
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 << 07:30:00 AM												
Base Vol:	22	1288	45	199	333	28	76	18	18	42	24	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1288	45	199	333	28	76	18	18	42	24	385
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1288	45	199	333	28	76	18	18	42	24	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1288	45	199	333	28	76	18	18	42	24	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1288	45	199	333	28	76	18	18	42	24	385
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1288	45	199	333	28	76	18	18	42	24	385
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.76	0.24	0.68	0.16	0.16	0.09	0.05	0.86
Final Sat.:	1750	5700	1750	1750	5165	434	1188	281	281	163	93	1494
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.03	0.11	0.06	0.06	0.06	0.06	0.06	0.26	0.26	0.26
Crit Moves:		****		****							****	
Green Time:	28.3	45.8	45.8	23.0	40.5	40.5	52.2	52.2	52.2	52.2	52.2	52.2
Volume/Cap:	0.06	0.64	0.07	0.64	0.21	0.21	0.16	0.16	0.16	0.64	0.64	0.64
Delay/Veh:	40.3	36.0	28.1	54.2	33.0	33.0	25.0	25.0	25.0	33.4	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	36.0	28.1	54.2	33.0	33.0	25.0	25.0	25.0	33.4	33.4	33.4
LOS by Move:	D	D+	C	D-	C-	C-	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	15	1	9	4	4	3	3	3	16	16	16

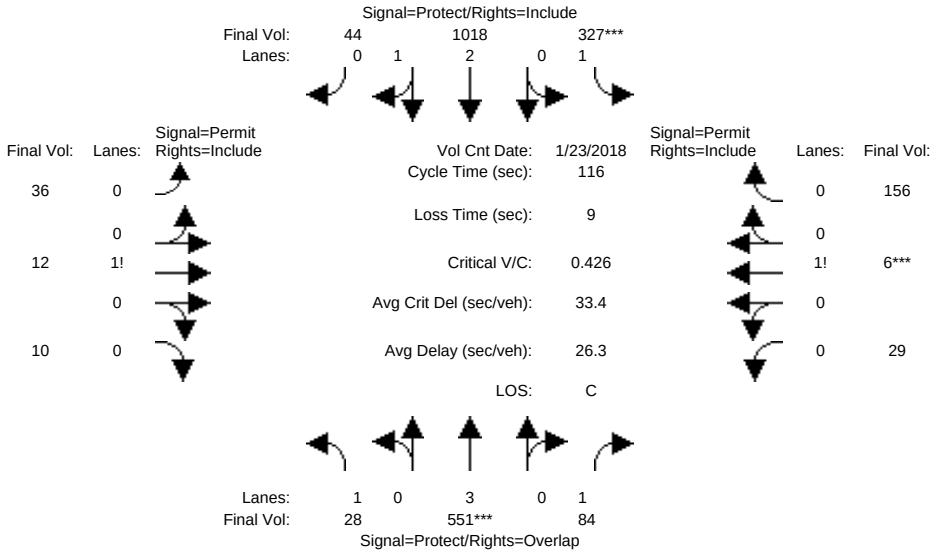
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 << 05:05:00 PM												
Base Vol:	28	551	84	327	1018	44	36	12	10	29	6	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	551	84	327	1018	44	36	12	10	29	6	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	551	84	327	1018	44	36	12	10	29	6	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	551	84	327	1018	44	36	12	10	29	6	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	551	84	327	1018	44	36	12	10	29	6	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	551	84	327	1018	44	36	12	10	29	6	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.87	0.13	0.62	0.21	0.17	0.15	0.03	0.82
Final Sat.:	1750	5700	1750	1750	5368	232	1086	362	302	266	55	1429
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.05	0.19	0.19	0.19	0.03	0.03	0.03	0.11	0.11	0.11
Crit Moves:		****		****							****	
Green Time:	18.6	26.3	26.3	50.9	58.6	58.6	29.7	29.7	29.7	29.7	29.7	29.7
Volume/Cap:	0.10	0.43	0.21	0.43	0.38	0.38	0.13	0.13	0.13	0.43	0.43	0.43
Delay/Veh:	41.7	38.6	36.7	22.8	17.6	17.6	33.3	33.3	33.3	36.7	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	38.6	36.7	22.8	17.6	17.6	33.3	33.3	33.3	36.7	36.7	36.7
LOS by Move:	D	D+	D+	C+	B	B	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	6	3	9	8	8	2	2	2	6	6	6

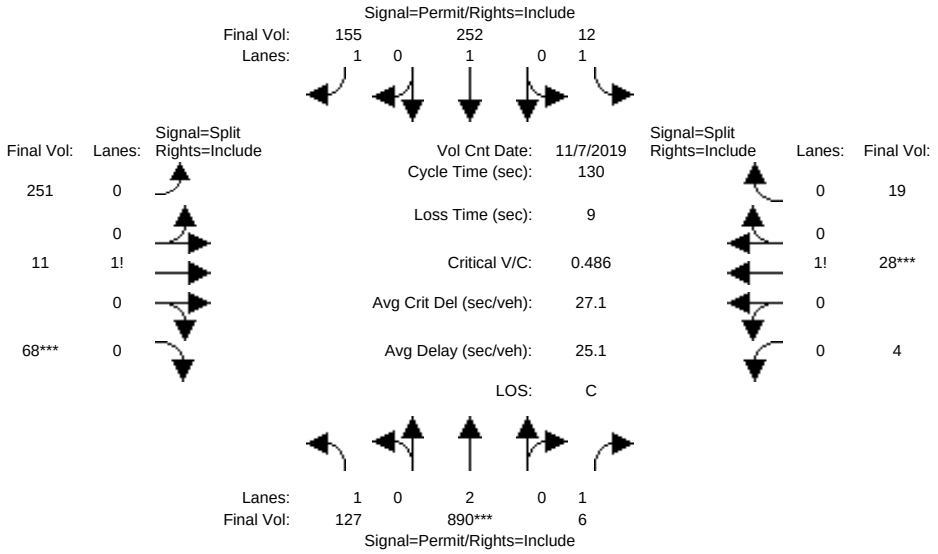
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 08:00:00 AM												
Base Vol:	127	890	6	12	252	155	251	11	68	4	28	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	890	6	12	252	155	251	11	68	4	28	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	890	6	12	252	155	251	11	68	4	28	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	890	6	12	252	155	251	11	68	4	28	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	890	6	12	252	155	251	11	68	4	28	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	890	6	12	252	155	251	11	68	4	28	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.76	0.03	0.21	0.08	0.55	0.37
Final Sat.:	1750	3800	1750	1750	1900	1750	1331	58	361	137	961	652
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.00	0.01	0.13	0.09	0.19	0.19	0.19	0.03	0.03	0.03
Crit Moves:		****							****		****	
Green Time:	61.5	61.5	61.5	61.5	61.5	61.5	49.5	49.5	49.5	10.0	10.0	10.0
Volume/Cap:	0.15	0.50	0.01	0.01	0.28	0.19	0.50	0.50	0.50	0.38	0.38	0.38
Delay/Veh:	19.6	23.8	18.1	18.2	21.0	19.9	31.3	31.3	31.3	58.8	58.8	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	23.8	18.1	18.2	21.0	19.9	31.3	31.3	31.3	58.8	58.8	58.8
LOS by Move:	B-	C	B-	B-	C+	B-	C	C	C	E+	E+	E+
HCM2kAvgQ:	3	12	0	0	6	4	11	11	11	2	2	2

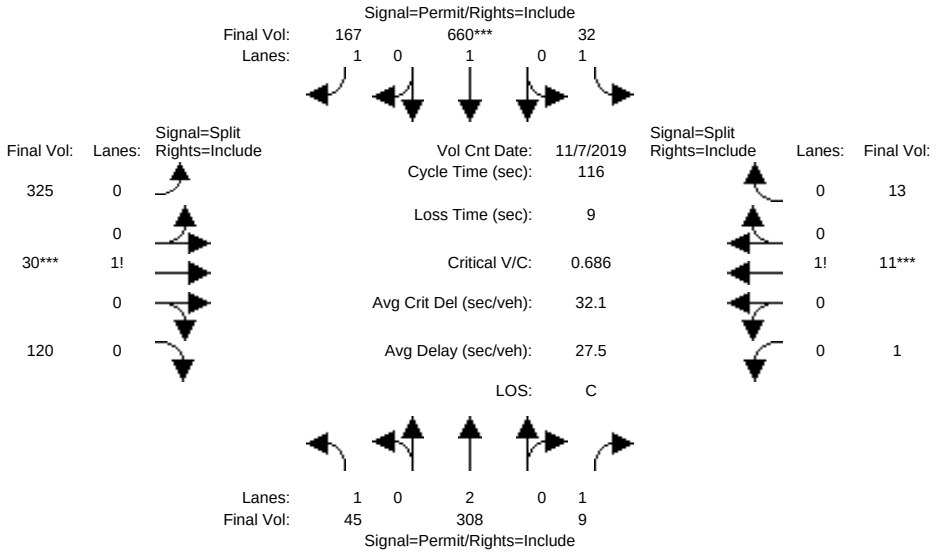
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	45	308	9	32	660	167	325	30	120	1	11	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	308	9	32	660	167	325	30	120	1	11	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	308	9	32	660	167	325	30	120	1	11	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	308	9	32	660	167	325	30	120	1	11	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	308	9	32	660	167	325	30	120	1	11	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	308	9	32	660	167	325	30	120	1	11	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.69	0.06	0.25	0.04	0.44	0.52
Final Sat.:	1750	3800	1750	1750	1900	1750	1197	111	442	70	770	910
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.01	0.02	0.35	0.10	0.27	0.27	0.27	0.01	0.01	0.01
Crit Moves:					****			****			****	
Green Time:	54.5	54.5	54.5	54.5	54.5	54.5	42.5	42.5	42.5	10.0	10.0	10.0
Volume/Cap:	0.05	0.17	0.01	0.04	0.74	0.20	0.74	0.74	0.74	0.17	0.17	0.17
Delay/Veh:	16.8	17.8	16.4	16.7	28.3	18.2	36.5	36.5	36.5	49.7	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	17.8	16.4	16.7	28.3	18.2	36.5	36.5	36.5	49.7	49.7	49.7
LOS by Move:	B	B	B	B	C	B-	D+	D+	D+	D	D	D
HCM2kAvgQ:	1	3	0	1	20	4	17	17	17	1	1	1

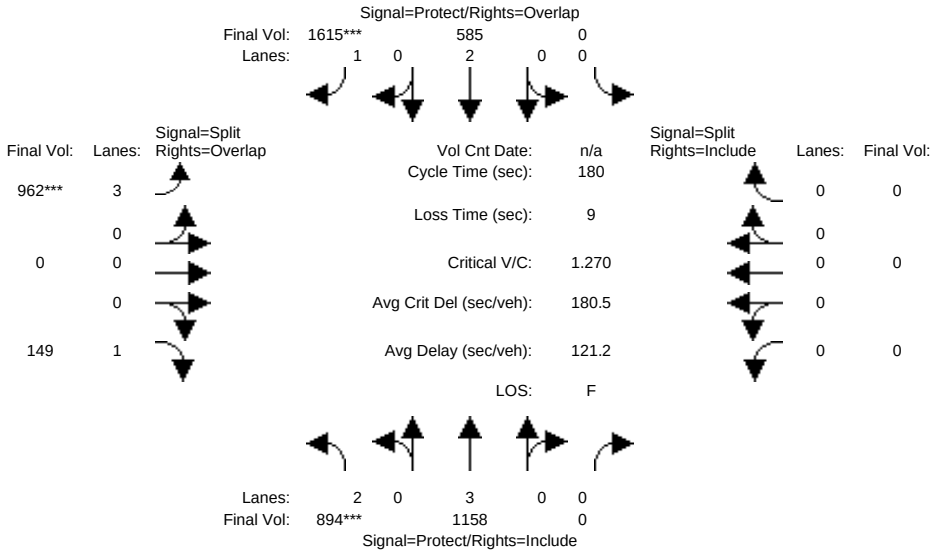
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	894	1158	0	0	585	1615	962	0	149	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	894	1158	0	0	585	1615	962	0	149	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	894	1158	0	0	585	1615	962	0	149	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	894	1158	0	0	585	1615	962	0	149	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	894	1158	0	0	585	1615	962	0	149	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	894	1158	0	0	585	1615	962	0	149	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.00	0.00	0.15	0.92	0.21	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	40.2	141	0.0	0.0	101	130.8	30.0	0.0	70.2	0.0	0.0	0.0
Volume/Cap:	1.27	0.26	0.00	0.00	0.27	1.27	1.27	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	202.5	5.3	0.0	0.0	20.7	152.5	206.9	0.0	36.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	202.5	5.3	0.0	0.0	20.7	152.5	206.9	0.0	36.8	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C+	F	F	A	D+	A	A	A
HCM2kAvgQ:	45	6	0	0	8	139	34	0	6	0	0	0

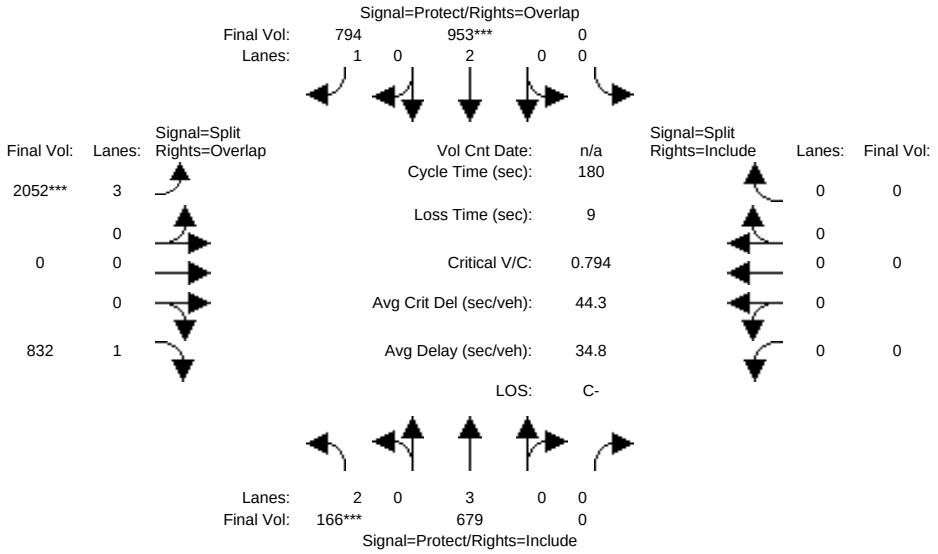
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	166	679	0	0	953	794	2052	0	832	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	679	0	0	953	794	2052	0	832	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	679	0	0	953	794	2052	0	832	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	679	0	0	953	794	2052	0	832	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	679	0	0	953	794	2052	0	832	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	679	0	0	953	794	2052	0	832	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.25	0.45	0.45	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	11.9	68.8	0.0	0.0	56.8	159.1	102.2	0.0	114.2	0.0	0.0	0.0
Volume/Cap:	0.79	0.31	0.00	0.00	0.79	0.51	0.79	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	101.4	39.1	0.0	0.0	60.0	2.5	32.4	0.0	25.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.4	39.1	0.0	0.0	60.0	2.5	32.4	0.0	25.8	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E+	A	C-	A	C	A	A	A
HCM2kAvgQ:	7	8	0	0	25	10	37	0	34	0	0	0

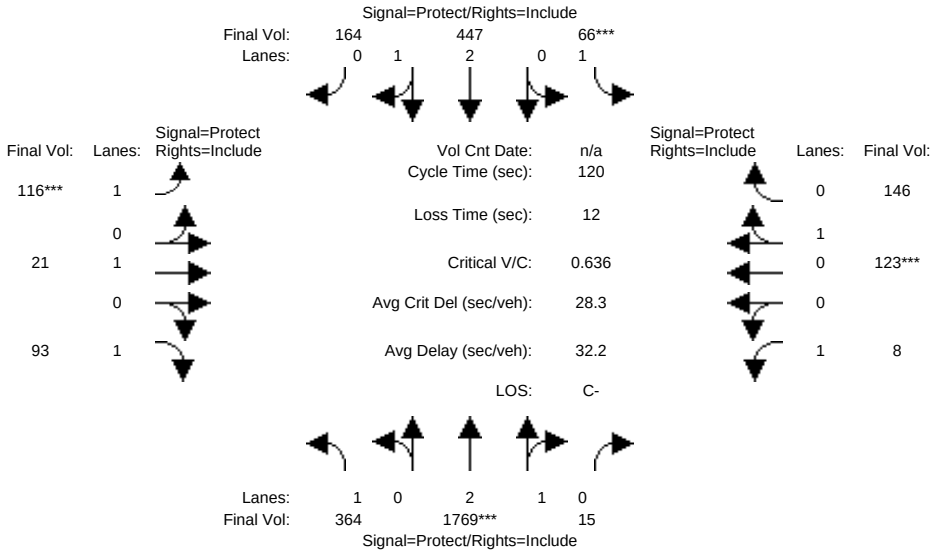
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	364	1769	15	66	447	164	116	21	93	8	123	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1769	15	66	447	164	116	21	93	8	123	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	364	1769	15	66	447	164	116	21	93	8	123	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	1769	15	66	447	164	116	21	93	8	123	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	1769	15	66	447	164	116	21	93	8	123	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	1769	15	66	447	164	116	21	93	8	123	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.17	0.83	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5553	47	1750	4095	1502	1750	1900	1750	1750	823	977
Capacity Analysis Module:												
Vol/Sat:	0.21	0.32	0.32	0.04	0.11	0.11	0.07	0.01	0.05	0.00	0.15	0.15
Crit Moves:		****			****			****			****	
Green Time:	44.1	60.1	60.1	7.1	23.2	23.2	12.5	20.4	20.4	20.4	28.2	28.2
Volume/Cap:	0.57	0.64	0.64	0.64	0.57	0.57	0.64	0.07	0.31	0.03	0.64	0.64
Delay/Veh:	31.5	22.4	22.4	67.5	44.6	44.6	58.8	41.9	44.3	41.6	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	22.4	22.4	67.5	44.6	44.6	58.8	41.9	44.3	41.6	44.4	44.4
LOS by Move:	C	C+	C+	E	D	D	E+	D	D	D	D	D
HCM2kAvgQ:	12	16	16	4	7	7	6	1	3	0	10	10

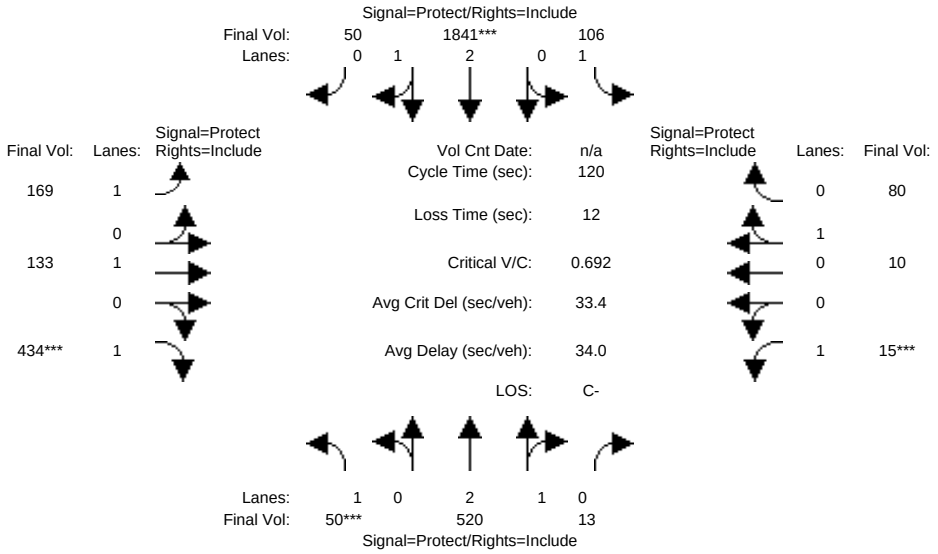
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	520	13	106	1841	50	169	133	434	15	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	520	13	106	1841	50	169	133	434	15	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	520	13	106	1841	50	169	133	434	15	10	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	520	13	106	1841	50	169	133	434	15	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	520	13	106	1841	50	169	133	434	15	10	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	520	13	106	1841	50	169	133	434	15	10	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5463	137	1750	5452	148	1750	1900	1750	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.06	0.34	0.34	0.10	0.07	0.25	0.01	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	36.3	36.3	23.1	52.5	52.5	26.1	38.5	38.5	10.0	22.5	22.5
Volume/Cap:	0.49	0.31	0.31	0.31	0.77	0.77	0.44	0.22	0.77	0.10	0.27	0.27
Delay/Veh:	58.4	32.3	32.3	42.2	30.3	30.3	41.5	29.9	43.3	51.2	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	32.3	32.3	42.2	30.3	30.3	41.5	29.9	43.3	51.2	42.1	42.1
LOS by Move:	E+	C-	C-	D	C	C	D	C	D	D-	D	D
HCM2kAvgQ:	3	5	5	4	21	21	6	4	17	1	3	3

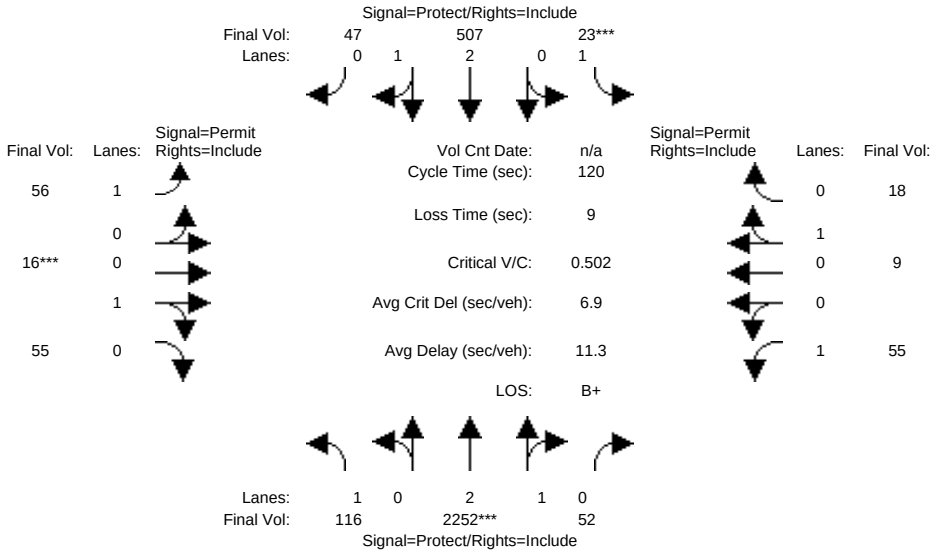
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	2252	52	23	507	47	56	16	55	55	9	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	2252	52	23	507	47	56	16	55	55	9	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	2252	52	23	507	47	56	16	55	55	9	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	2252	52	23	507	47	56	16	55	55	9	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2252	52	23	507	47	56	16	55	55	9	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	2252	52	23	507	47	56	16	55	55	9	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.74	0.26	1.00	0.23	0.77	1.00	0.33	0.67
Final Sat.:	1750	5473	126	1750	5124	475	1750	406	1394	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.41	0.01	0.10	0.10	0.03	0.04	0.04	0.03	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	40.5	94.0	94.0	7.0	60.5	60.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.20	0.53	0.53	0.23	0.20	0.20	0.38	0.47	0.47	0.38	0.18	0.18
Delay/Veh:	28.4	4.9	4.9	55.0	16.4	16.4	53.8	54.8	54.8	53.7	51.8	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	4.9	4.9	55.0	16.4	16.4	53.8	54.8	54.8	53.7	51.8	51.8
LOS by Move:	C	A	A	E+	B	B	D-	D-	D-	D-	D-	D-
HCM2kAvgQ:	3	11	11	1	4	4	3	3	3	2	1	1

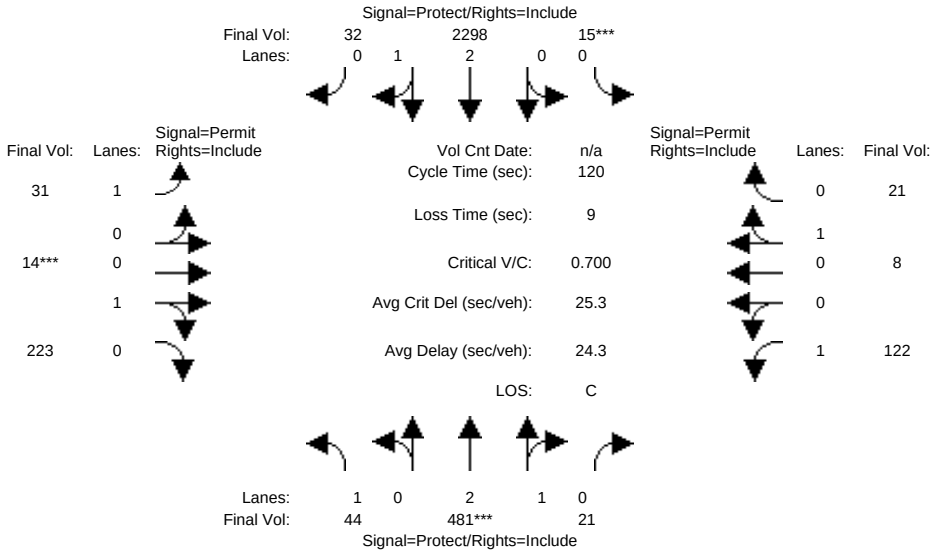
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	481	21	15	2298	32	31	14	223	122	8	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	481	21	15	2298	32	31	14	223	122	8	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	481	21	15	2298	32	31	14	223	122	8	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	481	21	15	2298	32	31	14	223	122	8	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	481	21	15	2298	32	31	14	223	122	8	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	481	21	15	2298	32	31	14	223	122	8	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.87	0.13	0.02	2.94	0.04	1.00	0.06	0.94	1.00	0.28	0.72
Final Sat.:	1750	5365	234	35	5390	75	1750	106	1694	1750	497	1303
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.43	0.43	0.43	0.02	0.13	0.13	0.07	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	10.6	15.4	15.4	73.1	77.8	77.8	22.6	22.6	22.6	22.6	22.6	22.6
Volume/Cap:	0.28	0.70	0.70	0.70	0.66	0.66	0.09	0.70	0.70	0.37	0.09	0.09
Delay/Veh:	52.1	53.2	53.2	16.7	13.4	13.4	40.4	52.0	52.0	43.2	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	53.2	53.2	16.7	13.4	13.4	40.4	52.0	52.0	43.2	40.3	40.3
LOS by Move:	D-	D-	D-	B	B	B	D	D-	D-	D	D	D
HCM2kAvgQ:	2	7	7	21	18	18	1	10	10	4	1	1

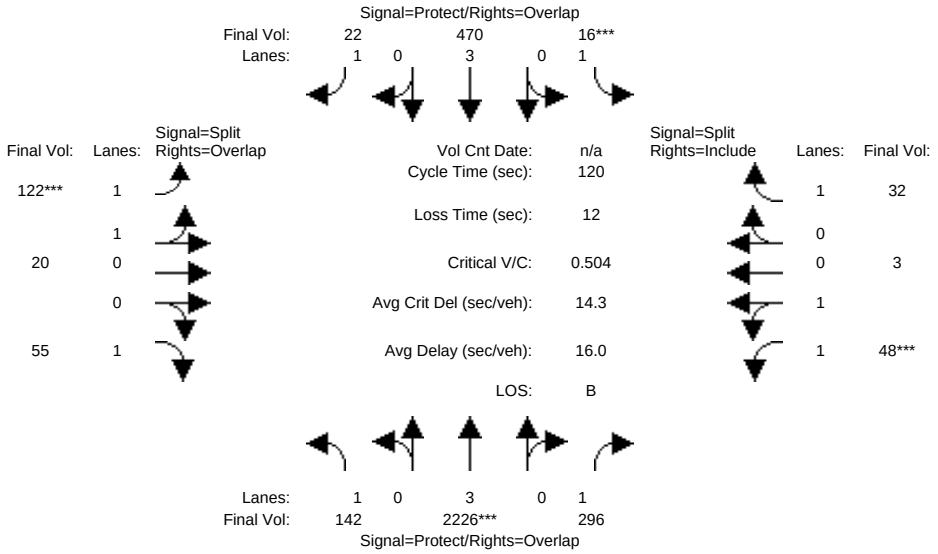
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	2226	296	16	470	22	122	20	55	48	3	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	2226	296	16	470	22	122	20	55	48	3	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	2226	296	16	470	22	122	20	55	48	3	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	2226	296	16	470	22	122	20	55	48	3	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2226	296	16	470	22	122	20	55	48	3	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	2226	296	16	470	22	122	20	55	48	3	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.72	0.28	1.00	1.88	0.12	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3050	500	1750	3341	209	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.39	0.17	0.01	0.08	0.01	0.04	0.04	0.03	0.01	0.01	0.02
Crit Moves:		****			****			****			****	
Green Time:	43.4	81.0	91.0	7.0	44.6	54.6	10.0	10.0	53.4	10.0	10.0	10.0
Volume/Cap:	0.22	0.58	0.22	0.16	0.22	0.03	0.48	0.48	0.07	0.17	0.17	0.22
Delay/Veh:	26.8	10.6	4.3	54.4	25.9	18.1	53.7	53.7	19.1	51.4	51.4	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	10.6	4.3	54.4	25.9	18.1	53.7	53.7	19.1	51.4	51.4	52.1
LOS by Move:	C	B+	A	D-	C	B-	D-	D-	B-	D-	D-	D-
HCM2kAvgQ:	4	15	3	1	4	0	3	3	1	1	1	1

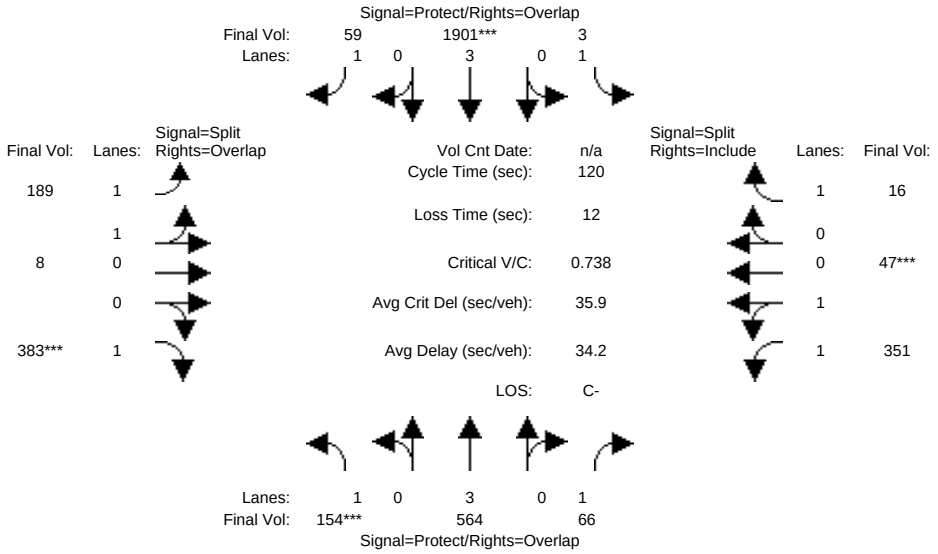
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	154	564	66	3	1901	59	189	8	383	351	47	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	564	66	3	1901	59	189	8	383	351	47	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	564	66	3	1901	59	189	8	383	351	47	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	564	66	3	1901	59	189	8	383	351	47	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	564	66	3	1901	59	189	8	383	351	47	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	564	66	3	1901	59	189	8	383	351	47	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.92	0.08	1.00	1.77	0.23	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3406	144	1750	3131	419	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.04	0.00	0.33	0.03	0.06	0.06	0.22	0.11	0.11	0.01
Crit Moves:	****				****				****		****	
Green Time:	14.3	43.1	61.3	25.4	54.2	75.5	21.3	21.3	35.6	18.2	18.2	18.2
Volume/Cap:	0.74	0.28	0.07	0.01	0.74	0.05	0.31	0.31	0.74	0.74	0.74	0.06
Delay/Veh:	64.1	27.4	14.9	37.4	28.2	8.6	43.3	43.3	43.6	54.0	54.0	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	27.4	14.9	37.4	28.2	8.6	43.3	43.3	43.6	54.0	54.0	43.7
LOS by Move:	E	C	B	D+	C	A	D	D	D	D-	D-	D
HCM2kAvgQ:	8	5	1	0	20	1	4	4	15	9	9	1

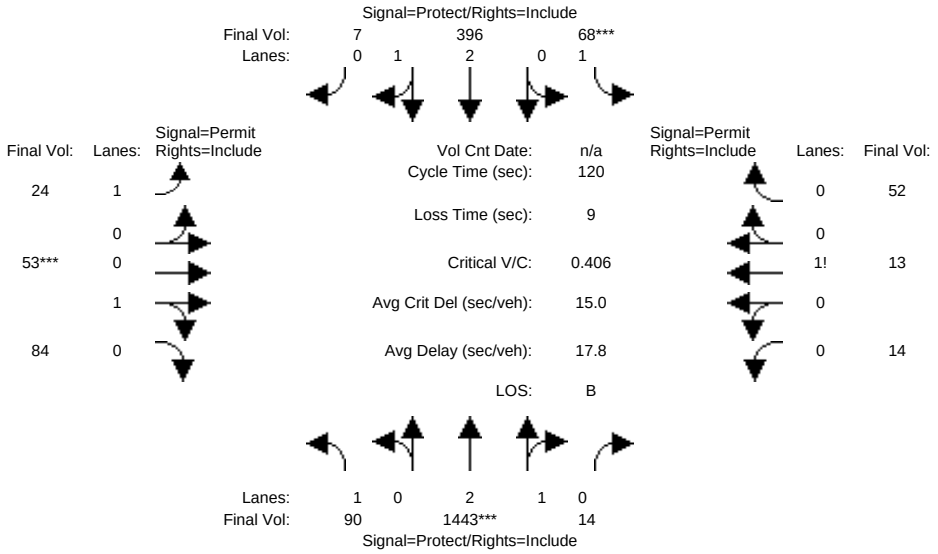
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1443	14	68	396	7	24	53	84	14	13	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1443	14	68	396	7	24	53	84	14	13	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1443	14	68	396	7	24	53	84	14	13	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1443	14	68	396	7	24	53	84	14	13	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1443	14	68	396	7	24	53	84	14	13	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1443	14	68	396	7	24	53	84	14	13	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.95	0.05	1.00	0.39	0.61	0.18	0.16	0.66
Final Sat.:	1750	5546	54	1750	5503	97	1750	696	1104	310	288	1152
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.04	0.07	0.07	0.01	0.08	0.08	0.05	0.05	0.05
Crit Moves:		****		****				****				
Green Time:	36.4	77.0	77.0	11.5	52.0	52.0	22.5	22.5	22.5	22.5	22.5	22.5
Volume/Cap:	0.17	0.41	0.41	0.41	0.17	0.17	0.07	0.41	0.41	0.24	0.24	0.24
Delay/Veh:	30.8	10.5	10.5	52.6	20.8	20.8	40.2	43.7	43.7	41.8	41.8	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	10.5	10.5	52.6	20.8	20.8	40.2	43.7	43.7	41.8	41.8	41.8
LOS by Move:	C	B+	B+	D-	C+	C+	D	D	D	D	D	D
HCM2kAvgQ:	3	9	9	3	3	3	1	5	5	3	3	3

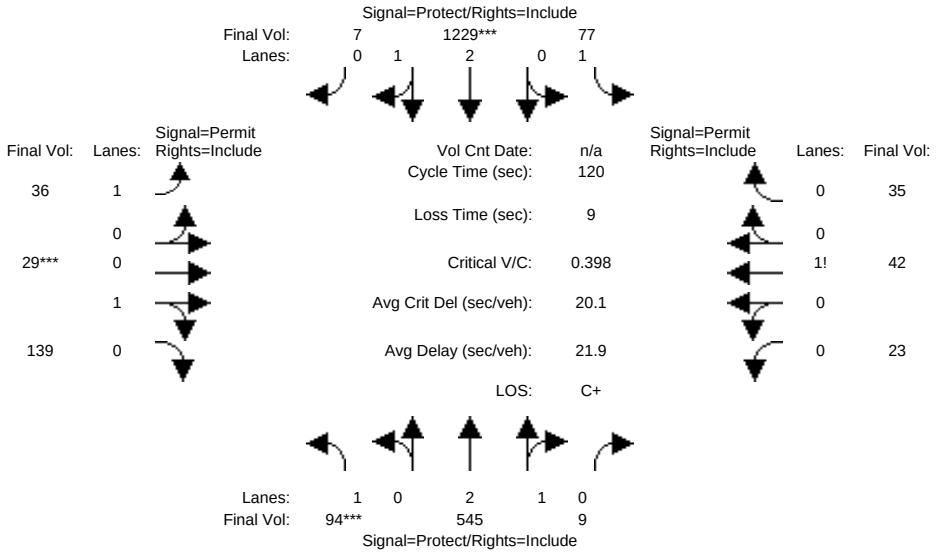
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	545	9	77	1229	7	36	29	139	23	42	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	545	9	77	1229	7	36	29	139	23	42	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	545	9	77	1229	7	36	29	139	23	42	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	545	9	77	1229	7	36	29	139	23	42	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	545	9	77	1229	7	36	29	139	23	42	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	545	9	77	1229	7	36	29	139	23	42	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.95	0.05	1.00	2.98	0.02	1.00	0.17	0.83	0.23	0.42	0.35
Final Sat.:	1750	5509	91	1750	5568	32	1750	311	1489	403	735	613
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.04	0.22	0.22	0.02	0.09	0.09	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	16.2	52.1	52.1	30.7	66.6	66.6	28.2	28.2	28.2	28.2	28.2	28.2
Volume/Cap:	0.40	0.23	0.23	0.17	0.40	0.40	0.09	0.40	0.40	0.24	0.24	0.24
Delay/Veh:	48.5	21.4	21.4	34.9	15.3	15.3	36.0	39.4	39.4	37.6	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	21.4	21.4	34.9	15.3	15.3	36.0	39.4	39.4	37.6	37.6	37.6
LOS by Move:	D	C+	C+	C-	B	B	D+	D	D	D+	D+	D+
HCM2kAvgQ:	4	4	4	2	9	9	1	6	6	3	3	3

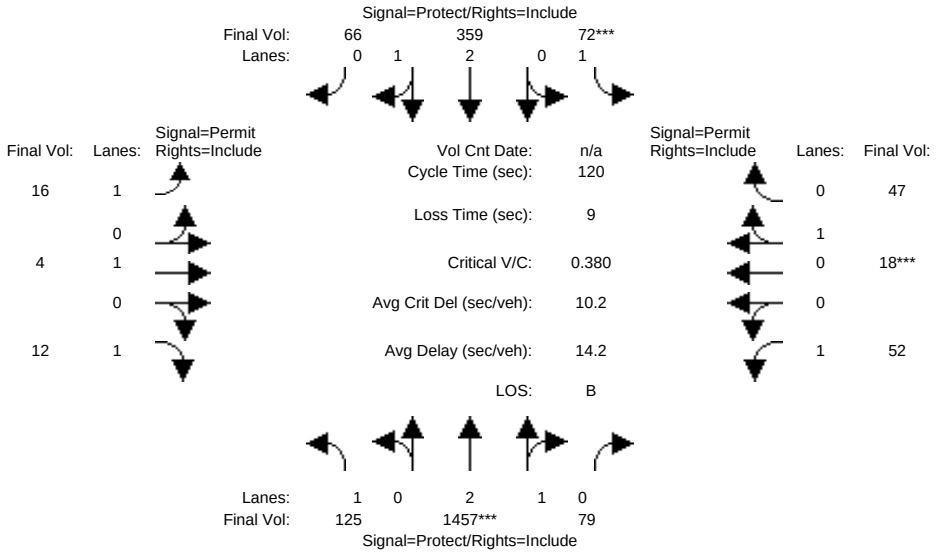
Note: Queue reported is the number of cars per lane.

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

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	1457	79	72	359	66	16	4	12	52	18	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1457	79	72	359	66	16	4	12	52	18	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1457	79	72	359	66	16	4	12	52	18	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1457	79	72	359	66	16	4	12	52	18	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1457	79	72	359	66	16	4	12	52	18	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1457	79	72	359	66	16	4	12	52	18	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	2.52	0.48	1.00	1.00	1.00	1.00	0.28	0.72
Final Sat.:	1750	5312	288	1750	4729	869	1750	1900	1750	1750	498	1302
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.04	0.08	0.08	0.01	0.00	0.01	0.03	0.04	0.04
Crit Moves:		****		****							****	
Green Time:	46.0	86.6	86.6	13.0	53.6	53.6	11.4	11.4	11.4	11.4	11.4	11.4
Volume/Cap:	0.19	0.38	0.38	0.38	0.17	0.17	0.10	0.02	0.07	0.31	0.38	0.38
Delay/Veh:	24.7	6.5	6.5	51.0	19.9	19.9	49.8	49.3	49.7	51.7	52.4	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	6.5	6.5	51.0	19.9	19.9	49.8	49.3	49.7	51.7	52.4	52.4
LOS by Move:	C	A	A	D-	B-	B-	D	D	D	D-	D-	D-
HCM2kAvgQ:	3	7	7	3	3	3	1	0	0	2	3	3

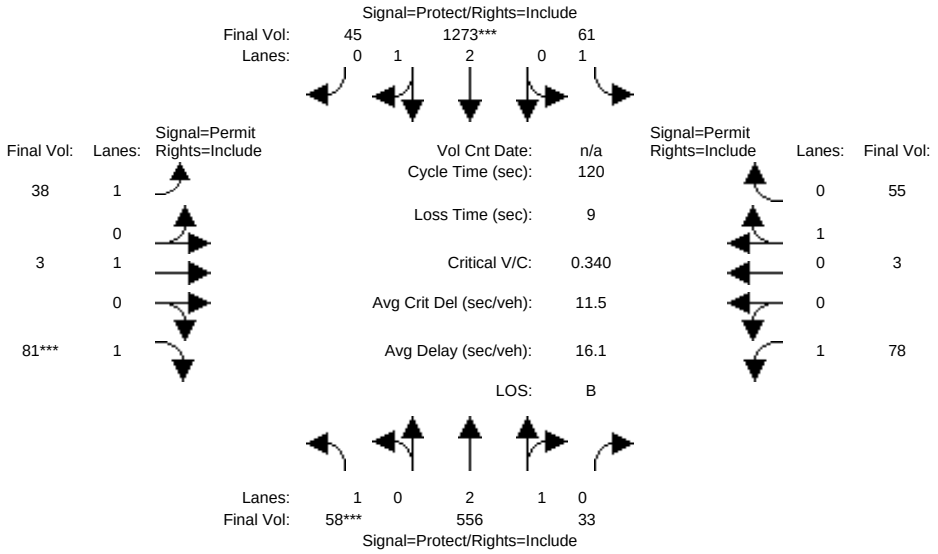
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	556	33	61	1273	45	38	3	81	78	3	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	556	33	61	1273	45	38	3	81	78	3	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	556	33	61	1273	45	38	3	81	78	3	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	556	33	61	1273	45	38	3	81	78	3	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	556	33	61	1273	45	38	3	81	78	3	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	556	33	61	1273	45	38	3	81	78	3	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.83	0.17	1.00	2.89	0.11	1.00	1.00	1.00	1.00	0.05	0.95
Final Sat.:	1750	5286	314	1750	5409	191	1750	1900	1750	1750	93	1707
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.03	0.24	0.24	0.02	0.00	0.05	0.04	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	11.7	60.9	60.9	33.8	83.0	83.0	16.3	16.3	16.3	16.3	16.3	16.3
Volume/Cap:	0.34	0.21	0.21	0.12	0.34	0.34	0.16	0.01	0.34	0.33	0.24	0.24
Delay/Veh:	51.8	16.3	16.3	32.2	7.5	7.5	46.1	44.9	47.8	47.7	46.8	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	16.3	16.3	32.2	7.5	7.5	46.1	44.9	47.8	47.7	46.8	46.8
LOS by Move:	D-	B	B	C-	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	4	4	2	7	7	1	0	3	3	2	2

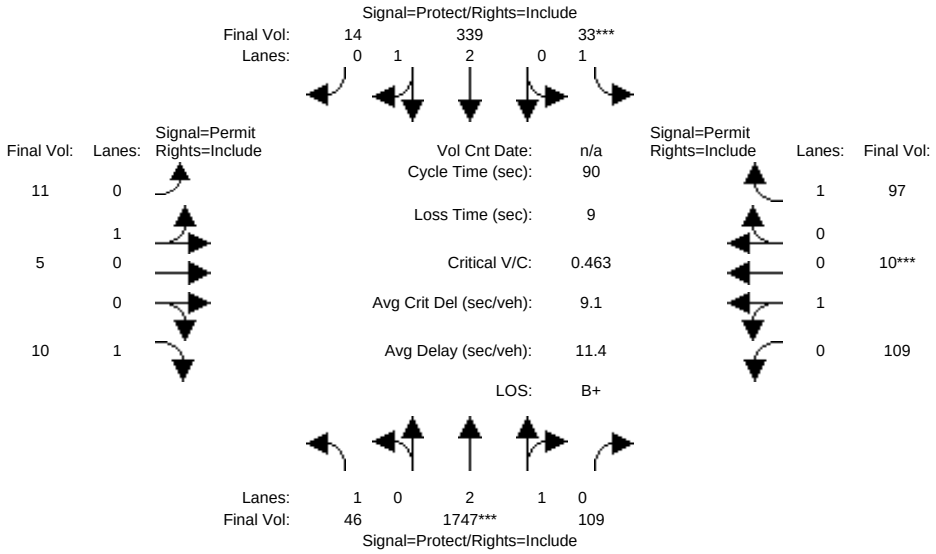
Note: Queue reported is the number of cars per lane.

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

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	1747	109	33	339	14	11	5	10	109	10	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1747	109	33	339	14	11	5	10	109	10	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1747	109	33	339	14	11	5	10	109	10	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1747	109	33	339	14	11	5	10	109	10	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1747	109	33	339	14	11	5	10	109	10	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1747	109	33	339	14	11	5	10	109	10	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.82	0.18	1.00	2.88	0.12	0.69	0.31	1.00	0.92	0.08	1.00
Final Sat.:	1750	5271	329	1750	5378	222	1237	562	1750	1649	151	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.02	0.06	0.06	0.01	0.01	0.01	0.07	0.07	0.06
Crit Moves:		****		****							****	
Green Time:	28.3	61.7	61.7	7.0	40.4	40.4	12.3	12.3	12.3	12.3	12.3	12.3
Volume/Cap:	0.08	0.48	0.48	0.24	0.14	0.14	0.07	0.07	0.04	0.48	0.48	0.41
Delay/Veh:	21.8	6.8	6.8	39.9	14.6	14.6	33.9	33.9	33.8	37.4	37.4	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	6.8	6.8	39.9	14.6	14.6	33.9	33.9	33.8	37.4	37.4	36.6
LOS by Move:	C+	A	A	D	B	B	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	8	8	1	2	2	0	0	0	4	4	3

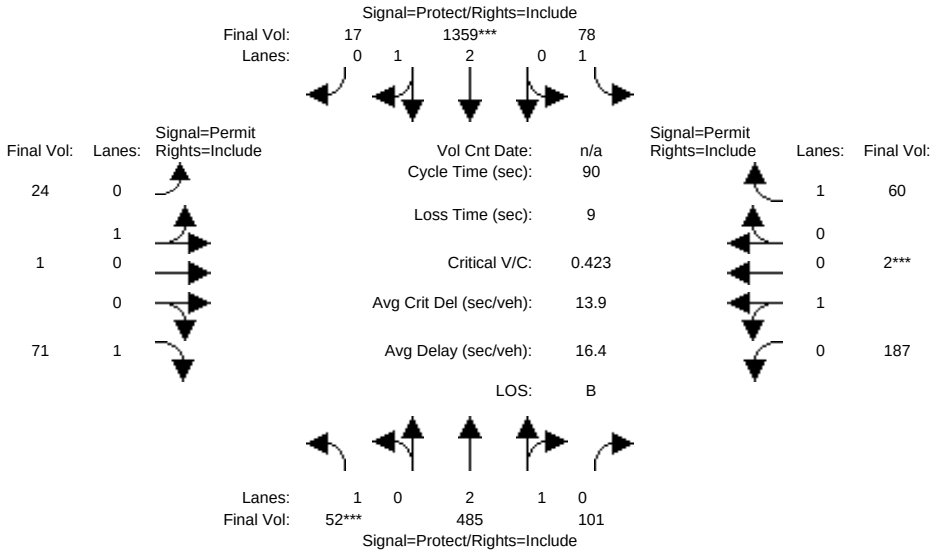
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	485	101	78	1359	17	24	1	71	187	2	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	485	101	78	1359	17	24	1	71	187	2	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	485	101	78	1359	17	24	1	71	187	2	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	485	101	78	1359	17	24	1	71	187	2	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	485	101	78	1359	17	24	1	71	187	2	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	485	101	78	1359	17	24	1	71	187	2	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.46	0.54	1.00	2.96	0.04	0.96	0.04	1.00	0.99	0.01	1.00
Final Sat.:	1750	4634	965	1750	5531	69	1728	72	1750	1781	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.04	0.25	0.25	0.01	0.01	0.04	0.11	0.11	0.03
Crit Moves:	****				****						****	
Green Time:	7.0	34.6	34.6	24.2	51.8	51.8	22.2	22.2	22.2	22.2	22.2	22.2
Volume/Cap:	0.38	0.27	0.27	0.17	0.43	0.43	0.06	0.06	0.16	0.43	0.43	0.14
Delay/Veh:	41.2	19.1	19.1	25.3	10.8	10.8	26.0	26.0	26.8	29.2	29.2	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	19.1	19.1	25.3	10.8	10.8	26.0	26.0	26.8	29.2	29.2	26.6
LOS by Move:	D	B-	B-	C	B+	B+	C	C	C	C	C	C
HCM2kAvgQ:	2	4	4	2	7	7	1	1	2	5	5	1

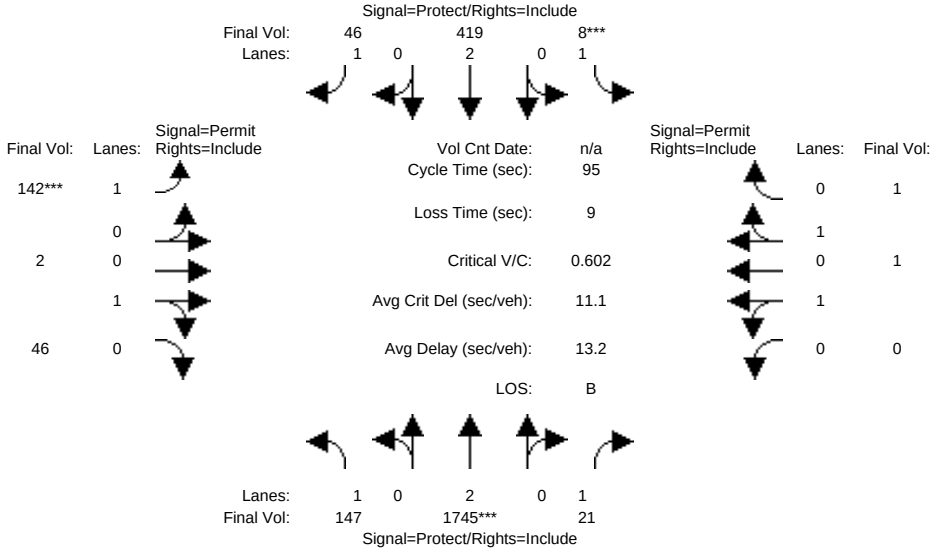
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Background AM

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	1745	21	8	419	46	142	2	46	0	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1745	21	8	419	46	142	2	46	0	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1745	21	8	419	46	142	2	46	0	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1745	21	8	419	46	142	2	46	0	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1745	21	8	419	46	142	2	46	0	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	1745	21	8	419	46	142	2	46	0	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.04	0.96	0.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	75	1725	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.46	0.01	0.00	0.11	0.03	0.08	0.03	0.03	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	32.1	67.1	67.1	7.0	42.1	42.1	11.9	11.9	11.9	0.0	11.9	11.9
Volume/Cap:	0.25	0.65	0.02	0.06	0.25	0.06	0.65	0.21	0.21	0.00	0.00	0.00
Delay/Veh:	23.0	8.1	4.1	41.1	16.6	15.2	46.3	37.9	37.9	0.0	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	8.1	4.1	41.1	16.6	15.2	46.3	37.9	37.9	0.0	36.4	36.4
LOS by Move:	C+	A	A	D	B	B	D	D+	D+	A	D+	D+
HCM2kAvgQ:	3	14	0	0	4	1	5	1	1	0	0	0

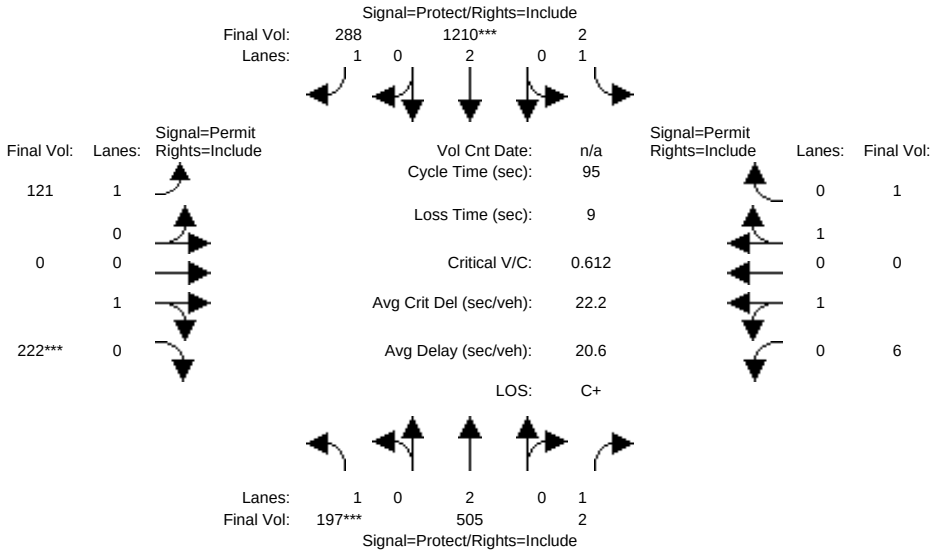
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Background PM

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	197	505	2	2	1210	288	121	0	222	6	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	505	2	2	1210	288	121	0	222	6	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	505	2	2	1210	288	121	0	222	6	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	505	2	2	1210	288	121	0	222	6	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	505	2	2	1210	288	121	0	222	6	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	505	2	2	1210	288	121	0	222	6	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.95	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	0	1800	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.00	0.32	0.16	0.07	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	17.5	43.0	43.0	23.9	49.4	49.4	19.1	0.0	19.1	19.1	0.0	19.1
Volume/Cap:	0.61	0.29	0.00	0.00	0.61	0.32	0.34	0.00	0.61	0.02	0.00	0.00
Delay/Veh:	39.1	16.5	14.2	26.7	16.6	13.3	33.1	0.0	37.6	30.4	0.0	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	16.5	14.2	26.7	16.6	13.3	33.1	0.0	37.6	30.4	0.0	30.3
LOS by Move:	D	B	B	C	B	B	C-	A	D+	C	A	C
HCM2kAvgQ:	7	5	0	0	13	5	3	0	7	0	0	0

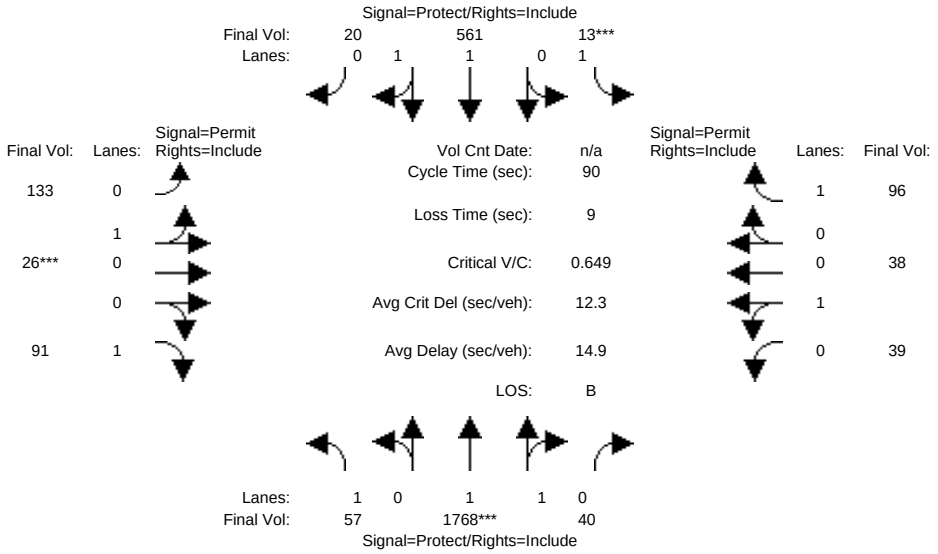
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1768	40	13	561	20	133	26	91	39	38	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1768	40	13	561	20	133	26	91	39	38	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1768	40	13	561	20	133	26	91	39	38	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1768	40	13	561	20	133	26	91	39	38	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1768	40	13	561	20	133	26	91	39	38	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1768	40	13	561	20	133	26	91	39	38	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	1.93	0.07	0.84	0.16	1.00	0.51	0.49	1.00
Final Sat.:	1750	3618	82	1750	3573	127	1506	294	1750	912	888	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.01	0.16	0.16	0.09	0.09	0.05	0.04	0.04	0.05
Crit Moves:		****		****				****				
Green Time:	23.1	62.7	62.7	7.0	46.6	46.6	11.3	11.3	11.3	11.3	11.3	11.3
Volume/Cap:	0.13	0.70	0.70	0.10	0.30	0.30	0.70	0.70	0.41	0.34	0.34	0.44
Delay/Veh:	25.8	9.0	9.0	38.9	12.5	12.5	47.2	47.2	37.5	36.8	36.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	9.0	9.0	38.9	12.5	12.5	47.2	47.2	37.5	36.8	36.8	37.8
LOS by Move:	C	A	A	D+	B	B	D	D	D+	D+	D+	D+
HCM2kAvgQ:	1	16	16	0	5	5	6	6	3	2	2	3

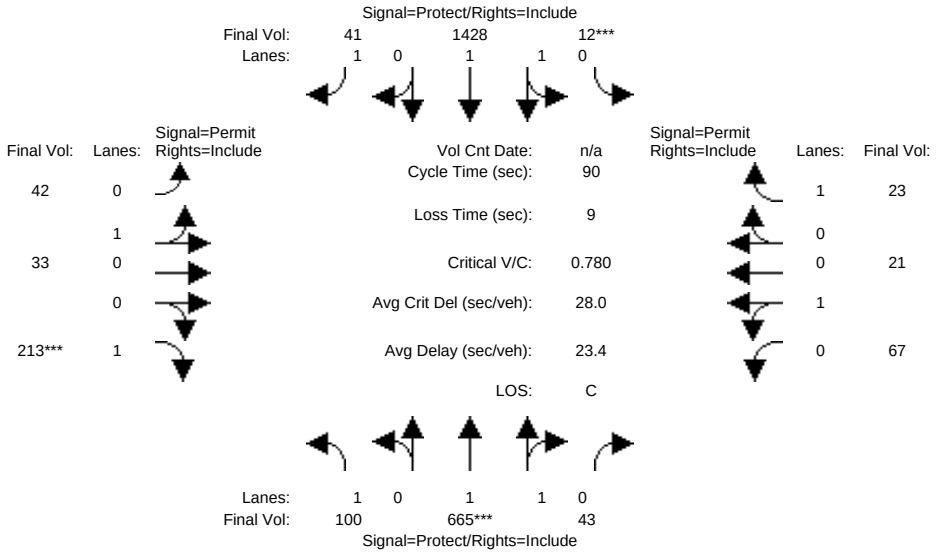
Note: Queue reported is the number of cars per lane.

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Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	665	43	12	1428	41	42	33	213	67	21	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	665	43	12	1428	41	42	33	213	67	21	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	665	43	12	1428	41	42	33	213	67	21	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	665	43	12	1428	41	42	33	213	67	21	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	665	43	12	1428	41	42	33	213	67	21	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	665	43	12	1428	41	42	33	213	67	21	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.88	0.12	0.02	1.98	1.00	0.56	0.44	1.00	0.76	0.24	1.00
Final Sat.:	1750	3475	225	31	3669	1750	1008	792	1750	1370	430	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.39	0.39	0.02	0.04	0.04	0.12	0.05	0.05	0.01
Crit Moves:		****		****					****			
Green Time:	11.2	22.1	22.1	44.9	55.8	55.8	14.0	14.0	14.0	14.0	14.0	14.0
Volume/Cap:	0.46	0.78	0.78	0.78	0.63	0.04	0.27	0.27	0.78	0.31	0.31	0.08
Delay/Veh:	38.2	36.1	36.1	20.7	11.2	6.7	34.0	34.0	49.9	34.3	34.3	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	36.1	36.1	20.7	11.2	6.7	34.0	34.0	49.9	34.3	34.3	32.6
LOS by Move:	D+	D+	D+	C+	B+	A	C-	C-	D	C-	C-	C-
HCM2kAvgQ:	3	11	11	18	13	0	2	2	8	3	3	1

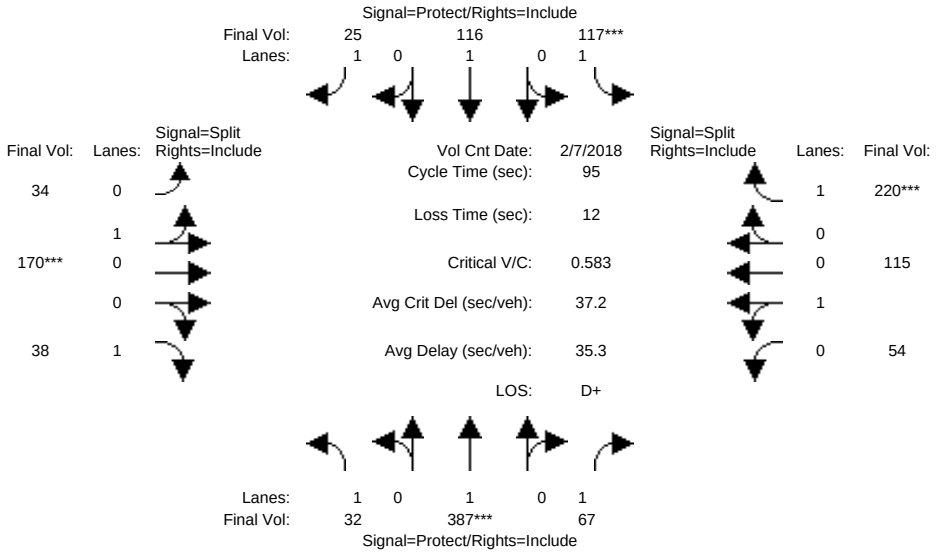
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2018 << 07:45:00 AM												
Base Vol:	26	375	44	117	108	25	33	163	33	39	114	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	375	44	117	108	25	33	163	33	39	114	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	6	12	23	0	8	0	1	7	5	15	1	2
Initial Fut:	32	387	67	117	116	25	34	170	38	54	115	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	387	67	117	116	25	34	170	38	54	115	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	387	67	117	116	25	34	170	38	54	115	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	387	67	117	116	25	34	170	38	54	115	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.17	0.83	1.00	0.32	0.68	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	300	1500	1750	575	1225	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.04	0.07	0.06	0.01	0.11	0.11	0.02	0.09	0.09	0.13
Crit Moves:		****		****				****				****
Green Time:	22.0	33.2	33.2	10.9	22.0	22.0	18.5	18.5	18.5	20.5	20.5	20.5
Volume/Cap:	0.08	0.58	0.11	0.58	0.26	0.06	0.58	0.58	0.11	0.44	0.44	0.58
Delay/Veh:	28.9	29.0	21.3	51.7	31.3	28.7	41.7	41.7	32.2	35.8	35.8	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	29.0	21.3	51.7	31.3	28.7	41.7	41.7	32.2	35.8	35.8	39.9
LOS by Move:	C	C	C+	D-	C	C	D	D	C-	D+	D+	D
HCM2kAvgQ:	1	10	1	4	3	1	6	6	1	5	5	7

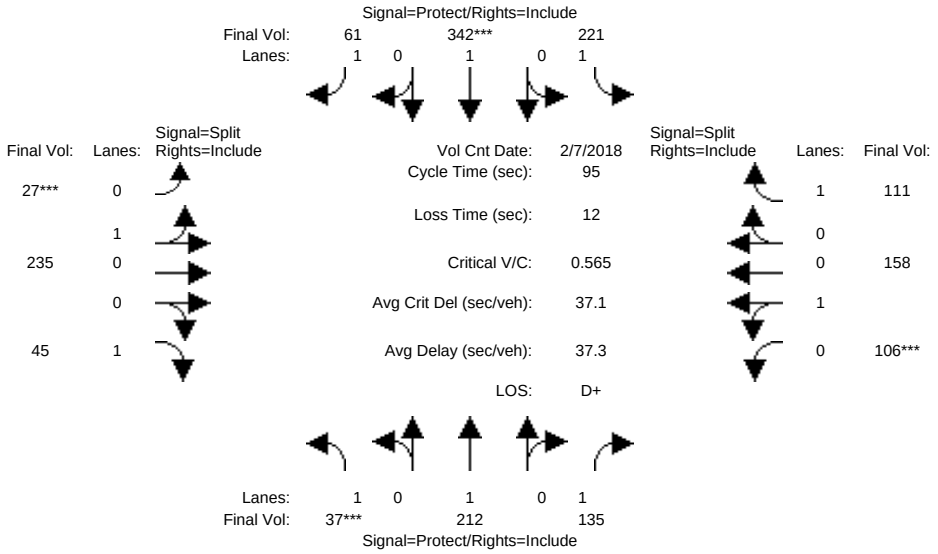
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2018 << 05:00:00 PM												
Base Vol:	31	201	111	221	328	61	27	235	36	75	145	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	201	111	221	328	61	27	235	36	75	145	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	6	11	24	0	14	0	0	0	9	31	13	8
Initial Fut:	37	212	135	221	342	61	27	235	45	106	158	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	212	135	221	342	61	27	235	45	106	158	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	212	135	221	342	61	27	235	45	106	158	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	212	135	221	342	61	27	235	45	106	158	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.10	0.90	1.00	0.40	0.60	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	185	1615	1750	723	1077	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.08	0.13	0.18	0.03	0.15	0.15	0.03	0.15	0.15	0.06
Crit Moves:	****				****		****			****		
Green Time:	10.0	17.7	17.7	20.1	27.8	27.8	22.5	22.5	22.5	22.7	22.7	22.7
Volume/Cap:	0.20	0.60	0.41	0.60	0.61	0.12	0.61	0.61	0.11	0.61	0.61	0.27
Delay/Veh:	41.3	42.6	37.9	40.8	34.0	25.1	38.9	38.9	28.9	38.7	38.7	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	42.6	37.9	40.8	34.0	25.1	38.9	38.9	28.9	38.7	38.7	30.9
LOS by Move:	D	D	D+	D	C-	C	D+	D+	C	D+	D+	C
HCM2kAvgQ:	1	6	4	7	9	1	8	8	1	8	8	3

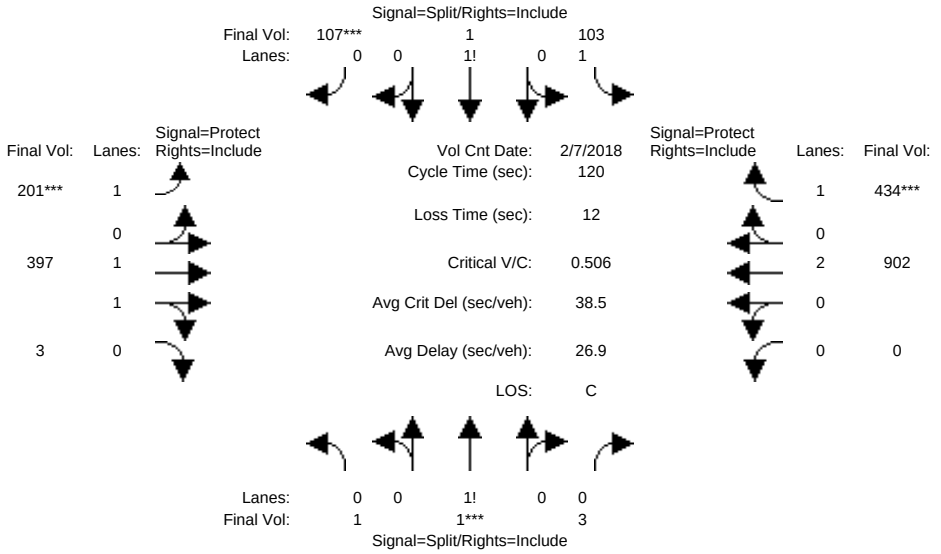
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2018 << 07:30:00 AM												
Base Vol:	1	1	3	85	1	63	175	359	3	0	701	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	85	1	63	175	359	3	0	701	344
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	18	0	44	26	38	0	0	201	90
Initial Fut:	1	1	3	103	1	107	201	397	3	0	902	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	3	103	1	107	201	397	3	0	902	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	103	1	107	201	397	3	0	902	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	3	103	1	107	201	397	3	0	902	434
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	1.33	0.01	0.66	1.00	1.98	0.02	0.00	2.00	1.00
Final Sat.:	350	350	1050	2326	11	1196	1750	3672	28	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.09	0.09	0.11	0.11	0.11	0.00	0.24	0.25
Crit Moves:		****				****	****					****
Green Time:	10.0	10.0	10.0	19.4	19.4	19.4	24.9	78.6	78.6	0.0	53.7	53.7
Volume/Cap:	0.03	0.03	0.03	0.27	0.55	0.55	0.55	0.17	0.17	0.00	0.53	0.55
Delay/Veh:	51.0	51.0	51.0	45.0	52.0	52.0	48.6	8.1	8.1	0.0	25.2	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	51.0	45.0	52.0	52.0	48.6	8.1	8.1	0.0	25.2	27.1
LOS by Move:	D	D	D	D	D-	D-	D	A	A	A	C	C
HCM2kAvgQ:	0	0	0	3	6	6	8	3	3	0	12	13

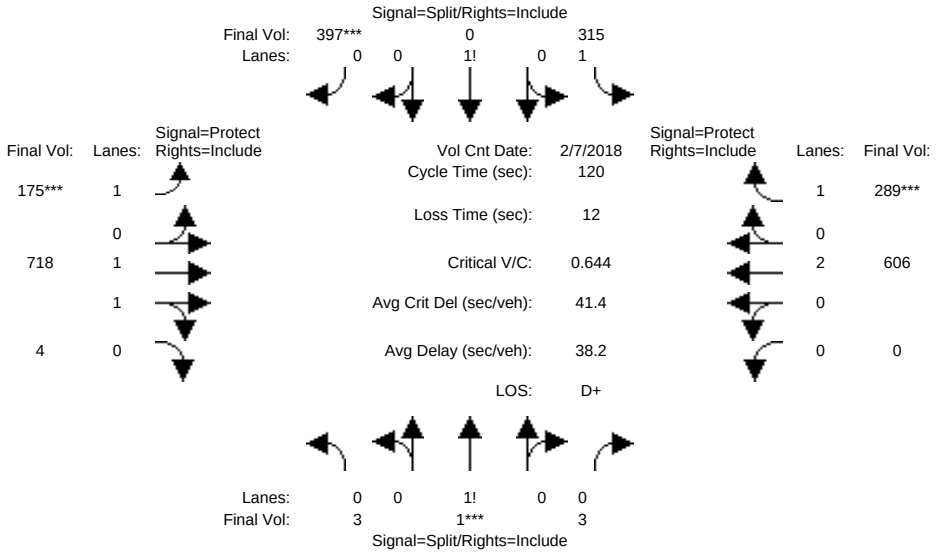
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2018 << 05:00:00 PM												
Base Vol:	3	1	3	274	0	195	150	596	4	0	522	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	3	274	0	195	150	596	4	0	522	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	41	0	202	25	122	0	0	84	68
Initial Fut:	3	1	3	315	0	397	175	718	4	0	606	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	3	315	0	397	175	718	4	0	606	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	3	315	0	397	175	718	4	0	606	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	3	315	0	397	175	718	4	0	606	289
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.43	0.14	0.43	1.29	0.00	0.71	1.00	1.99	0.01	0.00	2.00	1.00
Final Sat.:	750	250	750	2257	0	1278	1750	3679	20	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.31	0.10	0.20	0.20	0.00	0.16	0.17
Crit Moves:		****				****	****					****
Green Time:	10.0	10.0	10.0	52.9	0.0	52.9	17.0	45.1	45.1	0.0	28.1	28.1
Volume/Cap:	0.05	0.05	0.05	0.32	0.00	0.70	0.70	0.52	0.52	0.00	0.68	0.70
Delay/Veh:	51.2	51.2	51.2	22.2	0.0	31.4	64.6	30.4	30.4	0.0	46.0	51.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	51.2	51.2	22.2	0.0	31.4	64.6	30.4	30.4	0.0	46.0	51.9
LOS by Move:	D-	D-	D-	C+	A	C	E	C	C	A	D	D-
HCM2kAvgQ:	0	0	0	6	0	18	8	11	11	0	11	12

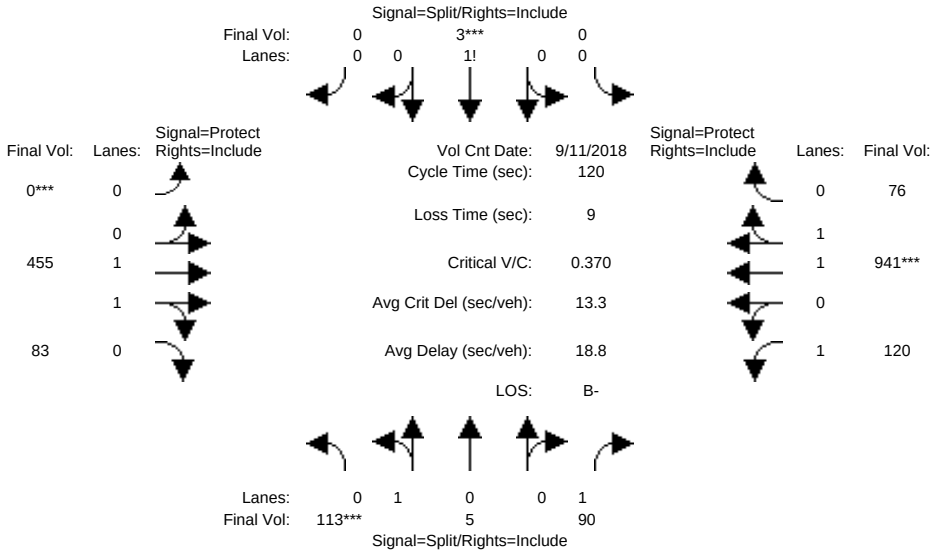
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2018 << 07:40:00 AM												
Base Vol:	112	5	89	0	3	0	0	431	82	118	876	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	5	89	0	3	0	0	431	82	118	876	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	1	0	1	0	0	0	0	24	1	2	65	0
Initial Fut:	113	5	90	0	3	0	0	455	83	120	941	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	5	90	0	3	0	0	455	83	120	941	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	5	90	0	3	0	0	455	83	120	941	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	5	90	0	3	0	0	455	83	120	941	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.96	0.04	1.00	0.00	1.00	0.00	0.00	1.68	0.32	1.00	1.85	0.15
Final Sat.:	1724	76	1750	0	1900	0	0	3129	571	1750	3423	276
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.00	0.00	0.00	0.00	0.15	0.15	0.07	0.27	0.27
Crit Moves:	****				****		****				****	
Green Time:	19.4	19.4	19.4	0.0	10.0	0.0	0.0	55.4	55.4	26.1	81.6	81.6
Volume/Cap:	0.40	0.40	0.32	0.00	0.02	0.00	0.00	0.31	0.31	0.31	0.40	0.40
Delay/Veh:	49.2	49.2	47.3	0.0	50.7	0.0	0.0	20.8	20.8	41.6	9.0	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	49.2	47.3	0.0	50.7	0.0	0.0	20.8	20.8	41.6	9.0	9.0
LOS by Move:	D	D	D	A	D	A	A	C+	C+	D	A	A
HCM2kAvgQ:	4	4	3	0	0	0	0	6	6	4	8	8

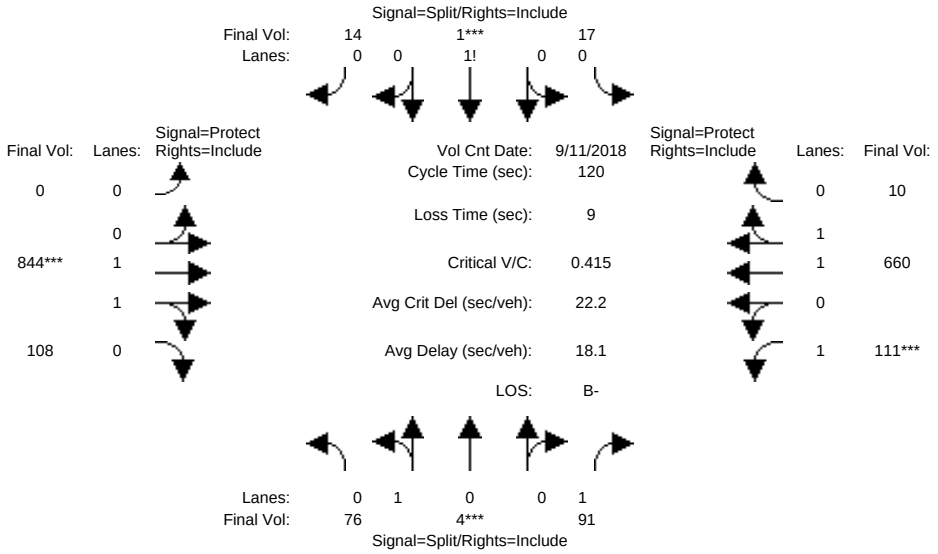
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2018 << 04:55:00 PM												
Base Vol:	76	4	91	17	1	14	0	771	108	111	605	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	4	91	17	1	14	0	771	108	111	605	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	73	0	0	55	4
Initial Fut:	76	4	91	17	1	14	0	844	108	111	660	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	4	91	17	1	14	0	844	108	111	660	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	4	91	17	1	14	0	844	108	111	660	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	4	91	17	1	14	0	844	108	111	660	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.95	0.05	1.00	0.53	0.03	0.44	0.00	1.77	0.23	1.00	1.97	0.03
Final Sat.:	1710	90	1750	930	55	766	0	3280	420	1750	3645	55
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.02	0.02	0.02	0.00	0.26	0.26	0.06	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	14.1	14.1	14.1	10.0	10.0	10.0	0.0	69.7	69.7	17.2	86.9	86.9
Volume/Cap:	0.38	0.38	0.44	0.22	0.22	0.22	0.00	0.44	0.44	0.44	0.25	0.25
Delay/Veh:	54.0	54.0	56.1	54.8	54.8	54.8	0.0	14.8	14.8	52.6	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	54.0	56.1	54.8	54.8	54.8	0.0	14.8	14.8	52.6	5.8	5.8
LOS by Move:	D-	D-	E+	D-	D-	D-	A	B	B	D-	A	A
HCM2kAvgQ:	3	3	4	1	1	1	0	10	10	4	4	4

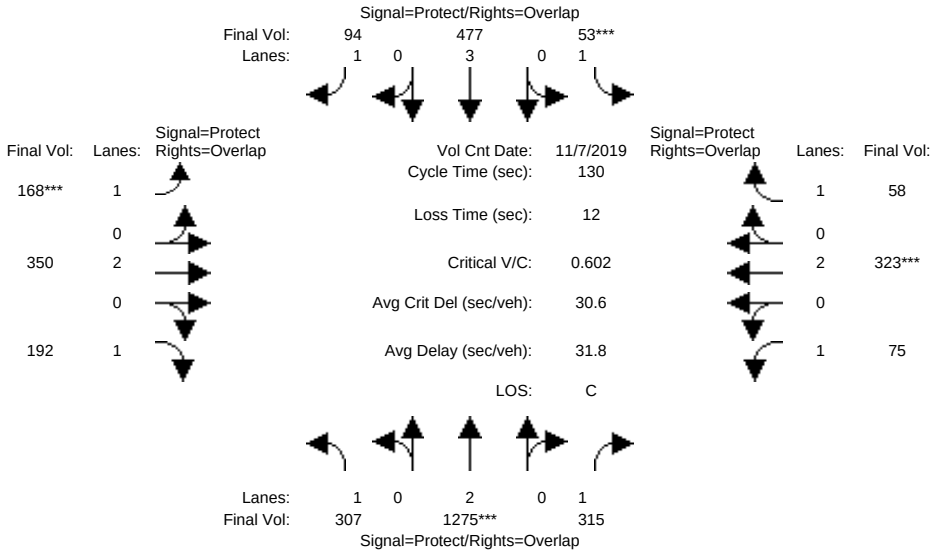
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	274	1207	287	45	421	77	157	248	156	69	258	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	1207	287	45	421	77	157	248	156	69	258	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	33	68	28	8	56	17	11	102	36	6	65	5
Initial Fut:	307	1275	315	53	477	94	168	350	192	75	323	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	1275	315	53	477	94	168	350	192	75	323	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1275	315	53	477	94	168	350	192	75	323	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	1275	315	53	477	94	168	350	192	75	323	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.18	0.03	0.08	0.05	0.10	0.09	0.11	0.04	0.09	0.03
Crit Moves:		****		****			****				****	
Green Time:	53.6	72.1	86.5	7.0	25.5	46.2	20.6	24.5	78.1	14.4	18.3	25.3
Volume/Cap:	0.43	0.60	0.27	0.56	0.43	0.15	0.60	0.49	0.18	0.39	0.60	0.17
Delay/Veh:	27.7	19.9	9.0	67.6	46.1	28.7	54.7	47.6	11.7	55.0	54.5	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	19.9	9.0	67.6	46.1	28.7	54.7	47.6	11.7	55.0	54.5	43.9
LOS by Move:	C	B-	A	E	D	C	D-	D	B+	E+	D-	D
HCM2kAvgQ:	9	17	5	3	6	3	8	7	4	3	7	2

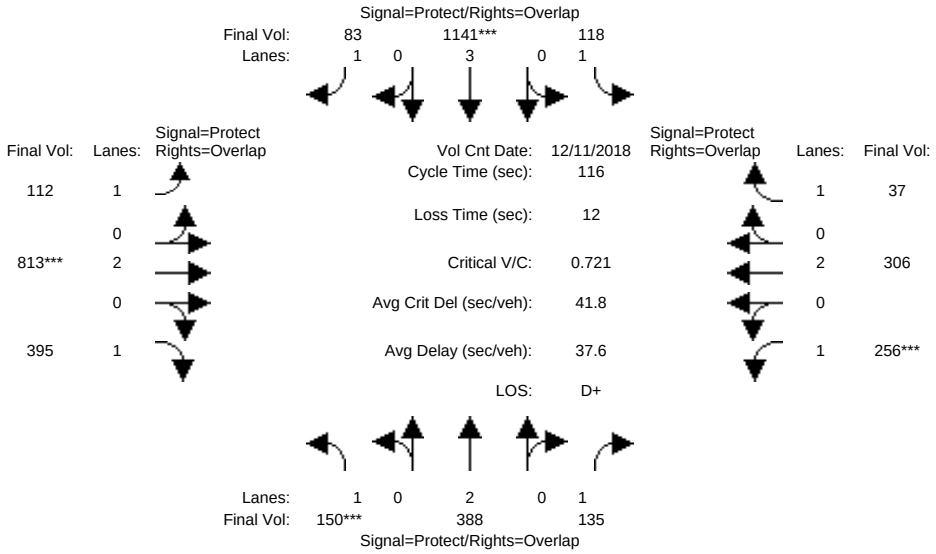
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:30:00 PM												
Base Vol:	132	328	127	109	1034	71	92	702	345	213	212	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	328	127	109	1034	71	92	702	345	213	212	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	18	60	8	9	107	12	20	111	50	43	94	7
Initial Fut:	150	388	135	118	1141	83	112	813	395	256	306	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	388	135	118	1141	83	112	813	395	256	306	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	388	135	118	1141	83	112	813	395	256	306	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	388	135	118	1141	83	112	813	395	256	306	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.08	0.07	0.20	0.05	0.06	0.21	0.23	0.15	0.08	0.02
Crit Moves:	****				****			****		****		
Green Time:	13.8	27.7	51.3	18.3	32.2	56.9	24.7	34.4	48.2	23.5	33.3	51.6
Volume/Cap:	0.72	0.43	0.17	0.43	0.72	0.10	0.30	0.72	0.54	0.72	0.28	0.05
Delay/Veh:	60.9	37.7	19.7	45.2	39.5	15.8	38.8	38.8	26.4	50.2	32.2	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	37.7	19.7	45.2	39.5	15.8	38.8	38.8	26.4	50.2	32.2	18.3
LOS by Move:	E	D+	B-	D	D	B	D+	D+	C	D	C-	B-
HCM2kAvgQ:	7	6	3	4	13	2	4	14	12	11	4	1

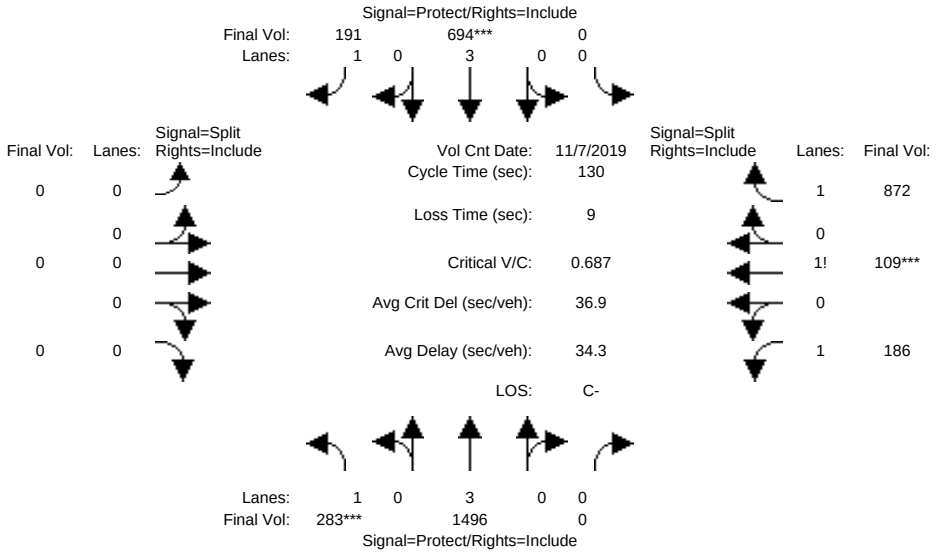
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	265	1407	0	0	645	148	0	0	0	175	109	830
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1407	0	0	645	148	0	0	0	175	109	830
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	18	89	0	0	49	43	0	0	0	11	0	42
Initial Fut:	283	1496	0	0	694	191	0	0	0	186	109	872
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	1496	0	0	694	191	0	0	0	186	109	872
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1496	0	0	694	191	0	0	0	186	109	872
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	1496	0	0	694	191	0	0	0	186	109	872
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.15	0.17	1.68
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2011	306	3025
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.00	0.00	0.12	0.11	0.00	0.00	0.00	0.09	0.36	0.29
Crit Moves:	****				****						****	
Green Time:	30.6	53.6	0.0	0.0	23.0	23.0	0.0	0.0	0.0	67.4	67.4	67.4
Volume/Cap:	0.69	0.64	0.00	0.00	0.69	0.62	0.00	0.00	0.00	0.18	0.69	0.56
Delay/Veh:	50.1	31.0	0.0	0.0	52.1	53.1	0.0	0.0	0.0	16.6	24.6	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	31.0	0.0	0.0	52.1	53.1	0.0	0.0	0.0	16.6	24.6	21.5
LOS by Move:	D	C	A	A	D-	D-	A	A	A	B	C	C+
HCM2kAvgQ:	12	16	0	0	10	8	0	0	0	4	20	15

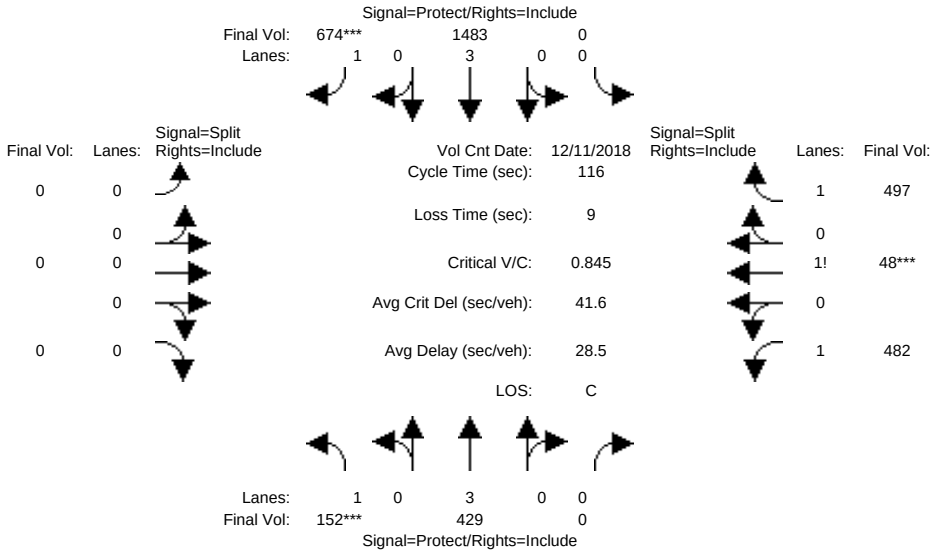
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 04:30:00 PM												
Base Vol:	139	342	0	0	1299	571	0	0	0	460	48	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	342	0	0	1299	571	0	0	0	460	48	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	13	87	0	0	184	103	0	0	0	22	0	60
Initial Fut:	152	429	0	0	1483	674	0	0	0	482	48	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	429	0	0	1483	674	0	0	0	482	48	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	429	0	0	1483	674	0	0	0	482	48	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	429	0	0	1483	674	0	0	0	482	48	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.45	0.09	1.46
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2535	156	2559
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.00	0.00	0.26	0.39	0.00	0.00	0.00	0.19	0.31	0.19
Crit Moves:	****					****					****	
Green Time:	11.9	64.8	0.0	0.0	52.9	52.9	0.0	0.0	0.0	42.2	42.2	42.2
Volume/Cap:	0.84	0.13	0.00	0.00	0.57	0.84	0.00	0.00	0.00	0.52	0.84	0.53
Delay/Veh:	80.0	12.2	0.0	0.0	23.5	36.2	0.0	0.0	0.0	29.3	39.5	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	12.2	0.0	0.0	23.5	36.2	0.0	0.0	0.0	29.3	39.5	29.4
LOS by Move:	F	B	A	A	C	D+	A	A	A	C	D	C
HCM2kAvgQ:	8	2	0	0	13	25	0	0	0	10	21	11

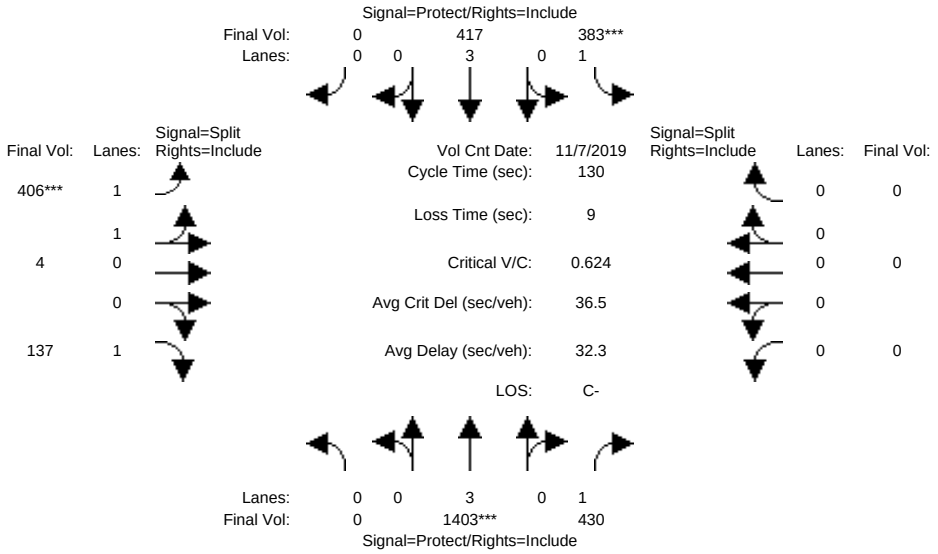
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	0	1346	420	348	398	0	382	4	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1346	420	348	398	0	382	4	135	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	57	10	35	19	0	24	0	2	0	0	0
Initial Fut:	0	1403	430	383	417	0	406	4	137	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1403	430	383	417	0	406	4	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1403	430	383	417	0	406	4	137	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1403	430	383	417	0	406	4	137	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3515	35	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.22	0.07	0.00	0.12	0.12	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	51.3	51.3	45.6	96.9	0.0	24.1	24.1	24.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.62	0.62	0.10	0.00	0.62	0.62	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	32.1	33.3	37.1	4.5	0.0	50.7	50.7	47.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.1	33.3	37.1	4.5	0.0	50.7	50.7	47.7	0.0	0.0	0.0
LOS by Move:	A	C-	C-	D+	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	15	15	14	1	0	9	9	5	0	0	0

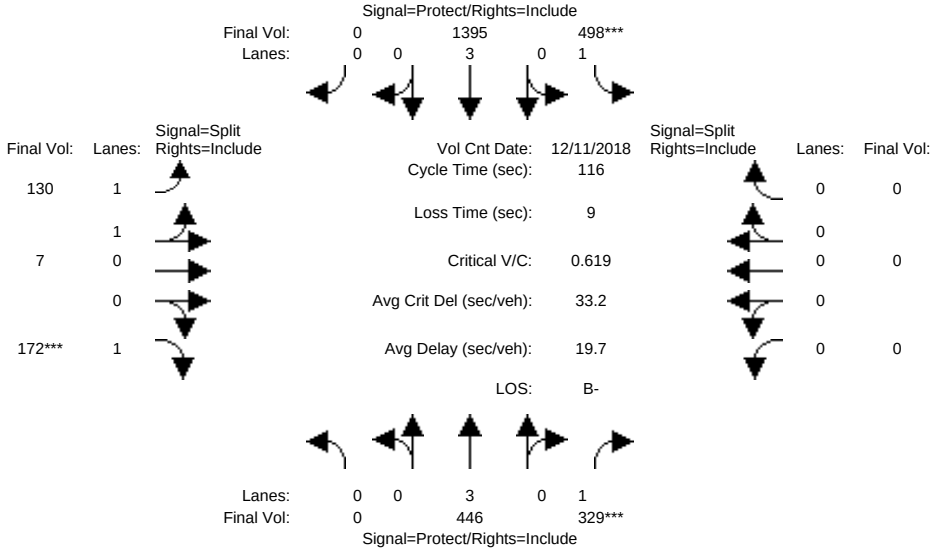
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 04:30:00 PM												
Base Vol:	0	410	317	435	1310	0	83	7	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	317	435	1310	0	83	7	155	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	36	12	63	85	0	47	0	17	0	0	0
Initial Fut:	0	446	329	498	1395	0	130	7	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	446	329	498	1395	0	130	7	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	446	329	498	1395	0	130	7	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	446	329	498	1395	0	130	7	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.90	0.10	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3369	181	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.19	0.28	0.24	0.00	0.04	0.04	0.10	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	35.2	35.2	53.3	88.6	0.0	18.4	18.4	18.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.26	0.62	0.62	0.32	0.00	0.24	0.24	0.62	0.00	0.00	0.00
Delay/Veh:	0.0	30.6	36.8	25.1	4.3	0.0	42.9	42.9	49.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.6	36.8	25.1	4.3	0.0	42.9	42.9	49.7	0.0	0.0	0.0
LOS by Move:	A	C	D+	C	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	4	11	15	5	0	2	2	7	0	0	0

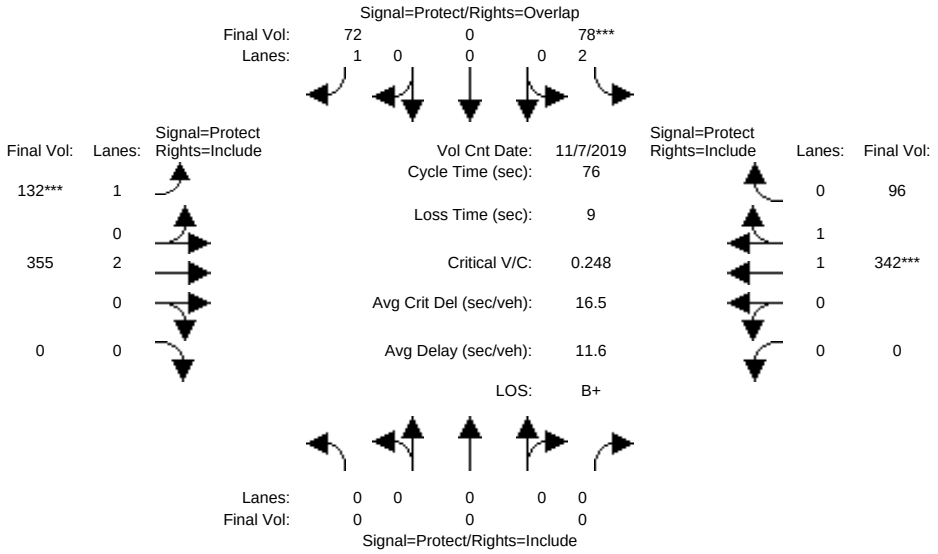
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 07:30:00 AM												
Base Vol:	0	0	0	78	0	72	132	355	0	0	342	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	72	132	355	0	0	342	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	78	0	72	132	355	0	0	342	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	78	0	72	132	355	0	0	342	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	72	132	355	0	0	342	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	78	0	72	132	355	0	0	342	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2888	811
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.08	0.09	0.00	0.00	0.12	0.12
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	7.6	0.0	30.7	23.1	59.4	0.0	0.0	36.3	36.3
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.10	0.25	0.12	0.00	0.00	0.25	0.25
Delay/Veh:	0.0	0.0	0.0	33.4	0.0	14.4	21.0	2.1	0.0	0.0	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.4	0.0	14.4	21.0	2.1	0.0	0.0	12.1	12.1
LOS by Move:	A	A	A	C-	A	B	C+	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	1	3	1	0	0	3	3

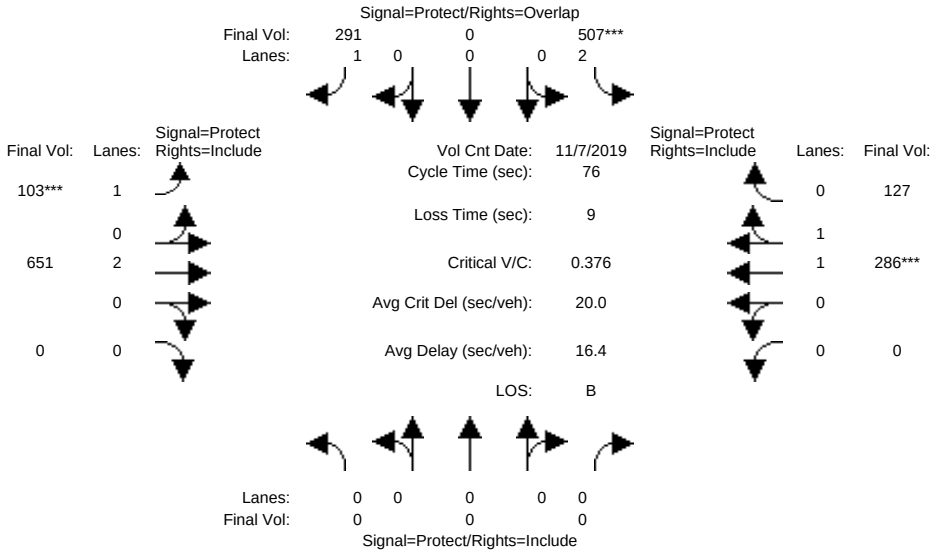
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2019 << 05:00:00 PM												
Base Vol:	0	0	0	507	0	291	103	651	0	0	286	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	507	0	291	103	651	0	0	286	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	507	0	291	103	651	0	0	286	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	507	0	291	103	651	0	0	286	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	507	0	291	103	651	0	0	286	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	507	0	291	103	651	0	0	286	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.37	0.63
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2561	1137
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.17	0.06	0.17	0.00	0.00	0.11	0.11
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	32.5	0.0	44.4	11.9	34.5	0.0	0.0	22.6	22.6
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.28	0.38	0.38	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	15.6	0.0	8.6	32.6	14.3	0.0	0.0	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.6	0.0	8.6	32.6	14.3	0.0	0.0	22.1	22.1
LOS by Move:	A	A	A	B	A	A	C-	B	A	A	C+	C+
HCM2kAvgQ:	0	0	0	5	0	4	3	5	0	0	4	4

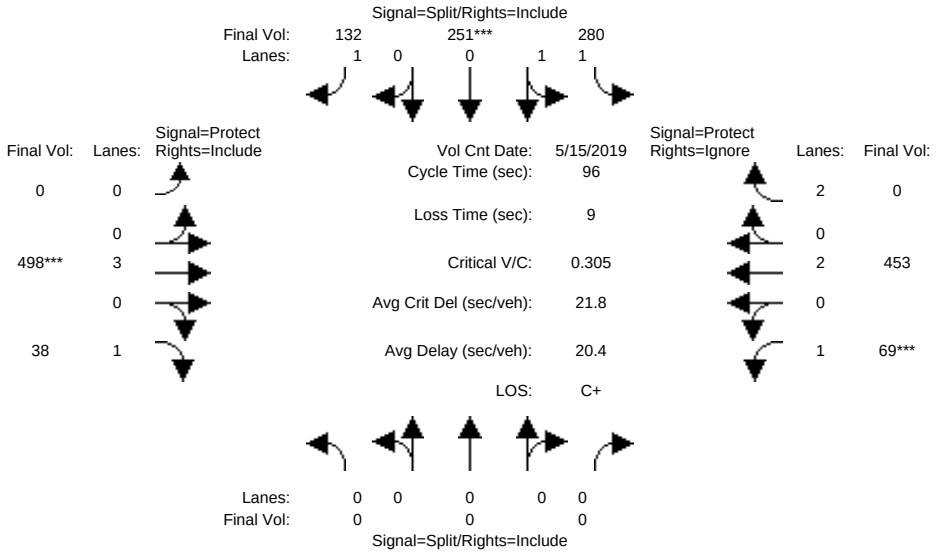
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2019 << 08:00:00 AM												
Base Vol:	0	0	0	275	245	123	0	453	37	26	453	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	275	245	123	0	453	37	26	453	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	5	6	9	0	45	1	43	0	0
Initial Fut:	0	0	0	280	251	132	0	498	38	69	453	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	280	251	132	0	498	38	69	453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	251	132	0	498	38	69	453	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	280	251	132	0	498	38	69	453	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.07	0.93	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	1872	1678	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.08	0.00	0.09	0.02	0.04	0.12	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	47.1	47.1	47.1	0.0	27.5	27.5	12.4	39.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.15	0.00	0.30	0.08	0.30	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	14.8	14.8	13.6	0.0	26.9	25.0	38.7	18.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.8	14.8	13.6	0.0	26.9	25.0	38.7	18.7	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	D+	B-	A
HCM2kAvgQ:	0	0	0	5	5	2	0	4	1	2	4	0

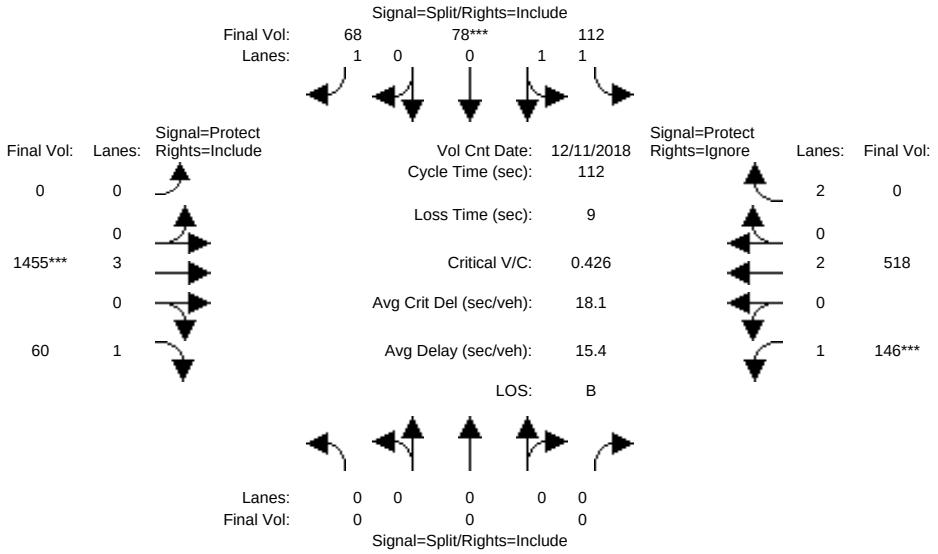
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 04:45:00 PM												
Base Vol:	0	0	0	82	54	38	0	1298	49	34	348	960
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	82	54	38	0	1298	49	34	348	960
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	30	24	30	0	157	11	112	170	5
Initial Fut:	0	0	0	112	78	68	0	1455	60	146	518	965
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	112	78	68	0	1455	60	146	518	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	78	68	0	1455	60	146	518	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	112	78	68	0	1455	60	146	518	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.19	0.81	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	2092	1457	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.04	0.00	0.26	0.03	0.08	0.14	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	14.1	14.1	14.1	0.0	67.0	67.0	21.9	88.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.31	0.00	0.43	0.06	0.43	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	45.9	45.9	45.4	0.0	12.2	9.4	40.4	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.9	45.9	45.4	0.0	12.2	9.4	40.4	2.8	0.0
LOS by Move:	A	A	A	D	D	D	A	B	A	D	A	A
HCM2kAvgQ:	0	0	0	4	4	3	0	9	1	5	2	0

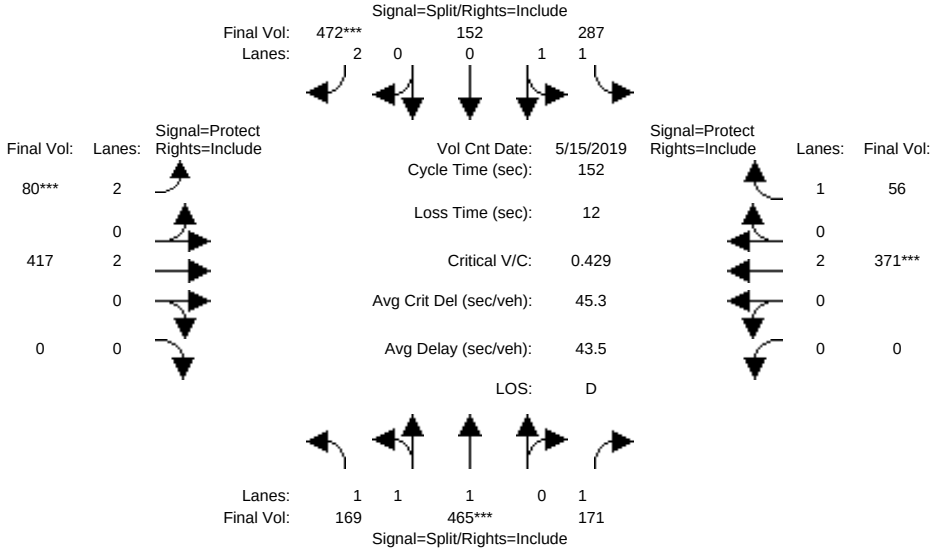
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 May 2019 << 08:00:00 AM												
Base Vol:	169	455	92	287	0	472	79	394	0	0	312	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	455	92	287	0	472	79	394	0	0	312	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	10	79	0	152	0	1	23	0	0	59	1
Initial Fut:	169	465	171	287	152	472	80	417	0	0	371	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	465	171	287	152	472	80	417	0	0	371	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	465	171	287	152	472	80	417	0	0	371	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	465	171	287	152	472	80	417	0	0	371	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.32	0.68	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	3800	1750	2321	1229	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.10	0.12	0.12	0.15	0.03	0.11	0.00	0.00	0.10	0.03
Crit Moves:		****				****	****				****	
Green Time:	43.3	43.3	43.3	53.1	53.1	53.1	9.0	43.6	0.0	0.0	34.6	34.6
Volume/Cap:	0.34	0.43	0.34	0.35	0.35	0.43	0.43	0.38	0.00	0.00	0.43	0.14
Delay/Veh:	43.1	44.5	43.5	36.9	36.9	38.1	70.6	43.7	0.0	0.0	50.6	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	44.5	43.5	36.9	36.9	38.1	70.6	43.7	0.0	0.0	50.6	47.0
LOS by Move:	D	D	D	D+	D+	D+	E	D	A	A	D	D
HCM2kAvgQ:	7	9	7	8	8	10	3	8	0	0	7	2

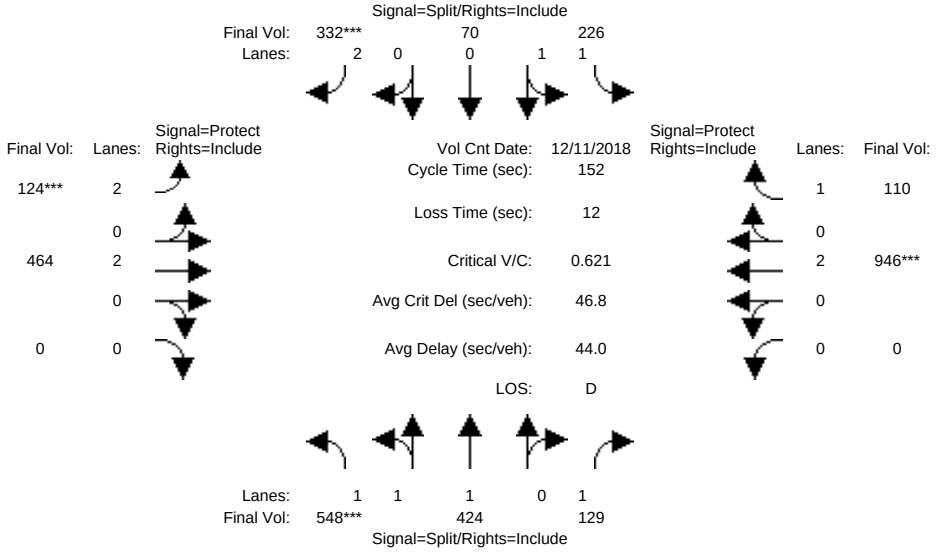
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	448	363	71	191	0	332	111	393	0	0	649	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	363	71	191	0	332	111	393	0	0	649	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	100	61	58	35	70	0	13	71	0	0	297	12
Initial Fut:	548	424	129	226	70	332	124	464	0	0	946	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	548	424	129	226	70	332	124	464	0	0	946	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	424	129	226	70	332	124	464	0	0	946	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	548	424	129	226	70	332	124	464	0	0	946	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.93	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.73	1.27	1.00	1.53	0.47	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3070	2375	1750	2710	839	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.08	0.08	0.11	0.04	0.12	0.00	0.00	0.25	0.06
Crit Moves:	****					****	****				****	
Green Time:	43.7	43.7	43.7	25.8	25.8	25.8	9.6	70.5	0.0	0.0	60.9	60.9
Volume/Cap:	0.62	0.62	0.26	0.49	0.49	0.62	0.62	0.26	0.00	0.00	0.62	0.16
Delay/Veh:	47.8	47.8	41.9	57.8	57.8	60.8	75.3	24.9	0.0	0.0	37.1	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	47.8	41.9	57.8	57.8	60.8	75.3	24.9	0.0	0.0	37.1	29.2
LOS by Move:	D	D	D	E+	E+	E	E-	C	A	A	D+	C
HCM2kAvgQ:	14	14	5	7	7	9	4	6	0	0	18	3

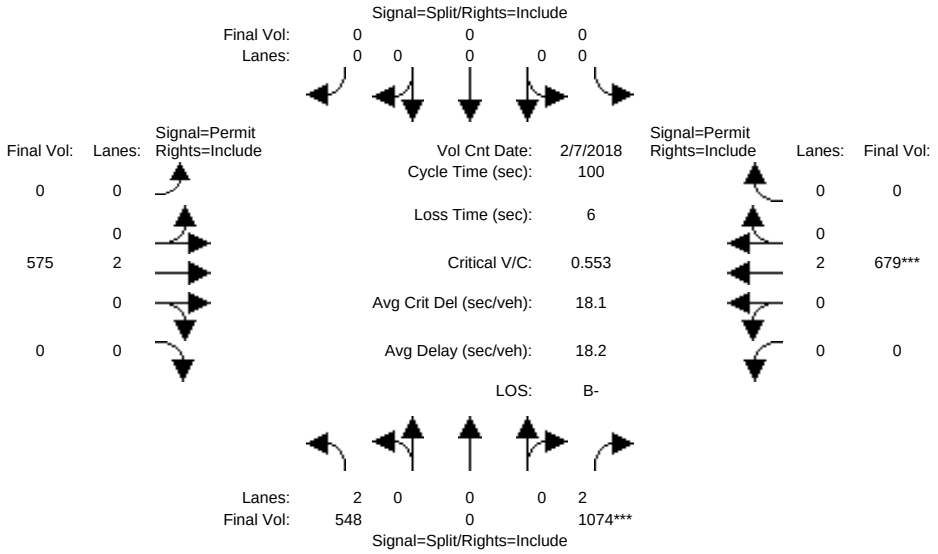
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Feb 2018 << 07:30:00 AM												
Base Vol:	512	0	985	0	0	0	0	499	0	0	650	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	512	0	985	0	0	0	0	499	0	0	650	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	36	0	89	0	0	0	0	76	0	0	29	0
Initial Fut:	548	0	1074	0	0	0	0	575	0	0	679	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	548	0	1074	0	0	0	0	575	0	0	679	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	0	1074	0	0	0	0	575	0	0	679	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	548	0	1074	0	0	0	0	575	0	0	679	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.34	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.18	0.00
Crit Moves:			****								****	
Green Time:	61.7	0.0	61.7	0.0	0.0	0.0	0.0	32.3	0.0	0.0	32.3	0.0
Volume/Cap:	0.28	0.00	0.55	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.55	0.00
Delay/Veh:	9.0	0.0	11.5	0.0	0.0	0.0	0.0	27.3	0.0	0.0	28.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	0.0	11.5	0.0	0.0	0.0	0.0	27.3	0.0	0.0	28.4	0.0
LOS by Move:	A	A	B+	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	5	0	12	0	0	0	0	7	0	0	9	0

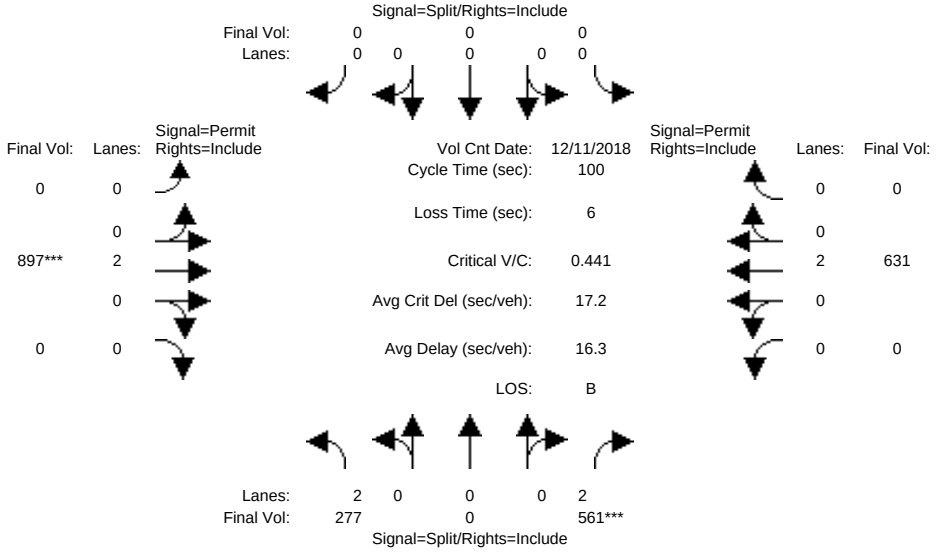
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	263	0	516	0	0	0	0	829	0	0	560	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	0	516	0	0	0	0	829	0	0	560	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	14	0	45	0	0	0	0	68	0	0	71	0
Initial Fut:	277	0	561	0	0	0	0	897	0	0	631	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	0	561	0	0	0	0	897	0	0	631	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	0	561	0	0	0	0	897	0	0	631	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	0	561	0	0	0	0	897	0	0	631	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.17	0.00
Crit Moves:			****					****				
Green Time:	40.4	0.0	40.4	0.0	0.0	0.0	0.0	53.6	0.0	0.0	53.6	0.0
Volume/Cap:	0.22	0.00	0.44	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.31	0.00
Delay/Veh:	19.5	0.0	21.8	0.0	0.0	0.0	0.0	14.3	0.0	0.0	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	0.0	21.8	0.0	0.0	0.0	0.0	14.3	0.0	0.0	13.0	0.0
LOS by Move:	B-	A	C+	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	3	0	8	0	0	0	0	8	0	0	5	0

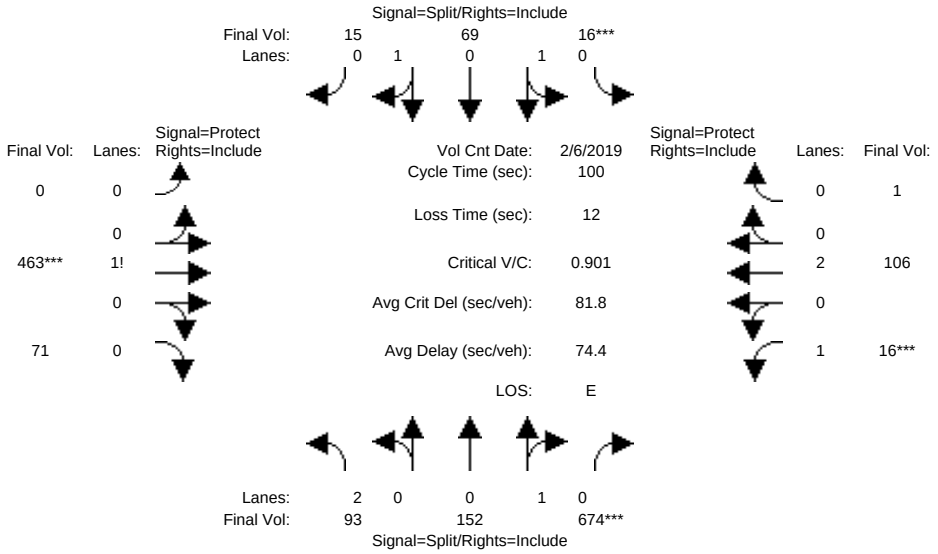
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 08:00:00 AM												
Base Vol:	80	141	532	15	61	6	0	354	58	14	79	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	141	532	15	61	6	0	354	58	14	79	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	13	11	142	1	8	9	0	109	13	2	27	1
Initial Fut:	93	152	674	16	69	15	0	463	71	16	106	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	152	674	16	69	15	0	463	71	16	106	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	152	674	16	69	15	0	463	71	16	106	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	152	674	16	69	15	0	463	71	16	106	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95
Lanes:	2.00	0.18	0.82	0.32	1.38	0.30	0.00	0.87	0.13	1.00	1.98	0.02
Final Sat.:	3150	331	1469	576	2484	540	0	1561	239	1750	3665	35
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.03	0.03	0.03	0.00	0.30	0.30	0.01	0.03	0.03
Crit Moves:			****	****				****		****		
Green Time:	43.1	43.1	43.1	10.0	10.0	10.0	0.0	27.9	27.9	7.0	34.9	34.9
Volume/Cap:	0.07	1.06	1.06	0.28	0.28	0.28	0.00	1.06	1.06	0.13	0.08	0.08
Delay/Veh:	16.7	79.2	79.2	42.1	42.1	42.1	0.0	94.4	94.4	44.1	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	79.2	79.2	42.1	42.1	42.1	0.0	94.4	94.4	44.1	21.9	21.9
LOS by Move:	B	E-	E-	D	D	D	A	F	F	D	C+	C+
HCM2kAvgQ:	1	38	38	2	2	2	0	26	26	1	1	1

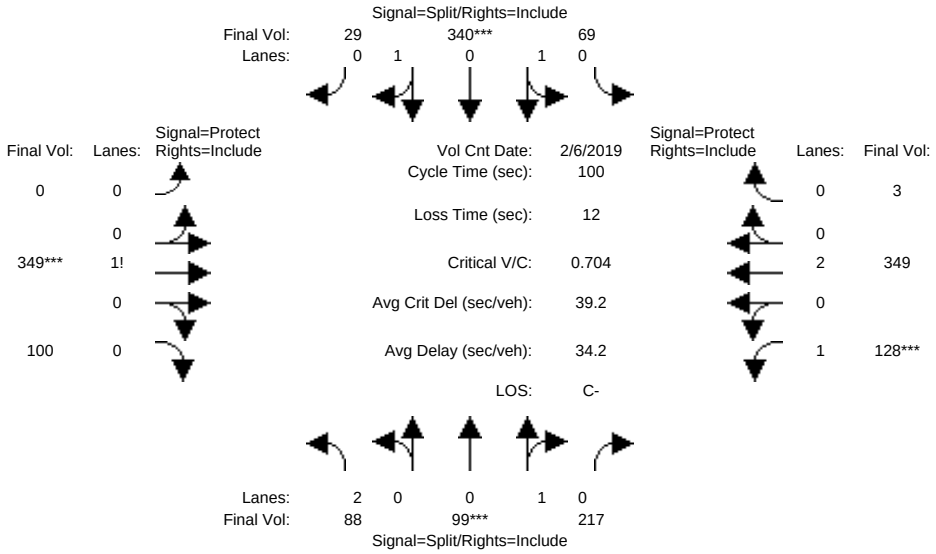
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 05:00:00 PM												
Base Vol:	64	70	101	64	313	16	0	298	92	121	276	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	70	101	64	313	16	0	298	92	121	276	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	24	29	116	5	27	13	0	51	8	7	73	3
Initial Fut:	88	99	217	69	340	29	0	349	100	128	349	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	99	217	69	340	29	0	349	100	128	349	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	99	217	69	340	29	0	349	100	128	349	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	99	217	69	340	29	0	349	100	128	349	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95
Lanes:	2.00	0.31	0.69	0.32	1.55	0.13	0.00	0.78	0.22	1.00	1.98	0.02
Final Sat.:	3150	564	1236	567	2795	238	0	1399	401	1750	3668	32
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.12	0.12	0.12	0.00	0.25	0.25	0.07	0.10	0.10
Crit Moves:		****			****			****			****	
Green Time:	24.9	24.9	24.9	17.3	17.3	17.3	0.0	35.4	35.4	10.4	45.8	45.8
Volume/Cap:	0.11	0.70	0.70	0.70	0.70	0.70	0.00	0.70	0.70	0.70	0.21	0.21
Delay/Veh:	29.1	39.2	39.2	42.6	42.6	42.6	0.0	31.4	31.4	55.2	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	39.2	39.2	42.6	42.6	42.6	0.0	31.4	31.4	55.2	16.3	16.3
LOS by Move:	C	D	D	D	D	D	A	C	C	E+	B	B
HCM2kAvgQ:	1	11	11	8	8	8	0	14	14	6	3	3

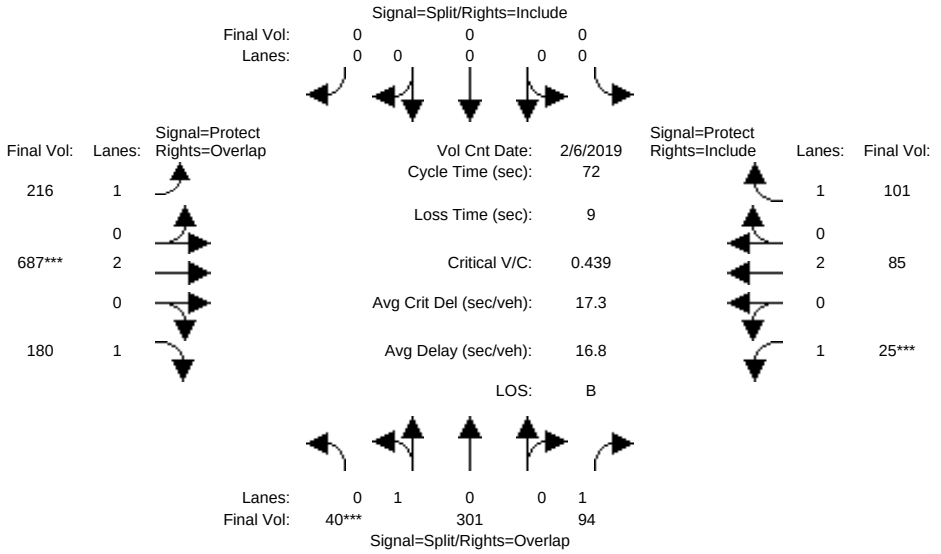
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 08:00:00 AM												
Base Vol:	31	231	78	0	0	0	164	613	168	18	63	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	231	78	0	0	0	164	613	168	18	63	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	9	70	16	0	0	0	52	74	12	7	22	4
Initial Fut:	40	301	94	0	0	0	216	687	180	25	85	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	301	94	0	0	0	216	687	180	25	85	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	301	94	0	0	0	216	687	180	25	85	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	301	94	0	0	0	216	687	180	25	85	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	1589	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.05	0.00	0.00	0.00	0.12	0.18	0.10	0.01	0.02	0.06
Crit Moves:	****							****		****		
Green Time:	28.7	28.7	35.7	0.0	0.0	0.0	16.2	27.3	56.0	7.0	18.2	18.2
Volume/Cap:	0.48	0.48	0.11	0.00	0.00	0.00	0.55	0.48	0.13	0.15	0.09	0.23
Delay/Veh:	16.6	16.6	9.7	0.0	0.0	0.0	26.4	17.2	2.0	30.2	20.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.6	9.7	0.0	0.0	0.0	26.4	17.2	2.0	30.2	20.6	21.6
LOS by Move:	B	B	A	A	A	A	C	B	A	C	C+	C+
HCM2kAvgQ:	6	6	1	0	0	0	5	6	1	1	1	2

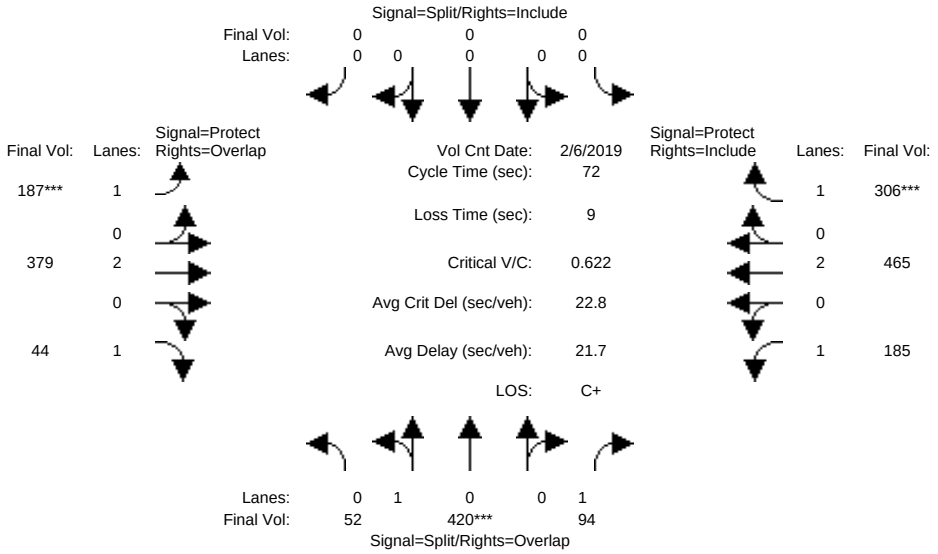
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 05:00:00 PM												
Base Vol:	35	300	83	0	0	0	148	292	26	144	364	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	300	83	0	0	0	148	292	26	144	364	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	17	120	11	0	0	0	39	87	18	41	101	20
Initial Fut:	52	420	94	0	0	0	187	379	44	185	465	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	420	94	0	0	0	187	379	44	185	465	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	420	94	0	0	0	187	379	44	185	465	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	420	94	0	0	0	187	379	44	185	465	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.89	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	198	1602	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.05	0.00	0.00	0.00	0.11	0.10	0.03	0.11	0.12	0.17
Crit Moves:		****					****					****
Green Time:	30.4	30.4	44.5	0.0	0.0	0.0	12.4	18.5	48.9	14.1	20.3	20.3
Volume/Cap:	0.62	0.62	0.09	0.00	0.00	0.00	0.62	0.39	0.04	0.54	0.44	0.62
Delay/Veh:	17.9	17.9	5.6	0.0	0.0	0.0	31.6	22.3	3.8	27.8	21.5	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	17.9	5.6	0.0	0.0	0.0	31.6	22.3	3.8	27.8	21.5	25.0
LOS by Move:	B	B	A	A	A	A	C	C+	A	C	C+	C
HCM2kAvgQ:	9	9	1	0	0	0	5	4	0	5	5	7

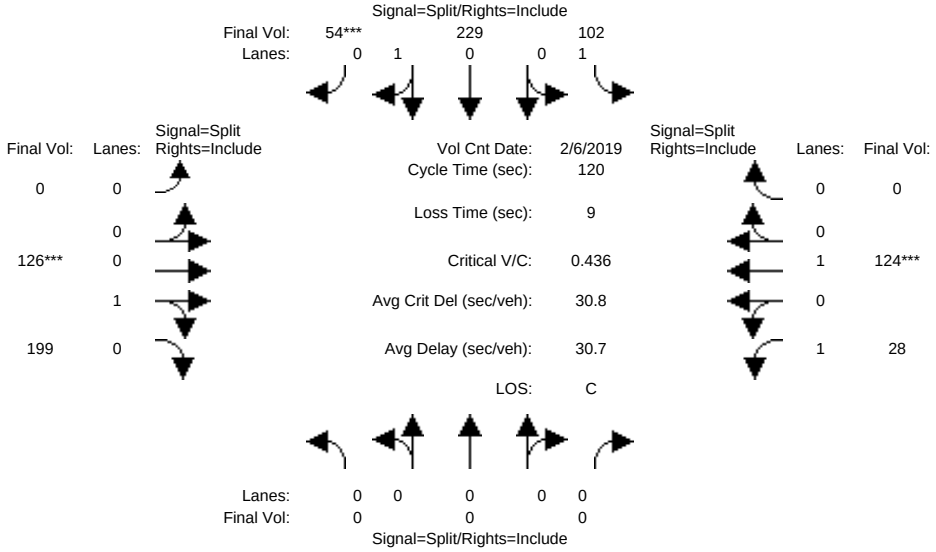
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 07:45:00 AM												
Base Vol:	0	0	0	58	187	22	0	75	166	23	86	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	187	22	0	75	166	23	86	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	44	42	32	0	51	33	5	38	0
Initial Fut:	0	0	0	102	229	54	0	126	199	28	124	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	102	229	54	0	126	199	28	124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	229	54	0	126	199	28	124	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	102	229	54	0	126	199	28	124	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.81	0.19	0.00	0.39	0.61	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1457	343	0	698	1102	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.16	0.16	0.00	0.18	0.18	0.02	0.07	0.00
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	43.3	43.3	43.3	0.0	49.7	49.7	18.0	18.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.44	0.44	0.00	0.44	0.44	0.11	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	26.1	29.6	29.6	0.0	25.5	25.5	44.3	47.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.1	29.6	29.6	0.0	25.5	25.5	44.3	47.5	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2kAvgQ:	0	0	0	3	8	8	0	9	9	1	5	0

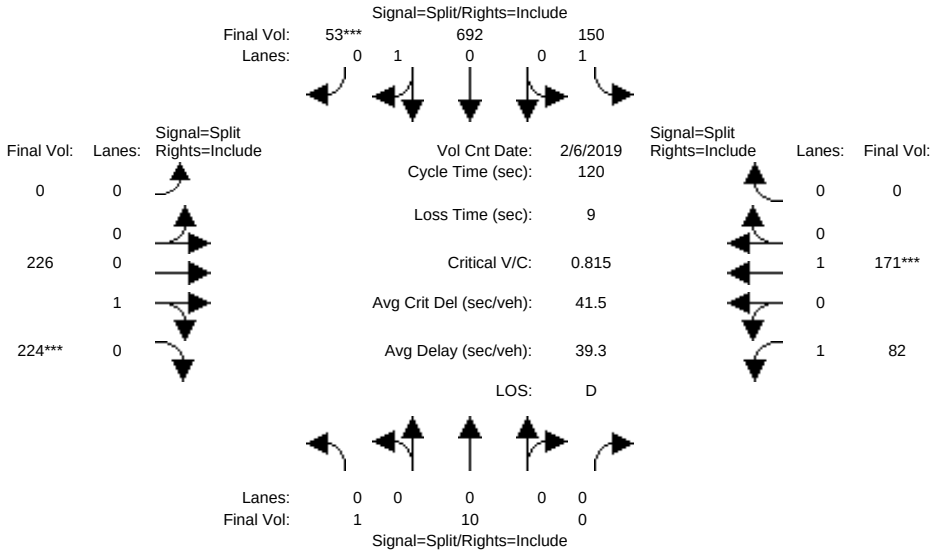
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 05:00:00 PM												
Base Vol:	0	0	0	95	519	31	0	194	205	68	127	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	519	31	0	194	205	68	127	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	1	10	0	55	173	22	0	32	19	14	44	0
Initial Fut:	1	10	0	150	692	53	0	226	224	82	171	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	10	0	150	692	53	0	226	224	82	171	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	10	0	150	692	53	0	226	224	82	171	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	10	0	150	692	53	0	226	224	82	171	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.93	0.07	0.00	0.50	0.50	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1672	128	0	904	896	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	0.00	0.09	0.41	0.41	0.00	0.25	0.25	0.05	0.09	0.00
Crit Moves:						****			****		****	
Green Time:	0.0	0.0	0.0	60.9	60.9	60.9	0.0	36.8	36.8	13.3	13.3	0.0
Volume/Cap:	xxxx	xxxx	0.00	0.17	0.82	0.82	0.00	0.82	0.82	0.42	0.82	0.00
Delay/Veh:	0.0	0.0	0.0	16.0	30.5	30.5	0.0	47.6	47.6	51.3	73.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.0	30.5	30.5	0.0	47.6	47.6	51.3	73.4	0.0
LOS by Move:	A	A	A	B	C	C	A	D	D	D-	E	A
HCM2kAvgQ:	0	0	0	3	26	26	0	18	18	3	8	0

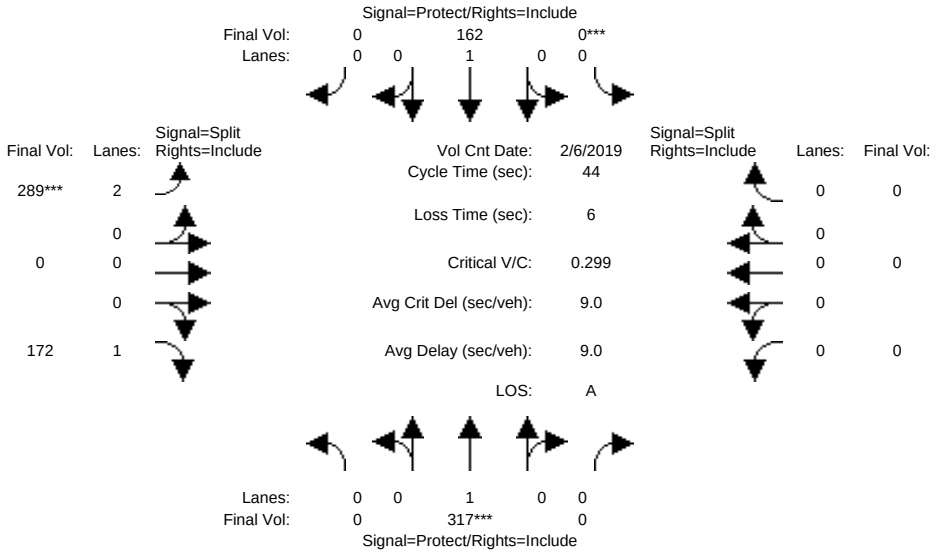
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 07:45:00 AM												
Base Vol:	0	284	0	0	127	0	165	0	61	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	284	0	0	127	0	165	0	61	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	33	0	0	35	0	124	0	111	0	0	0
Initial Fut:	0	317	0	0	162	0	289	0	172	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	317	0	0	162	0	289	0	172	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	317	0	0	162	0	289	0	172	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	317	0	0	162	0	289	0	172	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.09	0.00	0.09	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	23.9	0.0	0.0	23.9	0.0	14.1	0.0	14.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.00	0.00	0.16	0.00	0.29	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	0.0	6.3	0.0	0.0	5.3	0.0	11.9	0.0	12.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.3	0.0	0.0	5.3	0.0	11.9	0.0	12.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B+	A	B	A	A	A
HCM2kAvgQ:	0	3	0	0	1	0	2	0	2	0	0	0

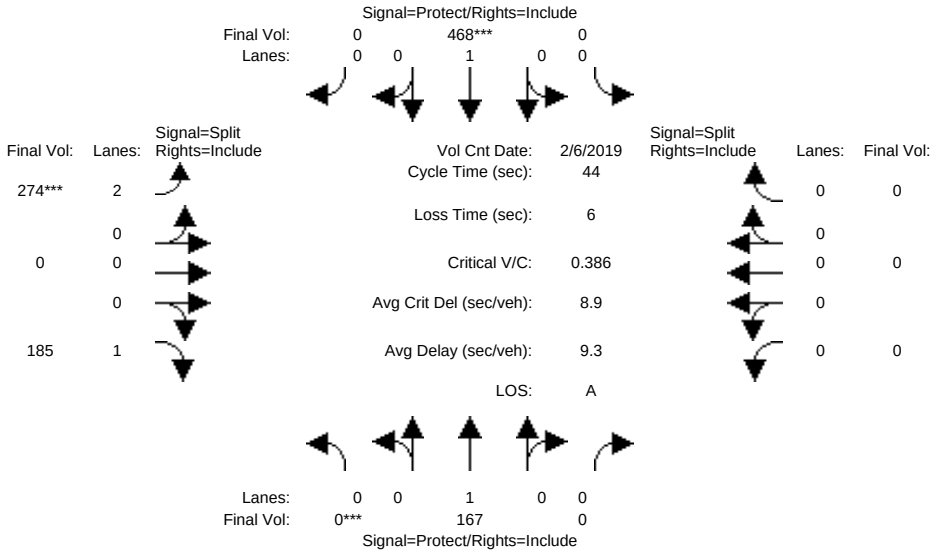
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 05:00:00 PM												
Base Vol:	0	125	0	0	377	0	195	0	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	125	0	0	377	0	195	0	159	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	42	0	0	91	0	79	0	26	0	0	0
Initial Fut:	0	167	0	0	468	0	274	0	185	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	167	0	0	468	0	274	0	185	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	167	0	0	468	0	274	0	185	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	167	0	0	468	0	274	0	185	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.25	0.00	0.09	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	25.9	0.0	0.0	25.9	0.0	12.1	0.0	12.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.15	0.00	0.00	0.42	0.00	0.32	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	0.0	4.3	0.0	0.0	6.1	0.0	13.7	0.0	15.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.3	0.0	0.0	6.1	0.0	13.7	0.0	15.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	1	0	0	4	0	2	0	3	0	0	0

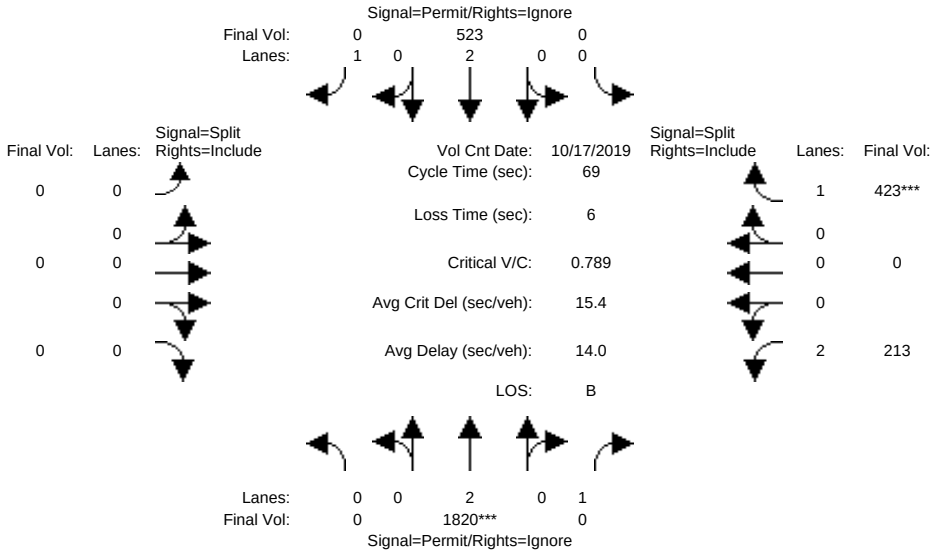
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:45:00 AM												
Base Vol:	0	1817	214	0	522	151	0	0	0	198	0	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1817	214	0	522	151	0	0	0	198	0	417
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	3	5	0	1	1	0	0	0	15	0	6
Initial Fut:	0	1820	219	0	523	152	0	0	0	213	0	423
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1820	0	0	523	0	0	0	0	213	0	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1820	0	0	523	0	0	0	0	213	0	423
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1820	0	0	523	0	0	0	0	213	0	423
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.07	0.00	0.24
Crit Moves:		****										****
Green Time:	0.0	41.9	0.0	0.0	41.9	0.0	0.0	0.0	0.0	21.1	0.0	21.1
Volume/Cap:	0.00	0.79	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.22	0.00	0.79
Delay/Veh:	0.0	12.1	0.0	0.0	6.2	0.0	0.0	0.0	0.0	17.9	0.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	0.0	0.0	6.2	0.0	0.0	0.0	0.0	17.9	0.0	29.6
LOS by Move:	A	B	A	A	A	A	A	A	A	B	A	C
HCM2kAvgQ:	0	17	0	0	3	0	0	0	0	2	0	11

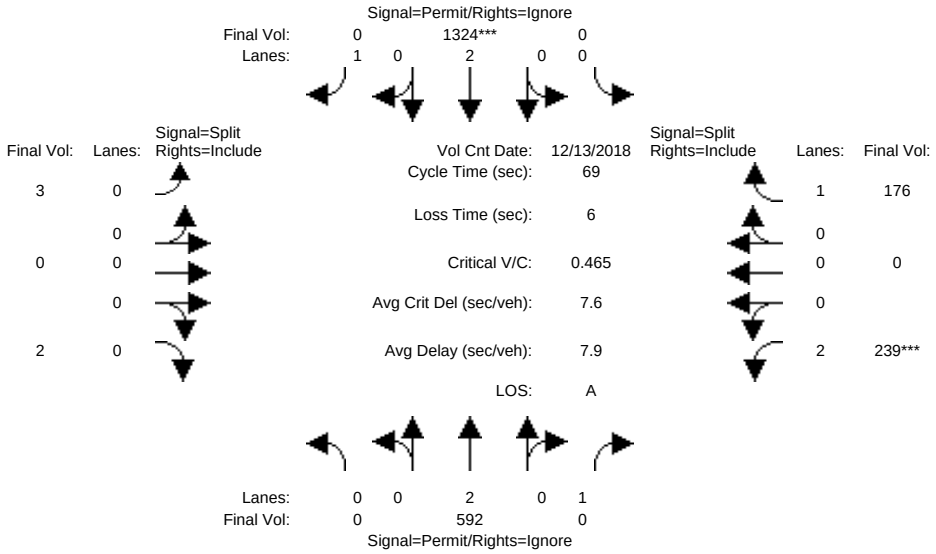
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	0	587	356	0	1310	212	0	0	0	230	0	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	587	356	0	1310	212	0	0	0	230	0	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	5	6	0	14	5	3	0	2	9	0	1
Initial Fut:	0	592	362	0	1324	217	3	0	2	239	0	176
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	592	0	0	1324	0	3	0	2	239	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	592	0	0	1324	0	3	0	2	239	0	176
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	592	0	0	1324	0	3	0	2	239	0	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.35	0.00	xxxx	0.00	xxxx	0.08	0.00	0.10
Crit Moves:					****					****		
Green Time:	0.0	48.9	0.0	0.0	48.9	0.0	0.0	0.0	0.0	14.1	0.0	14.1
Volume/Cap:	0.00	0.22	0.00	0.00	0.49	0.00	xxxx	0.00	xxxx	0.37	0.00	0.49
Delay/Veh:	0.0	3.5	0.0	0.0	4.6	0.0	0.0	0.0	0.0	24.0	0.0	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	0.0	0.0	4.6	0.0	0.0	0.0	0.0	24.0	0.0	25.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	2	0	0	7	0	0	0	0	3	0	4

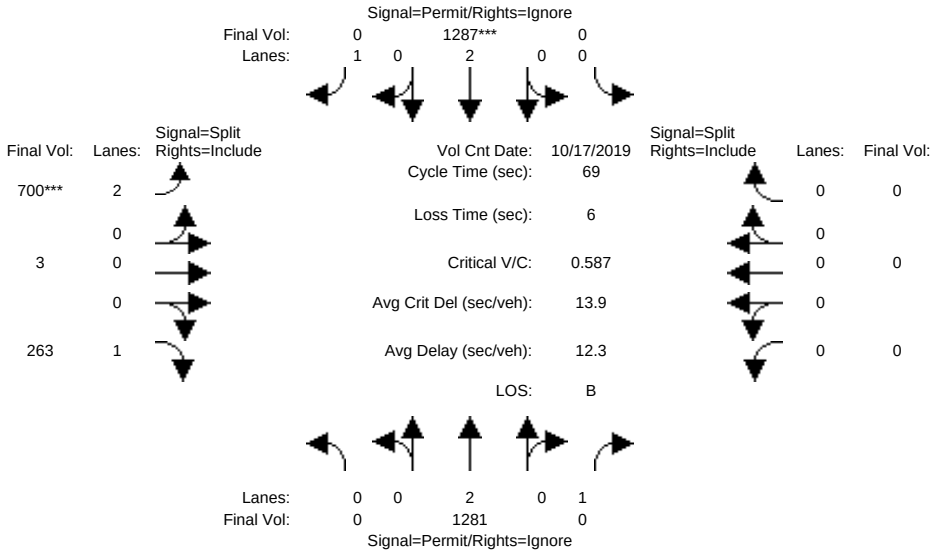
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:45:00 AM												
Base Vol:	0	1279	260	0	1279	260	697	3	260	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1279	260	0	1279	260	697	3	260	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	2	0	0	8	2	3	0	3	0	0	0
Initial Fut:	0	1281	260	0	1287	262	700	3	263	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1281	0	0	1287	0	700	3	263	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1281	0	0	1287	0	700	3	263	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1281	0	0	1287	0	700	3	263	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.94	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3554	20	1780	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.34	0.00	0.20	0.15	0.15	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	39.8	0.0	0.0	39.8	0.0	23.2	23.2	23.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.58	0.00	0.00	0.59	0.00	0.59	0.44	0.44	0.00	0.00	0.00
Delay/Veh:	0.0	9.7	0.0	0.0	9.7	0.0	19.5	18.0	18.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	0.0	0.0	9.7	0.0	19.5	18.0	18.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B-	B-	B-	A	A	A
HCM2kAvgQ:	0	9	0	0	9	0	7	5	5	0	0	0

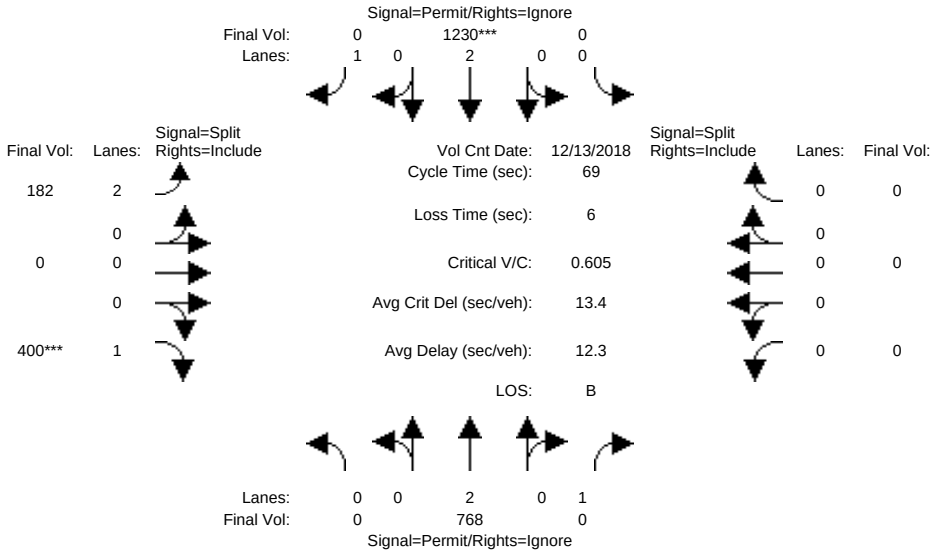
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	0	764	238	0	1218	343	179	0	398	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	764	238	0	1218	343	179	0	398	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	4	1	0	12	3	3	0	2	0	0	0
Initial Fut:	0	768	239	0	1230	346	182	0	400	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	768	0	0	1230	0	182	0	400	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	768	0	0	1230	0	182	0	400	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	768	0	0	1230	0	182	0	400	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.32	0.00	0.06	0.00	0.23	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	36.9	0.0	0.0	36.9	0.0	26.1	0.0	26.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.00	0.00	0.60	0.00	0.15	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	0.0	9.5	0.0	0.0	11.5	0.0	14.2	0.0	18.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	0.0	0.0	11.5	0.0	14.2	0.0	18.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B+	A	B	A	B-	A	A	A
HCM2kAvgQ:	0	5	0	0	10	0	2	0	8	0	0	0

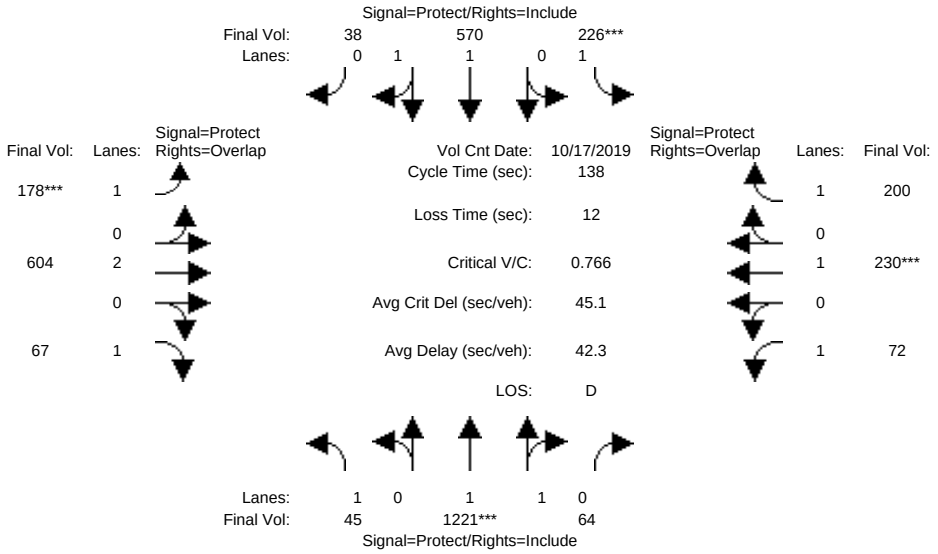
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:30:00 AM												
Base Vol:	45	1220	64	225	548	38	168	567	60	72	226	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1220	64	225	548	38	168	567	60	72	226	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	1	0	1	22	0	10	37	7	0	4	1
Initial Fut:	45	1221	64	226	570	38	178	604	67	72	230	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1221	64	226	570	38	178	604	67	72	230	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1221	64	226	570	38	178	604	67	72	230	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1221	64	226	570	38	178	604	67	72	230	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3516	184	1750	3469	231	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.13	0.16	0.16	0.10	0.16	0.04	0.04	0.12	0.11
Crit Moves:		****		****			****				****	
Green Time:	20.3	62.6	62.6	23.3	65.6	65.6	18.3	30.4	50.7	9.7	21.8	45.1
Volume/Cap:	0.18	0.77	0.77	0.77	0.35	0.35	0.77	0.72	0.10	0.58	0.77	0.35
Delay/Veh:	51.9	33.7	33.7	66.1	22.8	22.8	71.9	52.9	28.8	69.2	66.8	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	33.7	33.7	66.1	22.8	22.8	71.9	52.9	28.8	69.2	66.8	35.7
LOS by Move:	D-	C-	C-	E	C+	C+	E	D-	C	E	E	D+
HCM2kAvgQ:	2	24	24	12	8	8	10	13	2	4	11	7

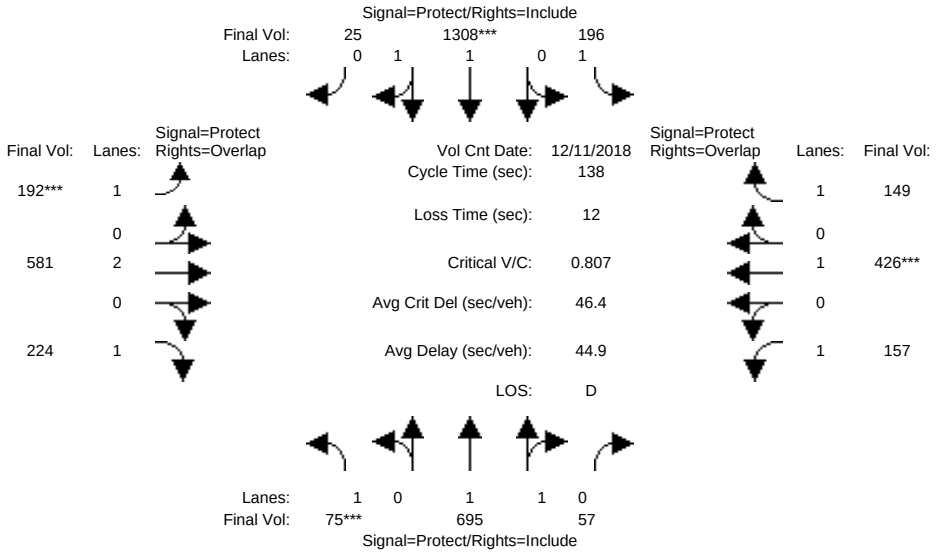
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	72	647	56	194	1262	20	185	565	220	149	383	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	647	56	194	1262	20	185	565	220	149	383	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	3	48	1	2	46	5	7	16	4	8	43	11
Initial Fut:	75	695	57	196	1308	25	192	581	224	157	426	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	695	57	196	1308	25	192	581	224	157	426	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	695	57	196	1308	25	192	581	224	157	426	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	695	57	196	1308	25	192	581	224	157	426	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3419	280	1750	3631	69	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.11	0.36	0.36	0.11	0.15	0.13	0.09	0.22	0.09
Crit Moves:	****				****		****				****	
Green Time:	7.3	44.4	44.4	24.5	61.6	61.6	18.8	36.0	43.3	21.1	38.3	62.8
Volume/Cap:	0.81	0.63	0.63	0.63	0.81	0.81	0.81	0.59	0.41	0.59	0.81	0.19
Delay/Veh:	103.4	40.9	40.9	56.7	36.1	36.1	76.0	45.4	37.8	57.7	55.4	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.4	40.9	40.9	56.7	36.1	36.1	76.0	45.4	37.8	57.7	55.4	22.5
LOS by Move:	F	D	D	E+	D+	D+	E-	D	D+	E+	E+	C+
HCM2kAvgQ:	5	14	14	9	26	26	11	11	8	7	19	4

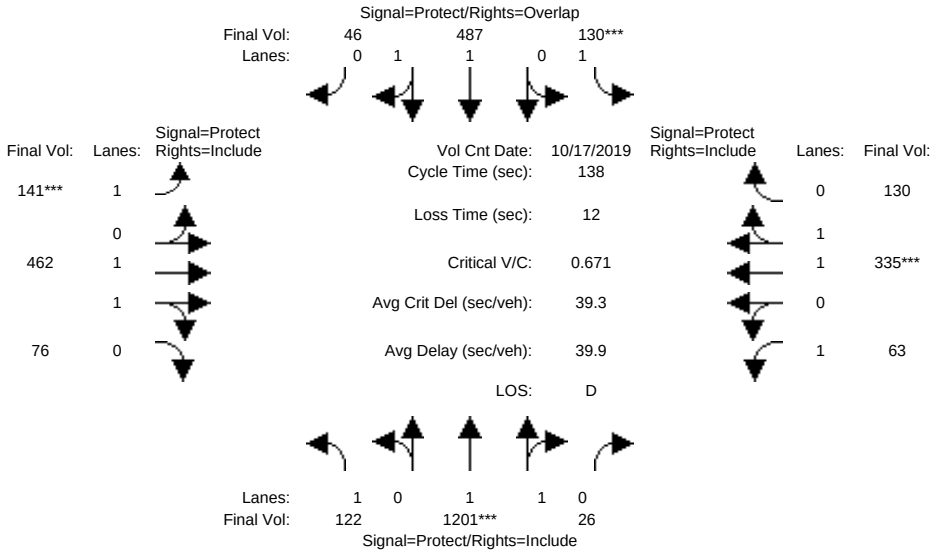
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:45:00 AM												
Base Vol:	120	1160	25	130	459	46	134	429	68	63	328	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1160	25	130	459	46	134	429	68	63	328	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	2	41	1	0	28	0	7	33	8	0	7	2
Initial Fut:	122	1201	26	130	487	46	141	462	76	63	335	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1201	26	130	487	46	141	462	76	63	335	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1201	26	130	487	46	141	462	76	63	335	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1201	26	130	487	46	141	462	76	63	335	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.96	0.04	1.00	1.82	0.18	1.00	1.71	0.29	1.00	1.43	0.57
Final Sat.:	1750	3622	78	1750	3380	319	1750	3177	523	1750	2665	1034
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.07	0.14	0.14	0.08	0.15	0.15	0.04	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	27.2	68.3	68.3	15.3	56.3	72.9	16.6	31.5	31.5	11.0	25.9	25.9
Volume/Cap:	0.35	0.67	0.67	0.67	0.35	0.27	0.67	0.64	0.64	0.45	0.67	0.67
Delay/Veh:	48.4	27.3	27.3	67.7	28.4	18.0	66.2	49.7	49.7	63.0	54.7	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	27.3	27.3	67.7	28.4	18.0	66.2	49.7	49.7	63.0	54.7	54.7
LOS by Move:	D	C	C	E	C	B-	E	D	D	E	D-	D-
HCM2kAvgQ:	5	20	20	7	8	6	7	11	11	3	10	10

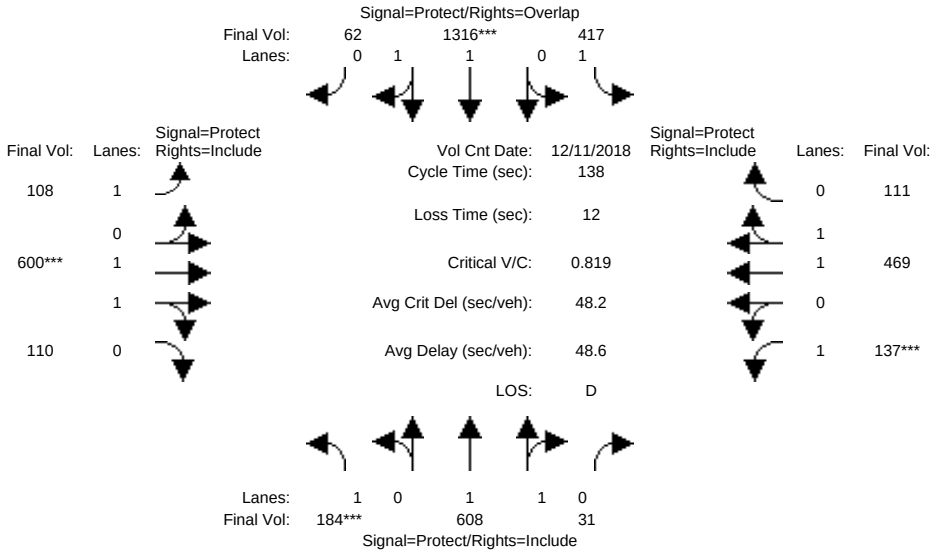
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	165	519	31	411	1200	54	97	568	93	129	416	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	519	31	411	1200	54	97	568	93	129	416	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	19	89	0	6	116	8	11	32	17	8	53	7
Initial Fut:	184	608	31	417	1316	62	108	600	110	137	469	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	608	31	417	1316	62	108	600	110	137	469	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	608	31	417	1316	62	108	600	110	137	469	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	608	31	417	1316	62	108	600	110	137	469	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.90	0.10	1.00	1.91	0.09	1.00	1.68	0.32	1.00	1.61	0.39
Final Sat.:	1750	3520	179	1750	3533	166	1750	3126	573	1750	2991	708
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.24	0.37	0.37	0.06	0.19	0.19	0.08	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	17.7	33.8	33.8	46.7	62.8	75.6	12.9	32.3	32.3	13.2	32.7	32.7
Volume/Cap:	0.82	0.70	0.70	0.70	0.82	0.68	0.66	0.82	0.82	0.82	0.66	0.66
Delay/Veh:	79.1	50.1	50.1	43.5	36.0	23.4	70.2	56.3	56.3	87.4	49.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	50.1	50.1	43.5	36.0	23.4	70.2	56.3	56.3	87.4	49.6	49.6
LOS by Move:	E-	D	D	D	D+	C	E	E+	E+	F	D	D
HCM2kAvgQ:	10	14	14	17	27	22	6	17	17	8	12	12

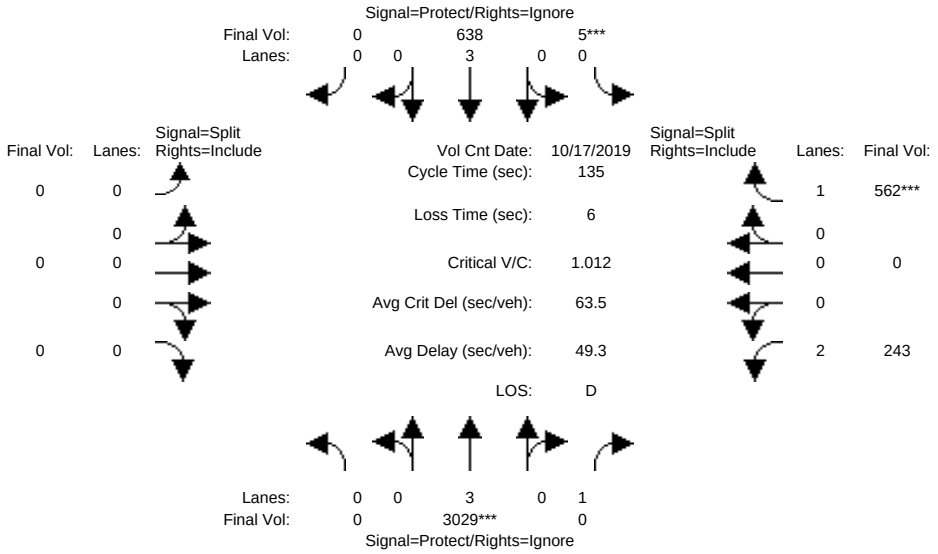
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	0	2583	239	0	455	0	0	0	0	227	0	414
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2583	239	0	455	0	0	0	0	227	0	414
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	446	1	5	183	0	0	0	0	16	0	148
Initial Fut:	0	3029	240	5	638	0	0	0	0	243	0	562
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3029	0	5	638	0	0	0	0	243	0	562
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3029	0	5	638	0	0	0	0	243	0	562
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3029	0	5	638	0	0	0	0	243	0	562
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.02	2.98	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	44	5556	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.11	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.32
Crit Moves:		****		****								****
Green Time:	0.0	70.9	0.0	15.3	86.2	0.0	0.0	0.0	0.0	42.8	0.0	42.8
Volume/Cap:	0.00	1.01	0.00	1.01	0.18	0.00	0.00	0.00	0.00	0.24	0.00	1.01
Delay/Veh:	0.0	51.6	0.0	98.7	10.0	0.0	0.0	0.0	0.0	34.2	0.0	87.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	51.6	0.0	98.7	10.0	0.0	0.0	0.0	0.0	34.2	0.0	87.4
LOS by Move:	A	D-	A	F	A	A	A	A	A	C-	A	F
HCM2kAvgQ:	0	50	0	14	4	0	0	0	0	4	0	32

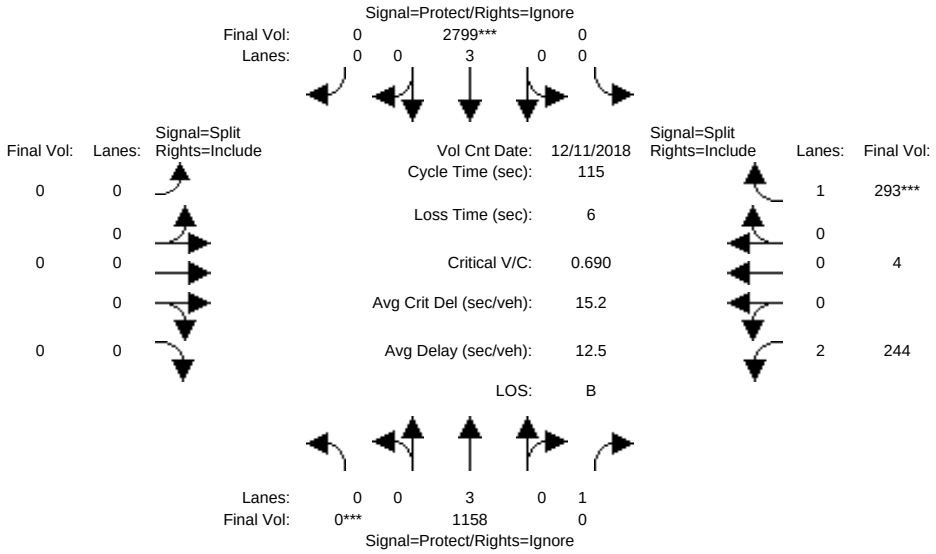
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 04:30:00 PM												
Base Vol:	0	984	296	0	2289	0	0	0	0	208	0	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	984	296	0	2289	0	0	0	0	208	0	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	174	3	0	510	0	0	0	0	36	4	95
Initial Fut:	0	1158	299	0	2799	0	0	0	0	244	4	293
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1158	0	0	2799	0	0	0	0	244	4	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	0	0	2799	0	0	0	0	244	4	293
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1158	0	0	2799	0	0	0	0	244	4	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	0	5700	1750	0	5700	0	0	0	0	3470	57	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.07	0.07	0.16
Crit Moves:	****				****							****
Green Time:	0.0	81.9	0.0	0.0	81.9	0.0	0.0	0.0	0.0	27.1	27.1	27.1
Volume/Cap:	0.00	0.29	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.30	0.30	0.69
Delay/Veh:	0.0	6.0	0.0	0.0	9.9	0.0	0.0	0.0	0.0	36.2	36.2	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.0	0.0	0.0	9.9	0.0	0.0	0.0	0.0	36.2	36.2	42.7
LOS by Move:	A	A	A	A	A	A	A	A	A	D+	D+	D
HCM2kAvgQ:	0	5	0	0	19	0	0	0	0	4	4	11

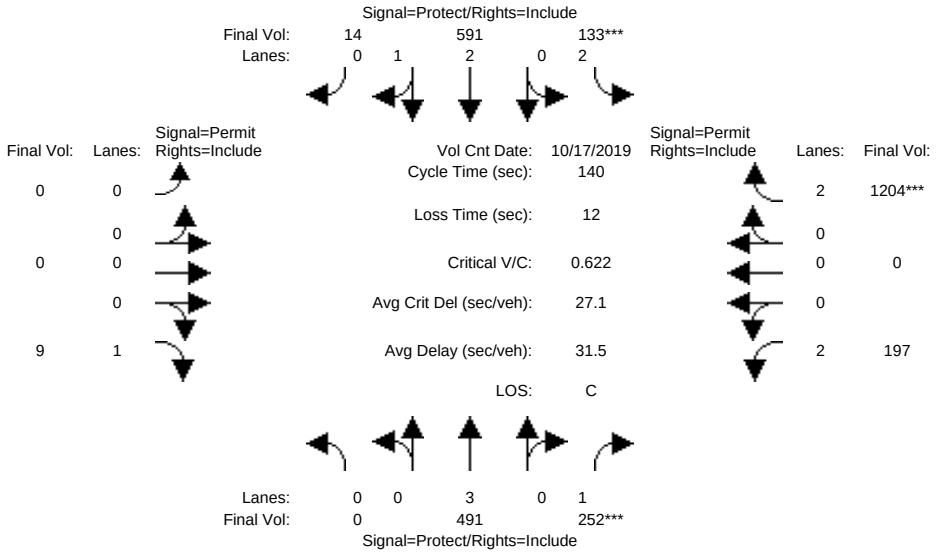
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:45:00 AM												
Base Vol:	0	258	250	108	502	14	0	0	9	196	0	1002
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	258	250	108	502	14	0	0	9	196	0	1002
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	233	2	25	89	0	0	0	0	1	0	202
Initial Fut:	0	491	252	133	591	14	0	0	9	197	0	1204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	491	252	133	591	14	0	0	9	197	0	1204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	491	252	133	591	14	0	0	9	197	0	1204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	491	252	133	591	14	0	0	9	197	0	1204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.93	0.07	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5470	130	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.14	0.04	0.11	0.11	0.00	0.00	0.01	0.06	0.00	0.38
Crit Moves:			****	****								****
Green Time:	0.0	32.4	32.4	9.5	41.9	41.9	0.0	0.0	86.1	86.1	0.0	86.1
Volume/Cap:	0.00	0.37	0.62	0.62	0.36	0.36	0.00	0.00	0.01	0.10	0.00	0.62
Delay/Veh:	0.0	45.4	51.3	69.1	38.6	38.6	0.0	0.0	10.4	11.1	0.0	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	45.4	51.3	69.1	38.6	38.6	0.0	0.0	10.4	11.1	0.0	17.4
LOS by Move:	A	D	D-	E	D+	D+	A	A	B+	B+	A	B
HCM2kAvgQ:	0	6	11	4	7	7	0	0	0	2	0	19

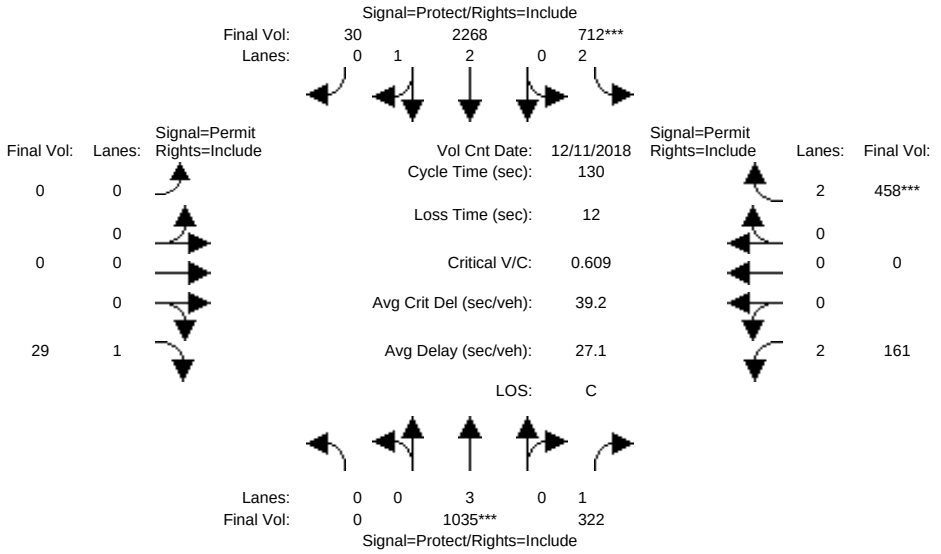
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5												
Base Vol:	0	898	321	530	1908	30	0	0	29	157	0	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	898	321	530	1908	30	0	0	29	157	0	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	137	1	182	360	0	0	0	0	4	0	92
Initial Fut:	0	1035	322	712	2268	30	0	0	29	161	0	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1035	322	712	2268	30	0	0	29	161	0	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1035	322	712	2268	30	0	0	29	161	0	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1035	322	712	2268	30	0	0	29	161	0	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.96	0.04	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5527	73	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.23	0.41	0.41	0.00	0.00	0.02	0.05	0.00	0.15
Crit Moves:		****		****								****
Green Time:	0.0	38.7	38.7	48.2	87.0	87.0	0.0	0.0	31.0	31.0	0.0	31.0
Volume/Cap:	0.00	0.61	0.62	0.61	0.61	0.61	0.00	0.00	0.07	0.21	0.00	0.61
Delay/Veh:	0.0	39.8	41.5	34.2	12.4	12.4	0.0	0.0	38.4	39.9	0.0	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.8	41.5	34.2	12.4	12.4	0.0	0.0	38.4	39.9	0.0	45.5
LOS by Move:	A	D	D	C-	B	B	A	A	D+	D	A	D
HCM2kAvgQ:	0	12	12	14	17	17	0	0	1	3	0	10

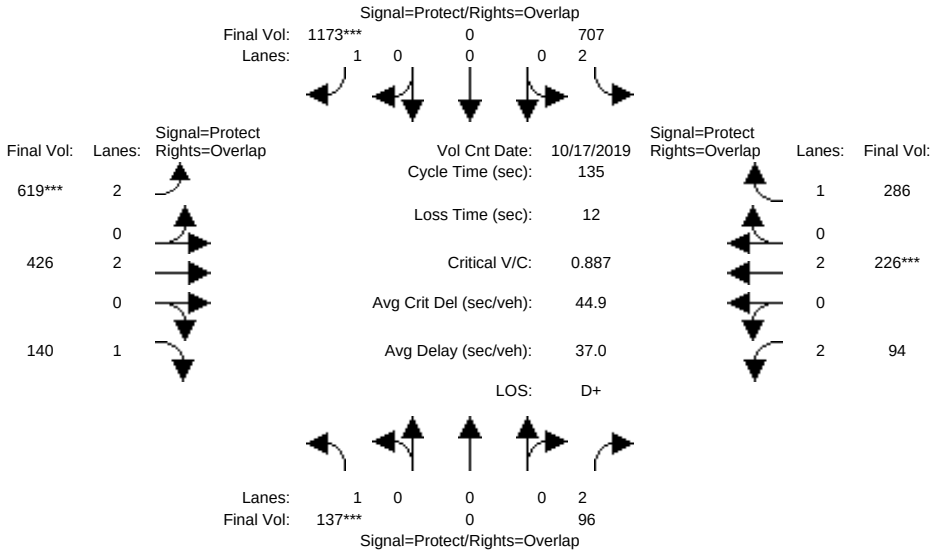
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	137	0	96	707	0	1173	619	426	140	94	226	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	0	96	707	0	1173	619	426	140	94	226	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	0	96	707	0	1173	619	426	140	94	226	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	0	96	707	0	1173	619	426	140	94	226	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	0	96	707	0	1173	619	426	140	94	226	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	0	96	707	0	1173	619	426	140	94	226	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.03	0.22	0.00	0.67	0.20	0.11	0.08	0.03	0.06	0.16
Crit Moves:	****					****	****				****	
Green Time:	11.8	0.0	24.4	83.1	0.0	101.2	29.7	27.1	38.9	12.5	10.0	93.1
Volume/Cap:	0.89	0.00	0.17	0.36	0.00	0.89	0.89	0.56	0.28	0.32	0.80	0.24
Delay/Veh:	104.2	0.0	46.9	13.0	0.0	21.1	65.2	49.5	37.5	57.9	76.8	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.2	0.0	46.9	13.0	0.0	21.1	65.2	49.5	37.5	57.9	76.8	7.9
LOS by Move:	F	A	D	B	A	C+	E	D	D+	E+	E-	A
HCM2kAvgQ:	9	0	2	8	0	43	18	8	5	2	7	5

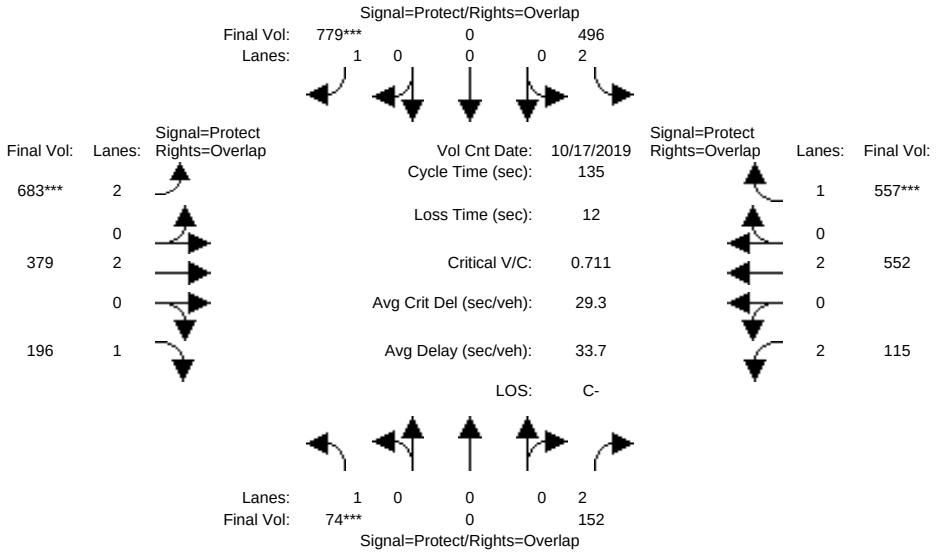
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 05:00:00 PM												
Base Vol:	74	0	152	496	0	779	683	379	196	115	552	557
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	152	496	0	779	683	379	196	115	552	557
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	152	496	0	779	683	379	196	115	552	557
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	152	496	0	779	683	379	196	115	552	557
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	152	496	0	779	683	379	196	115	552	557
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	152	496	0	779	683	379	196	115	552	557
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.05	0.16	0.00	0.45	0.22	0.10	0.11	0.04	0.15	0.32
Crit Moves:	****					****	****					****
Green Time:	8.0	0.0	32.5	47.8	0.0	84.5	41.1	47.1	55.2	24.5	30.5	78.3
Volume/Cap:	0.71	0.00	0.20	0.44	0.00	0.71	0.71	0.29	0.27	0.20	0.64	0.55
Delay/Veh:	82.9	0.0	41.0	33.7	0.0	19.3	44.2	31.9	26.8	47.1	49.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.9	0.0	41.0	33.7	0.0	19.3	44.2	31.9	26.8	47.1	49.0	18.1
LOS by Move:	F	A	D	C-	A	B-	D	C	C	D	D	B-
HCM2kAvgQ:	5	0	3	9	0	24	16	6	6	2	11	15

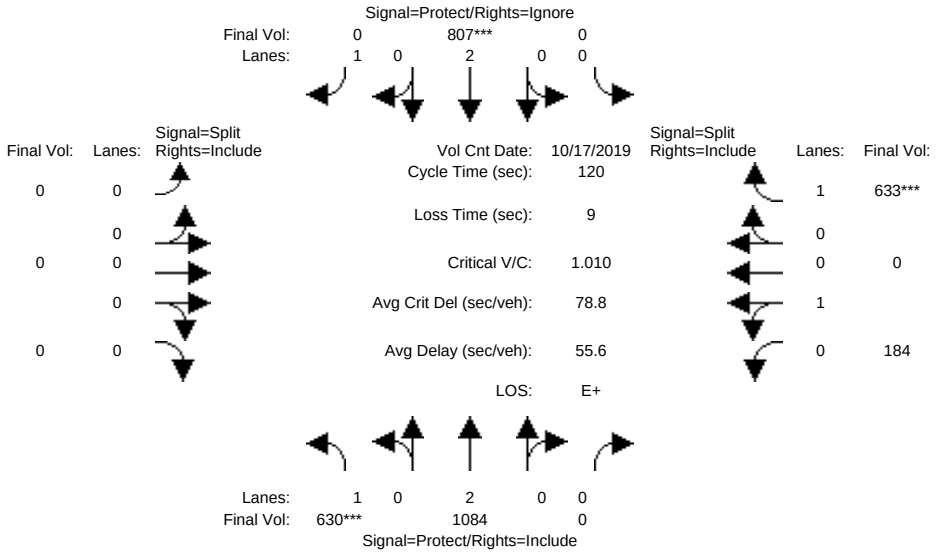
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:30:00 AM												
Base Vol:	431	712	0	0	647	879	0	0	0	129	0	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	712	0	0	647	879	0	0	0	129	0	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	199	372	0	0	160	202	0	0	0	55	0	153
Initial Fut:	630	1084	0	0	807	1081	0	0	0	184	0	633
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	630	1084	0	0	807	0	0	0	0	184	0	633
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	1084	0	0	807	0	0	0	0	184	0	633
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	630	1084	0	0	807	0	0	0	0	184	0	633
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.29	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.10	0.00	0.36
Crit Moves:	****				****							****
Green Time:	42.8	68.0	0.0	0.0	25.2	0.0	0.0	0.0	0.0	43.0	0.0	43.0
Volume/Cap:	1.01	0.50	0.00	0.00	1.01	0.00	0.00	0.00	0.00	0.29	0.00	1.01
Delay/Veh:	77.1	15.9	0.0	0.0	81.7	0.0	0.0	0.0	0.0	27.8	0.0	76.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	15.9	0.0	0.0	81.7	0.0	0.0	0.0	0.0	27.8	0.0	76.9
LOS by Move:	E-	B	A	A	F	A	A	A	A	C	A	E-
HCM2kAvgQ:	32	12	0	0	21	0	0	0	0	5	0	33

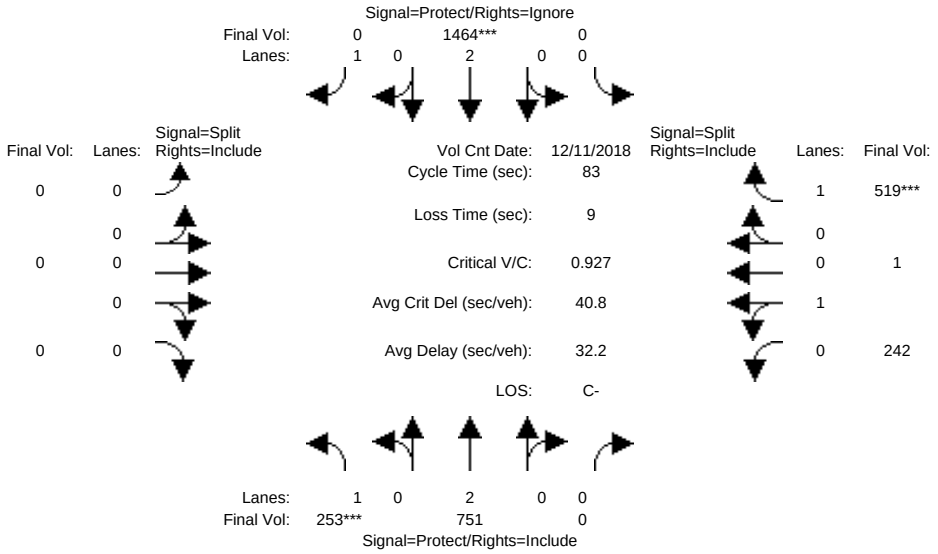
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 04:30:00 PM												
Base Vol:	159	544	0	0	1183	389	0	0	0	176	1	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	544	0	0	1183	389	0	0	0	176	1	422
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	94	207	0	0	281	142	0	0	0	66	0	97
Initial Fut:	253	751	0	0	1464	531	0	0	0	242	1	519
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	751	0	0	1464	0	0	0	0	242	1	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	751	0	0	1464	0	0	0	0	242	1	519
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	751	0	0	1464	0	0	0	0	242	1	519
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1793	7	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.14	0.14	0.30
Crit Moves:	****				****							****
Green Time:	12.9	47.4	0.0	0.0	34.5	0.0	0.0	0.0	0.0	26.6	26.6	26.6
Volume/Cap:	0.93	0.35	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.42	0.42	0.93
Delay/Veh:	70.1	9.6	0.0	0.0	32.9	0.0	0.0	0.0	0.0	22.7	22.7	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	9.6	0.0	0.0	32.9	0.0	0.0	0.0	0.0	22.7	22.7	49.0
LOS by Move:	E	A	A	A	C-	A	A	A	A	C+	C+	D
HCM2kAvgQ:	11	5	0	0	23	0	0	0	0	5	5	19

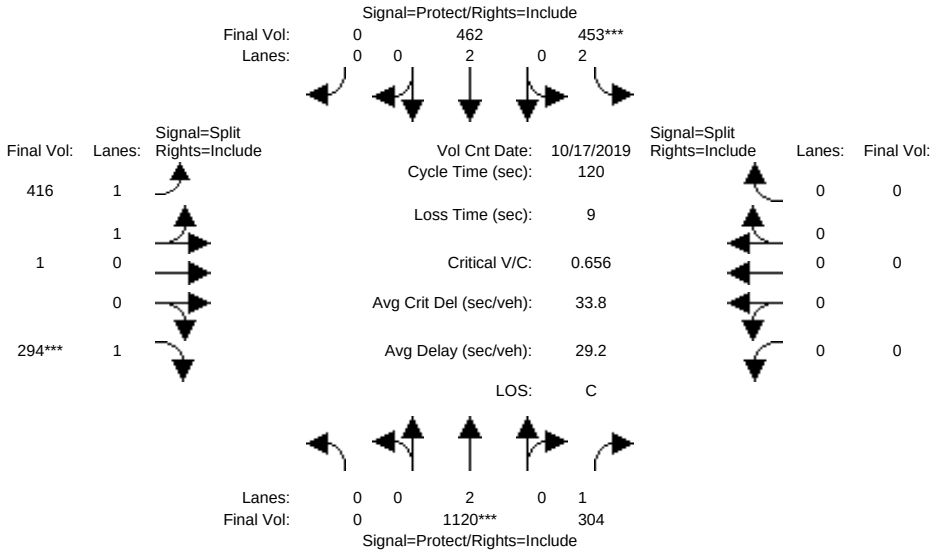
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:30:00 AM												
Base Vol:	0	848	214	402	369	0	306	1	218	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	848	214	402	369	0	306	1	218	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	272	90	51	93	0	110	0	76	0	0	0
Initial Fut:	0	1120	304	453	462	0	416	1	294	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1120	304	453	462	0	416	1	294	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1120	304	453	462	0	416	1	294	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1120	304	453	462	0	416	1	294	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3541	9	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.17	0.14	0.12	0.00	0.12	0.12	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	53.9	53.9	26.3	80.3	0.0	30.7	30.7	30.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.39	0.66	0.18	0.00	0.46	0.46	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	26.7	22.3	45.0	7.5	0.0	38.0	38.0	43.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.7	22.3	45.0	7.5	0.0	38.0	38.0	43.4	0.0	0.0	0.0
LOS by Move:	A	C	C+	D	A	A	D+	D+	D	A	A	A
HCM2kAvgQ:	0	16	8	10	3	0	7	7	11	0	0	0

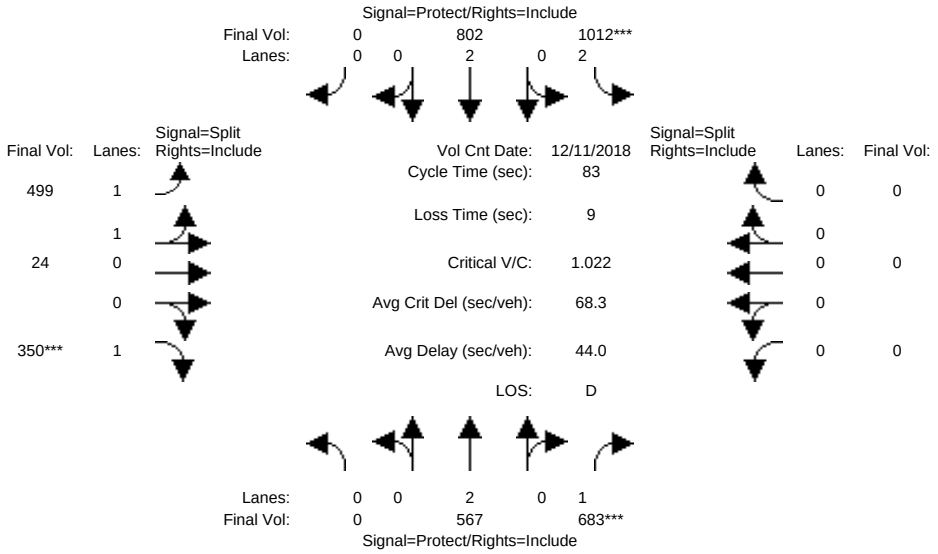
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 04:30:00 PM												
Base Vol:	0	389	566	822	544	0	311	24	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	389	566	822	544	0	311	24	174	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	178	117	190	258	0	188	0	176	0	0	0
Initial Fut:	0	567	683	1012	802	0	499	24	350	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	567	683	1012	802	0	499	24	350	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	567	683	1012	802	0	499	24	350	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	567	683	1012	802	0	499	24	350	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.91	0.09	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	3150	3800	0	3387	163	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.39	0.32	0.21	0.00	0.15	0.15	0.20	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	31.7	31.7	26.1	57.8	0.0	16.2	16.2	16.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	1.02	1.02	0.30	0.00	0.75	0.75	1.02	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	66.3	62.9	4.9	0.0	36.2	36.2	87.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	66.3	62.9	4.9	0.0	36.2	36.2	87.9	0.0	0.0	0.0
LOS by Move:	A	B-	E	E	A	A	D+	D+	F	A	A	A
HCM2kAvgQ:	0	5	28	24	4	0	9	9	16	0	0	0

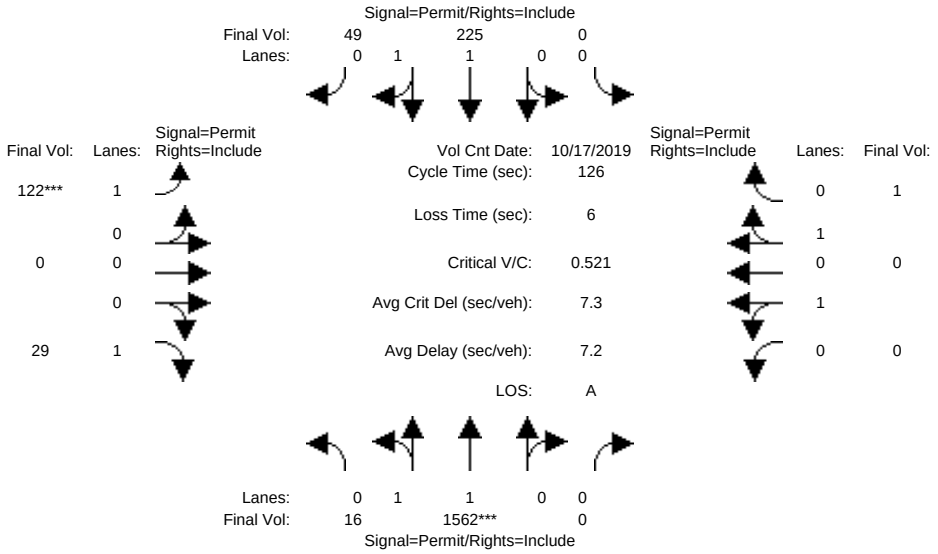
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #45: First Street & Willow Street [CMP]



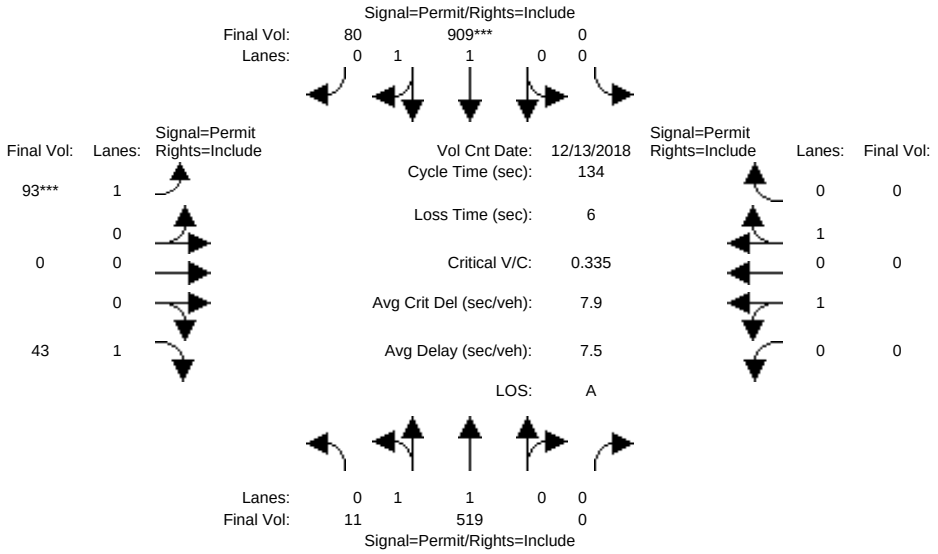

```
Street Name:            First Street                    WIllow Street
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    0     0   10   10    10    0   10     10   10   10
Y+R:          4.0  4.0   4.0   4.0  4.0  4.0   4.0  4.0  4.0    4.0  4.0  4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM
Base Vol:      16 1458     0     0  205    44   113    0   29      0    0    1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   16 1458     0     0  205    44   113    0   29      0    0    1
Added Vol:      0    0     0     0    0     0     0    0    0      0    0    0
San Jose AT:    0  104     0     0   20     5     9    0    0      0    0    0
Initial Fut:   16 1562     0     0  225    49   122    0   29      0    0    1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Volume:    16 1562     0     0  225    49   122    0   29      0    0    1
Reduct Vol:     0    0     0     0    0     0     0    0    0      0    0    0
Reduced Vol:   16 1562     0     0  225    49   122    0   29      0    0    1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00 1.00
FinalVolume:   16 1562     0     0  225    49   122    0   29      0    0    1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900 1900   1900 1900 1900
Adjustment:  0.95 0.97  0.92  0.92 0.98  0.95  0.92 1.00 0.92   0.92 1.00 0.95
Lanes:       0.02 1.98  0.00  0.00 1.63  0.37  1.00 0.00 1.00   1.00 0.00 1.00
Final Sat.:    38 3662     0     0 3038   662  1750    0 1750   1750    0 1800
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.43 0.43  0.00  0.00 0.07  0.07  0.07 0.00 0.02   0.00 0.00 0.00
Crit Moves:       ****                         ****
Green Time: 103.1  103   0.0   0.0  103 103.1  16.9  0.0 16.9    0.0  0.0 16.9
Volume/Cap:  0.52 0.52  0.00  0.00 0.09  0.09  0.52 0.00 0.12   0.00 0.00 0.00
Delay/Veh:    3.8  3.8   0.0   0.0  2.3   2.3  52.9  0.0 48.3    0.0  0.0 47.3
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:   3.8  3.8   0.0   0.0  2.3   2.3  52.9  0.0 48.3    0.0  0.0 47.3
LOS by Move:    A    A     A     A    A     A    D-    A    D     A    A    D
HCM2kAvgQ:     10   10     0     0    1     1     5    0    1     0    0    0
Note: Queue reported is the number of cars per lane.
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Downtown West LTA
SJ19-1951

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

Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	11	507	0	0	836	71	88	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	507	0	0	836	71	88	0	43	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	12	0	0	73	9	5	0	0	0	0	0
Initial Fut:	11	519	0	0	909	80	93	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	519	0	0	909	80	93	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	519	0	0	909	80	93	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	519	0	0	909	80	93	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.04	1.96	0.00	0.00	1.83	0.17	1.00	0.00	1.00	0.00	0.00	2.00
Final Sat.:	77	3623	0	0	3400	299	1750	0	1750	0	0	3500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.00	0.00	0.27	0.27	0.05	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	106.8	107	0.0	0.0	107	106.8	21.2	0.0	21.2	0.0	0.0	0.0
Volume/Cap:	0.18	0.18	0.00	0.00	0.34	0.34	0.34	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	3.3	3.3	0.0	0.0	3.8	3.8	50.8	0.0	48.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.3	3.3	0.0	0.0	3.8	3.8	50.8	0.0	48.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	3	0	0	6	6	4	0	2	0	0	0

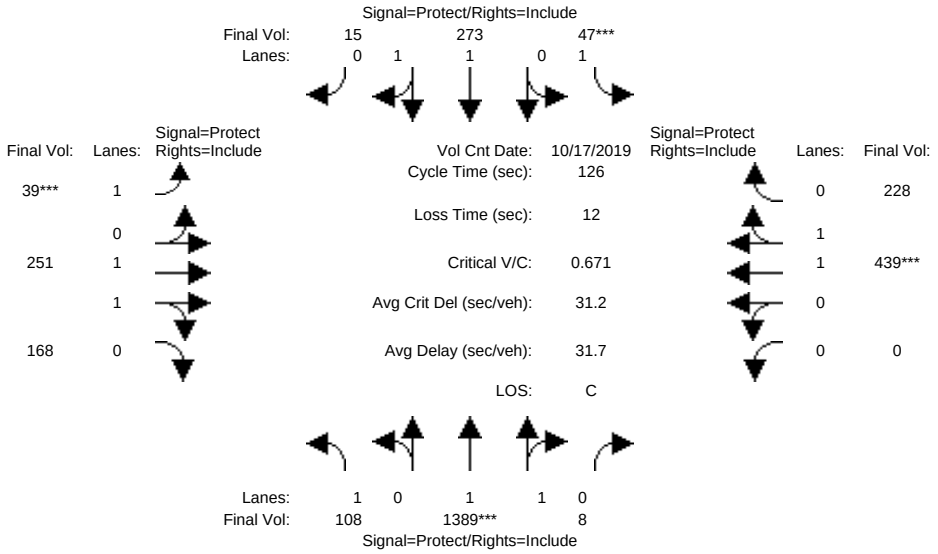
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	63	1247	8	38	183	15	39	192	60	0	370	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1247	8	38	183	15	39	192	60	0	370	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	45	142	0	9	90	0	0	59	108	0	69	10
Initial Fut:	108	1389	8	47	273	15	39	251	168	0	439	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1389	8	47	273	15	39	251	168	0	439	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1389	8	47	273	15	39	251	168	0	439	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1389	8	47	273	15	39	251	168	0	439	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.99	0.01	1.00	1.89	0.11	1.00	1.18	0.82	0.00	1.30	0.70
Final Sat.:	1750	3679	21	1750	3507	193	1750	2215	1483	0	2434	1264
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.03	0.08	0.08	0.02	0.11	0.11	0.00	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	32.7	67.7	67.7	7.0	42.0	42.0	7.0	39.3	39.3	0.0	32.3	32.3
Volume/Cap:	0.24	0.70	0.70	0.48	0.23	0.23	0.40	0.36	0.36	0.00	0.70	0.70
Delay/Veh:	37.1	22.8	22.8	61.5	30.5	30.5	60.2	33.8	33.8	0.0	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	22.8	22.8	61.5	30.5	30.5	60.2	33.8	33.8	0.0	44.9	44.9
LOS by Move:	D+	C+	C+	E	C	C	E	C-	C-	A	D	D
HCM2kAvgQ:	4	21	21	3	4	4	2	6	6	0	13	13

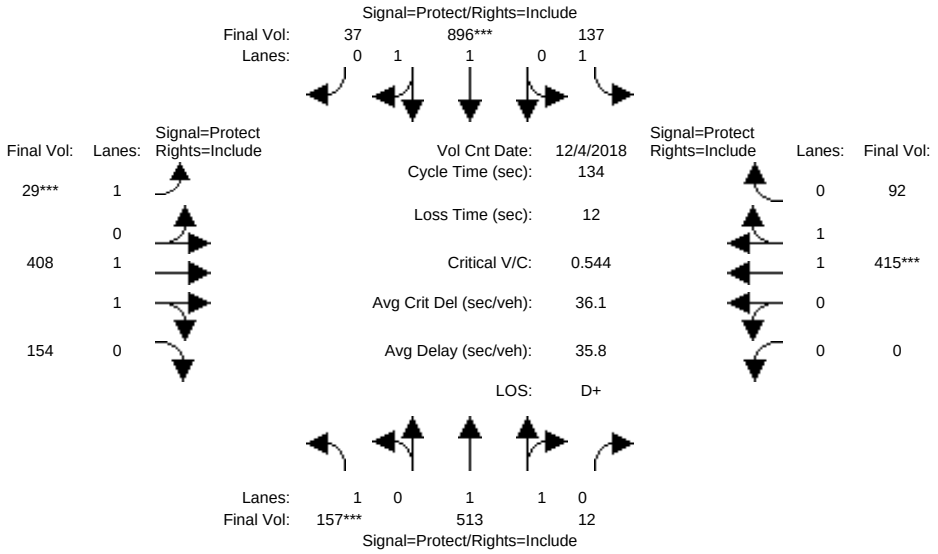
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Dec 2018 << 04:45:00 PM												
Base Vol:	83	394	12	131	836	36	29	366	123	0	364	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	394	12	131	836	36	29	366	123	0	364	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	74	119	0	6	60	1	0	42	31	0	51	6
Initial Fut:	157	513	12	137	896	37	29	408	154	0	415	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	513	12	137	896	37	29	408	154	0	415	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	513	12	137	896	37	29	408	154	0	415	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	513	12	137	896	37	29	408	154	0	415	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.95	0.05	1.00	1.92	0.08	1.00	1.44	0.56	0.00	1.63	0.37
Final Sat.:	1750	3615	85	1750	3553	147	1750	2685	1014	0	3028	671
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.14	0.08	0.25	0.25	0.02	0.15	0.15	0.00	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	21.5	52.9	52.9	29.2	60.6	60.6	7.0	39.9	39.9	0.0	32.9	32.9
Volume/Cap:	0.56	0.36	0.36	0.36	0.56	0.56	0.32	0.51	0.51	0.00	0.56	0.56
Delay/Veh:	54.3	28.7	28.7	45.1	27.3	27.3	63.2	39.4	39.4	0.0	45.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	28.7	28.7	45.1	27.3	27.3	63.2	39.4	39.4	0.0	45.0	45.0
LOS by Move:	D-	C	C	D	C	C	E	D	D	A	D	D
HCM2kAvgQ:	7	8	8	5	14	14	2	10	10	0	10	10

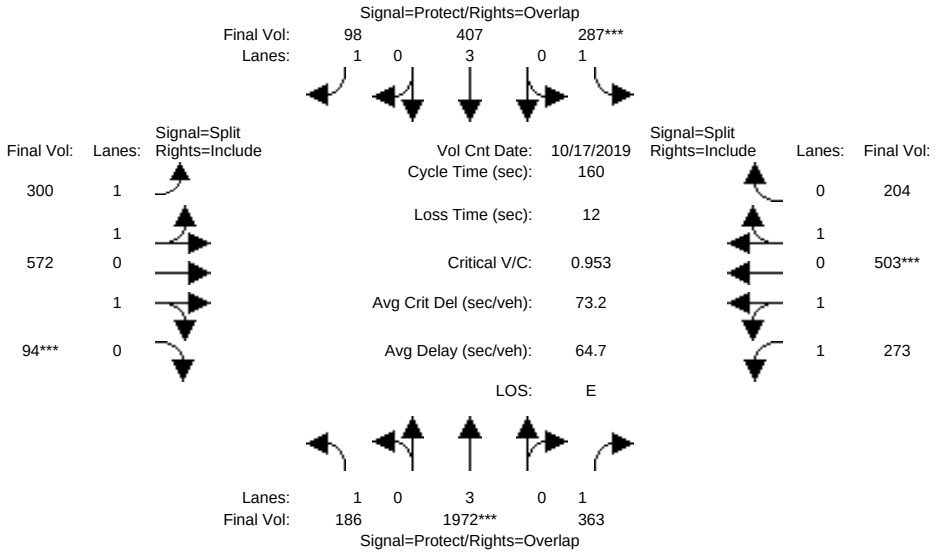
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	170	1831	208	93	292	83	259	341	72	135	303	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1831	208	93	292	83	259	341	72	135	303	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	16	141	155	194	115	15	41	231	22	138	200	93
Initial Fut:	186	1972	363	287	407	98	300	572	94	273	503	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	1972	363	287	407	98	300	572	94	273	503	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1972	363	287	407	98	300	572	94	273	503	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	1972	363	287	407	98	300	572	94	273	503	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.71	0.29	1.00	1.41	0.59
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3177	522	1750	2632	1067
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.21	0.16	0.07	0.06	0.17	0.18	0.18	0.16	0.19	0.19
Crit Moves:		****		****					****		****	
Green Time:	51.2	58.1	90.2	27.5	34.4	64.7	30.2	30.2	30.2	32.1	32.1	32.1
Volume/Cap:	0.33	0.95	0.37	0.95	0.33	0.14	0.91	0.95	0.95	0.78	0.95	0.95
Delay/Veh:	41.7	60.3	19.4	104.7	53.2	30.2	74.6	82.1	82.1	63.7	80.9	80.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	60.3	19.4	104.7	53.2	30.2	74.6	82.1	82.1	63.7	80.9	80.9
LOS by Move:	D	E	B-	F	D-	C	E	F	F	E	F	F
HCM2kAvgQ:	7	36	10	19	6	3	19	21	21	15	22	22

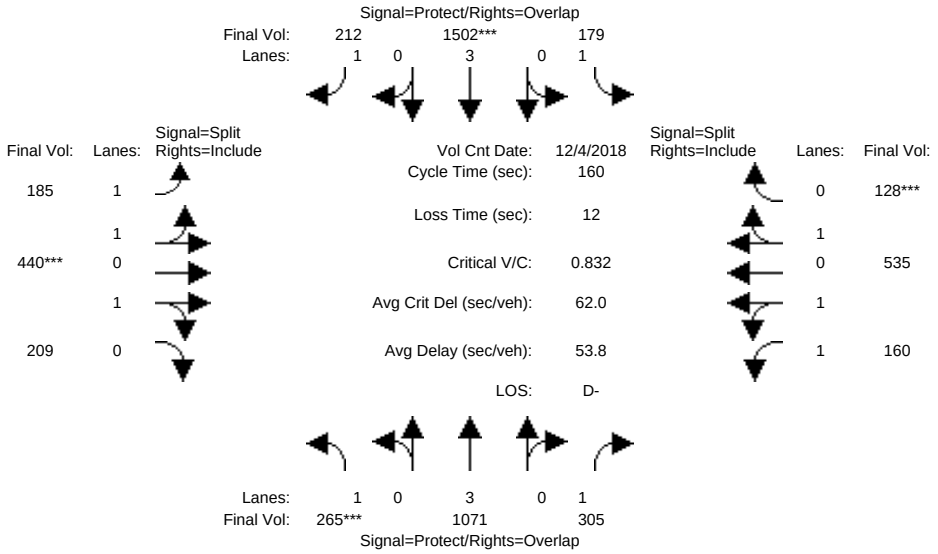
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Dec 2018 << 04:30:00 PM												
Base Vol:	229	761	244	100	1246	198	164	374	189	165	370	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	761	244	100	1246	198	164	374	189	165	370	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	36	310	61	79	256	14	21	66	20	-5	165	57
Initial Fut:	265	1071	305	179	1502	212	185	440	209	160	535	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1071	305	179	1502	212	185	440	209	160	535	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1071	305	179	1502	212	185	440	209	160	535	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	1071	305	179	1502	212	185	440	209	160	535	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.34	0.66	1.00	1.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2508	1191	1750	2985	714
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.17	0.10	0.26	0.12	0.11	0.18	0.18	0.09	0.18	0.18
Crit Moves:	****				****			****				****
Green Time:	29.1	51.7	86.1	28.1	50.7	84.4	33.7	33.7	33.7	34.5	34.5	34.5
Volume/Cap:	0.83	0.58	0.32	0.58	0.83	0.23	0.50	0.83	0.83	0.42	0.83	0.83
Delay/Veh:	79.8	45.6	20.9	63.4	54.2	20.4	55.9	66.4	66.4	54.4	66.1	66.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	45.6	20.9	63.4	54.2	20.4	55.9	66.4	66.4	54.4	66.1	66.1
LOS by Move:	E-	D	C+	E	D-	C+	E+	E	E	D-	E	E
HCM2kAvgQ:	16	15	9	9	24	6	9	18	18	7	18	18

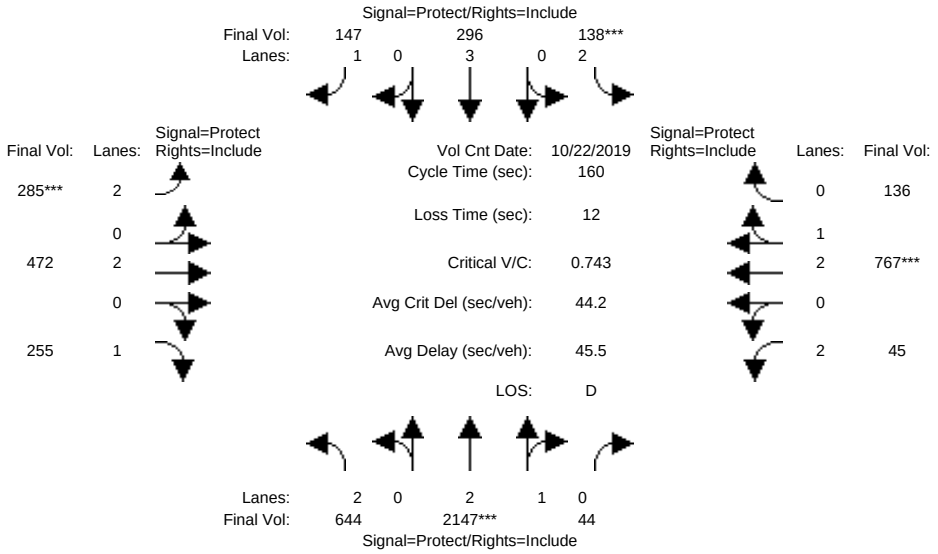
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Oct 2019 << 08:00:00 AM												
Base Vol:	556	2083	44	126	244	73	113	429	206	45	702	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	556	2083	44	126	244	73	113	429	206	45	702	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	88	64	0	12	52	74	172	43	49	0	65	9
Initial Fut:	644	2147	44	138	296	147	285	472	255	45	767	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	644	2147	44	138	296	147	285	472	255	45	767	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	644	2147	44	138	296	147	285	472	255	45	767	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	644	2147	44	138	296	147	285	472	255	45	767	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.53	0.47
Final Sat.:	3150	5487	112	3150	5700	1750	3150	3800	1750	3150	4755	843
Capacity Analysis Module:												
Vol/Sat:	0.20	0.39	0.39	0.04	0.05	0.08	0.09	0.12	0.15	0.01	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	66.4	84.3	84.3	9.4	27.3	27.3	19.5	41.7	41.7	12.5	34.8	34.8
Volume/Cap:	0.49	0.74	0.74	0.74	0.30	0.49	0.74	0.48	0.56	0.18	0.74	0.74
Delay/Veh:	34.7	30.5	30.5	88.9	58.2	61.4	75.4	50.3	52.7	69.3	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	30.5	30.5	88.9	58.2	61.4	75.4	50.3	52.7	69.3	61.0	61.0
LOS by Move:	C-	C	C	F	E+	E	E-	D	D-	E	E	E
HCM2kAvgQ:	14	28	28	6	4	7	10	10	12	1	15	15

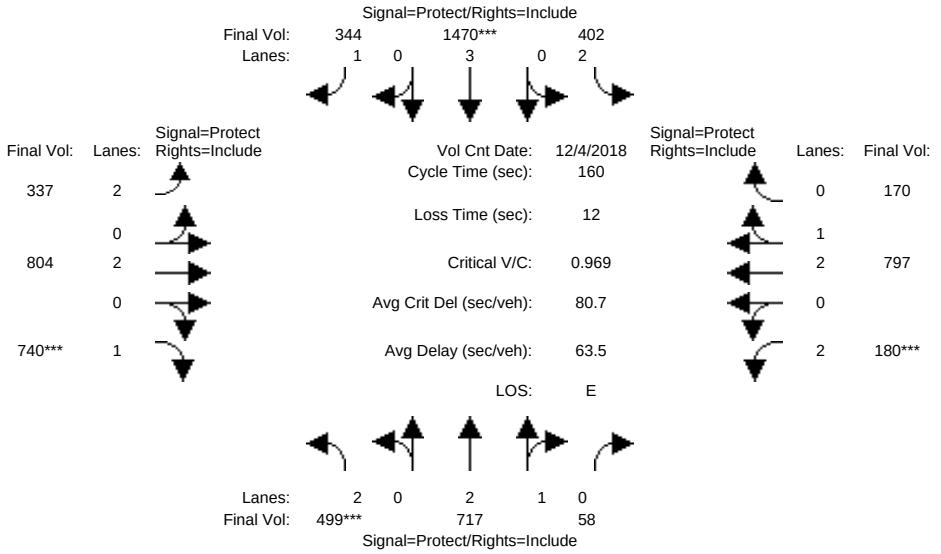
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Dec 2018 << 04:30:00 PM												
Base Vol:	446	655	58	387	1392	152	148	760	647	170	761	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	655	58	387	1392	152	148	760	647	170	761	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	53	62	0	15	78	192	189	44	93	10	36	13
Initial Fut:	499	717	58	402	1470	344	337	804	740	180	797	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	717	58	402	1470	344	337	804	740	180	797	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	717	58	402	1470	344	337	804	740	180	797	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	499	717	58	402	1470	344	337	804	740	180	797	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.45	0.55
Final Sat.:	3150	5180	419	3150	5700	1750	3150	3800	1750	3150	4614	984
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.14	0.13	0.26	0.20	0.11	0.21	0.42	0.06	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	26.2	35.8	35.8	33.0	42.6	42.6	30.3	69.8	69.8	9.4	48.9	48.9
Volume/Cap:	0.97	0.62	0.62	0.62	0.97	0.74	0.56	0.48	0.97	0.97	0.56	0.56
Delay/Veh:	98.2	56.9	56.9	59.6	74.3	59.8	60.1	32.5	69.1	131.9	47.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.2	56.9	56.9	59.6	74.3	59.8	60.1	32.5	69.1	131.9	47.0	47.0
LOS by Move:	F	E+	E+	E+	E	E+	E	C-	E	F	D	D
HCM2kAvgQ:	19	12	12	11	28	18	9	14	43	8	13	13

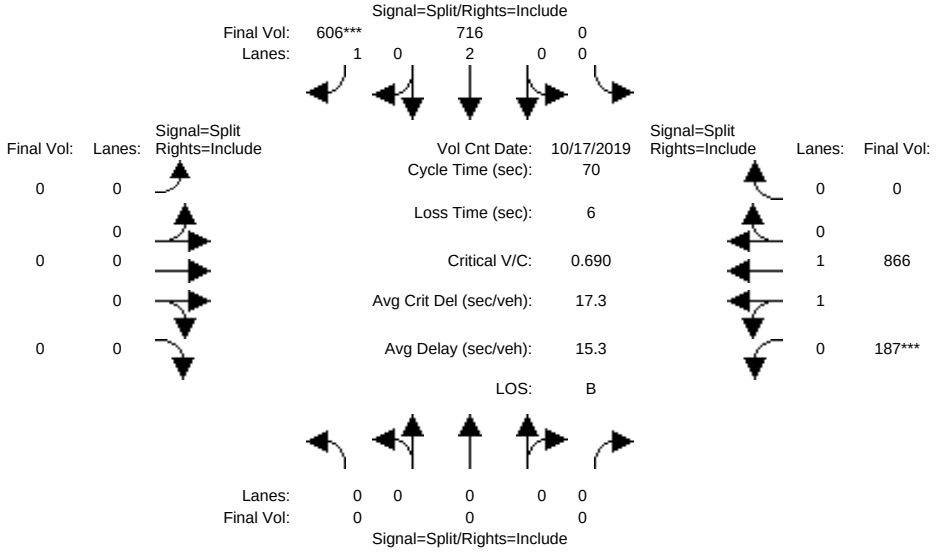
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	0	0	0	0	656	598	0	0	0	183	846	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	656	598	0	0	0	183	846	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	60	8	0	0	0	4	20	0
Initial Fut:	0	0	0	0	716	606	0	0	0	187	866	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	716	606	0	0	0	187	866	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	716	606	0	0	0	187	866	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	716	606	0	0	0	187	866	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.36	1.64	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	657	3042	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.19	0.35	0.00	0.00	0.00	0.28	0.28	0.00
Crit Moves:						****				****		
Green Time:	0.0	0.0	0.0	0.0	35.1	35.1	0.0	0.0	0.0	28.9	28.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.38	0.69	0.00	0.00	0.00	0.69	0.69	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	10.8	15.6	0.0	0.0	0.0	18.3	18.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	10.8	15.6	0.0	0.0	0.0	18.3	18.3	0.0
LOS by Move:	A	A	A	A	B+	B	A	A	A	B-	B-	A
HCM2kAvgQ:	0	0	0	0	5	12	0	0	0	11	11	0

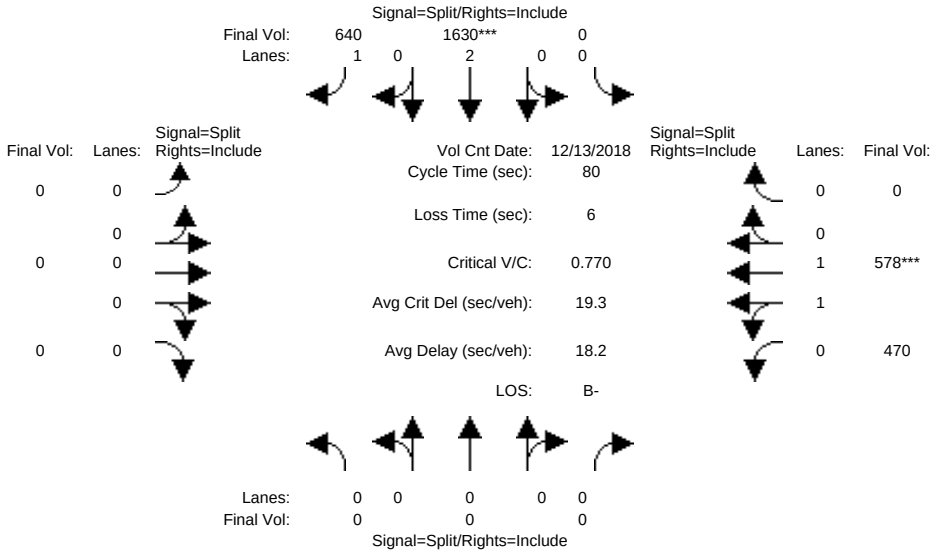
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:45:00 PM												
Base Vol:	0	0	0	0	1352	578	0	0	0	436	514	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1352	578	0	0	0	436	514	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	278	62	0	0	0	34	64	0
Initial Fut:	0	0	0	0	1630	640	0	0	0	470	578	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1630	640	0	0	0	470	578	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1630	640	0	0	0	470	578	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1630	640	0	0	0	470	578	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.92	1.08	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1658	2039	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.43	0.37	0.00	0.00	0.00	0.28	0.28	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	0.0	44.6	44.6	0.0	0.0	0.0	29.4	29.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.77	0.66	0.00	0.00	0.00	0.77	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	15.5	14.0	0.0	0.0	0.0	25.0	25.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	15.5	14.0	0.0	0.0	0.0	25.0	25.0	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	17	13	0	0	0	13	13	0

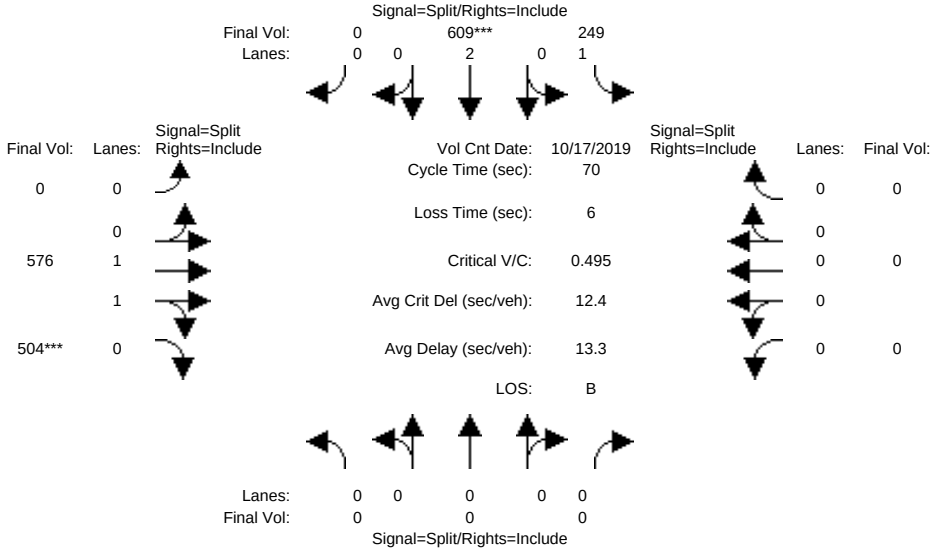
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:45:00 AM												
Base Vol:	0	0	0	241	561	0	0	560	487	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	241	561	0	0	560	487	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	8	48	0	0	16	17	0	0	0
Initial Fut:	0	0	0	249	609	0	0	576	504	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	249	609	0	0	576	504	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	249	609	0	0	576	504	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	249	609	0	0	576	504	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.04	0.96	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1972	1726	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.16	0.00	0.00	0.29	0.29	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	22.7	22.7	0.0	0.0	41.3	41.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.49	0.00	0.00	0.49	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.2	19.4	0.0	0.0	8.5	8.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.2	19.4	0.0	0.0	8.5	8.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B-	B-	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	6	0	0	7	7	0	0	0

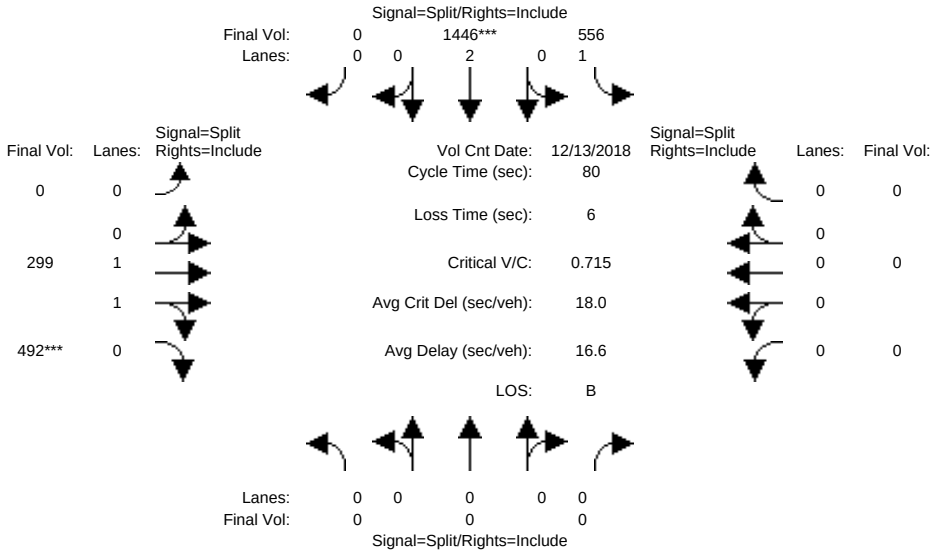
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	0	0	0	487	1265	0	0	265	441	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	487	1265	0	0	265	441	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	69	181	0	0	34	51	0	0	0
Initial Fut:	0	0	0	556	1446	0	0	299	492	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	556	1446	0	0	299	492	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	556	1446	0	0	299	492	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	556	1446	0	0	299	492	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.38	0.00	0.00	0.16	0.28	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	42.6	42.6	0.0	0.0	31.4	31.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.72	0.00	0.00	0.40	0.72	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.9	15.4	0.0	0.0	17.6	22.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.9	15.4	0.0	0.0	17.6	22.8	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	B	C+	A	A	A
HCM2kAvgQ:	0	0	0	11	14	0	0	5	12	0	0	0

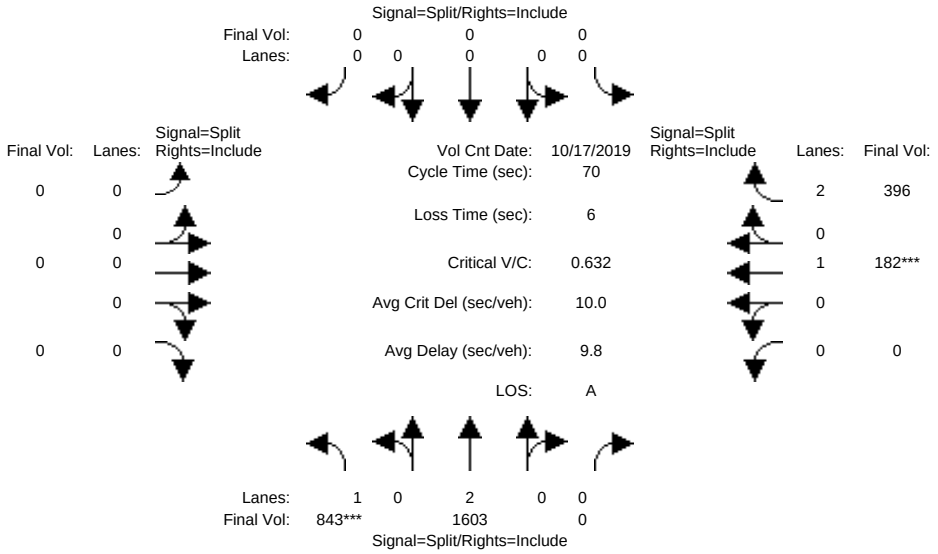
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:30:00 AM												
Base Vol:	814	1487	0	0	0	0	0	0	0	0	175	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	814	1487	0	0	0	0	0	0	0	0	175	372
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	29	116	0	0	0	0	0	0	0	0	7	24
Initial Fut:	843	1603	0	0	0	0	0	0	0	0	182	396
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	843	1603	0	0	0	0	0	0	0	0	182	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	843	1603	0	0	0	0	0	0	0	0	182	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	843	1603	0	0	0	0	0	0	0	0	182	396
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.48	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.13
Crit Moves:	****										****	
Green Time:	50.8	50.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.2	13.2
Volume/Cap:	0.66	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.66
Delay/Veh:	6.4	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.6	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.6	29.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	C	C
HCM2kAvgQ:	11	9	0	0	0	0	0	0	0	0	4	6

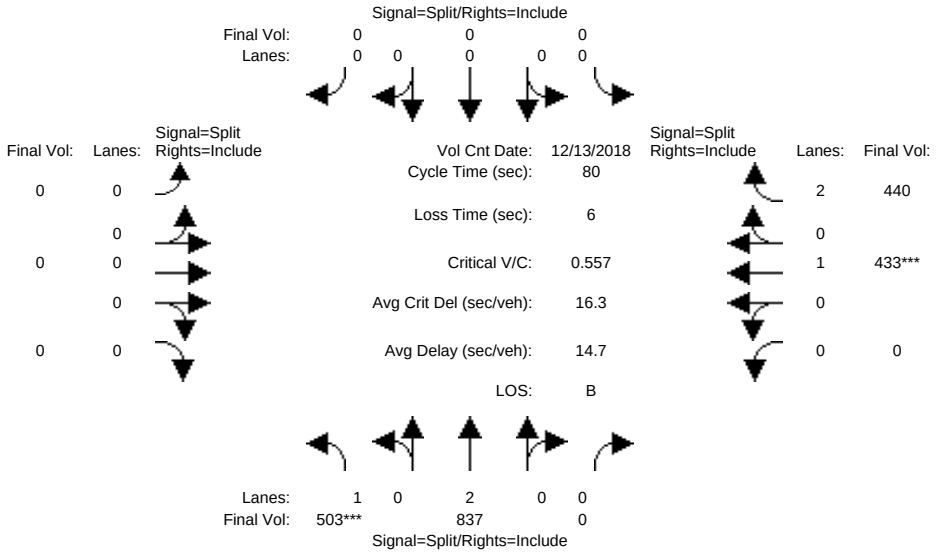
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	486	775	0	0	0	0	0	0	0	0	420	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	775	0	0	0	0	0	0	0	0	420	411
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	17	62	0	0	0	0	0	0	0	0	13	29
Initial Fut:	503	837	0	0	0	0	0	0	0	0	433	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	837	0	0	0	0	0	0	0	0	433	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	837	0	0	0	0	0	0	0	0	433	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	837	0	0	0	0	0	0	0	0	433	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.29	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.14
Crit Moves:	****										****	
Green Time:	41.3	41.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.7	32.7
Volume/Cap:	0.56	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.34
Delay/Veh:	13.9	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	16.4
LOS by Move:	B	B	A	A	A	A	A	A	A	A	B-	B
HCM2kAvgQ:	9	7	0	0	0	0	0	0	0	0	9	5

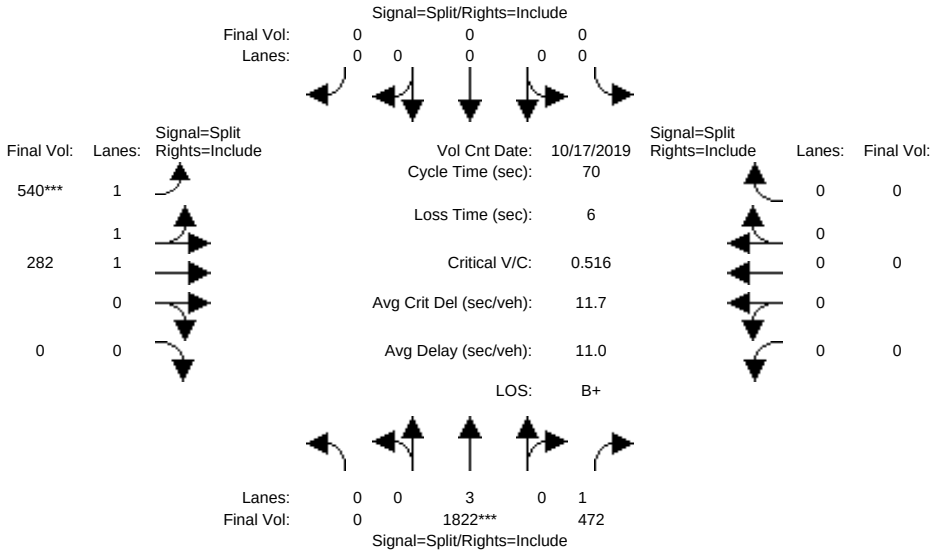
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:15:00 AM												
Base Vol:	0	1703	453	0	0	0	513	270	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1703	453	0	0	0	513	270	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	119	19	0	0	0	27	12	0	0	0	0
Initial Fut:	0	1822	472	0	0	0	540	282	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1822	472	0	0	0	540	282	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1822	472	0	0	0	540	282	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1822	472	0	0	0	540	282	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	3549	1897	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.27	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	43.4	43.4	0.0	0.0	0.0	20.6	20.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.44	0.00	0.00	0.00	0.52	0.50	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.6	7.2	0.0	0.0	0.0	20.8	20.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	7.2	0.0	0.0	0.0	20.8	20.7	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C+	C+	A	A	A	A
HCM2kAvgQ:	0	8	6	0	0	0	6	6	0	0	0	0

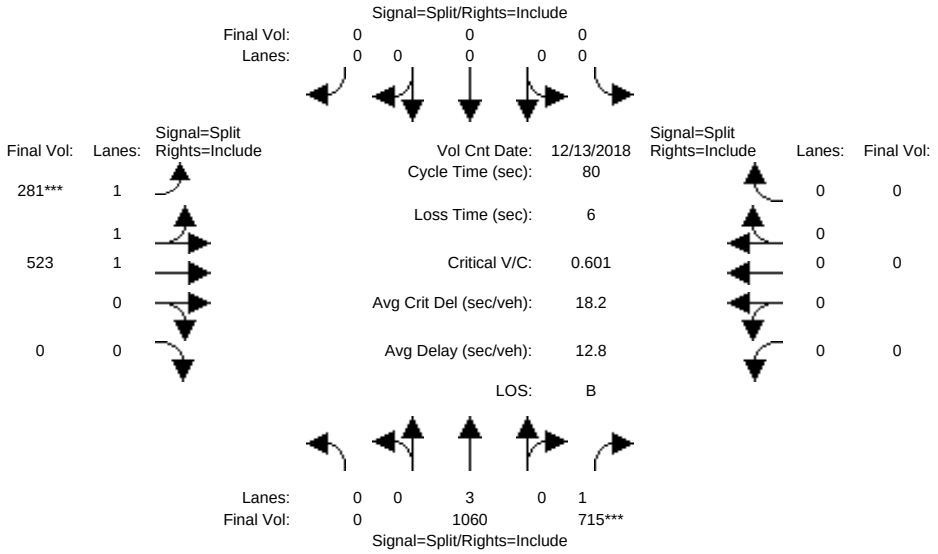
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	0	995	695	0	0	0	263	490	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	995	695	0	0	0	263	490	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	65	20	0	0	0	18	33	0	0	0	0
Initial Fut:	0	1060	715	0	0	0	281	523	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1060	715	0	0	0	281	523	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1060	715	0	0	0	281	523	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1060	715	0	0	0	281	523	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.09	1.91	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	1903	3543	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.41	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00
Crit Moves:			****				****					
Green Time:	0.0	54.4	54.4	0.0	0.0	0.0	19.6	19.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.27	0.60	0.00	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.1	7.8	0.0	0.0	0.0	27.5	27.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.1	7.8	0.0	0.0	0.0	27.5	27.5	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	3	11	0	0	0	7	7	0	0	0	0

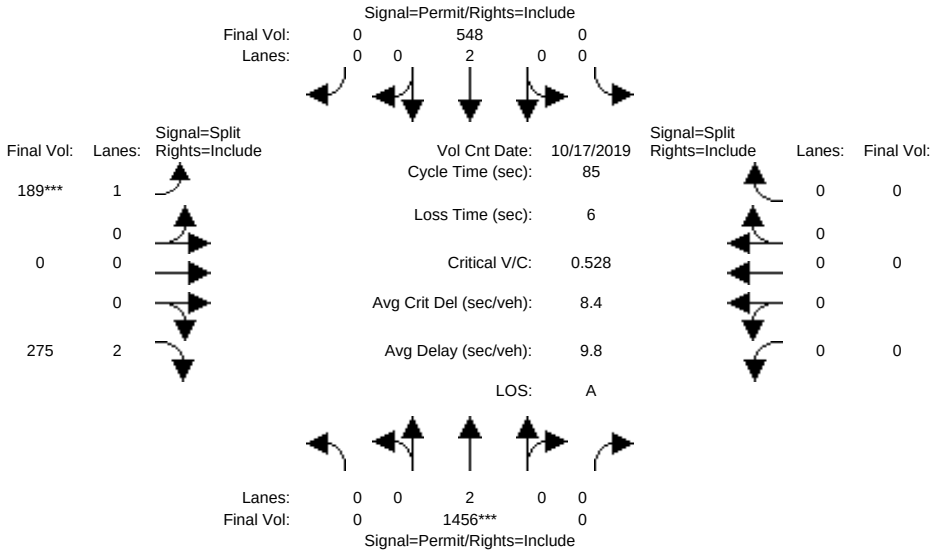
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 << 07:30:00 AM												
Base Vol:	0	1407	0	0	528	0	185	0	238	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1407	0	0	528	0	185	0	238	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	49	0	0	20	0	4	0	37	0	0	0
Initial Fut:	0	1456	0	0	548	0	189	0	275	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1456	0	0	548	0	189	0	275	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1456	0	0	548	0	189	0	275	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1456	0	0	548	0	189	0	275	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.14	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	61.6	0.0	0.0	61.6	0.0	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.20	0.00	0.53	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	5.4	0.0	0.0	3.8	0.0	31.6	0.0	29.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	0.0	0.0	3.8	0.0	31.6	0.0	29.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	2	0	5	0	4	0	0	0

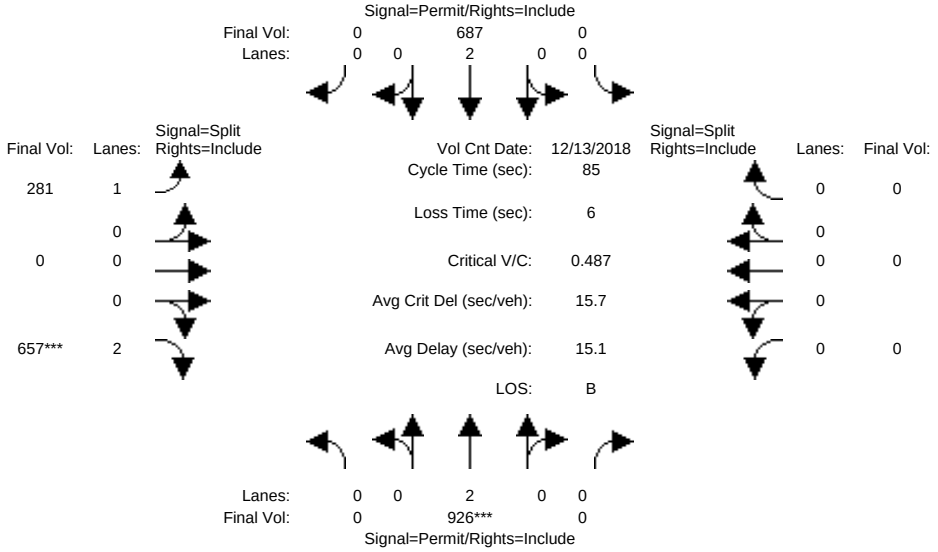
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Dec 2018 << 04:30:00 PM												
Base Vol:	0	784	0	0	623	0	267	0	555	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	784	0	0	623	0	267	0	555	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	142	0	0	64	0	14	0	102	0	0	0
Initial Fut:	0	926	0	0	687	0	281	0	657	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	926	0	0	687	0	281	0	657	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	926	0	0	687	0	281	0	657	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	926	0	0	687	0	281	0	657	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.18	0.00	0.16	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	42.6	0.0	0.0	42.6	0.0	36.4	0.0	36.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.36	0.00	0.37	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	14.2	0.0	0.0	13.0	0.0	16.8	0.0	17.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.2	0.0	0.0	13.0	0.0	16.8	0.0	17.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	8	0	0	6	0	5	0	8	0	0	0

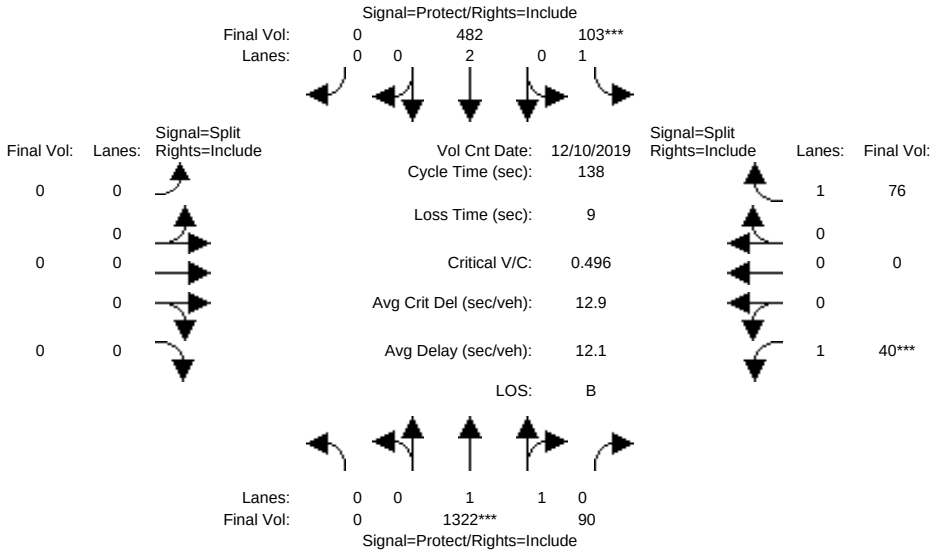
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2019 << 07:45:00 AM												
Base Vol:	0	1293	88	103	482	0	0	0	0	40	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1293	88	103	482	0	0	0	0	40	0	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	29	2	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1322	90	103	482	0	0	0	0	40	0	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1322	90	103	482	0	0	0	0	40	0	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1322	90	103	482	0	0	0	0	40	0	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1322	90	103	482	0	0	0	0	40	0	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3464	236	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.06	0.13	0.00	0.00	0.00	0.00	0.02	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	101	101.3	15.6	117	0.0	0.0	0.0	0.0	12.1	0.0	12.1
Volume/Cap:	0.00	0.52	0.52	0.52	0.15	0.00	0.00	0.00	0.00	0.26	0.00	0.50
Delay/Veh:	0.0	8.1	8.1	60.1	1.9	0.0	0.0	0.0	0.0	59.7	0.0	62.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	60.1	1.9	0.0	0.0	0.0	0.0	59.7	0.0	62.6
LOS by Move:	A	A	A	E	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	13	13	5	2	0	0	0	0	2	0	4

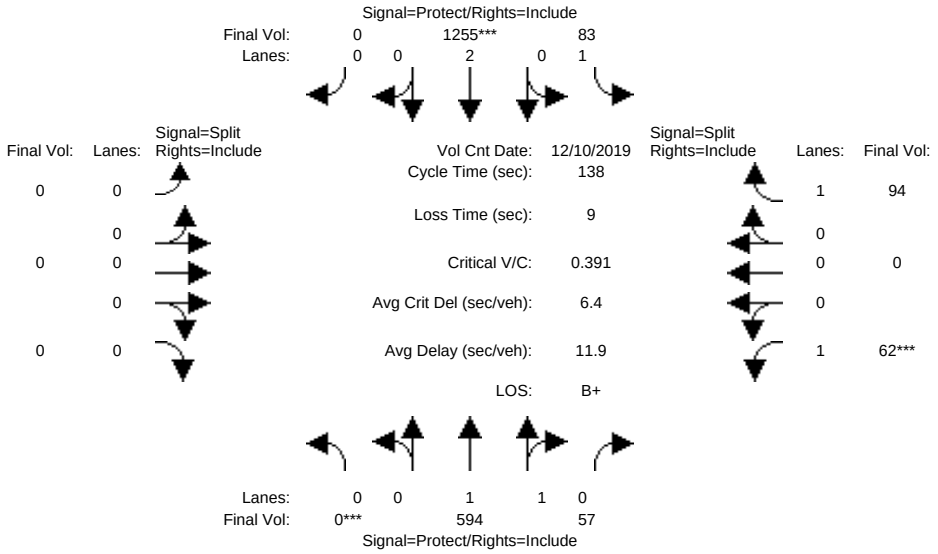
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 Dec 2019 << 04:45:00 PM												
Base Vol:	0	593	57	83	1248	0	0	0	0	58	0	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	593	57	83	1248	0	0	0	0	58	0	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	1	0	0	7	0	0	0	0	4	0	5
Initial Fut:	0	594	57	83	1255	0	0	0	0	62	0	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	594	57	83	1255	0	0	0	0	62	0	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	594	57	83	1255	0	0	0	0	62	0	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	594	57	83	1255	0	0	0	0	62	0	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3376	324	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.05	0.33	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:	****				****					****		
Green Time:	0.0	86.1	86.1	24.8	111	0.0	0.0	0.0	0.0	18.0	0.0	18.0
Volume/Cap:	0.00	0.28	0.28	0.26	0.41	0.00	0.00	0.00	0.00	0.27	0.00	0.41
Delay/Veh:	0.0	11.9	11.9	49.2	4.0	0.0	0.0	0.0	0.0	54.7	0.0	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.9	11.9	49.2	4.0	0.0	0.0	0.0	0.0	54.7	0.0	56.3
LOS by Move:	A	B+	B+	D	A	A	A	A	A	D-	A	E+
HCM2kAvgQ:	0	6	6	3	8	0	0	0	0	3	0	4

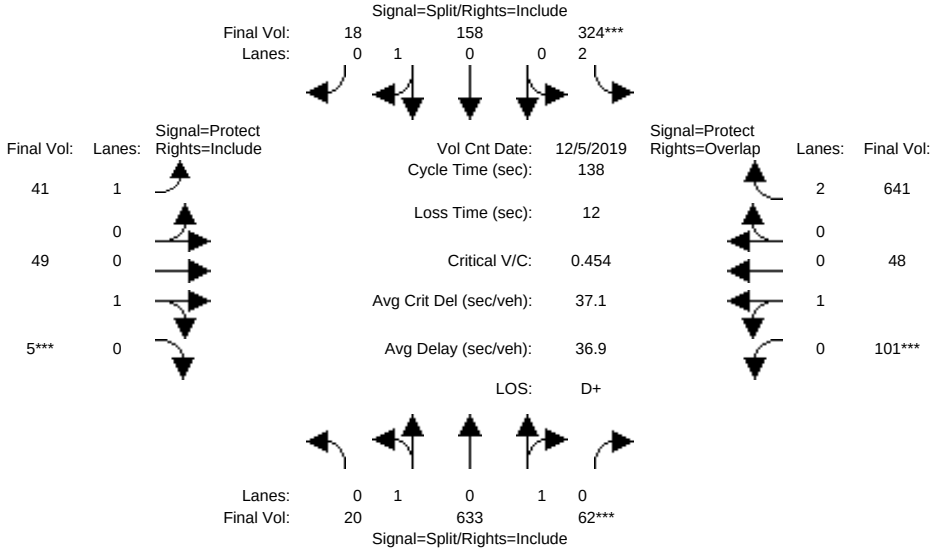
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 07:30:00 AM												
Base Vol:	2	595	58	324	147	7	41	26	3	82	35	641
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	595	58	324	147	7	41	26	3	82	35	641
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	18	38	4	0	11	11	0	23	2	19	13	0
Initial Fut:	20	633	62	324	158	18	41	49	5	101	48	641
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	633	62	324	158	18	41	49	5	101	48	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	633	62	324	158	18	41	49	5	101	48	641
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	633	62	324	158	18	41	49	5	101	48	641
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.06	1.77	0.17	2.00	0.90	0.10	1.00	0.91	0.09	0.68	0.32	2.00
Final Sat.:	101	3187	312	3150	1616	184	1750	1633	167	1220	580	3150
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.10	0.10	0.10	0.02	0.03	0.03	0.08	0.08	0.20
Crit Moves:			****	****					****	****		
Green Time:	60.0	60.0	60.0	31.1	31.1	31.1	11.7	10.0	10.0	25.0	23.3	54.3
Volume/Cap:	0.46	0.46	0.46	0.46	0.43	0.43	0.28	0.41	0.41	0.46	0.49	0.52
Delay/Veh:	27.7	27.7	27.7	46.7	46.7	46.7	60.2	63.3	63.3	51.5	53.3	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	27.7	27.7	46.7	46.7	46.7	60.2	63.3	63.3	51.5	53.3	32.2
LOS by Move:	C	C	C	D	D	D	E	E	E	D-	D-	C-
HCM2kAvgQ:	11	11	11	7	7	7	2	3	3	6	6	12

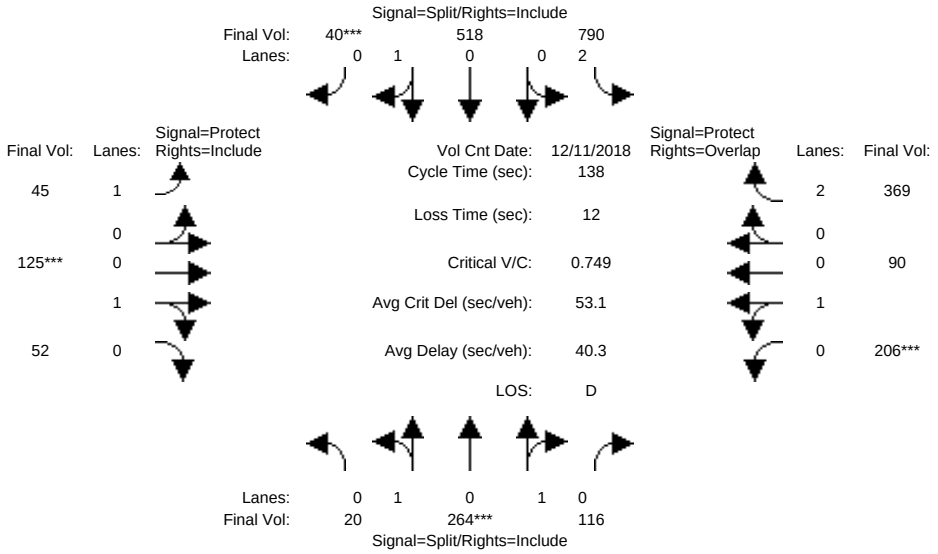
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	9	249	111	783	497	14	45	76	19	183	44	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	249	111	783	497	14	45	76	19	183	44	369
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	11	15	5	7	21	26	0	49	33	23	46	0
Initial Fut:	20	264	116	790	518	40	45	125	52	206	90	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	264	116	790	518	40	45	125	52	206	90	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	264	116	790	518	40	45	125	52	206	90	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	264	116	790	518	40	45	125	52	206	90	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.10	1.32	0.58	2.00	0.93	0.07	1.00	0.71	0.29	0.70	0.30	2.00
Final Sat.:	180	2376	1044	3150	1671	129	1750	1271	529	1253	547	3150
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.25	0.31	0.31	0.03	0.10	0.10	0.16	0.16	0.12
Crit Moves:		****				****		****		****		
Green Time:	20.5	20.5	20.5	57.1	57.1	57.1	11.4	18.1	18.1	30.3	37.0	94.1
Volume/Cap:	0.75	0.75	0.75	0.61	0.75	0.75	0.31	0.75	0.75	0.75	0.61	0.17
Delay/Veh:	62.1	62.1	62.1	32.5	38.6	38.6	60.8	70.2	70.2	58.0	46.6	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	62.1	62.1	32.5	38.6	38.6	60.8	70.2	70.2	58.0	46.6	7.9
LOS by Move:	E	E	E	C-	D+	D+	E	E	E	E+	D	A
HCM2kAvgQ:	10	10	10	16	22	22	2	9	9	14	12	3

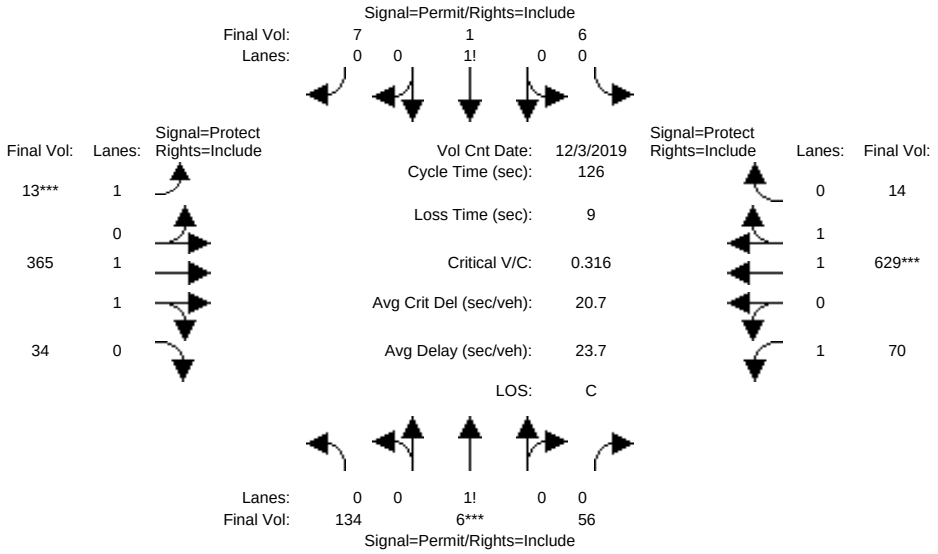
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	116	6	49	6	1	7	13	365	23	66	629	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	6	49	6	1	7	13	365	23	66	629	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	18	0	7	0	0	0	0	0	11	4	0	0
Initial Fut:	134	6	56	6	1	7	13	365	34	70	629	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	6	56	6	1	7	13	365	34	70	629	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	6	56	6	1	7	13	365	34	70	629	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	6	56	6	1	7	13	365	34	70	629	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.68	0.03	0.29	0.43	0.07	0.50	1.00	1.82	0.18	1.00	1.96	0.04
Final Sat.:	1196	54	500	750	125	875	1750	3384	315	1750	3619	81
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.01	0.01	0.01	0.01	0.11	0.11	0.04	0.17	0.17
Crit Moves:		****					****				****	
Green Time:	43.1	43.1	43.1	43.1	43.1	43.1	7.0	48.8	48.8	25.1	66.9	66.9
Volume/Cap:	0.33	0.33	0.33	0.02	0.02	0.02	0.13	0.28	0.28	0.20	0.33	0.33
Delay/Veh:	31.0	31.0	31.0	27.5	27.5	27.5	57.2	26.6	26.6	42.3	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	31.0	31.0	27.5	27.5	27.5	57.2	26.6	26.6	42.3	16.9	16.9
LOS by Move:	C	C	C	C	C	C	E+	C	C	D	B	B
HCM2kAvgQ:	6	6	6	0	0	0	1	5	5	2	7	7

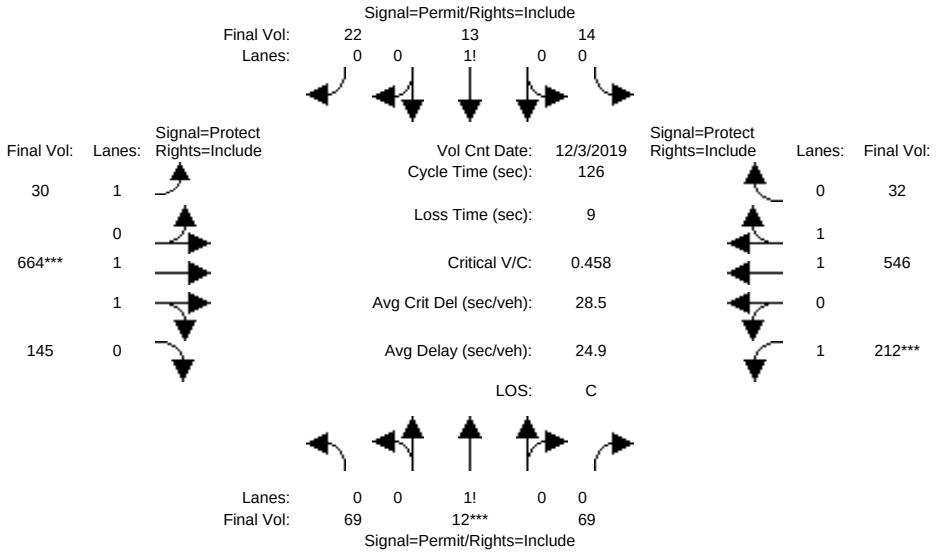
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	58	12	65	14	13	22	30	664	126	205	544	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	12	65	14	13	22	30	664	126	205	544	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	11	0	4	0	0	0	0	0	19	7	2	0
Initial Fut:	69	12	69	14	13	22	30	664	145	212	546	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	12	69	14	13	22	30	664	145	212	546	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	12	69	14	13	22	30	664	145	212	546	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	12	69	14	13	22	30	664	145	212	546	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.46	0.08	0.46	0.29	0.26	0.45	1.00	1.63	0.37	1.00	1.89	0.11
Final Sat.:	805	140	805	500	464	786	1750	3036	663	1750	3495	205
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.03	0.03	0.03	0.02	0.22	0.22	0.12	0.16	0.16
Crit Moves:		****						****		****		
Green Time:	23.6	23.6	23.6	23.6	23.6	23.6	24.5	60.1	60.1	33.3	68.9	68.9
Volume/Cap:	0.46	0.46	0.46	0.15	0.15	0.15	0.09	0.46	0.46	0.46	0.29	0.29
Delay/Veh:	46.6	46.6	46.6	43.0	43.0	43.0	41.7	22.2	22.2	39.5	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	46.6	46.6	43.0	43.0	43.0	41.7	22.2	22.2	39.5	15.4	15.4
LOS by Move:	D	D	D	D	D	D	D	C+	C+	D	B	B
HCM2kAvgQ:	6	6	6	2	2	2	1	11	11	8	6	6

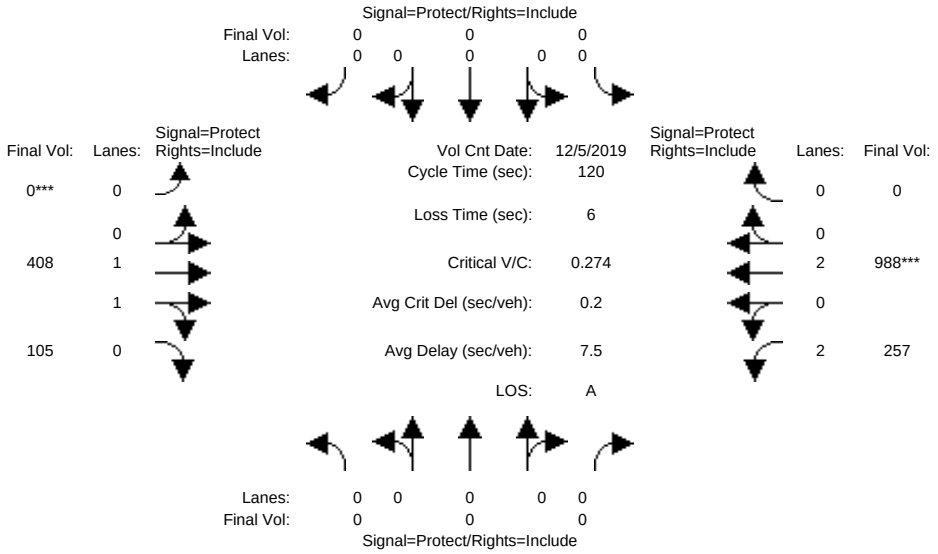
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 07:15:00 AM												
Base Vol:	0	0	0	0	0	0	0	350	81	257	932	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	350	81	257	932	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	58	24	0	56	0
Initial Fut:	0	0	0	0	0	0	0	408	105	257	988	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	408	105	257	988	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	408	105	257	988	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	408	105	257	988	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.58	0.42	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2942	757	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.14	0.08	0.26	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.8	71.8	42.2	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.23	0.23	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.3	11.3	27.5	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.3	11.3	27.5	0.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B+	B+	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	4	4	1	0

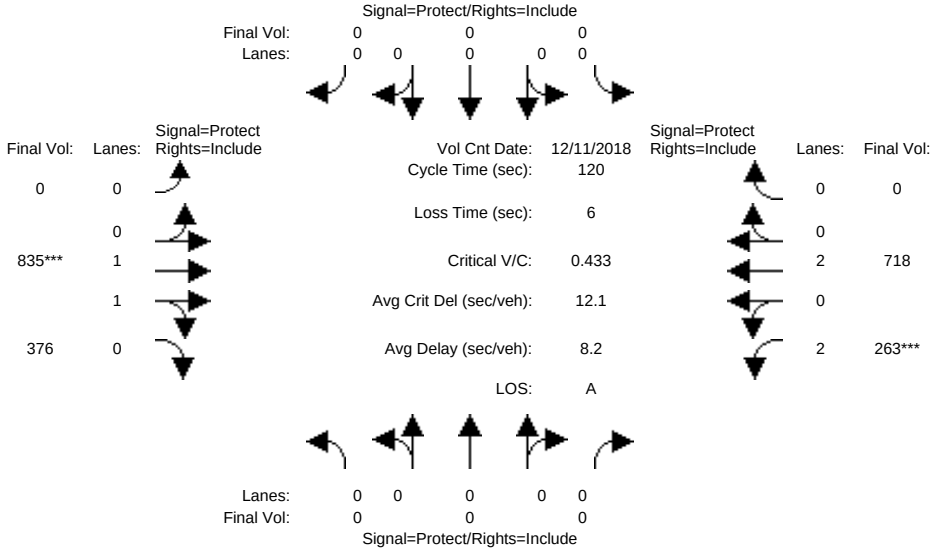
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:15:00 PM												
Base Vol:	0	0	0	0	0	0	0	764	211	262	641	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	764	211	262	641	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	71	165	1	77	0
Initial Fut:	0	0	0	0	0	0	0	835	376	263	718	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	835	376	263	718	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	835	376	263	718	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	835	376	263	718	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.36	0.64	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2550	1148	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.33	0.08	0.19	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.8	90.8	23.2	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.43	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	5.4	43.1	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	5.4	43.1	0.2	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	8	8	5	1	0

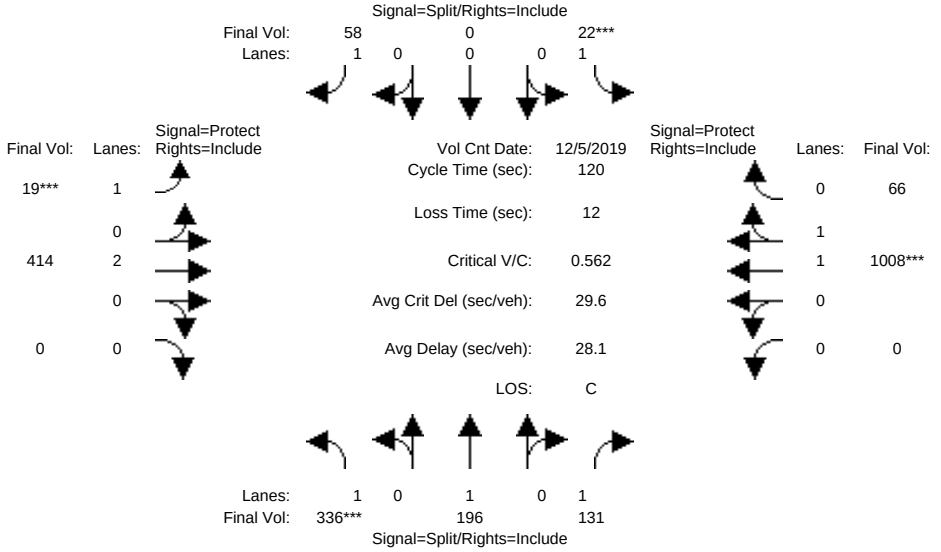
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 07:30:00 AM												
Base Vol:	163	191	115	22	0	49	15	362	0	0	958	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	191	115	22	0	49	15	362	0	0	958	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	173	5	16	0	0	9	4	52	0	0	50	1
Initial Fut:	336	196	131	22	0	58	19	414	0	0	1008	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	196	131	22	0	58	19	414	0	0	1008	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	196	131	22	0	58	19	414	0	0	1008	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	196	131	22	0	58	19	414	0	0	1008	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	0	1750	1750	3800	0	0	3472	227
Capacity Analysis Module:												
Vol/Sat:	0.19	0.10	0.07	0.01	0.00	0.03	0.01	0.11	0.00	0.00	0.29	0.29
Crit Moves:	****			****			****				****	
Green Time:	36.2	36.2	36.2	10.0	0.0	10.0	7.0	61.8	0.0	0.0	54.8	54.8
Volume/Cap:	0.64	0.34	0.25	0.15	0.00	0.40	0.19	0.21	0.00	0.00	0.64	0.64
Delay/Veh:	38.8	33.0	31.9	51.5	0.0	53.9	54.7	15.9	0.0	0.0	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	33.0	31.9	51.5	0.0	53.9	54.7	15.9	0.0	0.0	25.8	25.8
LOS by Move:	D+	C-	C	D-	A	D-	D-	B	A	A	C	C
HCM2kAvgQ:	12	6	4	1	0	3	1	4	0	0	16	16

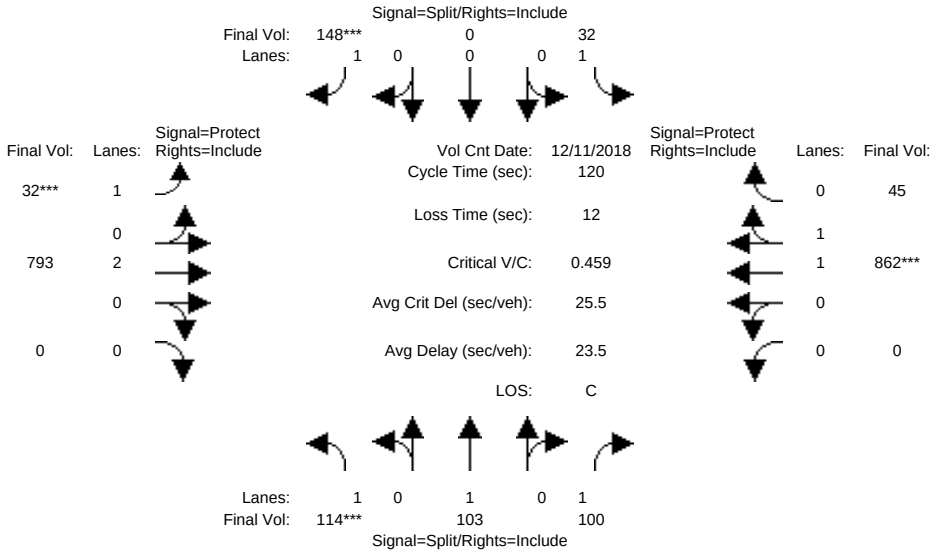
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	79	93	89	32	0	131	23	714	0	0	742	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	93	89	32	0	131	23	714	0	0	742	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	35	10	11	0	0	17	9	79	0	0	120	3
Initial Fut:	114	103	100	32	0	148	32	793	0	0	862	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	103	100	32	0	148	32	793	0	0	862	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	103	100	32	0	148	32	793	0	0	862	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	103	100	32	0	148	32	793	0	0	862	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	1750	1900	1750	1750	0	1750	1750	3800	0	0	3516	184
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.06	0.02	0.00	0.08	0.02	0.21	0.00	0.00	0.25	0.25
Crit Moves:	****					****	****				****	
Green Time:	16.7	16.7	16.7	21.6	0.0	21.6	7.0	69.7	0.0	0.0	62.7	62.7
Volume/Cap:	0.47	0.39	0.41	0.10	0.00	0.47	0.31	0.36	0.00	0.00	0.47	0.47
Delay/Veh:	49.0	48.0	48.3	41.2	0.0	45.1	56.0	13.4	0.0	0.0	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	48.0	48.3	41.2	0.0	45.1	56.0	13.4	0.0	0.0	18.3	18.3
LOS by Move:	D	D	D	D	A	D	E+	B	A	A	B-	B-
HCM2kAvgQ:	5	4	4	1	0	6	2	8	0	0	11	11

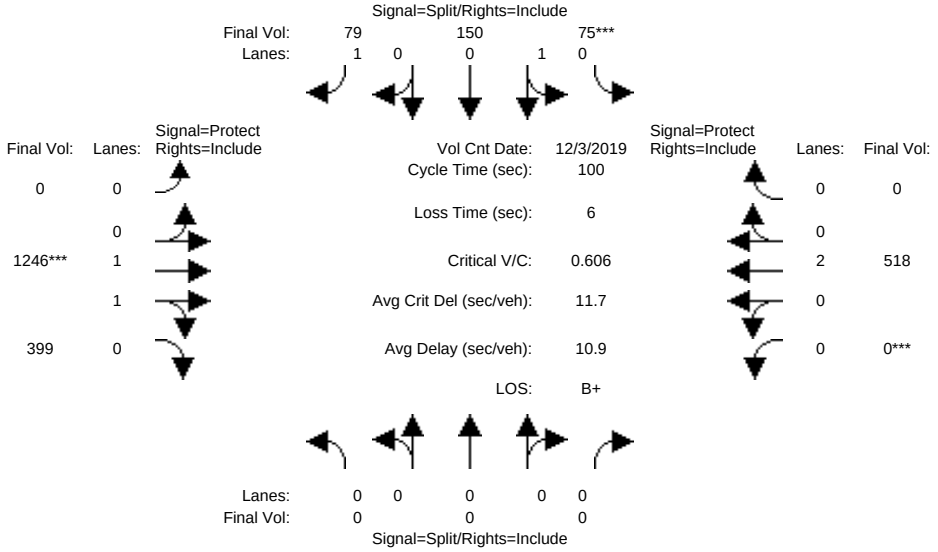
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	0	0	0	73	106	78	0	1139	338	0	483	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	106	78	0	1139	338	0	483	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	2	44	1	0	107	61	0	35	0
Initial Fut:	0	0	0	75	150	79	0	1246	399	0	518	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	150	79	0	1246	399	0	518	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	150	79	0	1246	399	0	518	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	150	79	0	1246	399	0	518	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.33	0.67	1.00	0.00	1.50	0.50	0.00	2.00	0.00
Final Sat.:	0	0	0	600	1200	1750	0	2802	897	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.05	0.00	0.44	0.44	0.00	0.14	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	20.6	20.6	20.6	0.0	73.4	73.4	0.0	73.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.61	0.61	0.22	0.00	0.61	0.61	0.00	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	43.2	43.2	34.4	0.0	7.4	7.4	0.0	4.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.2	43.2	34.4	0.0	7.4	7.4	0.0	4.3	0.0
LOS by Move:	A	A	A	D	D	C-	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	7	2	0	13	13	0	2	0

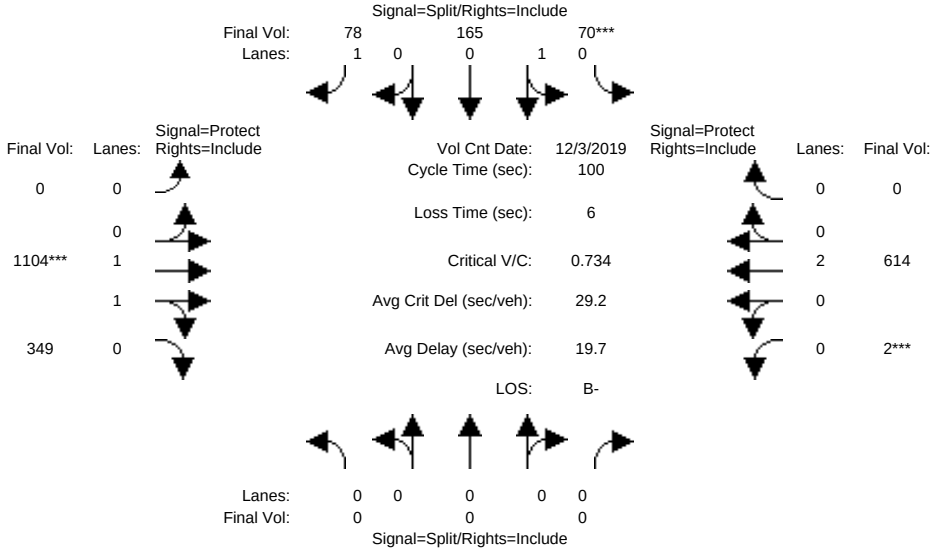
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	0	0	0	50	143	67	0	949	296	2	501	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	143	67	0	949	296	2	501	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	20	22	11	0	155	53	0	113	0
Initial Fut:	0	0	0	70	165	78	0	1104	349	2	614	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	165	78	0	1104	349	2	614	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	165	78	0	1104	349	2	614	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	165	78	0	1104	349	2	614	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	0.30	0.70	1.00	0.00	1.51	0.49	0.01	1.99	0.00
Final Sat.:	0	0	0	536	1264	1750	0	2811	889	12	3688	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.04	0.00	0.39	0.39	0.17	0.17	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	17.8	17.8	17.8	0.0	53.5	53.5	22.7	76.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.73	0.73	0.25	0.00	0.73	0.73	0.73	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	52.8	52.8	37.3	0.0	20.2	20.2	41.5	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	52.8	52.8	37.3	0.0	20.2	20.2	41.5	3.6	0.0
LOS by Move:	A	A	A	D-	D-	D+	A	C+	C+	D	A	A
HCM2kAvgQ:	0	0	0	9	9	2	0	18	18	11	3	0

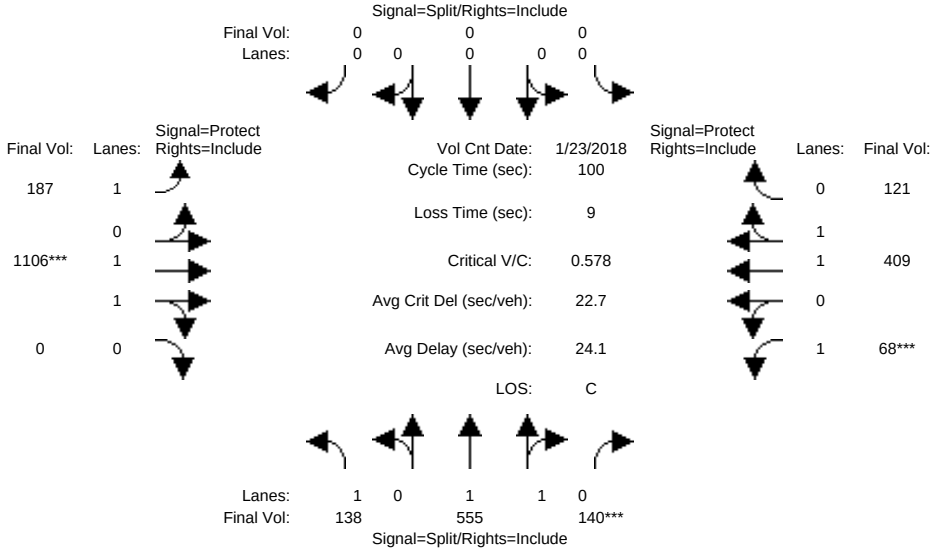
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 << 07:45:00 AM												
Base Vol:	115	476	113	0	0	0	174	982	0	37	370	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	476	113	0	0	0	174	982	0	37	370	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	23	79	27	0	0	0	13	124	0	31	39	0
Initial Fut:	138	555	140	0	0	0	187	1106	0	68	409	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	555	140	0	0	0	187	1106	0	68	409	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	555	140	0	0	0	187	1106	0	68	409	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	555	140	0	0	0	187	1106	0	68	409	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.98	0.95
Lanes:	1.00	1.59	0.41	0.00	0.00	0.00	1.00	2.00	0.00	1.00	1.53	0.47
Final Sat.:	1750	2954	745	0	0	0	1750	3700	0	1750	2855	845
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.00	0.00	0.00	0.11	0.30	0.00	0.04	0.14	0.14
Crit Moves:			****					****		****		
Green Time:	32.4	32.4	32.4	0.0	0.0	0.0	25.0	51.6	0.0	7.0	33.6	33.6
Volume/Cap:	0.24	0.58	0.58	0.00	0.00	0.00	0.43	0.58	0.00	0.56	0.43	0.43
Delay/Veh:	25.0	28.8	28.8	0.0	0.0	0.0	32.1	17.2	0.0	50.5	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	28.8	28.8	0.0	0.0	0.0	32.1	17.2	0.0	50.5	26.0	26.0
LOS by Move:	C	C	C	A	A	A	C-	B	A	D	C	C
HCM2kAvgQ:	3	10	10	0	0	0	5	12	0	3	7	7

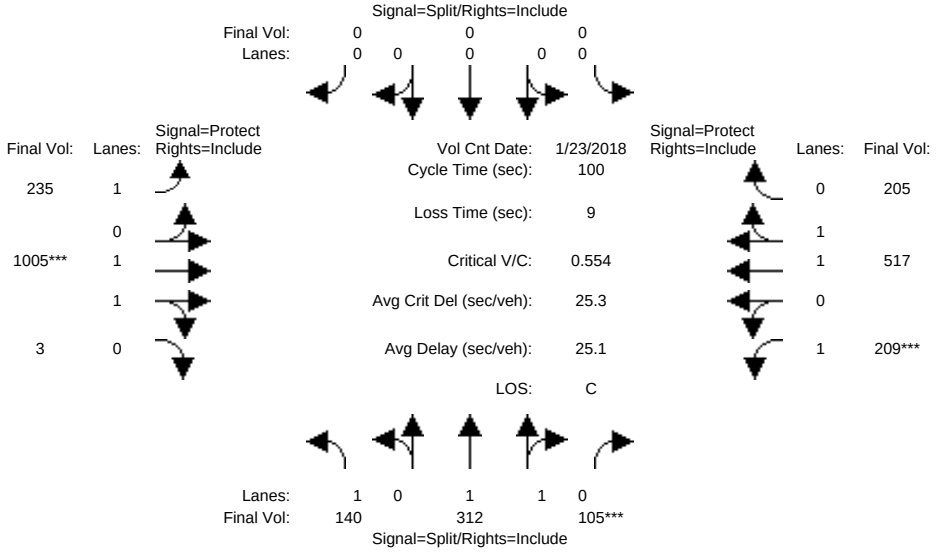
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 << 04:55:00 PM												
Base Vol:	105	244	68	0	0	0	211	851	3	112	397	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	244	68	0	0	0	211	851	3	112	397	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	35	68	37	0	0	0	24	154	0	97	120	20
Initial Fut:	140	312	105	0	0	0	235	1005	3	209	517	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	312	105	0	0	0	235	1005	3	209	517	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	312	105	0	0	0	235	1005	3	209	517	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	312	105	0	0	0	235	1005	3	209	517	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.48	0.52	0.00	0.00	0.00	1.00	1.99	0.01	1.00	1.42	0.58
Final Sat.:	1750	2768	931	0	0	0	1750	3689	11	1750	2649	1050
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.00	0.00	0.00	0.13	0.27	0.27	0.12	0.20	0.20
Crit Moves:			****					****		****		
Green Time:	20.3	20.3	20.3	0.0	0.0	0.0	28.8	49.1	49.1	21.5	41.9	41.9
Volume/Cap:	0.39	0.55	0.55	0.00	0.00	0.00	0.47	0.55	0.55	0.55	0.47	0.47
Delay/Veh:	35.2	36.7	36.7	0.0	0.0	0.0	30.0	18.2	18.2	36.8	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	36.7	36.7	0.0	0.0	0.0	30.0	18.2	18.2	36.8	21.2	21.2
LOS by Move:	D+	D+	D+	A	A	A	C	B-	B-	D+	C+	C+
HCM2kAvgQ:	4	7	7	0	0	0	7	11	11	7	8	8

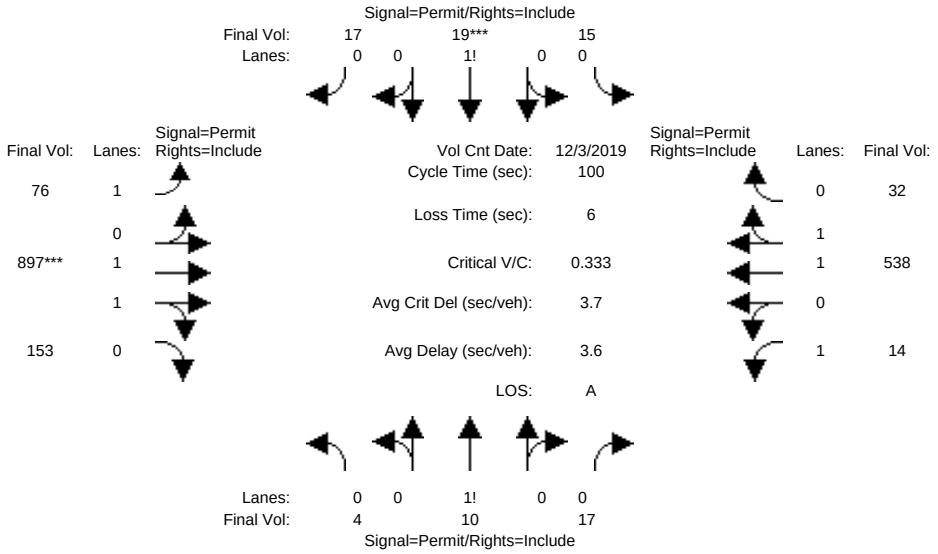
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	4	8	17	7	15	10	62	896	153	14	521	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	8	17	7	15	10	62	896	153	14	521	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	2	0	8	4	7	14	1	0	0	17	5
Initial Fut:	4	10	17	15	19	17	76	897	153	14	538	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	10	17	15	19	17	76	897	153	14	538	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	10	17	15	19	17	76	897	153	14	538	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	10	17	15	19	17	76	897	153	14	538	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.13	0.32	0.55	0.29	0.38	0.33	1.00	1.70	0.30	1.00	1.88	0.12
Final Sat.:	226	565	960	515	652	583	1750	3160	539	1750	3492	208
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.04	0.28	0.28	0.01	0.15	0.15
Crit Moves:					****			****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	84.0	84.0	84.0	84.0	84.0	84.0
Volume/Cap:	0.18	0.18	0.18	0.29	0.29	0.29	0.05	0.34	0.34	0.01	0.18	0.18
Delay/Veh:	41.7	41.7	41.7	42.6	42.6	42.6	1.4	1.9	1.9	1.3	1.5	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	41.7	41.7	42.6	42.6	42.6	1.4	1.9	1.9	1.3	1.5	1.5
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	0	4	4	0	2	2

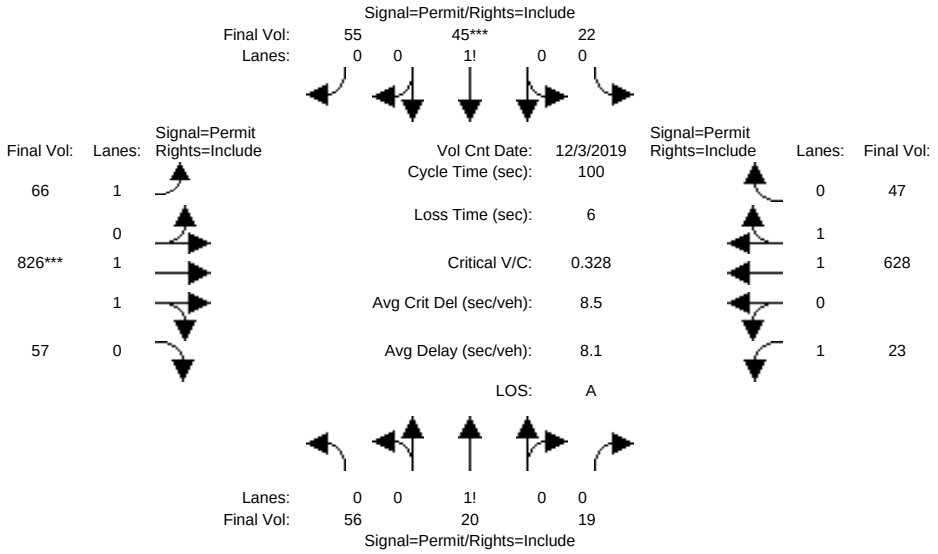
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	56	16	19	17	43	50	41	810	57	23	626	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	16	19	17	43	50	41	810	57	23	626	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	4	0	5	2	5	25	16	0	0	2	9
Initial Fut:	56	20	19	22	45	55	66	826	57	23	628	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	20	19	22	45	55	66	826	57	23	628	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	20	19	22	45	55	66	826	57	23	628	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	20	19	22	45	55	66	826	57	23	628	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.21	0.20	0.18	0.37	0.45	1.00	1.87	0.13	1.00	1.86	0.14
Final Sat.:	1032	368	350	316	645	789	1750	3461	239	1750	3442	258
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.07	0.07	0.07	0.04	0.24	0.24	0.01	0.18	0.18
Crit Moves:					****			****				
Green Time:	21.3	21.3	21.3	21.3	21.3	21.3	72.7	72.7	72.7	72.7	72.7	72.7
Volume/Cap:	0.26	0.26	0.26	0.33	0.33	0.33	0.05	0.33	0.33	0.02	0.25	0.25
Delay/Veh:	33.2	33.2	33.2	33.9	33.9	33.9	3.9	4.9	4.9	3.8	4.6	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	33.2	33.2	33.9	33.9	33.9	3.9	4.9	4.9	3.8	4.6	4.6
LOS by Move:	C-	C-	C-	C-	C-	C-	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	1	5	5	0	4	4

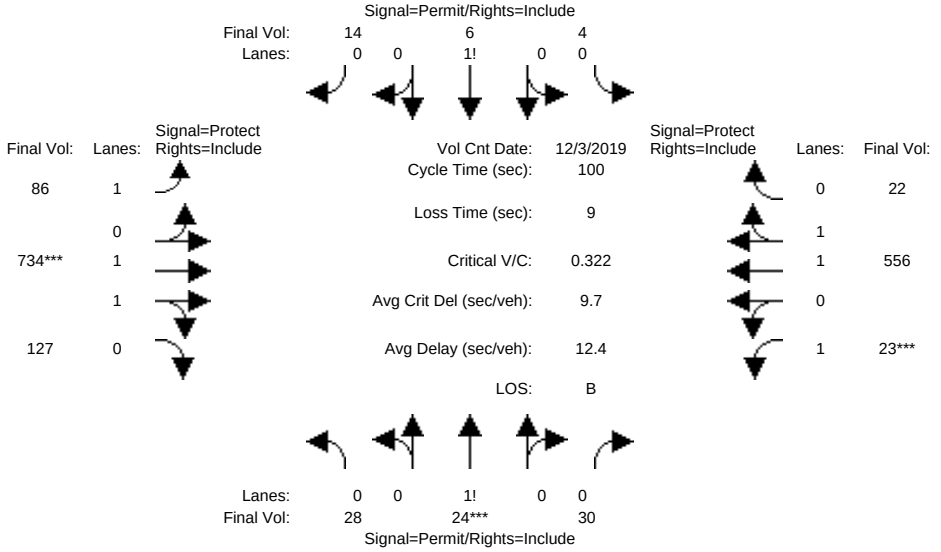
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	28	21	28	4	6	14	83	719	125	23	535	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	21	28	4	6	14	83	719	125	23	535	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	3	2	0	0	0	3	15	2	0	21	0
Initial Fut:	28	24	30	4	6	14	86	734	127	23	556	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	24	30	4	6	14	86	734	127	23	556	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	24	30	4	6	14	86	734	127	23	556	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	24	30	4	6	14	86	734	127	23	556	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.34	0.29	0.37	0.17	0.25	0.58	1.00	1.70	0.30	1.00	1.92	0.08
Final Sat.:	598	512	640	292	438	1021	1750	3154	546	1750	3559	141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.01	0.01	0.05	0.23	0.23	0.01	0.16	0.16
Crit Moves:		****						****		****		
Green Time:	14.1	14.1	14.1	14.1	14.1	14.1	23.8	69.9	69.9	7.0	53.1	53.1
Volume/Cap:	0.33	0.33	0.33	0.10	0.10	0.10	0.21	0.33	0.33	0.19	0.29	0.29
Delay/Veh:	39.5	39.5	39.5	37.6	37.6	37.6	30.8	6.0	6.0	44.6	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	39.5	39.5	37.6	37.6	37.6	30.8	6.0	6.0	44.6	13.1	13.1
LOS by Move:	D	D	D	D+	D+	D+	C	A	A	D	B	B
HCM2kAvgQ:	3	3	3	1	1	1	2	5	5	1	5	5

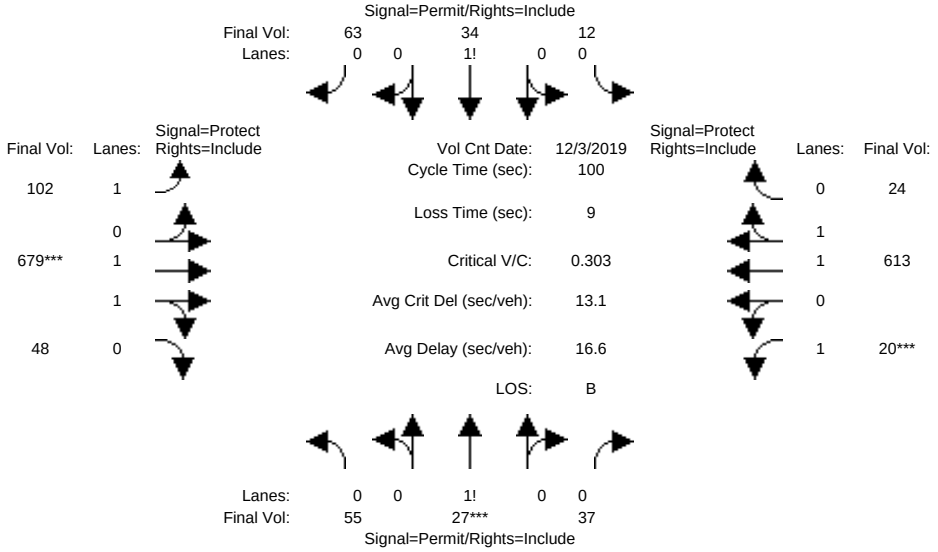
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	52	19	32	12	34	63	102	659	48	20	582	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	19	32	12	34	63	102	659	48	20	582	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	3	8	5	0	0	0	0	20	0	0	31	1
Initial Fut:	55	27	37	12	34	63	102	679	48	20	613	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	27	37	12	34	63	102	679	48	20	613	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	27	37	12	34	63	102	679	48	20	613	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	27	37	12	34	63	102	679	48	20	613	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.46	0.23	0.31	0.11	0.31	0.58	1.00	1.86	0.14	1.00	1.92	0.08
Final Sat.:	809	397	544	193	546	1011	1750	3456	244	1750	3560	139
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.20	0.20	0.01	0.17	0.17
Crit Moves:		****						****		****		
Green Time:	21.6	21.6	21.6	21.6	21.6	21.6	20.1	62.4	62.4	7.0	49.3	49.3
Volume/Cap:	0.31	0.31	0.31	0.29	0.29	0.29	0.29	0.31	0.31	0.16	0.35	0.35
Delay/Veh:	33.5	33.5	33.5	33.2	33.2	33.2	34.4	8.9	8.9	44.4	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	33.5	33.5	33.2	33.2	33.2	34.4	8.9	8.9	44.4	15.6	15.6
LOS by Move:	C-	C-	C-	C-	C-	C-	C-	A	A	D	B	B
HCM2kAvgQ:	3	3	3	3	3	3	3	5	5	1	6	6

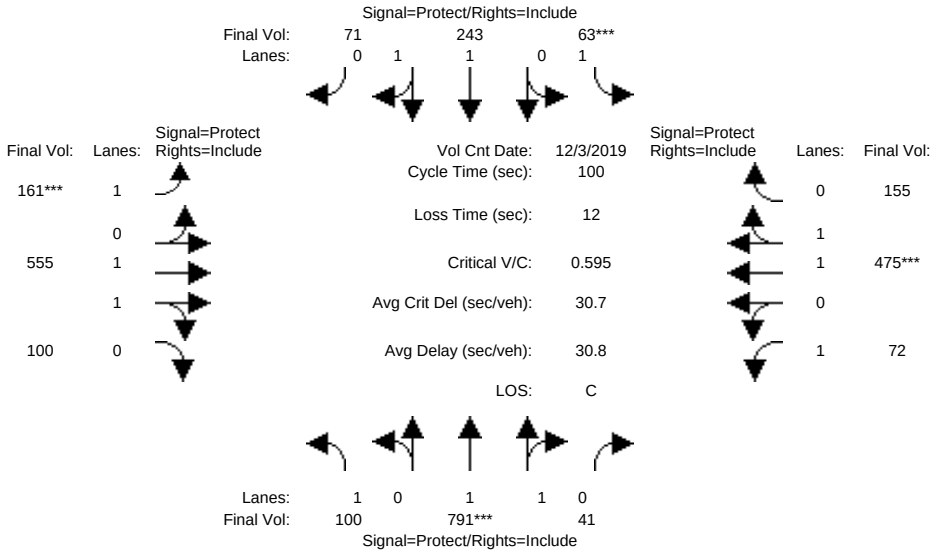
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	89	691	37	51	193	65	151	500	86	68	434	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	691	37	51	193	65	151	500	86	68	434	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	11	100	4	12	50	6	10	55	14	4	41	21
Initial Fut:	100	791	41	63	243	71	161	555	100	72	475	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	791	41	63	243	71	161	555	100	72	475	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	791	41	63	243	71	161	555	100	72	475	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	791	41	63	243	71	161	555	100	72	475	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.90	0.10	1.00	1.54	0.46	1.00	1.69	0.31	1.00	1.49	0.51
Final Sat.:	1750	3518	182	1750	2863	836	1750	3135	565	1750	2789	910
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.04	0.08	0.08	0.09	0.18	0.18	0.04	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	18.3	37.4	37.4	7.0	26.1	26.1	15.3	31.3	31.3	12.4	28.3	28.3
Volume/Cap:	0.31	0.60	0.60	0.51	0.33	0.33	0.60	0.57	0.57	0.33	0.60	0.60
Delay/Veh:	36.0	26.0	26.0	48.6	30.0	30.0	43.3	29.4	29.4	41.0	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	26.0	26.0	48.6	30.0	30.0	43.3	29.4	29.4	41.0	32.0	32.0
LOS by Move:	D+	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	11	11	3	4	4	6	9	9	2	9	9

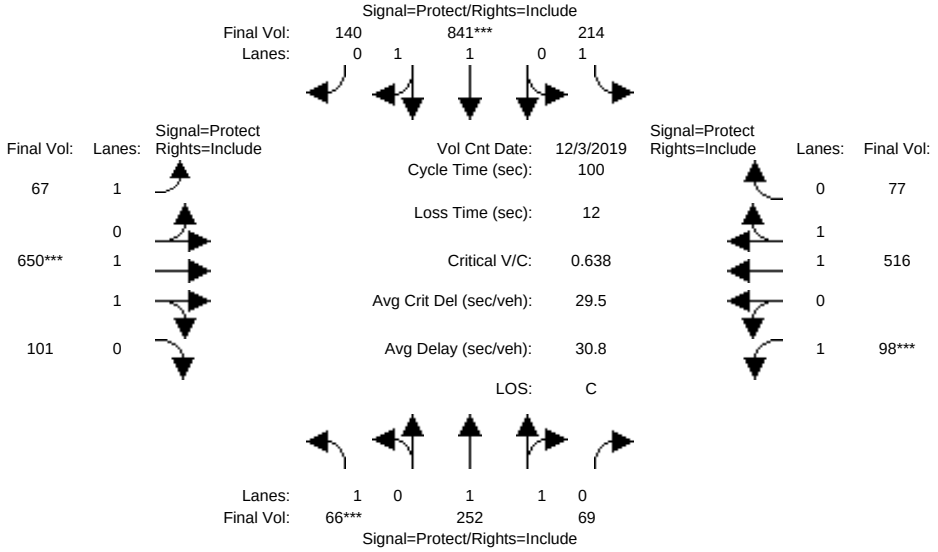
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	59	204	64	148	725	111	61	582	89	86	435	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	204	64	148	725	111	61	582	89	86	435	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	7	48	5	66	116	29	6	68	12	12	81	10
Initial Fut:	66	252	69	214	841	140	67	650	101	98	516	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	252	69	214	841	140	67	650	101	98	516	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	252	69	214	841	140	67	650	101	98	516	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	252	69	214	841	140	67	650	101	98	516	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.56	0.44	1.00	1.71	0.29	1.00	1.72	0.28	1.00	1.73	0.27
Final Sat.:	1750	2904	795	1750	3172	528	1750	3202	498	1750	3219	480
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.12	0.27	0.27	0.04	0.20	0.20	0.06	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	7.0	21.6	21.6	26.4	41.0	41.0	12.2	31.4	31.4	8.7	27.9	27.9
Volume/Cap:	0.54	0.40	0.40	0.46	0.65	0.65	0.31	0.65	0.65	0.65	0.58	0.58
Delay/Veh:	49.7	34.0	34.0	31.6	24.7	24.7	41.0	30.8	30.8	53.6	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	34.0	34.0	31.6	24.7	24.7	41.0	30.8	30.8	53.6	31.8	31.8
LOS by Move:	D	C-	C-	C	C	C	D	C	C	D-	C	C
HCM2kAvgQ:	3	5	5	6	13	13	2	11	11	4	9	9

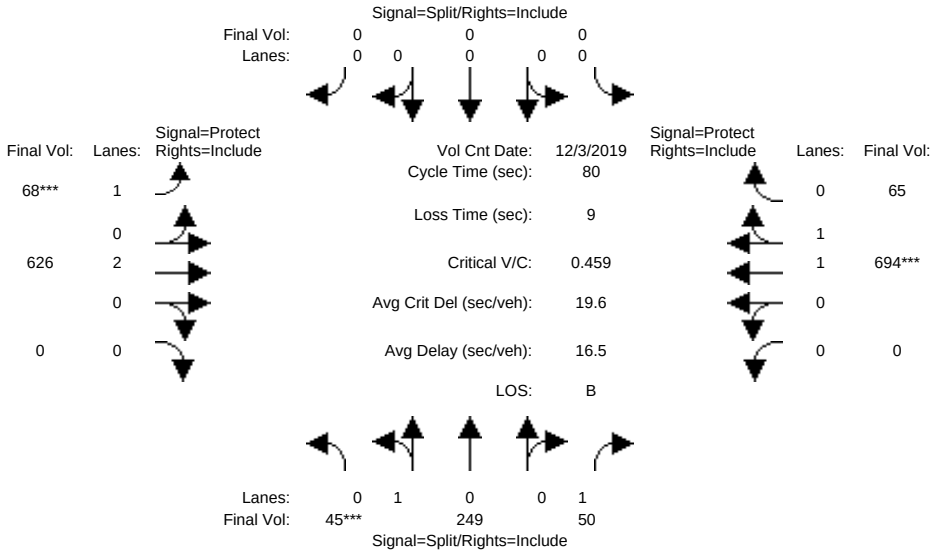
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	42	215	43	0	0	0	50	539	0	0	596	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	215	43	0	0	0	50	539	0	0	596	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	3	34	7	0	0	0	18	87	0	0	98	5
Initial Fut:	45	249	50	0	0	0	68	626	0	0	694	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	249	50	0	0	0	68	626	0	0	694	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	249	50	0	0	0	68	626	0	0	694	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	249	50	0	0	0	68	626	0	0	694	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.15	0.85	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	276	1524	1750	0	0	0	1750	3800	0	0	3383	317
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.03	0.00	0.00	0.00	0.04	0.16	0.00	0.00	0.21	0.21
Crit Moves:	****						****				****	
Green Time:	28.4	28.4	28.4	0.0	0.0	0.0	7.0	42.6	0.0	0.0	35.6	35.6
Volume/Cap:	0.46	0.46	0.08	0.00	0.00	0.00	0.44	0.31	0.00	0.00	0.46	0.46
Delay/Veh:	22.3	22.3	17.4	0.0	0.0	0.0	43.7	10.8	0.0	0.0	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	17.4	0.0	0.0	0.0	43.7	10.8	0.0	0.0	16.4	16.4
LOS by Move:	C+	C+	B	A	A	A	D	B+	A	A	B	B
HCM2kAvgQ:	6	6	1	0	0	0	2	4	0	0	7	7

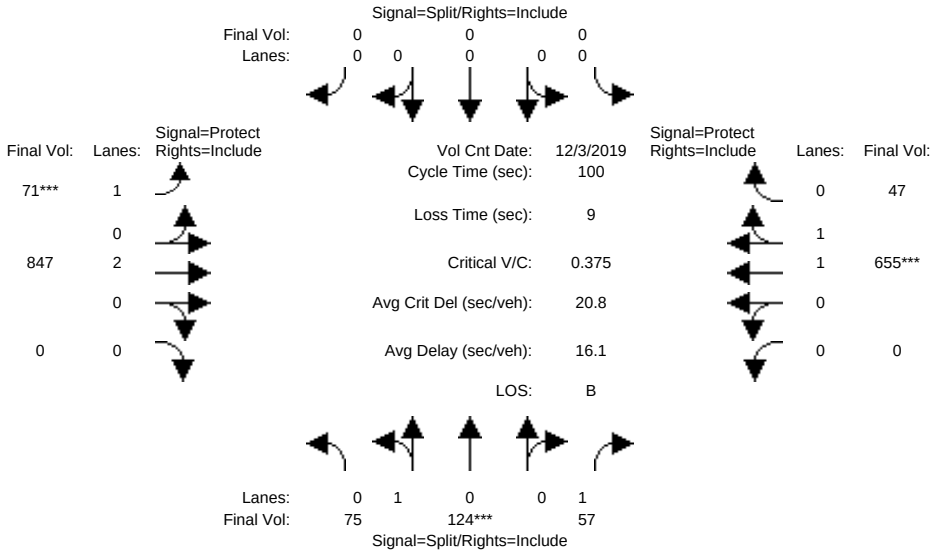
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	68	106	47	0	0	0	59	717	0	0	540	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	106	47	0	0	0	59	717	0	0	540	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	7	18	10	0	0	0	12	130	0	0	115	14
Initial Fut:	75	124	57	0	0	0	71	847	0	0	655	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	124	57	0	0	0	71	847	0	0	655	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	124	57	0	0	0	71	847	0	0	655	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	124	57	0	0	0	71	847	0	0	655	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.38	0.62	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	678	1122	1750	0	0	0	1750	3800	0	0	3452	248
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.00	0.00	0.00	0.04	0.22	0.00	0.00	0.19	0.19
Crit Moves:		****					****				****	
Green Time:	29.5	29.5	29.5	0.0	0.0	0.0	10.8	61.5	0.0	0.0	50.7	50.7
Volume/Cap:	0.37	0.37	0.11	0.00	0.00	0.00	0.37	0.36	0.00	0.00	0.37	0.37
Delay/Veh:	29.9	29.9	26.1	0.0	0.0	0.0	47.0	10.0	0.0	0.0	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	29.9	26.1	0.0	0.0	0.0	47.0	10.0	0.0	0.0	15.6	15.6
LOS by Move:	C	C	C	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	5	5	1	0	0	0	3	6	0	0	7	7

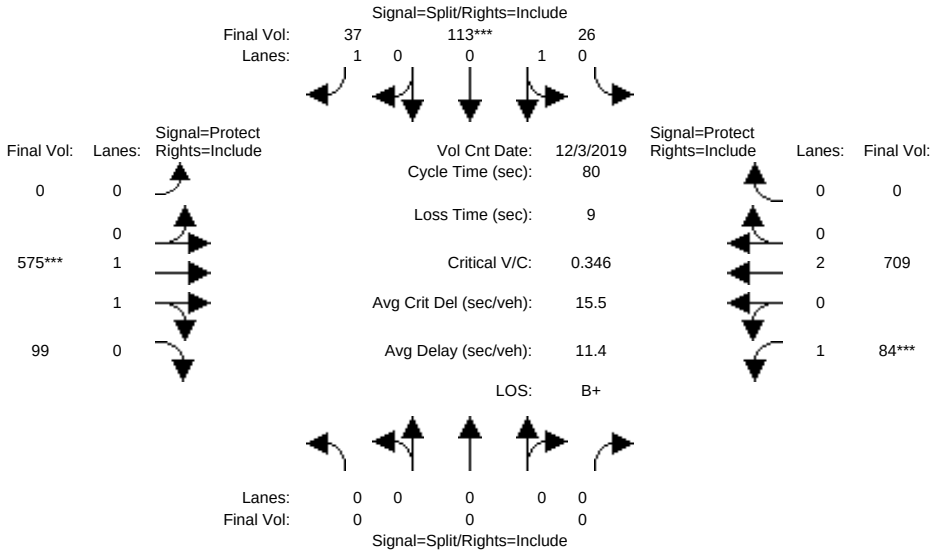
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	0	0	0	23	101	36	0	504	83	75	619	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	101	36	0	504	83	75	619	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	3	12	1	0	71	16	9	90	0
Initial Fut:	0	0	0	26	113	37	0	575	99	84	709	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	26	113	37	0	575	99	84	709	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	113	37	0	575	99	84	709	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	26	113	37	0	575	99	84	709	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	0.81	1.00	0.00	1.70	0.30	1.00	2.00	0.00
Final Sat.:	0	0	0	337	1463	1750	0	3156	543	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.02	0.00	0.18	0.18	0.05	0.19	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	17.8	17.8	17.8	0.0	42.1	42.1	11.1	53.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.09	0.00	0.35	0.35	0.35	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	26.7	26.7	24.8	0.0	11.1	11.1	32.0	5.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.7	26.7	24.8	0.0	11.1	11.1	32.0	5.6	0.0
LOS by Move:	A	A	A	C	C	C	A	B+	B+	C-	A	A
HCM2kAvgQ:	0	0	0	3	3	1	0	5	5	2	4	0

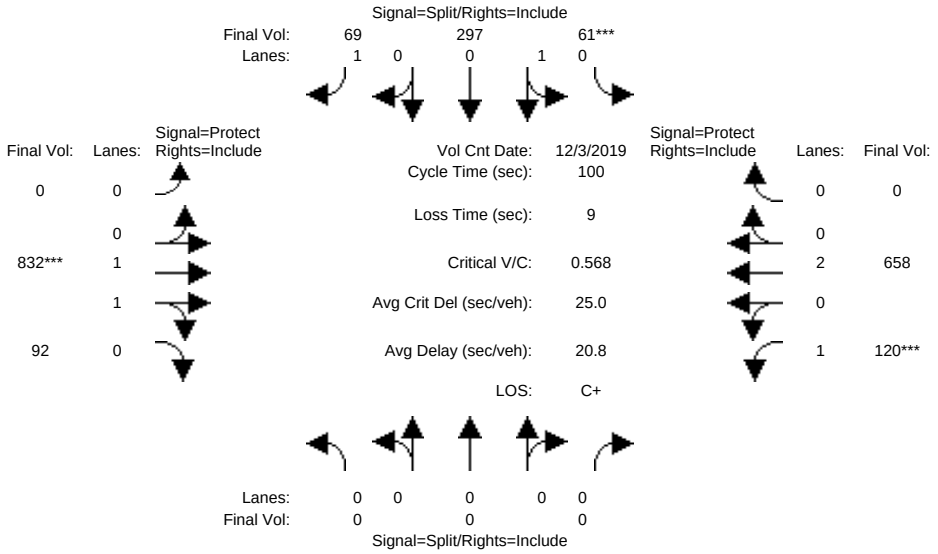
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:30:00 PM												
Base Vol:	0	0	0	50	245	59	0	702	68	89	539	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	245	59	0	702	68	89	539	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	11	52	10	0	130	24	31	119	0
Initial Fut:	0	0	0	61	297	69	0	832	92	120	658	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	297	69	0	832	92	120	658	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	297	69	0	832	92	120	658	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	61	297	69	0	832	92	120	658	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	0.83	1.00	0.00	1.80	0.20	1.00	2.00	0.00
Final Sat.:	0	0	0	307	1493	1750	0	3331	368	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.04	0.00	0.25	0.25	0.07	0.17	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	35.0	35.0	35.0	0.0	43.9	43.9	12.1	56.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.11	0.00	0.57	0.57	0.57	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	27.6	27.6	22.1	0.0	21.4	21.4	45.1	11.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.6	27.6	22.1	0.0	21.4	21.4	45.1	11.8	0.0
LOS by Move:	A	A	A	C	C	C+	A	C+	C+	D	B+	A
HCM2kAvgQ:	0	0	0	10	10	2	0	11	11	5	5	0

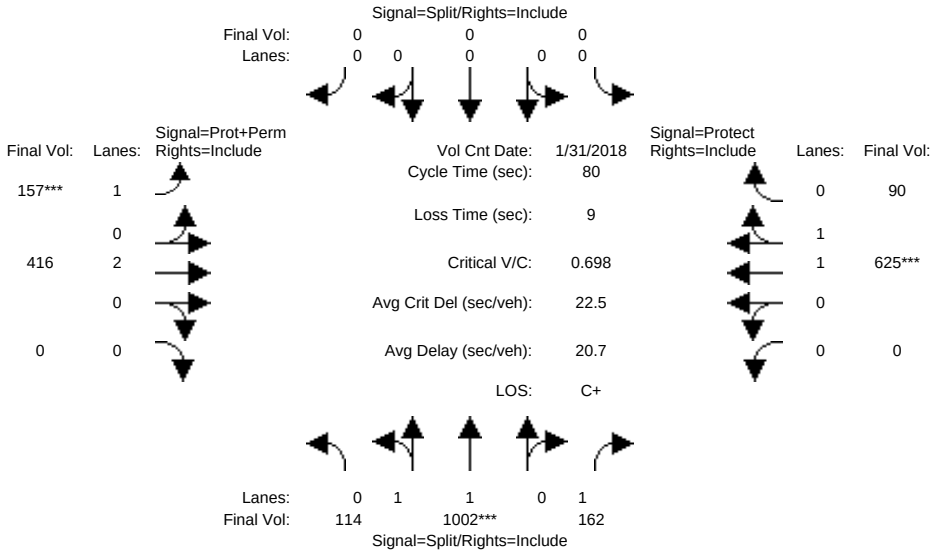
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Jan 2018 << 07:55:00 AM												
Base Vol:	104	848	148	0	0	0	140	378	0	0	570	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	848	148	0	0	0	140	378	0	0	570	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	10	154	14	0	0	0	17	38	0	0	55	7
Initial Fut:	114	1002	162	0	0	0	157	416	0	0	625	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1002	162	0	0	0	157	416	0	0	625	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1002	162	0	0	0	157	416	0	0	625	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1002	162	0	0	0	157	416	0	0	625	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.21	1.79	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	378	3322	1750	0	0	0	1750	3800	0	0	3234	466
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.09	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.19	0.19
Crit Moves:		****					****				****	
Green Time:	36.6	36.6	36.6	0.0	0.0	0.0	10.9	34.4	0.0	0.0	23.5	23.5
Volume/Cap:	0.66	0.66	0.20	0.00	0.00	0.00	0.66	0.25	0.00	0.00	0.66	0.66
Delay/Veh:	17.8	17.8	13.1	0.0	0.0	0.0	39.4	14.7	0.0	0.0	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	17.8	13.1	0.0	0.0	0.0	39.4	14.7	0.0	0.0	26.3	26.3
LOS by Move:	B	B	B	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	12	12	3	0	0	0	5	3	0	0	9	9

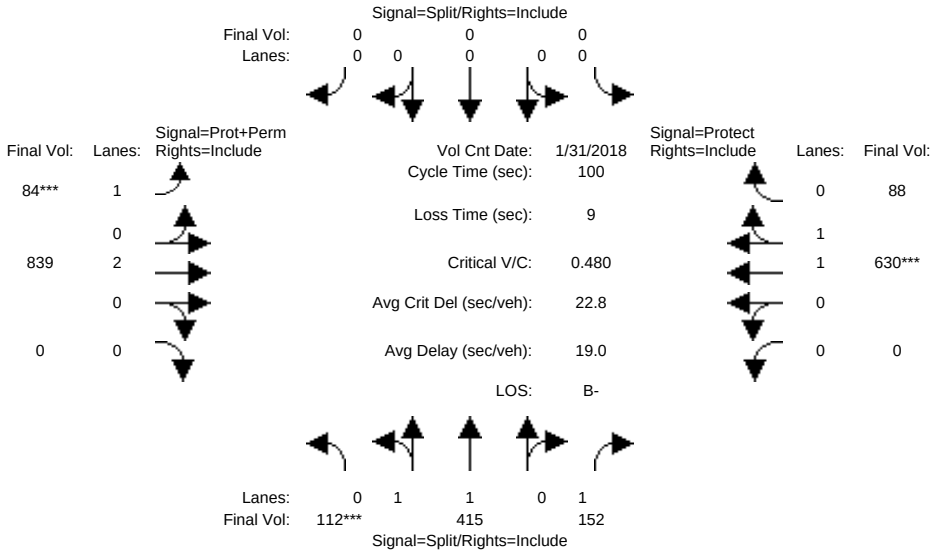
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 31 Jan 2018 << 04:55:00 PM												
Base Vol:	96	367	122	0	0	0	74	728	0	0	519	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	367	122	0	0	0	74	728	0	0	519	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	16	48	30	0	0	0	10	111	0	0	111	21
Initial Fut:	112	415	152	0	0	0	84	839	0	0	630	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	415	152	0	0	0	84	839	0	0	630	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	415	152	0	0	0	84	839	0	0	630	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	415	152	0	0	0	84	839	0	0	630	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.44	1.56	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.75	0.25
Final Sat.:	786	2913	1750	0	0	0	1750	3800	0	0	3246	453
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.09	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.19	0.19
Crit Moves:	****						****				****	
Green Time:	33.7	33.7	33.7	0.0	0.0	0.0	11.4	57.3	0.0	0.0	45.9	45.9
Volume/Cap:	0.42	0.42	0.26	0.00	0.00	0.00	0.42	0.39	0.00	0.00	0.42	0.42
Delay/Veh:	25.9	25.9	24.3	0.0	0.0	0.0	42.7	11.8	0.0	0.0	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	24.3	0.0	0.0	0.0	42.7	11.8	0.0	0.0	18.3	18.3
LOS by Move:	C	C	C	A	A	A	D	B+	A	A	B-	B-
HCM2kAvgQ:	7	7	4	0	0	0	3	7	0	0	8	8

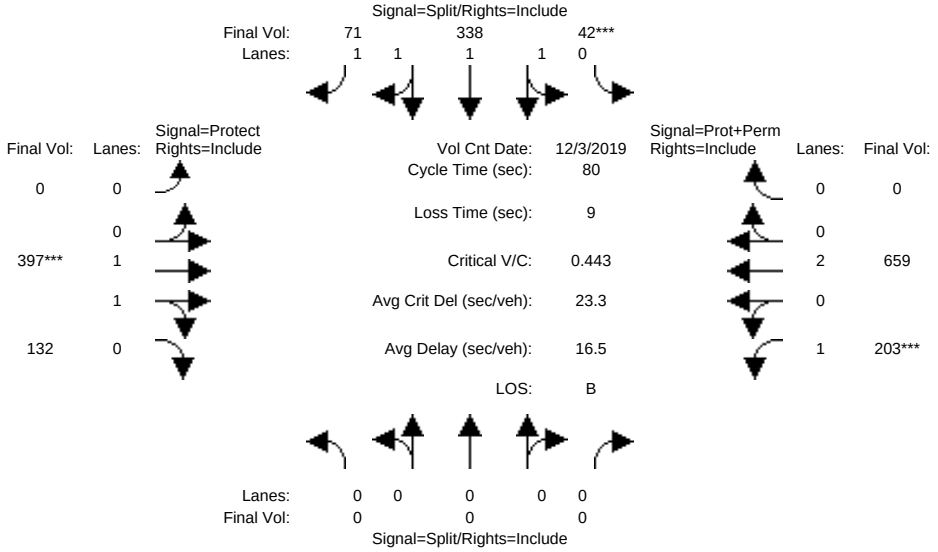
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	0	0	0	37	308	66	0	365	127	196	593	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	37	308	66	0	365	127	196	593	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	5	30	5	0	32	5	7	66	0
Initial Fut:	0	0	0	42	338	71	0	397	132	203	659	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	42	338	71	0	397	132	203	659	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	338	71	0	397	132	203	659	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	42	338	71	0	397	132	203	659	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.34	2.66	1.00	0.00	1.49	0.51	1.00	2.00	0.00
Final Sat.:	0	0	0	619	4980	1750	0	2776	923	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.04	0.00	0.14	0.14	0.00	0.17	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	14.7	14.7	14.7	0.0	31.1	31.1	25.2	56.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.22	0.00	0.37	0.37	0.37	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	29.4	29.4	28.0	0.0	18.2	18.2	23.1	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.4	29.4	28.0	0.0	18.2	18.2	23.1	4.5	0.0
LOS by Move:	A	A	A	C	C	C	A	B-	B-	C	A	A
HCM2kAvgQ:	0	0	0	3	3	2	0	5	5	4	3	0

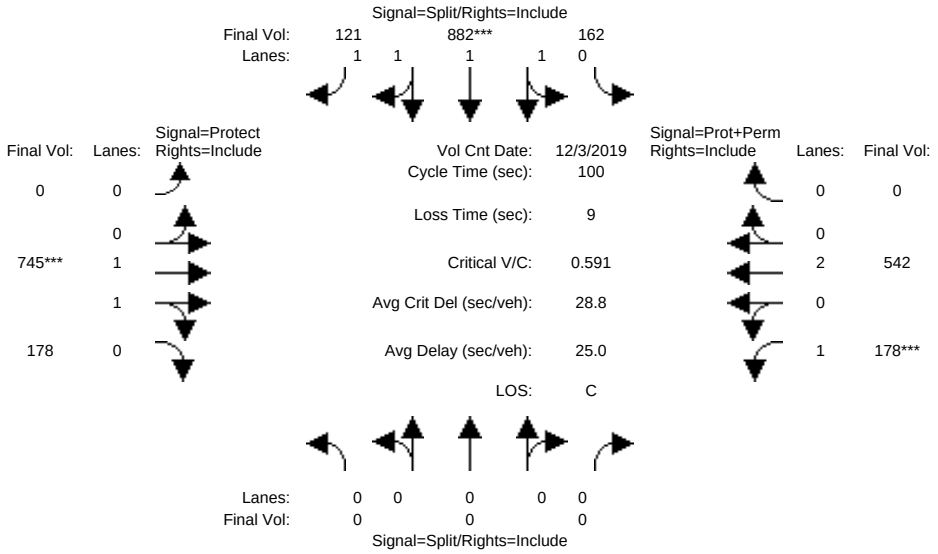
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	0	0	0	125	715	85	0	663	166	164	474	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	715	85	0	663	166	164	474	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	37	167	36	0	82	12	14	68	0
Initial Fut:	0	0	0	162	882	121	0	745	178	178	542	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	162	882	121	0	745	178	178	542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	162	882	121	0	745	178	178	542	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	162	882	121	0	745	178	178	542	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.48	2.52	1.00	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	0	0	0	869	4730	1750	0	2986	713	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.07	0.00	0.25	0.25	0.00	0.14	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	31.6	31.6	31.6	0.0	42.2	42.2	17.2	59.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.59	0.22	0.00	0.59	0.59	0.59	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	30.1	30.1	25.3	0.0	23.9	23.9	46.4	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.1	30.1	25.3	0.0	23.9	23.9	46.4	9.8	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	10	10	3	0	12	12	6	4	0

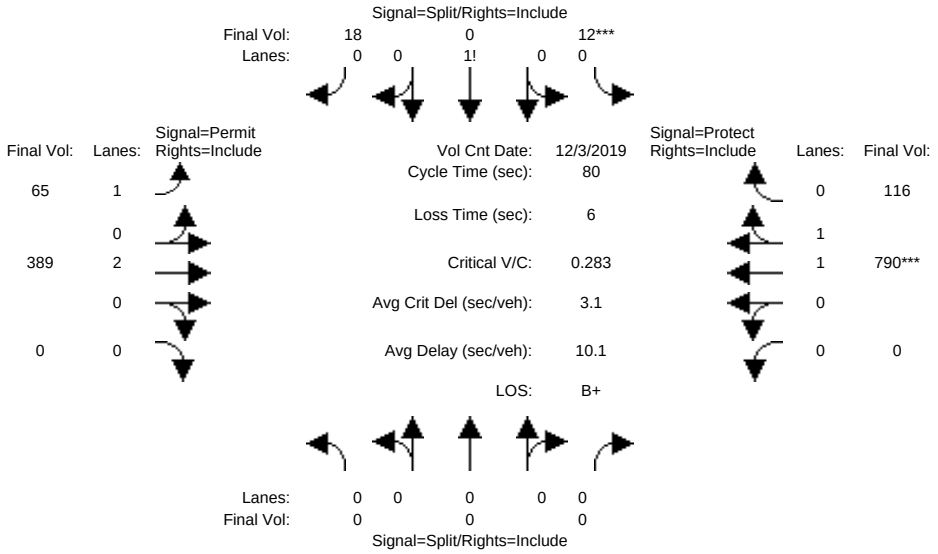
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	0	0	0	12	0	18	65	378	0	0	763	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	18	65	378	0	0	763	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	11	0	0	27	0
Initial Fut:	0	0	0	12	0	18	65	389	0	0	790	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	12	0	18	65	389	0	0	790	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	0	18	65	389	0	0	790	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	12	0	18	65	389	0	0	790	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.40	0.00	0.60	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	0	0	0	700	0	1050	1750	3800	0	0	3226	474
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.04	0.10	0.00	0.00	0.24	0.24
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	20.8	20.8	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.14	0.14	0.39	0.00	0.00	0.31	0.31
Delay/Veh:	0.0	0.0	0.0	31.4	0.0	31.4	22.9	24.7	0.0	0.0	2.2	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.4	0.0	31.4	22.9	24.7	0.0	0.0	2.2	2.2
LOS by Move:	A	A	A	C	A	C	C+	C	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	1	4	0	0	3	3

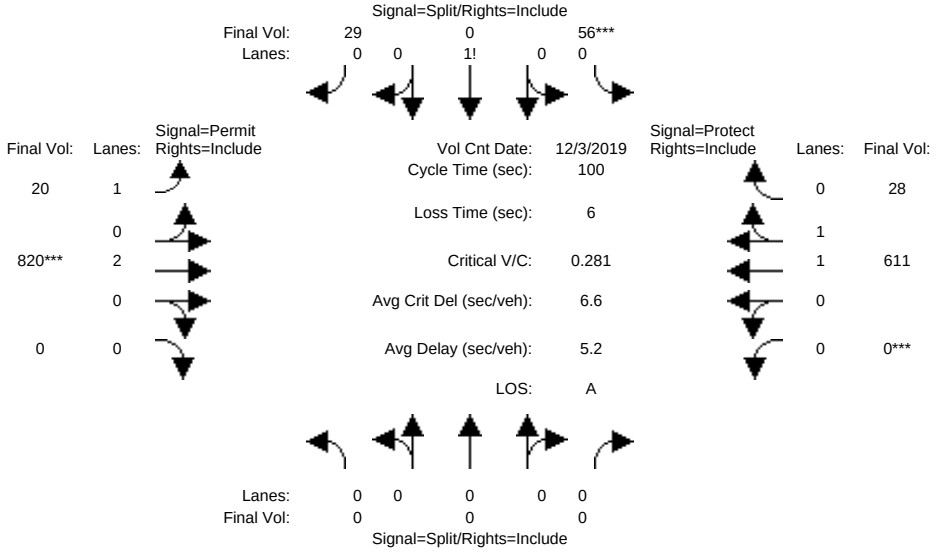
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	0	0	0	56	0	29	20	802	0	0	579	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	29	20	802	0	0	579	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	18	0	0	32	1
Initial Fut:	0	0	0	56	0	29	20	820	0	0	611	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	56	0	29	20	820	0	0	611	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	29	20	820	0	0	611	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	56	0	29	20	820	0	0	611	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.66	0.00	0.34	1.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1153	0	597	1750	3800	0	0	3538	162
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.01	0.22	0.00	0.00	0.17	0.17
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	17.3	0.0	17.3	76.7	76.7	0.0	0.0	76.7	76.7
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.28	0.01	0.28	0.00	0.00	0.23	0.23
Delay/Veh:	0.0	0.0	0.0	36.5	0.0	36.5	2.7	3.5	0.0	0.0	3.3	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.5	0.0	36.5	2.7	3.5	0.0	0.0	3.3	3.3
LOS by Move:	A	A	A	D+	A	D+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	0	4	0	0	3	3

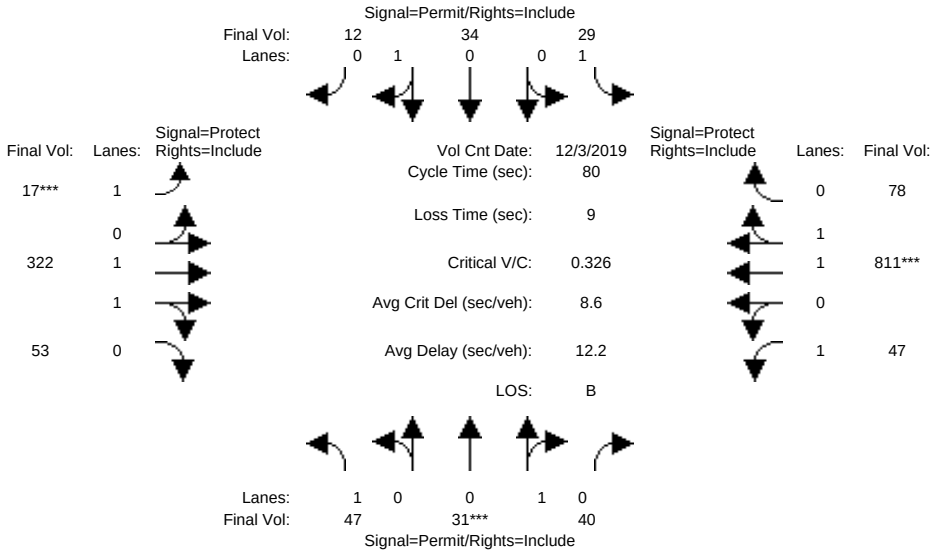
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	47	31	40	29	34	12	17	322	53	47	811	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	31	40	29	34	12	17	322	53	47	811	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	31	40	29	34	12	17	322	53	47	811	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	31	40	29	34	12	17	322	53	47	811	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	31	40	29	34	12	17	322	53	47	811	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	31	40	29	34	12	17	322	53	47	811	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.44	0.56	1.00	0.74	0.26	1.00	1.71	0.29	1.00	1.82	0.18
Final Sat.:	1750	786	1014	1750	1330	470	1750	3177	523	1750	3375	325
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.03	0.03	0.01	0.10	0.10	0.03	0.24	0.24
Crit Moves:		****					****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	35.9	35.9	25.1	54.0	54.0
Volume/Cap:	0.21	0.32	0.32	0.13	0.20	0.20	0.11	0.23	0.23	0.09	0.36	0.36
Delay/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
LOS by Move:	C-	D+	D+	C-	C-	C-	D+	B	B	B-	A	A
HCM2kAvgQ:	1	2	2	1	1	1	1	3	3	1	5	5

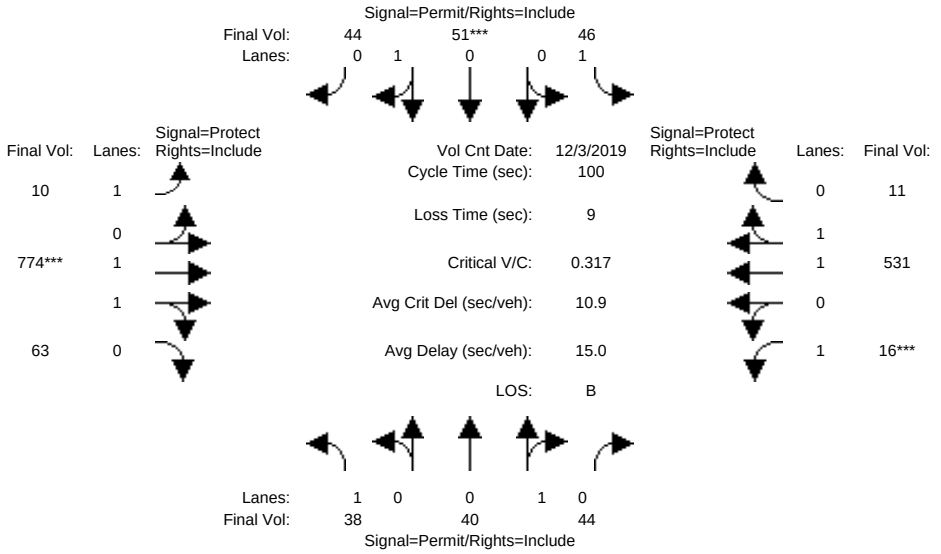
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	38	40	44	46	51	44	10	774	63	16	531	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	40	44	46	51	44	10	774	63	16	531	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	40	44	46	51	44	10	774	63	16	531	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	40	44	46	51	44	10	774	63	16	531	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	40	44	46	51	44	10	774	63	16	531	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	40	44	46	51	44	10	774	63	16	531	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.48	0.52	1.00	0.54	0.46	1.00	1.85	0.15	1.00	1.96	0.04
Final Sat.:	1750	857	943	1750	966	834	1750	3421	278	1750	3625	75
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.03	0.05	0.05	0.01	0.23	0.23	0.01	0.15	0.15
Crit Moves:					****			****		****		
Green Time:	15.9	15.9	15.9	15.9	15.9	15.9	24.3	68.1	68.1	7.0	50.8	50.8
Volume/Cap:	0.14	0.29	0.29	0.17	0.33	0.33	0.02	0.33	0.33	0.13	0.29	0.29
Delay/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
LOS by Move:	D+	D	D	D+	D	D	C	A	A	D	B	B
HCM2kAvgQ:	1	3	3	1	3	3	0	5	5	1	5	5

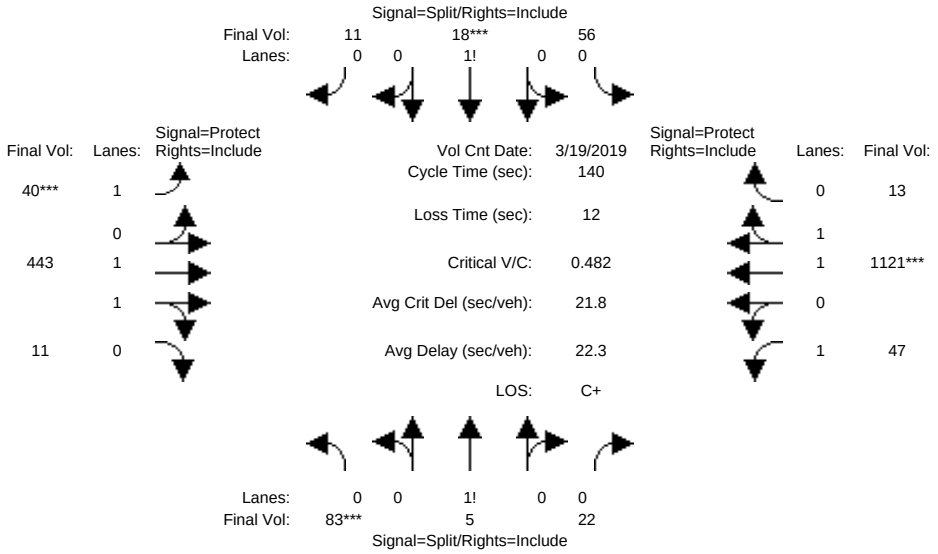
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2019 << 07:45:00 AM												
Base Vol:	83	5	22	56	18	11	40	443	11	47	1121	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	5	22	56	18	11	40	443	11	47	1121	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	5	22	56	18	11	40	443	11	47	1121	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	5	22	56	18	11	40	443	11	47	1121	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	5	22	56	18	11	40	443	11	47	1121	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	5	22	56	18	11	40	443	11	47	1121	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.75	0.05	0.20	0.66	0.21	0.13	1.00	1.95	0.05	1.00	1.98	0.02
Final Sat.:	1320	80	350	1153	371	226	1750	3610	90	1750	3658	42
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.05	0.02	0.12	0.12	0.03	0.31	0.31
Crit Moves:	****				****		****				****	
Green Time:	18.2	18.2	18.2	14.1	14.1	14.1	7.0	68.0	68.0	27.7	88.7	88.7
Volume/Cap:	0.48	0.48	0.48	0.48	0.48	0.48	0.46	0.25	0.25	0.14	0.48	0.48
Delay/Veh:	58.2	58.2	58.2	61.6	61.6	61.6	68.4	21.2	21.2	46.4	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.2	58.2	58.2	61.6	61.6	61.6	68.4	21.2	21.2	46.4	13.7	13.7
LOS by Move:	E+	E+	E+	E	E	E	E	C+	C+	D	B	B
HCM2kAvgQ:	5	5	5	4	4	4	2	6	6	2	13	13

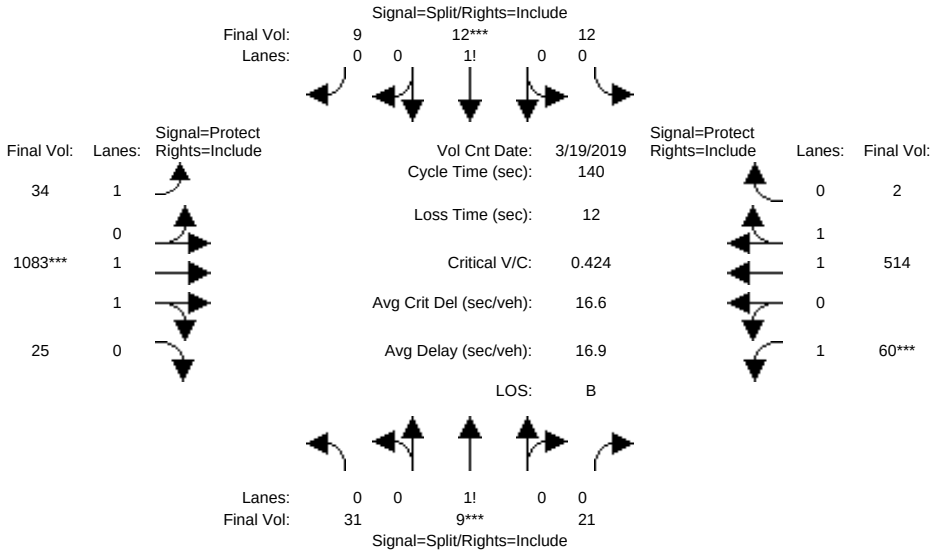
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2019 << 04:45:00 PM												
Base Vol:	31	9	21	12	12	9	34	1083	25	60	512	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	9	21	12	12	9	34	1083	25	60	512	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	2	0
Initial Fut:	31	9	21	12	12	9	34	1083	25	60	514	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	9	21	12	12	9	34	1083	25	60	514	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	9	21	12	12	9	34	1083	25	60	514	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	9	21	12	12	9	34	1083	25	60	514	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.51	0.15	0.34	0.37	0.36	0.27	1.00	1.95	0.05	1.00	1.99	0.01
Final Sat.:	889	258	602	636	636	477	1750	3616	83	1750	3686	14
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.30	0.30	0.03	0.14	0.14
Crit Moves:		****			****			****			****	
Green Time:	11.2	11.2	11.2	10.0	10.0	10.0	28.2	95.9	95.9	11.0	78.6	78.6
Volume/Cap:	0.44	0.44	0.44	0.26	0.26	0.26	0.10	0.44	0.44	0.44	0.25	0.25
Delay/Veh:	63.6	63.6	63.6	62.6	62.6	62.6	45.6	10.1	10.1	63.8	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	63.6	63.6	62.6	62.6	62.6	45.6	10.1	10.1	63.8	15.7	15.7
LOS by Move:	E	E	E	E	E	E	D	B+	B+	E	B	B
HCM2kAvgQ:	3	3	3	2	2	2	1	11	11	3	6	6

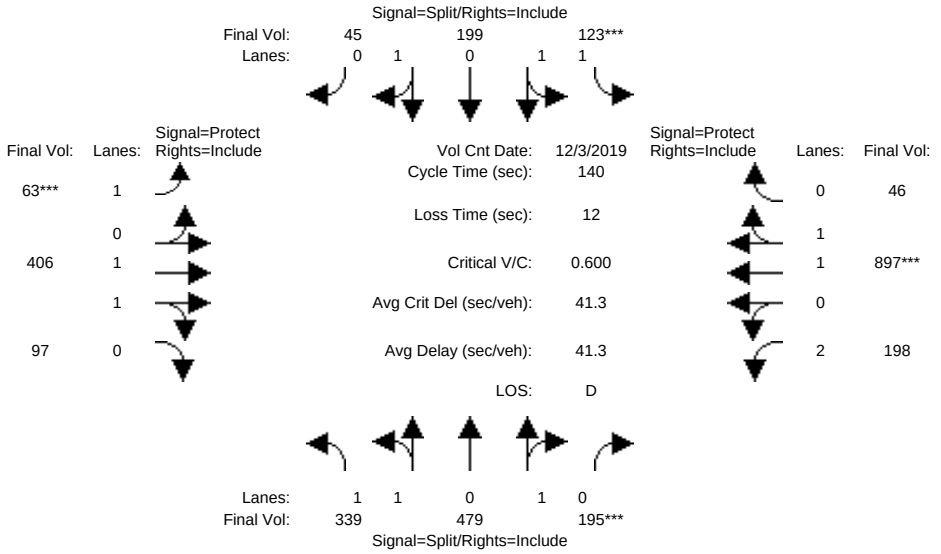
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:30:00 AM												
Base Vol:	283	416	154	120	189	26	55	356	91	152	750	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	416	154	120	189	26	55	356	91	152	750	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	56	63	41	3	10	19	8	50	6	46	147	5
Initial Fut:	339	479	195	123	199	45	63	406	97	198	897	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	479	195	123	199	45	63	406	97	198	897	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	479	195	123	199	45	63	406	97	198	897	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	479	195	123	199	45	63	406	97	198	897	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.02	1.41	0.57	1.02	1.62	0.36	1.00	1.60	0.40	2.00	1.90	0.10
Final Sat.:	1790	2529	1030	1793	2900	656	1750	2986	713	3150	3519	180
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.07	0.07	0.07	0.04	0.14	0.14	0.06	0.25	0.25
Crit Moves:			****	****			****				****	
Green Time:	44.2	44.2	44.2	16.0	16.0	16.0	8.4	46.4	46.4	21.4	59.4	59.4
Volume/Cap:	0.60	0.60	0.60	0.60	0.60	0.60	0.60	0.41	0.41	0.41	0.60	0.60
Delay/Veh:	41.1	41.1	41.1	60.6	60.6	60.6	73.5	36.4	36.4	54.1	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	41.1	41.1	60.6	60.6	60.6	73.5	36.4	36.4	54.1	31.8	31.8
LOS by Move:	D	D	D	E	E	E	E	D+	D+	D-	C	C
HCM2kAvgQ:	13	13	13	6	6	6	4	8	8	5	16	16

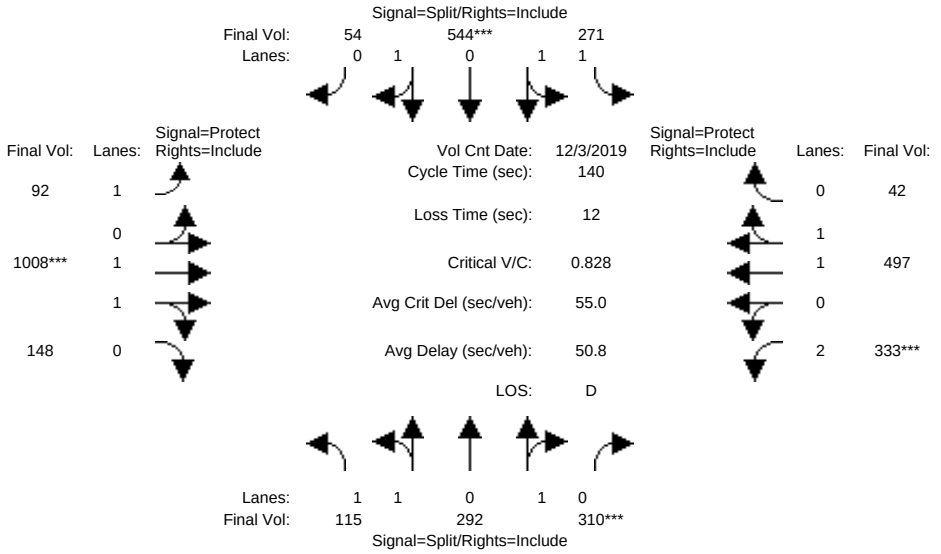
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	91	241	242	261	490	36	63	821	100	288	406	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	241	242	261	490	36	63	821	100	288	406	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	24	51	68	10	54	18	29	187	48	45	91	6
Initial Fut:	115	292	310	271	544	54	92	1008	148	333	497	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	292	310	271	544	54	92	1008	148	333	497	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	292	310	271	544	54	92	1008	148	333	497	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	292	310	271	544	54	92	1008	148	333	497	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.81	0.19	1.00	1.74	0.26	2.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	3366	334	1750	3226	474	3150	3411	288
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.18	0.15	0.16	0.16	0.05	0.31	0.31	0.11	0.15	0.15
Crit Moves:			****		****			****		****		
Green Time:	30.0	30.0	30.0	27.3	27.3	27.3	18.8	52.8	52.8	17.9	52.0	52.0
Volume/Cap:	0.31	0.72	0.83	0.79	0.83	0.83	0.39	0.83	0.83	0.83	0.39	0.39
Delay/Veh:	46.4	53.7	59.2	57.7	59.7	59.7	56.5	43.7	43.7	72.9	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	53.7	59.2	57.7	59.7	59.7	56.5	43.7	43.7	72.9	32.6	32.6
LOS by Move:	D	D-	E+	E+	E+	E+	E+	D	D	E	C-	C-
HCM2kAvgQ:	5	13	16	14	15	15	4	25	25	11	9	9

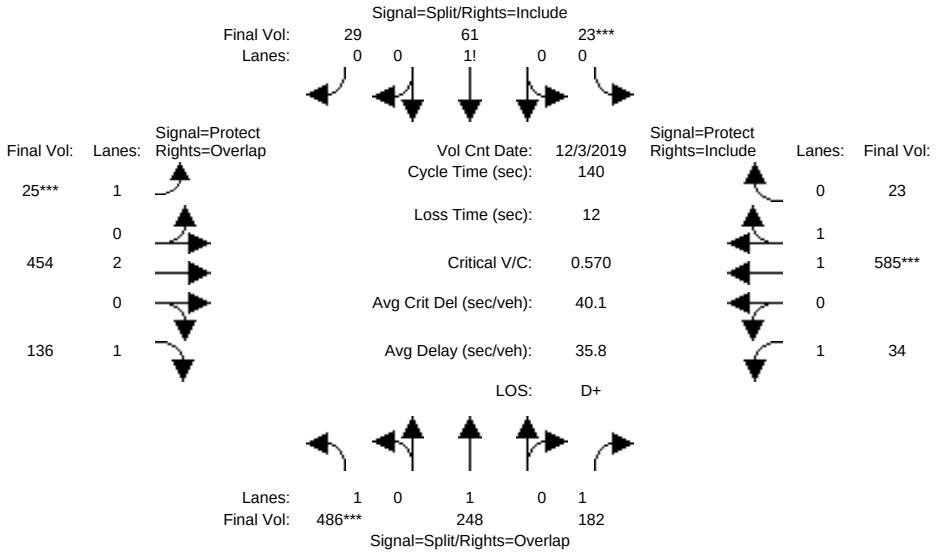
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:30:00 AM												
Base Vol:	422	199	176	8	47	21	17	396	116	33	495	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	199	176	8	47	21	17	396	116	33	495	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	64	49	6	15	14	8	8	58	20	1	90	8
Initial Fut:	486	248	182	23	61	29	25	454	136	34	585	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	486	248	182	23	61	29	25	454	136	34	585	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	248	182	23	61	29	25	454	136	34	585	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	248	182	23	61	29	25	454	136	34	585	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.54	0.26	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	356	945	449	1750	3800	1750	1750	3560	140
Capacity Analysis Module:												
Vol/Sat:	0.28	0.13	0.10	0.06	0.06	0.06	0.01	0.12	0.08	0.02	0.16	0.16
Crit Moves:	****			****			****				****	
Green Time:	66.3	66.3	80.0	15.4	15.4	15.4	7.0	32.6	98.9	13.6	39.2	39.2
Volume/Cap:	0.59	0.28	0.18	0.59	0.59	0.59	0.29	0.51	0.11	0.20	0.59	0.59
Delay/Veh:	27.9	22.5	14.5	63.9	63.9	63.9	65.9	47.3	6.6	58.7	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	22.5	14.5	63.9	63.9	63.9	65.9	47.3	6.6	58.7	44.3	44.3
LOS by Move:	C	C+	B	E	E	E	E	D	A	E+	D	D
HCM2kAvgQ:	16	6	4	6	6	6	1	9	2	2	12	12

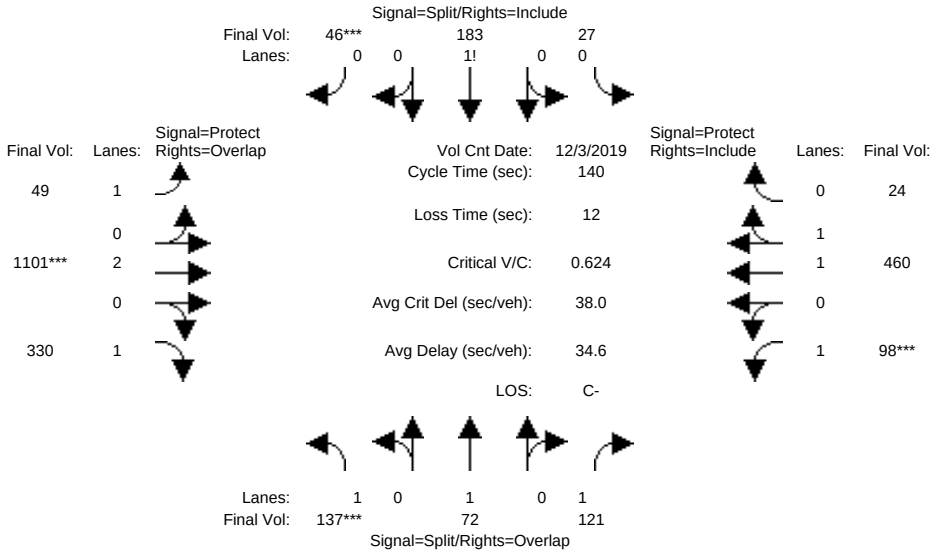
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	101	60	114	17	161	41	38	928	281	91	385	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	60	114	17	161	41	38	928	281	91	385	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	36	12	7	10	22	5	11	173	49	7	75	15
Initial Fut:	137	72	121	27	183	46	49	1101	330	98	460	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	72	121	27	183	46	49	1101	330	98	460	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	72	121	27	183	46	49	1101	330	98	460	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	72	121	27	183	46	49	1101	330	98	460	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.11	0.71	0.18	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1750	1900	1750	185	1251	314	1750	3800	1750	1750	3516	183
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.07	0.15	0.15	0.15	0.03	0.29	0.19	0.06	0.13	0.13
Crit Moves:	****					****		****		****		
Green Time:	17.6	17.6	30.1	32.8	32.8	32.8	21.5	65.0	82.6	12.6	56.1	56.1
Volume/Cap:	0.62	0.30	0.32	0.62	0.62	0.62	0.18	0.62	0.32	0.62	0.33	0.33
Delay/Veh:	63.6	56.4	46.8	51.0	51.0	51.0	52.0	29.0	14.7	69.0	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	56.4	46.8	51.0	51.0	51.0	52.0	29.0	14.7	69.0	29.0	29.0
LOS by Move:	E	E+	D	D-	D-	D-	D-	C	B	E	C	C
HCM2kAvgQ:	7	3	5	11	11	11	2	18	8	5	7	7

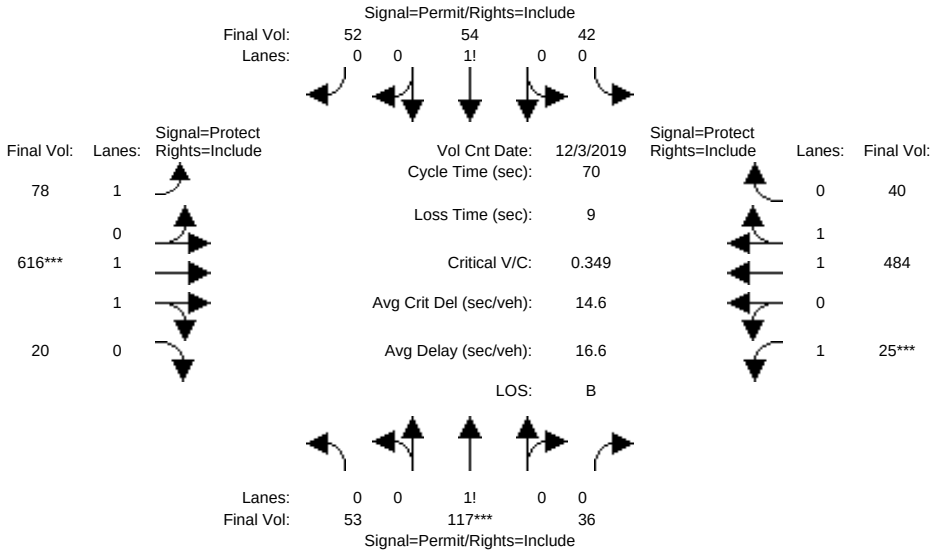
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	34	63	25	35	12	42	62	543	20	11	479	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	63	25	35	12	42	62	543	20	11	479	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	19	54	11	7	42	10	16	73	0	14	5	4
Initial Fut:	53	117	36	42	54	52	78	616	20	25	484	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	117	36	42	54	52	78	616	20	25	484	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	117	36	42	54	52	78	616	20	25	484	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	117	36	42	54	52	78	616	20	25	484	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.26	0.57	0.17	0.28	0.37	0.35	1.00	1.94	0.06	1.00	1.84	0.16
Final Sat.:	450	994	306	497	639	615	1750	3584	116	1750	3417	282
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.08	0.08	0.08	0.04	0.17	0.17	0.01	0.14	0.14
Crit Moves:		****						****		****		
Green Time:	21.9	21.9	21.9	21.9	21.9	21.9	16.1	32.1	32.1	7.0	23.0	23.0
Volume/Cap:	0.38	0.38	0.38	0.27	0.27	0.27	0.19	0.38	0.38	0.14	0.43	0.43
Delay/Veh:	19.1	19.1	19.1	18.3	18.3	18.3	22.0	12.6	12.6	29.1	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	19.1	18.3	18.3	18.3	22.0	12.6	12.6	29.1	18.7	18.7
LOS by Move:	B-	B-	B-	B-	B-	B-	C+	B	B	C	B-	B-
HCM2kAvgQ:	4	4	4	3	3	3	2	5	5	1	5	5

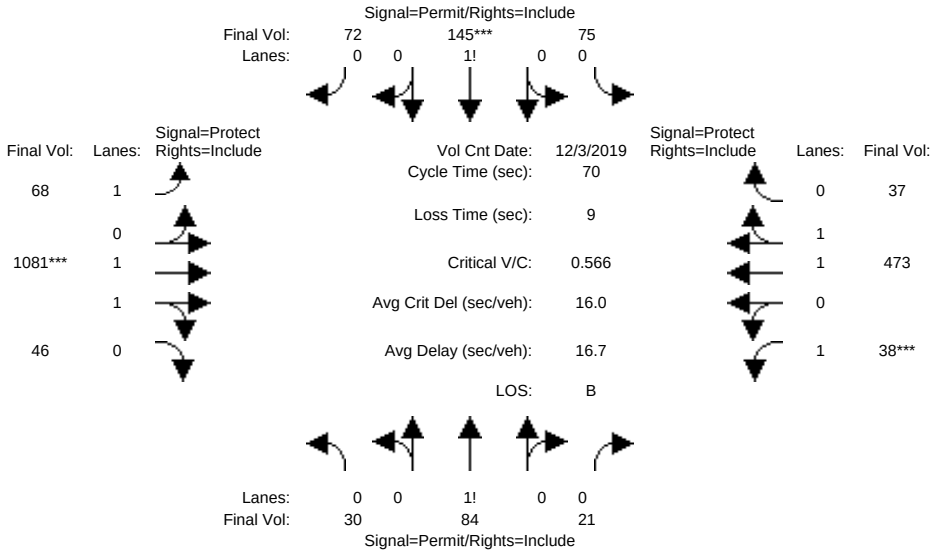
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	17	49	15	71	84	67	52	1039	46	12	462	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	49	15	71	84	67	52	1039	46	12	462	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	13	35	6	4	61	5	16	42	0	26	11	8
Initial Fut:	30	84	21	75	145	72	68	1081	46	38	473	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	84	21	75	145	72	68	1081	46	38	473	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	84	21	75	145	72	68	1081	46	38	473	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	84	21	75	145	72	68	1081	46	38	473	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.22	0.62	0.16	0.26	0.49	0.25	1.00	1.92	0.08	1.00	1.85	0.15
Final Sat.:	389	1089	272	449	869	432	1750	3549	151	1750	3431	268
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.17	0.17	0.17	0.04	0.30	0.30	0.02	0.14	0.14
Crit Moves:					****			****		****		
Green Time:	19.1	19.1	19.1	19.1	19.1	19.1	17.2	34.9	34.9	7.0	24.6	24.6
Volume/Cap:	0.28	0.28	0.28	0.61	0.61	0.61	0.16	0.61	0.61	0.22	0.39	0.39
Delay/Veh:	20.4	20.4	20.4	24.5	24.5	24.5	20.9	13.3	13.3	29.6	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	20.4	20.4	24.5	24.5	24.5	20.9	13.3	13.3	29.6	17.2	17.2
LOS by Move:	C+	C+	C+	C	C	C	C+	B	B	C	B	B
HCM2kAvgQ:	3	3	3	7	7	7	1	10	10	1	4	4

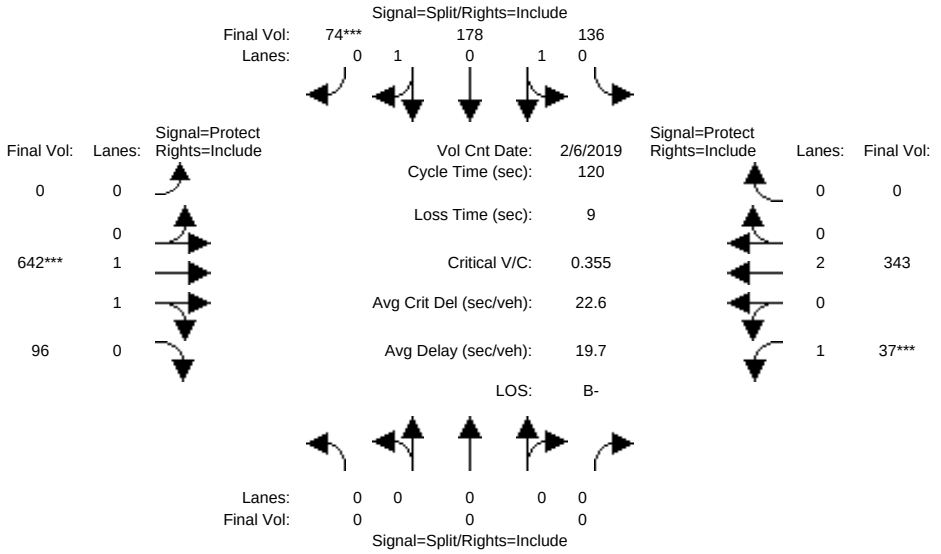
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 08:00:00 AM												
Base Vol:	0	0	0	63	149	64	0	543	74	21	306	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	149	64	0	543	74	21	306	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	73	29	10	0	99	22	16	37	0
Initial Fut:	0	0	0	136	178	74	0	642	96	37	343	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	136	178	74	0	642	96	37	343	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	178	74	0	642	96	37	343	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	136	178	74	0	642	96	37	343	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.70	0.92	0.38	0.00	1.73	0.27	1.00	2.00	0.00
Final Sat.:	0	0	0	1262	1652	687	0	3218	481	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.20	0.20	0.02	0.09	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	36.4	36.4	36.4	0.0	67.4	67.4	7.1	74.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.36	0.36	0.36	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	33.5	33.5	33.5	0.0	14.9	14.9	63.4	9.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.5	33.5	33.5	0.0	14.9	14.9	63.4	9.6	0.0
LOS by Move:	A	A	A	C-	C-	C-	A	B	B	E	A	A
HCM2kAvgQ:	0	0	0	6	6	6	0	7	7	2	3	0

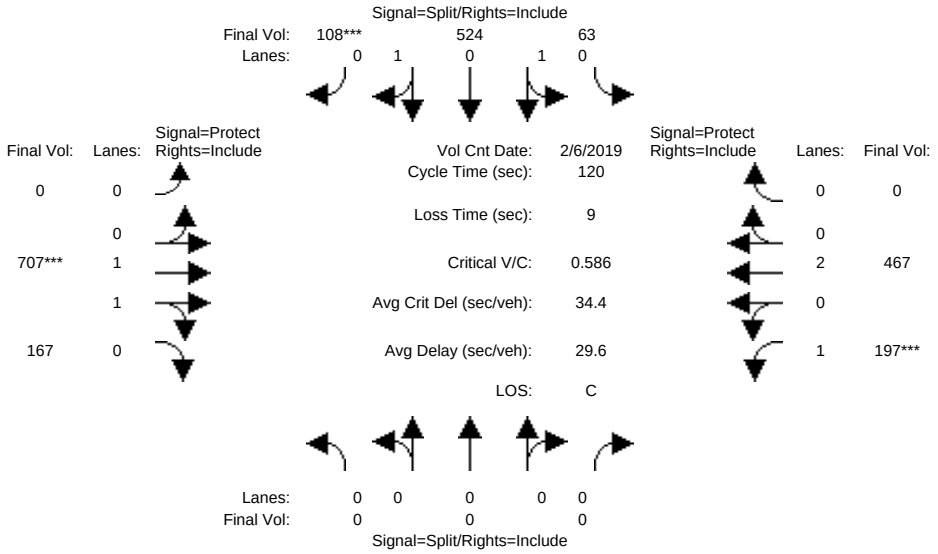
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 05:00:00 PM												
Base Vol:	0	0	0	32	462	104	0	633	126	63	382	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	462	104	0	633	126	63	382	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	31	62	4	0	74	41	134	85	0
Initial Fut:	0	0	0	63	524	108	0	707	167	197	467	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	524	108	0	707	167	197	467	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	524	108	0	707	167	197	467	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	63	524	108	0	707	167	197	467	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.18	1.51	0.31	0.00	1.61	0.39	1.00	2.00	0.00
Final Sat.:	0	0	0	326	2714	559	0	2992	707	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.24	0.24	0.11	0.12	0.00
Crit Moves:						****			****		****	
Green Time:	0.0	0.0	0.0	39.5	39.5	39.5	0.0	48.4	48.4	23.1	71.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.59	0.59	0.00	0.59	0.59	0.59	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	35.5	35.5	35.5	0.0	29.7	29.7	51.4	11.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.5	35.5	35.5	0.0	29.7	29.7	51.4	11.4	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	C	C	D-	B+	A
HCM2kAvgQ:	0	0	0	12	12	12	0	13	13	8	4	0

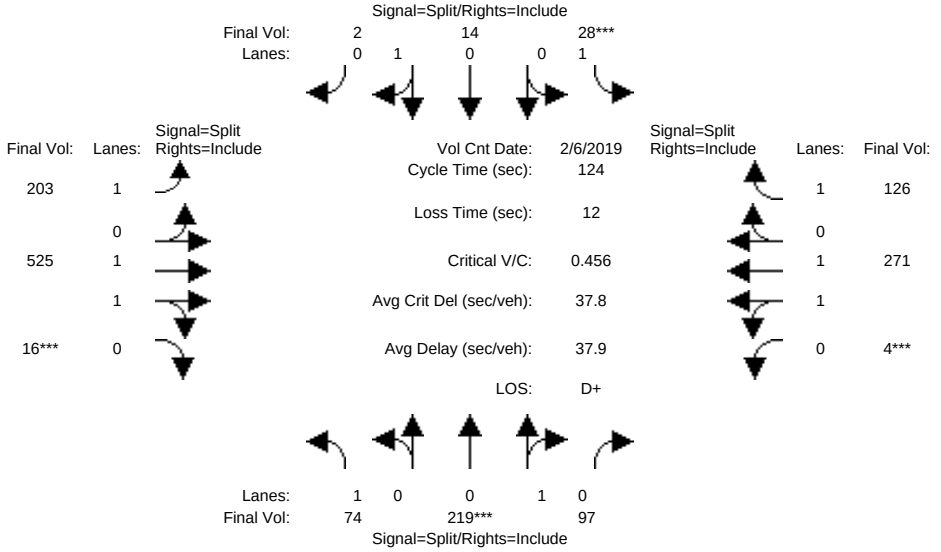
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 08:00:00 AM												
Base Vol:	63	215	67	28	13	2	197	409	16	4	246	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	215	67	28	13	2	197	409	16	4	246	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	11	4	30	0	1	0	6	116	0	0	25	6
Initial Fut:	74	219	97	28	14	2	203	525	16	4	271	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	219	97	28	14	2	203	525	16	4	271	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	219	97	28	14	2	203	525	16	4	271	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	219	97	28	14	2	203	525	16	4	271	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.69	0.31	1.00	0.87	0.13	1.00	1.94	0.06	0.03	1.97	1.00
Final Sat.:	1750	1247	553	1750	1575	225	1750	3590	109	54	3646	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.02	0.01	0.01	0.12	0.15	0.15	0.07	0.07	0.07
Crit Moves:		****		****					****	****		
Green Time:	45.2	45.2	45.2	10.0	10.0	10.0	37.7	37.7	37.7	19.1	19.1	19.1
Volume/Cap:	0.12	0.48	0.48	0.20	0.11	0.11	0.38	0.48	0.48	0.48	0.48	0.47
Delay/Veh:	26.2	30.9	30.9	53.9	53.2	53.2	34.5	35.5	35.5	48.5	48.5	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	30.9	30.9	53.9	53.2	53.2	34.5	35.5	35.5	48.5	48.5	49.1
LOS by Move:	C	C	C	D-	D-	D-	C-	D+	D+	D	D	D
HCM2kAvgQ:	2	10	10	1	1	1	7	9	9	5	5	5

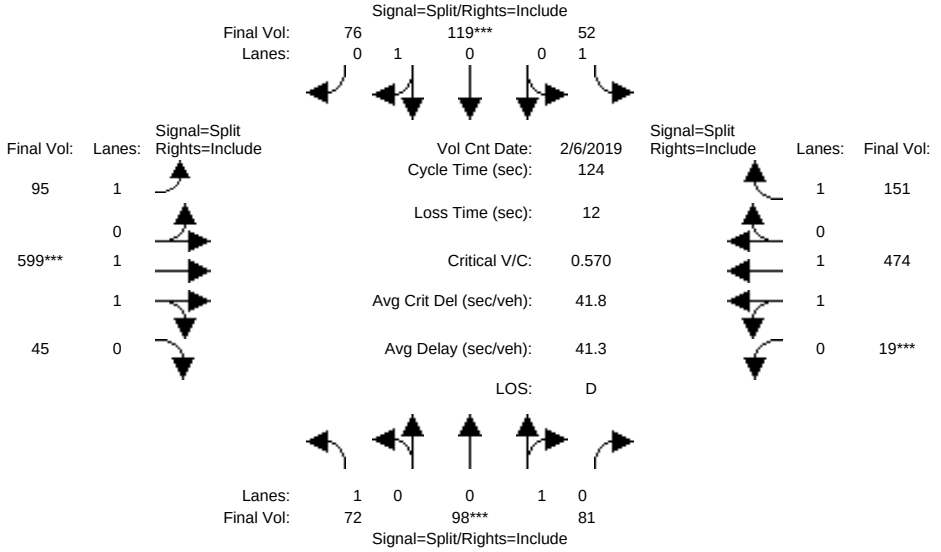
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 05:00:00 PM												
Base Vol:	68	95	74	48	112	75	83	553	45	18	295	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	95	74	48	112	75	83	553	45	18	295	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	4	3	7	4	7	1	12	46	0	1	179	59
Initial Fut:	72	98	81	52	119	76	95	599	45	19	474	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	98	81	52	119	76	95	599	45	19	474	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	98	81	52	119	76	95	599	45	19	474	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	98	81	52	119	76	95	599	45	19	474	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	1.00	0.55	0.45	1.00	0.61	0.39	1.00	1.86	0.14	0.08	1.92	1.00
Final Sat.:	1750	985	815	1750	1098	702	1750	3441	259	143	3557	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.03	0.11	0.11	0.05	0.17	0.17	0.13	0.13	0.09
Crit Moves:		****			****			****		****		
Green Time:	21.6	21.6	21.6	23.6	23.6	23.6	37.8	37.8	37.8	29.0	29.0	29.0
Volume/Cap:	0.24	0.57	0.57	0.16	0.57	0.57	0.18	0.57	0.57	0.57	0.57	0.37
Delay/Veh:	44.5	49.4	49.4	42.1	47.9	47.9	31.8	36.9	36.9	42.9	42.9	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	49.4	49.4	42.1	47.9	47.9	31.8	36.9	36.9	42.9	42.9	40.4
LOS by Move:	D	D	D	D	D	D	C	D+	D+	D	D	D
HCM2kAvgQ:	3	7	7	2	8	8	3	11	11	9	9	5

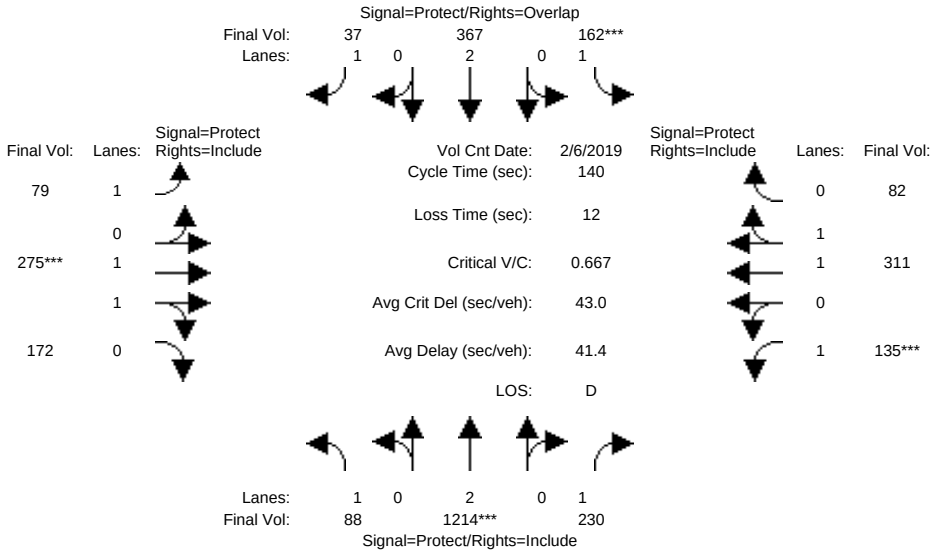
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2019 << 08:00:00 AM												
Base Vol:	64	1083	193	158	217	33	69	247	33	58	288	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1083	193	158	217	33	69	247	33	58	288	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	24	131	37	4	150	4	10	28	139	77	23	7
Initial Fut:	88	1214	230	162	367	37	79	275	172	135	311	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1214	230	162	367	37	79	275	172	135	311	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1214	230	162	367	37	79	275	172	135	311	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	1214	230	162	367	37	79	275	172	135	311	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.21	0.79	1.00	1.57	0.43
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2275	1423	1750	2927	772
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.13	0.09	0.10	0.02	0.05	0.12	0.12	0.08	0.11	0.11
Crit Moves:		****		****				****		****		
Green Time:	29.6	67.0	67.0	19.4	56.9	70.1	13.3	25.4	25.4	16.2	28.3	28.3
Volume/Cap:	0.24	0.67	0.27	0.67	0.24	0.04	0.48	0.67	0.67	0.67	0.53	0.53
Delay/Veh:	47.3	29.9	22.7	70.8	27.7	17.9	69.5	58.6	58.6	75.4	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	29.9	22.7	70.8	27.7	17.9	69.5	58.6	58.6	75.4	52.5	52.5
LOS by Move:	D	C	C+	E	C	B	E	E+	E+	E-	D-	D-
HCM2kAvgQ:	3	20	6	8	5	1	4	10	10	7	8	8

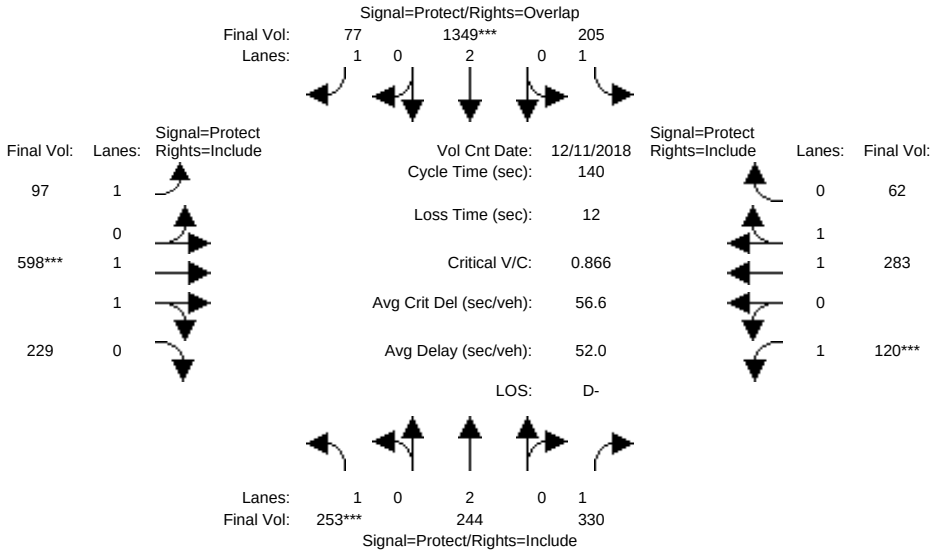
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:00:00 PM												
Base Vol:	41	153	81	181	1132	55	85	530	194	84	213	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	153	81	181	1132	55	85	530	194	84	213	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	212	91	249	24	217	22	12	68	35	36	70	10
Initial Fut:	253	244	330	205	1349	77	97	598	229	120	283	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	244	330	205	1349	77	97	598	229	120	283	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	244	330	205	1349	77	97	598	229	120	283	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	244	330	205	1349	77	97	598	229	120	283	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.43	0.57	1.00	1.63	0.37
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2675	1024	1750	3035	665
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.19	0.12	0.36	0.04	0.06	0.22	0.22	0.07	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	23.4	49.8	49.8	30.9	57.4	75.0	17.6	36.1	36.1	11.1	29.6	29.6
Volume/Cap:	0.87	0.18	0.53	0.53	0.87	0.08	0.44	0.87	0.87	0.87	0.44	0.44
Delay/Veh:	84.2	31.3	39.0	53.2	44.5	16.0	62.9	60.0	60.0	110.8	49.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.2	31.3	39.0	53.2	44.5	16.0	62.9	60.0	60.0	110.8	49.8	49.8
LOS by Move:	F	C	D	D-	D	B	E	E+	E+	F	D	D
HCM2kAvgQ:	14	3	12	9	29	2	5	20	20	8	7	7

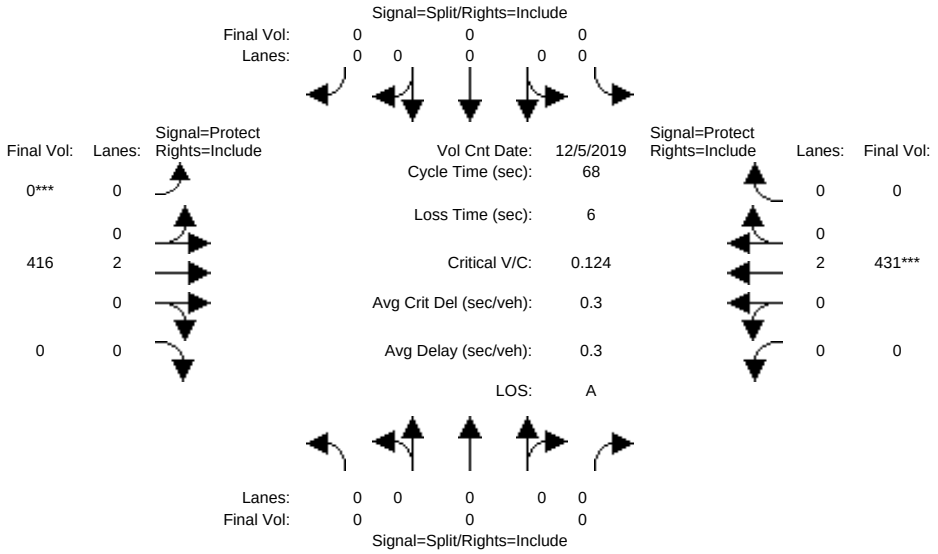
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 07:30:00 AM												
Base Vol:	0	0	0	0	0	0	0	416	0	0	431	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	416	0	0	431	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	416	0	0	431	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	416	0	0	431	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	416	0	0	431	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	416	0	0	431	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.11	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

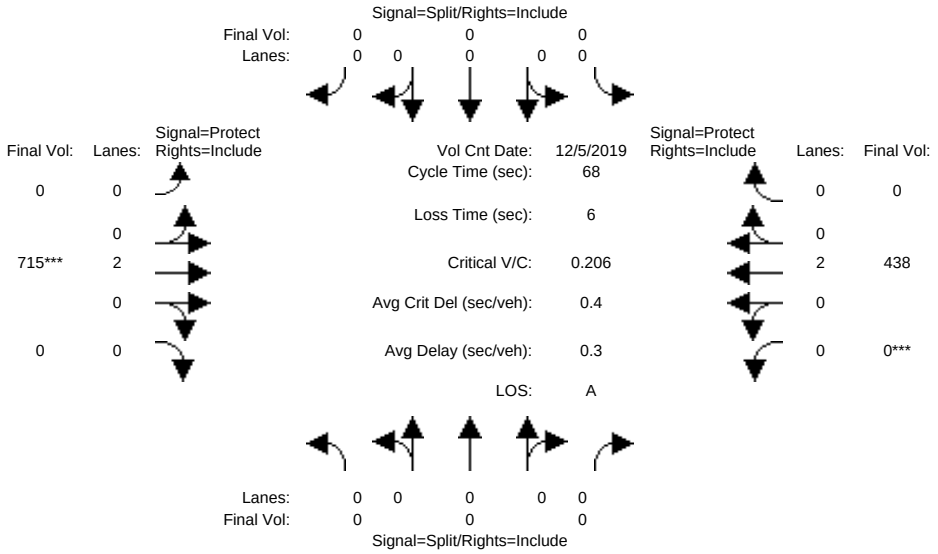
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 05:00:00 PM												
Base Vol:	0	0	0	0	0	0	0	715	0	0	438	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	715	0	0	438	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	715	0	0	438	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	715	0	0	438	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	715	0	0	438	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	715	0	0	438	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.12	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

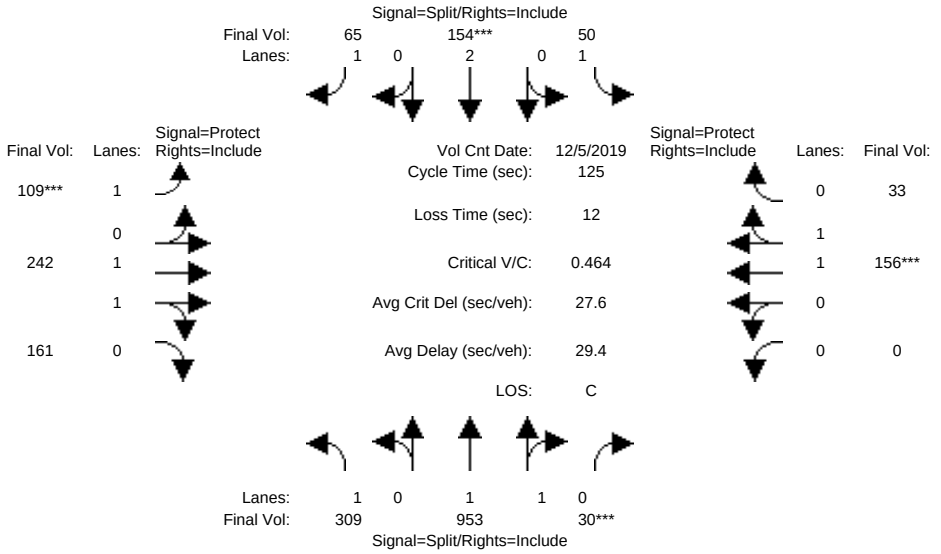
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 07:30:00 AM												
Base Vol:	284	861	26	46	140	32	94	204	141	0	98	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	861	26	46	140	32	94	204	141	0	98	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	25	92	4	4	14	33	15	38	20	0	58	5
Initial Fut:	309	953	30	50	154	65	109	242	161	0	156	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	953	30	50	154	65	109	242	161	0	156	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	953	30	50	154	65	109	242	161	0	156	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	309	953	30	50	154	65	109	242	161	0	156	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.18	0.82	0.00	1.64	0.36
Final Sat.:	1750	3587	113	1750	3800	1750	1750	2221	1477	0	3053	646
Capacity Analysis Module:												
Vol/Sat:	0.18	0.27	0.27	0.03	0.04	0.04	0.06	0.11	0.11	0.00	0.05	0.05
Crit Moves:			****		****		****				****	
Green Time:	71.6	71.6	71.6	10.9	10.9	10.9	16.8	30.5	30.5	0.0	13.8	13.8
Volume/Cap:	0.31	0.46	0.46	0.33	0.46	0.43	0.46	0.45	0.45	0.00	0.46	0.46
Delay/Veh:	14.1	15.7	15.7	54.8	55.3	56.0	51.4	40.4	40.4	0.0	53.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	15.7	15.7	54.8	55.3	56.0	51.4	40.4	40.4	0.0	53.0	53.0
LOS by Move:	B	B	B	D-	E+	E+	D-	D	D	A	D-	D-
HCM2kAvgQ:	6	11	11	2	3	3	5	7	7	0	4	4

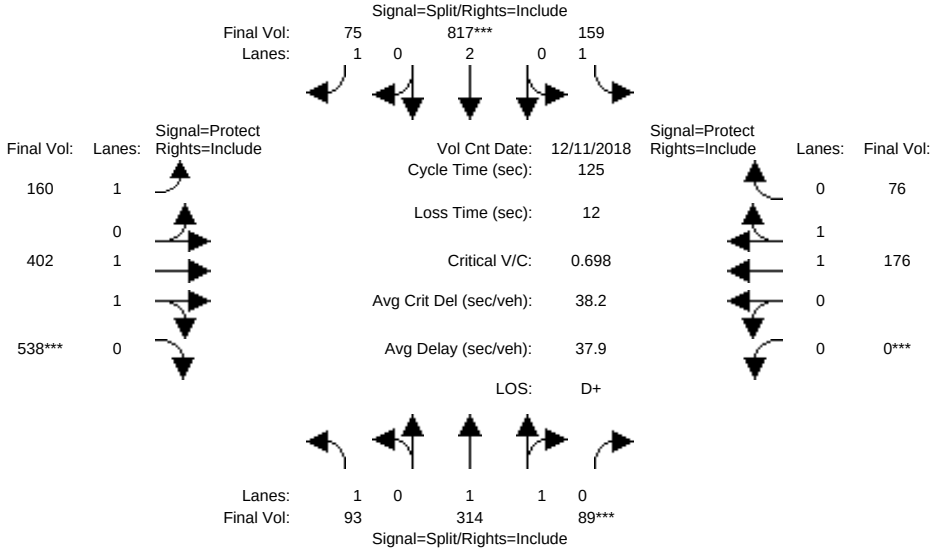
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 05:30:00 PM												
Base Vol:	86	304	88	149	744	63	130	384	319	0	158	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	304	88	149	744	63	130	384	319	0	158	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	7	10	1	10	73	12	30	18	219	0	18	1
Initial Fut:	93	314	89	159	817	75	160	402	538	0	176	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	314	89	159	817	75	160	402	538	0	176	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	314	89	159	817	75	160	402	538	0	176	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	314	89	159	817	75	160	402	538	0	176	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.55	0.45	1.00	2.00	1.00	1.00	1.00	1.00	0.00	1.38	0.62
Final Sat.:	1750	2882	817	1750	3800	1750	1750	1900	1750	0	2583	1116
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.09	0.22	0.04	0.09	0.21	0.31	0.00	0.07	0.07
Crit Moves:			****		****				****	****		
Green Time:	19.5	19.5	19.5	38.5	38.5	38.5	29.3	55.0	55.0	0.0	25.7	25.7
Volume/Cap:	0.34	0.70	0.70	0.30	0.70	0.14	0.39	0.48	0.70	0.00	0.33	0.33
Delay/Veh:	47.8	53.7	53.7	33.2	40.0	31.4	40.9	25.0	29.9	0.0	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	53.7	53.7	33.2	40.0	31.4	40.9	25.0	29.9	0.0	42.6	42.6
LOS by Move:	D	D-	D-	C-	D	C	D	C	C	A	D	D
HCM2kAvgQ:	4	9	9	5	15	2	6	11	19	0	4	4

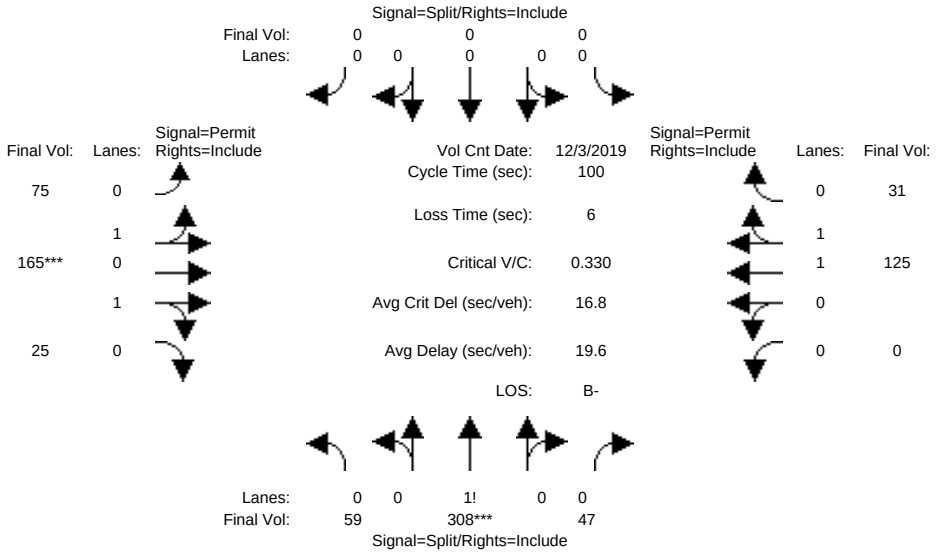
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	12	254	36	0	0	0	72	149	24	0	112	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	254	36	0	0	0	72	149	24	0	112	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	47	54	11	0	0	0	3	16	1	0	13	1
Initial Fut:	59	308	47	0	0	0	75	165	25	0	125	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	308	47	0	0	0	75	165	25	0	125	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	308	47	0	0	0	75	165	25	0	125	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	308	47	0	0	0	75	165	25	0	125	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.14	0.75	0.11	0.00	0.00	0.00	0.57	1.24	0.19	0.00	1.59	0.41
Final Sat.:	249	1302	199	0	0	0	1019	2242	340	0	2964	735
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.00	0.00	0.00	0.07	0.07	0.07	0.00	0.04	0.04
Crit Moves:		****						****				
Green Time:	71.7	71.7	71.7	0.0	0.0	0.0	22.3	22.3	22.3	0.0	22.3	22.3
Volume/Cap:	0.33	0.33	0.33	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.19	0.19
Delay/Veh:	6.0	6.0	6.0	0.0	0.0	0.0	33.7	33.7	33.7	0.0	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	6.0	6.0	0.0	0.0	0.0	33.7	33.7	33.7	0.0	32.0	32.0
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	A	C-	C-
HCM2kAvgQ:	5	5	5	0	0	0	4	4	4	0	2	2

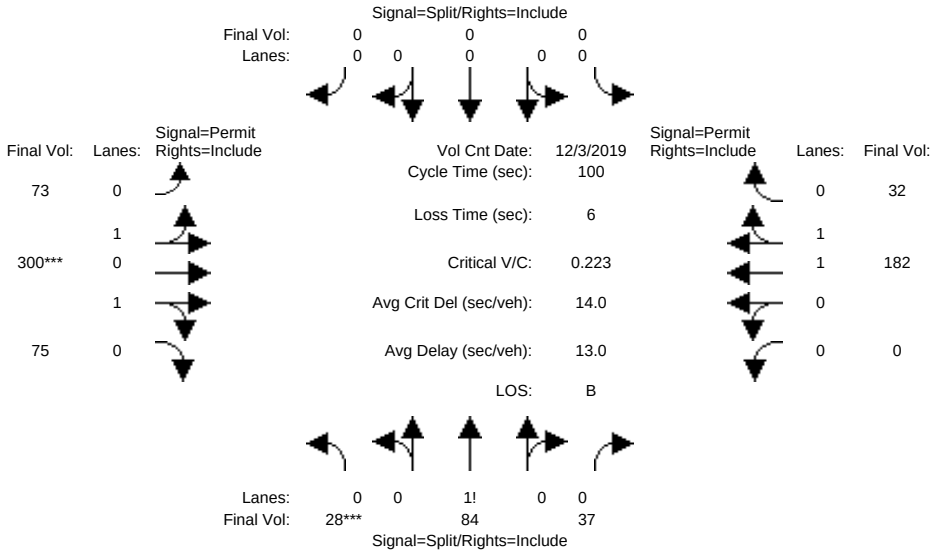
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	23	79	36	0	0	0	72	288	73	0	173	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	79	36	0	0	0	72	288	73	0	173	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	5	5	1	0	0	0	1	12	2	0	9	1
Initial Fut:	28	84	37	0	0	0	73	300	75	0	182	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	84	37	0	0	0	73	300	75	0	182	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	84	37	0	0	0	73	300	75	0	182	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	84	37	0	0	0	73	300	75	0	182	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.19	0.56	0.25	0.00	0.00	0.00	0.33	1.34	0.33	0.00	1.69	0.31
Final Sat.:	329	987	435	0	0	0	587	2411	603	0	3146	553
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.06	0.06
Crit Moves:	****							****				
Green Time:	38.2	38.2	38.2	0.0	0.0	0.0	55.8	55.8	55.8	0.0	55.8	55.8
Volume/Cap:	0.22	0.22	0.22	0.00	0.00	0.00	0.22	0.22	0.22	0.00	0.10	0.10
Delay/Veh:	21.7	21.7	21.7	0.0	0.0	0.0	11.4	11.4	11.4	0.0	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	21.7	21.7	0.0	0.0	0.0	11.4	11.4	11.4	0.0	10.5	10.5
LOS by Move:	C+	C+	C+	A	A	A	B+	B+	B+	A	B+	B+
HCM2kAvgQ:	3	3	3	0	0	0	4	4	4	0	2	2

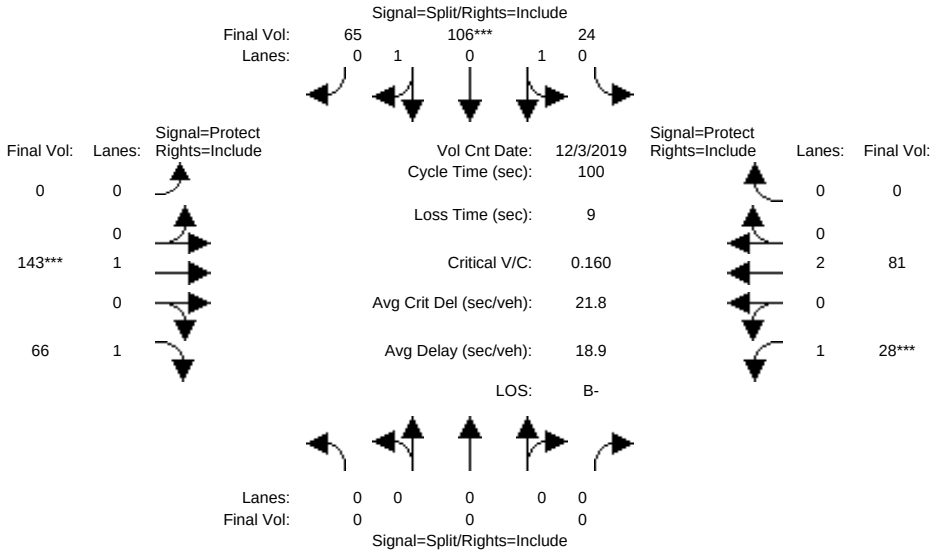
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	0	0	0	24	104	65	0	129	62	28	80	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	104	65	0	129	62	28	80	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	2	0	0	14	4	0	1	0
Initial Fut:	0	0	0	24	106	65	0	143	66	28	81	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	106	65	0	143	66	28	81	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	106	65	0	143	66	28	81	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	24	106	65	0	143	66	28	81	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.24	1.09	0.67	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	443	1957	1200	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.08	0.04	0.02	0.02	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	33.9	33.9	33.9	0.0	47.1	47.1	10.0	57.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.16	0.16	0.00	0.16	0.08	0.16	0.04	0.00
Delay/Veh:	0.0	0.0	0.0	23.4	23.4	23.4	0.0	15.5	14.7	43.1	9.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.4	23.4	23.4	0.0	15.5	14.7	43.1	9.4	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	2	2	2	0	2	1	1	1	0

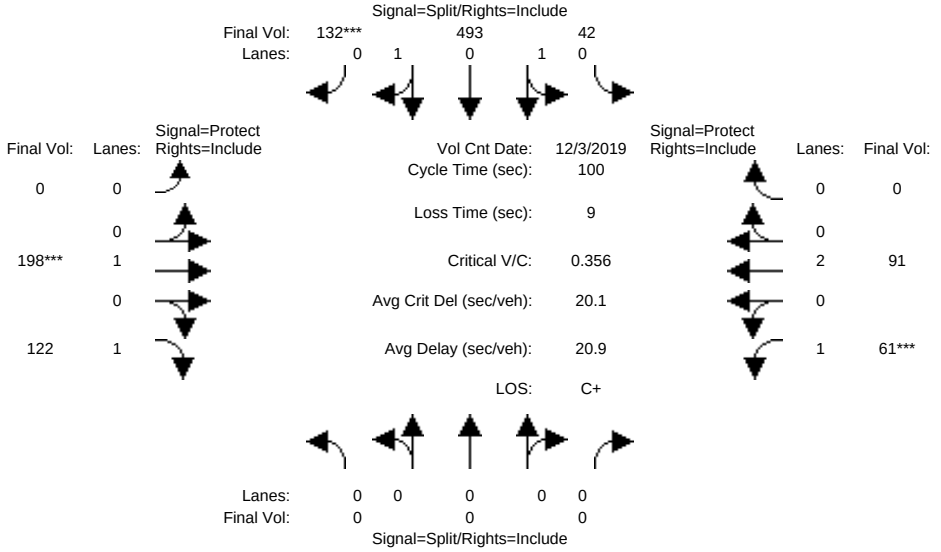
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	0	0	0	39	467	129	0	191	120	51	73	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	39	467	129	0	191	120	51	73	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	3	26	3	0	7	2	10	18	0
Initial Fut:	0	0	0	42	493	132	0	198	122	61	91	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	42	493	132	0	198	122	61	91	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	493	132	0	198	122	61	91	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	42	493	132	0	198	122	61	91	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.13	1.48	0.39	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	227	2661	712	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.10	0.07	0.03	0.02	0.00
Crit Moves:						****			****			
Green Time:	0.0	0.0	0.0	52.0	52.0	52.0	0.0	29.2	29.2	9.8	39.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.36	0.24	0.36	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	14.7	14.7	14.7	0.0	29.7	28.0	47.9	19.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.7	14.7	14.7	0.0	29.7	28.0	47.9	19.1	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	D	B-	A
HCM2kAvgQ:	0	0	0	6	6	6	0	5	3	2	1	0

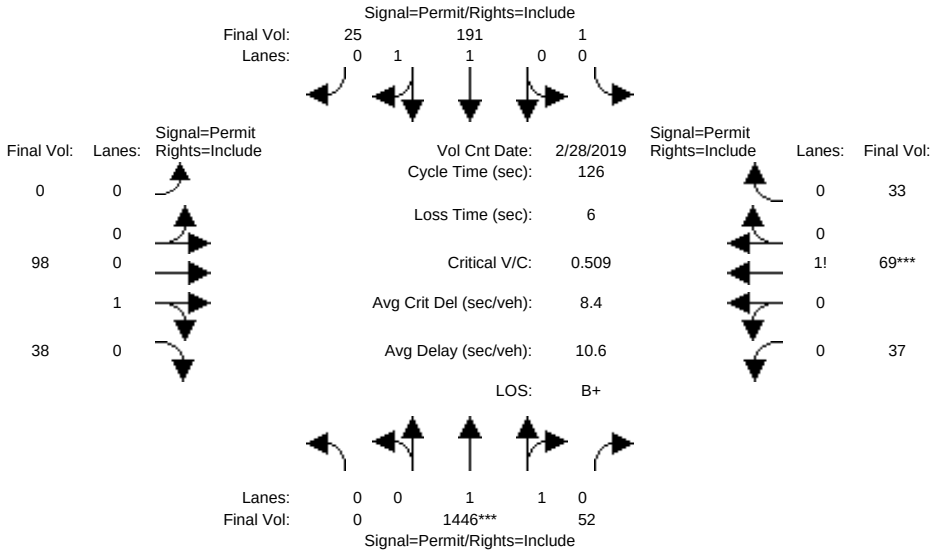
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 << 07:30:00 AM												
Base Vol:	0	1403	47	0	188	25	0	96	38	27	69	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1403	47	0	188	25	0	96	38	27	69	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	43	5	1	3	0	0	2	0	10	0	2
Initial Fut:	0	1446	52	1	191	25	0	98	38	37	69	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1446	52	1	191	25	0	98	38	37	69	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1446	52	1	191	25	0	98	38	37	69	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1446	52	1	191	25	0	98	38	37	69	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	0.00	1.93	0.07	0.01	1.76	0.23	0.00	0.72	0.28	0.26	0.50	0.24
Final Sat.:	0	3571	128	17	3169	415	0	1297	503	466	869	415
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.06	0.06	0.06	0.00	0.08	0.08	0.08	0.08	0.08
Crit Moves:		****									****	
Green Time:	0.0	100	100.3	100.3	100	100.3	0.0	19.7	19.7	19.7	19.7	19.7
Volume/Cap:	0.00	0.51	0.51	0.08	0.08	0.08	0.00	0.48	0.48	0.51	0.51	0.51
Delay/Veh:	0.0	4.5	4.5	2.8	2.8	2.8	0.0	49.8	49.8	50.3	50.3	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	4.5	2.8	2.8	2.8	0.0	49.8	49.8	50.3	50.3	50.3
LOS by Move:	A	A	A	A	A	A	A	D	D	D	D	D
HCM2kAvgQ:	0	10	10	1	1	1	0	5	5	6	6	6

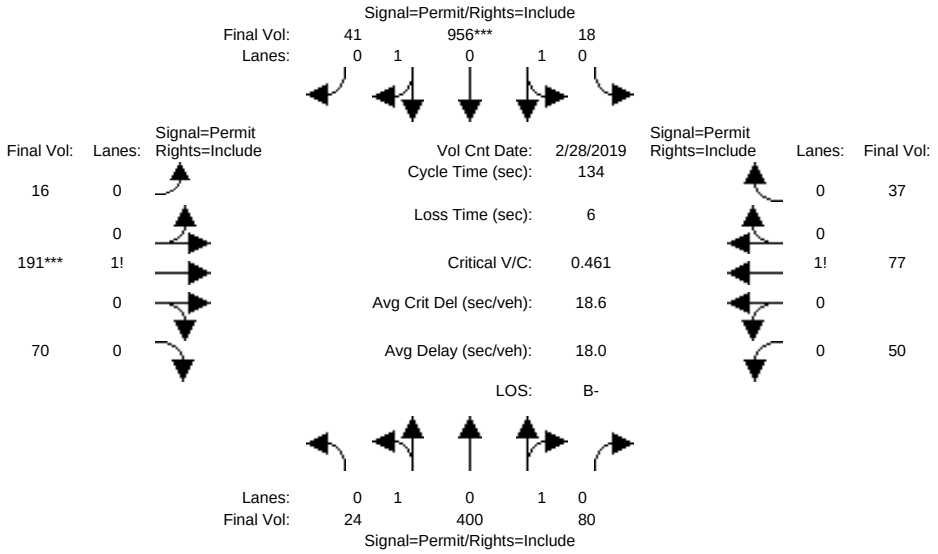
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Feb 2019 << 05:00:00 PM												
Base Vol:	24	395	70	16	917	41	16	168	70	45	77	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	395	70	16	917	41	16	168	70	45	77	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	5	10	2	39	0	0	23	0	5	0	1
Initial Fut:	24	400	80	18	956	41	16	191	70	50	77	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	400	80	18	956	41	16	191	70	50	77	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	400	80	18	956	41	16	191	70	50	77	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	400	80	18	956	41	16	191	70	50	77	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.09	1.59	0.32	0.04	1.88	0.08	0.06	0.69	0.25	0.30	0.47	0.23
Final Sat.:	171	2857	571	64	3391	145	101	1207	442	534	822	395
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.28	0.28	0.28	0.16	0.16	0.16	0.09	0.09	0.09
Crit Moves:					****			****				
Green Time:	82.0	82.0	82.0	82.0	82.0	82.0	46.0	46.0	46.0	46.0	46.0	46.0
Volume/Cap:	0.23	0.23	0.23	0.46	0.46	0.46	0.46	0.46	0.46	0.27	0.27	0.27
Delay/Veh:	11.8	11.8	11.8	14.2	14.2	14.2	34.9	34.9	34.9	32.1	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	11.8	14.2	14.2	14.2	34.9	34.9	34.9	32.1	32.1	32.1
LOS by Move:	B+	B+	B+	B	B	B	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	5	5	5	12	12	12	10	10	10	5	5	5

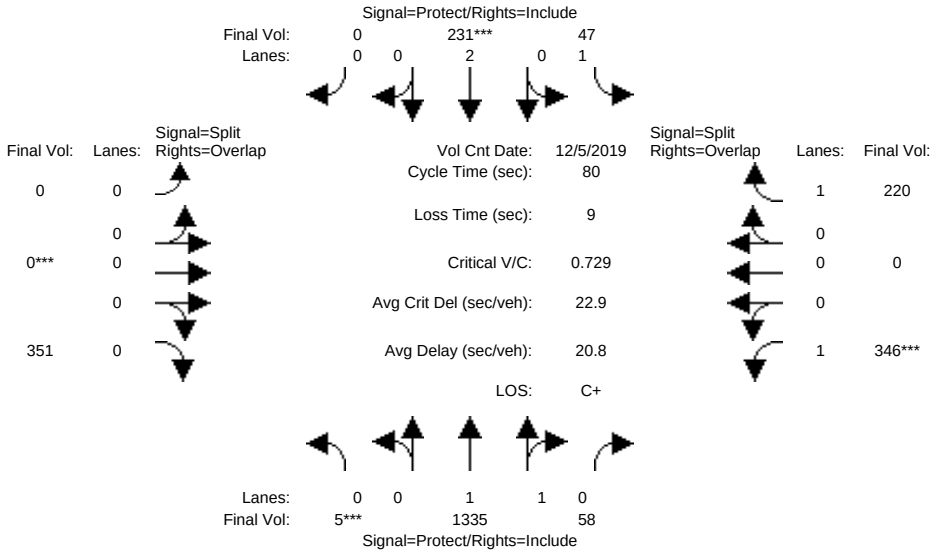
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 07:30:00 AM												
Base Vol:	0	1204	55	42	201	0	0	0	351	114	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1204	55	42	201	0	0	0	351	114	0	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	5	131	3	5	30	0	0	0	0	232	0	30
Initial Fut:	5	1335	58	47	231	0	0	0	351	346	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1335	58	47	231	0	0	0	351	346	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1335	58	47	231	0	0	0	351	346	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1335	58	47	231	0	0	0	351	346	0	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.91	0.08	1.00	2.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	13	3438	149	1750	3800	0	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.03	0.06	0.00	0.00	0.00	0.20	0.20	0.00	0.13
Crit Moves:	****				****			****			****	
Green Time:	40.4	41.1	41.1	9.3	10.0	0.0	0.0	0.0	40.4	20.6	0.0	29.9
Volume/Cap:	0.77	0.75	0.75	0.23	0.49	0.00	0.00	0.00	0.40	0.77	0.00	0.34
Delay/Veh:	18.1	17.2	17.2	32.7	33.4	0.0	0.0	0.0	12.5	35.4	0.0	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	17.2	17.2	32.7	33.4	0.0	0.0	0.0	12.5	35.4	0.0	18.3
LOS by Move:	B-	B	B	C-	C-	A	A	A	B	D+	A	B-
HCM2kAvgQ:	16	16	16	1	3	0	0	0	6	11	0	4

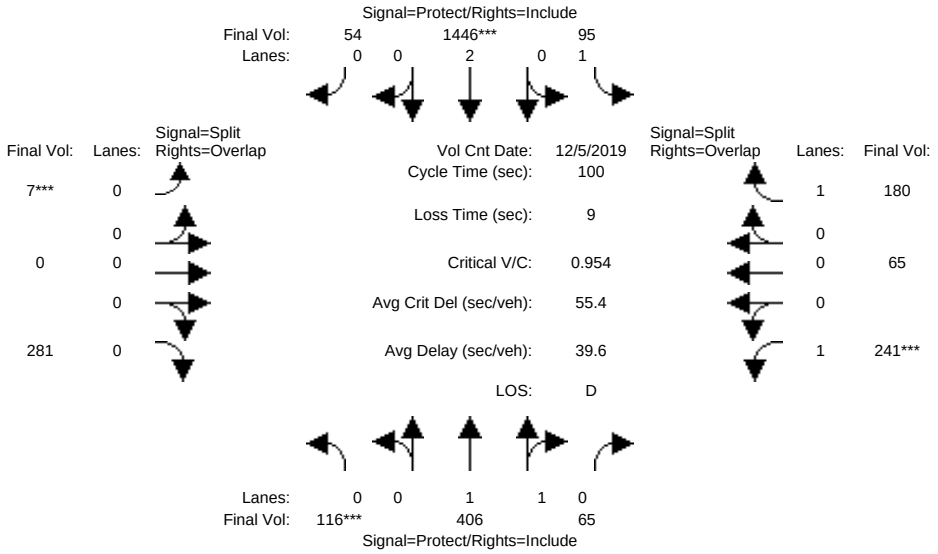
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 05:00:00 PM												
Base Vol:	102	303	62	75	1044	50	0	0	252	195	65	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	303	62	75	1044	50	0	0	252	195	65	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	14	103	3	20	402	4	7	0	29	46	0	9
Initial Fut:	116	406	65	95	1446	54	7	0	281	241	65	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	406	65	95	1446	54	7	0	281	241	65	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	406	65	95	1446	54	7	0	281	241	65	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	406	65	95	1446	54	7	0	281	241	65	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.40	1.38	0.22	1.00	1.93	0.07	0.02	0.00	0.98	0.99	0.27	0.74
Final Sat.:	711	2490	399	1750	3567	133	43	0	1707	1785	481	1333
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.05	0.41	0.41	0.16	0.00	0.16	0.14	0.14	0.14
Crit Moves:	****				****		****			****		
Green Time:	17.1	41.7	41.7	17.9	42.5	42.5	17.3	0.0	34.3	14.2	14.2	32.1
Volume/Cap:	0.95	0.39	0.39	0.30	0.95	0.95	0.95	0.00	0.48	0.95	0.95	0.42
Delay/Veh:	66.3	20.5	20.5	36.2	41.1	41.1	80.4	0.0	26.4	71.1	71.1	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	20.5	20.5	36.2	41.1	41.1	80.4	0.0	26.4	71.1	71.1	26.9
LOS by Move:	E	C+	C+	D+	D	D	F	A	C	E	E	C
HCM2kAvgQ:	14	7	7	3	28	28	14	0	8	12	12	6

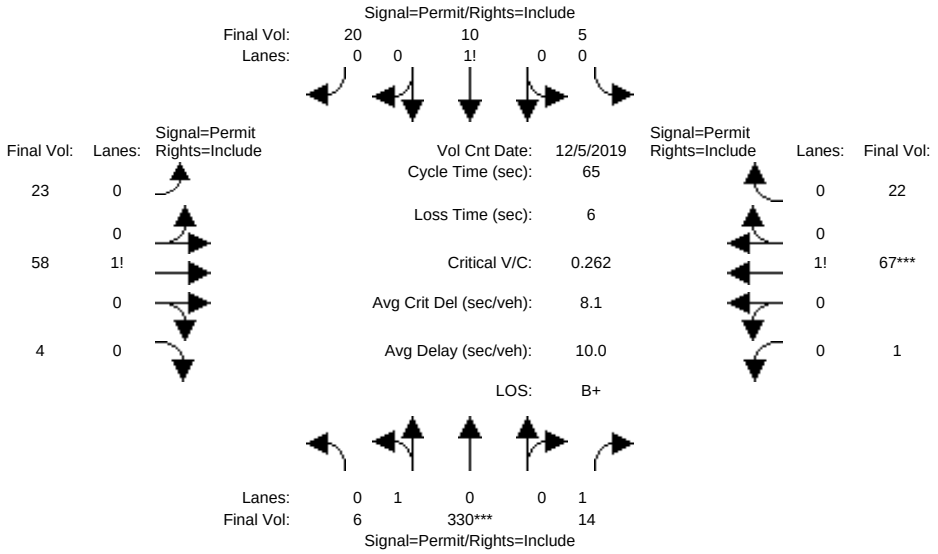
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 08:00:00 AM												
Base Vol:	6	242	12	5	10	20	23	58	4	1	67	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	242	12	5	10	20	23	58	4	1	67	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	88	2	0	0	0	0	0	0	0	0	0
Initial Fut:	6	330	14	5	10	20	23	58	4	1	67	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	330	14	5	10	20	23	58	4	1	67	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	330	14	5	10	20	23	58	4	1	67	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	330	14	5	10	20	23	58	4	1	67	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.98	1.00	0.14	0.29	0.57	0.27	0.68	0.05	0.01	0.75	0.24
Final Sat.:	32	1768	1750	250	500	1000	474	1194	82	19	1303	428
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.01	0.02	0.02	0.02	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:		****									****	
Green Time:	46.3	46.3	46.3	46.3	46.3	46.3	12.7	12.7	12.7	12.7	12.7	12.7
Volume/Cap:	0.26	0.26	0.01	0.03	0.03	0.03	0.25	0.25	0.25	0.26	0.26	0.26
Delay/Veh:	3.8	3.8	2.7	2.8	2.8	2.8	23.8	23.8	23.8	24.0	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.8	3.8	2.7	2.8	2.8	2.8	23.8	23.8	23.8	24.0	24.0	24.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	3	3	0	0	0	0	2	2	2	2	2	2

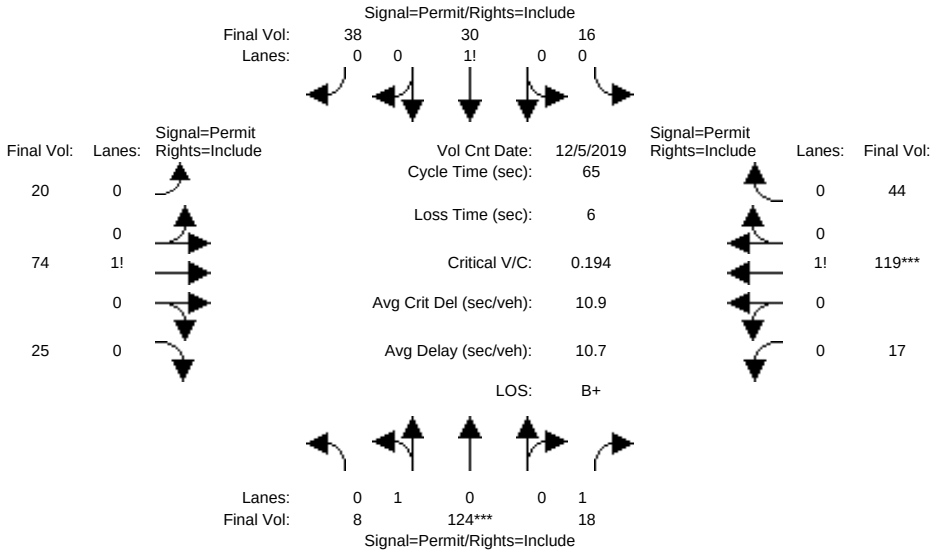
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Dec 2019 << 05:00:00 PM												
Base Vol:	8	117	18	16	30	38	20	74	25	17	119	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	117	18	16	30	38	20	74	25	17	119	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	7	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	124	18	16	30	38	20	74	25	17	119	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	124	18	16	30	38	20	74	25	17	119	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	124	18	16	30	38	20	74	25	17	119	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	124	18	16	30	38	20	74	25	17	119	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.06	0.94	1.00	0.19	0.36	0.45	0.17	0.62	0.21	0.09	0.67	0.24
Final Sat.:	109	1691	1750	333	625	792	294	1088	368	165	1157	428
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.01	0.05	0.05	0.05	0.07	0.07	0.07	0.10	0.10	0.10
Crit Moves:		****									****	
Green Time:	24.6	24.6	24.6	24.6	24.6	24.6	34.4	34.4	34.4	34.4	34.4	34.4
Volume/Cap:	0.19	0.19	0.03	0.13	0.13	0.13	0.13	0.13	0.13	0.19	0.19	0.19
Delay/Veh:	14.2	14.2	12.8	13.6	13.6	13.6	8.0	8.0	8.0	8.5	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	12.8	13.6	13.6	13.6	8.0	8.0	8.0	8.5	8.5	8.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	1	1	1	1	1	1	2	2	2

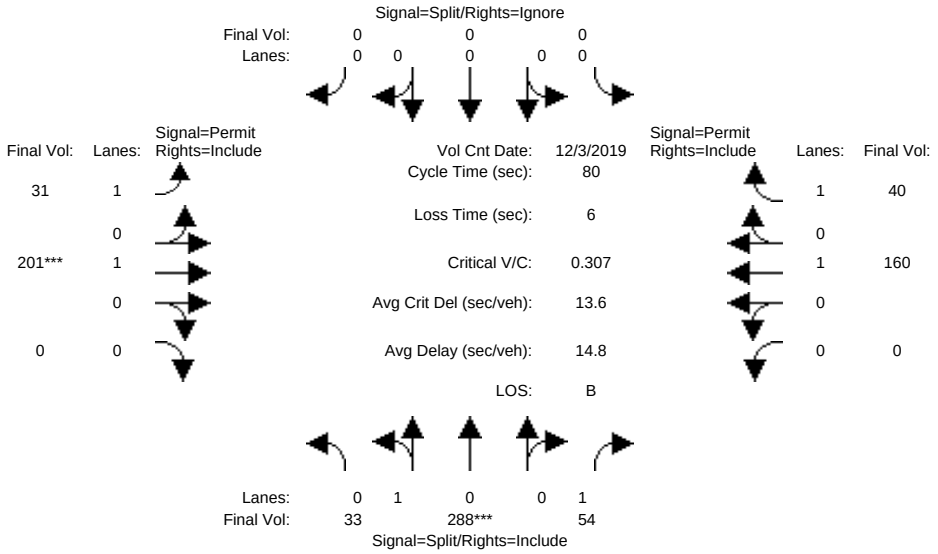
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	32	274	51	0	0	0	31	199	0	0	160	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	274	51	0	0	0	31	199	0	0	160	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	1	14	3	0	0	0	0	2	0	0	0	0
Initial Fut:	33	288	54	0	0	0	31	201	0	0	160	40
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	288	54	0	0	0	31	201	0	0	160	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	288	54	0	0	0	31	201	0	0	160	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	288	54	0	0	0	31	201	0	0	160	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.90	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	185	1615	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.03	0.00	0.00	0.00	0.02	0.11	0.00	0.00	0.08	0.02
Crit Moves:		****						****				
Green Time:	46.4	46.4	46.4	0.0	0.0	0.0	27.6	27.6	0.0	0.0	27.6	27.6
Volume/Cap:	0.31	0.31	0.05	0.00	0.00	0.00	0.05	0.31	0.00	0.00	0.24	0.07
Delay/Veh:	9.3	9.3	7.4	0.0	0.0	0.0	17.7	20.4	0.0	0.0	19.7	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	7.4	0.0	0.0	0.0	17.7	20.4	0.0	0.0	19.7	17.8
LOS by Move:	A	A	A	A	A	A	B	C+	A	A	B-	B
HCM2kAvgQ:	4	4	1	0	0	0	1	4	0	0	3	1

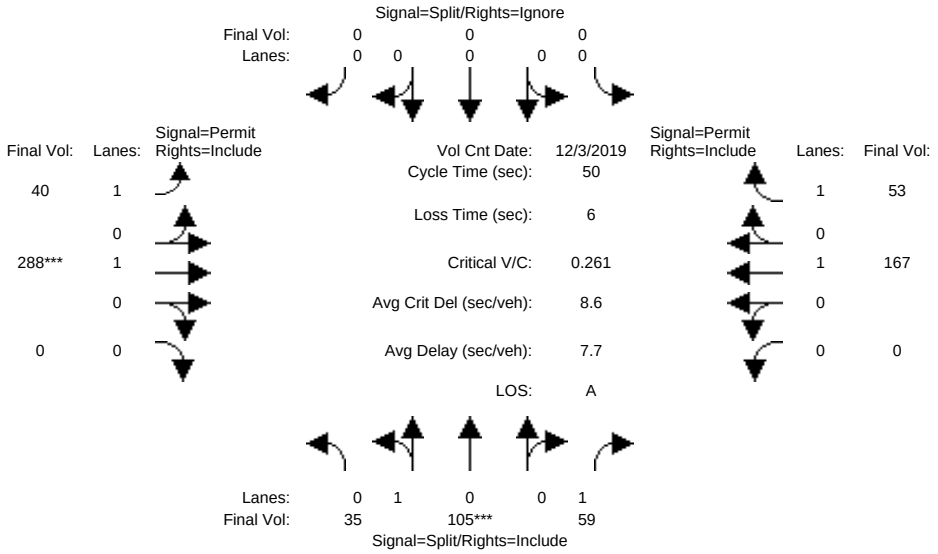
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	35	105	59	0	0	0	40	288	0	0	161	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	105	59	0	0	0	40	288	0	0	161	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	6	1
Initial Fut:	35	105	59	0	0	0	40	288	0	0	167	53
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	105	59	0	0	0	40	288	0	0	167	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	105	59	0	0	0	40	288	0	0	167	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	105	59	0	0	0	40	288	0	0	167	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.25	0.75	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	450	1350	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.00	0.00	0.00	0.02	0.15	0.00	0.00	0.09	0.03
Crit Moves:		****						****				
Green Time:	14.9	14.9	14.9	0.0	0.0	0.0	29.1	29.1	0.0	0.0	29.1	29.1
Volume/Cap:	0.26	0.26	0.11	0.00	0.00	0.00	0.04	0.26	0.00	0.00	0.15	0.05
Delay/Veh:	14.5	14.5	13.2	0.0	0.0	0.0	4.6	5.7	0.0	0.0	5.1	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	14.5	13.2	0.0	0.0	0.0	4.6	5.7	0.0	0.0	5.1	4.6
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	0	0	0	0	2	0	0	1	0

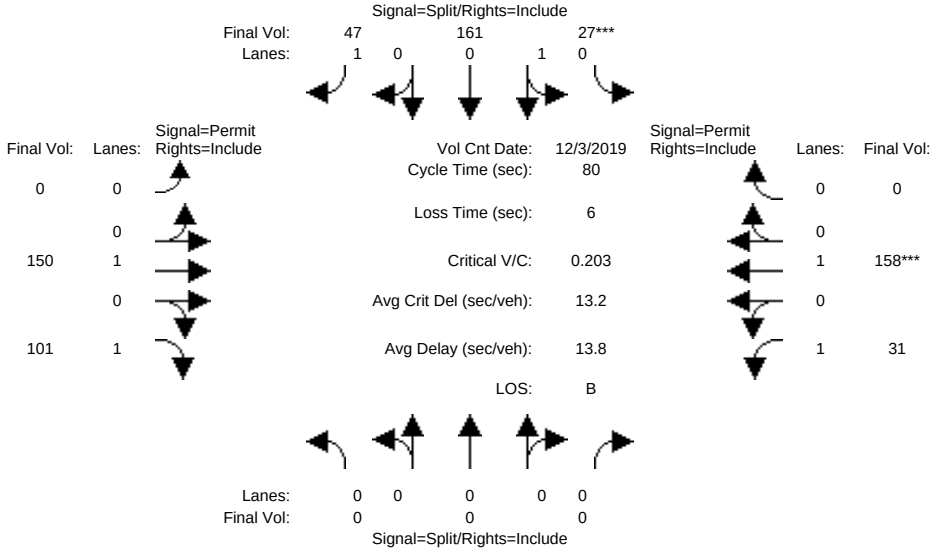
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:45:00 AM												
Base Vol:	0	0	0	27	160	47	0	128	92	31	155	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	160	47	0	128	92	31	155	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	1	0	0	22	9	0	3	0
Initial Fut:	0	0	0	27	161	47	0	150	101	31	158	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	161	47	0	150	101	31	158	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	161	47	0	150	101	31	158	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	27	161	47	0	150	101	31	158	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.14	0.86	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	259	1541	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.03	0.00	0.08	0.06	0.02	0.08	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	41.2	41.2	41.2	0.0	32.8	32.8	32.8	32.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.05	0.00	0.19	0.14	0.04	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	11.0	11.0	9.8	0.0	15.7	15.2	14.3	15.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.0	11.0	9.8	0.0	15.7	15.2	14.3	15.8	0.0
LOS by Move:	A	A	A	B+	B+	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	3	3	1	0	2	2	0	3	0

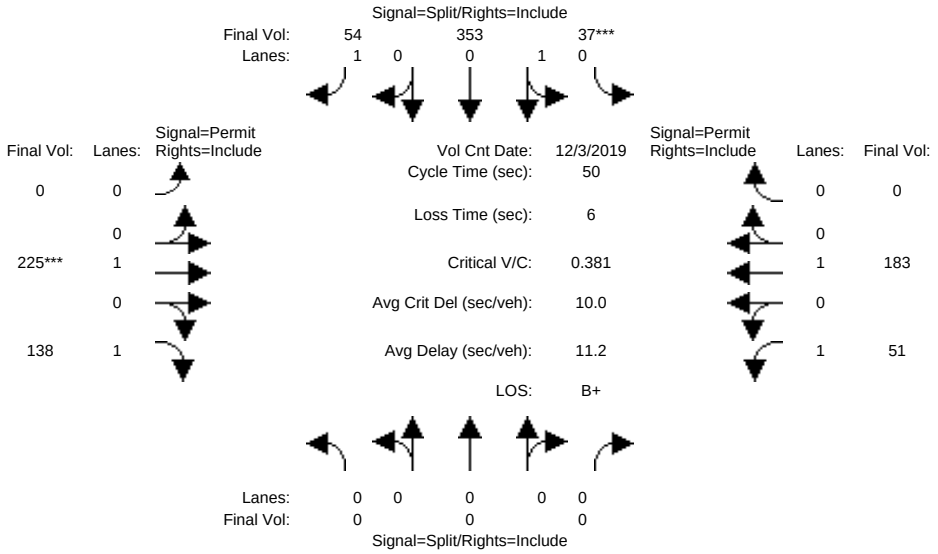
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	0	0	0	35	329	50	0	216	136	40	148	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	35	329	50	0	216	136	40	148	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	2	24	4	0	9	2	11	35	0
Initial Fut:	0	0	0	37	353	54	0	225	138	51	183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	37	353	54	0	225	138	51	183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	353	54	0	225	138	51	183	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	37	353	54	0	225	138	51	183	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.09	0.91	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	171	1629	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.03	0.00	0.12	0.08	0.03	0.10	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	28.5	28.5	28.5	0.0	15.5	15.5	15.5	15.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.05	0.00	0.38	0.25	0.09	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	7.0	7.0	4.9	0.0	15.3	14.0	12.6	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.0	7.0	4.9	0.0	15.3	14.0	12.6	14.5	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	4	4	0	0	3	2	1	2	0

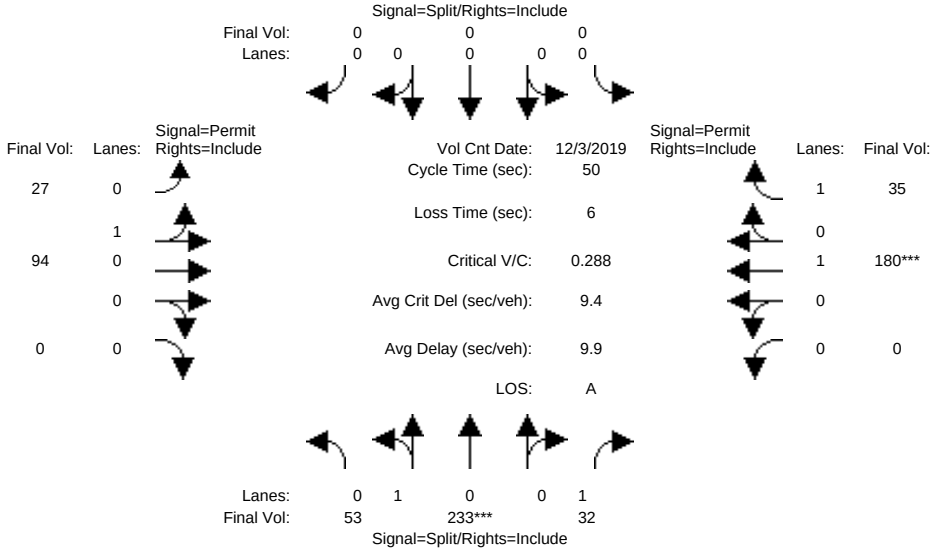
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	53	227	32	0	0	0	27	94	0	0	180	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	227	32	0	0	0	27	94	0	0	180	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	6	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	233	32	0	0	0	27	94	0	0	180	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	233	32	0	0	0	27	94	0	0	180	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	233	32	0	0	0	27	94	0	0	180	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	233	32	0	0	0	27	94	0	0	180	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.19	0.81	1.00	0.00	0.00	0.00	0.22	0.78	0.00	0.00	1.00	1.00
Final Sat.:	334	1466	1750	0	0	0	402	1398	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.02	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.09	0.02
Crit Moves:		****									****	
Green Time:	27.6	27.6	27.6	0.0	0.0	0.0	16.4	16.4	0.0	0.0	16.4	16.4
Volume/Cap:	0.29	0.29	0.03	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.29	0.06
Delay/Veh:	6.7	6.7	5.2	0.0	0.0	0.0	12.9	12.9	0.0	0.0	13.6	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.7	6.7	5.2	0.0	0.0	0.0	12.9	12.9	0.0	0.0	13.6	11.7
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B+
HCM2kAvgQ:	3	3	0	0	0	0	2	2	0	0	2	0

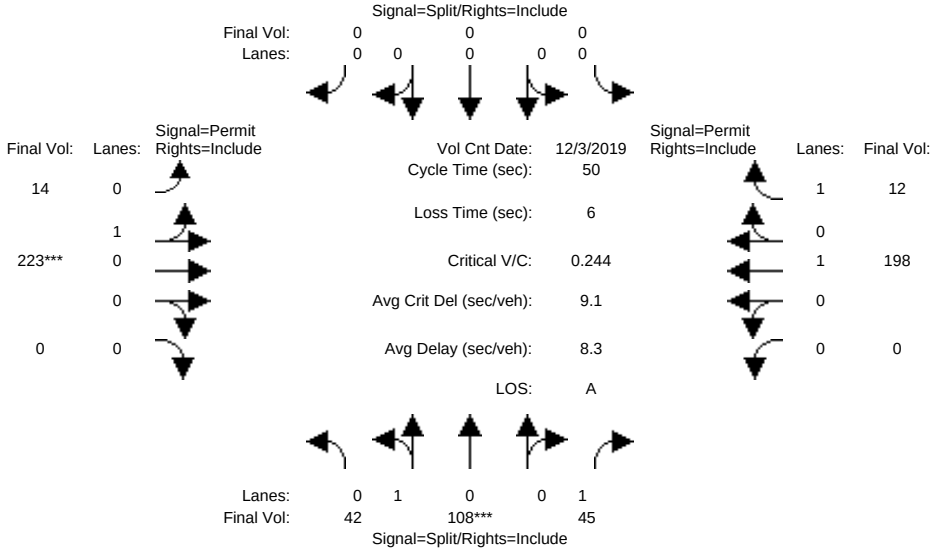
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	42	108	45	0	0	0	14	223	0	0	198	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	108	45	0	0	0	14	223	0	0	198	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	108	45	0	0	0	14	223	0	0	198	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	108	45	0	0	0	14	223	0	0	198	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	108	45	0	0	0	14	223	0	0	198	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	108	45	0	0	0	14	223	0	0	198	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.28	0.72	1.00	0.00	0.00	0.00	0.06	0.94	0.00	0.00	1.00	1.00
Final Sat.:	504	1296	1750	0	0	0	106	1694	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.10	0.01
Crit Moves:		****						****				
Green Time:	17.1	17.1	17.1	0.0	0.0	0.0	26.9	26.9	0.0	0.0	26.9	26.9
Volume/Cap:	0.24	0.24	0.08	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.19	0.01
Delay/Veh:	12.8	12.8	11.4	0.0	0.0	0.0	6.7	6.7	0.0	0.0	6.4	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	11.4	0.0	0.0	0.0	6.7	6.7	0.0	0.0	6.4	5.4
LOS by Move:	B	B	B+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	0	0	0	2	2	0	0	2	0

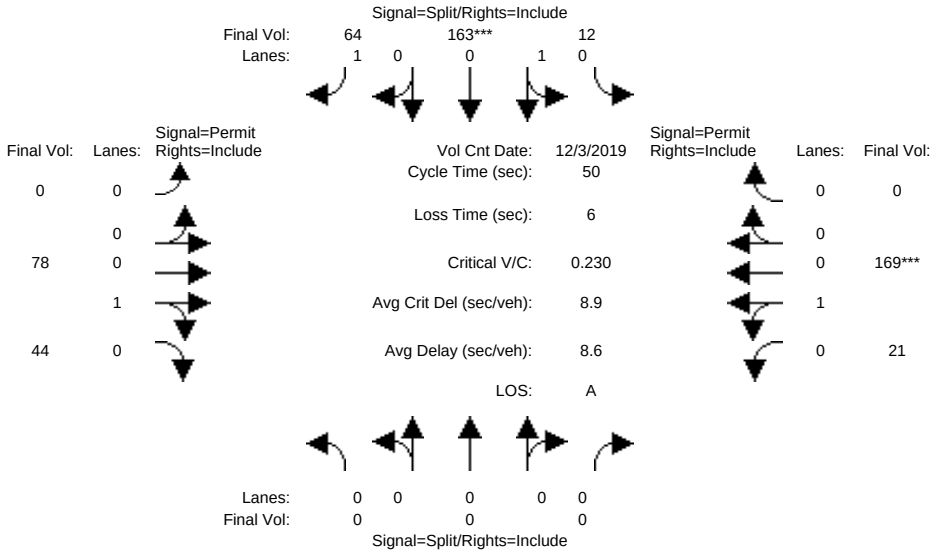
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	0	0	0	12	163	64	0	78	44	21	169	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	163	64	0	78	44	21	169	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	163	64	0	78	44	21	169	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	12	163	64	0	78	44	21	169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	163	64	0	78	44	21	169	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	12	163	64	0	78	44	21	169	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.07	0.93	1.00	0.00	0.64	0.36	0.11	0.89	0.00
Final Sat.:	0	0	0	123	1677	1750	0	1151	649	199	1601	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.04	0.00	0.07	0.07	0.11	0.11	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	21.1	21.1	21.1	0.0	22.9	22.9	22.9	22.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.23	0.09	0.00	0.15	0.15	0.23	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	9.4	9.4	8.7	0.0	8.0	8.0	8.4	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.4	9.4	8.7	0.0	8.0	8.0	8.4	8.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	1	0	1	1	2	2	0

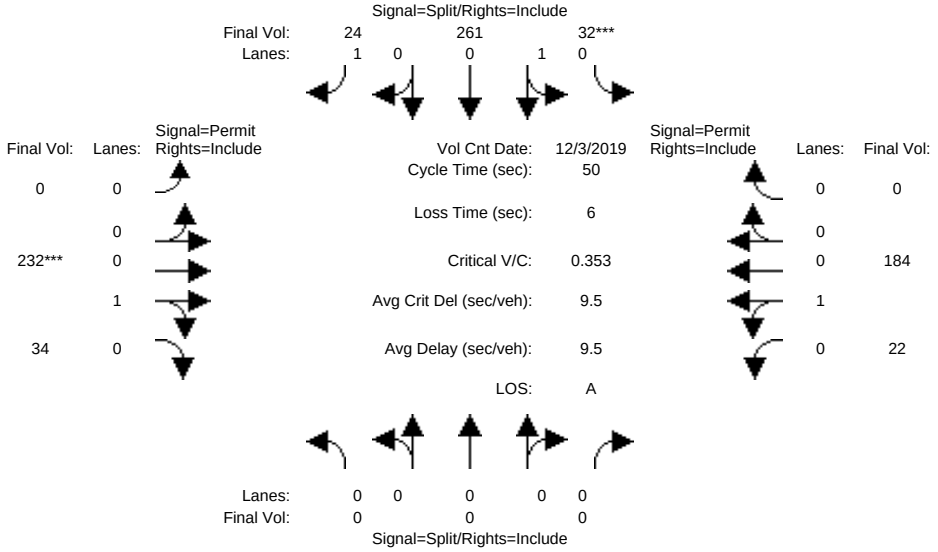
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:45:00 PM												
Base Vol:	0	0	0	32	253	23	0	232	34	22	184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	253	23	0	232	34	22	184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	8	1	0	0	0	0	0	0
Initial Fut:	0	0	0	32	261	24	0	232	34	22	184	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	261	24	0	232	34	22	184	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	261	24	0	232	34	22	184	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	261	24	0	232	34	22	184	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.11	0.89	1.00	0.00	0.87	0.13	0.11	0.89	0.00
Final Sat.:	0	0	0	197	1603	1750	0	1570	230	192	1608	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.01	0.00	0.15	0.15	0.11	0.11	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	23.1	23.1	23.1	0.0	20.9	20.9	20.9	20.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.03	0.00	0.35	0.35	0.27	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	8.9	8.9	7.4	0.0	10.2	10.2	9.7	9.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.9	8.9	7.4	0.0	10.2	10.2	9.7	9.7	0.0
LOS by Move:	A	A	A	A	A	A	A	B+	B+	A	A	A
HCM2kAvgQ:	0	0	0	3	3	0	0	3	3	2	2	0

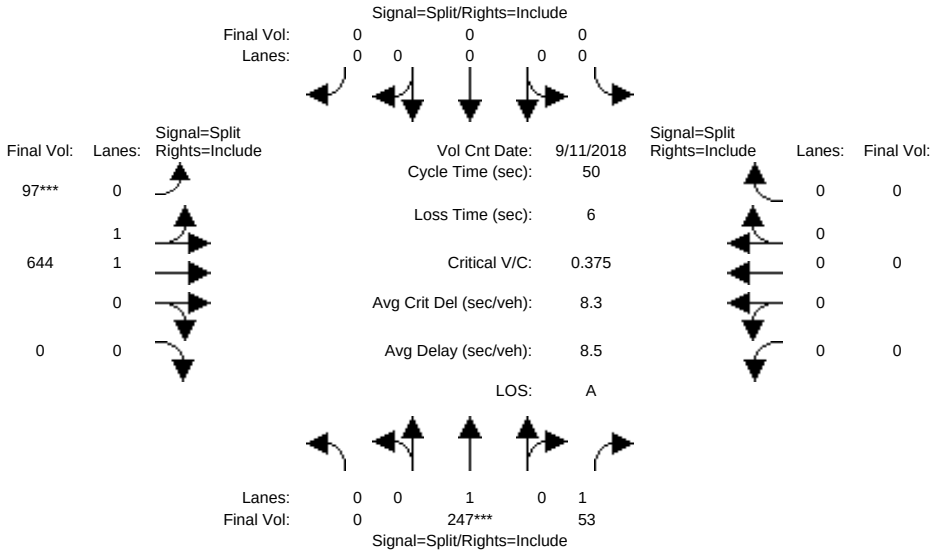
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2018 << 08:00:00 AM												
Base Vol:	0	227	53	0	0	0	91	593	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	227	53	0	0	0	91	593	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	20	0	0	0	0	6	51	0	0	0	0
Initial Fut:	0	247	53	0	0	0	97	644	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	247	53	0	0	0	97	644	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	247	53	0	0	0	97	644	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	247	53	0	0	0	97	644	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.27	1.73	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	484	3215	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.03	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	17.3	17.3	0.0	0.0	0.0	26.7	26.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.09	0.00	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.6	11.1	0.0	0.0	0.0	6.9	6.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	11.1	0.0	0.0	0.0	6.9	6.9	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	1	0	0	0	4	4	0	0	0	0

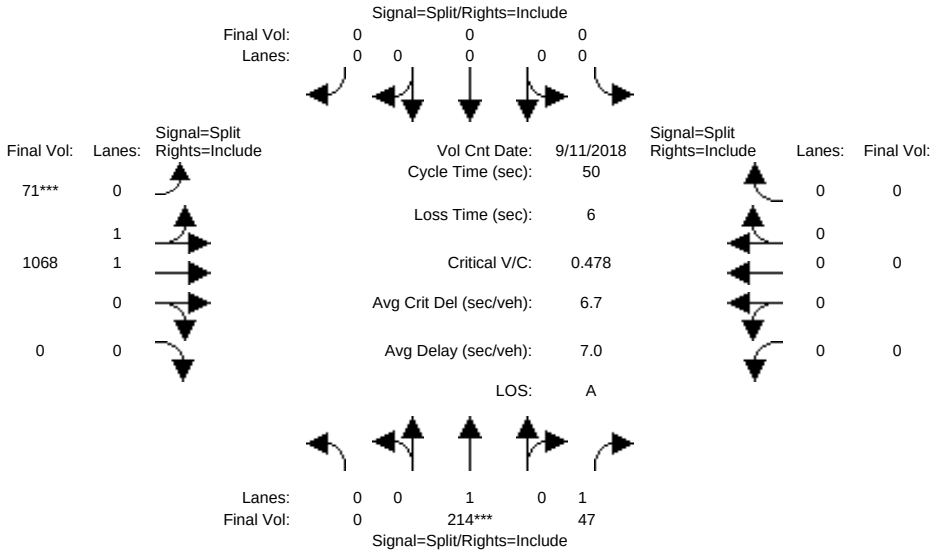
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2018 << 04:50:00 PM												
Base Vol:	0	119	37	0	0	0	27	789	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	119	37	0	0	0	27	789	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	95	10	0	0	0	44	279	0	0	0	0
Initial Fut:	0	214	47	0	0	0	71	1068	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	214	47	0	0	0	71	1068	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	214	47	0	0	0	71	1068	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	214	47	0	0	0	71	1068	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.13	1.87	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	231	3469	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.03	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	11.8	11.8	0.0	0.0	0.0	32.2	32.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.11	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	17.3	15.1	0.0	0.0	0.0	4.7	4.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	15.1	0.0	0.0	0.0	4.7	4.7	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	1	0	0	0	5	5	0	0	0	0

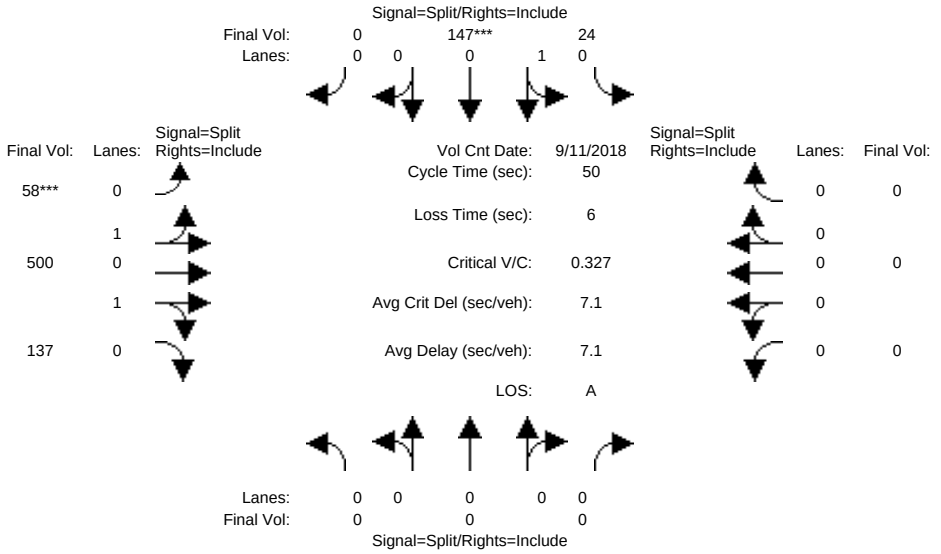
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2018 << 07:55:00 AM												
Base Vol:	0	0	0	19	115	0	43	454	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	115	0	43	454	130	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	5	32	0	15	46	7	0	0	0
Initial Fut:	0	0	0	24	147	0	58	500	137	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	147	0	58	500	137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	147	0	58	500	137	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	24	147	0	58	500	137	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.14	0.86	0.00	0.17	1.44	0.39	0.00	0.00	0.00
Final Sat.:	0	0	0	253	1547	0	300	2590	710	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.00	0.19	0.19	0.19	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	0.0	0.0	14.5	14.5	0.0	29.5	29.5	29.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.3	14.3	0.0	5.3	5.3	5.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.3	14.3	0.0	5.3	5.3	5.3	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	0	3	3	3	0	0	0

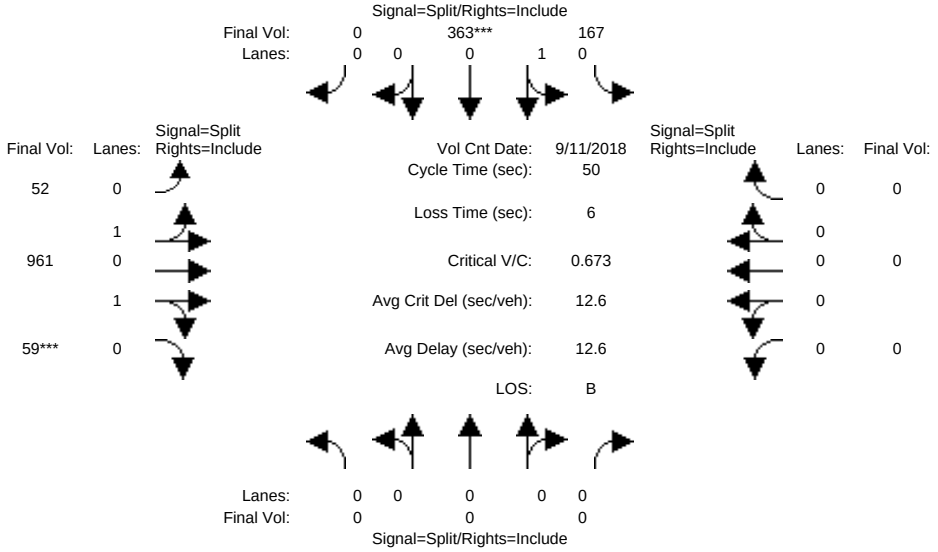
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2018 << 04:55:00 PM												
Base Vol:	0	0	0	134	263	0	26	762	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	134	263	0	26	762	45	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	33	100	0	26	199	14	0	0	0
Initial Fut:	0	0	0	167	363	0	52	961	59	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	167	363	0	52	961	59	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	167	363	0	52	961	59	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	167	363	0	52	961	59	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.32	0.68	0.00	0.10	1.79	0.11	0.00	0.00	0.00
Final Sat.:	0	0	0	567	1233	0	175	3227	198	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.00	0.30	0.30	0.30	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	21.9	21.9	0.0	22.1	22.1	22.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.67	0.00	0.67	0.67	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.5	13.5	0.0	12.2	12.2	12.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.5	13.5	0.0	12.2	12.2	12.2	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	0	0	8	8	0	8	8	8	0	0	0

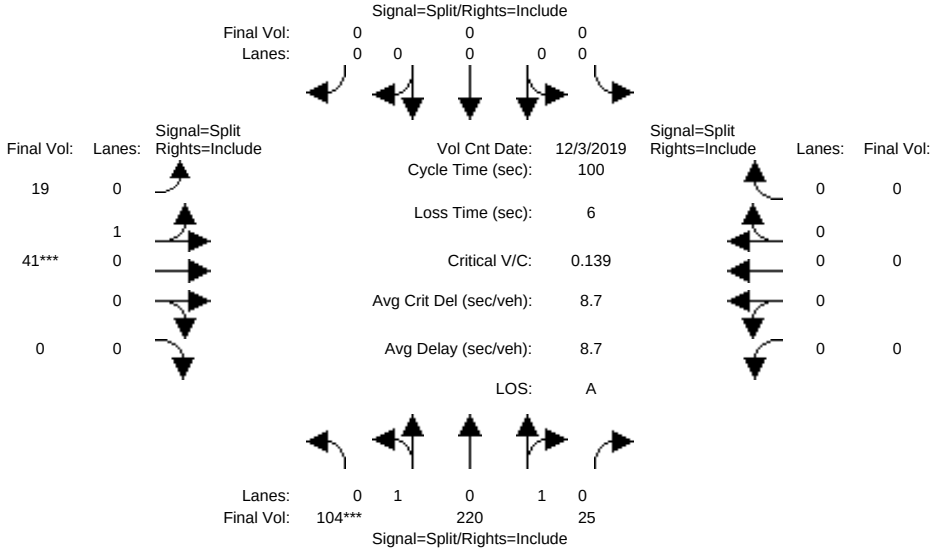
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	104	219	17	0	0	0	18	18	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	219	17	0	0	0	18	18	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	1	8	0	0	0	1	23	0	0	0	0
Initial Fut:	104	220	25	0	0	0	19	41	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	220	25	0	0	0	19	41	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	220	25	0	0	0	19	41	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	220	25	0	0	0	19	41	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.60	1.26	0.14	0.00	0.00	0.00	0.32	0.68	0.00	0.00	0.00	0.00
Final Sat.:	1073	2269	258	0	0	0	570	1230	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green Time:	69.9	69.9	69.9	0.0	0.0	0.0	24.1	24.1	0.0	0.0	0.0	0.0
Volume/Cap:	0.14	0.14	0.14	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Delay/Veh:	5.0	5.0	5.0	0.0	0.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	5.0	5.0	0.0	0.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	2	2	2	0	0	0	2	2	0	0	0	0

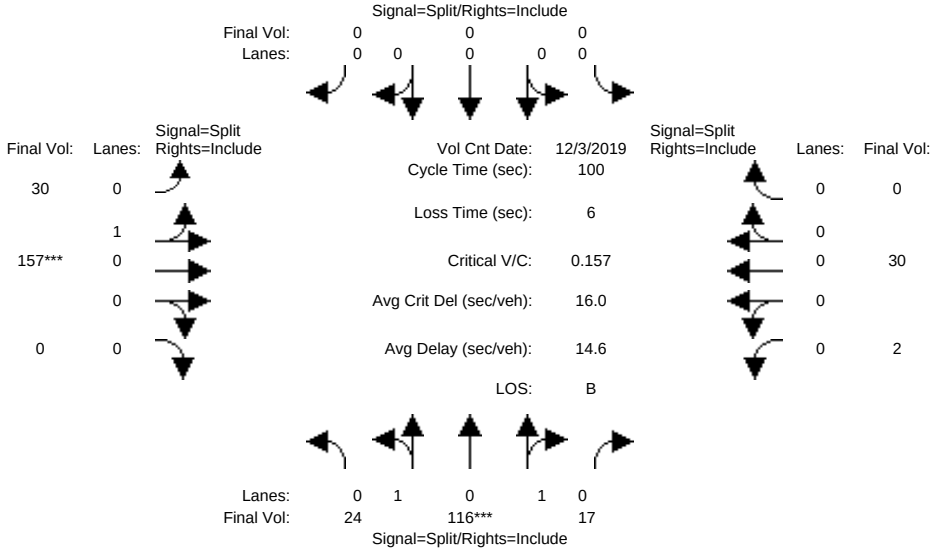
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	24	97	3	0	0	0	11	114	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	97	3	0	0	0	11	114	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	19	14	0	0	0	19	43	0	2	30	0
Initial Fut:	24	116	17	0	0	0	30	157	0	2	30	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	116	17	0	0	0	30	157	0	2	30	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	116	17	0	0	0	30	157	0	2	30	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	116	17	0	0	0	30	157	0	2	30	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.30	1.48	0.22	0.00	0.00	0.00	0.16	0.84	0.00	0.00	0.00	0.00
Final Sat.:	550	2660	390	0	0	0	289	1511	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.00	0.10	0.10	0.00	xxxx	xxxx	0.00
Crit Moves:		****						****				
Green Time:	27.8	27.8	27.8	0.0	0.0	0.0	66.2	66.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.16	0.16	0.16	0.00	0.00	0.00	0.16	0.16	0.00	xxxx	xxxx	0.00
Delay/Veh:	27.3	27.3	27.3	0.0	0.0	0.0	6.4	6.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	27.3	0.0	0.0	0.0	6.4	6.4	0.0	0.0	0.0	0.0
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	0	0	0	2	2	0	0	1	0

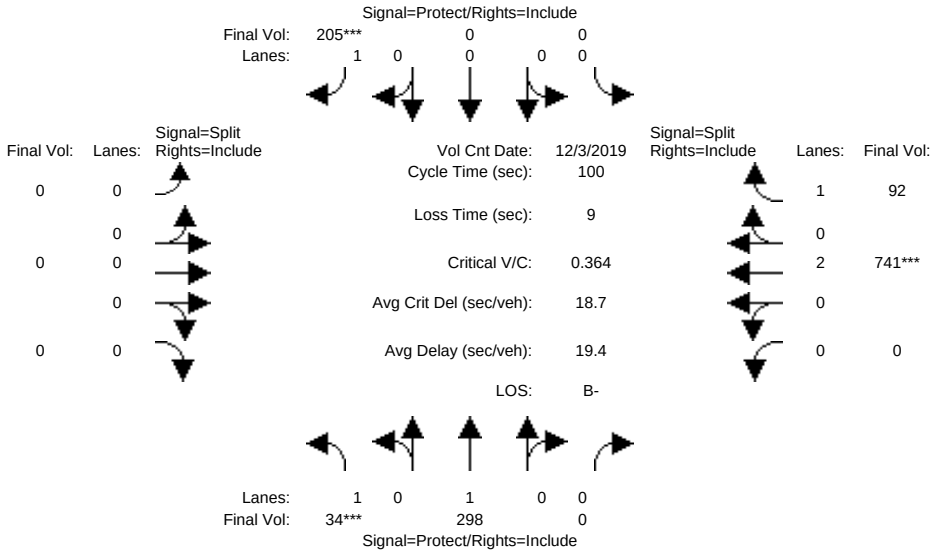
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	24	212	0	0	0	138	0	0	0	0	602	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	212	0	0	0	138	0	0	0	0	602	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	10	86	0	0	0	67	0	0	0	0	139	37
Initial Fut:	34	298	0	0	0	205	0	0	0	0	741	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	298	0	0	0	205	0	0	0	0	741	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	298	0	0	0	205	0	0	0	0	741	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	298	0	0	0	205	0	0	0	0	741	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.20	0.05
Crit Moves:	****					****					****	
Green Time:	7.0	38.5	0.0	0.0	0.0	31.5	0.0	0.0	0.0	0.0	52.5	52.5
Volume/Cap:	0.28	0.41	0.00	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.37	0.10
Delay/Veh:	49.7	24.1	0.0	0.0	0.0	28.5	0.0	0.0	0.0	0.0	14.6	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	24.1	0.0	0.0	0.0	28.5	0.0	0.0	0.0	0.0	14.6	12.1
LOS by Move:	D	C	A	A	A	C	A	A	A	A	B	B
HCM2kAvgQ:	1	7	0	0	0	5	0	0	0	0	7	2

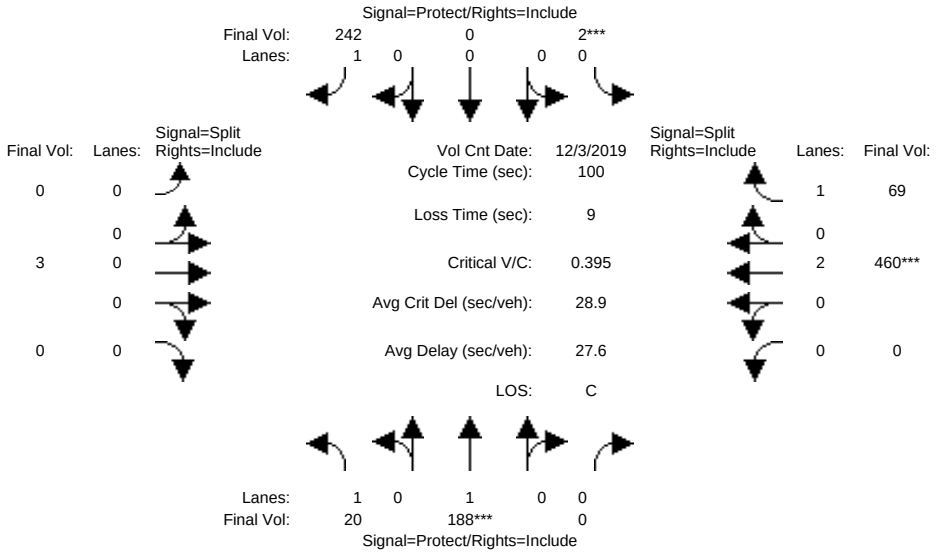
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:00:00 PM												
Base Vol:	10	111	0	0	0	207	0	0	0	0	369	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	111	0	0	0	207	0	0	0	0	369	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	10	77	0	2	0	35	0	3	0	0	91	40
Initial Fut:	20	188	0	2	0	242	0	3	0	0	460	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	188	0	2	0	242	0	3	0	0	460	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	188	0	2	0	242	0	3	0	0	460	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	188	0	2	0	242	0	3	0	0	460	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.01	0.00	0.99	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	14	0	1736	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.00	0.14	0.00	0.14	0.00	xxxx	0.00	0.00	0.12	0.04
Crit Moves:		****		****							****	
Green Time:	20.2	25.1	0.0	35.3	0.0	40.2	0.0	0.0	0.0	0.0	30.6	30.6
Volume/Cap:	0.06	0.39	0.00	0.39	0.00	0.35	0.00	xxxx	0.00	0.00	0.39	0.13
Delay/Veh:	32.5	33.6	0.0	26.2	0.0	22.1	0.0	0.0	0.0	0.0	28.4	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	33.6	0.0	26.2	0.0	22.1	0.0	0.0	0.0	0.0	28.4	25.5
LOS by Move:	C-	C-	A	C	A	C+	A	A	A	A	C	C
HCM2kAvgQ:	1	5	0	6	0	6	0	0	0	0	6	2

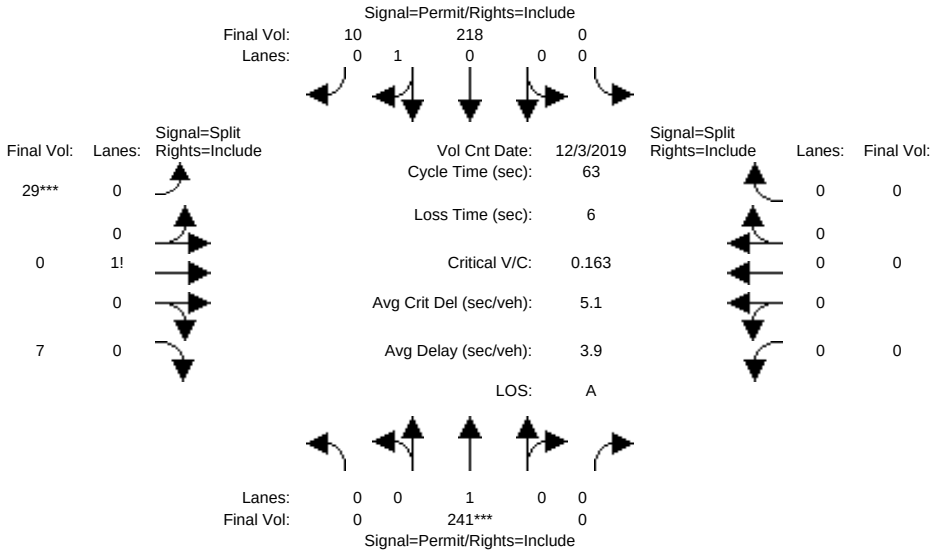
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	0	238	0	0	175	10	29	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	238	0	0	175	10	29	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	3	0	0	43	0	0	0	0	0	0	0
Initial Fut:	0	241	0	0	218	10	29	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	241	0	0	218	10	29	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	241	0	0	218	10	29	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	241	0	0	218	10	29	0	7	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.96	0.04	0.81	0.00	0.19	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1721	79	1410	0	340	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.13	0.13	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	47.0	0.0	0.0	47.0	47.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.00	0.00	0.17	0.17	0.13	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	0.0	2.4	0.0	0.0	2.4	2.4	23.0	0.0	23.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.4	0.0	0.0	2.4	2.4	23.0	0.0	23.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C+	A	C+	A	A	A
HCM2kAvgQ:	0	1	0	0	1	1	1	0	1	0	0	0

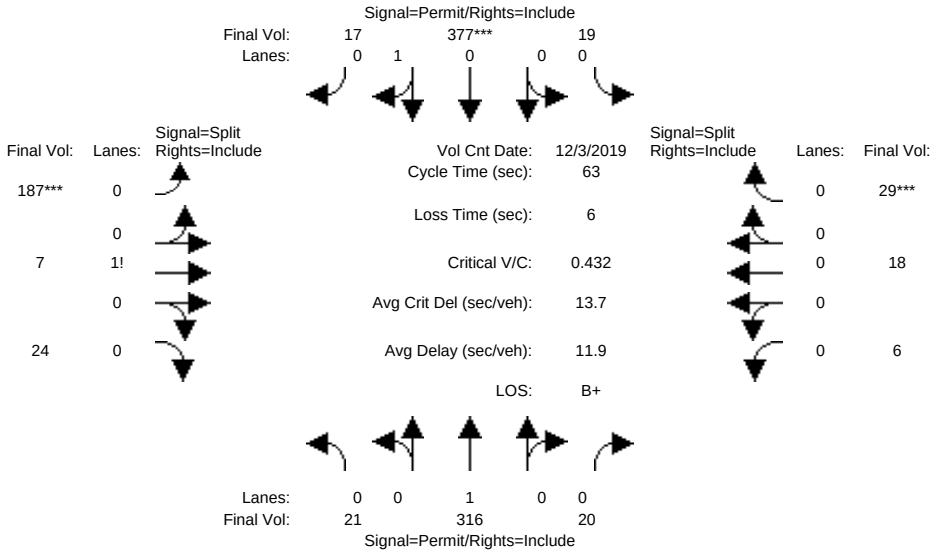
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	0	142	0	0	318	8	177	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	142	0	0	318	8	177	0	19	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	21	174	20	19	59	9	10	7	5	6	18	29
Initial Fut:	21	316	20	19	377	17	187	7	24	6	18	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	316	20	19	377	17	187	7	24	6	18	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	316	20	19	377	17	187	7	24	6	18	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	316	20	19	377	17	187	7	24	6	18	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.06	0.88	0.06	0.05	0.91	0.04	0.86	0.03	0.11	0.11	0.34	0.55
Final Sat.:	103	1549	98	81	1597	72	1501	56	193	198	594	958
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.24	0.24	0.24	0.12	0.12	0.12	0.03	0.03	0.03
Crit Moves:					****		****					****
Green Time:	34.4	34.4	34.4	34.4	34.4	34.4	18.2	18.2	18.2	4.4	4.4	4.4
Volume/Cap:	0.37	0.37	0.37	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Delay/Veh:	8.4	8.4	8.4	8.8	8.8	8.8	18.8	18.8	18.8	30.5	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.8	8.8	8.8	18.8	18.8	18.8	30.5	30.5	30.5
LOS by Move:	A	A	A	A	A	A	B-	B-	B-	C	C	C
HCM2kAvgQ:	4	4	4	5	5	5	4	4	4	2	2	2

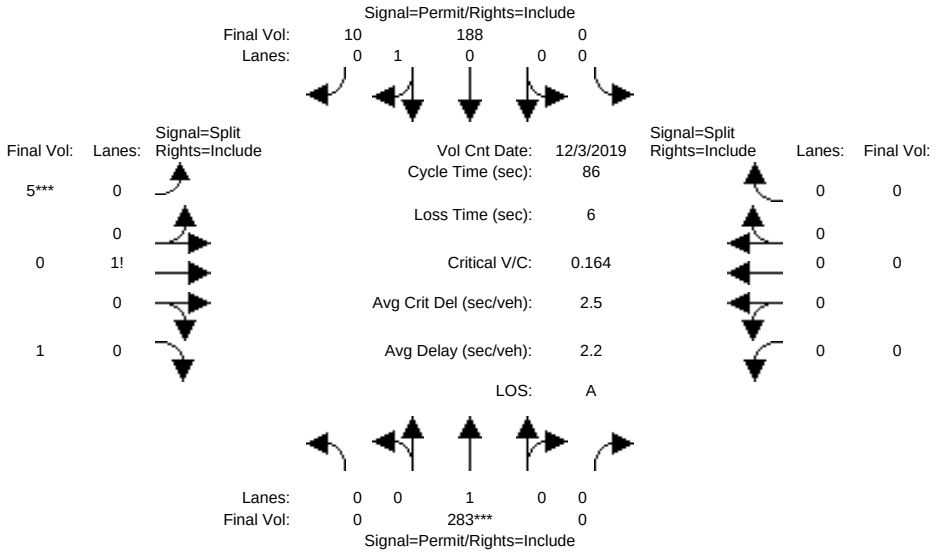
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	0	271	0	0	188	10	5	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	271	0	0	188	10	5	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	12	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	283	0	0	188	10	5	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	283	0	0	188	10	5	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	283	0	0	188	10	5	0	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	283	0	0	188	10	5	0	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.95	0.05	0.83	0.00	0.17	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1709	91	1458	0	292	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.18	0.00	0.00	0.14	0.14	0.03	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	1.8	0.0	0.0	1.7	1.7	33.8	0.0	33.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.8	0.0	0.0	1.7	1.7	33.8	0.0	33.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	2	0	0	1	1	0	0	0	0	0	0

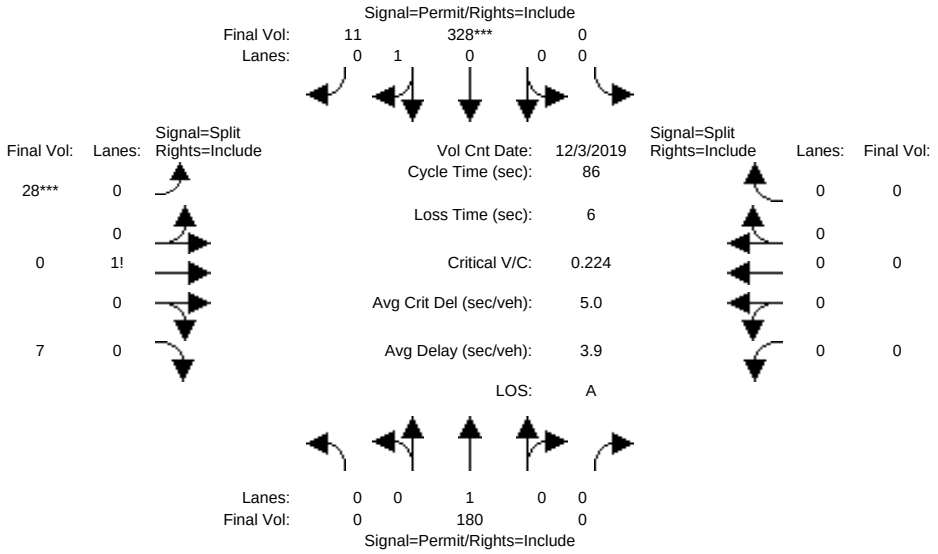
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:30:00 PM												
Base Vol:	0	180	0	0	319	11	28	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	180	0	0	319	11	28	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	0	0	0	9	0	0	0	0	0	0	0
Initial Fut:	0	180	0	0	328	11	28	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	180	0	0	328	11	28	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	180	0	0	328	11	28	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	180	0	0	328	11	28	0	7	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.97	0.03	0.80	0.00	0.20	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1742	58	1400	0	350	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.19	0.19	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.00	0.00	0.23	0.23	0.17	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	1.7	0.0	0.0	1.9	1.9	34.7	0.0	34.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.7	0.0	0.0	1.9	1.9	34.7	0.0	34.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	1	0	0	2	2	1	0	1	0	0	0

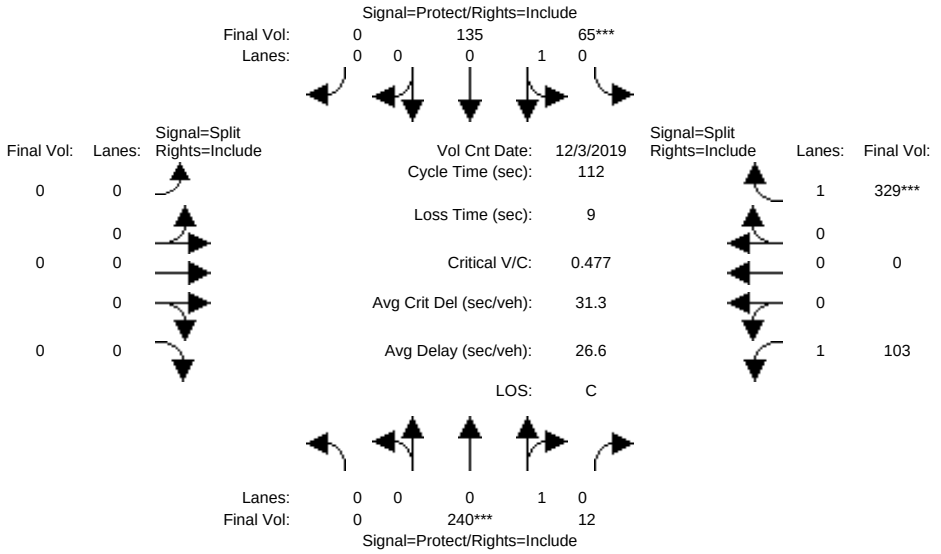
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:30:00 AM												
Base Vol:	0	239	12	51	133	0	0	0	0	102	0	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	239	12	51	133	0	0	0	0	102	0	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	1	0	14	2	0	0	0	0	1	0	27
Initial Fut:	0	240	12	65	135	0	0	0	0	103	0	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	240	12	65	135	0	0	0	0	103	0	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	240	12	65	135	0	0	0	0	103	0	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	240	12	65	135	0	0	0	0	103	0	329
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.95	0.05	0.32	0.68	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1714	86	585	1215	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.11	0.11	0.00	0.00	0.00	0.00	0.06	0.00	0.19
Crit Moves:		****		****								****
Green Time:	0.0	32.8	32.8	26.1	58.9	0.0	0.0	0.0	0.0	44.1	0.0	44.1
Volume/Cap:	0.00	0.48	0.48	0.48	0.21	0.00	0.00	0.00	0.00	0.15	0.00	0.48
Delay/Veh:	0.0	33.2	33.2	38.0	14.3	0.0	0.0	0.0	0.0	22.0	0.0	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.2	33.2	38.0	14.3	0.0	0.0	0.0	0.0	22.0	0.0	25.9
LOS by Move:	A	C-	C-	D+	B	A	A	A	A	C+	A	C
HCM2kAvgQ:	0	8	8	7	4	0	0	0	0	2	0	9

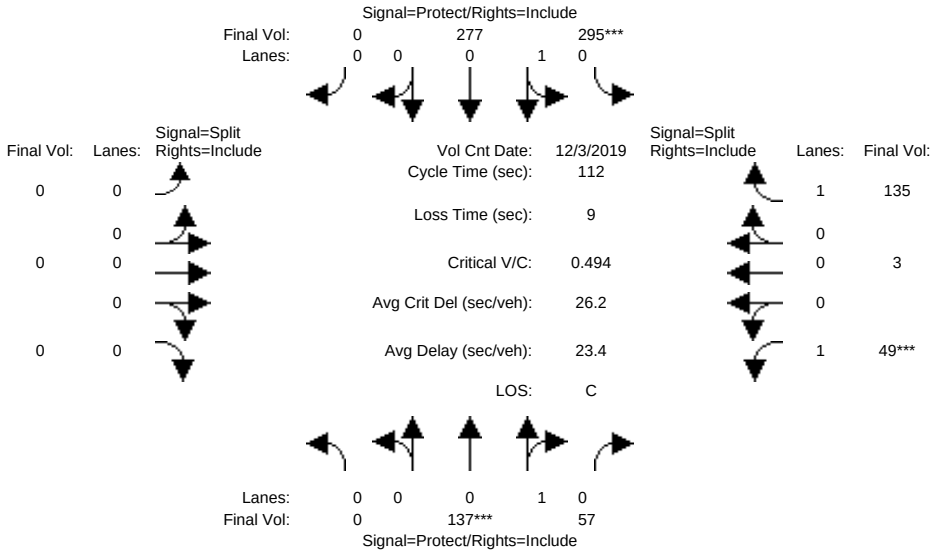
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	0	135	56	270	276	0	0	0	0	49	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	135	56	270	276	0	0	0	0	49	0	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	0	2	1	25	1	0	0	0	0	0	3	15
Initial Fut:	0	137	57	295	277	0	0	0	0	49	3	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	137	57	295	277	0	0	0	0	49	3	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	137	57	295	277	0	0	0	0	49	3	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	137	57	295	277	0	0	0	0	49	3	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.00	0.71	0.29	0.52	0.48	0.00	0.00	0.00	0.00	0.94	0.06	1.00
Final Sat.:	0	1271	529	928	872	0	0	0	0	1696	104	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.32	0.32	0.00	0.00	0.00	0.00	0.03	0.03	0.08
Crit Moves:		****		****						****		
Green Time:	0.0	21.8	21.8	64.2	86.0	0.0	0.0	0.0	0.0	17.0	17.0	17.0
Volume/Cap:	0.00	0.55	0.55	0.55	0.41	0.00	0.00	0.00	0.00	0.19	0.19	0.49
Delay/Veh:	0.0	42.7	42.7	15.6	4.6	0.0	0.0	0.0	0.0	41.6	41.6	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.7	42.7	15.6	4.6	0.0	0.0	0.0	0.0	41.6	41.6	44.6
LOS by Move:	A	D	D	B	A	A	A	A	A	D	D	D
HCM2kAvgQ:	0	7	7	13	7	0	0	0	0	2	2	5

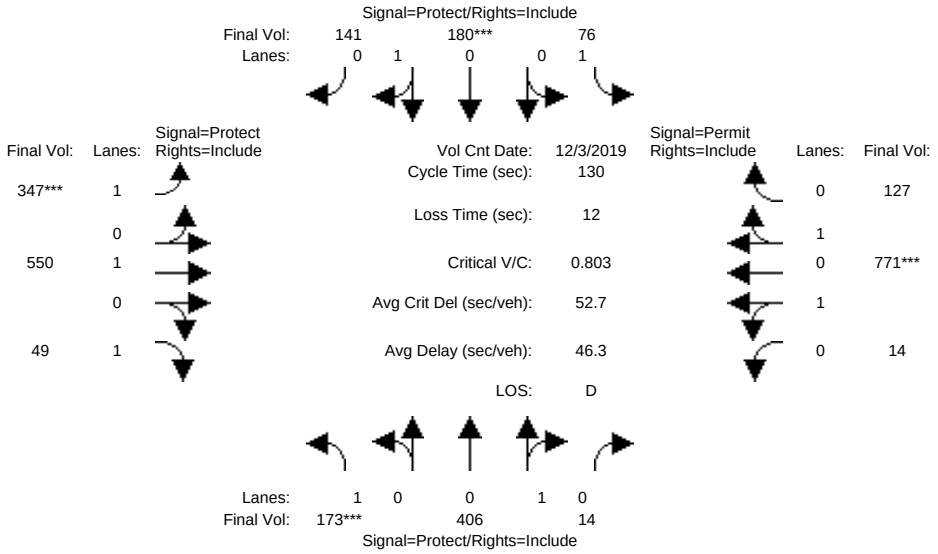
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:30:00 AM												
Base Vol:	156	366	11	43	152	135	323	402	39	10	533	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	366	11	43	152	135	323	402	39	10	533	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	17	40	3	33	28	6	24	148	10	4	238	71
Initial Fut:	173	406	14	76	180	141	347	550	49	14	771	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	406	14	76	180	141	347	550	49	14	771	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	406	14	76	180	141	347	550	49	14	771	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	406	14	76	180	141	347	550	49	14	771	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.56	0.44	1.00	1.00	1.00	0.03	1.69	0.28
Final Sat.:	1750	1740	60	1750	1009	791	1750	1900	1750	55	3043	501
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.04	0.18	0.18	0.20	0.29	0.03	0.25	0.25	0.25
Crit Moves:	****				****		****				****	
Green Time:	16.0	36.5	36.5	8.4	28.9	28.9	32.1	73.1	73.1	41.0	41.0	41.0
Volume/Cap:	0.80	0.83	0.83	0.67	0.80	0.80	0.80	0.51	0.05	0.80	0.80	0.80
Delay/Veh:	74.6	55.1	55.1	74.0	59.0	59.0	56.4	17.9	12.8	45.0	45.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	55.1	55.1	74.0	59.0	59.0	56.4	17.9	12.8	45.0	45.0	45.0
LOS by Move:	E	E+	E+	E	E+	E+	E+	B	B	D	D	D
HCM2kAvgQ:	9	19	19	4	15	15	16	13	1	19	19	19

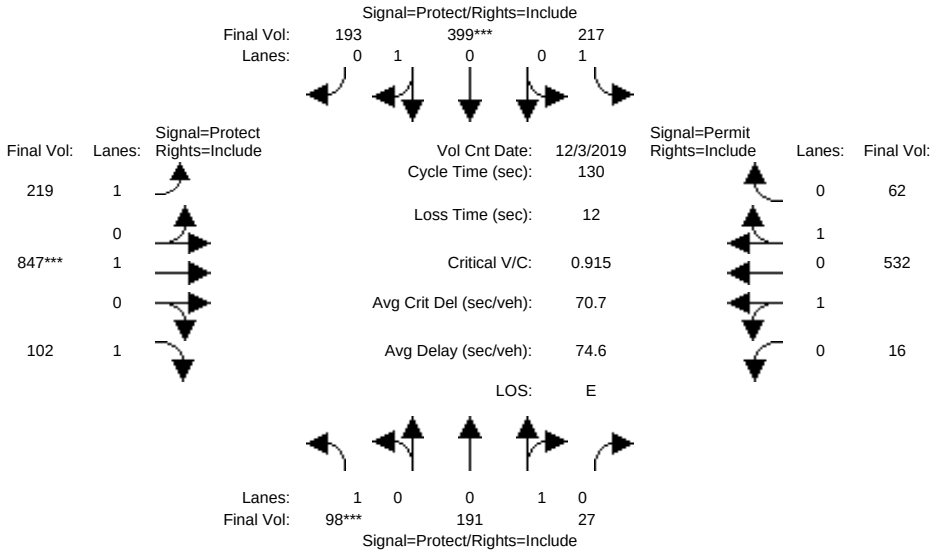
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 04:15:00 PM												
Base Vol:	84	160	21	148	311	164	208	606	83	14	369	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	160	21	148	311	164	208	606	83	14	369	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	14	31	6	69	88	29	11	241	19	2	163	38
Initial Fut:	98	191	27	217	399	193	219	847	102	16	532	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	191	27	217	399	193	219	847	102	16	532	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	191	27	217	399	193	219	847	102	16	532	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	191	27	217	399	193	219	847	102	16	532	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.67	0.33	1.00	1.00	1.00	0.05	1.75	0.20
Final Sat.:	1750	1577	223	1750	1213	587	1750	1900	1750	94	3140	366
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.12	0.33	0.33	0.13	0.45	0.06	0.17	0.17	0.17
Crit Moves:	****				****			****				
Green Time:	7.0	22.6	22.6	23.1	38.7	38.7	52.3	72.3	72.3	20.0	20.0	20.0
Volume/Cap:	1.04	0.70	0.70	0.70	1.11	1.11	0.31	0.80	0.10	1.10	1.10	1.10
Delay/Veh:	165.5	57.3	57.3	57.0	117	116.8	26.8	27.5	13.6	124.1	124	124.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.5	57.3	57.3	57.0	117	116.8	26.8	27.5	13.6	124.1	124	124.1
LOS by Move:	F	E+	E+	E+	F	F	C	C	B	F	F	F
HCM2kAvgQ:	8	10	10	10	36	36	6	28	2	20	20	20

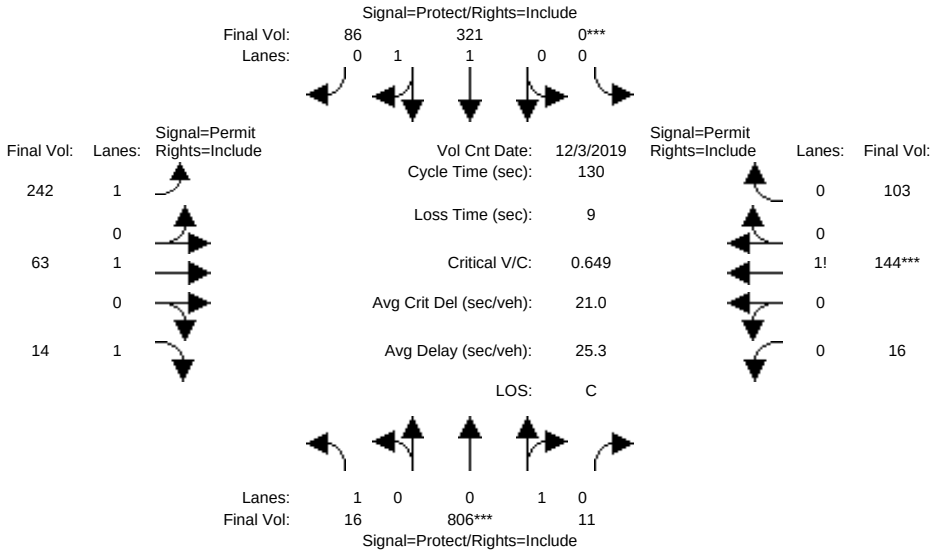
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 07:30:00 AM												
Base Vol:	14	741	11	0	303	81	225	63	14	16	143	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	741	11	0	303	81	225	63	14	16	143	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	2	65	0	0	18	5	17	0	0	0	1	1
Initial Fut:	16	806	11	0	321	86	242	63	14	16	144	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	806	11	0	321	86	242	63	14	16	144	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	806	11	0	321	86	242	63	14	16	144	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	806	11	0	321	86	242	63	14	16	144	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.99	0.01	0.00	1.57	0.43	1.00	1.00	1.00	0.06	0.55	0.39
Final Sat.:	1750	1776	24	0	2918	782	1750	1900	1750	106	958	685
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.45	0.00	0.11	0.11	0.14	0.03	0.01	0.15	0.15	0.15
Crit Moves:		****		****							****	
Green Time:	29.9	90.9	90.9	0.0	61.0	61.0	30.1	30.1	30.1	30.1	30.1	30.1
Volume/Cap:	0.04	0.65	0.65	0.00	0.23	0.23	0.60	0.14	0.03	0.65	0.65	0.65
Delay/Veh:	39.0	12.0	12.0	0.0	20.6	20.6	47.0	39.9	38.7	48.9	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	12.0	12.0	0.0	20.6	20.6	47.0	39.9	38.7	48.9	48.9	48.9
LOS by Move:	D+	B+	B+	A	C+	C+	D	D	D+	D	D	D
HCM2kAvgQ:	1	19	19	0	5	5	10	2	0	11	11	11

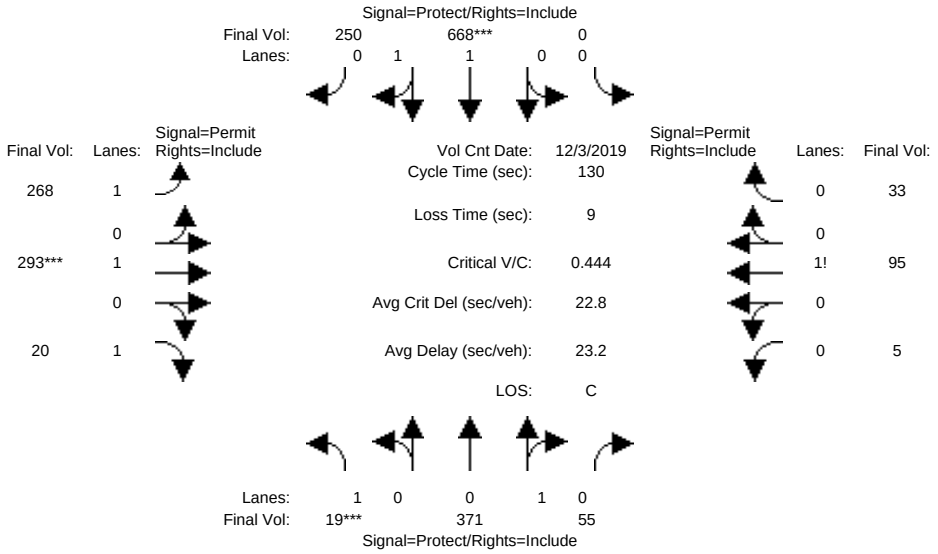
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	18	354	54	0	604	226	262	293	20	5	94	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	354	54	0	604	226	262	293	20	5	94	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	1	17	1	0	64	24	6	0	0	0	1	1
Initial Fut:	19	371	55	0	668	250	268	293	20	5	95	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	371	55	0	668	250	268	293	20	5	95	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	371	55	0	668	250	268	293	20	5	95	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	371	55	0	668	250	268	293	20	5	95	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.87	0.13	0.00	1.44	0.56	1.00	1.00	1.00	0.04	0.71	0.25
Final Sat.:	1750	1568	232	0	2692	1007	1750	1900	1750	66	1250	434
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.00	0.25	0.25	0.15	0.15	0.01	0.08	0.08	0.08
Crit Moves:	****				****			****				
Green Time:	7.0	77.3	77.3	0.0	70.3	70.3	43.7	43.7	43.7	43.7	43.7	43.7
Volume/Cap:	0.20	0.40	0.40	0.00	0.46	0.46	0.46	0.46	0.03	0.23	0.23	0.23
Delay/Veh:	59.9	14.2	14.2	0.0	18.4	18.4	34.4	34.4	29.0	31.2	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	14.2	14.2	0.0	18.4	18.4	34.4	34.4	29.0	31.2	31.2	31.2
LOS by Move:	E+	B	B	A	B-	B-	C-	C-	C	C	C	C
HCM2kAvgQ:	1	9	9	0	11	11	9	9	1	4	4	4

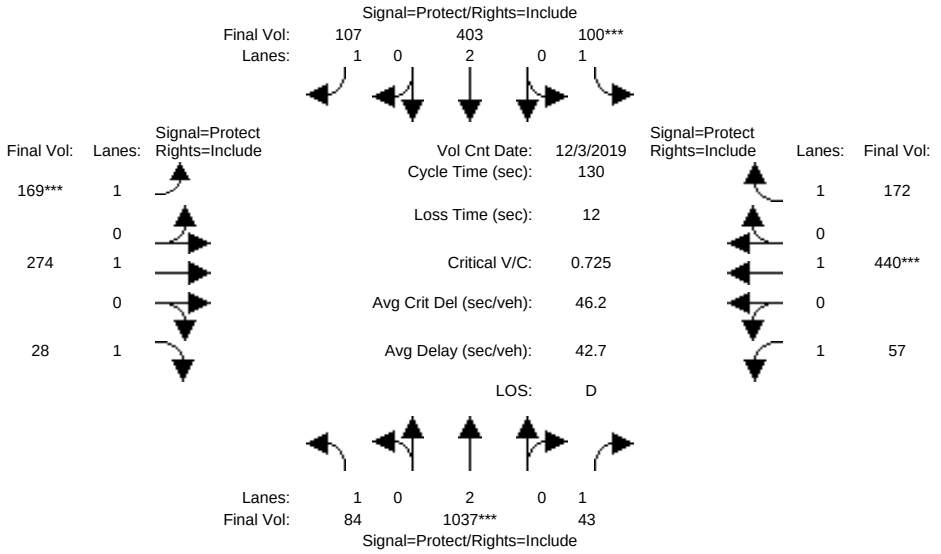
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 08:00:00 AM												
Base Vol:	66	852	36	53	341	100	153	210	26	55	383	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	852	36	53	341	100	153	210	26	55	383	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	18	185	7	47	62	7	16	64	2	2	57	63
Initial Fut:	84	1037	43	100	403	107	169	274	28	57	440	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1037	43	100	403	107	169	274	28	57	440	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1037	43	100	403	107	169	274	28	57	440	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1037	43	100	403	107	169	274	28	57	440	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.02	0.06	0.11	0.06	0.10	0.14	0.02	0.03	0.23	0.10
Crit Moves:		****		****			****				****	
Green Time:	19.9	48.9	48.9	10.2	39.2	39.2	17.3	42.8	42.8	16.0	41.5	41.5
Volume/Cap:	0.31	0.73	0.07	0.73	0.35	0.20	0.73	0.44	0.05	0.26	0.73	0.31
Delay/Veh:	52.0	38.0	26.1	86.6	36.3	34.6	71.9	36.4	29.9	54.7	46.6	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	38.0	26.1	86.6	36.3	34.6	71.9	36.4	29.9	54.7	46.6	34.8
LOS by Move:	D-	D+	C	F	D+	C-	E	D+	C	D-	D	C-
HCM2kAvgQ:	3	18	1	6	6	3	8	9	1	2	16	6

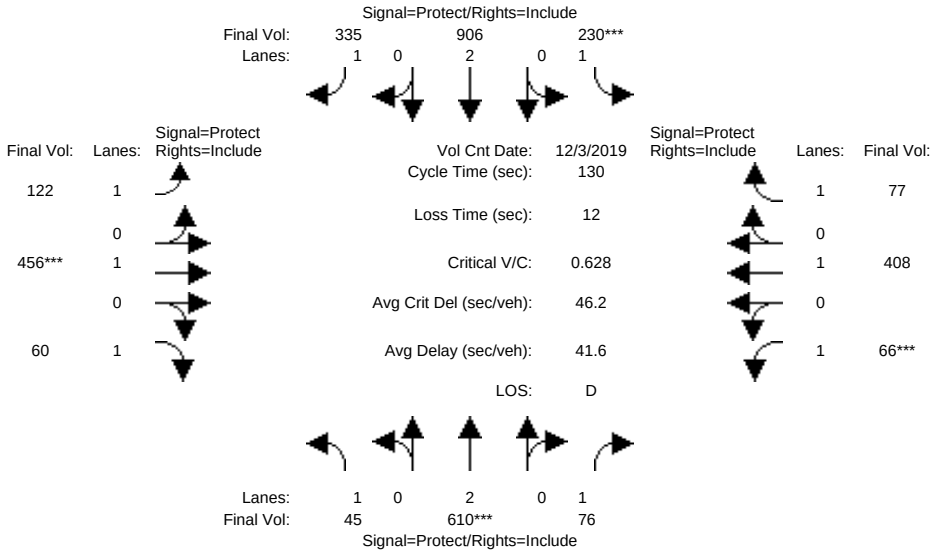
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Dec 2019 << 05:00:00 PM												
Base Vol:	40	520	69	136	738	311	115	398	56	57	347	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	520	69	136	738	311	115	398	56	57	347	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
San Jose AT:	5	90	7	94	168	24	7	58	4	9	61	44
Initial Fut:	45	610	76	230	906	335	122	456	60	66	408	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	610	76	230	906	335	122	456	60	66	408	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	610	76	230	906	335	122	456	60	66	408	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	610	76	230	906	335	122	456	60	66	408	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.04	0.13	0.24	0.19	0.07	0.24	0.03	0.04	0.21	0.04
Crit Moves:		****		****				****		****		
Green Time:	11.1	33.3	33.3	27.2	49.3	49.3	14.1	49.7	49.7	7.8	43.4	43.4
Volume/Cap:	0.30	0.63	0.17	0.63	0.63	0.50	0.64	0.63	0.09	0.63	0.64	0.13
Delay/Veh:	60.8	46.0	38.5	54.7	34.9	33.7	71.1	36.7	25.9	84.8	41.7	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	46.0	38.5	54.7	34.9	33.7	71.1	36.7	25.9	84.8	41.7	30.6
LOS by Move:	E	D	D+	D-	C-	C-	E	D+	C	F	D	C
HCM2kAvgQ:	2	11	3	10	15	11	6	15	2	4	14	2

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

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		BG + Project Interim AM				BG + Project Interim PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Coleman Avenue & Hedding Street [City LOS]	D	48.4	0.930	56.7	D	39.9	0.732	39.5
#2	Coleman Avenue & Taylor Street [City LOS]	D	49.8	0.903	60.5	E+	55.3	0.958	61.4
#3	The Alameda & Julian Street [City LOS]	B	16.1	0.559	19.4	C+	20.3	0.529	29.4
#4	Park Avenue & Race Street [City LOS]	C	28.0	0.839	33.0	C	27.7	0.863	34.5
#5	San Carlos Street & Race Street [City LOS]	D	40.2	0.751	43.5	C-	34.1	0.666	33.0
#6	Race Street & Auzerais Avenue [City LOS]	B+	10.1	0.363	11.0	A	7.0	0.259	8.5
#7	Race Street & Saddle Rack Street [City LOS]	C+	20.6	0.315	20.7	C	24.0	0.366	23.5
#8	Race Street & Parkmoor Avenue [City LOS]	C	27.7	0.410	24.6	C-	32.1	0.558	33.4
#9	Auzerais Avenue & Lincoln Street [City LOS]	B	13.3	0.430	12.0	C	23.5	0.447	24.2
#10	Auzerais Avenue & Sunol Street [City LOS]	A	7.7	0.271	8.2	A	9.3	0.395	9.7
#11	Bird Avenue & Virginia Street [City LOS]	D+	36.9	0.668	38.3	C	26.1	0.504	33.7
#12	Bird Avenue & Coe Avenue [City LOS]	C	26.5	0.520	28.7	C	29.8	0.764	36.0
#13	De La Cruz Boulevard & Central Expressway [Santa Clara	F	122.7	1.277	183.5	D+	35.4	0.802	45.3
#14	De La Cruz Boulevard & Martin Avenue [Santa Clara	C-	32.2	0.643	28.2	C-	34.1	0.700	33.6
#15	De La Cruz Boulevard & Reed Street [Santa Clara Intersection]	B+	11.5	0.513	7.0	C	24.7	0.716	26.6
#16	Coleman Avenue & Brokaw Road [Santa Clara Intersection]	B	16.1	0.515	14.4	C-	33.8	0.740	35.9
#17	El Camino Real & Benton Street [Santa Clara Intersection]	B	17.4	0.421	14.5	C+	22.3	0.422	21.0
#18	El Camino Real & Palm Drive [Santa Clara Intersection]	B	13.9	0.396	9.8	B	16.9	0.369	13.4
#19	El Camino Real & Campbell Avenue [Santa Clara Intersection]	B	12.3	0.496	10.2	B	16.6	0.449	14.4
#20	El Camino Real & The Alameda [Santa Clara Intersection]	B	14.3	0.628	11.3	C	24.2	0.727	27.8
#21	The Alameda & Newhall Street [Santa Clara Intersection]	B	15.4	0.693	12.9	C	27.9	0.907	37.3
#22	Julian Street & Stockton Avenue [Ops Analysis]	D+	37.7	0.682	41.1	D	39.1	0.670	41.0
#23	The Alameda & Stockton Avenue [Ops Analysis]	C	27.4	0.546	34.6	D	43.3	0.791	52.4
#24	Santa Clara Street & Cahill Street [Ops Analysis]	C	27.9	0.643	42.2	E+	55.6	0.923	70.3
#25	San Carlos Street & Bird Avenue [Ops Analysis]	D+	35.9	0.761	37.0	D	41.0	0.865	47.3
#26	Bird Avenue & I-280 N Ramps [Ops Analysis]	C-	34.4	0.754	40.5	D	39.1	1.046	78.7

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		BG + Project Interim AM				BG + Project Interim PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	Bird Avenue & I-280 S Ramps [Ops Analysis]	D	44.2	0.886	56.2	C+	21.9	0.664	36.2
#28	Julian Street & Autumn Parkway [Ops Analysis]	B	12.0	0.262	17.1	B	16.1	0.443	15.0
#29	Julian Street & SR-87 S Ramp [Ops Analysis]	C+	23.0	0.563	23.7	C+	21.0	0.569	24.7
#30	Julian Street & SR-87 N Ramp [Ops Analysis]	D	44.3	0.487	45.9	D	47.8	0.766	51.0
#31	Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]	B-	19.0	0.586	19.2	B	17.2	0.586	16.9
#32	Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops	F	84.5	1.022	99.5	D	48.9	0.917	57.0
#33	Park Avenue & Woz Way/SR-87 N On [Ops Analysis]	B-	18.6	0.535	19.1	C	23.4	0.732	27.6
#34	Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]	D+	37.9	0.690	39.3	D	44.3	0.874	50.6
#35	Woz Way & SR-87 N Off [Ops Analysis]	B+	10.6	0.532	10.8	B+	10.9	0.620	10.7
#36	The Alameda & I-880 S Off/On Ramp [CMP]	B	16.0	0.851	18.6	A	6.7	0.520	6.3
#37	The Alameda & I-880 N On/Off Ramp [CMP]	B	13.4	0.663	15.8	B	16.9	0.729	19.5
#38	The Alameda & W Hedding Street [CMP]	D	44.4	0.818	47.8	D	47.8	0.857	50.2
#39	The Alameda & Naglee Avenue [CMP]	D	41.0	0.743	42.3	D-	52.6	0.867	51.7
#40	Coleman Avenue & I-880 S Ramp [CMP]	E+	55.5	1.039	71.9	B	14.3	0.731	17.5
#41	Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]	C	31.8	0.628	27.7	C	26.2	0.702	42.8
#42	Taylor Street & SR-87 Ramp [CMP]	D+	38.6	0.913	41.8	D+	36.7	0.788	36.0
#43	Oakland Road & US-101 N Ramp [CMP]	E	61.1	1.041	87.4	D+	36.2	0.964	47.5
#44	Oakland Road & US-101 S Ramp [CMP]	D+	35.4	0.701	36.0	D	48.6	1.035	71.9
#45	First Street & Willow Street [CMP]	A	8.7	0.545	9.1	A	7.5	0.378	8.0
#46	First Street & Goodyear Street/Keyes Street [CMP]	D	45.3	0.881	50.9	D	44.5	0.770	49.6
#47	First Street & E Alma Avenue [CMP]	E-	78.3	1.022	90.6	E+	57.0	0.881	66.0
#48	Monterey Road & Curtner Avenue/Tully Road [CMP]	D	47.2	0.773	46.8	E	64.6	0.976	82.3
#49	10th Street & I-280 N On-Ramp [CMP]	B	15.7	0.709	17.7	B-	18.7	0.781	19.6
#50	10th Street & I-280 S Off-Ramp [CMP]	B	13.4	0.502	12.5	B	17.0	0.729	18.4
#51	11th Street & I-280 N Off-Ramp [CMP]	B+	10.2	0.656	11.0	B	14.9	0.573	16.5
#52	11th Street & I-280 S On-Ramp [CMP]	B+	11.1	0.524	11.8	B	13.0	0.621	18.5

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		BG + Project Interim AM				BG + Project Interim PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	Mclaughlin Avenue & I-280 S Off-Ramp [CMP]	B+	10.6	0.536	8.8	B	15.1	0.501	15.7
#54	The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit	B	12.4	0.538	13.9	B+	11.9	0.427	6.9
#55	The Alameda & Race Street [Santa Clara-Alameda Transit	D	40.7	0.665	47.6	E	62.0	0.991	90.9
#56	The Alameda & Sunol Street [Santa Clara-Alameda Transit	C+	22.1	0.346	19.7	C	23.1	0.492	27.9
#57	Santa Clara Street & Montgomery Street [Santa Clara-Alameda	A	7.2	0.300	0.3	A	7.7	0.459	11.7
#58	Santa Clara Street & Autumn Street [Santa Clara-Alameda	D	46.0	0.883	53.2	E	60.2	1.013	81.4
#59	Santa Clara Street & Almaden Boulevard [Santa	B+	11.7	0.667	12.6	C	23.4	0.865	35.1
#60	Santa Clara Street & Notre Dame Avenue [Santa	C	25.0	0.588	22.8	C	26.8	0.591	30.1
#61	Santa Clara Street & Almaden Avenue [Santa Clara-Alameda	A	3.5	0.342	3.7	A	8.3	0.343	8.8
#62	Santa Clara Street & San Pedro Street [Santa Clara-Alameda	B	12.3	0.331	9.6	B	16.5	0.315	13.1
#63	Santa Clara Street & Market Street [Santa Clara-Alameda	C	31.7	0.639	32.2	C-	32.6	0.719	32.3
#64	Santa Clara Street & First Street [Santa Clara-Alameda Transit	B	16.7	0.501	19.9	B	16.6	0.406	21.6
#65	Santa Clara Street & Second Street [Santa Clara-Alameda	B+	11.6	0.358	15.8	C+	20.7	0.630	25.0
#66	Santa Clara Street & Third Street [Santa Clara-Alameda Transit	C+	21.2	0.722	23.2	B-	19.4	0.493	23.0
#67	Santa Clara Street and Fourth Street [Santa Clara-Alameda	B	16.6	0.448	23.7	C	26.0	0.675	30.1
#68	Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit	B+	10.3	0.314	3.4	A	5.2	0.325	6.6
#69	Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit	B	12.2	0.326	8.6	B	15.0	0.317	10.9
#70	San Carlos Street & Buena Vista Avenue [San Carlos Transit	C	30.0	0.612	33.8	C	24.4	0.534	25.1
#71	San Carlos Street & Meridian Avenue [San Carlos Transit	D	44.7	0.695	45.0	E-	79.5	1.027	90.3
#72	San Carlos Street & Lincoln Avenue [San Carlos Transit	D	42.3	0.765	49.7	D	45.5	0.815	52.2
#73	San Carlos Street & Sunol Street [San Carlos Transit Corridor]	B	17.3	0.386	15.7	B	16.9	0.579	16.1
#74	San Carlos Street & Delmas Avenue [San Carlos Transit	B-	19.4	0.365	22.9	C	29.7	0.598	34.5
#75	San Carlos Street & Woz Way [San Carlos Transit Corridor]	D	40.1	0.581	40.4	D	42.4	0.599	42.6
#76	San Carlos Street & Almaden Boulevard [San Carlos Transit	D	43.3	0.705	46.0	E+	58.3	0.932	65.2
#77	San Carlos Street & Convention Center [San Carlos Transit	A	0.3	0.162	0.3	A	0.4	0.279	0.4
#78	San Carlos Street & Market Street [San Carlos Transit Corridor]	D+	35.2	0.580	36.6	D	48.3	0.916	57.6

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		BG + Project Interim AM				BG + Project Interim PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#79	San Carlos Street & First Street [San Carlos Transit Corridor]	C+	21.0	0.399	18.6	B	12.1	0.272	13.2
#80	San Carlos Street & Second Street [San Carlos Transit	B	17.2	0.247	21.9	C	23.9	0.415	23.7
#81	First Street & Virginia Street [First Street Transit Corridor]	B	12.8	0.592	10.6	C+	22.6	0.561	23.8
#82	First Street/Market Street & Reed Street [First Street Transit	D	50.8	1.033	91.2	E+	58.4	1.053	83.1
#83	First Street & San Salvador Street [First Street Transit Corridor]	B+	11.1	0.312	10.7	B+	10.8	0.202	10.9
#84	First Street & San Fernando Street [First Street Transit	B	14.4	0.322	13.8	A	7.8	0.290	8.8
#85	Second Street & San Fernando Street [First Street Transit	B	14.2	0.218	13.2	B+	11.3	0.409	10.7
#86	First Street & St John Street [First Street Transit Corridor]	B+	10.3	0.360	10.4	A	8.4	0.251	9.2
#87	Second Street & St John Street [First Street Transit Corridor]	A	8.4	0.282	8.8	A	9.6	0.367	9.6
#88	First Street & St James Street [First Street Transit Corridor]	A	8.6	0.394	8.5	A	6.9	0.515	6.6
#89	Second Street & St James Street [First Street Transit Corridor]	A	7.5	0.346	7.5	B	13.3	0.713	13.3
#90	First Street & Devine Street [First Street Transit Corridor]	A	8.7	0.139	8.7	C+	20.6	0.176	20.6
#91	First Street & Julian Street [First Street Transit Corridor]	B-	19.8	0.411	18.6	C	28.0	0.458	29.5
#92	First Street & Hawthorne Way [First Street Transit Corridor]	A	4.2	0.178	5.7	B	12.4	0.451	14.2
#93	First Street & Rankin Avenue [First Street Transit Corridor]	A	2.2	0.169	2.5	A	3.9	0.230	4.9
#94	First Street & Jackson Street [First Street Transit Corridor]	C	26.0	0.504	31.3	C	23.4	0.557	26.3
#95	First Street & Taylor Street [First Street Transit Corridor]	D-	54.1	0.892	63.1	F	80.4	0.937	77.7
#96	First Street & Mission Street [First Street Transit Corridor]	D+	38.0	0.871	51.1	C-	34.5	0.774	44.6
#97	First Street & Hedding Street [First Street Transit Corridor]	D	46.1	0.793	51.8	D	45.6	0.762	51.1

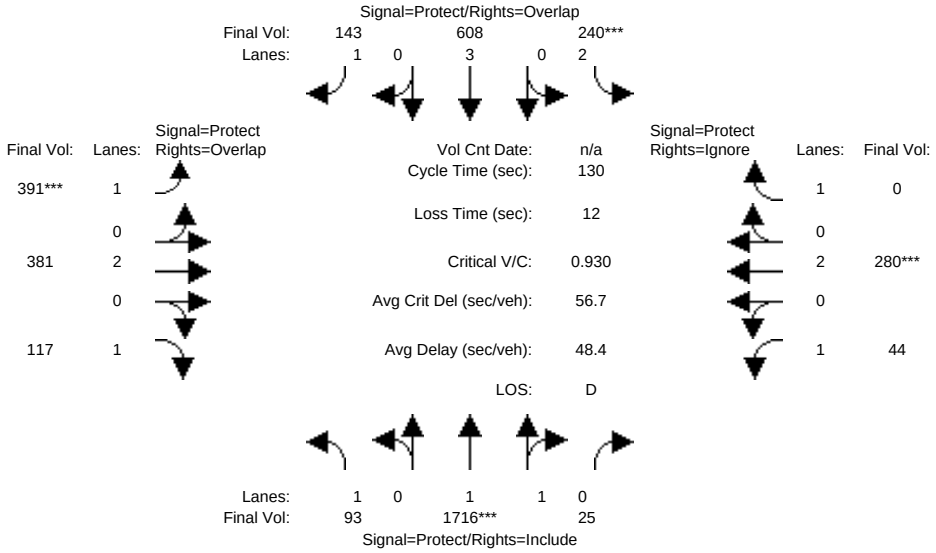
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Downtown West LTA
SJ19-1951

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

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1706	15	230	527	135	272	332	107	39	270	771
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1706	15	230	527	135	272	332	107	39	270	771
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	7	10	10	10	81	8	119	49	10	5	10	10
Initial Fut:	93	1716	25	240	608	143	391	381	117	44	280	781
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	93	1716	25	240	608	143	391	381	117	44	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1716	25	240	608	143	391	381	117	44	280	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	93	1716	25	240	608	143	391	381	117	44	280	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3647	53	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.08	0.13	0.08	0.22	0.10	0.07	0.03	0.07	0.00
Crit Moves:		****			****			****			****	
Green Time:	22.6	65.8	65.8	10.7	53.8	85.1	31.2	27.0	49.7	14.5	10.3	0.0
Volume/Cap:	0.31	0.93	0.93	0.93	0.31	0.12	0.93	0.48	0.17	0.23	0.93	0.00
Delay/Veh:	49.4	39.7	39.7	99.8	26.0	8.7	77.7	47.4	27.2	55.3	96.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	39.7	39.7	99.8	26.0	8.7	77.7	47.4	27.2	55.3	96.1	0.0
LOS by Move:	D	D	D	F	C	A	E-	D	C	E+	F	A
HCM2kAvgQ:	4	37	37	9	5	2	21	7	3	2	9	0

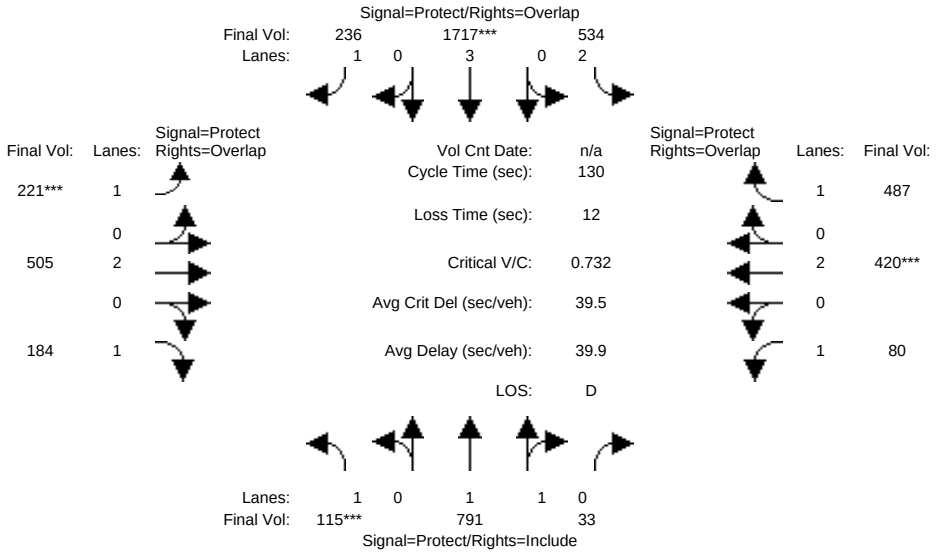
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

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

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	105	725	32	445	1704	235	193	498	174	74	410	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	725	32	445	1704	235	193	498	174	74	410	448
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	66	1	89	13	1	28	7	10	6	10	39
Initial Fut:	115	791	33	534	1717	236	221	505	184	80	420	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	791	33	534	1717	236	221	505	184	80	420	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	791	33	534	1717	236	221	505	184	80	420	487
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	791	33	534	1717	236	221	505	184	80	420	487
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3552	148	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.17	0.36	0.13	0.13	0.13	0.11	0.05	0.11	0.28
Crit Moves:	****				****		****				****	
Green Time:	11.7	43.1	43.1	32.8	64.2	86.7	22.4	29.9	41.6	12.1	19.6	52.5
Volume/Cap:	0.73	0.67	0.67	0.67	0.73	0.20	0.73	0.58	0.33	0.49	0.73	0.69
Delay/Veh:	83.4	40.3	40.3	48.2	28.1	8.7	65.4	47.2	35.1	66.1	60.7	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.4	40.3	40.3	48.2	28.1	8.7	65.4	47.2	35.1	66.1	60.7	37.5
LOS by Move:	F	D	D	D	C	A	E	D	D+	E	E	D+
HCM2kAvgQ:	6	15	15	12	19	4	10	9	6	4	9	18

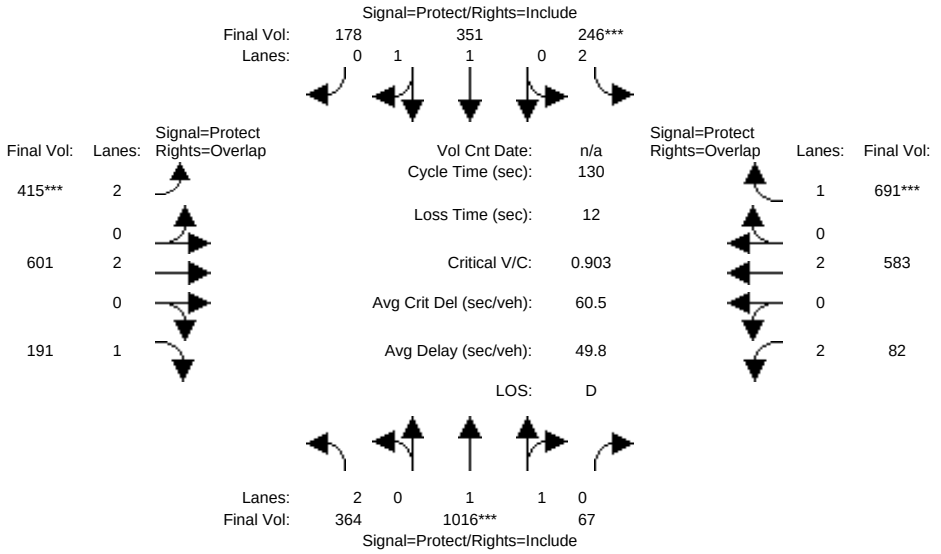
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Downtown West LTA
SJ19-1951

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

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	195	1006	34	221	311	155	346	591	181	72	573	528
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1006	34	221	311	155	346	591	181	72	573	528
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	169	10	33	25	40	23	69	10	10	10	10	163
Initial Fut:	364	1016	67	246	351	178	415	601	191	82	583	691
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	1016	67	246	351	178	415	601	191	82	583	691
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	1016	67	246	351	178	415	601	191	82	583	691
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	1016	67	246	351	178	415	601	191	82	583	691
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.87	0.13	2.00	1.31	0.69	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3471	229	3150	2454	1245	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.08	0.14	0.14	0.13	0.16	0.11	0.03	0.15	0.39
Crit Moves:		****		****			****					****
Green Time:	23.9	42.2	42.2	11.2	29.5	29.5	19.0	48.2	72.1	16.4	45.6	56.9
Volume/Cap:	0.63	0.90	0.90	0.90	0.63	0.63	0.90	0.43	0.20	0.21	0.44	0.90
Delay/Veh:	54.1	53.1	53.1	93.2	48.9	48.9	78.2	31.5	15.0	52.1	33.4	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	53.1	53.1	93.2	48.9	48.9	78.2	31.5	15.0	52.1	33.4	50.0
LOS by Move:	D-	D-	D-	F	D	D	E-	C	B	D-	C-	D
HCM2kAvgQ:	9	25	25	9	10	10	13	9	4	2	9	31

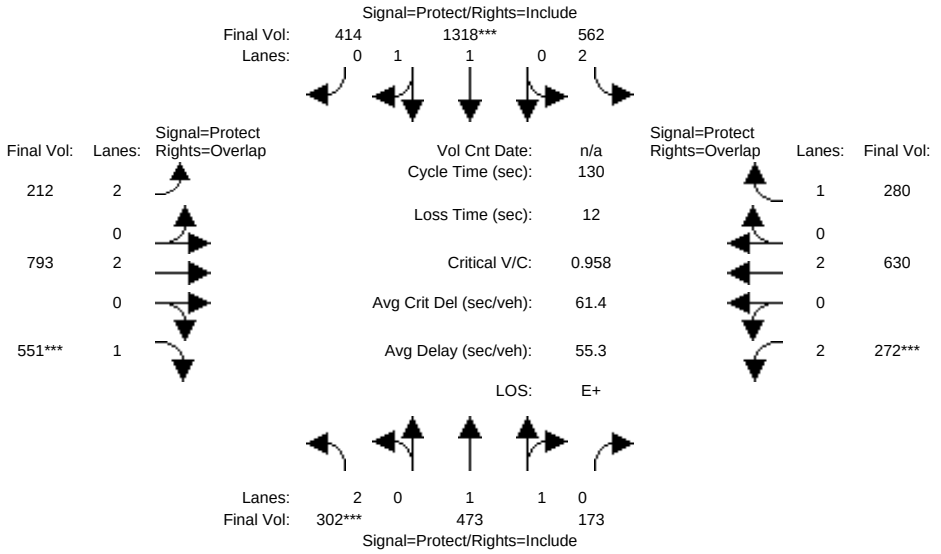
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Downtown West LTA
SJ19-1951

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

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	292	426	169	552	1308	307	184	737	541	262	620	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	426	169	552	1308	307	184	737	541	262	620	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	47	4	10	10	107	28	56	10	10	10	10
Initial Fut:	302	473	173	562	1318	414	212	793	551	272	630	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	473	173	562	1318	414	212	793	551	272	630	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	473	173	562	1318	414	212	793	551	272	630	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	473	173	562	1318	414	212	793	551	272	630	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.45	0.55	2.00	1.51	0.49	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	2708	991	3150	2815	884	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.18	0.47	0.47	0.07	0.21	0.31	0.09	0.17	0.16
Crit Moves:	****				****				****	****		
Green Time:	13.0	37.9	37.9	38.7	63.5	63.5	12.0	29.7	42.7	11.7	29.5	68.2
Volume/Cap:	0.96	0.60	0.60	0.60	0.96	0.96	0.73	0.91	0.96	0.96	0.73	0.31
Delay/Veh:	99.2	42.0	42.0	41.9	45.2	45.2	72.5	64.4	71.2	102.5	52.0	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.2	42.0	42.0	41.9	45.2	45.2	72.5	64.4	71.2	102.5	52.0	18.4
LOS by Move:	F	D	D	D	D	D	E	E	E	F	D-	B-
HCM2kAvgQ:	11	12	12	12	39	39	7	19	28	10	13	7

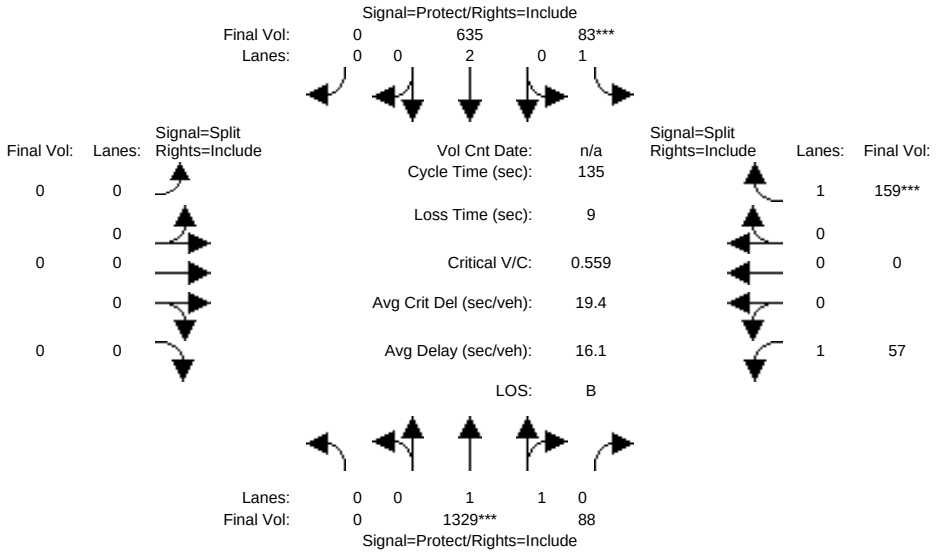
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1327	80	75	535	0	0	0	0	47	0	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1327	80	75	535	0	0	0	0	47	0	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	2	8	8	100	0	0	0	0	10	0	10
Initial Fut:	0	1329	88	83	635	0	0	0	0	57	0	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1329	88	83	635	0	0	0	0	57	0	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1329	88	83	635	0	0	0	0	57	0	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1329	88	83	635	0	0	0	0	57	0	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3470	230	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.05	0.17	0.00	0.00	0.00	0.00	0.03	0.00	0.09
Crit Moves:		****		****								****
Green Time:	0.0	92.6	92.6	11.5	104	0.0	0.0	0.0	0.0	22.0	0.0	22.0
Volume/Cap:	0.00	0.56	0.56	0.56	0.22	0.00	0.00	0.00	0.00	0.20	0.00	0.56
Delay/Veh:	0.0	11.7	11.7	73.6	4.4	0.0	0.0	0.0	0.0	50.5	0.0	59.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.7	11.7	73.6	4.4	0.0	0.0	0.0	0.0	50.5	0.0	59.8
LOS by Move:	A	B+	B+	E	A	A	A	A	A	D	A	E+
HCM2kAvgQ:	0	15	15	4	4	0	0	0	0	2	0	7

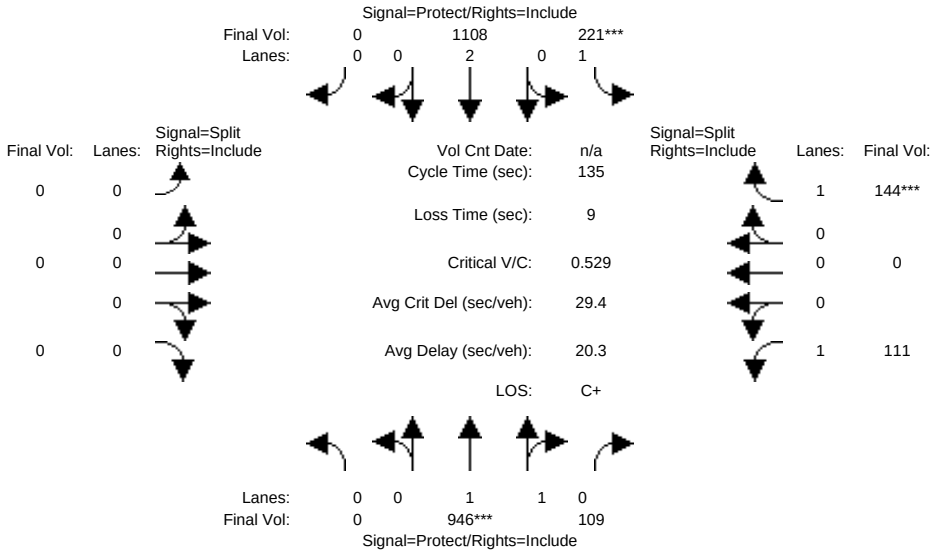
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	743	85	211	1076	0	0	0	0	79	0	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	743	85	211	1076	0	0	0	0	79	0	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	203	24	10	32	0	0	0	0	32	0	10
Initial Fut:	0	946	109	221	1108	0	0	0	0	111	0	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	946	109	221	1108	0	0	0	0	111	0	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	946	109	221	1108	0	0	0	0	111	0	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	946	109	221	1108	0	0	0	0	111	0	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.79	0.21	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3317	382	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.13	0.29	0.00	0.00	0.00	0.00	0.06	0.00	0.08
Crit Moves:		****		****								****
Green Time:	0.0	72.8	72.8	32.2	105	0.0	0.0	0.0	0.0	21.0	0.0	21.0
Volume/Cap:	0.00	0.53	0.53	0.53	0.37	0.00	0.00	0.00	0.00	0.41	0.00	0.53
Delay/Veh:	0.0	21.1	21.1	49.5	5.1	0.0	0.0	0.0	0.0	55.9	0.0	59.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	21.1	49.5	5.1	0.0	0.0	0.0	0.0	55.9	0.0	59.6
LOS by Move:	A	C+	C+	D	A	A	A	A	A	E+	A	E+
HCM2kAvgQ:	0	14	14	9	7	0	0	0	0	5	0	6

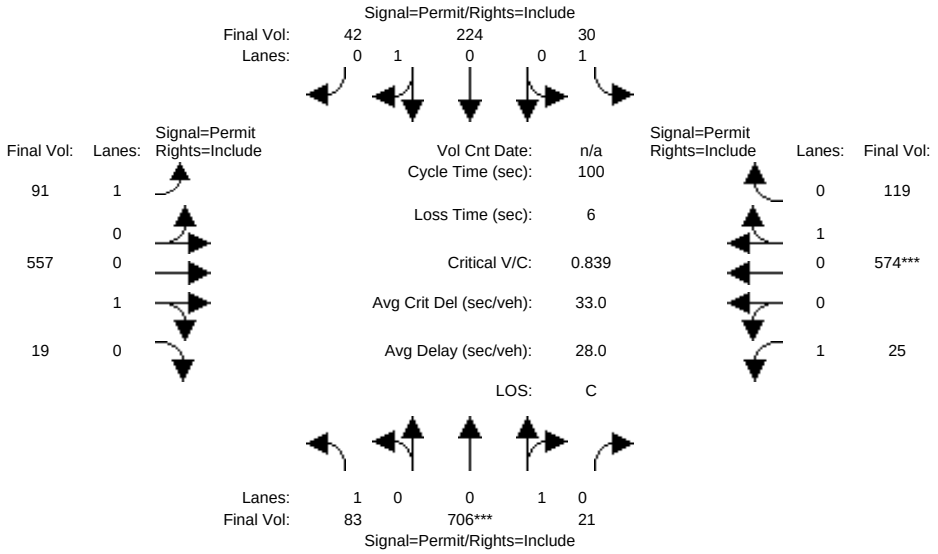
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	509	20	24	216	32	81	351	14	24	434	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	509	20	24	216	32	81	351	14	24	434	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	36	197	1	6	8	10	10	206	5	1	140	10
Initial Fut:	83	706	21	30	224	42	91	557	19	25	574	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	706	21	30	224	42	91	557	19	25	574	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	706	21	30	224	42	91	557	19	25	574	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	706	21	30	224	42	91	557	19	25	574	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.84	0.16	1.00	0.97	0.03	1.00	0.83	0.17
Final Sat.:	1750	1748	52	1750	1516	284	1750	1741	59	1750	1491	309
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.02	0.15	0.15	0.05	0.32	0.32	0.01	0.39	0.39
Crit Moves:		****									****	
Green Time:	48.1	48.1	48.1	48.1	48.1	48.1	45.9	45.9	45.9	45.9	45.9	45.9
Volume/Cap:	0.10	0.84	0.84	0.04	0.31	0.31	0.11	0.70	0.70	0.03	0.84	0.84
Delay/Veh:	14.4	32.2	32.2	13.8	16.7	16.7	15.7	26.4	26.4	14.9	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	32.2	32.2	13.8	16.7	16.7	15.7	26.4	26.4	14.9	33.8	33.8
LOS by Move:	B	C-	C-	B	B	B	B	C	C	B	C-	C-
HCM2kAvgQ:	1	23	23	1	5	5	2	16	16	0	22	22

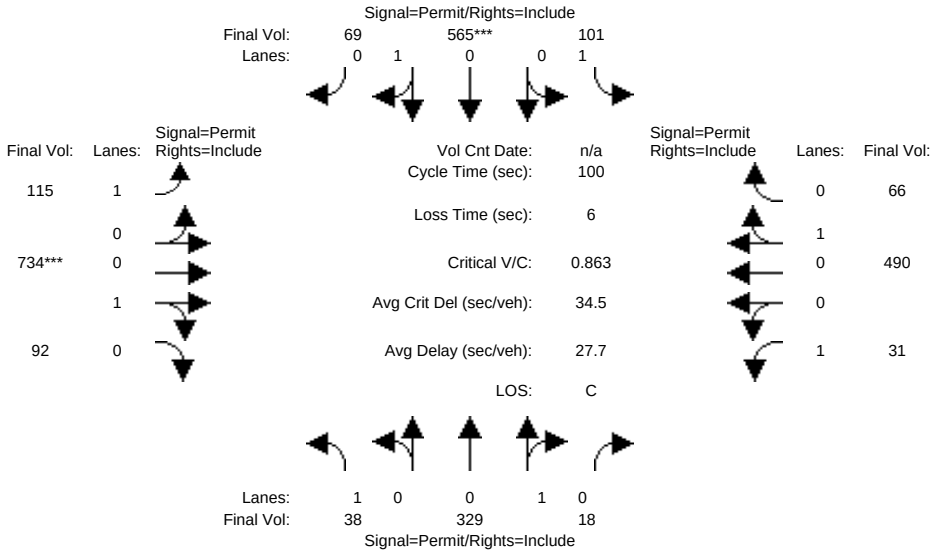
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	294	13	95	519	59	105	583	41	29	283	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	294	13	95	519	59	105	583	41	29	283	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	12	35	5	6	46	10	10	151	51	2	207	23
Initial Fut:	38	329	18	101	565	69	115	734	92	31	490	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	329	18	101	565	69	115	734	92	31	490	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	329	18	101	565	69	115	734	92	31	490	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	329	18	101	565	69	115	734	92	31	490	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.89	0.11	1.00	0.89	0.11	1.00	0.88	0.12
Final Sat.:	1750	1707	93	1750	1604	196	1750	1600	200	1750	1586	214
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.06	0.35	0.35	0.07	0.46	0.46	0.02	0.31	0.31
Crit Moves:					****			****				
Green Time:	40.8	40.8	40.8	40.8	40.8	40.8	53.2	53.2	53.2	53.2	53.2	53.2
Volume/Cap:	0.05	0.47	0.47	0.14	0.86	0.86	0.12	0.86	0.86	0.03	0.58	0.58
Delay/Veh:	18.0	23.9	23.9	19.0	39.8	39.8	12.0	30.4	30.4	11.2	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	23.9	23.9	19.0	39.8	39.8	12.0	30.4	30.4	11.2	18.4	18.4
LOS by Move:	B-	C	C	B-	D	D	B	C	C	B+	B-	B-
HCM2kAvgQ:	1	8	8	2	22	22	2	26	26	0	12	12

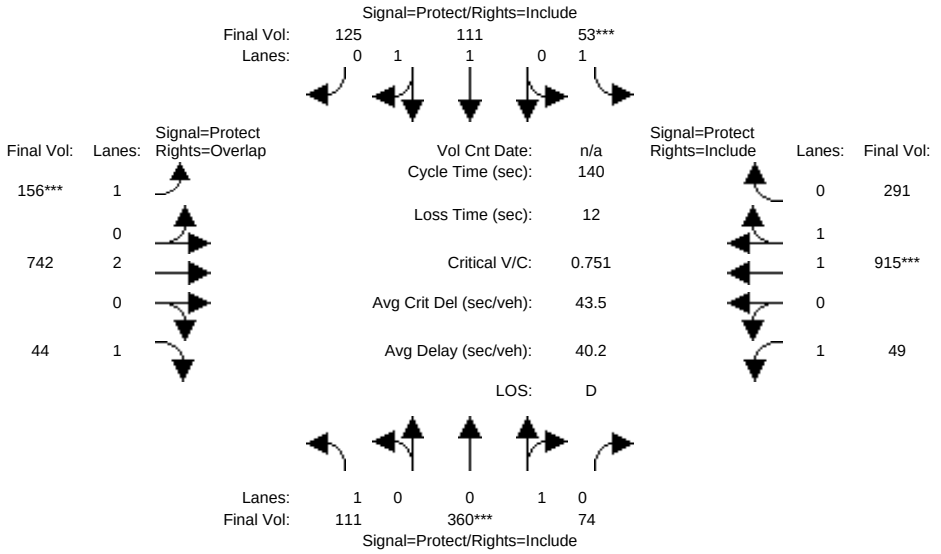
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	292	27	46	101	119	120	484	44	39	904	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	292	27	46	101	119	120	484	44	39	904	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	68	47	7	10	6	36	258	0	10	11	132
Initial Fut:	111	360	74	53	111	125	156	742	44	49	915	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	360	74	53	111	125	156	742	44	49	915	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	360	74	53	111	125	156	742	44	49	915	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	360	74	53	111	125	156	742	44	49	915	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.83	0.17	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1750	1493	307	1750	1900	1750	1750	3800	1750	1750	2807	893
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.03	0.06	0.07	0.09	0.20	0.03	0.03	0.33	0.33
Crit Moves:		****		****			****				****	
Green Time:	24.2	44.5	44.5	7.0	27.3	27.3	16.4	60.9	85.1	15.6	60.1	60.1
Volume/Cap:	0.37	0.76	0.76	0.61	0.30	0.37	0.76	0.45	0.04	0.25	0.76	0.76
Delay/Veh:	51.9	48.8	48.8	76.7	48.4	49.2	75.0	27.9	11.0	57.5	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	48.8	48.8	76.7	48.4	49.2	75.0	27.9	11.0	57.5	36.0	36.0
LOS by Move:	D-	D	D	E-	D	D	E	C	B+	E+	D+	D+
HCM2kAvgQ:	5	19	19	3	4	5	9	11	1	2	23	23

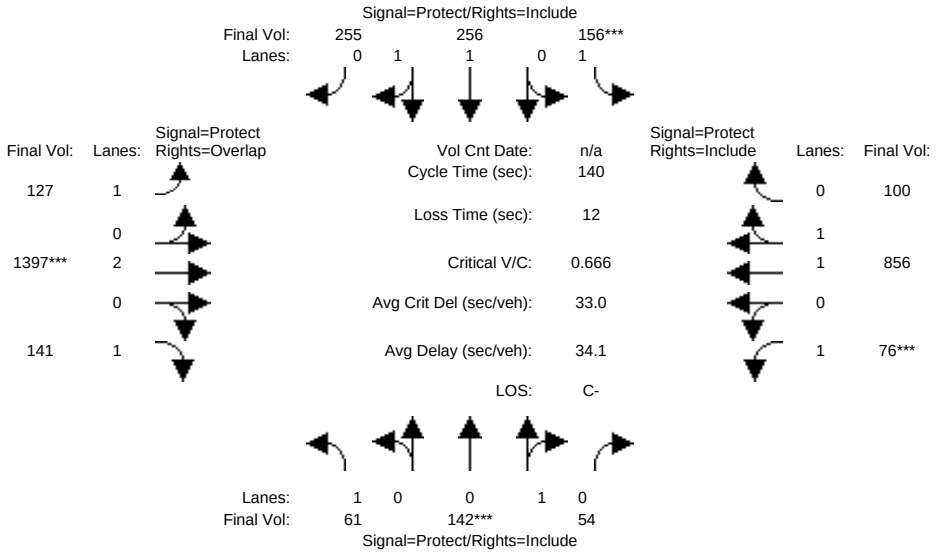
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	132	44	146	243	167	113	1315	140	67	484	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	132	44	146	243	167	113	1315	140	67	484	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	1	10	10	10	13	88	14	82	1	9	372	25
Initial Fut:	61	142	54	156	256	255	127	1397	141	76	856	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	142	54	156	256	255	127	1397	141	76	856	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	142	54	156	256	255	127	1397	141	76	856	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	142	54	156	256	255	127	1397	141	76	856	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.72	0.28	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	1750	1304	496	1750	1900	1800	1750	3800	1750	1750	3313	387
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.09	0.13	0.14	0.07	0.37	0.08	0.04	0.26	0.26
Crit Moves:		****		****				****		****		
Green Time:	10.9	22.9	22.9	18.7	30.8	30.8	18.9	77.3	88.1	9.1	67.4	67.4
Volume/Cap:	0.45	0.67	0.67	0.67	0.61	0.64	0.54	0.67	0.13	0.67	0.54	0.54
Delay/Veh:	64.1	60.7	60.7	64.8	50.6	51.5	58.9	23.1	10.5	77.9	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	60.7	60.7	64.8	50.6	51.5	58.9	23.1	10.5	77.9	25.7	25.7
LOS by Move:	E	E	E	E	D	D-	E+	C	B+	E-	C	C
HCM2kAvgQ:	3	9	9	8	10	11	6	21	3	5	14	14

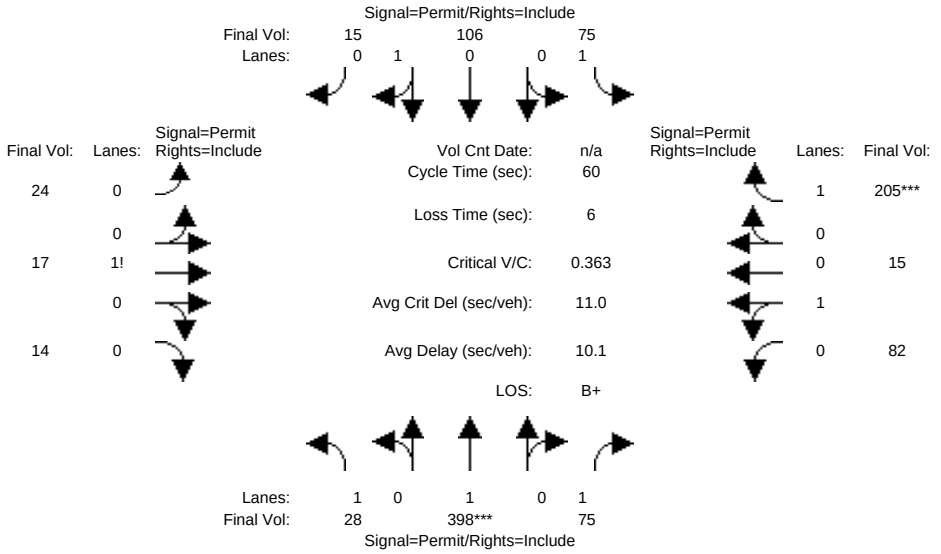
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	292	75	75	96	5	15	12	4	82	1	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	292	75	75	96	5	15	12	4	82	1	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	28	106	0	0	10	10	9	5	10	0	14	0
Initial Fut:	28	398	75	75	106	15	24	17	14	82	15	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	398	75	75	106	15	24	17	14	82	15	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	398	75	75	106	15	24	17	14	82	15	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	398	75	75	106	15	24	17	14	82	15	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	0.44	0.31	0.25	0.85	0.15	1.00
Final Sat.:	1750	1900	1750	1750	1577	223	764	541	445	1522	278	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.04	0.04	0.07	0.07	0.03	0.03	0.03	0.05	0.05	0.12
Crit Moves:		****										****
Green Time:	34.6	34.6	34.6	34.6	34.6	34.6	19.4	19.4	19.4	19.4	19.4	19.4
Volume/Cap:	0.03	0.36	0.07	0.07	0.12	0.12	0.10	0.10	0.10	0.17	0.17	0.36
Delay/Veh:	5.5	7.7	5.7	5.7	6.0	6.0	14.5	14.5	14.5	15.2	15.2	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	7.7	5.7	5.7	6.0	6.0	14.5	14.5	14.5	15.2	15.2	17.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	4	1	1	1	1	1	1	1	1	1	3

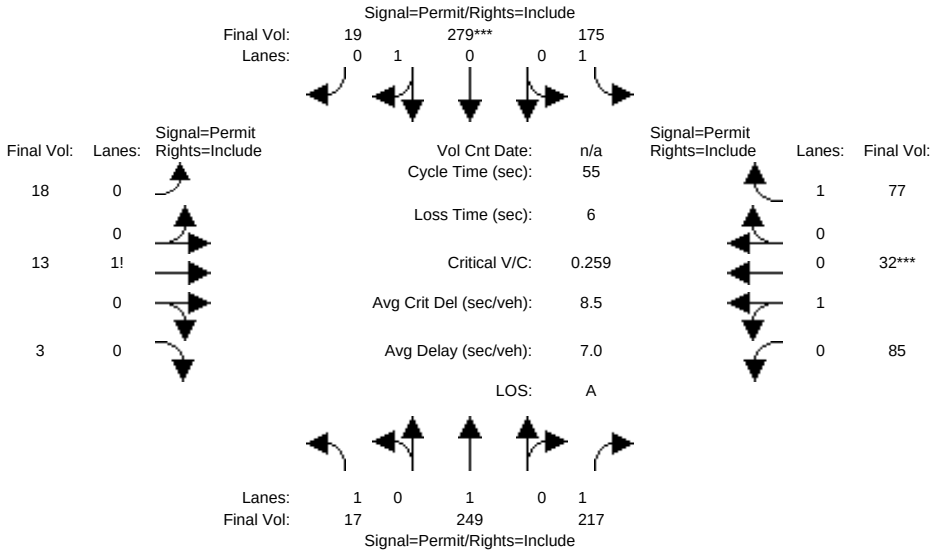
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	242	217	174	264	12	6	3	1	85	5	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	242	217	174	264	12	6	3	1	85	5	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	7	0	1	15	7	12	10	2	0	27	0
Initial Fut:	17	249	217	175	279	19	18	13	3	85	32	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	249	217	175	279	19	18	13	3	85	32	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	249	217	175	279	19	18	13	3	85	32	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	249	217	175	279	19	18	13	3	85	32	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.94	0.06	0.53	0.38	0.09	0.73	0.27	1.00
Final Sat.:	1750	1900	1750	1750	1685	115	926	669	154	1308	492	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.12	0.10	0.17	0.17	0.02	0.02	0.02	0.07	0.07	0.04
Crit Moves:					****						****	
Green Time:	35.2	35.2	35.2	35.2	35.2	35.2	13.8	13.8	13.8	13.8	13.8	13.8
Volume/Cap:	0.02	0.20	0.19	0.16	0.26	0.26	0.08	0.08	0.08	0.26	0.26	0.18
Delay/Veh:	3.6	4.5	4.5	4.3	4.8	4.8	16.1	16.1	16.1	17.9	17.9	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	4.5	4.5	4.3	4.8	4.8	16.1	16.1	16.1	17.9	17.9	17.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	1	2	2	1	1	1	2	2	1

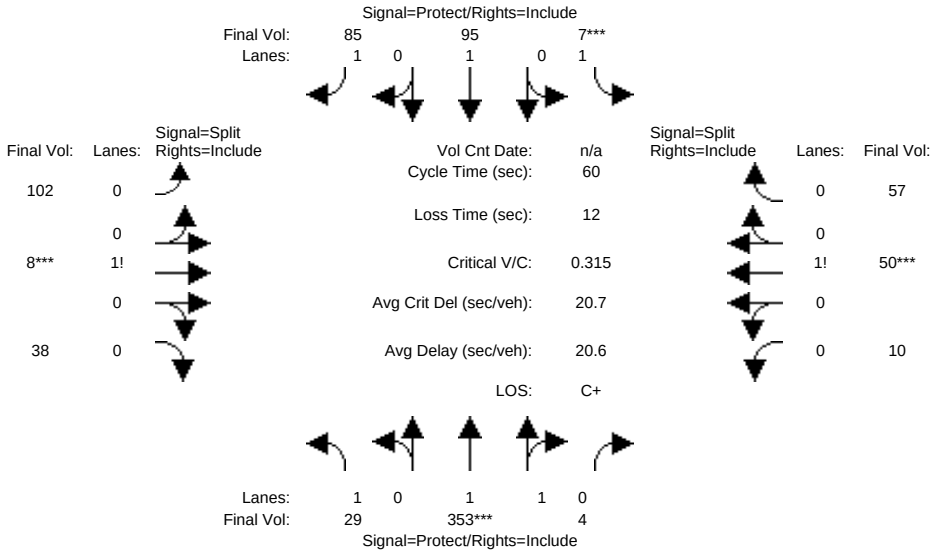
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	220	4	7	85	85	102	8	28	10	50	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	220	4	7	85	85	102	8	28	10	50	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	4	133	0	0	10	0	0	0	10	0	0	0
Initial Fut:	29	353	4	7	95	85	102	8	38	10	50	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	353	4	7	95	85	102	8	38	10	50	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	353	4	7	95	85	102	8	38	10	50	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	353	4	7	95	85	102	8	38	10	50	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	0.69	0.05	0.26	0.08	0.43	0.49
Final Sat.:	1750	3659	41	1750	1900	1750	1206	95	449	150	748	853
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.00	0.05	0.05	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:		****		****				****			****	
Green Time:	9.5	16.0	16.0	7.0	13.5	13.5	14.0	14.0	14.0	11.1	11.1	11.1
Volume/Cap:	0.11	0.36	0.36	0.03	0.22	0.22	0.36	0.36	0.36	0.36	0.36	0.36
Delay/Veh:	22.4	18.9	18.9	23.8	20.2	20.2	21.8	21.8	21.8	24.5	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	18.9	18.9	23.8	20.2	20.2	21.8	21.8	21.8	24.5	24.5	24.5
LOS by Move:	C+	B-	B-	C	C+	C+	C+	C+	C+	C	C	C
HCM2kAvgQ:	1	3	3	0	2	2	3	3	3	2	2	2

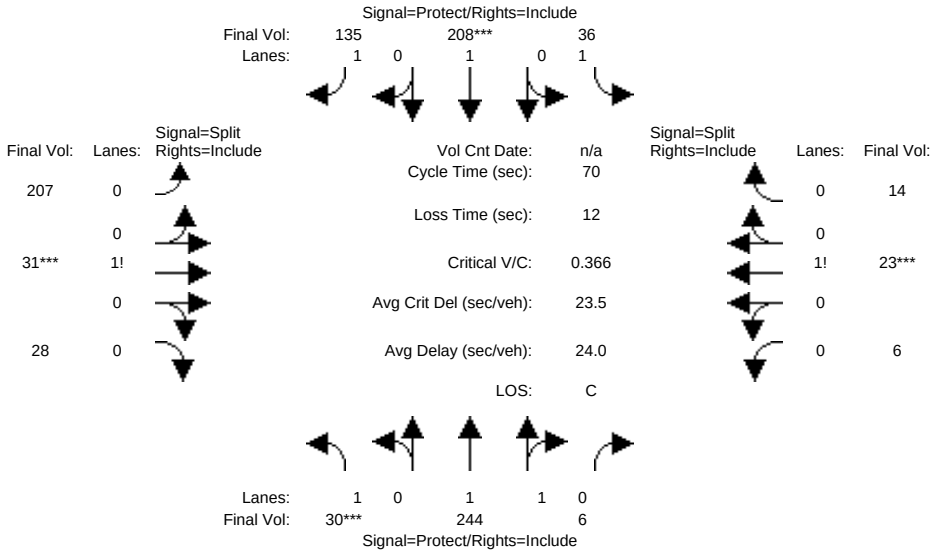
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	238	6	36	192	135	207	31	18	6	23	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	238	6	36	192	135	207	31	18	6	23	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	6	0	0	16	0	0	0	10	0	0	0
Initial Fut:	30	244	6	36	208	135	207	31	28	6	23	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	244	6	36	208	135	207	31	28	6	23	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	244	6	36	208	135	207	31	28	6	23	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	244	6	36	208	135	207	31	28	6	23	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	0.78	0.12	0.10	0.14	0.53	0.33
Final Sat.:	1750	3611	89	1750	1900	1750	1362	204	184	244	936	570
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.02	0.11	0.08	0.15	0.15	0.15	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	14.2	14.2	10.0	17.2	17.2	23.8	23.8	23.8	10.0	10.0	10.0
Volume/Cap:	0.17	0.33	0.33	0.14	0.45	0.31	0.45	0.45	0.45	0.17	0.17	0.17
Delay/Veh:	31.0	25.0	25.0	27.5	25.5	23.5	20.4	20.4	20.4	27.9	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	25.0	25.0	27.5	25.5	23.5	20.4	20.4	20.4	27.9	27.9	27.9
LOS by Move:	C	C	C	C	C	C	C+	C+	C+	C	C	C
HCM2kAvgQ:	1	3	3	1	4	3	5	5	5	1	1	1

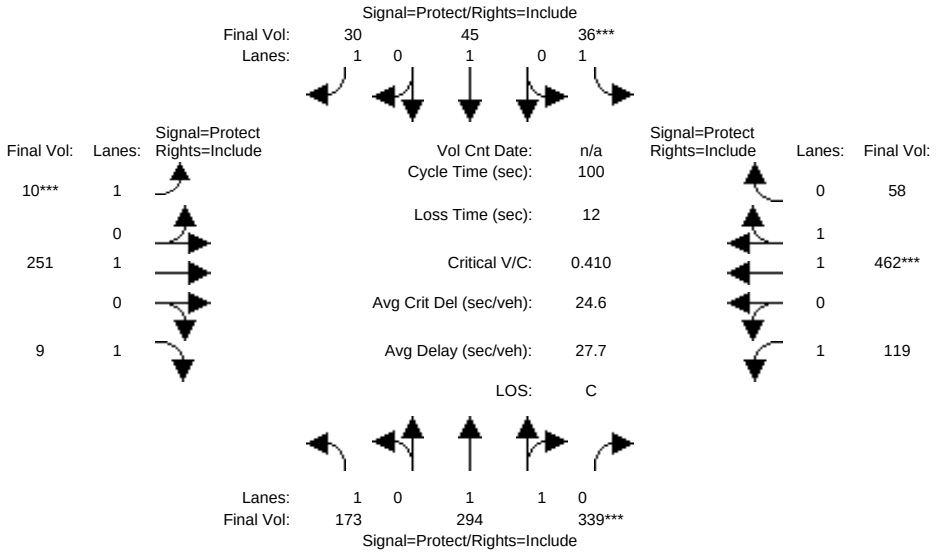
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	153	181	26	35	30	10	241	5	25	452	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	153	181	26	35	30	10	241	5	25	452	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	30	141	158	10	10	0	0	10	4	94	10	10
Initial Fut:	173	294	339	36	45	30	10	251	9	119	462	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	294	339	36	45	30	10	251	9	119	462	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	294	339	36	45	30	10	251	9	119	462	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	294	339	36	45	30	10	251	9	119	462	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.77	0.23
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3287	413
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.19	0.02	0.02	0.02	0.01	0.13	0.01	0.07	0.14	0.14
Crit Moves:			****	****			****				****	
Green Time:	24.8	42.9	42.9	7.0	25.1	25.1	7.0	24.9	24.9	13.2	31.1	31.1
Volume/Cap:	0.40	0.36	0.45	0.29	0.09	0.07	0.08	0.53	0.02	0.52	0.45	0.45
Delay/Veh:	32.0	19.4	20.5	45.5	28.8	28.6	43.8	33.6	28.4	42.4	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	19.4	20.5	45.5	28.8	28.6	43.8	33.6	28.4	42.4	27.9	27.9
LOS by Move:	C	B-	C+	D	C	C	D	C-	C	D	C	C
HCM2kAvgQ:	5	6	8	1	1	1	0	7	0	4	7	7

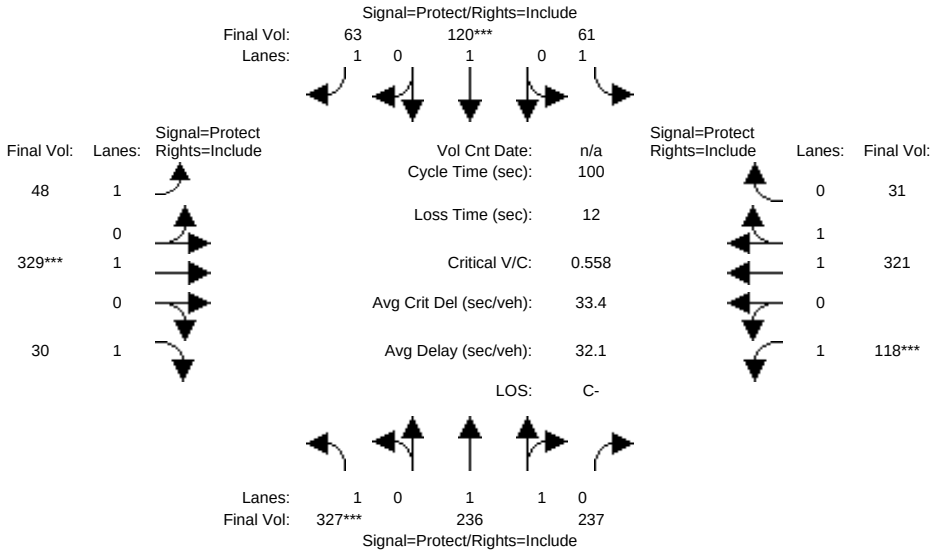
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	234	158	51	106	63	48	319	22	16	292	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	234	158	51	106	63	48	319	22	16	292	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	134	2	79	10	14	0	0	10	8	102	29	10
Initial Fut:	327	236	237	61	120	63	48	329	30	118	321	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	236	237	61	120	63	48	329	30	118	321	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	236	237	61	120	63	48	329	30	118	321	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	236	237	61	120	63	48	329	30	118	321	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3374	326
Capacity Analysis Module:												
Vol/Sat:	0.19	0.12	0.14	0.03	0.06	0.04	0.03	0.17	0.02	0.07	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	33.5	29.6	29.6	15.3	11.3	11.3	17.8	31.1	31.1	12.1	25.4	25.4
Volume/Cap:	0.56	0.42	0.46	0.23	0.56	0.32	0.15	0.56	0.06	0.56	0.37	0.37
Delay/Veh:	28.4	28.6	29.0	37.6	45.2	41.7	35.0	29.9	24.2	44.7	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	28.6	29.0	37.6	45.2	41.7	35.0	29.9	24.2	44.7	31.0	31.0
LOS by Move:	C	C	C	D+	D	D	C-	C	C	D	C	C
HCM2kAvgQ:	9	6	7	2	4	2	1	9	1	5	5	5

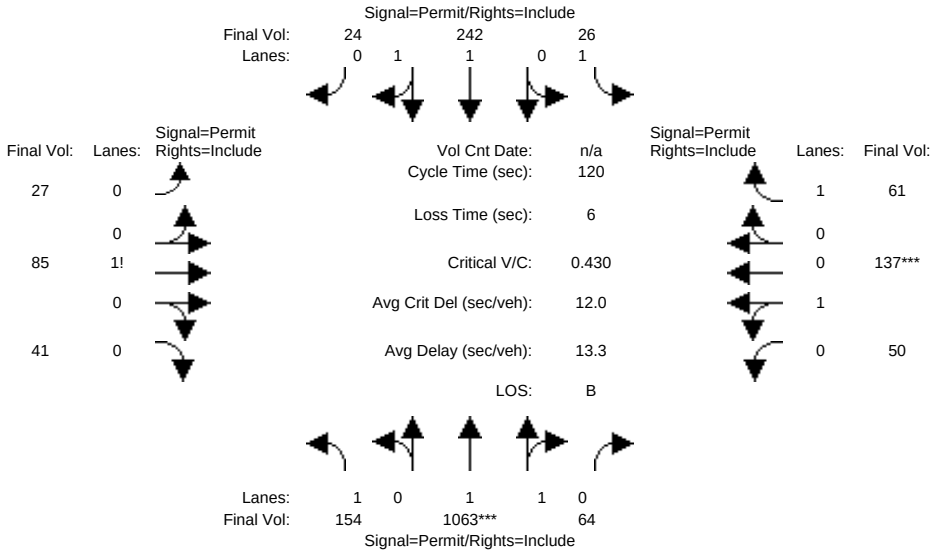
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Downtown West LTA
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2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	153	707	64	25	178	24	27	80	31	50	124	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	707	64	25	178	24	27	80	31	50	124	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	1	356	0	1	64	0	0	5	10	0	13	10
Initial Fut:	154	1063	64	26	242	24	27	85	41	50	137	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	1063	64	26	242	24	27	85	41	50	137	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1063	64	26	242	24	27	85	41	50	137	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	1063	64	26	242	24	27	85	41	50	137	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.88	0.12	1.00	1.81	0.19	0.18	0.55	0.27	0.27	0.73	1.00
Final Sat.:	1750	3490	210	1750	3366	334	309	972	469	481	1319	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.01	0.07	0.07	0.09	0.09	0.09	0.10	0.10	0.03
Crit Moves:		****									****	
Green Time:	85.0	85.0	85.0	85.0	85.0	85.0	29.0	29.0	29.0	29.0	29.0	29.0
Volume/Cap:	0.12	0.43	0.43	0.02	0.10	0.10	0.36	0.36	0.36	0.43	0.43	0.14
Delay/Veh:	5.6	7.5	7.5	5.2	5.5	5.5	38.3	38.3	38.3	39.2	39.2	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	7.5	7.5	5.2	5.5	5.5	38.3	38.3	38.3	39.2	39.2	35.9
LOS by Move:	A	A	A	A	A	A	D+	D+	D+	D	D	D+
HCM2kAvgQ:	2	9	9	0	2	2	5	5	5	6	6	2

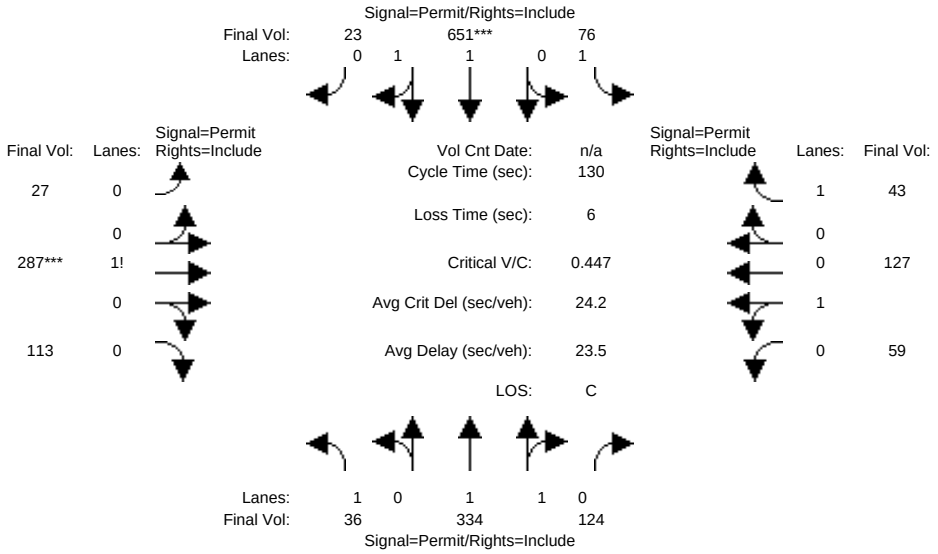
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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	241	124	66	484	23	26	277	103	59	101	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	241	124	66	484	23	26	277	103	59	101	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	1	93	0	10	167	0	1	10	10	0	26	2
Initial Fut:	36	334	124	76	651	23	27	287	113	59	127	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	334	124	76	651	23	27	287	113	59	127	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	334	124	76	651	23	27	287	113	59	127	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	334	124	76	651	23	27	287	113	59	127	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.44	0.56	1.00	1.93	0.07	0.06	0.68	0.26	0.32	0.68	1.00
Final Sat.:	1750	2698	1001	1750	3574	126	111	1176	463	571	1229	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.04	0.18	0.18	0.24	0.24	0.24	0.10	0.10	0.02
Crit Moves:					****			****				
Green Time:	53.0	53.0	53.0	53.0	53.0	53.0	71.0	71.0	71.0	71.0	71.0	71.0
Volume/Cap:	0.05	0.30	0.30	0.11	0.45	0.45	0.45	0.45	0.45	0.19	0.19	0.04
Delay/Veh:	23.3	26.1	26.1	23.9	28.1	28.1	18.0	18.0	18.0	15.0	15.0	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	26.1	26.1	23.9	28.1	28.1	18.0	18.0	18.0	15.0	15.0	13.7
LOS by Move:	C	C	C	C	C	C	B-	B-	B-	B	B	B
HCM2kAvgQ:	1	6	6	2	10	10	11	11	11	4	4	1

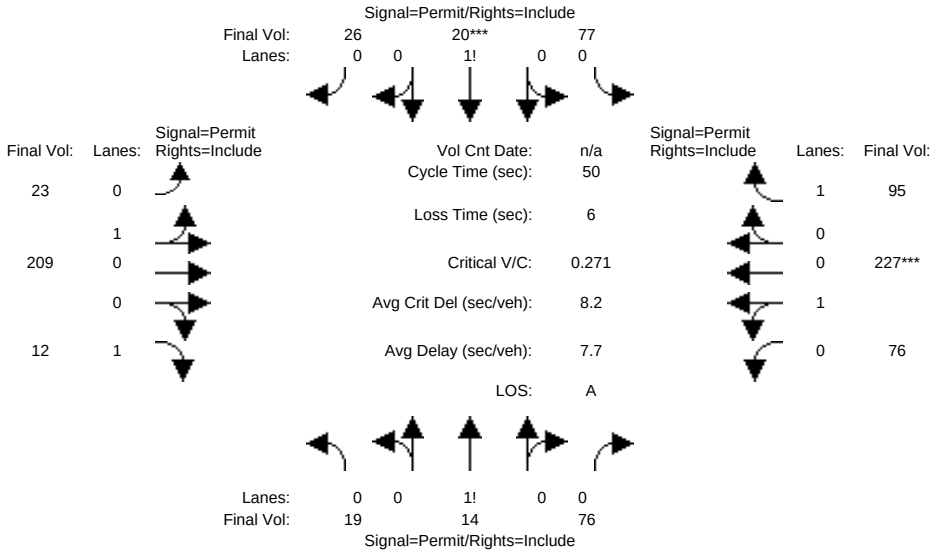
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	11	50	67	10	16	13	200	12	50	214	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	11	50	67	10	16	13	200	12	50	214	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	3	26	10	10	10	10	9	0	26	13	10
Initial Fut:	19	14	76	77	20	26	23	209	12	76	227	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	14	76	77	20	26	23	209	12	76	227	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	14	76	77	20	26	23	209	12	76	227	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	14	76	77	20	26	23	209	12	76	227	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.17	0.13	0.70	0.63	0.16	0.21	0.10	0.90	1.00	0.25	0.75	1.00
Final Sat.:	305	225	1220	1096	285	370	178	1622	1750	451	1349	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.07	0.13	0.13	0.01	0.17	0.17	0.05
Crit Moves:					****						****	
Green Time:	13.0	13.0	13.0	13.0	13.0	13.0	31.0	31.0	31.0	31.0	31.0	31.0
Volume/Cap:	0.24	0.24	0.24	0.27	0.27	0.27	0.21	0.21	0.01	0.27	0.27	0.09
Delay/Veh:	15.9	15.9	15.9	16.2	16.2	16.2	4.5	4.5	3.6	4.9	4.9	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	15.9	15.9	16.2	16.2	16.2	4.5	4.5	3.6	4.9	4.9	4.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	2	2	0	2	2	1

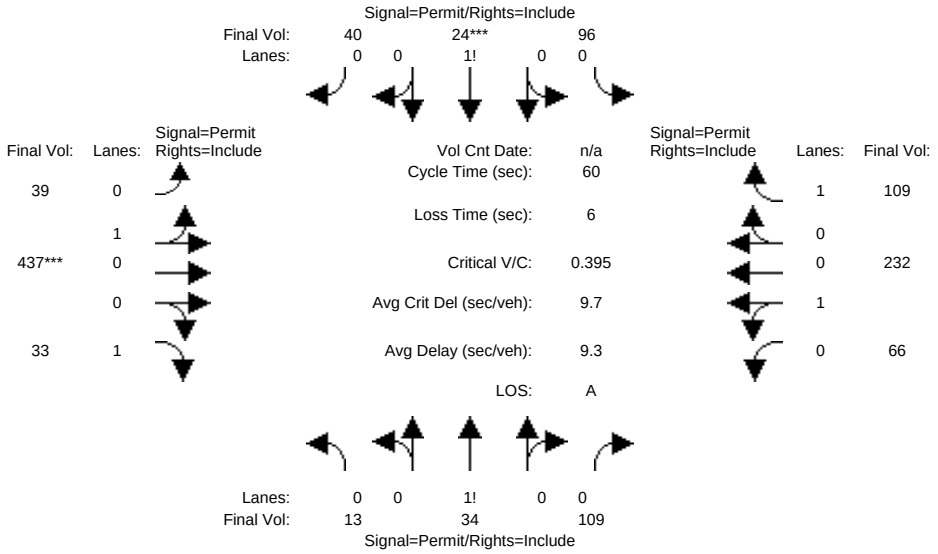
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2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	13	24	89	86	14	30	29	427	32	52	203	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	24	89	86	14	30	29	427	32	52	203	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	10	20	10	10	10	10	10	1	14	29	10
Initial Fut:	13	34	109	96	24	40	39	437	33	66	232	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	34	109	96	24	40	39	437	33	66	232	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	34	109	96	24	40	39	437	33	66	232	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	34	109	96	24	40	39	437	33	66	232	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.08	0.22	0.70	0.60	0.15	0.25	0.08	0.92	1.00	0.22	0.78	1.00
Final Sat.:	146	381	1223	1050	263	438	147	1653	1750	399	1401	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.09	0.09	0.09	0.26	0.26	0.02	0.17	0.17	0.06
Crit Moves:					****			****				
Green Time:	13.9	13.9	13.9	13.9	13.9	13.9	40.1	40.1	40.1	40.1	40.1	40.1
Volume/Cap:	0.39	0.39	0.39	0.40	0.40	0.40	0.40	0.40	0.03	0.25	0.25	0.09
Delay/Veh:	22.2	22.2	22.2	22.4	22.4	22.4	5.4	5.4	3.4	4.4	4.4	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	22.2	22.2	22.4	22.4	22.4	5.4	5.4	3.4	4.4	4.4	3.7
LOS by Move:	C+	C+	C+	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	4	4	0	2	2	1

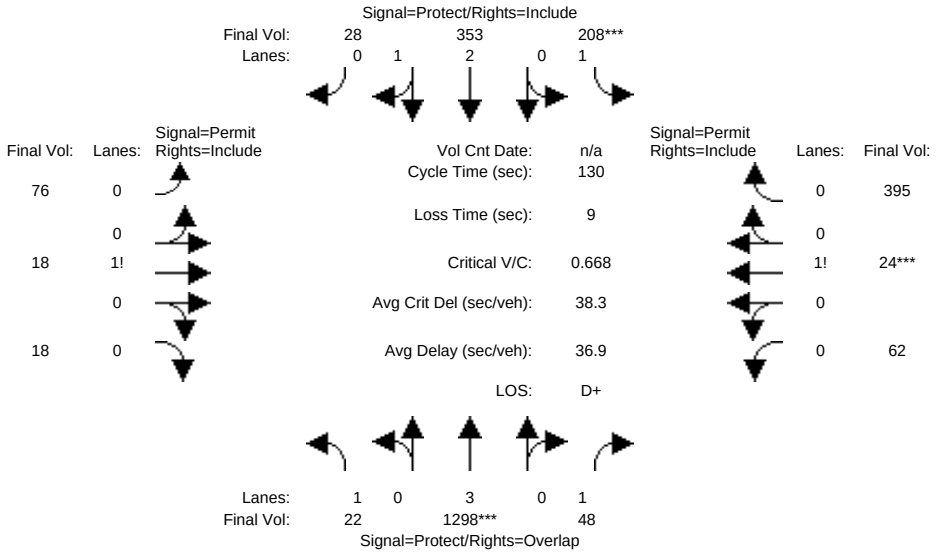
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	1288	45	199	333	28	76	18	18	42	24	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1288	45	199	333	28	76	18	18	42	24	385
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	10	3	9	20	0	0	0	0	20	0	10
Initial Fut:	22	1298	48	208	353	28	76	18	18	62	24	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1298	48	208	353	28	76	18	18	62	24	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1298	48	208	353	28	76	18	18	62	24	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1298	48	208	353	28	76	18	18	62	24	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.77	0.23	0.68	0.16	0.16	0.13	0.05	0.82
Final Sat.:	1750	5700	1750	1750	5188	412	1188	281	281	226	87	1437
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.03	0.12	0.07	0.07	0.06	0.06	0.06	0.27	0.27	0.27
Crit Moves:		****		****							****	
Green Time:	27.8	44.3	44.3	23.1	39.7	39.7	53.5	53.5	53.5	53.5	53.5	53.5
Volume/Cap:	0.06	0.67	0.08	0.67	0.22	0.22	0.16	0.16	0.16	0.67	0.67	0.67
Delay/Veh:	40.8	37.4	29.1	55.3	33.7	33.7	24.1	24.1	24.1	33.4	33.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	37.4	29.1	55.3	33.7	33.7	24.1	24.1	24.1	33.4	33.4	33.4
LOS by Move:	D	D+	C	E+	C-	C-	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	15	1	9	4	4	3	3	3	17	17	17

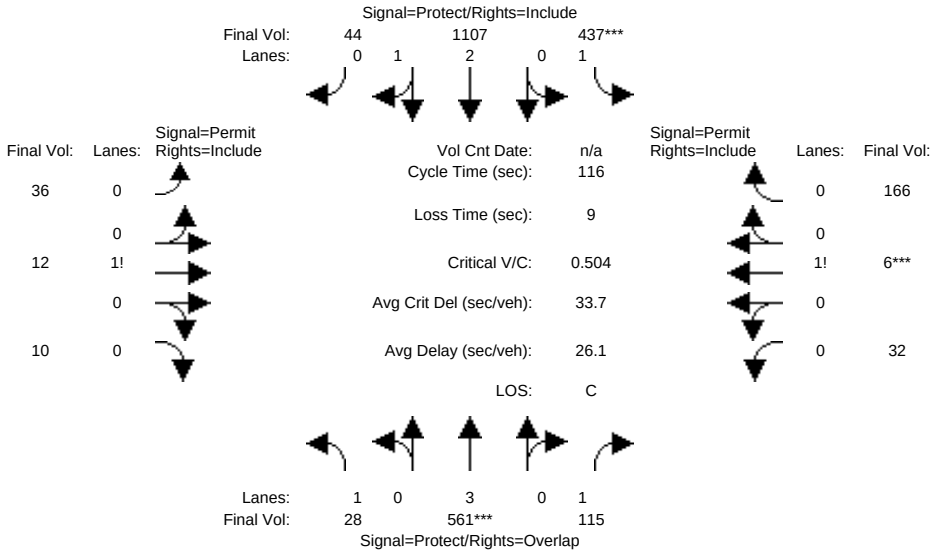
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	551	84	327	1018	44	36	12	10	29	6	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	551	84	327	1018	44	36	12	10	29	6	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	10	31	110	89	0	0	0	0	3	0	10
Initial Fut:	28	561	115	437	1107	44	36	12	10	32	6	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	561	115	437	1107	44	36	12	10	32	6	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	561	115	437	1107	44	36	12	10	32	6	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	561	115	437	1107	44	36	12	10	32	6	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.88	0.12	0.62	0.21	0.17	0.16	0.03	0.81
Final Sat.:	1750	5700	1750	1750	5386	214	1086	362	302	275	51	1424
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.07	0.25	0.21	0.21	0.03	0.03	0.03	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green Time:	18.2	22.7	22.7	57.5	62.0	62.0	26.8	26.8	26.8	26.8	26.8	26.8
Volume/Cap:	0.10	0.50	0.34	0.50	0.38	0.38	0.14	0.14	0.14	0.50	0.50	0.50
Delay/Veh:	42.1	42.0	40.8	20.1	15.9	15.9	35.6	35.6	35.6	39.8	39.8	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	42.0	40.8	20.1	15.9	15.9	35.6	35.6	35.6	39.8	39.8	39.8
LOS by Move:	D	D	D	C+	B	B	D+	D+	D+	D	D	D
HCM2kAvgQ:	1	6	4	11	8	8	2	2	2	7	7	7

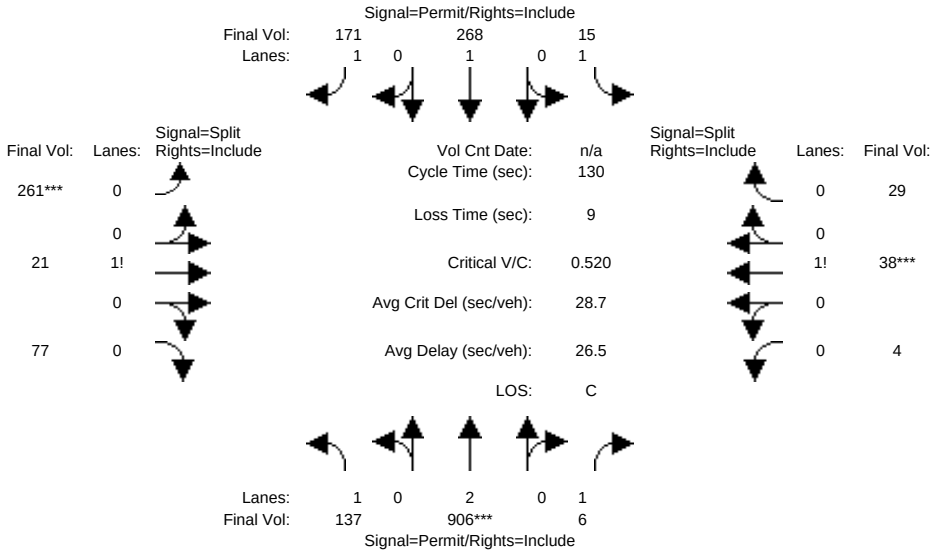
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	890	6	12	252	155	251	11	68	4	28	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	890	6	12	252	155	251	11	68	4	28	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	16	0	3	16	16	10	10	9	0	10	10
Initial Fut:	137	906	6	15	268	171	261	21	77	4	38	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	906	6	15	268	171	261	21	77	4	38	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	906	6	15	268	171	261	21	77	4	38	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	906	6	15	268	171	261	21	77	4	38	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.73	0.06	0.21	0.06	0.53	0.41
Final Sat.:	1750	3800	1750	1750	1900	1750	1272	102	375	99	937	715
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.01	0.14	0.10	0.21	0.21	0.21	0.04	0.04	0.04
Crit Moves:		****					****				****	
Green Time:	59.6	59.6	59.6	59.6	59.6	59.6	51.3	51.3	51.3	10.1	10.1	10.1
Volume/Cap:	0.17	0.52	0.01	0.02	0.31	0.21	0.52	0.52	0.52	0.52	0.52	0.52
Delay/Veh:	20.8	25.3	19.1	19.2	22.4	21.3	30.7	30.7	30.7	61.1	61.1	61.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	25.3	19.1	19.2	22.4	21.3	30.7	30.7	30.7	61.1	61.1	61.1
LOS by Move:	C+	C	B-	B-	C+	C+	C	C	C	E	E	E
HCM2kAvgQ:	3	13	0	0	7	4	12	12	12	4	4	4

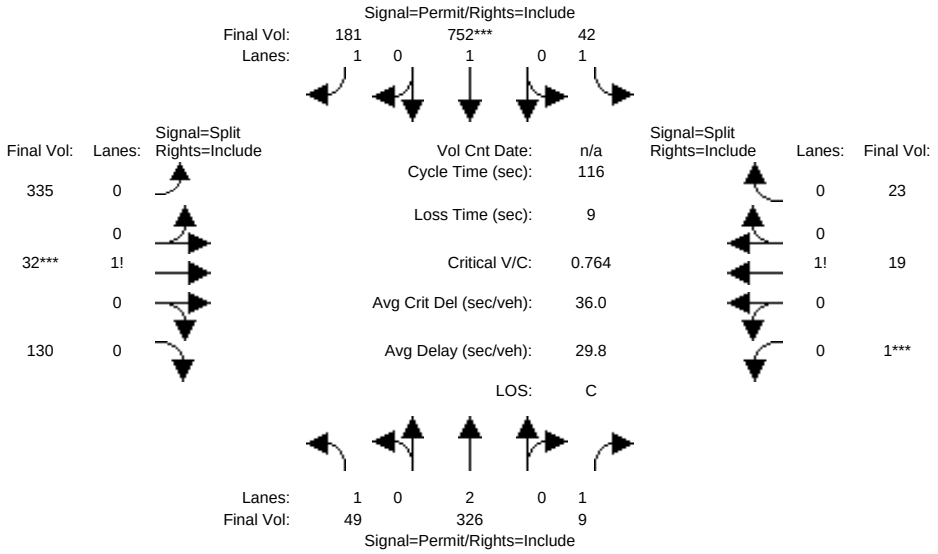
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	308	9	32	660	167	325	30	120	1	11	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	308	9	32	660	167	325	30	120	1	11	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	4	18	0	10	92	14	10	2	10	0	8	10
Initial Fut:	49	326	9	42	752	181	335	32	130	1	19	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	326	9	42	752	181	335	32	130	1	19	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	326	9	42	752	181	335	32	130	1	19	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	326	9	42	752	181	335	32	130	1	19	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.68	0.06	0.26	0.02	0.44	0.54
Final Sat.:	1750	3800	1750	1750	1900	1750	1180	113	458	41	773	936
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.01	0.02	0.40	0.10	0.28	0.28	0.28	0.02	0.02	0.02
Crit Moves:					****			****		****		
Green Time:	56.5	56.5	56.5	56.5	56.5	56.5	40.5	40.5	40.5	10.0	10.0	10.0
Volume/Cap:	0.06	0.18	0.01	0.05	0.81	0.21	0.81	0.81	0.81	0.29	0.29	0.29
Delay/Veh:	15.7	16.8	15.4	15.7	30.8	17.2	42.5	42.5	42.5	50.7	50.7	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	16.8	15.4	15.7	30.8	17.2	42.5	42.5	42.5	50.7	50.7	50.7
LOS by Move:	B	B	B	B	C	B	D	D	D	D	D	D
HCM2kAvgQ:	1	3	0	1	24	4	19	19	19	2	2	2

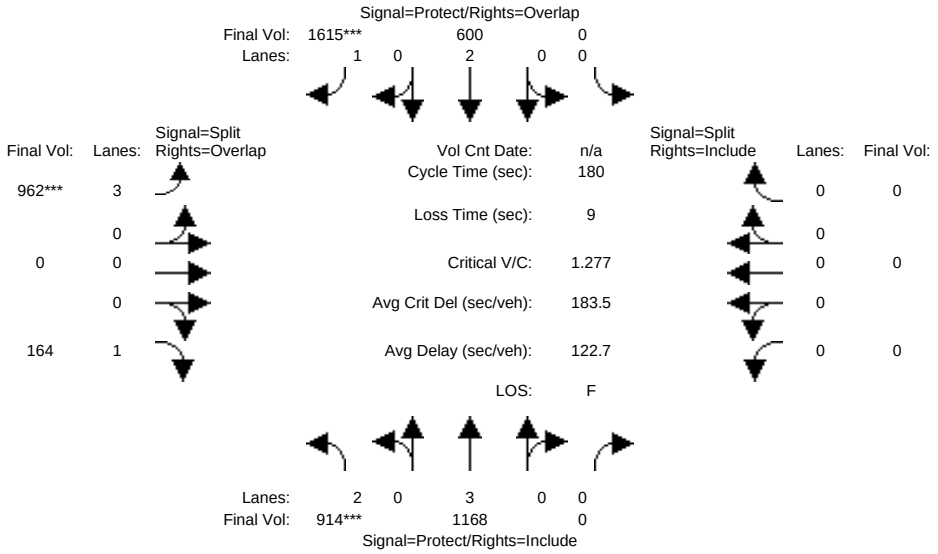
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	894	1158	0	0	585	1615	962	0	149	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	894	1158	0	0	585	1615	962	0	149	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	20	10	0	0	15	0	0	0	15	0	0	0
Initial Fut:	914	1168	0	0	600	1615	962	0	164	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	914	1168	0	0	600	1615	962	0	164	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	914	1168	0	0	600	1615	962	0	164	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	914	1168	0	0	600	1615	962	0	164	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.20	0.00	0.00	0.16	0.92	0.21	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	40.9	141	0.0	0.0	100	130.1	29.8	0.0	70.7	0.0	0.0	0.0
Volume/Cap:	1.28	0.26	0.00	0.00	0.28	1.28	1.28	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	204.8	5.3	0.0	0.0	21.0	155.8	209.9	0.0	36.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	204.8	5.3	0.0	0.0	21.0	155.8	209.9	0.0	36.8	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C+	F	F	A	D+	A	A	A
HCM2kAvgQ:	46	6	0	0	8	139	34	0	6	0	0	0

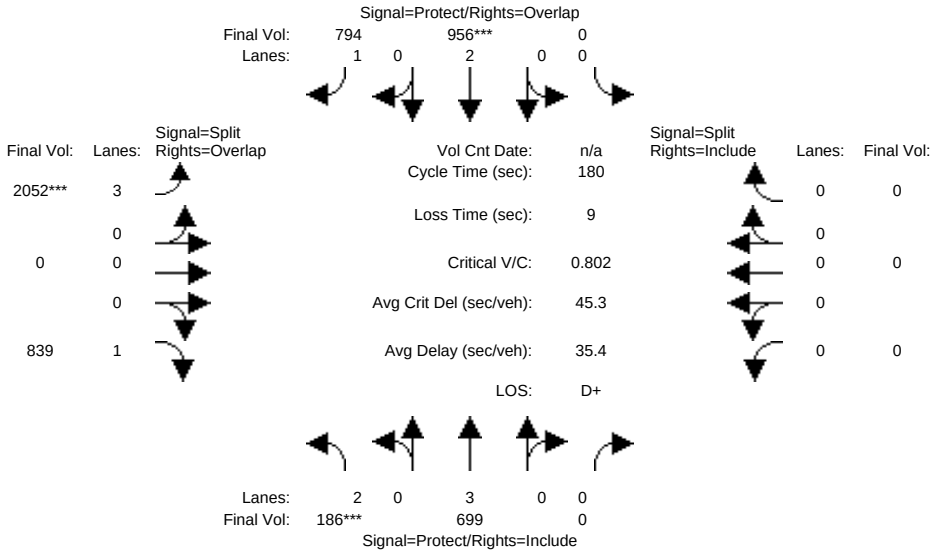
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	166	679	0	0	953	794	2052	0	832	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	679	0	0	953	794	2052	0	832	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	20	20	0	0	3	0	0	0	7	0	0	0
Initial Fut:	186	699	0	0	956	794	2052	0	839	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	699	0	0	956	794	2052	0	839	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	699	0	0	956	794	2052	0	839	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	699	0	0	956	794	2052	0	839	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.00	0.00	0.25	0.45	0.45	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	13.3	69.8	0.0	0.0	56.5	157.7	101.2	0.0	114.5	0.0	0.0	0.0
Volume/Cap:	0.80	0.32	0.00	0.00	0.80	0.52	0.80	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	99.9	38.6	0.0	0.0	60.6	2.8	33.3	0.0	25.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.9	38.6	0.0	0.0	60.6	2.8	33.3	0.0	25.9	0.0	0.0	0.0
LOS by Move:	F	D+	A	A	E	A	C-	A	C	A	A	A
HCM2kAvgQ:	8	9	0	0	25	11	38	0	35	0	0	0

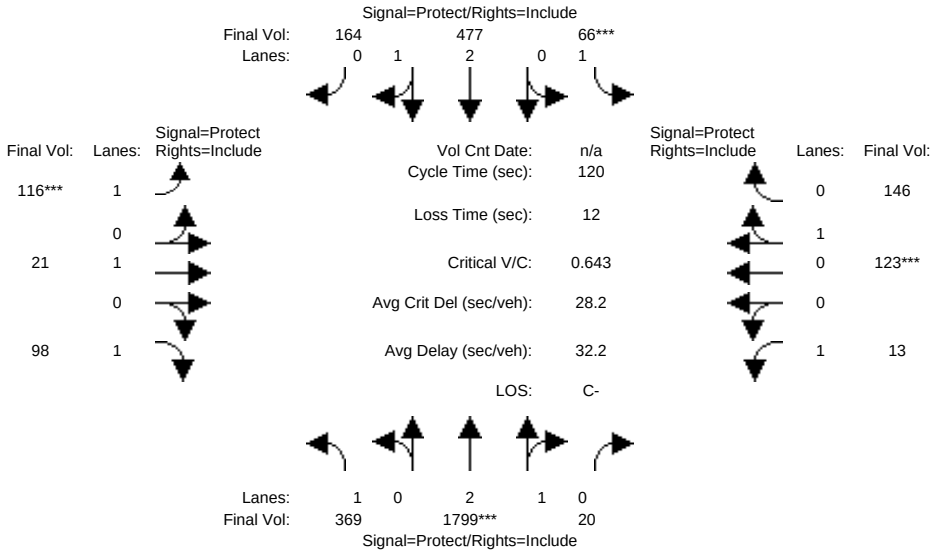
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	364	1769	15	66	447	164	116	21	93	8	123	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1769	15	66	447	164	116	21	93	8	123	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	5	30	5	0	30	0	0	0	5	5	0	0
Initial Fut:	369	1799	20	66	477	164	116	21	98	13	123	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	1799	20	66	477	164	116	21	98	13	123	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	1799	20	66	477	164	116	21	98	13	123	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	1799	20	66	477	164	116	21	98	13	123	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.20	0.80	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5538	62	1750	4165	1432	1750	1900	1750	1750	823	977
Capacity Analysis Module:												
Vol/Sat:	0.21	0.32	0.32	0.04	0.11	0.11	0.07	0.01	0.06	0.01	0.15	0.15
Crit Moves:		****			****			****			****	
Green Time:	43.9	60.7	60.7	7.0	23.8	23.8	12.4	20.1	20.1	20.1	27.9	27.9
Volume/Cap:	0.58	0.64	0.64	0.64	0.58	0.58	0.64	0.07	0.33	0.04	0.64	0.64
Delay/Veh:	31.9	22.2	22.2	68.3	44.3	44.3	59.3	42.1	44.7	41.9	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	22.2	22.2	68.3	44.3	44.3	59.3	42.1	44.7	41.9	44.9	44.9
LOS by Move:	C	C+	C+	E	D	D	E+	D	D	D	D	D
HCM2kAvgQ:	12	17	17	4	8	8	6	1	4	0	10	10

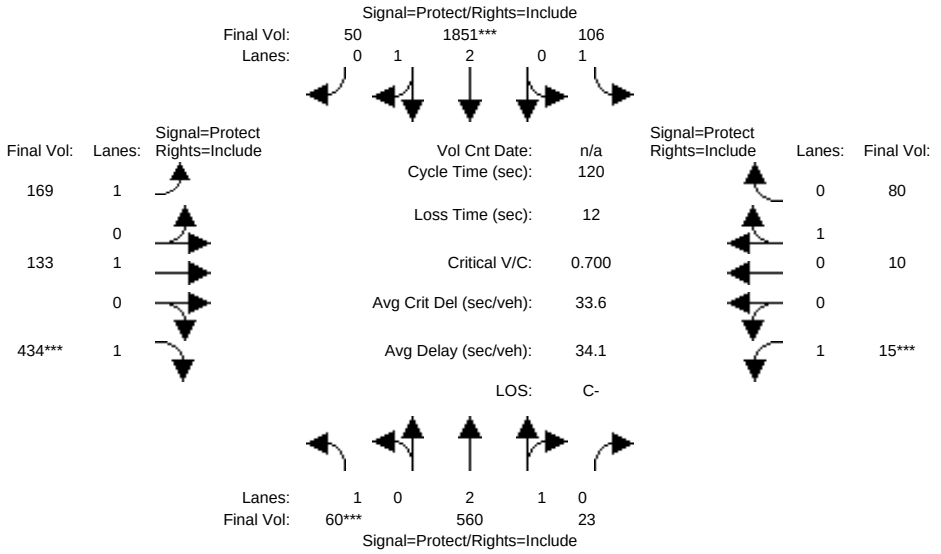
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	520	13	106	1841	50	169	133	434	15	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	520	13	106	1841	50	169	133	434	15	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	40	10	0	10	0	0	0	0	0	0	0
Initial Fut:	60	560	23	106	1851	50	169	133	434	15	10	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	560	23	106	1851	50	169	133	434	15	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	560	23	106	1851	50	169	133	434	15	10	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	560	23	106	1851	50	169	133	434	15	10	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5379	221	1750	5453	147	1750	1900	1750	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.06	0.34	0.34	0.10	0.07	0.25	0.01	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	37.7	37.7	21.9	52.6	52.6	26.0	38.4	38.4	10.0	22.4	22.4
Volume/Cap:	0.59	0.33	0.33	0.33	0.77	0.77	0.45	0.22	0.77	0.10	0.27	0.27
Delay/Veh:	63.7	31.6	31.6	43.3	30.3	30.3	41.6	30.0	43.6	51.2	42.2	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.7	31.6	31.6	43.3	30.3	30.3	41.6	30.0	43.6	51.2	42.2	42.2
LOS by Move:	E	C	C	D	C	C	D	C	D	D-	D	D
HCM2kAvgQ:	3	6	6	4	21	21	6	4	17	1	3	3

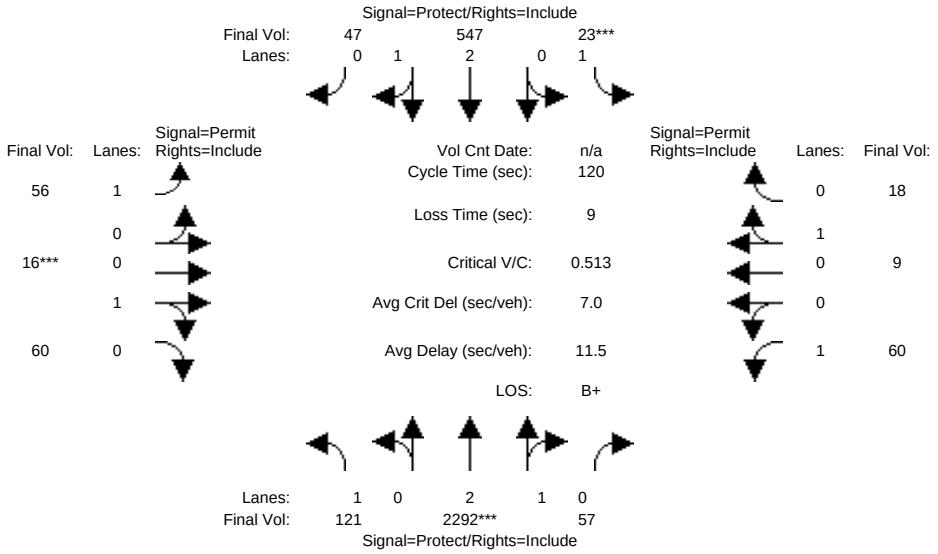
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	2252	52	23	507	47	56	16	55	55	9	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	2252	52	23	507	47	56	16	55	55	9	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	5	40	5	0	40	0	0	0	5	5	0	0
Initial Fut:	121	2292	57	23	547	47	56	16	60	60	9	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	2292	57	23	547	47	56	16	60	60	9	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	2292	57	23	547	47	56	16	60	60	9	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	2292	57	23	547	47	56	16	60	60	9	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.75	0.25	1.00	0.21	0.79	1.00	0.33	0.67
Final Sat.:	1750	5464	136	1750	5156	443	1750	379	1421	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.42	0.01	0.11	0.11	0.03	0.04	0.04	0.03	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	39.9	94.0	94.0	7.0	61.1	61.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.21	0.54	0.54	0.23	0.21	0.21	0.38	0.51	0.51	0.41	0.18	0.18
Delay/Veh:	28.9	5.0	5.0	55.0	16.2	16.2	53.8	55.4	55.4	54.1	51.8	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	5.0	5.0	55.0	16.2	16.2	53.8	55.4	55.4	54.1	51.8	51.8
LOS by Move:	C	A	A	E+	B	B	D-	E+	E+	D-	D-	D-
HCM2kAvgQ:	3	11	11	1	4	4	3	3	3	3	1	1

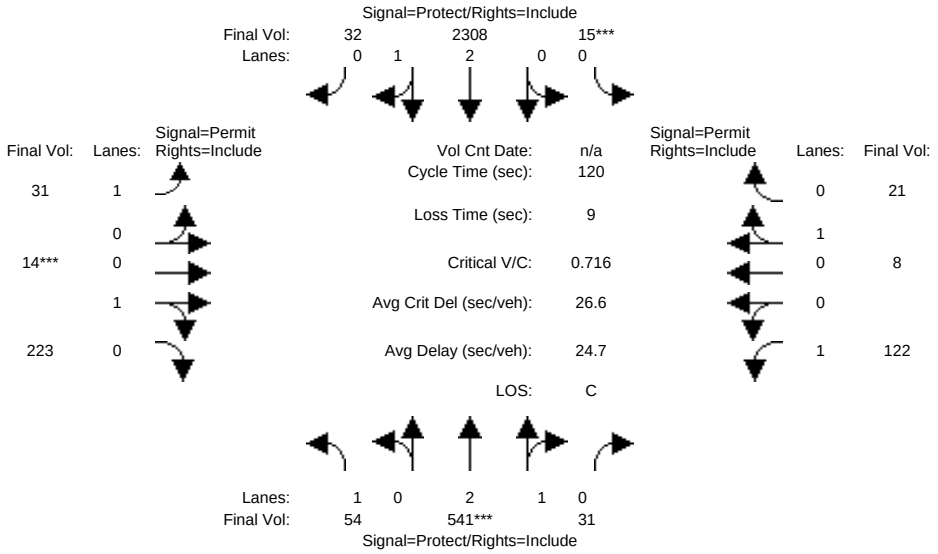
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	481	21	15	2298	32	31	14	223	122	8	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	481	21	15	2298	32	31	14	223	122	8	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	60	10	0	10	0	0	0	0	0	0	0
Initial Fut:	54	541	31	15	2308	32	31	14	223	122	8	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	541	31	15	2308	32	31	14	223	122	8	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	541	31	15	2308	32	31	14	223	122	8	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	541	31	15	2308	32	31	14	223	122	8	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.83	0.17	0.02	2.94	0.04	1.00	0.06	0.94	1.00	0.28	0.72
Final Sat.:	1750	5296	303	35	5390	75	1750	106	1694	1750	497	1303
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.43	0.43	0.43	0.02	0.13	0.13	0.07	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	10.7	17.1	17.1	71.8	78.3	78.3	22.1	22.1	22.1	22.1	22.1	22.1
Volume/Cap:	0.35	0.72	0.72	0.72	0.66	0.66	0.10	0.72	0.72	0.38	0.09	0.09
Delay/Veh:	52.7	52.2	52.2	17.7	13.1	13.1	40.8	53.3	53.3	43.7	40.7	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	52.2	52.2	17.7	13.1	13.1	40.8	53.3	53.3	43.7	40.7	40.7
LOS by Move:	D-	D-	D-	B	B	B	D	D-	D-	D	D	D
HCM2kAvgQ:	2	8	8	21	18	18	1	10	10	4	1	1

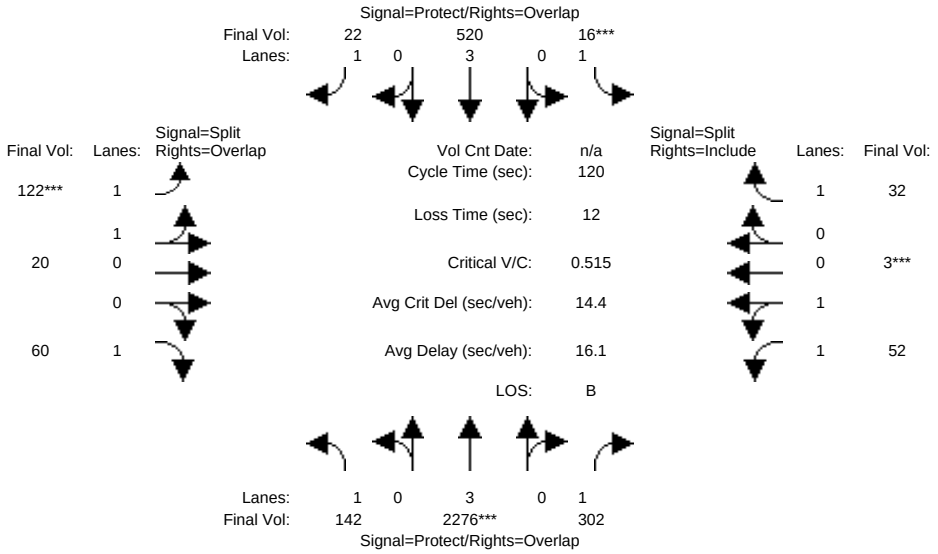
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	2226	296	16	470	22	122	20	55	48	3	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	2226	296	16	470	22	122	20	55	48	3	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	50	6	0	50	0	0	0	5	4	0	0
Initial Fut:	142	2276	302	16	520	22	122	20	60	52	3	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	2276	302	16	520	22	122	20	60	52	3	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2276	302	16	520	22	122	20	60	52	3	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	2276	302	16	520	22	122	20	60	52	3	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.72	0.28	1.00	1.89	0.11	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3050	500	1750	3356	194	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.17	0.01	0.09	0.01	0.04	0.04	0.03	0.02	0.02	0.02
Crit Moves:		****		****			****				****	
Green Time:	41.4	81.0	91.0	7.0	46.6	56.6	10.0	10.0	51.4	10.0	10.0	10.0
Volume/Cap:	0.24	0.59	0.23	0.16	0.24	0.03	0.48	0.48	0.08	0.19	0.19	0.22
Delay/Veh:	28.2	10.8	4.3	54.4	24.8	17.0	53.7	53.7	20.3	51.5	51.5	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	10.8	4.3	54.4	24.8	17.0	53.7	53.7	20.3	51.5	51.5	52.1
LOS by Move:	C	B+	A	D-	C	B	D-	D-	C+	D-	D-	D-
HCM2kAvgQ:	4	15	3	1	4	0	3	3	1	1	1	1

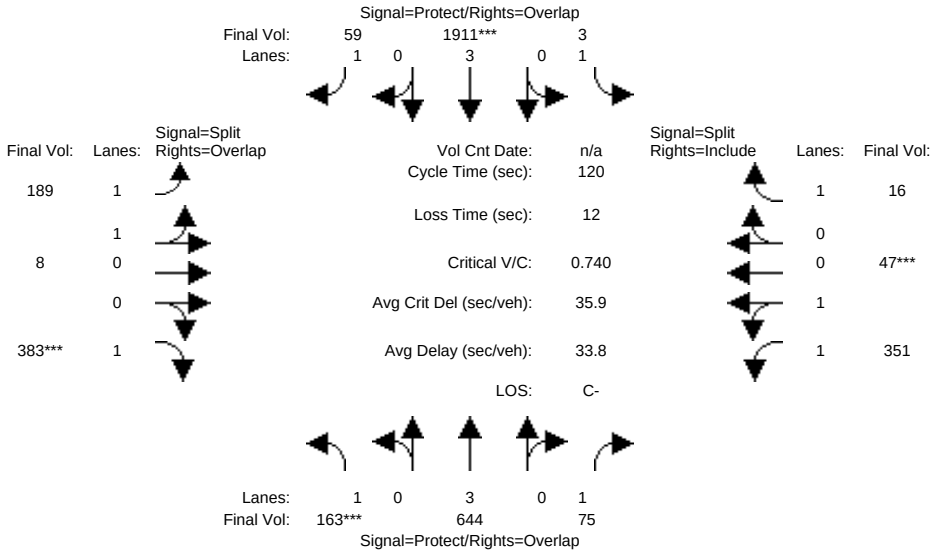
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	154	564	66	3	1901	59	189	8	383	351	47	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	564	66	3	1901	59	189	8	383	351	47	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	9	80	9	0	10	0	0	0	0	0	0	0
Initial Fut:	163	644	75	3	1911	59	189	8	383	351	47	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	644	75	3	1911	59	189	8	383	351	47	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	644	75	3	1911	59	189	8	383	351	47	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	644	75	3	1911	59	189	8	383	351	47	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.92	0.08	1.00	1.77	0.23	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3406	144	1750	3131	419	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.04	0.00	0.34	0.03	0.06	0.06	0.22	0.11	0.11	0.01
Crit Moves:	****				****				****		****	
Green Time:	15.1	45.8	64.0	23.6	54.3	74.7	20.4	20.4	35.5	18.2	18.2	18.2
Volume/Cap:	0.74	0.30	0.08	0.01	0.74	0.05	0.33	0.33	0.74	0.74	0.74	0.06
Delay/Veh:	63.1	25.9	13.7	38.8	28.2	8.9	44.1	44.1	43.7	54.1	54.1	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	25.9	13.7	38.8	28.2	8.9	44.1	44.1	43.7	54.1	54.1	43.7
LOS by Move:	E	C	B	D+	C	A	D	D	D	D-	D-	D
HCM2kAvgQ:	8	5	1	0	20	1	4	4	15	9	9	1

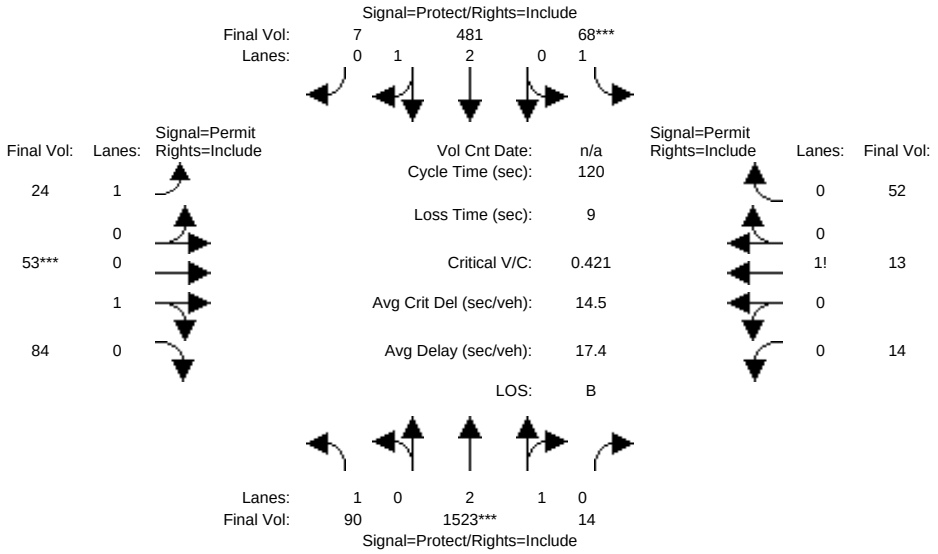
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1503	14	68	451	7	24	53	84	14	13	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1503	14	68	451	7	24	53	84	14	13	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	20	0	0	30	0	0	0	0	0	0	0
Initial Fut:	90	1523	14	68	481	7	24	53	84	14	13	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1523	14	68	481	7	24	53	84	14	13	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1523	14	68	481	7	24	53	84	14	13	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1523	14	68	481	7	24	53	84	14	13	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.96	0.04	1.00	0.39	0.61	0.18	0.16	0.66
Final Sat.:	1750	5549	51	1750	5520	80	1750	696	1104	310	288	1152
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.04	0.09	0.09	0.01	0.08	0.08	0.05	0.05	0.05
Crit Moves:		****		****				****				
Green Time:	35.8	78.2	78.2	11.1	53.5	53.5	21.7	21.7	21.7	21.7	21.7	21.7
Volume/Cap:	0.17	0.42	0.42	0.42	0.20	0.20	0.08	0.42	0.42	0.25	0.25	0.25
Delay/Veh:	31.3	10.1	10.1	53.2	20.2	20.2	40.9	44.5	44.5	42.6	42.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	10.1	10.1	53.2	20.2	20.2	40.9	44.5	44.5	42.6	42.6	42.6
LOS by Move:	C	B+	B+	D-	C+	C+	D	D	D	D	D	D
HCM2kAvgQ:	3	9	9	3	4	4	1	5	5	3	3	3

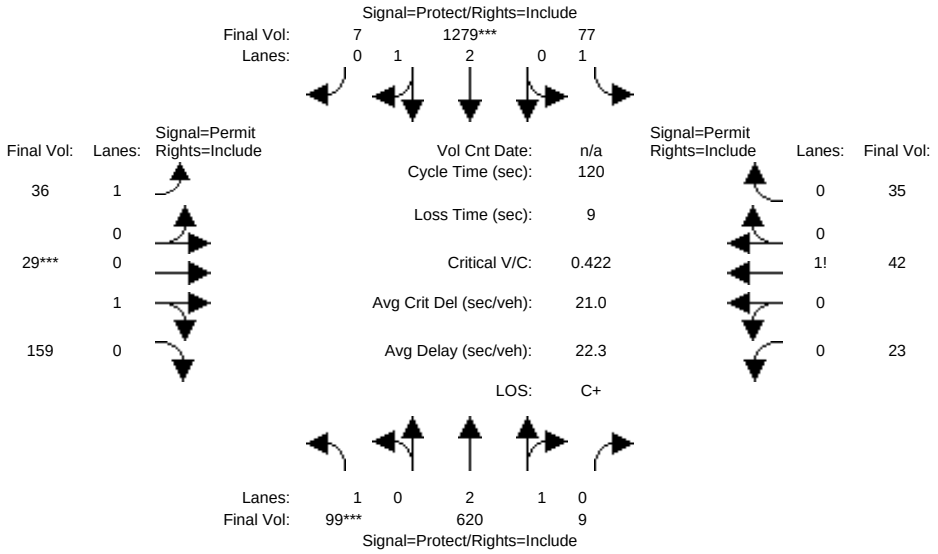
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	605	9	77	1274	7	36	29	159	23	42	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	605	9	77	1274	7	36	29	159	23	42	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	5	15	0	0	5	0	0	0	0	0	0	0
Initial Fut:	99	620	9	77	1279	7	36	29	159	23	42	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	620	9	77	1279	7	36	29	159	23	42	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	620	9	77	1279	7	36	29	159	23	42	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	620	9	77	1279	7	36	29	159	23	42	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.98	0.02	1.00	0.15	0.85	0.23	0.42	0.35
Final Sat.:	1750	5520	80	1750	5569	30	1750	278	1522	403	735	613
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.04	0.23	0.23	0.02	0.10	0.10	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	16.1	53.5	53.5	27.8	65.2	65.2	29.7	29.7	29.7	29.7	29.7	29.7
Volume/Cap:	0.42	0.25	0.25	0.19	0.42	0.42	0.08	0.42	0.42	0.23	0.23	0.23
Delay/Veh:	48.9	20.8	20.8	37.3	16.3	16.3	34.8	38.6	38.6	36.3	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	20.8	20.8	37.3	16.3	16.3	34.8	38.6	38.6	36.3	36.3	36.3
LOS by Move:	D	C+	C+	D+	B	B	C-	D+	D+	D+	D+	D+
HCM2kAvgQ:	4	5	5	2	9	9	1	6	6	3	3	3

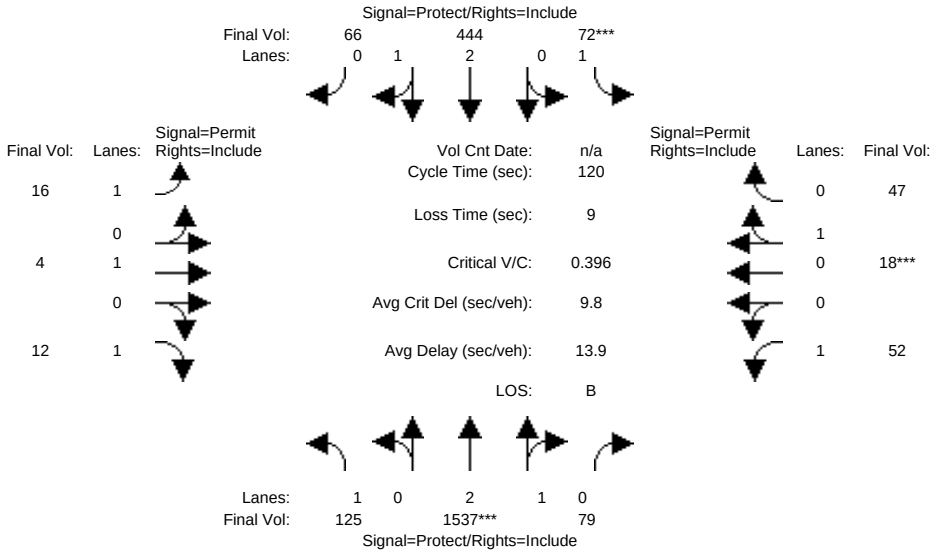
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	1517	79	72	414	66	16	4	12	52	18	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1517	79	72	414	66	16	4	12	52	18	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	20	0	0	30	0	0	0	0	0	0	0
Initial Fut:	125	1537	79	72	444	66	16	4	12	52	18	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1537	79	72	444	66	16	4	12	52	18	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1537	79	72	444	66	16	4	12	52	18	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1537	79	72	444	66	16	4	12	52	18	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.85	0.15	1.00	2.60	0.40	1.00	1.00	1.00	1.00	0.28	0.72
Final Sat.:	1750	5326	274	1750	4874	725	1750	1900	1750	1750	498	1302
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.04	0.09	0.09	0.01	0.00	0.01	0.03	0.04	0.04
Crit Moves:		****		****							****	
Green Time:	44.0	87.6	87.6	12.5	56.1	56.1	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.19	0.40	0.40	0.40	0.19	0.19	0.10	0.02	0.08	0.33	0.40	0.40
Delay/Veh:	26.1	6.2	6.2	51.6	18.8	18.8	50.3	49.7	50.1	52.3	53.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	6.2	6.2	51.6	18.8	18.8	50.3	49.7	50.1	52.3	53.0	53.0
LOS by Move:	C	A	A	D-	B-	B-	D	D	D	D-	D-	D-
HCM2kAvgQ:	3	8	8	3	4	4	1	0	0	2	3	3

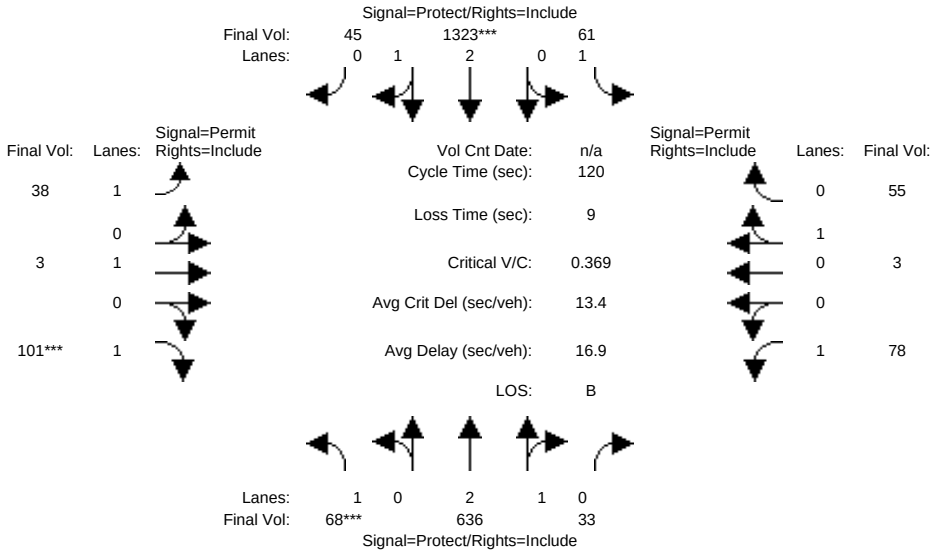
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	616	33	61	1318	45	38	3	101	78	3	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	616	33	61	1318	45	38	3	101	78	3	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	20	0	0	5	0	0	0	0	0	0	0
Initial Fut:	68	636	33	61	1323	45	38	3	101	78	3	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	636	33	61	1323	45	38	3	101	78	3	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	636	33	61	1323	45	38	3	101	78	3	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	636	33	61	1323	45	38	3	101	78	3	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.85	0.15	1.00	2.90	0.10	1.00	1.00	1.00	1.00	0.05	0.95
Final Sat.:	1750	5323	276	1750	5416	184	1750	1900	1750	1750	93	1707
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.03	0.24	0.24	0.02	0.00	0.06	0.04	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	12.7	62.0	62.0	30.3	79.6	79.6	18.8	18.8	18.8	18.8	18.8	18.8
Volume/Cap:	0.37	0.23	0.23	0.14	0.37	0.37	0.14	0.01	0.37	0.28	0.21	0.21
Delay/Veh:	51.2	16.0	16.0	34.9	9.1	9.1	43.9	42.8	46.1	45.2	44.5	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	16.0	16.0	34.9	9.1	9.1	43.9	42.8	46.1	45.2	44.5	44.5
LOS by Move:	D-	B	B	C-	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	4	4	2	7	7	1	0	4	3	2	2

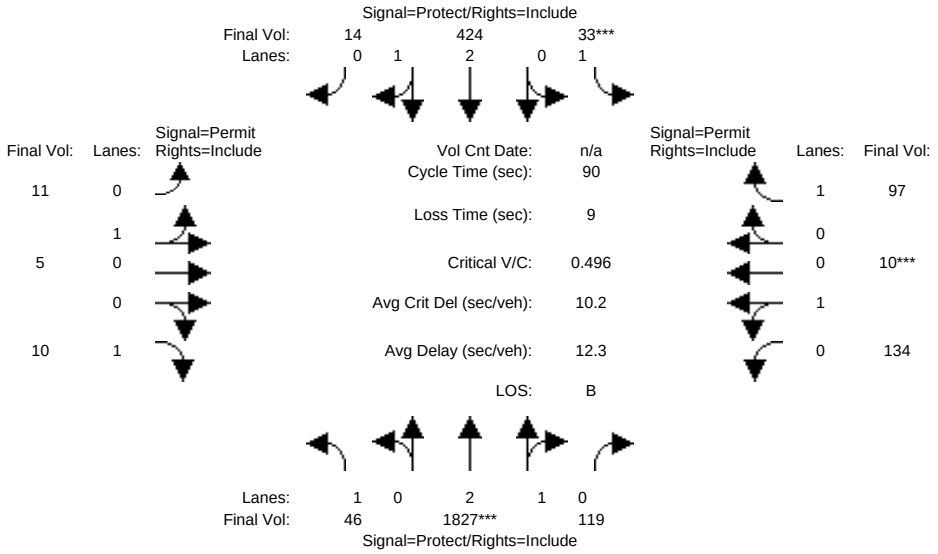
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	1807	109	33	394	14	11	5	10	124	10	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1807	109	33	394	14	11	5	10	124	10	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	20	10	0	30	0	0	0	0	10	0	0
Initial Fut:	46	1827	119	33	424	14	11	5	10	134	10	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1827	119	33	424	14	11	5	10	134	10	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1827	119	33	424	14	11	5	10	134	10	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1827	119	33	424	14	11	5	10	134	10	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.81	0.19	1.00	2.90	0.10	0.69	0.31	1.00	0.93	0.07	1.00
Final Sat.:	1750	5257	342	1750	5421	179	1237	562	1750	1675	125	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.02	0.08	0.08	0.01	0.01	0.01	0.08	0.08	0.06
Crit Moves:		****		****							****	
Green Time:	27.7	60.2	60.2	7.0	39.5	39.5	13.8	13.8	13.8	13.8	13.8	13.8
Volume/Cap:	0.09	0.52	0.52	0.24	0.18	0.18	0.06	0.06	0.04	0.52	0.52	0.36
Delay/Veh:	22.2	7.7	7.7	39.9	15.4	15.4	32.6	32.6	32.5	36.8	36.8	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	7.7	7.7	39.9	15.4	15.4	32.6	32.6	32.5	36.8	36.8	34.9
LOS by Move:	C+	A	A	D	B	B	C-	C-	C-	D+	D+	C-
HCM2kAvgQ:	1	9	9	1	2	2	0	0	0	5	5	3

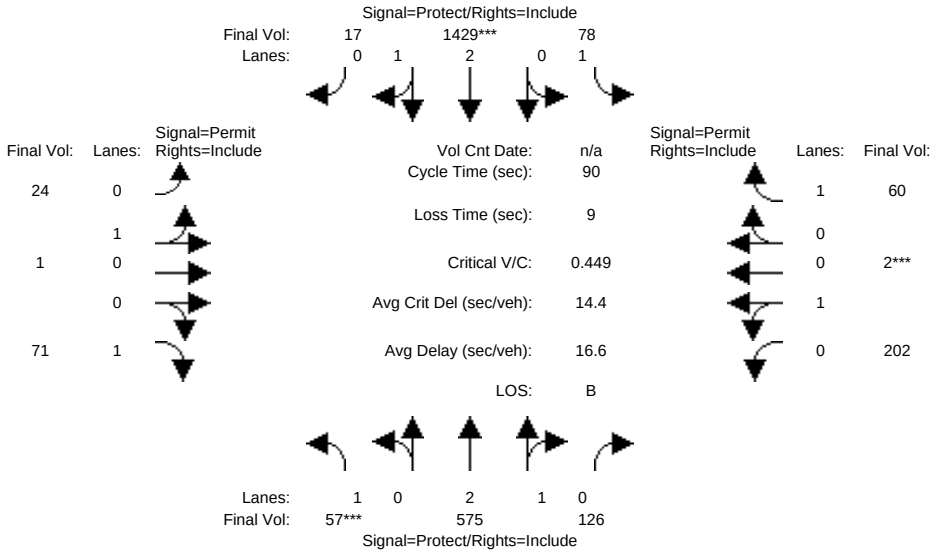
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	545	116	78	1424	17	24	1	71	202	2	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	545	116	78	1424	17	24	1	71	202	2	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	30	10	0	5	0	0	0	0	0	0	0
Initial Fut:	57	575	126	78	1429	17	24	1	71	202	2	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	575	126	78	1429	17	24	1	71	202	2	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	575	126	78	1429	17	24	1	71	202	2	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	575	126	78	1429	17	24	1	71	202	2	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.44	0.56	1.00	2.96	0.04	0.96	0.04	1.00	0.99	0.01	1.00
Final Sat.:	1750	4592	1006	1750	5534	66	1728	72	1750	1782	18	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.04	0.26	0.26	0.01	0.01	0.04	0.11	0.11	0.03
Crit Moves:	****				****						****	
Green Time:	7.0	36.0	36.0	22.4	51.4	51.4	22.6	22.6	22.6	22.6	22.6	22.6
Volume/Cap:	0.42	0.31	0.31	0.18	0.45	0.45	0.06	0.06	0.16	0.45	0.45	0.14
Delay/Veh:	41.6	18.6	18.6	26.8	11.2	11.2	25.7	25.7	26.5	29.2	29.2	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	18.6	18.6	26.8	11.2	11.2	25.7	25.7	26.5	29.2	29.2	26.3
LOS by Move:	D	B-	B-	C	B+	B+	C	C	C	C	C	C
HCM2kAvgQ:	2	5	5	2	8	8	1	1	2	5	5	1

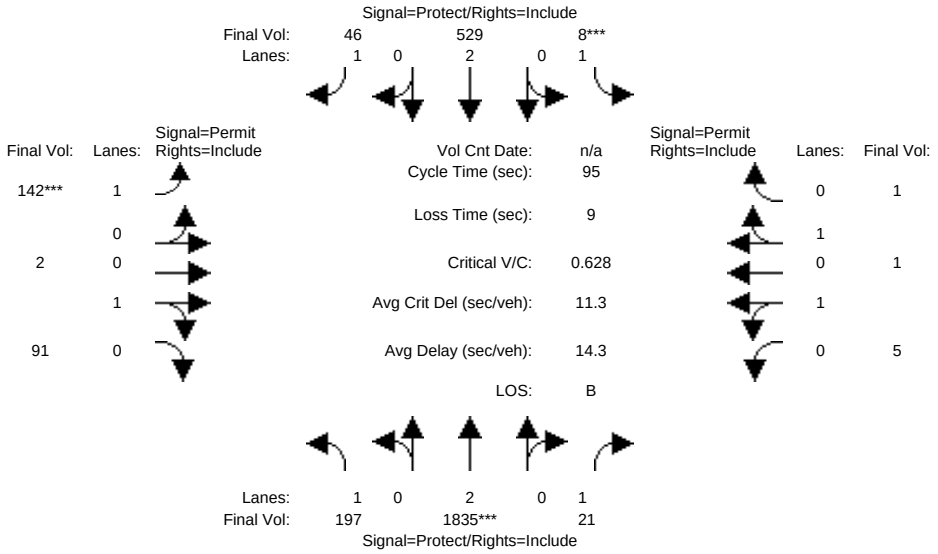
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	187	1805	21	8	489	46	142	2	86	0	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	1805	21	8	489	46	142	2	86	0	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	30	0	0	40	0	0	0	5	5	0	0
Initial Fut:	197	1835	21	8	529	46	142	2	91	5	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1835	21	8	529	46	142	2	91	5	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1835	21	8	529	46	142	2	91	5	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	1835	21	8	529	46	142	2	91	5	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.02	0.98	1.00	0.50	0.50
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	39	1761	1800	900	900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.48	0.01	0.00	0.14	0.03	0.08	0.05	0.05	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	33.4	67.6	67.6	7.0	41.3	41.3	11.4	11.4	11.4	11.4	11.4	11.4
Volume/Cap:	0.32	0.68	0.02	0.06	0.32	0.06	0.68	0.43	0.43	0.02	0.01	0.01
Delay/Veh:	22.8	8.3	4.0	41.1	17.8	15.6	48.7	40.2	40.2	36.9	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	8.3	4.0	41.1	17.8	15.6	48.7	40.2	40.2	36.9	36.9	36.9
LOS by Move:	C+	A	A	D	B	B	D	D	D	D+	D+	D+
HCM2kAvgQ:	5	16	0	0	5	1	6	3	3	0	0	0

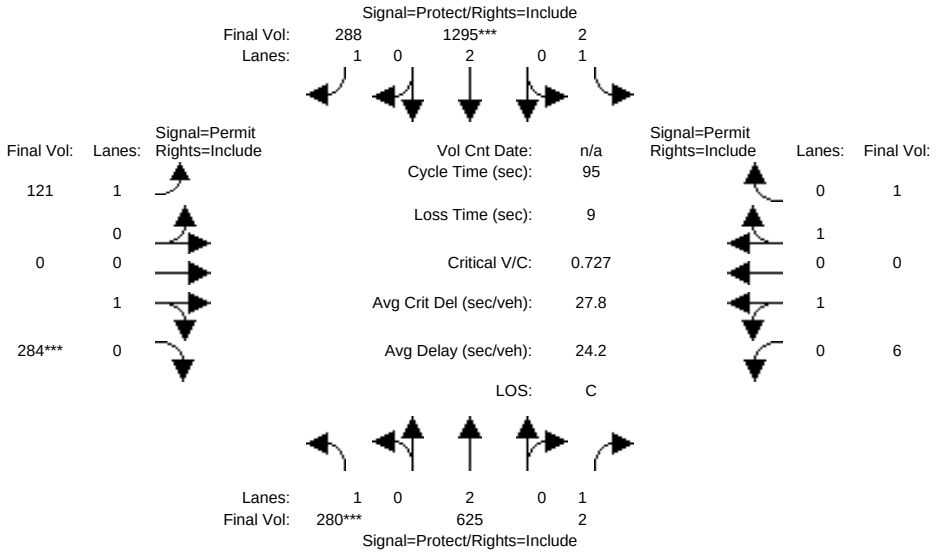
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	585	2	2	1290	288	121	0	279	6	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	585	2	2	1290	288	121	0	279	6	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	40	0	0	5	0	0	0	5	0	0	0
Initial Fut:	280	625	2	2	1295	288	121	0	284	6	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	625	2	2	1295	288	121	0	284	6	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	625	2	2	1295	288	121	0	284	6	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	625	2	2	1295	288	121	0	284	6	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.95	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	0	1800	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.00	0.00	0.34	0.16	0.07	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	20.9	45.2	45.2	20.2	44.5	44.5	20.6	0.0	20.6	20.6	0.0	20.6
Volume/Cap:	0.73	0.35	0.00	0.01	0.73	0.35	0.32	0.00	0.73	0.02	0.00	0.00
Delay/Veh:	41.2	15.8	13.1	29.5	21.9	16.3	31.8	0.0	41.3	29.2	0.0	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	15.8	13.1	29.5	21.9	16.3	31.8	0.0	41.3	29.2	0.0	29.1
LOS by Move:	D	B	B	C	C+	B	C	A	D	C	A	C
HCM2kAvgQ:	10	6	0	0	16	6	3	0	10	0	0	0

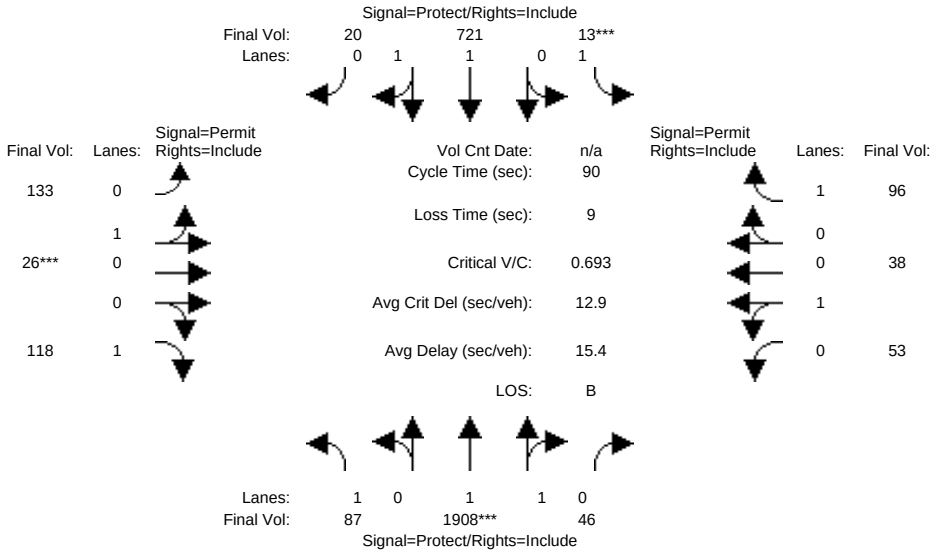
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1868	40	13	671	20	133	26	113	49	38	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1868	40	13	671	20	133	26	113	49	38	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	40	6	0	50	0	0	0	5	4	0	0
Initial Fut:	87	1908	46	13	721	20	133	26	118	53	38	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1908	46	13	721	20	133	26	118	53	38	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1908	46	13	721	20	133	26	118	53	38	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1908	46	13	721	20	133	26	118	53	38	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	1.94	0.06	0.84	0.16	1.00	0.58	0.42	1.00
Final Sat.:	1750	3613	87	1750	3600	100	1506	294	1750	1048	752	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.53	0.53	0.01	0.20	0.20	0.09	0.09	0.07	0.05	0.05	0.05
Crit Moves:		****		****				****				
Green Time:	19.7	63.4	63.4	7.0	50.7	50.7	10.6	10.6	10.6	10.6	10.6	10.6
Volume/Cap:	0.23	0.75	0.75	0.10	0.36	0.36	0.75	0.75	0.57	0.43	0.43	0.47
Delay/Veh:	29.2	9.6	9.6	38.9	10.8	10.8	52.2	52.2	41.4	38.3	38.3	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	9.6	9.6	38.9	10.8	10.8	52.2	52.2	41.4	38.3	38.3	38.7
LOS by Move:	C	A	A	D+	B+	B+	D-	D-	D	D+	D+	D+
HCM2kAvgQ:	2	19	19	0	6	6	6	6	4	3	3	3

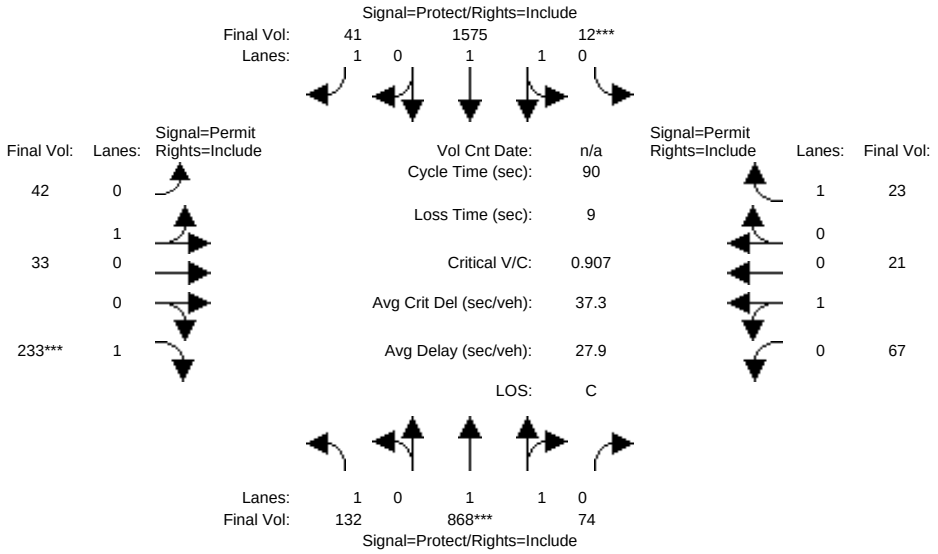
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	818	63	12	1565	41	42	33	233	67	21	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	818	63	12	1565	41	42	33	233	67	21	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	12	50	11	0	10	0	0	0	0	0	0	0
Initial Fut:	132	868	74	12	1575	41	42	33	233	67	21	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	868	74	12	1575	41	42	33	233	67	21	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	868	74	12	1575	41	42	33	233	67	21	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	868	74	12	1575	41	42	33	233	67	21	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.84	0.16	0.02	1.98	1.00	0.56	0.44	1.00	0.76	0.24	1.00
Final Sat.:	1750	3409	291	28	3672	1750	1008	792	1750	1370	430	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.43	0.43	0.02	0.04	0.04	0.13	0.05	0.05	0.01
Crit Moves:		****		****					****			
Green Time:	10.4	25.3	25.3	42.5	57.4	57.4	13.2	13.2	13.2	13.2	13.2	13.2
Volume/Cap:	0.65	0.91	0.91	0.91	0.67	0.04	0.28	0.28	0.91	0.33	0.33	0.09
Delay/Veh:	45.5	42.6	42.6	29.2	11.1	6.1	34.8	34.8	70.6	35.2	35.2	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	42.6	42.6	29.2	11.1	6.1	34.8	34.8	70.6	35.2	35.2	33.4
LOS by Move:	D	D	D	C	B+	A	C-	C-	E	D+	D+	C-
HCM2kAvgQ:	5	17	17	25	15	0	2	2	10	3	3	1

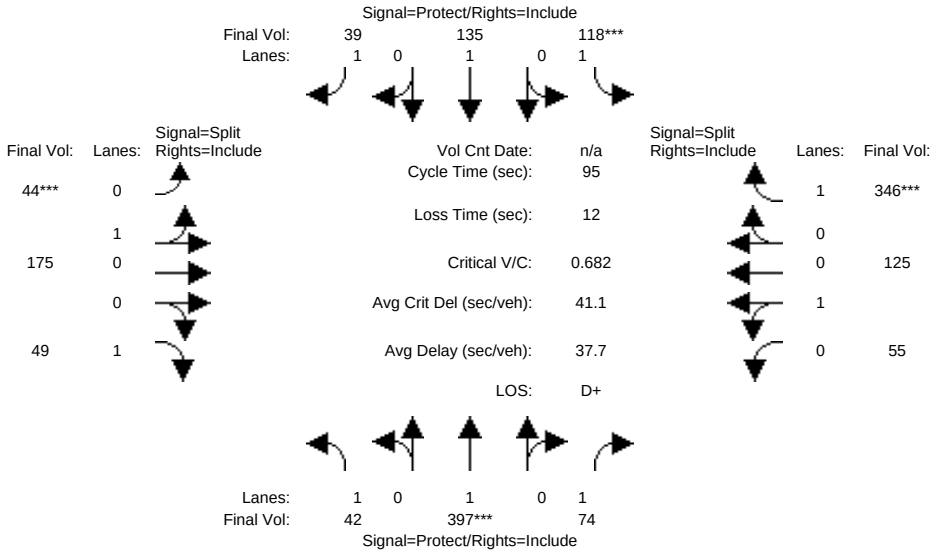
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	387	67	117	116	25	34	170	38	54	115	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	387	67	117	116	25	34	170	38	54	115	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	10	7	1	19	14	10	5	11	1	10	126
Initial Fut:	42	397	74	118	135	39	44	175	49	55	125	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	397	74	118	135	39	44	175	49	55	125	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	397	74	118	135	39	44	175	49	55	125	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	397	74	118	135	39	44	175	49	55	125	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.20	0.80	1.00	0.31	0.69	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	362	1438	1750	550	1250	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.04	0.07	0.07	0.02	0.12	0.12	0.03	0.10	0.10	0.20
Crit Moves:		****		****			****					****
Green Time:	19.4	28.9	28.9	10.0	19.4	19.4	16.8	16.8	16.8	27.3	27.3	27.3
Volume/Cap:	0.12	0.69	0.14	0.64	0.35	0.11	0.69	0.69	0.16	0.35	0.35	0.69
Delay/Veh:	31.5	35.7	24.6	56.6	34.8	31.4	48.1	48.1	34.2	28.6	28.6	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	35.7	24.6	56.6	34.8	31.4	48.1	48.1	34.2	28.6	28.6	37.5
LOS by Move:	C	D+	C	E+	C-	C	D	D	C-	C	C	D+
HCM2kAvgQ:	1	11	2	5	4	1	8	8	1	4	4	11

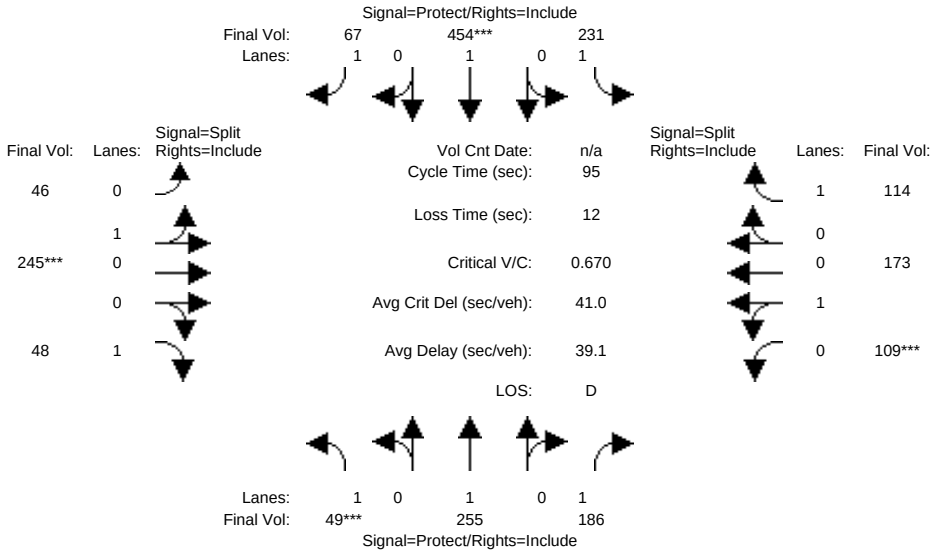
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	212	135	221	342	61	27	235	45	106	158	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	212	135	221	342	61	27	235	45	106	158	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	12	43	51	10	112	6	19	10	3	3	15	3
Initial Fut:	49	255	186	231	454	67	46	245	48	109	173	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	255	186	231	454	67	46	245	48	109	173	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	255	186	231	454	67	46	245	48	109	173	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	255	186	231	454	67	46	245	48	109	173	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.16	0.84	1.00	0.39	0.61	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	285	1515	1750	696	1104	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.11	0.13	0.24	0.04	0.16	0.16	0.03	0.16	0.16	0.07
Crit Moves:	****				****			****			****	
Green Time:	10.0	20.8	20.8	20.5	31.3	31.3	21.2	21.2	21.2	20.5	20.5	20.5
Volume/Cap:	0.27	0.61	0.48	0.61	0.73	0.12	0.73	0.73	0.12	0.73	0.73	0.30
Delay/Veh:	42.6	40.0	36.7	40.9	35.2	22.6	45.1	45.1	30.1	45.8	45.8	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	40.0	36.7	40.9	35.2	22.6	45.1	45.1	30.1	45.8	45.8	33.3
LOS by Move:	D	D	D+	D	D+	C+	D	D	C	D	D	C-
HCM2kAvgQ:	2	8	6	7	13	1	10	10	1	10	10	3

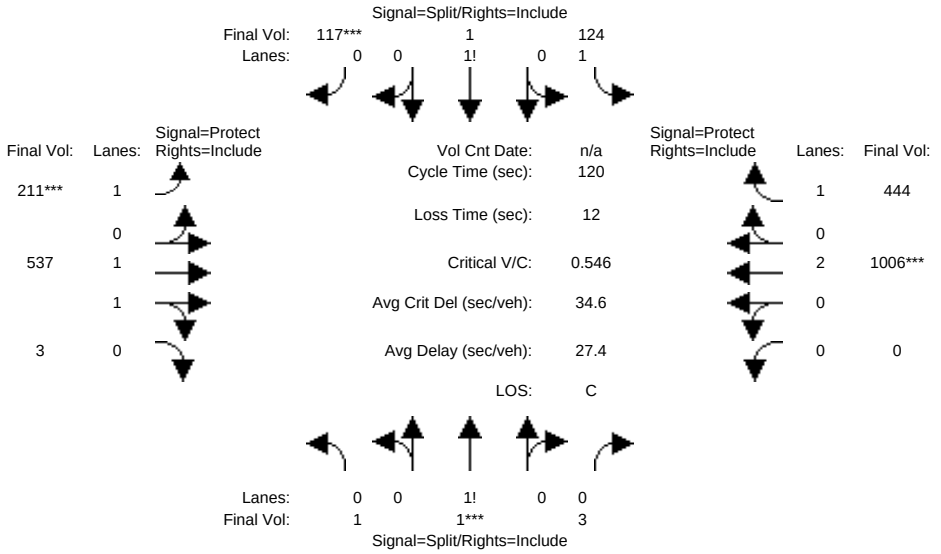
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	1	3	103	1	107	201	484	3	0	996	434
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	103	1	107	201	484	3	0	996	434
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	21	0	10	10	53	0	0	10	10
Initial Fut:	1	1	3	124	1	117	211	537	3	0	1006	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	3	124	1	117	211	537	3	0	1006	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	124	1	117	211	537	3	0	1006	444
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	3	124	1	117	211	537	3	0	1006	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	1.34	0.01	0.65	1.00	1.99	0.01	0.00	2.00	1.00
Final Sat.:	350	350	1050	2353	10	1138	1750	3679	21	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.10	0.10	0.12	0.15	0.15	0.00	0.26	0.25
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	20.6	20.6	20.6	24.2	77.4	77.4	0.0	53.1	53.1
Volume/Cap:	0.03	0.03	0.03	0.31	0.60	0.60	0.60	0.23	0.23	0.00	0.60	0.57
Delay/Veh:	51.0	51.0	51.0	44.4	52.2	52.2	50.8	9.1	9.1	0.0	26.9	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	51.0	44.4	52.2	52.2	50.8	9.1	9.1	0.0	26.9	28.0
LOS by Move:	D	D	D	D	D-	D-	D	A	A	A	C	C
HCM2kAvgQ:	0	0	0	3	7	7	8	4	4	0	14	13

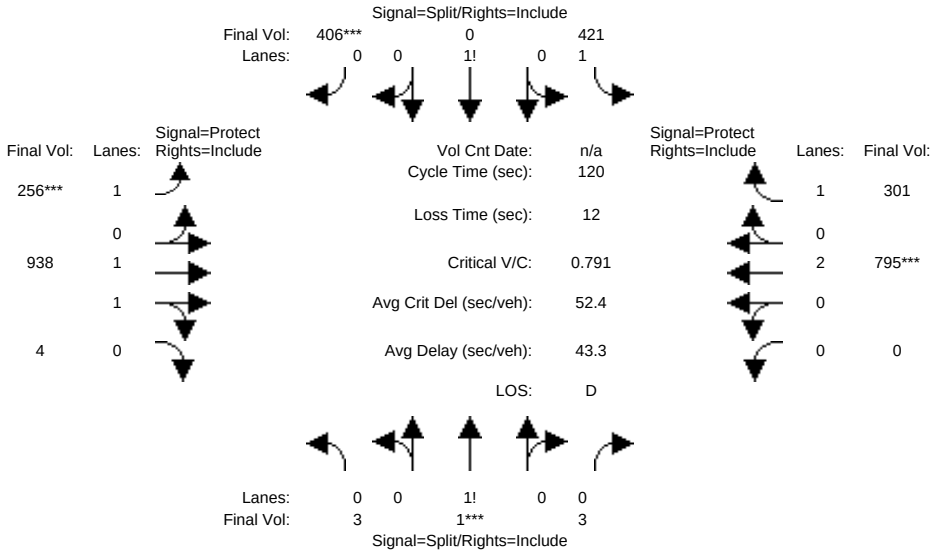
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	1	3	315	0	397	175	812	4	0	738	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	3	315	0	397	175	812	4	0	738	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	106	0	9	81	126	0	0	57	12
Initial Fut:	3	1	3	421	0	406	256	938	4	0	795	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	3	421	0	406	256	938	4	0	795	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	3	421	0	406	256	938	4	0	795	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	3	421	0	406	256	938	4	0	795	301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.43	0.14	0.43	1.34	0.00	0.66	1.00	1.99	0.01	0.00	2.00	1.00
Final Sat.:	750	250	750	2348	0	1152	1750	3684	16	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.35	0.15	0.25	0.25	0.00	0.21	0.17
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	48.8	0.0	48.8	20.3	49.2	49.2	0.0	29.0	29.0
Volume/Cap:	0.05	0.05	0.05	0.44	0.00	0.87	0.87	0.62	0.62	0.00	0.87	0.71
Delay/Veh:	51.2	51.2	51.2	26.5	0.0	43.1	75.8	29.9	29.9	0.0	54.5	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	51.2	51.2	26.5	0.0	43.1	75.8	29.9	29.9	0.0	54.5	51.5
LOS by Move:	D-	D-	D-	C	A	D	E-	C	C	A	D-	D-
HCM2kAvgQ:	0	0	0	9	0	25	13	14	14	0	17	12

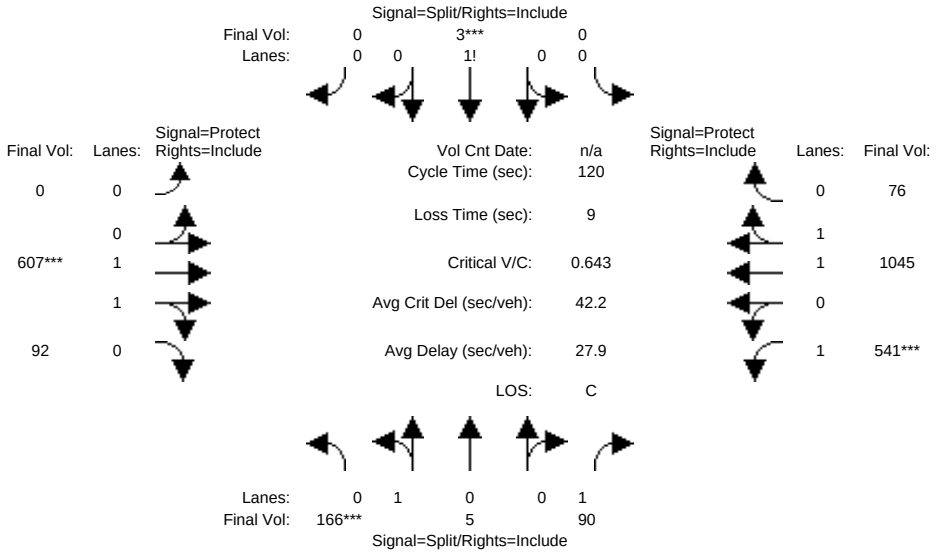
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	113	5	90	0	3	0	0	542	83	120	1035	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	5	90	0	3	0	0	542	83	120	1035	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	53	0	0	0	0	0	0	65	9	421	10	0
Initial Fut:	166	5	90	0	3	0	0	607	92	541	1045	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	5	90	0	3	0	0	607	92	541	1045	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	5	90	0	3	0	0	607	92	541	1045	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	5	90	0	3	0	0	607	92	541	1045	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.97	0.03	1.00	0.00	1.00	0.00	0.00	1.73	0.27	1.00	1.86	0.14
Final Sat.:	1747	53	1750	0	1900	0	0	3213	487	1750	3449	251
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.05	0.00	0.00	0.00	0.00	0.19	0.19	0.31	0.30	0.30
Crit Moves:	****				****			****		****		
Green Time:	16.2	16.2	16.2	0.0	10.0	0.0	0.0	32.2	32.2	52.6	84.8	84.8
Volume/Cap:	0.70	0.70	0.38	0.00	0.02	0.00	0.00	0.70	0.70	0.70	0.43	0.43
Delay/Veh:	65.4	65.4	52.0	0.0	50.7	0.0	0.0	43.8	43.8	32.7	7.9	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	65.4	52.0	0.0	50.7	0.0	0.0	43.8	43.8	32.7	7.9	7.9
LOS by Move:	E	E	D-	A	D	A	A	D	D	C-	A	A
HCM2kAvgQ:	8	8	4	0	0	0	0	13	13	18	9	9

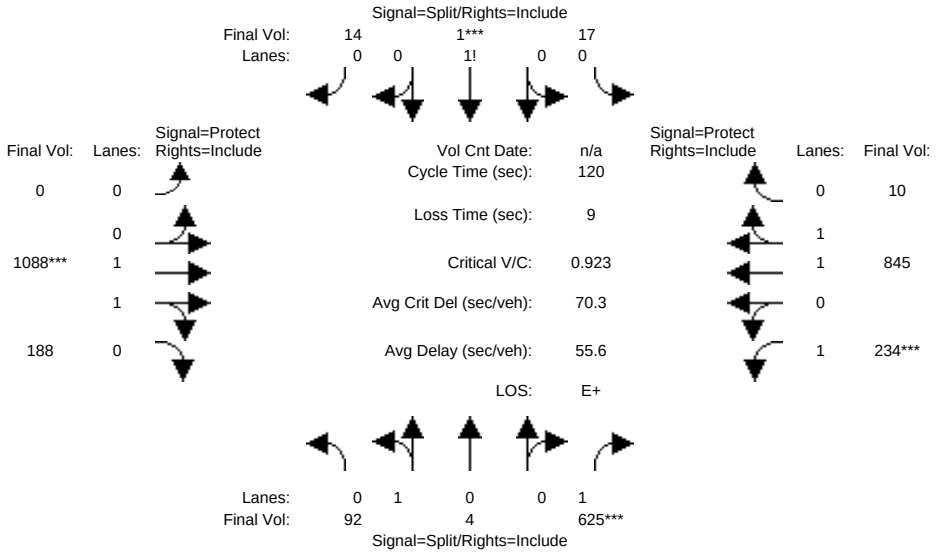
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
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Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	4	91	17	1	14	0	938	108	111	792	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	4	91	17	1	14	0	938	108	111	792	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	16	0	534	0	0	0	0	150	80	123	53	0
Initial Fut:	92	4	625	17	1	14	0	1088	188	234	845	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	4	625	17	1	14	0	1088	188	234	845	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	4	625	17	1	14	0	1088	188	234	845	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	4	625	17	1	14	0	1088	188	234	845	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.96	0.04	1.00	0.53	0.03	0.44	0.00	1.70	0.30	1.00	1.98	0.02
Final Sat.:	1725	75	1750	930	55	766	0	3154	545	1750	3657	43
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.36	0.02	0.02	0.02	0.00	0.34	0.34	0.13	0.23	0.23
Crit Moves:			****		****			****		****		
Green Time:	43.2	43.2	43.2	10.0	10.0	10.0	0.0	41.7	41.7	16.2	57.8	57.8
Volume/Cap:	0.15	0.15	0.99	0.22	0.22	0.22	0.00	0.99	0.99	0.99	0.48	0.48
Delay/Veh:	26.5	26.5	72.5	54.8	54.8	54.8	0.0	62.5	62.5	108.7	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	26.5	72.5	54.8	54.8	54.8	0.0	62.5	62.5	108.7	21.9	21.9
LOS by Move:	C	C	E	D-	D-	D-	A	E	E	F	C+	C+
HCM2kAvgQ:	2	2	31	1	1	1	0	31	31	14	11	11

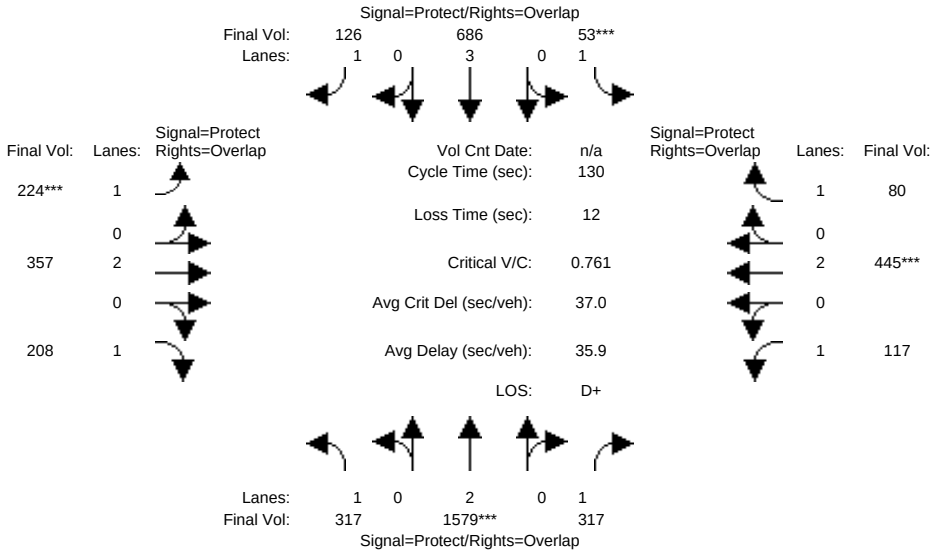
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	307	1275	315	53	477	94	168	350	192	75	323	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	1275	315	53	477	94	168	350	192	75	323	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	304	2	0	209	32	56	7	16	42	122	22
Initial Fut:	317	1579	317	53	686	126	224	357	208	117	445	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	1579	317	53	686	126	224	357	208	117	445	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1579	317	53	686	126	224	357	208	117	445	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	1579	317	53	686	126	224	357	208	117	445	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.42	0.18	0.03	0.12	0.07	0.13	0.09	0.12	0.07	0.12	0.05
Crit Moves:		****		****			****				****	
Green Time:	46.2	69.8	86.9	7.0	30.7	52.2	21.5	24.1	70.2	17.1	19.7	26.7
Volume/Cap:	0.51	0.77	0.27	0.56	0.51	0.18	0.77	0.51	0.22	0.51	0.77	0.22
Delay/Veh:	33.7	25.7	8.8	67.6	43.5	25.2	64.1	48.3	15.7	54.4	59.5	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	25.7	8.8	67.6	43.5	25.2	64.1	48.3	15.7	54.4	59.5	43.3
LOS by Move:	C-	C	A	E	D	C	E	D	B	D-	E+	D
HCM2kAvgQ:	11	26	5	3	8	3	11	7	5	5	10	3

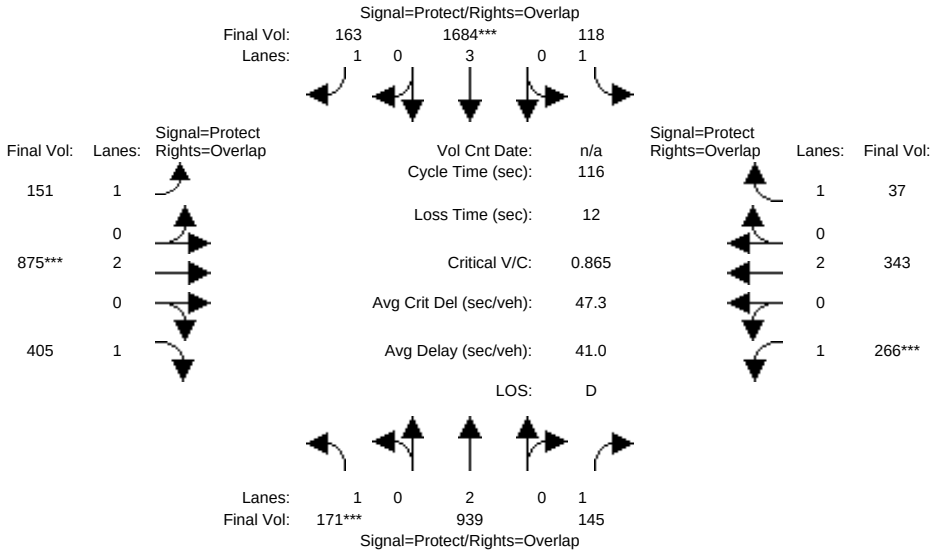
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	388	135	118	1141	83	112	813	395	256	306	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	388	135	118	1141	83	112	813	395	256	306	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	21	551	10	0	543	80	39	62	10	10	37	0
Initial Fut:	171	939	145	118	1684	163	151	875	405	266	343	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	939	145	118	1684	163	151	875	405	266	343	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	939	145	118	1684	163	151	875	405	266	343	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	939	145	118	1684	163	151	875	405	266	343	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.08	0.07	0.30	0.09	0.09	0.23	0.23	0.15	0.09	0.02
Crit Moves:	****				****			****		****		
Green Time:	13.1	41.4	61.8	11.3	39.6	64.7	25.1	30.9	44.0	20.4	26.2	37.5
Volume/Cap:	0.86	0.69	0.16	0.69	0.86	0.17	0.40	0.86	0.61	0.86	0.40	0.07
Delay/Veh:	81.0	33.4	13.9	62.2	40.0	12.6	39.7	48.5	30.8	68.1	38.5	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.0	33.4	13.9	62.2	40.0	12.6	39.7	48.5	30.8	68.1	38.5	27.2
LOS by Move:	F	C-	B	E	D	B	D	D	C	E	D+	C
HCM2kAvgQ:	9	15	3	6	21	3	5	18	13	13	5	1

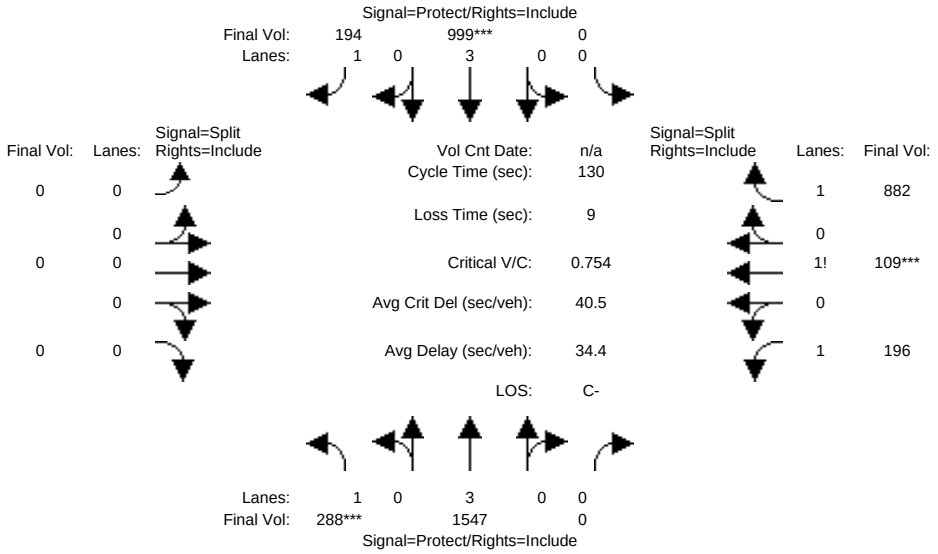
Note: Queue reported is the number of cars per lane.

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Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	283	1496	0	0	694	191	0	0	0	186	109	872
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	1496	0	0	694	191	0	0	0	186	109	872
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	5	51	0	0	305	3	0	0	0	10	0	10
Initial Fut:	288	1547	0	0	999	194	0	0	0	196	109	882
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	1547	0	0	999	194	0	0	0	196	109	882
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1547	0	0	999	194	0	0	0	196	109	882
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	1547	0	0	999	194	0	0	0	196	109	882
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.15	0.17	1.68
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2021	301	3020
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.00	0.00	0.18	0.11	0.00	0.00	0.00	0.10	0.36	0.29
Crit Moves:	****				****						****	
Green Time:	28.4	58.6	0.0	0.0	30.2	30.2	0.0	0.0	0.0	62.4	62.4	62.4
Volume/Cap:	0.75	0.60	0.00	0.00	0.75	0.48	0.00	0.00	0.00	0.20	0.75	0.61
Delay/Veh:	55.8	27.3	0.0	0.0	48.9	43.9	0.0	0.0	0.0	19.5	29.7	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	27.3	0.0	0.0	48.9	43.9	0.0	0.0	0.0	19.5	29.7	25.4
LOS by Move:	E+	C	A	A	D	D	A	A	A	B-	C	C
HCM2kAvgQ:	13	15	0	0	14	7	0	0	0	4	23	16

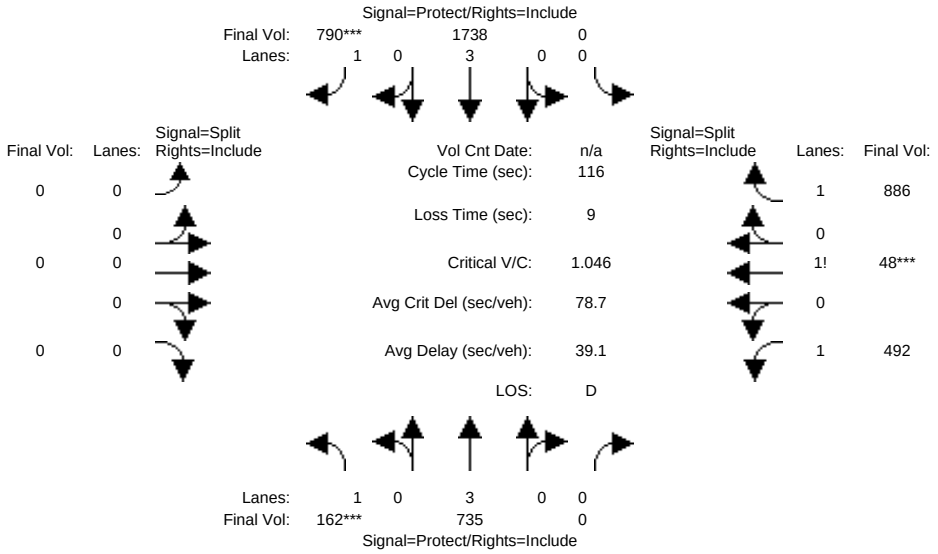
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2000 HCM Operations (Future Volume Alternative)
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Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	152	429	0	0	1483	674	0	0	0	482	48	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	429	0	0	1483	674	0	0	0	482	48	497
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	306	0	0	255	116	0	0	0	10	0	389
Initial Fut:	162	735	0	0	1738	790	0	0	0	492	48	886
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	735	0	0	1738	790	0	0	0	492	48	886
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	735	0	0	1738	790	0	0	0	492	48	886
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	735	0	0	1738	790	0	0	0	492	48	886
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.33	0.07	1.60
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2334	114	2802
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.00	0.00	0.30	0.45	0.00	0.00	0.00	0.21	0.42	0.32
Crit Moves:	****					****					****	
Green Time:	10.3	60.3	0.0	0.0	50.0	50.0	0.0	0.0	0.0	46.7	46.7	46.7
Volume/Cap:	1.05	0.25	0.00	0.00	0.71	1.05	0.00	0.00	0.00	0.52	1.05	0.79
Delay/Veh:	138.0	15.4	0.0	0.0	27.9	78.5	0.0	0.0	0.0	26.4	72.1	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	138.0	15.4	0.0	0.0	27.9	78.5	0.0	0.0	0.0	26.4	72.1	32.6
LOS by Move:	F	B	A	A	C	E-	A	A	A	C	E	C-
HCM2kAvgQ:	11	5	0	0	18	41	0	0	0	11	38	20

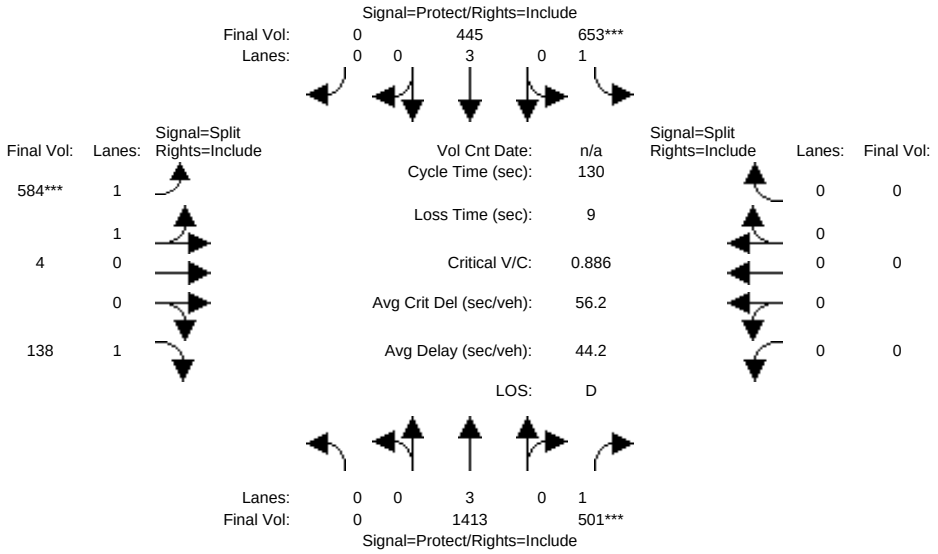
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1403	430	383	417	0	406	4	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1403	430	383	417	0	406	4	137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	10	71	270	28	0	178	0	1	0	0	0
Initial Fut:	0	1413	501	653	445	0	584	4	138	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1413	501	653	445	0	584	4	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1413	501	653	445	0	584	4	138	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1413	501	653	445	0	584	4	138	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3526	24	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.29	0.37	0.08	0.00	0.17	0.17	0.08	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	42.0	42.0	54.7	96.7	0.0	24.3	24.3	24.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.77	0.89	0.89	0.10	0.00	0.89	0.89	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	41.6	57.3	47.3	4.6	0.0	65.2	65.2	47.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.6	57.3	47.3	4.6	0.0	65.2	65.2	47.5	0.0	0.0	0.0
LOS by Move:	A	D	E+	D	A	A	E	E	D	A	A	A
HCM2kAvgQ:	0	18	24	29	2	0	15	15	5	0	0	0

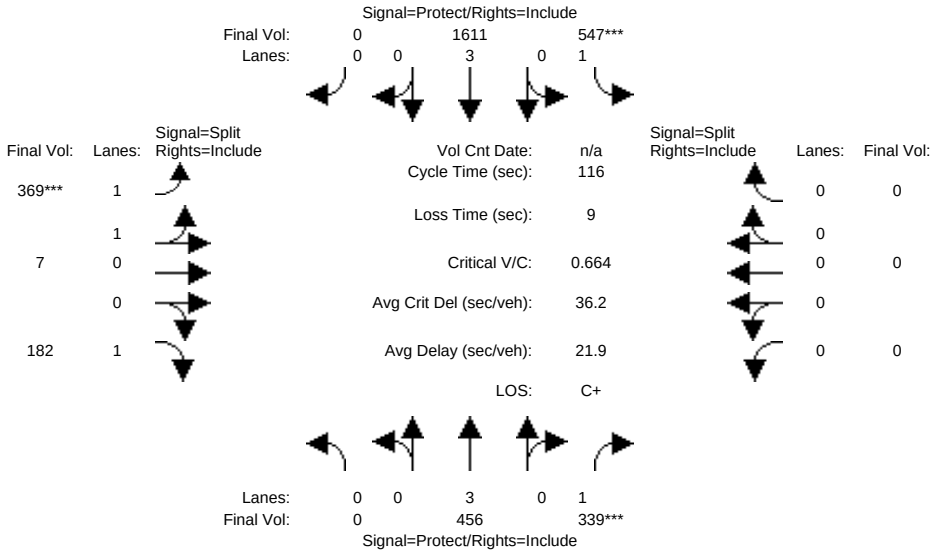
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	446	329	498	1395	0	130	7	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	446	329	498	1395	0	130	7	172	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	10	10	49	216	0	239	0	10	0	0	0
Initial Fut:	0	456	339	547	1611	0	369	7	182	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	456	339	547	1611	0	369	7	182	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	456	339	547	1611	0	369	7	182	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	456	339	547	1611	0	369	7	182	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3484	66	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.19	0.31	0.28	0.00	0.11	0.11	0.10	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	33.9	33.9	54.6	88.5	0.0	18.5	18.5	18.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.27	0.66	0.66	0.37	0.00	0.66	0.66	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	31.7	39.4	25.7	4.6	0.0	48.8	48.8	51.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.7	39.4	25.7	4.6	0.0	48.8	48.8	51.1	0.0	0.0	0.0
LOS by Move:	A	C	D	C	A	A	D	D	D-	A	A	A
HCM2kAvgQ:	0	4	12	17	6	0	8	8	8	0	0	0

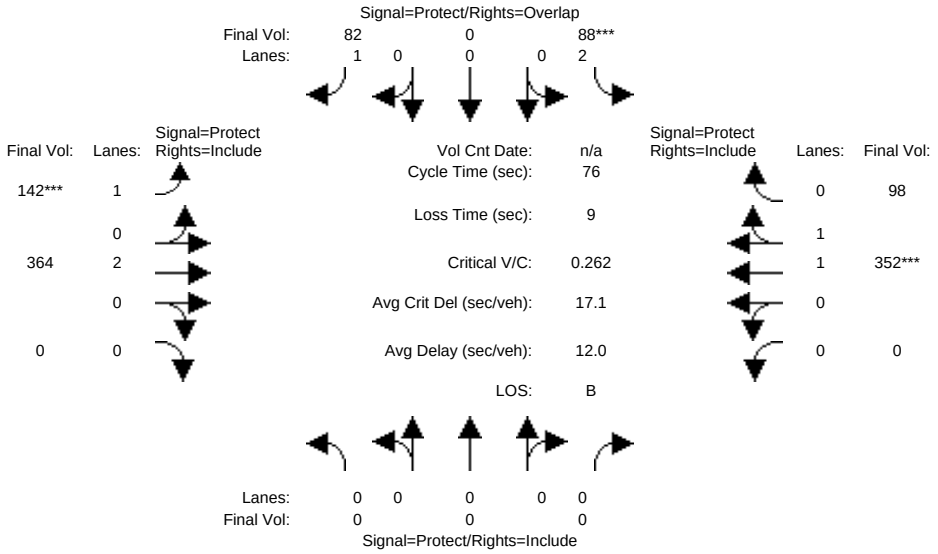
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	78	0	72	132	355	0	0	342	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	72	132	355	0	0	342	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	10	0	10	10	9	0	0	10	2
Initial Fut:	0	0	0	88	0	82	142	364	0	0	352	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	88	0	82	142	364	0	0	352	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	88	0	82	142	364	0	0	352	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	88	0	82	142	364	0	0	352	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2894	806
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.08	0.10	0.00	0.00	0.12	0.12
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	8.1	0.0	31.7	23.6	58.9	0.0	0.0	35.3	35.3
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.11	0.26	0.12	0.00	0.00	0.26	0.26
Delay/Veh:	0.0	0.0	0.0	33.1	0.0	13.9	20.9	2.2	0.0	0.0	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.1	0.0	13.9	20.9	2.2	0.0	0.0	12.8	12.8
LOS by Move:	A	A	A	C-	A	B	C+	A	A	A	B	B
HCM2kAvgQ:	0	0	0	1	0	1	3	1	0	0	3	3

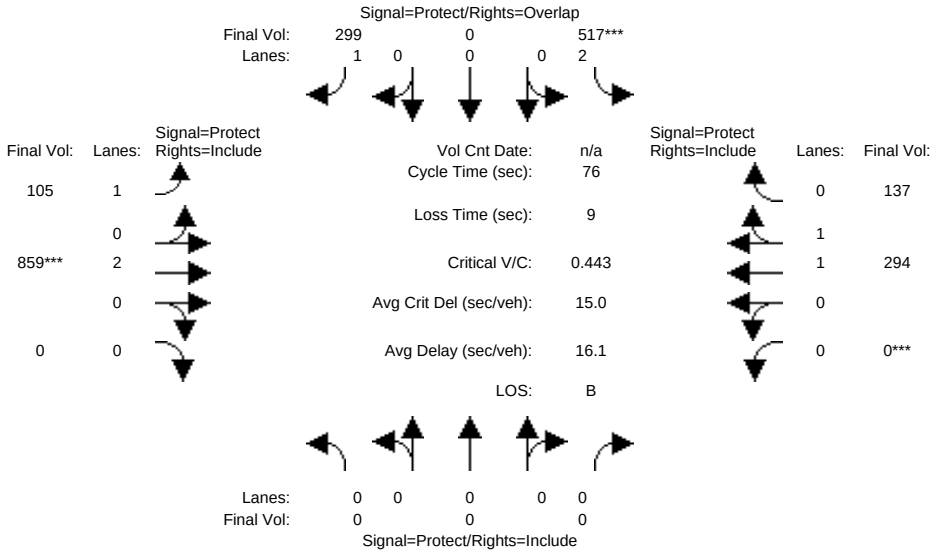
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	507	0	291	103	651	0	0	286	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	507	0	291	103	651	0	0	286	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	10	0	8	2	208	0	0	8	10
Initial Fut:	0	0	0	517	0	299	105	859	0	0	294	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	517	0	299	105	859	0	0	294	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	517	0	299	105	859	0	0	294	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	517	0	299	105	859	0	0	294	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.35	0.65
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2523	1176
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.17	0.06	0.23	0.00	0.00	0.12	0.12
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	28.2	0.0	44.2	16.0	38.8	0.0	0.0	22.8	22.8
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.29	0.29	0.44	0.00	0.00	0.39	0.39
Delay/Veh:	0.0	0.0	0.0	19.2	0.0	8.8	27.2	12.5	0.0	0.0	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.2	0.0	8.8	27.2	12.5	0.0	0.0	22.1	22.1
LOS by Move:	A	A	A	B-	A	A	C	B	A	A	C+	C+
HCM2kAvgQ:	0	0	0	6	0	4	2	7	0	0	4	4

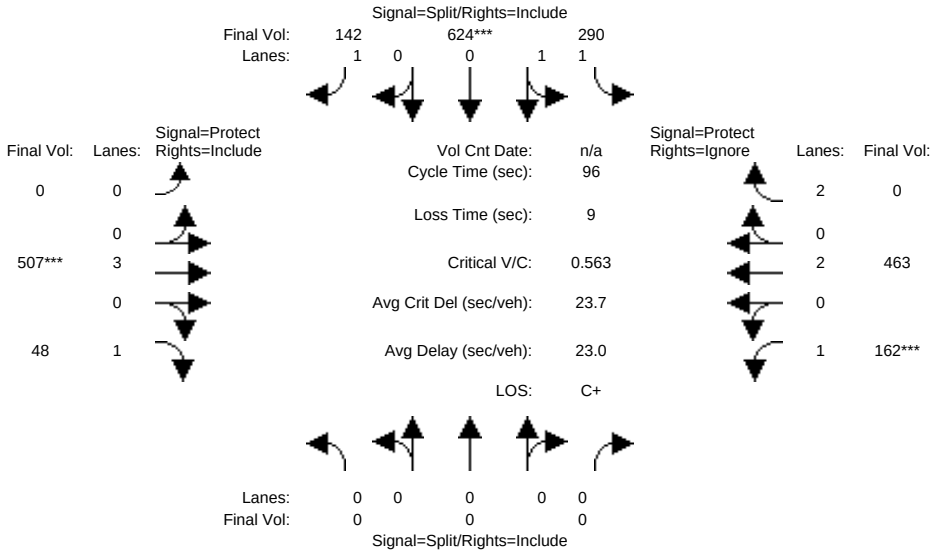
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	280	251	132	0	498	38	69	453	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	280	251	132	0	498	38	69	453	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	10	373	10	0	9	10	93	10	35
Initial Fut:	0	0	0	290	624	142	0	507	48	162	463	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	290	624	142	0	507	48	162	463	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	290	624	142	0	507	48	162	463	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	290	624	142	0	507	48	162	463	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.33	0.08	0.00	0.09	0.03	0.09	0.12	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	56.0	56.0	56.0	0.0	15.2	15.2	15.8	31.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.56	0.14	0.00	0.56	0.17	0.56	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	10.0	12.8	9.1	0.0	38.2	35.3	39.5	25.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.0	12.8	9.1	0.0	38.2	35.3	39.5	25.3	0.0
LOS by Move:	A	A	A	B+	B	A	A	D+	D+	D	C	A
HCM2kAvgQ:	0	0	0	5	12	2	0	5	1	6	5	0

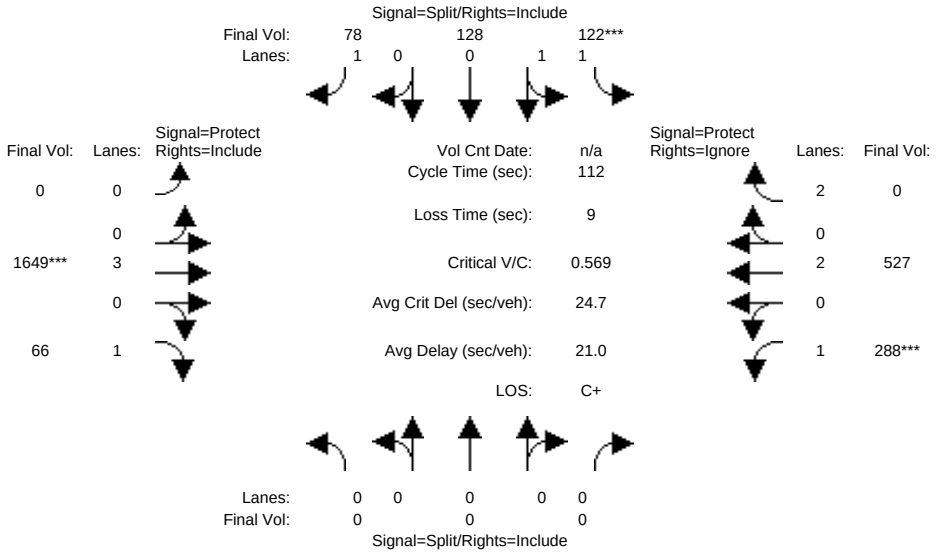
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	112	78	68	0	1455	60	146	518	965
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	112	78	68	0	1455	60	146	518	965
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	10	50	10	0	194	6	142	9	24
Initial Fut:	0	0	0	122	128	78	0	1649	66	288	527	989
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	122	128	78	0	1649	66	288	527	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	128	78	0	1649	66	288	527	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	122	128	78	0	1649	66	288	527	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.04	0.00	0.29	0.04	0.16	0.14	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	13.7	13.7	13.7	0.0	56.9	56.9	32.4	89.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.57	0.55	0.36	0.00	0.57	0.07	0.57	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	48.1	47.7	46.2	0.0	19.3	14.1	35.4	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.1	47.7	46.2	0.0	19.3	14.1	35.4	2.7	0.0
LOS by Move:	A	A	A	D	D	D	A	B-	B	D+	A	A
HCM2kAvgQ:	0	0	0	5	5	3	0	13	1	10	2	0

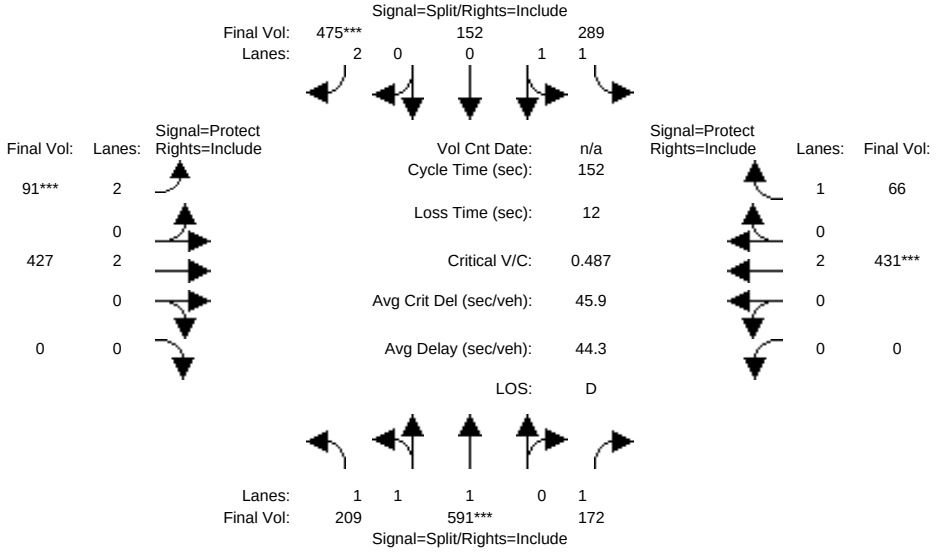
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	465	171	287	152	472	80	417	0	0	371	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	465	171	287	152	472	80	417	0	0	371	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	40	126	1	2	0	3	11	10	0	0	60	10
Initial Fut:	209	591	172	289	152	475	91	427	0	0	431	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	591	172	289	152	475	91	427	0	0	431	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	591	172	289	152	475	91	427	0	0	431	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	591	172	289	152	475	91	427	0	0	431	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.32	0.68	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	3800	1750	2326	1223	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.10	0.12	0.12	0.15	0.03	0.11	0.00	0.00	0.11	0.04
Crit Moves:		****				****	****				****	
Green Time:	48.5	48.5	48.5	47.1	47.1	47.1	9.0	44.4	0.0	0.0	35.4	35.4
Volume/Cap:	0.37	0.49	0.31	0.40	0.40	0.49	0.49	0.38	0.00	0.00	0.49	0.16
Delay/Veh:	40.1	41.9	39.4	41.6	41.6	43.0	71.2	43.1	0.0	0.0	50.9	46.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	41.9	39.4	41.6	41.6	43.0	71.2	43.1	0.0	0.0	50.9	46.7
LOS by Move:	D	D	D	D	D	D	E	D	A	A	D	D
HCM2kAvgQ:	8	11	6	9	9	11	3	8	0	0	9	3

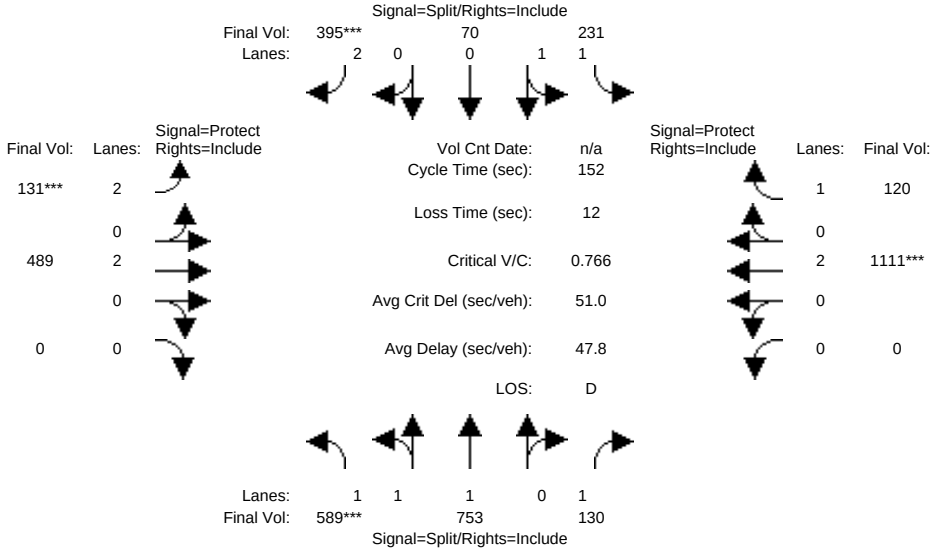
Note: Queue reported is the number of cars per lane.

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BG + Project Interim PM

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	548	424	129	226	70	332	124	464	0	0	946	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	424	129	226	70	332	124	464	0	0	946	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	41	329	1	5	0	63	7	25	0	0	165	10
Initial Fut:	589	753	130	231	70	395	131	489	0	0	1111	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	589	753	130	231	70	395	131	489	0	0	1111	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	589	753	130	231	70	395	131	489	0	0	1111	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	589	753	130	231	70	395	131	489	0	0	1111	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.93	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.36	1.64	1.00	1.54	0.46	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2390	3056	1750	2724	826	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.07	0.08	0.08	0.13	0.04	0.13	0.00	0.00	0.29	0.07
Crit Moves:	****					****	****				****	
Green Time:	48.9	48.9	48.9	24.9	24.9	24.9	8.2	66.2	0.0	0.0	58.0	58.0
Volume/Cap:	0.77	0.77	0.23	0.52	0.52	0.77	0.77	0.30	0.00	0.00	0.77	0.18
Delay/Veh:	48.5	48.5	38.0	58.9	58.9	67.6	89.5	27.9	0.0	0.0	43.6	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	48.5	38.0	58.9	58.9	67.6	89.5	27.9	0.0	0.0	43.6	31.3
LOS by Move:	D	D	D+	E+	E+	E	F	C	A	A	D	C
HCM2kAvgQ:	21	21	5	7	7	12	5	7	0	0	23	4

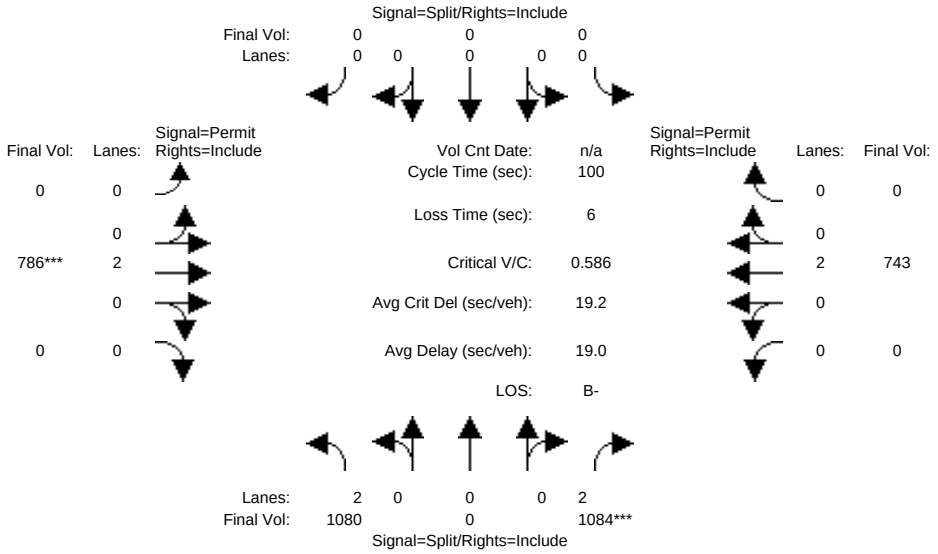
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	548	0	1074	0	0	0	0	622	0	0	733	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	0	1074	0	0	0	0	622	0	0	733	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	532	0	10	0	0	0	0	164	0	0	10	0
Initial Fut:	1080	0	1084	0	0	0	0	786	0	0	743	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1080	0	1084	0	0	0	0	786	0	0	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	0	1084	0	0	0	0	786	0	0	743	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1080	0	1084	0	0	0	0	786	0	0	743	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.20	0.00
Crit Moves:			****					****				
Green Time:	58.7	0.0	58.7	0.0	0.0	0.0	0.0	35.3	0.0	0.0	35.3	0.0
Volume/Cap:	0.58	0.00	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.55	0.00
Delay/Veh:	13.5	0.0	13.5	0.0	0.0	0.0	0.0	27.1	0.0	0.0	26.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	0.0	13.5	0.0	0.0	0.0	0.0	27.1	0.0	0.0	26.5	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	13	0	13	0	0	0	0	10	0	0	10	0

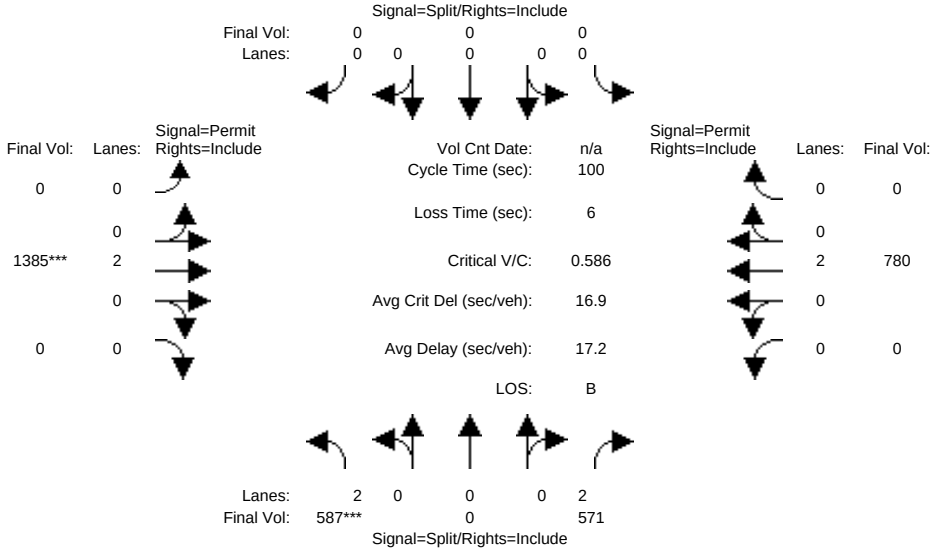
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	277	0	561	0	0	0	0	951	0	0	731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	0	561	0	0	0	0	951	0	0	731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	310	0	10	0	0	0	0	434	0	0	49	0
Initial Fut:	587	0	571	0	0	0	0	1385	0	0	780	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	587	0	571	0	0	0	0	1385	0	0	780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	587	0	571	0	0	0	0	1385	0	0	780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	587	0	571	0	0	0	0	1385	0	0	780	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.18	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.21	0.00
Crit Moves:	****							****				
Green Time:	31.8	0.0	31.8	0.0	0.0	0.0	0.0	62.2	0.0	0.0	62.2	0.0
Volume/Cap:	0.59	0.00	0.57	0.00	0.00	0.00	0.00	0.59	0.00	0.00	0.33	0.00
Delay/Veh:	29.5	0.0	29.2	0.0	0.0	0.0	0.0	11.6	0.0	0.0	9.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	0.0	29.2	0.0	0.0	0.0	0.0	11.6	0.0	0.0	9.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B+	A	A	A	A
HCM2kAvgQ:	10	0	9	0	0	0	0	13	0	0	6	0

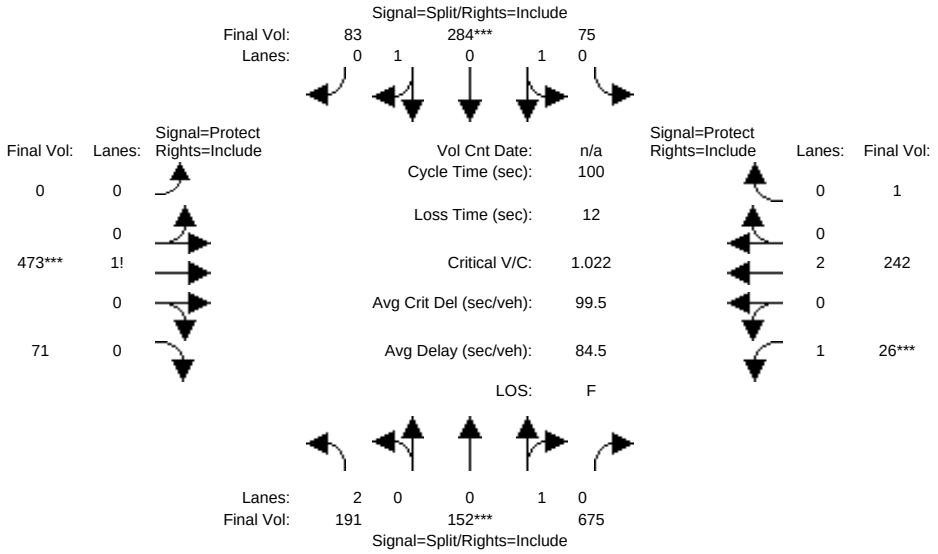
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	152	674	16	69	15	0	463	71	16	106	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	152	674	16	69	15	0	463	71	16	106	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	98	0	1	59	215	68	0	10	0	10	136	0
Initial Fut:	191	152	675	75	284	83	0	473	71	26	242	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	152	675	75	284	83	0	473	71	26	242	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	152	675	75	284	83	0	473	71	26	242	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	152	675	75	284	83	0	473	71	26	242	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95
Lanes:	2.00	0.18	0.82	0.34	1.28	0.38	0.00	0.87	0.13	1.00	1.99	0.01
Final Sat.:	3150	331	1469	611	2313	676	0	1565	235	1750	3685	15
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.12	0.12	0.12	0.00	0.30	0.30	0.01	0.07	0.07
Crit Moves:		****			****			****			****	
Green Time:	42.1	42.1	42.1	11.2	11.2	11.2	0.0	27.7	27.7	7.0	34.7	34.7
Volume/Cap:	0.14	1.09	1.09	1.09	1.09	1.09	0.00	1.09	1.09	0.21	0.19	0.19
Delay/Veh:	17.9	89.6	89.6	116.2	116	116.2	0.0	104	103.8	44.8	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	89.6	89.6	116.2	116	116.2	0.0	104	103.8	44.8	22.9	22.9
LOS by Move:	B	F	F	F	F	F	A	F	F	D	C+	C+
HCM2kAvgQ:	2	40	40	13	13	13	0	28	28	1	3	3

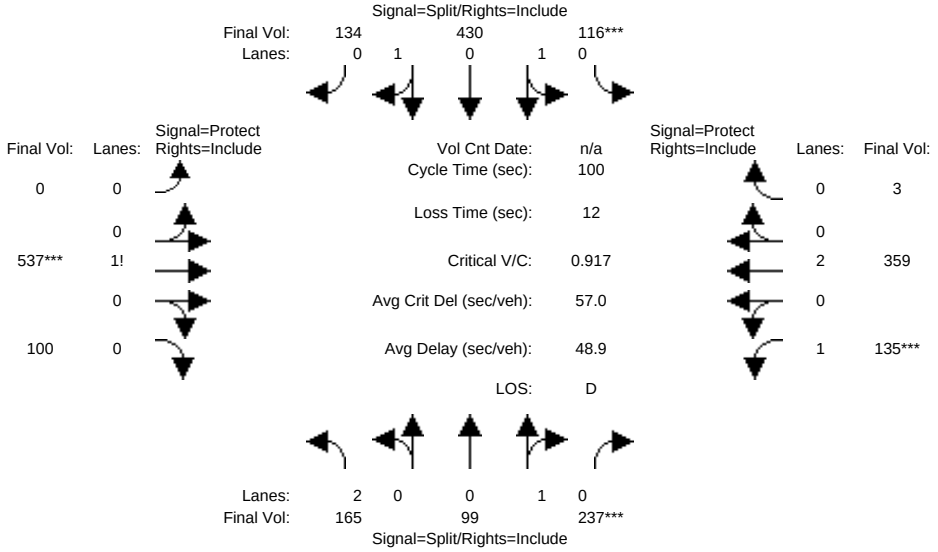
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	99	217	69	340	29	0	349	100	128	349	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	99	217	69	340	29	0	349	100	128	349	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	77	0	20	47	90	105	0	188	0	7	10	0
Initial Fut:	165	99	237	116	430	134	0	537	100	135	359	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	99	237	116	430	134	0	537	100	135	359	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	99	237	116	430	134	0	537	100	135	359	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	99	237	116	430	134	0	537	100	135	359	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95
Lanes:	2.00	0.29	0.71	0.34	1.27	0.39	0.00	0.84	0.16	1.00	1.98	0.02
Final Sat.:	3150	530	1270	614	2276	709	0	1517	283	1750	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.19	0.19	0.19	0.00	0.35	0.35	0.08	0.10	0.10
Crit Moves:			****	****				****		****		
Green Time:	20.4	20.4	20.4	20.6	20.6	20.6	0.0	38.6	38.6	8.4	47.0	47.0
Volume/Cap:	0.26	0.92	0.92	0.92	0.92	0.92	0.00	0.92	0.92	0.92	0.21	0.21
Delay/Veh:	33.7	66.1	66.1	55.0	55.0	55.0	0.0	46.1	46.1	95.4	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	66.1	66.1	55.0	55.0	55.0	0.0	46.1	46.1	95.4	15.6	15.6
LOS by Move:	C-	E	E	E+	E+	E+	A	D	D	F	B	B
HCM2kAvgQ:	3	15	15	15	15	15	0	24	24	8	3	3

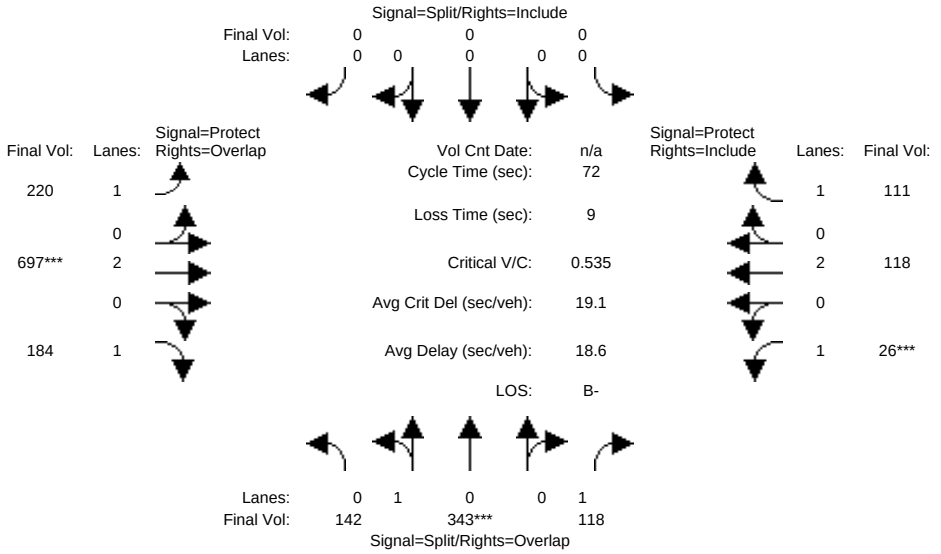
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	301	94	0	0	0	216	687	180	25	85	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	301	94	0	0	0	216	687	180	25	85	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	102	42	24	0	0	0	4	10	4	1	33	10
Initial Fut:	142	343	118	0	0	0	220	697	184	26	118	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	343	118	0	0	0	220	697	184	26	118	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	343	118	0	0	0	220	697	184	26	118	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	343	118	0	0	0	220	697	184	26	118	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.29	0.71	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	527	1273	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.07	0.00	0.00	0.00	0.13	0.18	0.11	0.01	0.03	0.06
Crit Moves:		****						****		****		
Green Time:	33.3	33.3	40.3	0.0	0.0	0.0	14.1	22.7	56.0	7.0	15.6	15.6
Volume/Cap:	0.58	0.58	0.12	0.00	0.00	0.00	0.64	0.58	0.14	0.15	0.14	0.29
Delay/Veh:	15.3	15.3	7.5	0.0	0.0	0.0	30.7	21.4	2.0	30.2	22.9	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	15.3	7.5	0.0	0.0	0.0	30.7	21.4	2.0	30.2	22.9	24.0
LOS by Move:	B	B	A	A	A	A	C	C+	A	C	C+	C
HCM2kAvgQ:	9	9	1	0	0	0	6	7	1	1	1	2

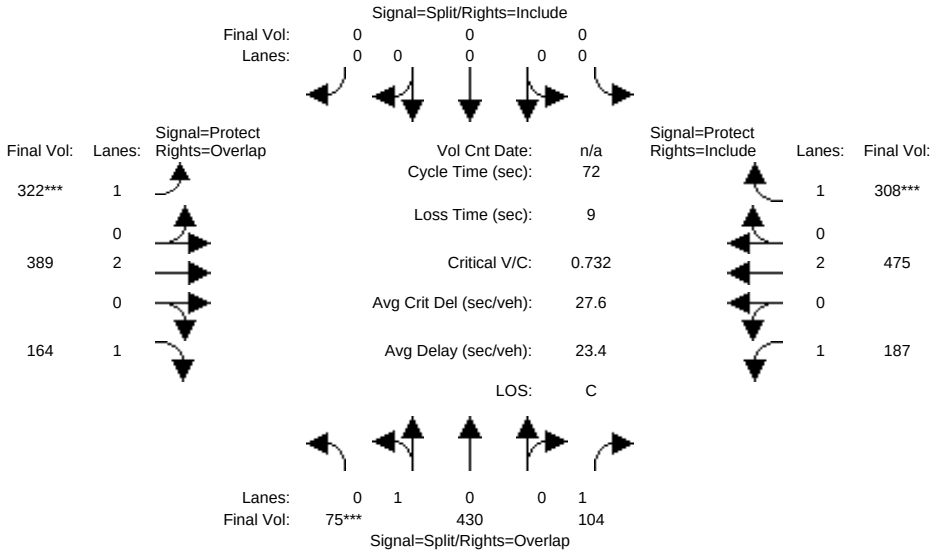
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	420	94	0	0	0	187	379	44	185	465	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	420	94	0	0	0	187	379	44	185	465	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	23	10	10	0	0	0	135	10	120	2	10	2
Initial Fut:	75	430	104	0	0	0	322	389	164	187	475	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	430	104	0	0	0	322	389	164	187	475	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	430	104	0	0	0	322	389	164	187	475	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	430	104	0	0	0	322	389	164	187	475	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.15	0.85	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	267	1533	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.06	0.00	0.00	0.00	0.18	0.10	0.09	0.11	0.13	0.18
Crit Moves:	****						****					****
Green Time:	27.6	27.6	43.0	0.0	0.0	0.0	18.1	20.0	47.6	15.4	17.3	17.3
Volume/Cap:	0.73	0.73	0.10	0.00	0.00	0.00	0.73	0.37	0.14	0.50	0.52	0.73
Delay/Veh:	23.1	23.1	6.3	0.0	0.0	0.0	30.9	21.1	4.6	26.0	24.3	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	23.1	6.3	0.0	0.0	0.0	30.9	21.1	4.6	26.0	24.3	31.7
LOS by Move:	C	C	A	A	A	A	C	C+	A	C	C	C
HCM2kAvgQ:	12	12	1	0	0	0	9	4	1	5	5	9

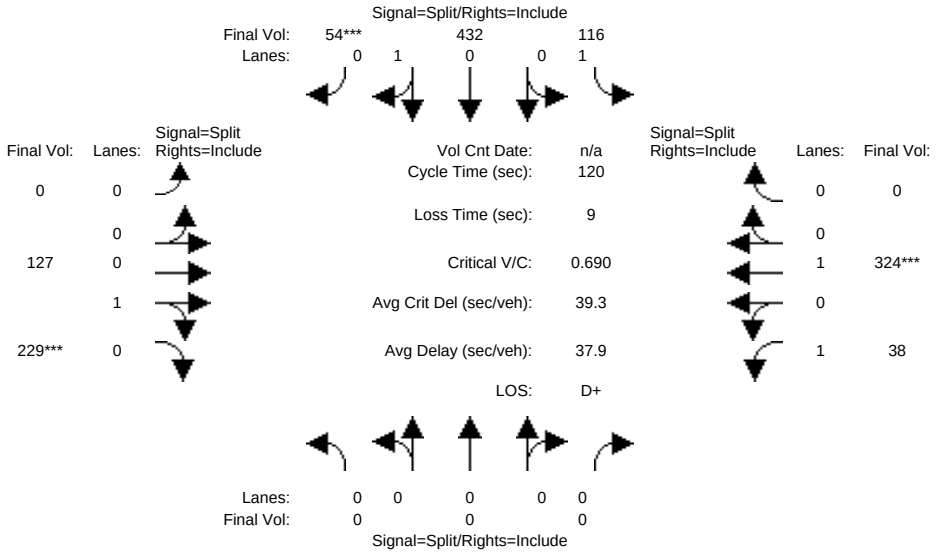
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	102	229	54	0	126	199	28	124	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	102	229	54	0	126	199	28	124	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	14	203	0	0	1	30	10	200	0
Initial Fut:	0	0	0	116	432	54	0	127	229	38	324	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	116	432	54	0	127	229	38	324	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	432	54	0	127	229	38	324	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	116	432	54	0	127	229	38	324	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.89	0.11	0.00	0.36	0.64	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1600	200	0	642	1158	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.27	0.27	0.00	0.20	0.20	0.02	0.17	0.00
Crit Moves:						****			****		****	
Green Time:	0.0	0.0	0.0	47.0	47.0	47.0	0.0	34.4	34.4	29.7	29.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.17	0.69	0.69	0.00	0.69	0.69	0.09	0.69	0.00
Delay/Veh:	0.0	0.0	0.0	23.9	33.4	33.4	0.0	42.0	42.0	34.9	45.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.9	33.4	33.4	0.0	42.0	42.0	34.9	45.3	0.0
LOS by Move:	A	A	A	C	C-	C-	A	D	D	C-	D	A
HCM2kAvgQ:	0	0	0	3	16	16	0	13	13	1	12	0

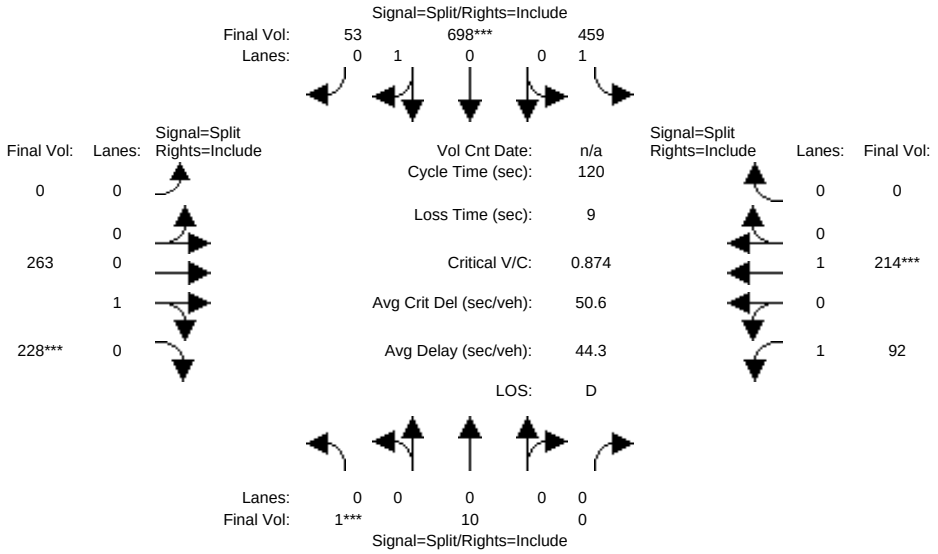
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	10	0	150	692	53	0	226	224	82	171	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	10	0	150	692	53	0	226	224	82	171	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	309	6	0	0	37	4	10	43	0
Initial Fut:	1	10	0	459	698	53	0	263	228	92	214	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	10	0	459	698	53	0	263	228	92	214	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	10	0	459	698	53	0	263	228	92	214	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	10	0	459	698	53	0	263	228	92	214	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.09	0.91	0.00	1.00	0.93	0.07	0.00	0.54	0.46	1.00	1.00	0.00
Final Sat.:	164	1636	0	1750	1673	127	0	964	836	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.26	0.42	0.42	0.00	0.27	0.27	0.05	0.11	0.00
Crit Moves:	****				****				****		****	
Green Time:	0.8	0.8	0.0	57.3	57.3	57.3	0.0	37.4	37.4	15.5	15.5	0.0
Volume/Cap:	0.87	0.87	0.00	0.55	0.87	0.87	0.00	0.87	0.87	0.41	0.87	0.00
Delay/Veh:	245.2	245	0.0	23.0	38.0	38.0	0.0	53.3	53.3	49.3	78.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	245.2	245	0.0	23.0	38.0	38.0	0.0	53.3	53.3	49.3	78.8	0.0
LOS by Move:	F	F	A	C	D+	D+	A	D-	D-	D	E-	A
HCM2kAvgQ:	1	1	0	13	29	29	0	21	21	4	11	0

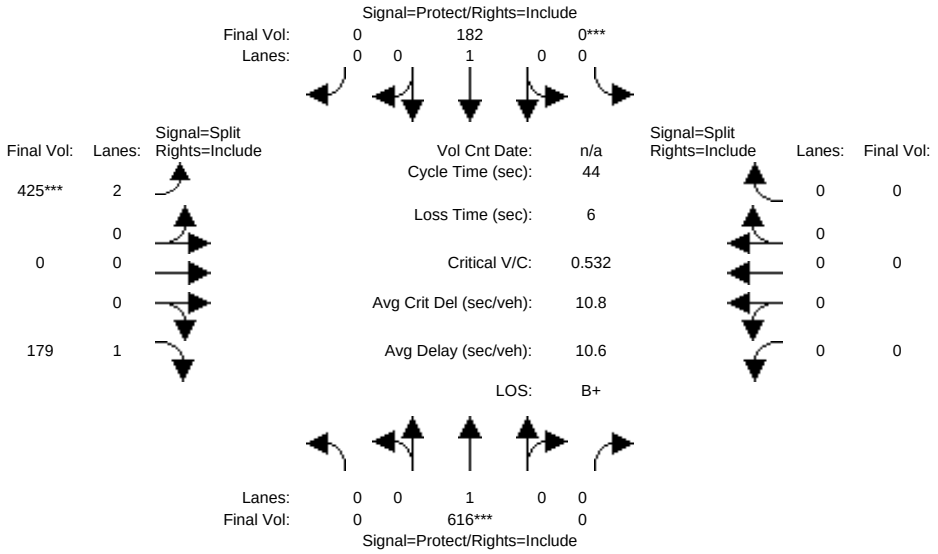
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	317	0	0	162	0	289	0	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	317	0	0	162	0	289	0	172	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	299	0	0	20	0	136	0	7	0	0	0
Initial Fut:	0	616	0	0	182	0	425	0	179	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	616	0	0	182	0	425	0	179	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	616	0	0	182	0	425	0	179	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	616	0	0	182	0	425	0	179	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.10	0.00	0.13	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	26.8	0.0	0.0	26.8	0.0	11.2	0.0	11.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.16	0.00	0.53	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	0.0	6.7	0.0	0.0	4.0	0.0	16.7	0.0	16.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	0.0	0.0	4.0	0.0	16.7	0.0	16.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	5	0	0	1	0	4	0	3	0	0	0

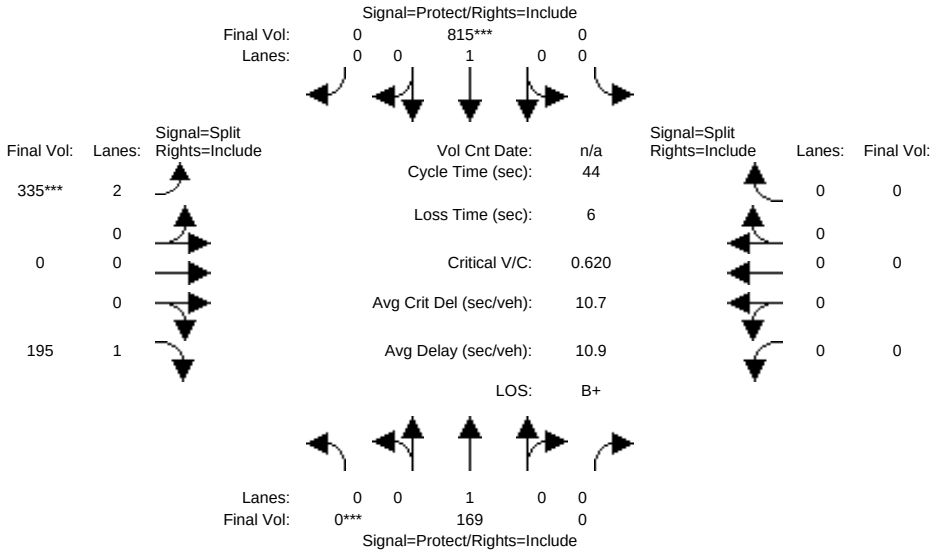
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	167	0	0	468	0	274	0	185	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	167	0	0	468	0	274	0	185	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	2	0	0	347	0	61	0	10	0	0	0
Initial Fut:	0	169	0	0	815	0	335	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	169	0	0	815	0	335	0	195	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	169	0	0	815	0	335	0	195	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	169	0	0	815	0	335	0	195	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.43	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	28.0	0.0	0.0	28.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.14	0.00	0.00	0.67	0.00	0.47	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	3.4	0.0	0.0	8.1	0.0	16.9	0.0	19.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.4	0.0	0.0	8.1	0.0	16.9	0.0	19.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B-	A	A	A
HCM2kAvgQ:	0	1	0	0	8	0	3	0	3	0	0	0

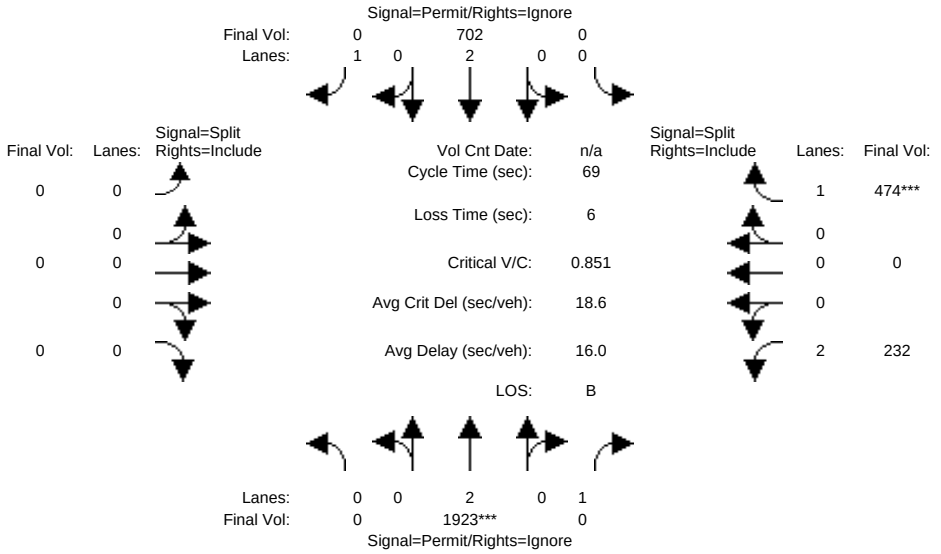
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1913	219	0	654	163	0	0	0	213	0	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1913	219	0	654	163	0	0	0	213	0	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	10	26	0	48	0	0	0	0	19	0	24
Initial Fut:	0	1923	245	0	702	163	0	0	0	232	0	474
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1923	0	0	702	0	0	0	0	232	0	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1923	0	0	702	0	0	0	0	232	0	474
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1923	0	0	702	0	0	0	0	232	0	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.27
Crit Moves:		****										****
Green Time:	0.0	41.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0	22.0	0.0	22.0
Volume/Cap:	0.00	0.85	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.23	0.00	0.85
Delay/Veh:	0.0	14.8	0.0	0.0	7.0	0.0	0.0	0.0	0.0	17.4	0.0	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	0.0	0.0	7.0	0.0	0.0	0.0	0.0	17.4	0.0	33.9
LOS by Move:	A	B	A	A	A	A	A	A	A	B	A	C-
HCM2kAvgQ:	0	20	0	0	4	0	0	0	0	2	0	13

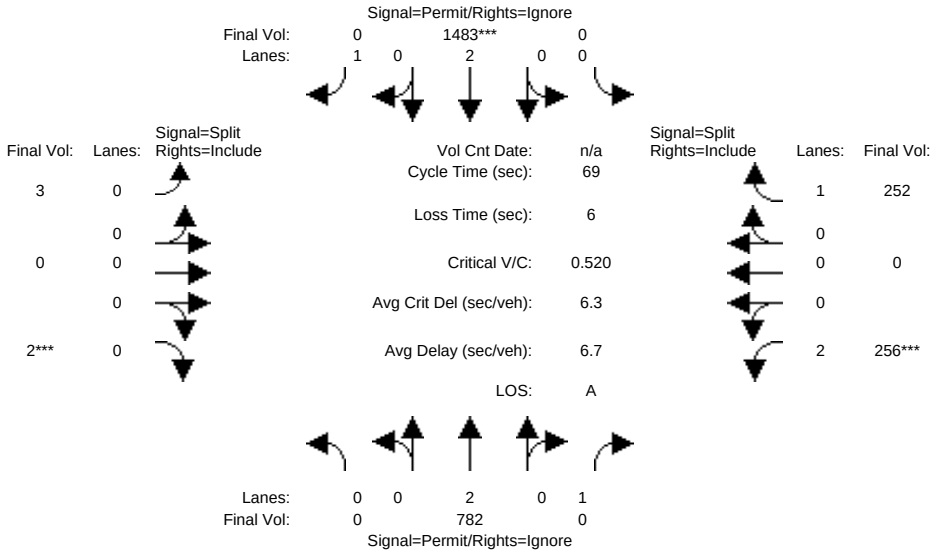
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	732	362	0	1473	225	3	0	2	245	0	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	732	362	0	1473	225	3	0	2	245	0	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	50	50	0	10	0	0	0	0	11	0	23
Initial Fut:	0	782	412	0	1483	225	3	0	2	256	0	252
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	782	0	0	1483	0	3	0	2	256	0	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	782	0	0	1483	0	3	0	2	256	0	252
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	782	0	0	1483	0	3	0	2	256	0	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.60	0.00	0.40	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	1050	0	700	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.08	0.00	0.14
Crit Moves:					****				****	****		
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.4	0.0	0.4	19.1	0.0	19.1
Volume/Cap:	0.00	0.27	0.00	0.00	0.52	0.00	0.52	0.00	0.52	0.29	0.00	0.52
Delay/Veh:	0.0	2.7	0.0	0.0	3.7	0.0	76.7	0.0	76.7	19.8	0.0	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.7	0.0	0.0	3.7	0.0	76.7	0.0	76.7	19.8	0.0	22.1
LOS by Move:	A	A	A	A	A	A	E-	A	E-	B-	A	C+
HCM2kAvgQ:	0	3	0	0	7	0	1	0	1	3	0	5

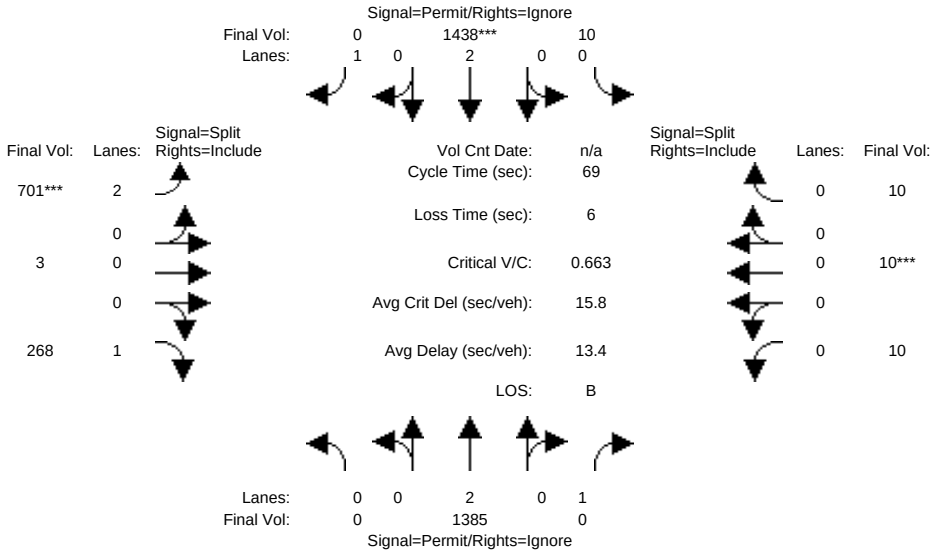
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1373	262	0	1369	311	701	3	268	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1373	262	0	1369	311	701	3	268	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	12	10	10	69	1	0	0	0	10	10	10
Initial Fut:	0	1385	272	10	1438	312	701	3	268	10	10	10
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1385	0	10	1438	0	701	3	268	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1385	0	10	1438	0	701	3	268	10	10	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1385	0	10	1438	0	701	3	268	10	10	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.94	0.95	0.95	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	2.00	0.01	0.99	0.34	0.33	0.33
Final Sat.:	0	3800	1750	26	3674	1750	3554	20	1780	583	583	583
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.39	0.39	0.00	0.20	0.15	0.15	0.02	0.02	0.02
Crit Moves:					****		****				****	
Green Time:	0.0	40.7	0.0	40.7	40.7	0.0	20.5	20.5	20.5	1.8	1.8	1.8
Volume/Cap:	0.00	0.62	0.00	0.66	0.66	0.00	0.66	0.51	0.51	0.66	0.66	0.66
Delay/Veh:	0.0	9.7	0.0	10.3	10.3	0.0	22.4	20.3	20.3	64.6	64.6	64.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	0.0	10.3	10.3	0.0	22.4	20.3	20.3	64.6	64.6	64.6
LOS by Move:	A	A	A	B+	B+	A	C+	C+	C+	E	E	E
HCM2kAvgQ:	0	10	0	11	11	0	8	6	6	2	2	2

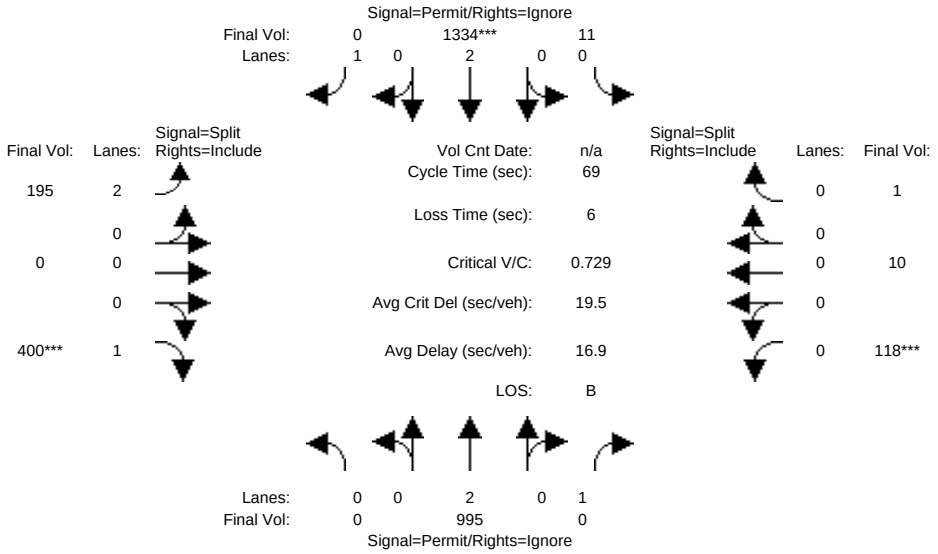
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	895	244	0	1324	407	195	0	400	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	895	244	0	1324	407	195	0	400	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	100	33	11	10	10	0	0	0	118	10	1
Initial Fut:	0	995	277	11	1334	417	195	0	400	118	10	1
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	995	0	11	1334	0	195	0	400	118	10	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	995	0	11	1334	0	195	0	400	118	10	1
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	995	0	11	1334	0	195	0	400	118	10	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.83	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.02	1.98	1.00	2.00	0.00	1.00	0.91	0.08	0.01
Final Sat.:	0	3800	1750	30	3670	1750	3150	0	1750	1601	136	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.36	0.36	0.00	0.06	0.00	0.23	0.07	0.07	0.07
Crit Moves:					****				****	****		
Green Time:	0.0	34.4	0.0	34.4	34.4	0.0	21.6	0.0	21.6	7.0	7.0	7.0
Volume/Cap:	0.00	0.53	0.00	0.73	0.73	0.00	0.20	0.00	0.73	0.73	0.73	0.73
Delay/Veh:	0.0	12.0	0.0	15.1	15.1	0.0	17.4	0.0	26.0	44.3	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	0.0	15.1	15.1	0.0	17.4	0.0	26.0	44.3	44.3	44.3
LOS by Move:	A	B	A	B	B	A	B	A	C	D	D	D
HCM2kAvgQ:	0	8	0	13	13	0	2	0	10	5	5	5

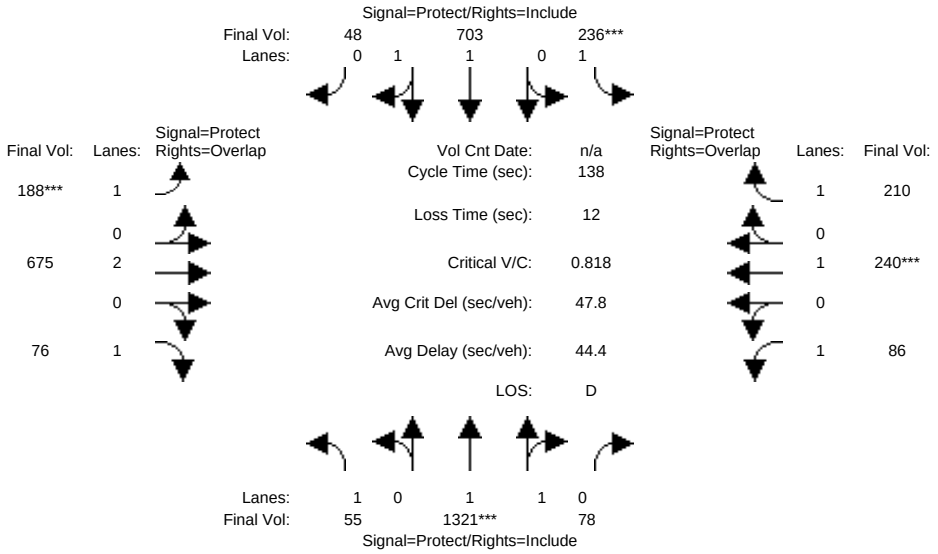
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	1315	64	226	657	38	178	604	67	72	230	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1315	64	226	657	38	178	604	67	72	230	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	6	14	10	46	10	10	71	9	14	10	10
Initial Fut:	55	1321	78	236	703	48	188	675	76	86	240	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1321	78	236	703	48	188	675	76	86	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1321	78	236	703	48	188	675	76	86	240	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	1321	78	236	703	48	188	675	76	86	240	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.87	0.13	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3494	206	1750	3463	236	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.13	0.20	0.20	0.11	0.18	0.04	0.05	0.13	0.12
Crit Moves:		****		****			****				****	
Green Time:	17.3	63.8	63.8	22.8	69.3	69.3	18.1	30.7	48.0	8.8	21.3	44.1
Volume/Cap:	0.25	0.82	0.82	0.82	0.40	0.40	0.82	0.80	0.12	0.77	0.82	0.38
Delay/Veh:	55.1	35.3	35.3	72.1	21.6	21.6	78.4	56.2	30.8	91.7	72.7	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	35.3	35.3	72.1	21.6	21.6	78.4	56.2	30.8	91.7	72.7	36.8
LOS by Move:	E+	D+	D+	E	C+	C+	E-	E+	C	F	E	D+
HCM2kAvgQ:	2	28	28	13	10	10	11	15	2	6	12	7

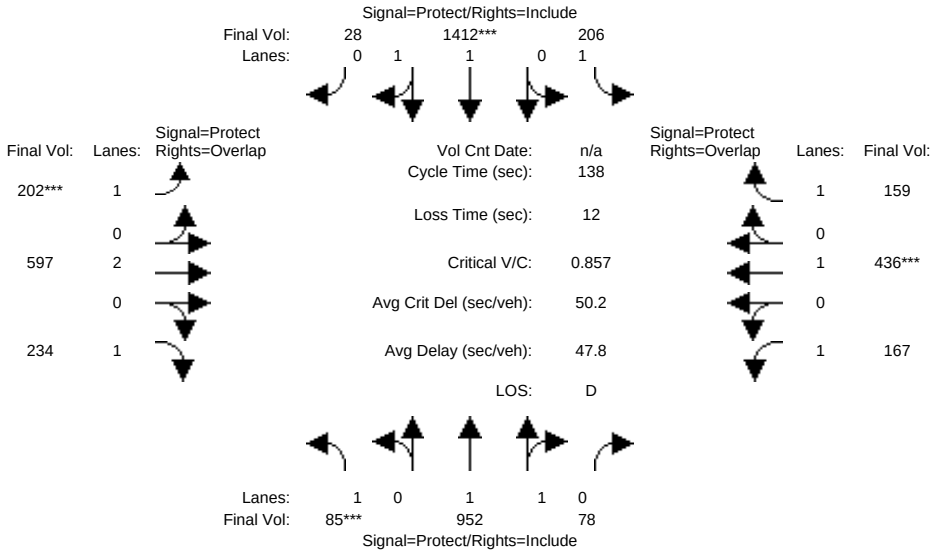
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	827	57	196	1402	25	192	581	224	157	426	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	827	57	196	1402	25	192	581	224	157	426	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	125	21	10	10	3	10	16	10	10	10	10
Initial Fut:	85	952	78	206	1412	28	202	597	234	167	436	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	952	78	206	1412	28	202	597	234	167	436	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	952	78	206	1412	28	202	597	234	167	436	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	952	78	206	1412	28	202	597	234	167	436	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3420	280	1750	3628	72	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.12	0.39	0.39	0.12	0.16	0.13	0.10	0.23	0.09
Crit Moves:	****				****		****				****	
Green Time:	7.8	49.5	49.5	20.9	62.7	62.7	18.6	34.5	42.4	21.0	36.9	57.9
Volume/Cap:	0.86	0.78	0.78	0.78	0.86	0.86	0.86	0.63	0.44	0.63	0.86	0.22
Delay/Veh:	112.6	42.2	42.2	69.6	38.3	38.3	83.8	47.4	38.8	59.6	61.6	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.6	42.2	42.2	69.6	38.3	38.3	83.8	47.4	38.8	59.6	61.6	25.7
LOS by Move:	F	D	D	E	D+	D+	F	D	D+	E+	E	C
HCM2kAvgQ:	6	21	21	11	30	30	12	12	9	8	20	5

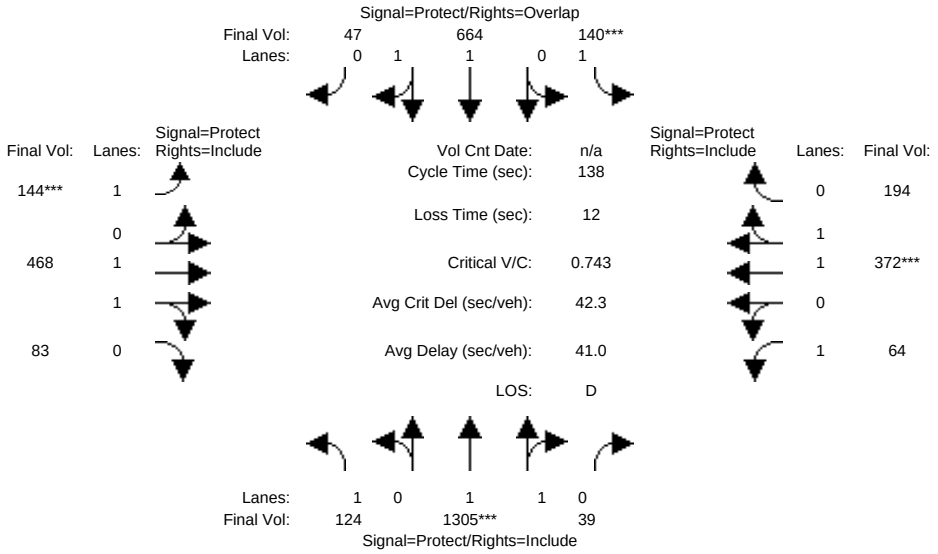
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	1295	26	130	574	46	141	462	76	63	335	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1295	26	130	574	46	141	462	76	63	335	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	2	10	13	10	90	1	3	6	7	1	37	64
Initial Fut:	124	1305	39	140	664	47	144	468	83	64	372	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1305	39	140	664	47	144	468	83	64	372	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1305	39	140	664	47	144	468	83	64	372	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1305	39	140	664	47	144	468	83	64	372	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.94	0.06	1.00	1.86	0.14	1.00	1.69	0.31	1.00	1.30	0.70
Final Sat.:	1750	3593	107	1750	3455	245	1750	3142	557	1750	2431	1268
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.36	0.08	0.19	0.19	0.08	0.15	0.15	0.04	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	22.2	67.5	67.5	14.9	60.1	75.4	15.3	32.6	32.6	11.1	28.4	28.4
Volume/Cap:	0.44	0.74	0.74	0.74	0.44	0.35	0.74	0.63	0.63	0.45	0.74	0.74
Delay/Veh:	53.4	30.0	30.0	74.5	27.4	17.7	73.8	48.8	48.8	62.9	55.3	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	30.0	30.0	74.5	27.4	17.7	73.8	48.8	48.8	62.9	55.3	55.3
LOS by Move:	D-	C	C	E	C	B	E	D	D	E	E+	E+
HCM2kAvgQ:	5	24	24	8	11	8	8	11	11	3	13	13

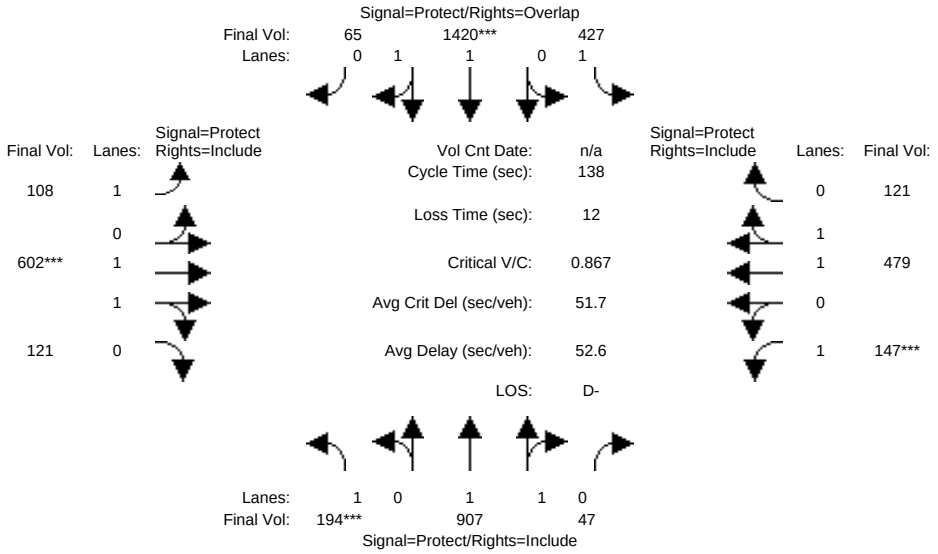
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	184	740	31	417	1410	62	108	600	110	137	469	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	740	31	417	1410	62	108	600	110	137	469	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	167	16	10	10	3	0	2	11	10	10	10
Initial Fut:	194	907	47	427	1420	65	108	602	121	147	479	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	907	47	427	1420	65	108	602	121	147	479	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	907	47	427	1420	65	108	602	121	147	479	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	907	47	427	1420	65	108	602	121	147	479	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.90	0.10	1.00	1.91	0.09	1.00	1.66	0.34	1.00	1.59	0.41
Final Sat.:	1750	3518	182	1750	3538	162	1750	3080	619	1750	2953	746
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.26	0.24	0.40	0.40	0.06	0.20	0.20	0.08	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	17.6	41.9	41.9	39.6	63.9	76.1	12.3	31.1	31.1	13.4	32.2	32.2
Volume/Cap:	0.87	0.85	0.85	0.85	0.87	0.73	0.69	0.87	0.87	0.87	0.69	0.69
Delay/Veh:	87.1	51.4	51.4	59.3	38.2	24.5	73.9	61.0	61.0	96.0	50.9	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.1	51.4	51.4	59.3	38.2	24.5	73.9	61.0	61.0	96.0	50.9	50.9
LOS by Move:	F	D-	D-	E+	D+	C	E	E	E	F	D	D
HCM2kAvgQ:	11	22	22	21	31	24	6	18	18	9	13	13

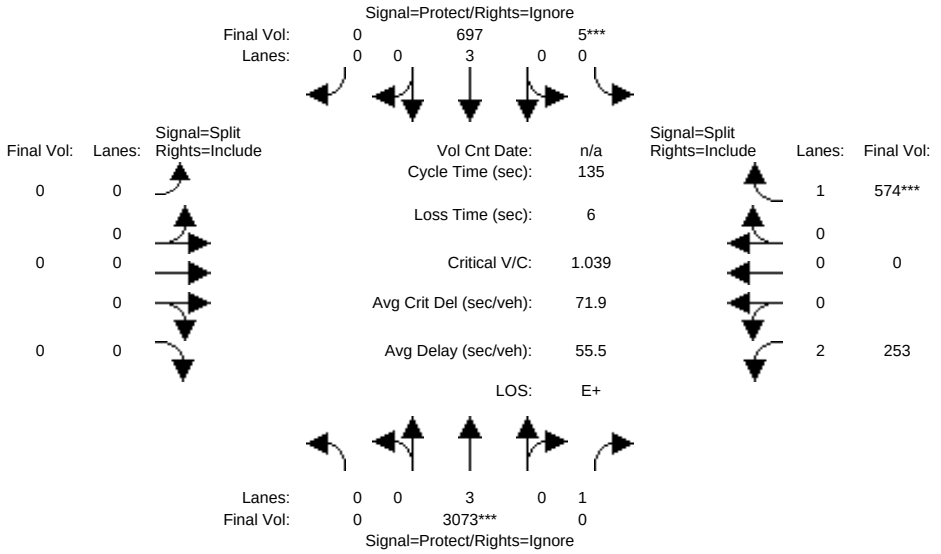
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3029	240	5	638	0	0	0	0	243	0	562
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3029	240	5	638	0	0	0	0	243	0	562
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	44	6	0	59	0	0	0	0	10	0	12
Initial Fut:	0	3073	246	5	697	0	0	0	0	253	0	574
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3073	0	5	697	0	0	0	0	253	0	574
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3073	0	5	697	0	0	0	0	253	0	574
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3073	0	5	697	0	0	0	0	253	0	574
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.02	2.98	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	40	5560	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.00	0.13	0.13	0.00	0.00	0.00	0.00	0.08	0.00	0.33
Crit Moves:		****		****								****
Green Time:	0.0	70.1	0.0	16.3	86.4	0.0	0.0	0.0	0.0	42.6	0.0	42.6
Volume/Cap:	0.00	1.04	0.00	1.04	0.20	0.00	0.00	0.00	0.00	0.25	0.00	1.04
Delay/Veh:	0.0	60.1	0.0	104.4	10.0	0.0	0.0	0.0	0.0	34.5	0.0	94.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	60.1	0.0	104.4	10.0	0.0	0.0	0.0	0.0	34.5	0.0	94.9
LOS by Move:	A	E	A	F	B+	A	A	A	A	C-	A	F
HCM2kAvgQ:	0	52	0	15	4	0	0	0	0	5	0	34

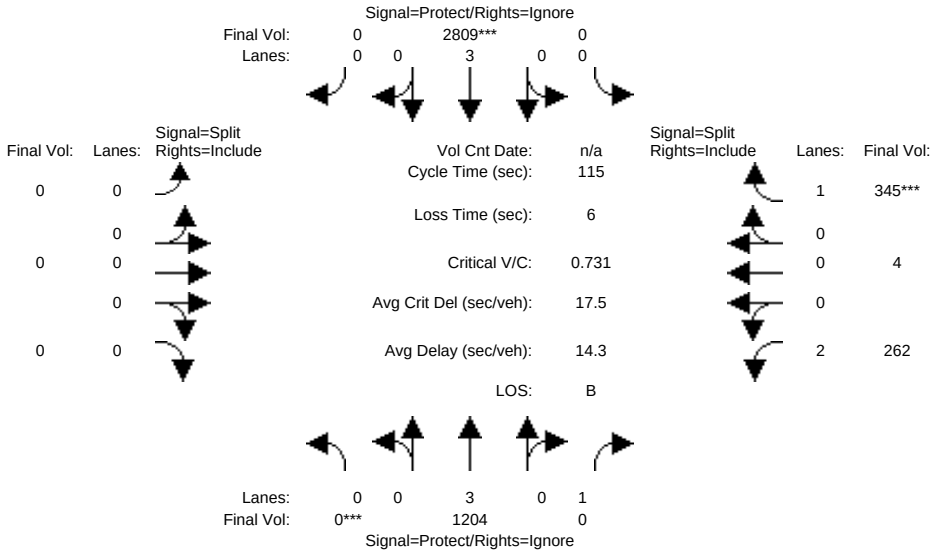
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1158	299	0	2799	0	0	0	0	244	4	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1158	299	0	2799	0	0	0	0	244	4	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	46	10	0	10	51	0	0	0	18	0	52
Initial Fut:	0	1204	309	0	2809	51	0	0	0	262	4	345
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1204	0	0	2809	0	0	0	0	262	4	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1204	0	0	2809	0	0	0	0	262	4	345
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1204	0	0	2809	0	0	0	0	262	4	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	0	5700	1750	0	5600	0	0	0	0	3470	53	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.08	0.08	0.19
Crit Moves:	****				****							****
Green Time:	0.0	78.9	0.0	0.0	78.9	0.0	0.0	0.0	0.0	30.1	30.1	30.1
Volume/Cap:	0.00	0.31	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.29	0.29	0.73
Delay/Veh:	0.0	7.2	0.0	0.0	12.1	0.0	0.0	0.0	0.0	33.9	33.9	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.2	0.0	0.0	12.1	0.0	0.0	0.0	0.0	33.9	33.9	42.1
LOS by Move:	A	A	A	A	B	A	A	A	A	C-	C-	D
HCM2kAvgQ:	0	6	0	0	22	0	0	0	0	4	4	13

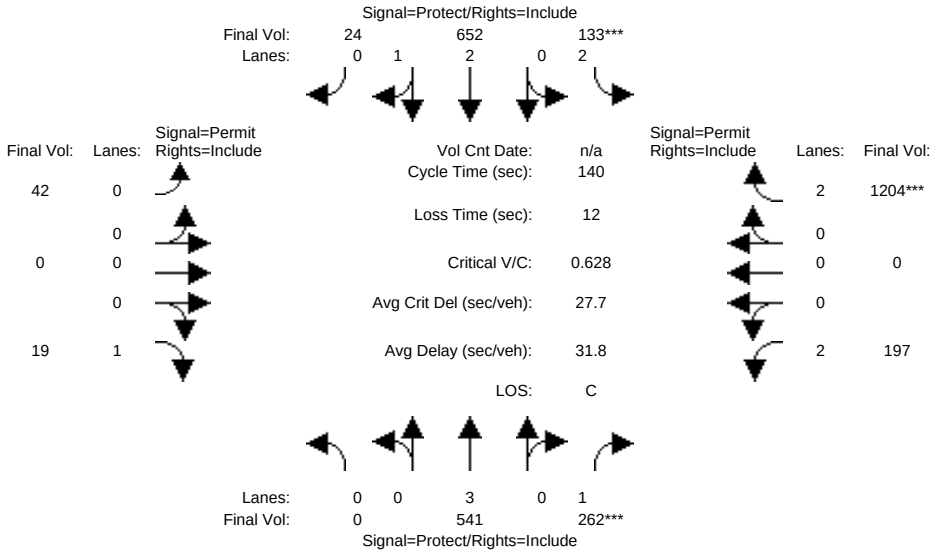
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	491	252	133	591	14	0	0	9	197	0	1204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	491	252	133	591	14	0	0	9	197	0	1204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	50	10	0	61	10	42	0	10	0	0	0
Initial Fut:	0	541	262	133	652	24	42	0	19	197	0	1204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	541	262	133	652	24	42	0	19	197	0	1204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	541	262	133	652	24	42	0	19	197	0	1204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	541	262	133	652	24	42	0	19	197	0	1204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.92	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.89	0.11	0.69	0.00	0.31	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5401	199	1205	0	545	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.15	0.04	0.12	0.12	0.03	0.00	0.03	0.06	0.00	0.38
Crit Moves:			****	****								****
Green Time:	0.0	33.4	33.4	9.4	42.8	42.8	85.2	0.0	85.2	85.2	0.0	85.2
Volume/Cap:	0.00	0.40	0.63	0.63	0.39	0.39	0.06	0.00	0.06	0.10	0.00	0.63
Delay/Veh:	0.0	45.1	50.8	69.5	38.5	38.5	11.1	0.0	11.1	11.5	0.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	45.1	50.8	69.5	38.5	38.5	11.1	0.0	11.1	11.5	0.0	18.0
LOS by Move:	A	D	D	E	D+	D+	B+	A	B+	B+	A	B-
HCM2kAvgQ:	0	7	11	4	8	8	1	0	1	2	0	20

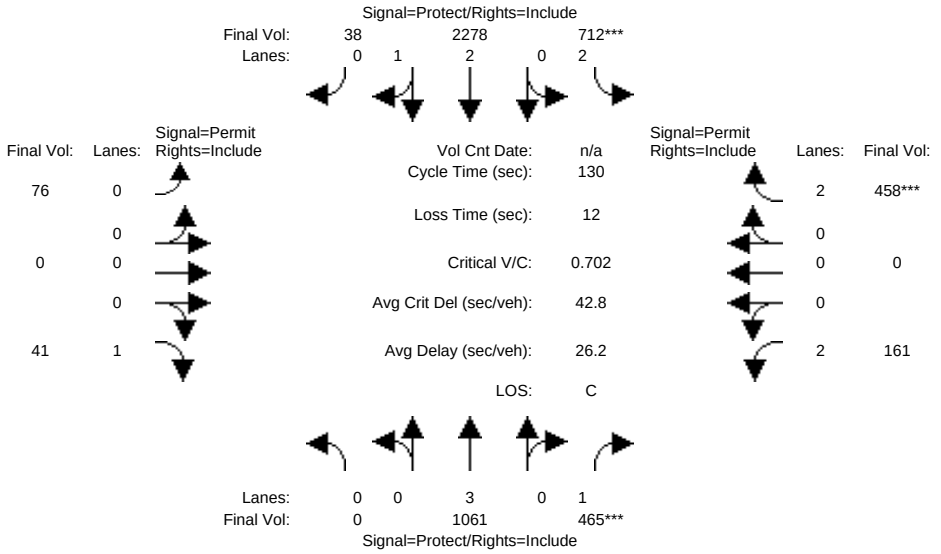
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1035	322	712	2268	30	0	0	29	161	0	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1035	322	712	2268	30	0	0	29	161	0	458
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	26	143	0	10	8	76	0	12	0	0	0
Initial Fut:	0	1061	465	712	2278	38	76	0	41	161	0	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1061	465	712	2278	38	76	0	41	161	0	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1061	465	712	2278	38	76	0	41	161	0	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1061	465	712	2278	38	76	0	41	161	0	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.92	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.95	0.05	0.65	0.00	0.35	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5508	92	1137	0	613	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.27	0.23	0.41	0.41	0.07	0.00	0.07	0.05	0.00	0.15
Crit Moves:			****	****								****
Green Time:	0.0	49.2	49.2	41.9	91.1	91.1	26.9	0.0	26.9	26.9	0.0	26.9
Volume/Cap:	0.00	0.49	0.70	0.70	0.59	0.59	0.32	0.00	0.32	0.25	0.00	0.70
Delay/Veh:	0.0	31.0	37.6	40.8	10.2	10.2	44.3	0.0	44.3	43.3	0.0	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.0	37.6	40.8	10.2	10.2	44.3	0.0	44.3	43.3	0.0	51.3
LOS by Move:	A	C	D+	D	B+	B+	D	A	D	D	A	D-
HCM2kAvgQ:	0	11	18	16	16	16	4	0	4	3	0	11

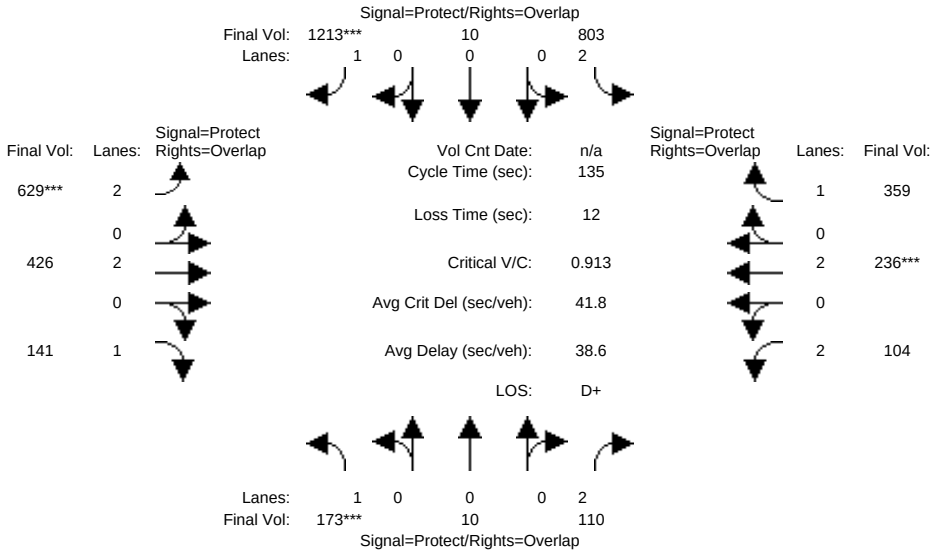
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	0	96	707	0	1173	619	426	140	94	226	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	0	96	707	0	1173	619	426	140	94	226	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	36	10	14	96	10	40	10	0	1	10	10	73
Initial Fut:	173	10	110	803	10	1213	629	426	141	104	236	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	10	110	803	10	1213	629	426	141	104	236	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	10	110	803	10	1213	629	426	141	104	236	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	10	110	803	10	1213	629	426	141	104	236	359
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.16	1.84	1.98	0.02	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1800	293	3225	3474	43	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.03	0.03	0.23	0.23	0.67	0.20	0.11	0.08	0.03	0.06	0.21
Crit Moves:	****					****	****				****	
Green Time:	14.1	10.8	23.2	72.9	69.6	98.9	29.3	26.9	41.0	12.4	10.0	82.9
Volume/Cap:	0.92	0.43	0.20	0.43	0.45	0.92	0.92	0.56	0.27	0.36	0.84	0.33
Delay/Veh:	90.5	59.6	48.0	18.6	20.7	21.7	69.4	49.7	35.9	58.3	81.1	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.5	59.6	48.0	18.6	20.7	21.7	69.4	49.7	35.9	58.3	81.1	12.8
LOS by Move:	F	E+	D	B-	C+	C+	E	D	D+	E+	F	B
HCM2kAvgQ:	11	3	2	11	11	47	19	8	5	3	7	8

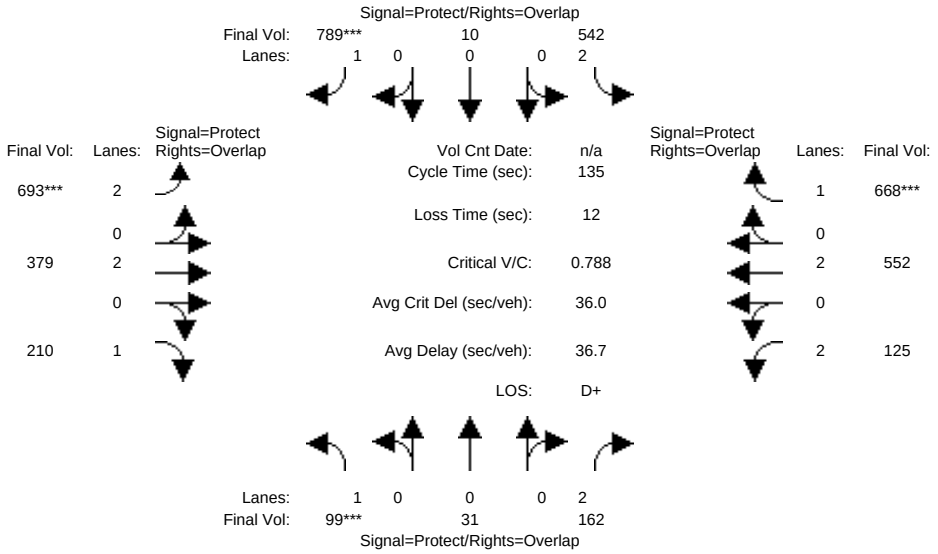
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	0	152	496	0	779	683	379	196	115	552	557
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	152	496	0	779	683	379	196	115	552	557
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	25	31	10	46	10	10	10	0	14	10	0	111
Initial Fut:	99	31	162	542	10	789	693	379	210	125	552	668
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	31	162	542	10	789	693	379	210	125	552	668
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	31	162	542	10	789	693	379	210	125	552	668
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	31	162	542	10	789	693	379	210	125	552	668
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.93	0.93	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.32	1.68	1.96	0.04	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1800	570	2979	3455	64	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.16	0.16	0.44	0.22	0.10	0.12	0.04	0.15	0.38
Crit Moves:	****					****	****					****
Green Time:	9.4	12.1	38.1	34.8	37.4	75.1	37.7	50.1	59.5	26.1	38.5	73.3
Volume/Cap:	0.79	0.61	0.19	0.61	0.57	0.79	0.79	0.27	0.27	0.21	0.51	0.70
Delay/Veh:	72.6	61.5	36.8	44.6	42.2	26.2	49.8	29.7	24.2	45.9	40.7	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.6	61.5	36.8	44.6	42.2	26.2	49.8	29.7	24.2	45.9	40.7	25.2
LOS by Move:	E	E	D+	D	D	C	D	C	C	D	D	C
HCM2kAvgQ:	6	5	3	11	11	28	18	5	6	3	10	22

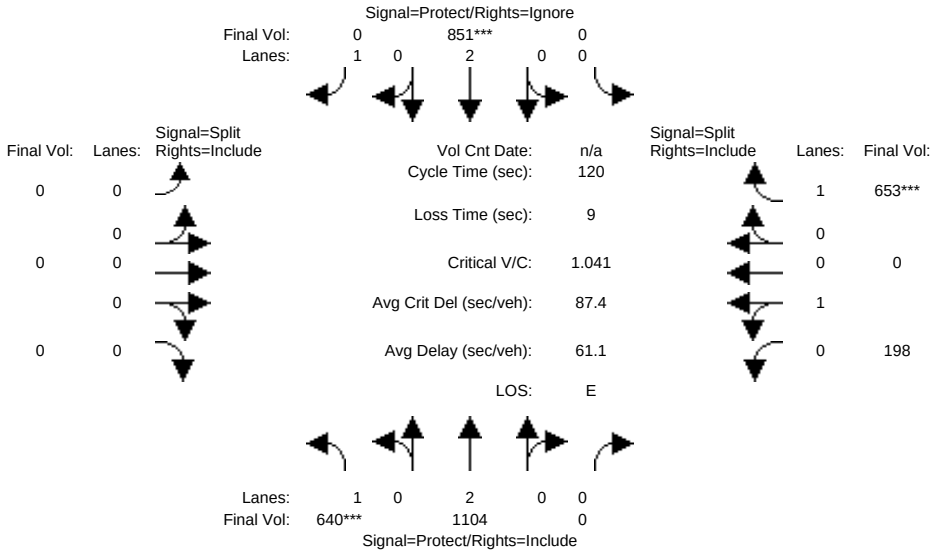
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	630	1084	0	0	807	1081	0	0	0	184	0	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	1084	0	0	807	1081	0	0	0	184	0	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	20	0	0	44	80	0	0	0	14	0	20
Initial Fut:	640	1104	0	0	851	1161	0	0	0	198	0	653
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	640	1104	0	0	851	0	0	0	0	198	0	653
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	1104	0	0	851	0	0	0	0	198	0	653
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	640	1104	0	0	851	0	0	0	0	198	0	653
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.29	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.11	0.00	0.37
Crit Moves:	****				****							****
Green Time:	42.2	68.0	0.0	0.0	25.8	0.0	0.0	0.0	0.0	43.0	0.0	43.0
Volume/Cap:	1.04	0.51	0.00	0.00	1.04	0.00	0.00	0.00	0.00	0.31	0.00	1.04
Delay/Veh:	86.3	16.1	0.0	0.0	89.7	0.0	0.0	0.0	0.0	28.0	0.0	85.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	16.1	0.0	0.0	89.7	0.0	0.0	0.0	0.0	28.0	0.0	85.5
LOS by Move:	F	B	A	A	F	A	A	A	A	C	A	F
HCM2kAvgQ:	34	12	0	0	23	0	0	0	0	5	0	35

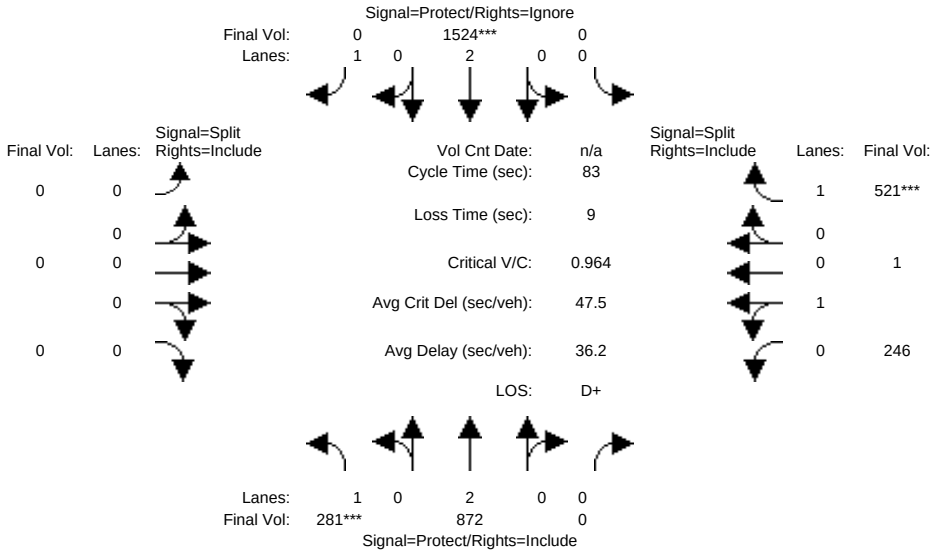
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	253	751	0	0	1464	531	0	0	0	242	1	519
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	751	0	0	1464	531	0	0	0	242	1	519
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	28	121	0	0	60	10	0	0	0	4	0	2
Initial Fut:	281	872	0	0	1524	541	0	0	0	246	1	521
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	872	0	0	1524	0	0	0	0	246	1	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	872	0	0	1524	0	0	0	0	246	1	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	872	0	0	1524	0	0	0	0	246	1	521
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1793	7	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.14	0.14	0.30
Crit Moves:	****				****							****
Green Time:	13.8	48.4	0.0	0.0	34.5	0.0	0.0	0.0	0.0	25.6	25.6	25.6
Volume/Cap:	0.96	0.39	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.44	0.44	0.96
Delay/Veh:	77.1	9.5	0.0	0.0	38.5	0.0	0.0	0.0	0.0	23.5	23.5	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	9.5	0.0	0.0	38.5	0.0	0.0	0.0	0.0	23.5	23.5	57.9
LOS by Move:	E-	A	A	A	D+	A	A	A	A	C	C	E+
HCM2kAvgQ:	12	6	0	0	25	0	0	0	0	6	6	20

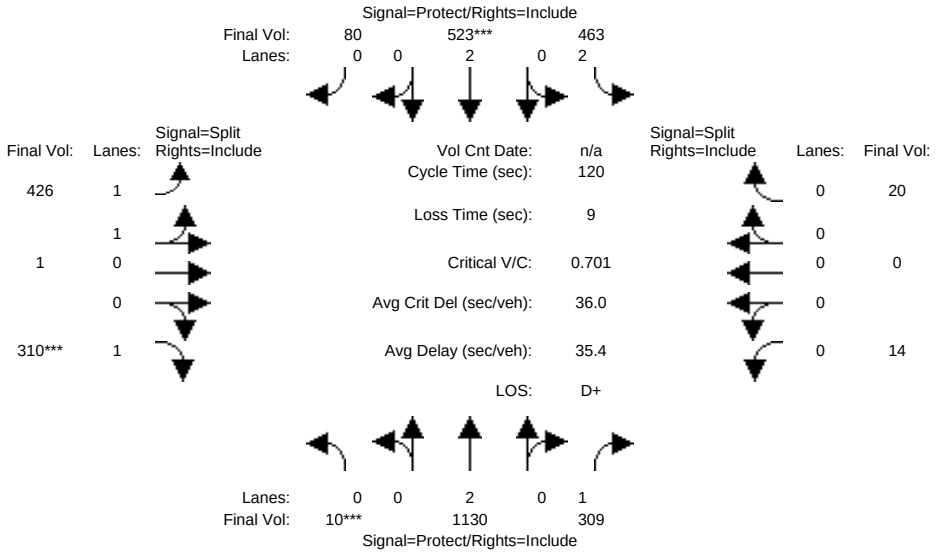
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1120	304	453	462	0	416	1	294	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1120	304	453	462	0	416	1	294	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	10	5	10	61	80	10	0	16	14	0	20
Initial Fut:	10	1130	309	463	523	80	426	1	310	14	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1130	309	463	523	80	426	1	310	14	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1130	309	463	523	80	426	1	310	14	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1130	309	463	523	80	426	1	310	14	0	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.83	0.98	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	1.00	2.00	1.73	0.27	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	32	3668	1750	3150	3209	491	3542	8	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.18	0.15	0.16	0.16	0.12	0.12	0.18	xxxx	0.00	xxxx
Crit Moves:	****				****				****			
Green Time:	52.8	54.6	54.6	26.1	27.9	27.9	30.3	30.3	30.3	0.0	0.0	0.0
Volume/Cap:	0.70	0.68	0.39	0.68	0.70	0.70	0.48	0.48	0.70	xxxx	0.00	xxxx
Delay/Veh:	28.6	26.9	21.9	45.8	44.8	44.8	38.5	38.5	45.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	26.9	21.9	45.8	44.8	44.8	38.5	38.5	45.7	0.0	0.0	0.0
LOS by Move:	C	C	C+	D	D	D	D+	D+	D	A	A	A
HCM2kAvgQ:	18	17	8	10	12	12	7	7	12	0	0	1

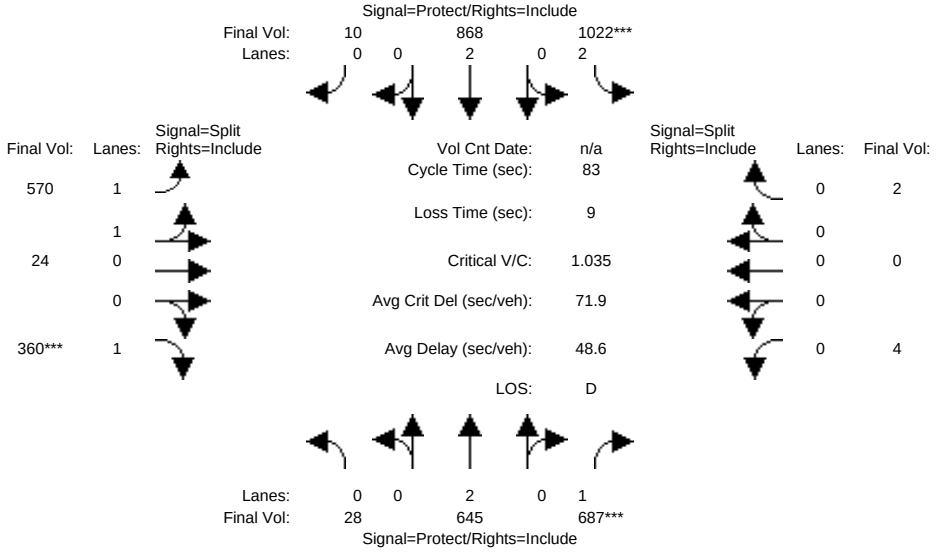
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	567	683	1012	802	0	499	24	350	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	683	1012	802	0	499	24	350	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	28	78	4	10	66	10	71	0	10	4	0	2
Initial Fut:	28	645	687	1022	868	10	570	24	360	4	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	645	687	1022	868	10	570	24	360	4	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	645	687	1022	868	10	570	24	360	4	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	645	687	1022	868	10	570	24	360	4	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.83	0.97	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.09	1.91	1.00	2.00	1.98	0.02	1.92	0.08	1.00	0.00	0.00	0.00
Final Sat.:	154	3546	1750	3150	3658	42	3407	143	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.39	0.32	0.24	0.24	0.17	0.17	0.21	xxxx	0.00	xxxx
Crit Moves:			****	****					****			
Green Time:	25.0	31.5	31.5	26.0	32.6	32.6	16.5	16.5	16.5	0.0	0.0	0.0
Volume/Cap:	0.61	0.48	1.03	1.03	0.61	0.61	0.84	0.84	1.03	xxxx	0.00	xxxx
Delay/Veh:	25.8	19.8	70.0	66.5	20.8	20.8	41.0	41.0	90.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	19.8	70.0	66.5	20.8	20.8	41.0	41.0	90.8	0.0	0.0	0.0
LOS by Move:	C	B-	E	E	C+	C+	D	D	F	A	A	A
HCM2kAvgQ:	8	7	29	24	10	10	11	11	17	0	0	0

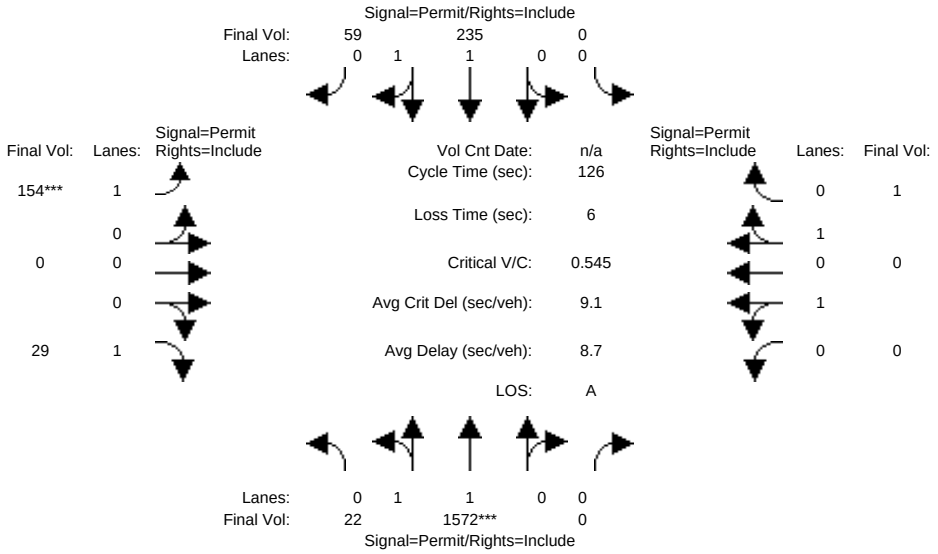
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	1562	0	0	225	49	122	0	29	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1562	0	0	225	49	122	0	29	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	6	10	0	0	10	10	32	0	0	0	0	0
Initial Fut:	22	1572	0	0	235	59	154	0	29	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1572	0	0	235	59	154	0	29	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1572	0	0	235	59	154	0	29	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1572	0	0	235	59	154	0	29	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.03	1.97	0.00	0.00	1.59	0.41	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	51	3649	0	0	2957	742	1750	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.00	0.00	0.08	0.08	0.09	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	99.6	99.6	0.0	0.0	99.6	99.6	20.4	0.0	20.4	0.0	0.0	20.4
Volume/Cap:	0.54	0.54	0.00	0.00	0.10	0.10	0.54	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	5.1	5.1	0.0	0.0	3.0	3.0	50.8	0.0	45.2	0.0	0.0	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.1	5.1	0.0	0.0	3.0	3.0	50.8	0.0	45.2	0.0	0.0	44.3
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	D
HCM2kAvgQ:	12	12	0	0	1	1	7	0	1	0	0	0

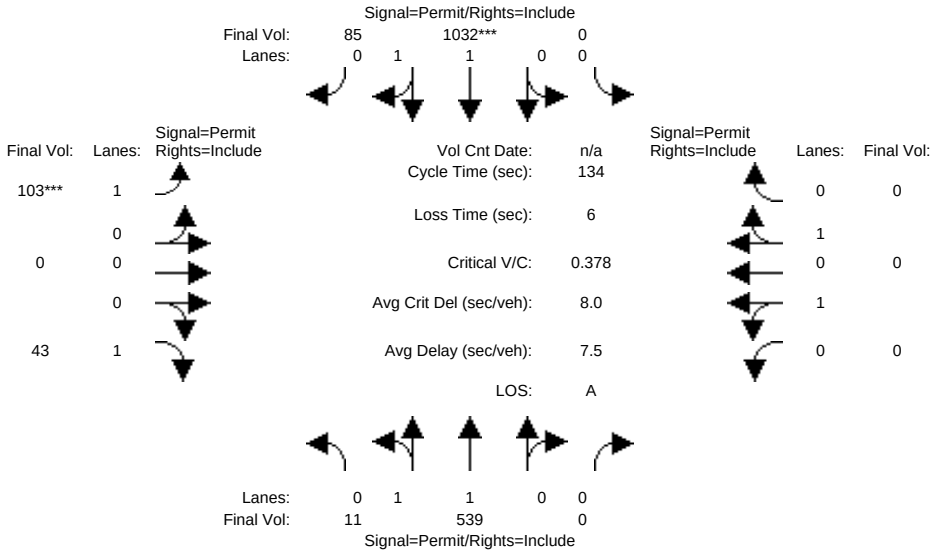
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	519	0	0	909	80	93	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	519	0	0	909	80	93	0	43	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	20	0	0	123	5	10	0	0	0	0	0
Initial Fut:	11	539	0	0	1032	85	103	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	539	0	0	1032	85	103	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	539	0	0	1032	85	103	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	539	0	0	1032	85	103	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.04	1.96	0.00	0.00	1.84	0.16	1.00	0.00	1.00	0.00	0.00	2.00
Final Sat.:	74	3626	0	0	3418	282	1750	0	1750	0	0	3500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.00	0.00	0.30	0.30	0.06	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	107.1	107	0.0	0.0	107	107.1	20.9	0.0	20.9	0.0	0.0	0.0
Volume/Cap:	0.19	0.19	0.00	0.00	0.38	0.38	0.38	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	3.2	3.2	0.0	0.0	3.9	3.9	51.6	0.0	49.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	3.2	0.0	0.0	3.9	3.9	51.6	0.0	49.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D-	A	D	A	A	A
HCM2kAvgQ:	3	3	0	0	7	7	4	0	2	0	0	0

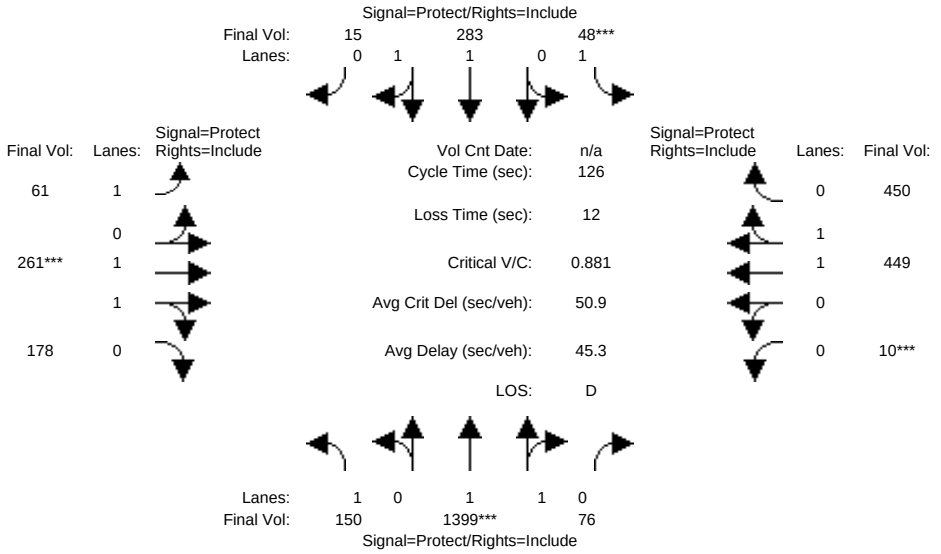
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	1389	8	47	273	15	39	251	168	0	439	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1389	8	47	273	15	39	251	168	0	439	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	42	10	68	1	10	0	22	10	10	10	10	222
Initial Fut:	150	1399	76	48	283	15	61	261	178	10	449	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1399	76	48	283	15	61	261	178	10	449	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1399	76	48	283	15	61	261	178	10	449	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1399	76	48	283	15	61	261	178	10	449	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.95	0.95
Lanes:	1.00	1.89	0.11	1.00	1.90	0.10	1.00	1.17	0.83	0.02	0.99	0.99
Final Sat.:	1750	3509	191	1750	3514	186	1750	2199	1499	40	1778	1782
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.03	0.08	0.08	0.03	0.12	0.12	0.25	0.25	0.25
Crit Moves:		****		****				****		****		
Green Time:	32.2	55.4	55.4	7.0	30.2	30.2	9.3	16.5	16.5	35.1	42.3	42.3
Volume/Cap:	0.34	0.91	0.91	0.49	0.34	0.34	0.47	0.91	0.91	0.91	0.75	0.75
Delay/Veh:	38.7	40.6	40.6	61.7	39.8	39.8	58.7	74.6	74.6	55.5	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	40.6	40.6	61.7	39.8	39.8	58.7	74.6	74.6	55.5	39.9	39.9
LOS by Move:	D+	D	D	E	D	D	E+	E	E	E+	D	D
HCM2kAvgQ:	5	31	31	3	5	5	3	12	12	21	18	18

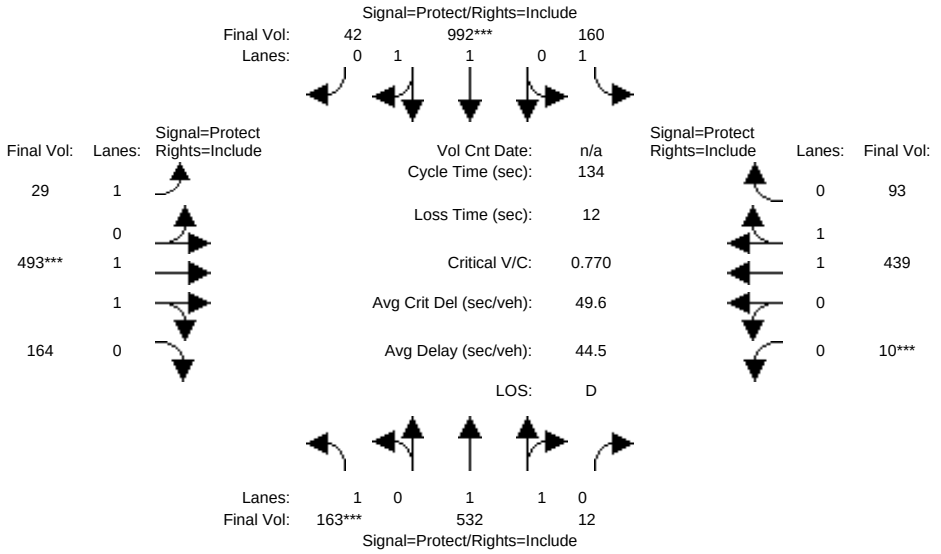
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	157	513	12	137	896	37	29	408	154	0	415	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	513	12	137	896	37	29	408	154	0	415	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	6	19	0	23	96	5	0	85	10	10	24	1
Initial Fut:	163	532	12	160	992	42	29	493	164	10	439	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	532	12	160	992	42	29	493	164	10	439	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	532	12	160	992	42	29	493	164	10	439	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	532	12	160	992	42	29	493	164	10	439	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.92	0.08	1.00	1.49	0.51	0.04	1.62	0.34
Final Sat.:	1750	3618	82	1750	3550	150	1750	2776	923	66	2916	618
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.09	0.28	0.28	0.02	0.18	0.18	0.15	0.15	0.15
Crit Moves:	****				****			****			****	
Green Time:	16.2	40.0	40.0	24.9	48.7	48.7	14.7	30.9	30.9	26.2	42.4	42.4
Volume/Cap:	0.77	0.49	0.49	0.49	0.77	0.77	0.15	0.77	0.77	0.77	0.48	0.48
Delay/Veh:	72.8	39.0	39.0	50.1	40.5	40.5	54.4	52.5	52.5	56.2	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.8	39.0	39.0	50.1	40.5	40.5	54.4	52.5	52.5	56.2	37.2	37.2
LOS by Move:	E	D	D	D	D	D	D-	D-	D-	E+	D+	D+
HCM2kAvgQ:	9	9	9	7	20	20	1	14	14	13	9	9

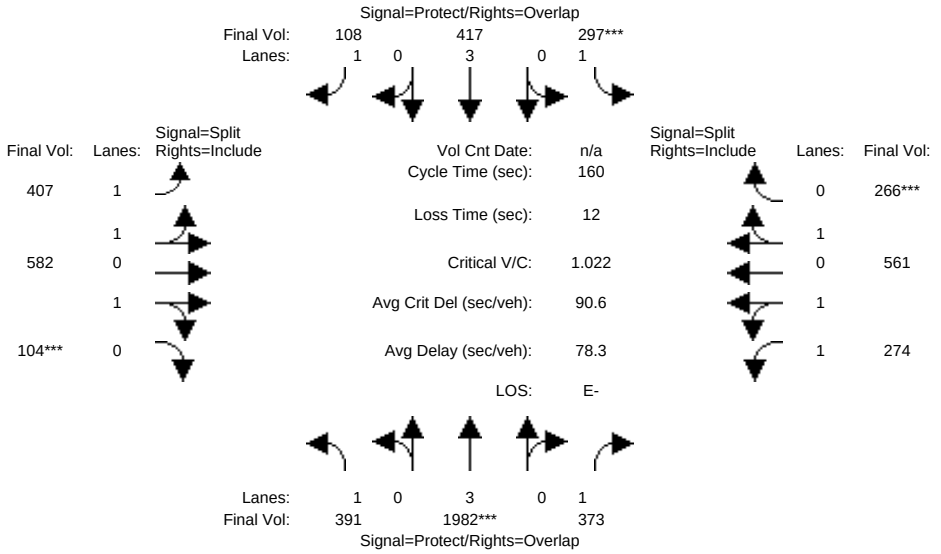
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	186	1972	363	287	407	98	300	572	94	273	503	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1972	363	287	407	98	300	572	94	273	503	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	205	10	10	10	10	10	107	10	10	1	58	62
Initial Fut:	391	1982	373	297	417	108	407	582	104	274	561	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	1982	373	297	417	108	407	582	104	274	561	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1982	373	297	417	108	407	582	104	274	561	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	1982	373	297	417	108	407	582	104	274	561	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.13	1.59	0.28	1.00	1.34	0.66
Final Sat.:	1750	5700	1750	1750	5700	1750	1992	2848	509	1750	2509	1190
Capacity Analysis Module:												
Vol/Sat:	0.22	0.35	0.21	0.17	0.07	0.06	0.20	0.20	0.20	0.16	0.22	0.22
Crit Moves:		****		****					****			****
Green Time:	61.0	54.4	89.4	26.6	20.0	52.0	32.0	32.0	32.0	35.0	35.0	35.0
Volume/Cap:	0.59	1.02	0.38	1.02	0.59	0.19	1.02	1.02	1.02	0.72	1.02	1.02
Delay/Veh:	40.8	79.0	20.0	125.3	67.4	39.0	97.2	97.2	97.2	59.5	95.6	95.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	79.0	20.0	125.3	67.4	39.0	97.2	97.2	97.2	59.5	95.6	95.6
LOS by Move:	D	E-	C+	F	E	D	F	F	F	E+	F	F
HCM2kAvgQ:	16	39	11	21	7	4	25	25	25	14	27	27

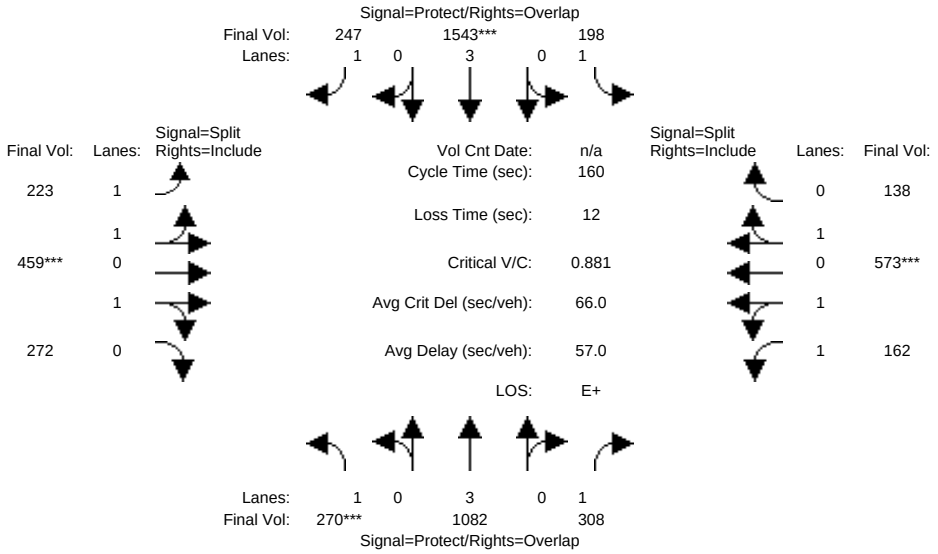
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	265	1071	305	179	1502	212	185	440	209	160	535	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1071	305	179	1502	212	185	440	209	160	535	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	5	11	3	19	41	35	38	19	63	2	38	10
Initial Fut:	270	1082	308	198	1543	247	223	459	272	162	573	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	1082	308	198	1543	247	223	459	272	162	573	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1082	308	198	1543	247	223	459	272	162	573	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	1082	308	198	1543	247	223	459	272	162	573	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.24	0.76	1.00	1.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2322	1376	1750	2981	718
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.18	0.11	0.27	0.14	0.13	0.20	0.20	0.09	0.19	0.19
Crit Moves:	****				****			****			****	
Green Time:	28.0	48.4	83.3	28.8	49.2	85.1	35.9	35.9	35.9	34.9	34.9	34.9
Volume/Cap:	0.88	0.63	0.34	0.63	0.88	0.27	0.57	0.88	0.88	0.42	0.88	0.88
Delay/Veh:	88.6	48.8	22.5	64.6	58.2	20.6	55.6	68.6	68.6	54.0	69.8	69.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.6	48.8	22.5	64.6	58.2	20.6	55.6	68.6	68.6	54.0	69.8	69.8
LOS by Move:	F	D	C+	E	E+	C+	E+	E	E	D-	E	E
HCM2kAvgQ:	17	15	9	10	26	7	11	21	21	7	20	20

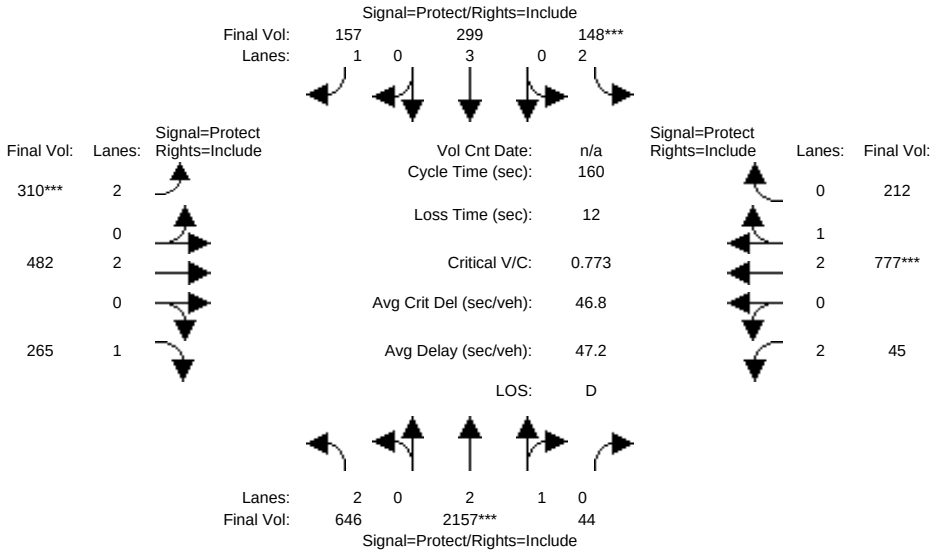
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SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	644	2147	44	138	296	147	285	472	255	45	767	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	644	2147	44	138	296	147	285	472	255	45	767	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	2	10	0	10	3	10	25	10	10	0	10	76
Initial Fut:	646	2157	44	148	299	157	310	482	265	45	777	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	646	2157	44	148	299	157	310	482	265	45	777	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	646	2157	44	148	299	157	310	482	265	45	777	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	646	2157	44	148	299	157	310	482	265	45	777	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.33	0.67
Final Sat.:	3150	5488	112	3150	5700	1750	3150	3800	1750	3150	4398	1200
Capacity Analysis Module:												
Vol/Sat:	0.21	0.39	0.39	0.05	0.05	0.09	0.10	0.13	0.15	0.01	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	63.4	81.3	81.3	9.7	27.7	27.7	20.4	44.2	44.2	12.8	36.6	36.6
Volume/Cap:	0.52	0.77	0.77	0.77	0.30	0.52	0.77	0.46	0.55	0.18	0.77	0.77
Delay/Veh:	37.1	33.2	33.2	91.6	57.9	61.7	76.6	48.3	50.7	69.1	60.8	60.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	33.2	33.2	91.6	57.9	61.7	76.6	48.3	50.7	69.1	60.8	60.8
LOS by Move:	D+	C-	C-	F	E+	E	E-	D	D	E	E	E
HCM2kAvgQ:	14	30	30	6	4	8	11	10	12	1	17	17

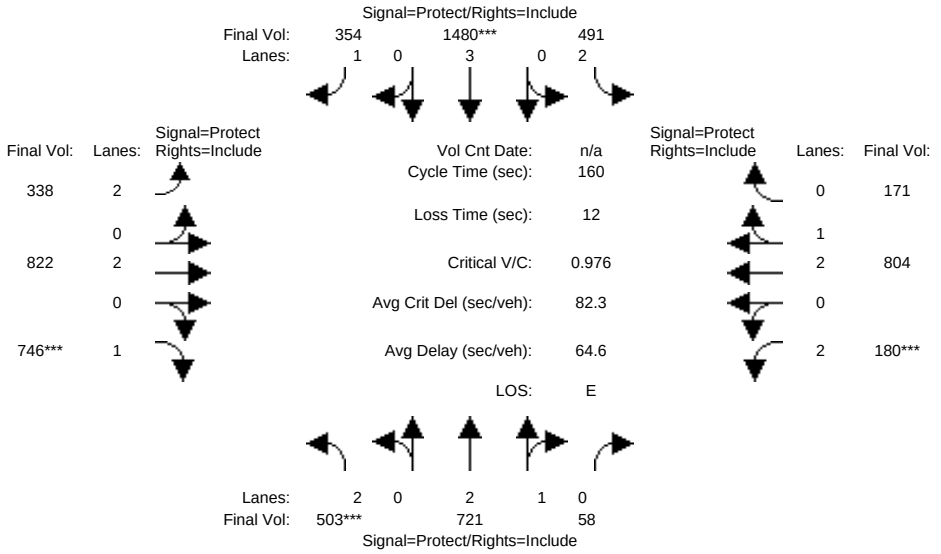
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	499	717	58	402	1470	344	337	804	740	180	797	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	717	58	402	1470	344	337	804	740	180	797	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	4	4	0	89	10	10	1	18	6	0	7	1
Initial Fut:	503	721	58	491	1480	354	338	822	746	180	804	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	721	58	491	1480	354	338	822	746	180	804	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	721	58	491	1480	354	338	822	746	180	804	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	721	58	491	1480	354	338	822	746	180	804	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.45	0.55
Final Sat.:	3150	5183	417	3150	5700	1750	3150	3800	1750	3150	4617	982
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.14	0.16	0.26	0.20	0.11	0.22	0.43	0.06	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	26.2	32.4	32.4	36.3	42.6	42.6	30.2	69.9	69.9	9.4	49.0	49.0
Volume/Cap:	0.98	0.69	0.69	0.69	0.98	0.76	0.57	0.50	0.98	0.98	0.57	0.57
Delay/Veh:	100.0	60.9	60.9	59.4	75.8	61.2	60.3	32.6	70.8	134.2	47.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.0	60.9	60.9	59.4	75.8	61.2	60.3	32.6	70.8	134.2	47.0	47.0
LOS by Move:	F	E	E	E+	E-	E	E	C-	E	F	D	D
HCM2kAvgQ:	19	13	13	14	29	18	9	14	44	8	14	14

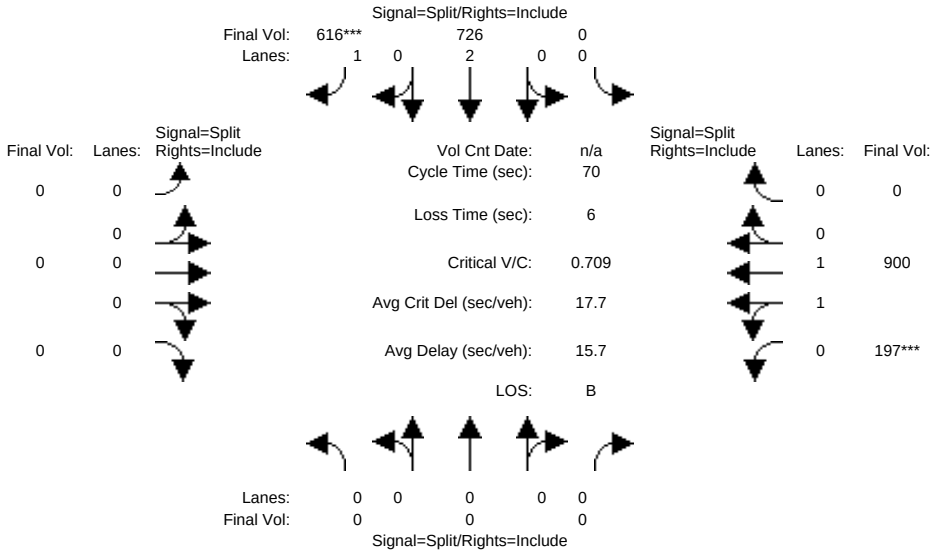
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	716	606	0	0	0	187	866	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	716	606	0	0	0	187	866	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	0	10	10	0	0	0	10	34	0
Initial Fut:	0	0	0	0	726	616	0	0	0	197	900	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	726	616	0	0	0	197	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	726	616	0	0	0	197	900	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	726	616	0	0	0	197	900	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.37	1.63	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	664	3035	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.19	0.35	0.00	0.00	0.00	0.30	0.30	0.00
Crit Moves:						****				****		
Green Time:	0.0	0.0	0.0	0.0	34.7	34.7	0.0	0.0	0.0	29.3	29.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.39	0.71	0.00	0.00	0.00	0.71	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	11.1	16.4	0.0	0.0	0.0	18.4	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	11.1	16.4	0.0	0.0	0.0	18.4	18.4	0.0
LOS by Move:	A	A	A	A	B+	B	A	A	A	B-	B-	A
HCM2kAvgQ:	0	0	0	0	5	12	0	0	0	11	11	0

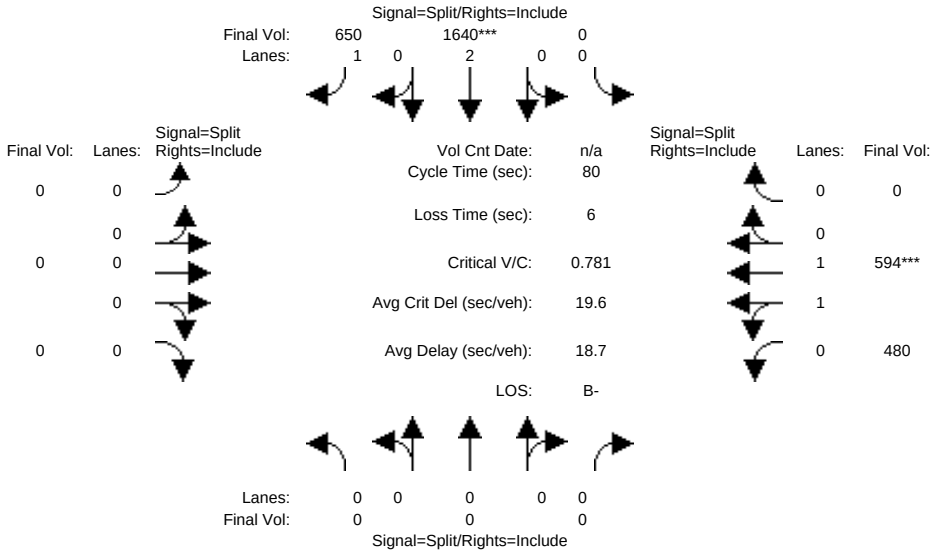
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	1630	640	0	0	0	470	578	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1630	640	0	0	0	470	578	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	0	10	10	0	0	0	10	16	0
Initial Fut:	0	0	0	0	1640	650	0	0	0	480	594	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1640	650	0	0	0	480	594	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1640	650	0	0	0	480	594	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1640	650	0	0	0	480	594	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.92	1.08	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1653	2045	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.43	0.37	0.00	0.00	0.00	0.29	0.29	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	0.0	44.2	44.2	0.0	0.0	0.0	29.8	29.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.78	0.67	0.00	0.00	0.00	0.78	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	16.0	14.6	0.0	0.0	0.0	25.2	25.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	16.0	14.6	0.0	0.0	0.0	25.2	25.2	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	18	13	0	0	0	14	14	0

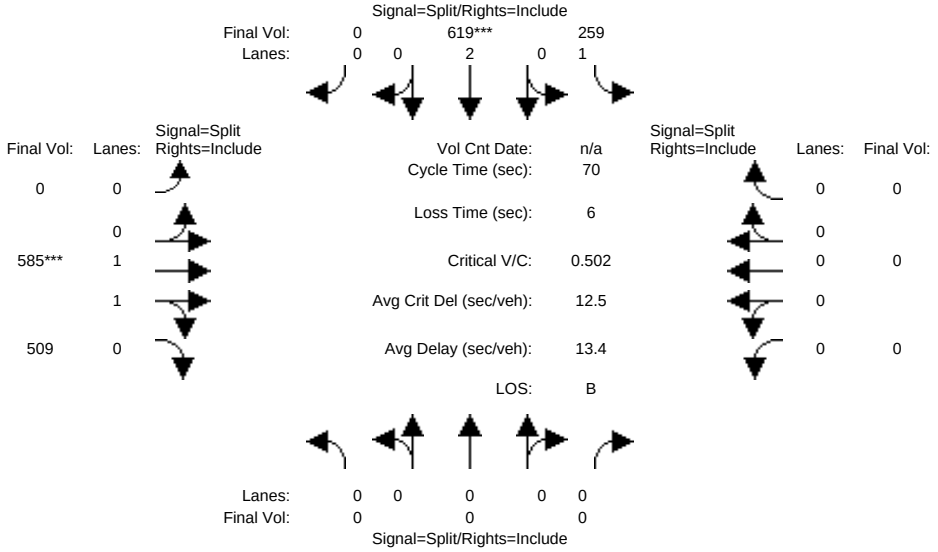
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	249	609	0	0	576	504	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	249	609	0	0	576	504	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	10	10	0	0	9	5	0	0	0
Initial Fut:	0	0	0	259	619	0	0	585	509	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	259	619	0	0	585	509	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	259	619	0	0	585	509	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	259	619	0	0	585	509	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.04	0.96	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1977	1720	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.16	0.00	0.00	0.30	0.30	0.00	0.00	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	22.7	22.7	0.0	0.0	41.3	41.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.50	0.00	0.00	0.50	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.3	19.4	0.0	0.0	8.6	8.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.3	19.4	0.0	0.0	8.6	8.6	0.0	0.0	0.0
LOS by Move:	A	A	A	B-	B-	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	6	0	0	7	7	0	0	0

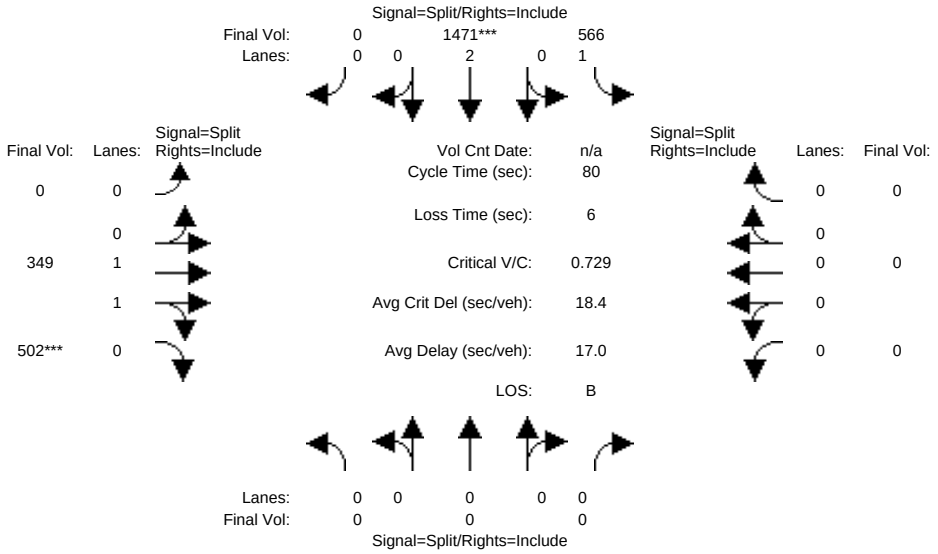
Note: Queue reported is the number of cars per lane.

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SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	556	1446	0	0	299	492	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	556	1446	0	0	299	492	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	10	25	0	0	50	10	0	0	0
Initial Fut:	0	0	0	566	1471	0	0	349	502	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	566	1471	0	0	349	502	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	566	1471	0	0	349	502	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	566	1471	0	0	349	502	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.39	0.00	0.00	0.18	0.29	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	42.5	42.5	0.0	0.0	31.5	31.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.61	0.73	0.00	0.00	0.47	0.73	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	15.7	0.0	0.0	18.2	23.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	15.7	0.0	0.0	18.2	23.0	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	B-	C+	A	A	A
HCM2kAvgQ:	0	0	0	11	15	0	0	7	13	0	0	0

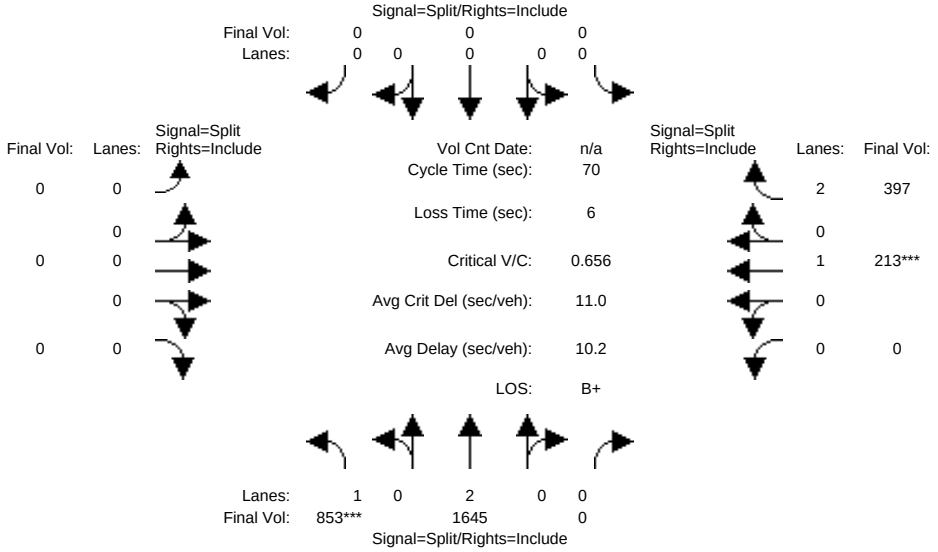
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	843	1603	0	0	0	0	0	0	0	0	182	396
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	843	1603	0	0	0	0	0	0	0	0	182	396
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	42	0	0	0	0	0	0	0	0	31	1
Initial Fut:	853	1645	0	0	0	0	0	0	0	0	213	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	853	1645	0	0	0	0	0	0	0	0	213	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	853	1645	0	0	0	0	0	0	0	0	213	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	853	1645	0	0	0	0	0	0	0	0	213	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.49	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.13
Crit Moves:	****										****	
Green Time:	50.9	50.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.1	13.1
Volume/Cap:	0.67	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.67
Delay/Veh:	6.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.8	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.8	29.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	C	C
HCM2kAvgQ:	12	9	0	0	0	0	0	0	0	0	5	6

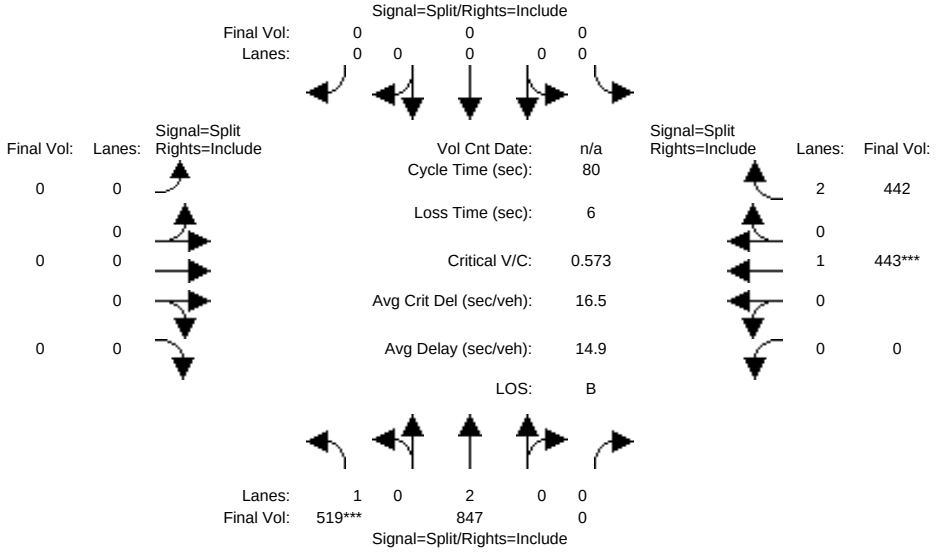
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	503	837	0	0	0	0	0	0	0	0	433	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	837	0	0	0	0	0	0	0	0	433	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	16	10	0	0	0	0	0	0	0	0	10	2
Initial Fut:	519	847	0	0	0	0	0	0	0	0	443	442
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	519	847	0	0	0	0	0	0	0	0	443	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	519	847	0	0	0	0	0	0	0	0	443	442
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	519	847	0	0	0	0	0	0	0	0	443	442
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.30	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.14
Crit Moves:	****										****	
Green Time:	41.4	41.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.6	32.6
Volume/Cap:	0.57	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.57	0.34
Delay/Veh:	14.1	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4	16.5
LOS by Move:	B	B	A	A	A	A	A	A	A	A	B-	B
HCM2kAvgQ:	10	7	0	0	0	0	0	0	0	0	9	5

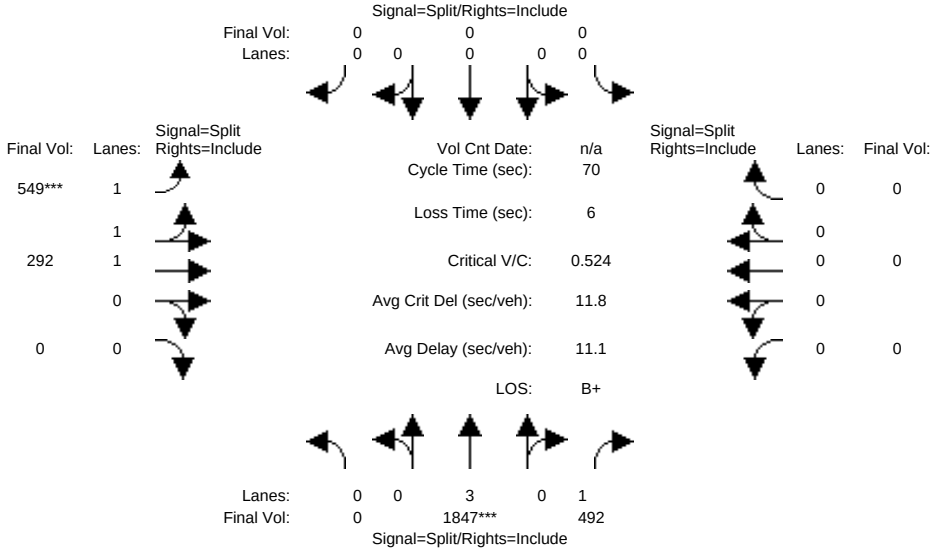
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1822	472	0	0	0	540	282	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1822	472	0	0	0	540	282	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	25	20	0	0	0	9	10	0	0	0	0
Initial Fut:	0	1847	492	0	0	0	549	292	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1847	492	0	0	0	549	292	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1847	492	0	0	0	549	292	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1847	492	0	0	0	549	292	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	3549	1896	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.28	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	43.3	43.3	0.0	0.0	0.0	20.7	20.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.45	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.7	7.4	0.0	0.0	0.0	20.9	20.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	7.4	0.0	0.0	0.0	20.9	20.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C+	C+	A	A	A	A
HCM2kAvgQ:	0	8	6	0	0	0	6	6	0	0	0	0

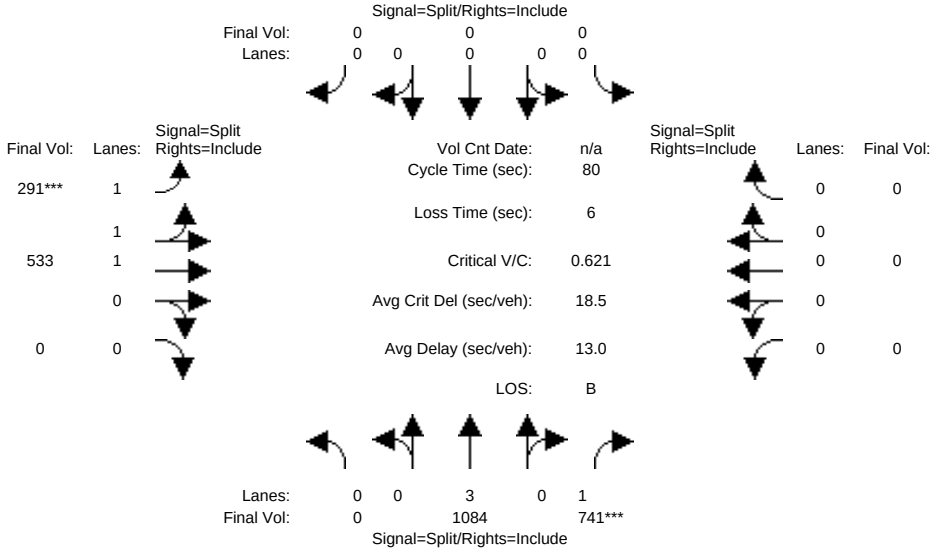
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1060	715	0	0	0	281	523	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1060	715	0	0	0	281	523	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	24	26	0	0	0	10	10	0	0	0	0
Initial Fut:	0	1084	741	0	0	0	291	533	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1084	741	0	0	0	291	533	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1084	741	0	0	0	291	533	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1084	741	0	0	0	291	533	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.10	1.90	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	1923	3523	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.42	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00
Crit Moves:			****				****					
Green Time:	0.0	54.5	54.5	0.0	0.0	0.0	19.5	19.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	0.62	0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.1	8.1	0.0	0.0	0.0	27.9	27.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.1	8.1	0.0	0.0	0.0	27.9	27.9	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	4	11	0	0	0	7	7	0	0	0	0

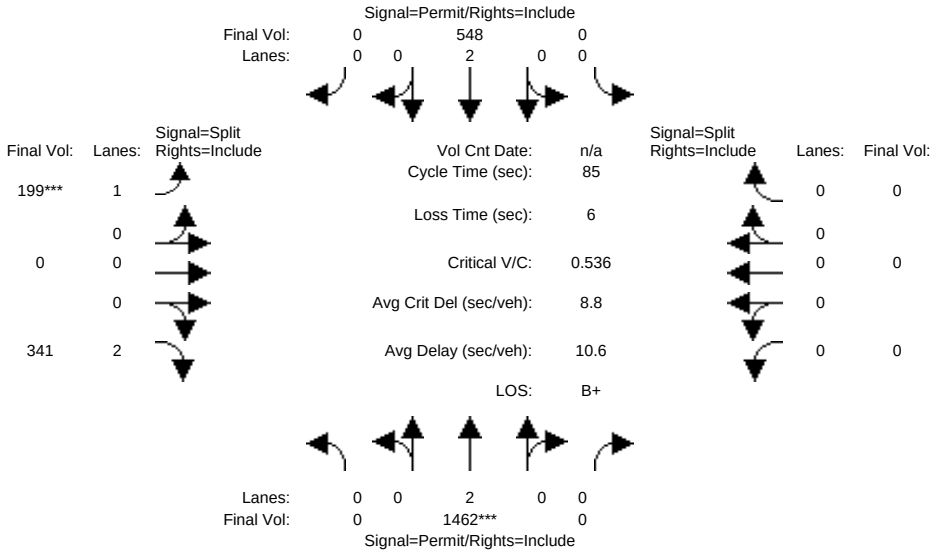
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1456	0	0	548	0	189	0	275	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1456	0	0	548	0	189	0	275	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	6	0	0	0	0	10	0	66	0	0	0
Initial Fut:	0	1462	0	0	548	0	199	0	341	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1462	0	0	548	0	199	0	341	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1462	0	0	548	0	199	0	341	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1462	0	0	548	0	199	0	341	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.14	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	61.0	0.0	0.0	61.0	0.0	18.0	0.0	18.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.00	0.00	0.20	0.00	0.54	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	5.7	0.0	0.0	4.0	0.0	31.3	0.0	30.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.7	0.0	0.0	4.0	0.0	31.3	0.0	30.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	2	0	6	0	5	0	0	0

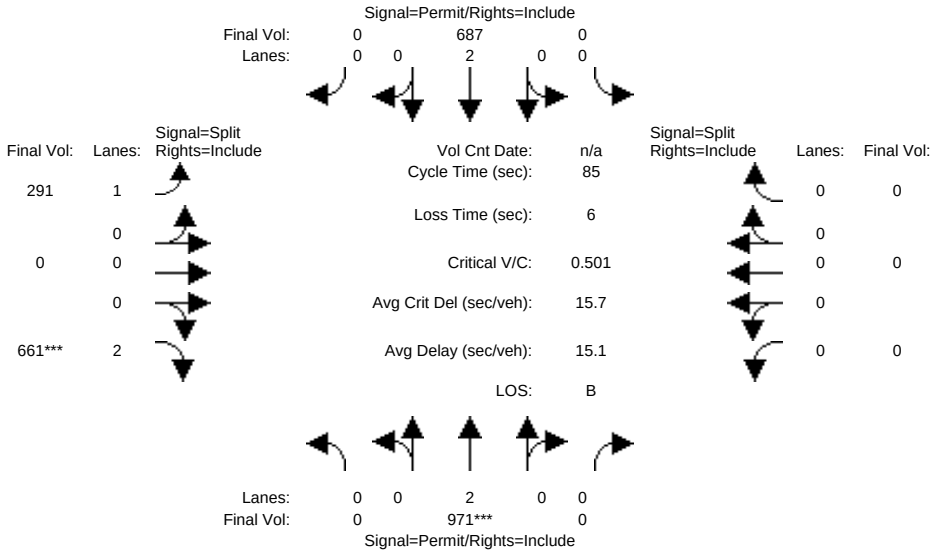
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	926	0	0	687	0	281	0	657	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	926	0	0	687	0	281	0	657	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	45	0	0	0	0	10	0	4	0	0	0
Initial Fut:	0	971	0	0	687	0	291	0	661	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	971	0	0	687	0	291	0	661	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	971	0	0	687	0	291	0	661	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	971	0	0	687	0	291	0	661	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.18	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	43.4	0.0	0.0	43.4	0.0	35.6	0.0	35.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.00	0.35	0.00	0.40	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	13.9	0.0	0.0	12.6	0.0	17.6	0.0	18.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.9	0.0	0.0	12.6	0.0	17.6	0.0	18.5	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B-	A	A	A
HCM2kAvgQ:	0	9	0	0	5	0	6	0	8	0	0	0

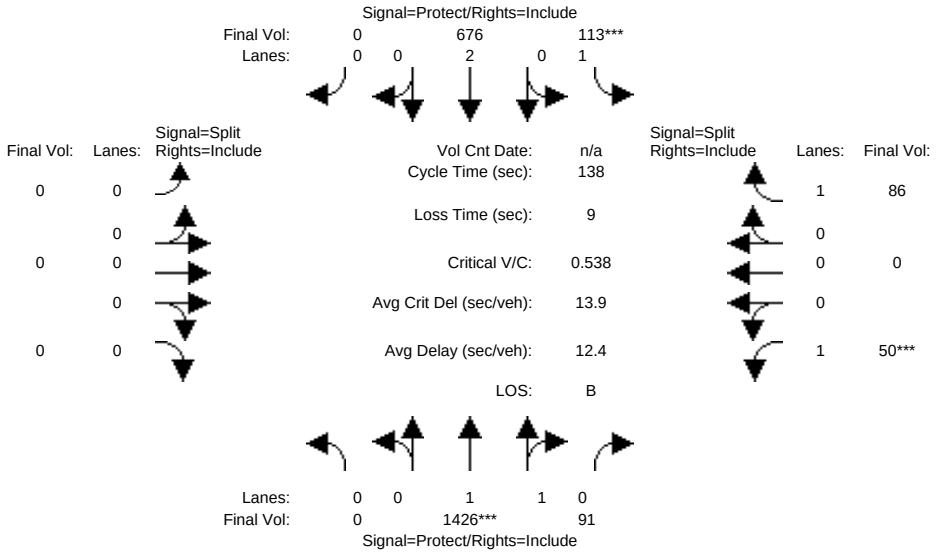
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1416	90	103	569	0	0	0	0	40	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1416	90	103	569	0	0	0	0	40	0	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	10	1	10	107	0	0	0	0	10	0	10
Initial Fut:	0	1426	91	113	676	0	0	0	0	50	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1426	91	113	676	0	0	0	0	50	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1426	91	113	676	0	0	0	0	50	0	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1426	91	113	676	0	0	0	0	50	0	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.88	0.12	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3478	222	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.06	0.18	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	101	100.6	15.8	116	0.0	0.0	0.0	0.0	12.6	0.0	12.6
Volume/Cap:	0.00	0.56	0.56	0.56	0.21	0.00	0.00	0.00	0.00	0.31	0.00	0.54
Delay/Veh:	0.0	8.9	8.9	61.4	2.1	0.0	0.0	0.0	0.0	59.8	0.0	63.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	8.9	61.4	2.1	0.0	0.0	0.0	0.0	59.8	0.0	63.6
LOS by Move:	A	A	A	E	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	15	15	6	3	0	0	0	0	2	0	4

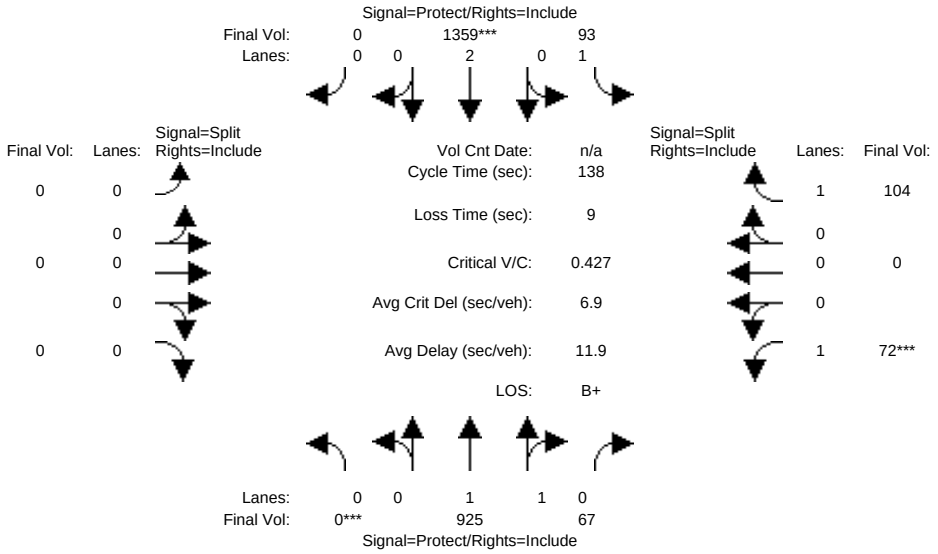
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	726	57	83	1349	0	0	0	0	62	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	726	57	83	1349	0	0	0	0	62	0	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	199	10	10	10	0	0	0	0	10	0	10
Initial Fut:	0	925	67	93	1359	0	0	0	0	72	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	925	67	93	1359	0	0	0	0	72	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	925	67	93	1359	0	0	0	0	72	0	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	925	67	93	1359	0	0	0	0	72	0	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.86	0.14	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3450	250	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.05	0.36	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	92.3	92.3	18.3	111	0.0	0.0	0.0	0.0	18.4	0.0	18.4
Volume/Cap:	0.00	0.40	0.40	0.40	0.45	0.00	0.00	0.00	0.00	0.31	0.00	0.45
Delay/Veh:	0.0	10.4	10.4	56.0	4.3	0.0	0.0	0.0	0.0	54.8	0.0	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.4	10.4	56.0	4.3	0.0	0.0	0.0	0.0	54.8	0.0	56.5
LOS by Move:	A	B+	B+	E+	A	A	A	A	A	D-	A	E+
HCM2kAvgQ:	0	9	9	4	9	0	0	0	0	3	0	5

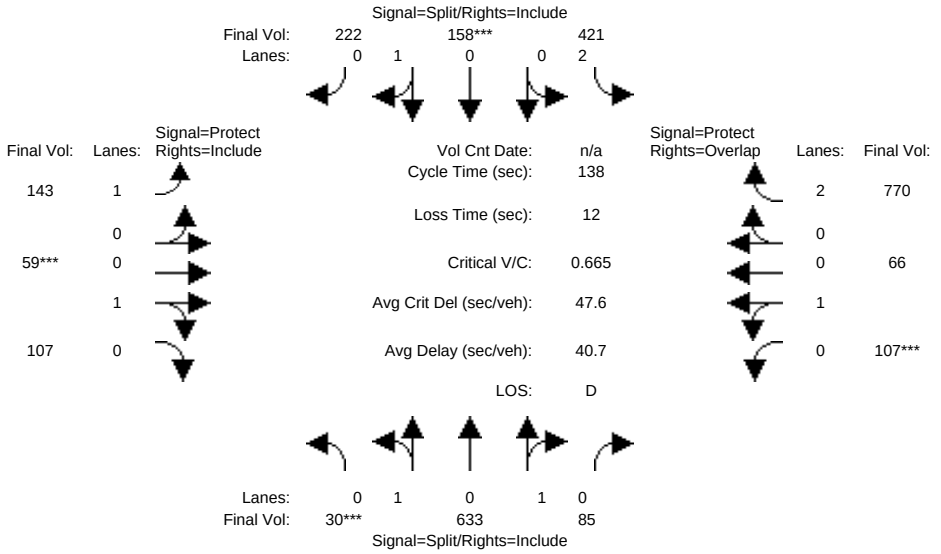
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	633	62	411	158	18	41	49	5	101	48	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	633	62	411	158	18	41	49	5	101	48	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	0	23	10	0	204	102	10	102	6	18	35
Initial Fut:	30	633	85	421	158	222	143	59	107	107	66	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	633	85	421	158	222	143	59	107	107	66	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	633	85	421	158	222	143	59	107	107	66	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	633	85	421	158	222	143	59	107	107	66	770
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.08	1.69	0.23	2.00	0.42	0.58	1.00	0.36	0.64	0.62	0.38	2.00
Final Sat.:	144	3047	409	3150	748	1052	1750	640	1160	1113	687	3150
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.13	0.21	0.21	0.08	0.09	0.09	0.10	0.10	0.24
Crit Moves:	****				****			****			****	
Green Time:	43.1	43.1	43.1	43.8	43.8	43.8	16.6	19.1	19.1	19.9	22.5	66.3
Volume/Cap:	0.67	0.67	0.67	0.42	0.67	0.67	0.68	0.67	0.67	0.67	0.59	0.51
Delay/Veh:	42.7	42.7	42.7	37.4	43.7	43.7	66.9	63.0	63.0	62.2	56.6	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	42.7	42.7	37.4	43.7	43.7	66.9	63.0	63.0	62.2	56.6	24.9
LOS by Move:	D	D	D	D+	D	D	E	E	E	E	E+	C
HCM2kAvgQ:	15	15	15	8	15	15	7	8	8	8	8	13

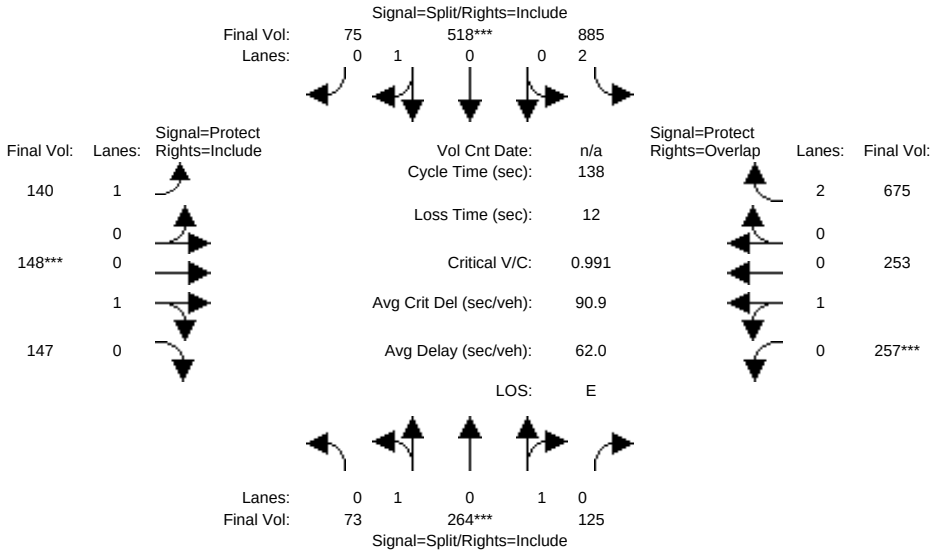
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	264	116	884	518	40	45	125	52	206	90	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	264	116	884	518	40	45	125	52	206	90	501
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	53	0	9	1	0	35	95	23	95	51	163	174
Initial Fut:	73	264	125	885	518	75	140	148	147	257	253	675
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	264	125	885	518	75	140	148	147	257	253	675
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	264	125	885	518	75	140	148	147	257	253	675
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	264	125	885	518	75	140	148	147	257	253	675
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.32	1.14	0.54	2.00	0.87	0.13	1.00	0.50	0.50	0.50	0.50	2.00
Final Sat.:	569	2057	974	3150	1572	228	1750	903	897	907	893	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.28	0.33	0.33	0.08	0.16	0.16	0.28	0.28	0.21
Crit Moves:		****			****			****			****	
Green Time:	17.9	17.9	17.9	45.9	45.9	45.9	13.7	22.8	22.8	39.4	48.6	94.4
Volume/Cap:	0.99	0.99	0.99	0.85	0.99	0.99	0.81	0.99	0.99	0.99	0.81	0.31
Delay/Veh:	99.3	99.3	99.3	49.2	80.3	80.3	84.1	107	107.1	86.4	47.9	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.3	99.3	99.3	49.2	80.3	80.3	84.1	107	107.1	86.4	47.9	8.8
LOS by Move:	F	F	F	D	F	F	F	F	F	F	D	A
HCM2kAvgQ:	15	15	15	23	32	32	8	18	18	28	22	7

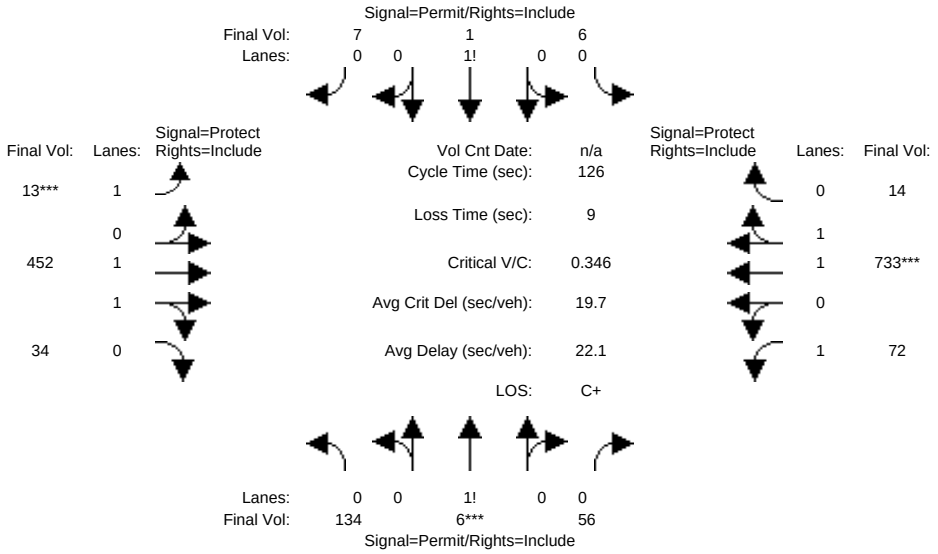
Note: Queue reported is the number of cars per lane.

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SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	134	6	56	6	1	7	13	452	34	70	723	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	6	56	6	1	7	13	452	34	70	723	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	0	0	0	0	0	0	2	10	0
Initial Fut:	134	6	56	6	1	7	13	452	34	72	733	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	6	56	6	1	7	13	452	34	72	733	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	6	56	6	1	7	13	452	34	72	733	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	6	56	6	1	7	13	452	34	72	733	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.68	0.03	0.29	0.43	0.07	0.50	1.00	1.86	0.14	1.00	1.96	0.04
Final Sat.:	1196	54	500	750	125	875	1750	3441	259	1750	3631	69
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.01	0.01	0.01	0.01	0.13	0.13	0.04	0.20	0.20
Crit Moves:		****					****				****	
Green Time:	39.2	39.2	39.2	39.2	39.2	39.2	7.0	54.6	54.6	23.1	70.8	70.8
Volume/Cap:	0.36	0.36	0.36	0.03	0.03	0.03	0.13	0.30	0.30	0.22	0.36	0.36
Delay/Veh:	34.0	34.0	34.0	30.1	30.1	30.1	57.2	23.4	23.4	44.2	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	34.0	30.1	30.1	30.1	57.2	23.4	23.4	44.2	15.3	15.3
LOS by Move:	C-	C-	C-	C	C	C	E+	C	C	D	B	B
HCM2kAvgQ:	6	6	6	0	0	0	1	6	6	3	8	8

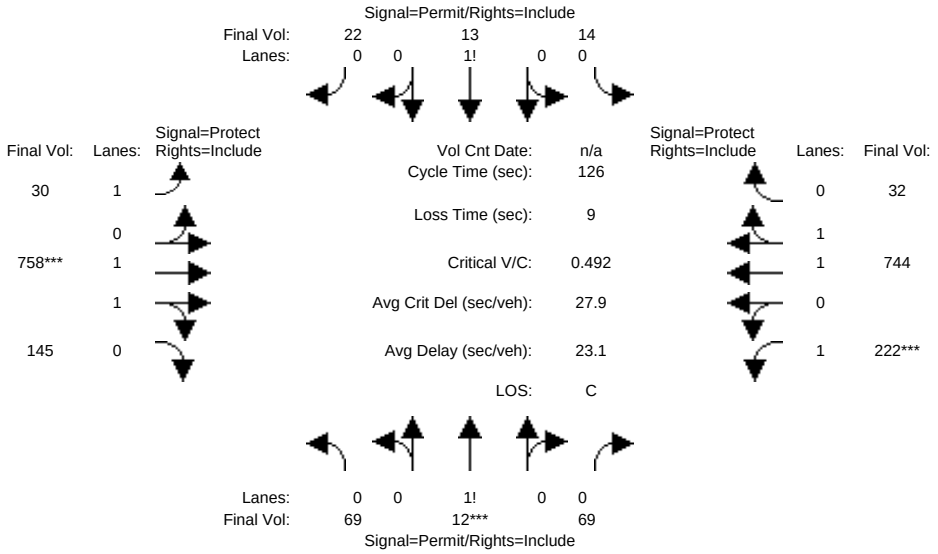
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	69	12	69	14	13	22	30	758	145	212	678	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	12	69	14	13	22	30	758	145	212	678	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	0	0	0	0	0	0	10	66	0
Initial Fut:	69	12	69	14	13	22	30	758	145	222	744	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	12	69	14	13	22	30	758	145	222	744	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	12	69	14	13	22	30	758	145	222	744	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	12	69	14	13	22	30	758	145	222	744	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.46	0.08	0.46	0.29	0.26	0.45	1.00	1.67	0.33	1.00	1.92	0.08
Final Sat.:	805	140	805	500	464	786	1750	3105	594	1750	3547	153
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.03	0.03	0.03	0.02	0.24	0.24	0.13	0.21	0.21
Crit Moves:		****						****		****		
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	19.9	62.5	62.5	32.5	75.1	75.1
Volume/Cap:	0.49	0.49	0.49	0.16	0.16	0.16	0.11	0.49	0.49	0.49	0.35	0.35
Delay/Veh:	48.2	48.2	48.2	44.4	44.4	44.4	45.6	21.4	21.4	40.6	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	48.2	48.2	44.4	44.4	44.4	45.6	21.4	21.4	40.6	13.1	13.1
LOS by Move:	D	D	D	D	D	D	D	C+	C+	D	B	B
HCM2kAvgQ:	6	6	6	2	2	2	1	12	12	8	8	8

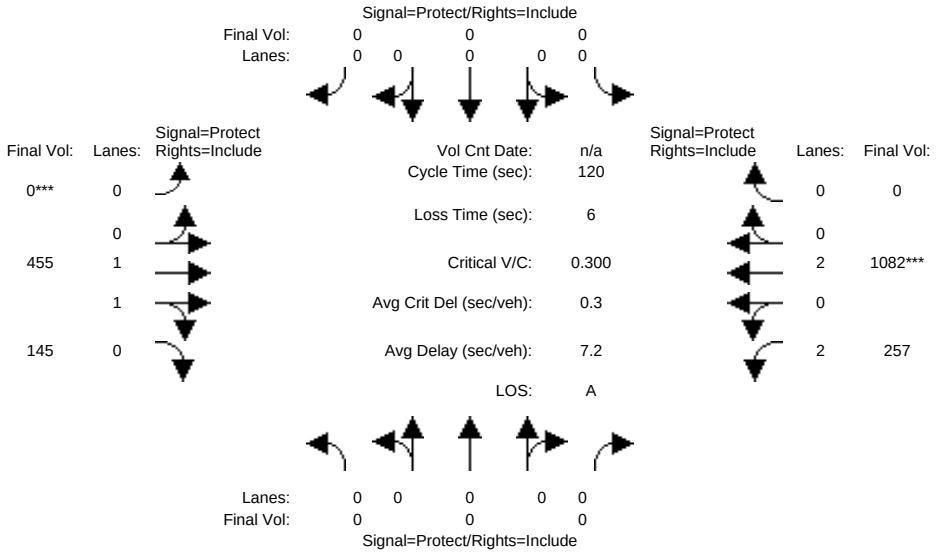
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	455	145	257	1082	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	455	145	257	1082	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	455	145	257	1082	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	455	145	257	1082	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	455	145	257	1082	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	455	145	257	1082	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.50	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2805	894	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.08	0.28	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.8	75.8	38.2	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.26	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	9.8	30.5	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	9.8	30.5	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	5	5	4	2	0

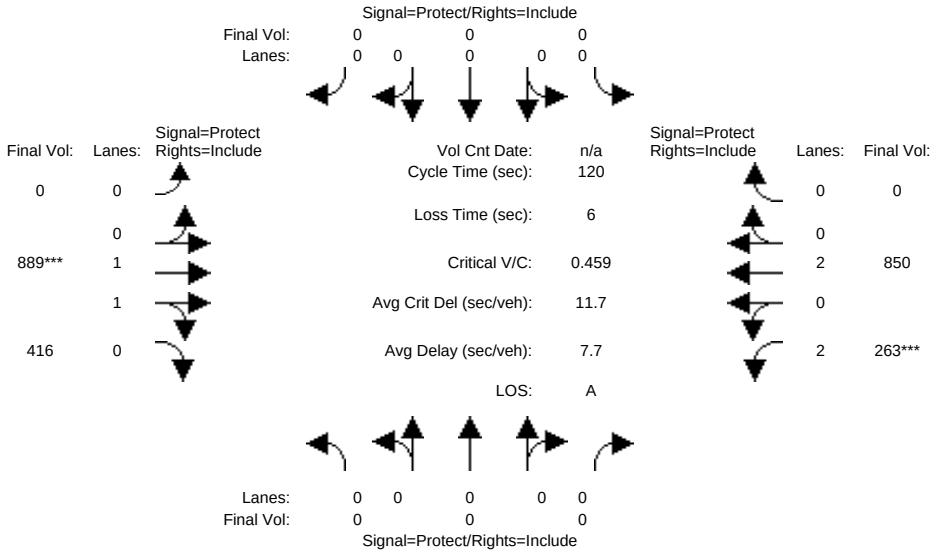
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	889	416	263	850	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	889	416	263	850	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	889	416	263	850	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	889	416	263	850	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	889	416	263	850	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	889	416	263	850	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.66	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2520	1179	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.35	0.08	0.22	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.2	92.2	21.8	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.46	0.46	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	5.1	44.4	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	5.1	44.4	0.2	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	9	9	6	1	0

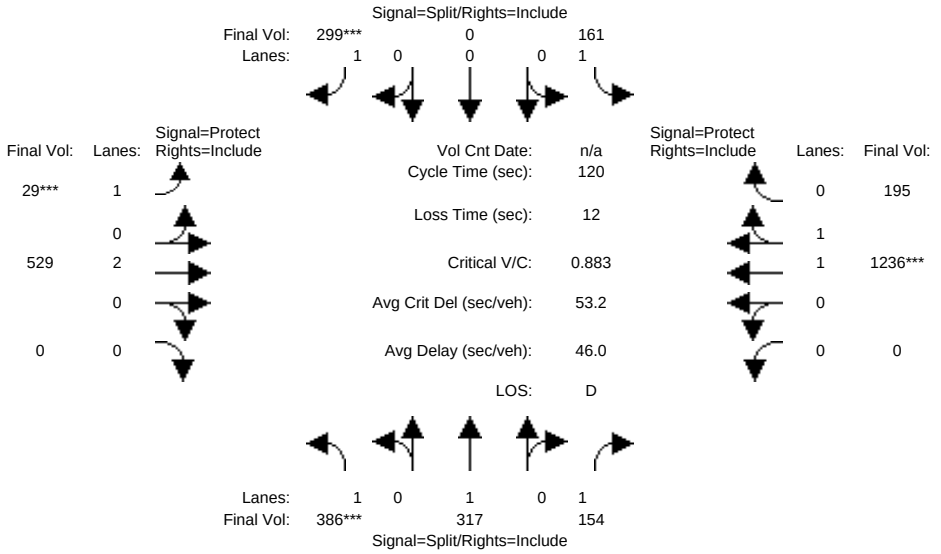
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	376	196	131	22	0	58	19	461	0	0	1062	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	196	131	22	0	58	19	461	0	0	1062	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	121	23	139	0	241	10	68	0	0	174	129
Initial Fut:	386	317	154	161	0	299	29	529	0	0	1236	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	386	317	154	161	0	299	29	529	0	0	1236	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	317	154	161	0	299	29	529	0	0	1236	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	386	317	154	161	0	299	29	529	0	0	1236	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	1750	1900	1750	1750	0	1750	1750	3800	0	0	3195	504
Capacity Analysis Module:												
Vol/Sat:	0.22	0.17	0.09	0.09	0.00	0.17	0.02	0.14	0.00	0.00	0.39	0.39
Crit Moves:	****					****	****				****	
Green Time:	28.6	28.6	28.6	22.2	0.0	22.2	7.0	57.2	0.0	0.0	50.2	50.2
Volume/Cap:	0.92	0.70	0.37	0.50	0.00	0.92	0.28	0.29	0.00	0.00	0.92	0.92
Delay/Veh:	70.9	46.6	38.7	45.1	0.0	79.3	55.6	19.2	0.0	0.0	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	46.6	38.7	45.1	0.0	79.3	55.6	19.2	0.0	0.0	42.9	42.9
LOS by Move:	E	D	D+	D	A	E-	E+	B-	A	A	D	D
HCM2kAvgQ:	19	12	5	6	0	16	1	6	0	0	30	30

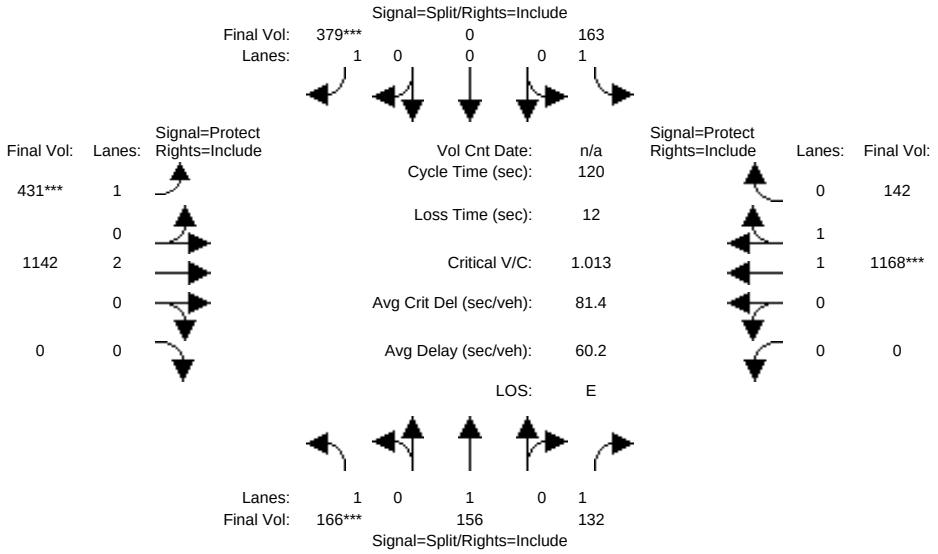
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	146	103	100	32	0	148	32	847	0	0	962	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	103	100	32	0	148	32	847	0	0	962	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	20	53	32	131	0	231	399	295	0	0	206	97
Initial Fut:	166	156	132	163	0	379	431	1142	0	0	1168	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	156	132	163	0	379	431	1142	0	0	1168	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	156	132	163	0	379	431	1142	0	0	1168	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	156	132	163	0	379	431	1142	0	0	1168	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	0	1750	1750	3800	0	0	3299	401
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.08	0.09	0.00	0.22	0.25	0.30	0.00	0.00	0.35	0.35
Crit Moves:	****					****	****				****	
Green Time:	11.2	11.2	11.2	25.7	0.0	25.7	29.2	71.1	0.0	0.0	41.9	41.9
Volume/Cap:	1.01	0.88	0.81	0.44	0.00	1.01	1.01	0.51	0.00	0.00	1.01	1.01
Delay/Veh:	128.2	89.0	77.8	41.7	0.0	97.1	92.4	14.4	0.0	0.0	67.3	67.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.2	89.0	77.8	41.7	0.0	97.1	92.4	14.4	0.0	0.0	67.3	67.3
LOS by Move:	F	F	E-	D	A	F	F	B	A	A	E	E
HCM2kAvgQ:	11	8	7	6	0	21	24	12	0	0	32	32

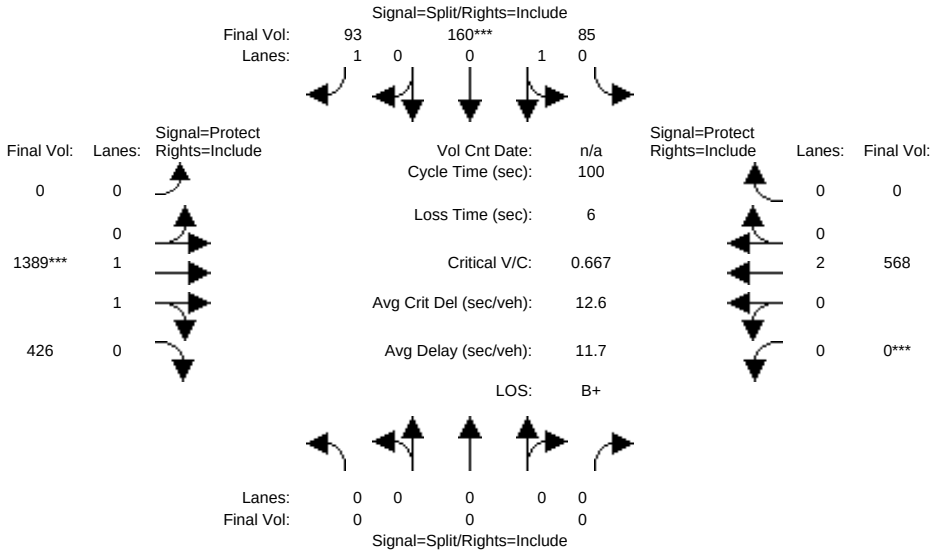
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	75	150	93	0	1276	416	0	558	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	150	93	0	1276	416	0	558	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	10	10	0	0	113	10	0	10	0
Initial Fut:	0	0	0	85	160	93	0	1389	426	0	568	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	160	93	0	1389	426	0	568	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	160	93	0	1389	426	0	568	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	160	93	0	1389	426	0	568	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.35	0.65	1.00	0.00	1.52	0.48	0.00	2.00	0.00
Final Sat.:	0	0	0	624	1176	1750	0	2831	868	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.05	0.00	0.49	0.49	0.00	0.15	0.00
Crit Moves:					****			****			****	
Green Time:	0.0	0.0	0.0	20.4	20.4	20.4	0.0	73.6	73.6	0.0	73.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.67	0.26	0.00	0.67	0.67	0.00	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	45.9	45.9	35.2	0.0	8.2	8.2	0.0	4.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.9	45.9	35.2	0.0	8.2	8.2	0.0	4.3	0.0
LOS by Move:	A	A	A	D	D	D+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	8	8	3	0	15	15	0	3	0

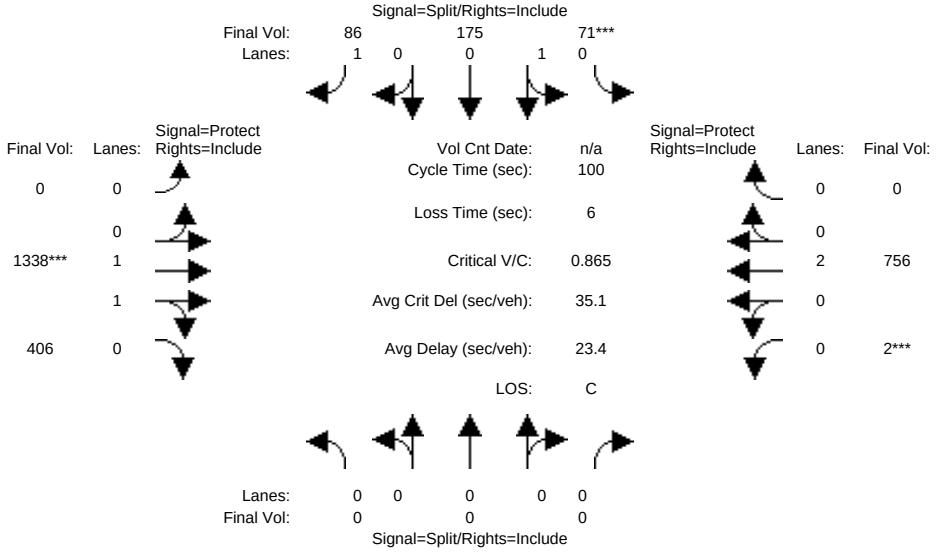
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	70	165	78	0	1134	373	2	714	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	165	78	0	1134	373	2	714	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	1	10	8	0	204	33	0	42	0
Initial Fut:	0	0	0	71	175	86	0	1338	406	2	756	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	71	175	86	0	1338	406	2	756	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	71	175	86	0	1338	406	2	756	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	71	175	86	0	1338	406	2	756	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	0.29	0.71	1.00	0.00	1.52	0.48	0.01	1.99	0.00
Final Sat.:	0	0	0	520	1280	1750	0	2838	861	10	3690	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.05	0.00	0.47	0.47	0.20	0.20	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	15.8	15.8	15.8	0.0	54.5	54.5	23.7	78.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.86	0.86	0.31	0.00	0.86	0.86	0.86	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	68.9	68.9	40.2	0.0	24.8	24.8	47.7	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	68.9	68.9	40.2	0.0	24.8	24.8	47.7	3.2	0.0
LOS by Move:	A	A	A	E	E	D	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	11	11	3	0	26	26	15	3	0

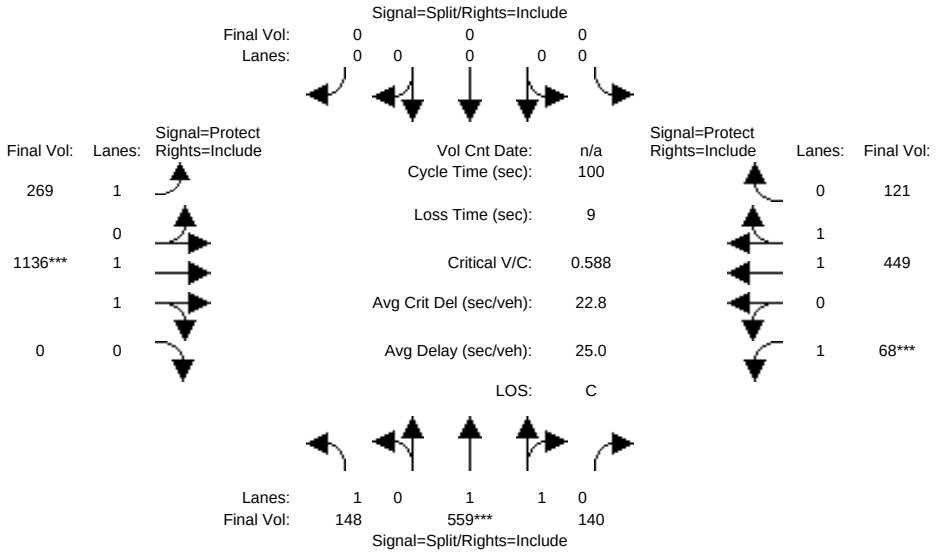
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	138	555	140	0	0	0	187	1136	0	68	449	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	555	140	0	0	0	187	1136	0	68	449	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	4	0	0	0	0	82	0	0	0	0	0
Initial Fut:	148	559	140	0	0	0	269	1136	0	68	449	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	559	140	0	0	0	269	1136	0	68	449	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	559	140	0	0	0	269	1136	0	68	449	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	559	140	0	0	0	269	1136	0	68	449	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.98	0.95
Lanes:	1.00	1.59	0.41	0.00	0.00	0.00	1.00	2.00	0.00	1.00	1.56	0.44
Final Sat.:	1750	2958	741	0	0	0	1750	3700	0	1750	2914	785
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.00	0.00	0.00	0.15	0.31	0.00	0.04	0.15	0.15
Crit Moves:		****						****		****		
Green Time:	32.0	32.0	32.0	0.0	0.0	0.0	29.5	52.0	0.0	7.0	29.5	29.5
Volume/Cap:	0.26	0.59	0.59	0.00	0.00	0.00	0.52	0.59	0.00	0.56	0.52	0.52
Delay/Veh:	25.5	29.3	29.3	0.0	0.0	0.0	30.4	17.1	0.0	50.5	29.8	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.5	29.3	29.3	0.0	0.0	0.0	30.4	17.1	0.0	50.5	29.8	29.8
LOS by Move:	C	C	C	A	A	A	C	B	A	D	C	C
HCM2kAvgQ:	4	10	10	0	0	0	8	13	0	3	8	8

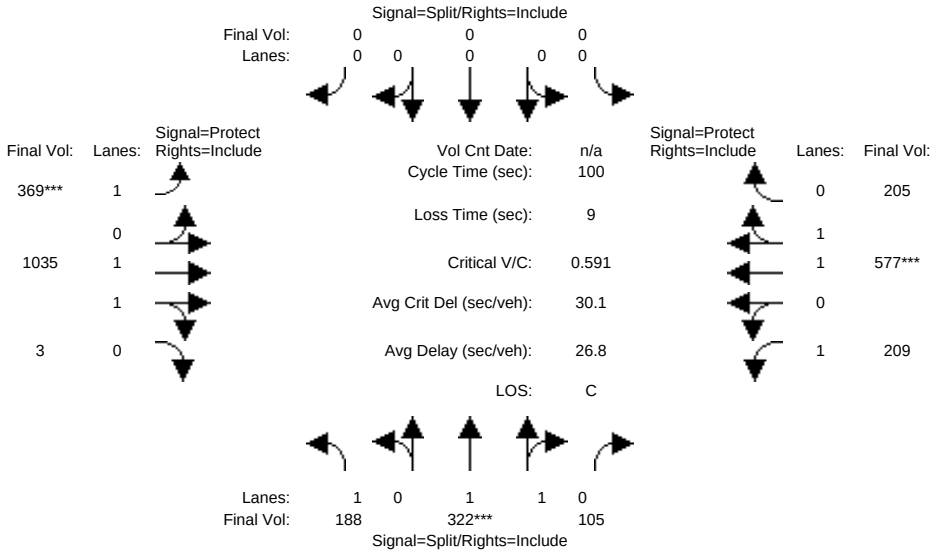
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	312	105	0	0	0	235	1035	3	209	577	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	312	105	0	0	0	235	1035	3	209	577	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	8	10	0	0	0	0	134	0	0	0	0	0
Initial Fut:	188	322	105	0	0	0	369	1035	3	209	577	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	322	105	0	0	0	369	1035	3	209	577	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	322	105	0	0	0	369	1035	3	209	577	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	322	105	0	0	0	369	1035	3	209	577	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.49	0.51	0.00	0.00	0.00	1.00	1.99	0.01	1.00	1.46	0.54
Final Sat.:	1750	2789	910	0	0	0	1750	3689	11	1750	2729	970
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.00	0.00	0.00	0.21	0.28	0.28	0.12	0.21	0.21
Crit Moves:		****					****				****	
Green Time:	19.5	19.5	19.5	0.0	0.0	0.0	35.7	50.1	50.1	21.3	35.8	35.8
Volume/Cap:	0.55	0.59	0.59	0.00	0.00	0.00	0.59	0.56	0.56	0.56	0.59	0.59
Delay/Veh:	38.2	37.9	37.9	0.0	0.0	0.0	27.7	17.7	17.7	37.0	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	37.9	37.9	0.0	0.0	0.0	27.7	17.7	17.7	37.0	26.9	26.9
LOS by Move:	D+	D+	D+	A	A	A	C	B	B	D+	C	C
HCM2kAvgQ:	6	7	7	0	0	0	10	12	12	7	10	10

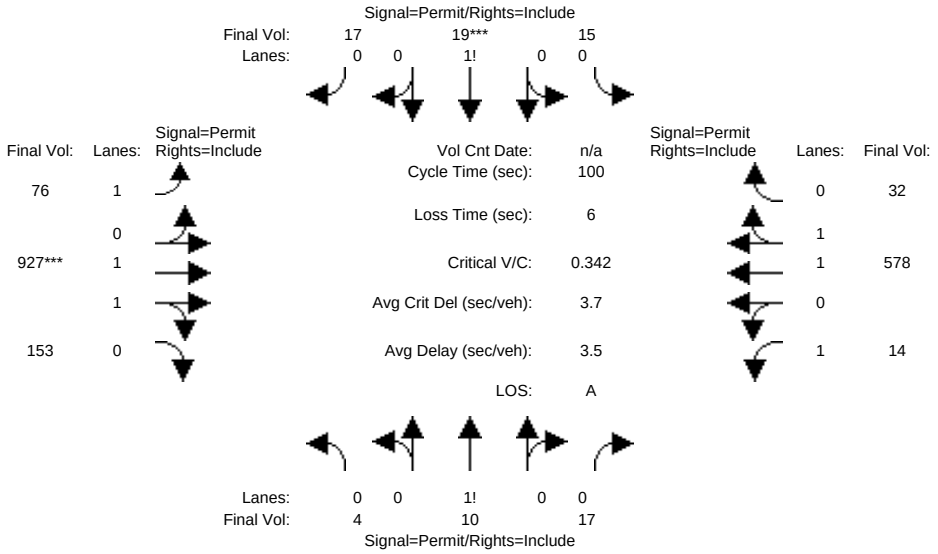
Note: Queue reported is the number of cars per lane.

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SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	10	17	15	19	17	76	927	153	14	578	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	10	17	15	19	17	76	927	153	14	578	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	10	17	15	19	17	76	927	153	14	578	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	10	17	15	19	17	76	927	153	14	578	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	10	17	15	19	17	76	927	153	14	578	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	10	17	15	19	17	76	927	153	14	578	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.13	0.32	0.55	0.29	0.38	0.33	1.00	1.71	0.29	1.00	1.89	0.11
Final Sat.:	226	565	960	515	652	583	1750	3175	524	1750	3506	194
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.04	0.29	0.29	0.01	0.16	0.16
Crit Moves:					****			****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	84.0	84.0	84.0	84.0	84.0	84.0
Volume/Cap:	0.18	0.18	0.18	0.29	0.29	0.29	0.05	0.35	0.35	0.01	0.20	0.20
Delay/Veh:	41.7	41.7	41.7	42.6	42.6	42.6	1.4	1.9	1.9	1.3	1.6	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	41.7	41.7	42.6	42.6	42.6	1.4	1.9	1.9	1.3	1.6	1.6
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	0	4	4	0	2	2

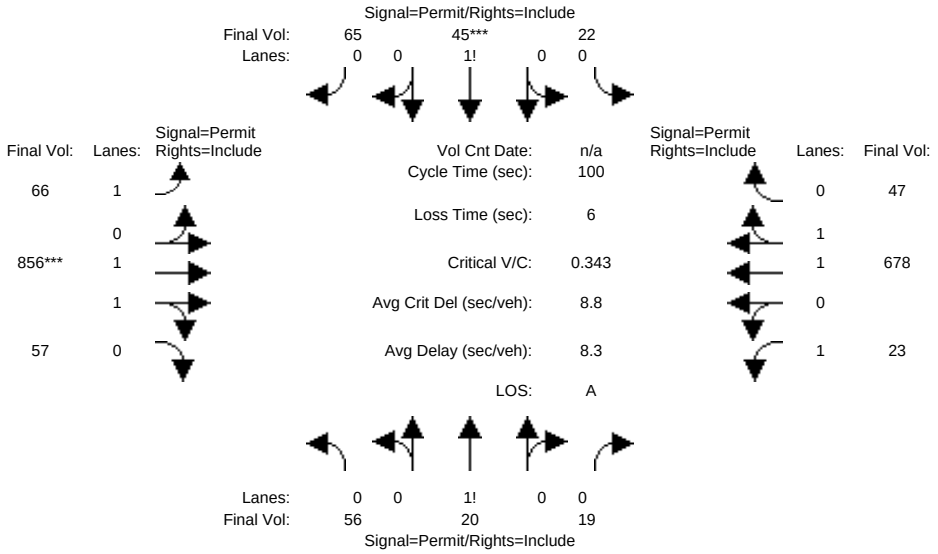
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	20	19	22	45	65	66	856	57	23	678	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	20	19	22	45	65	66	856	57	23	678	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	20	19	22	45	65	66	856	57	23	678	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	20	19	22	45	65	66	856	57	23	678	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	20	19	22	45	65	66	856	57	23	678	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	20	19	22	45	65	66	856	57	23	678	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.21	0.20	0.17	0.34	0.49	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	1032	368	350	292	597	862	1750	3469	231	1750	3460	240
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.08	0.04	0.25	0.25	0.01	0.20	0.20
Crit Moves:					****			****				
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	72.0	72.0	72.0	72.0	72.0	72.0
Volume/Cap:	0.25	0.25	0.25	0.34	0.34	0.34	0.05	0.34	0.34	0.02	0.27	0.27
Delay/Veh:	32.5	32.5	32.5	33.4	33.4	33.4	4.1	5.3	5.3	4.0	4.9	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	32.5	32.5	33.4	33.4	33.4	4.1	5.3	5.3	4.0	4.9	4.9
LOS by Move:	C-	C-	C-	C-	C-	C-	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	1	5	5	0	4	4

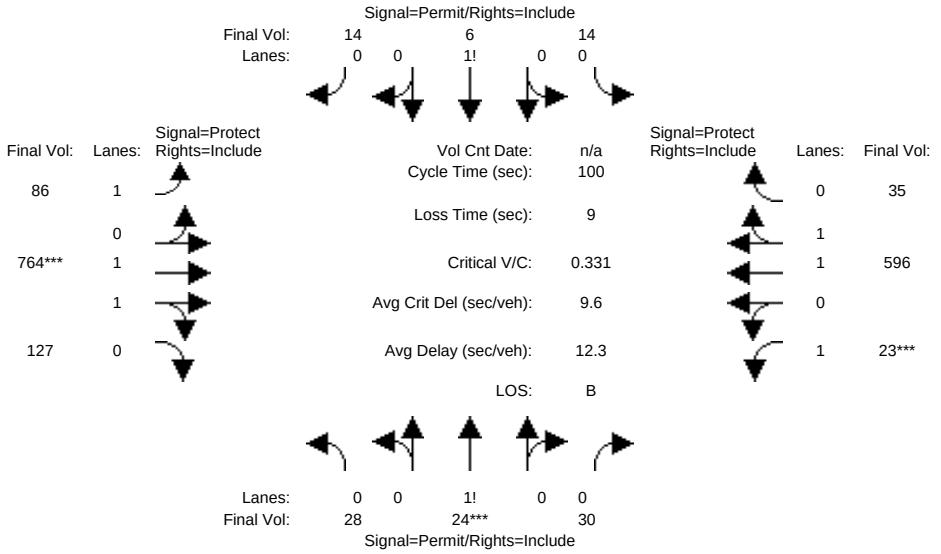
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	24	30	4	6	14	86	764	127	23	596	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	24	30	4	6	14	86	764	127	23	596	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	10	0	0	0	0	0	0	0	13
Initial Fut:	28	24	30	14	6	14	86	764	127	23	596	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	24	30	14	6	14	86	764	127	23	596	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	24	30	14	6	14	86	764	127	23	596	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	24	30	14	6	14	86	764	127	23	596	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.34	0.29	0.37	0.41	0.18	0.41	1.00	1.71	0.29	1.00	1.89	0.11
Final Sat.:	598	512	640	721	309	721	1750	3172	527	1750	3495	205
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.02	0.02	0.05	0.24	0.24	0.01	0.17	0.17
Crit Moves:		****						****		****		
Green Time:	13.7	13.7	13.7	13.7	13.7	13.7	22.5	70.3	70.3	7.0	54.8	54.8
Volume/Cap:	0.34	0.34	0.34	0.14	0.14	0.14	0.22	0.34	0.34	0.19	0.31	0.31
Delay/Veh:	39.9	39.9	39.9	38.3	38.3	38.3	31.9	5.9	5.9	44.6	12.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	39.9	39.9	38.3	38.3	38.3	31.9	5.9	5.9	44.6	12.4	12.4
LOS by Move:	D	D	D	D+	D+	D+	C	A	A	D	B	B
HCM2kAvgQ:	3	3	3	1	1	1	2	5	5	1	5	5

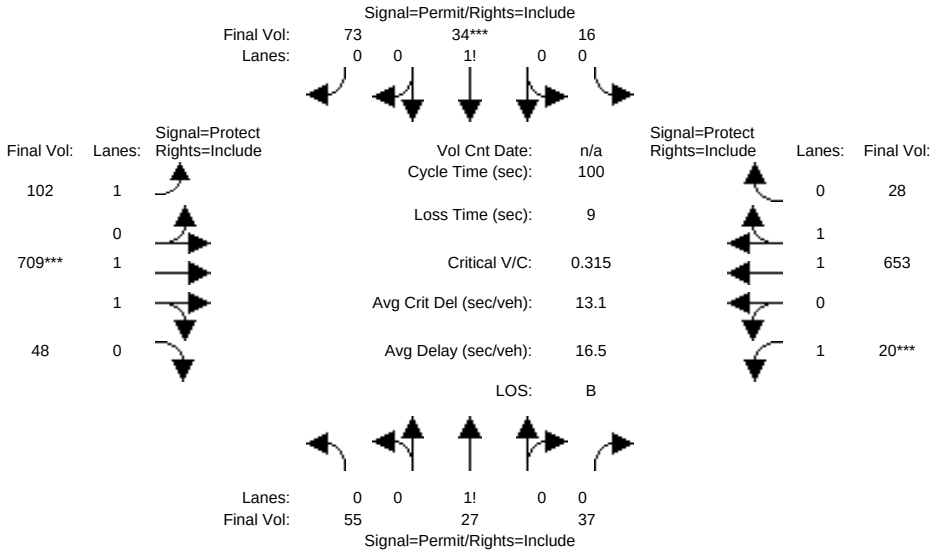
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	55	27	37	12	34	73	102	709	48	20	653	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	27	37	12	34	73	102	709	48	20	653	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	4	0	0	0	0	0	0	0	4
Initial Fut:	55	27	37	16	34	73	102	709	48	20	653	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	27	37	16	34	73	102	709	48	20	653	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	27	37	16	34	73	102	709	48	20	653	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	27	37	16	34	73	102	709	48	20	653	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.46	0.23	0.31	0.13	0.28	0.59	1.00	1.87	0.13	1.00	1.92	0.08
Final Sat.:	809	397	544	228	484	1039	1750	3465	235	1750	3548	152
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.06	0.20	0.20	0.01	0.18	0.18
Crit Moves:					****			****		****		
Green Time:	21.5	21.5	21.5	21.5	21.5	21.5	19.2	62.5	62.5	7.0	50.4	50.4
Volume/Cap:	0.32	0.32	0.32	0.33	0.33	0.33	0.30	0.33	0.33	0.16	0.37	0.37
Delay/Veh:	33.6	33.6	33.6	33.7	33.7	33.7	35.2	8.9	8.9	44.4	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	33.6	33.6	33.7	33.7	33.7	35.2	8.9	8.9	44.4	15.2	15.2
LOS by Move:	C-	C-	C-	C-	C-	C-	D+	A	A	D	B	B
HCM2kAvgQ:	3	3	3	4	4	4	3	6	6	1	6	6

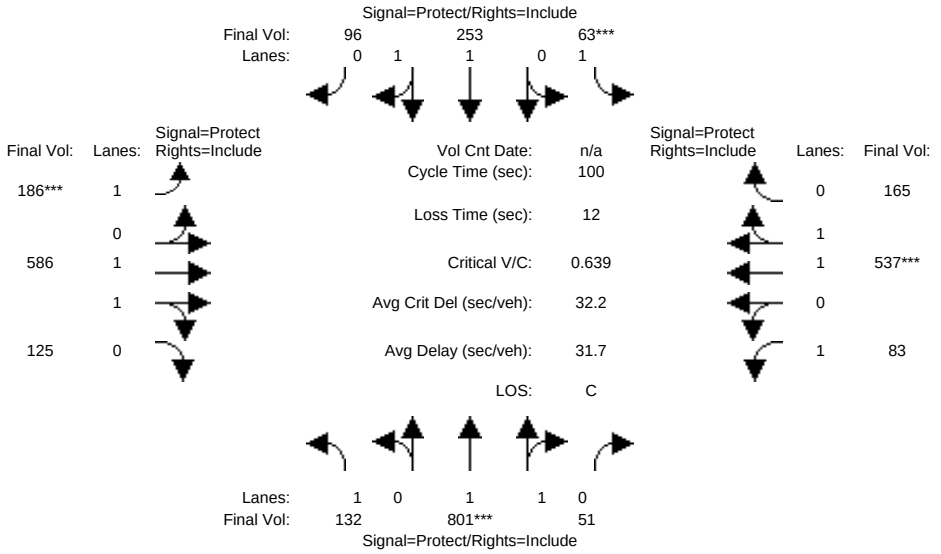
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	791	41	63	243	91	176	555	115	72	475	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	791	41	63	243	91	176	555	115	72	475	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	12	10	10	0	10	5	10	31	10	11	62	10
Initial Fut:	132	801	51	63	253	96	186	586	125	83	537	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	801	51	63	253	96	186	586	125	83	537	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	801	51	63	253	96	186	586	125	83	537	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	801	51	63	253	96	186	586	125	83	537	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.88	0.12	1.00	1.43	0.57	1.00	1.64	0.36	1.00	1.52	0.48
Final Sat.:	1750	3478	221	1750	2681	1017	1750	3049	650	1750	2830	869
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.04	0.09	0.09	0.11	0.19	0.19	0.05	0.19	0.19
Crit Moves:		****			****			****			****	
Green Time:	18.2	35.4	35.4	7.0	24.2	24.2	16.4	33.4	33.4	12.2	29.2	29.2
Volume/Cap:	0.41	0.65	0.65	0.51	0.39	0.39	0.65	0.58	0.58	0.39	0.65	0.65
Delay/Veh:	37.0	28.2	28.2	48.6	32.0	32.0	44.3	28.1	28.1	41.7	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	28.2	28.2	48.6	32.0	32.0	44.3	28.1	28.1	41.7	32.3	32.3
LOS by Move:	D+	C	C	D	C-	C-	D	C	C	D	C-	C-
HCM2kAvgQ:	4	12	12	3	5	5	7	10	10	3	10	10

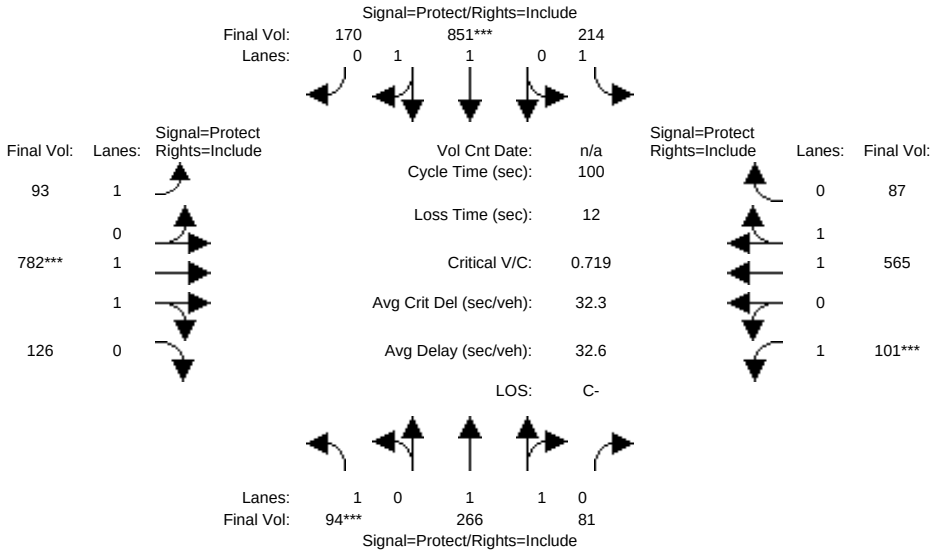
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	252	69	214	841	160	82	650	116	98	516	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	252	69	214	841	160	82	650	116	98	516	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	8	14	12	0	10	10	11	132	10	3	49	10
Initial Fut:	94	266	81	214	851	170	93	782	126	101	565	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	266	81	214	851	170	93	782	126	101	565	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	266	81	214	851	170	93	782	126	101	565	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	266	81	214	851	170	93	782	126	101	565	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.52	0.48	1.00	1.66	0.34	1.00	1.71	0.29	1.00	1.73	0.27
Final Sat.:	1750	2836	863	1750	3083	616	1750	3186	513	1750	3206	494
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.12	0.28	0.28	0.05	0.25	0.25	0.06	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	7.5	20.6	20.6	25.2	38.4	38.4	12.0	34.1	34.1	8.0	30.2	30.2
Volume/Cap:	0.72	0.45	0.45	0.48	0.72	0.72	0.44	0.72	0.72	0.72	0.58	0.58
Delay/Veh:	62.8	35.2	35.2	32.7	28.0	28.0	42.4	30.8	30.8	61.3	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	35.2	35.2	32.7	28.0	28.0	42.4	30.8	30.8	61.3	30.4	30.4
LOS by Move:	E	D+	D+	C-	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	5	5	6	15	15	3	14	14	5	9	9

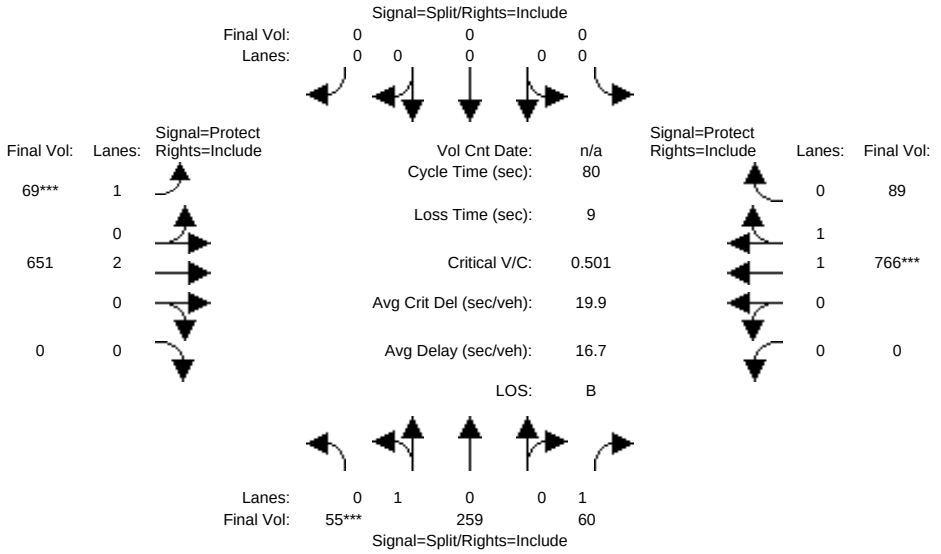
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	249	50	0	0	0	68	626	0	0	694	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	249	50	0	0	0	68	626	0	0	694	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	10	10	0	0	0	1	25	0	0	72	24
Initial Fut:	55	259	60	0	0	0	69	651	0	0	766	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	259	60	0	0	0	69	651	0	0	766	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	259	60	0	0	0	69	651	0	0	766	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	259	60	0	0	0	69	651	0	0	766	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.18	0.82	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	315	1485	1750	0	0	0	1750	3800	0	0	3315	385
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.03	0.00	0.00	0.00	0.04	0.17	0.00	0.00	0.23	0.23
Crit Moves:	****						****				****	
Green Time:	27.5	27.5	27.5	0.0	0.0	0.0	7.0	43.5	0.0	0.0	36.5	36.5
Volume/Cap:	0.51	0.51	0.10	0.00	0.00	0.00	0.45	0.32	0.00	0.00	0.51	0.51
Delay/Veh:	23.8	23.8	18.1	0.0	0.0	0.0	44.0	10.5	0.0	0.0	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	23.8	18.1	0.0	0.0	0.0	44.0	10.5	0.0	0.0	16.5	16.5
LOS by Move:	C	C	B-	A	A	A	D	B+	A	A	B	B
HCM2kAvgQ:	7	7	1	0	0	0	2	4	0	0	8	8

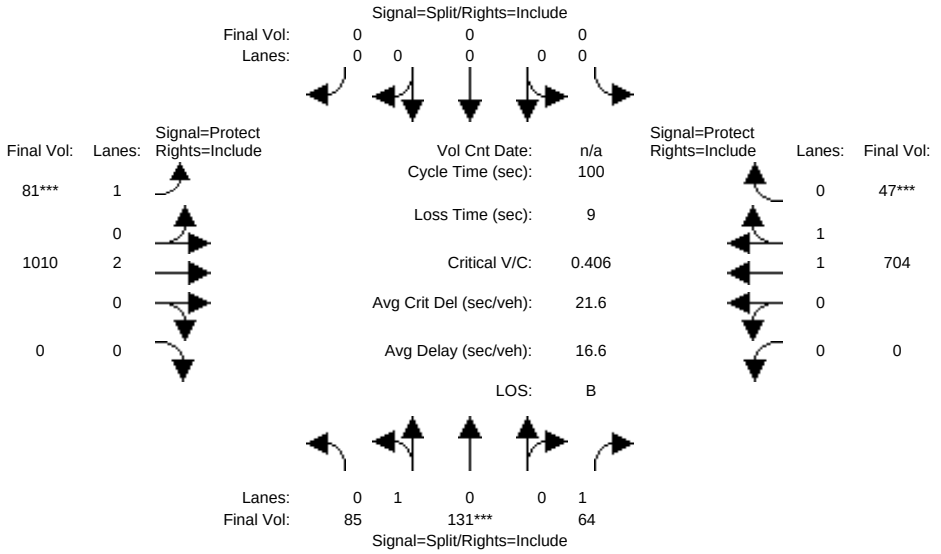
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	124	57	0	0	0	71	847	0	0	655	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	124	57	0	0	0	71	847	0	0	655	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	7	7	0	0	0	10	163	0	0	49	0
Initial Fut:	85	131	64	0	0	0	81	1010	0	0	704	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	131	64	0	0	0	81	1010	0	0	704	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	131	64	0	0	0	81	1010	0	0	704	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	131	64	0	0	0	81	1010	0	0	704	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.39	0.61	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.87	0.13
Final Sat.:	708	1092	1750	0	0	0	1750	3800	0	0	3468	232
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.04	0.00	0.00	0.00	0.05	0.27	0.00	0.00	0.20	0.20
Crit Moves:		****					****					****
Green Time:	29.6	29.6	29.6	0.0	0.0	0.0	11.4	61.4	0.0	0.0	50.0	50.0
Volume/Cap:	0.41	0.41	0.12	0.00	0.00	0.00	0.41	0.43	0.00	0.00	0.41	0.41
Delay/Veh:	30.5	30.5	26.2	0.0	0.0	0.0	47.2	10.7	0.0	0.0	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	30.5	26.2	0.0	0.0	0.0	47.2	10.7	0.0	0.0	16.3	16.3
LOS by Move:	C	C	C	A	A	A	D	B+	A	A	B	B
HCM2kAvgQ:	6	6	2	0	0	0	3	8	0	0	7	7

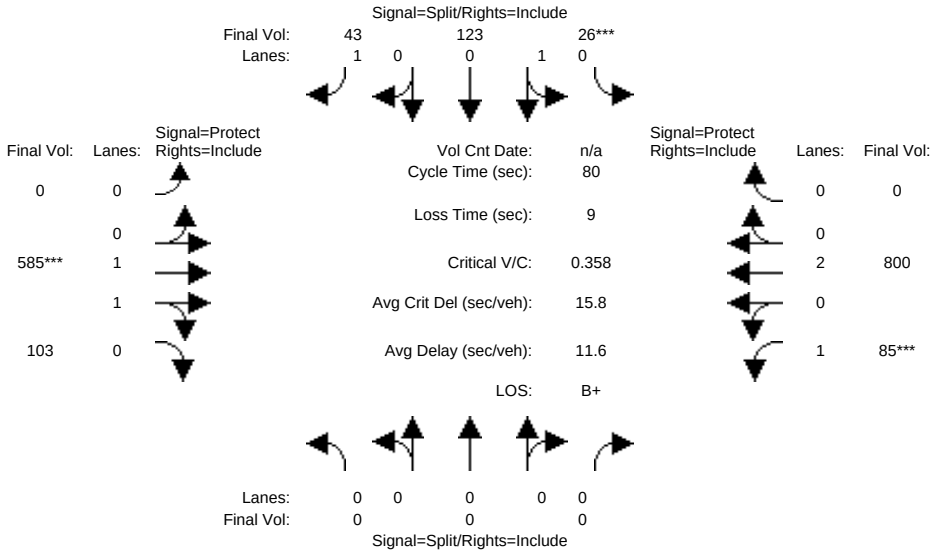
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	26	113	37	0	575	99	84	709	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	26	113	37	0	575	99	84	709	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	0	10	6	0	10	4	1	91	0
Initial Fut:	0	0	0	26	123	43	0	585	103	85	800	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	26	123	43	0	585	103	85	800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	123	43	0	585	103	85	800	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	26	123	43	0	585	103	85	800	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	0.83	1.00	0.00	1.69	0.31	1.00	2.00	0.00
Final Sat.:	0	0	0	314	1486	1750	0	3146	554	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.02	0.00	0.19	0.19	0.05	0.21	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	18.5	18.5	18.5	0.0	41.6	41.6	10.9	52.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.11	0.00	0.36	0.36	0.36	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	26.3	26.3	24.3	0.0	11.4	11.4	32.3	6.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.3	26.3	24.3	0.0	11.4	11.4	32.3	6.1	0.0
LOS by Move:	A	A	A	C	C	C	A	B+	B+	C-	A	A
HCM2kAvgQ:	0	0	0	3	3	1	0	5	5	2	4	0

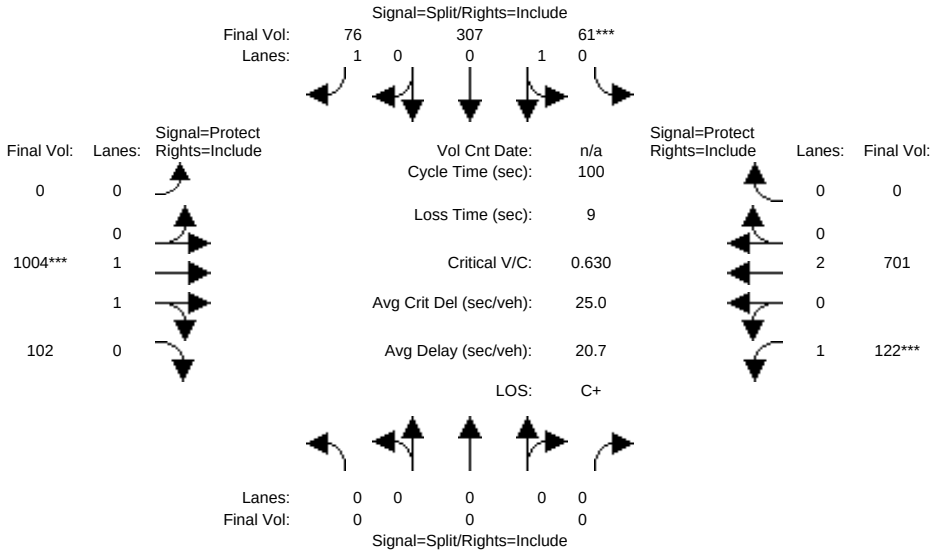
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	61	297	69	0	832	92	120	658	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	297	69	0	832	92	120	658	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	0	10	7	0	172	10	2	43	0
Initial Fut:	0	0	0	61	307	76	0	1004	102	122	701	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	307	76	0	1004	102	122	701	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	307	76	0	1004	102	122	701	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	61	307	76	0	1004	102	122	701	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	0.83	1.00	0.00	1.81	0.19	1.00	2.00	0.00
Final Sat.:	0	0	0	298	1502	1750	0	3359	341	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.04	0.00	0.30	0.30	0.07	0.18	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	32.5	32.5	32.5	0.0	47.5	47.5	11.1	58.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.63	0.63	0.13	0.00	0.63	0.63	0.63	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	30.9	30.9	23.9	0.0	20.4	20.4	49.0	10.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.9	30.9	23.9	0.0	20.4	20.4	49.0	10.6	0.0
LOS by Move:	A	A	A	C	C	C	A	C+	C+	D	B+	A
HCM2kAvgQ:	0	0	0	11	11	2	0	13	13	5	5	0

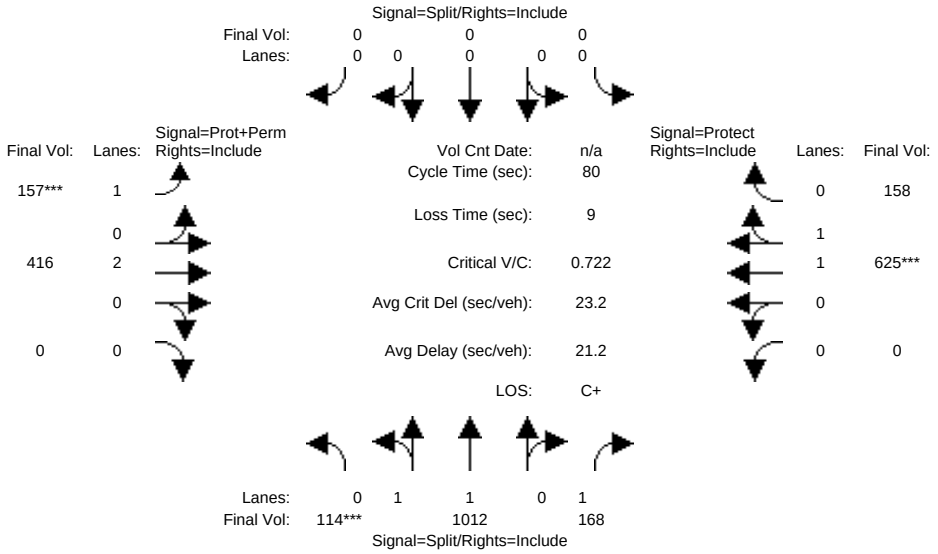
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	1002	162	0	0	0	157	416	0	0	625	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1002	162	0	0	0	157	416	0	0	625	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	10	6	0	0	0	0	0	0	0	0	68
Initial Fut:	114	1012	168	0	0	0	157	416	0	0	625	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1012	168	0	0	0	157	416	0	0	625	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1012	168	0	0	0	157	416	0	0	625	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1012	168	0	0	0	157	416	0	0	625	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.21	1.79	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.59	0.41
Final Sat.:	375	3325	1750	0	0	0	1750	3800	0	0	2953	746
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.10	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.21	0.21
Crit Moves:	****						****				****	
Green Time:	35.7	35.7	35.7	0.0	0.0	0.0	10.5	35.3	0.0	0.0	24.8	24.8
Volume/Cap:	0.68	0.68	0.22	0.00	0.00	0.00	0.68	0.25	0.00	0.00	0.68	0.68
Delay/Veh:	18.8	18.8	13.7	0.0	0.0	0.0	41.3	14.1	0.0	0.0	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.8	18.8	13.7	0.0	0.0	0.0	41.3	14.1	0.0	0.0	25.9	25.9
LOS by Move:	B-	B-	B	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	12	12	3	0	0	0	5	3	0	0	10	10

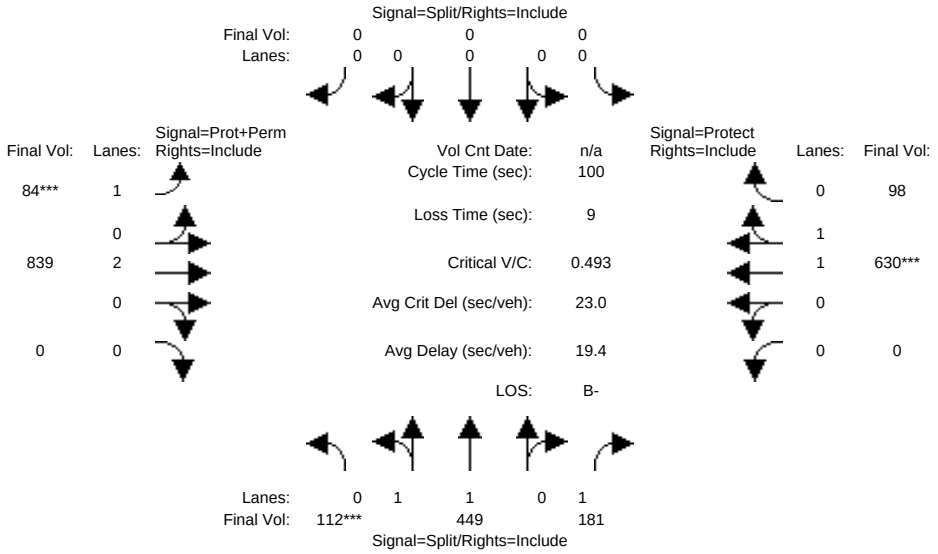
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	415	152	0	0	0	84	839	0	0	630	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	415	152	0	0	0	84	839	0	0	630	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	34	29	0	0	0	0	0	0	0	0	10
Initial Fut:	112	449	181	0	0	0	84	839	0	0	630	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	449	181	0	0	0	84	839	0	0	630	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	449	181	0	0	0	84	839	0	0	630	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	449	181	0	0	0	84	839	0	0	630	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.41	1.59	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	739	2961	1750	0	0	0	1750	3800	0	0	3202	498
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.10	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.20	0.20
Crit Moves:	****						****				****	
Green Time:	34.8	34.8	34.8	0.0	0.0	0.0	11.0	56.2	0.0	0.0	45.2	45.2
Volume/Cap:	0.44	0.44	0.30	0.00	0.00	0.00	0.44	0.39	0.00	0.00	0.44	0.44
Delay/Veh:	25.3	25.3	24.0	0.0	0.0	0.0	43.2	12.4	0.0	0.0	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	25.3	24.0	0.0	0.0	0.0	43.2	12.4	0.0	0.0	18.9	18.9
LOS by Move:	C	C	C	A	A	A	D	B	A	A	B-	B-
HCM2kAvgQ:	7	7	4	0	0	0	3	7	0	0	8	8

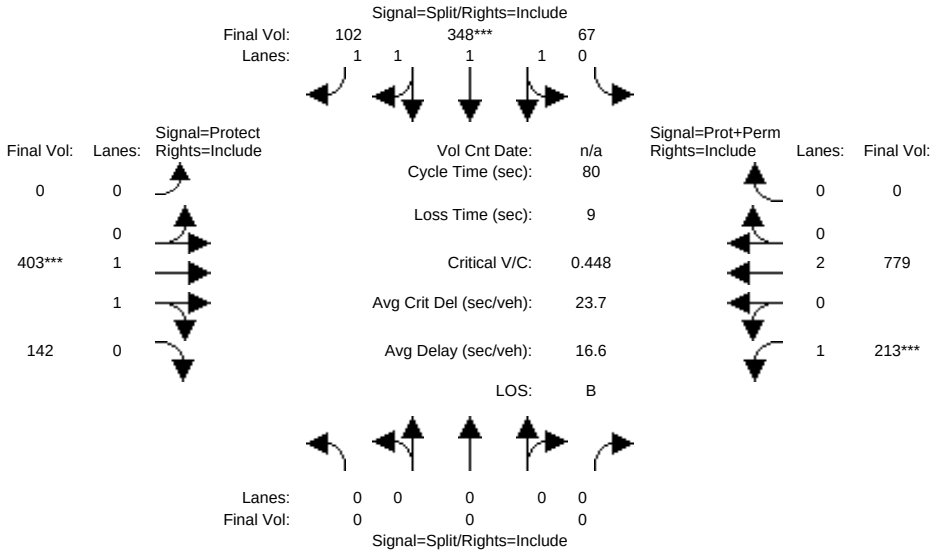
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	42	338	71	0	397	132	203	659	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	338	71	0	397	132	203	659	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	25	10	31	0	6	10	10	120	0
Initial Fut:	0	0	0	67	348	102	0	403	142	213	779	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	67	348	102	0	403	142	213	779	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	67	348	102	0	403	142	213	779	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	67	348	102	0	403	142	213	779	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.50	2.50	1.00	0.00	1.46	0.54	1.00	2.00	0.00
Final Sat.:	0	0	0	904	4695	1750	0	2735	964	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.06	0.00	0.15	0.15	0.00	0.21	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	15.3	15.3	15.3	0.0	30.5	30.5	25.2	55.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.39	0.30	0.00	0.39	0.39	0.39	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	29.1	29.1	28.2	0.0	18.8	18.8	23.4	4.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.1	29.1	28.2	0.0	18.8	18.8	23.4	4.9	0.0
LOS by Move:	A	A	A	C	C	C	A	B-	B-	C	A	A
HCM2kAvgQ:	0	0	0	3	3	3	0	5	5	5	4	0

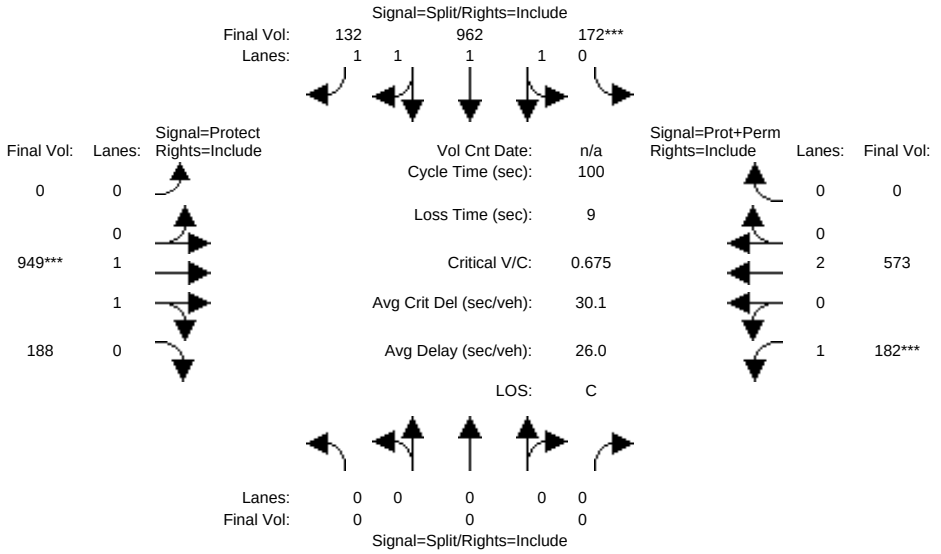
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	162	882	121	0	745	178	178	542	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	162	882	121	0	745	178	178	542	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	10	80	11	0	204	10	4	31	0
Initial Fut:	0	0	0	172	962	132	0	949	188	182	573	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	172	962	132	0	949	188	182	573	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	962	132	0	949	188	182	573	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	172	962	132	0	949	188	182	573	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.47	2.53	1.00	0.00	1.66	0.34	1.00	2.00	0.00
Final Sat.:	0	0	0	849	4750	1750	0	3088	612	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.08	0.00	0.31	0.31	0.00	0.15	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.0	30.0	30.0	0.0	45.6	45.6	15.4	61.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.67	0.25	0.00	0.67	0.67	0.67	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	32.7	32.7	26.6	0.0	23.6	23.6	52.7	9.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.7	32.7	26.6	0.0	23.6	23.6	52.7	9.2	0.0
LOS by Move:	A	A	A	C-	C-	C	A	C	C	D-	A	A
HCM2kAvgQ:	0	0	0	11	11	3	0	15	15	7	4	0

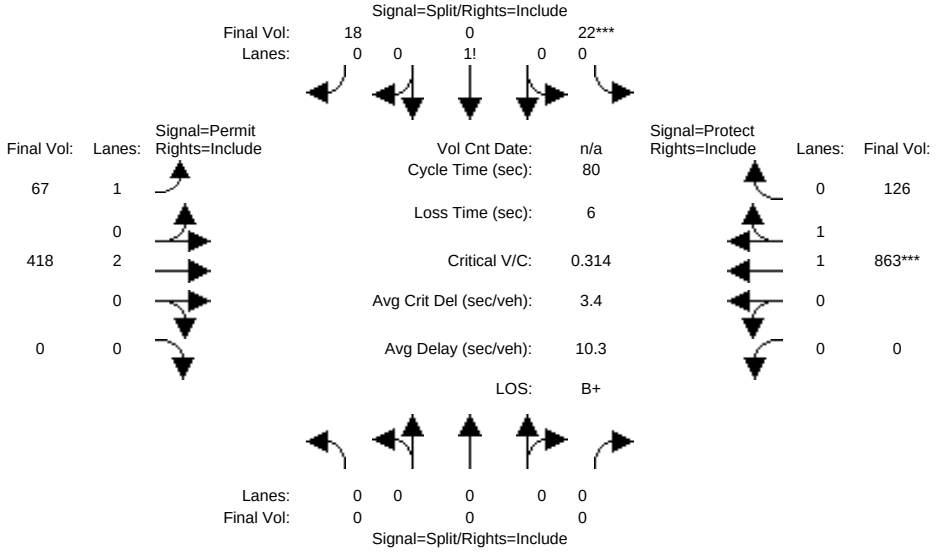
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	12	0	18	65	389	0	0	790	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	18	65	389	0	0	790	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	10	0	0	2	29	0	0	73	10
Initial Fut:	0	0	0	22	0	18	67	418	0	0	863	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	18	67	418	0	0	863	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	18	67	418	0	0	863	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	0	18	67	418	0	0	863	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.55	0.00	0.45	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	0	0	0	963	0	788	1750	3800	0	0	3228	471
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.04	0.11	0.00	0.00	0.27	0.27
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	20.3	20.3	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	0.18	0.15	0.43	0.00	0.00	0.33	0.33
Delay/Veh:	0.0	0.0	0.0	31.7	0.0	31.7	23.3	25.3	0.0	0.0	2.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.7	0.0	31.7	23.3	25.3	0.0	0.0	2.3	2.3
LOS by Move:	A	A	A	C	A	C	C	C	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	1	5	0	0	4	4

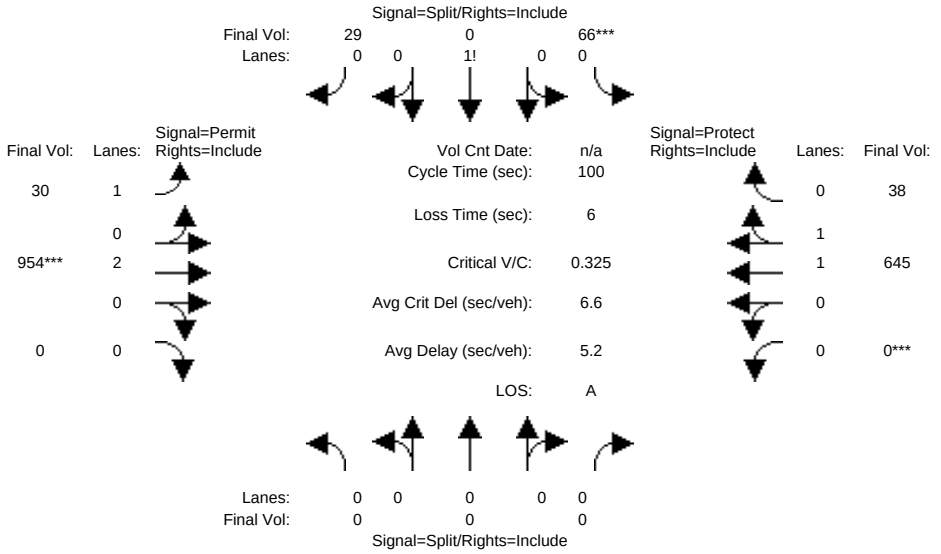
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	56	0	29	20	820	0	0	611	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	29	20	820	0	0	611	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	10	0	0	10	134	0	0	34	10
Initial Fut:	0	0	0	66	0	29	30	954	0	0	645	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	66	0	29	30	954	0	0	645	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	29	30	954	0	0	645	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	66	0	29	30	954	0	0	645	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.69	0.00	0.31	1.00	2.00	0.00	0.00	1.89	0.11
Final Sat.:	0	0	0	1216	0	534	1750	3800	0	0	3494	206
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.02	0.25	0.00	0.00	0.18	0.18
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	16.7	0.0	16.7	77.3	77.3	0.0	0.0	77.3	77.3
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.32	0.02	0.32	0.00	0.00	0.24	0.24
Delay/Veh:	0.0	0.0	0.0	37.3	0.0	37.3	2.6	3.5	0.0	0.0	3.2	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.3	0.0	37.3	2.6	3.5	0.0	0.0	3.2	3.2
LOS by Move:	A	A	A	D+	A	D+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	0	4	0	0	3	3

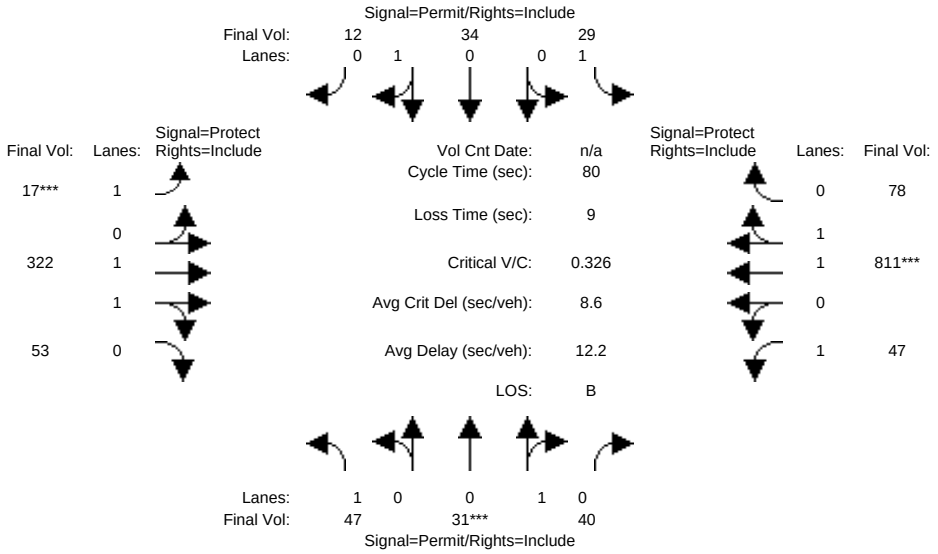
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	31	40	29	34	12	17	322	53	47	811	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	31	40	29	34	12	17	322	53	47	811	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	31	40	29	34	12	17	322	53	47	811	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	31	40	29	34	12	17	322	53	47	811	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	31	40	29	34	12	17	322	53	47	811	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	31	40	29	34	12	17	322	53	47	811	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.44	0.56	1.00	0.74	0.26	1.00	1.71	0.29	1.00	1.82	0.18
Final Sat.:	1750	786	1014	1750	1330	470	1750	3177	523	1750	3375	325
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.03	0.03	0.01	0.10	0.10	0.03	0.24	0.24
Crit Moves:		****					****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	35.9	35.9	25.1	54.0	54.0
Volume/Cap:	0.21	0.32	0.32	0.13	0.20	0.20	0.11	0.23	0.23	0.09	0.36	0.36
Delay/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
LOS by Move:	C-	D+	D+	C-	C-	C-	D+	B	B	B-	A	A
HCM2kAvgQ:	1	2	2	1	1	1	1	3	3	1	5	5

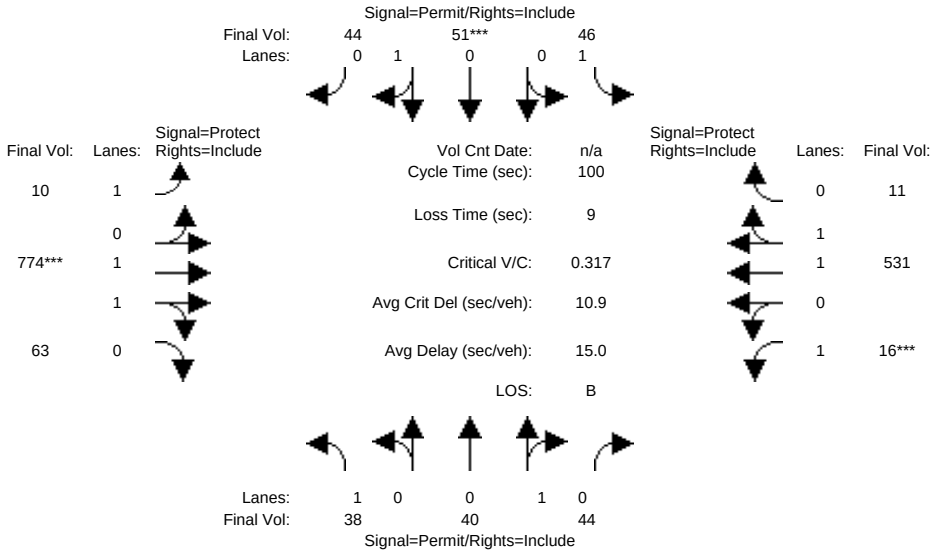
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	40	44	46	51	44	10	774	63	16	531	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	40	44	46	51	44	10	774	63	16	531	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	40	44	46	51	44	10	774	63	16	531	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	40	44	46	51	44	10	774	63	16	531	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	40	44	46	51	44	10	774	63	16	531	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	40	44	46	51	44	10	774	63	16	531	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.48	0.52	1.00	0.54	0.46	1.00	1.85	0.15	1.00	1.96	0.04
Final Sat.:	1750	857	943	1750	966	834	1750	3421	278	1750	3625	75
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.03	0.05	0.05	0.01	0.23	0.23	0.01	0.15	0.15
Crit Moves:					****			****		****		
Green Time:	15.9	15.9	15.9	15.9	15.9	15.9	24.3	68.1	68.1	7.0	50.8	50.8
Volume/Cap:	0.14	0.29	0.29	0.17	0.33	0.33	0.02	0.33	0.33	0.13	0.29	0.29
Delay/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
LOS by Move:	D+	D	D	D+	D	D	C	A	A	D	B	B
HCM2kAvgQ:	1	3	3	1	3	3	0	5	5	1	5	5

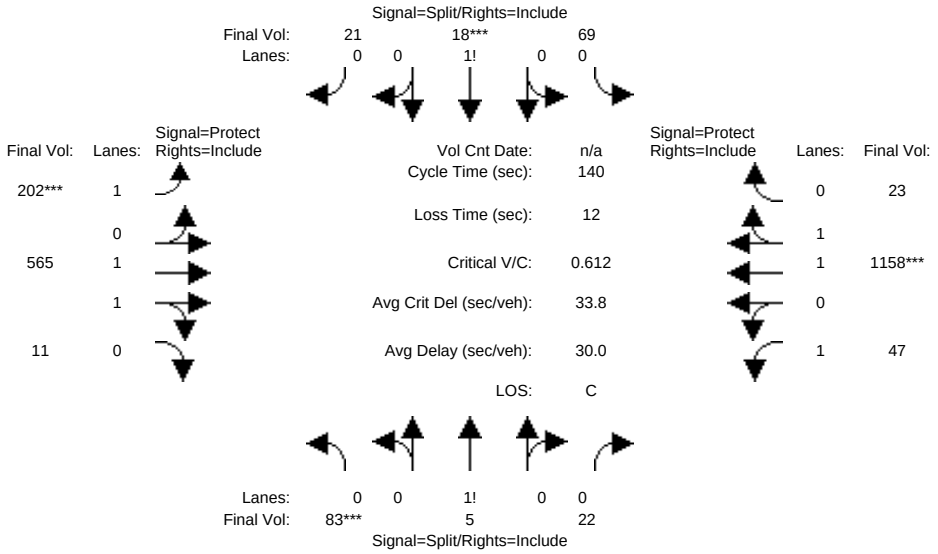
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	5	22	56	18	11	40	443	11	47	1121	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	5	22	56	18	11	40	443	11	47	1121	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	13	0	10	162	122	0	0	37	10
Initial Fut:	83	5	22	69	18	21	202	565	11	47	1158	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	5	22	69	18	21	202	565	11	47	1158	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	5	22	69	18	21	202	565	11	47	1158	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	5	22	69	18	21	202	565	11	47	1158	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.75	0.05	0.20	0.64	0.17	0.19	1.00	1.96	0.04	1.00	1.96	0.04
Final Sat.:	1320	80	350	1118	292	340	1750	3629	71	1750	3628	72
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.06	0.12	0.16	0.16	0.03	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	14.4	14.4	14.4	14.1	14.1	14.1	26.4	75.3	75.3	24.2	73.1	73.1
Volume/Cap:	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.29	0.29	0.16	0.61	0.61
Delay/Veh:	66.2	66.2	66.2	66.5	66.5	66.5	55.4	17.8	17.8	49.5	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	66.2	66.2	66.5	66.5	66.5	55.4	17.8	17.8	49.5	24.1	24.1
LOS by Move:	E	E	E	E	E	E	E+	B	B	D	C	C
HCM2kAvgQ:	6	6	6	6	6	6	9	7	7	2	18	18

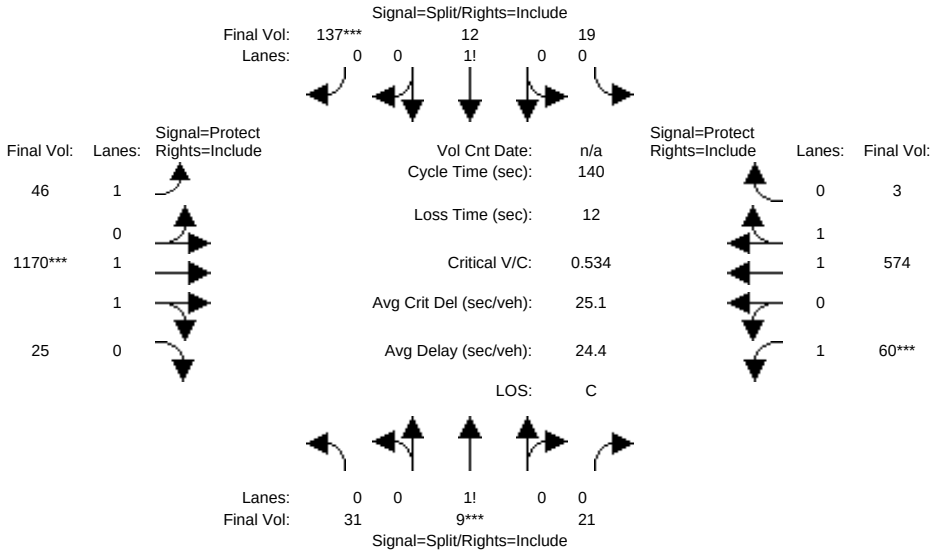
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	9	21	12	12	9	34	1083	25	60	514	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	9	21	12	12	9	34	1083	25	60	514	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	7	0	128	12	87	0	0	60	1
Initial Fut:	31	9	21	19	12	137	46	1170	25	60	574	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	9	21	19	12	137	46	1170	25	60	574	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	9	21	19	12	137	46	1170	25	60	574	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	9	21	19	12	137	46	1170	25	60	574	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.51	0.15	0.34	0.11	0.07	0.82	1.00	1.96	0.04	1.00	1.99	0.01
Final Sat.:	889	258	602	198	125	1427	1750	3623	77	1750	3681	19
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.10	0.10	0.10	0.03	0.32	0.32	0.03	0.16	0.16
Crit Moves:		****				****		****			****	
Green Time:	10.0	10.0	10.0	25.0	25.0	25.0	22.6	84.1	84.1	8.9	70.4	70.4
Volume/Cap:	0.49	0.49	0.49	0.54	0.54	0.54	0.16	0.54	0.54	0.54	0.31	0.31
Delay/Veh:	65.5	65.5	65.5	54.1	54.1	54.1	50.8	16.8	16.8	68.7	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	65.5	65.5	54.1	54.1	54.1	50.8	16.8	16.8	68.7	20.6	20.6
LOS by Move:	E	E	E	D-	D-	D-	D	B	B	E	C+	C+
HCM2kAvgQ:	3	3	3	8	8	8	2	15	15	3	7	7

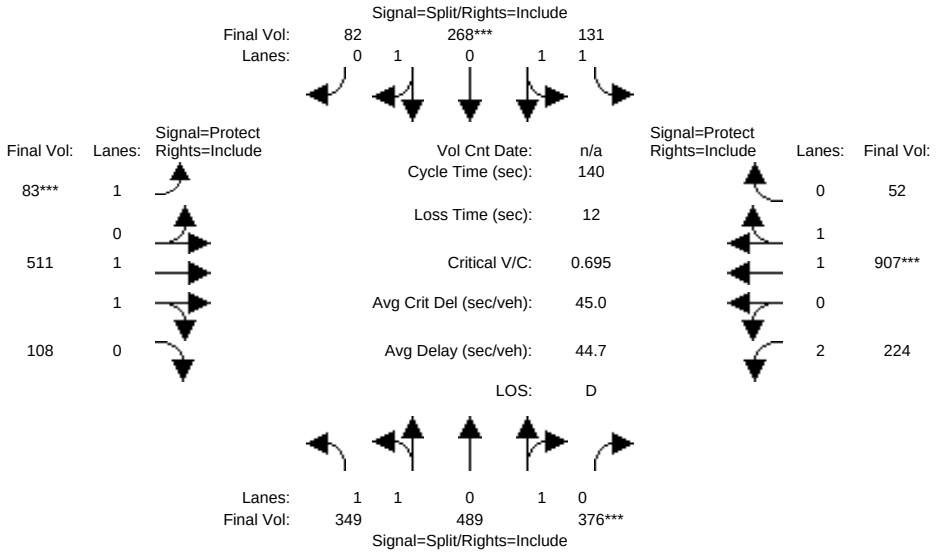
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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	339	479	195	123	199	45	63	406	97	198	897	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	479	195	123	199	45	63	406	97	198	897	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	10	181	8	69	37	20	105	11	26	10	6
Initial Fut:	349	489	376	131	268	82	83	511	108	224	907	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	489	376	131	268	82	83	511	108	224	907	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	489	376	131	268	82	83	511	108	224	907	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	489	376	131	268	82	83	511	108	224	907	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.11	0.89	1.00	1.52	0.48	1.00	1.64	0.36	2.00	1.89	0.11
Final Sat.:	1750	2090	1607	1750	2832	867	1750	3054	645	3150	3499	201
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.23	0.07	0.09	0.09	0.05	0.17	0.17	0.07	0.26	0.26
Crit Moves:			****		****		****				****	
Green Time:	47.1	47.1	47.1	19.1	19.1	19.1	9.6	43.4	43.4	18.4	52.2	52.2
Volume/Cap:	0.59	0.69	0.69	0.55	0.69	0.69	0.69	0.54	0.54	0.54	0.69	0.69
Delay/Veh:	38.9	41.4	41.4	57.2	60.8	60.8	80.1	40.6	40.6	58.3	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	41.4	41.4	57.2	60.8	60.8	80.1	40.6	40.6	58.3	38.7	38.7
LOS by Move:	D+	D	D	E+	E	E	F	D	D	E+	D+	D+
HCM2kAvgQ:	14	17	17	6	9	9	5	11	11	6	18	18

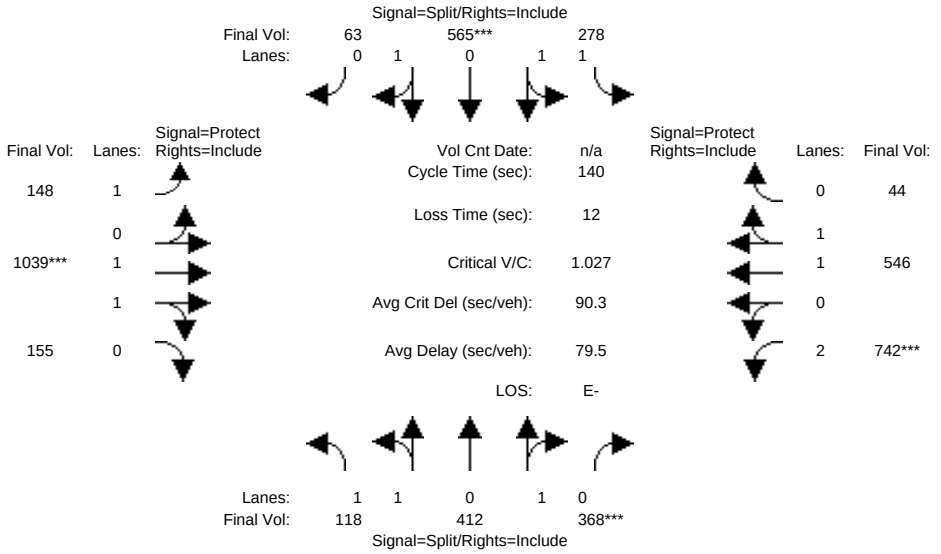
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	115	292	310	271	544	54	92	1008	148	333	497	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	292	310	271	544	54	92	1008	148	333	497	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	3	120	58	7	21	9	56	31	7	409	49	2
Initial Fut:	118	412	368	278	565	63	148	1039	155	742	546	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	412	368	278	565	63	148	1039	155	742	546	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	412	368	278	565	63	148	1039	155	742	546	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	412	368	278	565	63	148	1039	155	742	546	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.03	0.97	1.00	1.79	0.21	1.00	1.73	0.27	2.00	1.85	0.15
Final Sat.:	1750	1953	1744	1750	3329	371	1750	3219	480	3150	3424	276
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.16	0.17	0.17	0.08	0.32	0.32	0.24	0.16	0.16
Crit Moves:			****		****			****		****		
Green Time:	28.8	28.8	28.8	23.1	23.1	23.1	26.4	44.0	44.0	32.1	49.7	49.7
Volume/Cap:	0.33	1.03	1.03	0.96	1.03	1.03	0.45	1.03	1.03	1.03	0.45	0.45
Delay/Veh:	47.5	93.1	93.1	78.4	95.8	95.8	51.3	81.5	81.5	94.5	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	93.1	93.1	78.4	95.8	95.8	51.3	81.5	81.5	94.5	34.9	34.9
LOS by Move:	D	F	F	E-	F	F	D-	F	F	F	C-	C-
HCM2kAvgQ:	5	23	23	17	19	19	6	34	34	26	10	10

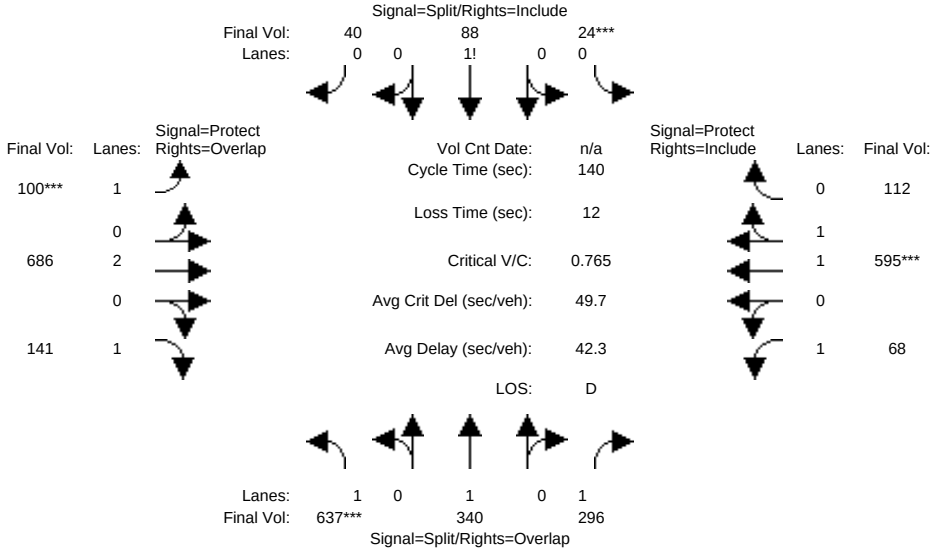
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	486	248	182	23	61	29	25	454	136	34	585	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	248	182	23	61	29	25	454	136	34	585	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	151	92	114	1	27	11	75	232	5	34	10	89
Initial Fut:	637	340	296	24	88	40	100	686	141	68	595	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	637	340	296	24	88	40	100	686	141	68	595	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	637	340	296	24	88	40	100	686	141	68	595	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	637	340	296	24	88	40	100	686	141	68	595	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.16	0.58	0.26	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	1750	1900	1750	276	1013	461	1750	3800	1750	1750	3113	586
Capacity Analysis Module:												
Vol/Sat:	0.36	0.18	0.17	0.09	0.09	0.09	0.06	0.18	0.08	0.04	0.19	0.19
Crit Moves:	****			****			****				****	
Green Time:	66.6	66.6	76.5	15.9	15.9	15.9	10.5	35.6	102.2	9.9	35.0	35.0
Volume/Cap:	0.76	0.38	0.31	0.76	0.76	0.76	0.76	0.71	0.11	0.55	0.76	0.76
Delay/Veh:	34.5	23.7	17.5	76.3	76.3	76.3	86.7	50.0	5.6	68.2	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	23.7	17.5	76.3	76.3	76.3	86.7	50.0	5.6	68.2	52.5	52.5
LOS by Move:	C-	C	B	E-	E-	E-	F	D	A	E	D-	D-
HCM2kAvgQ:	25	9	7	9	9	9	6	14	2	4	16	16

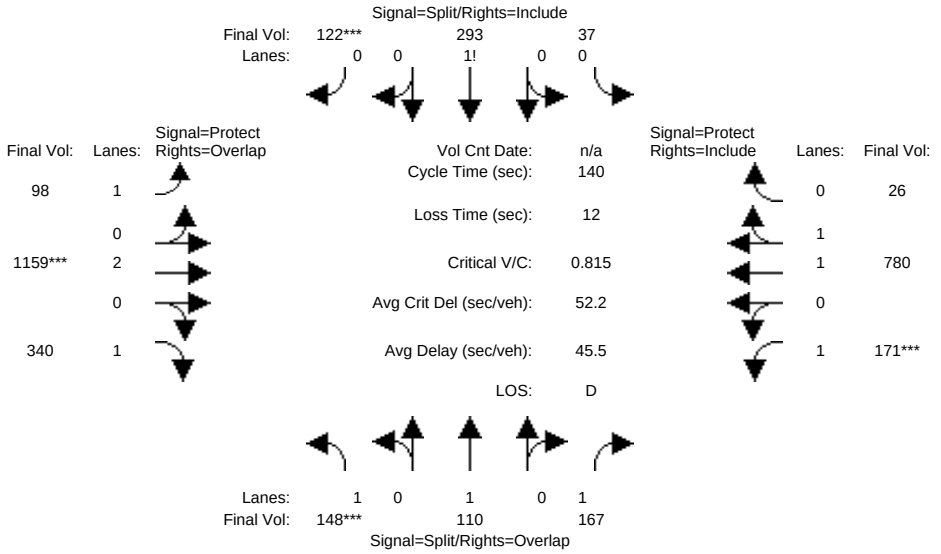
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	72	121	27	183	46	49	1101	330	98	460	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	72	121	27	183	46	49	1101	330	98	460	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	11	38	46	10	110	76	49	58	10	73	320	2
Initial Fut:	148	110	167	37	293	122	98	1159	340	171	780	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	110	167	37	293	122	98	1159	340	171	780	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	110	167	37	293	122	98	1159	340	171	780	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	110	167	37	293	122	98	1159	340	171	780	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.08	0.65	0.27	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1750	1900	1750	143	1134	472	1750	3800	1750	1750	3581	119
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.10	0.26	0.26	0.26	0.06	0.31	0.19	0.10	0.22	0.22
Crit Moves:	****					****		****		****		
Green Time:	14.5	14.5	31.3	44.3	44.3	44.3	14.1	52.4	66.9	16.8	55.0	55.0
Volume/Cap:	0.82	0.56	0.43	0.82	0.82	0.82	0.55	0.82	0.41	0.82	0.55	0.55
Delay/Veh:	85.4	63.2	47.4	53.2	53.2	53.2	63.8	43.2	24.0	81.4	33.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.4	63.2	47.4	53.2	53.2	53.2	63.8	43.2	24.0	81.4	33.5	33.5
LOS by Move:	F	E	D	D-	D-	D-	E	D	C	F	C-	C-
HCM2kAvgQ:	9	5	7	21	21	21	5	24	10	10	14	14

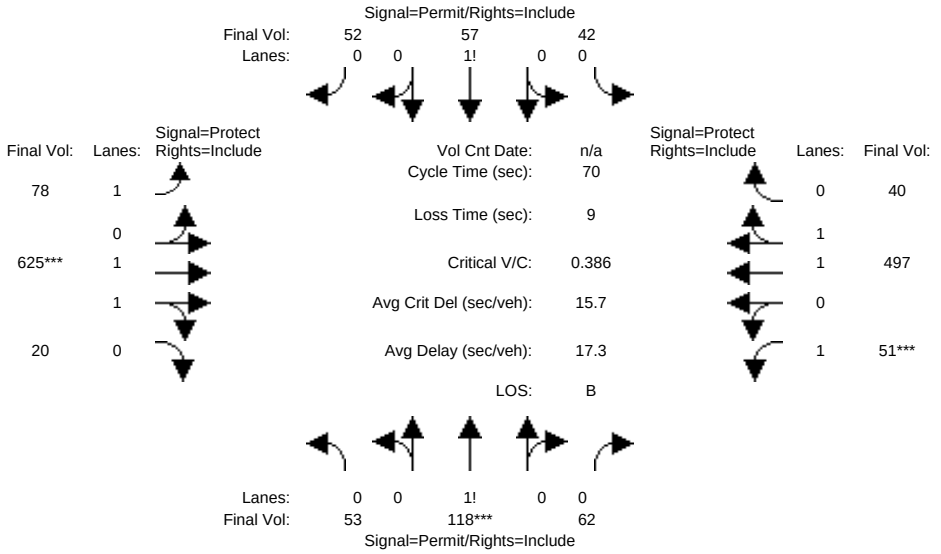
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	117	36	42	54	52	78	616	20	25	484	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	117	36	42	54	52	78	616	20	25	484	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	1	26	0	3	0	0	9	0	26	13	0
Initial Fut:	53	118	62	42	57	52	78	625	20	51	497	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	118	62	42	57	52	78	625	20	51	497	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	118	62	42	57	52	78	625	20	51	497	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	118	62	42	57	52	78	625	20	51	497	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.23	0.51	0.26	0.28	0.38	0.34	1.00	1.94	0.06	1.00	1.85	0.15
Final Sat.:	398	886	466	487	661	603	1750	3585	115	1750	3424	276
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.09	0.09	0.09	0.04	0.17	0.17	0.03	0.15	0.15
Crit Moves:		****						****		****		
Green Time:	23.4	23.4	23.4	23.4	23.4	23.4	15.3	30.6	30.6	7.0	22.3	22.3
Volume/Cap:	0.40	0.40	0.40	0.26	0.26	0.26	0.20	0.40	0.40	0.29	0.46	0.46
Delay/Veh:	18.4	18.4	18.4	17.2	17.2	17.2	22.6	13.6	13.6	30.1	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	18.4	18.4	17.2	17.2	17.2	22.6	13.6	13.6	30.1	19.3	19.3
LOS by Move:	B-	B-	B-	B	B	B	C+	B	B	C	B-	B-
HCM2kAvgQ:	4	4	4	3	3	3	2	5	5	1	5	5

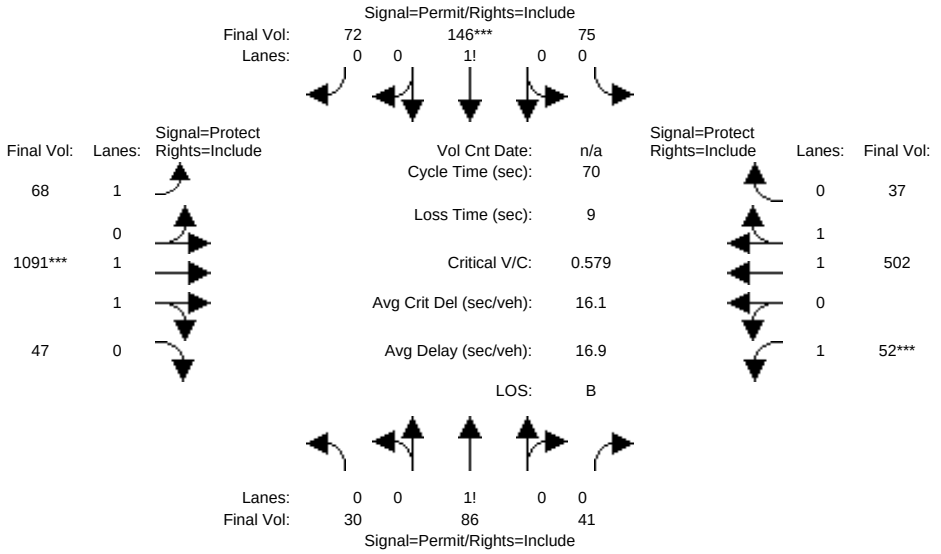
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	84	21	75	145	72	68	1081	46	38	473	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	84	21	75	145	72	68	1081	46	38	473	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	2	20	0	1	0	0	10	1	14	29	0
Initial Fut:	30	86	41	75	146	72	68	1091	47	52	502	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	86	41	75	146	72	68	1091	47	52	502	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	86	41	75	146	72	68	1091	47	52	502	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	86	41	75	146	72	68	1091	47	52	502	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.19	0.55	0.26	0.26	0.50	0.24	1.00	1.92	0.08	1.00	1.86	0.14
Final Sat.:	334	959	457	448	872	430	1750	3547	153	1750	3446	254
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.17	0.17	0.17	0.04	0.31	0.31	0.03	0.15	0.15
Crit Moves:					****			****		****		
Green Time:	19.0	19.0	19.0	19.0	19.0	19.0	17.1	35.0	35.0	7.0	24.9	24.9
Volume/Cap:	0.33	0.33	0.33	0.62	0.62	0.62	0.16	0.62	0.62	0.30	0.41	0.41
Delay/Veh:	20.8	20.8	20.8	24.7	24.7	24.7	21.0	13.3	13.3	30.2	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	20.8	20.8	24.7	24.7	24.7	21.0	13.3	13.3	30.2	17.2	17.2
LOS by Move:	C+	C+	C+	C	C	C	C+	B	B	C	B	B
HCM2kAvgQ:	3	3	3	7	7	7	1	10	10	1	5	5

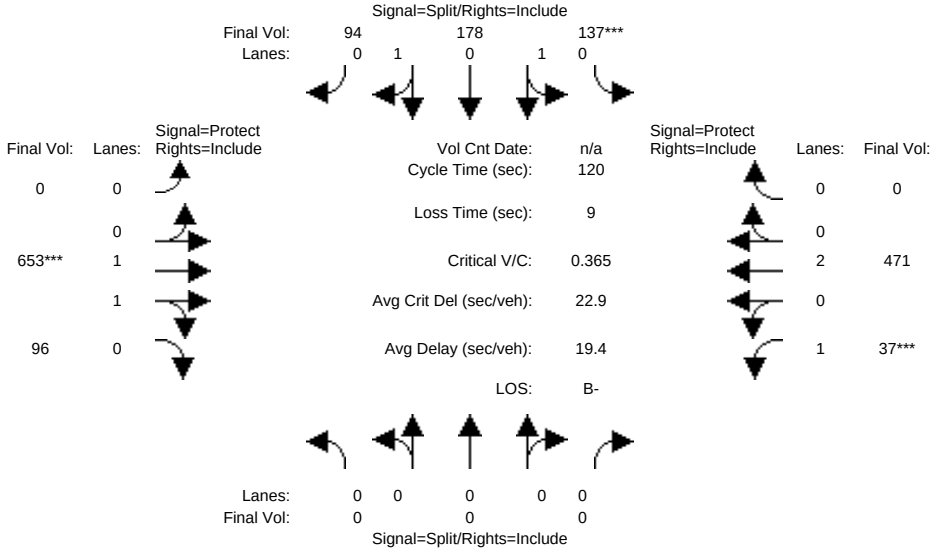
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	136	178	74	0	642	96	37	343	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	136	178	74	0	642	96	37	343	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	1	0	20	0	11	0	0	128	0
Initial Fut:	0	0	0	137	178	94	0	653	96	37	471	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	137	178	94	0	653	96	37	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	178	94	0	653	96	37	471	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	137	178	94	0	653	96	37	471	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.67	0.87	0.46	0.00	1.74	0.26	1.00	2.00	0.00
Final Sat.:	0	0	0	1206	1567	827	0	3225	474	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.20	0.20	0.02	0.12	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	37.4	37.4	37.4	0.0	66.6	66.6	7.0	73.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.36	0.36	0.36	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	33.0	33.0	33.0	0.0	15.4	15.4	64.0	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.0	33.0	33.0	0.0	15.4	15.4	64.0	10.4	0.0
LOS by Move:	A	A	A	C-	C-	C-	A	B	B	E	B+	A
HCM2kAvgQ:	0	0	0	6	6	6	0	8	8	2	4	0

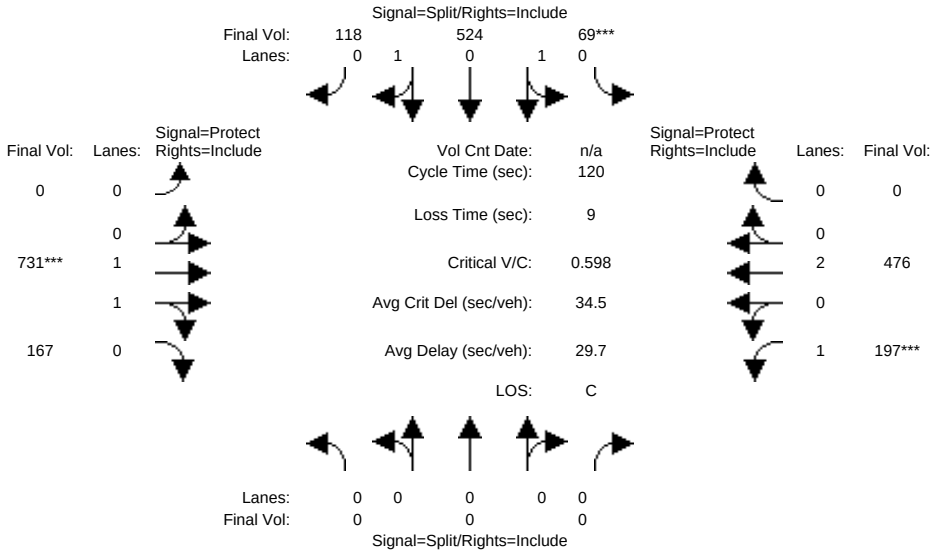
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	63	524	108	0	707	167	197	467	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	524	108	0	707	167	197	467	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	6	0	10	0	24	0	0	9	0
Initial Fut:	0	0	0	69	524	118	0	731	167	197	476	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	69	524	118	0	731	167	197	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	524	118	0	731	167	197	476	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	69	524	118	0	731	167	197	476	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	1.48	0.33	0.00	1.62	0.38	1.00	2.00	0.00
Final Sat.:	0	0	0	349	2653	597	0	3011	688	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.24	0.24	0.11	0.13	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	39.7	39.7	39.7	0.0	48.7	48.7	22.6	71.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.60	0.60	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	35.7	35.7	35.7	0.0	29.7	29.7	52.3	11.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.7	35.7	35.7	0.0	29.7	29.7	52.3	11.5	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	C	C	D-	B+	A
HCM2kAvgQ:	0	0	0	12	12	12	0	13	13	8	4	0

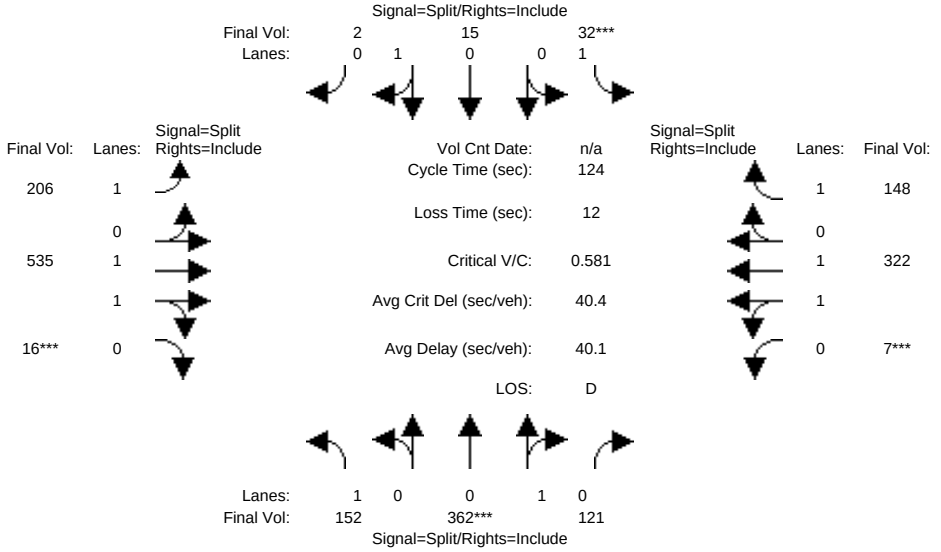
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	219	97	28	14	2	203	525	16	4	271	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	219	97	28	14	2	203	525	16	4	271	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	78	143	24	4	1	0	3	10	0	3	51	22
Initial Fut:	152	362	121	32	15	2	206	535	16	7	322	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	362	121	32	15	2	206	535	16	7	322	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	362	121	32	15	2	206	535	16	7	322	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	362	121	32	15	2	206	535	16	7	322	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.75	0.25	1.00	0.88	0.12	1.00	1.94	0.06	0.04	1.96	1.00
Final Sat.:	1750	1349	451	1750	1588	212	1750	3592	107	79	3621	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.27	0.02	0.01	0.01	0.12	0.15	0.15	0.09	0.09	0.08
Crit Moves:		****		****					****	****		
Green Time:	54.1	54.1	54.1	10.0	10.0	10.0	30.0	30.0	30.0	17.9	17.9	17.9
Volume/Cap:	0.20	0.62	0.62	0.23	0.12	0.12	0.49	0.62	0.62	0.62	0.62	0.59
Delay/Veh:	21.7	28.4	28.4	54.2	53.3	53.3	41.3	43.1	43.1	52.0	52.0	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	28.4	28.4	54.2	53.3	53.3	41.3	43.1	43.1	52.0	52.0	53.1
LOS by Move:	C+	C	C	D-	D-	D-	D	D	D	D-	D-	D-
HCM2kAvgQ:	4	15	15	1	1	1	8	10	10	7	7	6

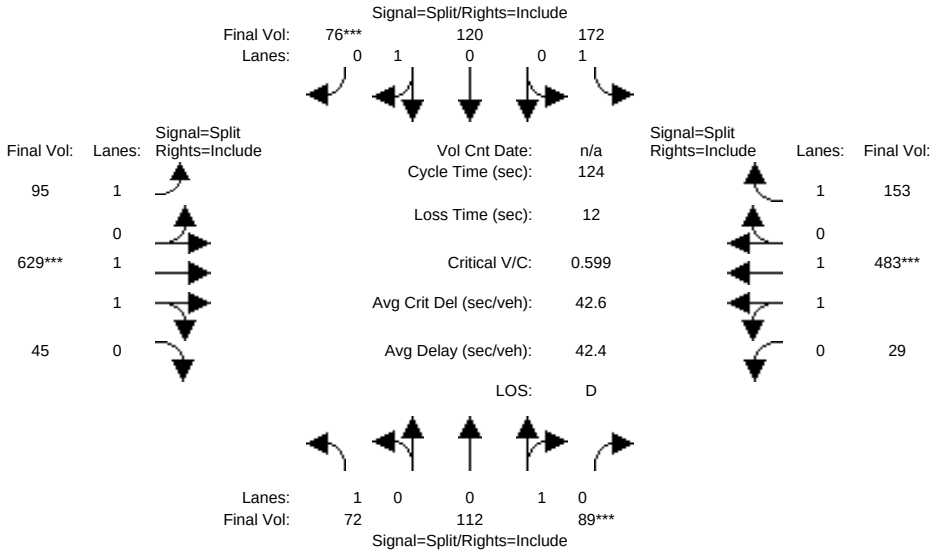
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	98	81	52	119	76	95	599	45	19	474	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	98	81	52	119	76	95	599	45	19	474	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	14	8	120	1	0	0	30	0	10	9	2
Initial Fut:	72	112	89	172	120	76	95	629	45	29	483	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	112	89	172	120	76	95	629	45	29	483	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	112	89	172	120	76	95	629	45	29	483	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	112	89	172	120	76	95	629	45	29	483	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.95	0.98	0.92
Lanes:	1.00	0.56	0.44	1.00	0.61	0.39	1.00	1.86	0.14	0.12	1.88	1.00
Final Sat.:	1750	1003	797	1750	1102	698	1750	3453	247	210	3490	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.10	0.11	0.11	0.05	0.18	0.18	0.14	0.14	0.09
Crit Moves:			****			****		****			****	
Green Time:	23.1	23.1	23.1	22.5	22.5	22.5	37.7	37.7	37.7	28.6	28.6	28.6
Volume/Cap:	0.22	0.60	0.60	0.54	0.60	0.60	0.18	0.60	0.60	0.60	0.60	0.38
Delay/Veh:	43.1	49.2	49.2	47.9	49.6	49.6	31.9	37.6	37.6	43.7	43.7	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	49.2	49.2	47.9	49.6	49.6	31.9	37.6	37.6	43.7	43.7	40.8
LOS by Move:	D	D	D	D	D	D	C	D+	D+	D	D	D
HCM2kAvgQ:	3	8	8	7	8	8	3	12	12	9	9	5

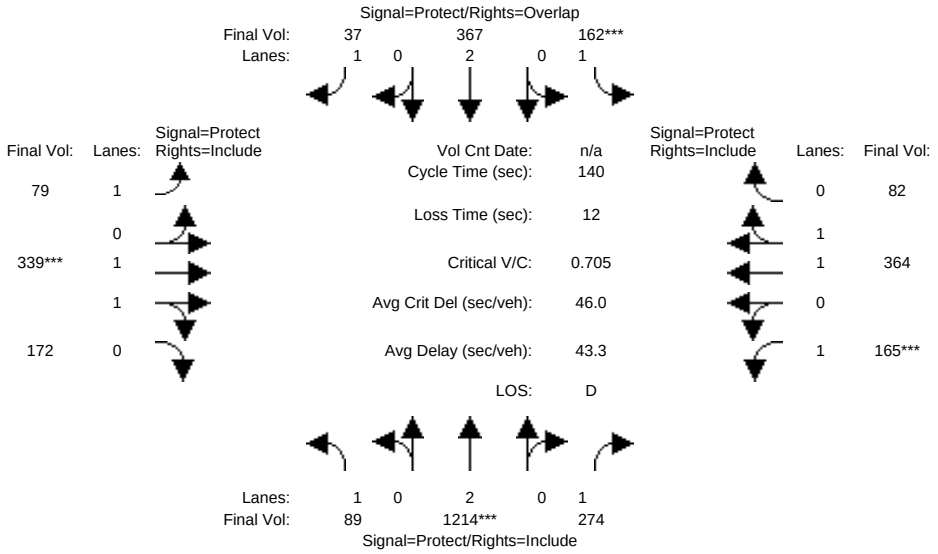
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	1214	230	162	367	37	79	275	172	135	311	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1214	230	162	367	37	79	275	172	135	311	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	1	0	44	0	0	0	0	64	0	30	53	0
Initial Fut:	89	1214	274	162	367	37	79	339	172	165	364	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1214	274	162	367	37	79	339	172	165	364	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1214	274	162	367	37	79	339	172	165	364	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1214	274	162	367	37	79	339	172	165	364	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.31	0.69	1.00	1.62	0.38
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2454	1245	1750	3019	680
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.16	0.09	0.10	0.02	0.05	0.14	0.14	0.09	0.12	0.12
Crit Moves:		****		****				****		****		
Green Time:	28.2	63.4	63.4	18.4	53.6	67.1	13.5	27.4	27.4	18.7	32.6	32.6
Volume/Cap:	0.25	0.70	0.35	0.70	0.25	0.04	0.47	0.70	0.70	0.70	0.52	0.52
Delay/Veh:	48.7	33.2	26.0	74.8	29.9	19.5	68.8	58.2	58.2	74.4	49.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	33.2	26.0	74.8	29.9	19.5	68.8	58.2	58.2	74.4	49.0	49.0
LOS by Move:	D	C-	C	E	C	B-	E	E+	E+	E	D	D
HCM2kAvgQ:	3	21	8	9	5	1	4	12	12	9	9	9

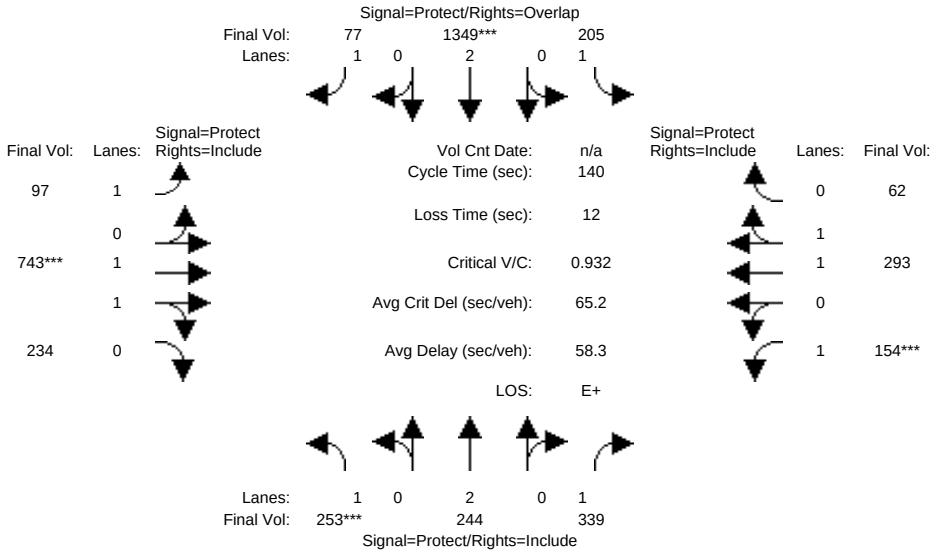
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SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	253	244	330	205	1349	77	97	598	229	120	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	244	330	205	1349	77	97	598	229	120	283	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	9	0	0	0	0	145	5	34	10	0
Initial Fut:	253	244	339	205	1349	77	97	743	234	154	293	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	244	339	205	1349	77	97	743	234	154	293	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	244	339	205	1349	77	97	743	234	154	293	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	244	339	205	1349	77	97	743	234	154	293	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.51	0.49	1.00	1.64	0.36
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2813	886	1750	3053	646
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.19	0.12	0.36	0.04	0.06	0.26	0.26	0.09	0.10	0.10
Crit Moves:	****				****			****			****	
Green Time:	21.7	46.8	46.8	28.3	53.4	72.7	19.4	39.7	39.7	13.2	33.5	33.5
Volume/Cap:	0.93	0.19	0.58	0.58	0.93	0.08	0.40	0.93	0.93	0.93	0.40	0.40
Delay/Veh:	97.9	33.5	42.6	57.3	53.7	17.1	59.9	64.4	64.4	116.8	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.9	33.5	42.6	57.3	53.7	17.1	59.9	64.4	64.4	116.8	46.1	46.1
LOS by Move:	F	C-	D	E+	D-	B	E+	E	E	F	D	D
HCM2kAvgQ:	15	4	13	9	32	2	4	25	25	10	7	7

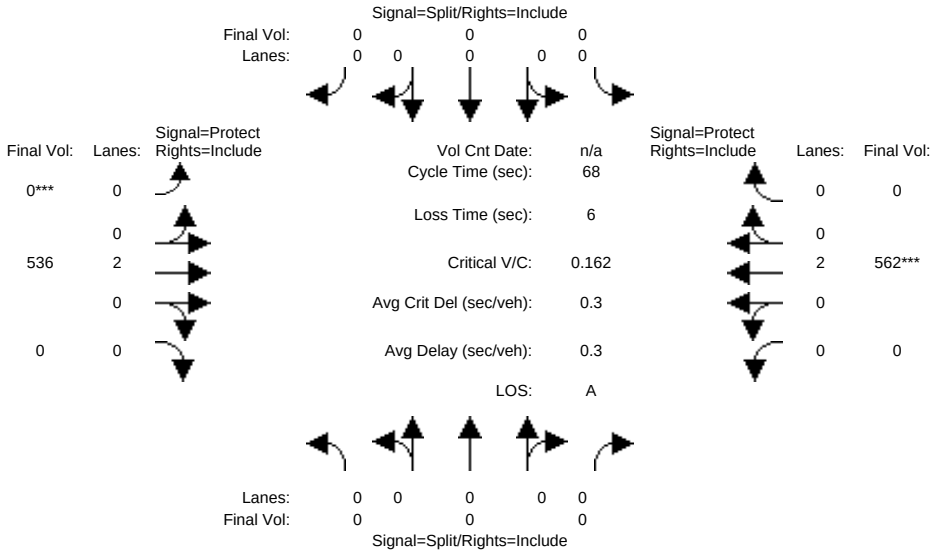
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	416	0	0	431	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	416	0	0	431	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	0	0	0	0	120	0	0	131	0
Initial Fut:	0	0	0	0	0	0	0	536	0	0	562	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	536	0	0	562	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	536	0	0	562	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	536	0	0	562	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.15	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

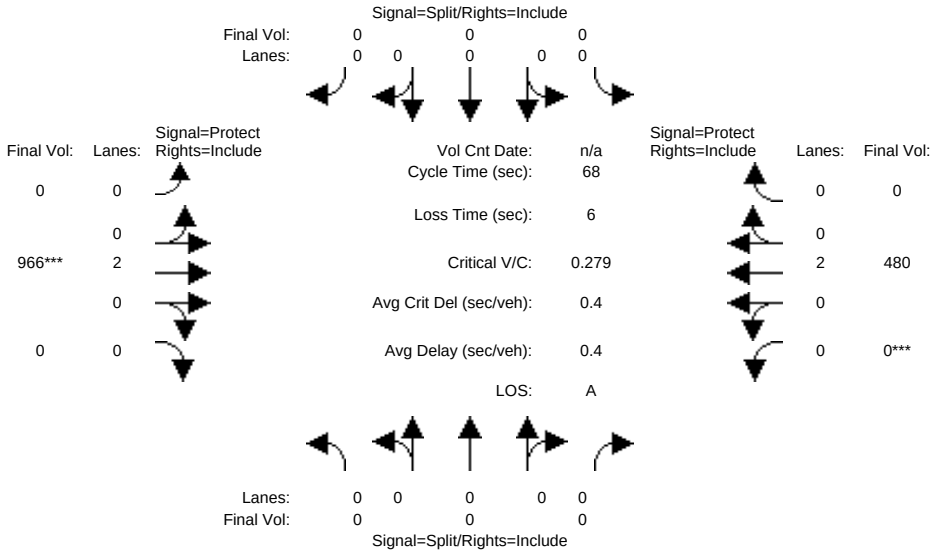
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	715	0	0	438	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	715	0	0	438	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	0	0	0	0	251	0	0	42	0
Initial Fut:	0	0	0	0	0	0	0	966	0	0	480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	966	0	0	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	966	0	0	480	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	966	0	0	480	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.13	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

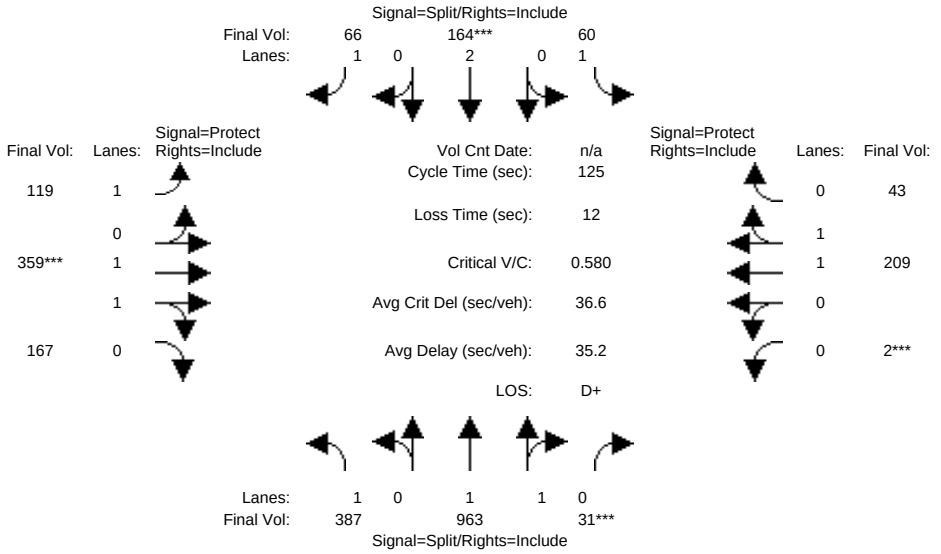
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	309	953	30	50	154	65	109	242	161	0	156	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	953	30	50	154	65	109	242	161	0	156	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	78	10	1	10	10	1	10	117	6	2	53	10
Initial Fut:	387	963	31	60	164	66	119	359	167	2	209	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	963	31	60	164	66	119	359	167	2	209	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	963	31	60	164	66	119	359	167	2	209	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	963	31	60	164	66	119	359	167	2	209	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.95	0.95	0.95
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.35	0.65	0.02	1.64	0.34
Final Sat.:	1750	3585	115	1750	3800	1750	1750	2524	1174	28	2962	609
Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.27	0.03	0.04	0.04	0.07	0.14	0.14	0.07	0.07	0.07
Crit Moves:			****		****			****		****		
Green Time:	57.5	57.5	57.5	10.0	10.0	10.0	20.9	30.4	30.4	15.1	24.6	24.6
Volume/Cap:	0.48	0.58	0.58	0.43	0.54	0.47	0.41	0.58	0.58	0.58	0.36	0.36
Delay/Veh:	23.9	25.5	25.5	56.9	57.2	57.5	47.4	42.7	42.7	54.0	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	25.5	25.5	56.9	57.2	57.5	47.4	42.7	42.7	54.0	43.7	43.7
LOS by Move:	C	C	C	E+	E+	E+	D	D	D	D-	D	D
HCM2kAvgQ:	11	14	14	3	4	3	5	10	10	6	5	5

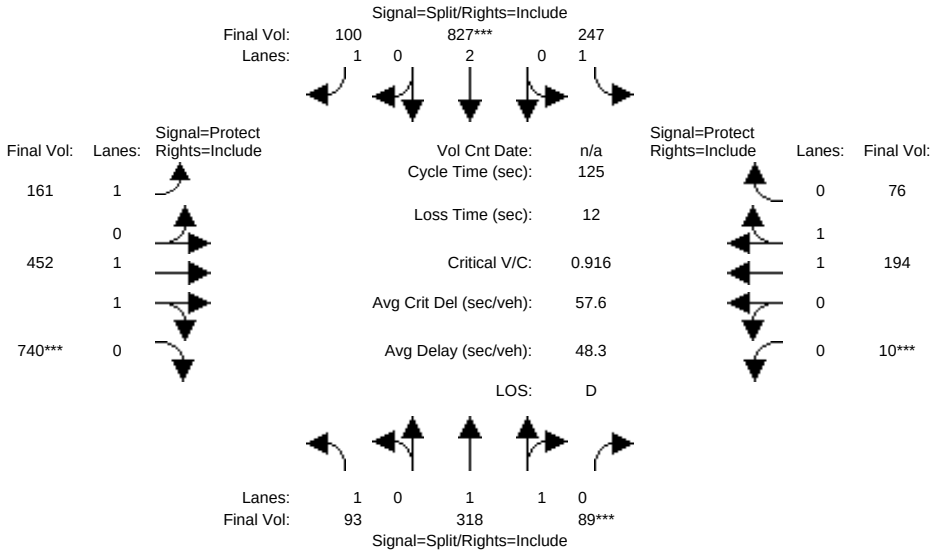
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	314	89	159	817	75	160	402	538	0	176	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	314	89	159	817	75	160	402	538	0	176	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	4	0	88	10	25	1	50	202	10	18	0
Initial Fut:	93	318	89	247	827	100	161	452	740	10	194	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	318	89	247	827	100	161	452	740	10	194	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	318	89	247	827	100	161	452	740	10	194	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	318	89	247	827	100	161	452	740	10	194	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	1.55	0.45	1.00	2.00	1.00	1.00	1.00	1.00	0.07	1.39	0.54
Final Sat.:	1750	2890	809	1750	3800	1750	1750	1900	1750	129	2494	977
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.14	0.22	0.06	0.09	0.24	0.42	0.08	0.08	0.08
Crit Moves:			****		****				****	****		
Green Time:	15.0	15.0	15.0	29.7	29.7	29.7	36.5	57.7	57.7	10.6	31.8	31.8
Volume/Cap:	0.44	0.92	0.92	0.59	0.92	0.24	0.31	0.52	0.92	0.92	0.31	0.31
Delay/Veh:	52.6	78.0	78.0	44.6	60.3	38.8	34.8	24.0	41.7	87.5	37.9	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	78.0	78.0	44.6	60.3	38.8	34.8	24.0	41.7	87.5	37.9	37.9
LOS by Move:	D-	E-	E-	D	E	D+	C-	C	D	F	D+	D+
HCM2kAvgQ:	4	11	11	10	19	3	5	12	32	9	5	5

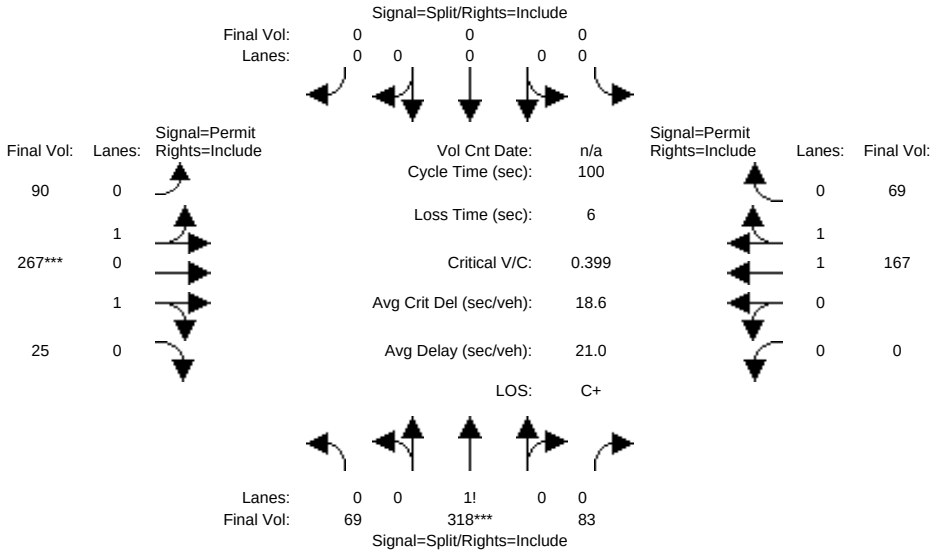
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	308	47	0	0	0	75	165	25	0	125	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	308	47	0	0	0	75	165	25	0	125	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	10	36	0	0	0	15	102	0	0	42	38
Initial Fut:	69	318	83	0	0	0	90	267	25	0	167	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	318	83	0	0	0	90	267	25	0	167	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	318	83	0	0	0	90	267	25	0	167	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	318	83	0	0	0	90	267	25	0	167	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.15	0.68	0.17	0.00	0.00	0.00	0.47	1.40	0.13	0.00	1.40	0.60
Final Sat.:	257	1184	309	0	0	0	848	2516	236	0	2617	1081
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.06	0.06
Crit Moves:		****						****				
Green Time:	67.4	67.4	67.4	0.0	0.0	0.0	26.6	26.6	26.6	0.0	26.6	26.6
Volume/Cap:	0.40	0.40	0.40	0.00	0.00	0.00	0.40	0.40	0.40	0.00	0.24	0.24
Delay/Veh:	8.3	8.3	8.3	0.0	0.0	0.0	31.4	31.4	31.4	0.0	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	0.0	0.0	0.0	31.4	31.4	31.4	0.0	29.3	29.3
LOS by Move:	A	A	A	A	A	A	C	C	C	A	C	C
HCM2kAvgQ:	7	7	7	0	0	0	5	5	5	0	3	3

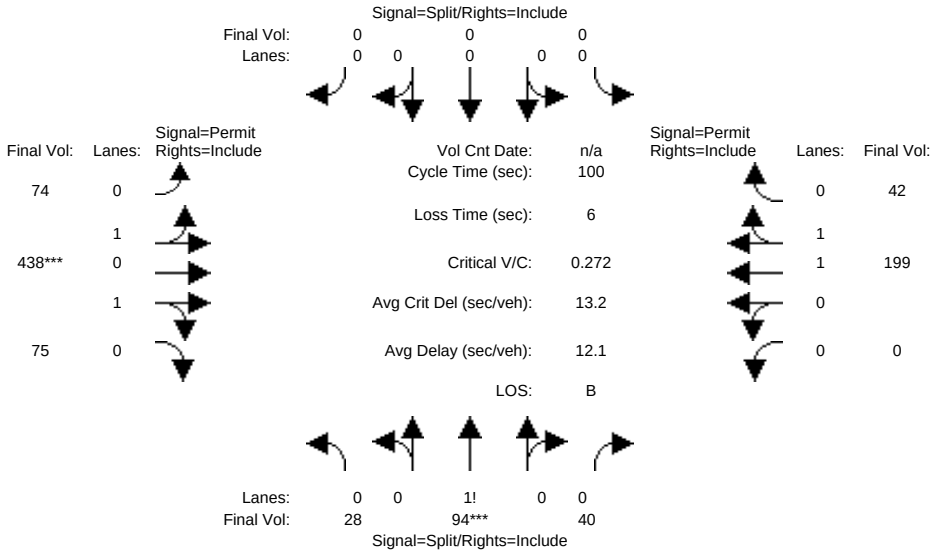
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	84	37	0	0	0	73	300	75	0	182	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	84	37	0	0	0	73	300	75	0	182	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	10	3	0	0	0	1	138	0	0	17	10
Initial Fut:	28	94	40	0	0	0	74	438	75	0	199	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	94	40	0	0	0	74	438	75	0	199	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	94	40	0	0	0	74	438	75	0	199	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	94	40	0	0	0	74	438	75	0	199	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.17	0.58	0.25	0.00	0.00	0.00	0.25	1.49	0.26	0.00	1.64	0.36
Final Sat.:	302	1015	432	0	0	0	454	2686	460	0	3055	645
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.16	0.16	0.16	0.00	0.07	0.07
Crit Moves:		****						****				
Green Time:	34.0	34.0	34.0	0.0	0.0	0.0	60.0	60.0	60.0	0.0	60.0	60.0
Volume/Cap:	0.27	0.27	0.27	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.11	0.11
Delay/Veh:	25.1	25.1	25.1	0.0	0.0	0.0	9.9	9.9	9.9	0.0	8.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	25.1	25.1	0.0	0.0	0.0	9.9	9.9	9.9	0.0	8.7	8.7
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	0	0	0	4	4	4	0	2	2

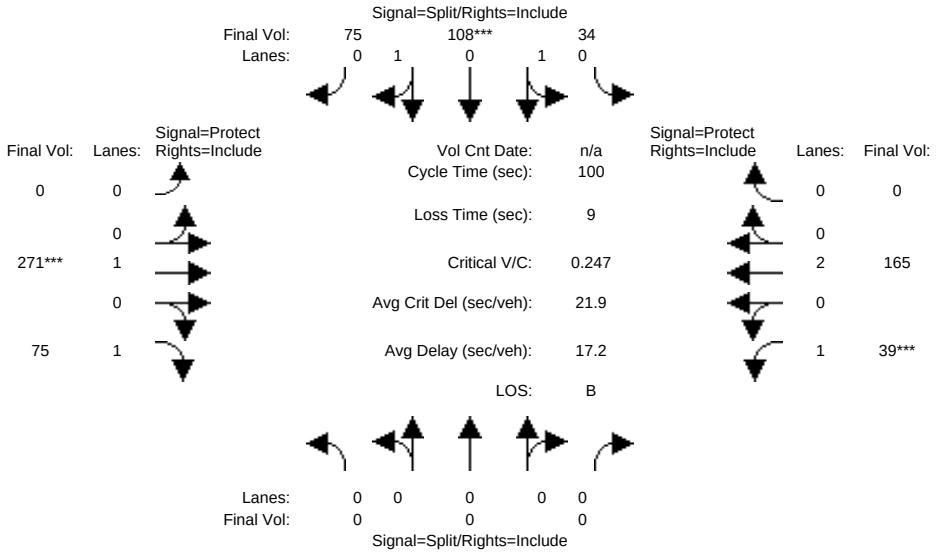
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	24	106	65	0	143	66	28	81	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	106	65	0	143	66	28	81	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	10	2	10	0	128	9	11	84	0
Initial Fut:	0	0	0	34	108	75	0	271	75	39	165	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	108	75	0	271	75	39	165	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	108	75	0	271	75	39	165	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	108	75	0	271	75	39	165	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.31	1.00	0.69	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	564	1792	1244	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.00	0.14	0.04	0.02	0.04	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	24.4	24.4	24.4	0.0	57.6	57.6	9.0	66.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.25	0.07	0.25	0.07	0.00
Delay/Veh:	0.0	0.0	0.0	31.1	31.1	31.1	0.0	11.0	9.5	46.1	5.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.1	31.1	31.1	0.0	11.0	9.5	46.1	5.9	0.0
LOS by Move:	A	A	A	C	C	C	A	B+	A	D	A	A
HCM2kAvgQ:	0	0	0	3	3	3	0	4	1	1	1	0

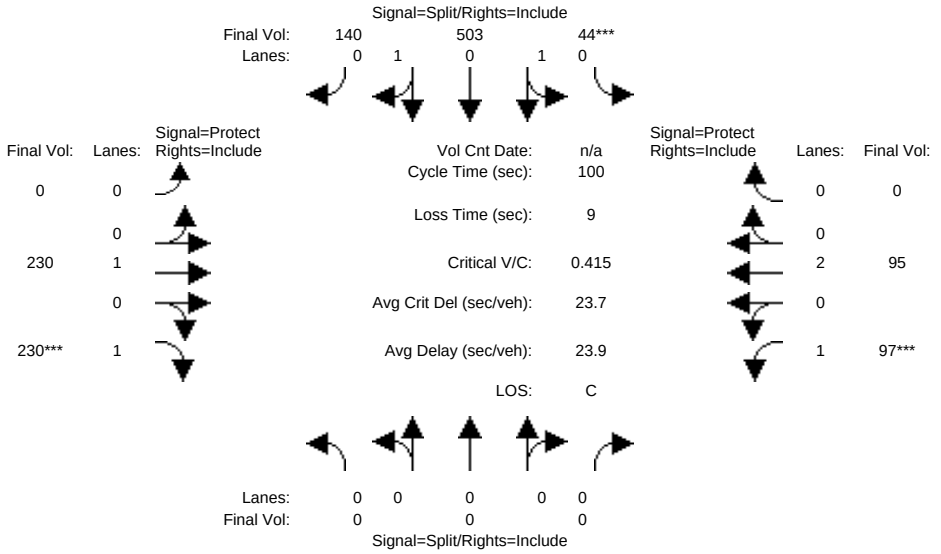
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	42	493	132	0	198	122	61	91	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	493	132	0	198	122	61	91	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	2	10	8	0	32	108	36	4	0
Initial Fut:	0	0	0	44	503	140	0	230	230	97	95	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	44	503	140	0	230	230	97	95	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	44	503	140	0	230	230	97	95	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	44	503	140	0	230	230	97	95	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.13	1.46	0.41	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	231	2636	734	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.12	0.13	0.06	0.03	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	46.0	46.0	46.0	0.0	31.7	31.7	13.4	45.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.42	0.42	0.42	0.00	0.38	0.42	0.42	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	18.8	18.8	18.8	0.0	28.4	29.2	45.1	15.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.8	18.8	18.8	0.0	28.4	29.2	45.1	15.6	0.0
LOS by Move:	A	A	A	B-	B-	B-	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	7	7	7	0	6	6	3	1	0

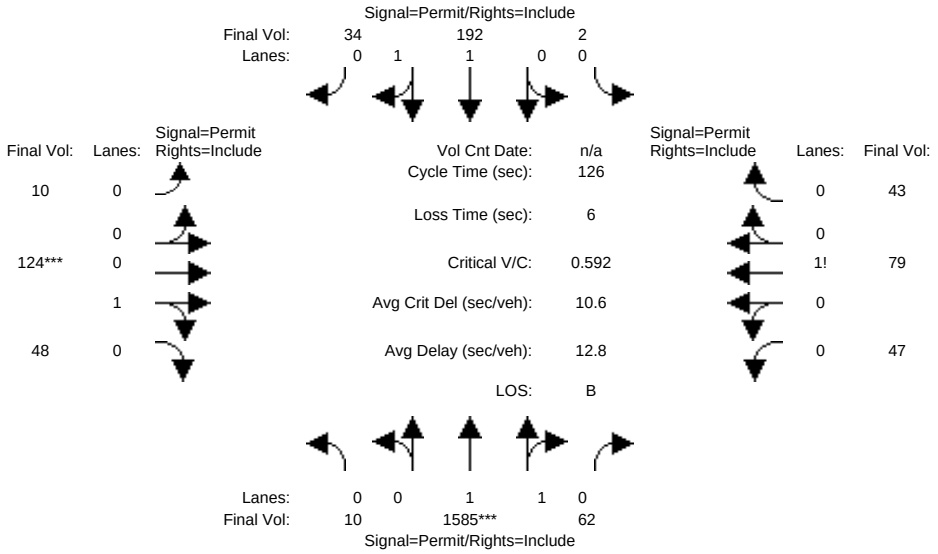
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1446	52	1	191	25	0	98	38	37	69	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1446	52	1	191	25	0	98	38	37	69	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	10	139	10	1	1	9	10	26	10	10	10	10
Initial Fut:	10	1585	62	2	192	34	10	124	48	47	79	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1585	62	2	192	34	10	124	48	47	79	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1585	62	2	192	34	10	124	48	47	79	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1585	62	2	192	34	10	124	48	47	79	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.92	0.07	0.02	1.68	0.30	0.05	0.69	0.26	0.28	0.47	0.25
Final Sat.:	22	3444	135	32	3032	537	96	1192	462	487	818	445
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.06	0.06	0.06	0.10	0.10	0.10	0.10	0.10	0.10
Crit Moves:		****						****				
Green Time:	97.9	97.9	97.9	97.9	97.9	97.9	22.1	22.1	22.1	22.1	22.1	22.1
Volume/Cap:	0.59	0.59	0.59	0.08	0.08	0.08	0.59	0.59	0.59	0.55	0.55	0.55
Delay/Veh:	6.2	6.2	6.2	3.4	3.4	3.4	50.9	50.9	50.9	49.5	49.5	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	6.2	6.2	3.4	3.4	3.4	50.9	50.9	50.9	49.5	49.5	49.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	14	14	14	1	1	1	8	8	8	7	7	7

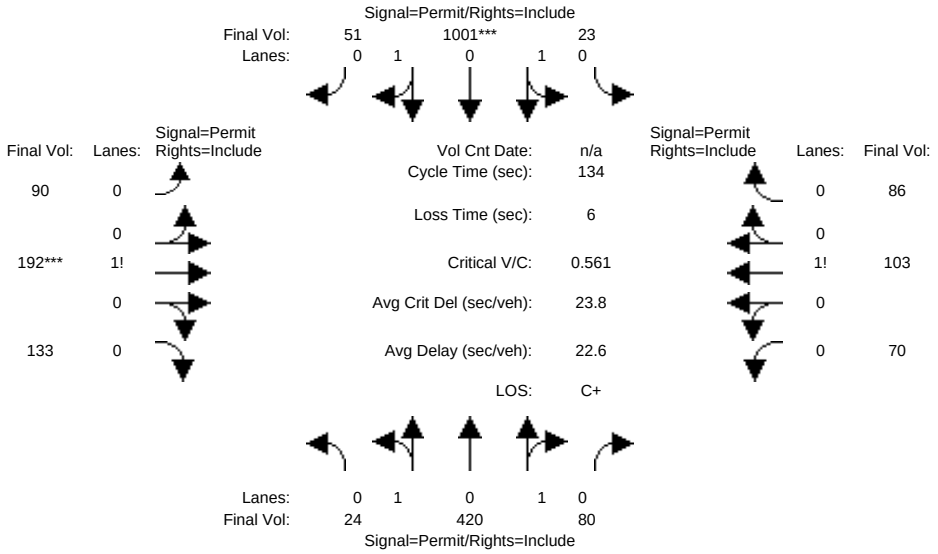
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	400	80	18	956	41	16	191	70	50	77	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	400	80	18	956	41	16	191	70	50	77	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	20	0	5	45	10	74	1	63	20	26	49
Initial Fut:	24	420	80	23	1001	51	90	192	133	70	103	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	420	80	23	1001	51	90	192	133	70	103	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	420	80	23	1001	51	90	192	133	70	103	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	420	80	23	1001	51	90	192	133	70	103	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.09	1.60	0.31	0.04	1.87	0.09	0.22	0.46	0.32	0.27	0.40	0.33
Final Sat.:	165	2885	550	77	3352	171	380	810	561	473	696	581
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.30	0.30	0.30	0.24	0.24	0.24	0.15	0.15	0.15
Crit Moves:					****			****				
Green Time:	71.3	71.3	71.3	71.3	71.3	71.3	56.7	56.7	56.7	56.7	56.7	56.7
Volume/Cap:	0.27	0.27	0.27	0.56	0.56	0.56	0.56	0.56	0.56	0.35	0.35	0.35
Delay/Veh:	17.2	17.2	17.2	21.3	21.3	21.3	30.2	30.2	30.2	26.5	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	17.2	17.2	21.3	21.3	21.3	30.2	30.2	30.2	26.5	26.5	26.5
LOS by Move:	B	B	B	C+	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	15	15	15	14	14	14	8	8	8

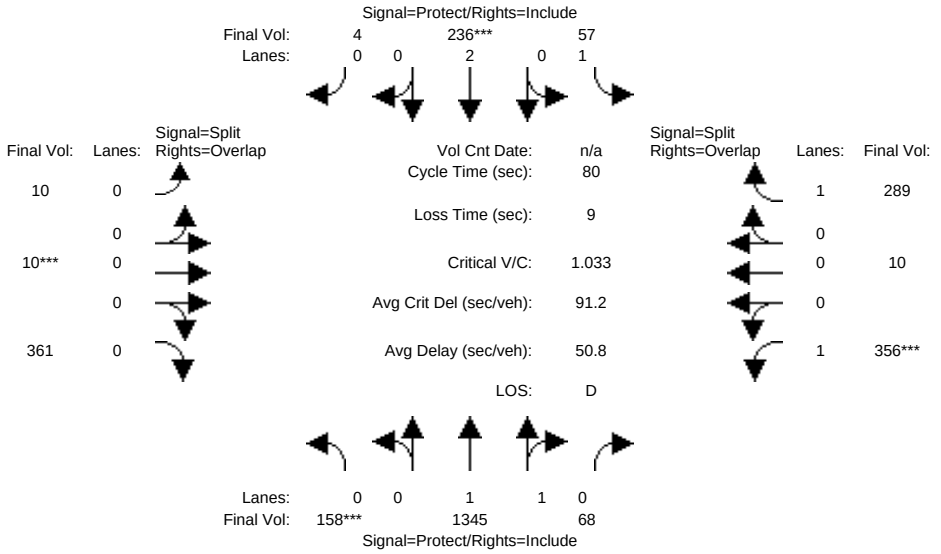
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	1335	58	47	231	0	0	0	351	346	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1335	58	47	231	0	0	0	351	346	0	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	153	10	10	10	5	4	10	10	10	10	10	69
Initial Fut:	158	1345	68	57	236	4	10	10	361	356	10	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1345	68	57	236	4	10	10	361	356	10	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1345	68	57	236	4	10	10	361	356	10	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	1345	68	57	236	4	10	10	361	356	10	289
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.20	1.71	0.09	1.00	1.97	0.03	0.02	0.03	0.95	1.00	0.03	0.97
Final Sat.:	362	3082	156	1750	3638	62	46	46	1658	1800	60	1740
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.03	0.06	0.06	0.22	0.22	0.22	0.20	0.17	0.17
Crit Moves:	****				****			****			****	
Green Time:	31.2	34.2	34.2	7.0	10.0	10.0	15.6	15.6	46.8	14.2	14.2	21.2
Volume/Cap:	1.12	1.02	1.02	0.37	0.52	0.52	1.12	1.12	0.37	1.12	0.94	0.63
Delay/Veh:	87.3	50.8	50.8	36.0	33.8	33.8	116.5	116	9.0	106.6	52.9	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	50.8	50.8	36.0	33.8	33.8	116.5	116	9.0	106.6	52.9	27.2
LOS by Move:	F	D	D	D+	C-	C-	F	F	A	F	D-	C
HCM2kAvgQ:	35	30	30	2	4	4	20	20	5	18	12	8

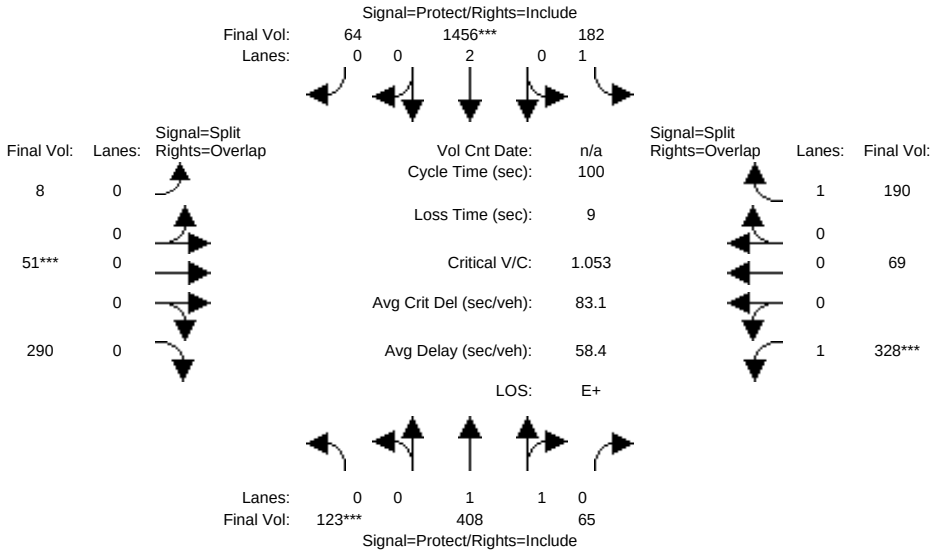
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	406	65	95	1446	54	7	0	281	241	65	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	406	65	95	1446	54	7	0	281	241	65	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	7	2	0	87	10	10	1	51	9	87	4	10
Initial Fut:	123	408	65	182	1456	64	8	51	290	328	69	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	408	65	182	1456	64	8	51	290	328	69	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	408	65	182	1456	64	8	51	290	328	69	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	408	65	182	1456	64	8	51	290	328	69	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.41	1.37	0.22	1.00	1.91	0.09	0.02	0.15	0.83	1.00	0.27	0.73
Final Sat.:	743	2464	393	1750	3544	156	40	256	1454	1800	480	1320
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.10	0.41	0.41	0.20	0.20	0.20	0.18	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	15.7	33.6	33.6	21.1	39.0	39.0	18.9	18.9	34.7	17.3	17.3	38.4
Volume/Cap:	1.05	0.49	0.49	0.49	1.05	1.05	1.05	1.05	0.58	1.05	0.83	0.37
Delay/Veh:	94.6	26.7	26.7	35.8	69.4	69.4	104.5	104	28.0	94.1	48.2	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	26.7	26.7	35.8	69.4	69.4	104.5	104	28.0	94.1	48.2	22.3
LOS by Move:	F	C	C	D+	E	E	F	F	C	F	D	C+
HCM2kAvgQ:	16	8	8	6	34	34	19	19	10	17	11	6

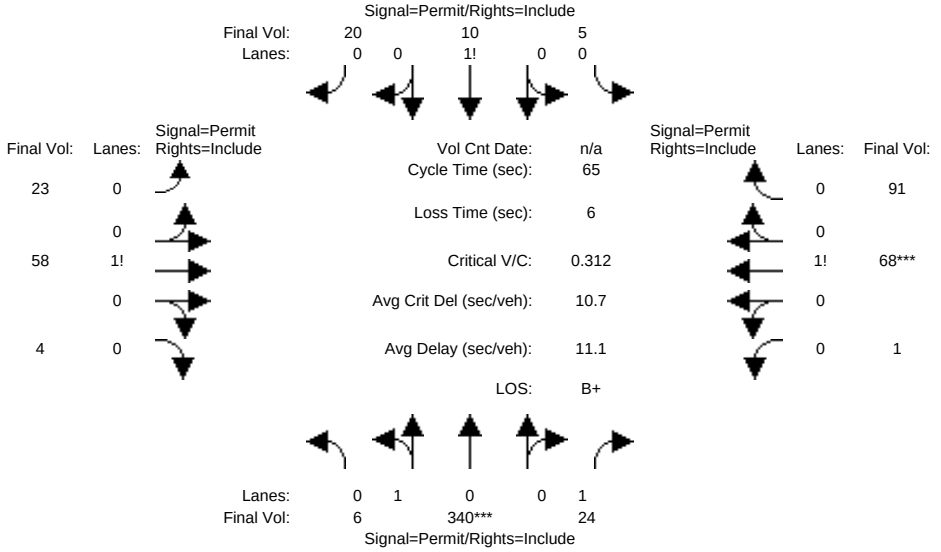
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	330	14	5	10	20	23	58	4	1	67	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	330	14	5	10	20	23	58	4	1	67	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	10	10	0	0	0	0	0	0	0	1	69
Initial Fut:	6	340	24	5	10	20	23	58	4	1	68	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	340	24	5	10	20	23	58	4	1	68	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	340	24	5	10	20	23	58	4	1	68	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	340	24	5	10	20	23	58	4	1	68	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.98	1.00	0.14	0.29	0.57	0.27	0.68	0.05	0.01	0.42	0.57
Final Sat.:	31	1769	1750	250	500	1000	474	1194	82	11	744	995
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.01	0.02	0.02	0.02	0.05	0.05	0.05	0.09	0.09	0.09
Crit Moves:		****									****	
Green Time:	40.0	40.0	40.0	40.0	40.0	40.0	19.0	19.0	19.0	19.0	19.0	19.0
Volume/Cap:	0.31	0.31	0.02	0.03	0.03	0.03	0.17	0.17	0.17	0.31	0.31	0.31
Delay/Veh:	6.7	6.7	4.9	5.0	5.0	5.0	17.8	17.8	17.8	19.5	19.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.7	6.7	4.9	5.0	5.0	5.0	17.8	17.8	17.8	19.5	19.5	19.5
LOS by Move:	A	A	A	A	A	A	B	B	B	B-	B-	B-
HCM2kAvgQ:	4	4	0	0	0	0	1	1	1	3	3	3

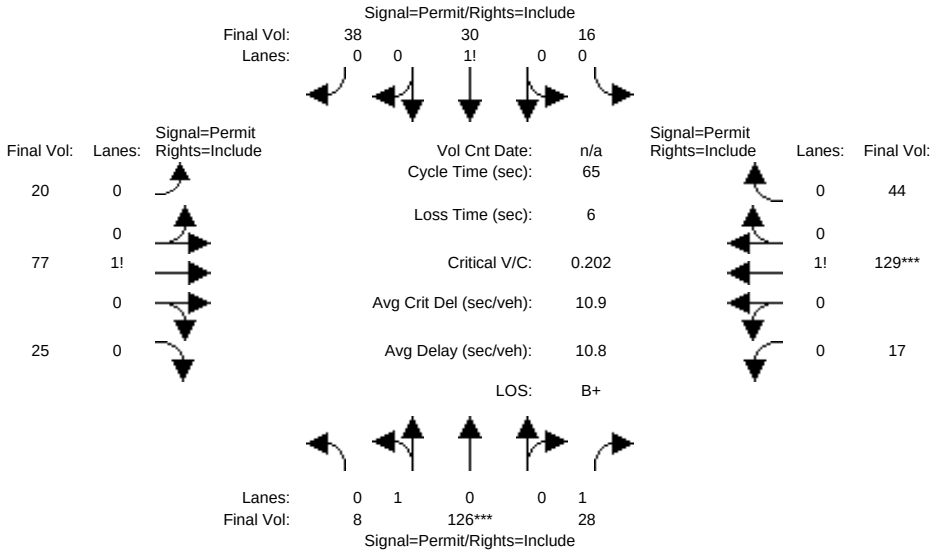
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	124	18	16	30	38	20	74	25	17	119	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	124	18	16	30	38	20	74	25	17	119	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	2	10	0	0	0	0	3	0	0	10	0
Initial Fut:	8	126	28	16	30	38	20	77	25	17	129	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	126	28	16	30	38	20	77	25	17	129	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	126	28	16	30	38	20	77	25	17	129	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	126	28	16	30	38	20	77	25	17	129	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.06	0.94	1.00	0.19	0.36	0.45	0.16	0.64	0.20	0.09	0.68	0.23
Final Sat.:	107	1693	1750	333	625	792	287	1105	359	157	1188	405
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.05	0.05	0.05	0.07	0.07	0.07	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	24.0	24.0	24.0	24.0	24.0	24.0	35.0	35.0	35.0	35.0	35.0	35.0
Volume/Cap:	0.20	0.20	0.04	0.13	0.13	0.13	0.13	0.13	0.13	0.20	0.20	0.20
Delay/Veh:	14.7	14.7	13.3	14.0	14.0	14.0	7.7	7.7	7.7	8.2	8.2	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	13.3	14.0	14.0	14.0	7.7	7.7	7.7	8.2	8.2	8.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	1	1	1	1	1	1	2	2	2

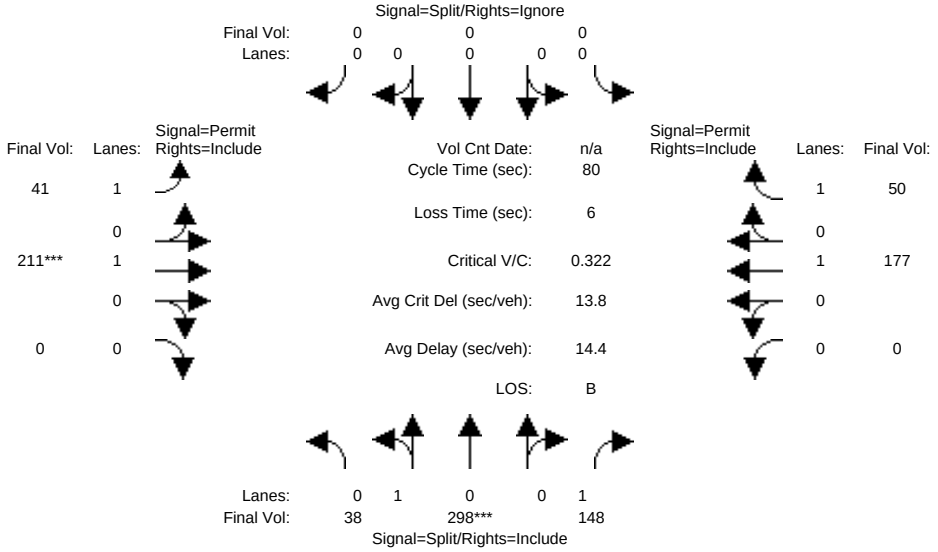
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	288	54	0	0	0	31	201	0	0	160	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	288	54	0	0	0	31	201	0	0	160	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	5	10	94	0	0	0	10	10	0	0	17	10
Initial Fut:	38	298	148	0	0	0	41	211	0	0	177	50
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	298	148	0	0	0	41	211	0	0	177	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	298	148	0	0	0	41	211	0	0	177	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	298	148	0	0	0	41	211	0	0	177	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.11	0.89	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	204	1596	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.08	0.00	0.00	0.00	0.02	0.11	0.00	0.00	0.09	0.03
Crit Moves:		****						****				
Green Time:	46.4	46.4	46.4	0.0	0.0	0.0	27.6	27.6	0.0	0.0	27.6	27.6
Volume/Cap:	0.32	0.32	0.15	0.00	0.00	0.00	0.07	0.32	0.00	0.00	0.27	0.08
Delay/Veh:	9.5	9.5	8.0	0.0	0.0	0.0	17.8	20.6	0.0	0.0	19.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	8.0	0.0	0.0	0.0	17.8	20.6	0.0	0.0	19.9	17.9
LOS by Move:	A	A	A	A	A	A	B	C+	A	A	B-	B
HCM2kAvgQ:	5	5	2	0	0	0	1	4	0	0	3	1

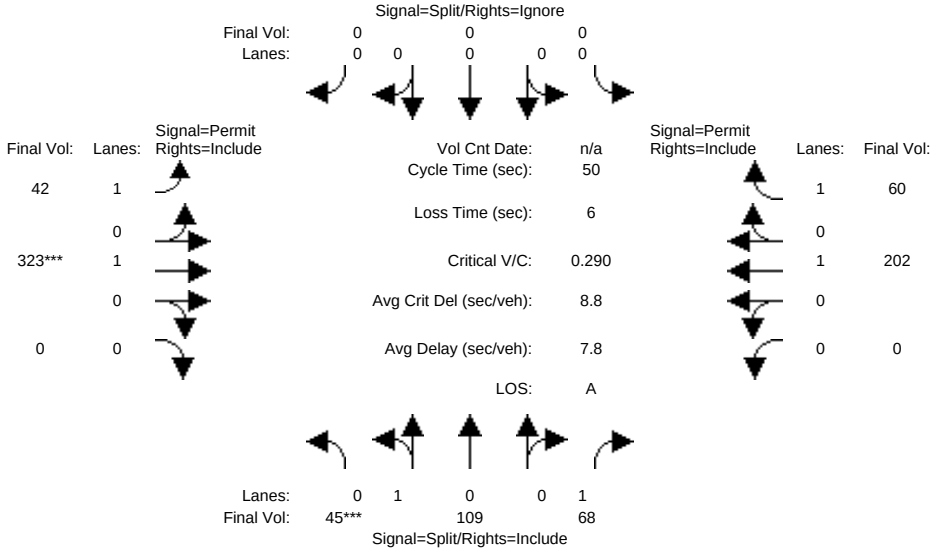
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	105	59	0	0	0	40	288	0	0	167	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	105	59	0	0	0	40	288	0	0	167	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	4	9	0	0	0	2	35	0	0	35	7
Initial Fut:	45	109	68	0	0	0	42	323	0	0	202	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	109	68	0	0	0	42	323	0	0	202	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	109	68	0	0	0	42	323	0	0	202	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	109	68	0	0	0	42	323	0	0	202	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.29	0.71	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	526	1274	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.04	0.00	0.00	0.00	0.02	0.17	0.00	0.00	0.11	0.03
Crit Moves:	****							****				
Green Time:	14.7	14.7	14.7	0.0	0.0	0.0	29.3	29.3	0.0	0.0	29.3	29.3
Volume/Cap:	0.29	0.29	0.13	0.00	0.00	0.00	0.04	0.29	0.00	0.00	0.18	0.06
Delay/Veh:	15.0	15.0	13.5	0.0	0.0	0.0	4.5	5.8	0.0	0.0	5.2	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	15.0	13.5	0.0	0.0	0.0	4.5	5.8	0.0	0.0	5.2	4.6
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	0	0	0	0	3	0	0	2	0

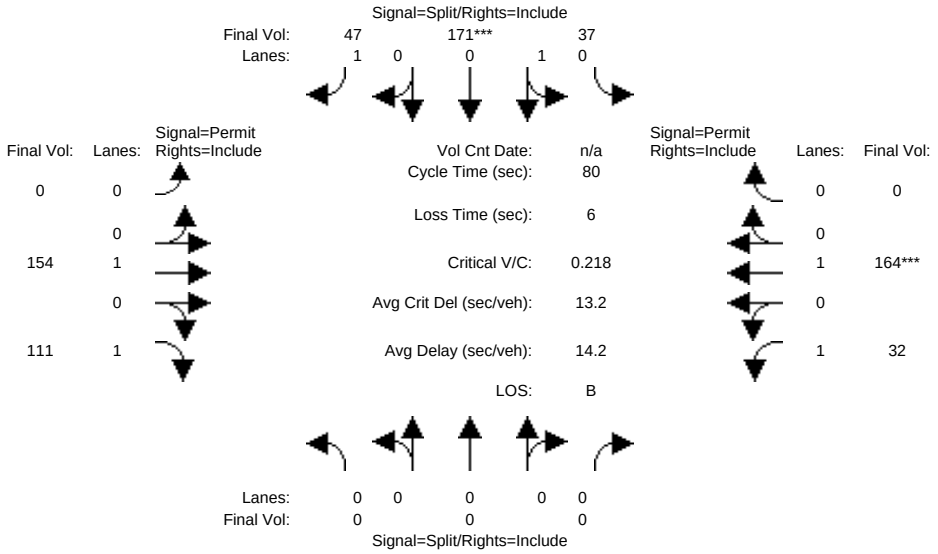
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	27	161	47	0	150	101	31	158	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	161	47	0	150	101	31	158	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	10	10	0	0	4	10	1	6	0
Initial Fut:	0	0	0	37	171	47	0	154	111	32	164	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	37	171	47	0	154	111	32	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	171	47	0	154	111	32	164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	37	171	47	0	154	111	32	164	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.18	0.82	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	320	1480	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.03	0.00	0.08	0.06	0.02	0.09	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	42.4	42.4	42.4	0.0	31.6	31.6	31.6	31.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.22	0.05	0.00	0.20	0.16	0.05	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	10.5	10.5	9.2	0.0	16.5	16.1	15.0	16.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.5	10.5	9.2	0.0	16.5	16.1	15.0	16.7	0.0
LOS by Move:	A	A	A	B+	B+	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	3	3	1	0	3	2	1	3	0

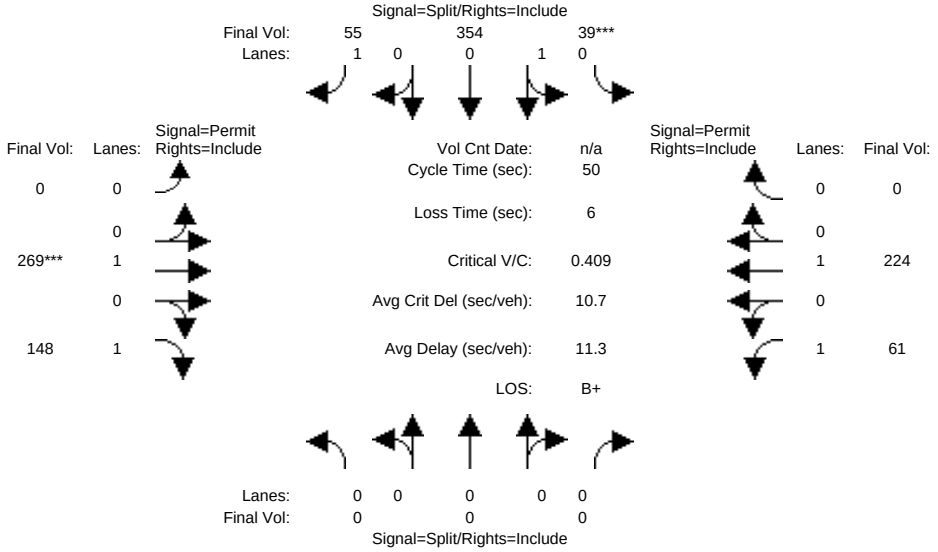
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	37	353	54	0	225	138	51	183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	37	353	54	0	225	138	51	183	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	2	1	1	0	44	10	10	41	0
Initial Fut:	0	0	0	39	354	55	0	269	148	61	224	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	39	354	55	0	269	148	61	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	354	55	0	269	148	61	224	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	39	354	55	0	269	148	61	224	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.10	0.90	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	179	1621	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.03	0.00	0.14	0.08	0.03	0.12	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	26.7	26.7	26.7	0.0	17.3	17.3	17.3	17.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.41	0.06	0.00	0.41	0.24	0.10	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	8.2	8.2	5.7	0.0	14.3	12.6	11.4	13.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.2	8.2	5.7	0.0	14.3	12.6	11.4	13.5	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B+	B	A
HCM2kAvgQ:	0	0	0	4	4	0	0	4	2	1	3	0

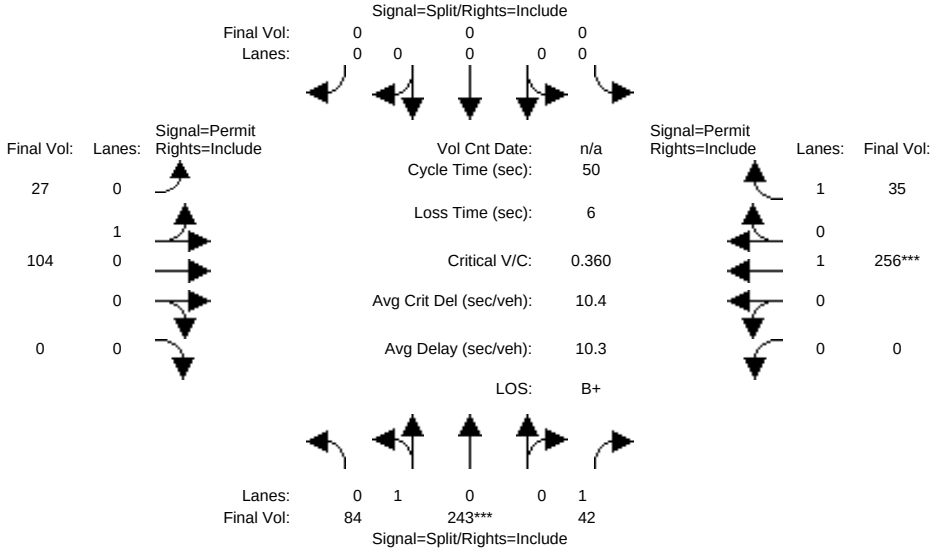
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	233	32	0	0	0	27	94	0	0	180	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	233	32	0	0	0	27	94	0	0	180	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	31	10	10	0	0	0	0	10	0	0	76	0
Initial Fut:	84	243	42	0	0	0	27	104	0	0	256	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	243	42	0	0	0	27	104	0	0	256	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	243	42	0	0	0	27	104	0	0	256	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	243	42	0	0	0	27	104	0	0	256	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.26	0.74	1.00	0.00	0.00	0.00	0.21	0.79	0.00	0.00	1.00	1.00
Final Sat.:	462	1338	1750	0	0	0	371	1429	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.02	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.13	0.02
Crit Moves:		****									****	
Green Time:	25.3	25.3	25.3	0.0	0.0	0.0	18.7	18.7	0.0	0.0	18.7	18.7
Volume/Cap:	0.36	0.36	0.05	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.36	0.05
Delay/Veh:	8.6	8.6	6.4	0.0	0.0	0.0	11.2	11.2	0.0	0.0	12.7	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	6.4	0.0	0.0	0.0	11.2	11.2	0.0	0.0	12.7	10.1
LOS by Move:	A	A	A	A	A	A	B+	B+	A	A	B	B+
HCM2kAvgQ:	3	3	0	0	0	0	2	2	0	0	3	0

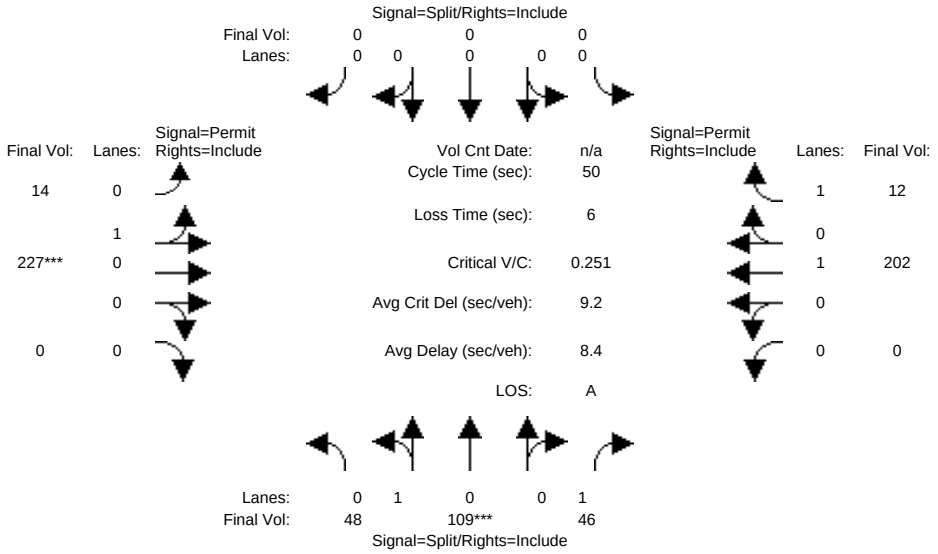
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	108	45	0	0	0	14	223	0	0	198	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	108	45	0	0	0	14	223	0	0	198	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	6	1	1	0	0	0	0	4	0	0	4	0
Initial Fut:	48	109	46	0	0	0	14	227	0	0	202	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	109	46	0	0	0	14	227	0	0	202	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	109	46	0	0	0	14	227	0	0	202	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	109	46	0	0	0	14	227	0	0	202	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.31	0.69	1.00	0.00	0.00	0.00	0.06	0.94	0.00	0.00	1.00	1.00
Final Sat.:	550	1250	1750	0	0	0	105	1695	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.11	0.01
Crit Moves:		****						****				
Green Time:	17.4	17.4	17.4	0.0	0.0	0.0	26.6	26.6	0.0	0.0	26.6	26.6
Volume/Cap:	0.25	0.25	0.08	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.20	0.01
Delay/Veh:	12.6	12.6	11.2	0.0	0.0	0.0	6.9	6.9	0.0	0.0	6.5	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	11.2	0.0	0.0	0.0	6.9	6.9	0.0	0.0	6.5	5.5
LOS by Move:	B	B	B+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	0	0	0	2	2	0	0	2	0

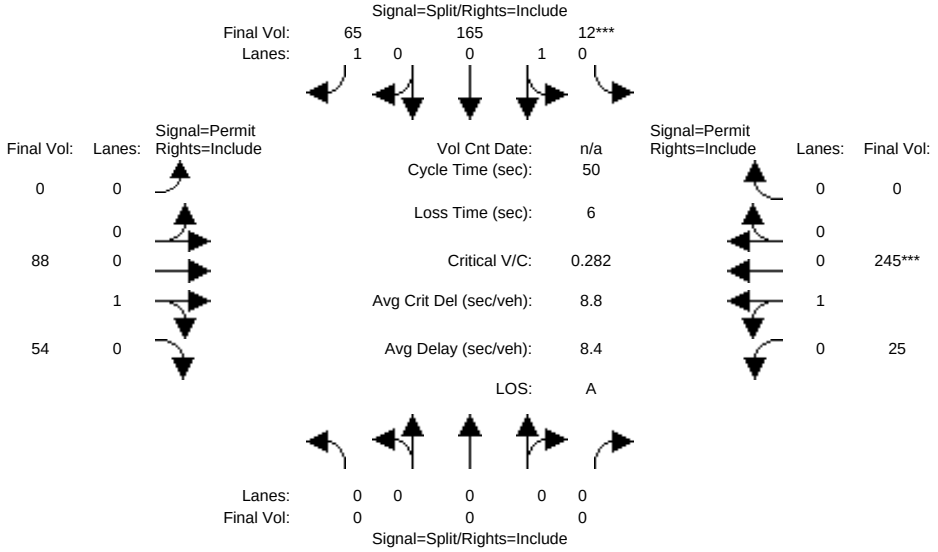
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	12	163	64	0	78	44	21	169	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	163	64	0	78	44	21	169	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	0	2	1	0	10	10	4	76	0
Initial Fut:	0	0	0	12	165	65	0	88	54	25	245	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	12	165	65	0	88	54	25	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	165	65	0	88	54	25	245	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	12	165	65	0	88	54	25	245	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.07	0.93	1.00	0.00	0.62	0.38	0.09	0.91	0.00
Final Sat.:	0	0	0	122	1678	1750	0	1115	685	167	1633	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.04	0.00	0.08	0.08	0.15	0.15	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	17.4	17.4	17.4	0.0	26.6	26.6	26.6	26.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.28	0.11	0.00	0.15	0.15	0.28	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	12.0	12.0	11.1	0.0	6.0	6.0	6.6	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.0	12.0	11.1	0.0	6.0	6.0	6.6	6.6	0.0
LOS by Move:	A	A	A	B	B	B+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	1	0	1	1	3	3	0

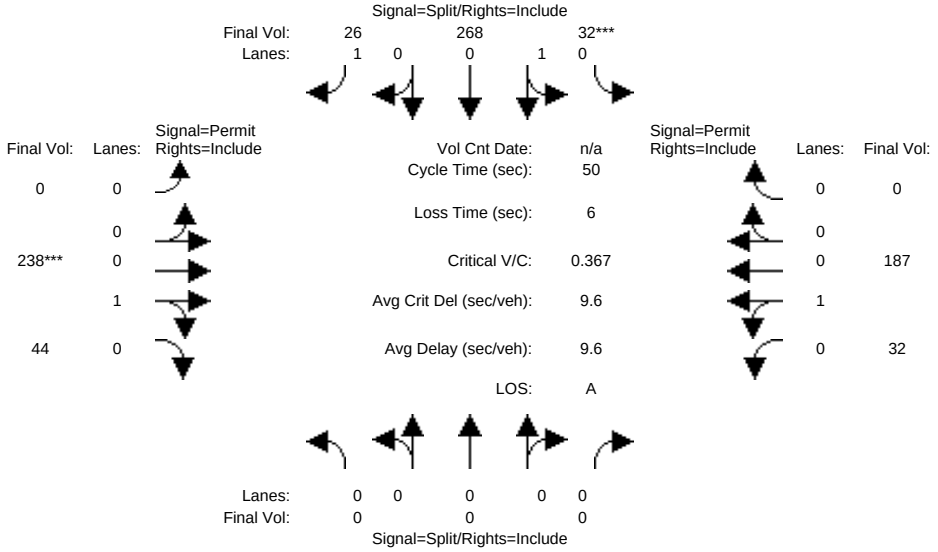
Note: Queue reported is the number of cars per lane.

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SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	261	24	0	232	34	22	184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	261	24	0	232	34	22	184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	0	7	2	0	6	10	10	3	0
Initial Fut:	0	0	0	32	268	26	0	238	44	32	187	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	268	26	0	238	44	32	187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	268	26	0	238	44	32	187	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	268	26	0	238	44	32	187	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.11	0.89	1.00	0.00	0.84	0.16	0.15	0.85	0.00
Final Sat.:	0	0	0	192	1608	1750	0	1519	281	263	1537	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.01	0.00	0.16	0.16	0.12	0.12	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	22.7	22.7	22.7	0.0	21.3	21.3	21.3	21.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.03	0.00	0.37	0.37	0.29	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	9.2	9.2	7.6	0.0	10.1	10.1	9.6	9.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.2	9.2	7.6	0.0	10.1	10.1	9.6	9.6	0.0
LOS by Move:	A	A	A	A	A	A	A	B+	B+	A	A	A
HCM2kAvgQ:	0	0	0	3	3	0	0	3	3	2	2	0

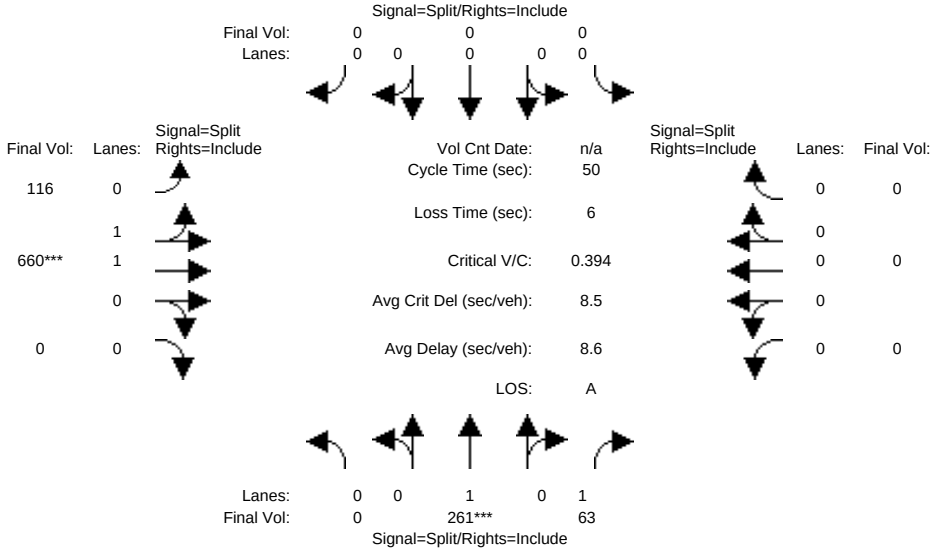
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	247	53	0	0	0	97	644	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	247	53	0	0	0	97	644	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	14	10	0	0	0	19	16	0	0	0	0
Initial Fut:	0	261	63	0	0	0	116	660	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	261	63	0	0	0	116	660	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	261	63	0	0	0	116	660	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	261	63	0	0	0	116	660	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.31	1.69	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	553	3146	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.04	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	17.4	17.4	0.0	0.0	0.0	26.6	26.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.10	0.00	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.7	11.1	0.0	0.0	0.0	7.1	7.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	11.1	0.0	0.0	0.0	7.1	7.1	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	1	0	0	0	4	4	0	0	0	0

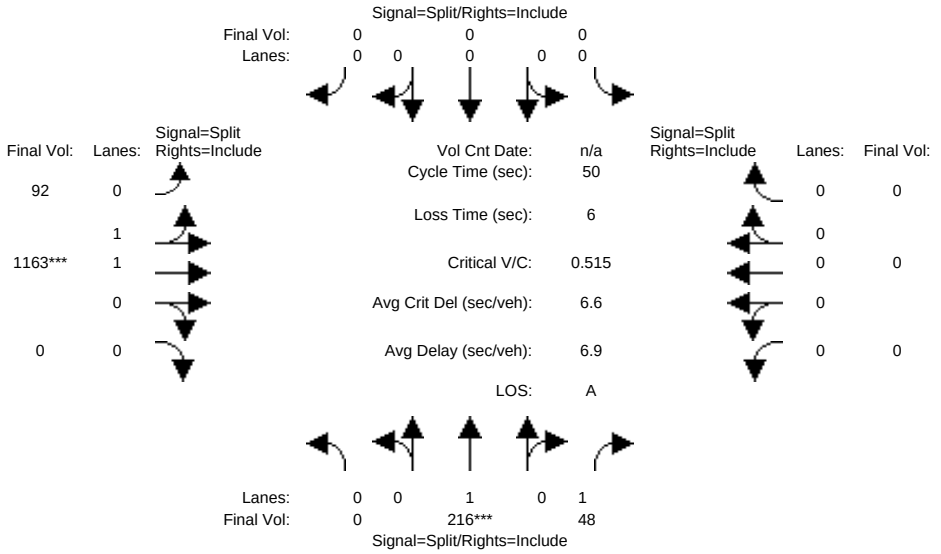
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	214	47	0	0	0	71	1068	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	214	47	0	0	0	71	1068	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	2	1	0	0	0	21	95	0	0	0	0
Initial Fut:	0	216	48	0	0	0	92	1163	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	216	48	0	0	0	92	1163	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	216	48	0	0	0	92	1163	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	216	48	0	0	0	92	1163	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.15	1.85	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	271	3429	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.03	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	11.0	11.0	0.0	0.0	0.0	33.0	33.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.12	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.2	15.7	0.0	0.0	0.0	4.6	4.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.2	15.7	0.0	0.0	0.0	4.6	4.6	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	4	1	0	0	0	6	6	0	0	0	0

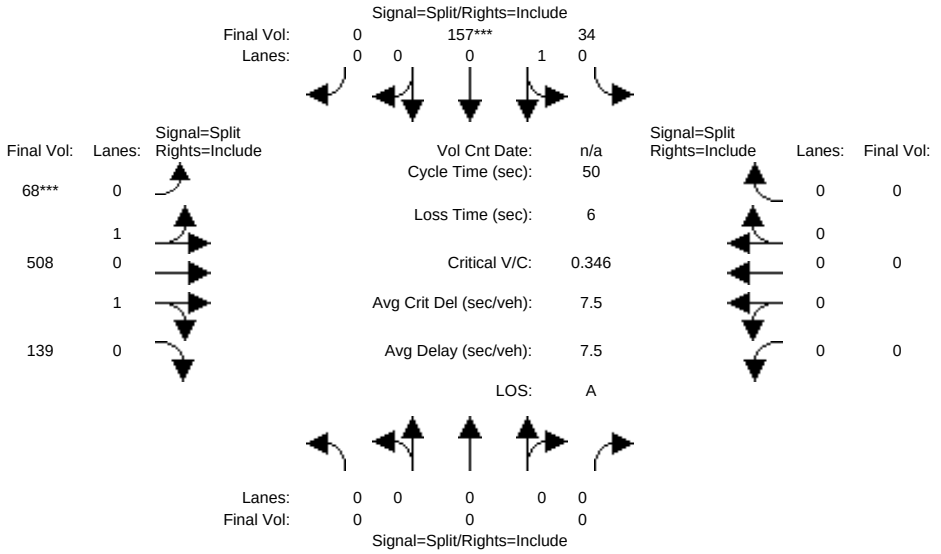
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	24	147	0	58	500	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	147	0	58	500	137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	10	10	0	10	8	2	0	0	0
Initial Fut:	0	0	0	34	157	0	68	508	139	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	157	0	68	508	139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	157	0	68	508	139	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	157	0	68	508	139	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.18	0.82	0.00	0.19	1.42	0.39	0.00	0.00	0.00
Final Sat.:	0	0	0	320	1480	0	342	2558	700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.00	0.20	0.20	0.20	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	0.0	0.0	15.3	15.3	0.0	28.7	28.7	28.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.00	0.35	0.35	0.35	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.8	13.8	0.0	5.8	5.8	5.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.8	13.8	0.0	5.8	5.8	5.8	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	0	3	3	3	0	0	0

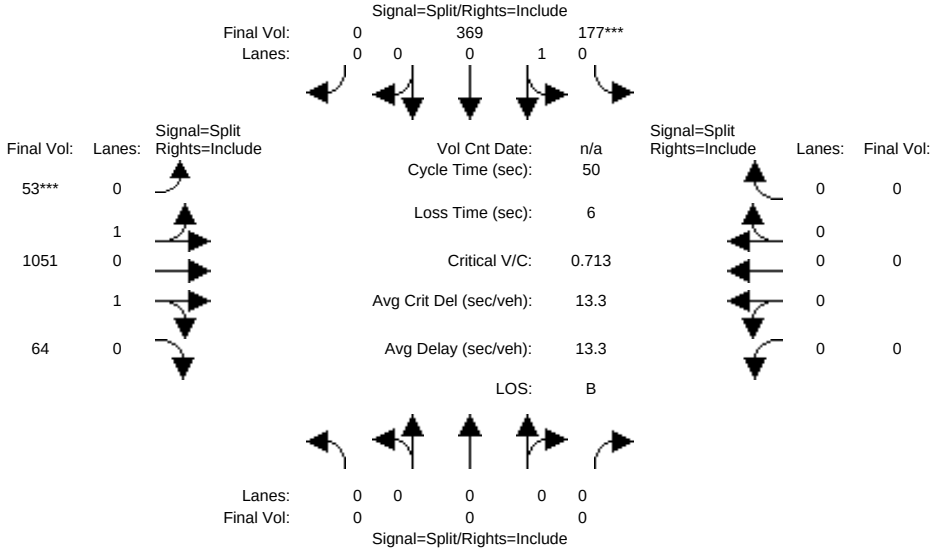
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	167	363	0	52	961	59	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	167	363	0	52	961	59	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	10	6	0	1	90	5	0	0	0
Initial Fut:	0	0	0	177	369	0	53	1051	64	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	177	369	0	53	1051	64	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	177	369	0	53	1051	64	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	177	369	0	53	1051	64	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.32	0.68	0.00	0.09	1.80	0.11	0.00	0.00	0.00
Final Sat.:	0	0	0	584	1216	0	163	3239	197	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	21.3	21.3	0.0	22.7	22.7	22.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.00	0.71	0.71	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	15.0	15.0	0.0	12.5	12.5	12.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.0	15.0	0.0	12.5	12.5	12.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	0	0	9	9	0	9	9	9	0	0	0

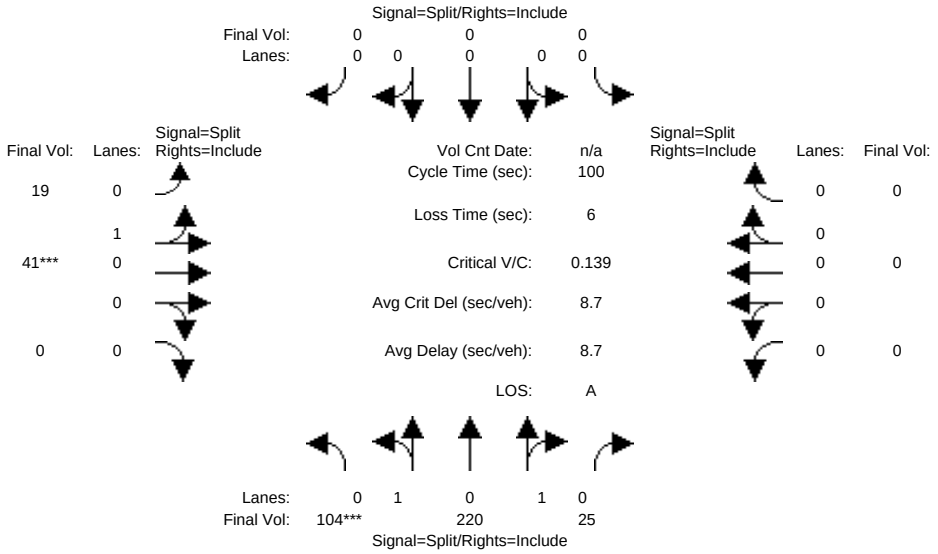
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	220	25	0	0	0	19	41	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	220	25	0	0	0	19	41	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	220	25	0	0	0	19	41	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	220	25	0	0	0	19	41	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	220	25	0	0	0	19	41	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	220	25	0	0	0	19	41	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.60	1.26	0.14	0.00	0.00	0.00	0.32	0.68	0.00	0.00	0.00	0.00
Final Sat.:	1073	2269	258	0	0	0	570	1230	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green Time:	69.9	69.9	69.9	0.0	0.0	0.0	24.1	24.1	0.0	0.0	0.0	0.0
Volume/Cap:	0.14	0.14	0.14	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Delay/Veh:	5.0	5.0	5.0	0.0	0.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	5.0	5.0	0.0	0.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	2	2	2	0	0	0	2	2	0	0	0	0

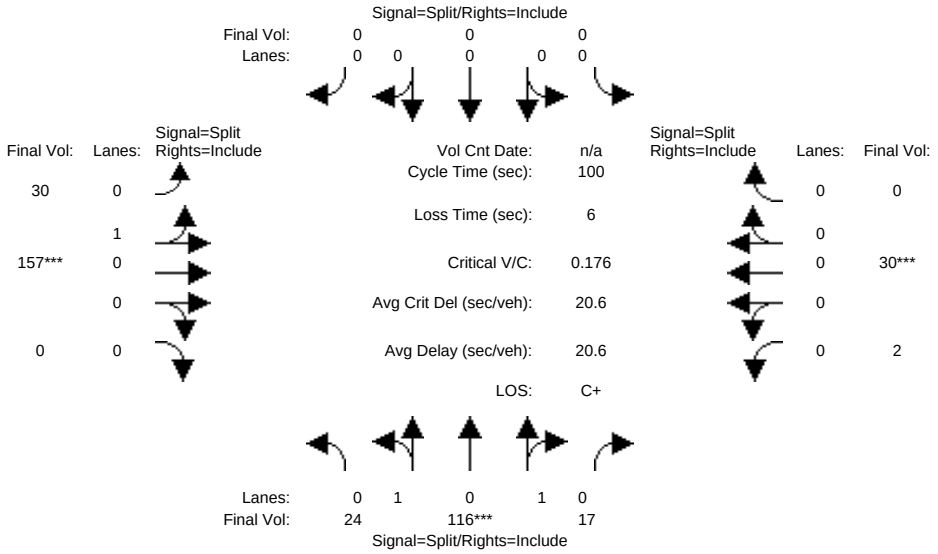
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	116	17	0	0	0	30	157	0	2	30	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	116	17	0	0	0	30	157	0	2	30	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	116	17	0	0	0	30	157	0	2	30	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	116	17	0	0	0	30	157	0	2	30	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	116	17	0	0	0	30	157	0	2	30	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	116	17	0	0	0	30	157	0	2	30	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.30	1.48	0.22	0.00	0.00	0.00	0.16	0.84	0.00	0.06	0.94	0.00
Final Sat.:	550	2660	390	0	0	0	289	1511	0	112	1687	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.00	0.10	0.10	0.00	0.02	0.02	0.00
Crit Moves:		****						****			****	
Green Time:	24.8	24.8	24.8	0.0	0.0	0.0	59.1	59.1	0.0	10.1	10.1	0.0
Volume/Cap:	0.18	0.18	0.18	0.00	0.00	0.00	0.18	0.18	0.00	0.18	0.18	0.00
Delay/Veh:	29.7	29.7	29.7	0.0	0.0	0.0	9.4	9.4	0.0	41.6	41.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.7	29.7	0.0	0.0	0.0	9.4	9.4	0.0	41.6	41.6	0.0
LOS by Move:	C	C	C	A	A	A	A	A	A	D	D	A
HCM2kAvgQ:	2	2	2	0	0	0	3	3	0	1	1	0

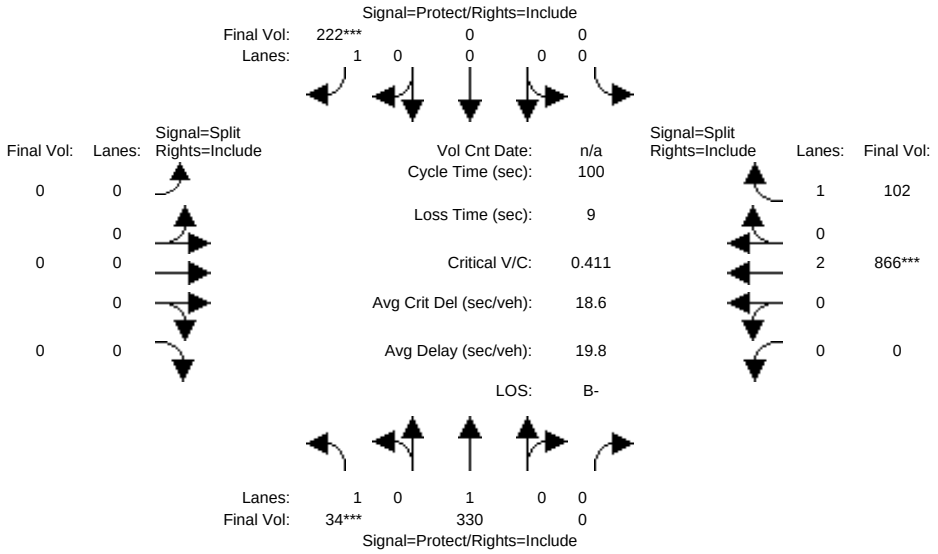
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	298	0	0	0	205	0	0	0	0	741	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	298	0	0	0	205	0	0	0	0	741	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	32	0	0	0	17	0	0	0	0	125	10
Initial Fut:	34	330	0	0	0	222	0	0	0	0	866	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	330	0	0	0	222	0	0	0	0	866	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	330	0	0	0	222	0	0	0	0	866	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	330	0	0	0	222	0	0	0	0	866	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.23	0.06
Crit Moves:	****					****					****	
Green Time:	7.0	37.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	54.0	54.0
Volume/Cap:	0.28	0.47	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.42	0.11
Delay/Veh:	49.7	26.2	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0	14.4	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	26.2	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0	14.4	11.5
LOS by Move:	D	C	A	A	A	C	A	A	A	A	B	B+
HCM2kAvgQ:	1	8	0	0	0	6	0	0	0	0	8	2

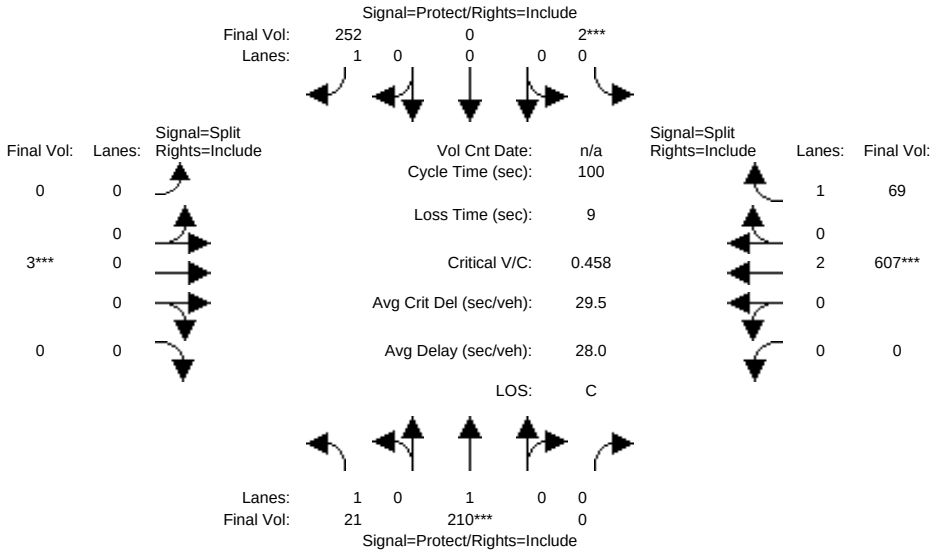
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	188	0	2	0	242	0	3	0	0	460	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	188	0	2	0	242	0	3	0	0	460	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	1	22	0	0	0	10	0	0	0	0	147	0
Initial Fut:	21	210	0	2	0	252	0	3	0	0	607	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	210	0	2	0	252	0	3	0	0	607	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	210	0	2	0	252	0	3	0	0	607	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	210	0	2	0	252	0	3	0	0	607	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.01	0.00	0.99	0.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	14	0	1736	0	1900	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.16	0.04
Crit Moves:		****		****				****			****	
Green Time:	18.2	24.1	0.0	31.7	0.0	37.6	0.0	0.3	0.0	0.0	34.9	34.9
Volume/Cap:	0.07	0.46	0.00	0.46	0.00	0.39	0.00	0.46	0.00	0.00	0.46	0.11
Delay/Veh:	34.3	35.6	0.0	30.0	0.0	24.4	0.0	195	0.0	0.0	26.4	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	35.6	0.0	30.0	0.0	24.4	0.0	195	0.0	0.0	26.4	22.5
LOS by Move:	C-	D+	A	C	A	C	A	F	A	A	C	C+
HCM2kAvgQ:	1	6	0	7	0	6	0	1	0	0	7	2

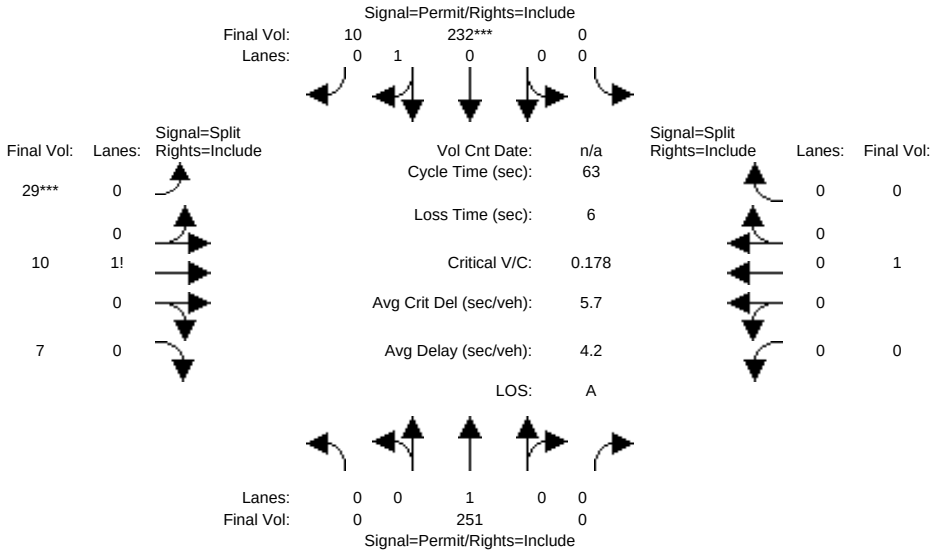
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	241	0	0	218	10	29	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	241	0	0	218	10	29	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	10	0	0	14	0	0	10	0	0	1	0
Initial Fut:	0	251	0	0	232	10	29	10	7	0	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	251	0	0	232	10	29	10	7	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	251	0	0	232	10	29	10	7	0	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	251	0	0	232	10	29	10	7	0	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.96	0.04	0.63	0.22	0.15	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1726	74	1103	380	266	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.13	0.13	0.03	0.03	0.03	0.00	xxxx	0.00
Crit Moves:					****		****					
Green Time:	0.0	47.0	0.0	0.0	47.0	47.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.18	0.00	0.00	0.18	0.18	0.17	0.17	0.17	0.00	xxxx	0.00
Delay/Veh:	0.0	2.4	0.0	0.0	2.4	2.4	23.2	23.2	23.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.4	0.0	0.0	2.4	2.4	23.2	23.2	23.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	2	0	0	2	2	1	1	1	0	0	0

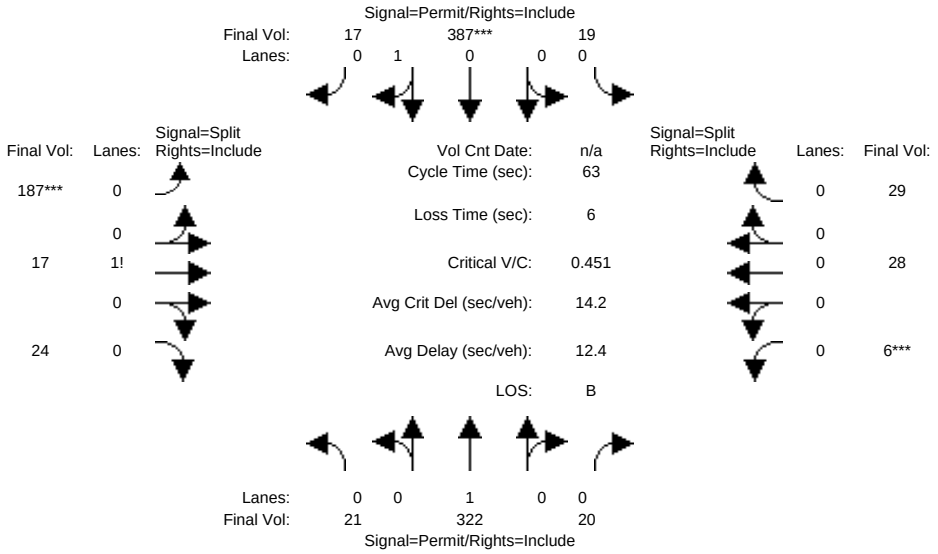
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	316	20	19	377	17	187	7	24	6	18	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	316	20	19	377	17	187	7	24	6	18	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	6	0	0	10	0	0	10	0	0	10	0
Initial Fut:	21	322	20	19	387	17	187	17	24	6	28	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	322	20	19	387	17	187	17	24	6	28	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	322	20	19	387	17	187	17	24	6	28	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	322	20	19	387	17	187	17	24	6	28	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.06	0.89	0.05	0.04	0.92	0.04	0.82	0.07	0.11	0.10	0.44	0.46
Final Sat.:	101	1552	96	79	1601	70	1435	130	184	167	778	806
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.24	0.24	0.24	0.13	0.13	0.13	0.04	0.04	0.04
Crit Moves:					****		****			****		
Green Time:	33.8	33.8	33.8	33.8	33.8	33.8	18.2	18.2	18.2	5.0	5.0	5.0
Volume/Cap:	0.39	0.39	0.39	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Delay/Veh:	8.8	8.8	8.8	9.3	9.3	9.3	19.0	19.0	19.0	30.0	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	9.3	9.3	9.3	19.0	19.0	19.0	30.0	30.0	30.0
LOS by Move:	A	A	A	A	A	A	B-	B-	B-	C	C	C
HCM2kAvgQ:	5	5	5	6	6	6	4	4	4	2	2	2

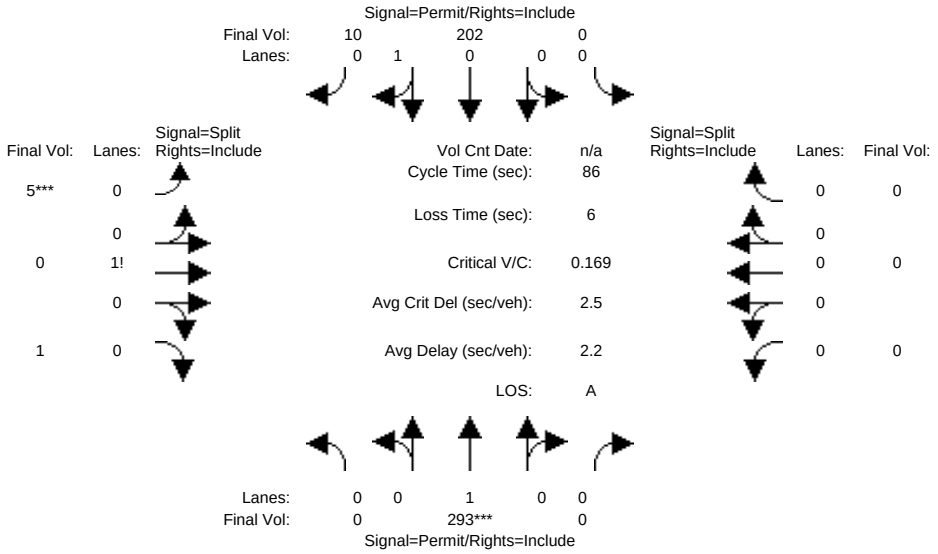
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	283	0	0	188	10	5	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	283	0	0	188	10	5	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	10	0	0	14	0	0	0	0	0	0	0
Initial Fut:	0	293	0	0	202	10	5	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	293	0	0	202	10	5	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	0	0	202	10	5	0	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	293	0	0	202	10	5	0	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.95	0.05	0.83	0.00	0.17	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1715	85	1458	0	292	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	0.00	0.00	0.14	0.14	0.03	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	1.8	0.0	0.0	1.7	1.7	33.8	0.0	33.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.8	0.0	0.0	1.7	1.7	33.8	0.0	33.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	2	0	0	1	1	0	0	0	0	0	0

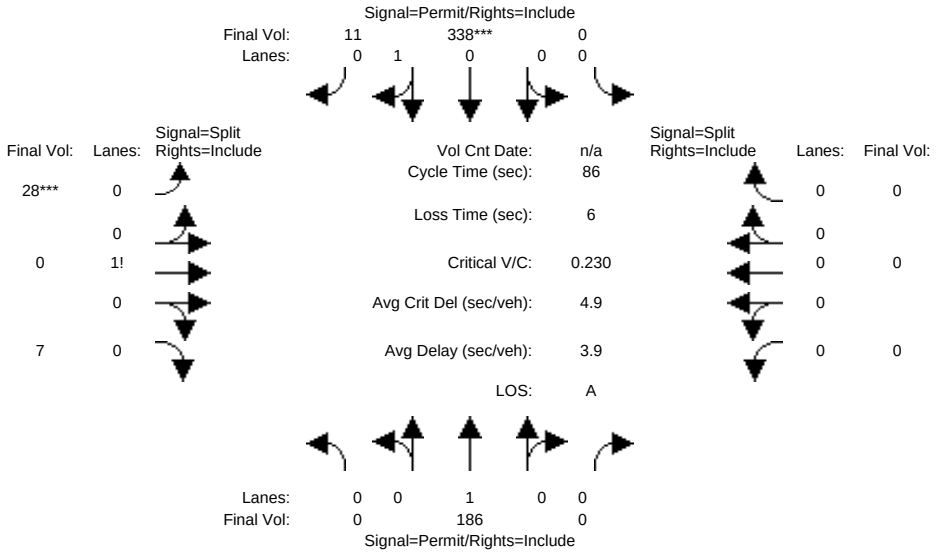
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	180	0	0	328	11	28	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	180	0	0	328	11	28	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	6	0	0	10	0	0	0	0	0	0	0
Initial Fut:	0	186	0	0	338	11	28	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	186	0	0	338	11	28	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	186	0	0	338	11	28	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	186	0	0	338	11	28	0	7	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.97	0.03	0.80	0.00	0.20	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1743	57	1400	0	350	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.19	0.19	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.00	0.00	0.24	0.24	0.17	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	1.7	0.0	0.0	1.9	1.9	34.7	0.0	34.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.7	0.0	0.0	1.9	1.9	34.7	0.0	34.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	1	0	0	2	2	1	0	1	0	0	0

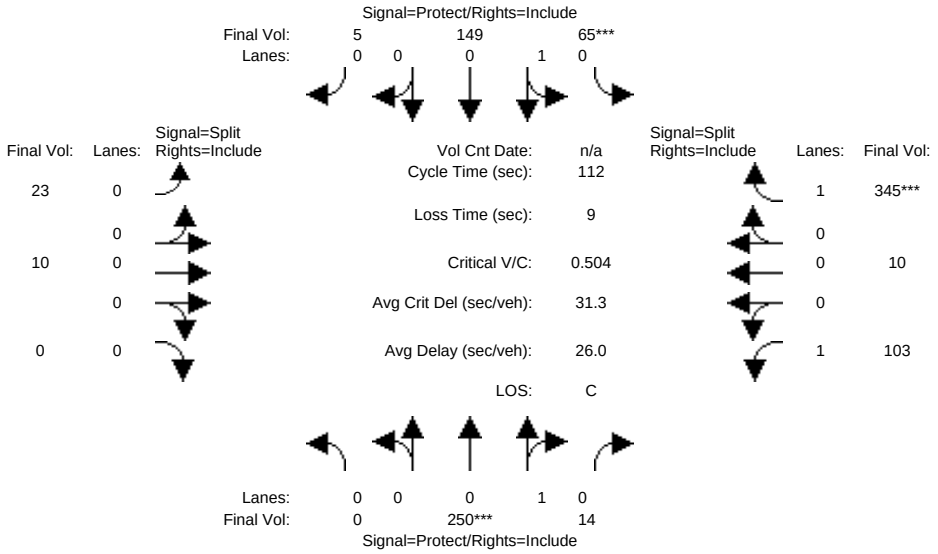
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	240	12	65	135	0	0	0	0	103	0	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	240	12	65	135	0	0	0	0	103	0	329
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	0	10	2	0	14	5	23	10	0	0	10	16
Initial Fut:	0	250	14	65	149	5	23	10	0	103	10	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	250	14	65	149	5	23	10	0	103	10	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	250	14	65	149	5	23	10	0	103	10	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	250	14	65	149	5	23	10	0	103	10	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.00	0.95	0.05	0.30	0.68	0.02	0.00	0.00	0.00	0.91	0.09	1.00
Final Sat.:	0	1705	95	519	1191	40	0	0	0	1641	159	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.13	0.13	0.13	xxxx	xxxx	0.00	0.06	0.06	0.19
Crit Moves:		****		****								****
Green Time:	0.0	32.6	32.6	27.8	60.4	60.4	0.0	0.0	0.0	42.6	42.6	42.6
Volume/Cap:	0.00	0.50	0.50	0.50	0.23	0.23	xxxx	xxxx	0.00	0.17	0.17	0.50
Delay/Veh:	0.0	33.8	33.8	37.1	13.7	13.7	0.0	0.0	0.0	23.0	23.0	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.8	33.8	37.1	13.7	13.7	0.0	0.0	0.0	23.0	23.0	27.1
LOS by Move:	A	C-	C-	D+	B	B	A	A	A	C+	C+	C
HCM2kAvgQ:	0	8	8	7	4	4	1	0	0	3	3	10

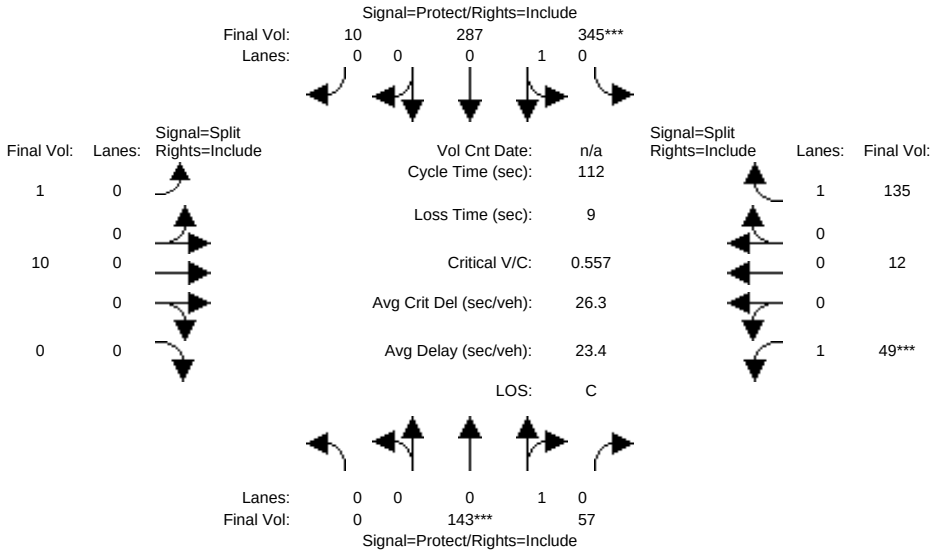
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	137	57	295	277	0	0	0	0	49	3	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	137	57	295	277	0	0	0	0	49	3	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	0	6	0	50	10	10	1	10	0	0	9	0
Initial Fut:	0	143	57	345	287	10	1	10	0	49	12	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	143	57	345	287	10	1	10	0	49	12	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	143	57	345	287	10	1	10	0	49	12	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	143	57	345	287	10	1	10	0	49	12	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.00	0.71	0.29	0.54	0.45	0.01	0.00	0.00	0.00	0.80	0.20	1.00
Final Sat.:	0	1287	513	940	782	27	0	0	0	1446	354	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.37	0.37	0.37	xxxx	xxxx	0.00	0.03	0.03	0.08
Crit Moves:		****		****						****		
Green Time:	0.0	20.4	20.4	67.5	87.9	87.9	0.0	0.0	0.0	15.1	15.1	15.1
Volume/Cap:	0.00	0.61	0.61	0.61	0.47	0.47	xxxx	xxxx	0.00	0.25	0.25	0.56
Delay/Veh:	0.0	45.4	45.4	15.0	4.3	4.3	0.0	0.0	0.0	43.6	43.6	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	45.4	45.4	15.0	4.3	4.3	0.0	0.0	0.0	43.6	43.6	47.3
LOS by Move:	A	D	D	B	A	A	A	A	A	D	D	D
HCM2kAvgQ:	0	7	7	15	8	8	0	0	0	2	2	5

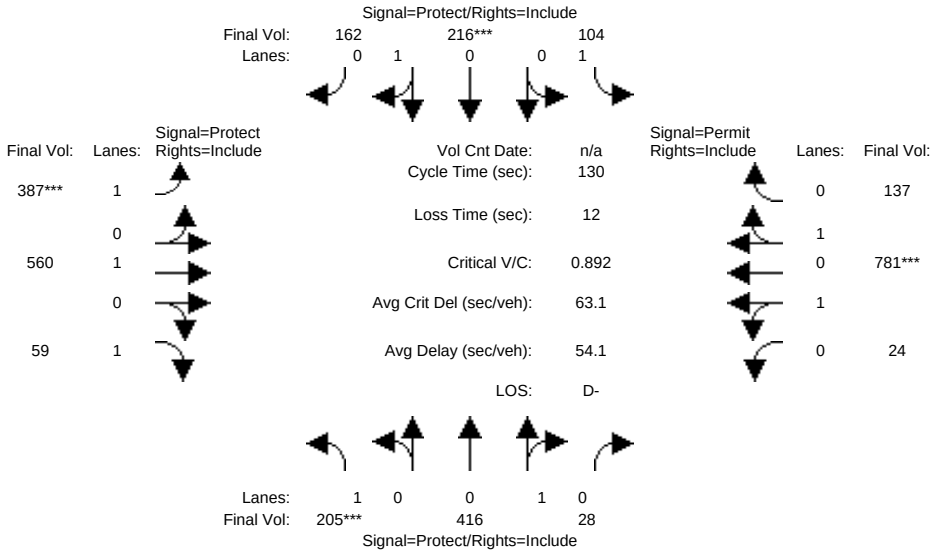
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	406	14	76	180	141	347	550	49	14	771	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	406	14	76	180	141	347	550	49	14	771	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	32	10	14	28	36	21	40	10	10	10	10	10
Initial Fut:	205	416	28	104	216	162	387	560	59	24	781	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	416	28	104	216	162	387	560	59	24	781	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	416	28	104	216	162	387	560	59	24	781	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	416	28	104	216	162	387	560	59	24	781	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.57	0.43	1.00	1.00	1.00	0.05	1.66	0.29
Final Sat.:	1750	1686	114	1750	1029	771	1750	1900	1750	92	2985	524
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.06	0.21	0.21	0.22	0.29	0.03	0.26	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	17.1	38.4	38.4	9.3	30.6	30.6	32.2	70.3	70.3	38.1	38.1	38.1
Volume/Cap:	0.89	0.83	0.83	0.83	0.89	0.89	0.89	0.54	0.06	0.89	0.89	0.89
Delay/Veh:	87.8	53.8	53.8	95.8	68.6	68.6	67.3	20.0	14.2	53.7	53.7	53.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.8	53.8	53.8	95.8	68.6	68.6	67.3	20.0	14.2	53.7	53.7	53.7
LOS by Move:	F	D-	D-	F	E	E	E	C+	B	D-	D-	D-
HCM2kAvgQ:	12	20	20	7	19	19	19	14	1	22	22	22

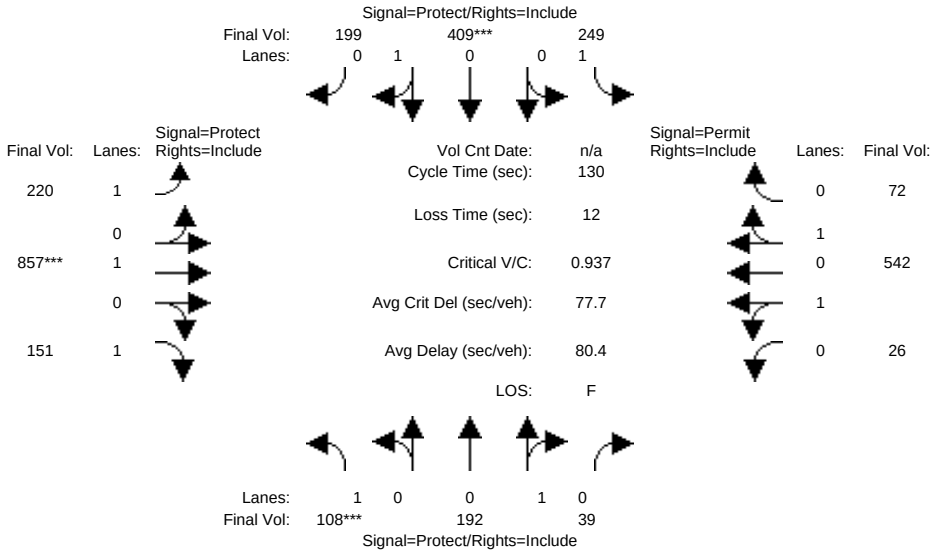
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	98	191	27	217	399	193	219	847	102	16	532	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	191	27	217	399	193	219	847	102	16	532	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	10	1	12	32	10	6	1	10	49	10	10	10
Initial Fut:	108	192	39	249	409	199	220	857	151	26	542	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	192	39	249	409	199	220	857	151	26	542	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	192	39	249	409	199	220	857	151	26	542	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	192	39	249	409	199	220	857	151	26	542	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.83	0.17	1.00	0.67	0.33	1.00	1.00	1.00	0.08	1.69	0.23
Final Sat.:	1750	1496	304	1750	1211	589	1750	1900	1750	146	3049	405
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.14	0.34	0.34	0.13	0.45	0.09	0.18	0.18	0.18
Crit Moves:	****				****			****				
Green Time:	7.1	21.7	21.7	24.1	38.8	38.8	51.8	72.2	72.2	20.4	20.4	20.4
Volume/Cap:	1.13	0.77	0.77	0.77	1.13	1.13	0.32	0.81	0.16	1.13	1.13	1.13
Delay/Veh:	193.9	63.0	63.0	60.8	127	126.6	27.2	28.3	14.2	134.9	135	134.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	193.9	63.0	63.0	60.8	127	126.6	27.2	28.3	14.2	134.9	135	134.9
LOS by Move:	F	E	E	E	F	F	C	C	B	F	F	F
HCM2kAvgQ:	9	11	11	12	38	38	6	29	3	22	22	22

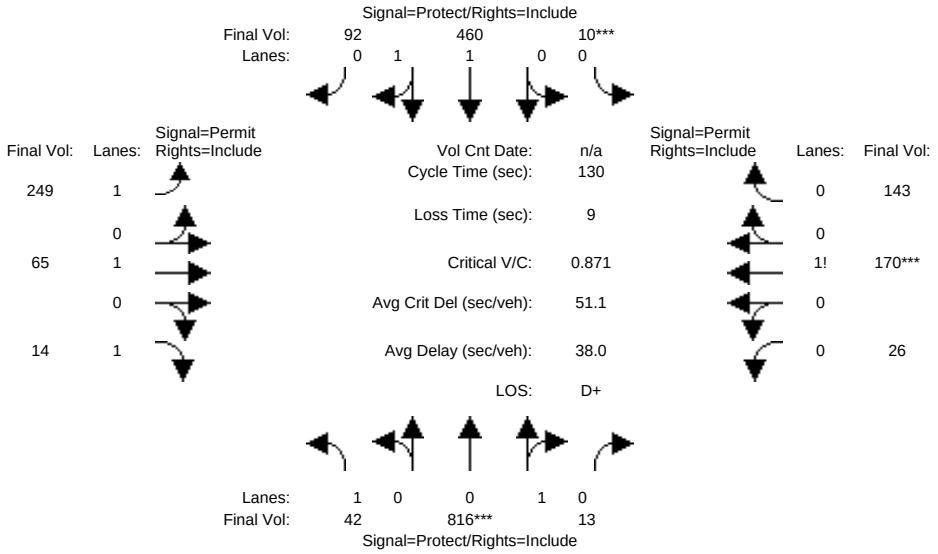
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	806	11	0	321	86	242	63	14	16	144	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	806	11	0	321	86	242	63	14	16	144	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	26	10	2	10	139	6	7	2	0	10	26	40
Initial Fut:	42	816	13	10	460	92	249	65	14	26	170	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	816	13	10	460	92	249	65	14	26	170	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	816	13	10	460	92	249	65	14	26	170	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	816	13	10	460	92	249	65	14	26	170	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.98	0.02	0.03	1.64	0.33	1.00	1.00	1.00	0.08	0.50	0.42
Final Sat.:	1750	1772	28	64	2947	589	1750	1900	1750	134	878	738
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.16	0.16	0.16	0.14	0.03	0.01	0.19	0.19	0.19
Crit Moves:		****		****							****	
Green Time:	23.6	68.8	68.8	23.3	68.5	68.5	28.9	28.9	28.9	28.9	28.9	28.9
Volume/Cap:	0.13	0.87	0.87	0.87	0.30	0.30	0.64	0.15	0.04	0.87	0.87	0.87
Delay/Veh:	44.8	35.5	35.5	64.2	17.3	17.3	49.4	40.9	39.6	67.4	67.4	67.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	35.5	35.5	64.2	17.3	17.3	49.4	40.9	39.6	67.4	67.4	67.4
LOS by Move:	D	D+	D+	E	B	B	D	D	D	E	E	E
HCM2kAvgQ:	2	33	33	14	6	6	10	2	0	17	17	17

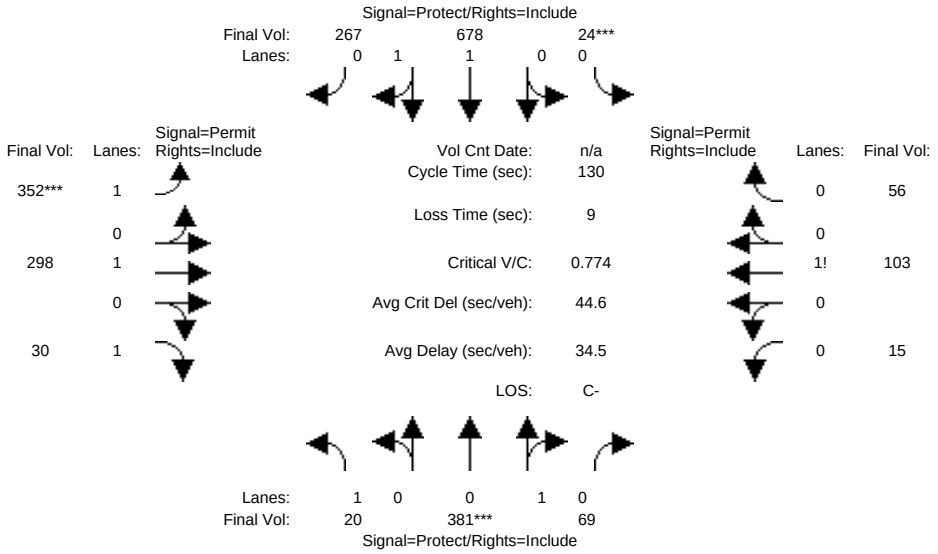
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	371	55	0	668	250	268	293	20	5	95	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	371	55	0	668	250	268	293	20	5	95	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	1	10	14	24	10	17	84	5	10	10	8	23
Initial Fut:	20	381	69	24	678	267	352	298	30	15	103	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	381	69	24	678	267	352	298	30	15	103	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	381	69	24	678	267	352	298	30	15	103	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	381	69	24	678	267	352	298	30	15	103	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.85	0.15	0.05	1.40	0.55	1.00	1.00	1.00	0.09	0.59	0.32
Final Sat.:	1750	1524	276	89	2519	992	1750	1900	1750	151	1036	563
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.27	0.27	0.27	0.20	0.16	0.02	0.10	0.10	0.10
Crit Moves:		****		****			****					
Green Time:	14.5	42.0	42.0	45.2	72.7	72.7	33.8	33.8	33.8	33.8	33.8	33.8
Volume/Cap:	0.10	0.77	0.77	0.77	0.48	0.48	0.77	0.60	0.07	0.38	0.38	0.38
Delay/Veh:	52.1	46.1	46.1	40.9	17.5	17.5	52.6	44.3	36.3	40.1	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	46.1	46.1	40.9	17.5	17.5	52.6	44.3	36.3	40.1	40.1	40.1
LOS by Move:	D-	D	D	D	B	B	D-	D	D+	D	D	D
HCM2kAvgQ:	1	18	18	19	12	12	16	11	1	6	6	6

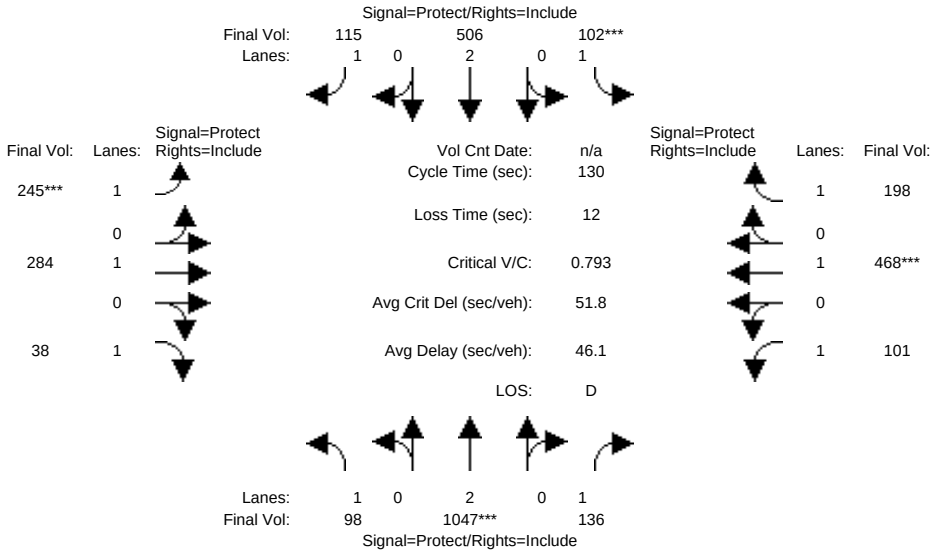
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim AM

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1037	43	100	403	107	169	274	28	57	440	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1037	43	100	403	107	169	274	28	57	440	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim AM:	14	10	93	2	103	8	76	10	10	44	28	26
Initial Fut:	98	1047	136	102	506	115	245	284	38	101	468	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1047	136	102	506	115	245	284	38	101	468	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1047	136	102	506	115	245	284	38	101	468	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1047	136	102	506	115	245	284	38	101	468	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.08	0.06	0.13	0.07	0.14	0.15	0.02	0.06	0.25	0.11
Crit Moves:		****		****			****				****	
Green Time:	16.2	45.1	45.1	9.6	38.5	38.5	22.9	45.7	45.7	17.6	40.4	40.4
Volume/Cap:	0.45	0.79	0.22	0.79	0.45	0.22	0.79	0.43	0.06	0.43	0.79	0.36
Delay/Veh:	59.3	43.2	30.9	97.4	38.4	35.4	69.9	34.1	28.2	57.0	51.5	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	43.2	30.9	97.4	38.4	35.4	69.9	34.1	28.2	57.0	51.5	36.7
LOS by Move:	E+	D	C	F	D+	D+	E	C-	C	E+	D-	D+
HCM2kAvgQ:	4	20	4	6	8	4	12	9	1	4	19	7

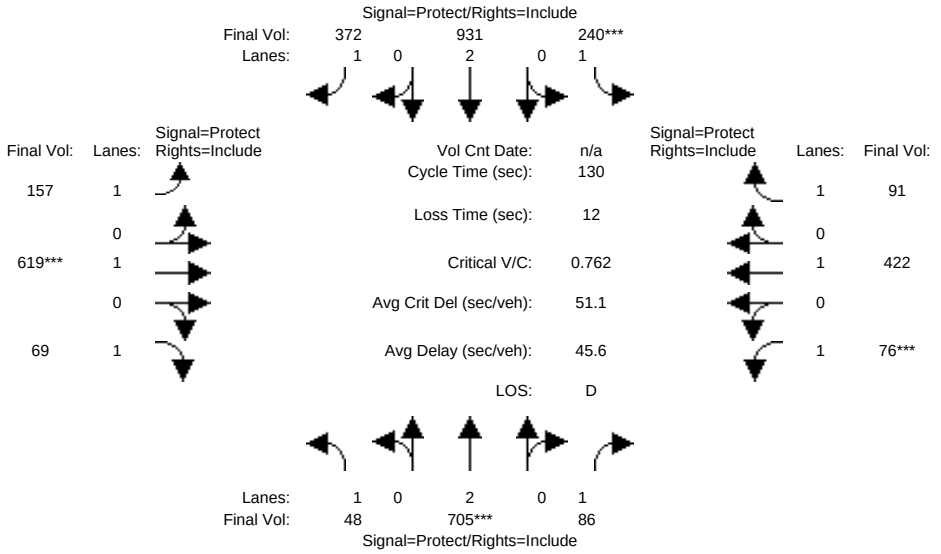
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Interim PM

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	610	76	230	906	335	122	456	60	66	408	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	610	76	230	906	335	122	456	60	66	408	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Interim PM:	3	95	10	10	25	37	35	163	9	10	14	14
Initial Fut:	48	705	86	240	931	372	157	619	69	76	422	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	705	86	240	931	372	157	619	69	76	422	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	705	86	240	931	372	157	619	69	76	422	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	705	86	240	931	372	157	619	69	76	422	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.05	0.14	0.25	0.21	0.09	0.33	0.04	0.04	0.22	0.05
Crit Moves:		****		****				****		****		
Green Time:	9.9	31.6	31.6	23.4	45.1	45.1	18.1	55.6	55.6	7.4	44.9	44.9
Volume/Cap:	0.36	0.76	0.20	0.76	0.71	0.61	0.64	0.76	0.09	0.76	0.64	0.15
Delay/Veh:	64.4	51.6	40.2	66.6	39.9	39.8	65.3	38.3	22.4	102.1	40.7	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	51.6	40.2	66.6	39.9	39.8	65.3	38.3	22.4	102.1	40.7	29.9
LOS by Move:	E	D-	D	E	D	D	E	D+	C+	F	D	C
HCM2kAvgQ:	2	15	3	12	17	14	7	22	2	5	15	3

Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Plus Project 15% TDM AM				Plus Project 15% TDM PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Coleman Avenue & Hedding Street [City LOS]	D	42.1	0.865	47.1	D	40.3	0.736	39.9
#2	Coleman Avenue & Taylor Street [City LOS]	D	49.1	0.891	59.0	E+	56.6	0.964	62.3
#3	The Alameda & Julian Street [City LOS]	C+	23.0	0.705	28.5	C	28.8	0.677	38.1
#4	Park Avenue & Race Street [City LOS]	C	28.5	0.854	34.1	C	30.7	0.901	38.8
#5	San Carlos Street & Race Street [City LOS]	D	40.0	0.737	43.7	D+	35.4	0.683	35.1
#6	Race Street & Auzerais Avenue [City LOS]	B+	10.4	0.367	11.0	A	7.2	0.270	8.8
#7	Race Street & Saddle Rack Street [City LOS]	C+	20.6	0.317	20.7	C	24.0	0.370	23.6
#8	Race Street & Parkmoor Avenue [City LOS]	C	29.5	0.484	28.4	C-	32.6	0.588	34.3
#9	Auzerais Avenue & Lincoln Street [City LOS]	B	14.7	0.435	14.1	C	23.4	0.452	24.2
#10	Auzerais Avenue & Sunol Street [City LOS]	A	7.5	0.296	8.0	A	9.2	0.395	9.7
#11	Bird Avenue & Virginia Street [City LOS]	D+	36.7	0.663	38.1	C	26.3	0.499	33.8
#12	Bird Avenue & Coe Avenue [City LOS]	C	26.5	0.518	28.7	C	29.7	0.762	35.8
#13	De La Cruz Boulevard & Central Expressway [Santa Clara	F	122.1	1.277	183.5	D+	35.7	0.805	45.8
#14	De La Cruz Boulevard & Martin Avenue [Santa Clara	C-	32.3	0.643	28.2	C-	34.0	0.700	33.6
#15	De La Cruz Boulevard & Reed Street [Santa Clara Intersection]	B+	11.5	0.515	7.2	C	24.8	0.719	26.9
#16	Coleman Avenue & Brokaw Road [Santa Clara Intersection]	B	16.1	0.512	14.3	C-	33.7	0.740	35.9
#17	El Camino Real & Benton Street [Santa Clara Intersection]	B	17.4	0.423	14.4	C+	22.0	0.420	20.7
#18	El Camino Real & Palm Drive [Santa Clara Intersection]	B	14.0	0.397	9.8	B	16.3	0.363	12.6
#19	El Camino Real & Campbell Avenue [Santa Clara Intersection]	B+	12.0	0.490	9.7	B	16.8	0.456	14.7
#20	El Camino Real & The Alameda [Santa Clara Intersection]	B	14.2	0.628	11.3	C	24.0	0.726	27.6
#21	The Alameda & Newhall Street [Santa Clara Intersection]	B	15.3	0.689	12.9	C	28.0	0.912	37.8
#22	Julian Street & Stockton Avenue [Ops Analysis]	D	43.4	0.787	47.9	E+	59.3	0.857	61.2
#23	The Alameda & Stockton Avenue [Ops Analysis]	C-	33.3	0.634	40.8	D	46.0	0.826	55.6
#24	Santa Clara Street & Cahill Street [Ops Analysis]	C	29.4	0.696	43.8	E	64.9	0.969	85.2
#25	San Carlos Street & Bird Avenue [Ops Analysis]	D+	36.6	0.806	38.7	D	41.8	0.870	48.3
#26	Bird Avenue & I-280 N Ramps [Ops Analysis]	D+	35.2	0.798	43.5	D	39.1	1.046	78.3

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Plus Project 15% TDM AM				Plus Project 15% TDM PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	Bird Avenue & I-280 S Ramps [Ops Analysis]	D-	51.8	0.956	68.3	C+	22.1	0.666	36.5
#28	Julian Street & Autumn Parkway [Ops Analysis]	B+	10.5	0.414	13.2	B	15.6	0.630	15.0
#29	Julian Street & SR-87 S Ramp [Ops Analysis]	C+	22.9	0.535	19.4	C+	20.4	0.674	23.5
#30	Julian Street & SR-87 N Ramp [Ops Analysis]	D	45.7	0.550	47.6	D-	51.3	0.804	55.9
#31	Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]	B-	19.6	0.606	19.9	B-	18.3	0.629	19.0
#32	Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops	F	92.0	1.046	108.5	E	60.1	0.984	71.1
#33	Park Avenue & Woz Way/SR-87 N On [Ops Analysis]	B-	19.3	0.513	19.5	C	24.4	0.771	29.8
#34	Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]	D+	37.7	0.693	39.2	D	48.2	0.907	55.6
#35	Woz Way & SR-87 N Off [Ops Analysis]	A	9.8	0.435	10.2	B+	11.2	0.638	11.1
#36	The Alameda & I-880 S Off/On Ramp [CMP]	B	16.0	0.850	18.5	A	6.7	0.519	6.2
#37	The Alameda & I-880 N On/Off Ramp [CMP]	B	14.2	0.694	16.8	B-	18.5	0.765	21.5
#38	The Alameda & W Hedding Street [CMP]	D	47.4	0.871	54.7	D	48.1	0.862	50.5
#39	The Alameda & Naglee Avenue [CMP]	D	41.3	0.752	43.1	D-	54.5	0.890	61.7
#40	Coleman Avenue & I-880 S Ramp [CMP]	E+	58.7	1.051	76.9	B	14.1	0.728	17.2
#41	Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]	C	31.9	0.684	32.3	C	26.3	0.718	43.4
#42	Taylor Street & SR-87 Ramp [CMP]	D+	37.2	0.896	38.7	D+	37.8	0.839	39.4
#43	Oakland Road & US-101 N Ramp [CMP]	E	62.7	1.048	89.5	D+	36.9	0.972	49.5
#44	Oakland Road & US-101 S Ramp [CMP]	D+	35.9	0.718	37.0	D-	51.5	1.040	73.5
#45	First Street & Willow Street [CMP]	A	9.8	0.573	10.3	A	6.9	0.377	7.3
#46	First Street & Goodyear Street/Keyes Street [CMP]	D	43.5	0.844	46.2	D	46.7	0.760	49.7
#47	First Street & E Alma Avenue [CMP]	F	82.6	1.041	96.1	E+	56.8	0.877	65.9
#48	Monterey Road & Curtner Avenue/Tully Road [CMP]	D	47.0	0.771	46.5	E	64.5	0.975	82.1
#49	10th Street & I-280 N On-Ramp [CMP]	B	16.2	0.740	18.7	B-	18.7	0.782	19.7
#50	10th Street & I-280 S Off-Ramp [CMP]	B	13.5	0.509	12.6	B	17.3	0.735	18.7
#51	11th Street & I-280 N Off-Ramp [CMP]	B+	10.3	0.656	11.0	B	14.9	0.576	16.6
#52	11th Street & I-280 S On-Ramp [CMP]	B+	11.1	0.527	11.8	B	13.0	0.613	18.4

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Plus Project 15% TDM AM				Plus Project 15% TDM PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	Mclaughlin Avenue & I-280 S Off-Ramp [CMP]	B+	10.2	0.540	8.8	B	15.2	0.508	15.8
#54	The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit	B+	11.8	0.538	13.9	B+	11.6	0.422	6.5
#55	The Alameda & Race Street [Santa Clara-Alameda Transit	D	41.6	0.706	49.5	F	121.7	1.242	178.9
#56	The Alameda & Sunol Street [Santa Clara-Alameda Transit	C+	22.7	0.346	19.7	C+	21.9	0.486	27.5
#57	Santa Clara Street & Montgomery Street [Santa Clara-Alameda	A	7.2	0.300	0.3	A	7.7	0.459	11.7
#58	Santa Clara Street & Autumn Street [Santa Clara-Alameda	E	68.2	1.032	85.2	F	101.7	1.187	143.8
#59	Santa Clara Street & Almaden Boulevard [Santa	B+	11.5	0.679	12.7	C	24.0	0.870	35.9
#60	Santa Clara Street & Notre Dame Avenue [Santa	C	25.5	0.608	23.5	C	26.7	0.585	29.9
#61	Santa Clara Street & Almaden Avenue [Santa Clara-Alameda	A	3.5	0.342	3.7	A	8.3	0.343	8.8
#62	Santa Clara Street & San Pedro Street [Santa Clara-Alameda	B	12.2	0.331	9.6	B	16.6	0.316	13.2
#63	Santa Clara Street & Market Street [Santa Clara-Alameda	C-	32.1	0.660	32.7	C-	32.7	0.726	32.6
#64	Santa Clara Street & First Street [Santa Clara-Alameda Transit	B	16.4	0.533	19.8	B	16.5	0.404	21.6
#65	Santa Clara Street & Second Street [Santa Clara-Alameda	B+	11.0	0.385	14.9	C+	20.6	0.632	24.8
#66	Santa Clara Street & Third Street [Santa Clara-Alameda Transit	C+	21.1	0.719	23.1	B-	19.4	0.491	23.0
#67	Santa Clara Street and Fourth Street [Santa Clara-Alameda	B	16.8	0.487	24.1	C	26.3	0.688	30.3
#68	Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit	B+	10.4	0.353	3.4	A	5.1	0.335	6.4
#69	Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit	B	12.2	0.326	8.6	B	15.0	0.317	10.9
#70	San Carlos Street & Buena Vista Avenue [San Carlos Transit	C-	33.9	0.675	39.6	C	30.3	0.596	31.2
#71	San Carlos Street & Meridian Avenue [San Carlos Transit	D	46.0	0.735	46.2	F	86.7	1.053	98.4
#72	San Carlos Street & Lincoln Avenue [San Carlos Transit	D	43.8	0.772	53.6	D	49.6	0.863	57.0
#73	San Carlos Street & Sunol Street [San Carlos Transit Corridor]	B	17.2	0.390	15.7	B	16.9	0.578	16.1
#74	San Carlos Street & Delmas Avenue [San Carlos Transit	C+	20.1	0.373	23.4	C	29.9	0.602	34.6
#75	San Carlos Street & Woz Way [San Carlos Transit Corridor]	D	40.9	0.588	40.4	D	42.9	0.610	43.0
#76	San Carlos Street & Almaden Boulevard [San Carlos Transit	D	44.2	0.723	47.1	E	60.9	0.951	68.8
#77	San Carlos Street & Convention Center [San Carlos Transit	A	0.3	0.190	0.3	A	0.4	0.299	0.4
#78	San Carlos Street & Market Street [San Carlos Transit Corridor]	D+	36.6	0.616	38.1	D-	51.8	0.948	62.6

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Plus Project 15% TDM AM				Plus Project 15% TDM PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#79	San Carlos Street & First Street [San Carlos Transit Corridor]	C+	21.4	0.430	19.2	B+	11.3	0.298	12.4
#80	San Carlos Street & Second Street [San Carlos Transit	B	16.3	0.260	21.5	C	23.2	0.450	24.4
#81	First Street & Virginia Street [First Street Transit Corridor]	B	16.2	0.643	15.6	C+	23.0	0.547	23.7
#82	First Street/Market Street & Reed Street [First Street Transit	D	47.4	1.032	87.6	D-	53.3	1.025	74.4
#83	First Street & San Salvador Street [First Street Transit Corridor]	B+	10.3	0.285	9.2	B+	10.8	0.195	10.9
#84	First Street & San Fernando Street [First Street Transit	B	14.9	0.327	13.8	A	7.9	0.298	8.9
#85	Second Street & San Fernando Street [First Street Transit	B	14.0	0.224	13.4	B+	11.2	0.414	10.8
#86	First Street & St John Street [First Street Transit Corridor]	B+	10.6	0.403	11.0	A	8.2	0.260	9.1
#87	Second Street & St John Street [First Street Transit Corridor]	A	8.3	0.316	8.6	A	9.6	0.371	9.7
#88	First Street & St James Street [First Street Transit Corridor]	A	8.5	0.398	8.4	A	6.9	0.534	6.6
#89	Second Street & St James Street [First Street Transit Corridor]	A	7.3	0.342	7.3	B	13.5	0.728	13.5
#90	First Street & Devine Street [First Street Transit Corridor]	A	8.7	0.139	8.7	C+	20.6	0.176	20.6
#91	First Street & Julian Street [First Street Transit Corridor]	B-	20.0	0.420	19.7	C	28.2	0.447	29.8
#92	First Street & Hawthorne Way [First Street Transit Corridor]	A	4.1	0.193	5.5	B	12.4	0.451	14.2
#93	First Street & Rankin Avenue [First Street Transit Corridor]	A	2.2	0.169	2.5	A	3.9	0.230	4.9
#94	First Street & Jackson Street [First Street Transit Corridor]	C	26.9	0.529	32.1	C	23.4	0.557	26.2
#95	First Street & Taylor Street [First Street Transit Corridor]	E	65.1	0.962	76.8	F	85.9	0.968	84.9
#96	First Street & Mission Street [First Street Transit Corridor]	D+	37.5	0.866	50.3	C-	34.9	0.779	45.3
#97	First Street & Hedding Street [First Street Transit Corridor]	D	43.4	0.759	48.5	D	46.5	0.784	52.2

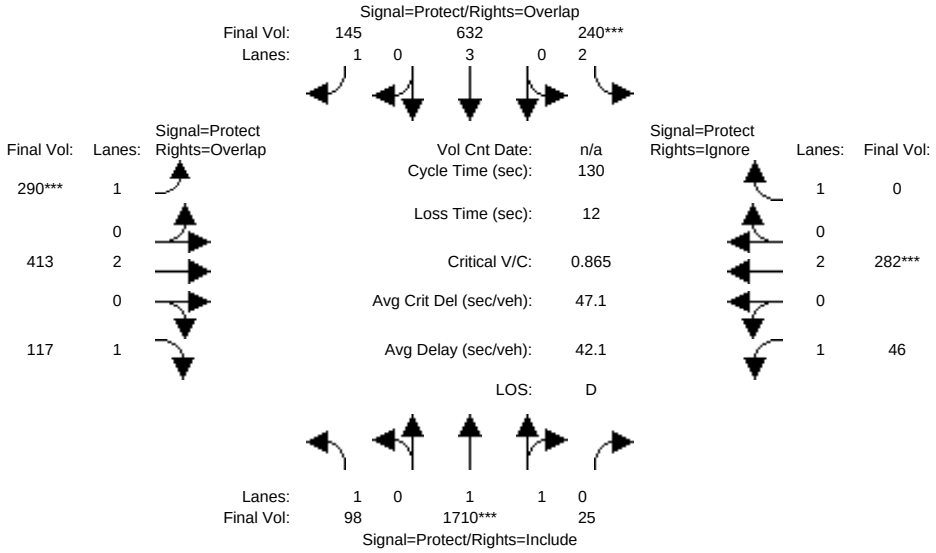
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1706	15	230	527	135	272	332	107	39	270	771
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1706	15	230	527	135	272	332	107	39	270	771
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	12	4	10	10	105	10	18	81	10	7	12	10
Initial Fut:	98	1710	25	240	632	145	290	413	117	46	282	781
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	98	1710	25	240	632	145	290	413	117	46	282	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1710	25	240	632	145	290	413	117	46	282	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	98	1710	25	240	632	145	290	413	117	46	282	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3647	53	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.47	0.47	0.08	0.13	0.08	0.17	0.11	0.07	0.03	0.07	0.00
Crit Moves:		****			****			****			****	
Green Time:	24.3	70.5	70.5	11.5	57.7	82.6	24.9	24.1	48.4	11.9	11.2	0.0
Volume/Cap:	0.30	0.86	0.86	0.86	0.30	0.13	0.86	0.59	0.18	0.29	0.86	0.00
Delay/Veh:	47.9	30.9	30.9	86.8	23.6	9.7	75.4	51.9	28.1	59.5	83.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	30.9	30.9	86.8	23.6	9.7	75.4	51.9	28.1	59.5	83.7	0.0
LOS by Move:	D	C	C	F	C	A	E-	D-	C	E+	F	A
HCM2kAvgQ:	4	33	33	8	5	2	15	8	3	2	8	0

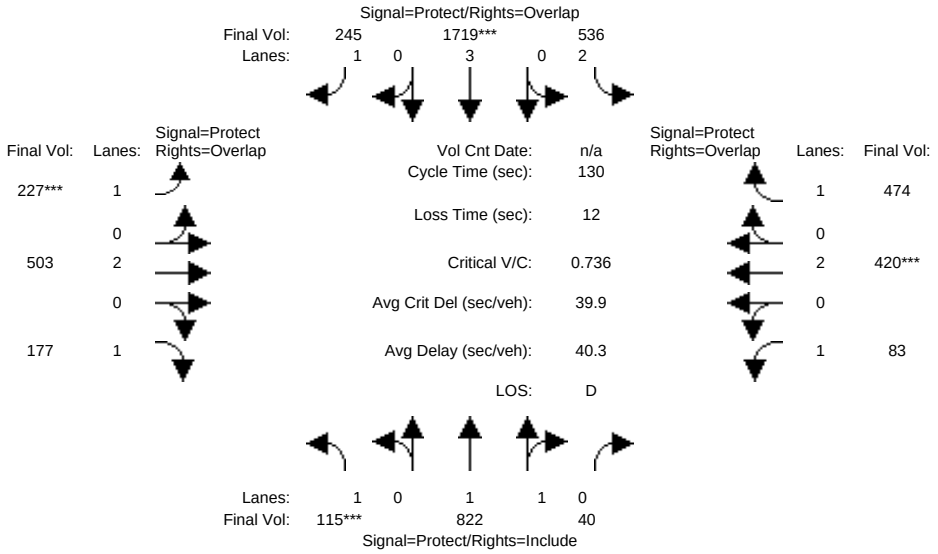
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	105	725	32	445	1704	235	193	498	174	74	410	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	725	32	445	1704	235	193	498	174	74	410	448
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	97	8	91	15	10	34	5	3	9	10	26
Initial Fut:	115	822	40	536	1719	245	227	503	177	83	420	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	822	40	536	1719	245	227	503	177	83	420	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	822	40	536	1719	245	227	503	177	83	420	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	822	40	536	1719	245	227	503	177	83	420	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3528	172	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.17	0.36	0.14	0.13	0.13	0.10	0.05	0.11	0.27
Crit Moves:	****				****		****				****	
Green Time:	11.6	43.7	43.7	31.9	63.9	86.9	22.9	30.2	41.8	12.3	19.5	51.4
Volume/Cap:	0.74	0.69	0.69	0.69	0.74	0.21	0.74	0.57	0.31	0.50	0.74	0.68
Delay/Veh:	84.0	40.6	40.6	49.7	28.4	8.7	65.2	46.8	34.8	66.5	61.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	40.6	40.6	49.7	28.4	8.7	65.2	46.8	34.8	66.5	61.0	38.0
LOS by Move:	F	D	D	D	C	A	E	D	C-	E	E	D+
HCM2kAvgQ:	6	16	16	13	19	4	11	9	6	4	9	17

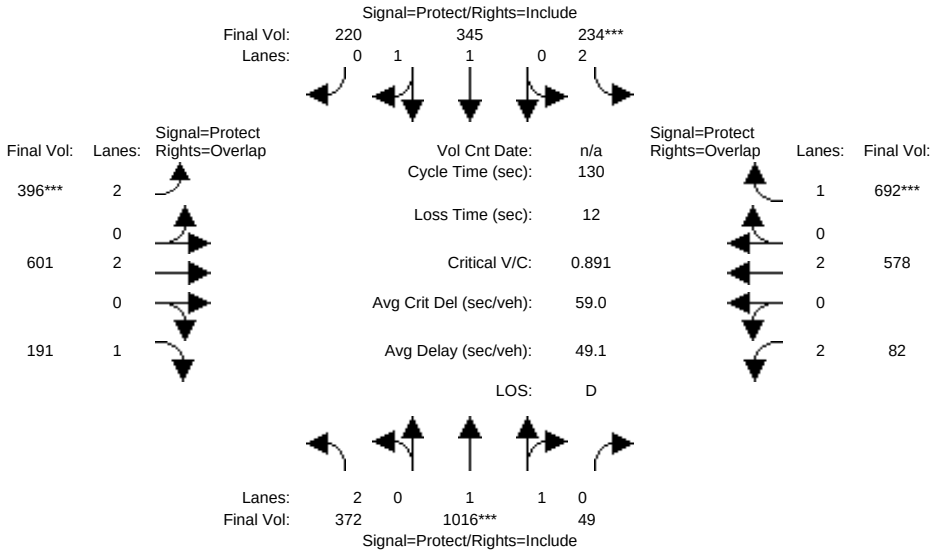
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	195	1006	34	221	311	155	346	591	181	72	573	528
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1006	34	221	311	155	346	591	181	72	573	528
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	177	10	15	13	34	65	50	10	10	10	5	164
Initial Fut:	372	1016	49	234	345	220	396	601	191	82	578	692
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	1016	49	234	345	220	396	601	191	82	578	692
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1016	49	234	345	220	396	601	191	82	578	692
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	1016	49	234	345	220	396	601	191	82	578	692
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.91	0.09	2.00	1.20	0.80	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3530	170	3150	2258	1440	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.07	0.15	0.15	0.13	0.16	0.11	0.03	0.15	0.40
Crit Moves:		****		****			****					****
Green Time:	23.0	42.0	42.0	10.8	29.8	29.8	18.3	48.6	71.7	16.6	46.8	57.7
Volume/Cap:	0.67	0.89	0.89	0.89	0.67	0.67	0.89	0.42	0.20	0.20	0.42	0.89
Delay/Veh:	56.1	52.1	52.1	92.4	49.7	49.7	77.5	31.2	15.2	52.0	32.3	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	52.1	52.1	92.4	49.7	49.7	77.5	31.2	15.2	52.0	32.3	47.9
LOS by Move:	E+	D-	D-	F	D	D	E-	C	B	D-	C-	D
HCM2kAvgQ:	9	24	24	8	11	11	12	9	4	2	9	30

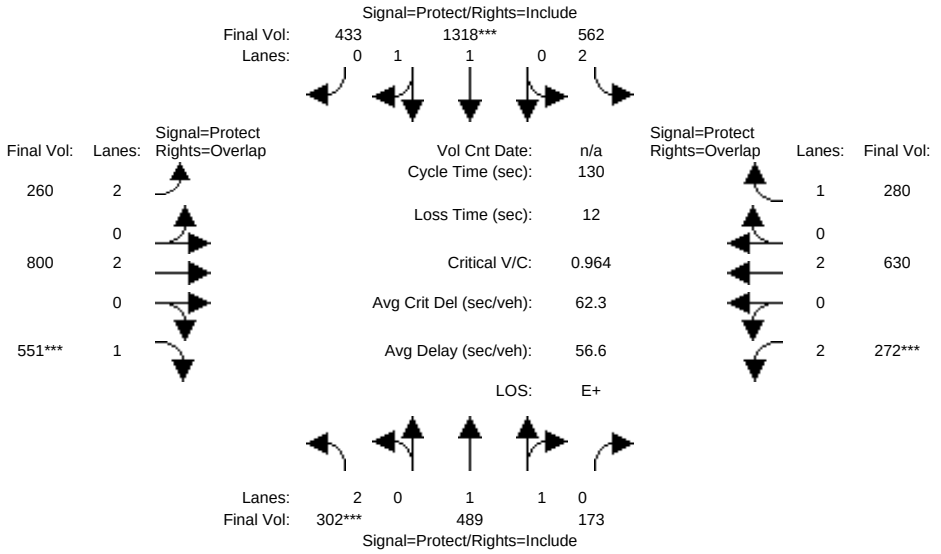
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	292	426	169	552	1308	307	184	737	541	262	620	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	426	169	552	1308	307	184	737	541	262	620	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	63	4	10	10	126	76	63	10	10	10	10
Initial Fut:	302	489	173	562	1318	433	260	800	551	272	630	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	489	173	562	1318	433	260	800	551	272	630	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	489	173	562	1318	433	260	800	551	272	630	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	489	173	562	1318	433	260	800	551	272	630	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.46	0.54	2.00	1.49	0.51	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	2732	967	3150	2784	915	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.18	0.47	0.47	0.08	0.21	0.31	0.09	0.17	0.16
Crit Moves:	****				****				****	****		
Green Time:	12.9	38.5	38.5	38.3	63.9	63.9	13.7	29.5	42.5	11.7	27.5	65.8
Volume/Cap:	0.96	0.60	0.60	0.60	0.96	0.96	0.78	0.93	0.96	0.96	0.78	0.32
Delay/Veh:	100.7	41.7	41.7	42.2	46.0	46.0	73.5	66.4	72.6	104.0	56.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.7	41.7	41.7	42.2	46.0	46.0	73.5	66.4	72.6	104.0	56.0	19.8
LOS by Move:	F	D	D	D	D	D	E	E	E	F	E+	B-
HCM2kAvgQ:	11	12	12	12	40	40	8	19	29	10	14	7

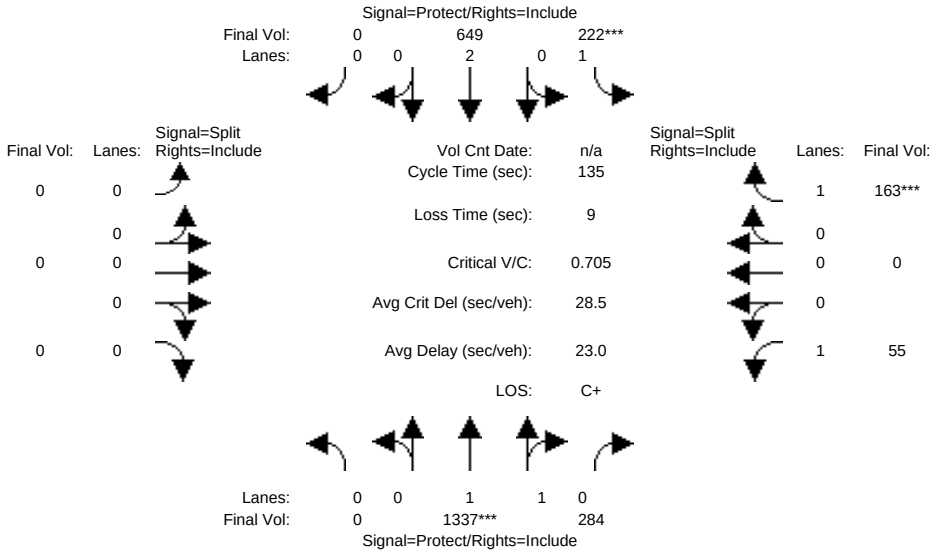
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1327	80	75	535	0	0	0	0	47	0	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1327	80	75	535	0	0	0	0	47	0	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	204	147	114	0	0	0	0	8	0	14
Initial Fut:	0	1337	284	222	649	0	0	0	0	55	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1337	284	222	649	0	0	0	0	55	0	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1337	284	222	649	0	0	0	0	55	0	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1337	284	222	649	0	0	0	0	55	0	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.64	0.36	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3051	648	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.13	0.17	0.00	0.00	0.00	0.00	0.03	0.00	0.09
Crit Moves:		****		****								****
Green Time:	0.0	83.9	83.9	24.3	108	0.0	0.0	0.0	0.0	17.8	0.0	17.8
Volume/Cap:	0.00	0.71	0.71	0.71	0.21	0.00	0.00	0.00	0.00	0.24	0.00	0.71
Delay/Veh:	0.0	19.1	19.1	64.5	3.4	0.0	0.0	0.0	0.0	54.9	0.0	72.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.1	19.1	64.5	3.4	0.0	0.0	0.0	0.0	54.9	0.0	72.6
LOS by Move:	A	B-	B-	E	A	A	A	A	A	D-	A	E
HCM2kAvgQ:	0	23	23	11	3	0	0	0	0	2	0	8

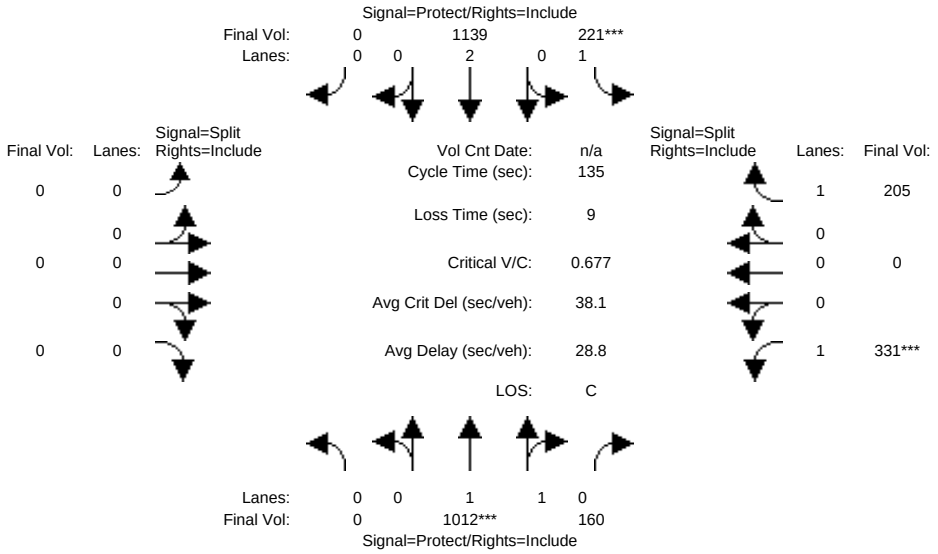
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	743	85	211	1076	0	0	0	0	79	0	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	743	85	211	1076	0	0	0	0	79	0	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	269	75	10	63	0	0	0	0	252	0	71
Initial Fut:	0	1012	160	221	1139	0	0	0	0	331	0	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1012	160	221	1139	0	0	0	0	331	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1012	160	221	1139	0	0	0	0	331	0	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1012	160	221	1139	0	0	0	0	331	0	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.72	0.28	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3195	505	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.13	0.30	0.00	0.00	0.00	0.00	0.19	0.00	0.12
Crit Moves:		****		****						****		
Green Time:	0.0	63.1	63.1	25.2	88.3	0.0	0.0	0.0	0.0	37.7	0.0	37.7
Volume/Cap:	0.00	0.68	0.68	0.68	0.46	0.00	0.00	0.00	0.00	0.68	0.00	0.42
Delay/Veh:	0.0	30.1	30.1	61.9	12.1	0.0	0.0	0.0	0.0	50.6	0.0	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.1	30.1	61.9	12.1	0.0	0.0	0.0	0.0	50.6	0.0	42.4
LOS by Move:	A	C	C	E	B	A	A	A	A	D	A	D
HCM2kAvgQ:	0	20	20	10	11	0	0	0	0	14	0	8

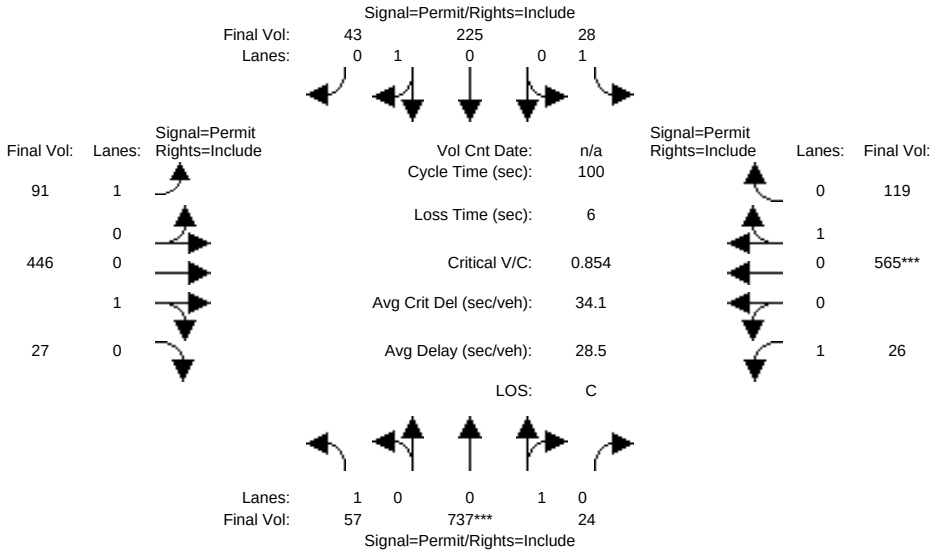
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	509	20	24	216	32	81	351	14	24	434	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	509	20	24	216	32	81	351	14	24	434	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	228	4	4	9	11	10	95	13	2	131	10
Initial Fut:	57	737	24	28	225	43	91	446	27	26	565	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	737	24	28	225	43	91	446	27	26	565	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	737	24	28	225	43	91	446	27	26	565	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	737	24	28	225	43	91	446	27	26	565	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.97	0.03	1.00	0.84	0.16	1.00	0.94	0.06	1.00	0.83	0.17
Final Sat.:	1750	1743	57	1750	1511	289	1750	1697	103	1750	1487	313
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.02	0.15	0.15	0.05	0.26	0.26	0.01	0.38	0.38
Crit Moves:		****									****	
Green Time:	49.5	49.5	49.5	49.5	49.5	49.5	44.5	44.5	44.5	44.5	44.5	44.5
Volume/Cap:	0.07	0.85	0.85	0.03	0.30	0.30	0.12	0.59	0.59	0.03	0.85	0.85
Delay/Veh:	13.3	32.3	32.3	13.0	15.8	15.8	16.6	24.1	24.1	15.7	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	32.3	32.3	13.0	15.8	15.8	16.6	24.1	24.1	15.7	36.1	36.1
LOS by Move:	B	C-	C-	B	B	B	B	C	C	B	D+	D+
HCM2kAvgQ:	1	24	24	0	5	5	2	12	12	0	22	22

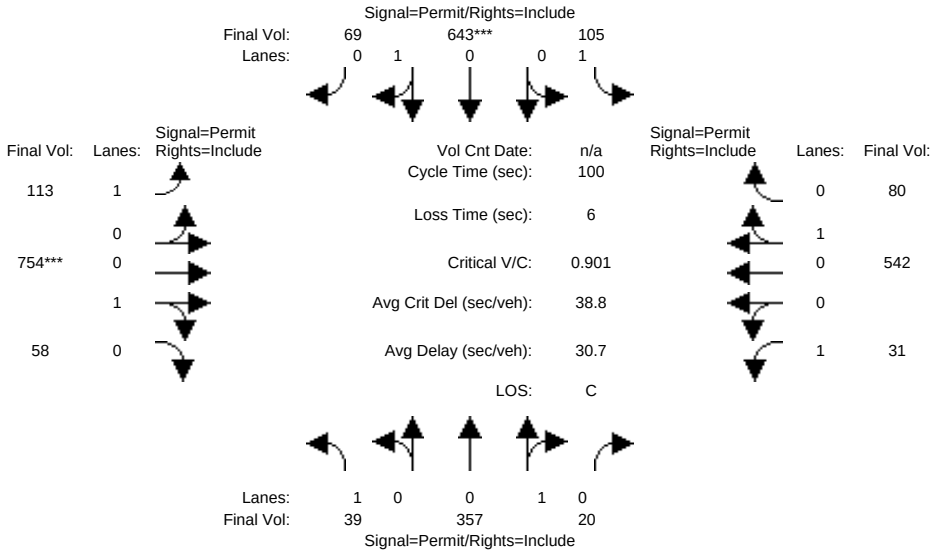
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	294	13	95	519	59	105	583	41	29	283	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	294	13	95	519	59	105	583	41	29	283	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	13	63	7	10	124	10	8	171	17	2	259	37
Initial Fut:	39	357	20	105	643	69	113	754	58	31	542	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	357	20	105	643	69	113	754	58	31	542	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	357	20	105	643	69	113	754	58	31	542	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	357	20	105	643	69	113	754	58	31	542	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.90	0.10	1.00	0.93	0.07	1.00	0.87	0.13
Final Sat.:	1750	1705	95	1750	1626	174	1750	1671	129	1750	1568	232
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.06	0.40	0.40	0.06	0.45	0.45	0.02	0.35	0.35
Crit Moves:					****			****				
Green Time:	43.9	43.9	43.9	43.9	43.9	43.9	50.1	50.1	50.1	50.1	50.1	50.1
Volume/Cap:	0.05	0.48	0.48	0.14	0.90	0.90	0.13	0.90	0.90	0.04	0.69	0.69
Delay/Veh:	16.2	22.0	22.0	17.1	41.4	41.4	13.6	36.5	36.5	12.8	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	22.0	22.0	17.1	41.4	41.4	13.6	36.5	36.5	12.8	23.3	23.3
LOS by Move:	B	C+	C+	B	D	D	B	D+	D+	B	C	C
HCM2kAvgQ:	1	9	9	2	25	25	2	28	28	1	16	16

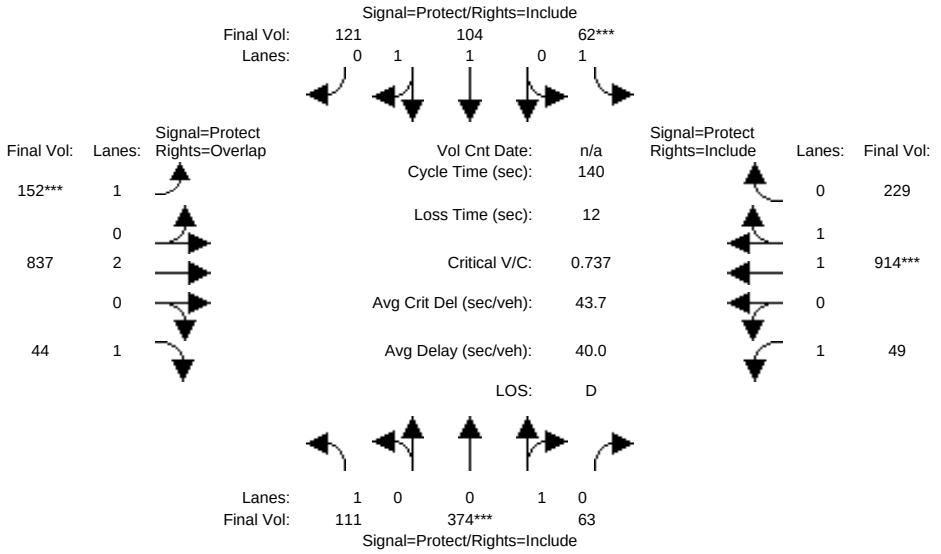
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	292	27	46	101	119	120	484	44	39	904	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	292	27	46	101	119	120	484	44	39	904	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	82	36	16	3	2	32	353	0	10	10	70
Initial Fut:	111	374	63	62	104	121	152	837	44	49	914	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	374	63	62	104	121	152	837	44	49	914	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	374	63	62	104	121	152	837	44	49	914	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	374	63	62	104	121	152	837	44	49	914	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.86	0.14	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	1750	1541	259	1750	1900	1750	1750	3800	1750	1750	2958	741
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.04	0.05	0.07	0.09	0.22	0.03	0.03	0.31	0.31
Crit Moves:		****		****			****				****	
Green Time:	24.9	46.0	46.0	7.0	28.1	28.1	16.5	61.1	86.1	13.9	58.5	58.5
Volume/Cap:	0.36	0.74	0.74	0.71	0.27	0.34	0.74	0.50	0.04	0.28	0.74	0.74
Delay/Veh:	51.2	46.6	46.6	88.9	47.5	48.4	72.9	28.7	10.7	59.3	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	46.6	46.6	88.9	47.5	48.4	72.9	28.7	10.7	59.3	36.2	36.2
LOS by Move:	D-	D	D	F	D	D	E	C	B+	E+	D+	D+
HCM2kAvgQ:	5	18	18	4	4	5	8	13	1	2	22	22

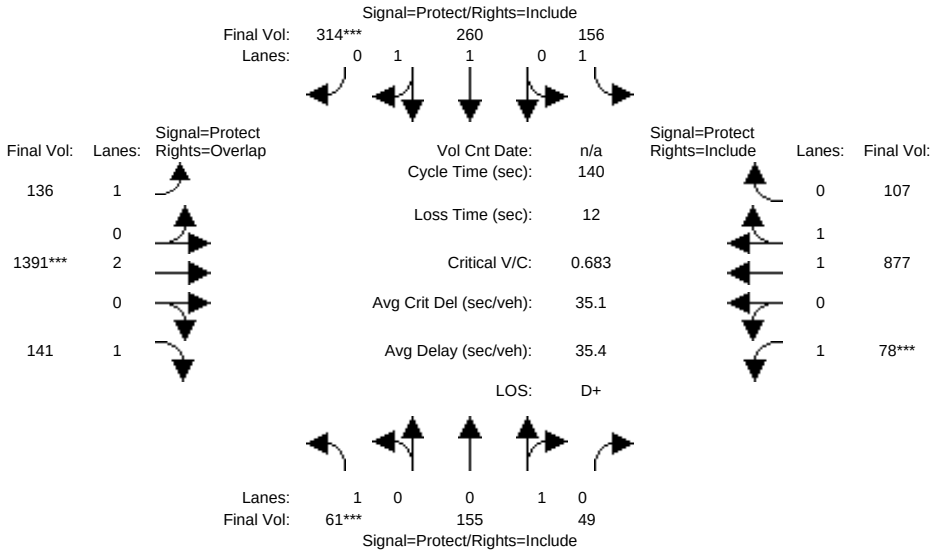
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	132	44	146	243	167	113	1315	140	67	484	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	132	44	146	243	167	113	1315	140	67	484	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	1	23	5	10	17	147	23	76	1	11	393	32
Initial Fut:	61	155	49	156	260	314	136	1391	141	78	877	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	155	49	156	260	314	136	1391	141	78	877	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	155	49	156	260	314	136	1391	141	78	877	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	155	49	156	260	314	136	1391	141	78	877	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.76	0.24	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.78	0.22
Final Sat.:	1750	1368	432	1750	1900	1750	1750	3800	1750	1750	3297	402
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.09	0.14	0.18	0.08	0.37	0.08	0.04	0.27	0.27
Crit Moves:	****					****		****		****		
Green Time:	7.1	24.6	24.6	19.3	36.8	36.8	19.0	75.0	82.1	9.1	65.1	65.1
Volume/Cap:	0.68	0.65	0.65	0.65	0.52	0.68	0.57	0.68	0.14	0.68	0.57	0.57
Delay/Veh:	85.0	58.2	58.2	63.0	44.6	48.7	60.0	24.8	13.1	79.8	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.0	58.2	58.2	63.0	44.6	48.7	60.0	24.8	13.1	79.8	27.8	27.8
LOS by Move:	F	E+	E+	E	D	D	E	C	B	E-	C	C
HCM2kAvgQ:	4	9	9	8	10	14	7	22	3	5	16	16

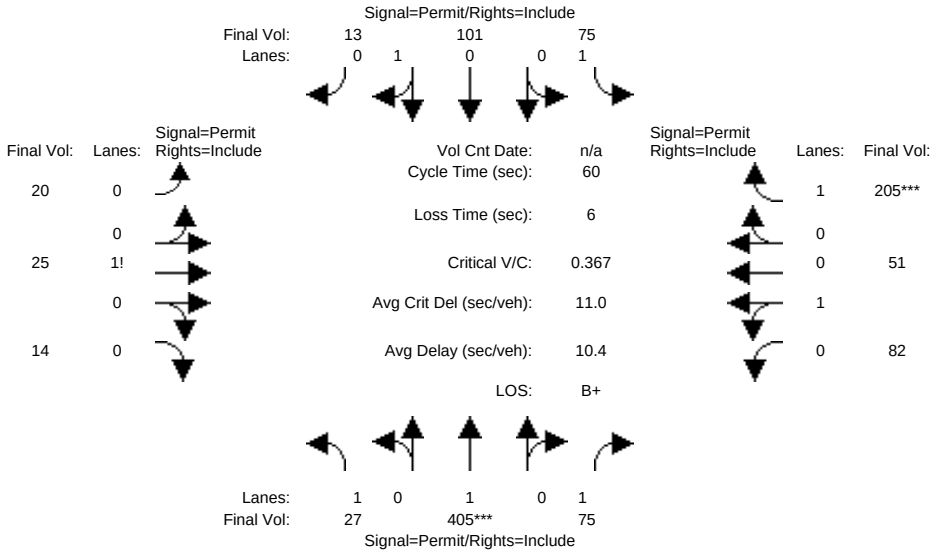
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	292	75	75	96	5	15	12	4	82	1	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	292	75	75	96	5	15	12	4	82	1	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	27	113	0	0	5	8	5	13	10	0	50	0
Initial Fut:	27	405	75	75	101	13	20	25	14	82	51	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	405	75	75	101	13	20	25	14	82	51	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	405	75	75	101	13	20	25	14	82	51	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	405	75	75	101	13	20	25	14	82	51	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	0.34	0.42	0.24	0.62	0.38	1.00
Final Sat.:	1750	1900	1750	1750	1595	205	593	742	415	1110	690	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.04	0.04	0.06	0.06	0.03	0.03	0.03	0.07	0.07	0.12
Crit Moves:		****										****
Green Time:	34.8	34.8	34.8	34.8	34.8	34.8	19.2	19.2	19.2	19.2	19.2	19.2
Volume/Cap:	0.03	0.37	0.07	0.07	0.11	0.11	0.11	0.11	0.11	0.23	0.23	0.37
Delay/Veh:	5.4	7.6	5.6	5.6	5.8	5.8	14.8	14.8	14.8	16.0	16.0	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	7.6	5.6	5.6	5.8	5.8	14.8	14.8	14.8	16.0	16.0	17.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	4	1	1	1	1	1	1	1	2	2	3

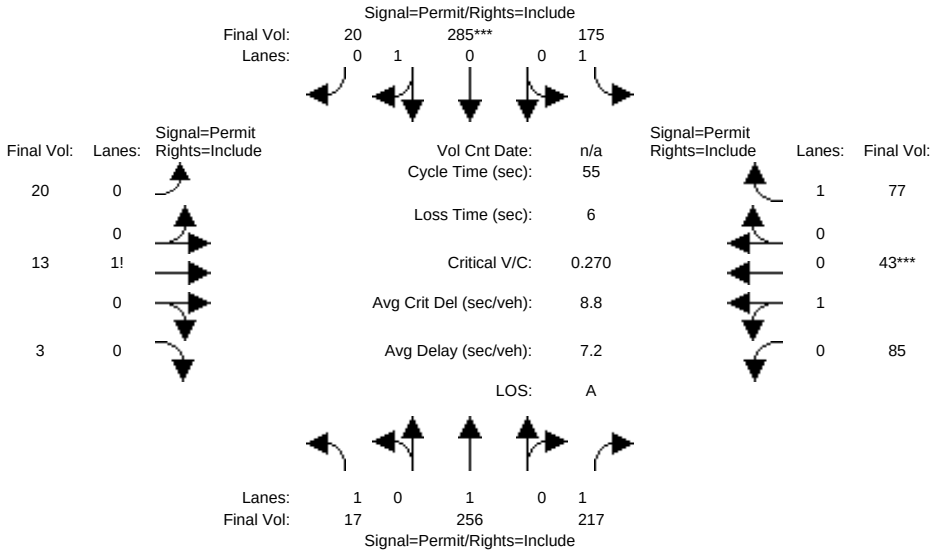
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	242	217	174	264	12	6	3	1	85	5	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	242	217	174	264	12	6	3	1	85	5	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	14	0	1	21	8	14	10	2	0	38	0
Initial Fut:	17	256	217	175	285	20	20	13	3	85	43	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	256	217	175	285	20	20	13	3	85	43	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	256	217	175	285	20	20	13	3	85	43	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	256	217	175	285	20	20	13	3	85	43	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.93	0.07	0.56	0.36	0.08	0.66	0.34	1.00
Final Sat.:	1750	1900	1750	1750	1682	118	972	632	146	1195	605	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.12	0.10	0.17	0.17	0.02	0.02	0.02	0.07	0.07	0.04
Crit Moves:					****						****	
Green Time:	34.5	34.5	34.5	34.5	34.5	34.5	14.5	14.5	14.5	14.5	14.5	14.5
Volume/Cap:	0.02	0.21	0.20	0.16	0.27	0.27	0.08	0.08	0.08	0.27	0.27	0.17
Delay/Veh:	3.9	4.8	4.8	4.5	5.2	5.2	15.6	15.6	15.6	17.5	17.5	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.9	4.8	4.8	4.5	5.2	5.2	15.6	15.6	15.6	17.5	17.5	16.4
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	2	2	1	3	3	1	1	1	2	2	1

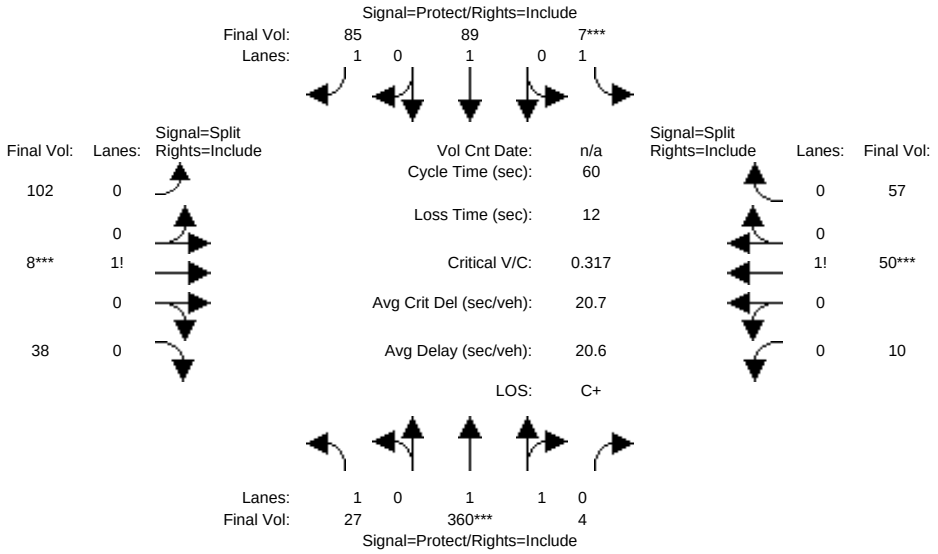
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	220	4	7	85	85	102	8	28	10	50	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	220	4	7	85	85	102	8	28	10	50	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	2	140	0	0	4	0	0	0	10	0	0	0
Initial Fut:	27	360	4	7	89	85	102	8	38	10	50	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	360	4	7	89	85	102	8	38	10	50	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	360	4	7	89	85	102	8	38	10	50	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	360	4	7	89	85	102	8	38	10	50	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	0.69	0.05	0.26	0.08	0.43	0.49
Final Sat.:	1750	3659	41	1750	1900	1750	1206	95	449	150	748	853
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.00	0.05	0.05	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:		****		****				****			****	
Green Time:	9.5	16.1	16.1	7.0	13.6	13.6	13.9	13.9	13.9	11.0	11.0	11.0
Volume/Cap:	0.10	0.37	0.37	0.03	0.21	0.21	0.37	0.37	0.37	0.37	0.37	0.37
Delay/Veh:	22.3	18.8	18.8	23.8	19.9	20.1	21.9	21.9	21.9	24.7	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	18.8	18.8	23.8	19.9	20.1	21.9	21.9	21.9	24.7	24.7	24.7
LOS by Move:	C+	B-	B-	C	B-	C+	C+	C+	C+	C	C	C
HCM2kAvgQ:	1	3	3	0	1	2	3	3	3	2	2	2

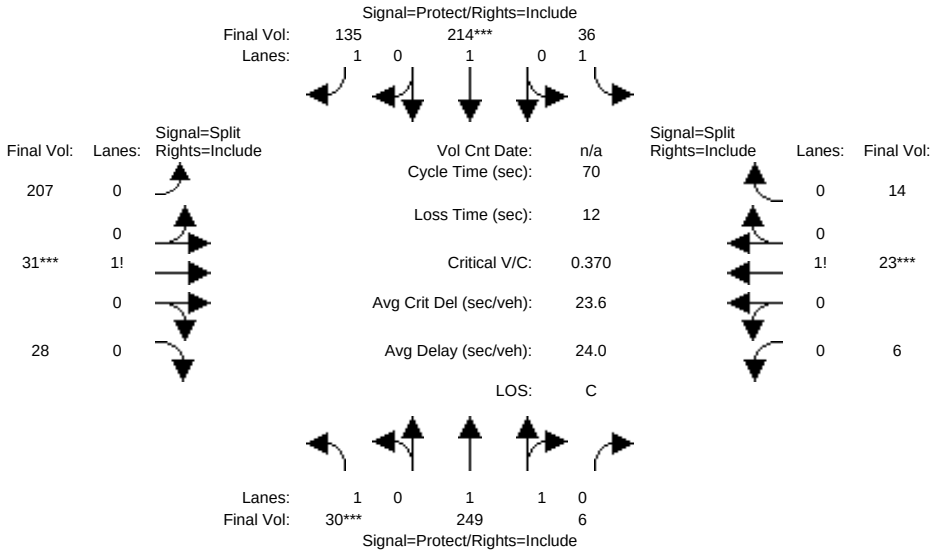
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	238	6	36	192	135	207	31	18	6	23	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	238	6	36	192	135	207	31	18	6	23	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	11	0	0	22	0	0	0	10	0	0	0
Initial Fut:	30	249	6	36	214	135	207	31	28	6	23	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	249	6	36	214	135	207	31	28	6	23	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	249	6	36	214	135	207	31	28	6	23	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	249	6	36	214	135	207	31	28	6	23	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	0.78	0.12	0.10	0.14	0.53	0.33
Final Sat.:	1750	3613	87	1750	1900	1750	1362	204	184	244	936	570
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.02	0.11	0.08	0.15	0.15	0.15	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	14.4	14.4	10.1	17.5	17.5	23.5	23.5	23.5	10.0	10.0	10.0
Volume/Cap:	0.17	0.34	0.34	0.14	0.45	0.31	0.45	0.45	0.45	0.17	0.17	0.17
Delay/Veh:	31.0	24.9	24.9	27.4	25.3	23.2	20.7	20.7	20.7	27.9	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	24.9	24.9	27.4	25.3	23.2	20.7	20.7	20.7	27.9	27.9	27.9
LOS by Move:	C	C	C	C	C	C	C+	C+	C+	C	C	C
HCM2kAvgQ:	1	3	3	1	4	3	5	5	5	1	1	1

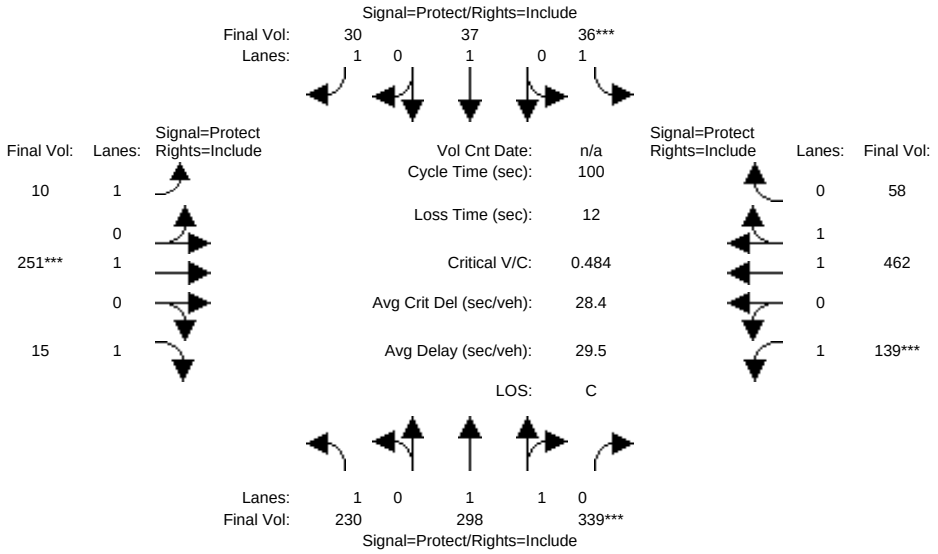
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	153	181	26	35	30	10	241	5	25	452	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	153	181	26	35	30	10	241	5	25	452	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	87	145	158	10	2	0	0	10	10	114	10	10
Initial Fut:	230	298	339	36	37	30	10	251	15	139	462	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	298	339	36	37	30	10	251	15	139	462	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	298	339	36	37	30	10	251	15	139	462	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	298	339	36	37	30	10	251	15	139	462	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.77	0.23
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3287	413
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.19	0.02	0.02	0.02	0.01	0.13	0.01	0.08	0.14	0.14
Crit Moves:			****	****				****		****		
Green Time:	26.0	38.7	38.7	7.0	19.8	19.8	14.1	26.4	26.4	15.9	28.2	28.2
Volume/Cap:	0.51	0.41	0.50	0.29	0.10	0.09	0.04	0.50	0.03	0.50	0.50	0.50
Delay/Veh:	32.5	22.4	23.6	45.5	33.0	32.9	37.2	32.0	27.3	39.9	30.3	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	22.4	23.6	45.5	33.0	32.9	37.2	32.0	27.3	39.9	30.3	30.3
LOS by Move:	C-	C+	C	D	C-	C-	D+	C	C	D	C	C
HCM2kAvgQ:	7	7	9	1	1	1	0	7	0	5	7	7

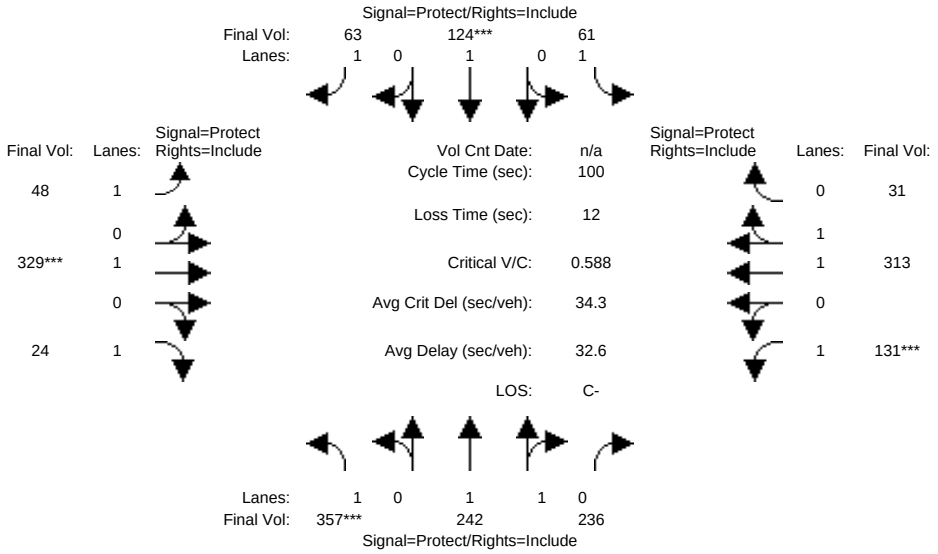
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	234	158	51	106	63	48	319	22	16	292	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	234	158	51	106	63	48	319	22	16	292	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	164	8	78	10	18	0	0	10	2	115	21	10
Initial Fut:	357	242	236	61	124	63	48	329	24	131	313	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	357	242	236	61	124	63	48	329	24	131	313	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	242	236	61	124	63	48	329	24	131	313	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	357	242	236	61	124	63	48	329	24	131	313	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1750	1899	1800	1750	1900	1750	1750	1900	1750	1750	3366	333
Capacity Analysis Module:												
Vol/Sat:	0.20	0.13	0.13	0.03	0.07	0.04	0.03	0.17	0.01	0.07	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	34.7	29.9	29.9	15.9	11.1	11.1	17.4	29.5	29.5	12.7	24.8	24.8
Volume/Cap:	0.59	0.43	0.44	0.22	0.59	0.32	0.16	0.59	0.05	0.59	0.37	0.37
Delay/Veh:	28.3	28.5	28.6	37.0	46.6	42.0	35.3	31.7	25.3	45.2	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	28.5	28.6	37.0	46.6	42.0	35.3	31.7	25.3	45.2	31.4	31.4
LOS by Move:	C	C	C	D+	D	D	D+	C	C	D	C	C
HCM2kAvgQ:	10	6	6	2	5	2	1	9	1	5	5	5

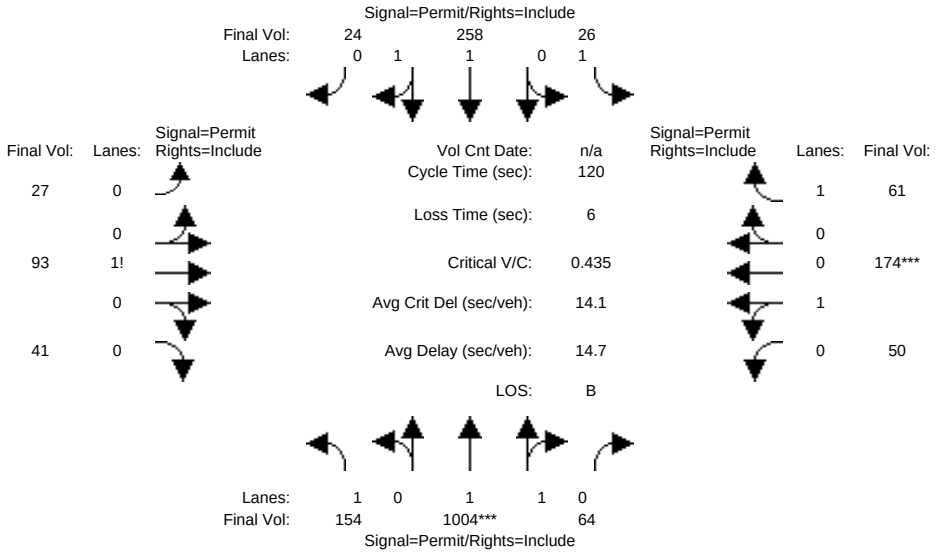
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	153	707	64	25	178	24	27	80	31	50	124	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	707	64	25	178	24	27	80	31	50	124	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	1	297	0	1	80	0	0	13	10	0	50	10
Initial Fut:	154	1004	64	26	258	24	27	93	41	50	174	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	1004	64	26	258	24	27	93	41	50	174	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1004	64	26	258	24	27	93	41	50	174	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	1004	64	26	258	24	27	93	41	50	174	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.88	0.12	1.00	1.83	0.17	0.17	0.58	0.25	0.22	0.78	1.00
Final Sat.:	1750	3478	222	1750	3385	315	293	1011	446	402	1398	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.01	0.08	0.08	0.09	0.09	0.09	0.12	0.12	0.03
Crit Moves:		****									****	
Green Time:	79.7	79.7	79.7	79.7	79.7	79.7	34.3	34.3	34.3	34.3	34.3	34.3
Volume/Cap:	0.13	0.43	0.43	0.02	0.11	0.11	0.32	0.32	0.32	0.43	0.43	0.12
Delay/Veh:	7.5	9.7	9.7	6.9	7.4	7.4	34.0	34.0	34.0	35.5	35.5	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	9.7	9.7	6.9	7.4	7.4	34.0	34.0	34.0	35.5	35.5	31.8
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	D+	D+	C
HCM2kAvgQ:	2	9	9	0	2	2	5	5	5	7	7	2

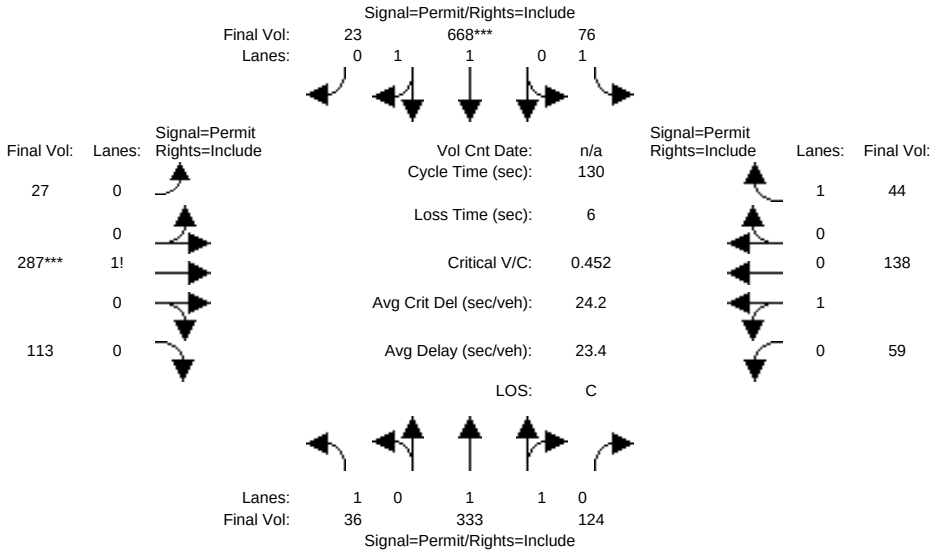
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	241	124	66	484	23	26	277	103	59	101	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	241	124	66	484	23	26	277	103	59	101	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	1	92	0	10	184	0	1	10	10	0	37	3
Initial Fut:	36	333	124	76	668	23	27	287	113	59	138	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	333	124	76	668	23	27	287	113	59	138	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	333	124	76	668	23	27	287	113	59	138	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	333	124	76	668	23	27	287	113	59	138	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.44	0.56	1.00	1.93	0.07	0.06	0.68	0.26	0.30	0.70	1.00
Final Sat.:	1750	2695	1004	1750	3577	123	111	1176	463	539	1261	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.04	0.19	0.19	0.24	0.24	0.24	0.11	0.11	0.03
Crit Moves:					****			****				
Green Time:	53.8	53.8	53.8	53.8	53.8	53.8	70.2	70.2	70.2	70.2	70.2	70.2
Volume/Cap:	0.05	0.30	0.30	0.11	0.45	0.45	0.45	0.45	0.45	0.20	0.20	0.05
Delay/Veh:	22.9	25.6	25.6	23.4	27.7	27.7	18.5	18.5	18.5	15.5	15.5	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	25.6	25.6	23.4	27.7	27.7	18.5	18.5	18.5	15.5	15.5	14.1
LOS by Move:	C+	C	C	C	C	C	B-	B-	B-	B	B	B
HCM2kAvgQ:	1	6	6	2	10	10	11	11	11	4	4	1

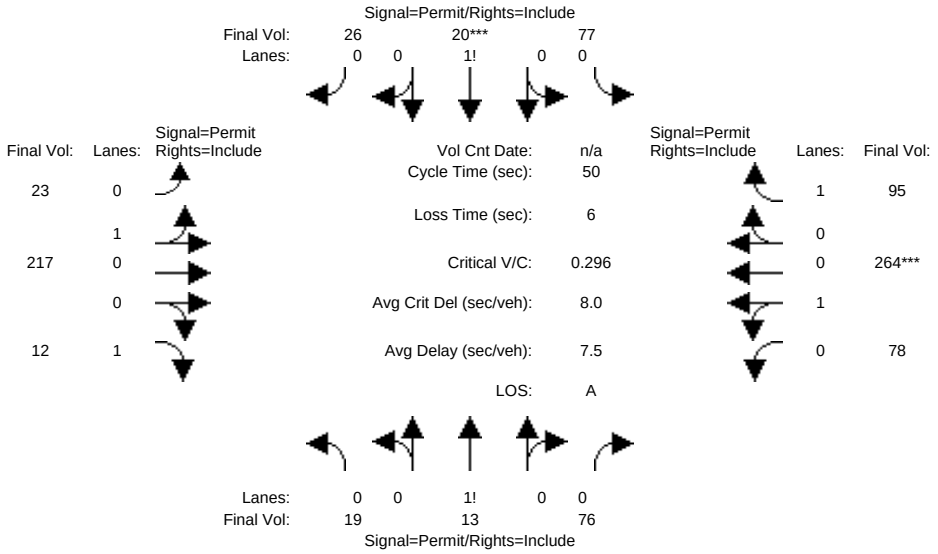
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	11	50	67	10	16	13	200	12	50	214	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	11	50	67	10	16	13	200	12	50	214	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	2	26	10	10	10	10	17	0	28	50	10
Initial Fut:	19	13	76	77	20	26	23	217	12	78	264	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	13	76	77	20	26	23	217	12	78	264	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	13	76	77	20	26	23	217	12	78	264	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	13	76	77	20	26	23	217	12	78	264	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.18	0.12	0.70	0.63	0.16	0.21	0.10	0.90	1.00	0.23	0.77	1.00
Final Sat.:	308	211	1231	1096	285	370	172	1627	1750	411	1389	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.07	0.13	0.13	0.01	0.19	0.19	0.05
Crit Moves:					****						****	
Green Time:	11.9	11.9	11.9	11.9	11.9	11.9	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.26	0.26	0.26	0.30	0.30	0.30	0.21	0.21	0.01	0.30	0.30	0.08
Delay/Veh:	17.0	17.0	17.0	17.4	17.4	17.4	4.1	4.1	3.2	4.6	4.6	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	17.0	17.0	17.4	17.4	17.4	4.1	4.1	3.2	4.6	4.6	3.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	2	2	2	2	2	0	3	3	1

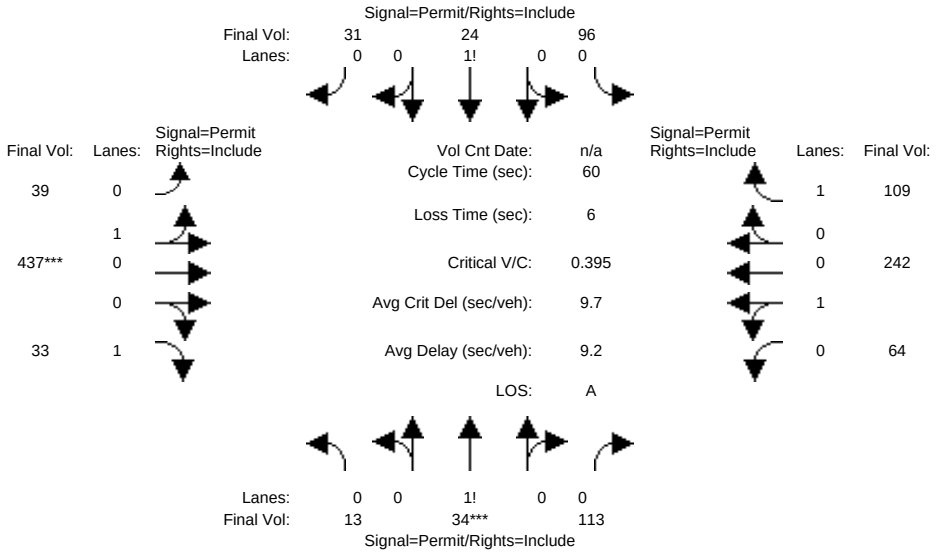
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	13	24	89	86	14	30	29	427	32	52	203	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	24	89	86	14	30	29	427	32	52	203	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	10	24	10	10	1	10	10	1	12	39	10
Initial Fut:	13	34	113	96	24	31	39	437	33	64	242	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	34	113	96	24	31	39	437	33	64	242	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	34	113	96	24	31	39	437	33	64	242	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	34	113	96	24	31	39	437	33	64	242	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.08	0.21	0.71	0.64	0.16	0.20	0.08	0.92	1.00	0.21	0.79	1.00
Final Sat.:	142	372	1236	1113	278	359	147	1653	1750	376	1424	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.09	0.09	0.09	0.26	0.26	0.02	0.17	0.17	0.06
Crit Moves:		****						****				
Green Time:	13.9	13.9	13.9	13.9	13.9	13.9	40.1	40.1	40.1	40.1	40.1	40.1
Volume/Cap:	0.40	0.40	0.40	0.37	0.37	0.37	0.40	0.40	0.03	0.25	0.25	0.09
Delay/Veh:	22.4	22.4	22.4	22.0	22.0	22.0	5.4	5.4	3.4	4.5	4.5	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	22.0	22.0	22.0	5.4	5.4	3.4	4.5	4.5	3.7
LOS by Move:	C+	C+	C+	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	4	4	0	2	2	1

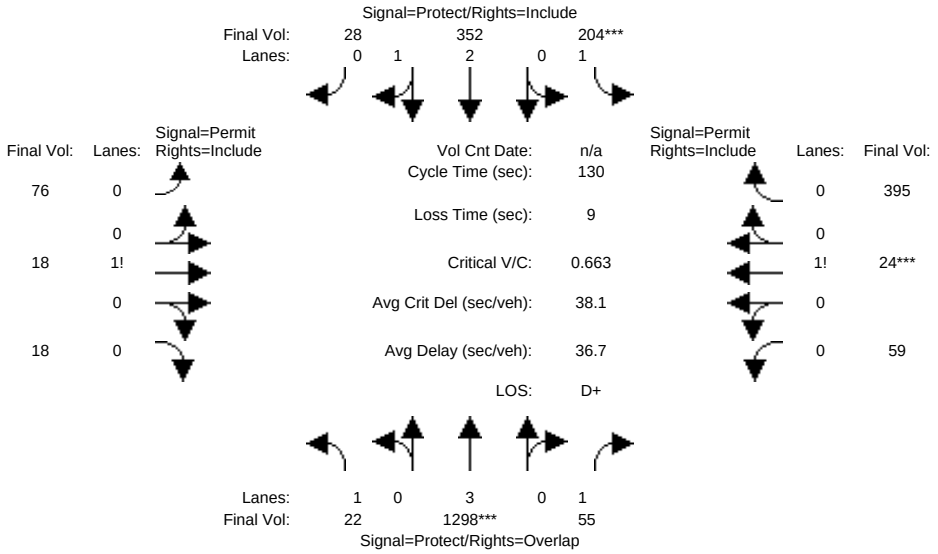
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	1288	45	199	333	28	76	18	18	42	24	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1288	45	199	333	28	76	18	18	42	24	385
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	10	5	19	0	0	0	0	17	0	10
Initial Fut:	22	1298	55	204	352	28	76	18	18	59	24	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1298	55	204	352	28	76	18	18	59	24	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1298	55	204	352	28	76	18	18	59	24	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1298	55	204	352	28	76	18	18	59	24	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.77	0.23	0.68	0.16	0.16	0.12	0.05	0.83
Final Sat.:	1750	5700	1750	1750	5187	413	1188	281	281	216	88	1446
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.03	0.12	0.07	0.07	0.06	0.06	0.06	0.27	0.27	0.27
Crit Moves:		****		****							****	
Green Time:	27.8	44.6	44.6	22.8	39.7	39.7	53.5	53.5	53.5	53.5	53.5	53.5
Volume/Cap:	0.06	0.66	0.09	0.66	0.22	0.22	0.16	0.16	0.16	0.66	0.66	0.66
Delay/Veh:	40.8	37.2	29.0	55.4	33.7	33.7	24.1	24.1	24.1	33.3	33.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	37.2	29.0	55.4	33.7	33.7	24.1	24.1	24.1	33.3	33.3	33.3
LOS by Move:	D	D+	C	E+	C-	C-	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	15	2	9	4	4	3	3	3	17	17	17

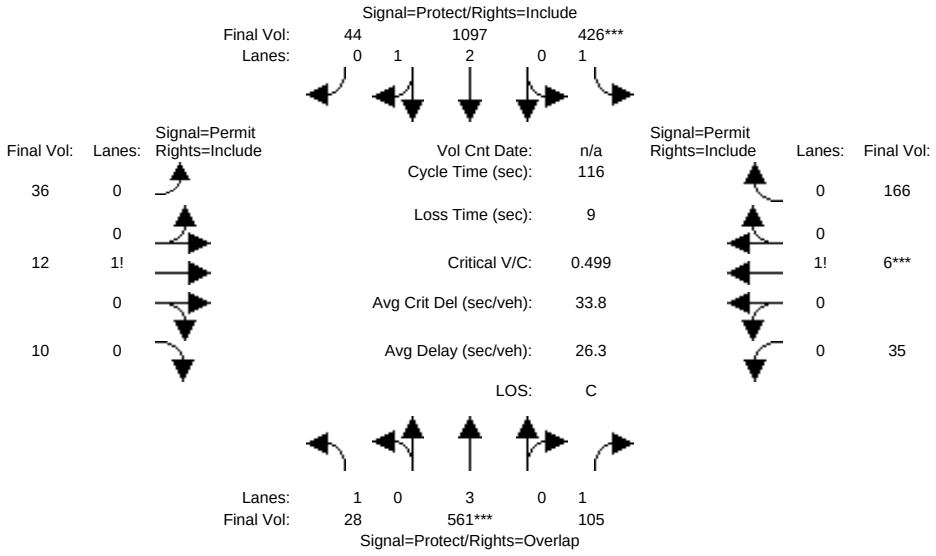
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	551	84	327	1018	44	36	12	10	29	6	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	551	84	327	1018	44	36	12	10	29	6	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	10	21	99	79	0	0	0	0	6	0	10
Initial Fut:	28	561	105	426	1097	44	36	12	10	35	6	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	561	105	426	1097	44	36	12	10	35	6	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	561	105	426	1097	44	36	12	10	35	6	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	561	105	426	1097	44	36	12	10	35	6	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.88	0.12	0.62	0.21	0.17	0.17	0.03	0.80
Final Sat.:	1750	5700	1750	1750	5384	216	1086	362	302	296	51	1403
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.06	0.24	0.20	0.20	0.03	0.03	0.03	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green Time:	18.2	22.9	22.9	56.6	61.3	61.3	27.5	27.5	27.5	27.5	27.5	27.5
Volume/Cap:	0.10	0.50	0.30	0.50	0.39	0.39	0.14	0.14	0.14	0.50	0.50	0.50
Delay/Veh:	42.1	41.8	40.3	20.6	16.3	16.3	35.1	35.1	35.1	39.2	39.2	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	41.8	40.3	20.6	16.3	16.3	35.1	35.1	35.1	39.2	39.2	39.2
LOS by Move:	D	D	D	C+	B	B	D+	D+	D+	D	D	D
HCM2kAvgQ:	1	6	4	11	8	8	2	2	2	7	7	7

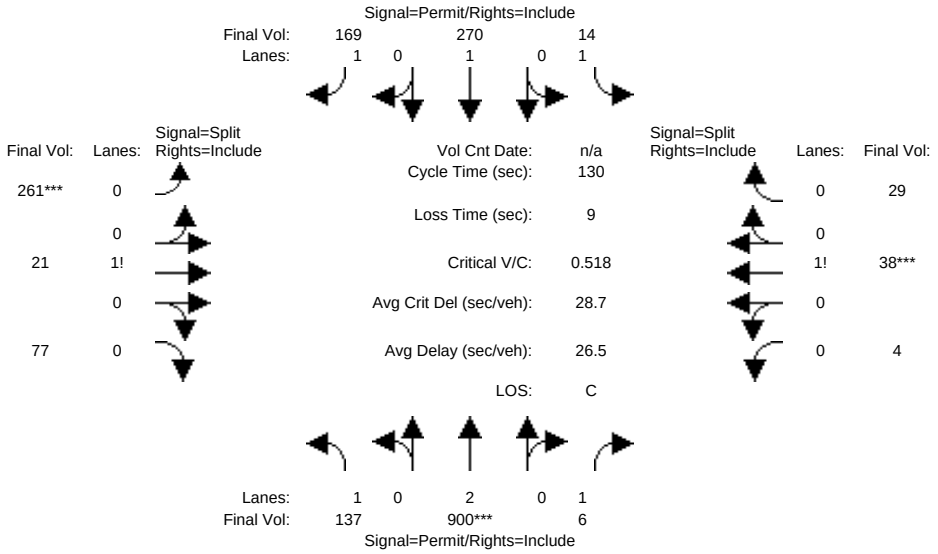
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	890	6	12	252	155	251	11	68	4	28	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	890	6	12	252	155	251	11	68	4	28	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	10	0	2	18	14	10	10	9	0	10	10
Initial Fut:	137	900	6	14	270	169	261	21	77	4	38	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	900	6	14	270	169	261	21	77	4	38	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	900	6	14	270	169	261	21	77	4	38	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	900	6	14	270	169	261	21	77	4	38	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.73	0.06	0.21	0.06	0.53	0.41
Final Sat.:	1750	3800	1750	1750	1900	1750	1272	102	375	99	937	715
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.01	0.14	0.10	0.21	0.21	0.21	0.04	0.04	0.04
Crit Moves:		****					****				****	
Green Time:	59.4	59.4	59.4	59.4	59.4	59.4	51.4	51.4	51.4	10.2	10.2	10.2
Volume/Cap:	0.17	0.52	0.01	0.02	0.31	0.21	0.52	0.52	0.52	0.52	0.52	0.52
Delay/Veh:	20.9	25.4	19.2	19.3	22.6	21.4	30.6	30.6	30.6	61.0	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	25.4	19.2	19.3	22.6	21.4	30.6	30.6	30.6	61.0	61.0	61.0
LOS by Move:	C+	C	B-	B-	C+	C+	C	C	C	E	E	E
HCM2kAvgQ:	3	13	0	0	7	4	12	12	12	4	4	4

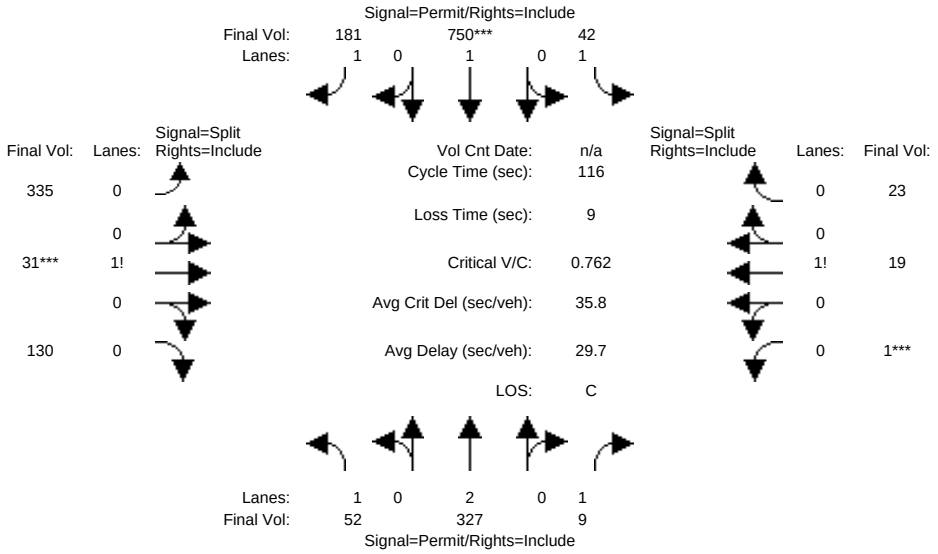
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	308	9	32	660	167	325	30	120	1	11	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	308	9	32	660	167	325	30	120	1	11	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	7	19	0	10	90	14	10	1	10	0	8	10
Initial Fut:	52	327	9	42	750	181	335	31	130	1	19	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	327	9	42	750	181	335	31	130	1	19	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	327	9	42	750	181	335	31	130	1	19	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	327	9	42	750	181	335	31	130	1	19	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.68	0.06	0.26	0.02	0.44	0.54
Final Sat.:	1750	3800	1750	1750	1900	1750	1182	109	459	41	773	936
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.01	0.02	0.39	0.10	0.28	0.28	0.28	0.02	0.02	0.02
Crit Moves:					****			****		****		
Green Time:	56.5	56.5	56.5	56.5	56.5	56.5	40.5	40.5	40.5	10.0	10.0	10.0
Volume/Cap:	0.06	0.18	0.01	0.05	0.81	0.21	0.81	0.81	0.81	0.29	0.29	0.29
Delay/Veh:	15.8	16.8	15.4	15.7	30.7	17.2	42.3	42.3	42.3	50.7	50.7	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	16.8	15.4	15.7	30.7	17.2	42.3	42.3	42.3	50.7	50.7	50.7
LOS by Move:	B	B	B	B	C	B	D	D	D	D	D	D
HCM2kAvgQ:	1	3	0	1	24	4	19	19	19	2	2	2

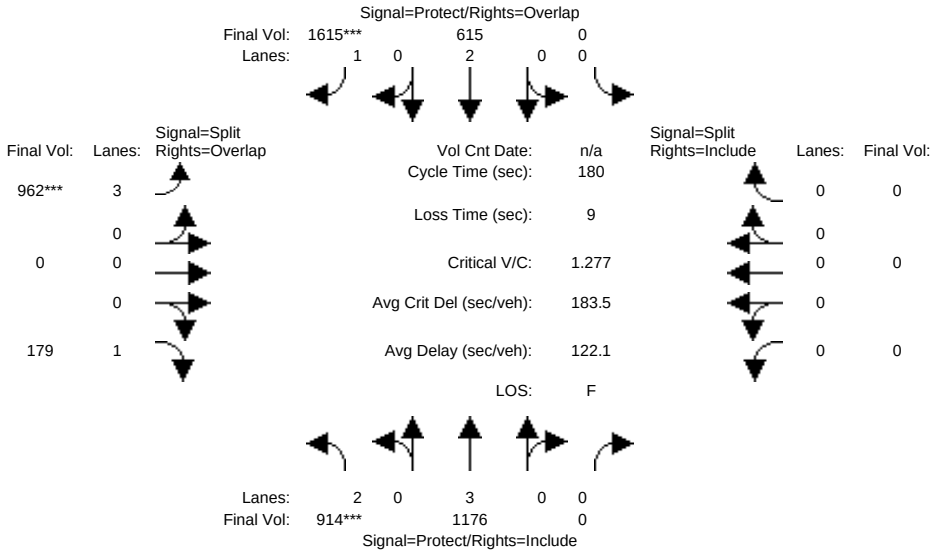
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	894	1158	0	0	585	1615	962	0	149	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	894	1158	0	0	585	1615	962	0	149	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	20	18	0	0	30	0	0	0	30	0	0	0
Initial Fut:	914	1176	0	0	615	1615	962	0	179	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	914	1176	0	0	615	1615	962	0	179	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	914	1176	0	0	615	1615	962	0	179	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	914	1176	0	0	615	1615	962	0	179	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.21	0.00	0.00	0.16	0.92	0.21	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	40.9	141	0.0	0.0	100	130.1	29.8	0.0	70.7	0.0	0.0	0.0
Volume/Cap:	1.28	0.26	0.00	0.00	0.29	1.28	1.28	0.00	0.26	0.00	0.00	0.00
Delay/Veh:	204.8	5.3	0.0	0.0	21.1	155.8	209.9	0.0	37.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	204.8	5.3	0.0	0.0	21.1	155.8	209.9	0.0	37.2	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C+	F	F	A	D+	A	A	A
HCM2kAvgQ:	46	6	0	0	9	139	34	0	7	0	0	0

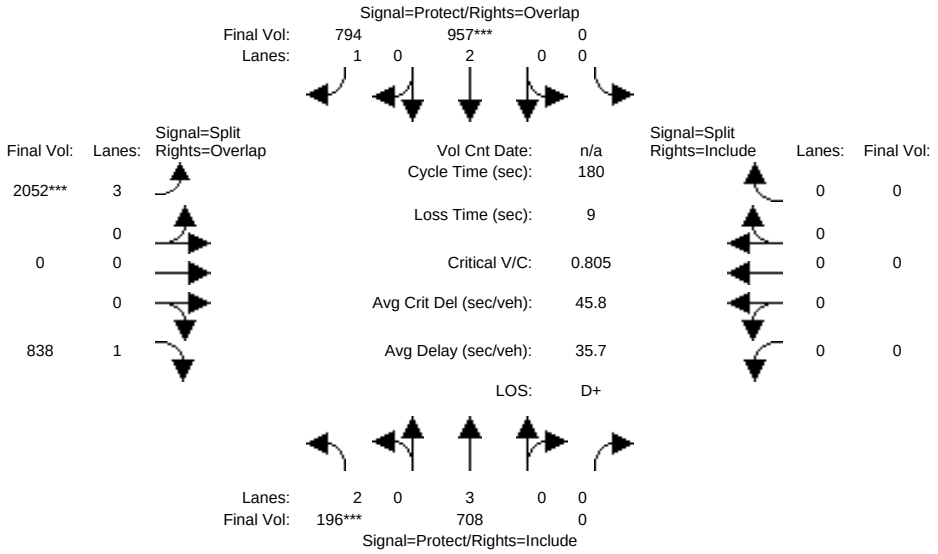
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	166	679	0	0	953	794	2052	0	832	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	679	0	0	953	794	2052	0	832	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	30	29	0	0	4	0	0	0	6	0	0	0
Initial Fut:	196	708	0	0	957	794	2052	0	838	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	708	0	0	957	794	2052	0	838	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	708	0	0	957	794	2052	0	838	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	708	0	0	957	794	2052	0	838	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.00	0.00	0.25	0.45	0.45	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	13.9	70.2	0.0	0.0	56.3	157.1	100.8	0.0	114.7	0.0	0.0	0.0
Volume/Cap:	0.81	0.32	0.00	0.00	0.81	0.52	0.81	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	99.2	38.3	0.0	0.0	60.9	3.0	33.7	0.0	25.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.2	38.3	0.0	0.0	60.9	3.0	33.7	0.0	25.6	0.0	0.0	0.0
LOS by Move:	F	D+	A	A	E	A	C-	A	C	A	A	A
HCM2kAvgQ:	8	9	0	0	25	11	38	0	34	0	0	0

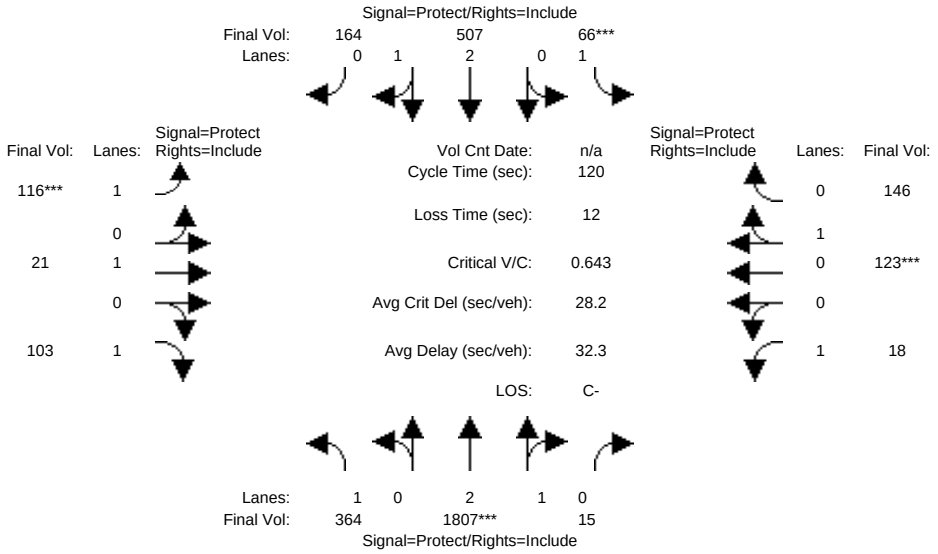
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	364	1769	15	66	447	164	116	21	93	8	123	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1769	15	66	447	164	116	21	93	8	123	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	38	0	0	60	0	0	0	10	10	0	0
Initial Fut:	364	1807	15	66	507	164	116	21	103	18	123	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	1807	15	66	507	164	116	21	103	18	123	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	1807	15	66	507	164	116	21	103	18	123	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	1807	15	66	507	164	116	21	103	18	123	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.24	0.76	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5554	46	1750	4230	1368	1750	1900	1750	1750	823	977
Capacity Analysis Module:												
Vol/Sat:	0.21	0.33	0.33	0.04	0.12	0.12	0.07	0.01	0.06	0.01	0.15	0.15
Crit Moves:		****			****			****			****	
Green Time:	43.0	60.7	60.7	7.0	24.8	24.8	12.4	20.1	20.1	20.1	27.9	27.9
Volume/Cap:	0.58	0.64	0.64	0.64	0.58	0.58	0.64	0.07	0.35	0.06	0.64	0.64
Delay/Veh:	32.6	22.2	22.2	68.4	43.7	43.7	59.4	42.1	44.9	42.1	45.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	22.2	22.2	68.4	43.7	43.7	59.4	42.1	44.9	42.1	45.0	45.0
LOS by Move:	C-	C+	C+	E	D	D	E+	D	D	D	D	D
HCM2kAvgQ:	12	17	17	4	8	8	6	1	4	1	10	10

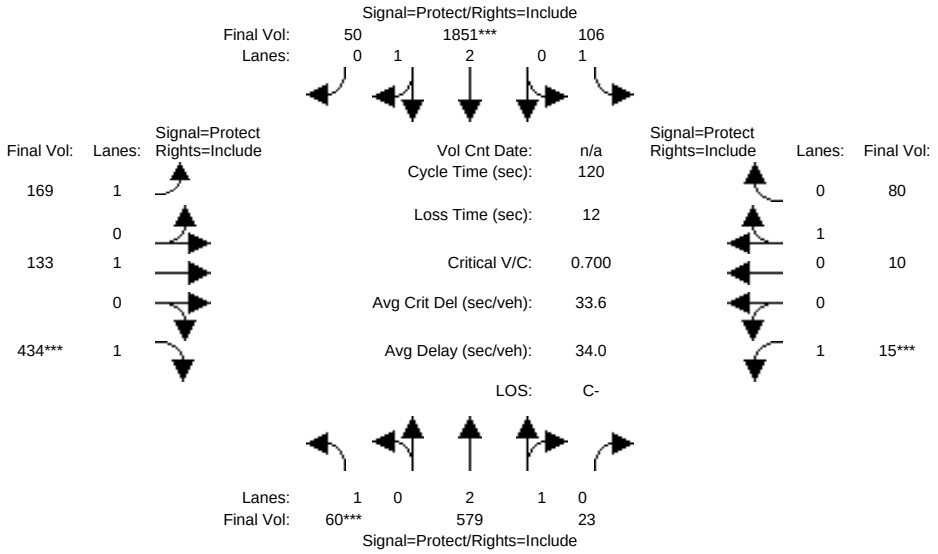
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	520	13	106	1841	50	169	133	434	15	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	520	13	106	1841	50	169	133	434	15	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	59	10	0	10	0	0	0	0	0	0	0
Initial Fut:	60	579	23	106	1851	50	169	133	434	15	10	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	579	23	106	1851	50	169	133	434	15	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	579	23	106	1851	50	169	133	434	15	10	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	579	23	106	1851	50	169	133	434	15	10	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5386	214	1750	5453	147	1750	1900	1750	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.06	0.34	0.34	0.10	0.07	0.25	0.01	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	38.1	38.1	21.5	52.6	52.6	26.0	38.4	38.4	10.0	22.4	22.4
Volume/Cap:	0.59	0.34	0.34	0.34	0.77	0.77	0.45	0.22	0.77	0.10	0.27	0.27
Delay/Veh:	63.7	31.4	31.4	43.7	30.3	30.3	41.6	30.0	43.6	51.2	42.2	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.7	31.4	31.4	43.7	30.3	30.3	41.6	30.0	43.6	51.2	42.2	42.2
LOS by Move:	E	C	C	D	C	C	D	C	D	D-	D	D
HCM2kAvgQ:	3	6	6	4	21	21	6	4	17	1	3	3

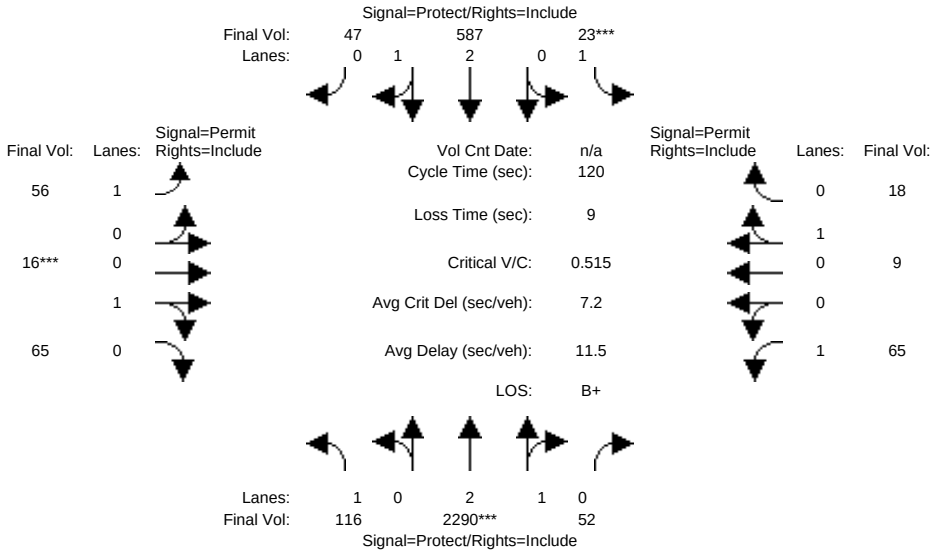
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	2252	52	23	507	47	56	16	55	55	9	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	2252	52	23	507	47	56	16	55	55	9	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	38	0	0	80	0	0	0	10	10	0	0
Initial Fut:	116	2290	52	23	587	47	56	16	65	65	9	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	2290	52	23	587	47	56	16	65	65	9	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2290	52	23	587	47	56	16	65	65	9	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	2290	52	23	587	47	56	16	65	65	9	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.77	0.23	1.00	0.20	0.80	1.00	0.33	0.67
Final Sat.:	1750	5475	124	1750	5184	415	1750	356	1444	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.42	0.01	0.11	0.11	0.03	0.05	0.05	0.04	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	37.3	93.9	93.9	7.0	63.6	63.6	10.1	10.1	10.1	10.1	10.1	10.1
Volume/Cap:	0.21	0.53	0.53	0.23	0.21	0.21	0.38	0.53	0.53	0.44	0.18	0.18
Delay/Veh:	30.7	5.0	5.0	55.0	15.0	15.0	53.6	56.4	56.4	54.4	51.7	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	5.0	5.0	55.0	15.0	15.0	53.6	56.4	56.4	54.4	51.7	51.7
LOS by Move:	C	A	A	E+	B	B	D-	E+	E+	D-	D-	D-
HCM2kAvgQ:	3	11	11	1	4	4	3	4	4	3	1	1

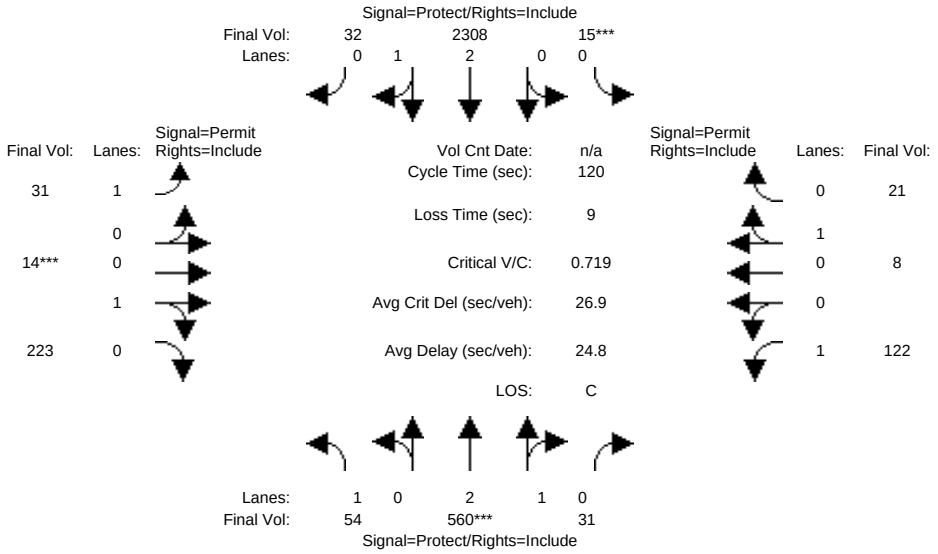
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	481	21	15	2298	32	31	14	223	122	8	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	481	21	15	2298	32	31	14	223	122	8	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	79	10	0	10	0	0	0	0	0	0	0
Initial Fut:	54	560	31	15	2308	32	31	14	223	122	8	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	560	31	15	2308	32	31	14	223	122	8	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	560	31	15	2308	32	31	14	223	122	8	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	560	31	15	2308	32	31	14	223	122	8	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.84	0.16	0.02	2.94	0.04	1.00	0.06	0.94	1.00	0.28	0.72
Final Sat.:	1750	5306	294	35	5390	75	1750	106	1694	1750	497	1303
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.43	0.43	0.43	0.02	0.13	0.13	0.07	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	10.7	17.6	17.6	71.4	78.4	78.4	22.0	22.0	22.0	22.0	22.0	22.0
Volume/Cap:	0.35	0.72	0.72	0.72	0.66	0.66	0.10	0.72	0.72	0.38	0.09	0.09
Delay/Veh:	52.7	51.9	51.9	18.0	13.1	13.1	40.9	53.6	53.6	43.8	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	51.9	51.9	18.0	13.1	13.1	40.9	53.6	53.6	43.8	40.8	40.8
LOS by Move:	D-	D-	D-	B	B	B	D	D-	D-	D	D	D
HCM2kAvgQ:	2	8	8	22	18	18	1	10	10	4	1	1

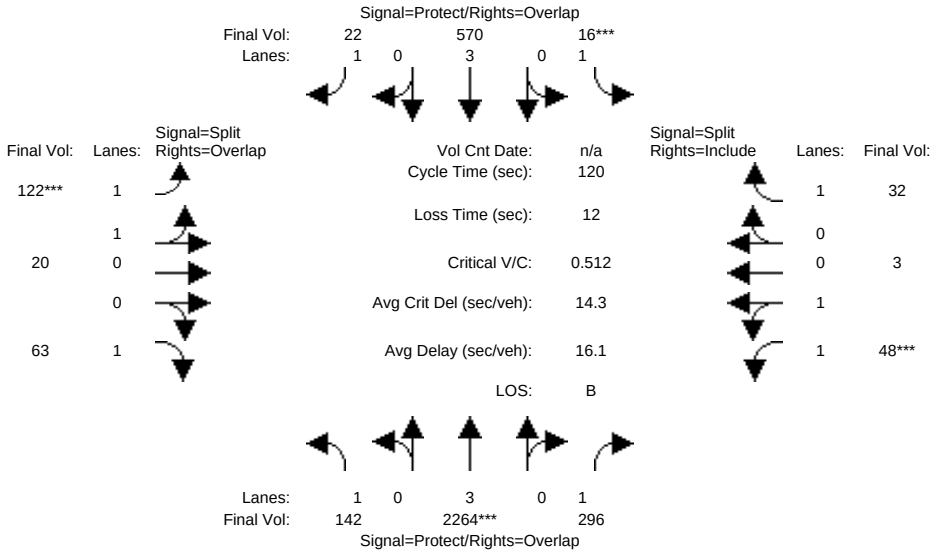
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	2226	296	16	470	22	122	20	55	48	3	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	2226	296	16	470	22	122	20	55	48	3	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	38	0	0	100	0	0	0	8	0	0	0
Initial Fut:	142	2264	296	16	570	22	122	20	63	48	3	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	2264	296	16	570	22	122	20	63	48	3	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2264	296	16	570	22	122	20	63	48	3	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	2264	296	16	570	22	122	20	63	48	3	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.72	0.28	1.00	1.88	0.12	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3050	500	1750	3341	209	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.17	0.01	0.10	0.01	0.04	0.04	0.04	0.01	0.01	0.02
Crit Moves:		****			****			****			****	
Green Time:	39.4	81.0	91.0	7.0	48.6	58.6	10.0	10.0	49.4	10.0	10.0	10.0
Volume/Cap:	0.25	0.59	0.22	0.16	0.25	0.03	0.48	0.48	0.09	0.17	0.17	0.22
Delay/Veh:	29.7	10.8	4.3	54.4	23.7	15.9	53.7	53.7	21.6	51.4	51.4	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	10.8	4.3	54.4	23.7	15.9	53.7	53.7	21.6	51.4	51.4	52.1
LOS by Move:	C	B+	A	D-	C	B	D-	D-	C+	D-	D-	D-
HCM2kAvgQ:	4	15	3	1	5	0	3	3	1	1	1	1

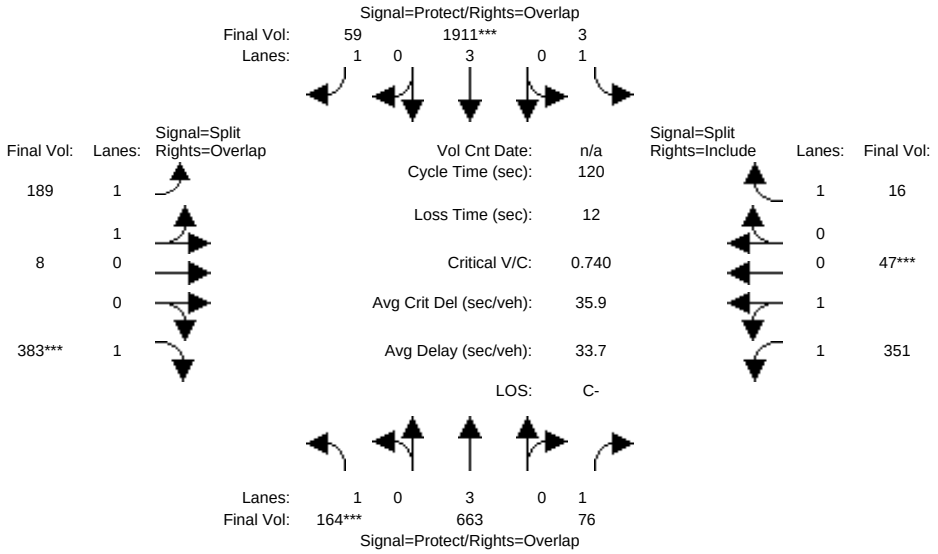
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	154	564	66	3	1901	59	189	8	383	351	47	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	564	66	3	1901	59	189	8	383	351	47	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	99	10	0	10	0	0	0	0	0	0	0
Initial Fut:	164	663	76	3	1911	59	189	8	383	351	47	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	663	76	3	1911	59	189	8	383	351	47	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	663	76	3	1911	59	189	8	383	351	47	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	663	76	3	1911	59	189	8	383	351	47	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.92	0.08	1.00	1.77	0.23	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3406	144	1750	3131	419	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.04	0.00	0.34	0.03	0.06	0.06	0.22	0.11	0.11	0.01
Crit Moves:	****				****				****		****	
Green Time:	15.2	46.3	64.5	23.2	54.3	74.6	20.3	20.3	35.5	18.2	18.2	18.2
Volume/Cap:	0.74	0.30	0.08	0.01	0.74	0.05	0.33	0.33	0.74	0.74	0.74	0.06
Delay/Veh:	63.0	25.7	13.5	39.1	28.2	8.9	44.2	44.2	43.7	54.1	54.1	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	25.7	13.5	39.1	28.2	8.9	44.2	44.2	43.7	54.1	54.1	43.7
LOS by Move:	E	C	B	D	C	A	D	D	D	D-	D-	D
HCM2kAvgQ:	8	6	1	0	20	1	4	4	15	9	9	1

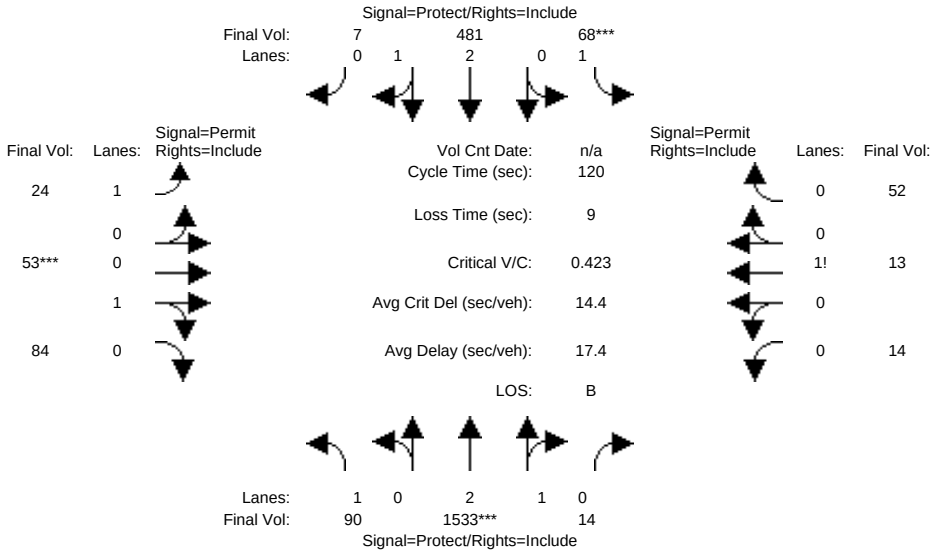
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1503	14	68	451	7	24	53	84	14	13	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1503	14	68	451	7	24	53	84	14	13	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	30	0	0	30	0	0	0	0	0	0	0
Initial Fut:	90	1533	14	68	481	7	24	53	84	14	13	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1533	14	68	481	7	24	53	84	14	13	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1533	14	68	481	7	24	53	84	14	13	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1533	14	68	481	7	24	53	84	14	13	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.96	0.04	1.00	0.39	0.61	0.18	0.16	0.66
Final Sat.:	1750	5549	51	1750	5520	80	1750	696	1104	310	288	1152
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.04	0.09	0.09	0.01	0.08	0.08	0.05	0.05	0.05
Crit Moves:		****		****				****				
Green Time:	35.8	78.4	78.4	11.0	53.6	53.6	21.6	21.6	21.6	21.6	21.6	21.6
Volume/Cap:	0.17	0.42	0.42	0.42	0.20	0.20	0.08	0.42	0.42	0.25	0.25	0.25
Delay/Veh:	31.3	10.1	10.1	53.3	20.2	20.2	41.0	44.6	44.6	42.7	42.7	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	10.1	10.1	53.3	20.2	20.2	41.0	44.6	44.6	42.7	42.7	42.7
LOS by Move:	C	B+	B+	D-	C+	C+	D	D	D	D	D	D
HCM2kAvgQ:	3	9	9	3	4	4	1	5	5	3	3	3

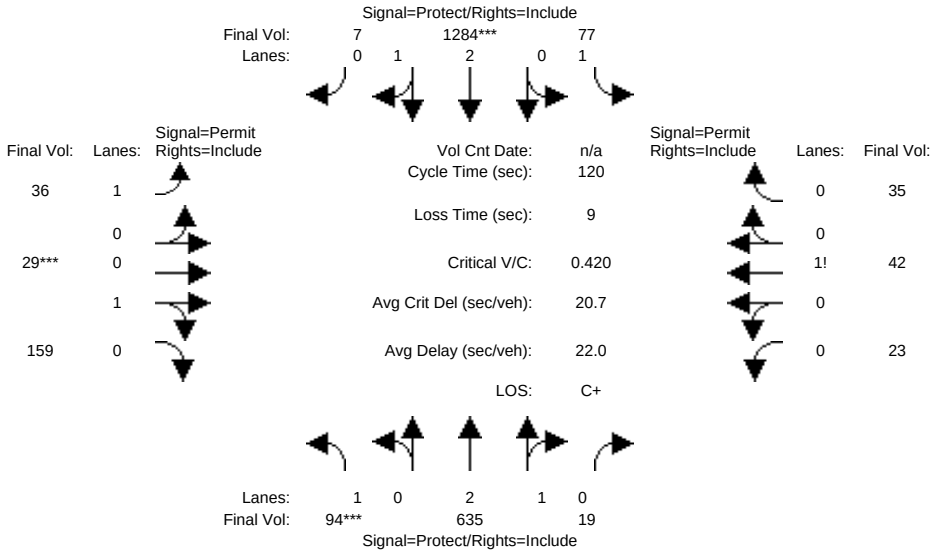
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	605	9	77	1274	7	36	29	159	23	42	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	605	9	77	1274	7	36	29	159	23	42	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	30	10	0	10	0	0	0	0	0	0	0
Initial Fut:	94	635	19	77	1284	7	36	29	159	23	42	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	635	19	77	1284	7	36	29	159	23	42	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	635	19	77	1284	7	36	29	159	23	42	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	635	19	77	1284	7	36	29	159	23	42	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.91	0.09	1.00	2.98	0.02	1.00	0.15	0.85	0.23	0.42	0.35
Final Sat.:	1750	5437	163	1750	5570	30	1750	278	1522	403	735	613
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.04	0.23	0.23	0.02	0.10	0.10	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	15.3	54.1	54.1	27.0	65.8	65.8	29.8	29.8	29.8	29.8	29.8	29.8
Volume/Cap:	0.42	0.26	0.26	0.20	0.42	0.42	0.08	0.42	0.42	0.23	0.23	0.23
Delay/Veh:	49.5	20.5	20.5	37.9	16.0	16.0	34.7	38.5	38.5	36.2	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	20.5	20.5	37.9	16.0	16.0	34.7	38.5	38.5	36.2	36.2	36.2
LOS by Move:	D	C+	C+	D+	B	B	C-	D+	D+	D+	D+	D+
HCM2kAvgQ:	4	5	5	2	9	9	1	6	6	3	3	3

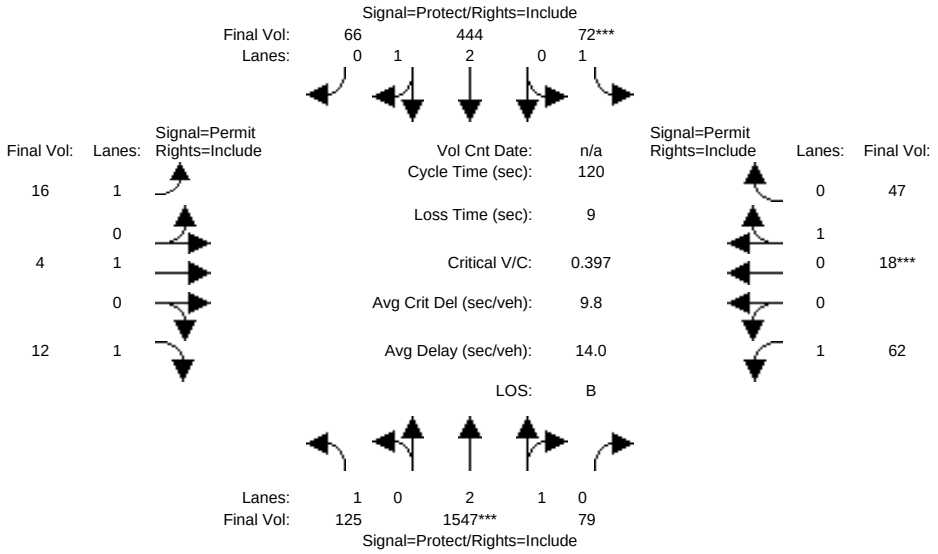
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	1517	79	72	414	66	16	4	12	52	18	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1517	79	72	414	66	16	4	12	52	18	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	30	0	0	30	0	0	0	0	10	0	0
Initial Fut:	125	1547	79	72	444	66	16	4	12	62	18	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1547	79	72	444	66	16	4	12	62	18	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1547	79	72	444	66	16	4	12	62	18	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1547	79	72	444	66	16	4	12	62	18	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.85	0.15	1.00	2.60	0.40	1.00	1.00	1.00	1.00	0.28	0.72
Final Sat.:	1750	5328	272	1750	4874	725	1750	1900	1750	1750	498	1302
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.04	0.09	0.09	0.01	0.00	0.01	0.04	0.04	0.04
Crit Moves:		****		****							****	
Green Time:	44.0	87.7	87.7	12.4	56.1	56.1	10.9	10.9	10.9	10.9	10.9	10.9
Volume/Cap:	0.19	0.40	0.40	0.40	0.19	0.19	0.10	0.02	0.08	0.39	0.40	0.40
Delay/Veh:	26.1	6.2	6.2	51.7	18.8	18.8	50.3	49.8	50.1	53.0	53.0	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	6.2	6.2	51.7	18.8	18.8	50.3	49.8	50.1	53.0	53.0	53.0
LOS by Move:	C	A	A	D-	B-	B-	D	D	D	D-	D-	D-
HCM2kAvgQ:	3	8	8	3	4	4	1	0	0	3	3	3

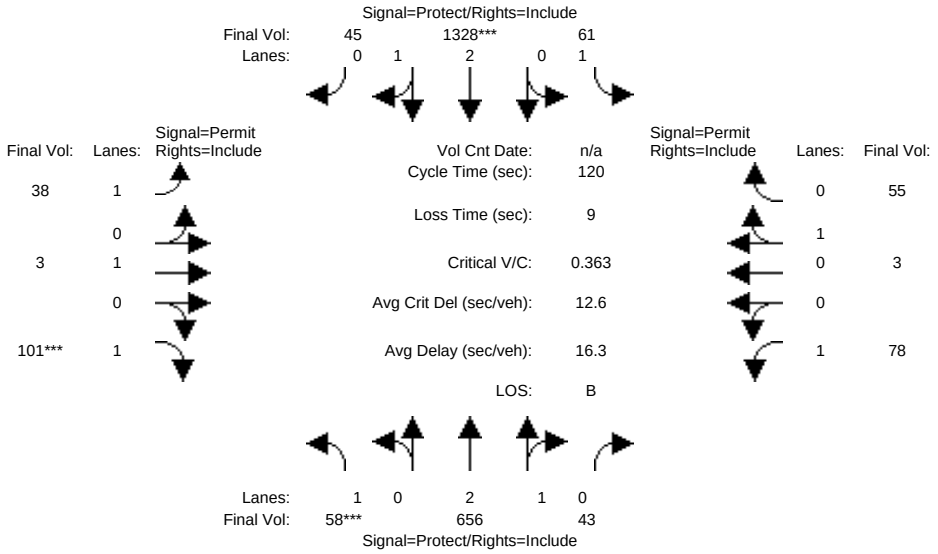
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	616	33	61	1318	45	38	3	101	78	3	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	616	33	61	1318	45	38	3	101	78	3	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	40	10	0	10	0	0	0	0	0	0	0
Initial Fut:	58	656	43	61	1328	45	38	3	101	78	3	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	656	43	61	1328	45	38	3	101	78	3	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	656	43	61	1328	45	38	3	101	78	3	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	656	43	61	1328	45	38	3	101	78	3	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.81	0.19	1.00	2.90	0.10	1.00	1.00	1.00	1.00	0.05	0.95
Final Sat.:	1750	5255	344	1750	5416	184	1750	1900	1750	1750	93	1707
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.03	0.25	0.25	0.02	0.00	0.06	0.04	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	10.9	62.7	62.7	29.3	81.0	81.0	19.1	19.1	19.1	19.1	19.1	19.1
Volume/Cap:	0.36	0.24	0.24	0.14	0.36	0.36	0.14	0.01	0.36	0.28	0.20	0.20
Delay/Veh:	52.7	15.7	15.7	35.7	8.5	8.5	43.6	42.5	45.9	45.0	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	15.7	15.7	35.7	8.5	8.5	43.6	42.5	45.9	45.0	44.2	44.2
LOS by Move:	D-	B	B	D+	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	5	5	2	7	7	1	0	4	3	2	2

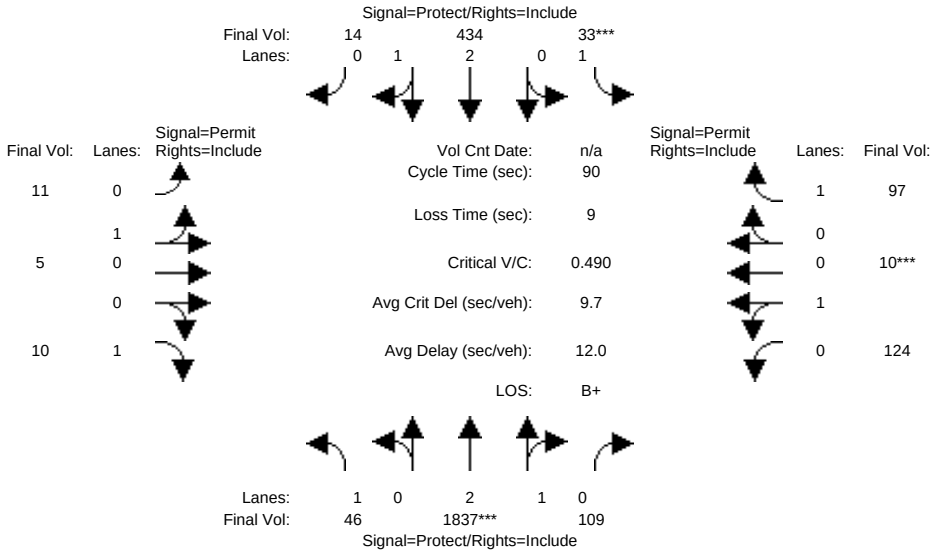
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	1807	109	33	394	14	11	5	10	124	10	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1807	109	33	394	14	11	5	10	124	10	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	30	0	0	40	0	0	0	0	0	0	0
Initial Fut:	46	1837	109	33	434	14	11	5	10	124	10	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1837	109	33	434	14	11	5	10	124	10	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1837	109	33	434	14	11	5	10	124	10	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1837	109	33	434	14	11	5	10	124	10	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.83	0.17	1.00	2.90	0.10	0.69	0.31	1.00	0.93	0.07	1.00
Final Sat.:	1750	5286	314	1750	5425	175	1237	562	1750	1666	134	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.02	0.08	0.08	0.01	0.01	0.01	0.07	0.07	0.06
Crit Moves:		****		****							****	
Green Time:	28.0	60.9	60.9	7.0	40.0	40.0	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.08	0.51	0.51	0.24	0.18	0.18	0.06	0.06	0.04	0.51	0.51	0.38
Delay/Veh:	22.0	7.3	7.3	39.9	15.2	15.2	33.3	33.3	33.1	37.3	37.3	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	7.3	7.3	39.9	15.2	15.2	33.3	33.3	33.1	37.3	37.3	35.8
LOS by Move:	C+	A	A	D	B	B	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	9	9	1	3	3	0	0	0	4	4	3

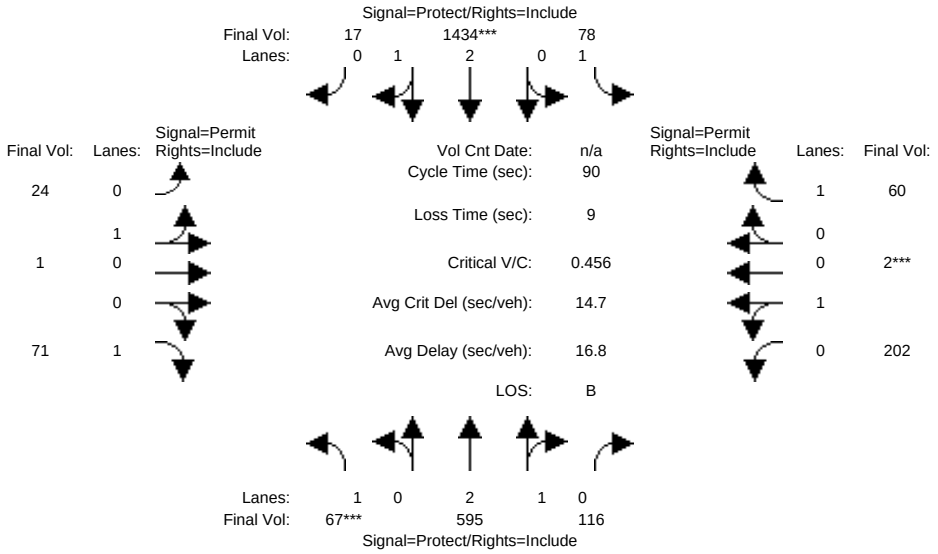
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	545	116	78	1424	17	24	1	71	202	2	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	545	116	78	1424	17	24	1	71	202	2	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	50	0	0	10	0	0	0	0	0	0	0
Initial Fut:	67	595	116	78	1434	17	24	1	71	202	2	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	595	116	78	1434	17	24	1	71	202	2	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	595	116	78	1434	17	24	1	71	202	2	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	595	116	78	1434	17	24	1	71	202	2	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.49	0.51	1.00	2.96	0.04	0.96	0.04	1.00	0.99	0.01	1.00
Final Sat.:	1750	4685	913	1750	5534	66	1728	72	1750	1782	18	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.04	0.26	0.26	0.01	0.01	0.04	0.11	0.11	0.03
Crit Moves:	****				****						****	
Green Time:	7.6	36.4	36.4	22.3	51.1	51.1	22.4	22.4	22.4	22.4	22.4	22.4
Volume/Cap:	0.46	0.31	0.31	0.18	0.46	0.46	0.06	0.06	0.16	0.46	0.46	0.14
Delay/Veh:	41.5	18.4	18.4	26.9	11.5	11.5	25.8	25.8	26.7	29.4	29.4	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	18.4	18.4	26.9	11.5	11.5	25.8	25.8	26.7	29.4	29.4	26.5
LOS by Move:	D	B-	B-	C	B+	B+	C	C	C	C	C	C
HCM2kAvgQ:	3	5	5	2	8	8	1	1	2	5	5	1

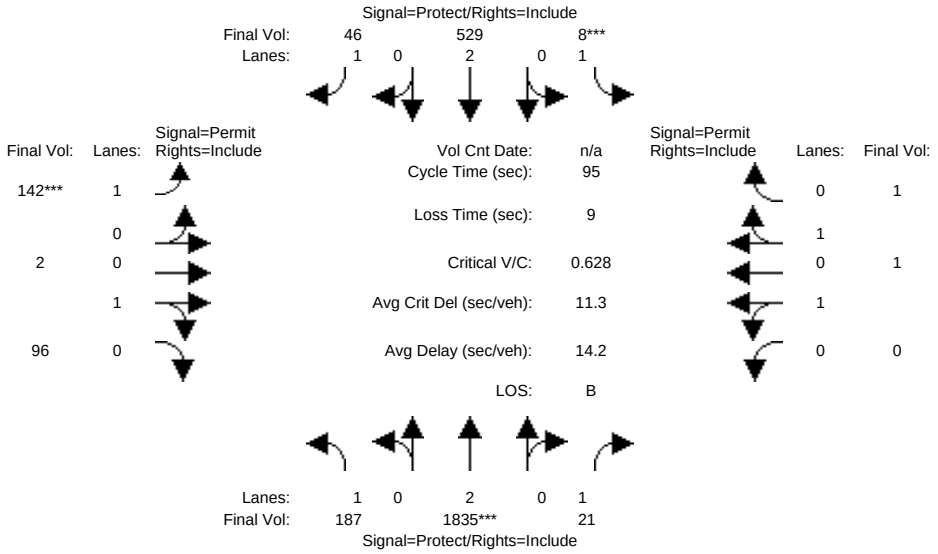
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	187	1805	21	8	489	46	142	2	86	0	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	1805	21	8	489	46	142	2	86	0	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	30	0	0	40	0	0	0	10	0	0	0
Initial Fut:	187	1835	21	8	529	46	142	2	96	0	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	1835	21	8	529	46	142	2	96	0	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1835	21	8	529	46	142	2	96	0	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	1835	21	8	529	46	142	2	96	0	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.02	0.98	0.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	37	1763	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.48	0.01	0.00	0.14	0.03	0.08	0.05	0.05	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	32.4	67.6	67.6	7.0	42.2	42.2	11.4	11.4	11.4	0.0	11.4	11.4
Volume/Cap:	0.31	0.68	0.02	0.06	0.31	0.06	0.68	0.46	0.46	0.00	0.00	0.00
Delay/Veh:	23.4	8.3	4.0	41.1	17.1	15.1	48.7	40.5	40.5	0.0	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	8.3	4.0	41.1	17.1	15.1	48.7	40.5	40.5	0.0	36.8	36.8
LOS by Move:	C	A	A	D	B	B	D	D	D	A	D+	D+
HCM2kAvgQ:	4	16	0	0	5	1	6	3	3	0	0	0

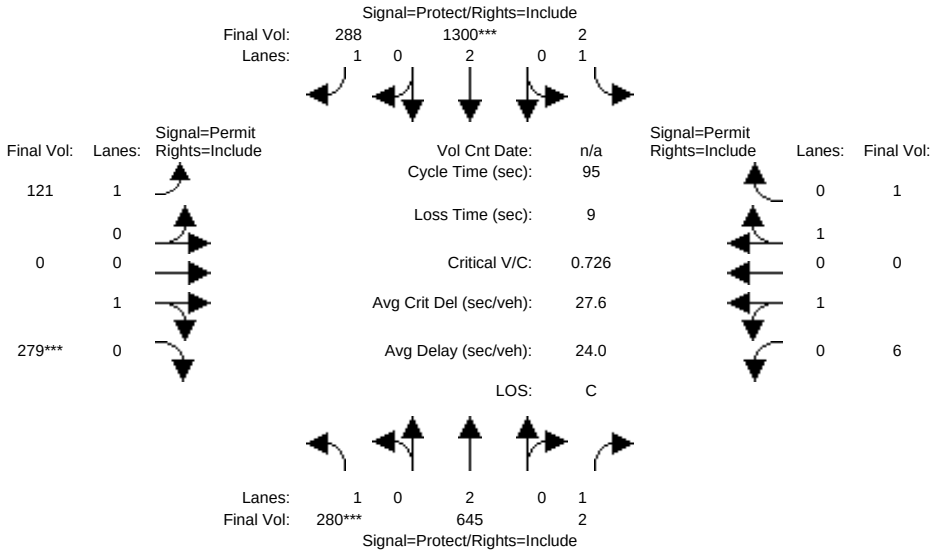
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	585	2	2	1290	288	121	0	279	6	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	585	2	2	1290	288	121	0	279	6	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	60	0	0	10	0	0	0	0	0	0	0
Initial Fut:	280	645	2	2	1300	288	121	0	279	6	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	645	2	2	1300	288	121	0	279	6	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	645	2	2	1300	288	121	0	279	6	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	645	2	2	1300	288	121	0	279	6	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.95	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	0	1800	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.00	0.00	0.34	0.16	0.07	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	20.9	45.8	45.8	19.9	44.8	44.8	20.3	0.0	20.3	20.3	0.0	20.3
Volume/Cap:	0.73	0.35	0.00	0.01	0.73	0.35	0.32	0.00	0.73	0.02	0.00	0.00
Delay/Veh:	41.1	15.4	12.7	29.7	21.7	16.2	32.1	0.0	41.5	29.5	0.0	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	15.4	12.7	29.7	21.7	16.2	32.1	0.0	41.5	29.5	0.0	29.4
LOS by Move:	D	B	B	C	C+	B	C-	A	D	C	A	C
HCM2kAvgQ:	10	6	0	0	16	6	3	0	10	0	0	0

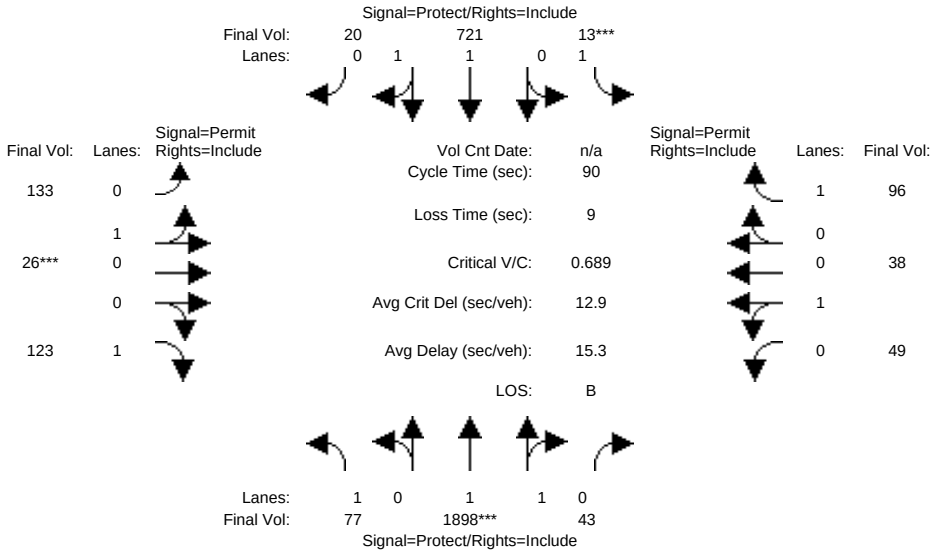
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1868	40	13	671	20	133	26	113	49	38	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1868	40	13	671	20	133	26	113	49	38	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	30	3	0	50	0	0	0	10	0	0	0
Initial Fut:	77	1898	43	13	721	20	133	26	123	49	38	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1898	43	13	721	20	133	26	123	49	38	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1898	43	13	721	20	133	26	123	49	38	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1898	43	13	721	20	133	26	123	49	38	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	1.00	1.94	0.06	0.84	0.16	1.00	0.56	0.44	1.00
Final Sat.:	1750	3618	82	1750	3600	100	1506	294	1750	1014	786	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.52	0.52	0.01	0.20	0.20	0.09	0.09	0.07	0.05	0.05	0.05
Crit Moves:		****		****				****				
Green Time:	19.7	63.3	63.3	7.0	50.7	50.7	10.7	10.7	10.7	10.7	10.7	10.7
Volume/Cap:	0.20	0.75	0.75	0.10	0.36	0.36	0.75	0.75	0.59	0.41	0.41	0.46
Delay/Veh:	29.0	9.5	9.5	38.9	10.9	10.9	51.7	51.7	42.2	38.0	38.0	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	9.5	9.5	38.9	10.9	10.9	51.7	51.7	42.2	38.0	38.0	38.6
LOS by Move:	C	A	A	D+	B+	B+	D-	D-	D	D+	D+	D+
HCM2kAvgQ:	2	18	18	0	6	6	6	6	4	3	3	3

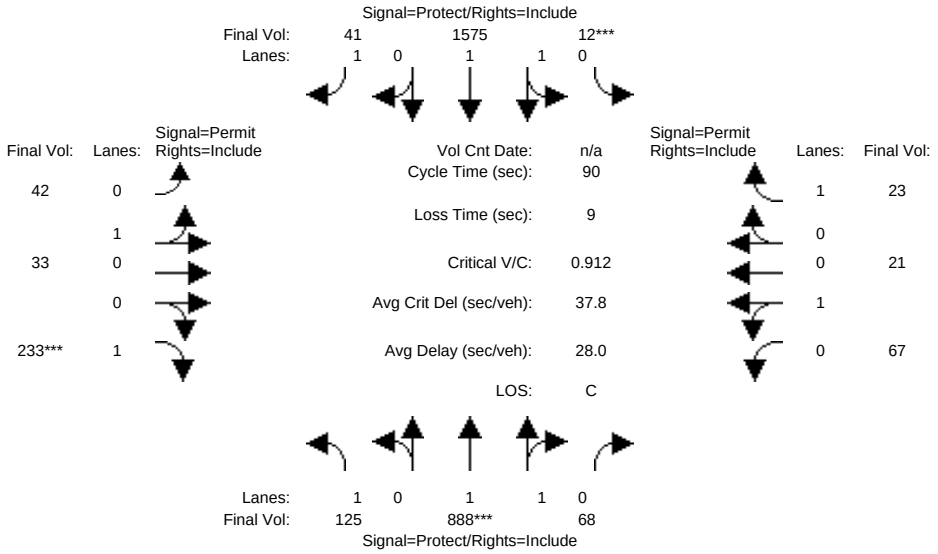
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	818	63	12	1565	41	42	33	233	67	21	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	818	63	12	1565	41	42	33	233	67	21	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	5	70	5	0	10	0	0	0	0	0	0	0
Initial Fut:	125	888	68	12	1575	41	42	33	233	67	21	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	888	68	12	1575	41	42	33	233	67	21	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	888	68	12	1575	41	42	33	233	67	21	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	888	68	12	1575	41	42	33	233	67	21	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.85	0.15	0.02	1.98	1.00	0.56	0.44	1.00	0.76	0.24	1.00
Final Sat.:	1750	3437	263	28	3672	1750	1008	792	1750	1370	430	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.43	0.43	0.02	0.04	0.04	0.13	0.05	0.05	0.01
Crit Moves:		****		****					****			
Green Time:	10.4	25.5	25.5	42.3	57.4	57.4	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.62	0.91	0.91	0.91	0.67	0.04	0.29	0.29	0.91	0.33	0.33	0.09
Delay/Veh:	43.5	42.9	42.9	29.8	11.1	6.0	34.8	34.8	71.6	35.3	35.3	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	42.9	42.9	29.8	11.1	6.0	34.8	34.8	71.6	35.3	35.3	33.4
LOS by Move:	D	D	D	C	B+	A	C-	C-	E	D+	D+	C-
HCM2kAvgQ:	5	17	17	25	15	0	2	2	11	3	3	1

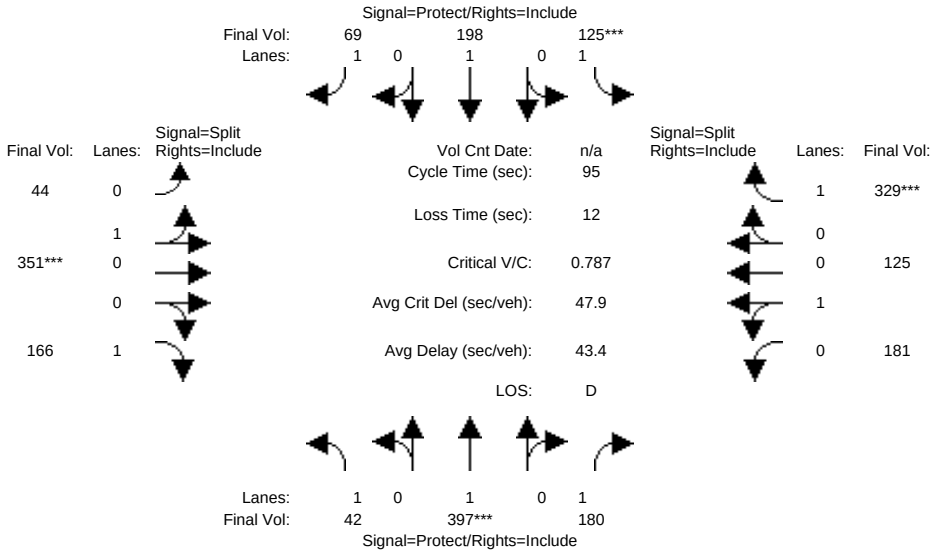
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	387	67	117	116	25	34	170	38	54	115	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	387	67	117	116	25	34	170	38	54	115	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	10	113	8	82	44	10	181	128	127	10	109
Initial Fut:	42	397	180	125	198	69	44	351	166	181	125	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	397	180	125	198	69	44	351	166	181	125	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	397	180	125	198	69	44	351	166	181	125	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	397	180	125	198	69	44	351	166	181	125	329
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.11	0.89	1.00	0.59	0.41	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	201	1599	1750	1065	735	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.10	0.07	0.10	0.04	0.22	0.22	0.09	0.17	0.17	0.19
Crit Moves:		****		****				****				****
Green Time:	17.4	24.7	24.7	10.0	17.4	17.4	26.0	26.0	26.0	22.3	22.3	22.3
Volume/Cap:	0.13	0.80	0.39	0.68	0.57	0.22	0.80	0.80	0.35	0.73	0.73	0.80
Delay/Veh:	33.3	45.7	31.5	59.3	42.0	34.6	45.1	45.1	29.7	43.9	43.9	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	45.7	31.5	59.3	42.0	34.6	45.1	45.1	29.7	43.9	43.9	49.5
LOS by Move:	C-	D	C	E+	D	C-	D	D	C	D	D	D
HCM2kAvgQ:	1	13	5	5	6	2	13	13	4	10	10	12

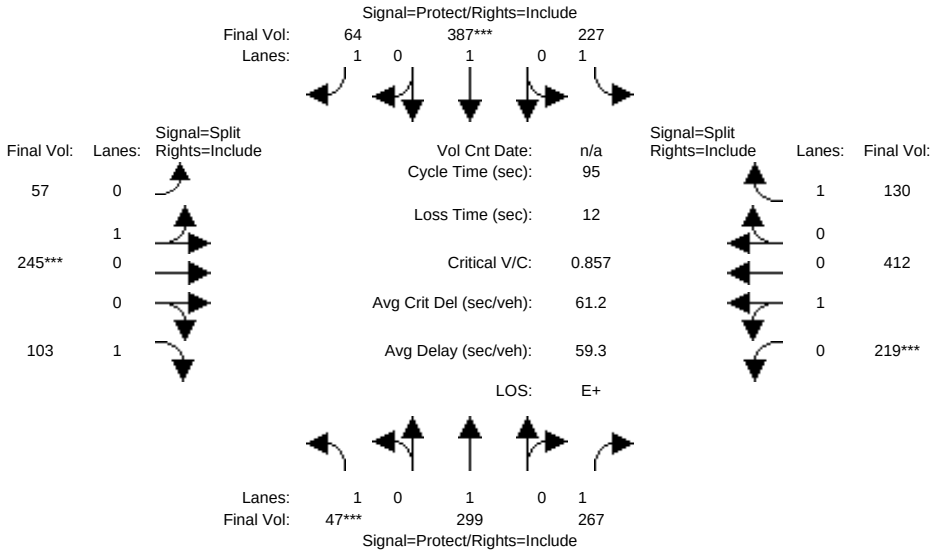
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	212	135	221	342	61	27	235	45	106	158	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	212	135	221	342	61	27	235	45	106	158	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	87	132	6	45	3	30	10	58	113	254	19
Initial Fut:	47	299	267	227	387	64	57	245	103	219	412	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	299	267	227	387	64	57	245	103	219	412	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	299	267	227	387	64	57	245	103	219	412	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	299	267	227	387	64	57	245	103	219	412	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.19	0.81	1.00	0.35	0.65	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	340	1460	1750	625	1175	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.15	0.13	0.20	0.04	0.17	0.17	0.06	0.35	0.35	0.07
Crit Moves:	****				****			****			****	
Green Time:	10.0	16.8	16.8	13.8	20.6	20.6	17.0	17.0	17.0	35.4	35.4	35.4
Volume/Cap:	0.26	0.89	0.86	0.89	0.94	0.17	0.94	0.94	0.33	0.94	0.94	0.20
Delay/Veh:	42.4	66.2	64.0	74.0	68.1	31.2	75.4	75.4	36.9	51.5	51.5	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	66.2	64.0	74.0	68.1	31.2	75.4	75.4	36.9	51.5	51.5	20.9
LOS by Move:	D	E	E	E	E	C	E-	E-	D+	D-	D-	C+
HCM2kAvgQ:	2	12	11	10	16	2	13	13	3	24	24	3

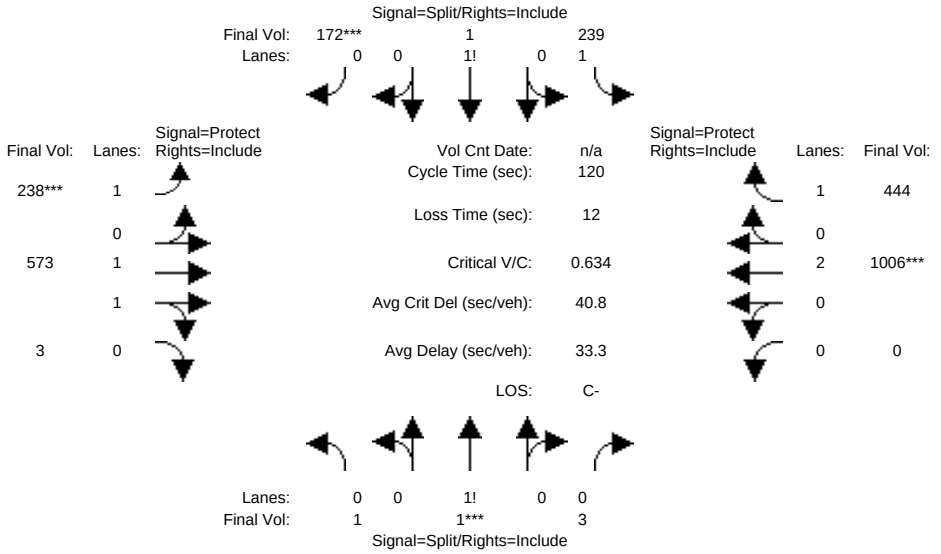
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	1	3	103	1	107	201	484	3	0	996	434
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	103	1	107	201	484	3	0	996	434
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	136	0	65	37	89	0	0	10	10
Initial Fut:	1	1	3	239	1	172	238	573	3	0	1006	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	3	239	1	172	238	573	3	0	1006	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	239	1	172	238	573	3	0	1006	444
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	3	239	1	172	238	573	3	0	1006	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	1.41	0.01	0.58	1.00	1.99	0.01	0.00	2.00	1.00
Final Sat.:	350	350	1050	2465	6	1029	1750	3681	19	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.17	0.17	0.14	0.16	0.16	0.00	0.26	0.25
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	28.8	28.8	28.8	23.5	69.2	69.2	0.0	45.7	45.7
Volume/Cap:	0.03	0.03	0.03	0.40	0.70	0.70	0.70	0.27	0.27	0.00	0.70	0.67
Delay/Veh:	51.0	51.0	51.0	39.5	48.2	48.2	56.0	13.1	13.1	0.0	34.1	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	51.0	39.5	48.2	48.2	56.0	13.1	13.1	0.0	34.1	36.0
LOS by Move:	D	D	D	D	D	D	E+	B	B	A	C-	D+
HCM2kAvgQ:	0	0	0	6	12	12	10	5	5	0	16	15

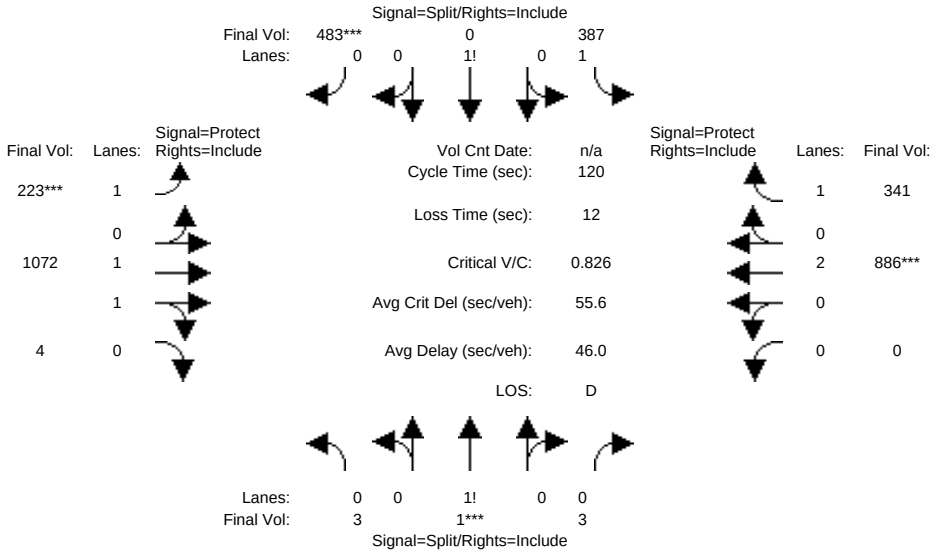
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	1	3	315	0	397	175	812	4	0	738	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	3	315	0	397	175	812	4	0	738	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	72	0	86	48	260	0	0	148	52
Initial Fut:	3	1	3	387	0	483	223	1072	4	0	886	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	3	387	0	483	223	1072	4	0	886	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	3	387	0	483	223	1072	4	0	886	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	3	387	0	483	223	1072	4	0	886	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.43	0.14	0.43	1.29	0.00	0.71	1.00	1.99	0.01	0.00	2.00	1.00
Final Sat.:	750	250	750	2261	0	1275	1750	3686	14	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.38	0.13	0.29	0.29	0.00	0.23	0.19
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	50.2	0.0	50.2	16.9	47.8	47.8	0.0	30.9	30.9
Volume/Cap:	0.05	0.05	0.05	0.41	0.00	0.91	0.91	0.73	0.73	0.00	0.91	0.76
Delay/Veh:	51.2	51.2	51.2	25.1	0.0	46.3	88.1	33.9	33.9	0.0	56.5	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	51.2	51.2	25.1	0.0	46.3	88.1	33.9	33.9	0.0	56.5	52.4
LOS by Move:	D-	D-	D-	C	A	D	F	C-	C-	A	E+	D-
HCM2kAvgQ:	0	0	0	8	0	28	12	18	18	0	19	14

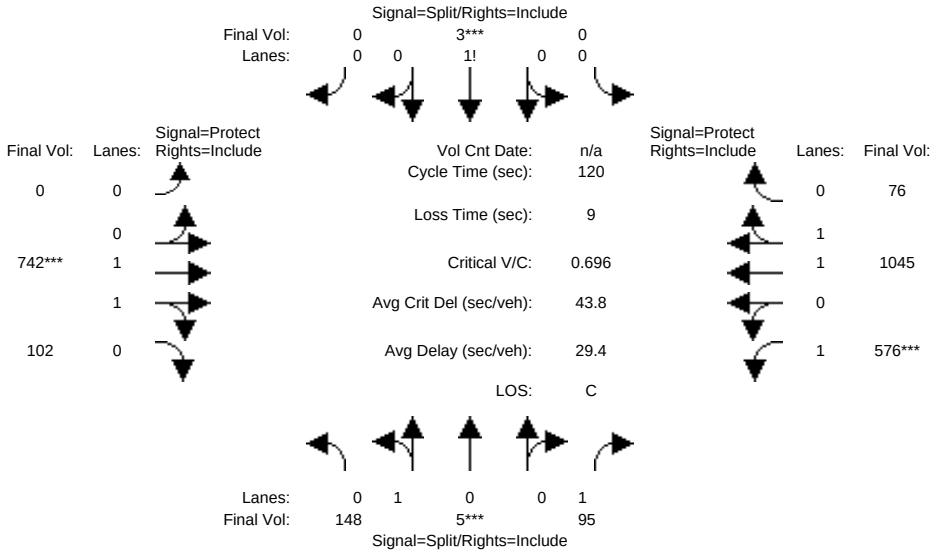
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	113	5	90	0	3	0	0	542	83	120	1035	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	5	90	0	3	0	0	542	83	120	1035	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	35	0	5	0	0	0	0	200	19	456	10	0
Initial Fut:	148	5	95	0	3	0	0	742	102	576	1045	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	5	95	0	3	0	0	742	102	576	1045	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	5	95	0	3	0	0	742	102	576	1045	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	5	95	0	3	0	0	742	102	576	1045	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.97	0.03	1.00	0.00	1.00	0.00	0.00	1.75	0.25	1.00	1.86	0.14
Final Sat.:	1741	59	1750	0	1900	0	0	3253	447	1750	3449	251
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.05	0.00	0.00	0.00	0.00	0.23	0.23	0.33	0.30	0.30
Crit Moves:		****			****			****			****	
Green Time:	13.4	13.4	13.4	0.0	10.0	0.0	0.0	35.9	35.9	51.8	87.6	87.6
Volume/Cap:	0.76	0.76	0.49	0.00	0.02	0.00	0.00	0.76	0.76	0.76	0.41	0.41
Delay/Veh:	75.4	75.4	58.6	0.0	50.7	0.0	0.0	43.2	43.2	36.1	6.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	75.4	58.6	0.0	50.7	0.0	0.0	43.2	43.2	36.1	6.7	6.7
LOS by Move:	E-	E-	E+	A	D	A	A	D	D	D+	A	A
HCM2kAvgQ:	8	8	4	0	0	0	0	16	16	21	8	8

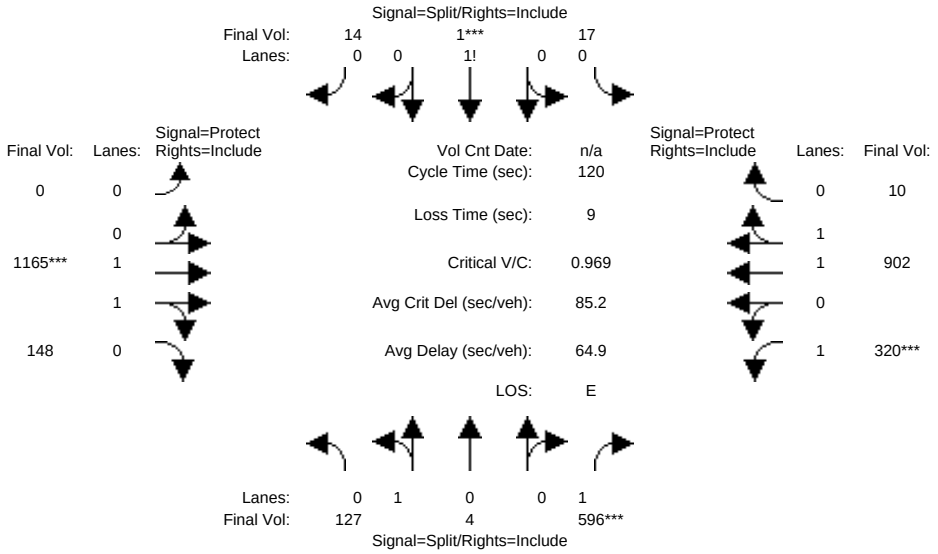
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	4	91	17	1	14	0	938	108	111	792	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	4	91	17	1	14	0	938	108	111	792	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	51	0	505	0	0	0	0	227	40	209	110	0
Initial Fut:	127	4	596	17	1	14	0	1165	148	320	902	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	4	596	17	1	14	0	1165	148	320	902	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	4	596	17	1	14	0	1165	148	320	902	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	4	596	17	1	14	0	1165	148	320	902	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.97	0.03	1.00	0.53	0.03	0.44	0.00	1.77	0.23	1.00	1.98	0.02
Final Sat.:	1745	55	1750	930	55	766	0	3283	417	1750	3659	41
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.34	0.02	0.02	0.02	0.00	0.35	0.35	0.18	0.25	0.25
Crit Moves:			****		****			****		****		
Green Time:	39.2	39.2	39.2	10.0	10.0	10.0	0.0	40.8	40.8	21.0	61.8	61.8
Volume/Cap:	0.22	0.22	1.04	0.22	0.22	0.22	0.00	1.04	1.04	1.04	0.48	0.48
Delay/Veh:	30.2	30.2	89.9	54.8	54.8	54.8	0.0	77.1	77.1	112.7	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	30.2	89.9	54.8	54.8	54.8	0.0	77.1	77.1	112.7	19.6	19.6
LOS by Move:	C	C	F	D-	D-	D-	A	E-	E-	F	B-	B-
HCM2kAvgQ:	4	4	32	1	1	1	0	34	34	19	11	11

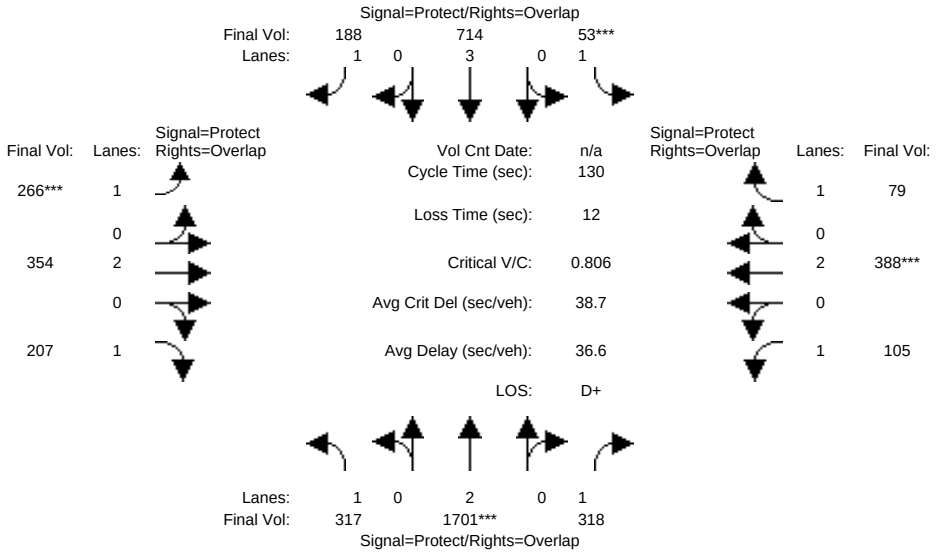
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	307	1275	315	53	477	94	168	350	192	75	323	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	1275	315	53	477	94	168	350	192	75	323	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	426	3	0	237	94	98	4	15	30	65	21
Initial Fut:	317	1701	318	53	714	188	266	354	207	105	388	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	1701	318	53	714	188	266	354	207	105	388	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1701	318	53	714	188	266	354	207	105	388	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	1701	318	53	714	188	266	354	207	105	388	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.45	0.18	0.03	0.13	0.11	0.15	0.09	0.12	0.06	0.10	0.05
Crit Moves:		****			****			****			****	
Green Time:	46.0	70.8	86.6	7.0	31.8	55.9	24.0	24.4	70.4	15.7	16.2	23.2
Volume/Cap:	0.51	0.82	0.27	0.56	0.51	0.25	0.82	0.50	0.22	0.50	0.82	0.25
Delay/Veh:	33.9	27.2	9.0	67.6	42.7	23.9	66.3	47.8	15.6	55.2	66.6	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	27.2	9.0	67.6	42.7	23.9	66.3	47.8	15.6	55.2	66.6	46.4
LOS by Move:	C-	C	A	E	D	C	E	D	B	E+	E	D
HCM2kAvgQ:	11	29	5	3	8	5	13	7	4	5	10	3

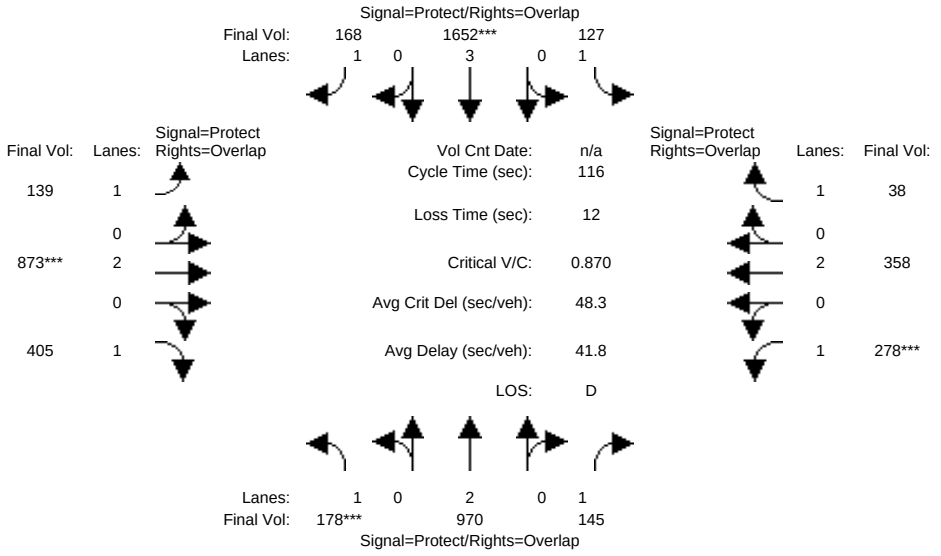
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	388	135	118	1141	83	112	813	395	256	306	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	388	135	118	1141	83	112	813	395	256	306	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	28	582	10	9	511	85	27	60	10	22	52	1
Initial Fut:	178	970	145	127	1652	168	139	873	405	278	358	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	970	145	127	1652	168	139	873	405	278	358	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	970	145	127	1652	168	139	873	405	278	358	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	970	145	127	1652	168	139	873	405	278	358	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.08	0.07	0.29	0.10	0.08	0.23	0.23	0.16	0.09	0.02
Crit Moves:	****				****			****		****		
Green Time:	13.6	40.6	61.8	11.6	38.6	62.3	23.7	30.6	44.2	21.2	28.1	39.7
Volume/Cap:	0.87	0.73	0.16	0.73	0.87	0.18	0.39	0.87	0.61	0.87	0.39	0.06
Delay/Veh:	81.0	34.9	13.9	65.1	41.0	13.8	40.6	49.1	30.5	67.9	37.0	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.0	34.9	13.9	65.1	41.0	13.8	40.6	49.1	30.5	67.9	37.0	25.7
LOS by Move:	F	C-	B	E	D	B	D	D	C	E	D+	C
HCM2kAvgQ:	10	16	3	6	21	3	5	18	13	13	5	1

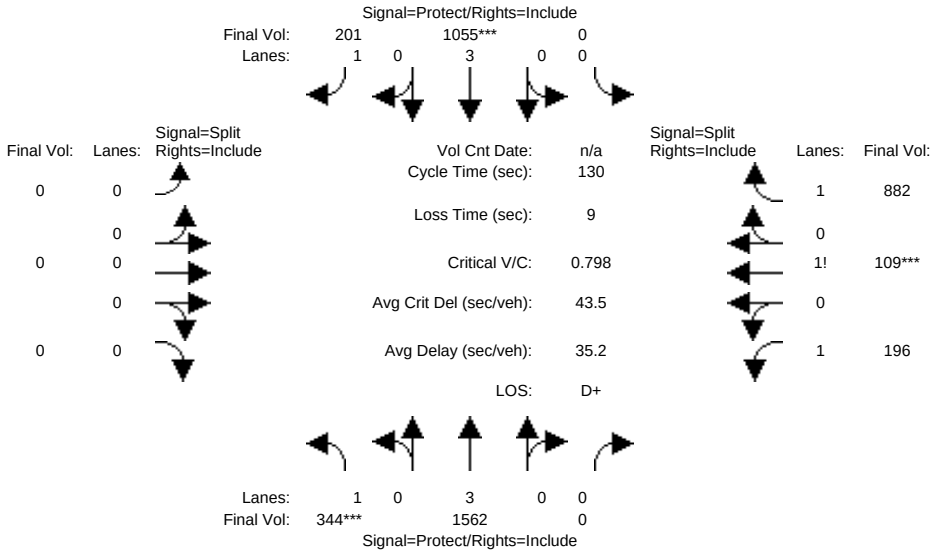
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	283	1496	0	0	694	191	0	0	0	186	109	872
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	1496	0	0	694	191	0	0	0	186	109	872
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	61	66	0	0	361	10	0	0	0	10	0	10
Initial Fut:	344	1562	0	0	1055	201	0	0	0	196	109	882
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	1562	0	0	1055	201	0	0	0	196	109	882
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1562	0	0	1055	201	0	0	0	196	109	882
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	1562	0	0	1055	201	0	0	0	196	109	882
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.15	0.17	1.68
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2021	301	3020
Capacity Analysis Module:												
Vol/Sat:	0.20	0.27	0.00	0.00	0.19	0.11	0.00	0.00	0.00	0.10	0.36	0.29
Crit Moves:	****				****						****	
Green Time:	32.0	62.1	0.0	0.0	30.1	30.1	0.0	0.0	0.0	58.9	58.9	58.9
Volume/Cap:	0.80	0.57	0.00	0.00	0.80	0.50	0.00	0.00	0.00	0.21	0.80	0.65
Delay/Veh:	56.1	24.7	0.0	0.0	50.6	44.3	0.0	0.0	0.0	21.6	33.6	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	24.7	0.0	0.0	50.6	44.3	0.0	0.0	0.0	21.6	33.6	28.3
LOS by Move:	E+	C	A	A	D	D	A	A	A	C+	C-	C
HCM2kAvgQ:	16	15	0	0	15	8	0	0	0	4	25	17

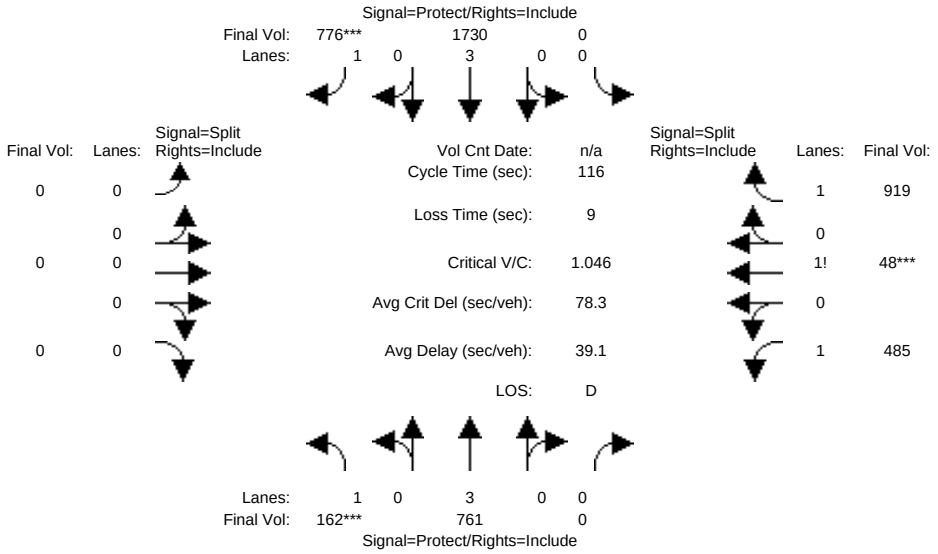
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	152	429	0	0	1483	674	0	0	0	482	48	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	429	0	0	1483	674	0	0	0	482	48	497
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	332	0	0	247	102	0	0	0	3	0	422
Initial Fut:	162	761	0	0	1730	776	0	0	0	485	48	919
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	761	0	0	1730	776	0	0	0	485	48	919
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	761	0	0	1730	776	0	0	0	485	48	919
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	761	0	0	1730	776	0	0	0	485	48	919
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.32	0.06	1.62
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2316	112	2822
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.00	0.00	0.30	0.44	0.00	0.00	0.00	0.21	0.43	0.33
Crit Moves:	****					****					****	
Green Time:	10.3	59.5	0.0	0.0	49.2	49.2	0.0	0.0	0.0	47.5	47.5	47.5
Volume/Cap:	1.05	0.26	0.00	0.00	0.72	1.05	0.00	0.00	0.00	0.51	1.05	0.79
Delay/Veh:	137.8	16.0	0.0	0.0	28.7	79.0	0.0	0.0	0.0	25.7	71.3	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	137.8	16.0	0.0	0.0	28.7	79.0	0.0	0.0	0.0	25.7	71.3	32.4
LOS by Move:	F	B	A	A	C	E-	A	A	A	C	E	C-
HCM2kAvgQ:	11	5	0	0	18	40	0	0	0	11	39	21

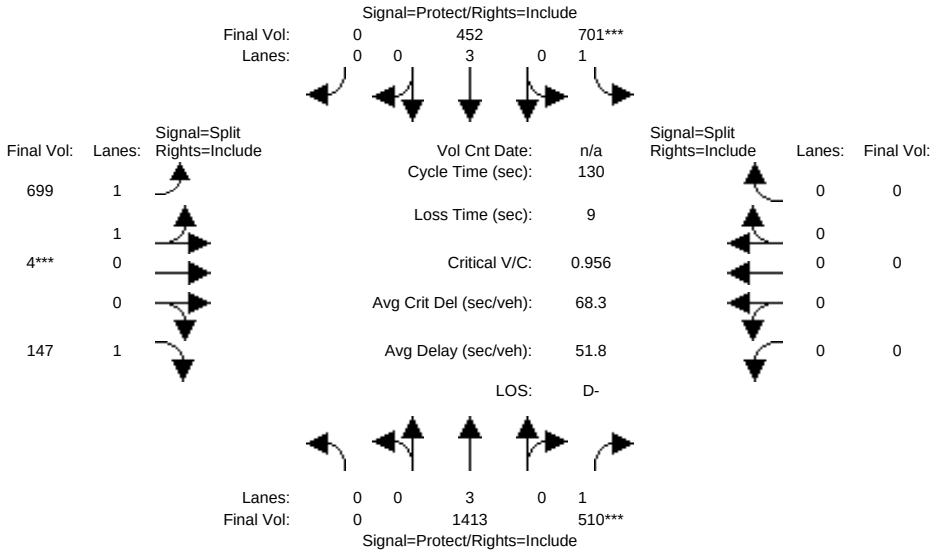
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1403	430	383	417	0	406	4	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1403	430	383	417	0	406	4	137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	80	318	35	0	293	0	10	0	0	0
Initial Fut:	0	1413	510	701	452	0	699	4	147	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1413	510	701	452	0	699	4	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1413	510	701	452	0	699	4	147	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1413	510	701	452	0	699	4	147	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3530	20	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.29	0.40	0.08	0.00	0.20	0.20	0.08	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	39.6	39.6	54.5	94.1	0.0	26.9	26.9	26.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.81	0.96	0.96	0.11	0.00	0.96	0.96	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	44.8	72.5	59.6	5.4	0.0	73.9	73.9	45.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	44.8	72.5	59.6	5.4	0.0	73.9	73.9	45.4	0.0	0.0	0.0
LOS by Move:	A	D	E	E+	A	A	E	E	D	A	A	A
HCM2kAvgQ:	0	19	27	34	2	0	19	19	6	0	0	0

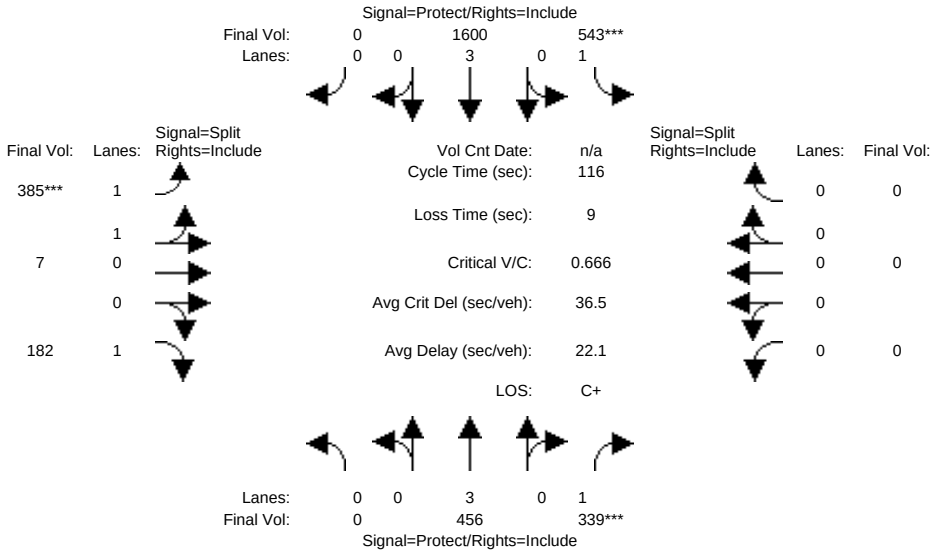
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	446	329	498	1395	0	130	7	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	446	329	498	1395	0	130	7	172	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	10	10	45	205	0	255	0	10	0	0	0
Initial Fut:	0	456	339	543	1600	0	385	7	182	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	456	339	543	1600	0	385	7	182	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	456	339	543	1600	0	385	7	182	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	456	339	543	1600	0	385	7	182	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3487	63	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.19	0.31	0.28	0.00	0.11	0.11	0.10	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	33.7	33.7	54.0	87.8	0.0	19.2	19.2	19.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	0.67	0.67	0.37	0.00	0.67	0.67	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	31.8	39.5	26.1	4.8	0.0	48.3	48.3	49.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.8	39.5	26.1	4.8	0.0	48.3	48.3	49.4	0.0	0.0	0.0
LOS by Move:	A	C	D	C	A	A	D	D	D	A	A	A
HCM2kAvgQ:	0	4	12	17	6	0	8	8	7	0	0	0

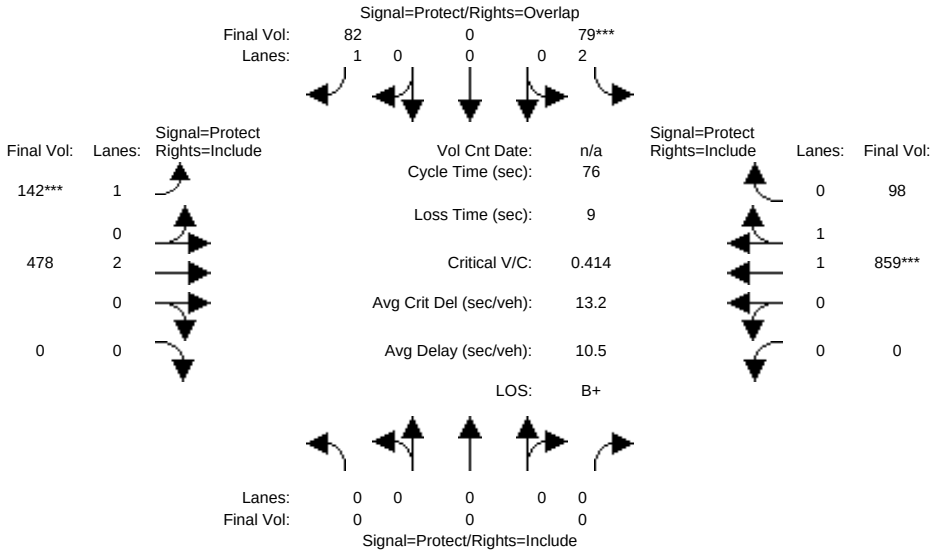
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	78	0	72	132	355	0	0	342	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	72	132	355	0	0	342	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	1	0	10	10	123	0	0	517	2
Initial Fut:	0	0	0	79	0	82	142	478	0	0	859	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	79	0	82	142	478	0	0	859	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	79	0	82	142	478	0	0	859	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	79	0	82	142	478	0	0	859	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3321	379
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.08	0.13	0.00	0.00	0.26	0.26
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	7.0	0.0	21.3	14.3	60.0	0.0	0.0	45.7	45.7
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.17	0.43	0.16	0.00	0.00	0.43	0.43
Delay/Veh:	0.0	0.0	0.0	34.4	0.0	21.4	31.3	2.0	0.0	0.0	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.4	0.0	21.4	31.3	2.0	0.0	0.0	8.8	8.8
LOS by Move:	A	A	A	C-	A	C+	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	4	1	0	0	6	6

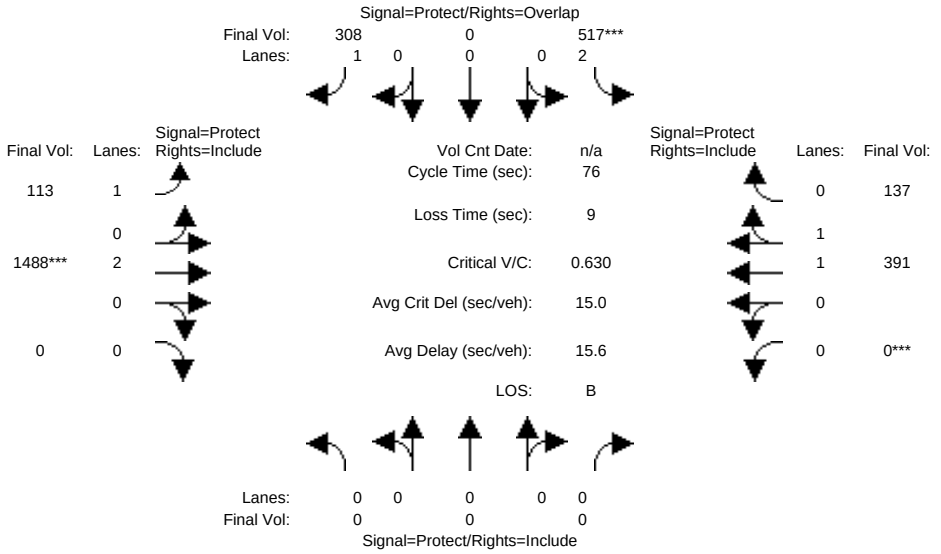
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	507	0	291	103	651	0	0	286	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	507	0	291	103	651	0	0	286	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	10	0	17	10	837	0	0	105	10
Initial Fut:	0	0	0	517	0	308	113	1488	0	0	391	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	517	0	308	113	1488	0	0	391	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	517	0	308	113	1488	0	0	391	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	517	0	308	113	1488	0	0	391	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.47	0.53
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2739	960
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.18	0.06	0.39	0.00	0.00	0.14	0.14
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	19.8	0.0	38.3	18.5	47.2	0.0	0.0	28.7	28.7
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.35	0.27	0.63	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	28.5	0.0	12.4	24.8	10.3	0.0	0.0	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.5	0.0	12.4	24.8	10.3	0.0	0.0	18.0	18.0
LOS by Move:	A	A	A	C	A	B	C	B+	A	A	B	B
HCM2kAvgQ:	0	0	0	7	0	5	2	11	0	0	5	5

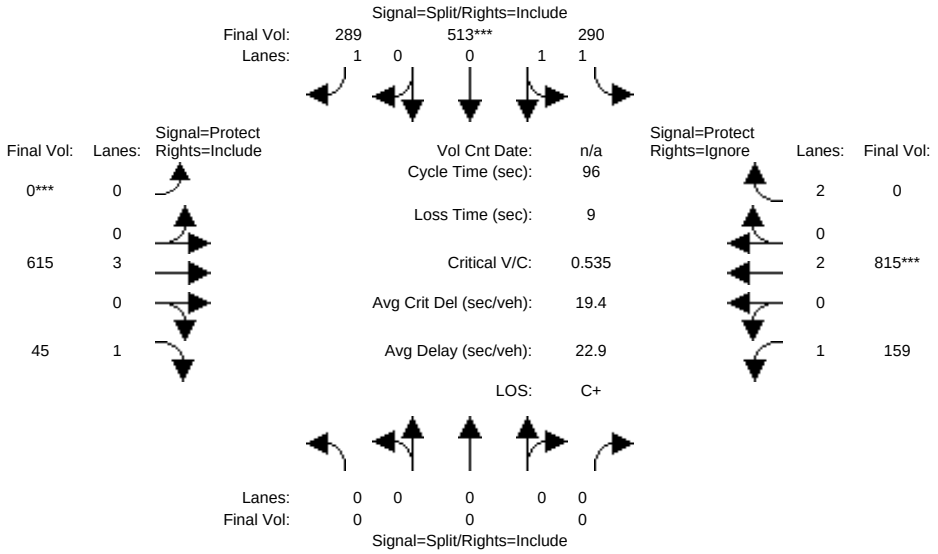
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	280	251	132	0	498	38	69	453	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	280	251	132	0	498	38	69	453	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	10	262	157	0	117	7	90	362	5
Initial Fut:	0	0	0	290	513	289	0	615	45	159	815	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	290	513	289	0	615	45	159	815	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	290	513	289	0	615	45	159	815	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	290	513	289	0	615	45	159	815	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	1750	1900	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.27	0.17	0.00	0.11	0.03	0.09	0.21	0.00
Crit Moves:					****		****				****	
Green Time:	0.0	0.0	0.0	48.5	48.5	48.5	0.0	20.9	20.9	17.6	38.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.53	0.33	0.00	0.50	0.12	0.50	0.53	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	16.5	14.3	0.0	33.2	30.3	36.4	22.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	16.5	14.3	0.0	33.2	30.3	36.4	22.3	0.0
LOS by Move:	A	A	A	B	B	B	A	C-	C	D+	C+	A
HCM2kAvgQ:	0	0	0	5	10	5	0	6	1	5	9	0

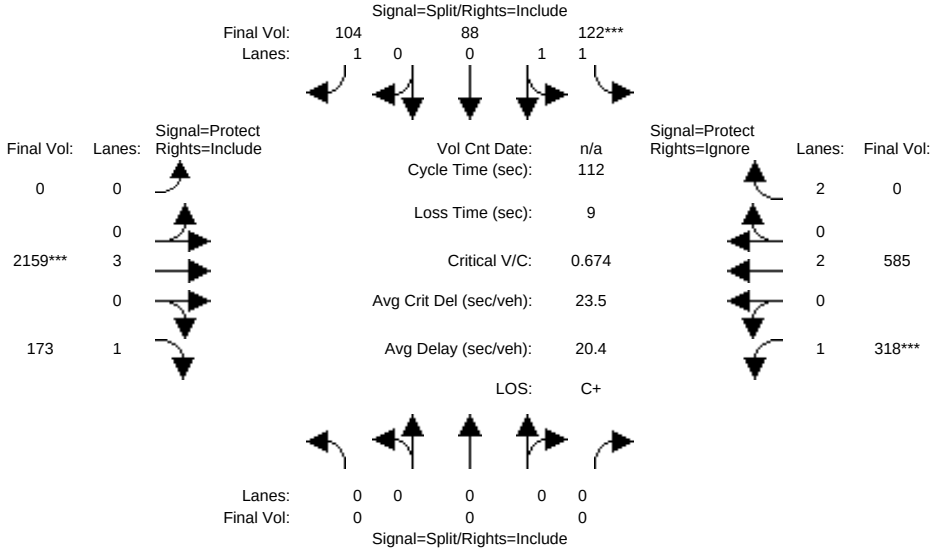
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	112	78	68	0	1455	60	146	518	965
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	112	78	68	0	1455	60	146	518	965
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	10	10	36	0	704	113	172	67	102
Initial Fut:	0	0	0	122	88	104	0	2159	173	318	585	1067
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	122	88	104	0	2159	173	318	585	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	88	104	0	2159	173	318	585	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	122	88	104	0	2159	173	318	585	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.17	0.83	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	2062	1487	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.00	0.38	0.10	0.18	0.15	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.0	10.0	10.0	0.0	62.8	62.8	30.2	93.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.66	0.67	0.00	0.67	0.18	0.67	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	54.5	54.5	59.8	0.0	17.9	12.1	40.4	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	54.5	54.5	59.8	0.0	17.9	12.1	40.4	1.9	0.0
LOS by Move:	A	A	A	D-	D-	E+	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	5	5	5	0	18	3	11	2	0

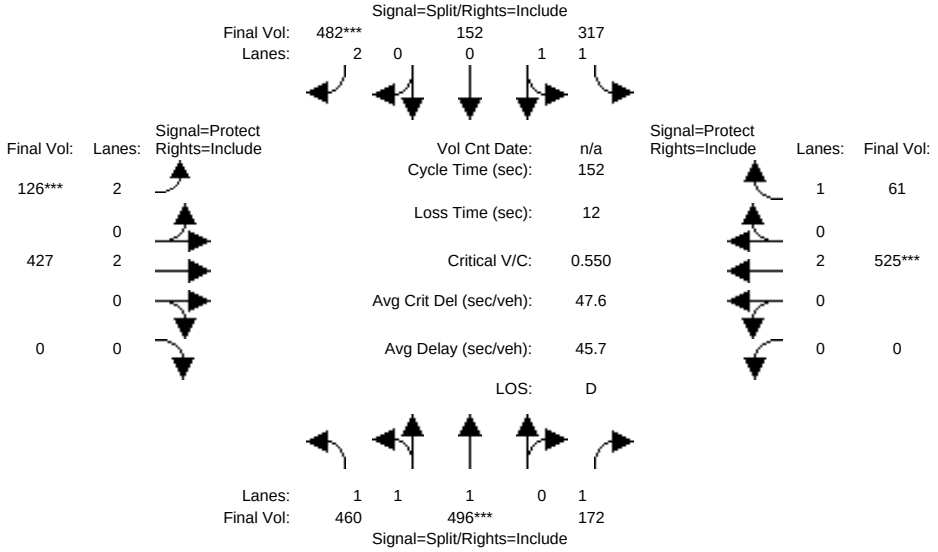
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	465	171	287	152	472	80	417	0	0	371	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	465	171	287	152	472	80	417	0	0	371	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	291	31	1	30	0	10	46	10	0	0	154	5
Initial Fut:	460	496	172	317	152	482	126	427	0	0	525	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	460	496	172	317	152	482	126	427	0	0	525	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	496	172	317	152	482	126	427	0	0	525	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	460	496	172	317	152	482	126	427	0	0	525	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.93	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	1.52	1.00	1.36	0.64	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2620	2826	1750	2399	1150	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.10	0.13	0.13	0.15	0.04	0.11	0.00	0.00	0.14	0.03
Crit Moves:		****				****	****				****	
Green Time:	48.5	48.5	48.5	42.3	42.3	42.3	11.1	49.2	0.0	0.0	38.2	38.2
Volume/Cap:	0.55	0.55	0.31	0.48	0.48	0.55	0.55	0.35	0.00	0.00	0.55	0.14
Delay/Veh:	43.1	43.1	39.4	46.0	46.0	47.5	70.9	39.3	0.0	0.0	50.1	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.1	39.4	46.0	46.0	47.5	70.9	39.3	0.0	0.0	50.1	44.3
LOS by Move:	D	D	D	D	D	D	E	D	A	A	D	D
HCM2kAvgQ:	13	13	6	10	10	12	4	7	0	0	11	2

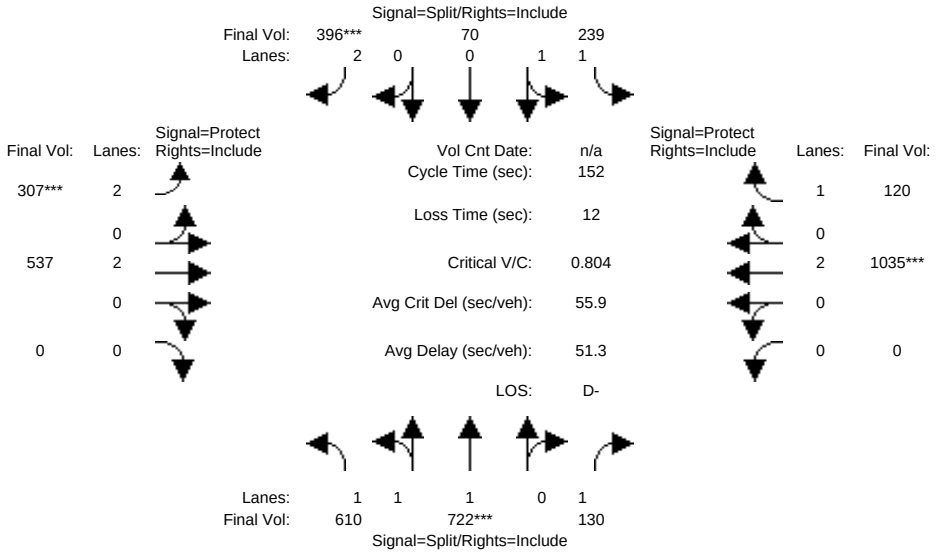
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	548	424	129	226	70	332	124	464	0	0	946	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	424	129	226	70	332	124	464	0	0	946	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	62	298	1	13	0	64	183	73	0	0	89	10
Initial Fut:	610	722	130	239	70	396	307	537	0	0	1035	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	610	722	130	239	70	396	307	537	0	0	1035	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	610	722	130	239	70	396	307	537	0	0	1035	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	610	722	130	239	70	396	307	537	0	0	1035	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.93	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.41	1.59	1.00	1.55	0.45	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2494	2952	1750	2746	804	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.07	0.09	0.09	0.13	0.10	0.14	0.00	0.00	0.27	0.07
Crit Moves:		****				****	****				****	
Green Time:	46.3	46.3	46.3	23.8	23.8	23.8	18.4	70.0	0.0	0.0	51.5	51.5
Volume/Cap:	0.80	0.80	0.24	0.56	0.56	0.80	0.80	0.31	0.00	0.00	0.80	0.20
Delay/Veh:	51.6	51.6	40.0	60.5	60.5	71.1	76.7	25.9	0.0	0.0	49.4	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	51.6	40.0	60.5	60.5	71.1	76.7	25.9	0.0	0.0	49.4	35.8
LOS by Move:	D-	D-	D	E	E	E	E-	C	A	A	D	D+
HCM2kAvgQ:	21	21	5	8	8	13	10	8	0	0	23	4

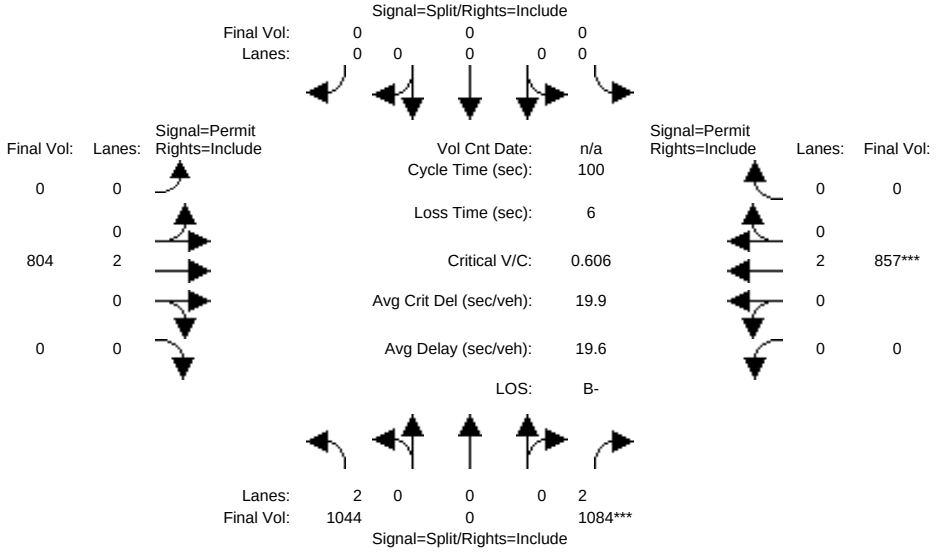
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	548	0	1074	0	0	0	0	622	0	0	733	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	0	1074	0	0	0	0	622	0	0	733	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	496	0	10	0	0	0	0	182	0	0	124	0
Initial Fut:	1044	0	1084	0	0	0	0	804	0	0	857	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1044	0	1084	0	0	0	0	804	0	0	857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1044	0	1084	0	0	0	0	804	0	0	857	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1044	0	1084	0	0	0	0	804	0	0	857	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.34	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.23	0.00
Crit Moves:			****								****	
Green Time:	56.8	0.0	56.8	0.0	0.0	0.0	0.0	37.2	0.0	0.0	37.2	0.0
Volume/Cap:	0.58	0.00	0.61	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.61	0.00
Delay/Veh:	14.5	0.0	14.8	0.0	0.0	0.0	0.0	25.6	0.0	0.0	26.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	0.0	14.8	0.0	0.0	0.0	0.0	25.6	0.0	0.0	26.2	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	13	0	13	0	0	0	0	10	0	0	11	0

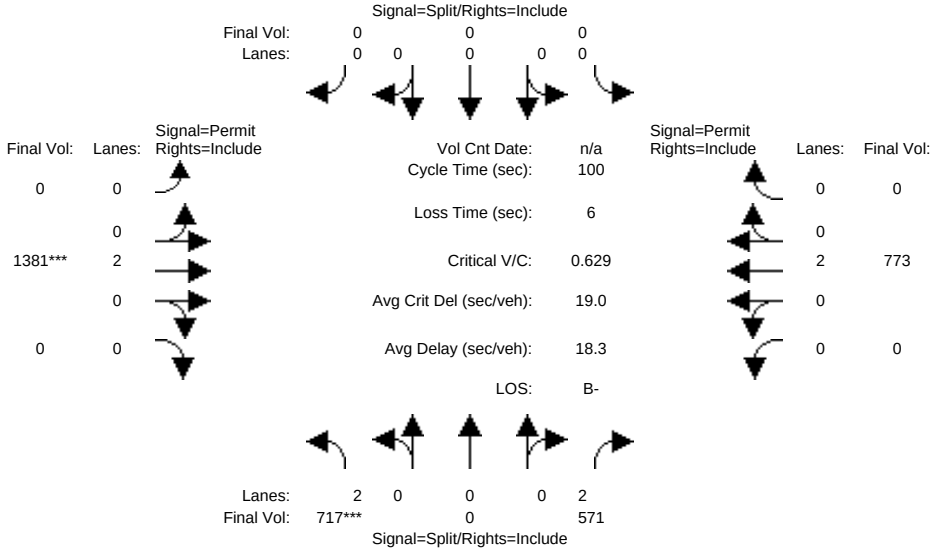
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	277	0	561	0	0	0	0	951	0	0	731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	0	561	0	0	0	0	951	0	0	731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	440	0	10	0	0	0	0	430	0	0	42	0
Initial Fut:	717	0	571	0	0	0	0	1381	0	0	773	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	717	0	571	0	0	0	0	1381	0	0	773	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	717	0	571	0	0	0	0	1381	0	0	773	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	717	0	571	0	0	0	0	1381	0	0	773	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.18	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.20	0.00
Crit Moves:	****							****				
Green Time:	36.2	0.0	36.2	0.0	0.0	0.0	0.0	57.8	0.0	0.0	57.8	0.0
Volume/Cap:	0.63	0.00	0.50	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.35	0.00
Delay/Veh:	27.5	0.0	25.2	0.0	0.0	0.0	0.0	14.6	0.0	0.0	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	0.0	25.2	0.0	0.0	0.0	0.0	14.6	0.0	0.0	11.3	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B+	A
HCM2kAvgQ:	12	0	8	0	0	0	0	14	0	0	6	0

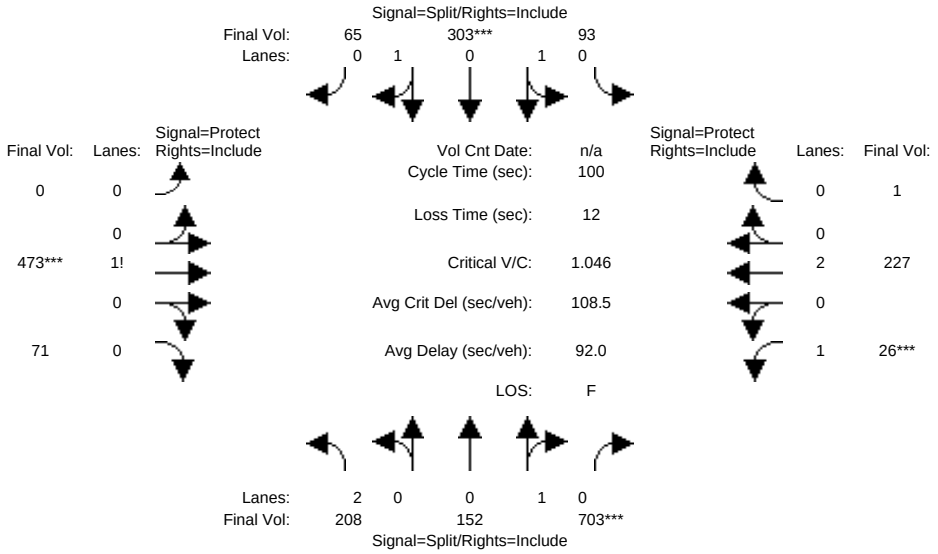
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	152	674	16	69	15	0	463	71	16	106	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	152	674	16	69	15	0	463	71	16	106	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	115	0	29	77	234	50	0	10	0	10	121	0
Initial Fut:	208	152	703	93	303	65	0	473	71	26	227	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	152	703	93	303	65	0	473	71	26	227	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	152	703	93	303	65	0	473	71	26	227	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	152	703	93	303	65	0	473	71	26	227	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95
Lanes:	2.00	0.18	0.82	0.40	1.32	0.28	0.00	0.87	0.13	1.00	1.99	0.01
Final Sat.:	3150	320	1480	726	2366	508	0	1565	235	1750	3684	16
Capacity Analysis Module:												
Vol/Sat:	0.07	0.48	0.48	0.13	0.13	0.13	0.00	0.30	0.30	0.01	0.06	0.06
Crit Moves:			****		****			****		****		
Green Time:	42.5	42.5	42.5	11.5	11.5	11.5	0.0	27.0	27.0	7.0	34.0	34.0
Volume/Cap:	0.16	1.12	1.12	1.12	1.12	1.12	0.00	1.12	1.12	0.21	0.18	0.18
Delay/Veh:	17.8	98.6	98.6	124.5	125	124.5	0.0	114	113.5	44.8	23.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	98.6	98.6	124.5	125	124.5	0.0	114	113.5	44.8	23.3	23.3
LOS by Move:	B	F	F	F	F	F	A	F	F	D	C	C
HCM2kAvgQ:	2	43	43	14	14	14	0	29	29	1	3	3

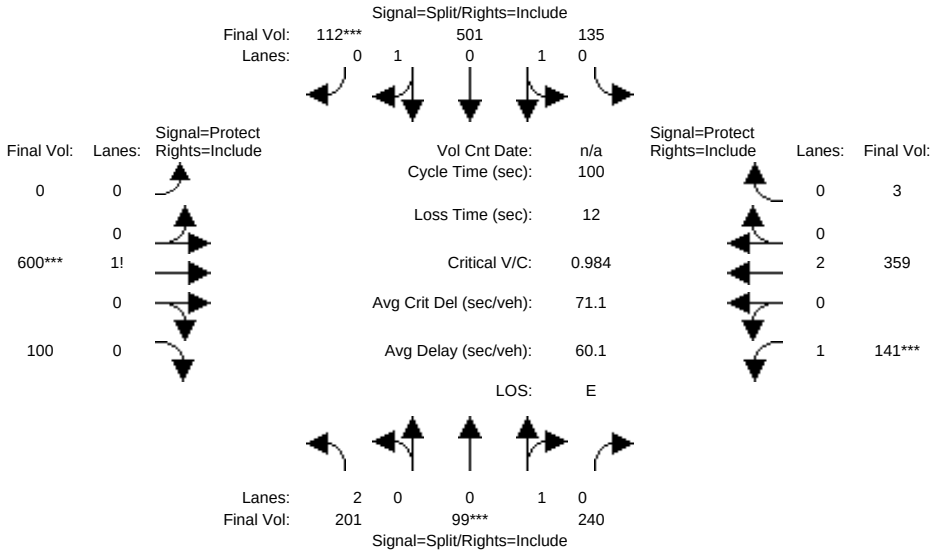
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	99	217	69	340	29	0	349	100	128	349	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	99	217	69	340	29	0	349	100	128	349	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	113	0	23	66	161	83	0	251	0	13	10	0
Initial Fut:	201	99	240	135	501	112	0	600	100	141	359	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	99	240	135	501	112	0	600	100	141	359	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	99	240	135	501	112	0	600	100	141	359	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	99	240	135	501	112	0	600	100	141	359	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95
Lanes:	2.00	0.29	0.71	0.36	1.34	0.30	0.00	0.86	0.14	1.00	1.98	0.02
Final Sat.:	3150	526	1274	650	2411	539	0	1543	257	1750	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.21	0.21	0.21	0.00	0.39	0.39	0.08	0.10	0.10
Crit Moves:		****				****		****		****		
Green Time:	19.1	19.1	19.1	21.1	21.1	21.1	0.0	39.5	39.5	8.2	47.7	47.7
Volume/Cap:	0.33	0.98	0.98	0.98	0.98	0.98	0.00	0.98	0.98	0.98	0.20	0.20
Delay/Veh:	35.2	84.2	84.2	67.7	67.7	67.7	0.0	59.4	59.4	115.8	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	84.2	84.2	67.7	67.7	67.7	0.0	59.4	59.4	115.8	15.2	15.2
LOS by Move:	D+	F	F	E	E	E	A	E+	E+	F	B	B
HCM2kAvgQ:	3	16	16	18	18	18	0	29	29	8	3	3

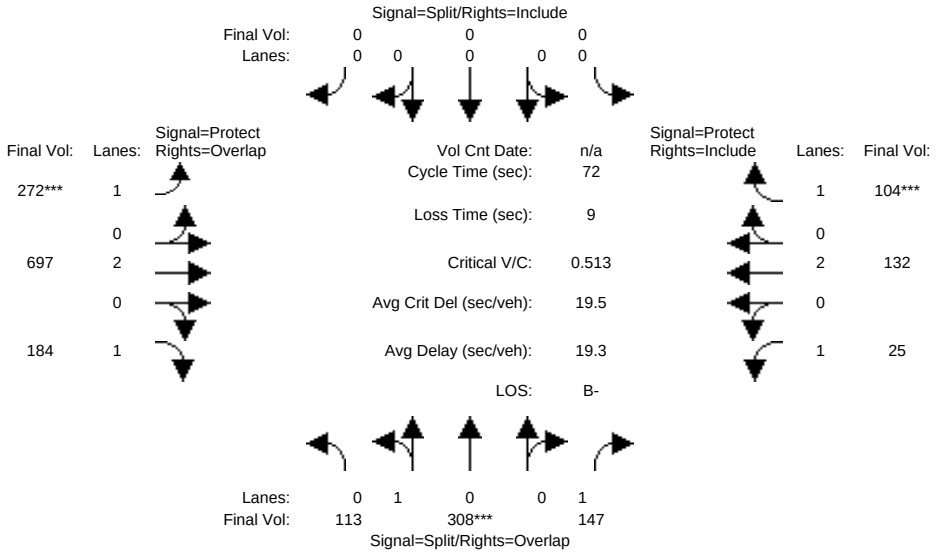
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	301	94	0	0	0	216	687	180	25	85	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	301	94	0	0	0	216	687	180	25	85	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	73	7	53	0	0	0	56	10	4	0	47	3
Initial Fut:	113	308	147	0	0	0	272	697	184	25	132	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	308	147	0	0	0	272	697	184	25	132	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	308	147	0	0	0	272	697	184	25	132	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	308	147	0	0	0	272	697	184	25	132	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.27	0.73	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	483	1317	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.08	0.00	0.00	0.00	0.16	0.18	0.11	0.01	0.03	0.06
Crit Moves:		****					****					****
Green Time:	31.8	31.8	42.6	0.0	0.0	0.0	21.2	20.4	52.2	10.8	10.0	10.0
Volume/Cap:	0.53	0.53	0.14	0.00	0.00	0.00	0.53	0.65	0.15	0.10	0.25	0.43
Delay/Veh:	15.3	15.3	6.6	0.0	0.0	0.0	22.3	24.1	3.1	26.6	27.9	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	15.3	6.6	0.0	0.0	0.0	22.3	24.1	3.1	26.6	27.9	29.6
LOS by Move:	B	B	A	A	A	A	C+	C	A	C	C	C
HCM2kAvgQ:	8	8	2	0	0	0	6	8	1	1	2	3

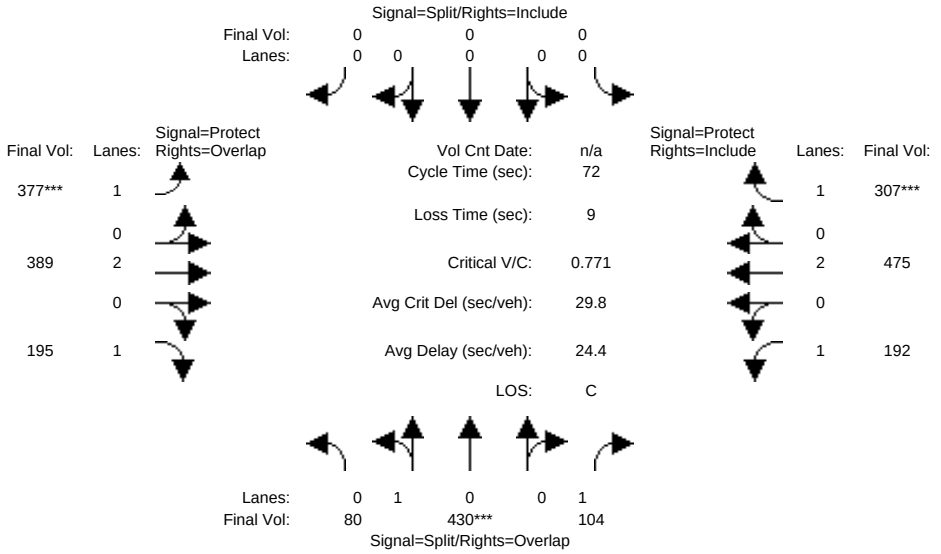
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	420	94	0	0	0	187	379	44	185	465	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	420	94	0	0	0	187	379	44	185	465	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	28	10	10	0	0	0	190	10	151	7	10	1
Initial Fut:	80	430	104	0	0	0	377	389	195	192	475	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	430	104	0	0	0	377	389	195	192	475	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	430	104	0	0	0	377	389	195	192	475	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	430	104	0	0	0	377	389	195	192	475	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.16	0.84	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	282	1518	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.06	0.00	0.00	0.00	0.22	0.10	0.11	0.11	0.13	0.18
Crit Moves:		****					****					****
Green Time:	26.5	26.5	42.6	0.0	0.0	0.0	20.1	20.4	46.9	16.1	16.4	16.4
Volume/Cap:	0.77	0.77	0.10	0.00	0.00	0.00	0.77	0.36	0.17	0.49	0.55	0.77
Delay/Veh:	25.6	25.6	6.4	0.0	0.0	0.0	31.2	20.8	5.0	25.3	25.3	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	25.6	6.4	0.0	0.0	0.0	31.2	20.8	5.0	25.3	25.3	35.0
LOS by Move:	C	C	A	A	A	A	C	C+	A	C	C	C-
HCM2kAvgQ:	12	12	1	0	0	0	10	4	2	5	5	9

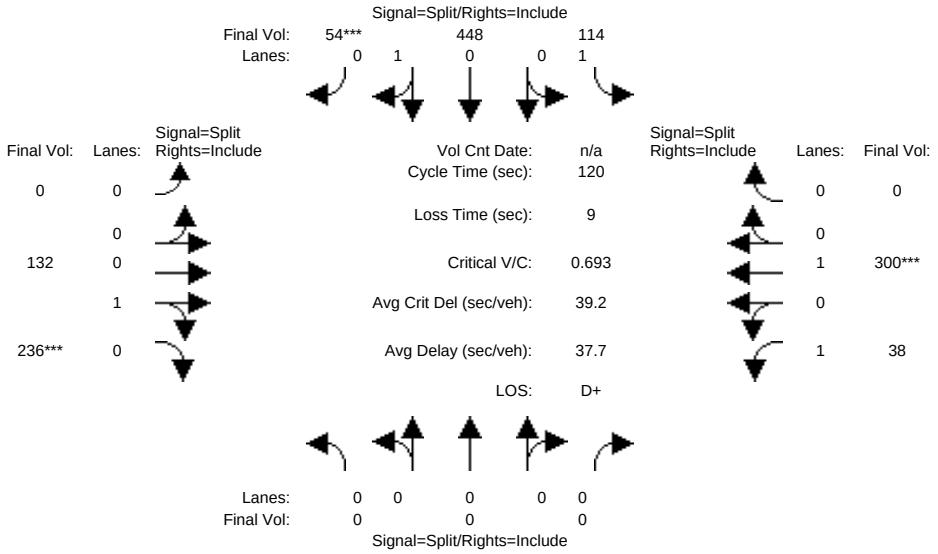
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	102	229	54	0	126	199	28	124	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	102	229	54	0	126	199	28	124	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	12	219	0	0	6	37	10	176	0
Initial Fut:	0	0	0	114	448	54	0	132	236	38	300	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	114	448	54	0	132	236	38	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	114	448	54	0	132	236	38	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	114	448	54	0	132	236	38	300	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.89	0.11	0.00	0.36	0.64	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1606	194	0	646	1154	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.28	0.28	0.00	0.20	0.20	0.02	0.16	0.00
Crit Moves:						****			****		****	
Green Time:	0.0	0.0	0.0	48.3	48.3	48.3	0.0	35.4	35.4	27.3	27.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.69	0.69	0.00	0.69	0.69	0.10	0.69	0.00
Delay/Veh:	0.0	0.0	0.0	23.0	32.6	32.6	0.0	41.4	41.4	36.7	47.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	32.6	32.6	0.0	41.4	41.4	36.7	47.3	0.0
LOS by Move:	A	A	A	C	C-	C-	A	D	D	D+	D	A
HCM2kAvgQ:	0	0	0	3	17	17	0	14	14	1	11	0

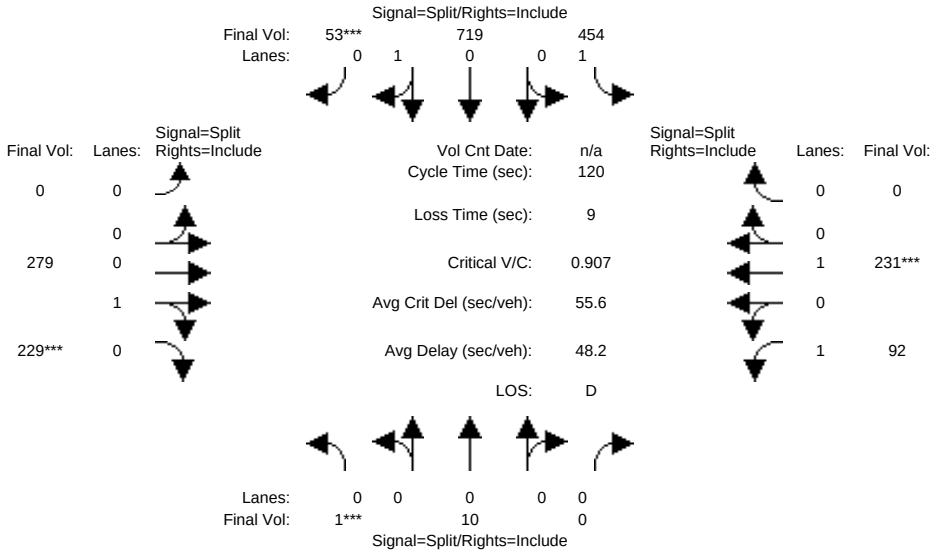
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	10	0	150	692	53	0	226	224	82	171	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	10	0	150	692	53	0	226	224	82	171	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	304	27	0	0	53	5	10	60	0
Initial Fut:	1	10	0	454	719	53	0	279	229	92	231	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	10	0	454	719	53	0	279	229	92	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	10	0	454	719	53	0	279	229	92	231	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	10	0	454	719	53	0	279	229	92	231	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.09	0.91	0.00	1.00	0.93	0.07	0.00	0.55	0.45	1.00	1.00	0.00
Final Sat.:	164	1636	0	1750	1676	124	0	989	811	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.26	0.43	0.43	0.00	0.28	0.28	0.05	0.12	0.00
Crit Moves:	****					****			****		****	
Green Time:	0.8	0.8	0.0	56.8	56.8	56.8	0.0	37.3	37.3	16.1	16.1	0.0
Volume/Cap:	0.91	0.91	0.00	0.55	0.91	0.91	0.00	0.91	0.91	0.39	0.91	0.00
Delay/Veh:	266.5	267	0.0	23.3	42.5	42.5	0.0	58.1	58.1	48.6	84.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	266.5	267	0.0	23.3	42.5	42.5	0.0	58.1	58.1	48.6	84.0	0.0
LOS by Move:	F	F	A	C	D	D	A	E+	E+	D	F	A
HCM2kAvgQ:	2	2	0	13	31	31	0	23	23	4	12	0

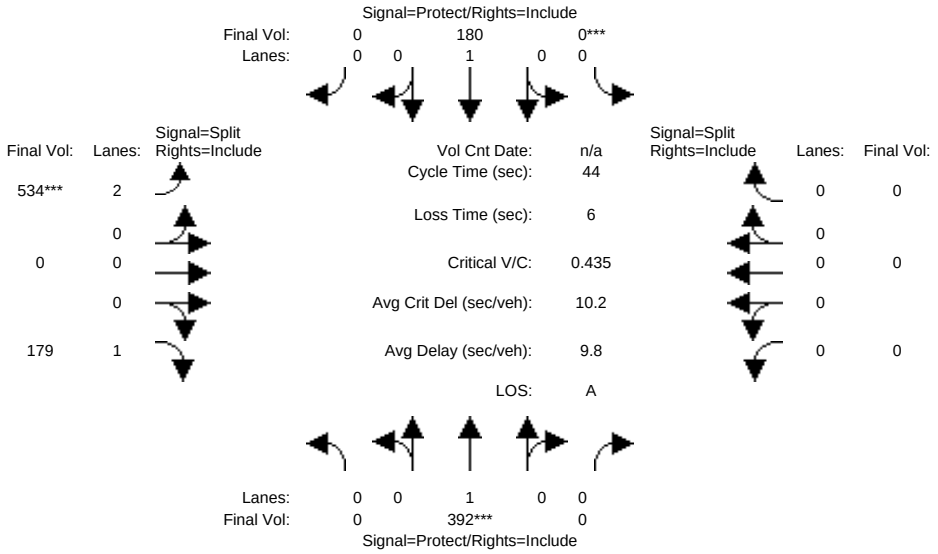
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	317	0	0	162	0	289	0	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	317	0	0	162	0	289	0	172	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	75	0	0	18	0	245	0	7	0	0	0
Initial Fut:	0	392	0	0	180	0	534	0	179	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	392	0	0	180	0	534	0	179	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	392	0	0	180	0	534	0	179	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	392	0	0	180	0	534	0	179	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.09	0.00	0.17	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	0.0	20.9	0.0	0.0	20.9	0.0	17.1	0.0	17.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.00	0.00	0.20	0.00	0.44	0.00	0.26	0.00	0.00	0.00
Delay/Veh:	0.0	9.2	0.0	0.0	7.2	0.0	11.0	0.0	10.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	0.0	0.0	7.2	0.0	11.0	0.0	10.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B+	A	B+	A	A	A
HCM2kAvgQ:	0	4	0	0	2	0	4	0	2	0	0	0

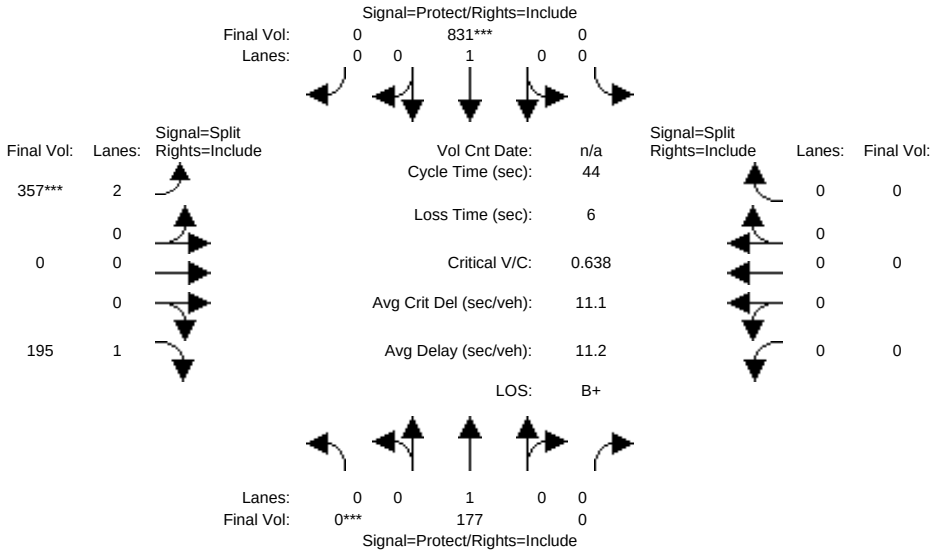
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	167	0	0	468	0	274	0	185	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	167	0	0	468	0	274	0	185	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	10	0	0	363	0	83	0	10	0	0	0
Initial Fut:	0	177	0	0	831	0	357	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	177	0	0	831	0	357	0	195	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	177	0	0	831	0	357	0	195	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	177	0	0	831	0	357	0	195	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.44	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	28.0	0.0	0.0	28.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.15	0.00	0.00	0.69	0.00	0.50	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	3.5	0.0	0.0	8.4	0.0	17.3	0.0	19.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.5	0.0	0.0	8.4	0.0	17.3	0.0	19.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B-	A	A	A
HCM2kAvgQ:	0	1	0	0	9	0	3	0	3	0	0	0

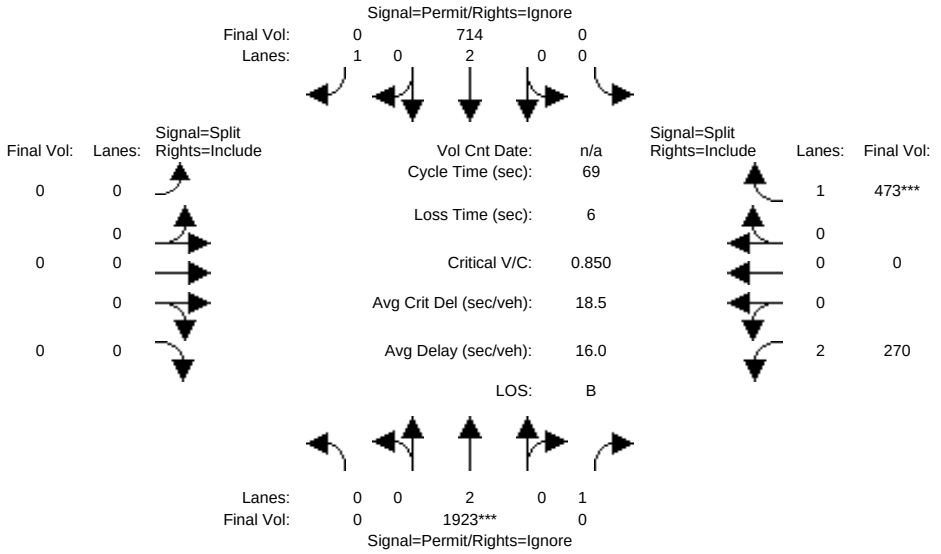
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1913	219	0	654	163	0	0	0	213	0	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1913	219	0	654	163	0	0	0	213	0	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	42	0	60	0	0	0	0	57	0	23
Initial Fut:	0	1923	261	0	714	163	0	0	0	270	0	473
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1923	0	0	714	0	0	0	0	270	0	473
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1923	0	0	714	0	0	0	0	270	0	473
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1923	0	0	714	0	0	0	0	270	0	473
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.09	0.00	0.27
Crit Moves:		****										****
Green Time:	0.0	41.1	0.0	0.0	41.1	0.0	0.0	0.0	0.0	21.9	0.0	21.9
Volume/Cap:	0.00	0.85	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.27	0.00	0.85
Delay/Veh:	0.0	14.7	0.0	0.0	7.0	0.0	0.0	0.0	0.0	17.7	0.0	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.7	0.0	0.0	7.0	0.0	0.0	0.0	0.0	17.7	0.0	33.9
LOS by Move:	A	B	A	A	A	A	A	A	A	B	A	C-
HCM2kAvgQ:	0	20	0	0	4	0	0	0	0	3	0	13

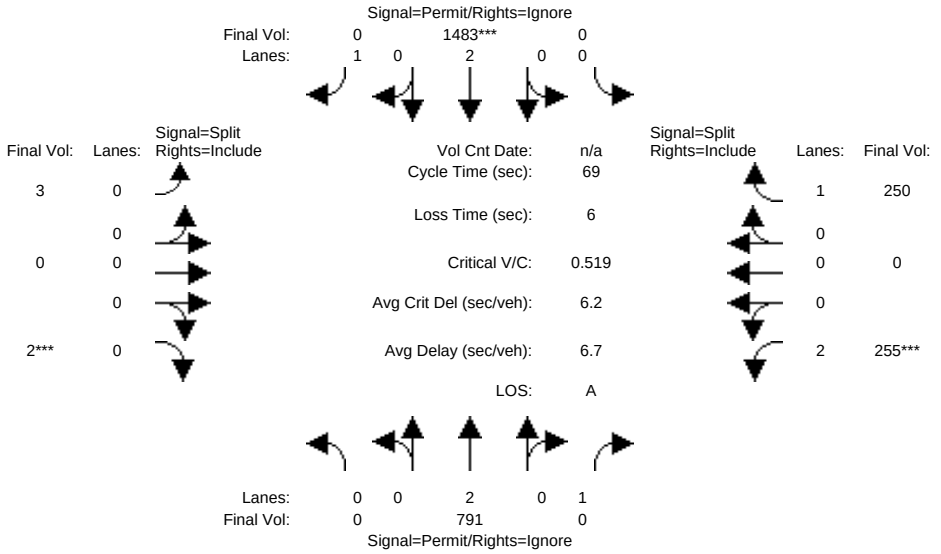
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	732	362	0	1473	225	3	0	2	245	0	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	732	362	0	1473	225	3	0	2	245	0	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	59	34	0	10	0	0	0	0	10	0	21
Initial Fut:	0	791	396	0	1483	225	3	0	2	255	0	250
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	791	0	0	1483	0	3	0	2	255	0	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	791	0	0	1483	0	3	0	2	255	0	250
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	791	0	0	1483	0	3	0	2	255	0	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.60	0.00	0.40	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	1050	0	700	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.08	0.00	0.14
Crit Moves:					****				****	****		
Green Time:	0.0	51.9	0.0	0.0	51.9	0.0	0.4	0.0	0.4	19.0	0.0	19.0
Volume/Cap:	0.00	0.28	0.00	0.00	0.52	0.00	0.52	0.00	0.52	0.29	0.00	0.52
Delay/Veh:	0.0	2.7	0.0	0.0	3.7	0.0	76.6	0.0	76.6	19.9	0.0	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.7	0.0	0.0	3.7	0.0	76.6	0.0	76.6	19.9	0.0	22.2
LOS by Move:	A	A	A	A	A	A	E-	A	E-	B-	A	C+
HCM2kAvgQ:	0	3	0	0	7	0	1	0	1	3	0	5

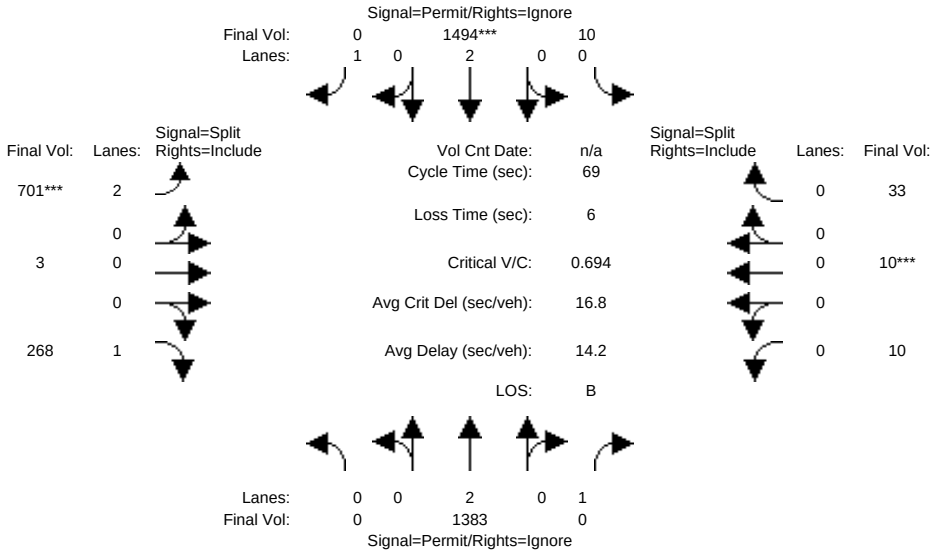
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1373	262	0	1369	311	701	3	268	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1373	262	0	1369	311	701	3	268	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	10	10	125	10	0	0	0	10	10	33
Initial Fut:	0	1383	272	10	1494	321	701	3	268	10	10	33
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1383	0	10	1494	0	701	3	268	10	10	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1383	0	10	1494	0	701	3	268	10	10	33
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1383	0	10	1494	0	701	3	268	10	10	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.94	0.95	0.95	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	2.00	0.01	0.99	0.19	0.19	0.62
Final Sat.:	0	3800	1750	25	3675	1750	3554	20	1780	330	330	1090
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.41	0.41	0.00	0.20	0.15	0.15	0.03	0.03	0.03
Crit Moves:					****		****				****	
Green Time:	0.0	40.4	0.0	40.4	40.4	0.0	19.6	19.6	19.6	3.0	3.0	3.0
Volume/Cap:	0.00	0.62	0.00	0.69	0.69	0.00	0.69	0.53	0.53	0.69	0.69	0.69
Delay/Veh:	0.0	9.9	0.0	11.0	11.0	0.0	23.6	21.1	21.1	56.7	56.7	56.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.0	11.0	11.0	0.0	23.6	21.1	21.1	56.7	56.7	56.7
LOS by Move:	A	A	A	B+	B+	A	C	C+	C+	E+	E+	E+
HCM2kAvgQ:	0	10	0	13	13	0	8	6	6	3	3	3

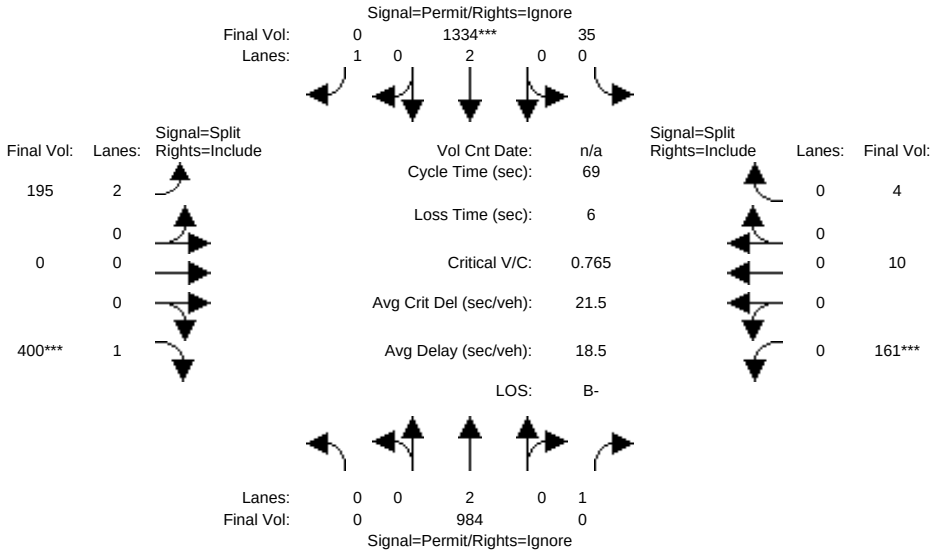
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	895	244	0	1324	407	195	0	400	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	895	244	0	1324	407	195	0	400	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	89	68	35	10	10	0	0	0	161	10	4
Initial Fut:	0	984	312	35	1334	417	195	0	400	161	10	4
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	984	0	35	1334	0	195	0	400	161	10	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	984	0	35	1334	0	195	0	400	161	10	4
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	984	0	35	1334	0	195	0	400	161	10	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.83	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	0.05	1.95	1.00	2.00	0.00	1.00	0.92	0.06	0.02
Final Sat.:	0	3800	1750	95	3605	1750	3150	0	1750	1610	100	40
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.37	0.37	0.00	0.06	0.00	0.23	0.10	0.10	0.10
Crit Moves:					****				****	****		
Green Time:	0.0	33.4	0.0	33.4	33.4	0.0	20.6	0.0	20.6	9.0	9.0	9.0
Volume/Cap:	0.00	0.54	0.00	0.77	0.77	0.00	0.21	0.00	0.77	0.77	0.77	0.77
Delay/Veh:	0.0	12.7	0.0	16.6	16.6	0.0	18.2	0.0	28.7	43.2	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.7	0.0	16.6	16.6	0.0	18.2	0.0	28.7	43.2	43.2	43.2
LOS by Move:	A	B	A	B	B	A	B-	A	C	D	D	D
HCM2kAvgQ:	0	8	0	14	14	0	2	0	10	6	6	6

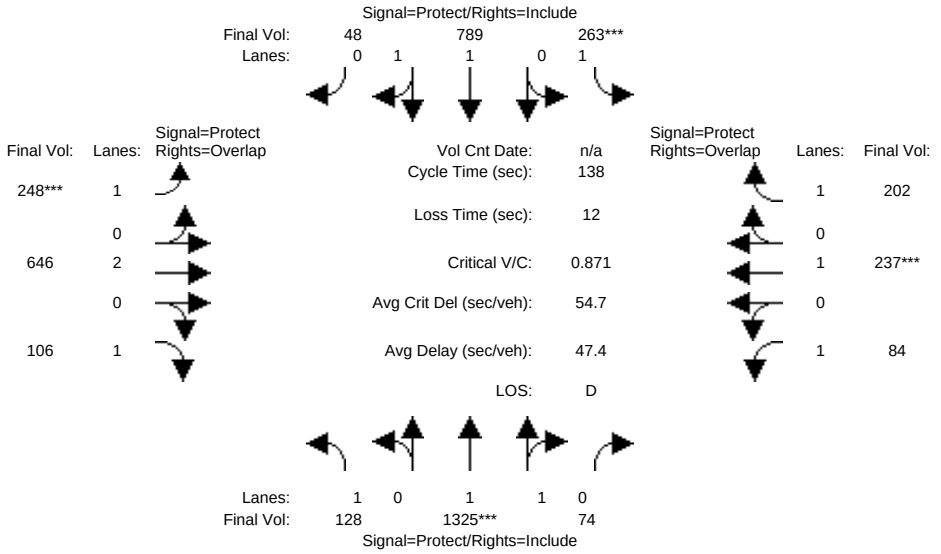
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	1315	64	226	657	38	178	604	67	72	230	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1315	64	226	657	38	178	604	67	72	230	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	83	10	10	37	132	10	70	42	39	12	7	2
Initial Fut:	128	1325	74	263	789	48	248	646	106	84	237	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	1325	74	263	789	48	248	646	106	84	237	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1325	74	263	789	48	248	646	106	84	237	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1325	74	263	789	48	248	646	106	84	237	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3504	196	1750	3488	212	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.38	0.15	0.23	0.23	0.14	0.17	0.06	0.05	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	20.5	59.9	59.9	23.8	63.3	63.3	22.5	32.5	53.0	9.7	19.8	43.6
Volume/Cap:	0.49	0.87	0.87	0.87	0.49	0.49	0.87	0.72	0.16	0.68	0.87	0.37
Delay/Veh:	55.5	41.0	41.0	78.4	26.4	26.4	80.2	51.5	28.0	77.2	82.6	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	41.0	41.0	78.4	26.4	26.4	80.2	51.5	28.0	77.2	82.6	36.9
LOS by Move:	E+	D	D	E-	C	C	F	D-	C	E-	F	D+
HCM2kAvgQ:	6	30	30	15	12	12	14	14	3	5	13	7

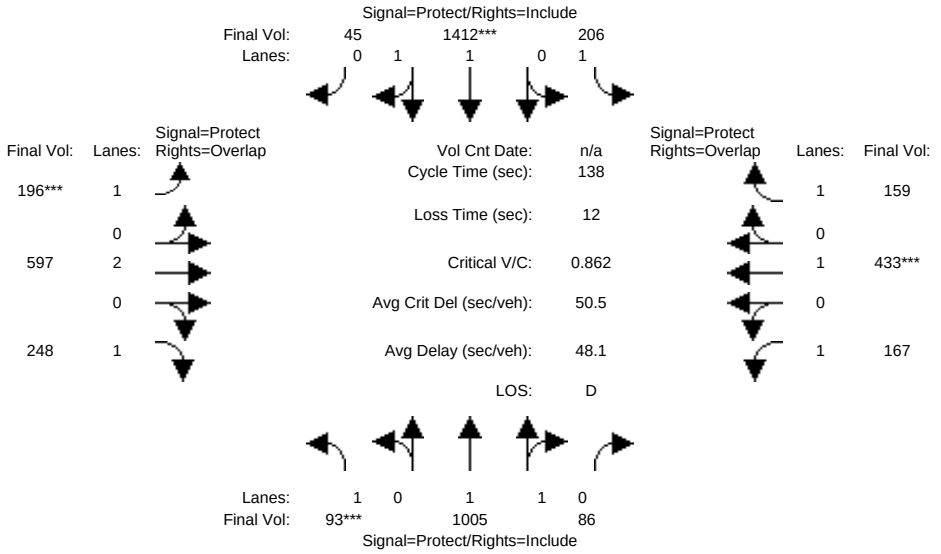
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	827	57	196	1402	25	192	581	224	157	426	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	827	57	196	1402	25	192	581	224	157	426	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	18	178	29	10	10	20	4	16	24	10	7	10
Initial Fut:	93	1005	86	206	1412	45	196	597	248	167	433	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1005	86	206	1412	45	196	597	248	167	433	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1005	86	206	1412	45	196	597	248	167	433	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1005	86	206	1412	45	196	597	248	167	433	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3408	292	1750	3586	114	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.12	0.39	0.39	0.11	0.16	0.14	0.10	0.23	0.09
Crit Moves:	****				****		****				****	
Green Time:	8.5	51.2	51.2	20.4	63.1	63.1	17.9	33.9	42.4	20.6	36.5	56.9
Volume/Cap:	0.86	0.80	0.80	0.80	0.86	0.86	0.86	0.64	0.46	0.64	0.86	0.22
Delay/Veh:	110.6	42.1	42.1	72.4	38.4	38.4	85.7	48.1	39.2	60.5	62.5	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.6	42.1	42.1	72.4	38.4	38.4	85.7	48.1	39.2	60.5	62.5	26.4
LOS by Move:	F	D	D	E	D+	D+	F	D	D	E	E	C
HCM2kAvgQ:	7	22	22	11	30	30	11	12	9	8	20	5

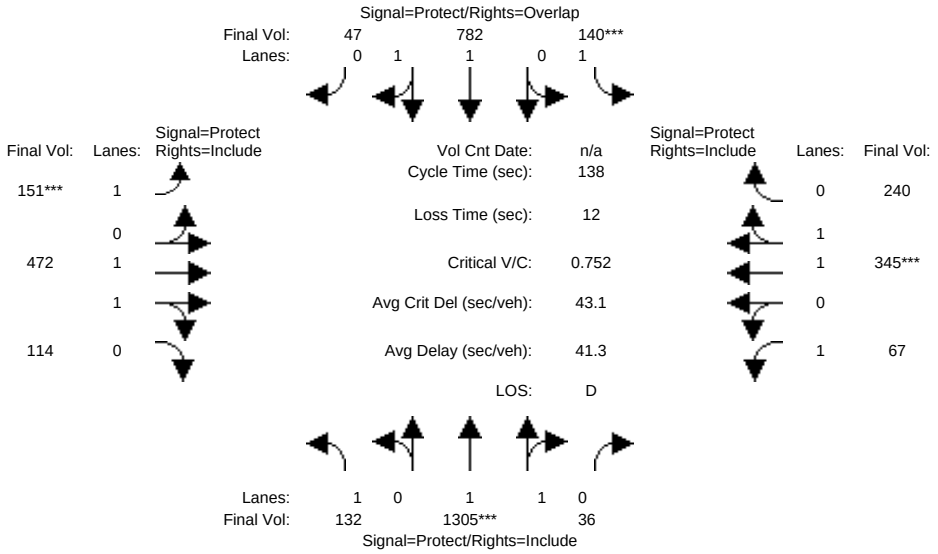
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	1295	26	130	574	46	141	462	76	63	335	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1295	26	130	574	46	141	462	76	63	335	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	10	10	10	208	1	10	10	38	4	10	110
Initial Fut:	132	1305	36	140	782	47	151	472	114	67	345	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1305	36	140	782	47	151	472	114	67	345	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1305	36	140	782	47	151	472	114	67	345	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1305	36	140	782	47	151	472	114	67	345	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.94	0.06	1.00	1.88	0.12	1.00	1.60	0.40	1.00	1.16	0.84
Final Sat.:	1750	3601	99	1750	3490	210	1750	2980	720	1750	2181	1517
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.08	0.22	0.22	0.09	0.16	0.16	0.04	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	20.4	66.5	66.5	14.7	60.7	76.5	15.8	34.0	34.0	10.9	29.0	29.0
Volume/Cap:	0.51	0.75	0.75	0.75	0.51	0.40	0.75	0.64	0.64	0.49	0.75	0.75
Delay/Veh:	55.8	30.9	30.9	75.7	28.2	17.8	73.9	48.2	48.2	63.6	55.3	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	30.9	30.9	75.7	28.2	17.8	73.9	48.2	48.2	63.6	55.3	55.3
LOS by Move:	E+	C	C	E-	C	B	E	D	D	E	E+	E+
HCM2kAvgQ:	6	24	24	8	13	10	8	12	12	4	13	13

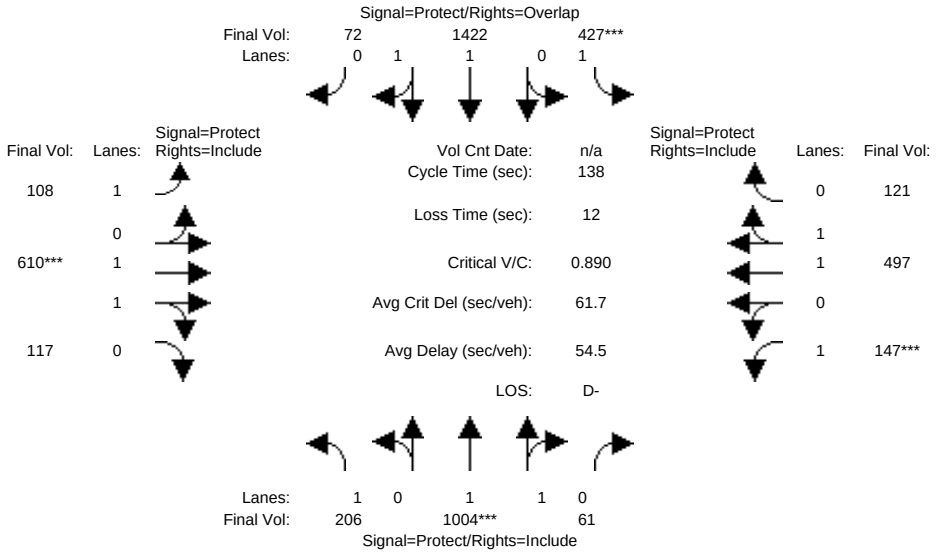
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	184	740	31	417	1410	62	108	600	110	137	469	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	740	31	417	1410	62	108	600	110	137	469	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	22	264	30	10	12	10	0	10	7	10	28	10
Initial Fut:	206	1004	61	427	1422	72	108	610	117	147	497	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	1004	61	427	1422	72	108	610	117	147	497	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1004	61	427	1422	72	108	610	117	147	497	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	1004	61	427	1422	72	108	610	117	147	497	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.88	0.12	1.00	1.90	0.10	1.00	1.67	0.33	1.00	1.60	0.40
Final Sat.:	1750	3488	212	1750	3522	178	1750	3104	595	1750	2975	724
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.24	0.40	0.40	0.06	0.20	0.20	0.08	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	18.6	44.6	44.6	37.8	63.9	75.6	11.7	30.5	30.5	13.0	31.8	31.8
Volume/Cap:	0.87	0.89	0.89	0.89	0.87	0.74	0.73	0.89	0.89	0.89	0.73	0.73
Delay/Veh:	86.4	52.9	52.9	66.3	38.6	25.1	77.8	64.0	64.0	101.8	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.4	52.9	52.9	66.3	38.6	25.1	77.8	64.0	64.0	101.8	52.2	52.2
LOS by Move:	F	D-	D-	E	D+	C	E-	E	E	F	D-	D-
HCM2kAvgQ:	12	25	25	22	32	25	6	18	18	9	14	14

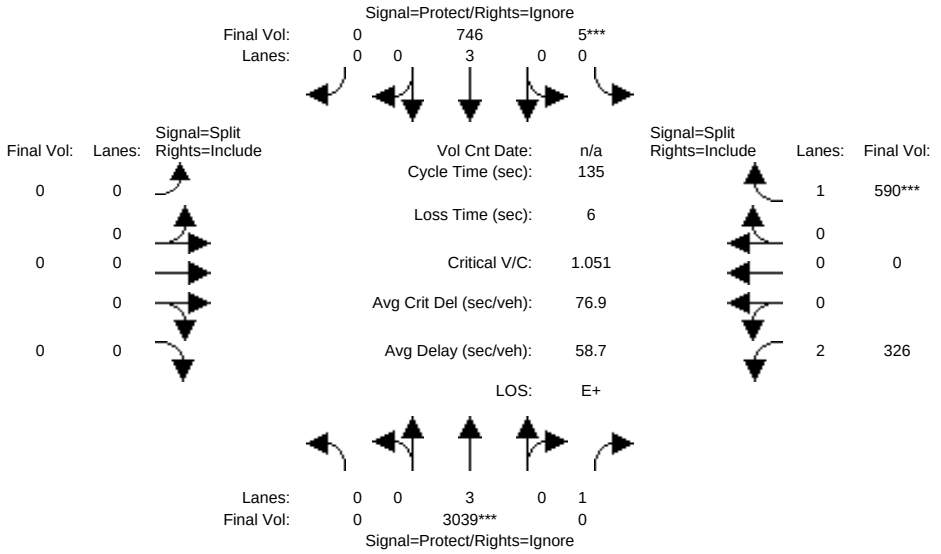
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3029	240	5	638	0	0	0	0	243	0	562
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3029	240	5	638	0	0	0	0	243	0	562
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	10	0	108	0	0	0	0	83	0	28
Initial Fut:	0	3039	250	5	746	0	0	0	0	326	0	590
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3039	0	5	746	0	0	0	0	326	0	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3039	0	5	746	0	0	0	0	326	0	590
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3039	0	5	746	0	0	0	0	326	0	590
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.02	2.98	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	37	5563	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.13	0.13	0.00	0.00	0.00	0.00	0.10	0.00	0.34
Crit Moves:		****		****								****
Green Time:	0.0	68.5	0.0	17.2	85.7	0.0	0.0	0.0	0.0	43.3	0.0	43.3
Volume/Cap:	0.00	1.05	0.00	1.05	0.21	0.00	0.00	0.00	0.00	0.32	0.00	1.05
Delay/Veh:	0.0	65.4	0.0	106.8	10.4	0.0	0.0	0.0	0.0	34.9	0.0	98.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	65.4	0.0	106.8	10.4	0.0	0.0	0.0	0.0	34.9	0.0	98.0
LOS by Move:	A	E	A	F	B+	A	A	A	A	C-	A	F
HCM2kAvgQ:	0	53	0	16	4	0	0	0	0	6	0	35

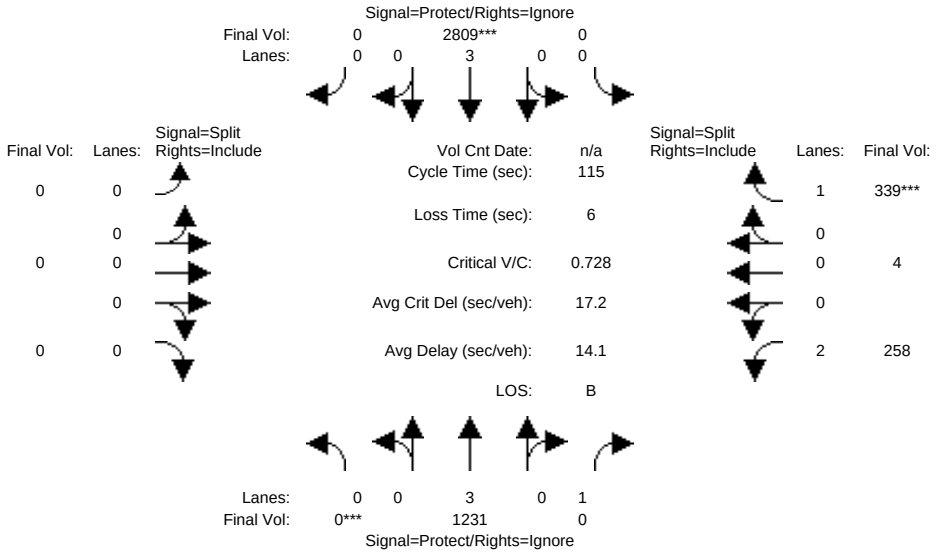
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1158	299	0	2799	0	0	0	0	244	4	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1158	299	0	2799	0	0	0	0	244	4	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	73	1	0	10	40	0	0	0	14	0	46
Initial Fut:	0	1231	300	0	2809	40	0	0	0	258	4	339
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1231	0	0	2809	0	0	0	0	258	4	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1231	0	0	2809	0	0	0	0	258	4	339
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1231	0	0	2809	0	0	0	0	258	4	339
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	0	5700	1750	0	5600	0	0	0	0	3470	54	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.07	0.07	0.19
Crit Moves:	****				****							****
Green Time:	0.0	79.2	0.0	0.0	79.2	0.0	0.0	0.0	0.0	29.8	29.8	29.8
Volume/Cap:	0.00	0.31	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.29	0.29	0.73
Delay/Veh:	0.0	7.1	0.0	0.0	11.9	0.0	0.0	0.0	0.0	34.2	34.2	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	0.0	0.0	11.9	0.0	0.0	0.0	0.0	34.2	34.2	42.2
LOS by Move:	A	A	A	A	B+	A	A	A	A	C-	C-	D
HCM2kAvgQ:	0	6	0	0	22	0	0	0	0	4	4	13

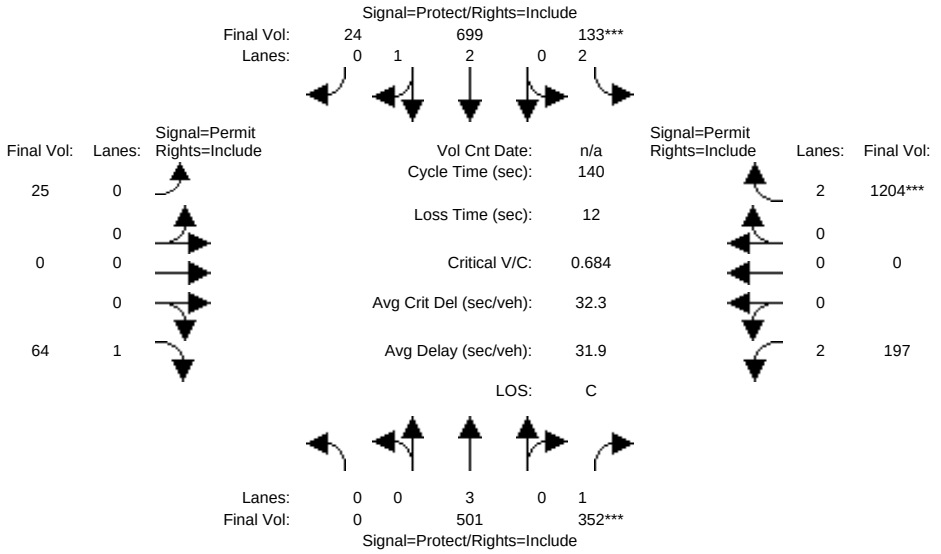
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	491	252	133	591	14	0	0	9	197	0	1204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	491	252	133	591	14	0	0	9	197	0	1204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	100	0	108	10	25	0	55	0	0	0
Initial Fut:	0	501	352	133	699	24	25	0	64	197	0	1204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	501	352	133	699	24	25	0	64	197	0	1204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	501	352	133	699	24	25	0	64	197	0	1204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	501	352	133	699	24	25	0	64	197	0	1204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.92	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.90	0.10	0.28	0.00	0.72	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5414	186	492	0	1258	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.20	0.04	0.13	0.13	0.05	0.00	0.05	0.06	0.00	0.38
Crit Moves:			****	****								****
Green Time:	0.0	41.2	41.2	8.6	49.8	49.8	78.2	0.0	78.2	78.2	0.0	78.2
Volume/Cap:	0.00	0.30	0.68	0.68	0.36	0.36	0.09	0.00	0.09	0.11	0.00	0.68
Delay/Veh:	0.0	38.4	47.5	74.0	33.5	33.5	14.4	0.0	14.4	14.6	0.0	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.4	47.5	74.0	33.5	33.5	14.4	0.0	14.4	14.6	0.0	23.2
LOS by Move:	A	D+	D	E	C-	C-	B	A	B	B	A	C
HCM2kAvgQ:	0	5	15	5	8	8	2	0	2	2	0	22

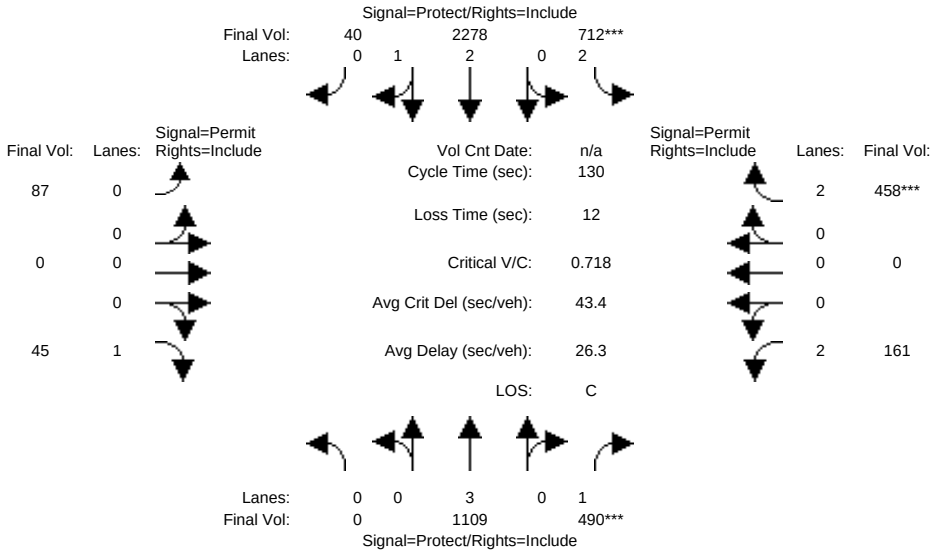
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1035	322	712	2268	30	0	0	29	161	0	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1035	322	712	2268	30	0	0	29	161	0	458
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	74	168	0	10	10	87	0	16	0	0	0
Initial Fut:	0	1109	490	712	2278	40	87	0	45	161	0	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1109	490	712	2278	40	87	0	45	161	0	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1109	490	712	2278	40	87	0	45	161	0	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1109	490	712	2278	40	87	0	45	161	0	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.92	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.95	0.05	0.66	0.00	0.34	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5503	97	1153	0	597	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.28	0.23	0.41	0.41	0.08	0.00	0.08	0.05	0.00	0.15
Crit Moves:			****	****								****
Green Time:	0.0	50.7	50.7	40.9	91.7	91.7	26.3	0.0	26.3	26.3	0.0	26.3
Volume/Cap:	0.00	0.50	0.72	0.72	0.59	0.59	0.37	0.00	0.37	0.25	0.00	0.72
Delay/Veh:	0.0	30.2	37.3	42.0	9.9	9.9	45.4	0.0	45.4	43.8	0.0	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.2	37.3	42.0	9.9	9.9	45.4	0.0	45.4	43.8	0.0	52.3
LOS by Move:	A	C	D+	D	A	A	D	A	D	D	A	D-
HCM2kAvgQ:	0	11	19	16	16	16	5	0	5	3	0	11

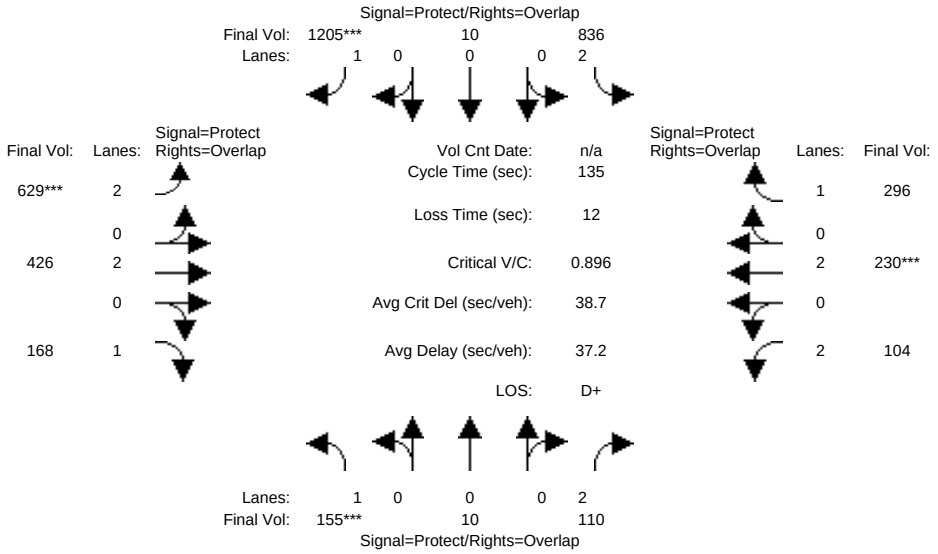
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	0	96	707	0	1173	619	426	140	94	226	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	0	96	707	0	1173	619	426	140	94	226	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	18	10	14	129	10	32	10	0	28	10	4	10
Initial Fut:	155	10	110	836	10	1205	629	426	168	104	230	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	10	110	836	10	1205	629	426	168	104	230	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	10	110	836	10	1205	629	426	168	104	230	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	10	110	836	10	1205	629	426	168	104	230	296
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.93	0.93	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.16	1.84	1.98	0.02	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1800	294	3230	3478	42	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.03	0.24	0.24	0.67	0.20	0.11	0.10	0.03	0.06	0.17
Crit Moves:	****					****	****				****	
Green Time:	12.9	10.3	22.9	72.8	70.3	100.1	29.9	27.3	40.1	12.6	10.0	82.8
Volume/Cap:	0.90	0.45	0.20	0.45	0.46	0.90	0.90	0.56	0.32	0.35	0.82	0.28
Delay/Veh:	88.6	60.1	48.2	18.9	20.5	19.1	66.2	49.3	37.2	58.1	78.4	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.6	60.1	48.2	18.9	20.5	19.1	66.2	49.3	37.2	58.1	78.4	12.3
LOS by Move:	F	E	D	B-	C+	B-	E	D	D+	E+	E-	B
HCM2kAvgQ:	10	3	2	11	12	44	19	8	6	3	7	6

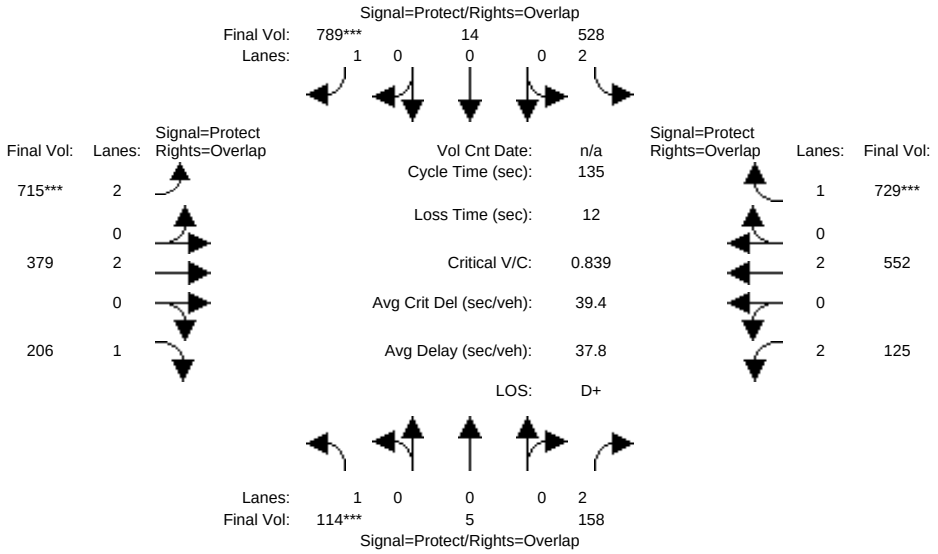
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	0	152	496	0	779	683	379	196	115	552	557
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	152	496	0	779	683	379	196	115	552	557
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	40	5	6	32	14	10	32	0	10	10	0	172
Initial Fut:	114	5	158	528	14	789	715	379	206	125	552	729
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	5	158	528	14	789	715	379	206	125	552	729
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	5	158	528	14	789	715	379	206	125	552	729
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	5	158	528	14	789	715	379	206	125	552	729
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.93	0.93	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.06	1.94	1.95	0.05	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1800	109	3435	3427	91	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.15	0.15	0.44	0.23	0.10	0.12	0.04	0.15	0.42
Crit Moves:	****					****	****					****
Green Time:	10.2	10.2	37.1	34.0	34.0	70.6	36.5	51.8	62.0	26.9	42.3	76.3
Volume/Cap:	0.84	0.61	0.17	0.61	0.61	0.84	0.84	0.26	0.26	0.20	0.46	0.74
Delay/Veh:	78.6	62.9	37.2	45.1	45.2	31.5	53.8	28.5	22.5	45.2	37.6	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.6	62.9	37.2	45.1	45.2	31.5	53.8	28.5	22.5	45.2	37.6	24.8
LOS by Move:	E-	E	D+	D	D	C	D-	C	C+	D	D+	C
HCM2kAvgQ:	7	4	3	11	11	31	19	5	5	3	9	25

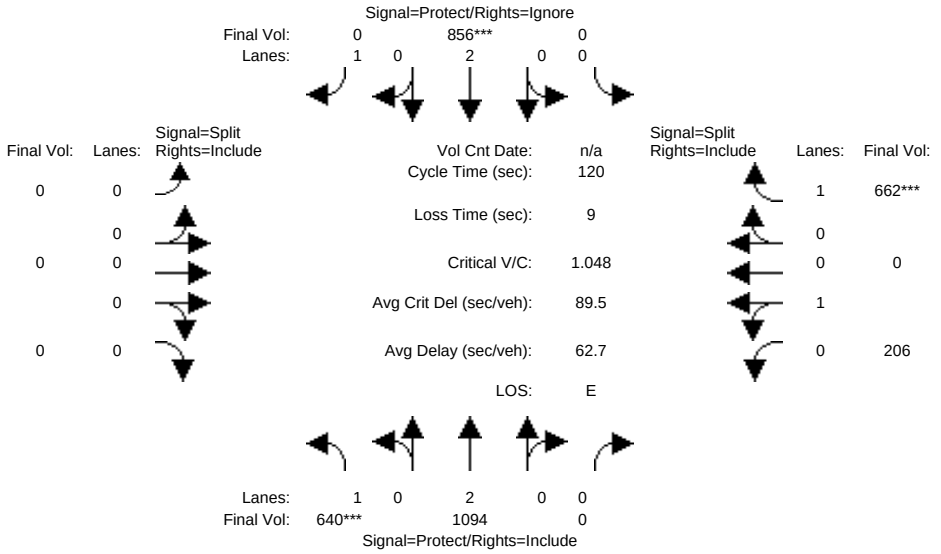
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	630	1084	0	0	807	1081	0	0	0	184	0	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	1084	0	0	807	1081	0	0	0	184	0	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	10	0	0	49	56	0	0	0	22	0	29
Initial Fut:	640	1094	0	0	856	1137	0	0	0	206	0	662
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	640	1094	0	0	856	0	0	0	0	206	0	662
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	1094	0	0	856	0	0	0	0	206	0	662
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	640	1094	0	0	856	0	0	0	0	206	0	662
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.29	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.11	0.00	0.38
Crit Moves:	****				****							****
Green Time:	41.9	67.7	0.0	0.0	25.8	0.0	0.0	0.0	0.0	43.3	0.0	43.3
Volume/Cap:	1.05	0.51	0.00	0.00	1.05	0.00	0.00	0.00	0.00	0.32	0.00	1.05
Delay/Veh:	88.6	16.2	0.0	0.0	91.9	0.0	0.0	0.0	0.0	27.9	0.0	87.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.6	16.2	0.0	0.0	91.9	0.0	0.0	0.0	0.0	27.9	0.0	87.3
LOS by Move:	F	B	A	A	F	A	A	A	A	C	A	F
HCM2kAvgQ:	35	12	0	0	23	0	0	0	0	6	0	36

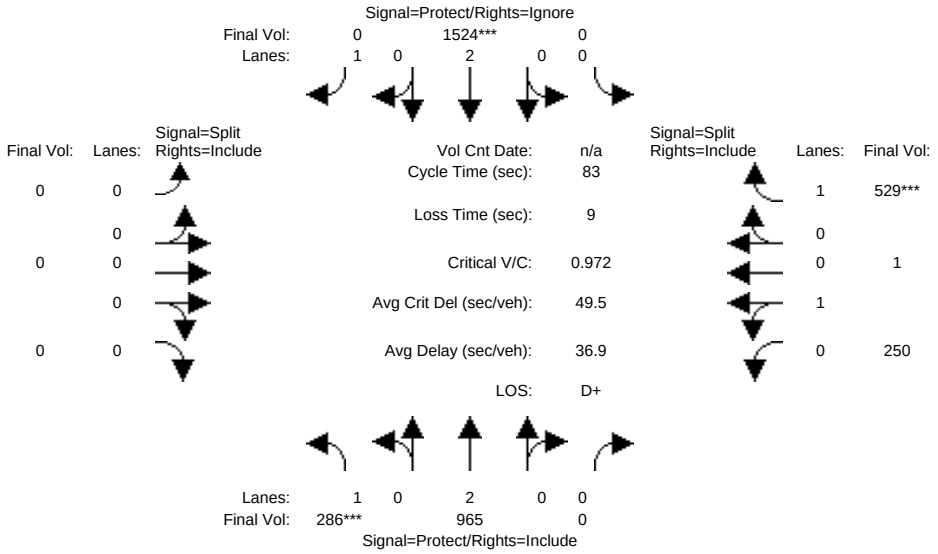
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	253	751	0	0	1464	531	0	0	0	242	1	519
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	751	0	0	1464	531	0	0	0	242	1	519
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	33	214	0	0	60	10	0	0	0	8	0	10
Initial Fut:	286	965	0	0	1524	541	0	0	0	250	1	529
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	965	0	0	1524	0	0	0	0	250	1	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	965	0	0	1524	0	0	0	0	250	1	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	965	0	0	1524	0	0	0	0	250	1	529
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1793	7	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.14	0.14	0.30
Crit Moves:	****				****							****
Green Time:	14.0	48.2	0.0	0.0	34.2	0.0	0.0	0.0	0.0	25.8	25.8	25.8
Volume/Cap:	0.97	0.44	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.45	0.45	0.97
Delay/Veh:	79.0	9.9	0.0	0.0	40.4	0.0	0.0	0.0	0.0	23.5	23.5	59.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.0	9.9	0.0	0.0	40.4	0.0	0.0	0.0	0.0	23.5	23.5	59.7
LOS by Move:	E-	A	A	A	D	A	A	A	A	C	C	E+
HCM2kAvgQ:	13	7	0	0	26	0	0	0	0	6	6	21

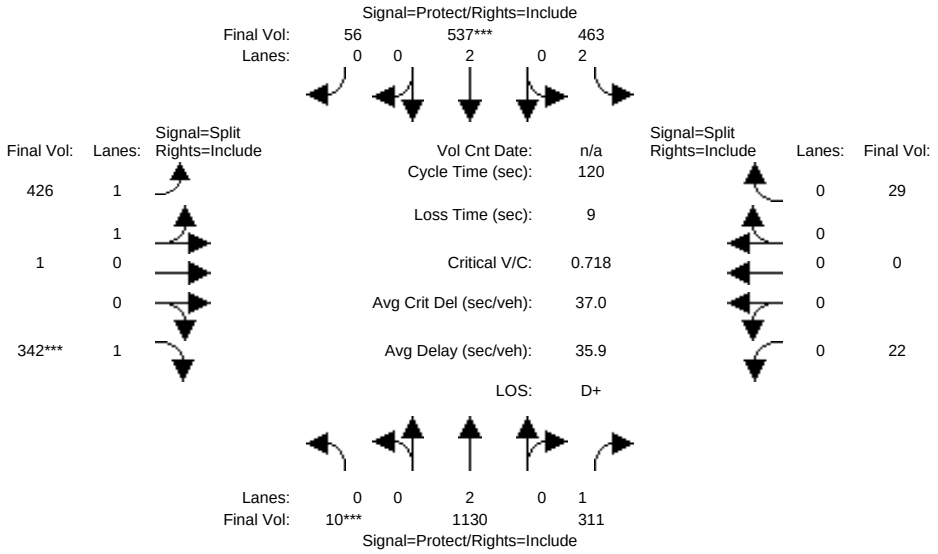
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1120	304	453	462	0	416	1	294	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1120	304	453	462	0	416	1	294	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	10	7	10	75	56	10	0	48	22	0	29
Initial Fut:	10	1130	311	463	537	56	426	1	342	22	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1130	311	463	537	56	426	1	342	22	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1130	311	463	537	56	426	1	342	22	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1130	311	463	537	56	426	1	342	22	0	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.83	0.98	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	1.00	2.00	1.81	0.19	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	32	3668	1750	3150	3350	349	3542	8	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.18	0.15	0.16	0.16	0.12	0.12	0.20	xxxx	0.00	xxxx
Crit Moves:	****				****				****			
Green Time:	51.5	53.0	53.0	25.3	26.8	26.8	32.7	32.7	32.7	0.0	0.0	0.0
Volume/Cap:	0.72	0.70	0.40	0.70	0.72	0.72	0.44	0.44	0.72	xxxx	0.00	xxxx
Delay/Veh:	29.8	28.4	23.1	47.1	46.2	46.2	36.4	36.4	44.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	28.4	23.1	47.1	46.2	46.2	36.4	36.4	44.7	0.0	0.0	0.0
LOS by Move:	C	C	C	D	D	D	D+	D+	D	A	A	A
HCM2kAvgQ:	18	18	8	11	12	12	7	7	13	1	0	1

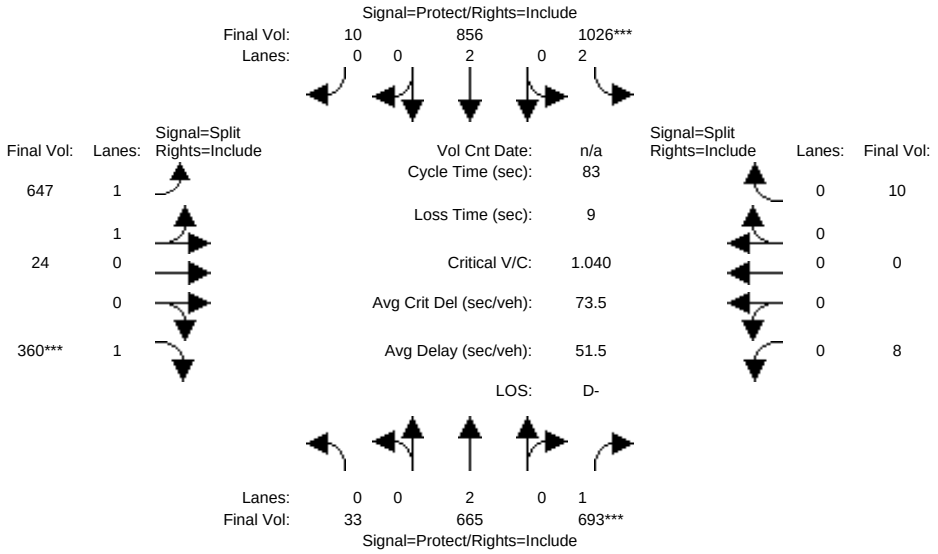
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	567	683	1012	802	0	499	24	350	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	683	1012	802	0	499	24	350	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	33	98	10	14	54	10	148	0	10	8	0	10
Initial Fut:	33	665	693	1026	856	10	647	24	360	8	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	665	693	1026	856	10	647	24	360	8	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	665	693	1026	856	10	647	24	360	8	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	665	693	1026	856	10	647	24	360	8	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.83	0.97	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.10	1.90	1.00	2.00	1.98	0.02	1.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	175	3525	1750	3150	3657	43	3423	127	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.40	0.33	0.23	0.23	0.19	0.19	0.21	xxxx	0.00	xxxx
Crit Moves:			****	****					****			
Green Time:	25.7	31.6	31.6	26.0	31.9	31.9	16.4	16.4	16.4	0.0	0.0	0.0
Volume/Cap:	0.61	0.50	1.04	1.04	0.61	0.61	0.96	0.96	1.04	xxxx	0.00	xxxx
Delay/Veh:	25.3	19.9	71.4	68.2	21.3	21.3	56.5	56.5	92.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	19.9	71.4	68.2	21.3	21.3	56.5	56.5	92.5	0.0	0.0	0.0
LOS by Move:	C	B-	E	E	C+	C+	E+	E+	F	A	A	A
HCM2kAvgQ:	9	7	29	25	10	10	14	14	17	0	0	0

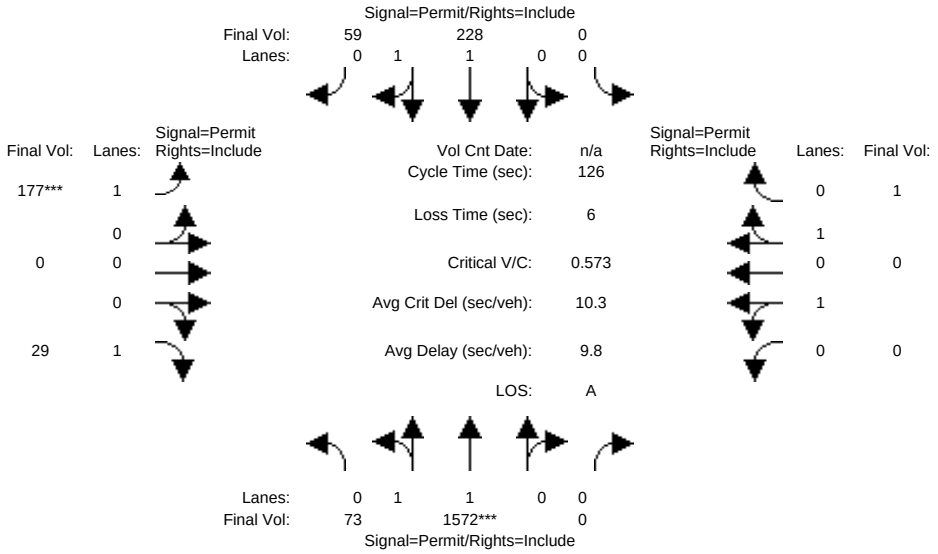
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	1562	0	0	225	49	122	0	29	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1562	0	0	225	49	122	0	29	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	57	10	0	0	3	10	55	0	0	0	0	0
Initial Fut:	73	1572	0	0	228	59	177	0	29	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1572	0	0	228	59	177	0	29	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1572	0	0	228	59	177	0	29	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1572	0	0	228	59	177	0	29	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.09	1.91	0.00	0.00	1.58	0.42	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	164	3536	0	0	2939	760	1750	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.00	0.00	0.08	0.08	0.10	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	97.8	97.8	0.0	0.0	97.8	97.8	22.2	0.0	22.2	0.0	0.0	22.2
Volume/Cap:	0.57	0.57	0.00	0.00	0.10	0.10	0.57	0.00	0.09	0.00	0.00	0.00
Delay/Veh:	6.0	6.0	0.0	0.0	3.4	3.4	50.1	0.0	43.6	0.0	0.0	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.0	6.0	0.0	0.0	3.4	3.4	50.1	0.0	43.6	0.0	0.0	42.8
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	D
HCM2kAvgQ:	13	13	0	0	1	1	7	0	1	0	0	0

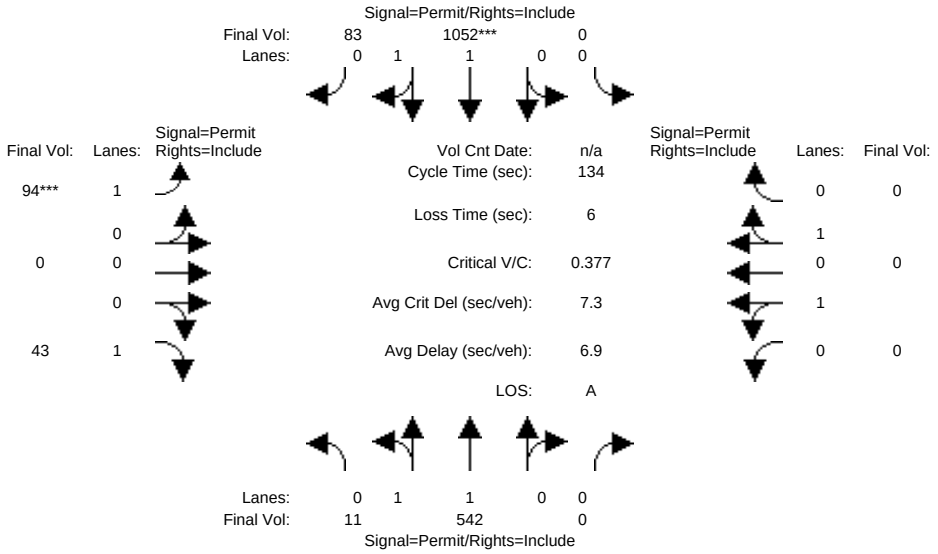
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	519	0	0	909	80	93	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	519	0	0	909	80	93	0	43	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	23	0	0	143	3	1	0	0	0	0	0
Initial Fut:	11	542	0	0	1052	83	94	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	542	0	0	1052	83	94	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	542	0	0	1052	83	94	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	542	0	0	1052	83	94	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.04	1.96	0.00	0.00	1.85	0.15	1.00	0.00	1.00	0.00	0.00	2.00
Final Sat.:	74	3626	0	0	3429	271	1750	0	1750	0	0	3500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.00	0.00	0.31	0.31	0.05	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	108.9	109	0.0	0.0	109	108.9	19.1	0.0	19.1	0.0	0.0	0.0
Volume/Cap:	0.18	0.18	0.00	0.00	0.38	0.38	0.38	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	2.8	2.8	0.0	0.0	3.5	3.5	53.0	0.0	50.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.8	2.8	0.0	0.0	3.5	3.5	53.0	0.0	50.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D-	A	D	A	A	A
HCM2kAvgQ:	3	3	0	0	6	6	4	0	2	0	0	0

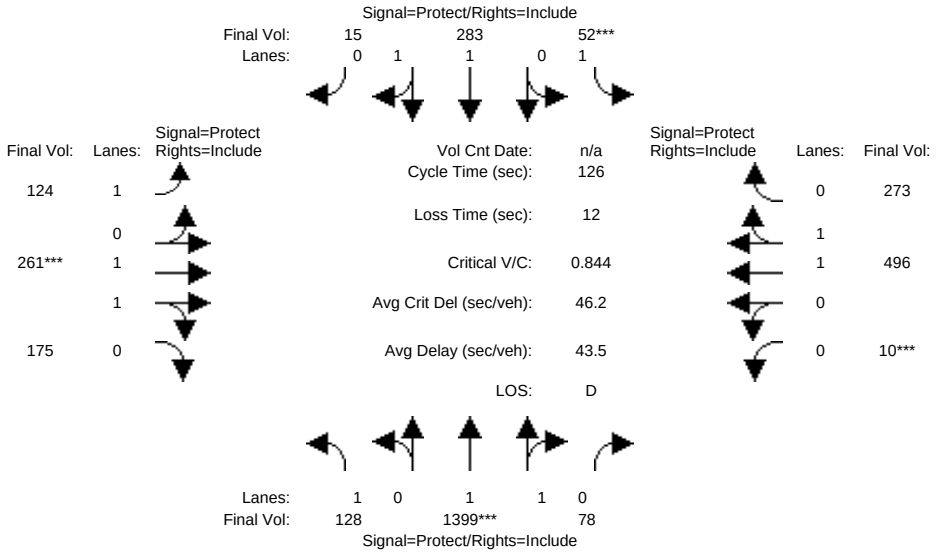
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	1389	8	47	273	15	39	251	168	0	439	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1389	8	47	273	15	39	251	168	0	439	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	20	10	70	5	10	0	85	10	7	10	57	45
Initial Fut:	128	1399	78	52	283	15	124	261	175	10	496	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	1399	78	52	283	15	124	261	175	10	496	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1399	78	52	283	15	124	261	175	10	496	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1399	78	52	283	15	124	261	175	10	496	273
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.95	0.95	0.95
Lanes:	1.00	1.89	0.11	1.00	1.90	0.10	1.00	1.18	0.82	0.03	1.27	0.70
Final Sat.:	1750	3504	195	1750	3514	186	1750	2214	1484	46	2292	1262
Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.40	0.03	0.08	0.08	0.07	0.12	0.12	0.22	0.22	0.22
Crit Moves:		****		****				****		****		
Green Time:	31.0	58.2	58.2	7.0	34.2	34.2	12.0	17.2	17.2	31.6	36.7	36.7
Volume/Cap:	0.30	0.86	0.86	0.53	0.30	0.30	0.74	0.86	0.86	0.86	0.74	0.74
Delay/Veh:	39.0	35.2	35.2	63.6	36.5	36.5	71.8	67.6	67.6	53.8	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	35.2	35.2	63.6	36.5	36.5	71.8	67.6	67.6	53.8	43.2	43.2
LOS by Move:	D+	D+	D+	E	D+	D+	E	E	E	D-	D	D
HCM2kAvgQ:	4	29	29	3	5	5	7	11	11	18	16	16

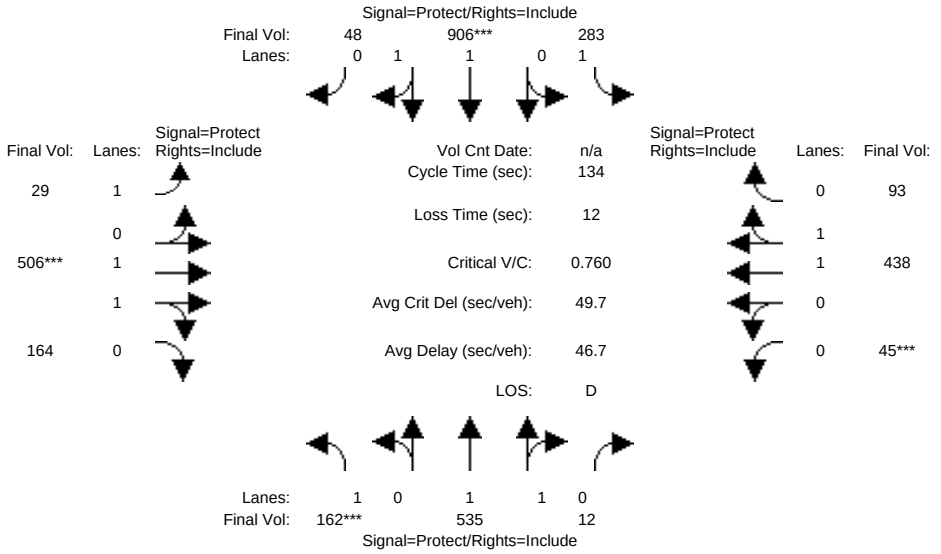
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	157	513	12	137	896	37	29	408	154	0	415	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	513	12	137	896	37	29	408	154	0	415	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	5	22	0	146	10	11	0	98	10	45	23	1
Initial Fut:	162	535	12	283	906	48	29	506	164	45	438	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	535	12	283	906	48	29	506	164	45	438	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	535	12	283	906	48	29	506	164	45	438	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	535	12	283	906	48	29	506	164	45	438	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.90	0.10	1.00	1.50	0.50	0.16	1.52	0.32
Final Sat.:	1750	3619	81	1750	3514	186	1750	2794	905	281	2737	581
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.16	0.26	0.26	0.02	0.18	0.18	0.16	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	16.3	29.5	29.5	32.3	45.5	45.5	14.8	32.0	32.0	28.2	45.4	45.4
Volume/Cap:	0.76	0.67	0.67	0.67	0.76	0.76	0.15	0.76	0.76	0.76	0.47	0.47
Delay/Veh:	71.6	50.0	50.0	50.2	42.1	42.1	54.3	51.3	51.3	54.2	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	50.0	50.0	50.2	42.1	42.1	54.3	51.3	51.3	54.2	35.2	35.2
LOS by Move:	E	D	D	D	D	D	D-	D-	D-	D-	D+	D+
HCM2kAvgQ:	9	11	11	12	19	19	1	15	15	13	10	10

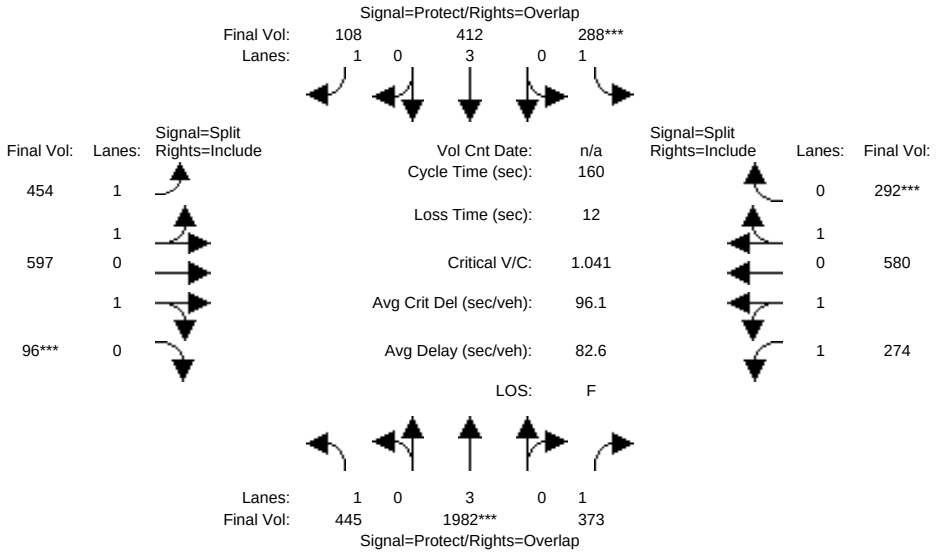
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	186	1972	363	287	407	98	300	572	94	273	503	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1972	363	287	407	98	300	572	94	273	503	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	259	10	10	1	5	10	154	25	2	1	77	88
Initial Fut:	445	1982	373	288	412	108	454	597	96	274	580	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	1982	373	288	412	108	454	597	96	274	580	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	1982	373	288	412	108	454	597	96	274	580	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	1982	373	288	412	108	454	597	96	274	580	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.95	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.20	1.55	0.25	1.00	1.31	0.69
Final Sat.:	1750	5700	1750	1750	5700	1750	2117	2784	448	1750	2460	1239
Capacity Analysis Module:												
Vol/Sat:	0.25	0.35	0.21	0.16	0.07	0.06	0.21	0.21	0.21	0.16	0.24	0.24
Crit Moves:		****		****					****			****
Green Time:	61.3	53.5	89.7	25.3	17.4	50.4	33.0	33.0	33.0	36.3	36.3	36.3
Volume/Cap:	0.66	1.04	0.38	1.04	0.66	0.20	1.04	1.04	1.04	0.69	1.04	1.04
Delay/Veh:	43.3	85.3	19.9	132.4	71.2	40.2	101.7	102	101.7	58.0	100	100.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	85.3	19.9	132.4	71.2	40.2	101.7	102	101.7	58.0	100	100.1
LOS by Move:	D	F	B-	F	E	D	F	F	F	E+	F	F
HCM2kAvgQ:	20	40	11	21	8	4	26	26	26	14	29	29

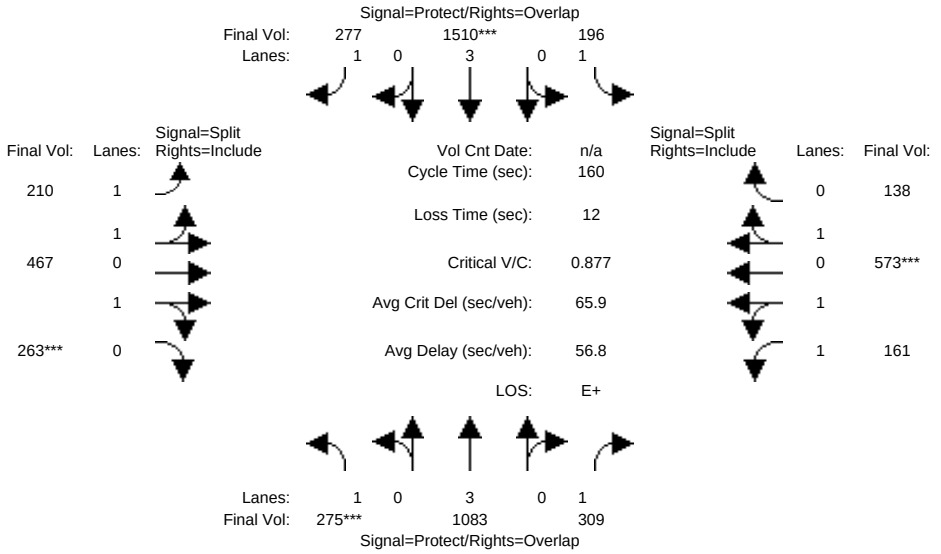
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	265	1071	305	179	1502	212	185	440	209	160	535	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1071	305	179	1502	212	185	440	209	160	535	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	12	4	17	8	65	25	27	54	1	38	10
Initial Fut:	275	1083	309	196	1510	277	210	467	263	161	573	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	1083	309	196	1510	277	210	467	263	161	573	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1083	309	196	1510	277	210	467	263	161	573	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	1083	309	196	1510	277	210	467	263	161	573	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.26	0.74	1.00	1.60	0.40
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2366	1332	1750	2981	718
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.18	0.11	0.26	0.16	0.12	0.20	0.20	0.09	0.19	0.19
Crit Moves:	****				****				****		****	
Green Time:	28.7	48.4	83.5	28.5	48.3	84.3	36.0	36.0	36.0	35.0	35.0	35.0
Volume/Cap:	0.88	0.63	0.34	0.63	0.88	0.30	0.53	0.88	0.88	0.42	0.88	0.88
Delay/Veh:	87.2	48.8	22.5	64.8	58.5	21.5	54.9	68.3	68.3	53.9	69.4	69.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.2	48.8	22.5	64.8	58.5	21.5	54.9	68.3	68.3	53.9	69.4	69.4
LOS by Move:	F	D	C+	E	E+	C+	D-	E	E	D-	E	E
HCM2kAvgQ:	17	15	9	10	26	8	10	20	20	7	20	20

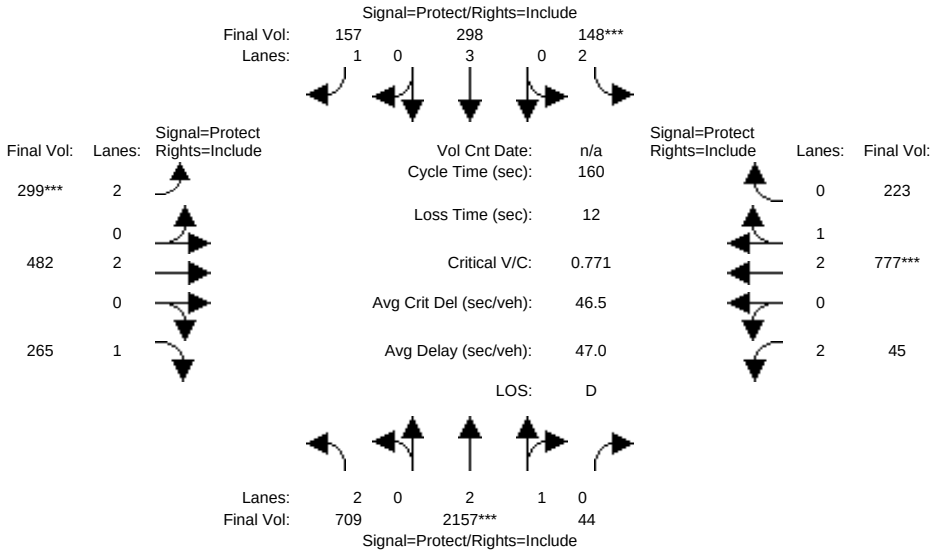
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	644	2147	44	138	296	147	285	472	255	45	767	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	644	2147	44	138	296	147	285	472	255	45	767	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	65	10	0	10	2	10	14	10	10	0	10	87
Initial Fut:	709	2157	44	148	298	157	299	482	265	45	777	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	709	2157	44	148	298	157	299	482	265	45	777	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	709	2157	44	148	298	157	299	482	265	45	777	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	709	2157	44	148	298	157	299	482	265	45	777	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.31	0.69
Final Sat.:	3150	5488	112	3150	5700	1750	3150	3800	1750	3150	4350	1248
Capacity Analysis Module:												
Vol/Sat:	0.23	0.39	0.39	0.05	0.05	0.09	0.09	0.13	0.15	0.01	0.18	0.18
Crit Moves:		****			****			****			****	
Green Time:	65.3	81.5	81.5	9.7	26.0	26.0	19.7	44.0	44.0	12.7	37.1	37.1
Volume/Cap:	0.55	0.77	0.77	0.77	0.32	0.55	0.77	0.46	0.55	0.18	0.77	0.77
Delay/Veh:	36.7	33.1	33.1	91.4	59.4	64.0	77.2	48.5	50.9	69.1	60.4	60.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	33.1	33.1	91.4	59.4	64.0	77.2	48.5	50.9	69.1	60.4	60.4
LOS by Move:	D+	C-	C-	F	E+	E	E-	D	D	E	E	E
HCM2kAvgQ:	16	30	30	6	4	8	10	10	12	1	17	17

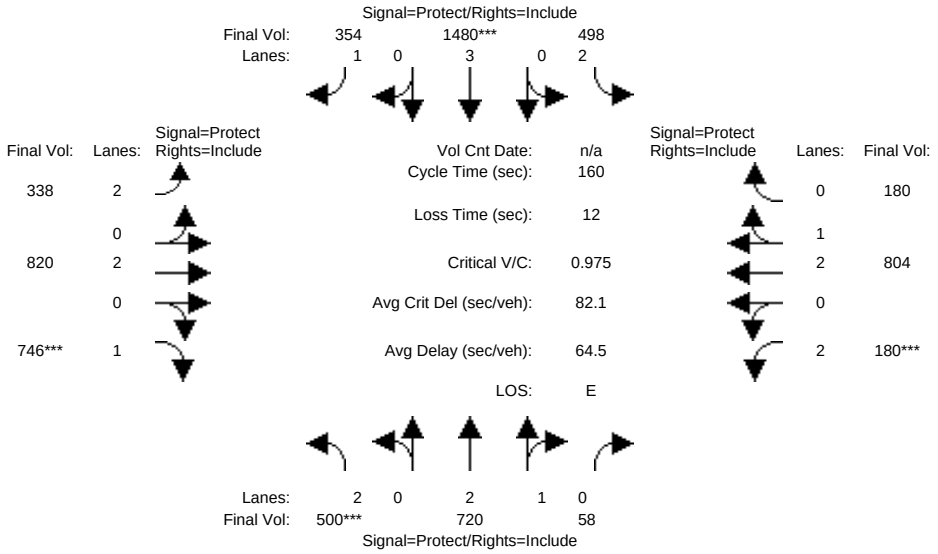
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	499	717	58	402	1470	344	337	804	740	180	797	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	717	58	402	1470	344	337	804	740	180	797	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	1	3	0	96	10	10	1	16	6	0	7	10
Initial Fut:	500	720	58	498	1480	354	338	820	746	180	804	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	720	58	498	1480	354	338	820	746	180	804	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	720	58	498	1480	354	338	820	746	180	804	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	720	58	498	1480	354	338	820	746	180	804	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.43	0.57
Final Sat.:	3150	5182	417	3150	5700	1750	3150	3800	1750	3150	4574	1024
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.14	0.16	0.26	0.20	0.11	0.22	0.43	0.06	0.18	0.18
Crit Moves:	****				****				****	****		
Green Time:	26.0	32.1	32.1	36.5	42.6	42.6	30.1	70.0	70.0	9.4	49.3	49.3
Volume/Cap:	0.97	0.69	0.69	0.69	0.97	0.76	0.57	0.49	0.97	0.97	0.57	0.57
Delay/Veh:	99.9	61.2	61.2	59.5	75.6	61.1	60.4	32.5	70.5	133.9	47.0	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.9	61.2	61.2	59.5	75.6	61.1	60.4	32.5	70.5	133.9	47.0	47.0
LOS by Move:	F	E	E	E+	E-	E	E	C-	E	F	D	D
HCM2kAvgQ:	19	13	13	14	29	18	9	14	44	8	14	14

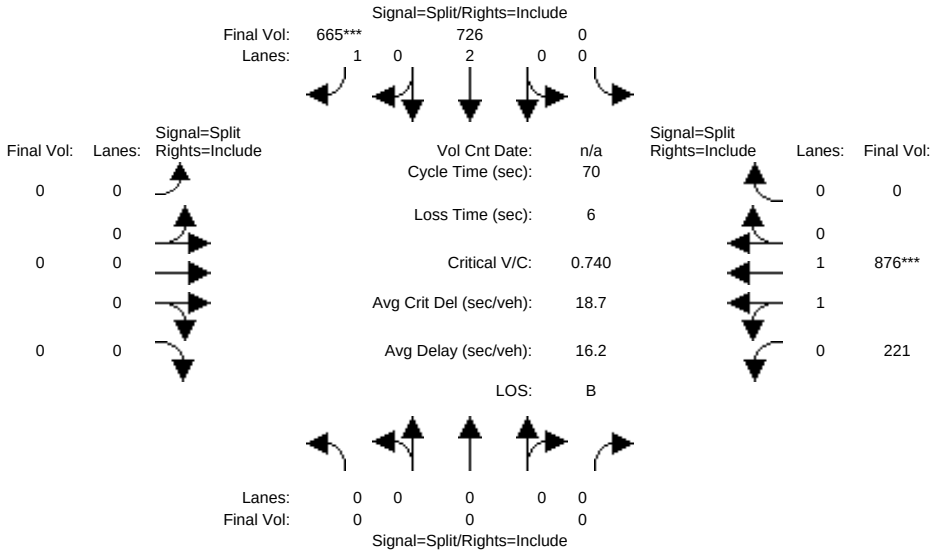
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	716	606	0	0	0	187	866	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	716	606	0	0	0	187	866	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	0	10	59	0	0	0	34	10	0
Initial Fut:	0	0	0	0	726	665	0	0	0	221	876	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	726	665	0	0	0	221	876	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	726	665	0	0	0	221	876	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	726	665	0	0	0	221	876	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.41	1.59	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	745	2954	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.19	0.38	0.00	0.00	0.00	0.30	0.30	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	35.9	35.9	0.0	0.0	0.0	28.1	28.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.37	0.74	0.00	0.00	0.00	0.74	0.74	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	10.4	16.7	0.0	0.0	0.0	19.9	19.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	10.4	16.7	0.0	0.0	0.0	19.9	19.9	0.0
LOS by Move:	A	A	A	A	B+	B	A	A	A	B-	B-	A
HCM2kAvgQ:	0	0	0	0	5	14	0	0	0	12	12	0

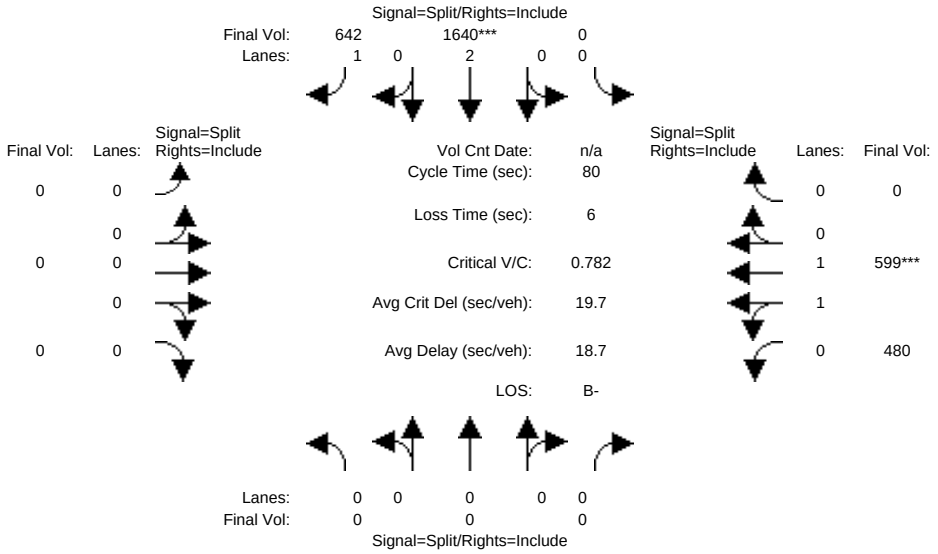
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	1630	640	0	0	0	470	578	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1630	640	0	0	0	470	578	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	0	10	2	0	0	0	10	21	0
Initial Fut:	0	0	0	0	1640	642	0	0	0	480	599	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1640	642	0	0	0	480	599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1640	642	0	0	0	480	599	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1640	642	0	0	0	480	599	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.91	1.09	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1645	2053	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.43	0.37	0.00	0.00	0.00	0.29	0.29	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	0.0	44.1	44.1	0.0	0.0	0.0	29.9	29.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.78	0.66	0.00	0.00	0.00	0.78	0.78	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	16.1	14.5	0.0	0.0	0.0	25.2	25.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	16.1	14.5	0.0	0.0	0.0	25.2	25.2	0.0
LOS by Move:	A	A	A	A	B	B	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	18	13	0	0	0	14	14	0

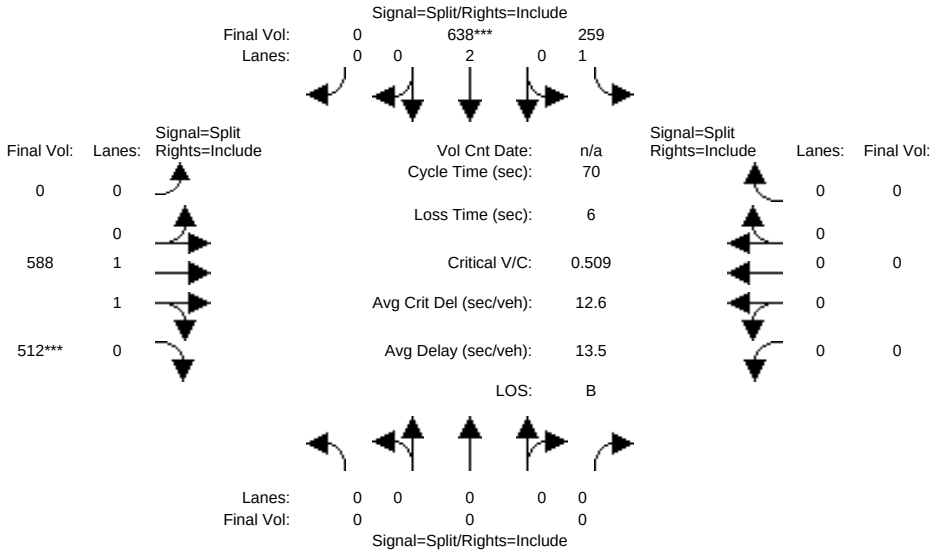
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	249	609	0	0	576	504	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	249	609	0	0	576	504	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	10	29	0	0	12	8	0	0	0
Initial Fut:	0	0	0	259	638	0	0	588	512	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	259	638	0	0	588	512	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	259	638	0	0	588	512	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	259	638	0	0	588	512	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.04	0.96	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1977	1721	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.17	0.00	0.00	0.30	0.30	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	23.1	23.1	0.0	0.0	40.9	40.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.51	0.00	0.00	0.51	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.0	19.2	0.0	0.0	8.8	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.0	19.2	0.0	0.0	8.8	8.8	0.0	0.0	0.0
LOS by Move:	A	A	A	B-	B-	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	6	0	0	8	8	0	0	0

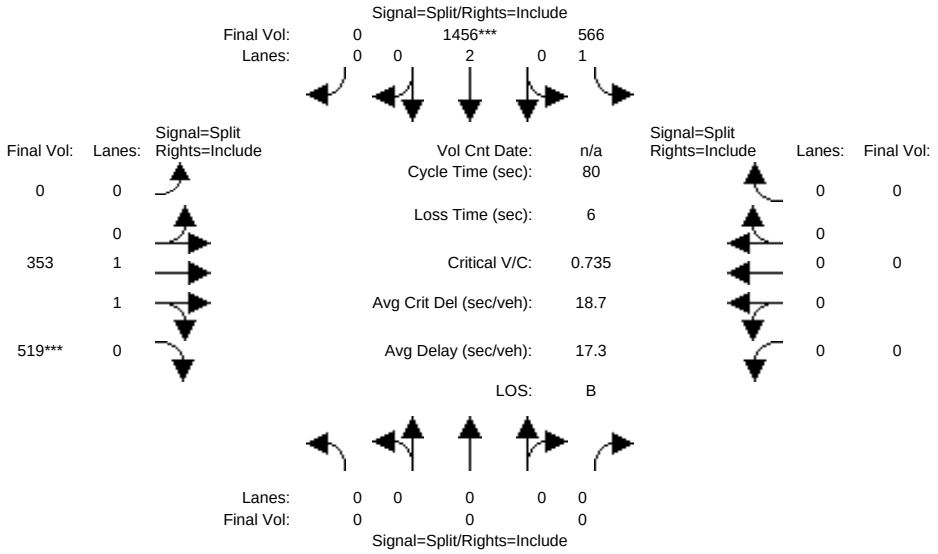
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	556	1446	0	0	299	492	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	556	1446	0	0	299	492	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	10	10	0	0	54	27	0	0	0
Initial Fut:	0	0	0	566	1456	0	0	353	519	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	566	1456	0	0	353	519	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	566	1456	0	0	353	519	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	566	1456	0	0	353	519	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.38	0.00	0.00	0.19	0.30	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	41.7	41.7	0.0	0.0	32.3	32.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.62	0.73	0.00	0.00	0.46	0.73	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.9	16.3	0.0	0.0	17.7	22.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.9	16.3	0.0	0.0	17.7	22.7	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	B	C+	A	A	A
HCM2kAvgQ:	0	0	0	11	15	0	0	7	13	0	0	0

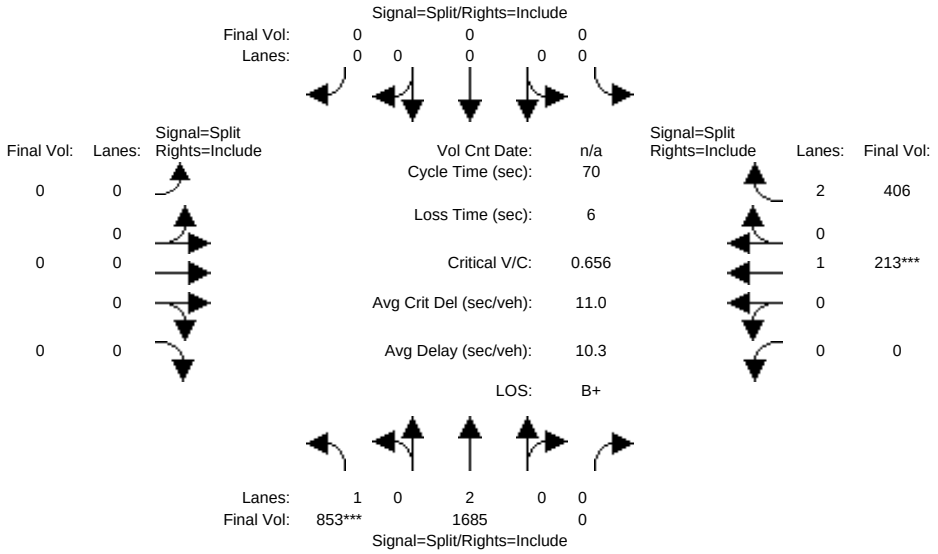
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	843	1603	0	0	0	0	0	0	0	0	182	396
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	843	1603	0	0	0	0	0	0	0	0	182	396
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	82	0	0	0	0	0	0	0	0	31	10
Initial Fut:	853	1685	0	0	0	0	0	0	0	0	213	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	853	1685	0	0	0	0	0	0	0	0	213	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	853	1685	0	0	0	0	0	0	0	0	213	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	853	1685	0	0	0	0	0	0	0	0	213	406
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.49	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.13
Crit Moves:	****										****	
Green Time:	50.6	50.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.4	13.4
Volume/Cap:	0.67	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.67
Delay/Veh:	6.7	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.7	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.3	29.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	C	C
HCM2kAvgQ:	12	10	0	0	0	0	0	0	0	0	5	6

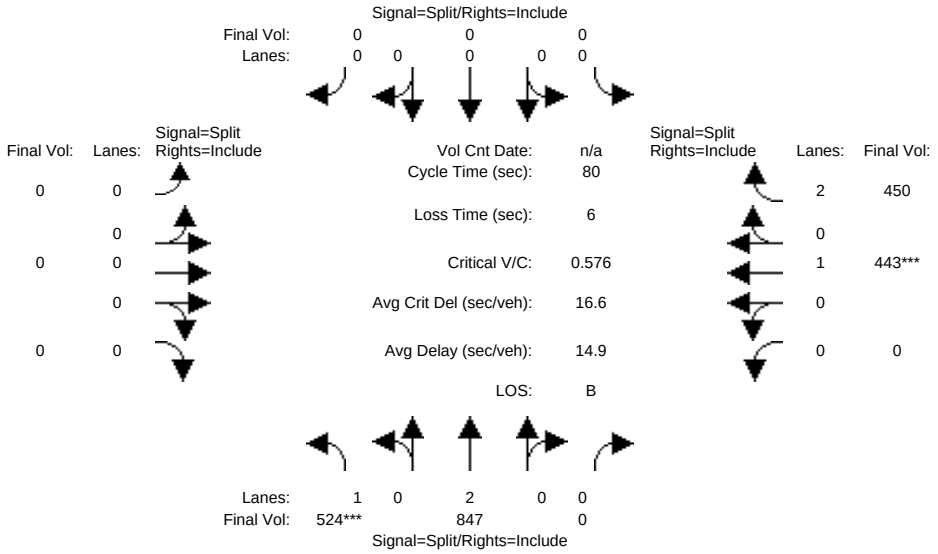
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	503	837	0	0	0	0	0	0	0	0	433	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	837	0	0	0	0	0	0	0	0	433	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	21	10	0	0	0	0	0	0	0	0	10	10
Initial Fut:	524	847	0	0	0	0	0	0	0	0	443	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	524	847	0	0	0	0	0	0	0	0	443	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	847	0	0	0	0	0	0	0	0	443	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	524	847	0	0	0	0	0	0	0	0	443	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.30	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.14
Crit Moves:	****										****	
Green Time:	41.6	41.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.4	32.4
Volume/Cap:	0.58	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.35
Delay/Veh:	14.1	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.5	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.5	16.7
LOS by Move:	B	B	A	A	A	A	A	A	A	A	B-	B
HCM2kAvgQ:	10	7	0	0	0	0	0	0	0	0	9	5

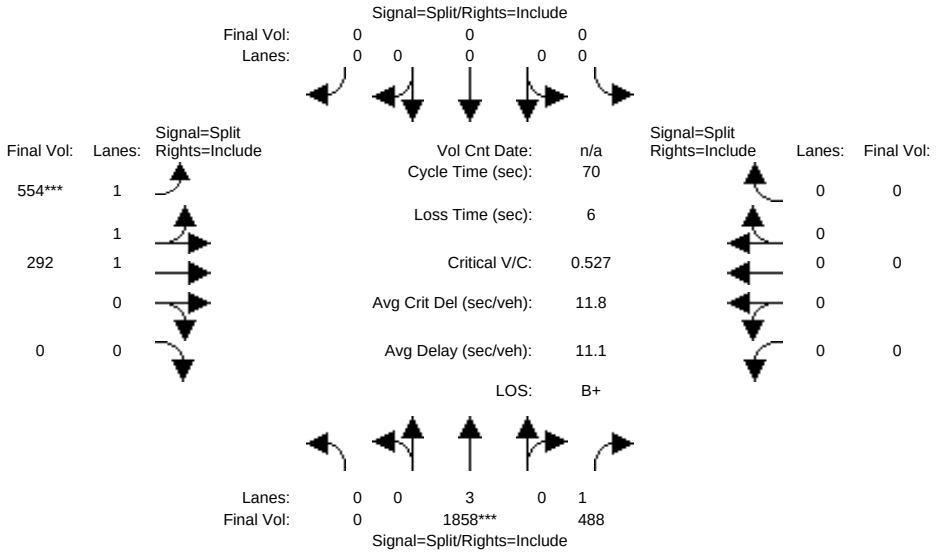
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1822	472	0	0	0	540	282	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1822	472	0	0	0	540	282	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	36	16	0	0	0	14	10	0	0	0	0
Initial Fut:	0	1858	488	0	0	0	554	292	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1858	488	0	0	0	554	292	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1858	488	0	0	0	554	292	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1858	488	0	0	0	554	292	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	3549	1897	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.28	0.00	0.00	0.00	0.16	0.15	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	43.3	43.3	0.0	0.0	0.0	20.7	20.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.45	0.00	0.00	0.00	0.53	0.52	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.7	7.4	0.0	0.0	0.0	20.9	20.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.7	7.4	0.0	0.0	0.0	20.9	20.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C+	C+	A	A	A	A
HCM2kAvgQ:	0	8	6	0	0	0	6	6	0	0	0	0

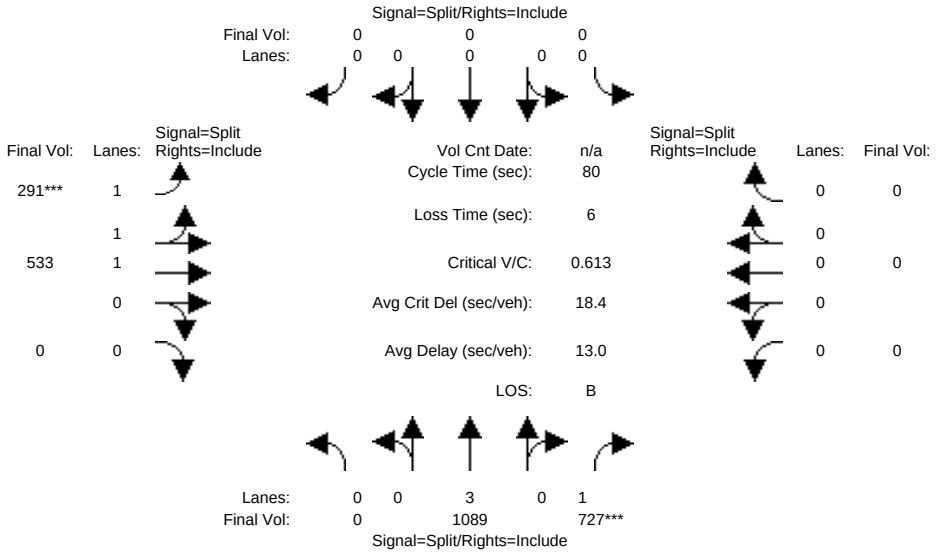
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1060	715	0	0	0	281	523	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1060	715	0	0	0	281	523	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	29	12	0	0	0	10	10	0	0	0	0
Initial Fut:	0	1089	727	0	0	0	291	533	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1089	727	0	0	0	291	533	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1089	727	0	0	0	291	533	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1089	727	0	0	0	291	533	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.10	1.90	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	1923	3523	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.42	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00
Crit Moves:			****				****					
Green Time:	0.0	54.2	54.2	0.0	0.0	0.0	19.8	19.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.28	0.61	0.00	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	5.2	8.0	0.0	0.0	0.0	27.6	27.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.2	8.0	0.0	0.0	0.0	27.6	27.6	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	4	11	0	0	0	7	7	0	0	0	0

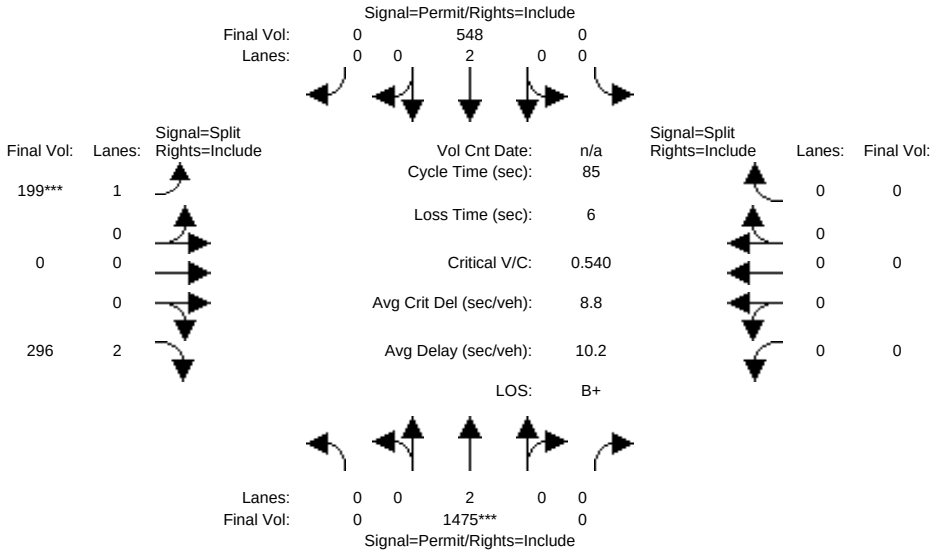
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1456	0	0	548	0	189	0	275	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1456	0	0	548	0	189	0	275	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	19	0	0	0	0	10	0	21	0	0	0
Initial Fut:	0	1475	0	0	548	0	199	0	296	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1475	0	0	548	0	199	0	296	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1475	0	0	548	0	199	0	296	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1475	0	0	548	0	199	0	296	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.14	0.00	0.11	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	61.1	0.0	0.0	61.1	0.0	17.9	0.0	17.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.54	0.00	0.00	0.20	0.00	0.54	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	0.0	5.7	0.0	0.0	4.0	0.0	31.5	0.0	29.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.7	0.0	0.0	4.0	0.0	31.5	0.0	29.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	2	0	6	0	4	0	0	0

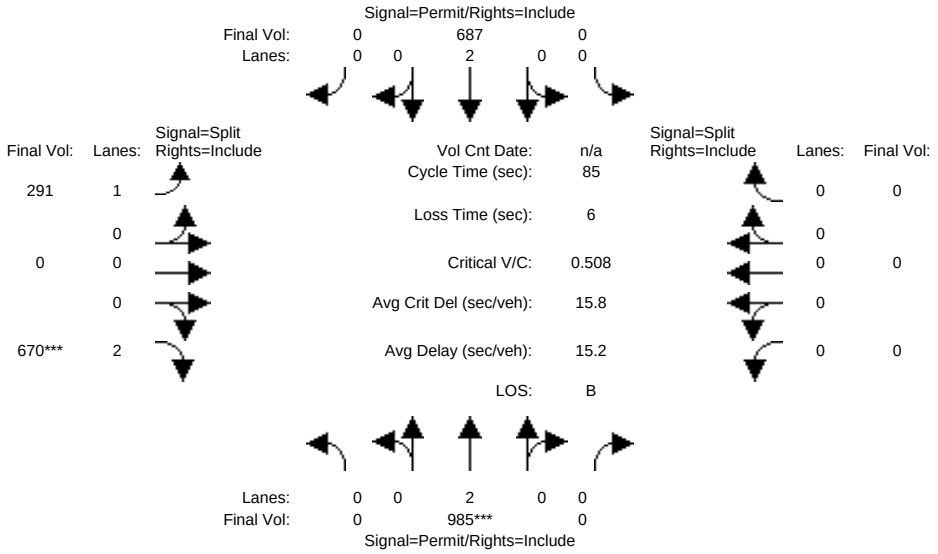
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	926	0	0	687	0	281	0	657	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	926	0	0	687	0	281	0	657	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	59	0	0	0	0	10	0	13	0	0	0
Initial Fut:	0	985	0	0	687	0	291	0	670	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	985	0	0	687	0	291	0	670	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	985	0	0	687	0	291	0	670	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	985	0	0	687	0	291	0	670	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.18	0.00	0.17	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	43.4	0.0	0.0	43.4	0.0	35.6	0.0	35.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.35	0.00	0.40	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	14.0	0.0	0.0	12.5	0.0	17.6	0.0	18.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.0	0.0	0.0	12.5	0.0	17.6	0.0	18.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B-	A	A	A
HCM2kAvgQ:	0	9	0	0	5	0	6	0	8	0	0	0

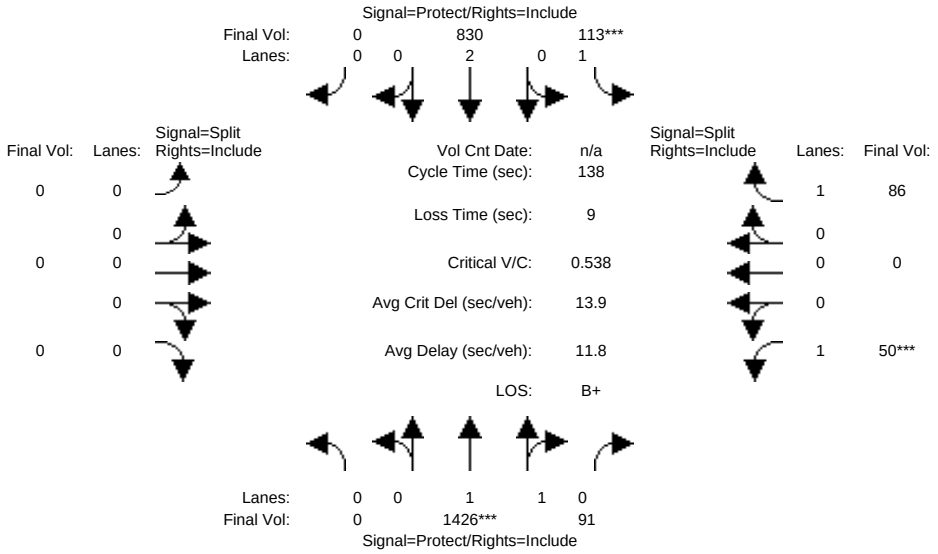
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1416	90	103	569	0	0	0	0	40	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1416	90	103	569	0	0	0	0	40	0	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	1	10	261	0	0	0	0	10	0	10
Initial Fut:	0	1426	91	113	830	0	0	0	0	50	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1426	91	113	830	0	0	0	0	50	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1426	91	113	830	0	0	0	0	50	0	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1426	91	113	830	0	0	0	0	50	0	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.88	0.12	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3478	222	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.06	0.22	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	101	100.6	15.8	116	0.0	0.0	0.0	0.0	12.6	0.0	12.6
Volume/Cap:	0.00	0.56	0.56	0.56	0.26	0.00	0.00	0.00	0.00	0.31	0.00	0.54
Delay/Veh:	0.0	8.9	8.9	61.4	2.2	0.0	0.0	0.0	0.0	59.8	0.0	63.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	8.9	61.4	2.2	0.0	0.0	0.0	0.0	59.8	0.0	63.6
LOS by Move:	A	A	A	E	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	15	15	6	4	0	0	0	0	2	0	4

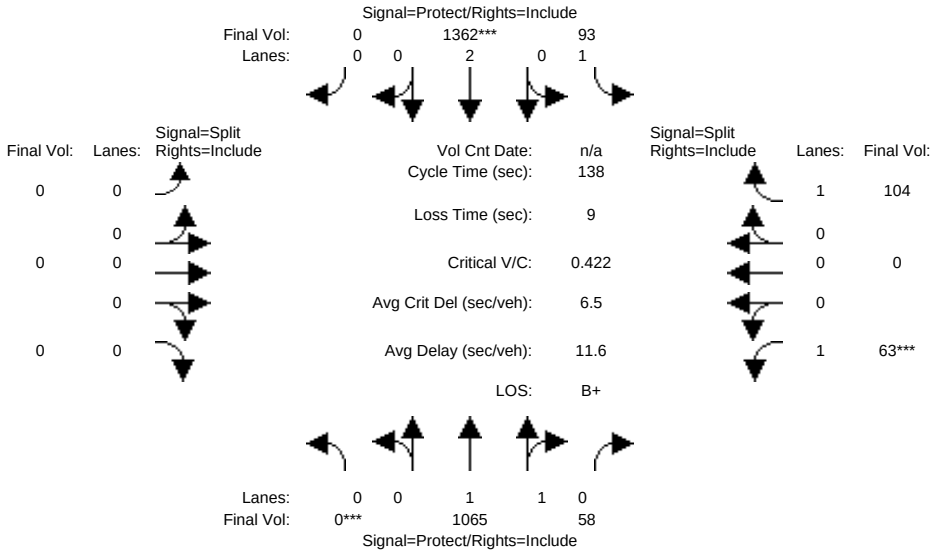
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	726	57	83	1349	0	0	0	0	62	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	726	57	83	1349	0	0	0	0	62	0	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	339	1	10	13	0	0	0	0	1	0	10
Initial Fut:	0	1065	58	93	1362	0	0	0	0	63	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1065	58	93	1362	0	0	0	0	63	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1065	58	93	1362	0	0	0	0	63	0	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1065	58	93	1362	0	0	0	0	63	0	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3509	191	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.05	0.36	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	94.2	94.2	16.5	111	0.0	0.0	0.0	0.0	18.3	0.0	18.3
Volume/Cap:	0.00	0.44	0.44	0.44	0.45	0.00	0.00	0.00	0.00	0.27	0.00	0.45
Delay/Veh:	0.0	10.1	10.1	58.0	4.3	0.0	0.0	0.0	0.0	54.4	0.0	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.1	10.1	58.0	4.3	0.0	0.0	0.0	0.0	54.4	0.0	56.5
LOS by Move:	A	B+	B+	E+	A	A	A	A	A	D-	A	E+
HCM2kAvgQ:	0	11	11	4	9	0	0	0	0	3	0	5

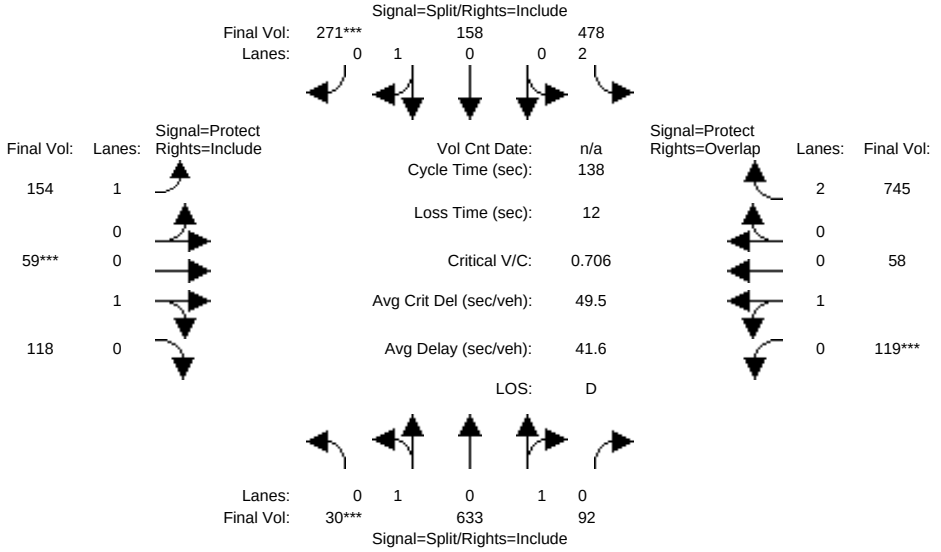
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	633	62	411	158	18	41	49	5	101	48	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	633	62	411	158	18	41	49	5	101	48	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	0	30	67	0	253	113	10	113	18	10	10
Initial Fut:	30	633	92	478	158	271	154	59	118	119	58	745
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	633	92	478	158	271	154	59	118	119	58	745
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	633	92	478	158	271	154	59	118	119	58	745
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	633	92	478	158	271	154	59	118	119	58	745
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.08	1.68	0.24	2.00	0.37	0.63	1.00	0.33	0.67	0.67	0.33	2.00
Final Sat.:	143	3018	439	3150	663	1137	1750	600	1200	1210	590	3150
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.15	0.24	0.24	0.09	0.10	0.10	0.10	0.10	0.24
Crit Moves:	****					****		****		****		
Green Time:	41.0	41.0	41.0	46.6	46.6	46.6	18.2	19.2	19.2	19.2	20.3	66.9
Volume/Cap:	0.71	0.71	0.71	0.45	0.71	0.71	0.67	0.71	0.71	0.71	0.67	0.49
Delay/Veh:	45.3	45.3	45.3	36.0	43.6	43.6	64.4	65.6	65.6	65.6	62.1	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	45.3	45.3	36.0	43.6	43.6	64.4	65.6	65.6	65.6	62.1	24.3
LOS by Move:	D	D	D	D+	D	D	E	E	E	E	E	C
HCM2kAvgQ:	16	16	16	9	17	17	8	9	9	9	9	13

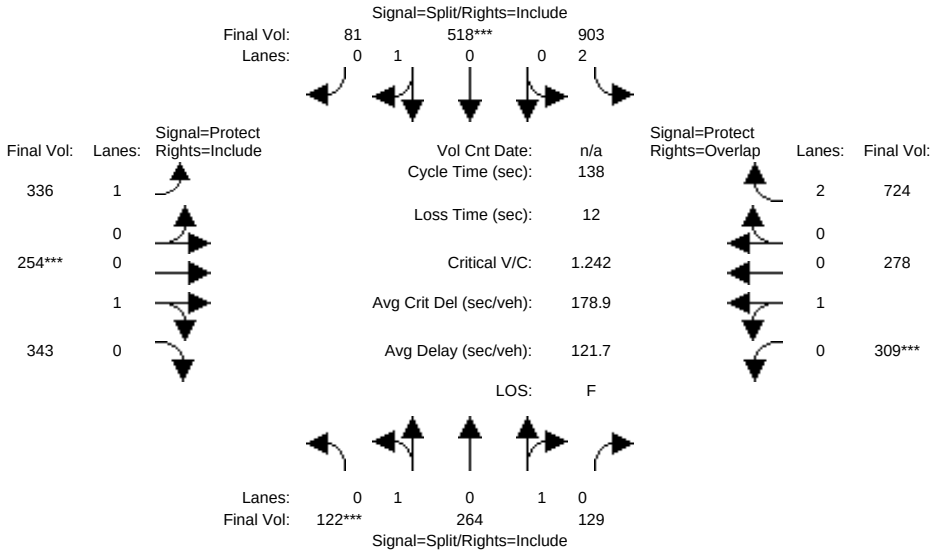
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	264	116	884	518	40	45	125	52	206	90	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	264	116	884	518	40	45	125	52	206	90	501
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	102	0	13	19	0	41	291	129	291	103	188	223
Initial Fut:	122	264	129	903	518	81	336	254	343	309	278	724
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	264	129	903	518	81	336	254	343	309	278	724
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	264	129	903	518	81	336	254	343	309	278	724
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	264	129	903	518	81	336	254	343	309	278	724
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.47	1.03	0.50	2.00	0.86	0.14	1.00	0.43	0.57	0.53	0.47	2.00
Final Sat.:	853	1845	902	3150	1557	243	1750	766	1034	948	852	3150
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.29	0.33	0.33	0.19	0.33	0.33	0.33	0.33	0.23
Crit Moves:	****				****			****		****		
Green Time:	15.9	15.9	15.9	37.0	37.0	37.0	27.1	36.9	36.9	36.2	46.0	83.0
Volume/Cap:	1.24	1.24	1.24	1.07	1.24	1.24	0.98	1.24	1.24	1.24	0.98	0.38
Delay/Veh:	188.7	189	188.7	101.8	176	175.8	97.6	176	176.0	176.5	76.6	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	188.7	189	188.7	101.8	176	175.8	97.6	176	176.0	176.5	76.6	14.4
LOS by Move:	F	F	F	F	F	F	F	F	F	F	E-	B
HCM2kAvgQ:	20	20	20	32	44	44	20	44	44	43	31	9

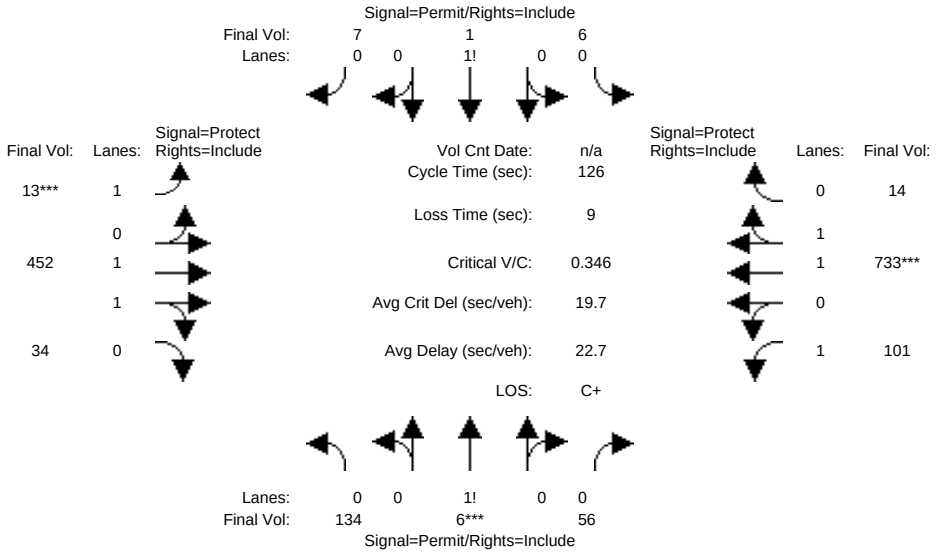
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	134	6	56	6	1	7	13	452	34	70	723	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	6	56	6	1	7	13	452	34	70	723	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	0	0	0	0	0	0	31	10	0
Initial Fut:	134	6	56	6	1	7	13	452	34	101	733	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	6	56	6	1	7	13	452	34	101	733	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	6	56	6	1	7	13	452	34	101	733	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	6	56	6	1	7	13	452	34	101	733	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.68	0.03	0.29	0.43	0.07	0.50	1.00	1.86	0.14	1.00	1.96	0.04
Final Sat.:	1196	54	500	750	125	875	1750	3441	259	1750	3631	69
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.01	0.01	0.01	0.01	0.13	0.13	0.06	0.20	0.20
Crit Moves:		****					****				****	
Green Time:	39.2	39.2	39.2	39.2	39.2	39.2	7.0	54.0	54.0	23.7	70.8	70.8
Volume/Cap:	0.36	0.36	0.36	0.03	0.03	0.03	0.13	0.31	0.31	0.31	0.36	0.36
Delay/Veh:	34.0	34.0	34.0	30.1	30.1	30.1	57.2	23.8	23.8	44.6	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	34.0	30.1	30.1	30.1	57.2	23.8	23.8	44.6	15.3	15.3
LOS by Move:	C-	C-	C-	C	C	C	E+	C	C	D	B	B
HCM2kAvgQ:	6	6	6	0	0	0	1	6	6	4	8	8

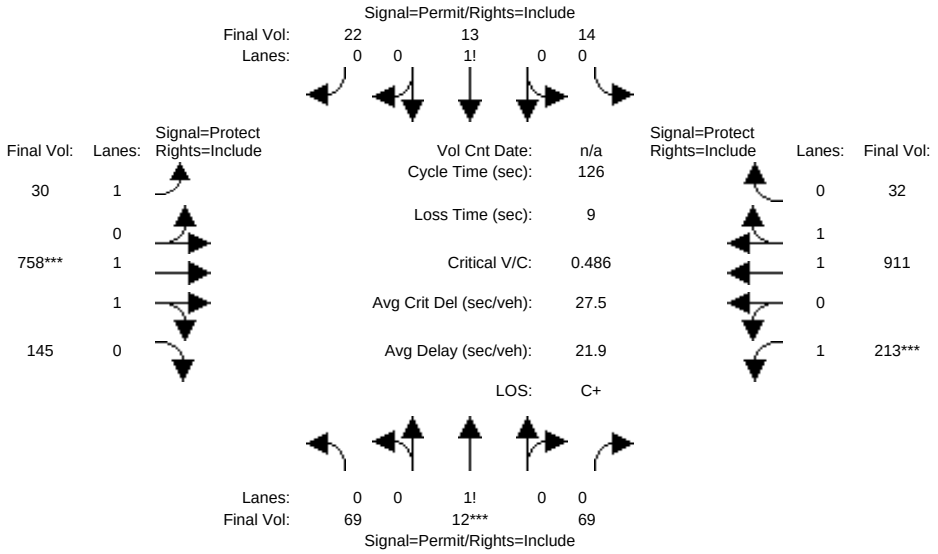
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	69	12	69	14	13	22	30	758	145	212	678	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	12	69	14	13	22	30	758	145	212	678	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	0	0	0	0	0	0	1	233	0
Initial Fut:	69	12	69	14	13	22	30	758	145	213	911	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	12	69	14	13	22	30	758	145	213	911	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	12	69	14	13	22	30	758	145	213	911	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	12	69	14	13	22	30	758	145	213	911	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.46	0.08	0.46	0.29	0.26	0.45	1.00	1.67	0.33	1.00	1.93	0.07
Final Sat.:	805	140	805	500	464	786	1750	3105	594	1750	3574	126
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.03	0.03	0.03	0.02	0.24	0.24	0.12	0.25	0.25
Crit Moves:		****						****		****		
Green Time:	22.2	22.2	22.2	22.2	22.2	22.2	17.0	63.2	63.2	31.5	77.8	77.8
Volume/Cap:	0.49	0.49	0.49	0.16	0.16	0.16	0.13	0.49	0.49	0.49	0.41	0.41
Delay/Veh:	48.0	48.0	48.0	44.2	44.2	44.2	48.2	20.9	20.9	41.2	12.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	48.0	48.0	44.2	44.2	44.2	48.2	20.9	20.9	41.2	12.5	12.5
LOS by Move:	D	D	D	D	D	D	D	C+	C+	D	B	B
HCM2kAvgQ:	6	6	6	2	2	2	1	12	12	8	9	9

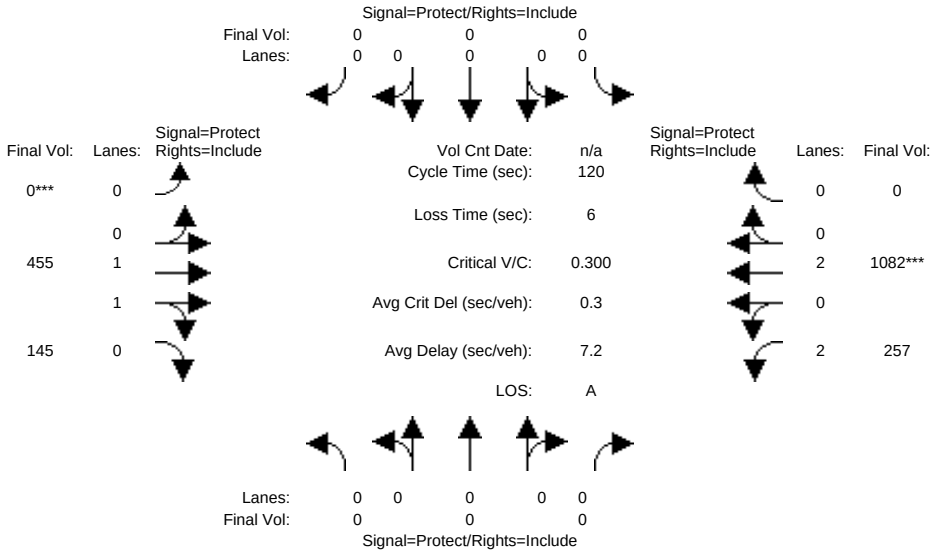
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	455	145	257	1082	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	455	145	257	1082	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	455	145	257	1082	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	455	145	257	1082	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	455	145	257	1082	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	455	145	257	1082	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.50	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2805	894	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.08	0.28	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.8	75.8	38.2	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.26	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	9.8	30.5	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	9.8	30.5	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	5	5	4	2	0

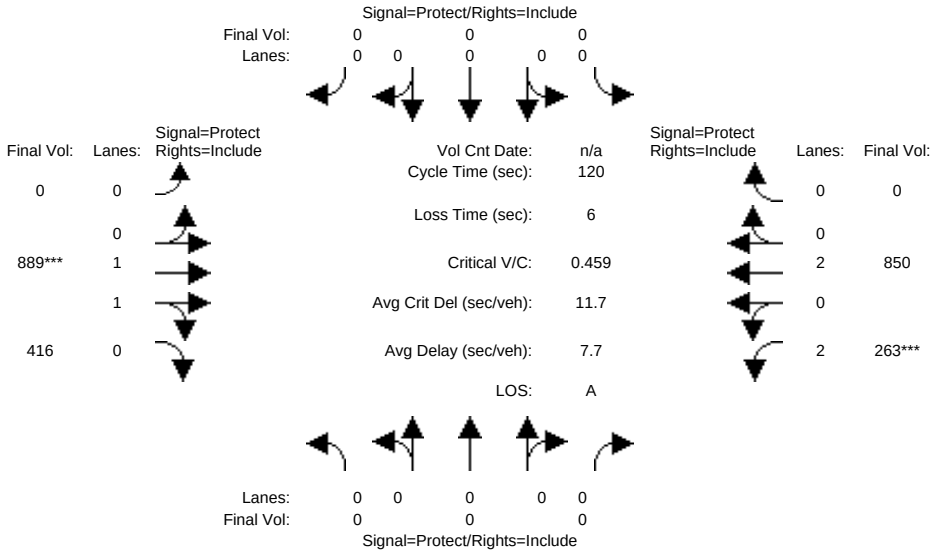
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	889	416	263	850	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	889	416	263	850	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	889	416	263	850	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	889	416	263	850	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	889	416	263	850	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	889	416	263	850	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.66	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2520	1179	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.35	0.08	0.22	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.2	92.2	21.8	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.46	0.46	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	5.1	44.4	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	5.1	44.4	0.2	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	9	9	6	1	0

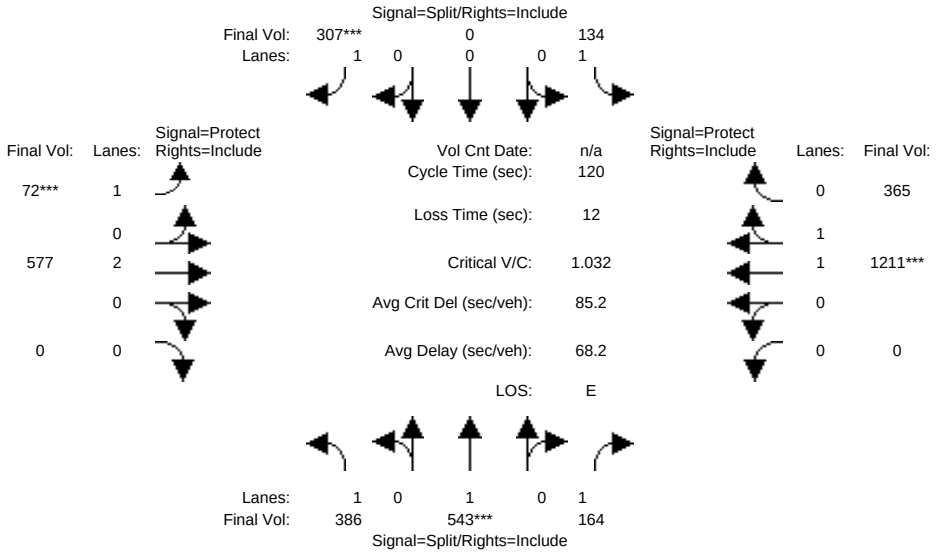
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	376	196	131	22	0	58	19	461	0	0	1062	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	196	131	22	0	58	19	461	0	0	1062	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	347	33	112	0	249	53	116	0	0	149	299
Initial Fut:	386	543	164	134	0	307	72	577	0	0	1211	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	386	543	164	134	0	307	72	577	0	0	1211	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	543	164	134	0	307	72	577	0	0	1211	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	386	543	164	134	0	307	72	577	0	0	1211	365
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.52	0.48
Final Sat.:	1750	1900	1750	1750	0	1750	1750	3800	0	0	2842	857
Capacity Analysis Module:												
Vol/Sat:	0.22	0.29	0.09	0.08	0.00	0.18	0.04	0.15	0.00	0.00	0.43	0.43
Crit Moves:		****				****	****				****	
Green Time:	32.5	32.5	32.5	20.0	0.0	20.0	7.0	55.5	0.0	0.0	48.5	48.5
Volume/Cap:	0.81	1.05	0.35	0.46	0.00	1.05	0.71	0.33	0.00	0.00	1.05	1.05
Delay/Veh:	51.2	98.4	35.6	46.3	0.0	117.7	75.6	20.5	0.0	0.0	74.8	74.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	98.4	35.6	46.3	0.0	117.7	75.6	20.5	0.0	0.0	74.8	74.8
LOS by Move:	D-	F	D+	D	A	F	E-	C+	A	A	E	E
HCM2kAvgQ:	16	28	5	5	0	19	4	7	0	0	40	40

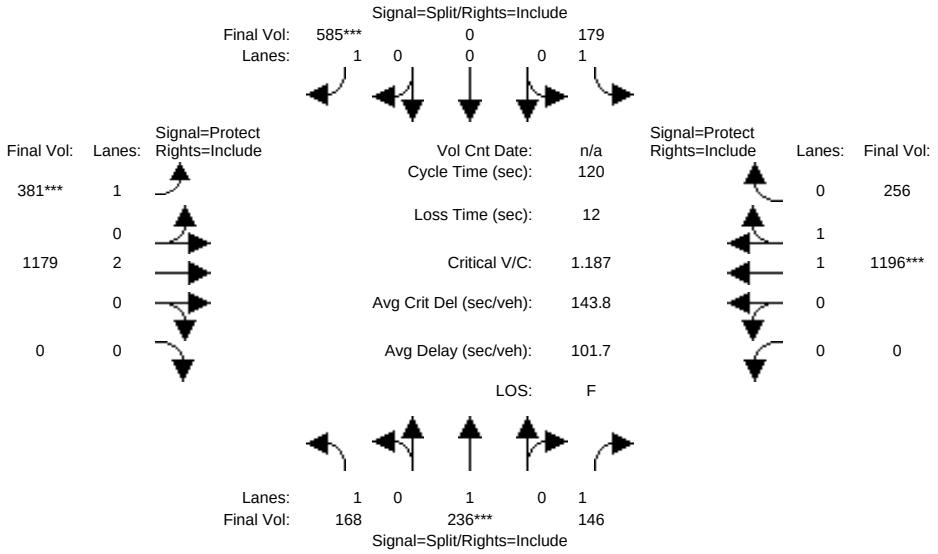
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	146	103	100	32	0	148	32	847	0	0	962	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	103	100	32	0	148	32	847	0	0	962	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	22	133	46	147	0	437	349	332	0	0	234	211
Initial Fut:	168	236	146	179	0	585	381	1179	0	0	1196	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	236	146	179	0	585	381	1179	0	0	1196	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	236	146	179	0	585	381	1179	0	0	1196	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	236	146	179	0	585	381	1179	0	0	1196	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.64	0.36
Final Sat.:	1750	1900	1750	1750	0	1750	1750	3800	0	0	3047	652
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.08	0.10	0.00	0.33	0.22	0.31	0.00	0.00	0.39	0.39
Crit Moves:		****				****	****				****	
Green Time:	12.6	12.6	12.6	33.8	0.0	33.8	22.0	61.7	0.0	0.0	39.7	39.7
Volume/Cap:	0.92	1.19	0.80	0.36	0.00	1.19	1.19	0.60	0.00	0.00	1.19	1.19
Delay/Veh:	96.9	177	73.7	35.0	0.0	146.4	160.3	21.1	0.0	0.0	133	133.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.9	177	73.7	35.0	0.0	146.4	160.3	21.1	0.0	0.0	133	133.0
LOS by Move:	F	F	E	C-	A	F	F	C+	A	A	F	F
HCM2kAvgQ:	10	16	8	6	0	38	26	15	0	0	44	44

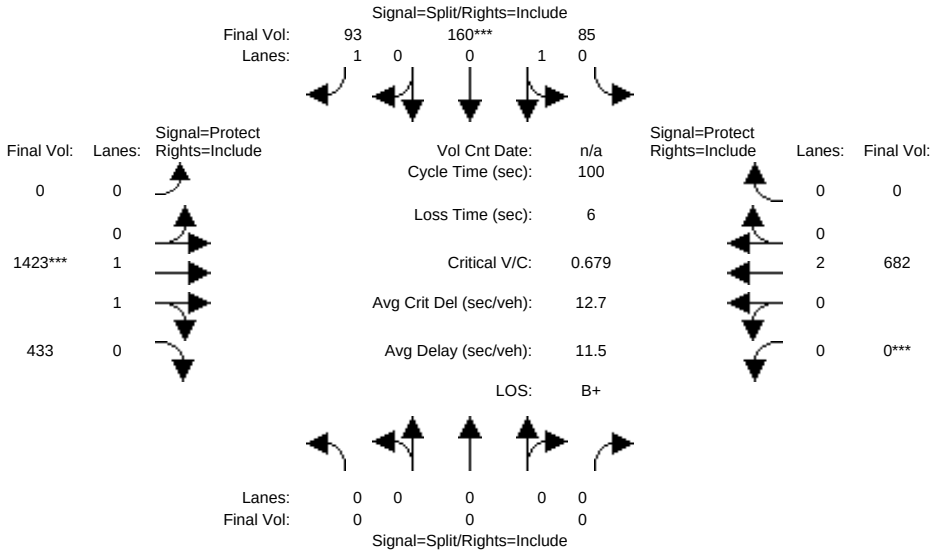
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	75	150	93	0	1276	416	0	558	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	150	93	0	1276	416	0	558	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	10	10	0	0	147	17	0	124	0
Initial Fut:	0	0	0	85	160	93	0	1423	433	0	682	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	160	93	0	1423	433	0	682	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	160	93	0	1423	433	0	682	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	160	93	0	1423	433	0	682	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.35	0.65	1.00	0.00	1.52	0.48	0.00	2.00	0.00
Final Sat.:	0	0	0	624	1176	1750	0	2836	863	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.05	0.00	0.50	0.50	0.00	0.18	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	20.1	20.1	20.1	0.0	73.9	73.9	0.0	73.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.68	0.26	0.00	0.68	0.68	0.00	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	46.8	46.8	35.6	0.0	8.2	8.2	0.0	4.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	46.8	35.6	0.0	8.2	8.2	0.0	4.3	0.0
LOS by Move:	A	A	A	D	D	D+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	9	9	3	0	16	16	0	3	0

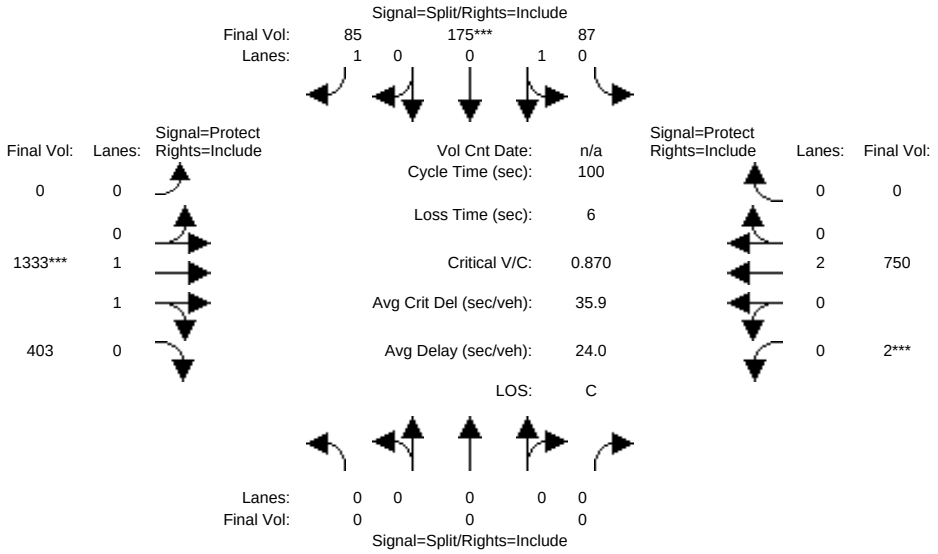
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	70	165	78	0	1134	373	2	714	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	165	78	0	1134	373	2	714	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	17	10	7	0	199	30	0	36	0
Initial Fut:	0	0	0	87	175	85	0	1333	403	2	750	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	87	175	85	0	1333	403	2	750	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	87	175	85	0	1333	403	2	750	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	87	175	85	0	1333	403	2	750	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	0.33	0.67	1.00	0.00	1.52	0.48	0.01	1.99	0.00
Final Sat.:	0	0	0	598	1202	1750	0	2840	859	10	3690	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.05	0.00	0.47	0.47	0.20	0.20	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	16.7	16.7	16.7	0.0	53.9	53.9	23.4	77.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.87	0.87	0.29	0.00	0.87	0.87	0.87	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	67.9	67.9	38.9	0.0	25.5	25.5	48.5	3.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	67.9	67.9	38.9	0.0	25.5	25.5	48.5	3.5	0.0
LOS by Move:	A	A	A	E	E	D+	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	11	11	3	0	27	27	15	3	0

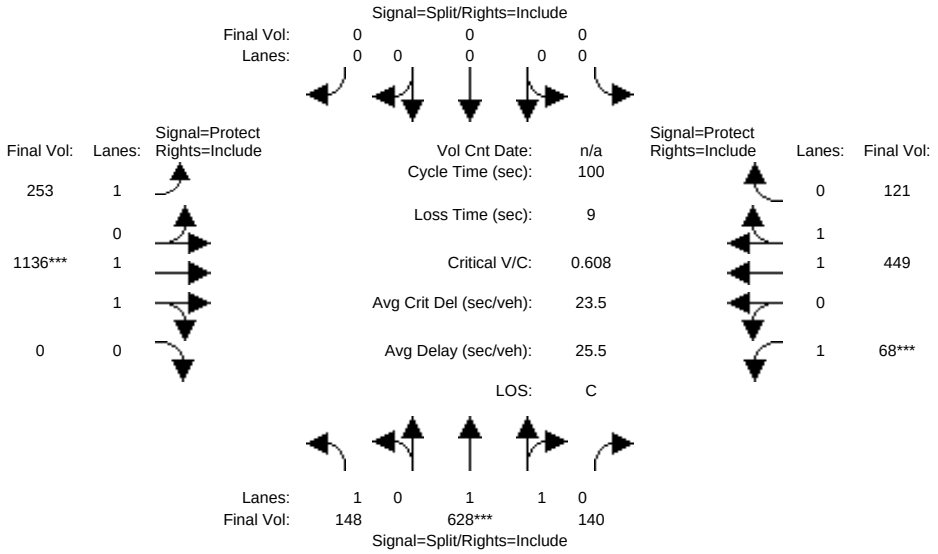
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	138	555	140	0	0	0	187	1136	0	68	449	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	555	140	0	0	0	187	1136	0	68	449	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	73	0	0	0	0	66	0	0	0	0	0
Initial Fut:	148	628	140	0	0	0	253	1136	0	68	449	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	628	140	0	0	0	253	1136	0	68	449	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	628	140	0	0	0	253	1136	0	68	449	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	628	140	0	0	0	253	1136	0	68	449	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.98	0.95
Lanes:	1.00	1.63	0.37	0.00	0.00	0.00	1.00	2.00	0.00	1.00	1.56	0.44
Final Sat.:	1750	3025	674	0	0	0	1750	3700	0	1750	2914	785
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.00	0.00	0.00	0.14	0.31	0.00	0.04	0.15	0.15
Crit Moves:		****						****		****		
Green Time:	33.9	33.9	33.9	0.0	0.0	0.0	27.6	50.1	0.0	7.0	29.5	29.5
Volume/Cap:	0.25	0.61	0.61	0.00	0.00	0.00	0.52	0.61	0.00	0.56	0.52	0.52
Delay/Veh:	24.1	28.5	28.5	0.0	0.0	0.0	31.6	18.6	0.0	50.5	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	28.5	28.5	0.0	0.0	0.0	31.6	18.6	0.0	50.5	29.9	29.9
LOS by Move:	C	C	C	A	A	A	C	B-	A	D	C	C
HCM2kAvgQ:	4	11	11	0	0	0	8	13	0	3	8	8

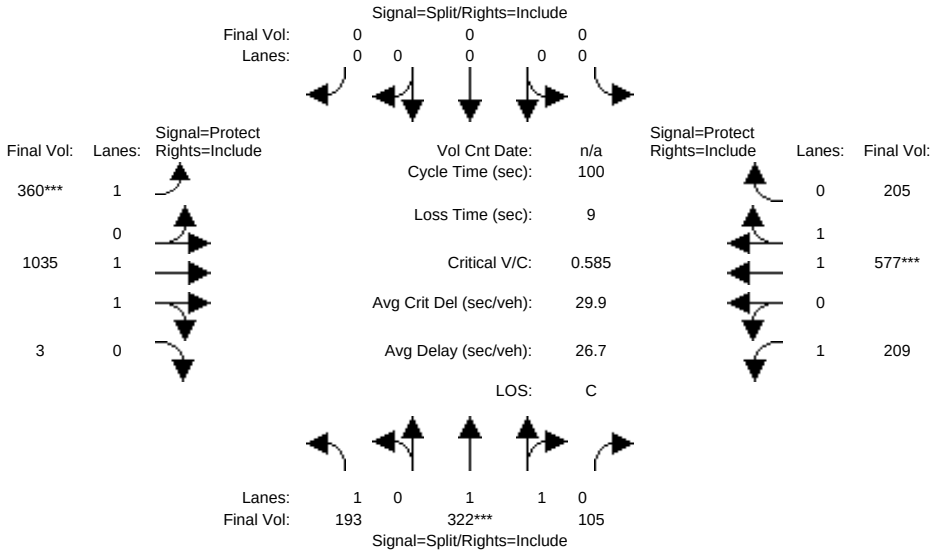
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	312	105	0	0	0	235	1035	3	209	577	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	312	105	0	0	0	235	1035	3	209	577	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	13	10	0	0	0	0	125	0	0	0	0	0
Initial Fut:	193	322	105	0	0	0	360	1035	3	209	577	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	322	105	0	0	0	360	1035	3	209	577	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	322	105	0	0	0	360	1035	3	209	577	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	322	105	0	0	0	360	1035	3	209	577	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.49	0.51	0.00	0.00	0.00	1.00	1.99	0.01	1.00	1.46	0.54
Final Sat.:	1750	2789	910	0	0	0	1750	3689	11	1750	2729	970
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.00	0.00	0.00	0.21	0.28	0.28	0.12	0.21	0.21
Crit Moves:		****					****				****	
Green Time:	19.7	19.7	19.7	0.0	0.0	0.0	35.2	50.0	50.0	21.3	36.1	36.1
Volume/Cap:	0.56	0.59	0.59	0.00	0.00	0.00	0.59	0.56	0.56	0.56	0.59	0.59
Delay/Veh:	38.3	37.7	37.7	0.0	0.0	0.0	27.9	17.8	17.8	37.1	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	37.7	37.7	0.0	0.0	0.0	27.9	17.8	17.8	37.1	26.5	26.5
LOS by Move:	D+	D+	D+	A	A	A	C	B	B	D+	C	C
HCM2kAvgQ:	6	7	7	0	0	0	10	12	12	7	10	10

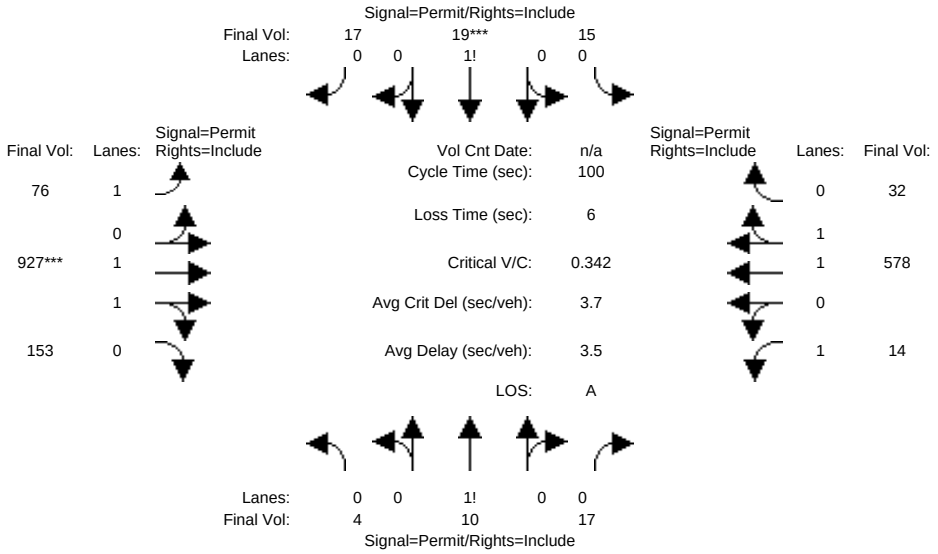
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	10	17	15	19	17	76	927	153	14	578	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	10	17	15	19	17	76	927	153	14	578	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	10	17	15	19	17	76	927	153	14	578	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	10	17	15	19	17	76	927	153	14	578	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	10	17	15	19	17	76	927	153	14	578	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	10	17	15	19	17	76	927	153	14	578	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.13	0.32	0.55	0.29	0.38	0.33	1.00	1.71	0.29	1.00	1.89	0.11
Final Sat.:	226	565	960	515	652	583	1750	3175	524	1750	3506	194
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.04	0.29	0.29	0.01	0.16	0.16
Crit Moves:					****			****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	84.0	84.0	84.0	84.0	84.0	84.0
Volume/Cap:	0.18	0.18	0.18	0.29	0.29	0.29	0.05	0.35	0.35	0.01	0.20	0.20
Delay/Veh:	41.7	41.7	41.7	42.6	42.6	42.6	1.4	1.9	1.9	1.3	1.6	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	41.7	41.7	42.6	42.6	42.6	1.4	1.9	1.9	1.3	1.6	1.6
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	0	4	4	0	2	2

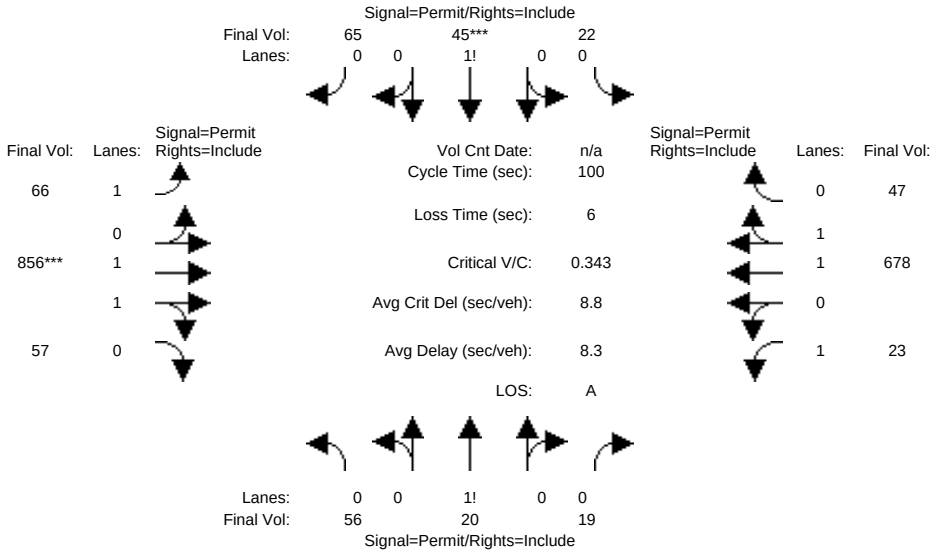
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	20	19	22	45	65	66	856	57	23	678	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	20	19	22	45	65	66	856	57	23	678	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	20	19	22	45	65	66	856	57	23	678	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	20	19	22	45	65	66	856	57	23	678	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	20	19	22	45	65	66	856	57	23	678	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	20	19	22	45	65	66	856	57	23	678	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.21	0.20	0.17	0.34	0.49	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	1032	368	350	292	597	862	1750	3469	231	1750	3460	240
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.08	0.04	0.25	0.25	0.01	0.20	0.20
Crit Moves:					****			****				
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	72.0	72.0	72.0	72.0	72.0	72.0
Volume/Cap:	0.25	0.25	0.25	0.34	0.34	0.34	0.05	0.34	0.34	0.02	0.27	0.27
Delay/Veh:	32.5	32.5	32.5	33.4	33.4	33.4	4.1	5.3	5.3	4.0	4.9	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	32.5	32.5	33.4	33.4	33.4	4.1	5.3	5.3	4.0	4.9	4.9
LOS by Move:	C-	C-	C-	C-	C-	C-	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	1	5	5	0	4	4

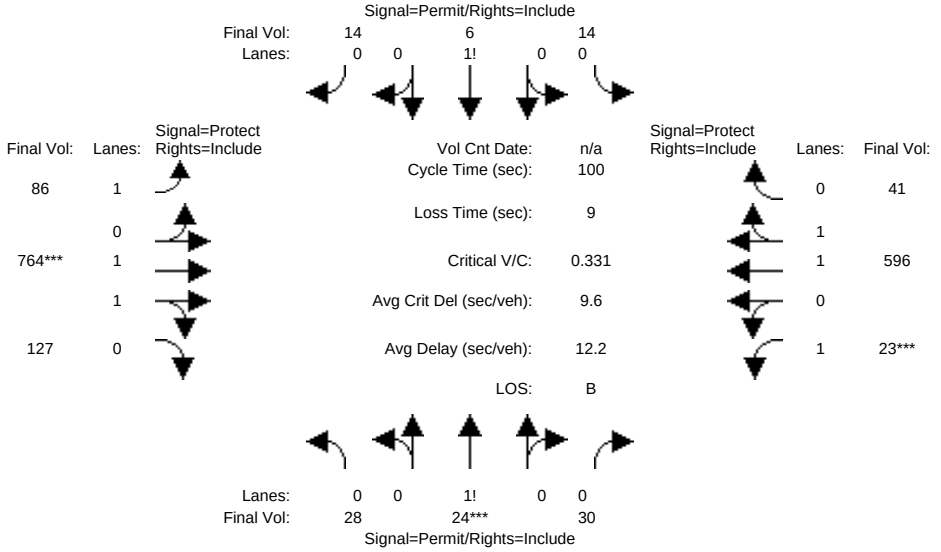
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	24	30	4	6	14	86	764	127	23	596	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	24	30	4	6	14	86	764	127	23	596	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	10	0	0	0	0	0	0	0	19
Initial Fut:	28	24	30	14	6	14	86	764	127	23	596	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	24	30	14	6	14	86	764	127	23	596	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	24	30	14	6	14	86	764	127	23	596	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	24	30	14	6	14	86	764	127	23	596	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.34	0.29	0.37	0.41	0.18	0.41	1.00	1.71	0.29	1.00	1.87	0.13
Final Sat.:	598	512	640	721	309	721	1750	3172	527	1750	3462	238
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.02	0.02	0.05	0.24	0.24	0.01	0.17	0.17
Crit Moves:		****						****		****		
Green Time:	13.7	13.7	13.7	13.7	13.7	13.7	22.3	70.3	70.3	7.0	55.0	55.0
Volume/Cap:	0.34	0.34	0.34	0.14	0.14	0.14	0.22	0.34	0.34	0.19	0.31	0.31
Delay/Veh:	39.9	39.9	39.9	38.3	38.3	38.3	32.0	5.9	5.9	44.6	12.3	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	39.9	39.9	38.3	38.3	38.3	32.0	5.9	5.9	44.6	12.3	12.3
LOS by Move:	D	D	D	D+	D+	D+	C	A	A	D	B	B
HCM2kAvgQ:	3	3	3	1	1	1	2	5	5	1	5	5

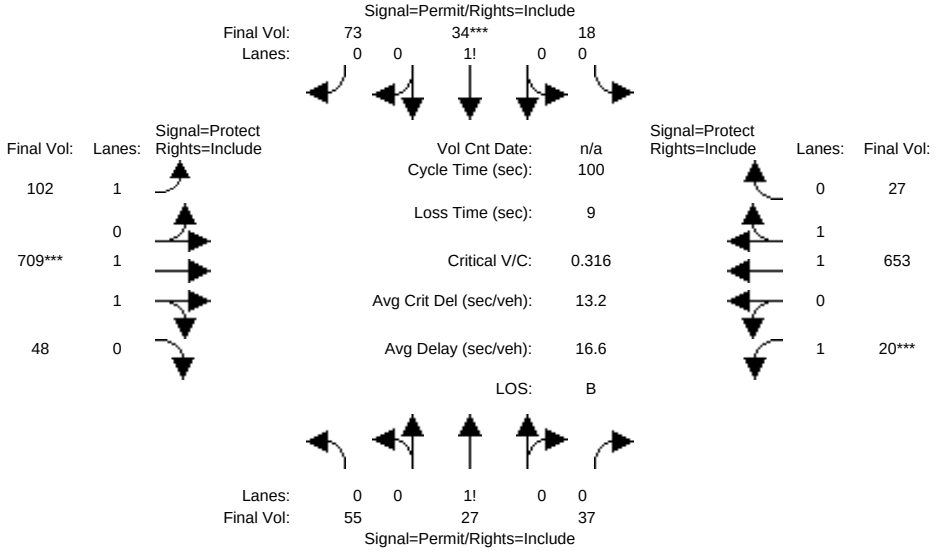
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	55	27	37	12	34	73	102	709	48	20	653	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	27	37	12	34	73	102	709	48	20	653	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	6	0	0	0	0	0	0	0	3
Initial Fut:	55	27	37	18	34	73	102	709	48	20	653	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	27	37	18	34	73	102	709	48	20	653	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	27	37	18	34	73	102	709	48	20	653	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	27	37	18	34	73	102	709	48	20	653	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.46	0.23	0.31	0.14	0.27	0.59	1.00	1.87	0.13	1.00	1.92	0.08
Final Sat.:	809	397	544	252	476	1022	1750	3465	235	1750	3553	147
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.06	0.20	0.20	0.01	0.18	0.18
Crit Moves:					****			****		****		
Green Time:	21.7	21.7	21.7	21.7	21.7	21.7	19.1	62.3	62.3	7.0	50.2	50.2
Volume/Cap:	0.31	0.31	0.31	0.33	0.33	0.33	0.31	0.33	0.33	0.16	0.37	0.37
Delay/Veh:	33.3	33.3	33.3	33.5	33.5	33.5	35.3	9.0	9.0	44.4	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	33.3	33.3	33.5	33.5	33.5	35.3	9.0	9.0	44.4	15.3	15.3
LOS by Move:	C-	C-	C-	C-	C-	C-	D+	A	A	D	B	B
HCM2kAvgQ:	3	3	3	4	4	4	3	6	6	1	6	6

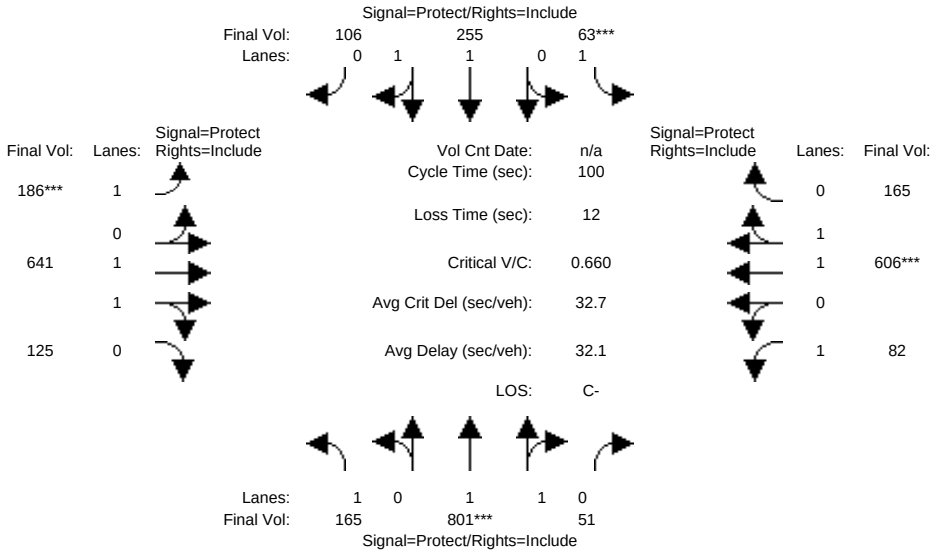
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	791	41	63	243	91	176	555	115	72	475	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	791	41	63	243	91	176	555	115	72	475	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	45	10	10	0	12	15	10	86	10	10	131	10
Initial Fut:	165	801	51	63	255	106	186	641	125	82	606	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	801	51	63	255	106	186	641	125	82	606	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	801	51	63	255	106	186	641	125	82	606	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	801	51	63	255	106	186	641	125	82	606	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.88	0.12	1.00	1.40	0.60	1.00	1.66	0.34	1.00	1.56	0.44
Final Sat.:	1750	3478	221	1750	2613	1086	1750	3096	604	1750	2908	792
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.23	0.04	0.10	0.10	0.11	0.21	0.21	0.05	0.21	0.21
Crit Moves:		****		****			****				****	
Green Time:	20.0	34.2	34.2	7.0	21.2	21.2	15.8	35.0	35.0	11.8	31.0	31.0
Volume/Cap:	0.47	0.67	0.67	0.51	0.46	0.46	0.67	0.59	0.59	0.40	0.67	0.67
Delay/Veh:	36.3	29.5	29.5	48.6	34.8	34.8	46.0	27.4	27.4	42.0	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	29.5	29.5	48.6	34.8	34.8	46.0	27.4	27.4	42.0	31.7	31.7
LOS by Move:	D+	C	C	D	C-	C-	D	C	C	D	C	C
HCM2kAvgQ:	5	12	12	3	5	5	7	10	10	3	11	11

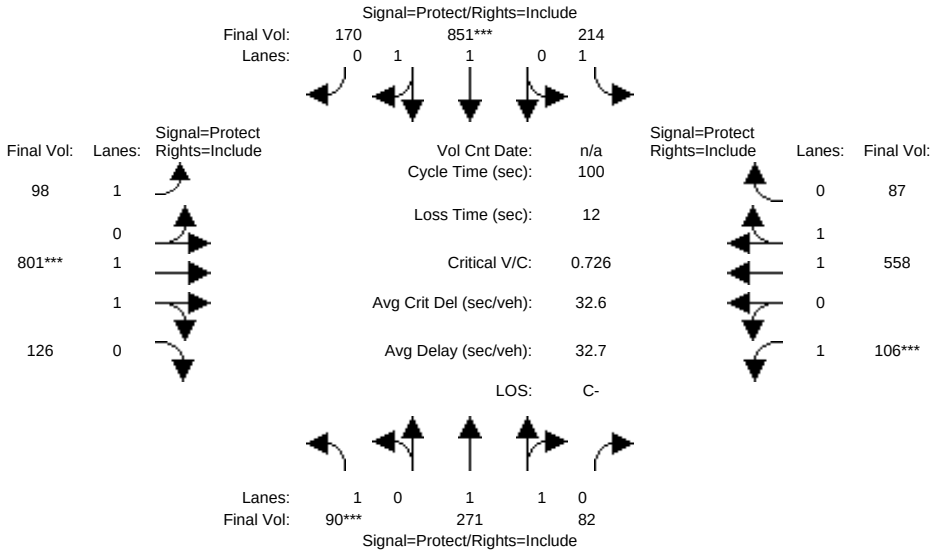
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	252	69	214	841	160	82	650	116	98	516	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	252	69	214	841	160	82	650	116	98	516	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	4	19	13	0	10	10	16	151	10	8	42	10
Initial Fut:	90	271	82	214	851	170	98	801	126	106	558	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	271	82	214	851	170	98	801	126	106	558	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	271	82	214	851	170	98	801	126	106	558	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	271	82	214	851	170	98	801	126	106	558	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.52	0.48	1.00	1.66	0.34	1.00	1.72	0.28	1.00	1.72	0.28
Final Sat.:	1750	2840	859	1750	3083	616	1750	3197	503	1750	3201	499
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.12	0.28	0.28	0.06	0.25	0.25	0.06	0.17	0.17
Crit Moves:	****				****			****			****	
Green Time:	7.1	20.3	20.3	24.8	38.0	38.0	12.3	34.5	34.5	8.3	30.6	30.6
Volume/Cap:	0.73	0.47	0.47	0.49	0.73	0.73	0.46	0.73	0.73	0.73	0.57	0.57
Delay/Veh:	64.6	35.6	35.6	33.1	28.4	28.4	42.3	30.7	30.7	61.3	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	35.6	35.6	33.1	28.4	28.4	42.3	30.7	30.7	61.3	29.9	29.9
LOS by Move:	E	D+	D+	C-	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	5	5	6	15	15	4	14	14	5	9	9

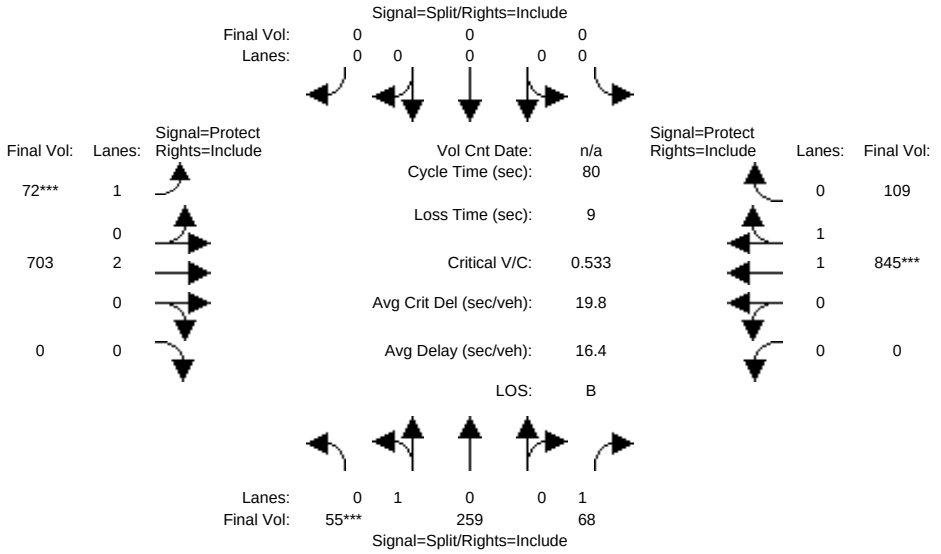
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	249	50	0	0	0	68	626	0	0	694	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	249	50	0	0	0	68	626	0	0	694	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	10	18	0	0	0	4	77	0	0	151	44
Initial Fut:	55	259	68	0	0	0	72	703	0	0	845	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	259	68	0	0	0	72	703	0	0	845	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	259	68	0	0	0	72	703	0	0	845	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	259	68	0	0	0	72	703	0	0	845	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.18	0.82	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.77	0.23
Final Sat.:	315	1485	1750	0	0	0	1750	3800	0	0	3277	423
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.04	0.00	0.00	0.00	0.04	0.19	0.00	0.00	0.26	0.26
Crit Moves:	****						****				****	
Green Time:	25.8	25.8	25.8	0.0	0.0	0.0	7.0	45.2	0.0	0.0	38.2	38.2
Volume/Cap:	0.54	0.54	0.12	0.00	0.00	0.00	0.47	0.33	0.00	0.00	0.54	0.54
Delay/Veh:	25.8	25.8	19.5	0.0	0.0	0.0	44.7	9.7	0.0	0.0	15.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	25.8	19.5	0.0	0.0	0.0	44.7	9.7	0.0	0.0	15.9	15.9
LOS by Move:	C	C	B-	A	A	A	D	A	A	A	B	B
HCM2kAvgQ:	7	7	1	0	0	0	2	5	0	0	9	9

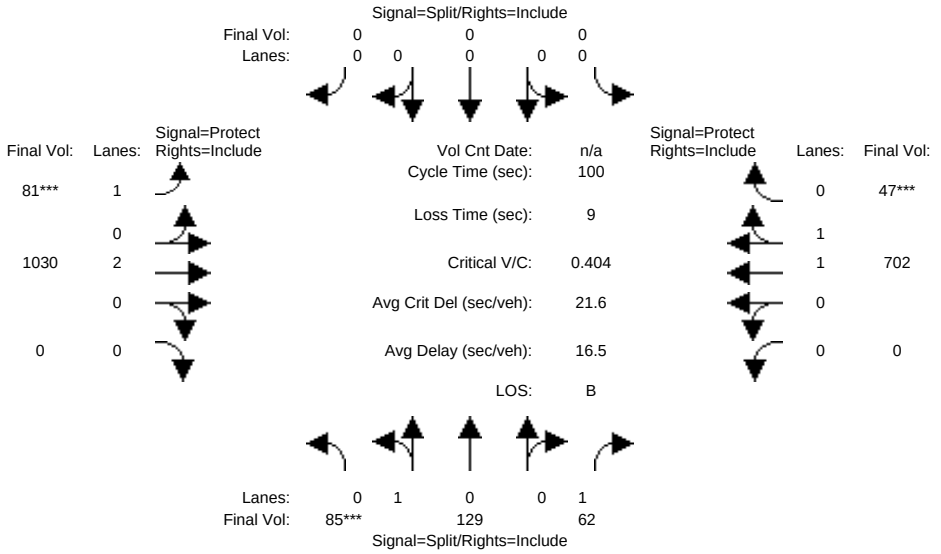
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	124	57	0	0	0	71	847	0	0	655	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	124	57	0	0	0	71	847	0	0	655	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	5	5	0	0	0	10	183	0	0	47	0
Initial Fut:	85	129	62	0	0	0	81	1030	0	0	702	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	129	62	0	0	0	81	1030	0	0	702	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	129	62	0	0	0	81	1030	0	0	702	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	129	62	0	0	0	81	1030	0	0	702	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.40	0.60	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.87	0.13
Final Sat.:	715	1085	1750	0	0	0	1750	3800	0	0	3468	232
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.04	0.00	0.00	0.00	0.05	0.27	0.00	0.00	0.20	0.20
Crit Moves:	****						****					****
Green Time:	29.4	29.4	29.4	0.0	0.0	0.0	11.5	61.6	0.0	0.0	50.1	50.1
Volume/Cap:	0.40	0.40	0.12	0.00	0.00	0.00	0.40	0.44	0.00	0.00	0.40	0.40
Delay/Veh:	30.5	30.5	26.3	0.0	0.0	0.0	47.1	10.7	0.0	0.0	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	30.5	26.3	0.0	0.0	0.0	47.1	10.7	0.0	0.0	16.3	16.3
LOS by Move:	C	C	C	A	A	A	D	B+	A	A	B	B
HCM2kAvgQ:	6	6	2	0	0	0	3	8	0	0	7	7

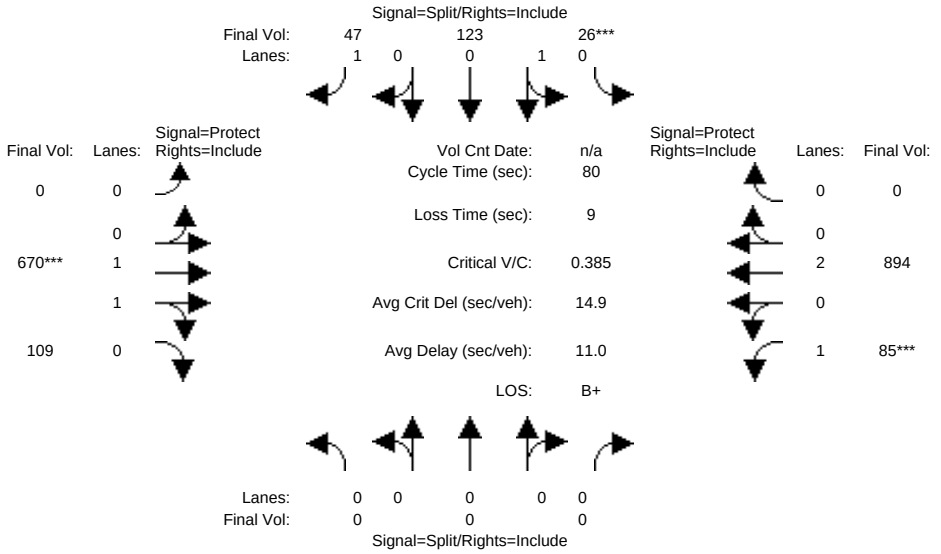
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	26	113	37	0	575	99	84	709	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	26	113	37	0	575	99	84	709	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	0	10	10	0	95	10	1	185	0
Initial Fut:	0	0	0	26	123	47	0	670	109	85	894	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	26	123	47	0	670	109	85	894	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	123	47	0	670	109	85	894	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	26	123	47	0	670	109	85	894	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	0.83	1.00	0.00	1.71	0.29	1.00	2.00	0.00
Final Sat.:	0	0	0	314	1486	1750	0	3182	518	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.03	0.00	0.21	0.21	0.05	0.24	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	17.2	17.2	17.2	0.0	43.7	43.7	10.1	53.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.39	0.39	0.12	0.00	0.39	0.39	0.39	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	27.5	27.5	25.5	0.0	10.5	10.5	33.2	5.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.5	27.5	25.5	0.0	10.5	10.5	33.2	5.7	0.0
LOS by Move:	A	A	A	C	C	C	A	B+	B+	C-	A	A
HCM2kAvgQ:	0	0	0	4	4	1	0	6	6	2	5	0

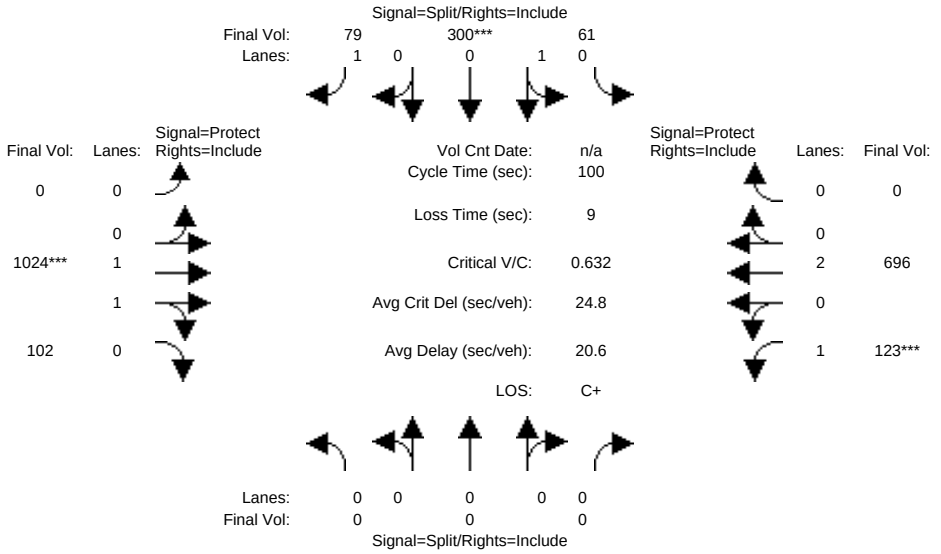
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	61	297	69	0	832	92	120	658	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	297	69	0	832	92	120	658	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	0	3	10	0	192	10	3	38	0
Initial Fut:	0	0	0	61	300	79	0	1024	102	123	696	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	300	79	0	1024	102	123	696	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	300	79	0	1024	102	123	696	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	61	300	79	0	1024	102	123	696	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	0.83	1.00	0.00	1.81	0.19	1.00	2.00	0.00
Final Sat.:	0	0	0	304	1496	1750	0	3365	335	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.05	0.00	0.30	0.30	0.07	0.18	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	31.7	31.7	31.7	0.0	48.2	48.2	11.1	59.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.63	0.63	0.14	0.00	0.63	0.63	0.63	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	31.5	31.5	24.5	0.0	20.1	20.1	49.1	10.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.5	31.5	24.5	0.0	20.1	20.1	49.1	10.2	0.0
LOS by Move:	A	A	A	C	C	C	A	C+	C+	D	B+	A
HCM2kAvgQ:	0	0	0	11	11	2	0	14	14	5	5	0

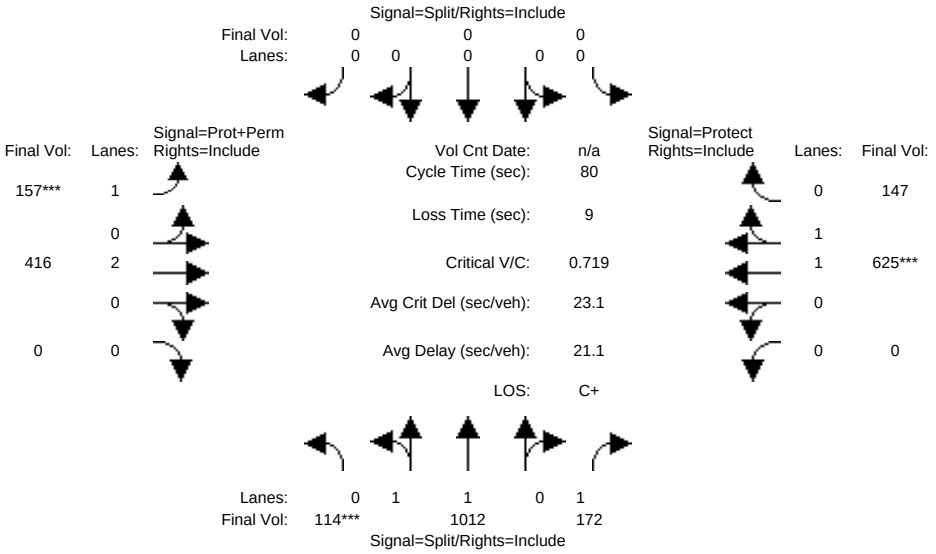
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	1002	162	0	0	0	157	416	0	0	625	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1002	162	0	0	0	157	416	0	0	625	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	10	0	0	0	0	0	0	0	0	57
Initial Fut:	114	1012	172	0	0	0	157	416	0	0	625	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1012	172	0	0	0	157	416	0	0	625	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1012	172	0	0	0	157	416	0	0	625	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1012	172	0	0	0	157	416	0	0	625	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.21	1.79	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.61	0.39
Final Sat.:	375	3325	1750	0	0	0	1750	3800	0	0	2995	704
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.10	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.21	0.21
Crit Moves:	****						****				****	
Green Time:	35.9	35.9	35.9	0.0	0.0	0.0	10.6	35.1	0.0	0.0	24.6	24.6
Volume/Cap:	0.68	0.68	0.22	0.00	0.00	0.00	0.68	0.25	0.00	0.00	0.68	0.68
Delay/Veh:	18.7	18.7	13.7	0.0	0.0	0.0	41.0	14.2	0.0	0.0	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	18.7	13.7	0.0	0.0	0.0	41.0	14.2	0.0	0.0	25.9	25.9
LOS by Move:	B-	B-	B	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	12	12	3	0	0	0	5	3	0	0	10	10

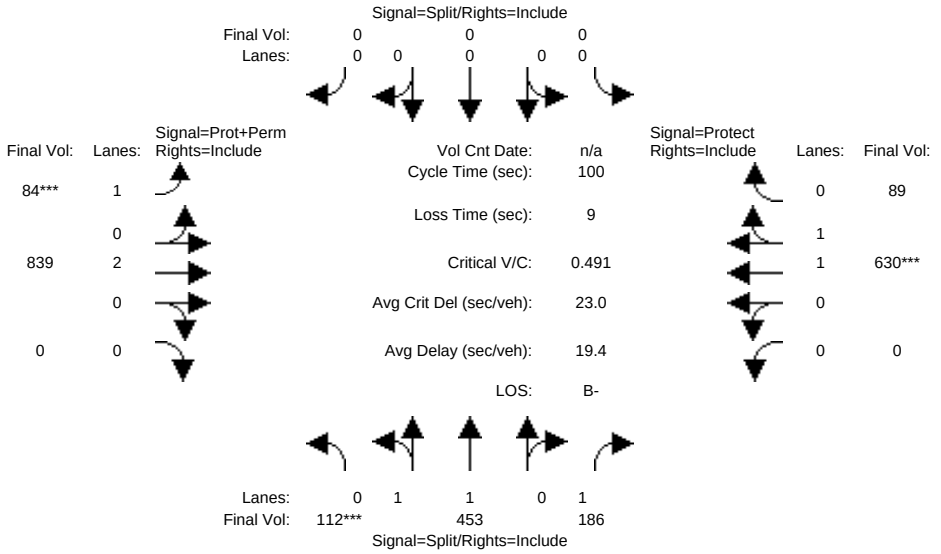
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	415	152	0	0	0	84	839	0	0	630	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	415	152	0	0	0	84	839	0	0	630	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	38	34	0	0	0	0	0	0	0	0	1
Initial Fut:	112	453	186	0	0	0	84	839	0	0	630	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	453	186	0	0	0	84	839	0	0	630	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	453	186	0	0	0	84	839	0	0	630	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	453	186	0	0	0	84	839	0	0	630	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.41	1.59	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.75	0.25
Final Sat.:	733	2966	1750	0	0	0	1750	3800	0	0	3242	458
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.11	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.19	0.19
Crit Moves:	****						****				****	
Green Time:	35.2	35.2	35.2	0.0	0.0	0.0	11.1	55.8	0.0	0.0	44.8	44.8
Volume/Cap:	0.43	0.43	0.30	0.00	0.00	0.00	0.43	0.40	0.00	0.00	0.43	0.43
Delay/Veh:	25.0	25.0	23.8	0.0	0.0	0.0	43.1	12.6	0.0	0.0	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	25.0	23.8	0.0	0.0	0.0	43.1	12.6	0.0	0.0	19.1	19.1
LOS by Move:	C	C	C	A	A	A	D	B	A	A	B-	B-
HCM2kAvgQ:	7	7	4	0	0	0	3	7	0	0	8	8

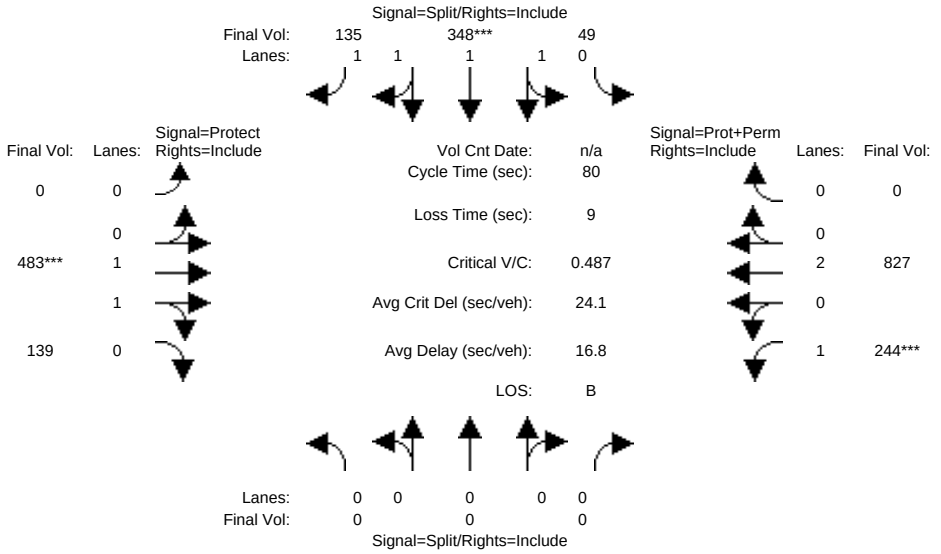
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	42	338	71	0	397	132	203	659	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	338	71	0	397	132	203	659	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	7	10	64	0	86	7	41	168	0
Initial Fut:	0	0	0	49	348	135	0	483	139	244	827	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	49	348	135	0	483	139	244	827	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	49	348	135	0	483	139	244	827	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	49	348	135	0	483	139	244	827	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.37	2.58	1.05	0.00	1.54	0.46	1.00	2.00	0.00
Final Sat.:	0	0	0	667	4740	1839	0	2873	827	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.07	0.00	0.17	0.17	0.00	0.22	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	13.7	13.7	13.7	0.0	31.3	31.3	26.0	57.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.43	0.43	0.43	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	30.8	30.8	30.8	0.0	18.7	18.7	23.6	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.8	30.8	30.8	0.0	18.7	18.7	23.6	4.4	0.0
LOS by Move:	A	A	A	C	C	C	A	B-	B-	C	A	A
HCM2kAvgQ:	0	0	0	4	4	4	0	6	6	5	4	0

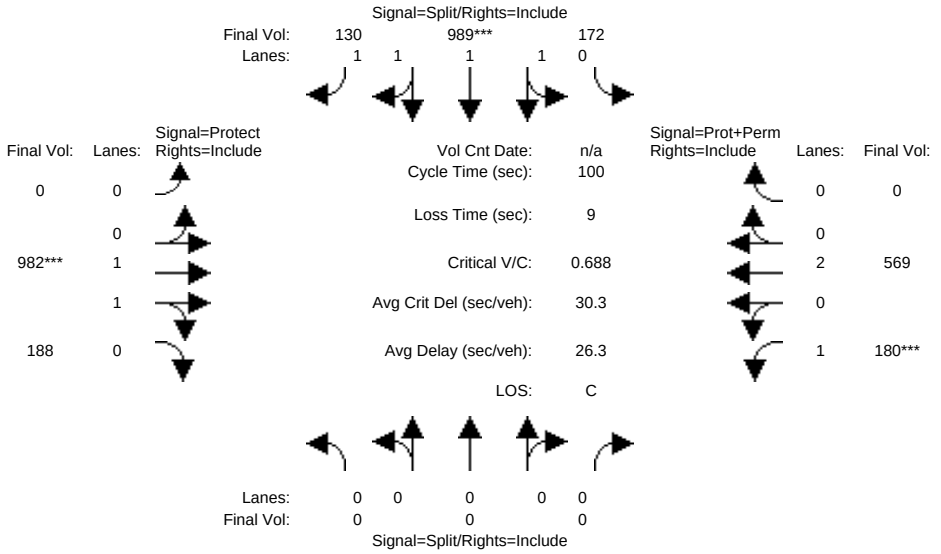
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	162	882	121	0	745	178	178	542	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	162	882	121	0	745	178	178	542	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	10	107	9	0	237	10	2	27	0
Initial Fut:	0	0	0	172	989	130	0	982	188	180	569	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	172	989	130	0	982	188	180	569	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	989	130	0	982	188	180	569	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	172	989	130	0	982	188	180	569	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	2.54	1.00	0.00	1.67	0.33	1.00	2.00	0.00
Final Sat.:	0	0	0	829	4769	1750	0	3105	594	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.07	0.00	0.32	0.32	0.00	0.15	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	30.1	30.1	30.1	0.0	45.9	45.9	14.9	60.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.69	0.25	0.00	0.69	0.69	0.69	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	32.9	32.9	26.5	0.0	23.7	23.7	54.2	9.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.9	32.9	26.5	0.0	23.7	23.7	54.2	9.3	0.0
LOS by Move:	A	A	A	C-	C-	C	A	C	C	D-	A	A
HCM2kAvgQ:	0	0	0	12	12	3	0	15	15	7	4	0

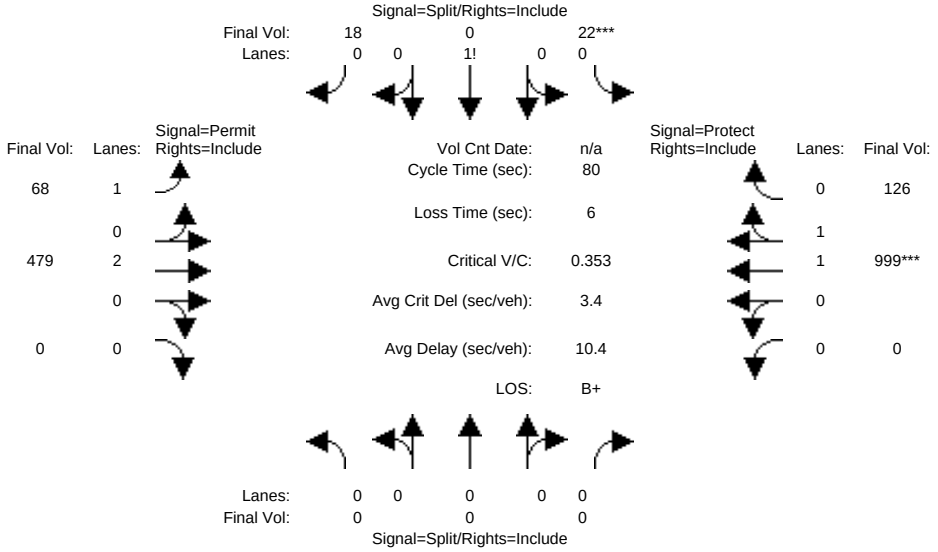
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	12	0	18	65	389	0	0	790	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	18	65	389	0	0	790	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	10	0	0	3	90	0	0	209	10
Initial Fut:	0	0	0	22	0	18	68	479	0	0	999	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	18	68	479	0	0	999	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	18	68	479	0	0	999	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	0	18	68	479	0	0	999	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.55	0.00	0.45	1.00	2.00	0.00	0.00	1.77	0.23
Final Sat.:	0	0	0	963	0	788	1750	3800	0	0	3285	414
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.04	0.13	0.00	0.00	0.30	0.30
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	20.6	20.6	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	0.18	0.15	0.49	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	31.7	0.0	31.7	23.1	25.6	0.0	0.0	2.4	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.7	0.0	31.7	23.1	25.6	0.0	0.0	2.4	2.4
LOS by Move:	A	A	A	C	A	C	C	C	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	1	5	0	0	4	4

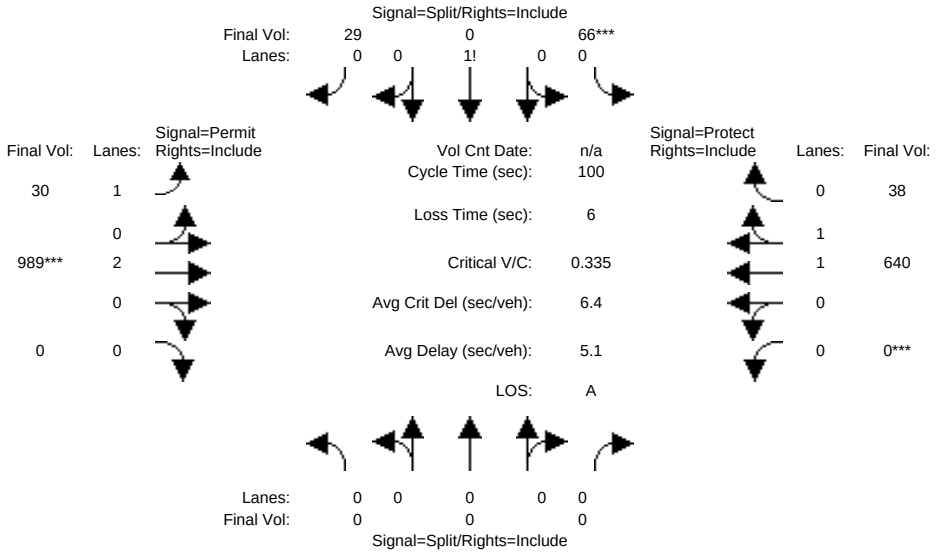
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	56	0	29	20	820	0	0	611	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	29	20	820	0	0	611	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	10	0	0	10	169	0	0	29	10
Initial Fut:	0	0	0	66	0	29	30	989	0	0	640	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	66	0	29	30	989	0	0	640	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	29	30	989	0	0	640	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	66	0	29	30	989	0	0	640	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.69	0.00	0.31	1.00	2.00	0.00	0.00	1.88	0.12
Final Sat.:	0	0	0	1216	0	534	1750	3800	0	0	3492	207
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.02	0.26	0.00	0.00	0.18	0.18
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	16.2	0.0	16.2	77.8	77.8	0.0	0.0	77.8	77.8
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.33	0.02	0.33	0.00	0.00	0.24	0.24
Delay/Veh:	0.0	0.0	0.0	37.8	0.0	37.8	2.5	3.4	0.0	0.0	3.1	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.8	0.0	37.8	2.5	3.4	0.0	0.0	3.1	3.1
LOS by Move:	A	A	A	D+	A	D+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	0	5	0	0	3	3

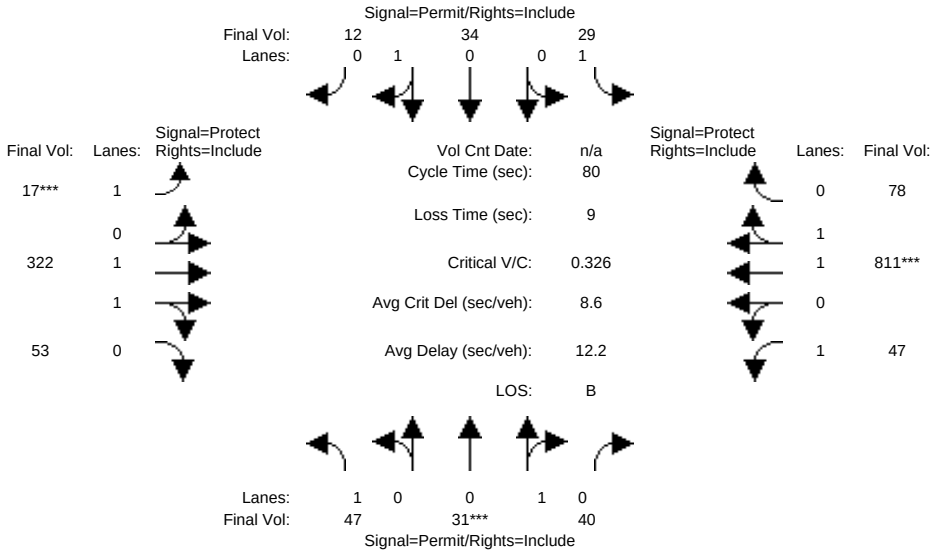
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	31	40	29	34	12	17	322	53	47	811	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	31	40	29	34	12	17	322	53	47	811	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	31	40	29	34	12	17	322	53	47	811	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	31	40	29	34	12	17	322	53	47	811	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	31	40	29	34	12	17	322	53	47	811	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	31	40	29	34	12	17	322	53	47	811	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.44	0.56	1.00	0.74	0.26	1.00	1.71	0.29	1.00	1.82	0.18
Final Sat.:	1750	786	1014	1750	1330	470	1750	3177	523	1750	3375	325
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.03	0.03	0.01	0.10	0.10	0.03	0.24	0.24
Crit Moves:		****					****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	35.9	35.9	25.1	54.0	54.0
Volume/Cap:	0.21	0.32	0.32	0.13	0.20	0.20	0.11	0.23	0.23	0.09	0.36	0.36
Delay/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
LOS by Move:	C-	D+	D+	C-	C-	C-	D+	B	B	B-	A	A
HCM2kAvgQ:	1	2	2	1	1	1	1	3	3	1	5	5

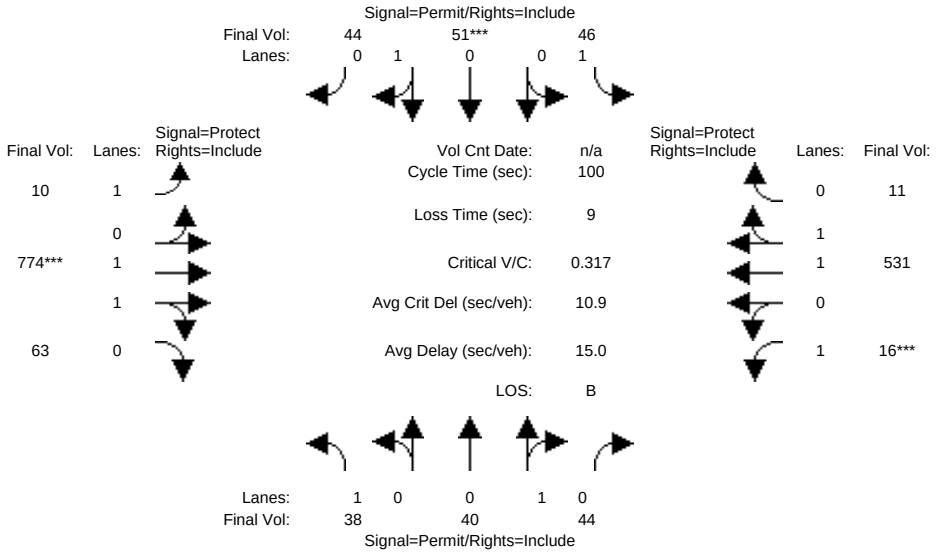
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	40	44	46	51	44	10	774	63	16	531	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	40	44	46	51	44	10	774	63	16	531	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	40	44	46	51	44	10	774	63	16	531	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	40	44	46	51	44	10	774	63	16	531	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	40	44	46	51	44	10	774	63	16	531	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	40	44	46	51	44	10	774	63	16	531	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.48	0.52	1.00	0.54	0.46	1.00	1.85	0.15	1.00	1.96	0.04
Final Sat.:	1750	857	943	1750	966	834	1750	3421	278	1750	3625	75
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.03	0.05	0.05	0.01	0.23	0.23	0.01	0.15	0.15
Crit Moves:					****			****		****		
Green Time:	15.9	15.9	15.9	15.9	15.9	15.9	24.3	68.1	68.1	7.0	50.8	50.8
Volume/Cap:	0.14	0.29	0.29	0.17	0.33	0.33	0.02	0.33	0.33	0.13	0.29	0.29
Delay/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
LOS by Move:	D+	D	D	D+	D	D	C	A	A	D	B	B
HCM2kAvgQ:	1	3	3	1	3	3	0	5	5	1	5	5

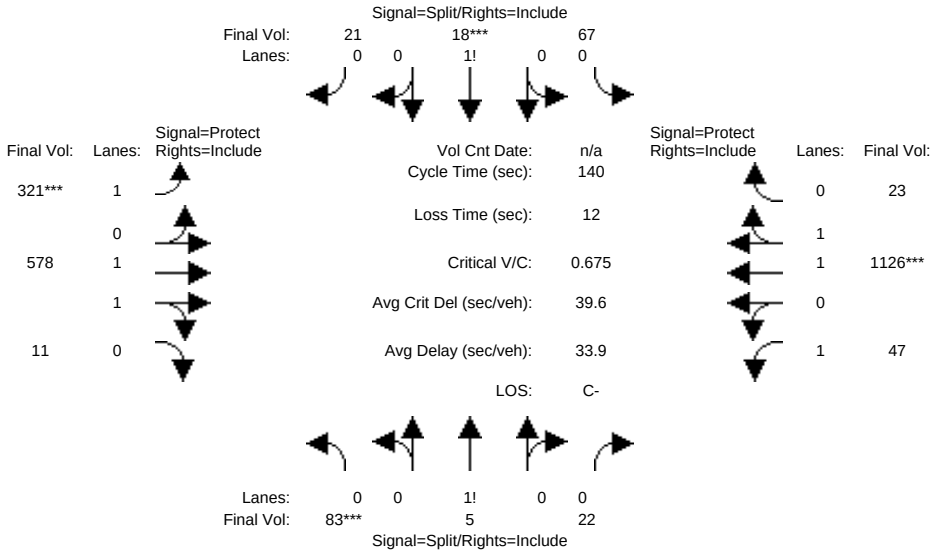
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	5	22	56	18	11	40	443	11	47	1121	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	5	22	56	18	11	40	443	11	47	1121	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	11	0	10	281	135	0	0	5	10
Initial Fut:	83	5	22	67	18	21	321	578	11	47	1126	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	5	22	67	18	21	321	578	11	47	1126	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	5	22	67	18	21	321	578	11	47	1126	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	5	22	67	18	21	321	578	11	47	1126	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.75	0.05	0.20	0.63	0.17	0.20	1.00	1.96	0.04	1.00	1.96	0.04
Final Sat.:	1320	80	350	1106	297	347	1750	3631	69	1750	3626	74
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.06	0.18	0.16	0.16	0.03	0.31	0.31
Crit Moves:	****				****		****				****	
Green Time:	13.0	13.0	13.0	12.6	12.6	12.6	38.0	77.9	77.9	24.5	64.4	64.4
Volume/Cap:	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.29	0.29	0.15	0.68	0.68
Delay/Veh:	72.2	72.2	72.2	72.8	72.8	72.8	49.3	16.4	16.4	49.2	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	72.2	72.2	72.8	72.8	72.8	49.3	16.4	16.4	49.2	30.7	30.7
LOS by Move:	E	E	E	E	E	E	D	B	B	D	C	C
HCM2kAvgQ:	6	6	6	6	6	6	14	7	7	2	20	20

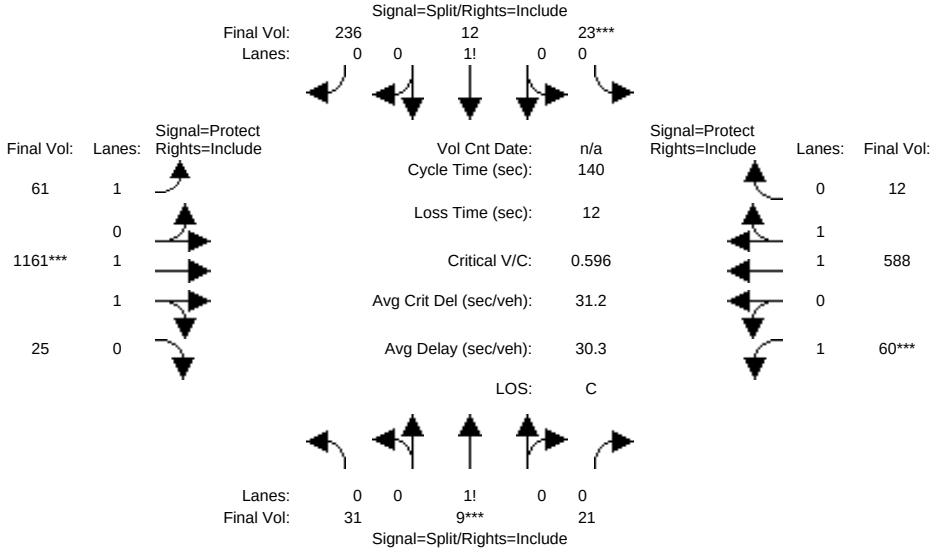
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	9	21	12	12	9	34	1083	25	60	514	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	9	21	12	12	9	34	1083	25	60	514	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	11	0	227	27	78	0	0	74	10
Initial Fut:	31	9	21	23	12	236	61	1161	25	60	588	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	9	21	23	12	236	61	1161	25	60	588	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	9	21	23	12	236	61	1161	25	60	588	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	9	21	23	12	236	61	1161	25	60	588	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.51	0.15	0.34	0.08	0.04	0.88	1.00	1.96	0.04	1.00	1.96	0.04
Final Sat.:	889	258	602	149	77	1524	1750	3622	78	1750	3626	74
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.15	0.15	0.15	0.03	0.32	0.32	0.03	0.16	0.16
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	10.0	35.9	35.9	35.9	19.4	74.2	74.2	7.9	62.8	62.8
Volume/Cap:	0.49	0.49	0.49	0.60	0.60	0.60	0.25	0.60	0.60	0.60	0.36	0.36
Delay/Veh:	65.5	65.5	65.5	48.2	48.2	48.2	54.4	23.3	23.3	74.7	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	65.5	65.5	48.2	48.2	48.2	54.4	23.3	23.3	74.7	25.5	25.5
LOS by Move:	E	E	E	D	D	D	D-	C	C	E	C	C
HCM2kAvgQ:	3	3	3	12	12	12	3	18	18	4	8	8

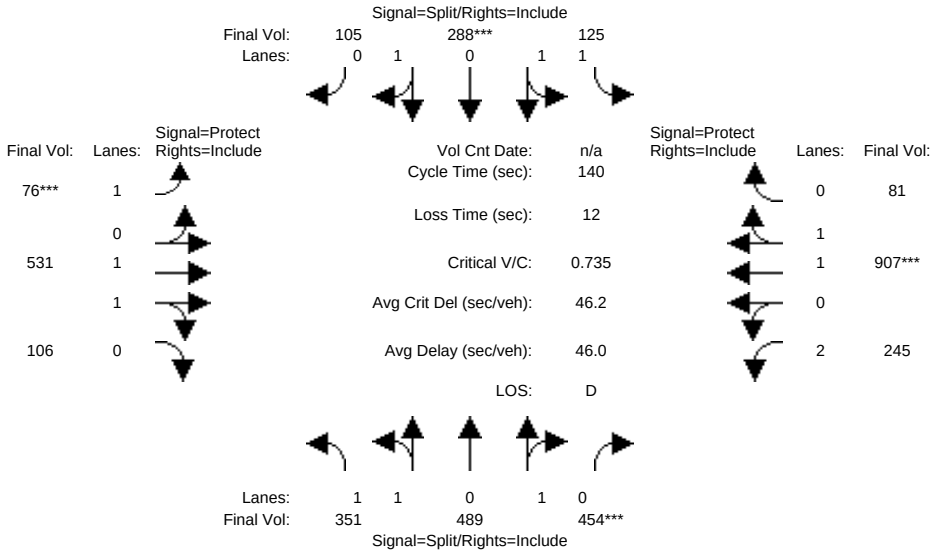
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	339	479	195	123	199	45	63	406	97	198	897	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	479	195	123	199	45	63	406	97	198	897	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	12	10	259	2	89	60	13	125	9	47	10	35
Initial Fut:	351	489	454	125	288	105	76	531	106	245	907	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	489	454	125	288	105	76	531	106	245	907	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	489	454	125	288	105	76	531	106	245	907	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	489	454	125	288	105	76	531	106	245	907	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.01	0.99	1.00	1.45	0.55	1.00	1.66	0.34	2.00	1.83	0.17
Final Sat.:	1750	1917	1780	1750	2711	988	1750	3084	616	3150	3396	303
Capacity Analysis Module:												
Vol/Sat:	0.20	0.26	0.26	0.07	0.11	0.11	0.04	0.17	0.17	0.08	0.27	0.27
Crit Moves:			****		****		****				****	
Green Time:	48.6	48.6	48.6	20.2	20.2	20.2	8.3	40.8	40.8	18.4	50.9	50.9
Volume/Cap:	0.58	0.73	0.73	0.49	0.73	0.73	0.73	0.59	0.59	0.59	0.73	0.73
Delay/Veh:	37.7	41.7	41.7	55.5	61.3	61.3	88.5	43.4	43.4	59.5	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	41.7	41.7	55.5	61.3	61.3	88.5	43.4	43.4	59.5	40.8	40.8
LOS by Move:	D+	D	D	E+	E	E	F	D	D	E+	D	D
HCM2kAvgQ:	13	19	19	6	10	10	5	12	12	7	20	20

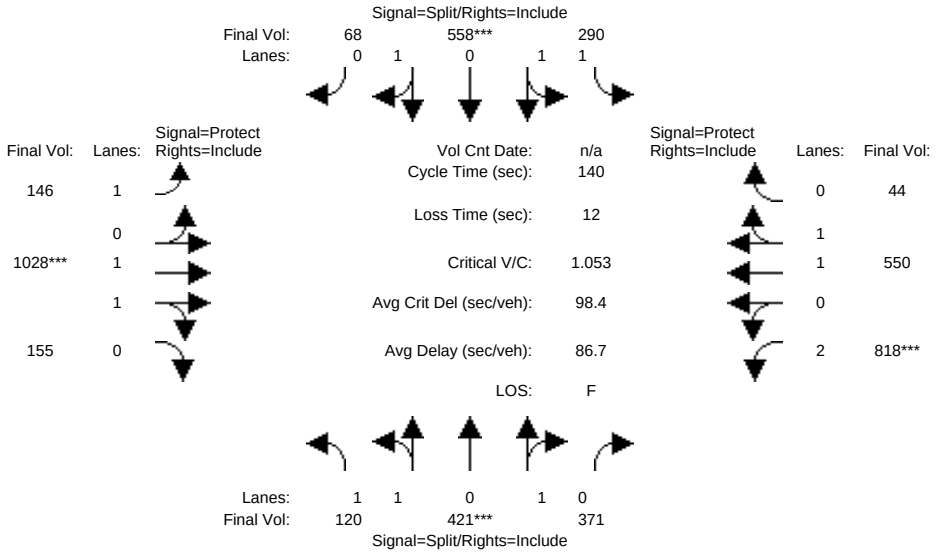
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	115	292	310	271	544	54	92	1008	148	333	497	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	292	310	271	544	54	92	1008	148	333	497	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	5	129	61	19	14	14	54	20	7	485	53	2
Initial Fut:	120	421	371	290	558	68	146	1028	155	818	550	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	421	371	290	558	68	146	1028	155	818	550	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	421	371	290	558	68	146	1028	155	818	550	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	421	371	290	558	68	146	1028	155	818	550	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.04	0.96	1.00	1.78	0.22	1.00	1.73	0.27	2.00	1.85	0.15
Final Sat.:	1750	1966	1732	1750	3298	402	1750	3215	485	3150	3426	274
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.17	0.17	0.17	0.08	0.32	0.32	0.26	0.16	0.16
Crit Moves:		****			****			****		****		
Green Time:	28.5	28.5	28.5	22.5	22.5	22.5	26.3	42.5	42.5	34.5	50.7	50.7
Volume/Cap:	0.34	1.05	1.05	1.03	1.05	1.05	0.44	1.05	1.05	1.05	0.44	0.44
Delay/Veh:	47.8	101	101.3	97.3	104	104.2	51.3	90.7	90.7	99.9	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	101	101.3	97.3	104	104.2	51.3	90.7	90.7	99.9	34.2	34.2
LOS by Move:	D	F	F	F	F	F	D-	F	F	F	C-	C-
HCM2kAvgQ:	5	24	24	19	20	20	6	34	34	29	10	10

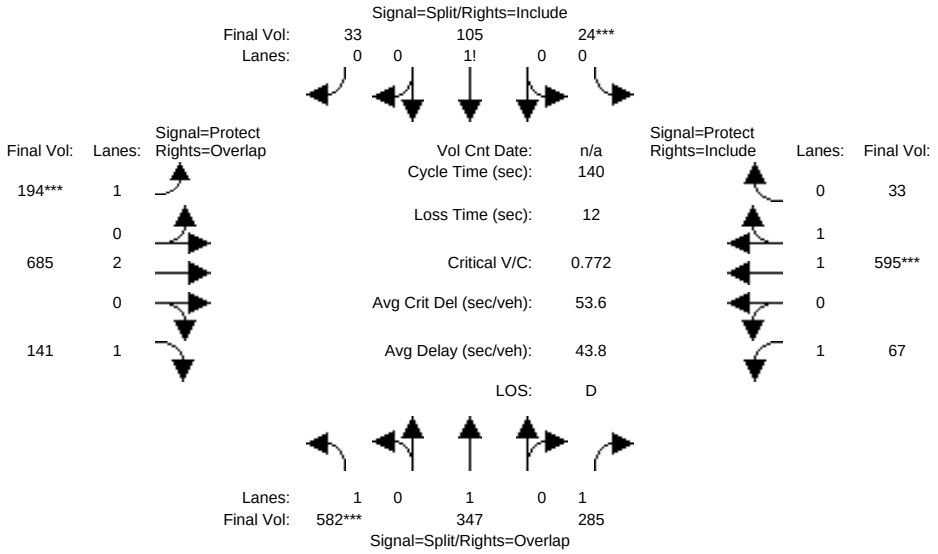
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	486	248	182	23	61	29	25	454	136	34	585	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	248	182	23	61	29	25	454	136	34	585	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	96	99	103	1	44	4	169	231	5	33	10	10
Initial Fut:	582	347	285	24	105	33	194	685	141	67	595	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	582	347	285	24	105	33	194	685	141	67	595	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	582	347	285	24	105	33	194	685	141	67	595	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	582	347	285	24	105	33	194	685	141	67	595	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.15	0.65	0.20	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1750	1900	1750	259	1134	356	1750	3800	1750	1750	3505	194
Capacity Analysis Module:												
Vol/Sat:	0.33	0.18	0.16	0.09	0.09	0.09	0.11	0.18	0.08	0.04	0.17	0.17
Crit Moves:	****			****			****				****	
Green Time:	60.3	60.3	71.4	16.8	16.8	16.8	20.1	39.8	100.2	11.1	30.8	30.8
Volume/Cap:	0.77	0.42	0.32	0.77	0.77	0.77	0.77	0.63	0.11	0.49	0.77	0.77
Delay/Veh:	38.9	28.1	20.3	75.8	75.8	75.8	71.4	44.9	6.2	64.4	55.9	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	28.1	20.3	75.8	75.8	75.8	71.4	44.9	6.2	64.4	55.9	55.9
LOS by Move:	D+	C	C+	E-	E-	E-	E	D	A	E	E+	E+
HCM2kAvgQ:	24	10	8	9	9	9	10	13	2	4	15	15

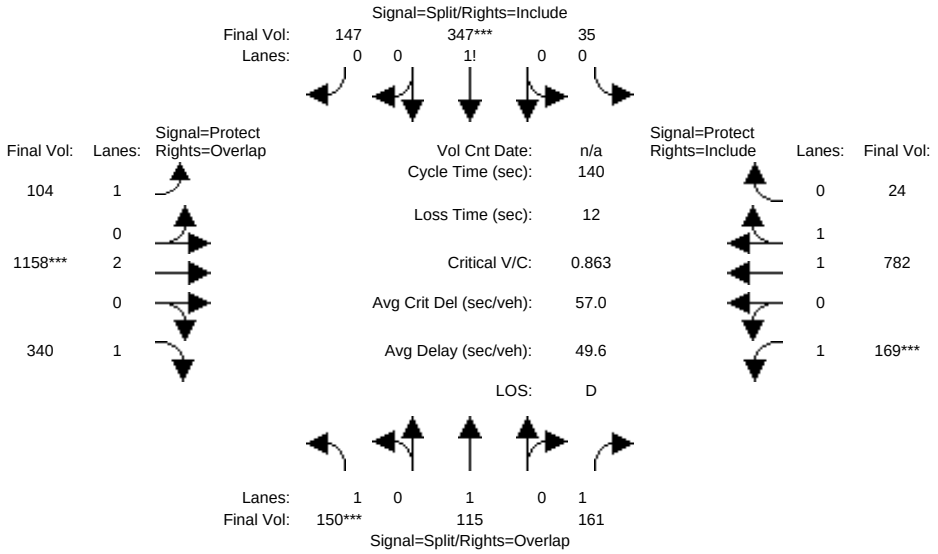
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	72	121	27	183	46	49	1101	330	98	460	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	72	121	27	183	46	49	1101	330	98	460	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	13	43	40	8	164	101	55	57	10	71	322	0
Initial Fut:	150	115	161	35	347	147	104	1158	340	169	782	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	115	161	35	347	147	104	1158	340	169	782	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	115	161	35	347	147	104	1158	340	169	782	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	115	161	35	347	147	104	1158	340	169	782	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.07	0.65	0.28	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1750	1900	1750	116	1148	486	1750	3800	1750	1750	3590	110
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.09	0.30	0.30	0.30	0.06	0.30	0.19	0.10	0.22	0.22
Crit Moves:	****				****			****			****	
Green Time:	13.9	13.9	29.6	49.0	49.0	49.0	13.9	49.4	63.3	15.7	51.1	51.1
Volume/Cap:	0.86	0.61	0.44	0.86	0.86	0.86	0.60	0.86	0.43	0.86	0.60	0.60
Delay/Veh:	95.3	66.2	48.8	54.5	54.5	54.5	65.9	48.2	26.4	91.5	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.3	66.2	48.8	54.5	54.5	54.5	65.9	48.2	26.4	91.5	36.8	36.8
LOS by Move:	F	E	D	D-	D-	D-	E	D	C	F	D+	D+
HCM2kAvgQ:	9	6	7	25	25	25	6	25	11	10	14	14

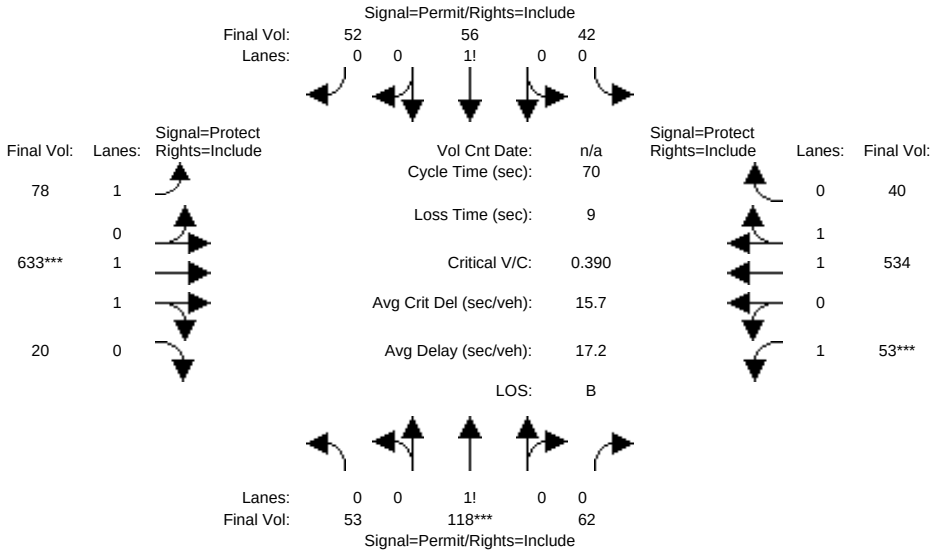
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	117	36	42	54	52	78	616	20	25	484	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	117	36	42	54	52	78	616	20	25	484	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	1	26	0	2	0	0	17	0	28	50	0
Initial Fut:	53	118	62	42	56	52	78	633	20	53	534	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	118	62	42	56	52	78	633	20	53	534	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	118	62	42	56	52	78	633	20	53	534	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	118	62	42	56	52	78	633	20	53	534	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.23	0.51	0.26	0.28	0.37	0.35	1.00	1.94	0.06	1.00	1.86	0.14
Final Sat.:	398	886	466	490	653	607	1750	3587	113	1750	3442	258
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.09	0.09	0.09	0.04	0.18	0.18	0.03	0.16	0.16
Crit Moves:		****						****		****		
Green Time:	23.2	23.2	23.2	23.2	23.2	23.2	14.8	30.8	30.8	7.0	23.0	23.0
Volume/Cap:	0.40	0.40	0.40	0.26	0.26	0.26	0.21	0.40	0.40	0.30	0.47	0.47
Delay/Veh:	18.5	18.5	18.5	17.3	17.3	17.3	23.1	13.5	13.5	30.2	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	18.5	18.5	17.3	17.3	17.3	23.1	13.5	13.5	30.2	19.0	19.0
LOS by Move:	B-	B-	B-	B	B	B	C	B	B	C	B-	B-
HCM2kAvgQ:	4	4	4	3	3	3	2	5	5	1	5	5

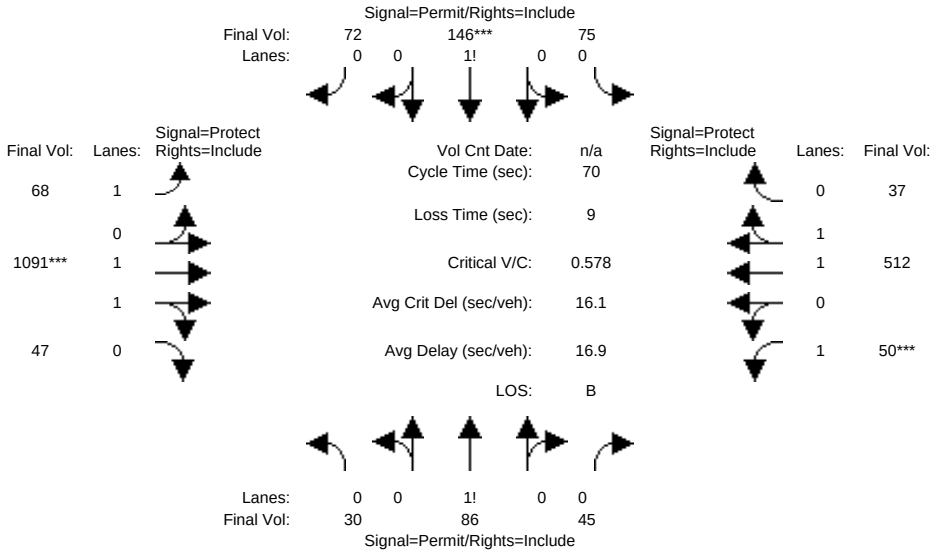
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	84	21	75	145	72	68	1081	46	38	473	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	84	21	75	145	72	68	1081	46	38	473	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	2	24	0	1	0	0	10	1	12	39	0
Initial Fut:	30	86	45	75	146	72	68	1091	47	50	512	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	86	45	75	146	72	68	1091	47	50	512	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	86	45	75	146	72	68	1091	47	50	512	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	86	45	75	146	72	68	1091	47	50	512	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.19	0.53	0.28	0.26	0.50	0.24	1.00	1.92	0.08	1.00	1.86	0.14
Final Sat.:	326	935	489	448	872	430	1750	3547	153	1750	3450	249
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.17	0.17	0.17	0.04	0.31	0.31	0.03	0.15	0.15
Crit Moves:					****			****		****		
Green Time:	19.0	19.0	19.0	19.0	19.0	19.0	16.9	35.0	35.0	7.0	25.1	25.1
Volume/Cap:	0.34	0.34	0.34	0.62	0.62	0.62	0.16	0.62	0.62	0.29	0.41	0.41
Delay/Veh:	20.9	20.9	20.9	24.7	24.7	24.7	21.1	13.3	13.3	30.1	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	20.9	24.7	24.7	24.7	21.1	13.3	13.3	30.1	17.1	17.1
LOS by Move:	C+	C+	C+	C	C	C	C+	B	B	C	B	B
HCM2kAvgQ:	3	3	3	7	7	7	1	10	10	1	5	5

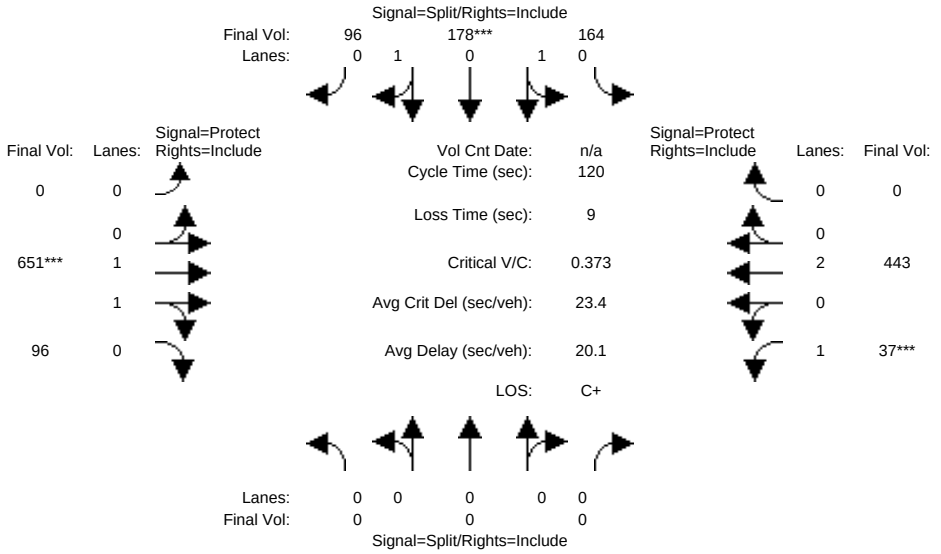
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	136	178	74	0	642	96	37	343	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	136	178	74	0	642	96	37	343	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	28	0	22	0	9	0	0	100	0
Initial Fut:	0	0	0	164	178	96	0	651	96	37	443	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	164	178	96	0	651	96	37	443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	164	178	96	0	651	96	37	443	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	164	178	96	0	651	96	37	443	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.75	0.81	0.44	0.00	1.74	0.26	1.00	2.00	0.00
Final Sat.:	0	0	0	1348	1463	789	0	3224	475	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.20	0.20	0.02	0.12	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	39.1	39.1	39.1	0.0	64.9	64.9	7.0	71.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.37	0.00	0.37	0.37	0.36	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	32.0	32.0	32.0	0.0	16.4	16.4	64.0	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.0	32.0	32.0	0.0	16.4	16.4	64.0	11.1	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	E	B+	A
HCM2kAvgQ:	0	0	0	7	7	7	0	8	8	2	4	0

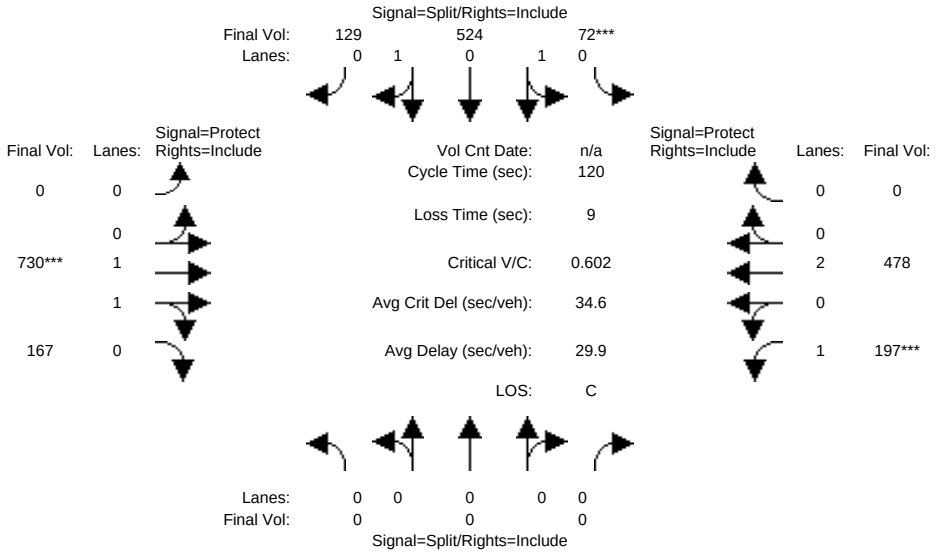
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	63	524	108	0	707	167	197	467	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	524	108	0	707	167	197	467	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	9	0	21	0	23	0	0	11	0
Initial Fut:	0	0	0	72	524	129	0	730	167	197	478	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	524	129	0	730	167	197	478	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	524	129	0	730	167	197	478	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	72	524	129	0	730	167	197	478	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.20	1.44	0.36	0.00	1.62	0.38	1.00	2.00	0.00
Final Sat.:	0	0	0	358	2602	641	0	3011	689	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.24	0.24	0.11	0.13	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	40.2	40.2	40.2	0.0	48.4	48.4	22.5	70.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.60	0.00	0.60	0.60	0.60	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	35.5	35.5	35.5	0.0	30.0	30.0	52.6	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.5	35.5	35.5	0.0	30.0	30.0	52.6	11.7	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	C	C	D-	B+	A
HCM2kAvgQ:	0	0	0	12	12	12	0	14	14	8	4	0

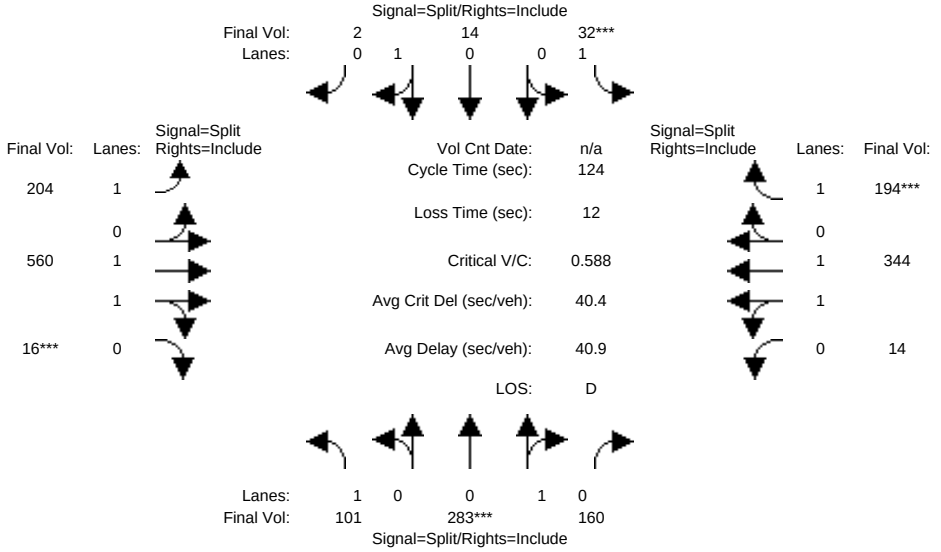
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	219	97	28	14	2	203	525	16	4	271	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	219	97	28	14	2	203	525	16	4	271	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	27	64	63	4	0	0	1	35	0	10	73	68
Initial Fut:	101	283	160	32	14	2	204	560	16	14	344	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	283	160	32	14	2	204	560	16	14	344	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	283	160	32	14	2	204	560	16	14	344	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	283	160	32	14	2	204	560	16	14	344	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.64	0.36	1.00	0.87	0.13	1.00	1.94	0.06	0.08	1.92	1.00
Final Sat.:	1750	1150	650	1750	1575	225	1750	3597	103	145	3555	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.02	0.01	0.01	0.12	0.16	0.16	0.10	0.10	0.11
Crit Moves:		****		****					****			****
Green Time:	49.0	49.0	49.0	10.0	10.0	10.0	31.0	31.0	31.0	22.1	22.1	22.1
Volume/Cap:	0.15	0.62	0.62	0.23	0.11	0.11	0.47	0.62	0.62	0.54	0.54	0.62
Delay/Veh:	24.2	31.8	31.8	54.2	53.2	53.2	40.3	42.7	42.7	47.3	47.3	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	31.8	31.8	54.2	53.2	53.2	40.3	42.7	42.7	47.3	47.3	51.0
LOS by Move:	C	C	C	D-	D-	D-	D	D	D	D	D	D-
HCM2kAvgQ:	3	15	15	1	1	1	7	11	11	7	7	8

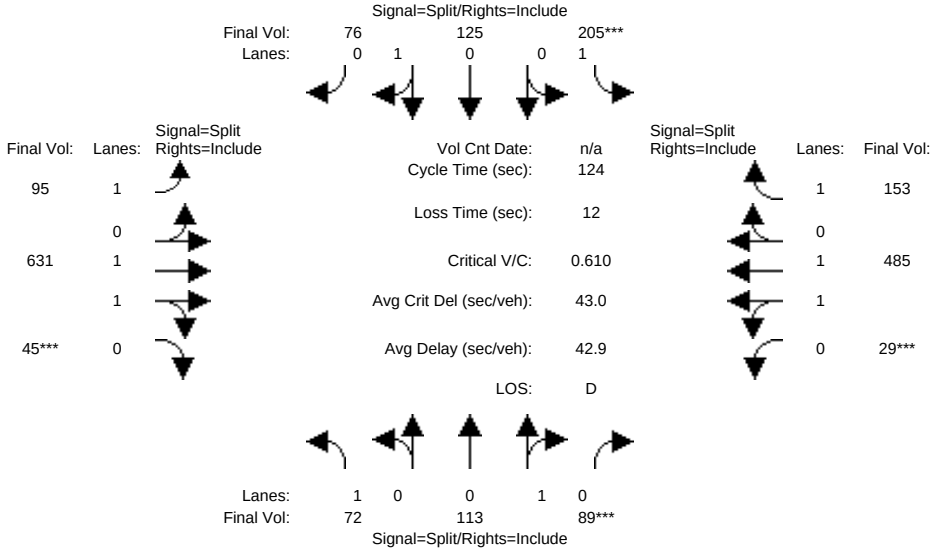
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	98	81	52	119	76	95	599	45	19	474	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	98	81	52	119	76	95	599	45	19	474	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	15	8	153	6	0	0	32	0	10	11	2
Initial Fut:	72	113	89	205	125	76	95	631	45	29	485	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	113	89	205	125	76	95	631	45	29	485	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	113	89	205	125	76	95	631	45	29	485	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	113	89	205	125	76	95	631	45	29	485	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.95	0.98	0.92
Lanes:	1.00	0.56	0.44	1.00	0.62	0.38	1.00	1.86	0.14	0.12	1.88	1.00
Final Sat.:	1750	1007	793	1750	1119	681	1750	3454	246	209	3491	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.12	0.11	0.11	0.05	0.18	0.18	0.14	0.14	0.09
Crit Moves:			****	****					****	****		
Green Time:	22.8	22.8	22.8	23.8	23.8	23.8	37.1	37.1	37.1	28.2	28.2	28.2
Volume/Cap:	0.22	0.61	0.61	0.61	0.58	0.58	0.18	0.61	0.61	0.61	0.61	0.38
Delay/Veh:	43.4	49.8	49.8	49.1	48.1	48.1	32.3	38.2	38.2	44.3	44.3	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	49.8	49.8	49.1	48.1	48.1	32.3	38.2	38.2	44.3	44.3	41.1
LOS by Move:	D	D	D	D	D	D	C-	D+	D+	D	D	D
HCM2kAvgQ:	3	8	8	8	8	8	3	12	12	10	10	5

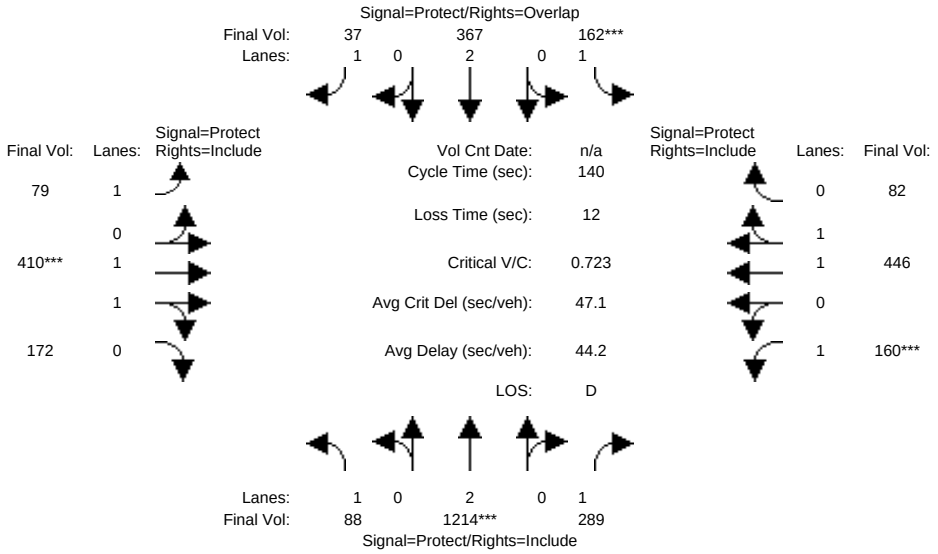
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	1214	230	162	367	37	79	275	172	135	311	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1214	230	162	367	37	79	275	172	135	311	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	59	0	0	0	0	135	0	25	135	0
Initial Fut:	88	1214	289	162	367	37	79	410	172	160	446	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1214	289	162	367	37	79	410	172	160	446	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1214	289	162	367	37	79	410	172	160	446	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	1214	289	162	367	37	79	410	172	160	446	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.39	0.61	1.00	1.68	0.32
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2606	1093	1750	3125	575
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.17	0.09	0.10	0.02	0.05	0.16	0.16	0.09	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	27.3	61.9	61.9	17.9	52.5	65.0	12.5	30.5	30.5	17.7	35.7	35.7
Volume/Cap:	0.26	0.72	0.37	0.72	0.26	0.05	0.51	0.72	0.72	0.72	0.56	0.56
Delay/Veh:	49.6	34.8	27.5	76.9	30.7	20.6	72.0	56.4	56.4	77.3	47.7	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	34.8	27.5	76.9	30.7	20.6	72.0	56.4	56.4	77.3	47.7	47.7
LOS by Move:	D	C-	C	E-	C	C+	E	E+	E+	E-	D	D
HCM2kAvgQ:	3	22	9	9	5	1	4	13	13	9	10	10

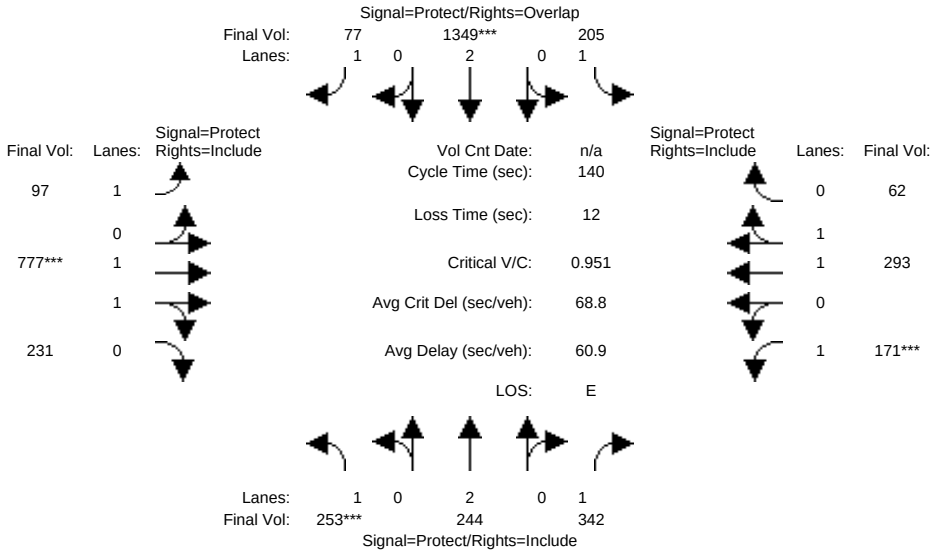
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	253	244	330	205	1349	77	97	598	229	120	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	244	330	205	1349	77	97	598	229	120	283	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	12	0	0	0	0	179	2	51	10	0
Initial Fut:	253	244	342	205	1349	77	97	777	231	171	293	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	244	342	205	1349	77	97	777	231	171	293	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	244	342	205	1349	77	97	777	231	171	293	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	244	342	205	1349	77	97	777	231	171	293	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47	1.00	1.64	0.36
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2851	848	1750	3053	646
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.20	0.12	0.36	0.04	0.06	0.27	0.27	0.10	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	21.3	46.0	46.0	27.6	52.2	72.2	19.9	40.1	40.1	14.4	34.5	34.5
Volume/Cap:	0.95	0.20	0.60	0.60	0.95	0.09	0.39	0.95	0.95	0.95	0.39	0.39
Delay/Veh:	102.8	34.1	43.7	58.5	57.4	17.4	59.0	67.1	67.1	117.9	45.2	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.8	34.1	43.7	58.5	57.4	17.4	59.0	67.1	67.1	117.9	45.2	45.2
LOS by Move:	F	C-	D	E+	E+	B	E+	E	E	F	D	D
HCM2kAvgQ:	16	4	13	9	33	2	4	26	26	11	7	7

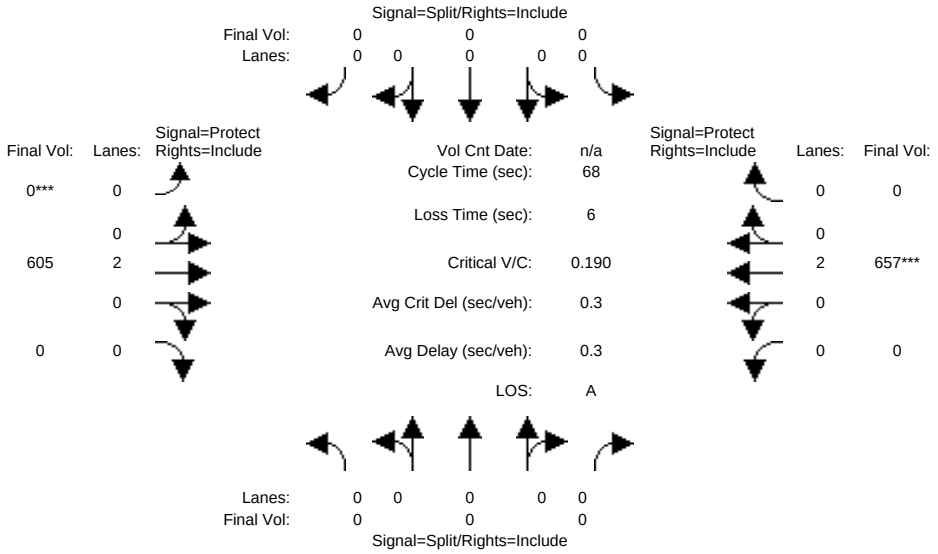
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	416	0	0	431	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	416	0	0	431	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	0	0	0	0	189	0	0	226	0
Initial Fut:	0	0	0	0	0	0	0	605	0	0	657	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	605	0	0	657	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	605	0	0	657	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	605	0	0	657	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.17	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

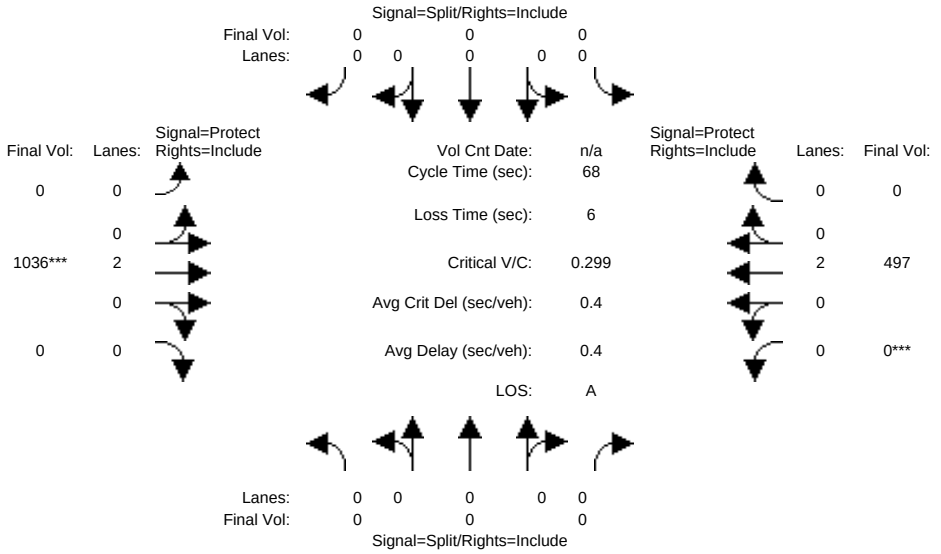
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	715	0	0	438	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	715	0	0	438	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	0	0	0	0	321	0	0	59	0
Initial Fut:	0	0	0	0	0	0	0	1036	0	0	497	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1036	0	0	497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1036	0	0	497	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1036	0	0	497	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.13	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	1	0

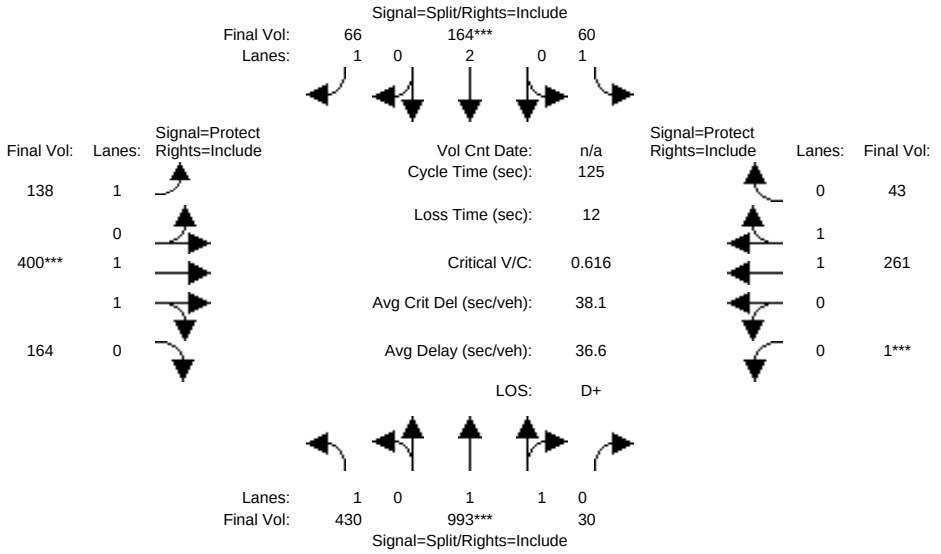
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	309	953	30	50	154	65	109	242	161	0	156	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	953	30	50	154	65	109	242	161	0	156	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	121	40	0	10	10	1	29	158	3	1	105	10
Initial Fut:	430	993	30	60	164	66	138	400	164	1	261	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	993	30	60	164	66	138	400	164	1	261	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	993	30	60	164	66	138	400	164	1	261	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	993	30	60	164	66	138	400	164	1	261	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.95
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.40	0.60	0.01	1.71	0.28
Final Sat.:	1750	3591	109	1750	3800	1750	1750	2623	1076	12	3081	508
Capacity Analysis Module:												
Vol/Sat:	0.25	0.28	0.28	0.03	0.04	0.04	0.08	0.15	0.15	0.08	0.08	0.08
Crit Moves:		****			****			****		****		
Green Time:	55.4	55.4	55.4	10.0	10.0	10.0	22.9	30.6	30.6	17.0	24.6	24.6
Volume/Cap:	0.55	0.62	0.62	0.43	0.54	0.47	0.43	0.62	0.62	0.62	0.43	0.43
Delay/Veh:	26.5	27.5	27.5	56.9	57.2	57.5	46.2	43.4	43.4	53.5	44.4	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	27.5	27.5	56.9	57.2	57.5	46.2	43.4	43.4	53.5	44.4	44.4
LOS by Move:	C	C	C	E+	E+	E+	D	D	D	D-	D	D
HCM2kAvgQ:	13	16	16	3	4	3	5	11	11	7	6	6

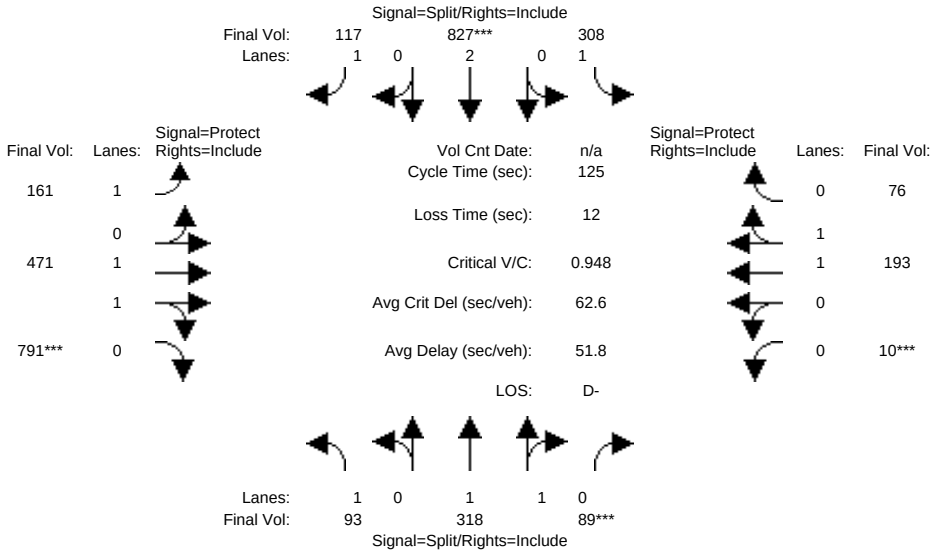
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	314	89	159	817	75	160	402	538	0	176	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	314	89	159	817	75	160	402	538	0	176	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	4	0	149	10	42	1	69	253	10	17	0
Initial Fut:	93	318	89	308	827	117	161	471	791	10	193	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	318	89	308	827	117	161	471	791	10	193	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	318	89	308	827	117	161	471	791	10	193	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	318	89	308	827	117	161	471	791	10	193	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	1.55	0.45	1.00	2.00	1.00	1.00	1.00	1.00	0.07	1.39	0.54
Final Sat.:	1750	2890	809	1750	3800	1750	1750	1900	1750	129	2490	981
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.18	0.22	0.07	0.09	0.25	0.45	0.08	0.08	0.08
Crit Moves:			****		****				****	****		
Green Time:	14.5	14.5	14.5	28.7	28.7	28.7	37.3	59.6	59.6	10.2	32.5	32.5
Volume/Cap:	0.46	0.95	0.95	0.77	0.95	0.29	0.31	0.52	0.95	0.95	0.30	0.30
Delay/Veh:	53.2	85.4	85.4	53.7	66.5	40.2	34.2	23.0	45.4	95.8	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	85.4	85.4	53.7	66.5	40.2	34.2	23.0	45.4	95.8	37.3	37.3
LOS by Move:	D-	F	F	D-	E	D	C-	C+	D	F	D+	D+
HCM2kAvgQ:	4	12	12	14	20	4	5	12	36	9	5	5

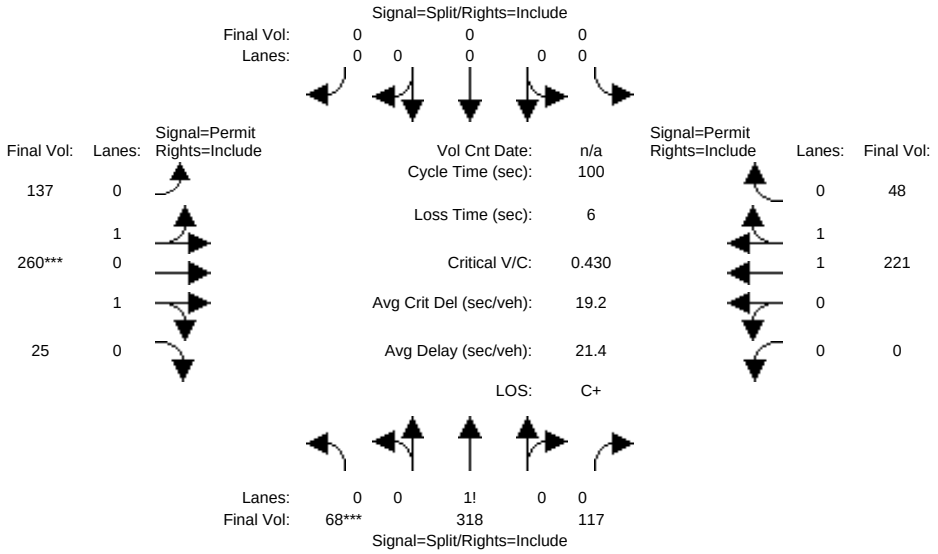
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	308	47	0	0	0	75	165	25	0	125	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	308	47	0	0	0	75	165	25	0	125	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	9	10	70	0	0	0	62	95	0	0	96	17
Initial Fut:	68	318	117	0	0	0	137	260	25	0	221	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	318	117	0	0	0	137	260	25	0	221	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	318	117	0	0	0	137	260	25	0	221	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	318	117	0	0	0	137	260	25	0	221	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.14	0.63	0.23	0.00	0.00	0.00	0.65	1.23	0.12	0.00	1.63	0.37
Final Sat.:	237	1106	407	0	0	0	1169	2218	213	0	3039	660
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.07	0.07
Crit Moves:	****							****				
Green Time:	66.8	66.8	66.8	0.0	0.0	0.0	27.2	27.2	27.2	0.0	27.2	27.2
Volume/Cap:	0.43	0.43	0.43	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.27	0.27
Delay/Veh:	8.9	8.9	8.9	0.0	0.0	0.0	31.4	31.4	31.4	0.0	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	8.9	0.0	0.0	0.0	31.4	31.4	31.4	0.0	29.2	29.2
LOS by Move:	A	A	A	A	A	A	C	C	C	A	C	C
HCM2kAvgQ:	8	8	8	0	0	0	6	6	6	0	3	3

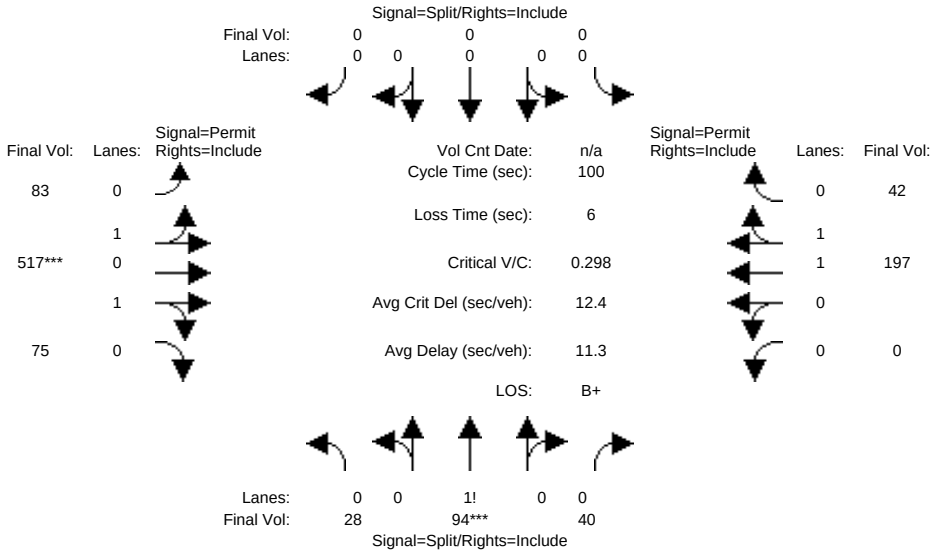
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	84	37	0	0	0	73	300	75	0	182	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	84	37	0	0	0	73	300	75	0	182	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	10	3	0	0	0	10	217	0	0	15	10
Initial Fut:	28	94	40	0	0	0	83	517	75	0	197	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	94	40	0	0	0	83	517	75	0	197	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	94	40	0	0	0	83	517	75	0	197	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	94	40	0	0	0	83	517	75	0	197	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.17	0.58	0.25	0.00	0.00	0.00	0.25	1.53	0.22	0.00	1.64	0.36
Final Sat.:	302	1015	432	0	0	0	443	2757	400	0	3049	650
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.06	0.06
Crit Moves:		****						****				
Green Time:	31.1	31.1	31.1	0.0	0.0	0.0	62.9	62.9	62.9	0.0	62.9	62.9
Volume/Cap:	0.30	0.30	0.30	0.00	0.00	0.00	0.30	0.30	0.30	0.00	0.10	0.10
Delay/Veh:	27.6	27.6	27.6	0.0	0.0	0.0	8.8	8.8	8.8	0.0	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	27.6	27.6	0.0	0.0	0.0	8.8	8.8	8.8	0.0	7.4	7.4
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	0	0	0	5	5	5	0	1	1

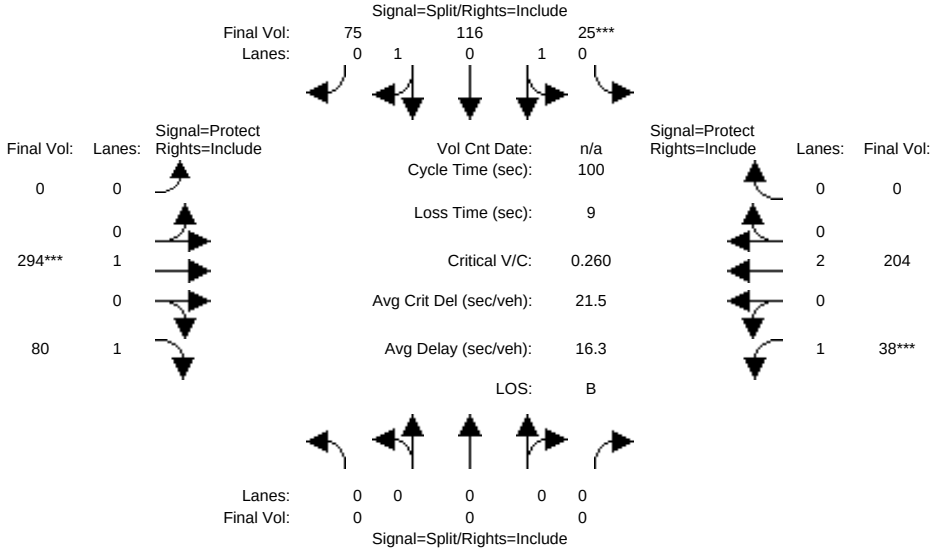
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	24	106	65	0	143	66	28	81	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	106	65	0	143	66	28	81	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	1	10	10	0	151	14	10	123	0
Initial Fut:	0	0	0	25	116	75	0	294	80	38	204	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	116	75	0	294	80	38	204	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	116	75	0	294	80	38	204	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	25	116	75	0	294	80	38	204	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.23	1.08	0.69	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	417	1933	1250	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.00	0.15	0.05	0.02	0.05	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	23.1	23.1	23.1	0.0	59.6	59.6	8.4	67.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.26	0.08	0.26	0.08	0.00
Delay/Veh:	0.0	0.0	0.0	32.2	32.2	32.2	0.0	10.2	8.7	47.2	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.2	32.2	32.2	0.0	10.2	8.7	47.2	5.5	0.0
LOS by Move:	A	A	A	C-	C-	C-	A	B+	A	D	A	A
HCM2kAvgQ:	0	0	0	3	3	3	0	4	1	1	1	0

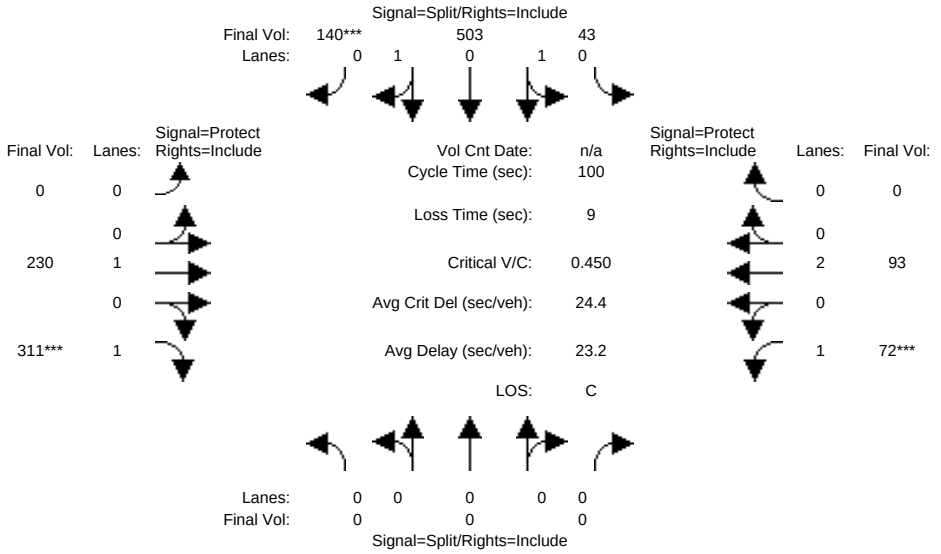
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	42	493	132	0	198	122	61	91	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	493	132	0	198	122	61	91	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	1	10	8	0	32	189	11	2	0
Initial Fut:	0	0	0	43	503	140	0	230	311	72	93	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	43	503	140	0	230	311	72	93	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	43	503	140	0	230	311	72	93	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	43	503	140	0	230	311	72	93	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.12	1.47	0.41	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	226	2640	735	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.19	0.00	0.12	0.18	0.04	0.02	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	42.4	42.4	42.4	0.0	39.5	39.5	9.1	48.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.45	0.00	0.31	0.45	0.45	0.05	0.00
Delay/Veh:	0.0	0.0	0.0	21.5	21.5	21.5	0.0	21.9	24.4	51.9	13.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	21.5	21.5	0.0	21.9	24.4	51.9	13.6	0.0
LOS by Move:	A	A	A	C+	C+	C+	A	C+	C	D-	B	A
HCM2kAvgQ:	0	0	0	8	8	8	0	5	8	3	1	0

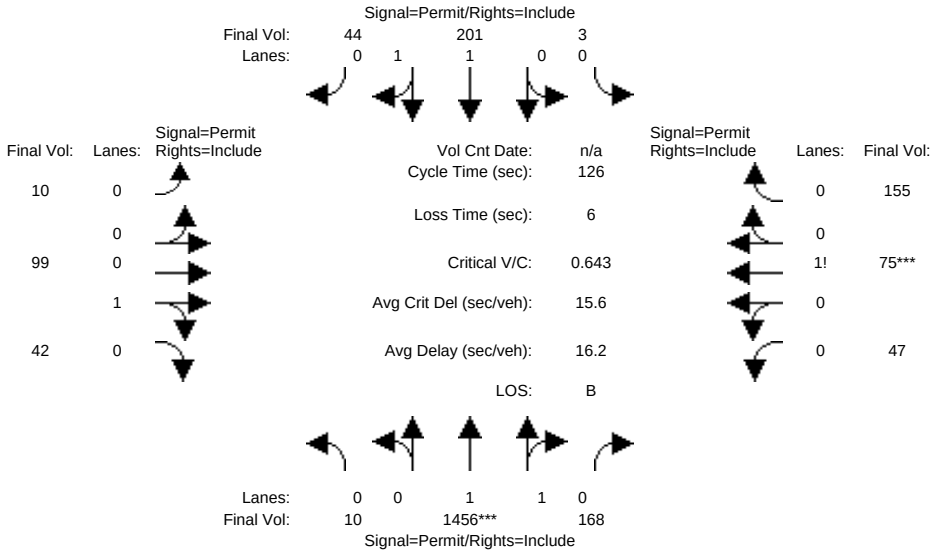
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1446	52	1	191	25	0	98	38	37	69	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1446	52	1	191	25	0	98	38	37	69	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	10	116	2	10	19	10	1	4	10	6	122
Initial Fut:	10	1456	168	3	201	44	10	99	42	47	75	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1456	168	3	201	44	10	99	42	47	75	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1456	168	3	201	44	10	99	42	47	75	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1456	168	3	201	44	10	99	42	47	75	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.78	0.21	0.02	1.63	0.35	0.07	0.65	0.28	0.17	0.27	0.56
Final Sat.:	22	3208	370	44	2918	639	116	1147	487	297	474	979
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.07	0.07	0.07	0.09	0.09	0.09	0.16	0.16	0.16
Crit Moves:		****									****	
Green Time:	89.0	89.0	89.0	89.0	89.0	89.0	31.0	31.0	31.0	31.0	31.0	31.0
Volume/Cap:	0.64	0.64	0.64	0.10	0.10	0.10	0.35	0.35	0.35	0.64	0.64	0.64
Delay/Veh:	10.5	10.5	10.5	5.9	5.9	5.9	39.7	39.7	39.7	45.8	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	5.9	5.9	5.9	39.7	39.7	39.7	45.8	45.8	45.8
LOS by Move:	B+	B+	B+	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	18	18	18	2	2	2	5	5	5	11	11	11

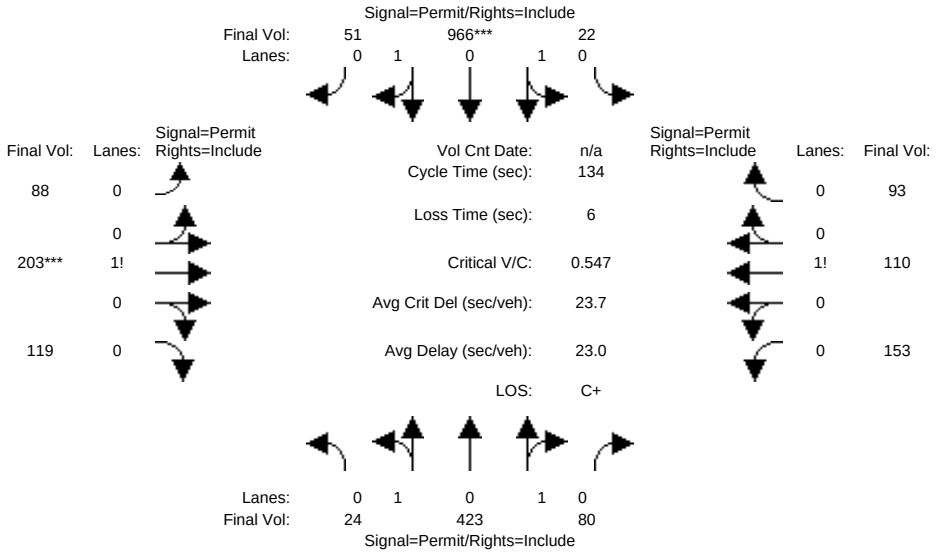
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	400	80	18	956	41	16	191	70	50	77	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	400	80	18	956	41	16	191	70	50	77	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	23	0	4	10	10	72	12	49	103	33	56
Initial Fut:	24	423	80	22	966	51	88	203	119	153	110	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	423	80	22	966	51	88	203	119	153	110	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	423	80	22	966	51	88	203	119	153	110	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	423	80	22	966	51	88	203	119	153	110	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.09	1.61	0.30	0.04	1.86	0.10	0.21	0.50	0.29	0.43	0.31	0.26
Final Sat.:	164	2890	546	76	3347	177	376	866	508	752	541	457
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.29	0.29	0.29	0.23	0.23	0.23	0.20	0.20	0.20
Crit Moves:					****			****				
Green Time:	70.6	70.6	70.6	70.6	70.6	70.6	57.4	57.4	57.4	57.4	57.4	57.4
Volume/Cap:	0.28	0.28	0.28	0.55	0.55	0.55	0.55	0.55	0.55	0.48	0.48	0.48
Delay/Veh:	17.6	17.6	17.6	21.4	21.4	21.4	29.5	29.5	29.5	28.0	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	17.6	17.6	21.4	21.4	21.4	29.5	29.5	29.5	28.0	28.0	28.0
LOS by Move:	B	B	B	C+	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	15	15	15	14	14	14	11	11	11

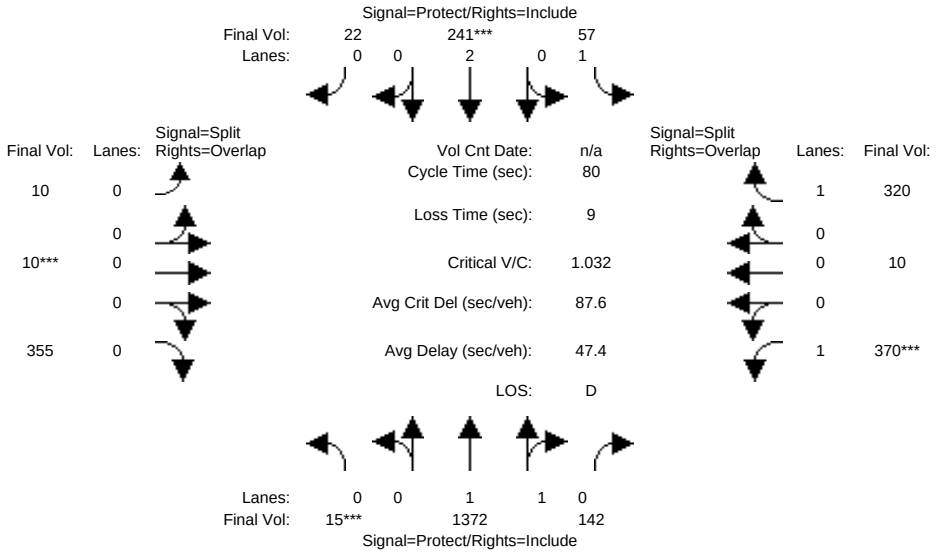
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	1335	58	47	231	0	0	0	351	346	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1335	58	47	231	0	0	0	351	346	0	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	10	37	84	10	10	22	10	10	4	24	10	100
Initial Fut:	15	1372	142	57	241	22	10	10	355	370	10	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1372	142	57	241	22	10	10	355	370	10	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1372	142	57	241	22	10	10	355	370	10	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1372	142	57	241	22	10	10	355	370	10	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.02	1.79	0.19	1.00	1.83	0.17	0.02	0.03	0.95	1.00	0.03	0.97
Final Sat.:	35	3230	334	1750	3390	309	47	47	1657	1800	55	1745
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.03	0.07	0.07	0.21	0.21	0.21	0.21	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	30.7	33.7	33.7	7.0	10.0	10.0	15.5	15.5	46.2	14.8	14.8	21.8
Volume/Cap:	1.11	1.01	1.01	0.37	0.57	0.57	1.11	1.11	0.37	1.11	0.99	0.67
Delay/Veh:	84.0	48.5	48.5	36.0	34.6	34.6	113.4	113	9.3	101.6	63.1	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	48.5	48.5	36.0	34.6	34.6	113.4	113	9.3	101.6	63.1	27.6
LOS by Move:	F	D	D	D+	C-	C-	F	F	A	F	E	C
HCM2kAvgQ:	34	28	28	2	4	4	19	19	5	18	14	9

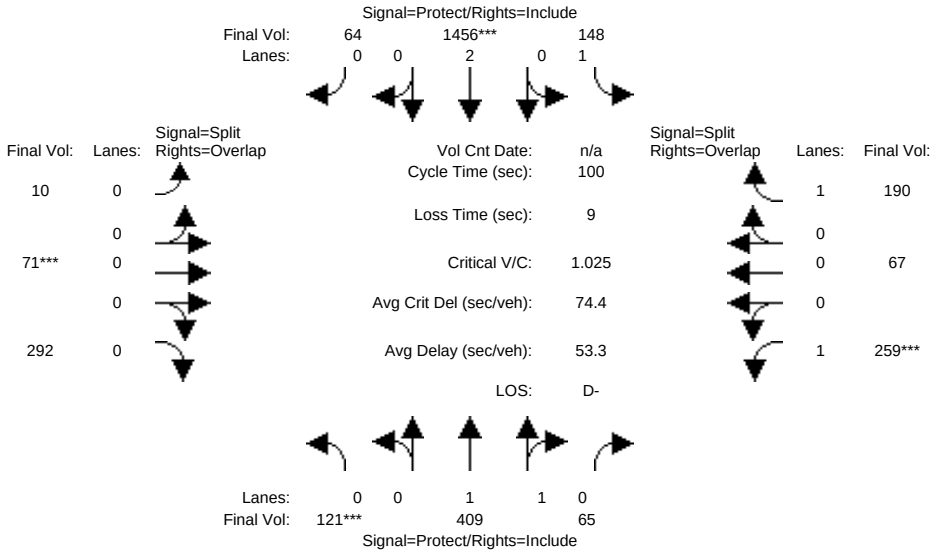
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	406	65	95	1446	54	7	0	281	241	65	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	406	65	95	1446	54	7	0	281	241	65	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	5	3	0	53	10	10	3	71	11	18	2	10
Initial Fut:	121	409	65	148	1456	64	10	71	292	259	67	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	409	65	148	1456	64	10	71	292	259	67	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	409	65	148	1456	64	10	71	292	259	67	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	409	65	148	1456	64	10	71	292	259	67	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.41	1.37	0.22	1.00	1.91	0.09	0.03	0.19	0.78	1.00	0.26	0.74
Final Sat.:	732	2475	393	1750	3544	156	47	333	1370	1800	469	1331
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.08	0.41	0.41	0.21	0.21	0.21	0.14	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	16.1	37.2	37.2	19.0	40.1	40.1	20.8	20.8	36.9	14.0	14.0	33.0
Volume/Cap:	1.03	0.44	0.44	0.44	1.03	1.03	1.03	1.03	0.58	1.03	1.02	0.43
Delay/Veh:	85.9	23.9	23.9	36.8	60.0	60.0	93.5	93.5	26.6	89.7	87.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.9	23.9	23.9	36.8	60.0	60.0	93.5	93.5	26.6	89.7	87.4	26.4
LOS by Move:	F	C	C	D+	E	E	F	F	C	F	F	C
HCM2kAvgQ:	15	7	7	5	33	33	19	19	10	14	14	7

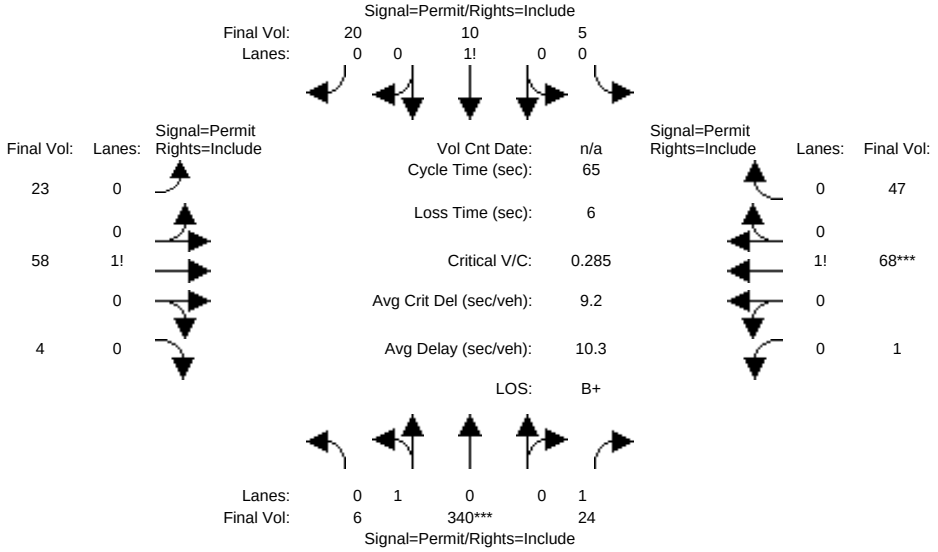
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	330	14	5	10	20	23	58	4	1	67	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	330	14	5	10	20	23	58	4	1	67	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	10	0	0	0	0	0	0	0	1	25
Initial Fut:	6	340	24	5	10	20	23	58	4	1	68	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	340	24	5	10	20	23	58	4	1	68	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	340	24	5	10	20	23	58	4	1	68	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	340	24	5	10	20	23	58	4	1	68	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.98	1.00	0.14	0.29	0.57	0.27	0.68	0.05	0.01	0.59	0.40
Final Sat.:	31	1769	1750	250	500	1000	474	1194	82	15	1026	709
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.01	0.02	0.02	0.02	0.05	0.05	0.05	0.07	0.07	0.07
Crit Moves:		****									****	
Green Time:	43.9	43.9	43.9	43.9	43.9	43.9	15.1	15.1	15.1	15.1	15.1	15.1
Volume/Cap:	0.28	0.28	0.02	0.03	0.03	0.03	0.21	0.21	0.21	0.28	0.28	0.28
Delay/Veh:	4.8	4.8	3.5	3.6	3.6	3.6	21.3	21.3	21.3	22.2	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.8	4.8	3.5	3.6	3.6	3.6	21.3	21.3	21.3	22.2	22.2	22.2
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C+	C+	C+
HCM2kAvgQ:	3	3	0	0	0	0	2	2	2	2	2	2

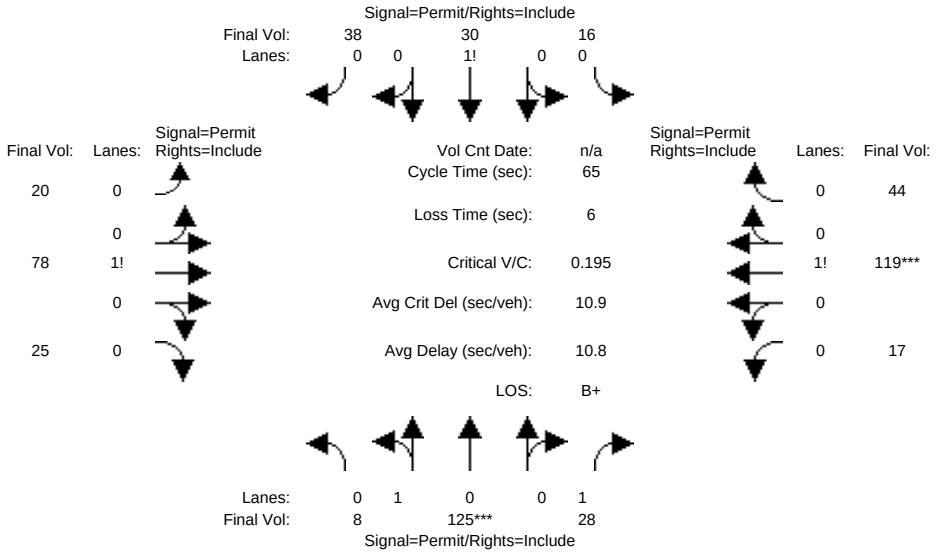
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	124	18	16	30	38	20	74	25	17	119	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	124	18	16	30	38	20	74	25	17	119	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	1	10	0	0	0	0	4	0	0	0	0
Initial Fut:	8	125	28	16	30	38	20	78	25	17	119	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	125	28	16	30	38	20	78	25	17	119	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	125	28	16	30	38	20	78	25	17	119	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	125	28	16	30	38	20	78	25	17	119	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.06	0.94	1.00	0.19	0.36	0.45	0.16	0.64	0.20	0.09	0.67	0.24
Final Sat.:	108	1692	1750	333	625	792	285	1110	356	165	1157	428
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.05	0.05	0.05	0.07	0.07	0.07	0.10	0.10	0.10
Crit Moves:		****									****	
Green Time:	24.7	24.7	24.7	24.7	24.7	24.7	34.3	34.3	34.3	34.3	34.3	34.3
Volume/Cap:	0.19	0.19	0.04	0.13	0.13	0.13	0.13	0.13	0.13	0.19	0.19	0.19
Delay/Veh:	14.1	14.1	12.8	13.5	13.5	13.5	8.1	8.1	8.1	8.5	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.1	12.8	13.5	13.5	13.5	8.1	8.1	8.1	8.5	8.5	8.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	1	1	1	1	1	1	2	2	2

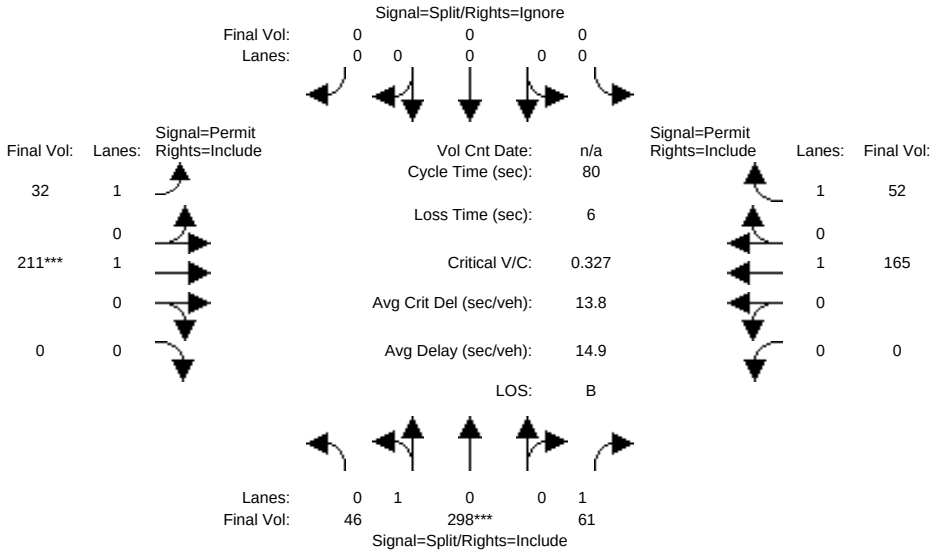
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	288	54	0	0	0	31	201	0	0	160	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	288	54	0	0	0	31	201	0	0	160	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	13	10	7	0	0	0	1	10	0	0	5	12
Initial Fut:	46	298	61	0	0	0	32	211	0	0	165	52
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	298	61	0	0	0	32	211	0	0	165	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	298	61	0	0	0	32	211	0	0	165	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	298	61	0	0	0	32	211	0	0	165	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.13	0.87	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	241	1559	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.03	0.00	0.00	0.00	0.02	0.11	0.00	0.00	0.09	0.03
Crit Moves:		****						****				
Green Time:	46.8	46.8	46.8	0.0	0.0	0.0	27.2	27.2	0.0	0.0	27.2	27.2
Volume/Cap:	0.33	0.33	0.06	0.00	0.00	0.00	0.05	0.33	0.00	0.00	0.26	0.09
Delay/Veh:	9.3	9.3	7.2	0.0	0.0	0.0	17.9	20.9	0.0	0.0	20.0	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	7.2	0.0	0.0	0.0	17.9	20.9	0.0	0.0	20.0	18.2
LOS by Move:	A	A	A	A	A	A	B	C+	A	A	C+	B-
HCM2kAvgQ:	5	5	1	0	0	0	1	4	0	0	3	1

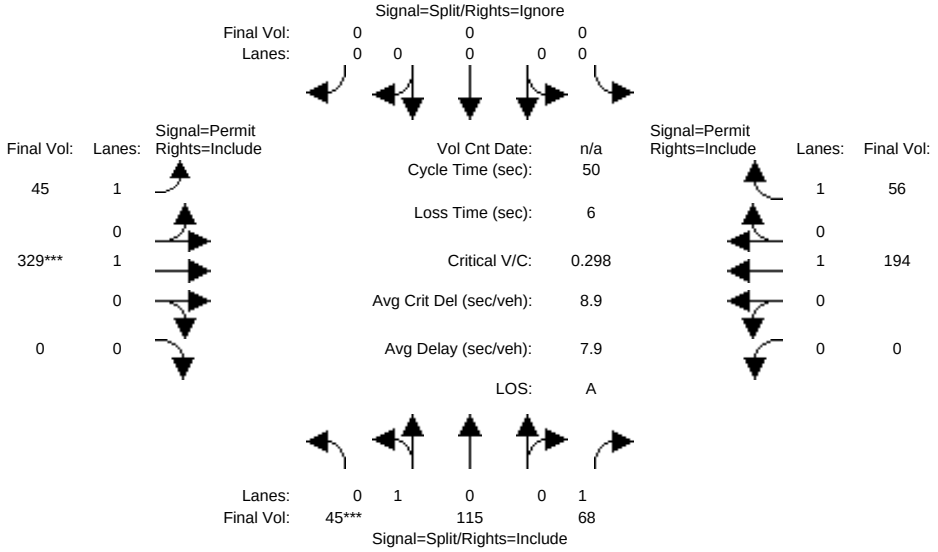
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	105	59	0	0	0	40	288	0	0	167	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	105	59	0	0	0	40	288	0	0	167	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	10	10	9	0	0	0	5	41	0	0	27	3
Initial Fut:	45	115	68	0	0	0	45	329	0	0	194	56
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	115	68	0	0	0	45	329	0	0	194	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	115	68	0	0	0	45	329	0	0	194	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	115	68	0	0	0	45	329	0	0	194	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.28	0.72	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	506	1294	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.04	0.00	0.00	0.00	0.03	0.17	0.00	0.00	0.10	0.03
Crit Moves:	****							****				
Green Time:	14.9	14.9	14.9	0.0	0.0	0.0	29.1	29.1	0.0	0.0	29.1	29.1
Volume/Cap:	0.30	0.30	0.13	0.00	0.00	0.00	0.04	0.30	0.00	0.00	0.18	0.06
Delay/Veh:	14.9	14.9	13.3	0.0	0.0	0.0	4.6	6.0	0.0	0.0	5.2	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	14.9	13.3	0.0	0.0	0.0	4.6	6.0	0.0	0.0	5.2	4.6
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	0	0	0	0	3	0	0	1	0

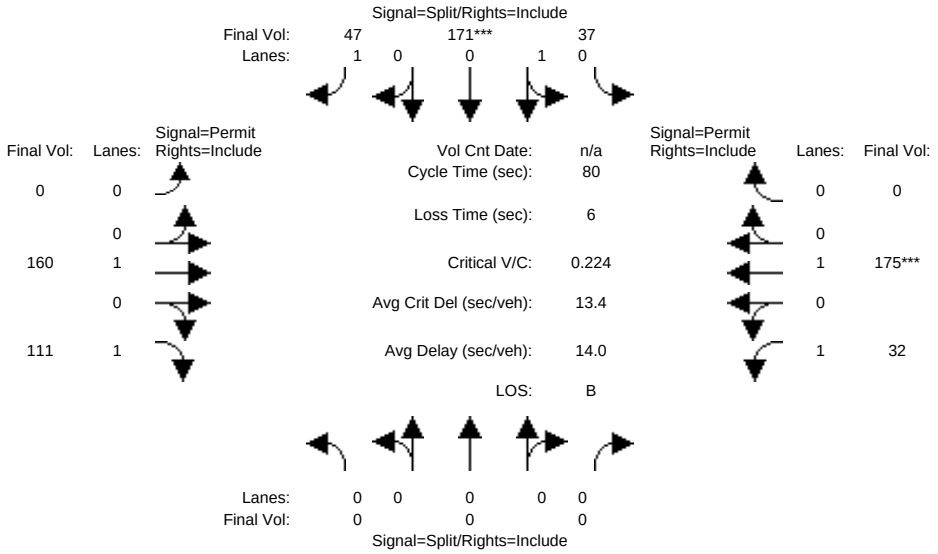
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	27	161	47	0	150	101	31	158	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	161	47	0	150	101	31	158	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	10	10	0	0	10	10	1	17	0
Initial Fut:	0	0	0	37	171	47	0	160	111	32	175	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	37	171	47	0	160	111	32	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	171	47	0	160	111	32	175	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	37	171	47	0	160	111	32	175	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.18	0.82	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	320	1480	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.03	0.00	0.08	0.06	0.02	0.09	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	41.2	41.2	41.2	0.0	32.8	32.8	32.8	32.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.22	0.05	0.00	0.21	0.15	0.04	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	11.2	11.2	9.8	0.0	15.8	15.3	14.3	16.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.2	11.2	9.8	0.0	15.8	15.3	14.3	16.0	0.0
LOS by Move:	A	A	A	B+	B+	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	3	3	1	0	3	2	1	3	0

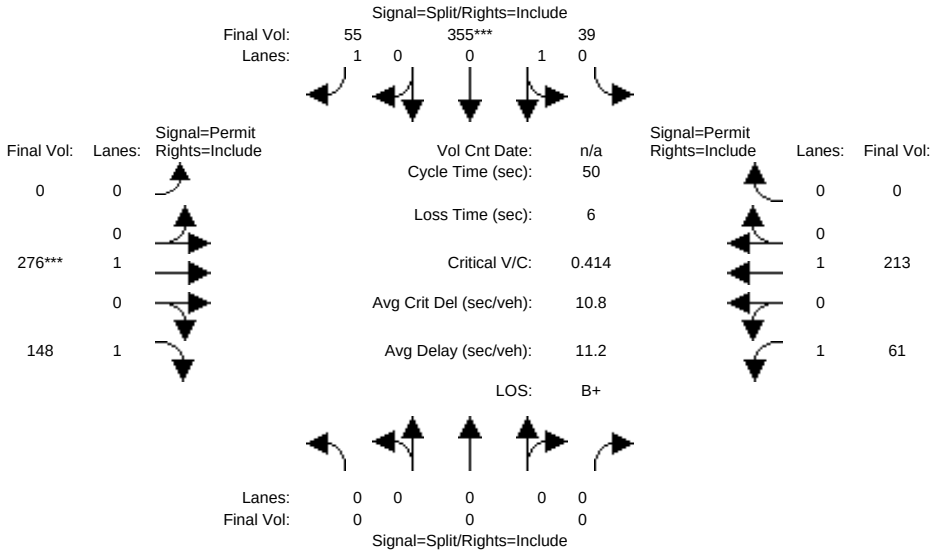
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	37	353	54	0	225	138	51	183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	37	353	54	0	225	138	51	183	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	2	2	1	0	51	10	10	30	0
Initial Fut:	0	0	0	39	355	55	0	276	148	61	213	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	39	355	55	0	276	148	61	213	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	355	55	0	276	148	61	213	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	39	355	55	0	276	148	61	213	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.10	0.90	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	178	1622	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.03	0.00	0.15	0.08	0.03	0.11	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	26.4	26.4	26.4	0.0	17.6	17.6	17.6	17.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.41	0.06	0.00	0.41	0.24	0.10	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	8.4	8.4	5.8	0.0	14.2	12.4	11.2	13.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.4	8.4	5.8	0.0	14.2	12.4	11.2	13.1	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B+	B	A
HCM2kAvgQ:	0	0	0	4	4	0	0	4	2	1	3	0

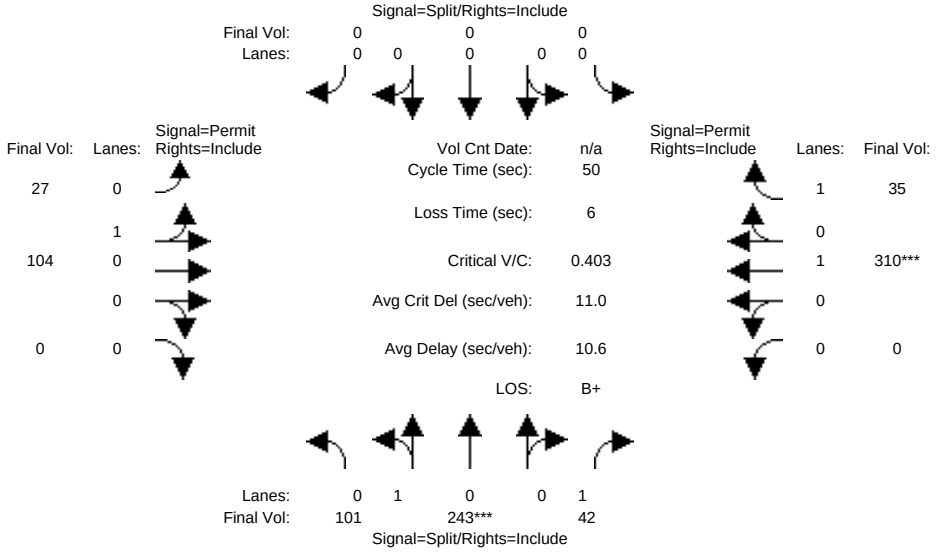
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	233	32	0	0	0	27	94	0	0	180	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	233	32	0	0	0	27	94	0	0	180	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	48	10	10	0	0	0	0	10	0	0	130	0
Initial Fut:	101	243	42	0	0	0	27	104	0	0	310	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	243	42	0	0	0	27	104	0	0	310	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	243	42	0	0	0	27	104	0	0	310	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	243	42	0	0	0	27	104	0	0	310	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.29	0.71	1.00	0.00	0.00	0.00	0.21	0.79	0.00	0.00	1.00	1.00
Final Sat.:	528	1272	1750	0	0	0	371	1429	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.02	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.16	0.02
Crit Moves:		****									****	
Green Time:	23.7	23.7	23.7	0.0	0.0	0.0	20.3	20.3	0.0	0.0	20.3	20.3
Volume/Cap:	0.40	0.40	0.05	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.40	0.05
Delay/Veh:	9.9	9.9	7.2	0.0	0.0	0.0	10.1	10.1	0.0	0.0	12.1	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	7.2	0.0	0.0	0.0	10.1	10.1	0.0	0.0	12.1	9.2
LOS by Move:	A	A	A	A	A	A	B+	B+	A	A	B	A
HCM2kAvgQ:	4	4	0	0	0	0	1	1	0	0	4	0

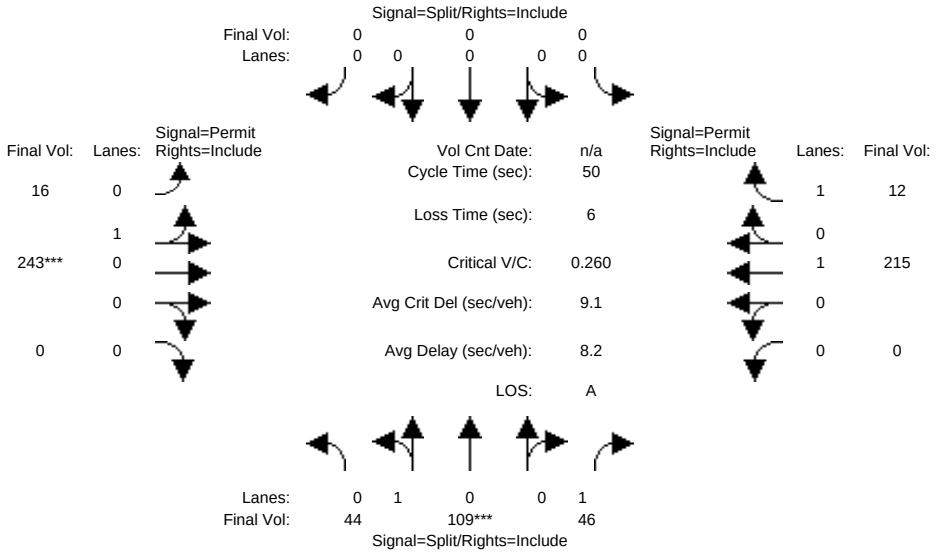
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	108	45	0	0	0	14	223	0	0	198	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	108	45	0	0	0	14	223	0	0	198	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	2	1	1	0	0	0	2	20	0	0	17	0
Initial Fut:	44	109	46	0	0	0	16	243	0	0	215	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	109	46	0	0	0	16	243	0	0	215	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	109	46	0	0	0	16	243	0	0	215	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	109	46	0	0	0	16	243	0	0	215	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.29	0.71	1.00	0.00	0.00	0.00	0.06	0.94	0.00	0.00	1.00	1.00
Final Sat.:	518	1282	1750	0	0	0	111	1689	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.11	0.01
Crit Moves:		****						****				
Green Time:	16.3	16.3	16.3	0.0	0.0	0.0	27.7	27.7	0.0	0.0	27.7	27.7
Volume/Cap:	0.26	0.26	0.08	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.20	0.01
Delay/Veh:	13.5	13.5	11.9	0.0	0.0	0.0	6.5	6.5	0.0	0.0	6.1	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	11.9	0.0	0.0	0.0	6.5	6.5	0.0	0.0	6.1	5.0
LOS by Move:	B	B	B+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	0	0	0	2	2	0	0	2	0

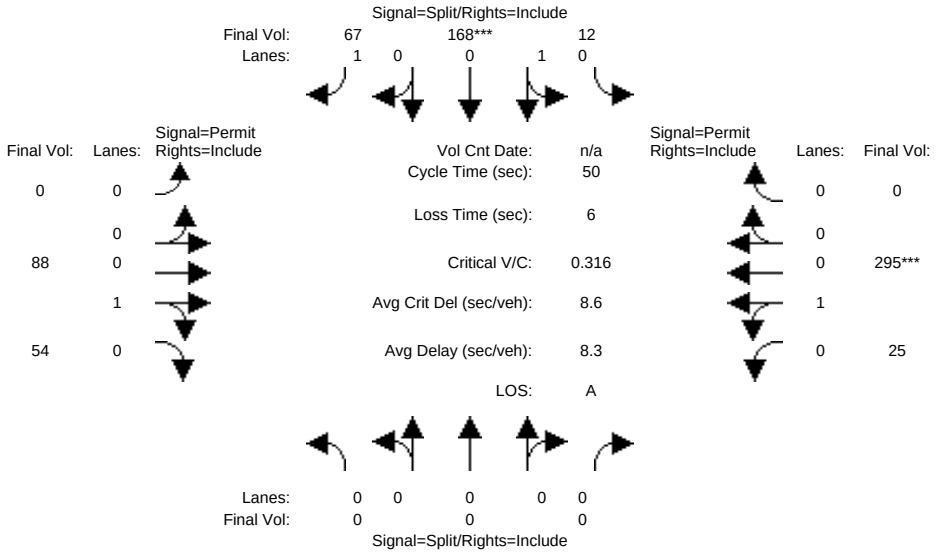
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	12	163	64	0	78	44	21	169	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	163	64	0	78	44	21	169	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	0	5	3	0	10	10	4	126	0
Initial Fut:	0	0	0	12	168	67	0	88	54	25	295	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	12	168	67	0	88	54	25	295	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	168	67	0	88	54	25	295	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	12	168	67	0	88	54	25	295	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.07	0.93	1.00	0.00	0.62	0.38	0.08	0.92	0.00
Final Sat.:	0	0	0	120	1680	1750	0	1115	685	141	1659	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.04	0.00	0.08	0.08	0.18	0.18	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	15.8	15.8	15.8	0.0	28.2	28.2	28.2	28.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.12	0.00	0.14	0.14	0.32	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	13.3	13.3	12.2	0.0	5.2	5.2	6.0	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.3	13.3	12.2	0.0	5.2	5.2	6.0	6.0	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	1	0	1	1	3	3	0

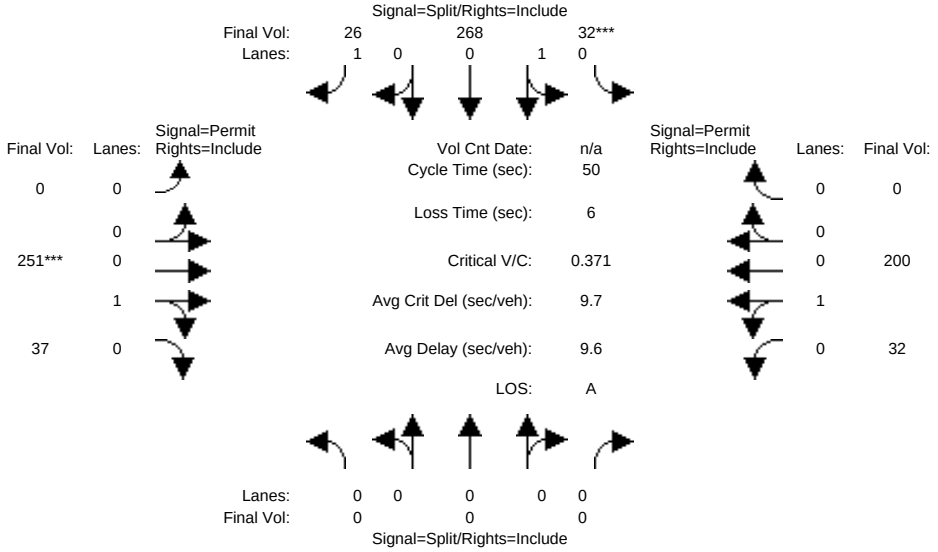
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	261	24	0	232	34	22	184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	261	24	0	232	34	22	184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	0	7	2	0	19	3	10	16	0
Initial Fut:	0	0	0	32	268	26	0	251	37	32	200	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	268	26	0	251	37	32	200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	268	26	0	251	37	32	200	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	268	26	0	251	37	32	200	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.11	0.89	1.00	0.00	0.87	0.13	0.14	0.86	0.00
Final Sat.:	0	0	0	192	1608	1750	0	1569	231	248	1552	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.01	0.00	0.16	0.16	0.13	0.13	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	22.4	22.4	22.4	0.0	21.6	21.6	21.6	21.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.03	0.00	0.37	0.37	0.30	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	9.4	9.4	7.7	0.0	9.9	9.9	9.5	9.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.4	9.4	7.7	0.0	9.9	9.9	9.5	9.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	0	0	3	3	3	3	0

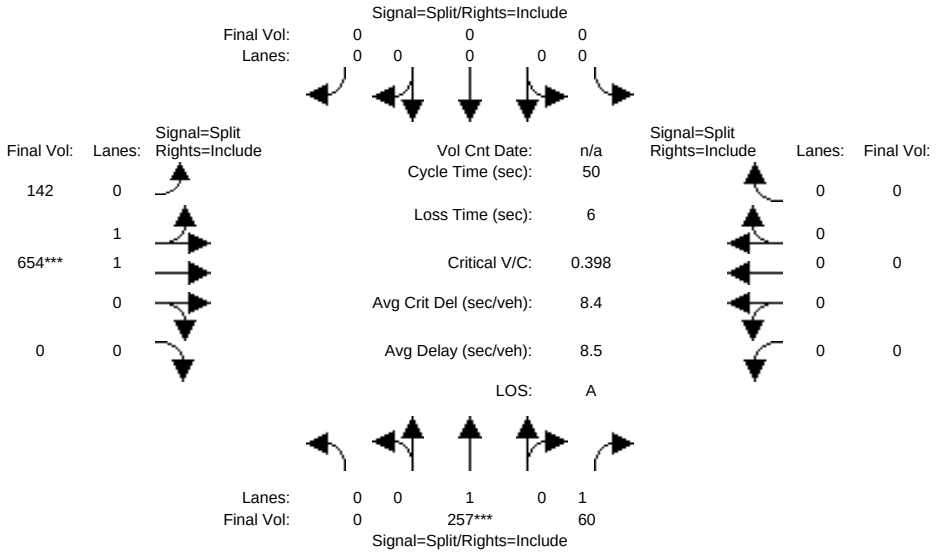
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	247	53	0	0	0	97	644	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	247	53	0	0	0	97	644	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	7	0	0	0	45	10	0	0	0	0
Initial Fut:	0	257	60	0	0	0	142	654	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	257	60	0	0	0	142	654	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	257	60	0	0	0	142	654	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	257	60	0	0	0	142	654	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.37	1.63	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	660	3039	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.03	0.00	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	17.0	17.0	0.0	0.0	0.0	27.0	27.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.40	0.10	0.00	0.00	0.00	0.40	0.40	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.0	11.4	0.0	0.0	0.0	6.9	6.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.0	11.4	0.0	0.0	0.0	6.9	6.9	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	3	1	0	0	0	4	4	0	0	0	0

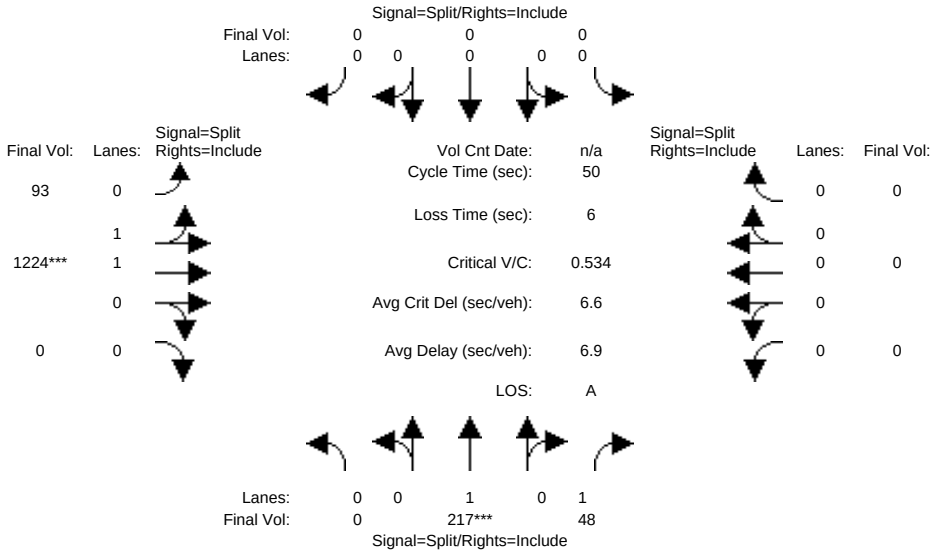
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	214	47	0	0	0	71	1068	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	214	47	0	0	0	71	1068	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	3	1	0	0	0	22	156	0	0	0	0
Initial Fut:	0	217	48	0	0	0	93	1224	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	217	48	0	0	0	93	1224	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	217	48	0	0	0	93	1224	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	217	48	0	0	0	93	1224	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.15	1.85	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	261	3439	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.03	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	10.7	10.7	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.13	0.00	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	16.0	0.0	0.0	0.0	4.6	4.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	16.0	0.0	0.0	0.0	4.6	4.6	0.0	0.0	0.0	0.0
LOS by Move:	A	B-	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	4	1	0	0	0	6	6	0	0	0	0

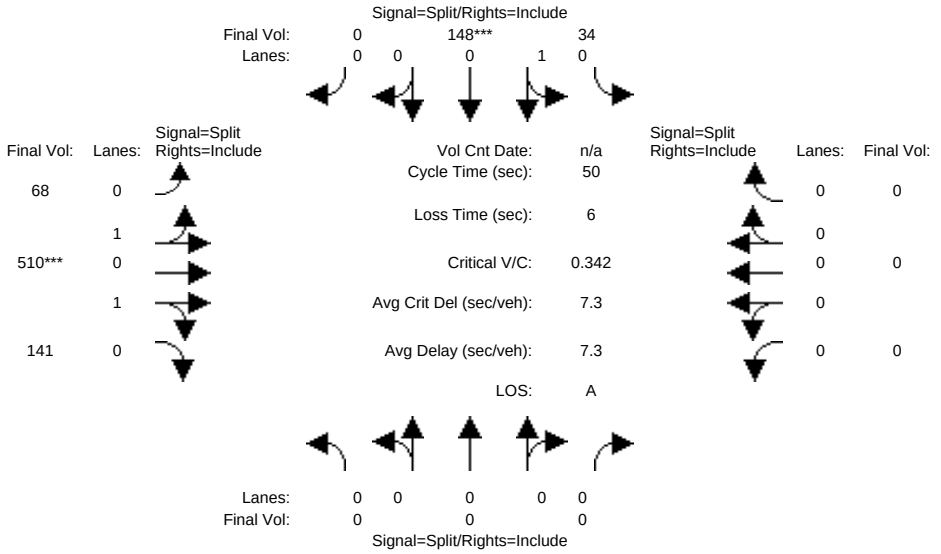
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	24	147	0	58	500	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	147	0	58	500	137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	10	1	0	10	10	4	0	0	0
Initial Fut:	0	0	0	34	148	0	68	510	141	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	148	0	68	510	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	148	0	68	510	141	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	148	0	68	510	141	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	0.81	0.00	0.19	1.42	0.39	0.00	0.00	0.00
Final Sat.:	0	0	0	336	1464	0	340	2554	706	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.00	0.20	0.20	0.20	0.00	0.00	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	14.8	14.8	0.0	29.2	29.2	29.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.34	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	14.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	14.2	0.0	5.5	5.5	5.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	0	3	3	3	0	0	0

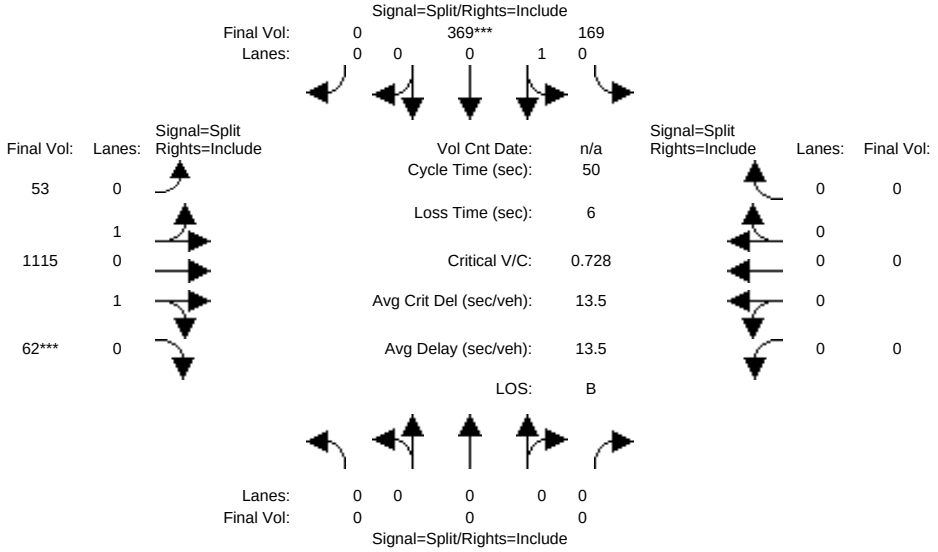
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	167	363	0	52	961	59	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	167	363	0	52	961	59	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	2	6	0	1	154	3	0	0	0
Initial Fut:	0	0	0	169	369	0	53	1115	62	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	169	369	0	53	1115	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	169	369	0	53	1115	62	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	169	369	0	53	1115	62	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.31	0.69	0.00	0.09	1.81	0.10	0.00	0.00	0.00
Final Sat.:	0	0	0	565	1235	0	155	3263	181	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	20.5	20.5	0.0	23.5	23.5	23.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.73	0.73	0.00	0.73	0.73	0.73	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	16.0	16.0	0.0	12.3	12.3	12.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.0	16.0	0.0	12.3	12.3	12.3	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	0	0	9	9	0	10	10	10	0	0	0

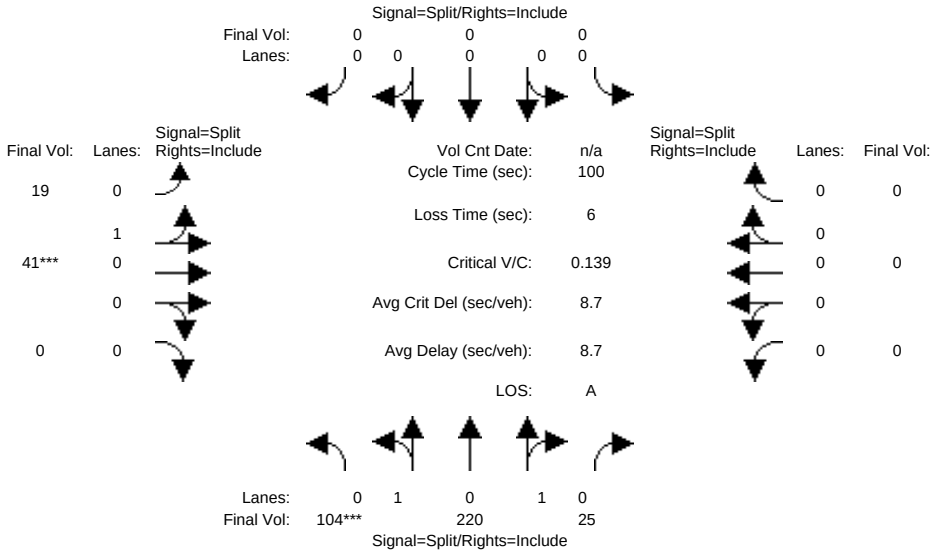
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	220	25	0	0	0	19	41	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	220	25	0	0	0	19	41	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	220	25	0	0	0	19	41	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	220	25	0	0	0	19	41	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	220	25	0	0	0	19	41	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	220	25	0	0	0	19	41	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.60	1.26	0.14	0.00	0.00	0.00	0.32	0.68	0.00	0.00	0.00	0.00
Final Sat.:	1073	2269	258	0	0	0	570	1230	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green Time:	69.9	69.9	69.9	0.0	0.0	0.0	24.1	24.1	0.0	0.0	0.0	0.0
Volume/Cap:	0.14	0.14	0.14	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Delay/Veh:	5.0	5.0	5.0	0.0	0.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	5.0	5.0	0.0	0.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	2	2	2	0	0	0	2	2	0	0	0	0

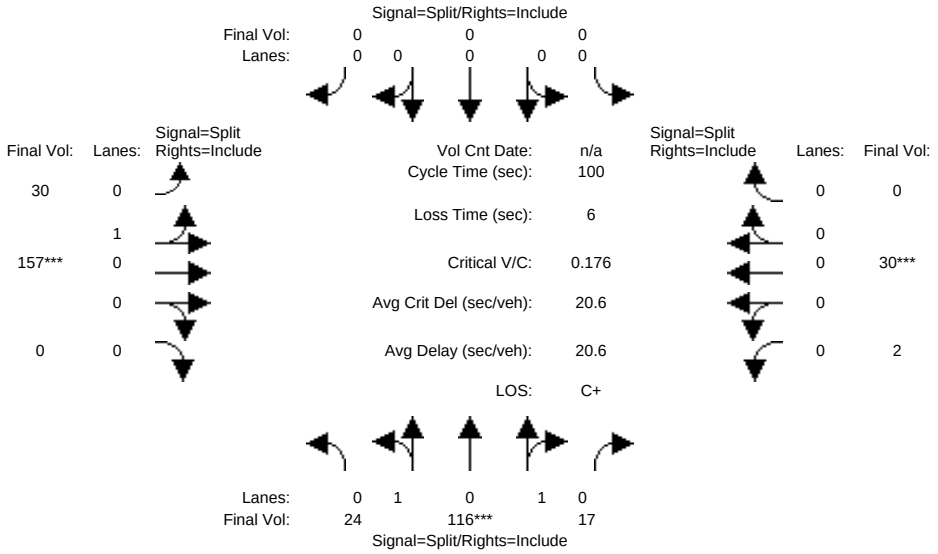
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	116	17	0	0	0	30	157	0	2	30	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	116	17	0	0	0	30	157	0	2	30	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	116	17	0	0	0	30	157	0	2	30	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	116	17	0	0	0	30	157	0	2	30	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	116	17	0	0	0	30	157	0	2	30	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	116	17	0	0	0	30	157	0	2	30	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.30	1.48	0.22	0.00	0.00	0.00	0.16	0.84	0.00	0.06	0.94	0.00
Final Sat.:	550	2660	390	0	0	0	289	1511	0	112	1687	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.00	0.10	0.10	0.00	0.02	0.02	0.00
Crit Moves:		****						****			****	
Green Time:	24.8	24.8	24.8	0.0	0.0	0.0	59.1	59.1	0.0	10.1	10.1	0.0
Volume/Cap:	0.18	0.18	0.18	0.00	0.00	0.00	0.18	0.18	0.00	0.18	0.18	0.00
Delay/Veh:	29.7	29.7	29.7	0.0	0.0	0.0	9.4	9.4	0.0	41.6	41.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.7	29.7	0.0	0.0	0.0	9.4	9.4	0.0	41.6	41.6	0.0
LOS by Move:	C	C	C	A	A	A	A	A	A	D	D	A
HCM2kAvgQ:	2	2	2	0	0	0	3	3	0	1	1	0

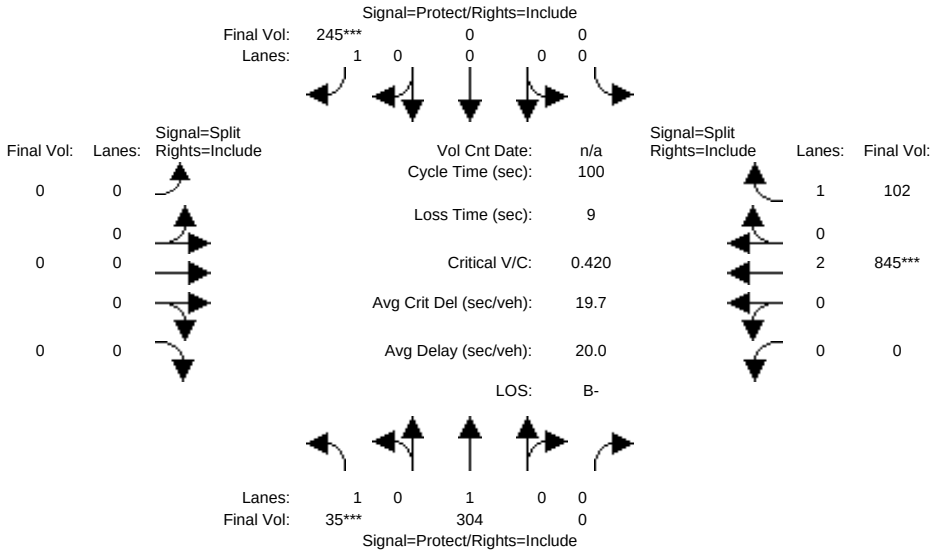
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	298	0	0	0	205	0	0	0	0	741	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	298	0	0	0	205	0	0	0	0	741	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	1	6	0	0	0	40	0	0	0	0	104	10
Initial Fut:	35	304	0	0	0	245	0	0	0	0	845	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	304	0	0	0	245	0	0	0	0	845	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	304	0	0	0	245	0	0	0	0	845	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	304	0	0	0	245	0	0	0	0	845	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.22	0.06
Crit Moves:	****					****					****	
Green Time:	7.0	39.5	0.0	0.0	0.0	32.5	0.0	0.0	0.0	0.0	51.5	51.5
Volume/Cap:	0.29	0.41	0.00	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.43	0.11
Delay/Veh:	49.9	23.4	0.0	0.0	0.0	28.9	0.0	0.0	0.0	0.0	15.8	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	23.4	0.0	0.0	0.0	28.9	0.0	0.0	0.0	0.0	15.8	12.7
LOS by Move:	D	C	A	A	A	C	A	A	A	A	B	B
HCM2kAvgQ:	1	7	0	0	0	7	0	0	0	0	8	2

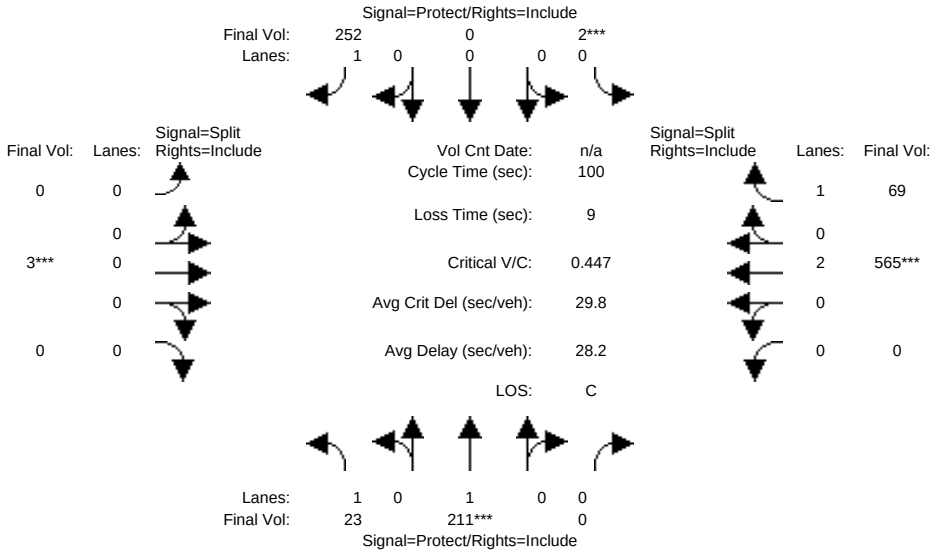
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	188	0	2	0	242	0	3	0	0	460	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	188	0	2	0	242	0	3	0	0	460	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	3	23	0	0	0	10	0	0	0	0	105	0
Initial Fut:	23	211	0	2	0	252	0	3	0	0	565	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	211	0	2	0	252	0	3	0	0	565	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	211	0	2	0	252	0	3	0	0	565	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	211	0	2	0	252	0	3	0	0	565	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.01	0.00	0.99	0.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	14	0	1736	0	1900	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.15	0.04
Crit Moves:		****		****				****			****	
Green Time:	18.7	24.9	0.0	32.5	0.0	38.7	0.0	0.4	0.0	0.0	33.3	33.3
Volume/Cap:	0.07	0.45	0.00	0.45	0.00	0.38	0.00	0.45	0.00	0.00	0.45	0.12
Delay/Veh:	33.9	34.8	0.0	29.2	0.0	23.6	0.0	189	0.0	0.0	27.3	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	34.8	0.0	29.2	0.0	23.6	0.0	189	0.0	0.0	27.3	23.6
LOS by Move:	C-	C-	A	C	A	C	A	F	A	A	C	C
HCM2kAvgQ:	1	6	0	7	0	6	0	1	0	0	7	2

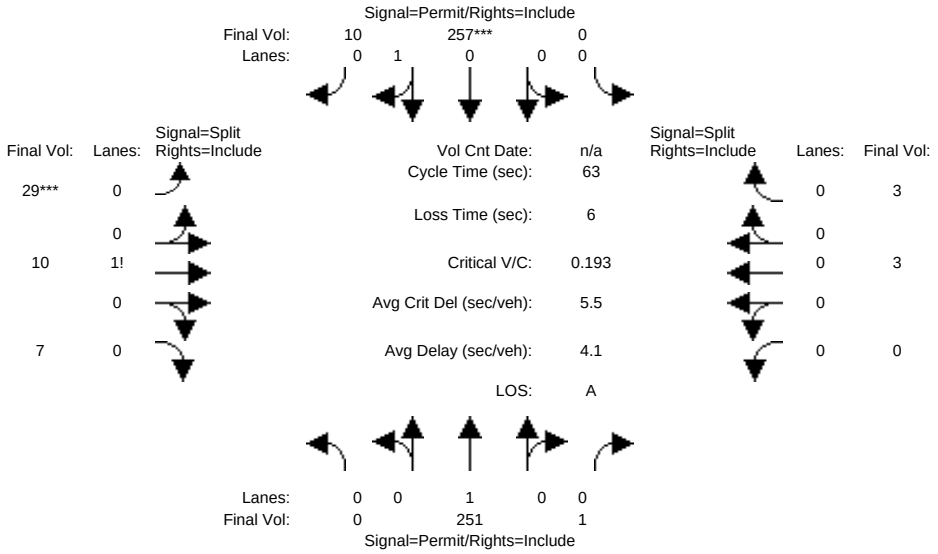
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	241	0	0	218	10	29	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	241	0	0	218	10	29	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	1	0	39	0	0	10	0	0	3	3
Initial Fut:	0	251	1	0	257	10	29	10	7	0	3	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	251	1	0	257	10	29	10	7	0	3	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	251	1	0	257	10	29	10	7	0	3	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	251	1	0	257	10	29	10	7	0	3	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	0.99	0.01	0.00	0.96	0.04	0.63	0.22	0.15	0.00	0.00	0.00
Final Sat.:	0	1793	7	0	1733	67	1103	380	266	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.00	0.15	0.15	0.03	0.03	0.03	0.00	xxxx	xxxx
Crit Moves:					****		****					
Green Time:	0.0	47.0	47.0	0.0	47.0	47.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	0.19	0.00	0.20	0.20	0.17	0.17	0.17	0.00	xxxx	xxxx
Delay/Veh:	0.0	2.4	2.4	0.0	2.5	2.5	23.2	23.2	23.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.4	2.4	0.0	2.5	2.5	23.2	23.2	23.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	2	2	0	2	2	1	1	1	0	0	0

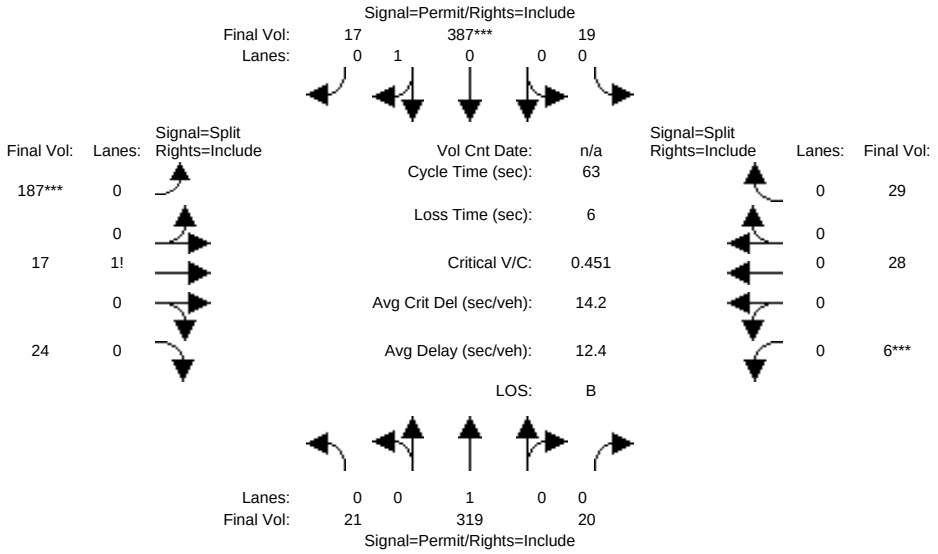
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	316	20	19	377	17	187	7	24	6	18	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	316	20	19	377	17	187	7	24	6	18	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	3	0	0	10	0	0	10	0	0	10	0
Initial Fut:	21	319	20	19	387	17	187	17	24	6	28	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	319	20	19	387	17	187	17	24	6	28	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	319	20	19	387	17	187	17	24	6	28	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	319	20	19	387	17	187	17	24	6	28	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.06	0.89	0.05	0.04	0.92	0.04	0.82	0.07	0.11	0.10	0.44	0.46
Final Sat.:	102	1551	97	79	1601	70	1435	130	184	167	778	806
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.24	0.24	0.24	0.13	0.13	0.13	0.04	0.04	0.04
Crit Moves:					****		****			****		
Green Time:	33.8	33.8	33.8	33.8	33.8	33.8	18.2	18.2	18.2	5.0	5.0	5.0
Volume/Cap:	0.38	0.38	0.38	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Delay/Veh:	8.8	8.8	8.8	9.3	9.3	9.3	19.0	19.0	19.0	30.0	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	9.3	9.3	9.3	19.0	19.0	19.0	30.0	30.0	30.0
LOS by Move:	A	A	A	A	A	A	B-	B-	B-	C	C	C
HCM2kAvgQ:	5	5	5	6	6	6	4	4	4	2	2	2

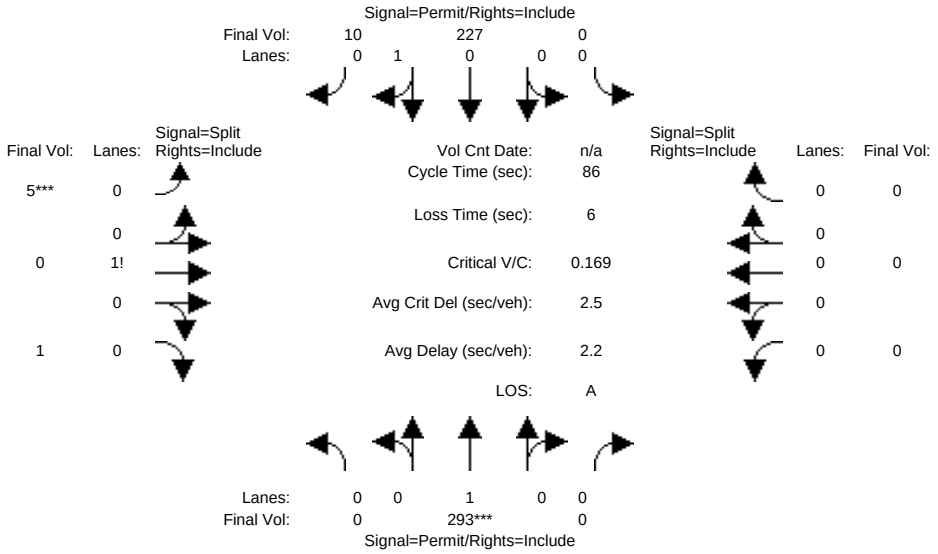
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	283	0	0	188	10	5	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	283	0	0	188	10	5	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	0	0	39	0	0	0	0	0	0	0
Initial Fut:	0	293	0	0	227	10	5	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	293	0	0	227	10	5	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	0	0	227	10	5	0	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	293	0	0	227	10	5	0	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.96	0.04	0.83	0.00	0.17	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1724	76	1458	0	292	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	0.00	0.00	0.16	0.16	0.03	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	1.8	0.0	0.0	1.8	1.8	33.8	0.0	33.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.8	0.0	0.0	1.8	1.8	33.8	0.0	33.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	2	0	0	1	1	0	0	0	0	0	0

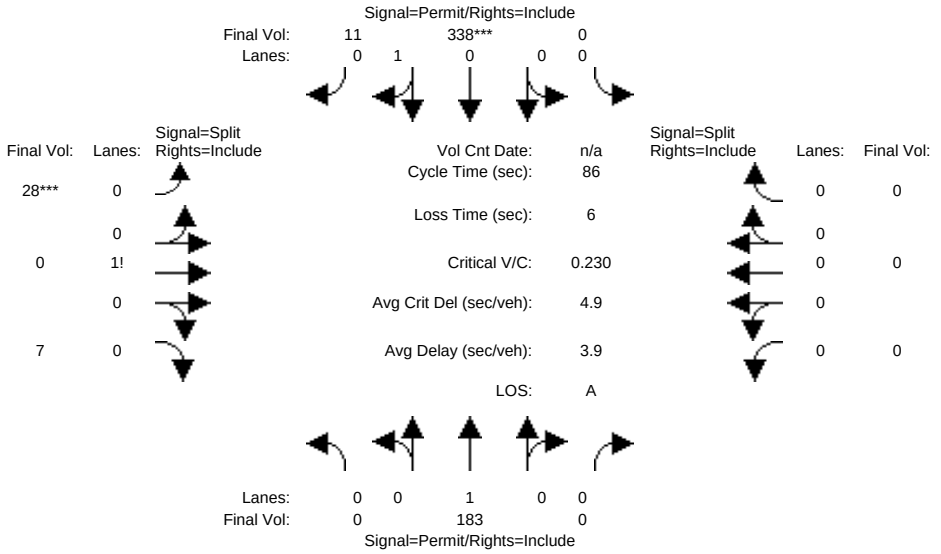
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	180	0	0	328	11	28	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	180	0	0	328	11	28	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	3	0	0	10	0	0	0	0	0	0	0
Initial Fut:	0	183	0	0	338	11	28	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	183	0	0	338	11	28	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	183	0	0	338	11	28	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	183	0	0	338	11	28	0	7	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.97	0.03	0.80	0.00	0.20	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1743	57	1400	0	350	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.19	0.19	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.00	0.00	0.24	0.24	0.17	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	1.7	0.0	0.0	1.9	1.9	34.7	0.0	34.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.7	0.0	0.0	1.9	1.9	34.7	0.0	34.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	1	0	0	2	2	1	0	1	0	0	0

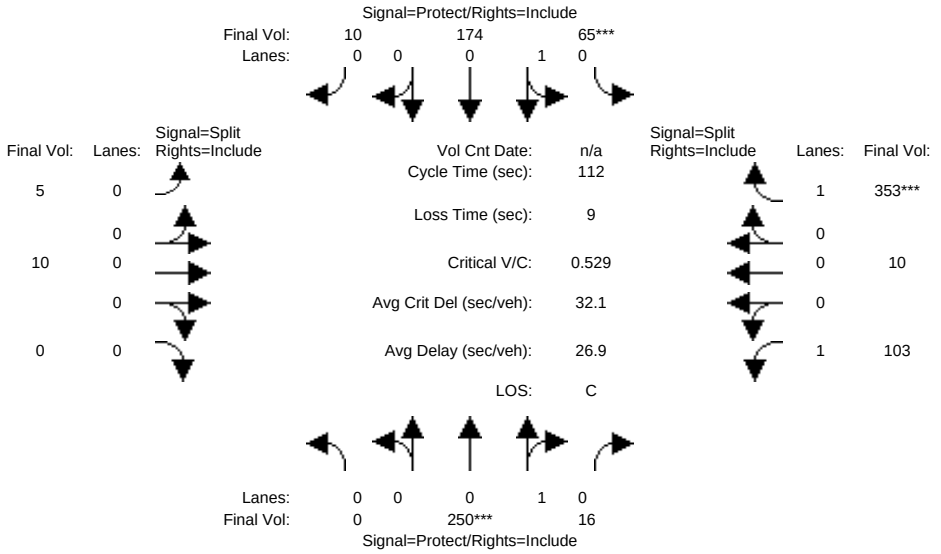
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	240	12	65	135	0	0	0	0	103	0	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	240	12	65	135	0	0	0	0	103	0	329
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	4	0	39	10	5	10	0	0	10	24
Initial Fut:	0	250	16	65	174	10	5	10	0	103	10	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	250	16	65	174	10	5	10	0	103	10	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	250	16	65	174	10	5	10	0	103	10	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	250	16	65	174	10	5	10	0	103	10	353
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.00	0.94	0.06	0.26	0.70	0.04	0.00	0.00	0.00	0.91	0.09	1.00
Final Sat.:	0	1692	108	457	1223	70	0	0	0	1641	159	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.14	0.14	0.14	xxxx	xxxx	0.00	0.06	0.06	0.20
Crit Moves:		****		****								****
Green Time:	0.0	31.3	31.3	30.1	61.5	61.5	0.0	0.0	0.0	41.5	41.5	41.5
Volume/Cap:	0.00	0.53	0.53	0.53	0.26	0.26	xxxx	xxxx	0.00	0.17	0.17	0.53
Delay/Veh:	0.0	35.2	35.2	36.0	13.4	13.4	0.0	0.0	0.0	23.7	23.7	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.2	35.2	36.0	13.4	13.4	0.0	0.0	0.0	23.7	23.7	28.2
LOS by Move:	A	D+	D+	D+	B	B	A	A	A	C	C	C
HCM2kAvgQ:	0	8	8	8	5	5	0	0	0	3	3	10

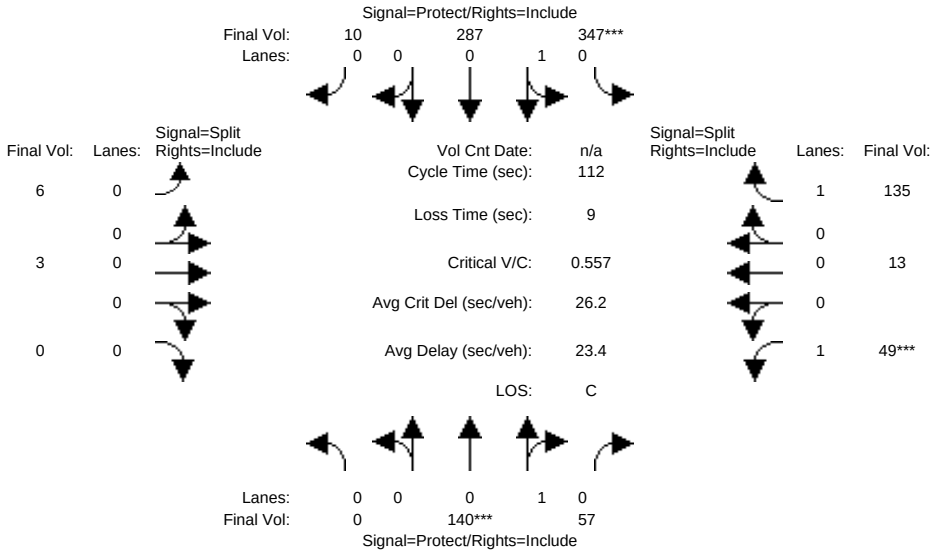
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	137	57	295	277	0	0	0	0	49	3	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	137	57	295	277	0	0	0	0	49	3	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	0	3	0	52	10	10	6	3	0	0	10	0
Initial Fut:	0	140	57	347	287	10	6	3	0	49	13	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	140	57	347	287	10	6	3	0	49	13	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	140	57	347	287	10	6	3	0	49	13	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	140	57	347	287	10	6	3	0	49	13	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.00	0.71	0.29	0.54	0.45	0.01	0.00	0.00	0.00	0.79	0.21	1.00
Final Sat.:	0	1279	521	943	780	27	0	0	0	1423	377	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.37	0.37	0.37	xxxx	xxxx	0.00	0.03	0.03	0.08
Crit Moves:		****		****						****		
Green Time:	0.0	20.2	20.2	67.8	87.9	87.9	0.0	0.0	0.0	15.1	15.1	15.1
Volume/Cap:	0.00	0.61	0.61	0.61	0.47	0.47	xxxx	xxxx	0.00	0.26	0.26	0.56
Delay/Veh:	0.0	45.6	45.6	14.9	4.4	4.4	0.0	0.0	0.0	43.6	43.6	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	45.6	45.6	14.9	4.4	4.4	0.0	0.0	0.0	43.6	43.6	47.3
LOS by Move:	A	D	D	B	A	A	A	A	A	D	D	D
HCM2kAvgQ:	0	7	7	15	8	8	0	0	0	2	2	5

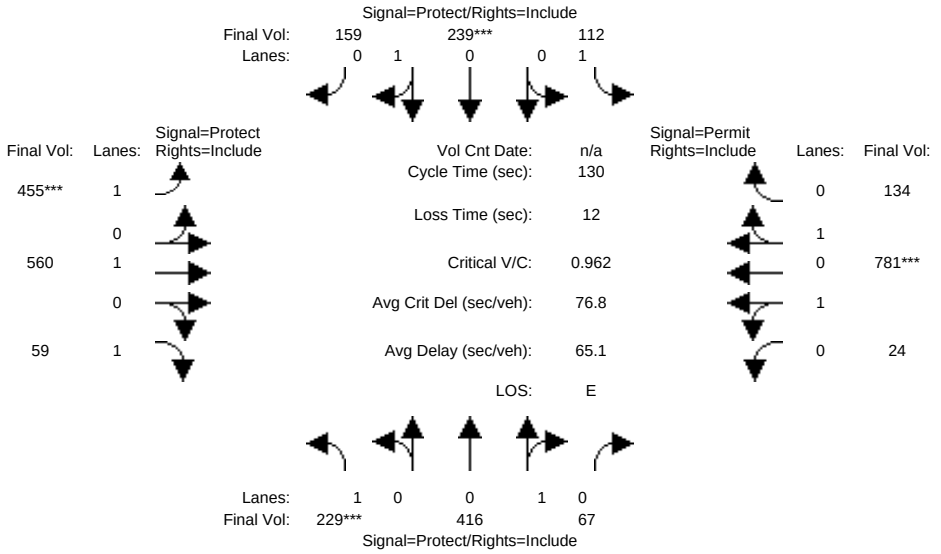
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	406	14	76	180	141	347	550	49	14	771	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	406	14	76	180	141	347	550	49	14	771	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	56	10	53	36	59	18	108	10	10	10	10	7
Initial Fut:	229	416	67	112	239	159	455	560	59	24	781	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	416	67	112	239	159	455	560	59	24	781	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	416	67	112	239	159	455	560	59	24	781	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	416	67	112	239	159	455	560	59	24	781	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.86	0.14	1.00	0.60	0.40	1.00	1.00	1.00	0.05	1.66	0.29
Final Sat.:	1750	1550	250	1750	1081	719	1750	1900	1750	92	2994	514
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.06	0.22	0.22	0.26	0.29	0.03	0.26	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	17.7	38.4	38.4	9.2	29.9	29.9	35.2	70.4	70.4	35.3	35.3	35.3
Volume/Cap:	0.96	0.91	0.91	0.91	0.96	0.96	0.96	0.54	0.06	0.96	0.96	0.96
Delay/Veh:	103.2	63.5	63.5	113.5	83.7	83.7	78.4	20.0	14.2	66.7	66.7	66.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.2	63.5	63.5	113.5	83.7	83.7	78.4	20.0	14.2	66.7	66.7	66.7
LOS by Move:	F	E	E	F	F	F	E-	B-	B	E	E	E
HCM2kAvgQ:	14	23	23	8	21	21	24	14	1	24	24	24

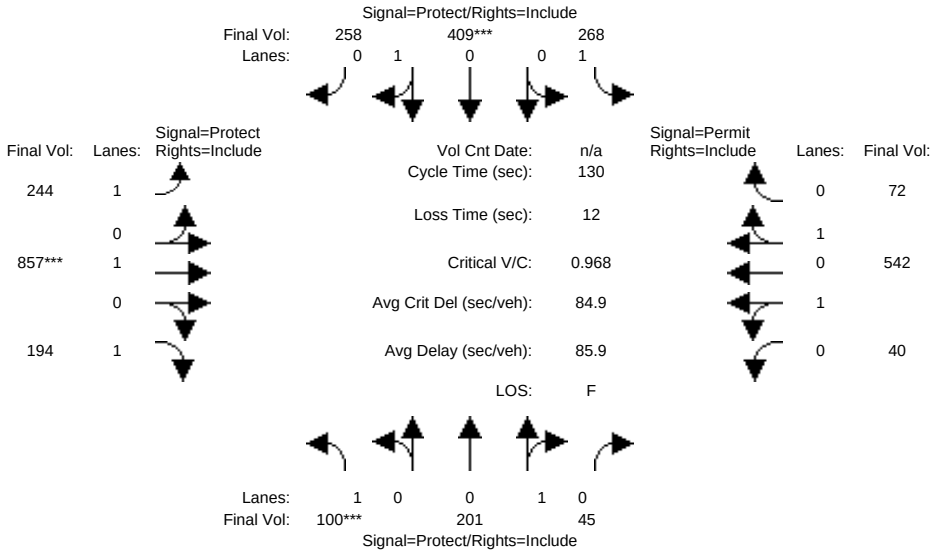
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	98	191	27	217	399	193	219	847	102	16	532	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	191	27	217	399	193	219	847	102	16	532	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	2	10	18	51	10	65	25	10	92	24	10	10
Initial Fut:	100	201	45	268	409	258	244	857	194	40	542	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	201	45	268	409	258	244	857	194	40	542	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	201	45	268	409	258	244	857	194	40	542	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	201	45	268	409	258	244	857	194	40	542	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.82	0.18	1.00	0.61	0.39	1.00	1.00	1.00	0.12	1.66	0.22
Final Sat.:	1750	1471	329	1750	1104	696	1750	1900	1750	220	2983	396
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.15	0.37	0.37	0.14	0.45	0.11	0.18	0.18	0.18
Crit Moves:	****				****			****				
Green Time:	7.0	22.6	22.6	25.4	41.0	41.0	49.8	70.0	70.0	20.2	20.2	20.2
Volume/Cap:	1.06	0.78	0.78	0.78	1.18	1.18	0.36	0.84	0.21	1.17	1.17	1.17
Delay/Veh:	171.8	63.6	63.6	61.1	141	140.7	29.1	31.4	15.7	148.6	149	148.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	171.8	63.6	63.6	61.1	141	140.7	29.1	31.4	15.7	148.6	149	148.6
LOS by Move:	F	E	E	E	F	F	C	C	B	F	F	F
HCM2kAvgQ:	8	12	12	13	43	43	7	30	4	23	23	23

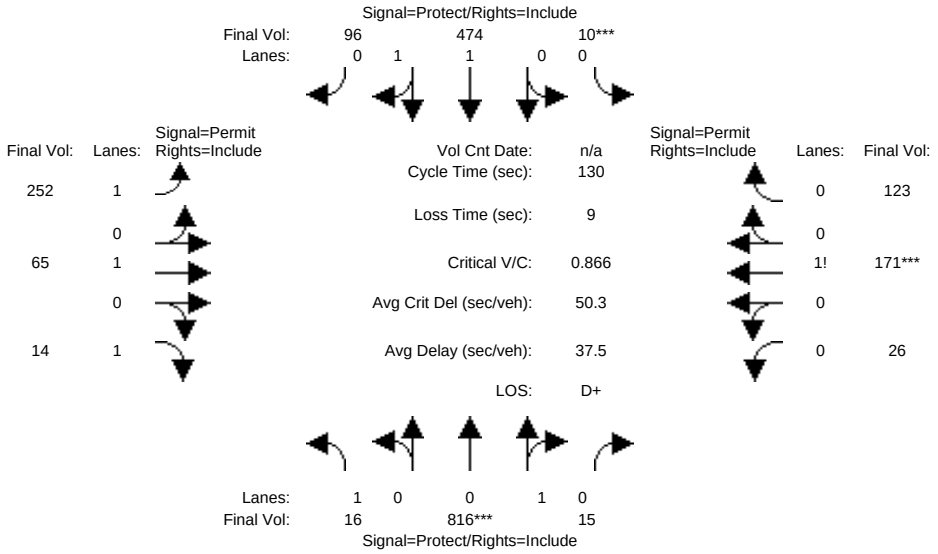
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	806	11	0	321	86	242	63	14	16	144	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	806	11	0	321	86	242	63	14	16	144	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	0	10	4	10	153	10	10	2	0	10	27	20
Initial Fut:	16	816	15	10	474	96	252	65	14	26	171	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	816	15	10	474	96	252	65	14	26	171	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	816	15	10	474	96	252	65	14	26	171	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	816	15	10	474	96	252	65	14	26	171	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.98	0.02	0.03	1.64	0.33	1.00	1.00	1.00	0.08	0.54	0.38
Final Sat.:	1750	1768	32	62	2942	596	1750	1900	1750	142	935	673
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.46	0.16	0.16	0.16	0.14	0.03	0.01	0.18	0.18	0.18
Crit Moves:		****		****							****	
Green Time:	23.4	69.3	69.3	24.2	70.1	70.1	27.5	27.5	27.5	27.5	27.5	27.5
Volume/Cap:	0.05	0.87	0.87	0.87	0.30	0.30	0.68	0.16	0.04	0.87	0.87	0.87
Delay/Veh:	44.2	34.6	34.6	62.7	16.5	16.5	52.4	42.1	40.8	68.3	68.3	68.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	34.6	34.6	62.7	16.5	16.5	52.4	42.1	40.8	68.3	68.3	68.3
LOS by Move:	D	C-	C-	E	B	B	D-	D	D	E	E	E
HCM2kAvgQ:	1	32	32	15	6	6	11	2	0	16	16	16

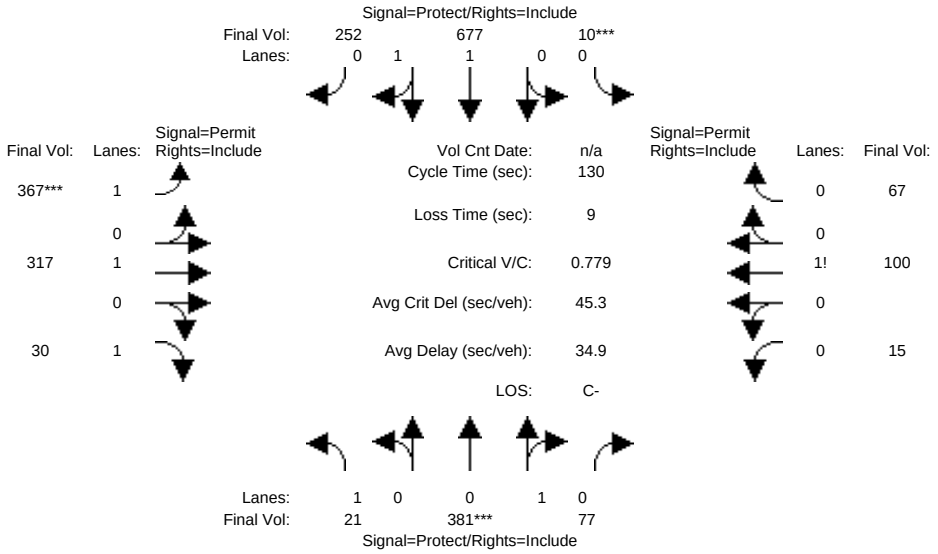
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	371	55	0	668	250	268	293	20	5	95	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	371	55	0	668	250	268	293	20	5	95	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	2	10	22	10	9	2	99	24	10	10	5	34
Initial Fut:	21	381	77	10	677	252	367	317	30	15	100	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	381	77	10	677	252	367	317	30	15	100	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	381	77	10	677	252	367	317	30	15	100	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	381	77	10	677	252	367	317	30	15	100	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.83	0.17	0.02	1.44	0.54	1.00	1.00	1.00	0.08	0.55	0.37
Final Sat.:	1750	1497	303	38	2596	966	1750	1900	1750	144	962	644
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.26	0.26	0.26	0.21	0.17	0.02	0.10	0.10	0.10
Crit Moves:		****		****			****					
Green Time:	14.7	42.5	42.5	43.5	71.3	71.3	35.0	35.0	35.0	35.0	35.0	35.0
Volume/Cap:	0.11	0.78	0.78	0.78	0.48	0.48	0.78	0.62	0.06	0.39	0.39	0.39
Delay/Veh:	52.0	46.1	46.1	42.2	18.1	18.1	52.0	44.0	35.4	39.3	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	46.1	46.1	42.2	18.1	18.1	52.0	44.0	35.4	39.3	39.3	39.3
LOS by Move:	D-	D	D	D	B-	B-	D-	D	D+	D	D	D
HCM2kAvgQ:	1	19	19	19	12	12	16	12	1	6	6	6

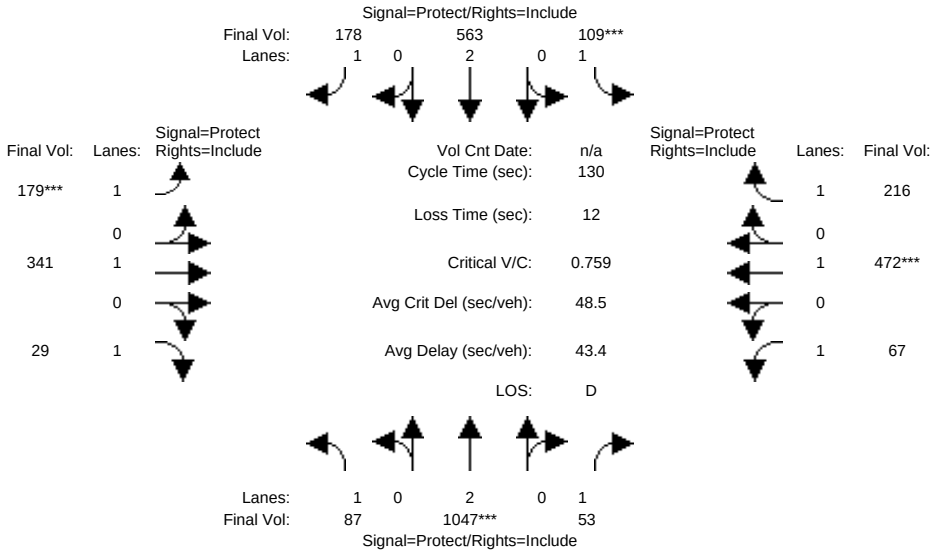
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM AM

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1037	43	100	403	107	169	274	28	57	440	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1037	43	100	403	107	169	274	28	57	440	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM AM:	3	10	10	9	160	71	10	67	1	10	32	44
Initial Fut:	87	1047	53	109	563	178	179	341	29	67	472	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1047	53	109	563	178	179	341	29	67	472	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1047	53	109	563	178	179	341	29	67	472	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1047	53	109	563	178	179	341	29	67	472	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.03	0.06	0.15	0.10	0.10	0.18	0.02	0.04	0.25	0.12
Crit Moves:		****		****			****				****	
Green Time:	15.4	47.2	47.2	10.7	42.5	42.5	17.5	46.2	46.2	13.9	42.6	42.6
Volume/Cap:	0.42	0.76	0.08	0.76	0.45	0.31	0.76	0.50	0.05	0.36	0.76	0.38
Delay/Veh:	59.2	40.3	27.4	89.1	35.8	34.2	74.4	35.6	27.6	59.2	47.5	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	40.3	27.4	89.1	35.8	34.2	74.4	35.6	27.6	59.2	47.5	35.4
LOS by Move:	E+	D	C	F	D+	C-	E	D+	C	E+	D	D+
HCM2kAvgQ:	4	19	1	6	9	6	9	11	1	3	18	7

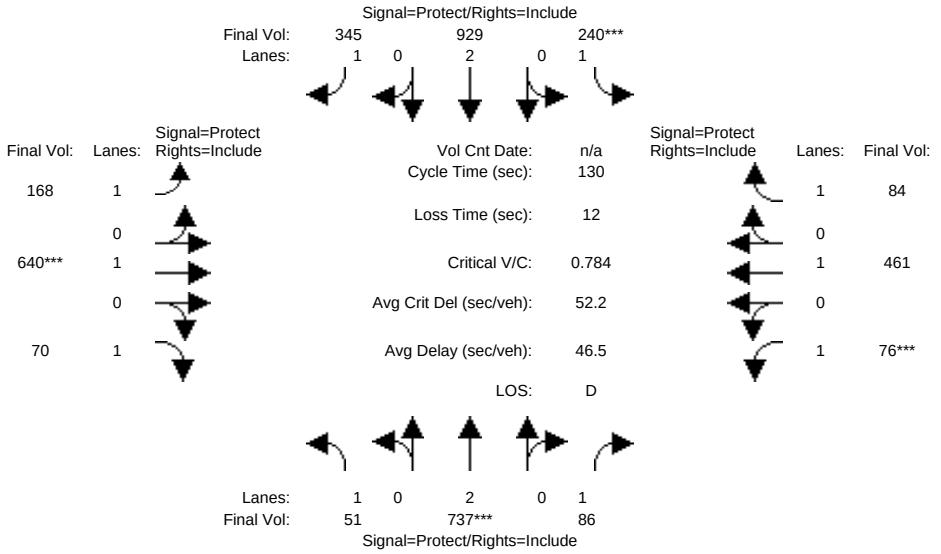
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Plus Project 15% TDM PM

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	610	76	230	906	335	122	456	60	66	408	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	610	76	230	906	335	122	456	60	66	408	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
15% TDM PM:	6	127	10	10	23	10	46	184	10	10	53	7
Initial Fut:	51	737	86	240	929	345	168	640	70	76	461	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	737	86	240	929	345	168	640	70	76	461	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	737	86	240	929	345	168	640	70	76	461	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	737	86	240	929	345	168	640	70	76	461	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.05	0.14	0.24	0.20	0.10	0.34	0.04	0.04	0.24	0.05
Crit Moves:		****		****				****		****		
Green Time:	9.9	32.2	32.2	22.7	45.0	45.0	17.9	55.9	55.9	7.2	45.2	45.2
Volume/Cap:	0.38	0.78	0.20	0.78	0.71	0.57	0.70	0.78	0.09	0.78	0.70	0.14
Delay/Veh:	65.2	52.2	39.7	69.2	40.0	38.5	69.0	39.3	22.3	106.4	42.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	52.2	39.7	69.2	40.0	38.5	69.0	39.3	22.3	106.4	42.5	29.5
LOS by Move:	E	D-	D	E	D	D+	E	D	C+	F	D	C
HCM2kAvgQ:	2	15	3	12	17	12	8	23	2	5	16	2

Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		BG + Project Goal Based AM				BG + Project Goal Based PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Coleman Avenue & Hedding Street [City LOS]	D	42.1	0.860	46.4	D+	39.0	0.723	34.7
#2	Coleman Avenue & Taylor Street [City LOS]	D	46.0	0.835	53.9	E+	55.3	0.937	58.4
#3	The Alameda & Julian Street [City LOS]	B	17.8	0.582	21.0	C+	21.0	0.481	32.2
#4	Park Avenue & Race Street [City LOS]	C+	21.8	0.674	24.8	C+	22.6	0.735	27.1
#5	San Carlos Street & Race Street [City LOS]	D	40.4	0.700	41.6	D+	35.6	0.650	33.6
#6	Race Street & Auzerais Avenue [City LOS]	B+	10.3	0.349	11.3	A	7.4	0.262	8.2
#7	Race Street & Saddle Rack Street [City LOS]	C+	22.5	0.277	21.1	C	24.3	0.369	23.4
#8	Race Street & Parkmoor Avenue [City LOS]	C	27.1	0.299	22.9	C	30.3	0.415	28.8
#9	Auzerais Avenue & Lincoln Street [City LOS]	B	15.1	0.333	14.1	C	24.2	0.411	24.0
#10	Auzerais Avenue & Sunol Street [City LOS]	A	7.6	0.259	8.3	A	9.2	0.395	9.7
#11	Bird Avenue & Virginia Street [City LOS]	D+	36.7	0.662	38.1	C	27.0	0.446	33.9
#12	Bird Avenue & Coe Avenue [City LOS]	C	27.2	0.525	29.4	C	28.7	0.719	33.8
#13	De La Cruz Boulevard & Central Expressway [Santa Clara	F	124.6	1.284	186.6	D+	35.0	0.797	44.7
#14	De La Cruz Boulevard & Martin Avenue [Santa Clara	C	31.9	0.652	28.0	C-	34.0	0.695	33.4
#15	De La Cruz Boulevard & Reed Street [Santa Clara Intersection]	B+	11.3	0.520	7.0	C	24.4	0.705	25.7
#16	Coleman Avenue & Brokaw Road [Santa Clara Intersection]	B	16.1	0.524	14.5	C-	34.2	0.741	35.9
#17	El Camino Real & Benton Street [Santa Clara Intersection]	B	17.5	0.419	14.5	C+	22.2	0.420	20.8
#18	El Camino Real & Palm Drive [Santa Clara Intersection]	B	14.0	0.394	9.9	B	16.5	0.362	12.6
#19	El Camino Real & Campbell Avenue [Santa Clara Intersection]	B+	11.9	0.487	9.7	B	16.7	0.450	14.5
#20	El Camino Real & The Alameda [Santa Clara Intersection]	B	14.2	0.624	11.3	C	24.0	0.721	27.3
#21	The Alameda & Newhall Street [Santa Clara Intersection]	B	15.3	0.685	12.8	C	27.2	0.895	35.8
#22	Julian Street & Stockton Avenue [Ops Analysis]	D+	38.2	0.679	41.2	D	41.4	0.639	39.5
#23	The Alameda & Stockton Avenue [Ops Analysis]	D+	36.2	0.740	52.4	D	46.2	0.806	51.3
#24	Santa Clara Street & Cahill Street [Ops Analysis]	B-	19.9	0.401	13.0	C+	20.1	0.460	24.2
#25	San Carlos Street & Bird Avenue [Ops Analysis]	C	31.2	0.691	30.9	D+	38.2	0.745	42.8
#26	Bird Avenue & I-280 N Ramps [Ops Analysis]	C-	34.6	0.703	37.4	C	29.4	0.866	43.7

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		BG + Project Goal Based AM				BG + Project Goal Based PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	Bird Avenue & I-280 S Ramps [Ops Analysis]	D+	38.2	0.785	46.8	C+	22.9	0.735	35.6
#28	Julian Street & Autumn Parkway [Ops Analysis]	B+	11.8	0.302	15.7	B	16.6	0.392	20.4
#29	Julian Street & SR-87 S Ramp [Ops Analysis]	C+	22.0	0.355	25.1	B	15.4	0.446	18.1
#30	Julian Street & SR-87 N Ramp [Ops Analysis]	D	45.6	0.477	48.8	D	48.2	0.707	52.3
#31	Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]	B-	18.4	0.574	18.8	B	17.3	0.471	17.5
#32	Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops	E-	77.1	0.944	92.0	D	39.5	0.812	45.1
#33	Park Avenue & Woz Way/SR-87 N On [Ops Analysis]	B	17.3	0.463	17.7	C+	22.9	0.702	26.4
#34	Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]	C	31.2	0.459	31.2	D-	51.5	0.920	55.2
#35	Woz Way & SR-87 N Off [Ops Analysis]	A	9.1	0.309	9.0	A	9.5	0.396	9.0
#36	The Alameda & I-880 S Off/On Ramp [CMP]	B	15.6	0.842	17.9	A	6.8	0.519	6.3
#37	The Alameda & I-880 N On/Off Ramp [CMP]	B	12.2	0.627	14.3	B	12.3	0.654	13.7
#38	The Alameda & W Hedding Street [CMP]	D	43.7	0.818	47.8	D	47.0	0.860	50.3
#39	The Alameda & Naglee Avenue [CMP]	D	40.6	0.719	40.4	D-	52.7	0.880	53.4
#40	Coleman Avenue & I-880 S Ramp [CMP]	E	67.5	1.074	85.4	B	12.9	0.707	15.8
#41	Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]	C	31.4	0.628	27.7	C	26.6	0.670	41.6
#42	Taylor Street & SR-87 Ramp [CMP]	D+	36.5	0.876	37.1	D+	36.4	0.809	35.7
#43	Oakland Road & US-101 N Ramp [CMP]	E	64.1	1.054	91.6	D	43.2	0.995	56.6
#44	Oakland Road & US-101 S Ramp [CMP]	D+	38.9	0.784	40.4	D	48.7	1.039	73.1
#45	First Street & Willow Street [CMP]	A	7.8	0.533	7.8	A	8.0	0.347	8.5
#46	First Street & Goodyear Street/Keyes Street [CMP]	C-	32.5	0.696	32.1	D+	36.5	0.569	37.0
#47	First Street & E Alma Avenue [CMP]	E	66.3	0.964	75.5	D-	54.2	0.837	62.3
#48	Monterey Road & Curtner Avenue/Tully Road [CMP]	D	46.8	0.764	46.1	E	65.0	0.980	83.5
#49	10th Street & I-280 N On-Ramp [CMP]	B	15.6	0.702	17.6	B-	19.4	0.800	23.1
#50	10th Street & I-280 S Off-Ramp [CMP]	B	13.4	0.504	12.5	C	25.4	0.936	36.2
#51	11th Street & I-280 N Off-Ramp [CMP]	B+	10.2	0.653	10.9	B	15.0	0.569	16.5
#52	11th Street & I-280 S On-Ramp [CMP]	B	13.3	0.604	13.9	B	14.0	0.637	19.1

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		BG + Project Goal Based AM				BG + Project Goal Based PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	Mclaughlin Avenue & I-280 S Off-Ramp [CMP]	B	14.0	0.642	14.7	B	15.2	0.493	15.8
#54	The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit	B	12.8	0.541	13.9	B+	12.0	0.427	6.9
#55	The Alameda & Race Street [Santa Clara-Alameda Transit	D+	37.5	0.516	39.8	D	41.5	0.786	55.9
#56	The Alameda & Sunol Street [Santa Clara-Alameda Transit	C+	22.1	0.346	19.7	C	23.5	0.492	27.9
#57	Santa Clara Street & Montgomery Street [Santa Clara-Alameda	A	7.2	0.300	0.3	A	7.7	0.459	11.7
#58	Santa Clara Street & Autumn Street [Santa Clara-Alameda	D	41.5	0.836	48.7	D+	38.3	0.855	47.9
#59	Santa Clara Street & Almaden Boulevard [Santa	B+	11.7	0.637	12.6	C+	21.9	0.799	32.5
#60	Santa Clara Street & Notre Dame Avenue [Santa	C	24.6	0.590	22.9	C	25.6	0.566	25.3
#61	Santa Clara Street & Almaden Avenue [Santa Clara-Alameda	A	3.5	0.342	3.7	A	8.3	0.343	8.8
#62	Santa Clara Street & San Pedro Street [Santa Clara-Alameda	B	12.3	0.331	9.6	B	16.8	0.318	13.5
#63	Santa Clara Street & Market Street [Santa Clara-Alameda	C	31.7	0.630	32.1	C-	32.3	0.688	31.6
#64	Santa Clara Street & First Street [Santa Clara-Alameda Transit	B	17.2	0.495	20.5	B	17.1	0.399	22.0
#65	Santa Clara Street & Second Street [Santa Clara-Alameda	B	12.3	0.371	16.5	C+	21.6	0.593	25.9
#66	Santa Clara Street & Third Street [Santa Clara-Alameda Transit	C+	20.7	0.703	22.6	B-	19.1	0.486	22.9
#67	Santa Clara Street and Fourth Street [Santa Clara-Alameda	B	16.9	0.449	23.6	C	25.3	0.607	29.3
#68	Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit	B+	10.4	0.295	3.4	A	6.3	0.296	7.8
#69	Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit	B	12.2	0.326	8.6	B	15.0	0.317	10.9
#70	San Carlos Street & Buena Vista Avenue [San Carlos Transit	C	27.6	0.554	29.2	C	30.0	0.566	30.7
#71	San Carlos Street & Meridian Avenue [San Carlos Transit	D	42.3	0.630	42.4	E	64.1	0.953	71.5
#72	San Carlos Street & Lincoln Avenue [San Carlos Transit	D	41.4	0.696	49.5	D	44.3	0.782	48.7
#73	San Carlos Street & Sunol Street [San Carlos Transit Corridor]	B	17.0	0.372	15.2	B	17.5	0.595	17.0
#74	San Carlos Street & Delmas Avenue [San Carlos Transit	B-	20.0	0.364	22.9	C	29.8	0.595	34.6
#75	San Carlos Street & Woz Way [San Carlos Transit Corridor]	D+	38.5	0.484	38.5	D	42.4	0.607	43.1
#76	San Carlos Street & Almaden Boulevard [San Carlos Transit	D	42.0	0.676	43.8	E	60.4	0.941	68.5
#77	San Carlos Street & Convention Center [San Carlos Transit	A	0.3	0.127	0.3	A	0.3	0.209	0.4
#78	San Carlos Street & Market Street [San Carlos Transit Corridor]	C	30.4	0.485	28.8	D	40.8	0.830	42.9

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		BG + Project Goal Based AM				BG + Project Goal Based PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#79	San Carlos Street & First Street [San Carlos Transit Corridor]	C+	20.3	0.352	17.1	B	14.3	0.247	15.1
#80	San Carlos Street & Second Street [San Carlos Transit	B-	19.8	0.181	22.7	C+	21.5	0.379	20.8
#81	First Street & Virginia Street [First Street Transit Corridor]	B	13.0	0.556	10.9	B-	19.5	0.498	20.3
#82	First Street/Market Street & Reed Street [First Street Transit	C+	21.4	0.752	23.7	D	50.3	1.022	72.2
#83	First Street & San Salvador Street [First Street Transit Corridor]	B+	10.4	0.287	8.9	B+	10.8	0.213	11.0
#84	First Street & San Fernando Street [First Street Transit	B	15.2	0.325	13.8	A	8.0	0.279	9.0
#85	Second Street & San Fernando Street [First Street Transit	B	14.1	0.221	13.3	B+	11.4	0.397	10.2
#86	First Street & St John Street [First Street Transit Corridor]	B+	10.2	0.313	9.5	A	8.6	0.270	9.4
#87	Second Street & St John Street [First Street Transit Corridor]	A	8.8	0.251	9.0	A	9.6	0.372	9.7
#88	First Street & St James Street [First Street Transit Corridor]	A	9.1	0.409	9.0	A	8.0	0.517	7.8
#89	Second Street & St James Street [First Street Transit Corridor]	A	9.2	0.413	9.2	B	13.2	0.706	13.2
#90	First Street & Devine Street [First Street Transit Corridor]	A	8.7	0.139	8.7	C+	20.6	0.176	20.6
#91	First Street & Julian Street [First Street Transit Corridor]	B-	19.3	0.464	17.8	C	27.8	0.454	29.1
#92	First Street & Hawthorne Way [First Street Transit Corridor]	A	4.0	0.189	5.6	B	12.7	0.464	14.5
#93	First Street & Rankin Avenue [First Street Transit Corridor]	A	2.2	0.169	2.5	A	3.8	0.230	4.9
#94	First Street & Jackson Street [First Street Transit Corridor]	C	27.1	0.534	32.5	C	23.8	0.547	27.2
#95	First Street & Taylor Street [First Street Transit Corridor]	D-	51.7	0.884	61.2	F	86.2	0.953	83.1
#96	First Street & Mission Street [First Street Transit Corridor]	D+	35.2	0.817	44.1	C-	33.5	0.720	41.2
#97	First Street & Hedding Street [First Street Transit Corridor]	D	47.3	0.804	53.0	D	44.2	0.722	48.5

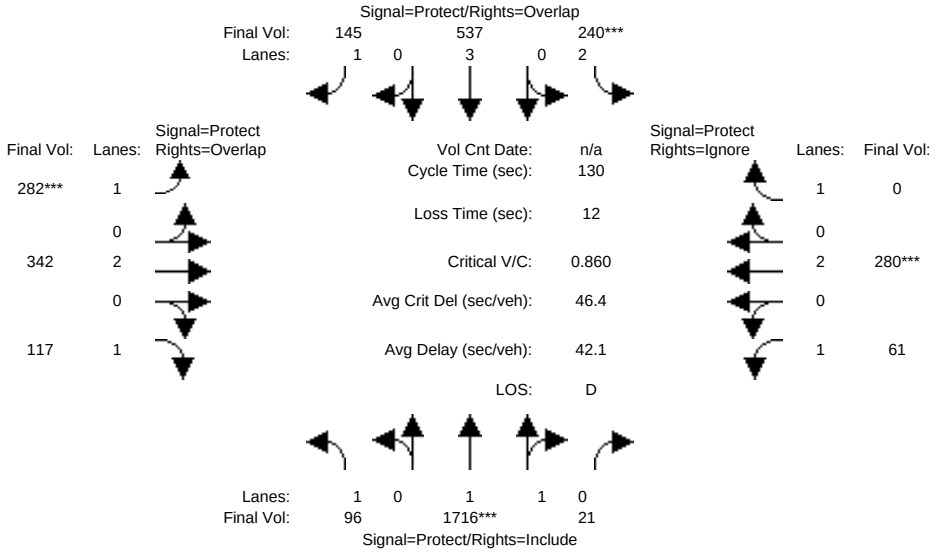
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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1706	15	230	527	135	272	332	107	39	270	771
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1706	15	230	527	135	272	332	107	39	270	771
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	6	10	10	10	10	10	10	22	10	10
Initial Fut:	96	1716	21	240	537	145	282	342	117	61	280	781
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	96	1716	21	240	537	145	282	342	117	61	280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1716	21	240	537	145	282	342	117	61	280	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	96	1716	21	240	537	145	282	342	117	61	280	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3655	45	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.08	0.11	0.08	0.16	0.09	0.07	0.03	0.07	0.00
Crit Moves:		****		****			****				****	
Green Time:	27.0	71.0	71.0	11.5	55.5	79.9	24.4	22.2	49.2	13.3	11.1	0.0
Volume/Cap:	0.26	0.86	0.86	0.86	0.26	0.13	0.86	0.53	0.18	0.34	0.86	0.00
Delay/Veh:	45.0	30.3	30.3	86.0	24.4	10.8	75.5	52.1	27.5	59.4	83.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	30.3	30.3	86.0	24.4	10.8	75.5	52.1	27.5	59.4	83.1	0.0
LOS by Move:	D	C	C	F	C	B+	E-	D-	C	E+	F	A
HCM2kAvgQ:	4	32	32	8	5	3	15	7	3	3	8	0

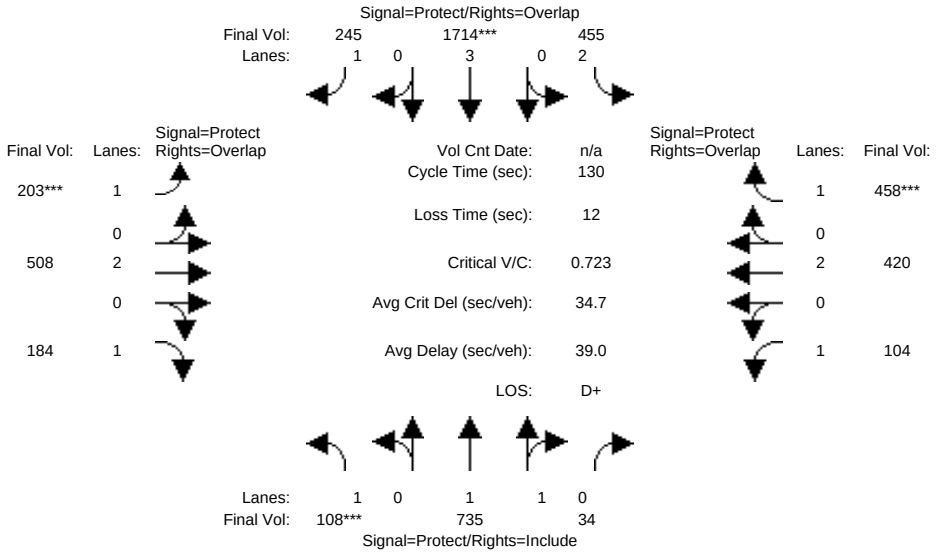
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	105	725	32	445	1704	235	193	498	174	74	410	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	725	32	445	1704	235	193	498	174	74	410	448
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	3	10	2	10	10	10	10	10	10	30	10	10
Initial Fut:	108	735	34	455	1714	245	203	508	184	104	420	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	735	34	455	1714	245	203	508	184	104	420	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	735	34	455	1714	245	203	508	184	104	420	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	735	34	455	1714	245	203	508	184	104	420	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3536	164	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.14	0.36	0.14	0.12	0.13	0.11	0.06	0.11	0.26
Crit Moves:	****				****		****					****
Green Time:	11.1	44.9	44.9	31.2	64.9	85.8	20.9	29.1	40.2	12.9	21.1	52.3
Volume/Cap:	0.72	0.60	0.60	0.60	0.72	0.21	0.72	0.60	0.34	0.60	0.68	0.65
Delay/Veh:	83.9	37.3	37.3	47.4	27.4	9.2	66.7	48.3	36.4	70.3	57.3	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	37.3	37.3	47.4	27.4	9.2	66.7	48.3	36.4	70.3	57.3	36.1
LOS by Move:	F	D+	D+	D	C	A	E	D	D+	E	E+	D+
HCM2kAvgQ:	6	13	13	10	19	4	10	10	6	5	9	16

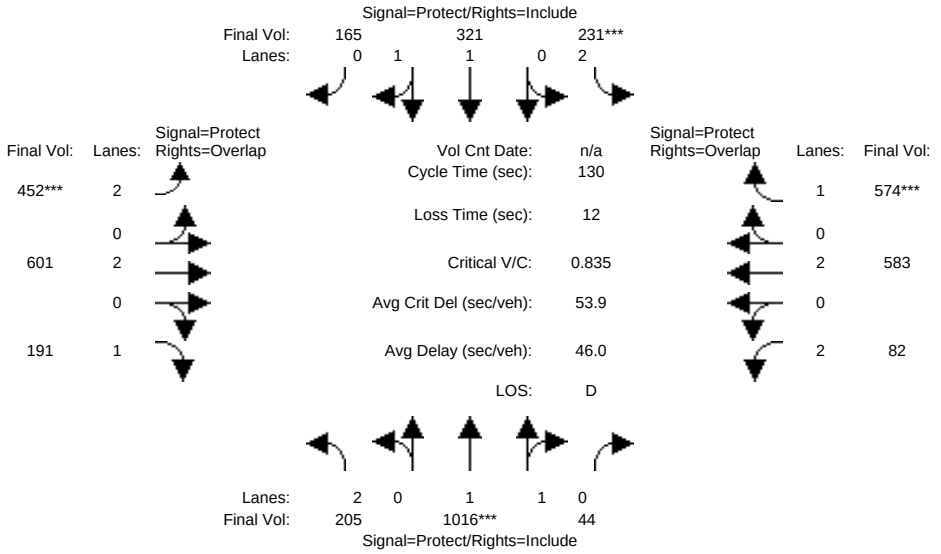
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	195	1006	34	221	311	155	346	591	181	72	573	528
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1006	34	221	311	155	346	591	181	72	573	528
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	106	10	10	10	10	46
Initial Fut:	205	1016	44	231	321	165	452	601	191	82	583	574
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1016	44	231	321	165	452	601	191	82	583	574
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1016	44	231	321	165	452	601	191	82	583	574
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	1016	44	231	321	165	452	601	191	82	583	574
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.91	0.09	2.00	1.30	0.70	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3546	154	3150	2443	1256	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.07	0.13	0.13	0.14	0.16	0.11	0.03	0.15	0.33
Crit Moves:		****		****			****					****
Green Time:	18.6	44.6	44.6	11.4	37.5	37.5	22.3	46.2	64.8	15.7	39.6	51.1
Volume/Cap:	0.46	0.84	0.84	0.84	0.46	0.46	0.84	0.44	0.22	0.21	0.50	0.84
Delay/Veh:	54.4	45.9	45.9	83.1	39.3	39.3	66.2	33.1	18.9	52.8	38.7	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	45.9	45.9	83.1	39.3	39.3	66.2	33.1	18.9	52.8	38.7	47.1
LOS by Move:	D-	D	D	F	D	D	E	C-	B-	D-	D+	D
HCM2kAvgQ:	5	22	22	8	8	8	13	9	4	2	10	24

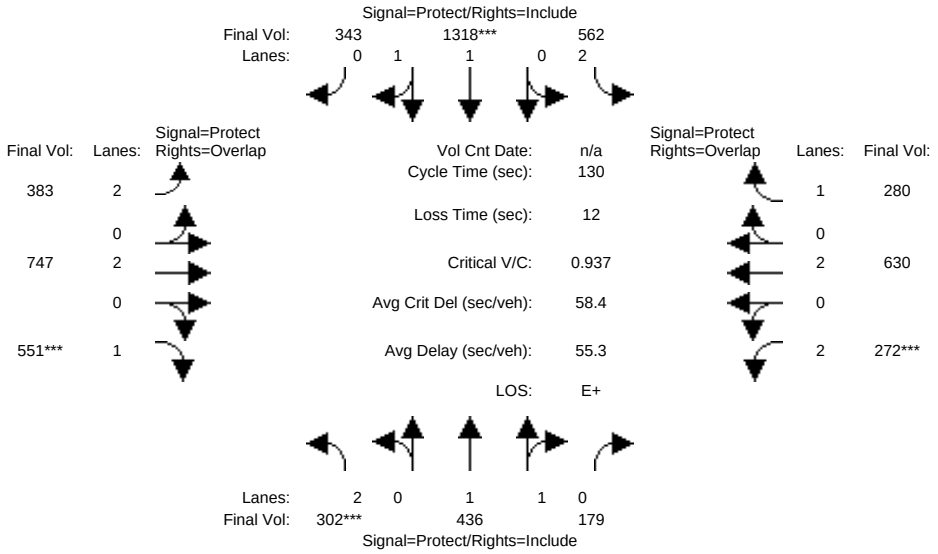
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	292	426	169	552	1308	307	184	737	541	262	620	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	426	169	552	1308	307	184	737	541	262	620	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	36	199	10	10	10	10	10
Initial Fut:	302	436	179	562	1318	343	383	747	551	272	630	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	436	179	562	1318	343	383	747	551	272	630	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	436	179	562	1318	343	383	747	551	272	630	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	302	436	179	562	1318	343	383	747	551	272	630	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.40	0.60	2.00	1.58	0.42	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	2622	1077	3150	2935	764	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.18	0.45	0.45	0.12	0.20	0.31	0.09	0.17	0.16
Crit Moves:	****				****				****	****		
Green Time:	13.3	36.5	36.5	39.1	62.3	62.3	17.9	30.4	43.7	12.0	24.4	63.6
Volume/Cap:	0.94	0.59	0.59	0.59	0.94	0.94	0.88	0.84	0.94	0.94	0.88	0.33
Delay/Veh:	94.2	42.8	42.8	41.4	42.8	42.8	76.9	57.0	66.2	97.4	66.1	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.2	42.8	42.8	41.4	42.8	42.8	76.9	57.0	66.2	97.4	66.1	21.2
LOS by Move:	F	D	D	D	D	D	E-	E+	E	F	E	C+
HCM2kAvgQ:	11	11	11	12	36	36	12	17	27	10	15	7

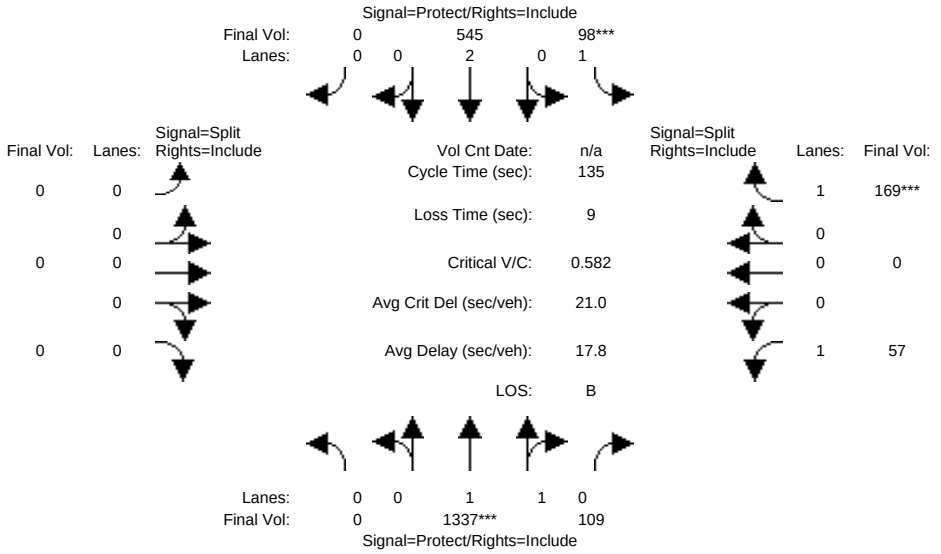
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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1327	80	75	535	0	0	0	0	47	0	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1327	80	75	535	0	0	0	0	47	0	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	29	23	10	0	0	0	0	10	0	20
Initial Fut:	0	1337	109	98	545	0	0	0	0	57	0	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1337	109	98	545	0	0	0	0	57	0	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1337	109	98	545	0	0	0	0	57	0	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1337	109	98	545	0	0	0	0	57	0	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.85	0.15	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3421	279	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.06	0.14	0.00	0.00	0.00	0.00	0.03	0.00	0.10
Crit Moves:		****		****								****
Green Time:	0.0	90.6	90.6	13.0	104	0.0	0.0	0.0	0.0	22.4	0.0	22.4
Volume/Cap:	0.00	0.58	0.58	0.58	0.19	0.00	0.00	0.00	0.00	0.20	0.00	0.58
Delay/Veh:	0.0	13.0	13.0	72.3	4.4	0.0	0.0	0.0	0.0	50.1	0.0	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.0	13.0	72.3	4.4	0.0	0.0	0.0	0.0	50.1	0.0	60.3
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	E
HCM2kAvgQ:	0	16	16	5	3	0	0	0	0	2	0	8

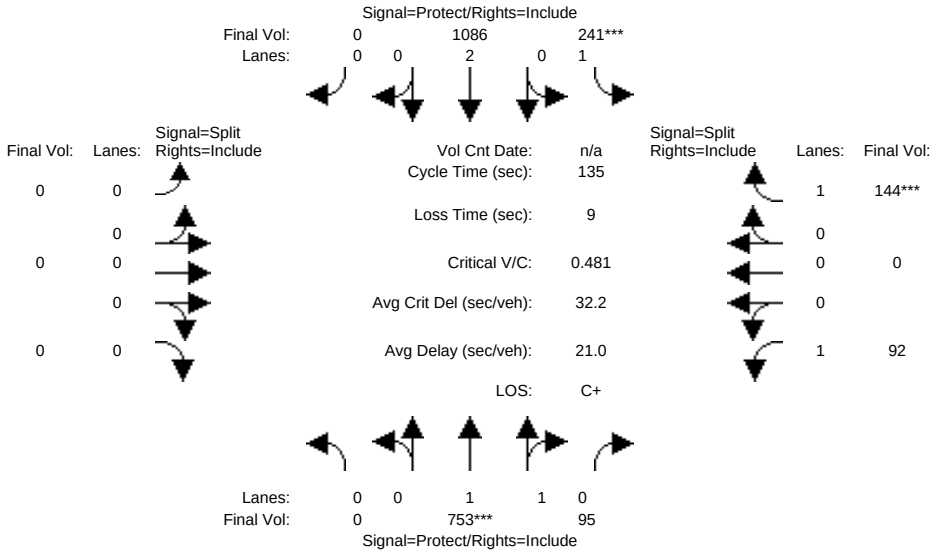
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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	743	85	211	1076	0	0	0	0	79	0	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	743	85	211	1076	0	0	0	0	79	0	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	30	10	0	0	0	0	13	0	10
Initial Fut:	0	753	95	241	1086	0	0	0	0	92	0	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	753	95	241	1086	0	0	0	0	92	0	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	753	95	241	1086	0	0	0	0	92	0	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	753	95	241	1086	0	0	0	0	92	0	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.77	0.23	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3285	414	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.14	0.29	0.00	0.00	0.00	0.00	0.05	0.00	0.08
Crit Moves:		****		****								****
Green Time:	0.0	64.3	64.3	38.6	103	0.0	0.0	0.0	0.0	23.1	0.0	23.1
Volume/Cap:	0.00	0.48	0.48	0.48	0.37	0.00	0.00	0.00	0.00	0.31	0.00	0.48
Delay/Veh:	0.0	25.0	25.0	43.2	5.7	0.0	0.0	0.0	0.0	51.6	0.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.0	25.0	43.2	5.7	0.0	0.0	0.0	0.0	51.6	0.0	56.0
LOS by Move:	A	C	C	D	A	A	A	A	A	D-	A	E+
HCM2kAvgQ:	0	12	12	9	7	0	0	0	0	4	0	6

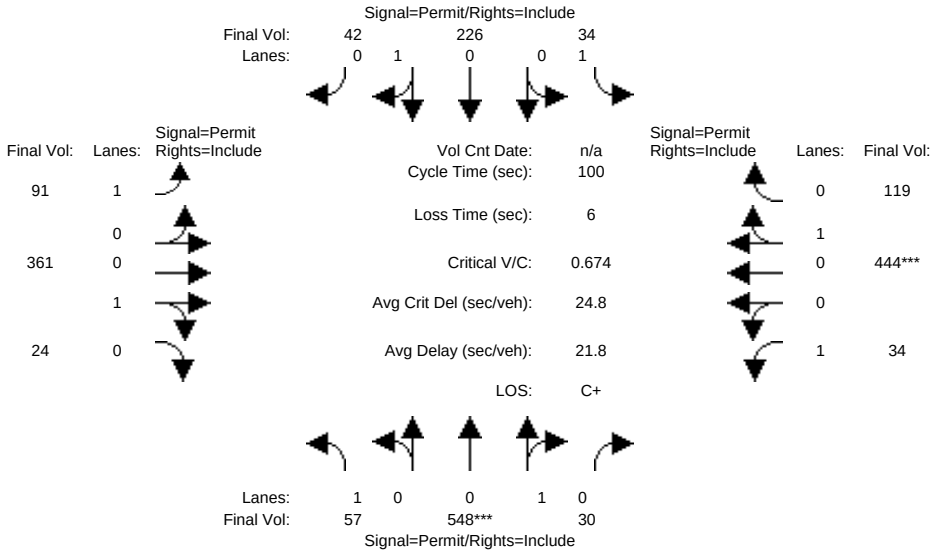
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	509	20	24	216	32	81	351	14	24	434	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	509	20	24	216	32	81	351	14	24	434	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	39	10	10	10	10	10	10	10	10	10	10
Initial Fut:	57	548	30	34	226	42	91	361	24	34	444	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	548	30	34	226	42	91	361	24	34	444	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	548	30	34	226	42	91	361	24	34	444	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	548	30	34	226	42	91	361	24	34	444	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.84	0.16	1.00	0.94	0.06	1.00	0.79	0.21
Final Sat.:	1750	1707	93	1750	1518	282	1750	1688	112	1750	1420	380
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.02	0.15	0.15	0.05	0.21	0.21	0.02	0.31	0.31
Crit Moves:		****									****	
Green Time:	47.6	47.6	47.6	47.6	47.6	47.6	46.4	46.4	46.4	46.4	46.4	46.4
Volume/Cap:	0.07	0.67	0.67	0.04	0.31	0.31	0.11	0.46	0.46	0.04	0.67	0.67
Delay/Veh:	14.3	24.4	24.4	14.1	17.1	17.1	15.4	20.1	20.1	14.8	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	24.4	24.4	14.1	17.1	17.1	15.4	20.1	20.1	14.8	25.3	25.3
LOS by Move:	B	C	C	B	B	B	B	C+	C+	B	C	C
HCM2kAvgQ:	1	15	15	1	5	5	2	9	9	1	15	15

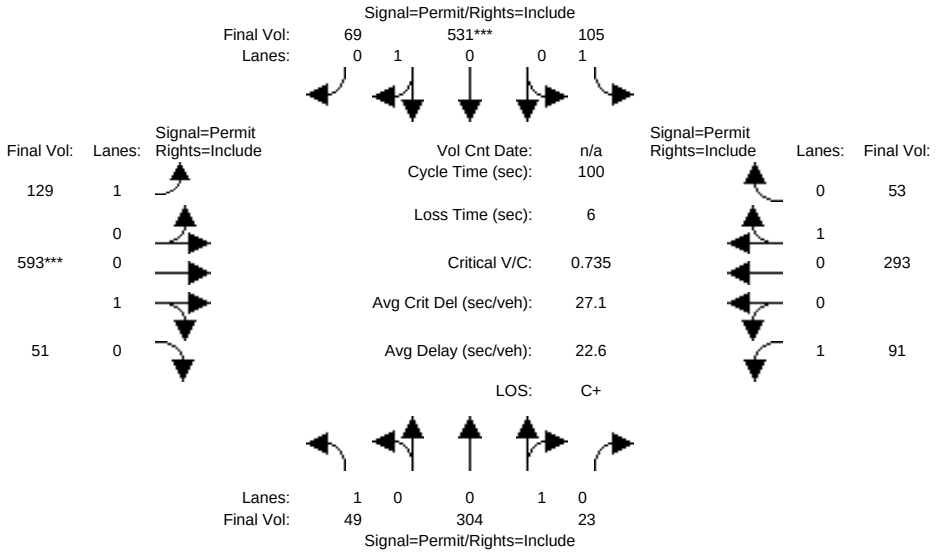
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	294	13	95	519	59	105	583	41	29	283	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	294	13	95	519	59	105	583	41	29	283	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	23	10	10	10	12	10	24	10	10	62	10	10
Initial Fut:	49	304	23	105	531	69	129	593	51	91	293	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	304	23	105	531	69	129	593	51	91	293	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	304	23	105	531	69	129	593	51	91	293	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	304	23	105	531	69	129	593	51	91	293	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.93	0.07	1.00	0.89	0.11	1.00	0.92	0.08	1.00	0.85	0.15
Final Sat.:	1750	1673	127	1750	1593	207	1750	1657	143	1750	1524	276
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.06	0.33	0.33	0.07	0.36	0.36	0.05	0.19	0.19
Crit Moves:					****			****				
Green Time:	45.3	45.3	45.3	45.3	45.3	45.3	48.7	48.7	48.7	48.7	48.7	48.7
Volume/Cap:	0.06	0.40	0.40	0.13	0.74	0.74	0.15	0.74	0.74	0.11	0.40	0.40
Delay/Veh:	15.5	19.7	19.7	16.2	28.2	28.2	14.6	26.0	26.0	14.2	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.5	19.7	19.7	16.2	28.2	28.2	14.6	26.0	26.0	14.2	17.6	17.6
LOS by Move:	B	B-	B-	B	C	C	B	C	C	B	B	B
HCM2kAvgQ:	1	7	7	2	17	17	2	18	18	2	7	7

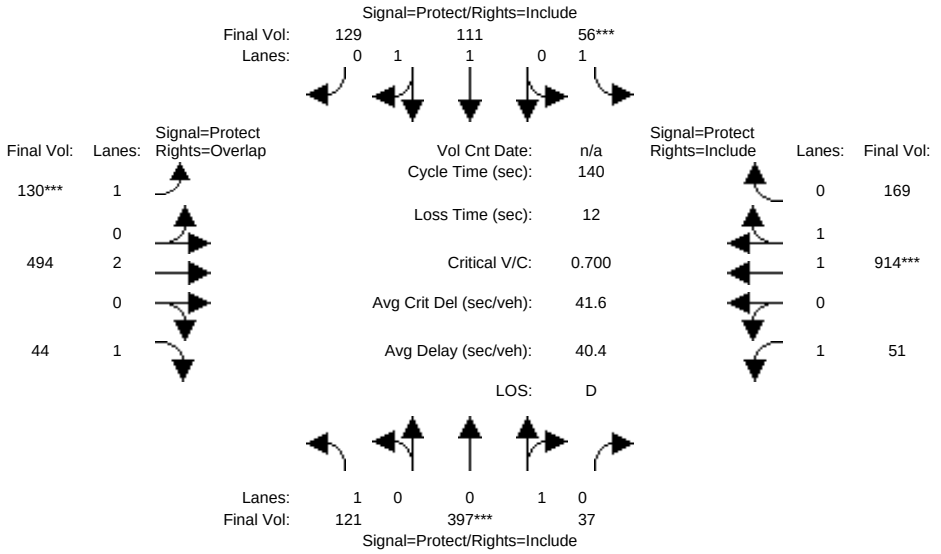
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	292	27	46	101	119	120	484	44	39	904	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	292	27	46	101	119	120	484	44	39	904	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	105	10	10	10	10	10	10	0	12	10	10
Initial Fut:	121	397	37	56	111	129	130	494	44	51	914	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	397	37	56	111	129	130	494	44	51	914	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	397	37	56	111	129	130	494	44	51	914	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	397	37	56	111	129	130	494	44	51	914	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1750	1647	153	1750	1900	1750	1750	3800	1750	1750	3122	577
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.06	0.07	0.07	0.13	0.03	0.03	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	26.6	48.0	48.0	7.0	28.4	28.4	14.8	52.7	79.3	20.3	58.2	58.2
Volume/Cap:	0.36	0.70	0.70	0.64	0.29	0.36	0.70	0.35	0.04	0.20	0.70	0.70
Delay/Veh:	50.0	43.5	43.5	80.1	47.5	48.4	72.1	31.4	13.5	53.1	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	43.5	43.5	80.1	47.5	48.4	72.1	31.4	13.5	53.1	35.2	35.2
LOS by Move:	D	D	D	F	D	D	E	C	B	D-	D+	D+
HCM2kAvgQ:	5	18	18	4	4	5	7	7	1	2	20	20

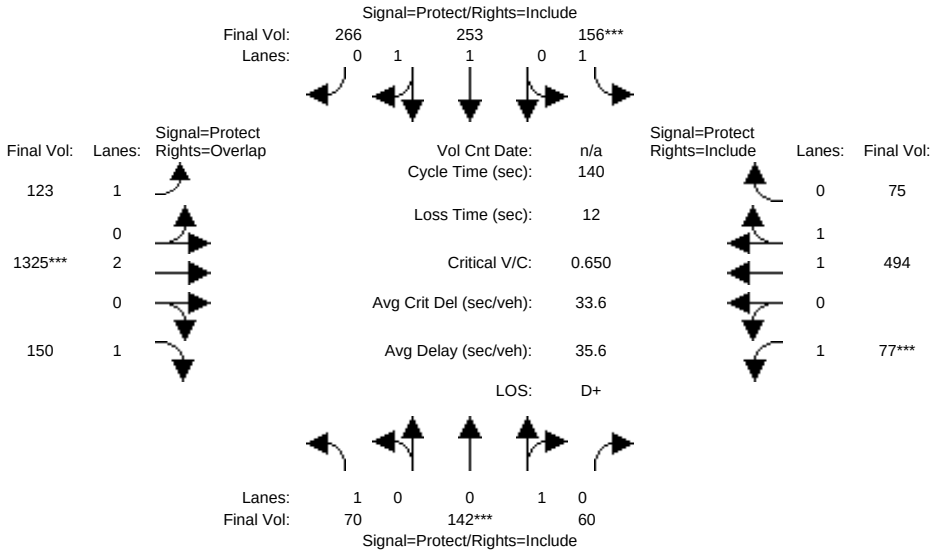
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	132	44	146	243	167	113	1315	140	67	484	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	132	44	146	243	167	113	1315	140	67	484	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	16	10	10	99	10	10	10	10	10	0
Initial Fut:	70	142	60	156	253	266	123	1325	150	77	494	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	142	60	156	253	266	123	1325	150	77	494	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	142	60	156	253	266	123	1325	150	77	494	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	142	60	156	253	266	123	1325	150	77	494	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.70	0.30	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1750	1265	535	1750	1900	1750	1750	3800	1750	1750	3212	488
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.09	0.13	0.15	0.07	0.35	0.09	0.04	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	10.7	24.2	24.2	19.2	32.6	32.6	26.5	75.1	85.9	9.5	58.1	58.1
Volume/Cap:	0.52	0.65	0.65	0.65	0.57	0.65	0.37	0.65	0.14	0.65	0.37	0.37
Delay/Veh:	65.8	58.8	58.8	63.4	48.4	50.5	50.2	23.8	11.5	75.7	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	58.8	58.8	63.4	48.4	50.5	50.2	23.8	11.5	75.7	28.5	28.5
LOS by Move:	E	E+	E+	E	D	D	D	C	B+	E-	C	C
HCM2kAvgQ:	4	9	9	8	10	12	5	20	3	5	8	8

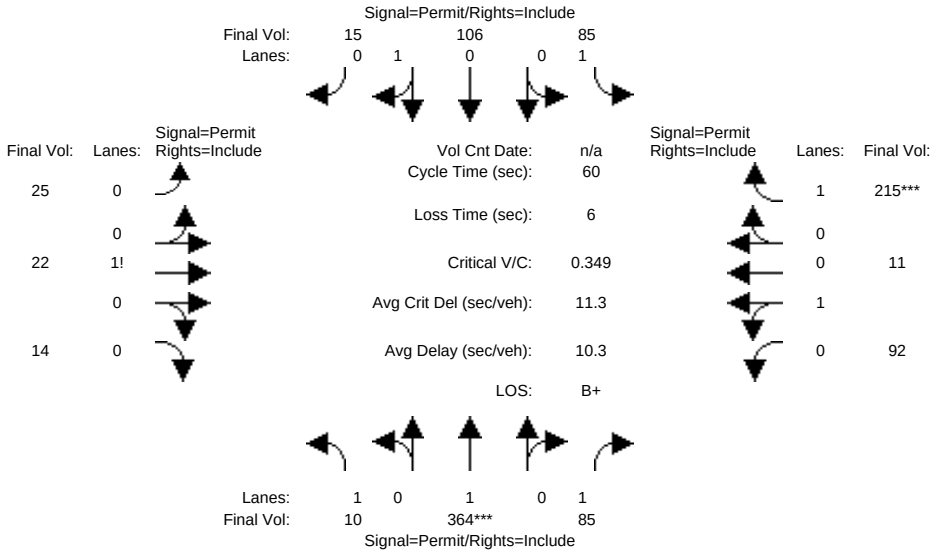
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	292	75	75	96	5	15	12	4	82	1	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	292	75	75	96	5	15	12	4	82	1	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	72	10	10	10	10	10	10	10	10	10	10
Initial Fut:	10	364	85	85	106	15	25	22	14	92	11	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	364	85	85	106	15	25	22	14	92	11	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	364	85	85	106	15	25	22	14	92	11	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	364	85	85	106	15	25	22	14	92	11	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	0.41	0.36	0.23	0.89	0.11	1.00
Final Sat.:	1750	1900	1750	1750	1577	223	717	631	402	1608	192	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.05	0.05	0.07	0.07	0.03	0.03	0.03	0.06	0.06	0.12
Crit Moves:		****										****
Green Time:	32.9	32.9	32.9	32.9	32.9	32.9	21.1	21.1	21.1	21.1	21.1	21.1
Volume/Cap:	0.01	0.35	0.09	0.09	0.12	0.12	0.10	0.10	0.10	0.16	0.16	0.35
Delay/Veh:	6.2	8.5	6.6	6.6	6.8	6.8	13.4	13.4	13.4	13.9	13.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	8.5	6.6	6.6	6.8	6.8	13.4	13.4	13.4	13.9	13.9	15.9
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	4	1	1	1	1	1	1	1	1	1	3

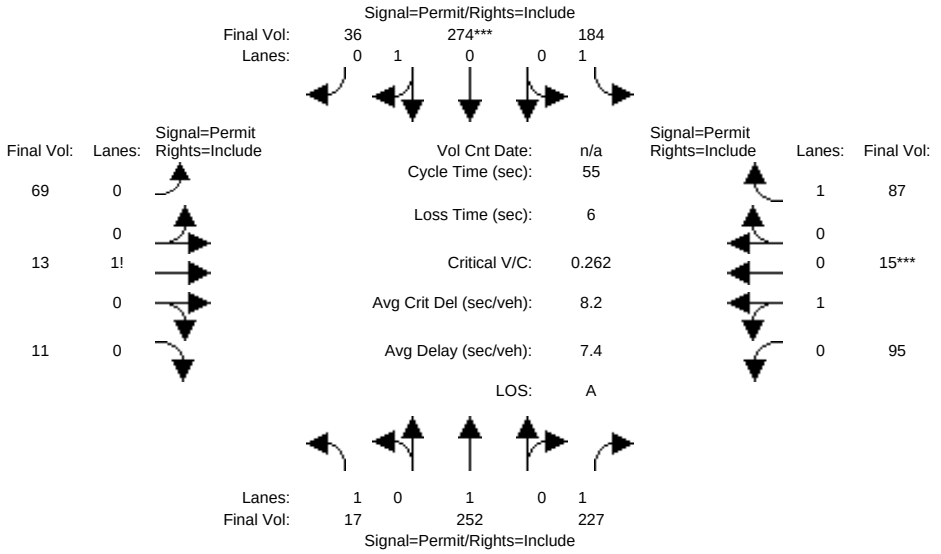
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	242	217	174	264	12	6	3	1	85	5	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	242	217	174	264	12	6	3	1	85	5	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	24	63	10	10	10	10	10
Initial Fut:	17	252	227	184	274	36	69	13	11	95	15	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	252	227	184	274	36	69	13	11	95	15	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	252	227	184	274	36	69	13	11	95	15	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	252	227	184	274	36	69	13	11	95	15	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	0.74	0.14	0.12	0.86	0.14	1.00
Final Sat.:	1750	1900	1750	1750	1591	209	1298	245	207	1555	245	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.11	0.17	0.17	0.05	0.05	0.05	0.06	0.06	0.05
Crit Moves:					****						****	
Green Time:	36.2	36.2	36.2	36.2	36.2	36.2	12.8	12.8	12.8	12.8	12.8	12.8
Volume/Cap:	0.01	0.20	0.20	0.16	0.26	0.26	0.23	0.23	0.23	0.26	0.26	0.21
Delay/Veh:	3.3	4.1	4.1	3.9	4.4	4.4	18.4	18.4	18.4	18.7	18.7	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.3	4.1	4.1	3.9	4.4	4.4	18.4	18.4	18.4	18.7	18.7	18.2
LOS by Move:	A	A	A	A	A	A	B-	B-	B-	B-	B-	B-
HCM2kAvgQ:	0	2	2	1	2	2	2	2	2	2	2	1

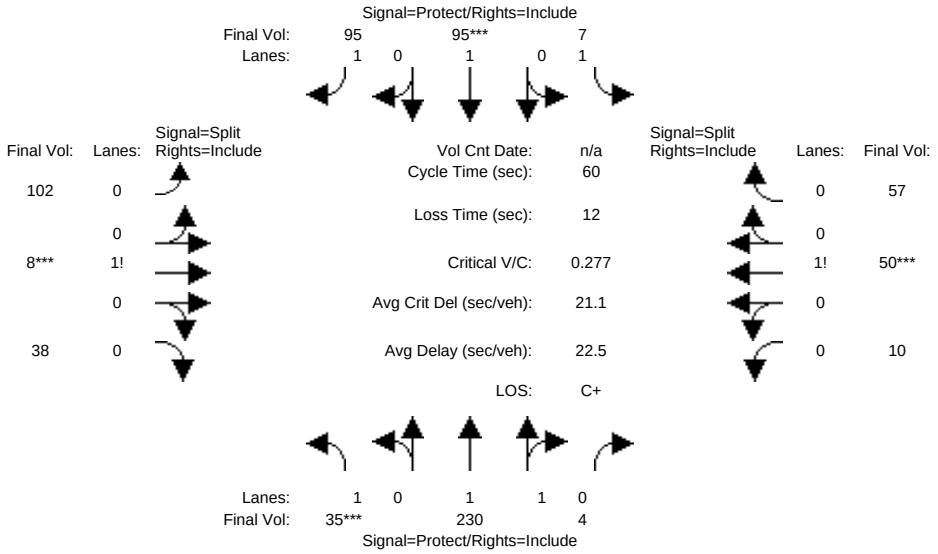
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	220	4	7	85	85	102	8	28	10	50	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	220	4	7	85	85	102	8	28	10	50	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	0	10	10	0	0	10	0	0	0
Initial Fut:	35	230	4	7	95	95	102	8	38	10	50	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	230	4	7	95	95	102	8	38	10	50	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	230	4	7	95	95	102	8	38	10	50	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	230	4	7	95	95	102	8	38	10	50	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.96	0.04	1.00	1.00	1.00	0.69	0.05	0.26	0.08	0.43	0.49
Final Sat.:	1750	3637	63	1750	1900	1750	1206	95	449	150	748	853
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.06	0.00	0.05	0.05	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:	****				****			****			****	
Green Time:	7.0	10.1	10.1	7.1	10.2	10.2	17.2	17.2	17.2	13.6	13.6	13.6
Volume/Cap:	0.17	0.38	0.38	0.03	0.29	0.32	0.29	0.29	0.29	0.29	0.29	0.29
Delay/Veh:	25.7	23.9	23.9	23.7	24.1	24.7	18.2	18.2	18.2	21.1	21.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	23.9	23.9	23.7	24.1	24.7	18.2	18.2	18.2	21.1	21.1	21.1
LOS by Move:	C	C	C	C	C	C	B-	B-	B-	C+	C+	C+
HCM2kAvgQ:	1	2	2	0	2	2	3	3	3	2	2	2

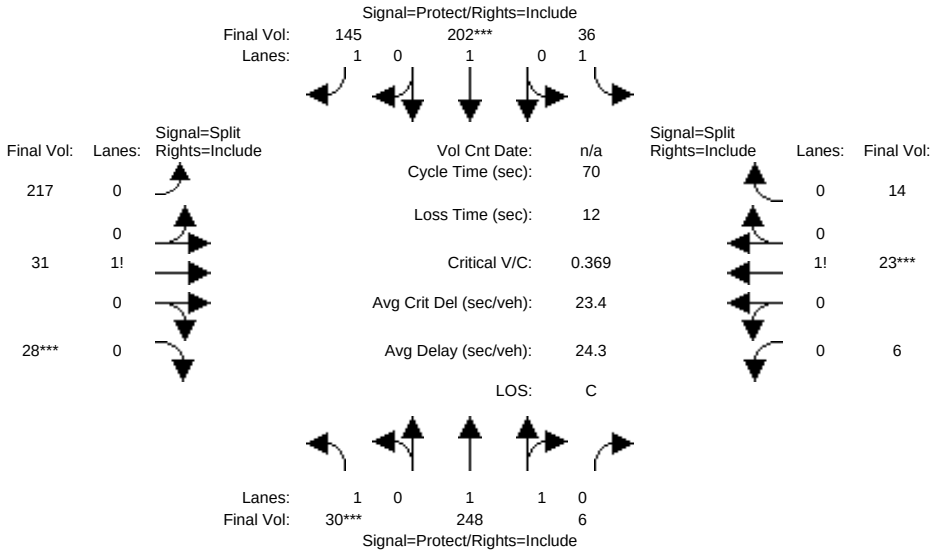
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	238	6	36	192	135	207	31	18	6	23	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	238	6	36	192	135	207	31	18	6	23	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	0	10	10	10	0	10	0	0	0
Initial Fut:	30	248	6	36	202	145	217	31	28	6	23	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	248	6	36	202	145	217	31	28	6	23	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	248	6	36	202	145	217	31	28	6	23	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	248	6	36	202	145	217	31	28	6	23	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.95	0.05	1.00	1.00	1.00	0.79	0.11	0.10	0.14	0.53	0.33
Final Sat.:	1750	3613	87	1750	1900	1750	1376	197	178	244	936	570
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.02	0.11	0.08	0.16	0.16	0.16	0.02	0.02	0.02
Crit Moves:	****				****				****		****	
Green Time:	7.0	13.8	13.8	9.7	16.5	16.5	24.5	24.5	24.5	10.0	10.0	10.0
Volume/Cap:	0.17	0.35	0.35	0.15	0.45	0.35	0.45	0.45	0.45	0.17	0.17	0.17
Delay/Veh:	31.0	25.5	25.5	27.8	26.1	24.6	20.0	20.0	20.0	27.9	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	25.5	25.5	27.8	26.1	24.6	20.0	20.0	20.0	27.9	27.9	27.9
LOS by Move:	C	C	C	C	C	C	B-	B-	B-	C	C	C
HCM2kAvgQ:	1	3	3	1	4	3	5	5	5	1	1	1

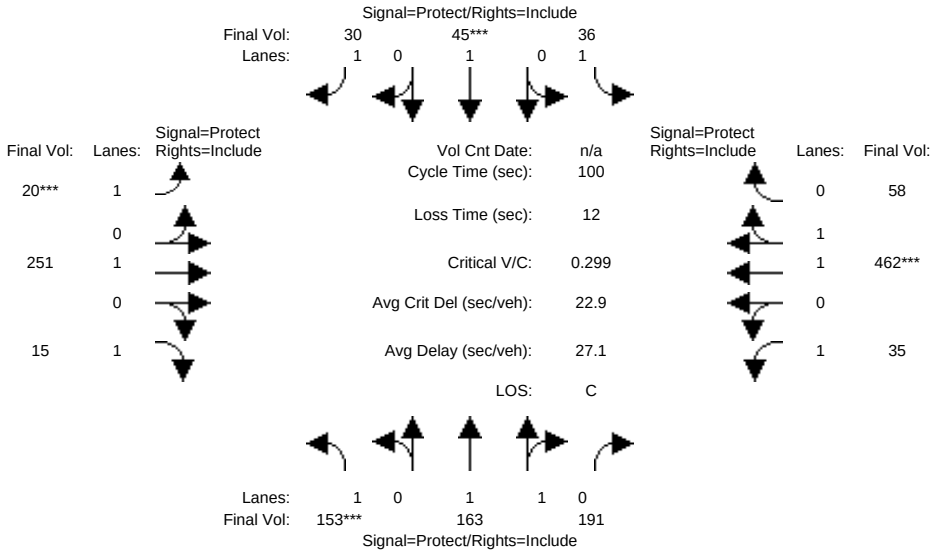
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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	153	181	26	35	30	10	241	5	25	452	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	153	181	26	35	30	10	241	5	25	452	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	0	10	10	10	10	10	10
Initial Fut:	153	163	191	36	45	30	20	251	15	35	462	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	163	191	36	45	30	20	251	15	35	462	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	163	191	36	45	30	20	251	15	35	462	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	163	191	36	45	30	20	251	15	35	462	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.77	0.23
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3287	413
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.11	0.02	0.02	0.02	0.01	0.13	0.01	0.02	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	27.2	22.7	22.7	14.5	10.0	10.0	7.0	33.2	33.2	17.6	43.8	43.8
Volume/Cap:	0.32	0.38	0.48	0.14	0.24	0.17	0.16	0.40	0.03	0.11	0.32	0.32
Delay/Veh:	29.4	33.0	34.1	37.5	42.1	41.7	44.4	26.1	22.5	34.8	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	33.0	34.1	37.5	42.1	41.7	44.4	26.1	22.5	34.8	18.5	18.5
LOS by Move:	C	C-	C-	D+	D	D	D	C	C+	C-	B-	B-
HCM2kAvgQ:	4	4	6	1	1	1	1	6	0	1	5	5

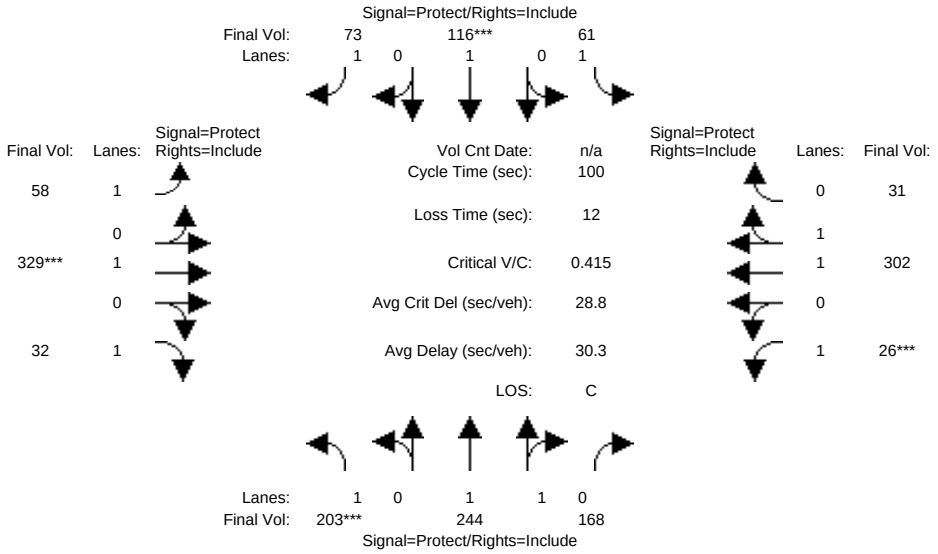
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	234	158	51	106	63	48	319	22	16	292	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	234	158	51	106	63	48	319	22	16	292	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	10	10	10	10	10	10	10
Initial Fut:	203	244	168	61	116	73	58	329	32	26	302	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	244	168	61	116	73	58	329	32	26	302	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	244	168	61	116	73	58	329	32	26	302	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	244	168	61	116	73	58	329	32	26	302	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.16	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1750	2190	1508	1750	1900	1750	1750	1900	1750	1750	3355	344
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.11	0.03	0.06	0.04	0.03	0.17	0.02	0.01	0.09	0.09
Crit Moves:	****				****			****			****	
Green Time:	26.8	25.1	25.1	15.8	14.1	14.1	19.4	40.0	40.0	7.0	27.7	27.7
Volume/Cap:	0.43	0.44	0.44	0.22	0.43	0.30	0.17	0.43	0.05	0.21	0.33	0.33
Delay/Veh:	30.9	31.9	31.9	37.1	40.4	39.2	33.9	22.1	18.3	44.8	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	31.9	31.9	37.1	40.4	39.2	33.9	22.1	18.3	44.8	28.9	28.9
LOS by Move:	C	C	C	D+	D	D	C-	C+	B-	D	C	C
HCM2kAvgQ:	6	6	6	2	4	2	2	7	1	1	4	4

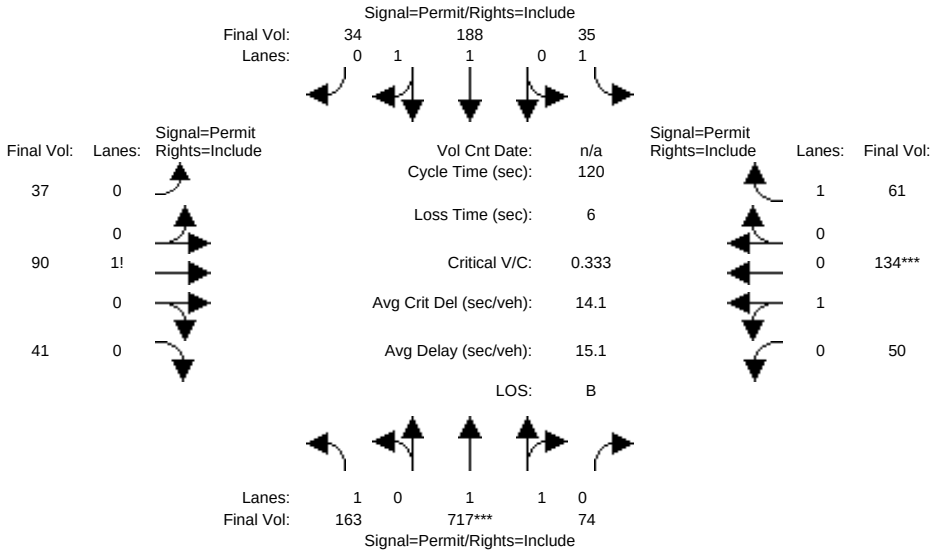
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	153	707	64	25	178	24	27	80	31	50	124	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	707	64	25	178	24	27	80	31	50	124	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	10	10	10	0	10	10
Initial Fut:	163	717	74	35	188	34	37	90	41	50	134	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	717	74	35	188	34	37	90	41	50	134	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	717	74	35	188	34	37	90	41	50	134	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	717	74	35	188	34	37	90	41	50	134	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.81	0.19	1.00	1.69	0.31	0.22	0.54	0.24	0.27	0.73	1.00
Final Sat.:	1750	3354	346	1750	3133	567	385	938	427	489	1311	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.21	0.02	0.06	0.06	0.10	0.10	0.10	0.10	0.10	0.03
Crit Moves:		****									****	
Green Time:	77.1	77.1	77.1	77.1	77.1	77.1	36.9	36.9	36.9	36.9	36.9	36.9
Volume/Cap:	0.14	0.33	0.33	0.03	0.09	0.09	0.31	0.31	0.31	0.33	0.33	0.11
Delay/Veh:	8.5	9.8	9.8	7.8	8.2	8.2	32.2	32.2	32.2	32.4	32.4	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	9.8	9.8	7.8	8.2	8.2	32.2	32.2	32.2	32.4	32.4	29.9
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	C-	C-	C
HCM2kAvgQ:	2	7	7	0	2	2	5	5	5	5	5	2

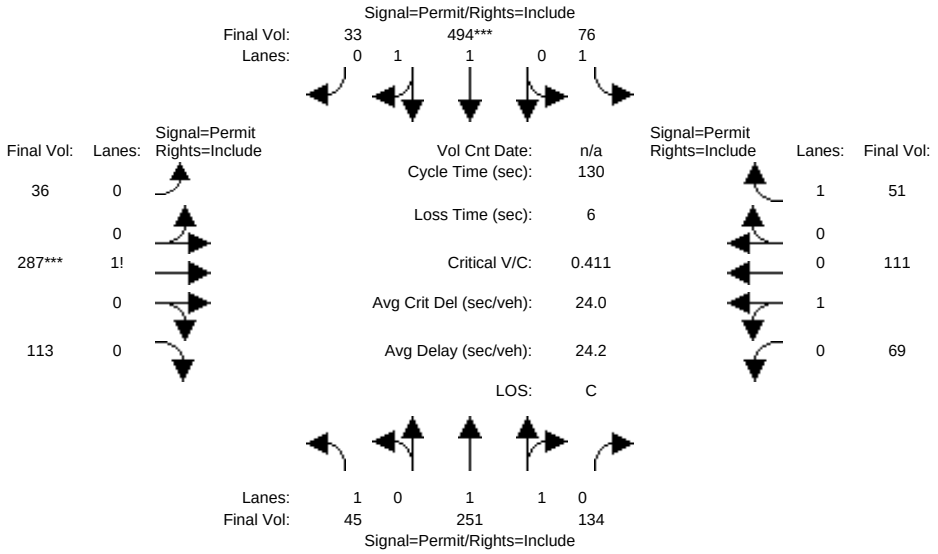
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	241	124	66	484	23	26	277	103	59	101	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	241	124	66	484	23	26	277	103	59	101	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	10	10	10	10	10	10	10
Initial Fut:	45	251	134	76	494	33	36	287	113	69	111	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	251	134	76	494	33	36	287	113	69	111	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	251	134	76	494	33	36	287	113	69	111	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	251	134	76	494	33	36	287	113	69	111	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.28	0.72	1.00	1.87	0.13	0.08	0.66	0.26	0.38	0.62	1.00
Final Sat.:	1750	2411	1287	1750	3468	232	144	1152	454	690	1110	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.04	0.14	0.14	0.25	0.25	0.25	0.10	0.10	0.03
Crit Moves:					****			****				
Green Time:	45.1	45.1	45.1	45.1	45.1	45.1	78.9	78.9	78.9	78.9	78.9	78.9
Volume/Cap:	0.07	0.30	0.30	0.13	0.41	0.41	0.41	0.41	0.41	0.16	0.16	0.05
Delay/Veh:	28.5	31.1	31.1	29.1	32.5	32.5	13.6	13.6	13.6	11.2	11.2	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	31.1	31.1	29.1	32.5	32.5	13.6	13.6	13.6	11.2	11.2	10.4
LOS by Move:	C	C	C	C	C-	C-	B	B	B	B+	B+	B+
HCM2kAvgQ:	1	6	6	2	8	8	10	10	10	3	3	1

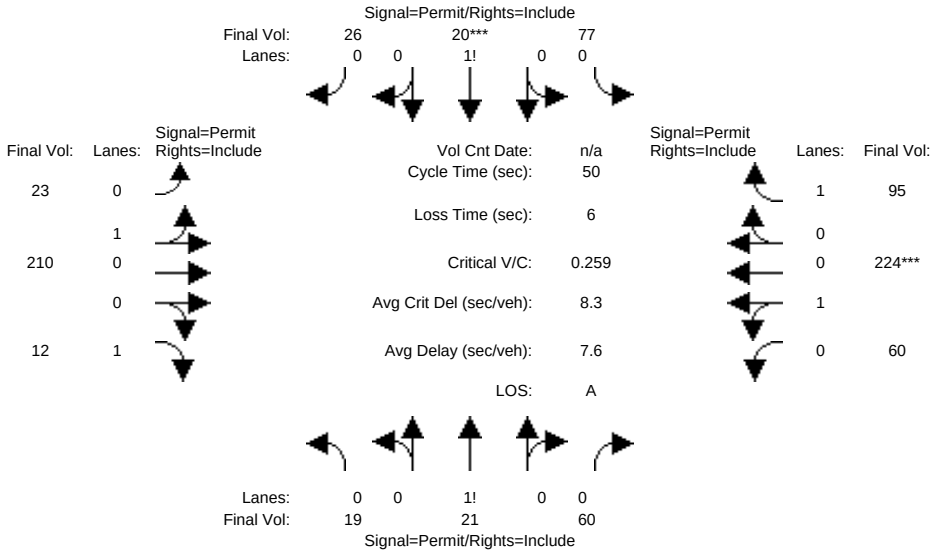
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	11	50	67	10	16	13	200	12	50	214	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	11	50	67	10	16	13	200	12	50	214	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	10	10	10	10	10	0	10	10	10
Initial Fut:	19	21	60	77	20	26	23	210	12	60	224	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	21	60	77	20	26	23	210	12	60	224	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	21	60	77	20	26	23	210	12	60	224	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	21	60	77	20	26	23	210	12	60	224	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.19	0.21	0.60	0.63	0.16	0.21	0.10	0.90	1.00	0.21	0.79	1.00
Final Sat.:	333	368	1050	1096	285	370	178	1622	1750	380	1420	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.07	0.07	0.07	0.13	0.13	0.01	0.16	0.16	0.05
Crit Moves:					****						****	
Green Time:	13.6	13.6	13.6	13.6	13.6	13.6	30.4	30.4	30.4	30.4	30.4	30.4
Volume/Cap:	0.21	0.21	0.21	0.26	0.26	0.26	0.21	0.21	0.01	0.26	0.26	0.09
Delay/Veh:	15.1	15.1	15.1	15.6	15.6	15.6	4.8	4.8	3.9	5.1	5.1	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	15.1	15.1	15.6	15.6	15.6	4.8	4.8	3.9	5.1	5.1	4.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	2	2	0	2	2	1

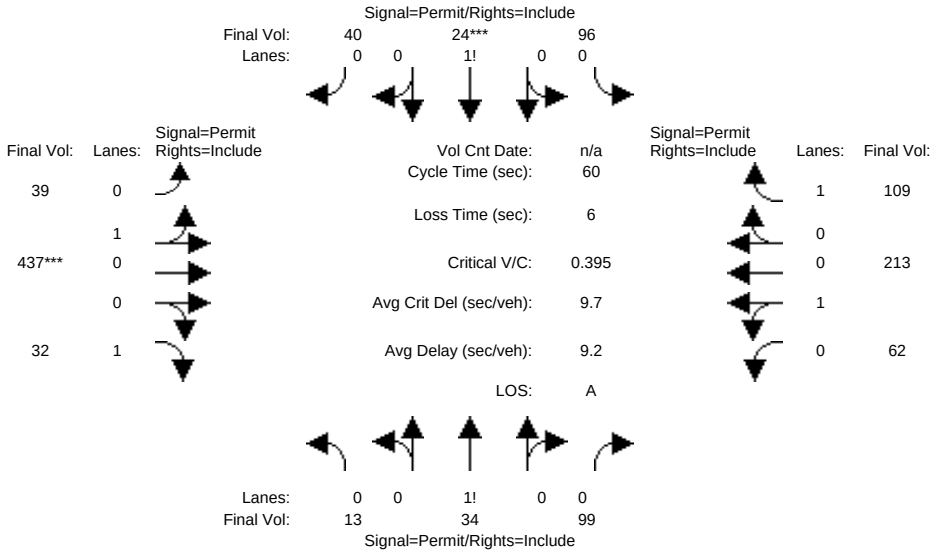
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	13	24	89	86	14	30	29	427	32	52	203	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	24	89	86	14	30	29	427	32	52	203	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	10	10	10	0	10	10	10
Initial Fut:	13	34	99	96	24	40	39	437	32	62	213	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	34	99	96	24	40	39	437	32	62	213	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	34	99	96	24	40	39	437	32	62	213	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	34	99	96	24	40	39	437	32	62	213	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.09	0.23	0.68	0.60	0.15	0.25	0.08	0.92	1.00	0.23	0.77	1.00
Final Sat.:	156	408	1187	1050	263	438	147	1653	1750	406	1394	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.09	0.09	0.09	0.26	0.26	0.02	0.15	0.15	0.06
Crit Moves:					****			****				
Green Time:	13.9	13.9	13.9	13.9	13.9	13.9	40.1	40.1	40.1	40.1	40.1	40.1
Volume/Cap:	0.36	0.36	0.36	0.40	0.40	0.40	0.40	0.40	0.03	0.23	0.23	0.09
Delay/Veh:	21.8	21.8	21.8	22.4	22.4	22.4	5.4	5.4	3.4	4.3	4.3	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	21.8	21.8	22.4	22.4	22.4	5.4	5.4	3.4	4.3	4.3	3.7
LOS by Move:	C+	C+	C+	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	4	4	0	2	2	1

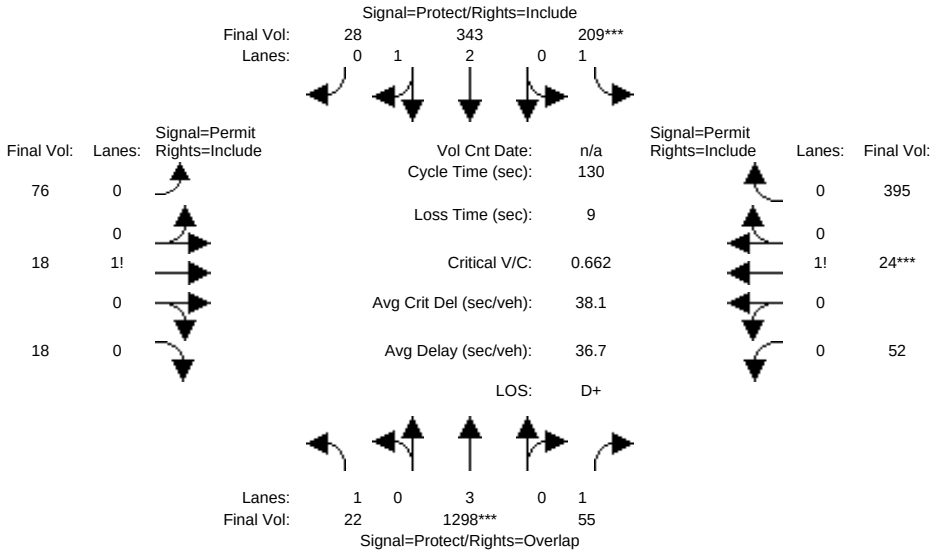
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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	1288	45	199	333	28	76	18	18	42	24	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1288	45	199	333	28	76	18	18	42	24	385
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	10	10	0	0	0	0	10	0	10
Initial Fut:	22	1298	55	209	343	28	76	18	18	52	24	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1298	55	209	343	28	76	18	18	52	24	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1298	55	209	343	28	76	18	18	52	24	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1298	55	209	343	28	76	18	18	52	24	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.77	0.23	0.68	0.16	0.16	0.11	0.05	0.84
Final Sat.:	1750	5700	1750	1750	5177	423	1188	281	281	193	89	1468
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.03	0.12	0.07	0.07	0.06	0.06	0.06	0.27	0.27	0.27
Crit Moves:		****		****							****	
Green Time:	28.1	44.7	44.7	23.4	40.1	40.1	52.8	52.8	52.8	52.8	52.8	52.8
Volume/Cap:	0.06	0.66	0.09	0.66	0.21	0.21	0.16	0.16	0.16	0.66	0.66	0.66
Delay/Veh:	40.5	37.1	29.0	54.8	33.4	33.4	24.6	24.6	24.6	33.7	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	37.1	29.0	54.8	33.4	33.4	24.6	24.6	24.6	33.7	33.7	33.7
LOS by Move:	D	D+	C	D-	C-	C-	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	15	2	9	4	4	3	3	3	17	17	17

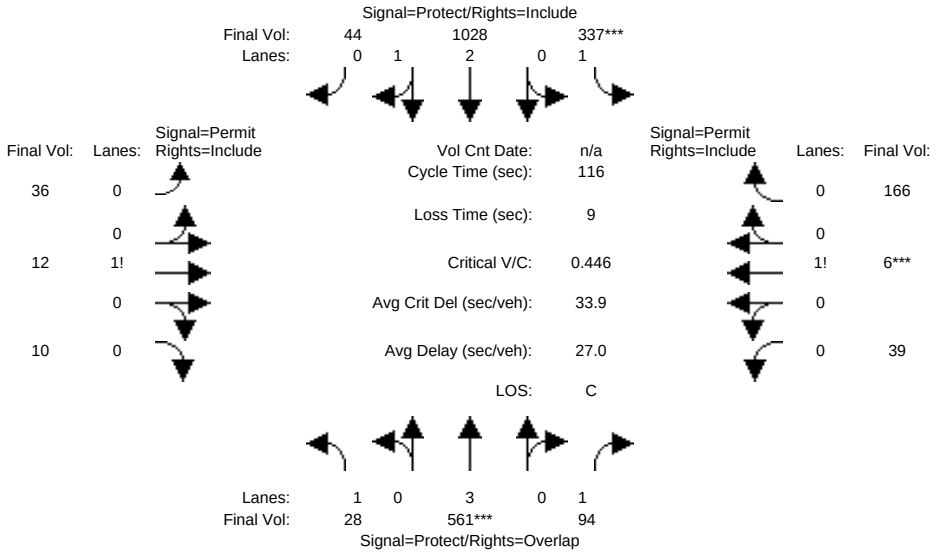
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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	551	84	327	1018	44	36	12	10	29	6	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	551	84	327	1018	44	36	12	10	29	6	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	0	0	0	0	10	0	10
Initial Fut:	28	561	94	337	1028	44	36	12	10	39	6	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	561	94	337	1028	44	36	12	10	39	6	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	561	94	337	1028	44	36	12	10	39	6	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	561	94	337	1028	44	36	12	10	39	6	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.87	0.13	0.62	0.21	0.17	0.18	0.03	0.79
Final Sat.:	1750	5700	1750	1750	5370	230	1086	362	302	323	50	1377
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.05	0.19	0.19	0.19	0.03	0.03	0.03	0.12	0.12	0.12
Crit Moves:		****		****							****	
Green Time:	18.1	25.6	25.6	50.1	57.5	57.5	31.3	31.3	31.3	31.3	31.3	31.3
Volume/Cap:	0.10	0.45	0.24	0.45	0.39	0.39	0.12	0.12	0.12	0.45	0.45	0.45
Delay/Veh:	42.1	39.3	37.6	23.6	18.3	18.3	32.1	32.1	32.1	35.8	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	39.3	37.6	23.6	18.3	18.3	32.1	32.1	32.1	35.8	35.8	35.8
LOS by Move:	D	D	D+	C	B-	B-	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	6	3	9	8	8	2	2	2	7	7	7

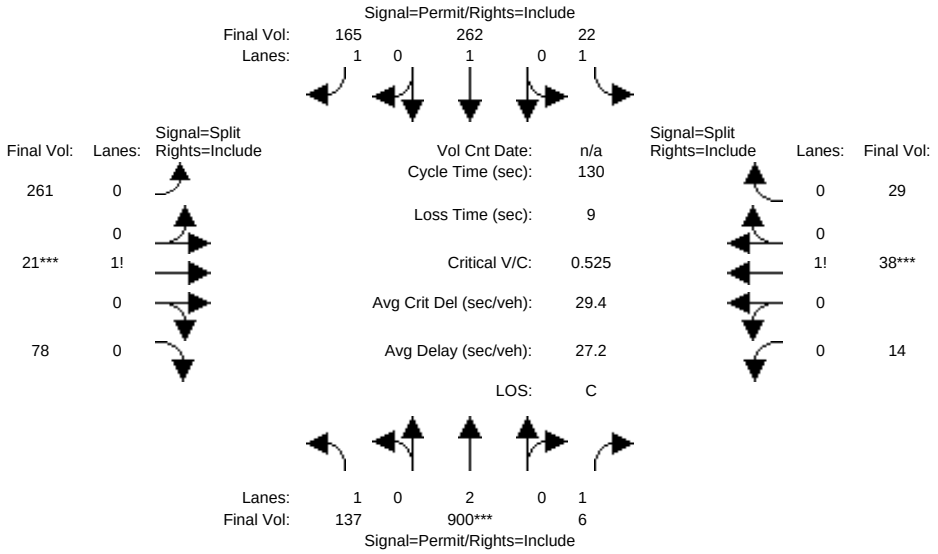
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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	890	6	12	252	155	251	11	68	4	28	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	890	6	12	252	155	251	11	68	4	28	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	10	10	10	10	10	10	10	10	10
Initial Fut:	137	900	6	22	262	165	261	21	78	14	38	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	900	6	22	262	165	261	21	78	14	38	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	900	6	22	262	165	261	21	78	14	38	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	900	6	22	262	165	261	21	78	14	38	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.72	0.06	0.22	0.17	0.47	0.36
Final Sat.:	1750	3800	1750	1750	1900	1750	1269	102	379	302	821	627
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.01	0.14	0.09	0.21	0.21	0.21	0.05	0.05	0.05
Crit Moves:		****						****			****	
Green Time:	58.6	58.6	58.6	58.6	58.6	58.6	50.9	50.9	50.9	11.5	11.5	11.5
Volume/Cap:	0.17	0.53	0.01	0.03	0.31	0.21	0.53	0.53	0.53	0.53	0.53	0.53
Delay/Veh:	21.4	26.0	19.7	19.9	22.9	21.8	31.0	31.0	31.0	60.0	60.0	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	26.0	19.7	19.9	22.9	21.8	31.0	31.0	31.0	60.0	60.0	60.0
LOS by Move:	C+	C	B-	B-	C+	C+	C	C	C	E+	E+	E+
HCM2kAvgQ:	3	13	0	1	6	4	12	12	12	4	4	4

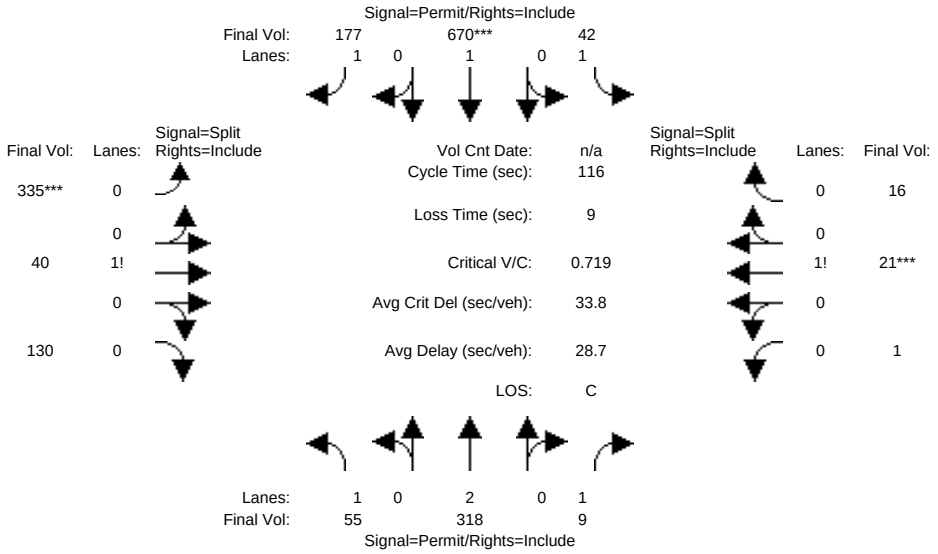
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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	308	9	32	660	167	325	30	120	1	11	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	308	9	32	660	167	325	30	120	1	11	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	10	10	10	10	10	10	0	10	3
Initial Fut:	55	318	9	42	670	177	335	40	130	1	21	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	318	9	42	670	177	335	40	130	1	21	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	318	9	42	670	177	335	40	130	1	21	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	318	9	42	670	177	335	40	130	1	21	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.66	0.08	0.26	0.03	0.55	0.42
Final Sat.:	1750	3800	1750	1750	1900	1750	1161	139	450	46	967	737
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.01	0.02	0.35	0.10	0.29	0.29	0.29	0.02	0.02	0.02
Crit Moves:					****		****				****	
Green Time:	53.3	53.3	53.3	53.3	53.3	53.3	43.7	43.7	43.7	10.0	10.0	10.0
Volume/Cap:	0.07	0.18	0.01	0.05	0.77	0.22	0.77	0.77	0.77	0.25	0.25	0.25
Delay/Veh:	17.5	18.5	17.0	17.4	30.3	19.0	37.1	37.1	37.1	50.4	50.4	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	18.5	17.0	17.4	30.3	19.0	37.1	37.1	37.1	50.4	50.4	50.4
LOS by Move:	B	B-	B	B	C	B-	D+	D+	D+	D	D	D
HCM2kAvgQ:	1	3	0	1	21	4	18	18	18	2	2	2

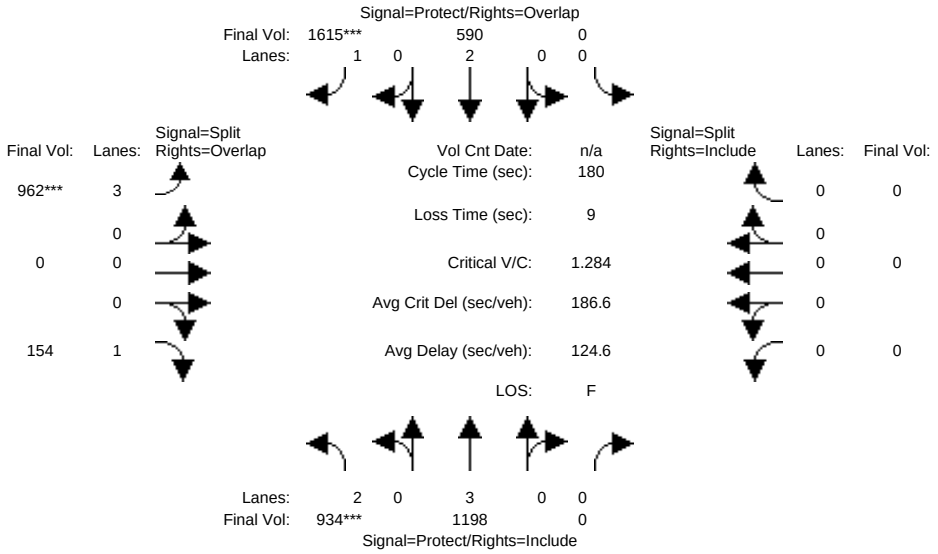
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	894	1158	0	0	585	1615	962	0	149	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	894	1158	0	0	585	1615	962	0	149	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	40	40	0	0	5	0	0	0	5	0	0	0
Initial Fut:	934	1198	0	0	590	1615	962	0	154	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	934	1198	0	0	590	1615	962	0	154	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	934	1198	0	0	590	1615	962	0	154	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	934	1198	0	0	590	1615	962	0	154	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.21	0.00	0.00	0.16	0.92	0.21	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	41.6	141	0.0	0.0	99.8	129.4	29.6	0.0	71.2	0.0	0.0	0.0
Volume/Cap:	1.28	0.27	0.00	0.00	0.28	1.28	1.28	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	207.2	5.3	0.0	0.0	21.2	159.1	212.8	0.0	36.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	207.2	5.3	0.0	0.0	21.2	159.1	212.8	0.0	36.2	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C+	F	F	A	D+	A	A	A
HCM2kAvgQ:	47	6	0	0	8	140	35	0	6	0	0	0

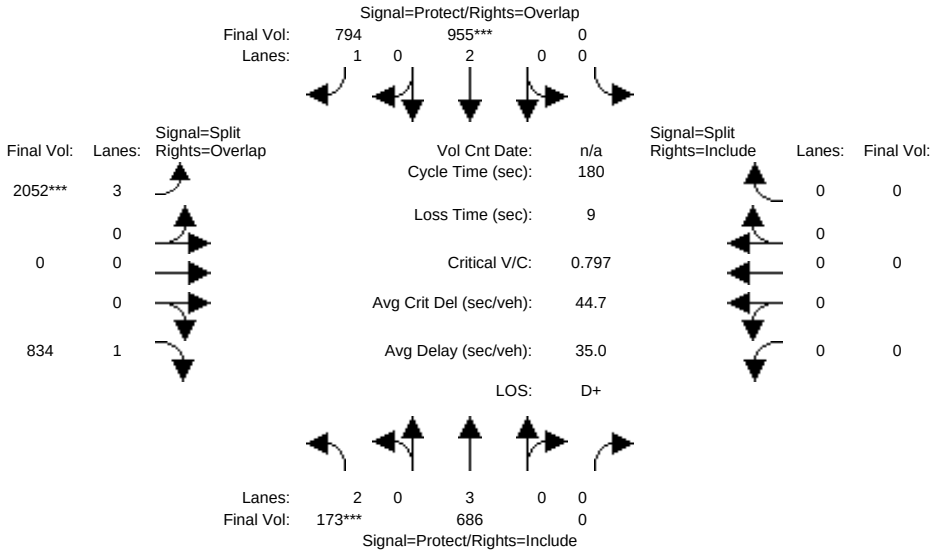
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	166	679	0	0	953	794	2052	0	832	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	679	0	0	953	794	2052	0	832	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	7	7	0	0	2	0	0	0	2	0	0	0
Initial Fut:	173	686	0	0	955	794	2052	0	834	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	686	0	0	955	794	2052	0	834	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	686	0	0	955	794	2052	0	834	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	686	0	0	955	794	2052	0	834	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.25	0.45	0.45	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	12.4	69.2	0.0	0.0	56.8	158.6	101.8	0.0	114.2	0.0	0.0	0.0
Volume/Cap:	0.80	0.31	0.00	0.00	0.80	0.51	0.80	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	100.9	38.9	0.0	0.0	60.2	2.6	32.7	0.0	25.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.9	38.9	0.0	0.0	60.2	2.6	32.7	0.0	25.9	0.0	0.0	0.0
LOS by Move:	F	D+	A	A	E	A	C-	A	C	A	A	A
HCM2kAvgQ:	7	8	0	0	25	10	37	0	34	0	0	0

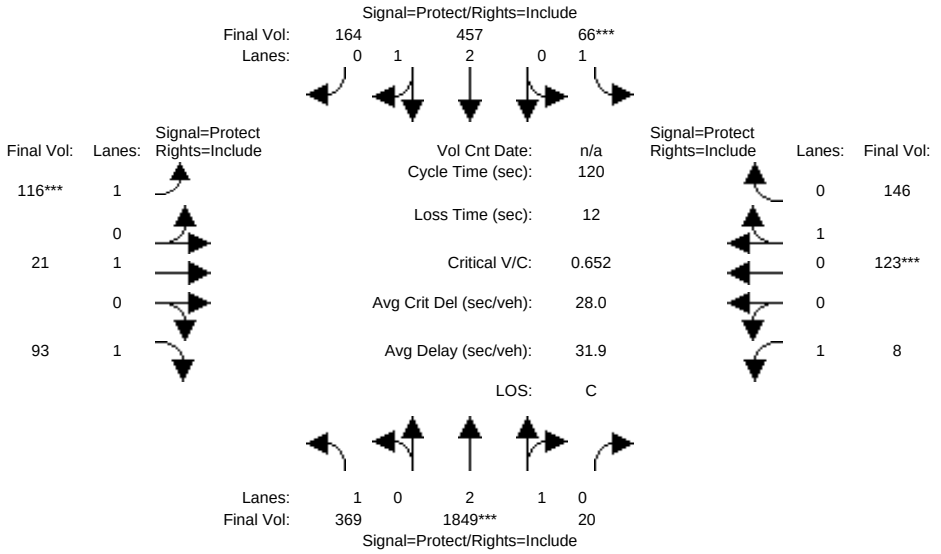
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	364	1769	15	66	447	164	116	21	93	8	123	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1769	15	66	447	164	116	21	93	8	123	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	5	80	5	0	10	0	0	0	0	0	0	0
Initial Fut:	369	1849	20	66	457	164	116	21	93	8	123	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	1849	20	66	457	164	116	21	93	8	123	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	1849	20	66	457	164	116	21	93	8	123	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	1849	20	66	457	164	116	21	93	8	123	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.18	0.82	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5540	60	1750	4119	1478	1750	1900	1750	1750	823	977
Capacity Analysis Module:												
Vol/Sat:	0.21	0.33	0.33	0.04	0.11	0.11	0.07	0.01	0.05	0.00	0.15	0.15
Crit Moves:		****			****			****			****	
Green Time:	44.8	61.3	61.3	7.0	23.6	23.6	12.2	19.8	19.8	19.8	27.5	27.5
Volume/Cap:	0.57	0.65	0.65	0.65	0.57	0.57	0.65	0.07	0.32	0.03	0.65	0.65
Delay/Veh:	31.0	22.1	22.1	68.8	44.3	44.3	60.3	42.4	44.8	42.0	45.7	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	22.1	22.1	68.8	44.3	44.3	60.3	42.4	44.8	42.0	45.7	45.7
LOS by Move:	C	C+	C+	E	D	D	E	D	D	D	D	D
HCM2kAvgQ:	12	17	17	4	8	8	6	1	3	0	10	10

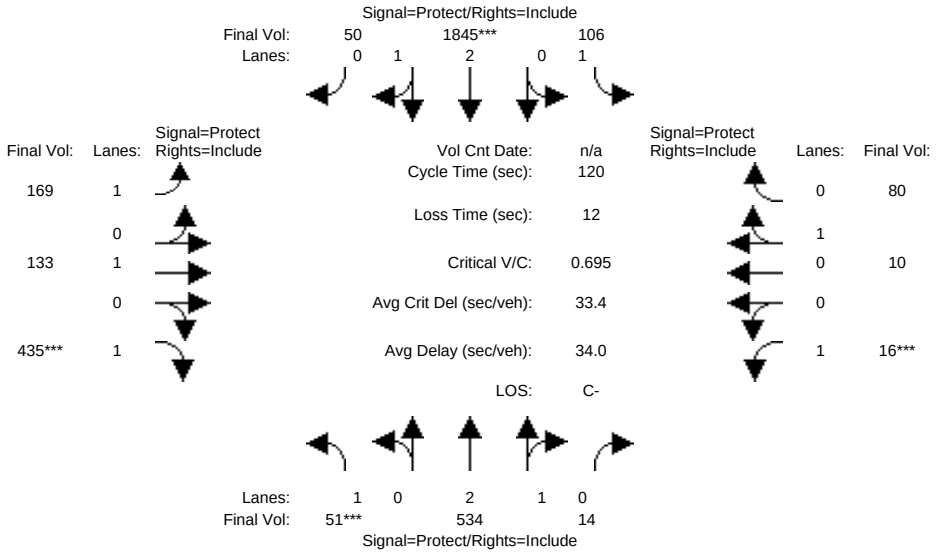
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	520	13	106	1841	50	169	133	434	15	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	520	13	106	1841	50	169	133	434	15	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	1	14	1	0	4	0	0	0	1	1	0	0
Initial Fut:	51	534	14	106	1845	50	169	133	435	16	10	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	534	14	106	1845	50	169	133	435	16	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	534	14	106	1845	50	169	133	435	16	10	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	534	14	106	1845	50	169	133	435	16	10	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5457	143	1750	5452	148	1750	1900	1750	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.06	0.34	0.34	0.10	0.07	0.25	0.01	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	36.7	36.7	22.7	52.5	52.5	26.1	38.5	38.5	10.0	22.5	22.5
Volume/Cap:	0.50	0.32	0.32	0.32	0.77	0.77	0.44	0.22	0.77	0.11	0.27	0.27
Delay/Veh:	58.6	32.1	32.1	42.5	30.3	30.3	41.5	29.9	43.4	51.2	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	32.1	32.1	42.5	30.3	30.3	41.5	29.9	43.4	51.2	42.1	42.1
LOS by Move:	E+	C-	C-	D	C	C	D	C	D	D-	D	D
HCM2kAvgQ:	3	5	5	4	21	21	6	4	17	1	3	3

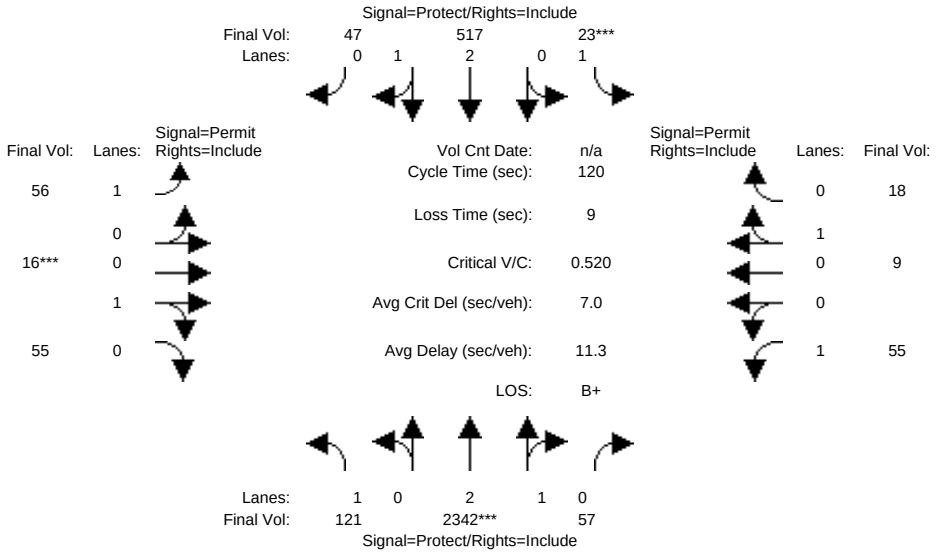
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	2252	52	23	507	47	56	16	55	55	9	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	2252	52	23	507	47	56	16	55	55	9	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	5	90	5	0	10	0	0	0	0	0	0	0
Initial Fut:	121	2342	57	23	517	47	56	16	55	55	9	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	2342	57	23	517	47	56	16	55	55	9	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	2342	57	23	517	47	56	16	55	55	9	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	2342	57	23	517	47	56	16	55	55	9	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.74	0.26	1.00	0.23	0.77	1.00	0.33	0.67
Final Sat.:	1750	5467	133	1750	5133	467	1750	406	1394	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.01	0.10	0.10	0.03	0.04	0.04	0.03	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	41.1	94.0	94.0	7.0	59.9	59.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.20	0.55	0.55	0.23	0.20	0.20	0.38	0.47	0.47	0.38	0.18	0.18
Delay/Veh:	28.0	5.1	5.1	55.0	16.8	16.8	53.8	54.8	54.8	53.7	51.8	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	5.1	5.1	55.0	16.8	16.8	53.8	54.8	54.8	53.7	51.8	51.8
LOS by Move:	C	A	A	E+	B	B	D-	D-	D-	D-	D-	D-
HCM2kAvgQ:	3	11	11	1	4	4	3	3	3	2	1	1

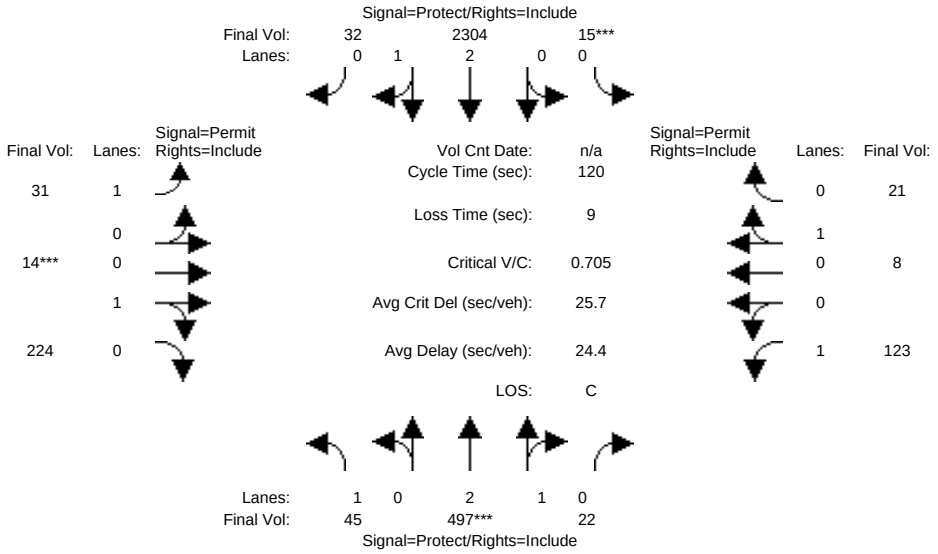
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	481	21	15	2298	32	31	14	223	122	8	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	481	21	15	2298	32	31	14	223	122	8	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	1	16	1	0	6	0	0	0	1	1	0	0
Initial Fut:	45	497	22	15	2304	32	31	14	224	123	8	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	497	22	15	2304	32	31	14	224	123	8	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	497	22	15	2304	32	31	14	224	123	8	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	497	22	15	2304	32	31	14	224	123	8	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.87	0.13	0.02	2.94	0.04	1.00	0.06	0.94	1.00	0.28	0.72
Final Sat.:	1750	5362	237	35	5390	75	1750	106	1694	1750	497	1303
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.43	0.43	0.43	0.02	0.13	0.13	0.07	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	10.6	15.8	15.8	72.7	77.9	77.9	22.5	22.5	22.5	22.5	22.5	22.5
Volume/Cap:	0.29	0.71	0.71	0.71	0.66	0.66	0.09	0.71	0.71	0.37	0.09	0.09
Delay/Veh:	52.2	53.0	53.0	17.0	13.4	13.4	40.5	52.3	52.3	43.3	40.4	40.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	53.0	53.0	17.0	13.4	13.4	40.5	52.3	52.3	43.3	40.4	40.4
LOS by Move:	D-	D-	D-	B	B	B	D	D-	D-	D	D	D
HCM2kAvgQ:	2	8	8	21	18	18	1	10	10	4	1	1

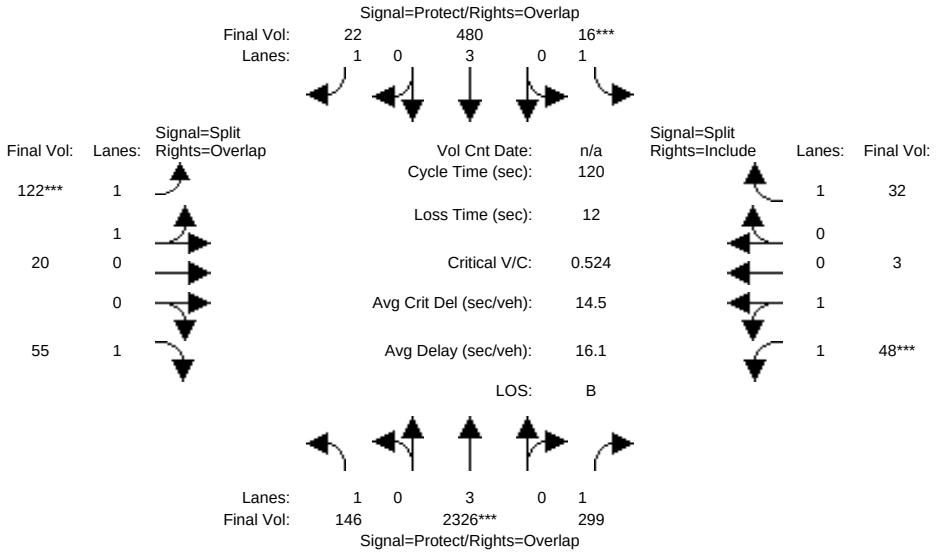
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	2226	296	16	470	22	122	20	55	48	3	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	2226	296	16	470	22	122	20	55	48	3	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	4	100	3	0	10	0	0	0	0	0	0	0
Initial Fut:	146	2326	299	16	480	22	122	20	55	48	3	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	2326	299	16	480	22	122	20	55	48	3	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	2326	299	16	480	22	122	20	55	48	3	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	2326	299	16	480	22	122	20	55	48	3	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.72	0.28	1.00	1.88	0.12	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3050	500	1750	3341	209	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.17	0.01	0.08	0.01	0.04	0.04	0.03	0.01	0.01	0.02
Crit Moves:		****			****			****			****	
Green Time:	43.8	81.0	91.0	7.0	44.2	54.2	10.0	10.0	53.8	10.0	10.0	10.0
Volume/Cap:	0.23	0.60	0.23	0.16	0.23	0.03	0.48	0.48	0.07	0.17	0.17	0.22
Delay/Veh:	26.6	11.0	4.3	54.4	26.2	18.3	53.7	53.7	18.9	51.4	51.4	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	11.0	4.3	54.4	26.2	18.3	53.7	53.7	18.9	51.4	51.4	52.1
LOS by Move:	C	B+	A	D-	C	B-	D-	D-	B-	D-	D-	D-
HCM2kAvgQ:	4	16	3	1	4	0	3	3	1	1	1	1

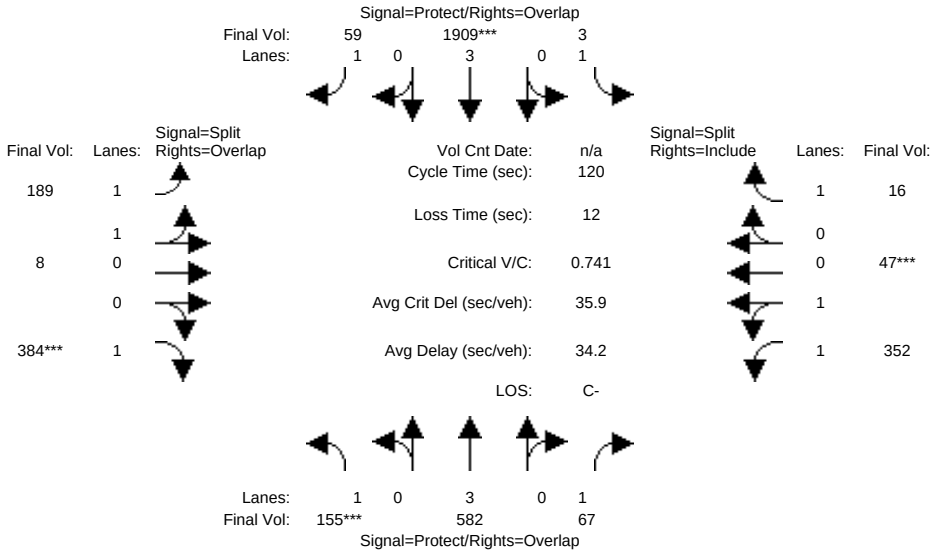
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	154	564	66	3	1901	59	189	8	383	351	47	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	564	66	3	1901	59	189	8	383	351	47	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	1	18	1	0	8	0	0	0	1	1	0	0
Initial Fut:	155	582	67	3	1909	59	189	8	384	352	47	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	582	67	3	1909	59	189	8	384	352	47	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	582	67	3	1909	59	189	8	384	352	47	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	582	67	3	1909	59	189	8	384	352	47	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.92	0.08	1.00	1.77	0.23	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3406	144	1750	3132	418	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.04	0.00	0.33	0.03	0.06	0.06	0.22	0.11	0.11	0.01
Crit Moves:	****				****				****		****	
Green Time:	14.3	43.7	61.9	24.9	54.2	75.4	21.2	21.2	35.5	18.2	18.2	18.2
Volume/Cap:	0.74	0.28	0.07	0.01	0.74	0.05	0.31	0.31	0.74	0.74	0.74	0.06
Delay/Veh:	64.2	27.1	14.7	37.7	28.3	8.6	43.4	43.4	43.7	54.1	54.1	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	27.1	14.7	37.7	28.3	8.6	43.4	43.4	43.7	54.1	54.1	43.7
LOS by Move:	E	C	B	D+	C	A	D	D	D	D-	D-	D
HCM2kAvgQ:	8	5	1	0	20	1	4	4	15	9	9	1

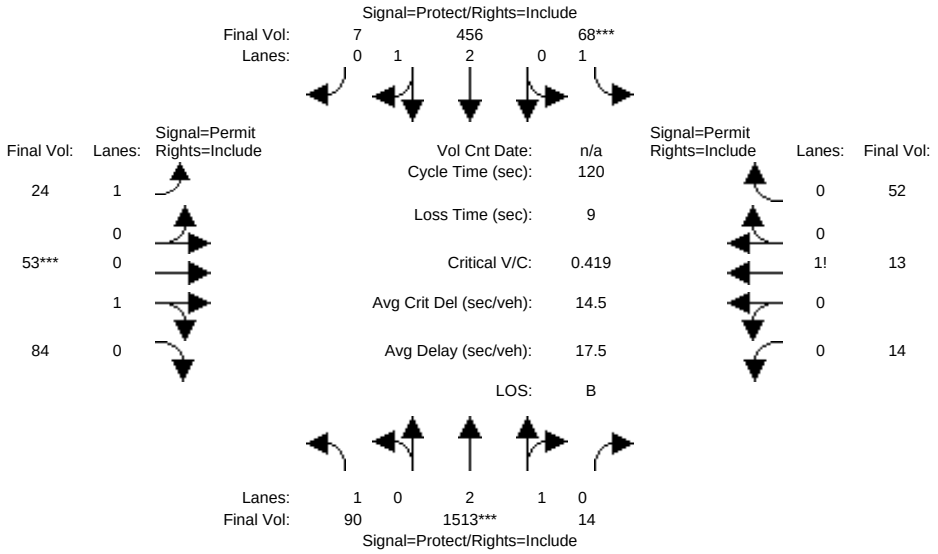
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1503	14	68	451	7	24	53	84	14	13	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1503	14	68	451	7	24	53	84	14	13	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	0	0	5	0	0	0	0	0	0	0
Initial Fut:	90	1513	14	68	456	7	24	53	84	14	13	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1513	14	68	456	7	24	53	84	14	13	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1513	14	68	456	7	24	53	84	14	13	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1513	14	68	456	7	24	53	84	14	13	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.95	0.05	1.00	0.39	0.61	0.18	0.16	0.66
Final Sat.:	1750	5549	51	1750	5515	85	1750	696	1104	310	288	1152
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.04	0.08	0.08	0.01	0.08	0.08	0.05	0.05	0.05
Crit Moves:		****		****				****				
Green Time:	36.7	78.1	78.1	11.1	52.5	52.5	21.8	21.8	21.8	21.8	21.8	21.8
Volume/Cap:	0.17	0.42	0.42	0.42	0.19	0.19	0.08	0.42	0.42	0.25	0.25	0.25
Delay/Veh:	30.6	10.1	10.1	53.1	20.7	20.7	40.8	44.4	44.4	42.5	42.5	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	10.1	10.1	53.1	20.7	20.7	40.8	44.4	44.4	42.5	42.5	42.5
LOS by Move:	C	B+	B+	D-	C+	C+	D	D	D	D	D	D
HCM2kAvgQ:	3	9	9	3	3	3	1	5	5	3	3	3

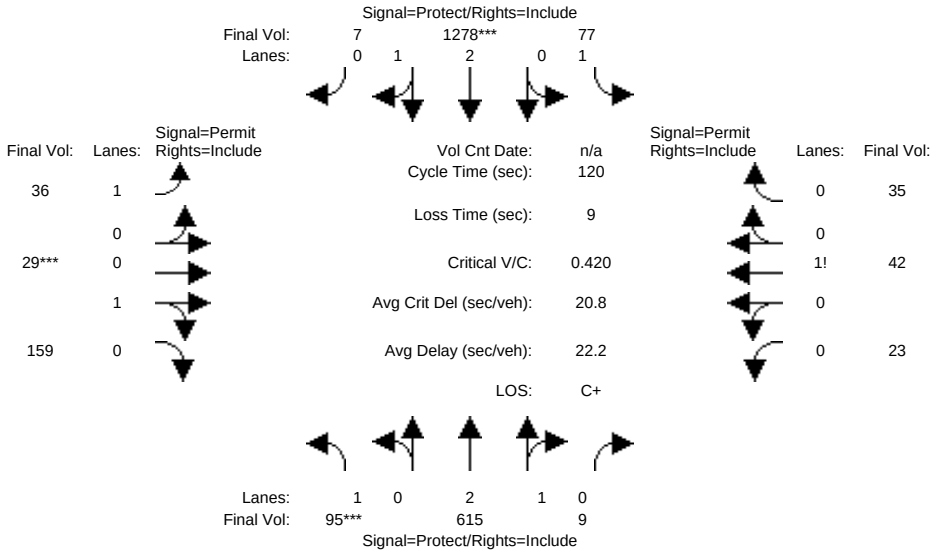
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	605	9	77	1274	7	36	29	159	23	42	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	605	9	77	1274	7	36	29	159	23	42	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	1	10	0	0	4	0	0	0	0	0	0	0
Initial Fut:	95	615	9	77	1278	7	36	29	159	23	42	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	615	9	77	1278	7	36	29	159	23	42	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	615	9	77	1278	7	36	29	159	23	42	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	615	9	77	1278	7	36	29	159	23	42	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.96	0.04	1.00	2.98	0.02	1.00	0.15	0.85	0.23	0.42	0.35
Final Sat.:	1750	5519	81	1750	5569	31	1750	278	1522	403	735	613
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.04	0.23	0.23	0.02	0.10	0.10	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	15.5	53.3	53.3	27.9	65.6	65.6	29.9	29.9	29.9	29.9	29.9	29.9
Volume/Cap:	0.42	0.25	0.25	0.19	0.42	0.42	0.08	0.42	0.42	0.23	0.23	0.23
Delay/Veh:	49.4	20.9	20.9	37.2	16.1	16.1	34.6	38.4	38.4	36.2	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	20.9	20.9	37.2	16.1	16.1	34.6	38.4	38.4	36.2	36.2	36.2
LOS by Move:	D	C+	C+	D+	B	B	C-	D+	D+	D+	D+	D+
HCM2kAvgQ:	4	5	5	2	9	9	1	6	6	3	3	3

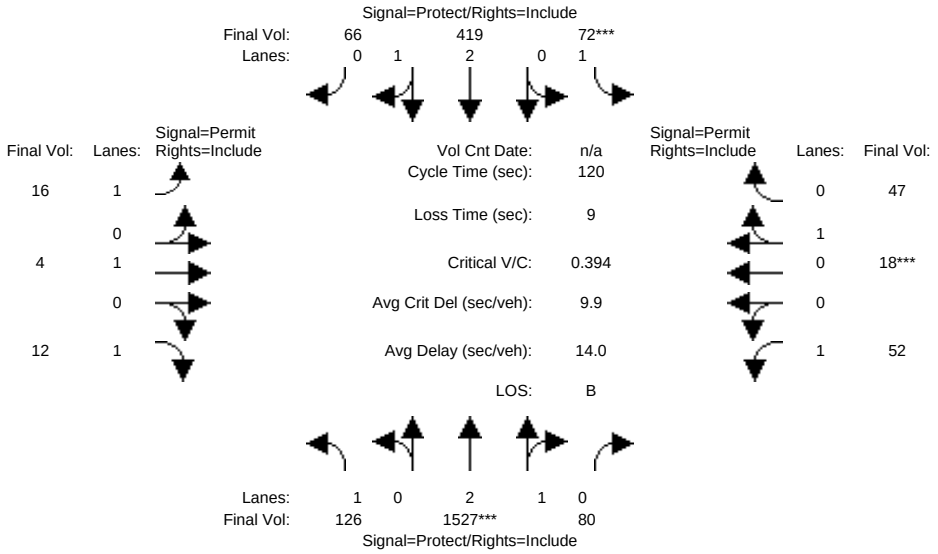
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	1517	79	72	414	66	16	4	12	52	18	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1517	79	72	414	66	16	4	12	52	18	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	1	10	1	0	5	0	0	0	0	0	0	0
Initial Fut:	126	1527	80	72	419	66	16	4	12	52	18	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1527	80	72	419	66	16	4	12	52	18	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1527	80	72	419	66	16	4	12	52	18	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1527	80	72	419	66	16	4	12	52	18	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.85	0.15	1.00	2.58	0.42	1.00	1.00	1.00	1.00	0.28	0.72
Final Sat.:	1750	5321	279	1750	4837	762	1750	1900	1750	1750	498	1302
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.04	0.09	0.09	0.01	0.00	0.01	0.03	0.04	0.04
Crit Moves:		****		****							****	
Green Time:	45.4	87.5	87.5	12.5	54.6	54.6	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.19	0.39	0.39	0.39	0.19	0.19	0.10	0.02	0.07	0.32	0.39	0.39
Delay/Veh:	25.1	6.3	6.3	51.6	19.5	19.5	50.2	49.7	50.0	52.2	52.9	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	6.3	6.3	51.6	19.5	19.5	50.2	49.7	50.0	52.2	52.9	52.9
LOS by Move:	C	A	A	D-	B-	B-	D	D	D	D-	D-	D-
HCM2kAvgQ:	3	8	8	3	4	4	1	0	0	2	3	3

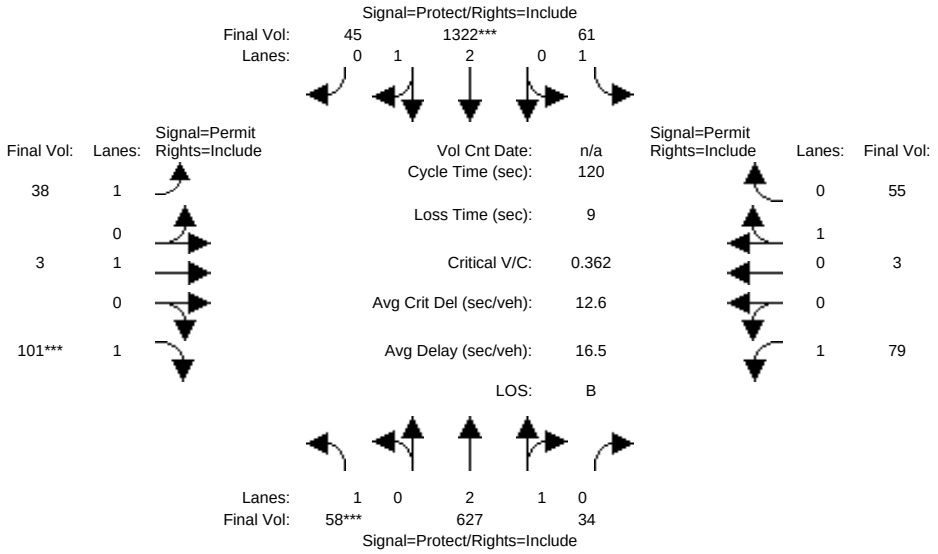
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	616	33	61	1318	45	38	3	101	78	3	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	616	33	61	1318	45	38	3	101	78	3	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	11	1	0	4	0	0	0	0	1	0	0
Initial Fut:	58	627	34	61	1322	45	38	3	101	79	3	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	627	34	61	1322	45	38	3	101	79	3	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	627	34	61	1322	45	38	3	101	79	3	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	627	34	61	1322	45	38	3	101	79	3	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	2.90	0.10	1.00	1.00	1.00	1.00	0.05	0.95
Final Sat.:	1750	5312	288	1750	5415	184	1750	1900	1750	1750	93	1707
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.03	0.24	0.24	0.02	0.00	0.06	0.05	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	11.0	61.5	61.5	30.4	80.9	80.9	19.1	19.1	19.1	19.1	19.1	19.1
Volume/Cap:	0.36	0.23	0.23	0.14	0.36	0.36	0.14	0.01	0.36	0.28	0.20	0.20
Delay/Veh:	52.6	16.2	16.2	34.8	8.5	8.5	43.6	42.5	45.8	45.0	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	16.2	16.2	34.8	8.5	8.5	43.6	42.5	45.8	45.0	44.2	44.2
LOS by Move:	D-	B	B	C-	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	4	4	2	7	7	1	0	4	3	2	2

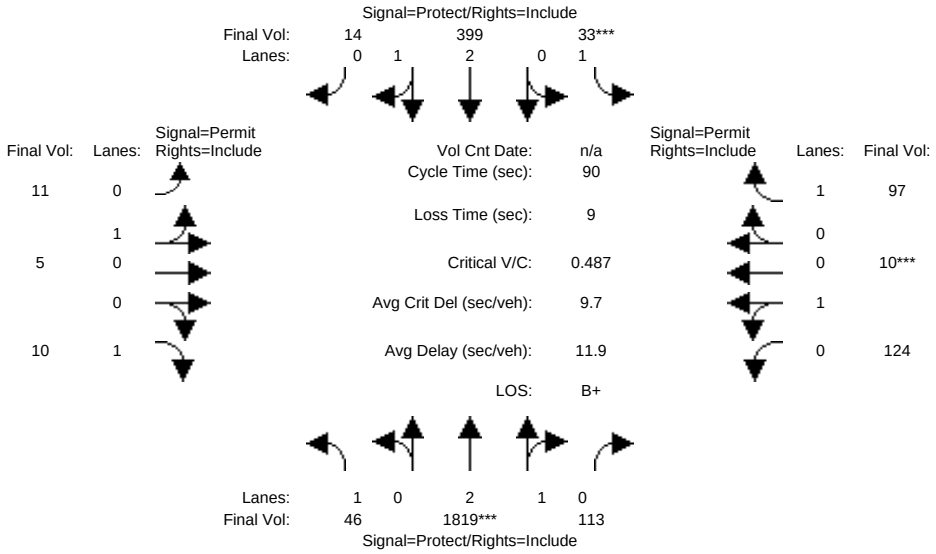
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	1807	109	33	394	14	11	5	10	124	10	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1807	109	33	394	14	11	5	10	124	10	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	12	4	0	5	0	0	0	0	0	0	0
Initial Fut:	46	1819	113	33	399	14	11	5	10	124	10	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1819	113	33	399	14	11	5	10	124	10	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1819	113	33	399	14	11	5	10	124	10	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1819	113	33	399	14	11	5	10	124	10	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.82	0.18	1.00	2.89	0.11	0.69	0.31	1.00	0.93	0.07	1.00
Final Sat.:	1750	5272	328	1750	5410	190	1237	562	1750	1666	134	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.02	0.07	0.07	0.01	0.01	0.01	0.07	0.07	0.06
Crit Moves:		****		****							****	
Green Time:	27.9	60.9	60.9	7.0	39.9	39.9	13.1	13.1	13.1	13.1	13.1	13.1
Volume/Cap:	0.08	0.51	0.51	0.24	0.17	0.17	0.06	0.06	0.04	0.51	0.51	0.38
Delay/Veh:	22.0	7.3	7.3	39.9	15.1	15.1	33.2	33.2	33.1	37.1	37.1	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	7.3	7.3	39.9	15.1	15.1	33.2	33.2	33.1	37.1	37.1	35.7
LOS by Move:	C+	A	A	D	B	B	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	9	9	1	2	2	0	0	0	4	4	3

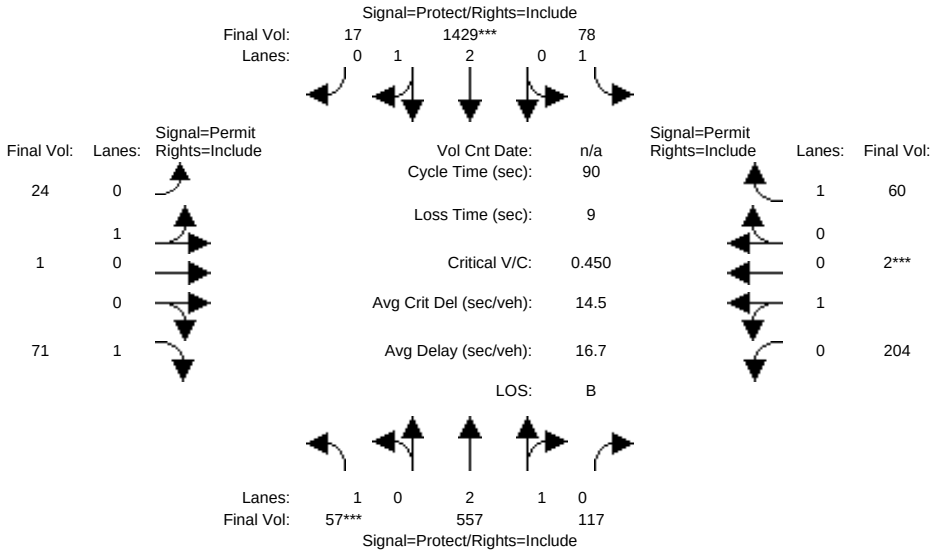
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	545	116	78	1424	17	24	1	71	202	2	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	545	116	78	1424	17	24	1	71	202	2	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	12	1	0	5	0	0	0	0	2	0	0
Initial Fut:	57	557	117	78	1429	17	24	1	71	204	2	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	557	117	78	1429	17	24	1	71	204	2	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	557	117	78	1429	17	24	1	71	204	2	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	557	117	78	1429	17	24	1	71	204	2	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.46	0.54	1.00	2.96	0.04	0.96	0.04	1.00	0.99	0.01	1.00
Final Sat.:	1750	4627	972	1750	5534	66	1728	72	1750	1783	17	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.04	0.26	0.26	0.01	0.01	0.04	0.11	0.11	0.03
Crit Moves:	****				****						****	
Green Time:	7.0	35.4	35.4	22.9	51.3	51.3	22.7	22.7	22.7	22.7	22.7	22.7
Volume/Cap:	0.42	0.31	0.31	0.18	0.45	0.45	0.06	0.06	0.16	0.45	0.45	0.14
Delay/Veh:	41.6	18.9	18.9	26.4	11.3	11.3	25.5	25.5	26.4	29.1	29.1	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	18.9	18.9	26.4	11.3	11.3	25.5	25.5	26.4	29.1	29.1	26.2
LOS by Move:	D	B-	B-	C	B+	B+	C	C	C	C	C	C
HCM2kAvgQ:	2	4	4	2	8	8	1	1	2	5	5	1

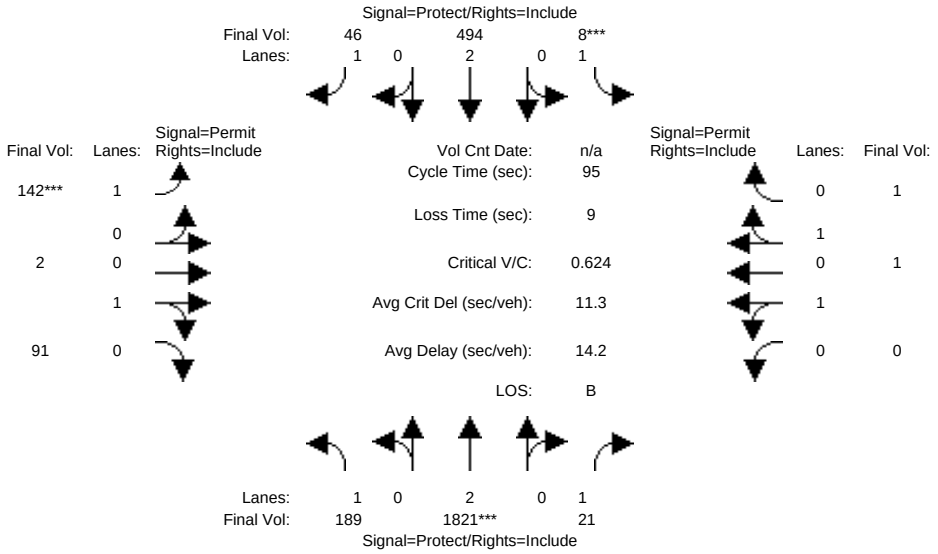
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	187	1805	21	8	489	46	142	2	86	0	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	1805	21	8	489	46	142	2	86	0	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	2	16	0	0	5	0	0	0	5	0	0	0
Initial Fut:	189	1821	21	8	494	46	142	2	91	0	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	1821	21	8	494	46	142	2	91	0	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1821	21	8	494	46	142	2	91	0	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	1821	21	8	494	46	142	2	91	0	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.02	0.98	0.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	39	1761	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.48	0.01	0.00	0.13	0.03	0.08	0.05	0.05	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	33.8	67.6	67.6	7.0	40.7	40.7	11.4	11.4	11.4	0.0	11.4	11.4
Volume/Cap:	0.30	0.67	0.02	0.06	0.30	0.06	0.67	0.43	0.43	0.00	0.00	0.00
Delay/Veh:	22.4	8.3	4.0	41.1	17.9	16.0	48.3	40.1	40.1	0.0	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	8.3	4.0	41.1	17.9	16.0	48.3	40.1	40.1	0.0	36.8	36.8
LOS by Move:	C+	A	A	D	B	B	D	D	D	A	D+	D+
HCM2kAvgQ:	4	15	0	0	5	1	6	3	3	0	0	0

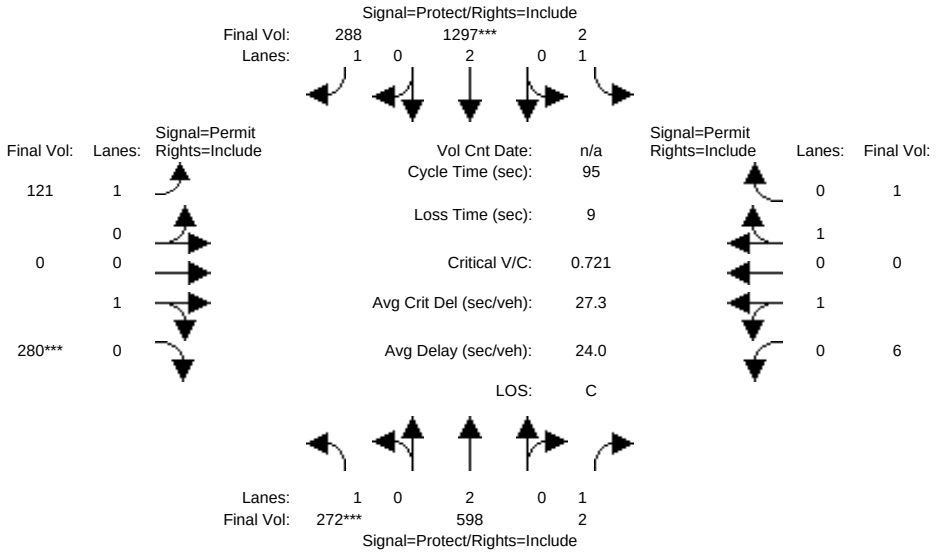
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	270	585	2	2	1290	288	121	0	279	6	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	585	2	2	1290	288	121	0	279	6	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	2	13	0	0	7	0	0	0	1	0	0	0
Initial Fut:	272	598	2	2	1297	288	121	0	280	6	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	598	2	2	1297	288	121	0	280	6	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	598	2	2	1297	288	121	0	280	6	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	598	2	2	1297	288	121	0	280	6	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.95	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	0	1800	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.00	0.00	0.34	0.16	0.07	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	20.5	44.6	44.6	20.9	45.0	45.0	20.5	0.0	20.5	20.5	0.0	20.5
Volume/Cap:	0.72	0.34	0.00	0.01	0.72	0.35	0.32	0.00	0.72	0.02	0.00	0.00
Delay/Veh:	41.2	16.0	13.4	28.9	21.4	16.0	31.9	0.0	41.0	29.3	0.0	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	16.0	13.4	28.9	21.4	16.0	31.9	0.0	41.0	29.3	0.0	29.2
LOS by Move:	D	B	B	C	C+	B	C	A	D	C	A	C
HCM2kAvgQ:	9	5	0	0	16	6	3	0	9	0	0	0

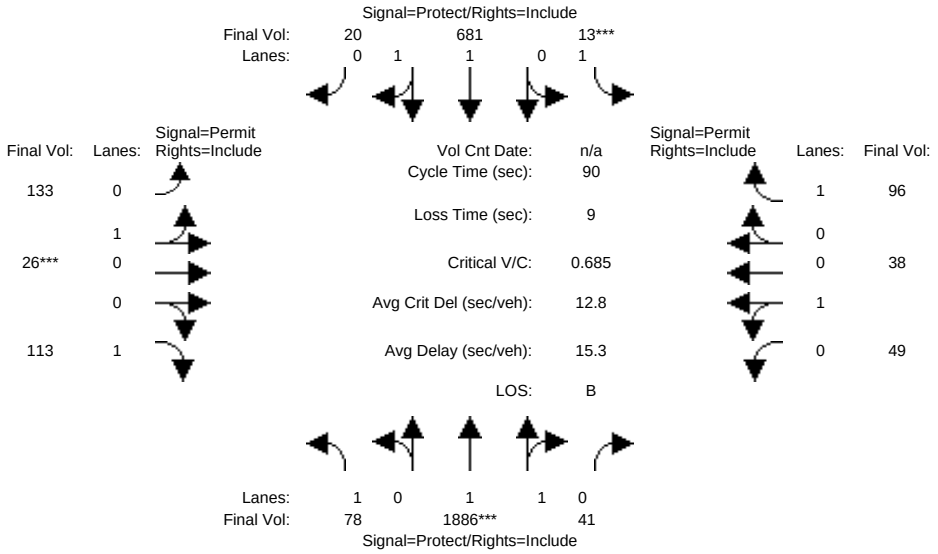
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	1868	40	13	671	20	133	26	113	49	38	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1868	40	13	671	20	133	26	113	49	38	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	1	18	1	0	10	0	0	0	0	0	0	0
Initial Fut:	78	1886	41	13	681	20	133	26	113	49	38	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1886	41	13	681	20	133	26	113	49	38	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1886	41	13	681	20	133	26	113	49	38	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1886	41	13	681	20	133	26	113	49	38	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.94	0.06	0.84	0.16	1.00	0.56	0.44	1.00
Final Sat.:	1750	3621	79	1750	3594	106	1506	294	1750	1014	786	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.52	0.52	0.01	0.19	0.19	0.09	0.09	0.06	0.05	0.05	0.05
Crit Moves:		****		****				****				
Green Time:	20.5	63.3	63.3	7.0	49.8	49.8	10.7	10.7	10.7	10.7	10.7	10.7
Volume/Cap:	0.20	0.74	0.74	0.10	0.34	0.34	0.74	0.74	0.54	0.41	0.41	0.46
Delay/Veh:	28.4	9.5	9.5	38.9	11.2	11.2	51.2	51.2	40.2	37.9	37.9	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	9.5	9.5	38.9	11.2	11.2	51.2	51.2	40.2	37.9	37.9	38.5
LOS by Move:	C	A	A	D+	B+	B+	D-	D-	D	D+	D+	D+
HCM2kAvgQ:	2	18	18	0	5	5	6	6	4	3	3	3

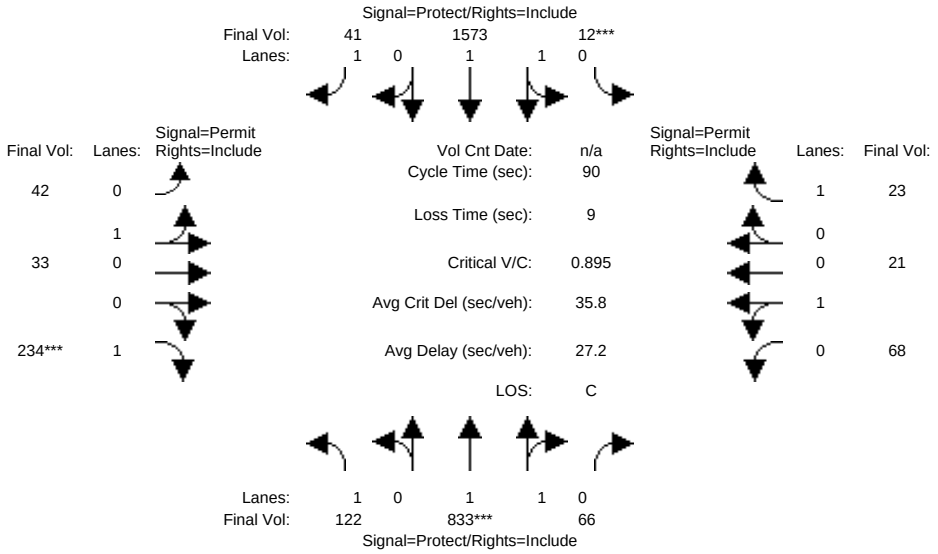
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	818	63	12	1565	41	42	33	233	67	21	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	818	63	12	1565	41	42	33	233	67	21	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	2	15	3	0	8	0	0	0	1	1	0	0
Initial Fut:	122	833	66	12	1573	41	42	33	234	68	21	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	833	66	12	1573	41	42	33	234	68	21	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	833	66	12	1573	41	42	33	234	68	21	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	833	66	12	1573	41	42	33	234	68	21	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.85	0.15	0.02	1.98	1.00	0.56	0.44	1.00	0.76	0.24	1.00
Final Sat.:	1750	3428	272	28	3672	1750	1008	792	1750	1375	425	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.43	0.43	0.02	0.04	0.04	0.13	0.05	0.05	0.01
Crit Moves:		****		****					****			
Green Time:	10.4	24.4	24.4	43.1	57.2	57.2	13.5	13.5	13.5	13.5	13.5	13.5
Volume/Cap:	0.60	0.89	0.89	0.89	0.67	0.04	0.28	0.28	0.89	0.33	0.33	0.09
Delay/Veh:	43.0	41.9	41.9	27.7	11.3	6.1	34.5	34.5	67.4	35.0	35.0	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	41.9	41.9	27.7	11.3	6.1	34.5	34.5	67.4	35.0	35.0	33.1
LOS by Move:	D	D	D	C	B+	A	C-	C-	E	C-	C-	C-
HCM2kAvgQ:	5	16	16	24	15	0	2	2	10	3	3	1

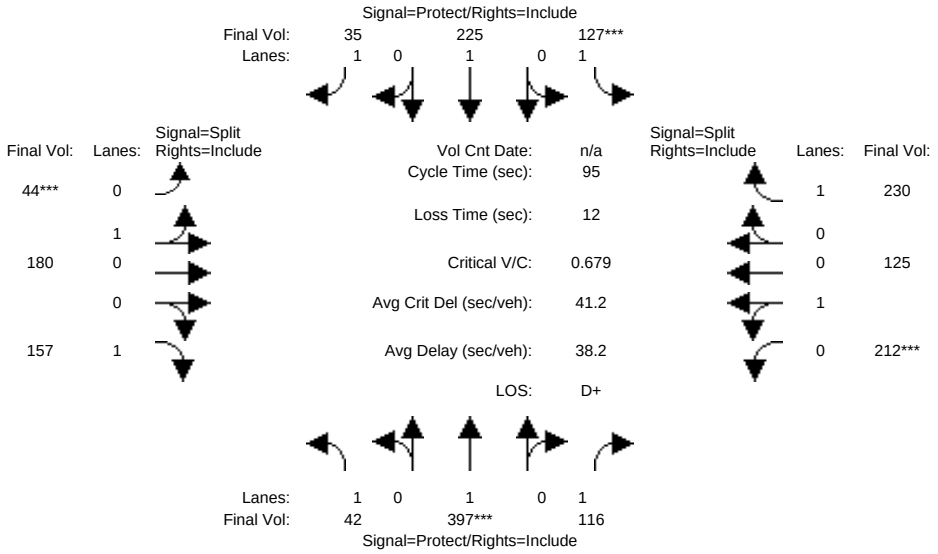
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	387	67	117	116	25	34	170	38	54	115	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	387	67	117	116	25	34	170	38	54	115	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	49	10	109	10	10	10	119	158	10	10
Initial Fut:	42	397	116	127	225	35	44	180	157	212	125	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	397	116	127	225	35	44	180	157	212	125	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	397	116	127	225	35	44	180	157	212	125	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	397	116	127	225	35	44	180	157	212	125	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.20	0.80	1.00	0.63	0.37	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	354	1446	1750	1132	668	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.07	0.07	0.12	0.02	0.12	0.12	0.09	0.19	0.19	0.13
Crit Moves:		****		****			****			****		
Green Time:	18.5	29.2	29.2	10.2	20.9	20.9	17.4	17.4	17.4	26.2	26.2	26.2
Volume/Cap:	0.12	0.68	0.22	0.68	0.54	0.09	0.68	0.68	0.49	0.68	0.68	0.48
Delay/Veh:	32.3	35.0	25.3	58.9	37.8	30.0	46.9	46.9	40.1	38.0	38.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	35.0	25.3	58.9	37.8	30.0	46.9	46.9	40.1	38.0	38.0	32.0
LOS by Move:	C-	D+	C	E+	D+	C	D	D	D	D+	D+	C-
HCM2kAvgQ:	1	11	3	5	6	1	8	8	5	10	10	6

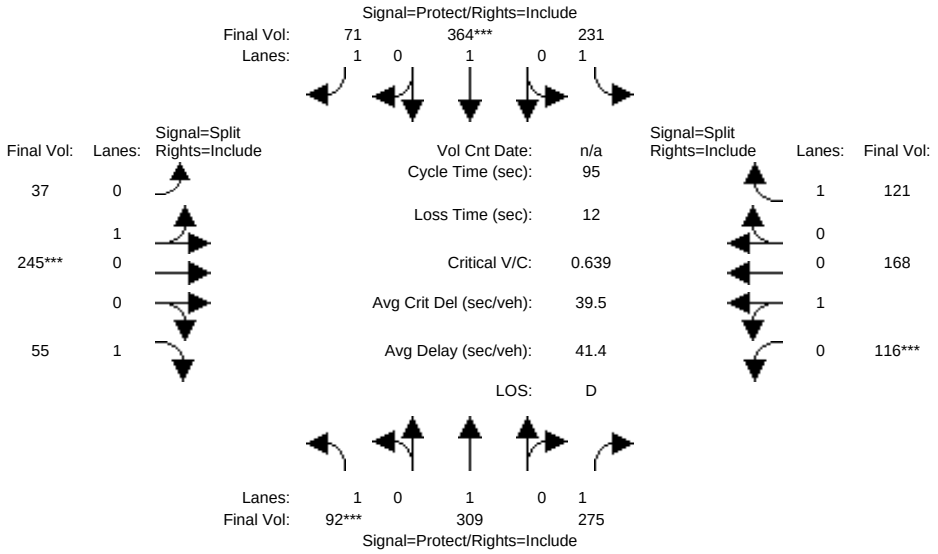
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	212	135	221	342	61	27	235	45	106	158	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	212	135	221	342	61	27	235	45	106	158	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	55	97	140	10	22	10	10	10	10	10	10	10
Initial Fut:	92	309	275	231	364	71	37	245	55	116	168	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	309	275	231	364	71	37	245	55	116	168	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	309	275	231	364	71	37	245	55	116	168	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	309	275	231	364	71	37	245	55	116	168	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.13	0.87	1.00	0.41	0.59	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	236	1564	1750	735	1065	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.13	0.19	0.04	0.16	0.16	0.03	0.16	0.16	0.07
Crit Moves:	****				****			****			****	
Green Time:	10.0	20.8	20.8	16.9	27.6	27.6	22.6	22.6	22.6	22.8	22.8	22.8
Volume/Cap:	0.50	0.74	0.72	0.74	0.66	0.14	0.66	0.66	0.13	0.66	0.66	0.29
Delay/Veh:	49.5	46.1	45.4	51.9	35.6	25.5	40.4	40.4	29.1	40.3	40.3	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	46.1	45.4	51.9	35.6	25.5	40.4	40.4	29.1	40.3	40.3	31.2
LOS by Move:	D	D	D	D-	D+	C	D	D	C	D	D	C
HCM2kAvgQ:	3	10	10	9	10	2	9	9	1	9	9	3

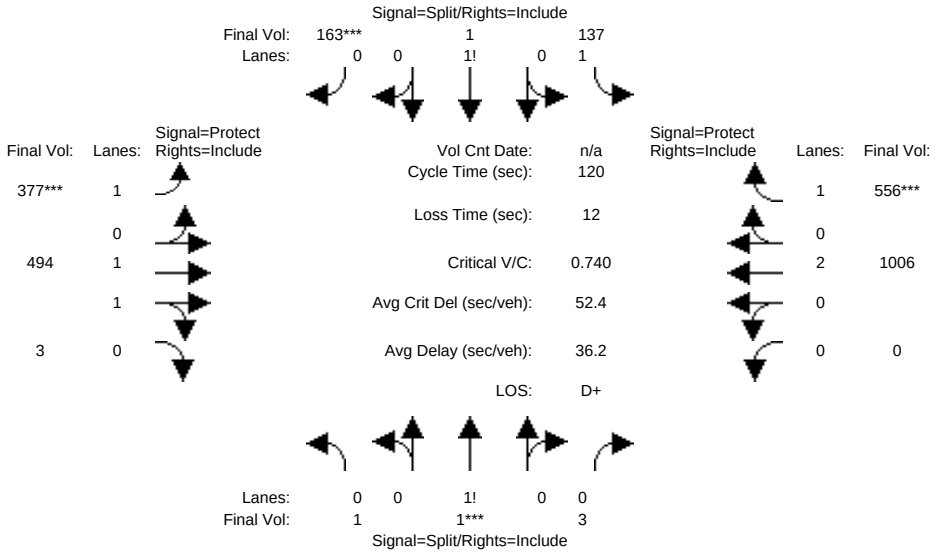
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	1	3	103	1	107	201	484	3	0	996	434
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	103	1	107	201	484	3	0	996	434
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	34	0	56	176	10	0	0	10	122
Initial Fut:	1	1	3	137	1	163	377	494	3	0	1006	556
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	3	137	1	163	377	494	3	0	1006	556
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	137	1	163	377	494	3	0	1006	556
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	3	137	1	163	377	494	3	0	1006	556
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	1.30	0.01	0.69	1.00	1.99	0.01	0.00	2.00	1.00
Final Sat.:	350	350	1050	2276	8	1251	1750	3678	22	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.13	0.13	0.22	0.13	0.13	0.00	0.26	0.32
Crit Moves:		****				****	****					****
Green Time:	10.0	10.0	10.0	19.2	19.2	19.2	31.8	78.8	78.8	0.0	46.9	46.9
Volume/Cap:	0.03	0.03	0.03	0.38	0.81	0.81	0.81	0.20	0.20	0.00	0.68	0.81
Delay/Veh:	51.0	51.0	51.0	46.4	66.1	66.1	55.6	8.4	8.4	0.0	32.7	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	51.0	46.4	66.1	66.1	55.6	8.4	8.4	0.0	32.7	42.8
LOS by Move:	D	D	D	D	E	E	E+	A	A	A	C-	D
HCM2kAvgQ:	0	0	0	4	11	11	16	4	4	0	16	22

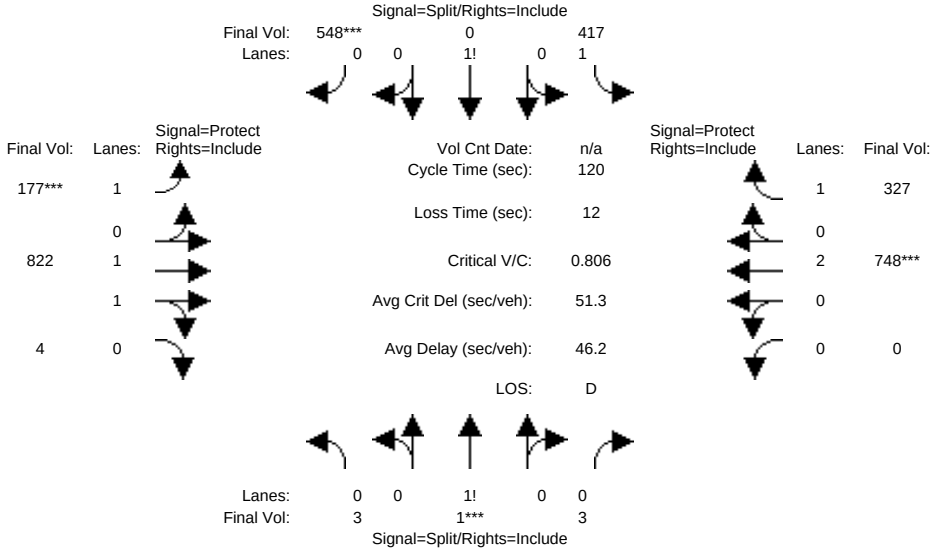
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	1	3	315	0	397	175	812	4	0	738	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	3	315	0	397	175	812	4	0	738	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	102	0	151	2	10	0	0	10	38
Initial Fut:	3	1	3	417	0	548	177	822	4	0	748	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	3	417	0	548	177	822	4	0	748	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	3	417	0	548	177	822	4	0	748	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	3	417	0	548	177	822	4	0	748	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.43	0.14	0.43	1.28	0.00	0.72	1.00	1.99	0.01	0.00	2.00	1.00
Final Sat.:	750	250	750	2242	0	1294	1750	3682	18	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.42	0.10	0.22	0.22	0.00	0.20	0.19
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	57.5	0.0	57.5	13.7	40.5	40.5	0.0	26.7	26.7
Volume/Cap:	0.05	0.05	0.05	0.39	0.00	0.88	0.88	0.66	0.66	0.00	0.88	0.84
Delay/Veh:	51.2	51.2	51.2	20.4	0.0	38.6	91.4	36.7	36.7	0.0	58.1	63.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	51.2	51.2	20.4	0.0	38.6	91.4	36.7	36.7	0.0	58.1	63.6
LOS by Move:	D-	D-	D-	C+	A	D+	F	D+	D+	A	E+	E
HCM2kAvgQ:	0	0	0	8	0	30	10	14	14	0	16	15

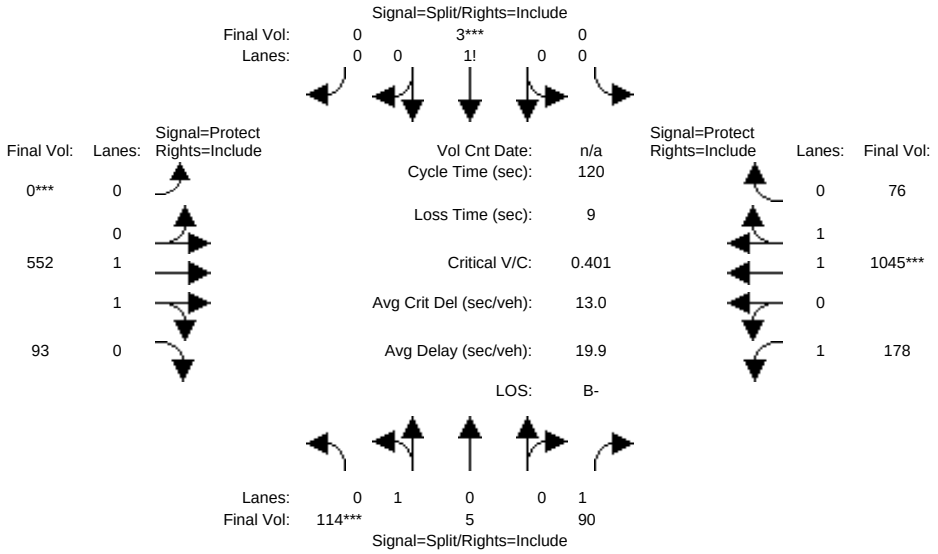
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BG + Project Goal Based AM

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	113	5	90	0	3	0	0	542	83	120	1035	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	5	90	0	3	0	0	542	83	120	1035	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	1	0	0	0	0	0	0	10	10	58	10	0
Initial Fut:	114	5	90	0	3	0	0	552	93	178	1045	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	5	90	0	3	0	0	552	93	178	1045	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	5	90	0	3	0	0	552	93	178	1045	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	5	90	0	3	0	0	552	93	178	1045	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.96	0.04	1.00	0.00	1.00	0.00	0.00	1.70	0.30	1.00	1.86	0.14
Final Sat.:	1724	76	1750	0	1900	0	0	3166	533	1750	3449	251
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.00	0.00	0.00	0.00	0.17	0.17	0.10	0.30	0.30
Crit Moves:	****				****		****				****	
Green Time:	18.1	18.1	18.1	0.0	10.0	0.0	0.0	52.4	52.4	30.5	82.9	82.9
Volume/Cap:	0.44	0.44	0.34	0.00	0.02	0.00	0.00	0.40	0.40	0.40	0.44	0.44
Delay/Veh:	51.4	51.4	49.1	0.0	50.7	0.0	0.0	23.8	23.8	39.8	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	51.4	49.1	0.0	50.7	0.0	0.0	23.8	23.8	39.8	8.8	8.8
LOS by Move:	D-	D-	D	A	D	A	A	C	C	D	A	A
HCM2kAvgQ:	5	5	3	0	0	0	0	8	8	6	9	9

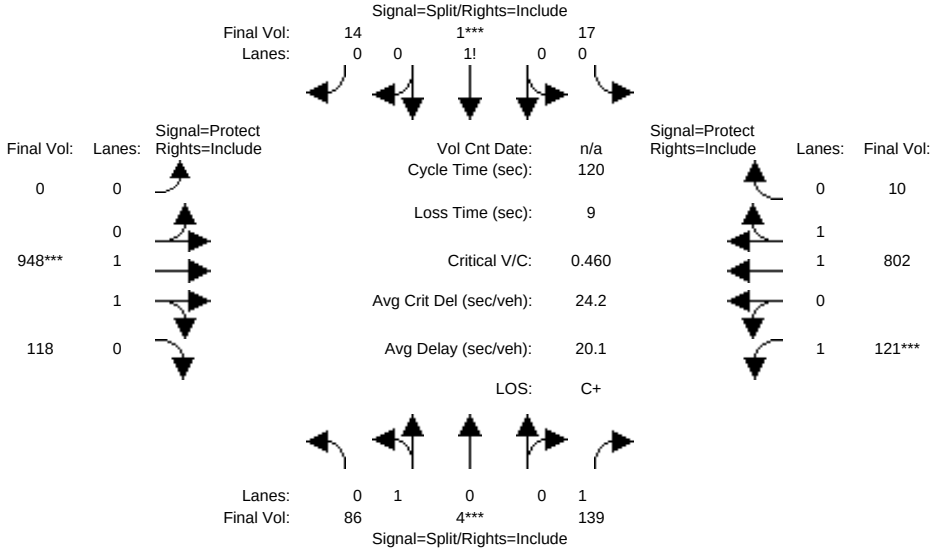
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	4	91	17	1	14	0	938	108	111	792	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	4	91	17	1	14	0	938	108	111	792	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	0	48	0	0	0	0	10	10	10	10	0
Initial Fut:	86	4	139	17	1	14	0	948	118	121	802	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	4	139	17	1	14	0	948	118	121	802	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	4	139	17	1	14	0	948	118	121	802	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	4	139	17	1	14	0	948	118	121	802	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.96	0.04	1.00	0.53	0.03	0.44	0.00	1.77	0.23	1.00	1.97	0.03
Final Sat.:	1720	80	1750	930	55	766	0	3290	410	1750	3654	46
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.08	0.02	0.02	0.02	0.00	0.29	0.29	0.07	0.22	0.22
Crit Moves:		****			****			****			****	
Green Time:	18.4	18.4	18.4	10.0	10.0	10.0	0.0	66.6	66.6	16.0	82.6	82.6
Volume/Cap:	0.33	0.33	0.52	0.22	0.22	0.22	0.00	0.52	0.52	0.52	0.32	0.32
Delay/Veh:	48.4	48.4	53.8	54.8	54.8	54.8	0.0	17.6	17.6	56.4	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	48.4	53.8	54.8	54.8	54.8	0.0	17.6	17.6	56.4	7.8	7.8
LOS by Move:	D	D	D-	D-	D-	D-	A	B	B	E+	A	A
HCM2kAvgQ:	3	3	6	1	1	1	0	12	12	5	6	6

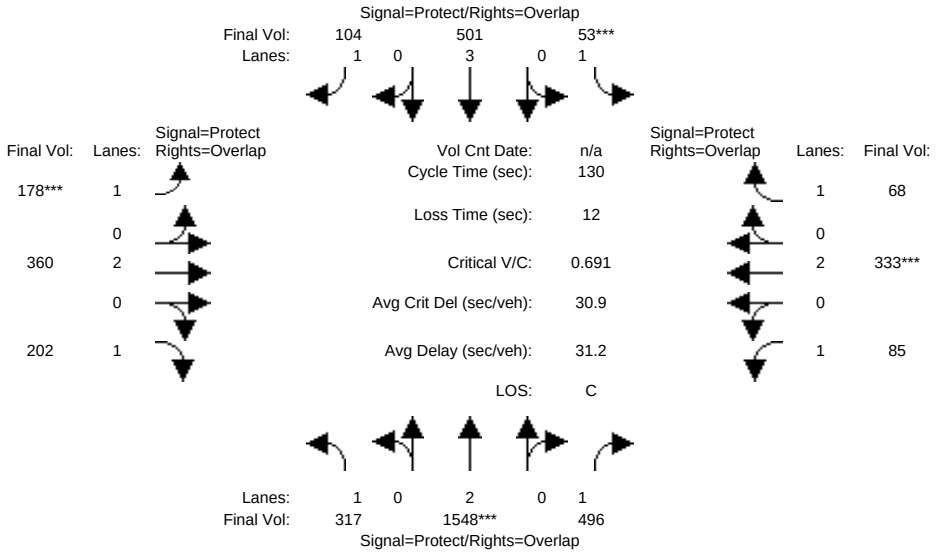
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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	307	1275	315	53	477	94	168	350	192	75	323	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	1275	315	53	477	94	168	350	192	75	323	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	273	181	0	24	10	10	10	10	10	10	10
Initial Fut:	317	1548	496	53	501	104	178	360	202	85	333	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	1548	496	53	501	104	178	360	202	85	333	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1548	496	53	501	104	178	360	202	85	333	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	1548	496	53	501	104	178	360	202	85	333	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.28	0.03	0.09	0.06	0.10	0.09	0.12	0.05	0.09	0.04
Crit Moves:		****		****			****				****	
Green Time:	55.7	75.8	88.5	7.0	27.0	46.0	18.9	22.5	78.2	12.8	16.3	23.3
Volume/Cap:	0.42	0.70	0.42	0.56	0.42	0.17	0.70	0.55	0.19	0.49	0.70	0.22
Delay/Veh:	26.3	20.1	9.5	67.6	44.9	29.0	61.1	50.1	11.8	57.8	59.1	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	20.1	9.5	67.6	44.9	29.0	61.1	50.1	11.8	57.8	59.1	45.9
LOS by Move:	C	C+	A	E	D	C	E	D	B+	E+	E+	D
HCM2kAvgQ:	9	22	9	3	6	3	9	7	4	4	8	3

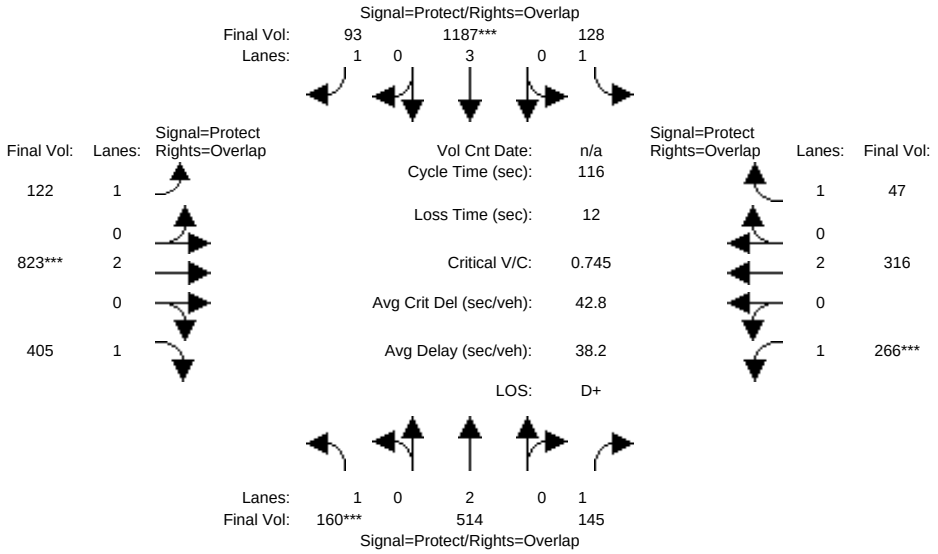
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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	388	135	118	1141	83	112	813	395	256	306	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	388	135	118	1141	83	112	813	395	256	306	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	126	10	10	46	10	10	10	10	10	10	10
Initial Fut:	160	514	145	128	1187	93	122	823	405	266	316	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	514	145	128	1187	93	122	823	405	266	316	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	514	145	128	1187	93	122	823	405	266	316	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	514	145	128	1187	93	122	823	405	266	316	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.07	0.21	0.05	0.07	0.22	0.23	0.15	0.08	0.03
Crit Moves:	****				****			****		****		
Green Time:	14.2	30.3	53.9	16.4	32.4	58.1	25.6	33.7	47.9	23.7	31.7	48.1
Volume/Cap:	0.75	0.52	0.18	0.52	0.75	0.11	0.32	0.75	0.56	0.75	0.30	0.06
Delay/Veh:	62.4	37.1	18.2	48.1	40.0	15.3	38.3	40.1	27.0	51.7	33.6	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	37.1	18.2	48.1	40.0	15.3	38.3	40.1	27.0	51.7	33.6	20.5
LOS by Move:	E	D+	B-	D	D	B	D+	D	C	D-	C-	C+
HCM2kAvgQ:	8	8	3	5	14	2	4	15	12	11	4	1

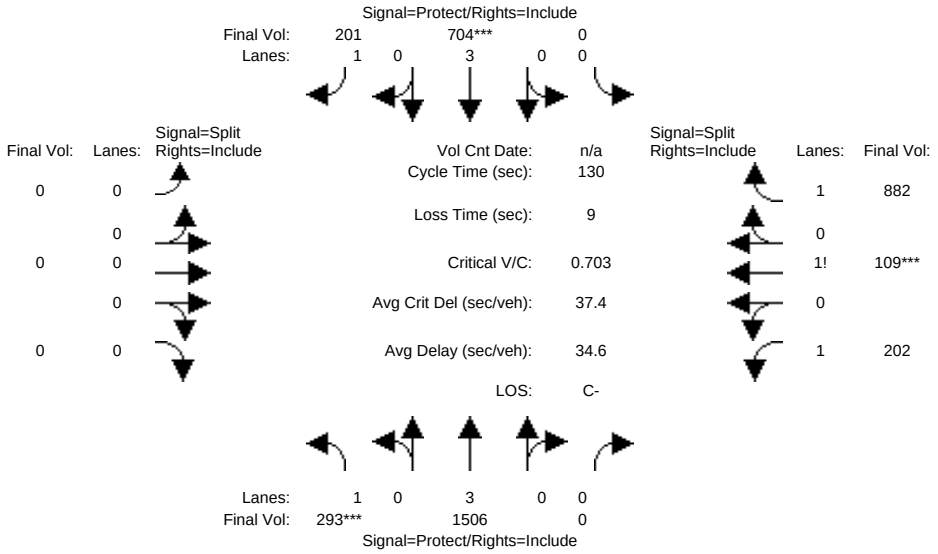
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	283	1496	0	0	694	191	0	0	0	186	109	872
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	1496	0	0	694	191	0	0	0	186	109	872
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	0	10	10	0	0	0	16	0	10
Initial Fut:	293	1506	0	0	704	201	0	0	0	202	109	882
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	1506	0	0	704	201	0	0	0	202	109	882
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1506	0	0	704	201	0	0	0	202	109	882
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	1506	0	0	704	201	0	0	0	202	109	882
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.16	0.17	1.67
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2028	300	3014
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.00	0.00	0.12	0.11	0.00	0.00	0.00	0.10	0.36	0.29
Crit Moves:	****				****						****	
Green Time:	31.0	53.8	0.0	0.0	22.8	22.8	0.0	0.0	0.0	67.2	67.2	67.2
Volume/Cap:	0.70	0.64	0.00	0.00	0.70	0.65	0.00	0.00	0.00	0.19	0.70	0.57
Delay/Veh:	50.7	30.9	0.0	0.0	52.7	54.9	0.0	0.0	0.0	16.9	25.2	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	30.9	0.0	0.0	52.7	54.9	0.0	0.0	0.0	16.9	25.2	21.8
LOS by Move:	D	C	A	A	D-	D-	A	A	A	B	C	C+
HCM2kAvgQ:	13	16	0	0	10	9	0	0	0	4	21	15

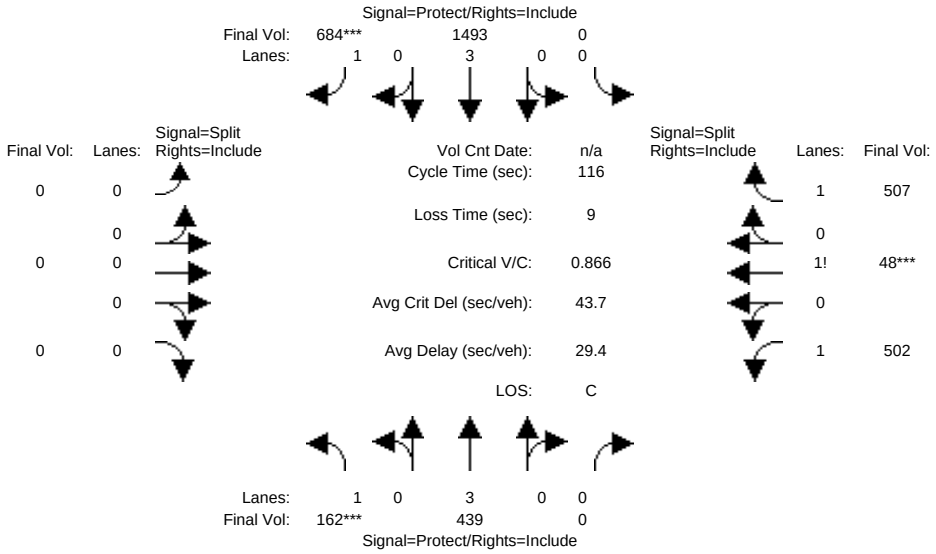
Note: Queue reported is the number of cars per lane.

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BG + Project Goal Based PM

Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	152	429	0	0	1483	674	0	0	0	482	48	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	429	0	0	1483	674	0	0	0	482	48	497
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	0	10	10	0	0	0	20	0	10
Initial Fut:	162	439	0	0	1493	684	0	0	0	502	48	507
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	439	0	0	1493	684	0	0	0	502	48	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	439	0	0	1493	684	0	0	0	502	48	507
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	439	0	0	1493	684	0	0	0	502	48	507
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.45	0.09	1.46
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2545	152	2553
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.00	0.00	0.26	0.39	0.00	0.00	0.00	0.20	0.32	0.20
Crit Moves:	****					****					****	
Green Time:	12.4	64.7	0.0	0.0	52.3	52.3	0.0	0.0	0.0	42.3	42.3	42.3
Volume/Cap:	0.87	0.14	0.00	0.00	0.58	0.87	0.00	0.00	0.00	0.54	0.87	0.54
Delay/Veh:	83.0	12.3	0.0	0.0	24.0	38.7	0.0	0.0	0.0	29.5	41.0	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.0	12.3	0.0	0.0	24.0	38.7	0.0	0.0	0.0	29.5	41.0	29.6
LOS by Move:	F	B	A	A	C	D+	A	A	A	C	D	C
HCM2kAvgQ:	9	2	0	0	13	26	0	0	0	11	23	11

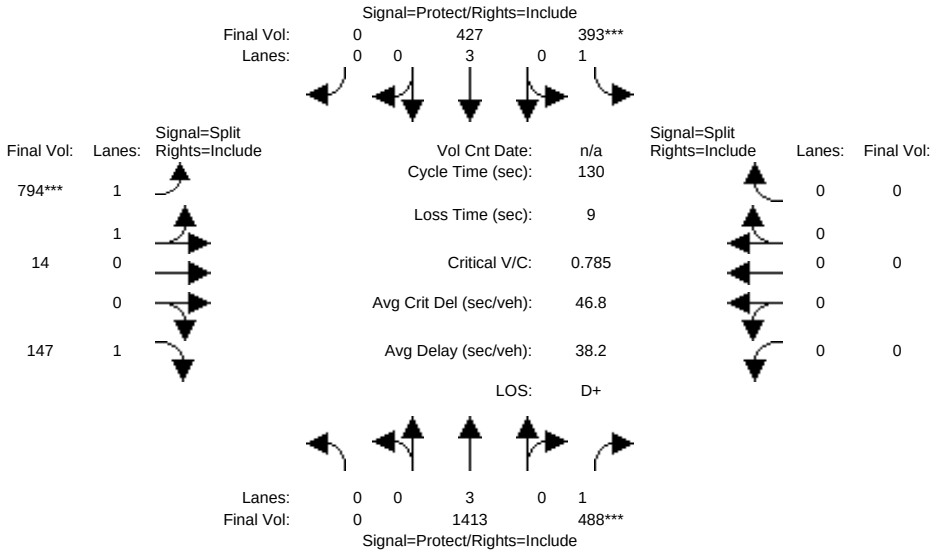
Note: Queue reported is the number of cars per lane.

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Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1403	430	383	417	0	406	4	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1403	430	383	417	0	406	4	137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	58	10	10	0	388	10	10	0	0	0
Initial Fut:	0	1413	488	393	427	0	794	14	147	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1413	488	393	427	0	794	14	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1413	488	393	427	0	794	14	147	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1413	488	393	427	0	794	14	147	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.97	0.03	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3488	62	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.28	0.22	0.07	0.00	0.23	0.23	0.08	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	46.2	46.2	37.2	83.3	0.0	37.7	37.7	37.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.70	0.79	0.79	0.12	0.00	0.79	0.79	0.29	0.00	0.00	0.00
Delay/Veh:	0.0	37.0	44.0	50.8	9.1	0.0	46.5	46.5	36.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.0	44.0	50.8	9.1	0.0	46.5	46.5	36.1	0.0	0.0	0.0
LOS by Move:	A	D+	D	D	A	A	D	D	D+	A	A	A
HCM2kAvgQ:	0	17	20	17	2	0	17	17	5	0	0	0

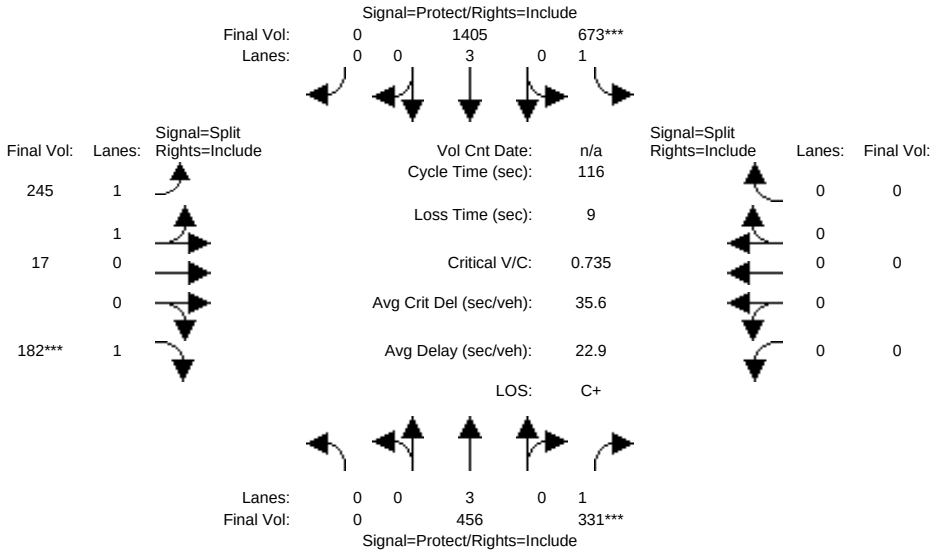
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2000 HCM Operations (Future Volume Alternative)
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Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	446	329	498	1395	0	130	7	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	446	329	498	1395	0	130	7	172	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	2	175	10	0	115	10	10	0	0	0
Initial Fut:	0	456	331	673	1405	0	245	17	182	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	456	331	673	1405	0	245	17	182	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	456	331	673	1405	0	245	17	182	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	456	331	673	1405	0	245	17	182	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.87	0.13	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3320	230	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.19	0.38	0.25	0.00	0.07	0.07	0.10	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	29.9	29.9	60.7	90.6	0.0	16.4	16.4	16.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.73	0.73	0.32	0.00	0.52	0.52	0.73	0.00	0.00	0.00
Delay/Veh:	0.0	34.9	45.6	24.5	3.7	0.0	47.1	47.1	58.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.9	45.6	24.5	3.7	0.0	47.1	47.1	58.6	0.0	0.0	0.0
LOS by Move:	A	C-	D	C	A	A	D	D	E+	A	A	A
HCM2kAvgQ:	0	4	13	21	5	0	5	5	8	0	0	0

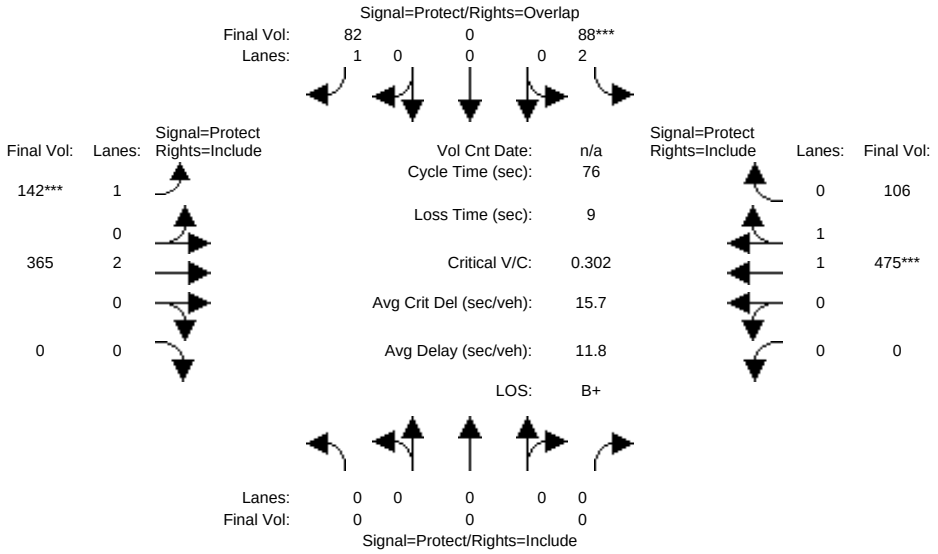
Note: Queue reported is the number of cars per lane.

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BG + Project Goal Based AM

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	78	0	72	132	355	0	0	342	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	72	132	355	0	0	342	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	0	10	10	10	0	0	133	10
Initial Fut:	0	0	0	88	0	82	142	365	0	0	475	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	88	0	82	142	365	0	0	475	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	88	0	82	142	365	0	0	475	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	88	0	82	142	365	0	0	475	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.63	0.37
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3024	675
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.08	0.10	0.00	0.00	0.16	0.16
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	7.0	0.0	27.5	20.4	60.0	0.0	0.0	39.5	39.5
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.13	0.30	0.12	0.00	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	34.8	0.0	16.7	23.8	2.0	0.0	0.0	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.8	0.0	16.7	23.8	2.0	0.0	0.0	10.8	10.8
LOS by Move:	A	A	A	C-	A	B	C	A	A	A	B+	B+
HCM2kAvgQ:	0	0	0	1	0	1	3	1	0	0	4	4

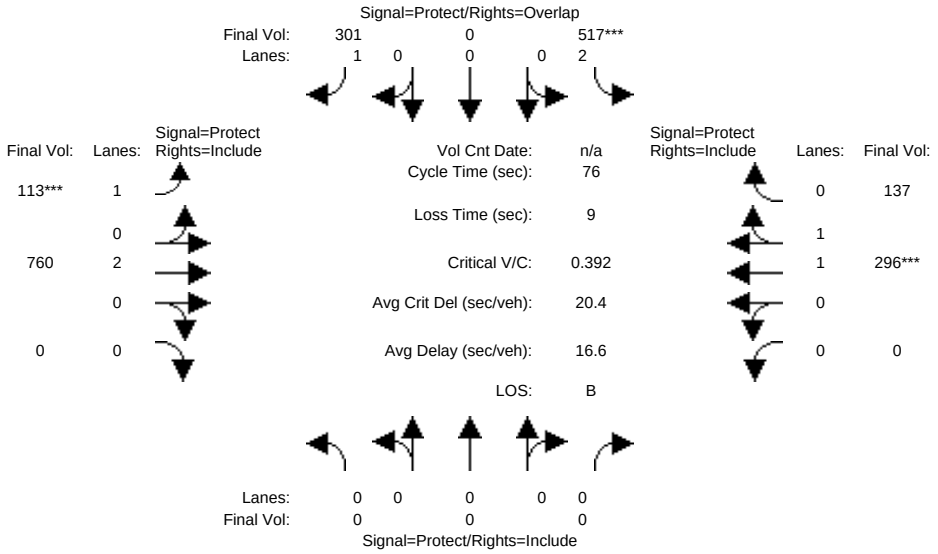
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	507	0	291	103	651	0	0	286	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	507	0	291	103	651	0	0	286	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	0	10	10	109	0	0	10	10
Initial Fut:	0	0	0	517	0	301	113	760	0	0	296	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	517	0	301	113	760	0	0	296	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	517	0	301	113	760	0	0	296	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	517	0	301	113	760	0	0	296	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.35	0.65
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	2528	1170
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.17	0.06	0.20	0.00	0.00	0.12	0.12
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	31.8	0.0	44.3	12.5	35.2	0.0	0.0	22.7	22.7
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.29	0.39	0.43	0.00	0.00	0.39	0.39
Delay/Veh:	0.0	0.0	0.0	16.3	0.0	8.7	32.3	14.5	0.0	0.0	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.3	0.0	8.7	32.3	14.5	0.0	0.0	22.2	22.2
LOS by Move:	A	A	A	B	A	A	C-	B	A	A	C+	C+
HCM2kAvgQ:	0	0	0	5	0	4	3	6	0	0	4	4

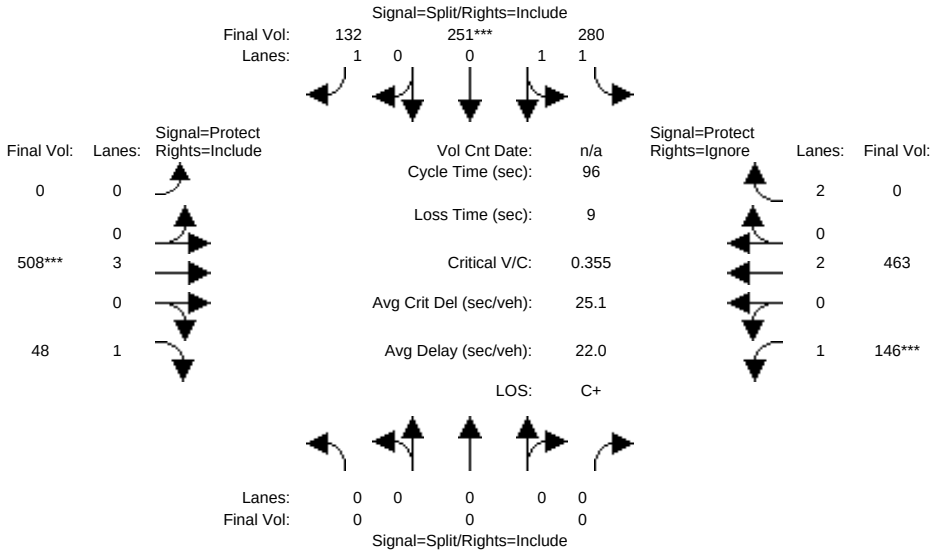
Note: Queue reported is the number of cars per lane.

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Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	280	251	132	0	498	38	69	453	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	280	251	132	0	498	38	69	453	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	10	10	77	10	0
Initial Fut:	0	0	0	280	251	132	0	508	48	146	463	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	280	251	132	0	508	48	146	463	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	280	251	132	0	508	48	146	463	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	280	251	132	0	508	48	146	463	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.07	0.93	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	1872	1678	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.08	0.00	0.09	0.03	0.08	0.12	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	40.4	40.4	40.4	0.0	24.1	24.1	22.5	46.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.18	0.00	0.36	0.11	0.36	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	19.1	19.1	17.5	0.0	29.7	27.8	31.2	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.1	19.1	17.5	0.0	29.7	27.8	31.2	14.5	0.0
LOS by Move:	A	A	A	B-	B-	B	A	C	C	C	B	A
HCM2kAvgQ:	0	0	0	6	6	3	0	4	1	4	4	0

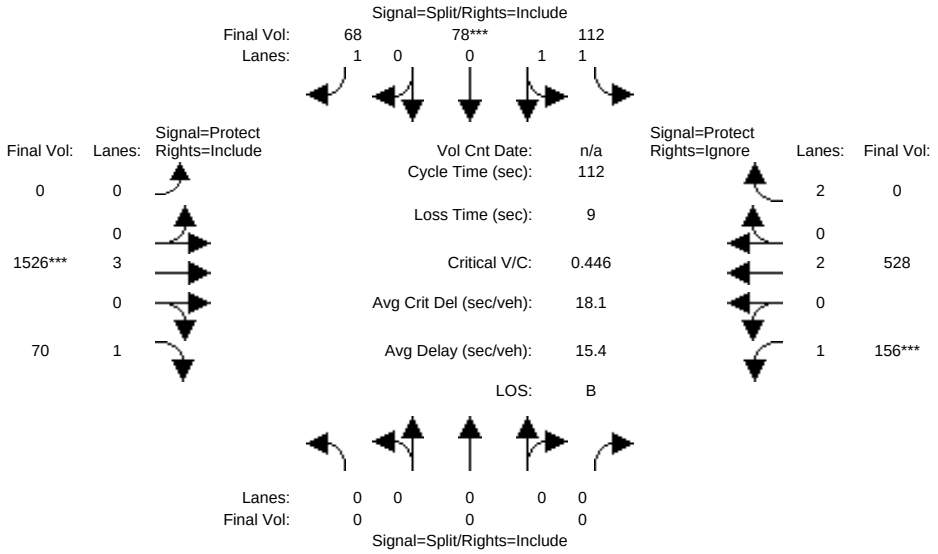
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BG + Project Goal Based PM

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	112	78	68	0	1455	60	146	518	965
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	112	78	68	0	1455	60	146	518	965
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	71	10	10	10	0
Initial Fut:	0	0	0	112	78	68	0	1526	70	156	528	965
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	112	78	68	0	1526	70	156	528	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	78	68	0	1526	70	156	528	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	112	78	68	0	1526	70	156	528	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.19	0.81	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	2092	1457	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.04	0.00	0.27	0.04	0.09	0.14	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	13.4	13.4	13.4	0.0	67.2	67.2	22.4	89.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.32	0.00	0.45	0.07	0.45	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	46.6	46.6	46.0	0.0	12.3	9.4	40.3	2.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.6	46.6	46.0	0.0	12.3	9.4	40.3	2.6	0.0
LOS by Move:	A	A	A	D	D	D	A	B	A	D	A	A
HCM2kAvgQ:	0	0	0	4	4	3	0	9	1	5	2	0

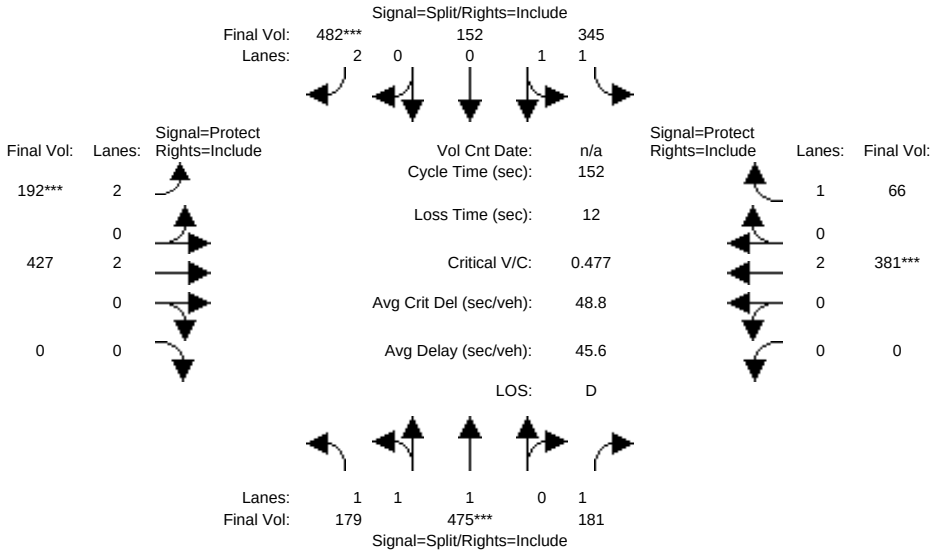
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	465	171	287	152	472	80	417	0	0	371	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	465	171	287	152	472	80	417	0	0	371	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	58	0	10	112	10	0	0	10	10
Initial Fut:	179	475	181	345	152	482	192	427	0	0	381	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	475	181	345	152	482	192	427	0	0	381	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	475	181	345	152	482	192	427	0	0	381	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	475	181	345	152	482	192	427	0	0	381	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.40	0.60	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	3800	1750	2464	1086	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.10	0.14	0.14	0.15	0.06	0.11	0.00	0.00	0.10	0.04
Crit Moves:		****				****	****				****	
Green Time:	39.8	39.8	39.8	48.8	48.8	48.8	19.4	51.4	0.0	0.0	32.0	32.0
Volume/Cap:	0.39	0.48	0.39	0.44	0.44	0.48	0.48	0.33	0.00	0.00	0.48	0.18
Delay/Veh:	46.2	47.6	46.7	41.0	41.0	41.7	62.5	37.7	0.0	0.0	53.1	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	47.6	46.7	41.0	41.0	41.7	62.5	37.7	0.0	0.0	53.1	49.5
LOS by Move:	D	D	D	D	D	D	E	D+	A	A	D-	D
HCM2kAvgQ:	7	9	7	10	10	11	5	7	0	0	8	3

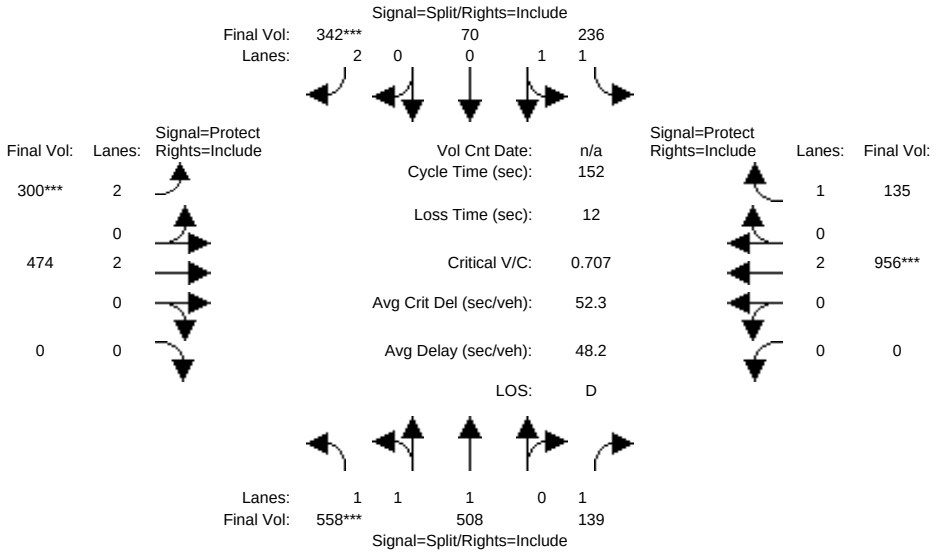
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	548	424	129	226	70	332	124	464	0	0	946	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	424	129	226	70	332	124	464	0	0	946	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	84	10	10	0	10	176	10	0	0	10	25
Initial Fut:	558	508	139	236	70	342	300	474	0	0	956	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	558	508	139	236	70	342	300	474	0	0	956	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	558	508	139	236	70	342	300	474	0	0	956	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	558	508	139	236	70	342	300	474	0	0	956	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.93	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.61	1.39	1.00	1.55	0.45	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2851	2595	1750	2738	812	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.08	0.09	0.09	0.11	0.10	0.12	0.00	0.00	0.25	0.08
Crit Moves:	****					****	****				****	
Green Time:	42.1	42.1	42.1	23.3	23.3	23.3	20.5	74.6	0.0	0.0	54.1	54.1
Volume/Cap:	0.71	0.71	0.29	0.56	0.56	0.71	0.71	0.25	0.00	0.00	0.71	0.22
Delay/Veh:	51.0	51.0	43.5	60.9	60.9	65.8	68.3	22.6	0.0	0.0	43.9	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	43.5	60.9	60.9	65.8	68.3	22.6	0.0	0.0	43.9	34.3
LOS by Move:	D	D	D	E	E	E	E	C+	A	A	D	C-
HCM2kAvgQ:	16	16	5	8	8	10	9	6	0	0	20	5

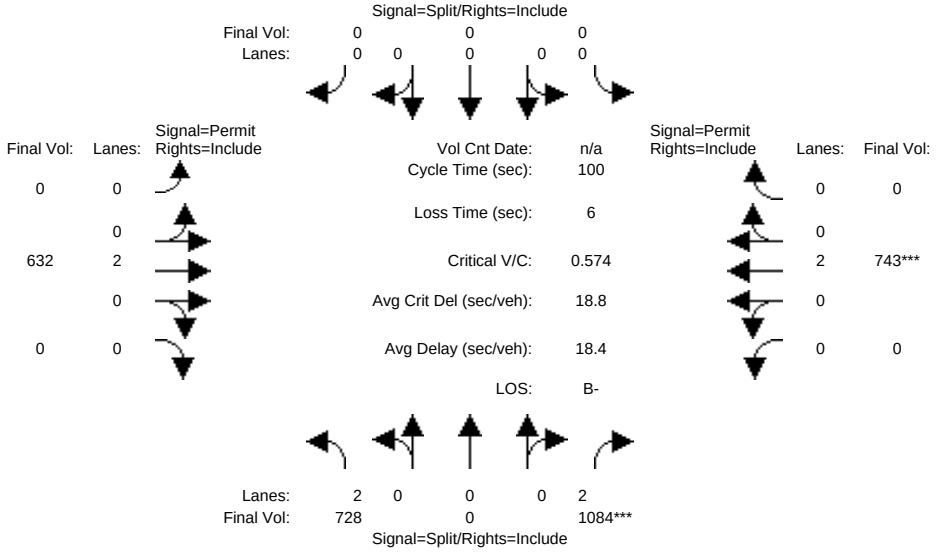
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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	548	0	1074	0	0	0	0	622	0	0	733	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	0	1074	0	0	0	0	622	0	0	733	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	180	0	10	0	0	0	0	10	0	0	10	0
Initial Fut:	728	0	1084	0	0	0	0	632	0	0	743	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	728	0	1084	0	0	0	0	632	0	0	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	728	0	1084	0	0	0	0	632	0	0	743	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	728	0	1084	0	0	0	0	632	0	0	743	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.34	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.20	0.00
Crit Moves:			****								****	
Green Time:	59.9	0.0	59.9	0.0	0.0	0.0	0.0	34.1	0.0	0.0	34.1	0.0
Volume/Cap:	0.39	0.00	0.57	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.57	0.00
Delay/Veh:	10.6	0.0	12.7	0.0	0.0	0.0	0.0	26.4	0.0	0.0	27.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	0.0	12.7	0.0	0.0	0.0	0.0	26.4	0.0	0.0	27.7	0.0
LOS by Move:	B+	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	7	0	12	0	0	0	0	8	0	0	10	0

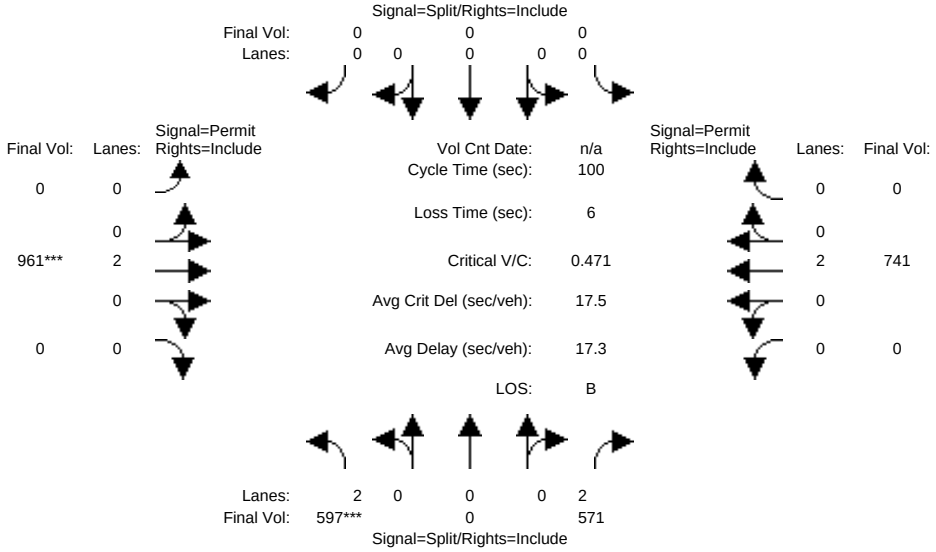
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	277	0	561	0	0	0	0	951	0	0	731	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	0	561	0	0	0	0	951	0	0	731	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	320	0	10	0	0	0	0	10	0	0	10	0
Initial Fut:	597	0	571	0	0	0	0	961	0	0	741	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	597	0	571	0	0	0	0	961	0	0	741	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	597	0	571	0	0	0	0	961	0	0	741	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	597	0	571	0	0	0	0	961	0	0	741	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.18	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.20	0.00
Crit Moves:	****							****				
Green Time:	40.3	0.0	40.3	0.0	0.0	0.0	0.0	53.7	0.0	0.0	53.7	0.0
Volume/Cap:	0.47	0.00	0.45	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.36	0.00
Delay/Veh:	22.3	0.0	22.0	0.0	0.0	0.0	0.0	14.5	0.0	0.0	13.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	0.0	22.0	0.0	0.0	0.0	0.0	14.5	0.0	0.0	13.4	0.0
LOS by Move:	C+	A	C+	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	8	0	8	0	0	0	0	9	0	0	6	0

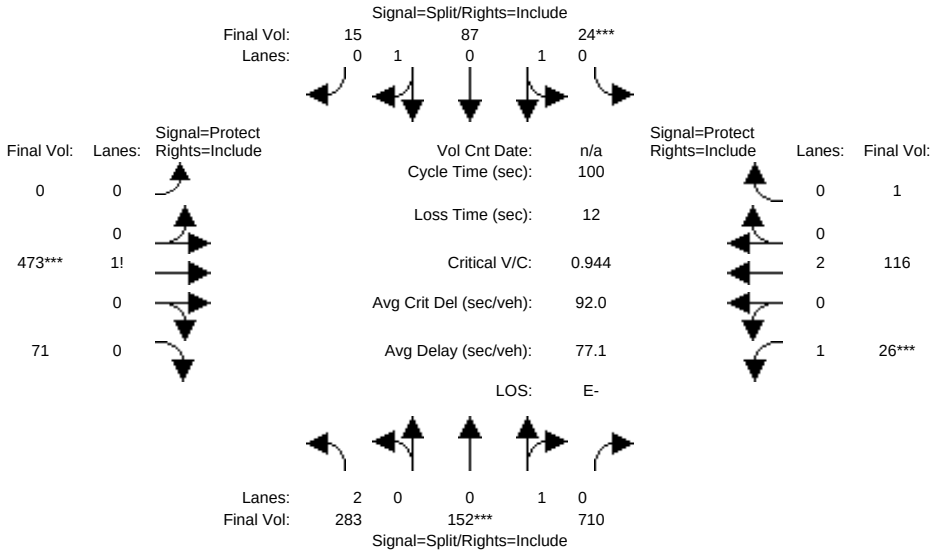
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	152	674	16	69	15	0	463	71	16	106	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	152	674	16	69	15	0	463	71	16	106	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	190	0	36	8	18	0	0	10	0	10	10	0
Initial Fut:	283	152	710	24	87	15	0	473	71	26	116	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	152	710	24	87	15	0	473	71	26	116	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	152	710	24	87	15	0	473	71	26	116	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	152	710	24	87	15	0	473	71	26	116	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95
Lanes:	2.00	0.18	0.82	0.38	1.38	0.24	0.00	0.87	0.13	1.00	1.98	0.02
Final Sat.:	3150	317	1483	686	2486	429	0	1565	235	1750	3668	32
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.48	0.04	0.04	0.04	0.00	0.30	0.30	0.01	0.03	0.03
Crit Moves:		****		****				****		****		
Green Time:	43.5	43.5	43.5	10.0	10.0	10.0	0.0	27.5	27.5	7.0	34.5	34.5
Volume/Cap:	0.21	1.10	1.10	0.35	0.35	0.35	0.00	1.10	1.10	0.21	0.09	0.09
Delay/Veh:	17.6	91.3	91.3	42.6	42.6	42.6	0.0	107	106.9	44.8	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	91.3	91.3	42.6	42.6	42.6	0.0	107	106.9	44.8	22.2	22.2
LOS by Move:	B	F	F	D	D	D	A	F	F	D	C+	C+
HCM2kAvgQ:	3	42	42	2	2	2	0	28	28	1	1	1

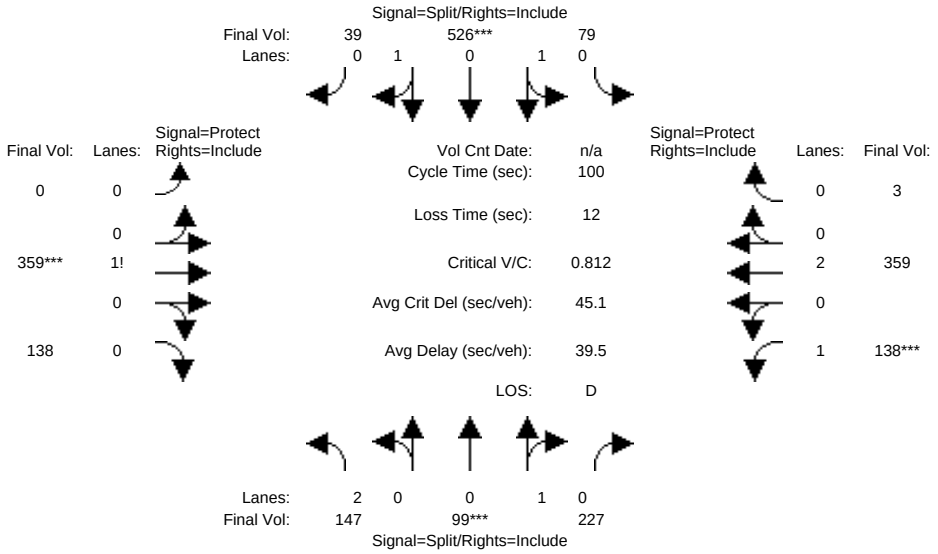
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	99	217	69	340	29	0	349	100	128	349	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	99	217	69	340	29	0	349	100	128	349	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	59	0	10	10	186	10	0	10	38	10	10	0
Initial Fut:	147	99	227	79	526	39	0	359	138	138	359	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	99	227	79	526	39	0	359	138	138	359	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	99	227	79	526	39	0	359	138	138	359	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	99	227	79	526	39	0	359	138	138	359	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95
Lanes:	2.00	0.30	0.70	0.25	1.63	0.12	0.00	0.72	0.28	1.00	1.98	0.02
Final Sat.:	3150	547	1253	442	2940	218	0	1300	500	1750	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.18	0.18	0.18	0.00	0.28	0.28	0.08	0.10	0.10
Crit Moves:		****			****			****			****	
Green Time:	22.3	22.3	22.3	22.0	22.0	22.0	0.0	34.0	34.0	9.7	43.7	43.7
Volume/Cap:	0.21	0.81	0.81	0.81	0.81	0.81	0.00	0.81	0.81	0.81	0.22	0.22
Delay/Veh:	31.8	48.8	48.8	43.4	43.4	43.4	0.0	38.2	38.2	69.1	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	48.8	48.8	43.4	43.4	43.4	0.0	38.2	38.2	69.1	17.6	17.6
LOS by Move:	C	D	D	D	D	D	A	D+	D+	E	B	B
HCM2kAvgQ:	2	12	12	12	12	12	0	17	17	7	4	4

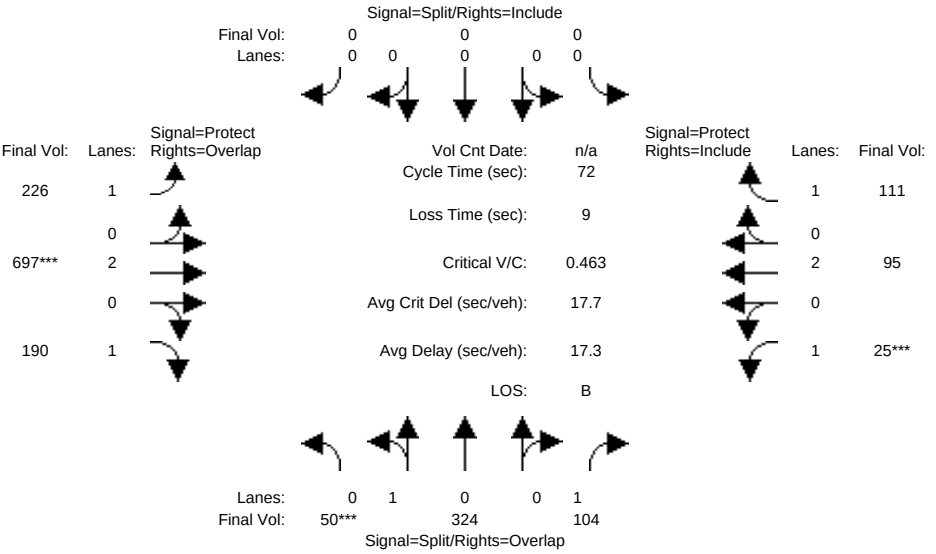
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	301	94	0	0	0	216	687	180	25	85	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	301	94	0	0	0	216	687	180	25	85	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	23	10	0	0	0	10	10	10	0	10	10
Initial Fut:	50	324	104	0	0	0	226	697	190	25	95	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	324	104	0	0	0	226	697	190	25	95	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	324	104	0	0	0	226	697	190	25	95	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	324	104	0	0	0	226	697	190	25	95	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.13	0.87	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	241	1559	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.06	0.00	0.00	0.00	0.13	0.18	0.11	0.01	0.03	0.06
Crit Moves:	****							****		****		
Green Time:	29.7	29.7	36.7	0.0	0.0	0.0	16.0	26.3	56.0	7.0	17.2	17.2
Volume/Cap:	0.50	0.50	0.12	0.00	0.00	0.00	0.58	0.50	0.14	0.15	0.10	0.27
Delay/Veh:	16.2	16.2	9.2	0.0	0.0	0.0	27.2	18.1	2.0	30.2	21.4	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	9.2	0.0	0.0	0.0	27.2	18.1	2.0	30.2	21.4	22.6
LOS by Move:	B	B	A	A	A	A	C	B-	A	C	C+	C+
HCM2kAvgQ:	7	7	1	0	0	0	6	6	1	1	1	2

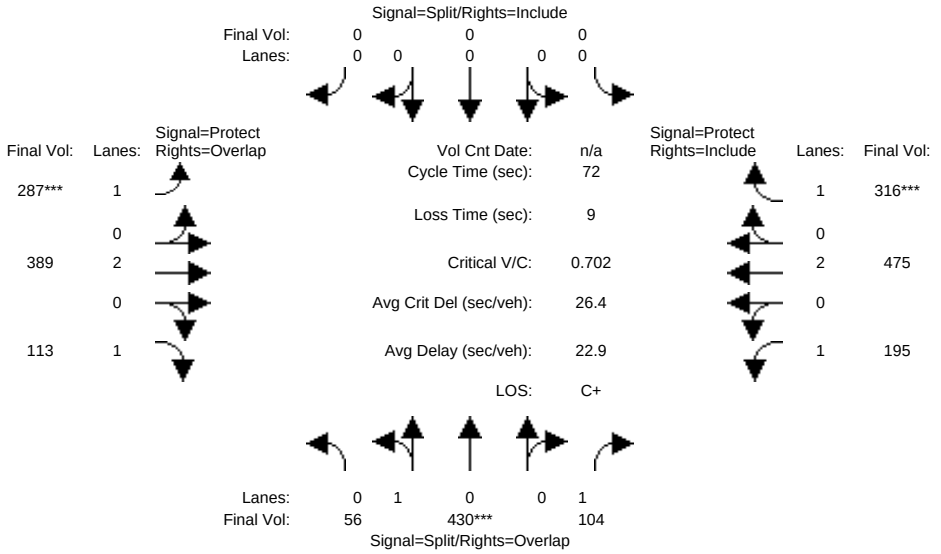
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	420	94	0	0	0	187	379	44	185	465	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	420	94	0	0	0	187	379	44	185	465	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	4	10	10	0	0	0	100	10	69	10	10	10
Initial Fut:	56	430	104	0	0	0	287	389	113	195	475	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	430	104	0	0	0	287	389	113	195	475	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	430	104	0	0	0	287	389	113	195	475	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	430	104	0	0	0	287	389	113	195	475	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	207	1593	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.06	0.00	0.00	0.00	0.16	0.10	0.06	0.11	0.13	0.18
Crit Moves:		****					****					****
Green Time:	27.7	27.7	43.4	0.0	0.0	0.0	16.8	19.6	47.3	15.7	18.5	18.5
Volume/Cap:	0.70	0.70	0.10	0.00	0.00	0.00	0.70	0.38	0.10	0.51	0.49	0.70
Delay/Veh:	21.9	21.9	6.1	0.0	0.0	0.0	30.7	21.5	4.6	25.9	23.1	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	21.9	6.1	0.0	0.0	0.0	30.7	21.5	4.6	25.9	23.1	29.2
LOS by Move:	C+	C+	A	A	A	A	C	C+	A	C	C	C
HCM2kAvgQ:	11	11	1	0	0	0	8	4	1	5	5	8

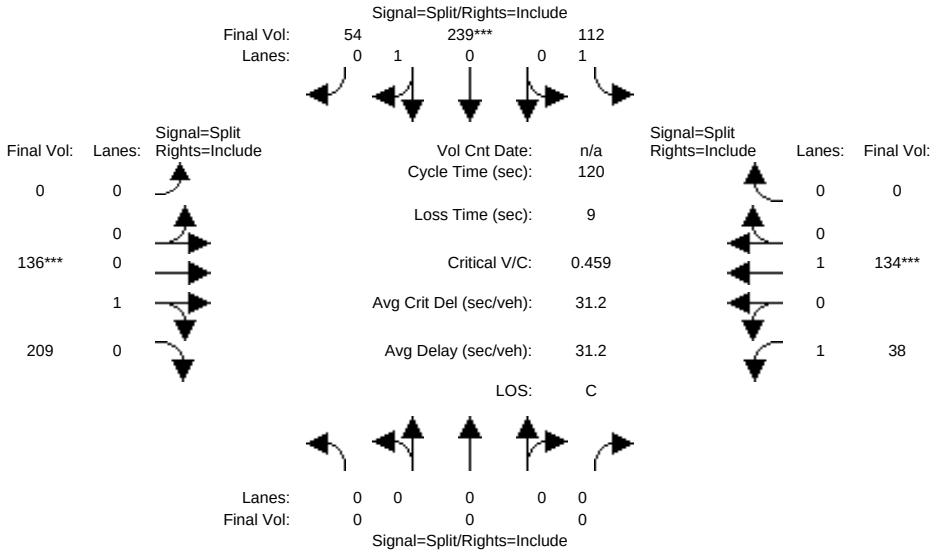
Note: Queue reported is the number of cars per lane.

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BG + Project Goal Based AM

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	102	229	54	0	126	199	28	124	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	102	229	54	0	126	199	28	124	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	0	0	10	10	10	10	0
Initial Fut:	0	0	0	112	239	54	0	136	209	38	134	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	112	239	54	0	136	209	38	134	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	239	54	0	136	209	38	134	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	112	239	54	0	136	209	38	134	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.82	0.18	0.00	0.39	0.61	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1468	332	0	710	1090	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.16	0.16	0.00	0.19	0.19	0.02	0.07	0.00
Crit Moves:					****			****			****	
Green Time:	0.0	0.0	0.0	42.5	42.5	42.5	0.0	50.1	50.1	18.4	18.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.46	0.46	0.00	0.46	0.46	0.14	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	26.9	30.4	30.4	0.0	25.7	25.7	44.2	47.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.9	30.4	30.4	0.0	25.7	25.7	44.2	47.4	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	D	A
HCM2kAvgQ:	0	0	0	3	9	9	0	10	10	1	5	0

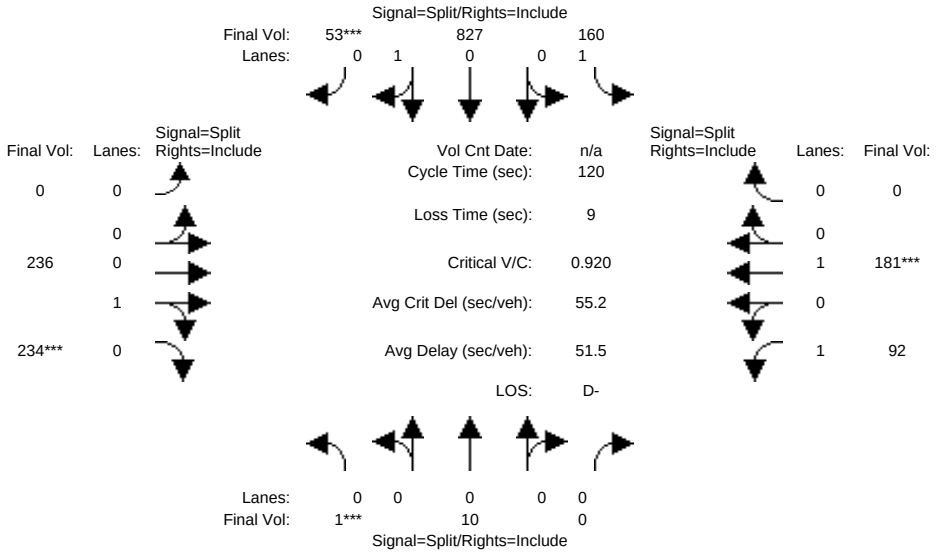
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	10	0	150	692	53	0	226	224	82	171	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	10	0	150	692	53	0	226	224	82	171	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	135	0	0	10	10	10	10	0
Initial Fut:	1	10	0	160	827	53	0	236	234	92	181	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	10	0	160	827	53	0	236	234	92	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	10	0	160	827	53	0	236	234	92	181	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	10	0	160	827	53	0	236	234	92	181	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.09	0.91	0.00	1.00	0.94	0.06	0.00	0.50	0.50	1.00	1.00	0.00
Final Sat.:	164	1636	0	1750	1692	108	0	904	896	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.09	0.49	0.49	0.00	0.26	0.26	0.05	0.10	0.00
Crit Moves:	****					****			****		****	
Green Time:	0.8	0.8	0.0	63.7	63.7	63.7	0.0	34.0	34.0	12.4	12.4	0.0
Volume/Cap:	0.92	0.92	0.00	0.17	0.92	0.92	0.00	0.92	0.92	0.51	0.92	0.00
Delay/Veh:	275.7	276	0.0	14.6	39.5	39.5	0.0	63.7	63.7	53.3	95.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	275.7	276	0.0	14.6	39.5	39.5	0.0	63.7	63.7	53.3	95.6	0.0
LOS by Move:	F	F	A	B	D	D	A	E	E	D-	F	A
HCM2kAvgQ:	2	2	0	3	35	35	0	22	22	4	10	0

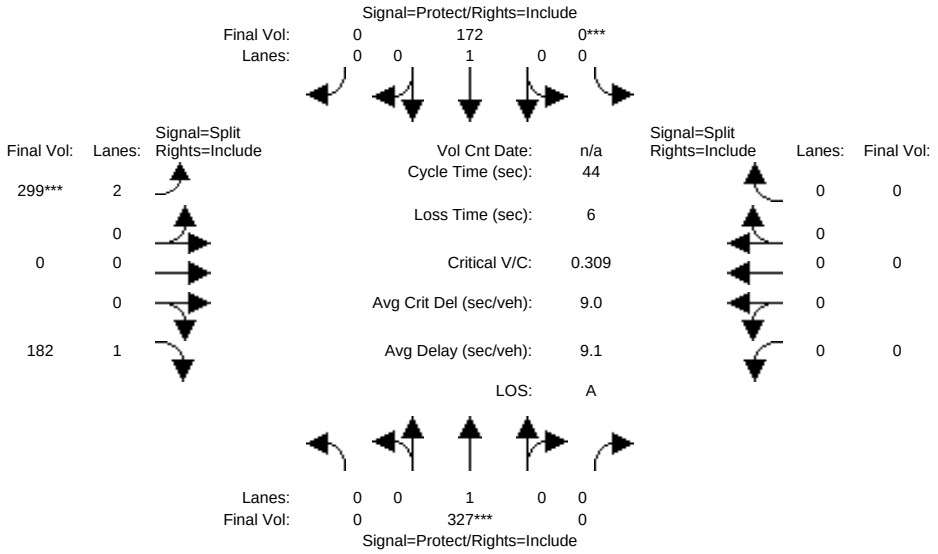
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	317	0	0	162	0	289	0	172	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	317	0	0	162	0	289	0	172	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	0	0	10	0	10	0	10	0	0	0
Initial Fut:	0	327	0	0	172	0	299	0	182	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	327	0	0	172	0	299	0	182	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	327	0	0	172	0	299	0	182	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	327	0	0	172	0	299	0	182	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.09	0.00	0.09	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	23.7	0.0	0.0	23.7	0.0	14.3	0.0	14.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.32	0.00	0.00	0.17	0.00	0.29	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	0.0	6.5	0.0	0.0	5.5	0.0	11.8	0.0	12.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.5	0.0	0.0	5.5	0.0	11.8	0.0	12.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B+	A	B	A	A	A
HCM2kAvgQ:	0	3	0	0	1	0	2	0	2	0	0	0

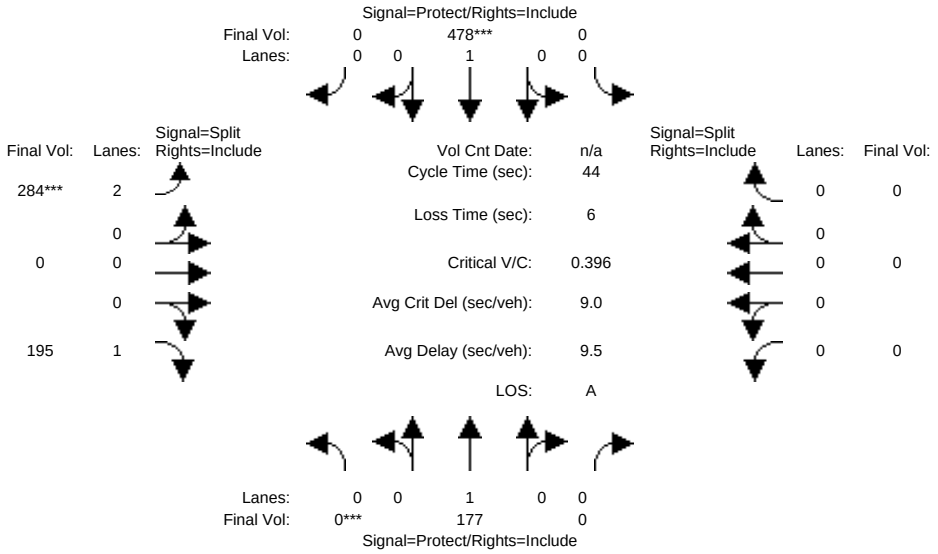
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	167	0	0	468	0	274	0	185	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	167	0	0	468	0	274	0	185	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	0	0	10	0	10	0	10	0	0	0
Initial Fut:	0	177	0	0	478	0	284	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	177	0	0	478	0	284	0	195	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	177	0	0	478	0	284	0	195	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	177	0	0	478	0	284	0	195	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.25	0.00	0.09	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	26.3	0.0	0.0	26.3	0.0	11.7	0.0	11.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.16	0.00	0.00	0.42	0.00	0.34	0.00	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	4.2	0.0	0.0	5.9	0.0	14.2	0.0	16.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.2	0.0	0.0	5.9	0.0	14.2	0.0	16.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	1	0	0	4	0	2	0	3	0	0	0

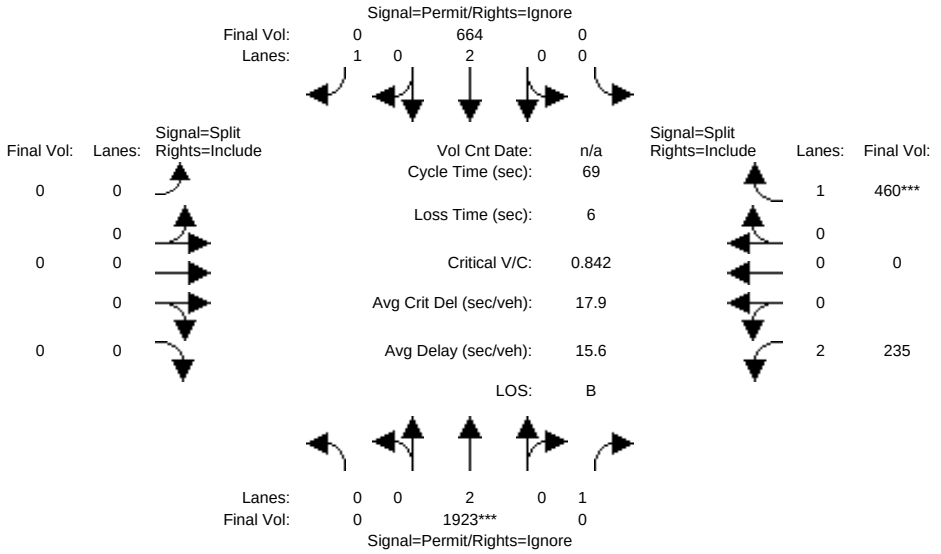
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1913	219	0	654	163	0	0	0	213	0	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1913	219	0	654	163	0	0	0	213	0	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	35	0	10	0	0	0	0	22	0	10
Initial Fut:	0	1923	254	0	664	163	0	0	0	235	0	460
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1923	0	0	664	0	0	0	0	235	0	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1923	0	0	664	0	0	0	0	235	0	460
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1923	0	0	664	0	0	0	0	235	0	460
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.07	0.00	0.26
Crit Moves:		****										****
Green Time:	0.0	41.5	0.0	0.0	41.5	0.0	0.0	0.0	0.0	21.5	0.0	21.5
Volume/Cap:	0.00	0.84	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.24	0.00	0.84
Delay/Veh:	0.0	14.1	0.0	0.0	6.7	0.0	0.0	0.0	0.0	17.8	0.0	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	0.0	0.0	6.7	0.0	0.0	0.0	0.0	17.8	0.0	33.5
LOS by Move:	A	B	A	A	A	A	A	A	A	B	A	C-
HCM2kAvgQ:	0	19	0	0	3	0	0	0	0	2	0	13

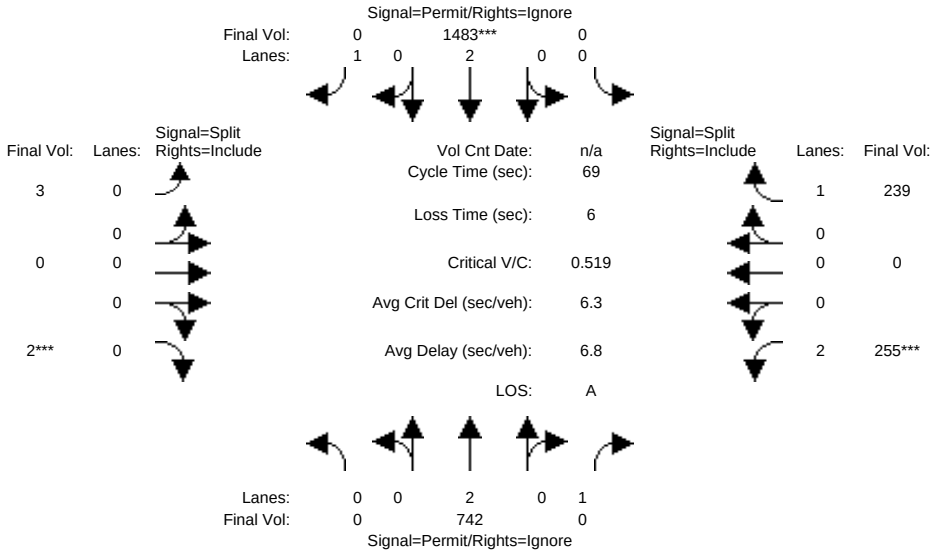
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	732	362	0	1473	225	3	0	2	245	0	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	732	362	0	1473	225	3	0	2	245	0	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	0	10	0	0	0	0	10	0	10
Initial Fut:	0	742	372	0	1483	225	3	0	2	255	0	239
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	742	0	0	1483	0	3	0	2	255	0	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	742	0	0	1483	0	3	0	2	255	0	239
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	742	0	0	1483	0	3	0	2	255	0	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.60	0.00	0.40	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	1050	0	700	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.08	0.00	0.14
Crit Moves:					****				****	****		
Green Time:	0.0	51.9	0.0	0.0	51.9	0.0	0.4	0.0	0.4	18.1	0.0	18.1
Volume/Cap:	0.00	0.26	0.00	0.00	0.52	0.00	0.52	0.00	0.52	0.31	0.00	0.52
Delay/Veh:	0.0	2.7	0.0	0.0	3.7	0.0	76.6	0.0	76.6	20.6	0.0	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.7	0.0	0.0	3.7	0.0	76.6	0.0	76.6	20.6	0.0	22.8
LOS by Move:	A	A	A	A	A	A	E-	A	E-	C+	A	C+
HCM2kAvgQ:	0	3	0	0	7	0	1	0	1	3	0	5

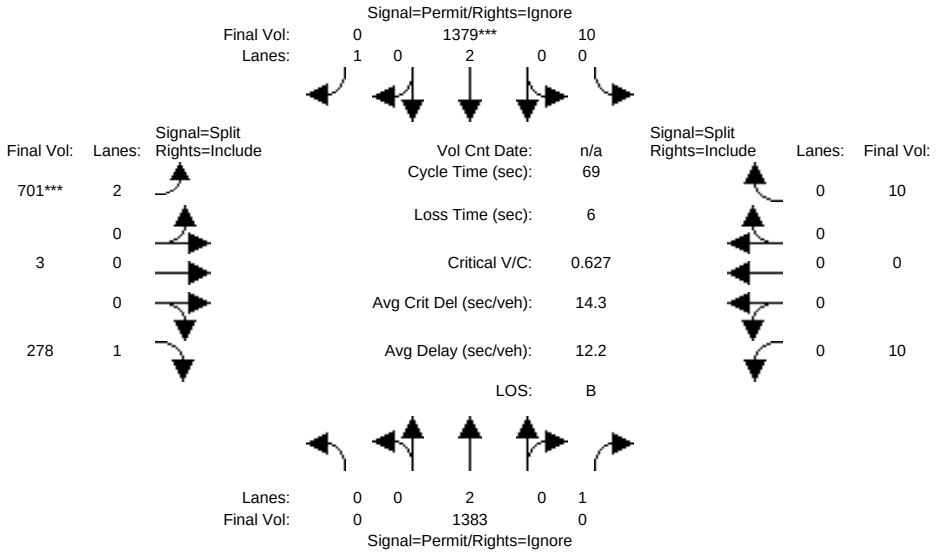
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1373	262	0	1369	311	701	3	268	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1373	262	0	1369	311	701	3	268	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	10	10	10	0	0	10	10	0	10
Initial Fut:	0	1383	272	10	1379	321	701	3	278	10	0	10
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1383	0	10	1379	0	701	3	278	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1383	0	10	1379	0	701	3	278	10	0	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1383	0	10	1379	0	701	3	278	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.94	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	2.00	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	3800	1750	27	3673	1750	3553	19	1781	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.38	0.38	0.00	0.20	0.16	0.16	xxxx	0.00	xxxx
Crit Moves:					****		****					
Green Time:	0.0	41.3	0.0	41.3	41.3	0.0	21.7	21.7	21.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.00	0.63	0.63	0.00	0.63	0.50	0.50	xxxx	0.00	xxxx
Delay/Veh:	0.0	9.2	0.0	9.5	9.5	0.0	21.0	19.4	19.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	0.0	9.5	9.5	0.0	21.0	19.4	19.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C+	B-	B-	A	A	A
HCM2kAvgQ:	0	10	0	10	10	0	8	6	6	0	0	0

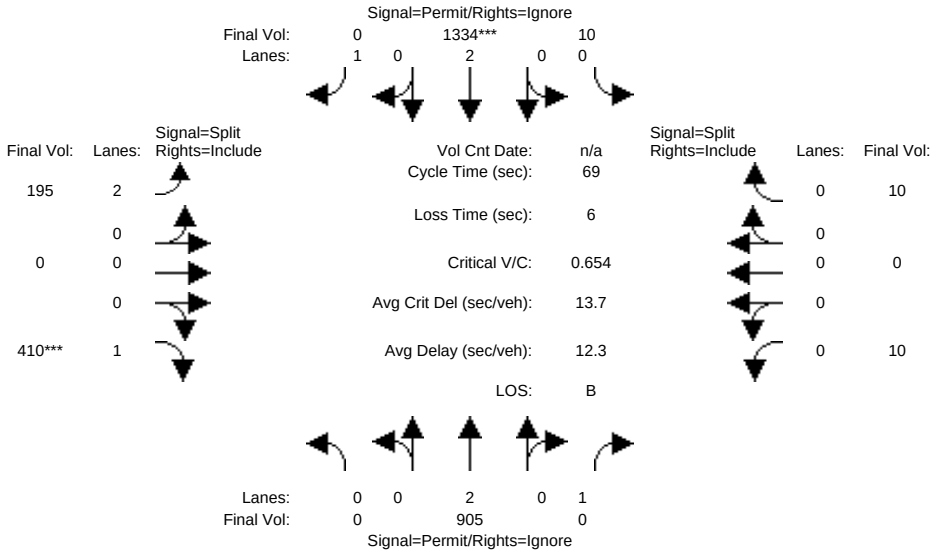
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	895	244	0	1324	407	195	0	400	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	895	244	0	1324	407	195	0	400	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	68	10	10	10	0	0	10	10	0	10
Initial Fut:	0	905	312	10	1334	417	195	0	410	10	0	10
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	905	0	10	1334	0	195	0	410	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	905	0	10	1334	0	195	0	410	10	0	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	905	0	10	1334	0	195	0	410	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.02	1.98	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	28	3672	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.36	0.36	0.00	0.06	0.00	0.23	xxxx	0.00	xxxx
Crit Moves:					****				****			
Green Time:	0.0	38.3	0.0	38.3	38.3	0.0	24.7	0.0	24.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.00	0.65	0.65	0.00	0.17	0.00	0.65	xxxx	0.00	xxxx
Delay/Veh:	0.0	9.1	0.0	11.5	11.5	0.0	15.2	0.0	21.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	0.0	11.5	11.5	0.0	15.2	0.0	21.1	0.0	0.0	0.0
LOS by Move:	A	A	A	B+	B+	A	B	A	C+	A	A	A
HCM2kAvgQ:	0	6	0	11	11	0	2	0	9	0	0	0

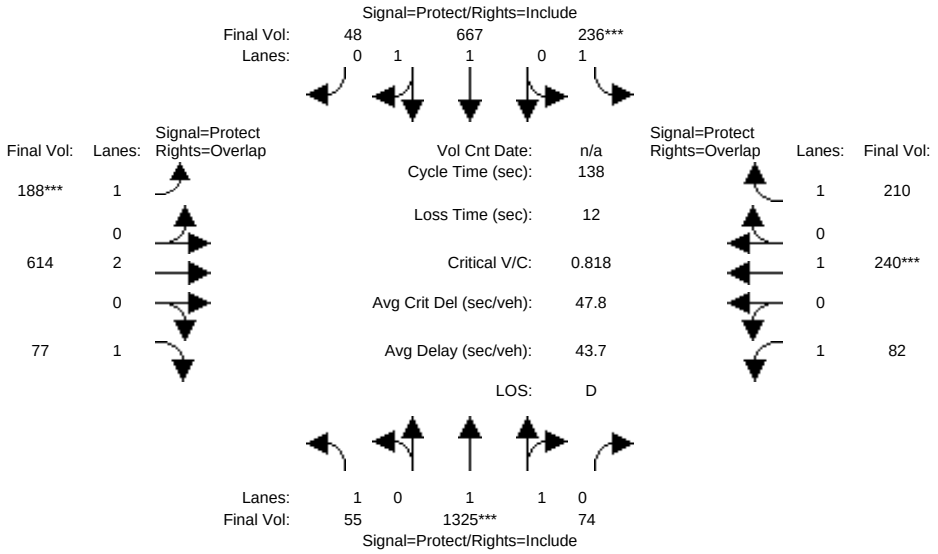
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	1315	64	226	657	38	178	604	67	72	230	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1315	64	226	657	38	178	604	67	72	230	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	10	10	10	10	10	10
Initial Fut:	55	1325	74	236	667	48	188	614	77	82	240	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1325	74	236	667	48	188	614	77	82	240	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1325	74	236	667	48	188	614	77	82	240	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	1325	74	236	667	48	188	614	77	82	240	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.86	0.14	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3504	196	1750	3451	248	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.13	0.19	0.19	0.11	0.16	0.04	0.05	0.13	0.12
Crit Moves:		****			****			****			****	
Green Time:	18.0	63.8	63.8	22.8	68.6	68.6	18.1	30.0	48.0	9.4	21.3	44.1
Volume/Cap:	0.24	0.82	0.82	0.82	0.39	0.39	0.82	0.74	0.13	0.69	0.82	0.38
Delay/Veh:	54.4	35.3	35.3	72.1	21.8	21.8	78.4	54.0	30.8	78.2	72.7	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	35.3	35.3	72.1	21.8	21.8	78.4	54.0	30.8	78.2	72.7	36.8
LOS by Move:	D-	D+	D+	E	C+	C+	E-	D-	C	E-	E	D+
HCM2kAvgQ:	2	28	28	13	9	9	11	13	2	5	12	7

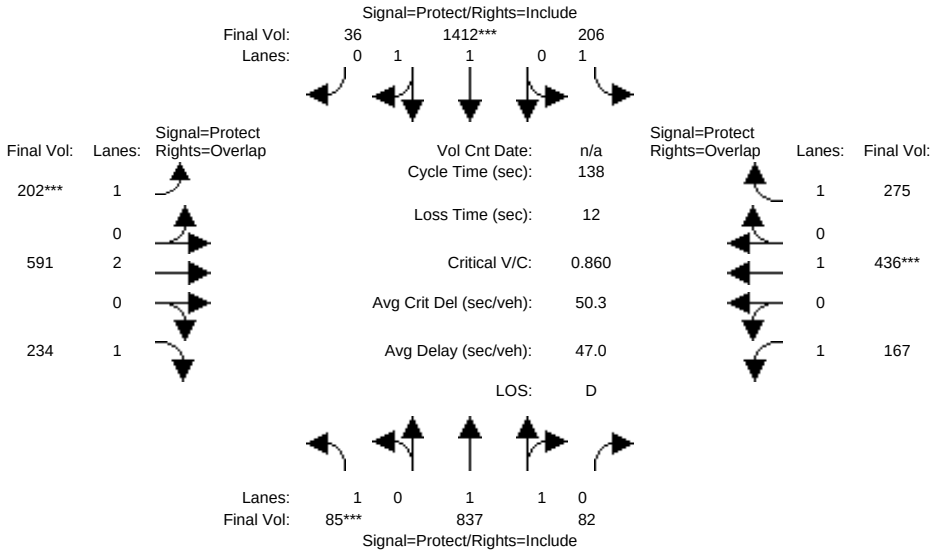
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	827	57	196	1402	25	192	581	224	157	426	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	827	57	196	1402	25	192	581	224	157	426	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	25	10	10	11	10	10	10	10	10	126
Initial Fut:	85	837	82	206	1412	36	202	591	234	167	436	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	837	82	206	1412	36	202	591	234	167	436	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	837	82	206	1412	36	202	591	234	167	436	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	837	82	206	1412	36	202	591	234	167	436	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3370	330	1750	3608	92	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.12	0.39	0.39	0.12	0.16	0.13	0.10	0.23	0.16
Crit Moves:	****				****		****				****	
Green Time:	7.8	47.9	47.9	22.7	62.8	62.8	18.5	34.3	42.1	21.1	36.8	59.5
Volume/Cap:	0.86	0.72	0.72	0.72	0.86	0.86	0.86	0.63	0.44	0.63	0.86	0.36
Delay/Veh:	113.3	41.1	41.1	62.9	38.4	38.4	84.3	47.5	39.0	59.4	61.9	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.3	41.1	41.1	62.9	38.4	38.4	84.3	47.5	39.0	59.4	61.9	26.8
LOS by Move:	F	D	D	E	D+	D+	F	D	D	E+	E	C
HCM2kAvgQ:	6	18	18	10	30	30	12	12	9	8	20	8

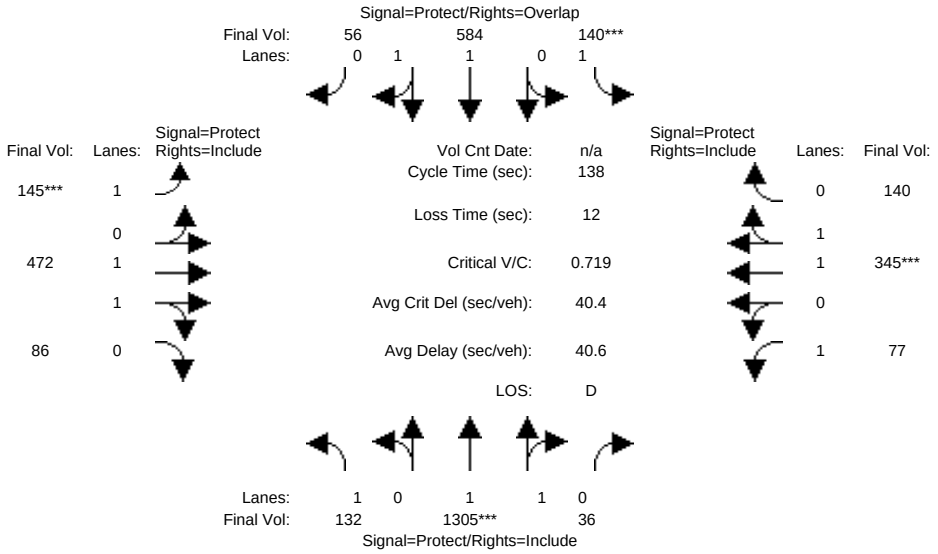
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	1295	26	130	574	46	141	462	76	63	335	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1295	26	130	574	46	141	462	76	63	335	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	4	10	10	14	10	10
Initial Fut:	132	1305	36	140	584	56	145	472	86	77	345	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1305	36	140	584	56	145	472	86	77	345	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1305	36	140	584	56	145	472	86	77	345	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1305	36	140	584	56	145	472	86	77	345	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.94	0.06	1.00	1.82	0.18	1.00	1.68	0.32	1.00	1.41	0.59
Final Sat.:	1750	3601	99	1750	3376	324	1750	3129	570	1750	2631	1068
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.08	0.17	0.17	0.08	0.15	0.15	0.04	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	25.8	69.6	69.6	15.4	59.1	75.0	15.9	30.7	30.7	10.3	25.2	25.2
Volume/Cap:	0.40	0.72	0.72	0.72	0.40	0.32	0.72	0.68	0.68	0.59	0.72	0.72
Delay/Veh:	50.2	28.0	28.0	71.5	27.4	17.5	70.7	51.4	51.4	68.6	56.8	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	28.0	28.0	71.5	27.4	17.5	70.7	51.4	51.4	68.6	56.8	56.8
LOS by Move:	D	C	C	E	C	B	E	D-	D-	E	E+	E+
HCM2kAvgQ:	5	23	23	8	9	7	8	12	12	4	11	11

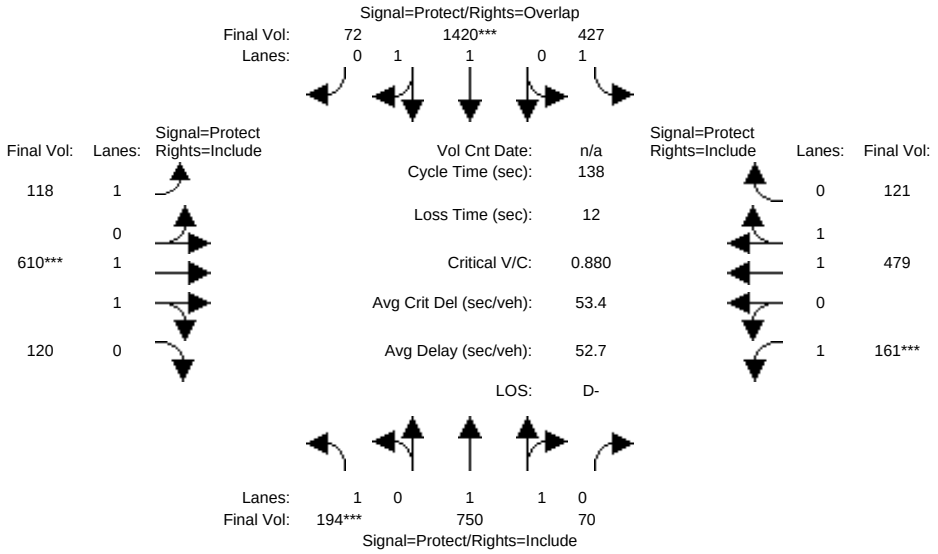
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	184	740	31	417	1410	62	108	600	110	137	469	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	740	31	417	1410	62	108	600	110	137	469	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	39	10	10	10	10	10	10	24	10	10
Initial Fut:	194	750	70	427	1420	72	118	610	120	161	479	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	750	70	427	1420	72	118	610	120	161	479	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	750	70	427	1420	72	118	610	120	161	479	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	750	70	427	1420	72	118	610	120	161	479	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.82	0.18	1.00	1.90	0.10	1.00	1.66	0.34	1.00	1.59	0.41
Final Sat.:	1750	3384	316	1750	3521	179	1750	3091	608	1750	2953	746
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.24	0.40	0.40	0.07	0.20	0.20	0.09	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	17.4	38.4	38.4	42.2	63.2	76.6	13.3	30.9	30.9	14.4	32.0	32.0
Volume/Cap:	0.88	0.80	0.80	0.80	0.88	0.73	0.70	0.88	0.88	0.88	0.70	0.70
Delay/Veh:	90.1	50.6	50.6	52.1	39.6	24.2	72.6	62.5	62.5	96.2	51.1	51.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.1	50.6	50.6	52.1	39.6	24.2	72.6	62.5	62.5	96.2	51.1	51.1
LOS by Move:	F	D	D	D-	D	C	E	E	E	F	D-	D-
HCM2kAvgQ:	12	18	18	20	32	24	7	18	18	10	13	13

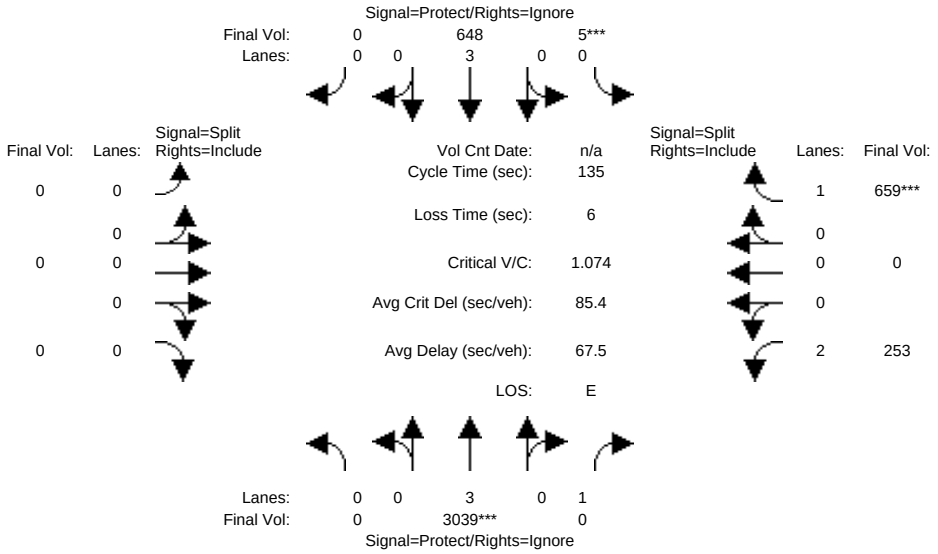
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3029	240	5	638	0	0	0	0	243	0	562
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3029	240	5	638	0	0	0	0	243	0	562
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	0	10	0	0	0	0	10	0	97
Initial Fut:	0	3039	250	5	648	0	0	0	0	253	0	659
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3039	0	5	648	0	0	0	0	253	0	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3039	0	5	648	0	0	0	0	253	0	659
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3039	0	5	648	0	0	0	0	253	0	659
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.02	2.98	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	43	5557	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.12	0.12	0.00	0.00	0.00	0.00	0.08	0.00	0.38
Crit Moves:		****		****								****
Green Time:	0.0	67.0	0.0	14.7	81.7	0.0	0.0	0.0	0.0	47.3	0.0	47.3
Volume/Cap:	0.00	1.07	0.00	1.07	0.19	0.00	0.00	0.00	0.00	0.23	0.00	1.07
Delay/Veh:	0.0	74.9	0.0	118.2	12.0	0.0	0.0	0.0	0.0	31.1	0.0	101.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	74.9	0.0	118.2	12.0	0.0	0.0	0.0	0.0	31.1	0.0	101.7
LOS by Move:	A	E	A	F	B+	A	A	A	A	C	A	F
HCM2kAvgQ:	0	54	0	15	4	0	0	0	0	4	0	40

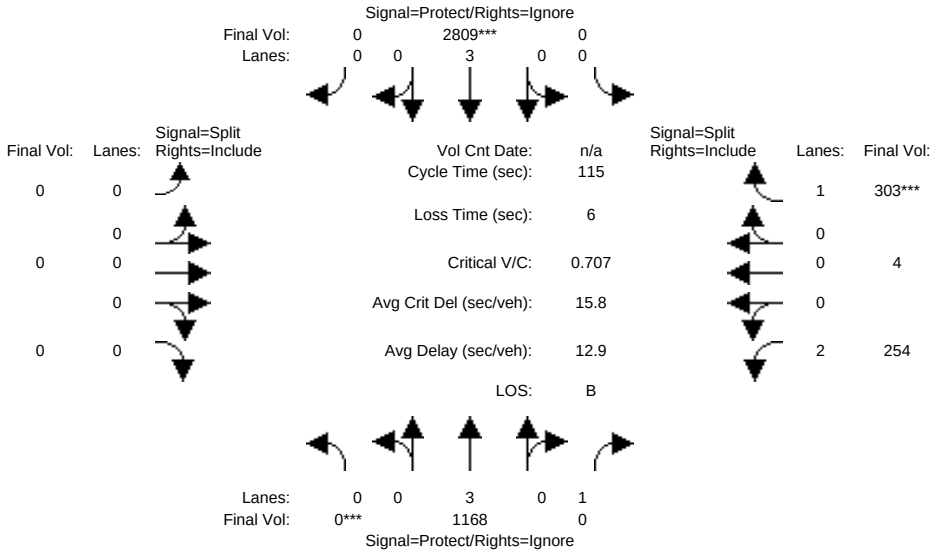
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1158	299	0	2799	0	0	0	0	244	4	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1158	299	0	2799	0	0	0	0	244	4	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	189	0	10	10	0	0	0	10	0	10
Initial Fut:	0	1168	488	0	2809	10	0	0	0	254	4	303
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1168	0	0	2809	0	0	0	0	254	4	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1168	0	0	2809	0	0	0	0	254	4	303
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1168	0	0	2809	0	0	0	0	254	4	303
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.93	0.95	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.97	0.03	1.00
Final Sat.:	0	5700	1750	0	5600	0	0	0	0	3473	55	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.07	0.07	0.17
Crit Moves:	****				****							****
Green Time:	0.0	81.6	0.0	0.0	81.6	0.0	0.0	0.0	0.0	27.4	27.4	27.4
Volume/Cap:	0.00	0.29	0.00	0.00	0.71	0.00	0.00	0.00	0.00	0.31	0.31	0.71
Delay/Veh:	0.0	6.1	0.0	0.0	10.3	0.0	0.0	0.0	0.0	36.1	36.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.1	0.0	0.0	10.3	0.0	0.0	0.0	0.0	36.1	36.1	43.1
LOS by Move:	A	A	A	A	B+	A	A	A	A	D+	D+	D
HCM2kAvgQ:	0	5	0	0	20	0	0	0	0	4	4	11

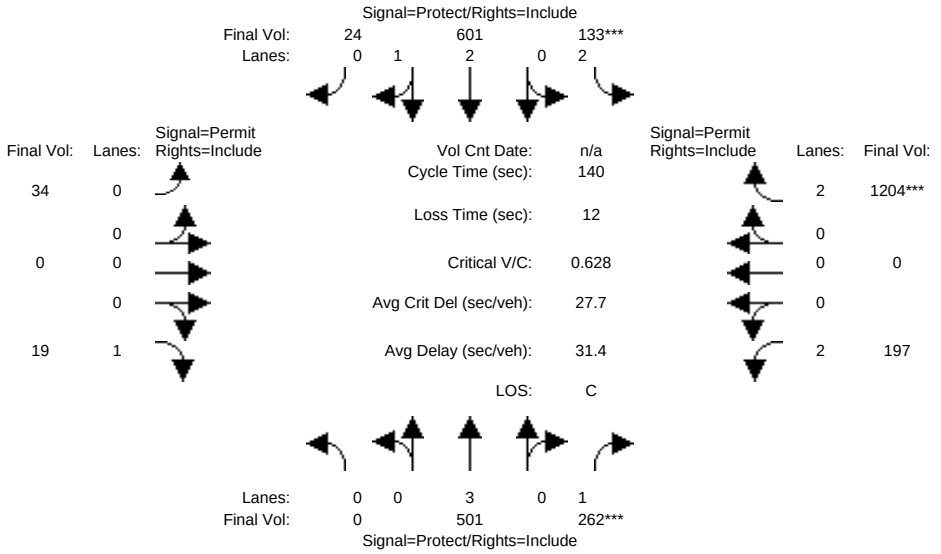
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	491	252	133	591	14	0	0	9	197	0	1204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	491	252	133	591	14	0	0	9	197	0	1204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	0	10	10	34	0	10	0	0	0
Initial Fut:	0	501	262	133	601	24	34	0	19	197	0	1204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	501	262	133	601	24	34	0	19	197	0	1204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	501	262	133	601	24	34	0	19	197	0	1204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	501	262	133	601	24	34	0	19	197	0	1204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.92	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.88	0.12	0.64	0.00	0.36	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5385	215	1123	0	627	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.15	0.04	0.11	0.11	0.03	0.00	0.03	0.06	0.00	0.38
Crit Moves:			****	****								****
Green Time:	0.0	33.4	33.4	9.4	42.8	42.8	85.2	0.0	85.2	85.2	0.0	85.2
Volume/Cap:	0.00	0.37	0.63	0.63	0.37	0.37	0.05	0.00	0.05	0.10	0.00	0.63
Delay/Veh:	0.0	44.7	50.8	69.5	38.1	38.1	11.1	0.0	11.1	11.5	0.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	44.7	50.8	69.5	38.1	38.1	11.1	0.0	11.1	11.5	0.0	18.0
LOS by Move:	A	D	D	E	D+	D+	B+	A	B+	B+	A	B-
HCM2kAvgQ:	0	6	11	4	7	7	1	0	1	2	0	20

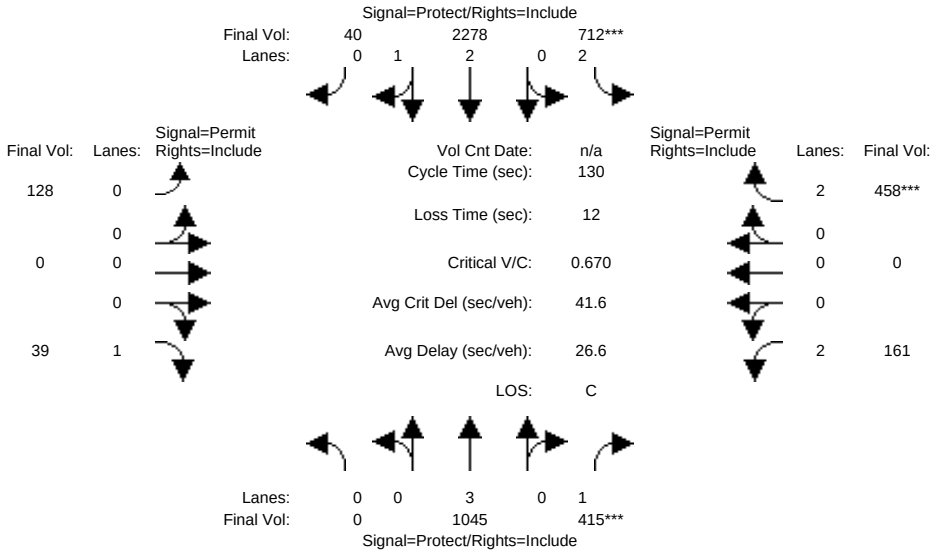
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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1035	322	712	2268	30	0	0	29	161	0	458
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1035	322	712	2268	30	0	0	29	161	0	458
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	93	0	10	10	128	0	10	0	0	0
Initial Fut:	0	1045	415	712	2278	40	128	0	39	161	0	458
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1045	415	712	2278	40	128	0	39	161	0	458
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1045	415	712	2278	40	128	0	39	161	0	458
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1045	415	712	2278	40	128	0	39	161	0	458
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.92	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.95	0.05	0.77	0.00	0.23	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5503	97	1341	0	409	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.24	0.23	0.41	0.41	0.10	0.00	0.10	0.05	0.00	0.15
Crit Moves:			****	****								****
Green Time:	0.0	46.0	46.0	43.8	89.8	89.8	28.2	0.0	28.2	28.2	0.0	28.2
Volume/Cap:	0.00	0.52	0.67	0.67	0.60	0.60	0.44	0.00	0.44	0.24	0.00	0.67
Delay/Veh:	0.0	33.5	38.5	38.6	10.9	10.9	44.9	0.0	44.9	42.2	0.0	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.5	38.5	38.6	10.9	10.9	44.9	0.0	44.9	42.2	0.0	49.2
LOS by Move:	A	C-	D+	D+	B+	B+	D	A	D	D	A	D
HCM2kAvgQ:	0	11	16	15	16	16	6	0	6	3	0	11

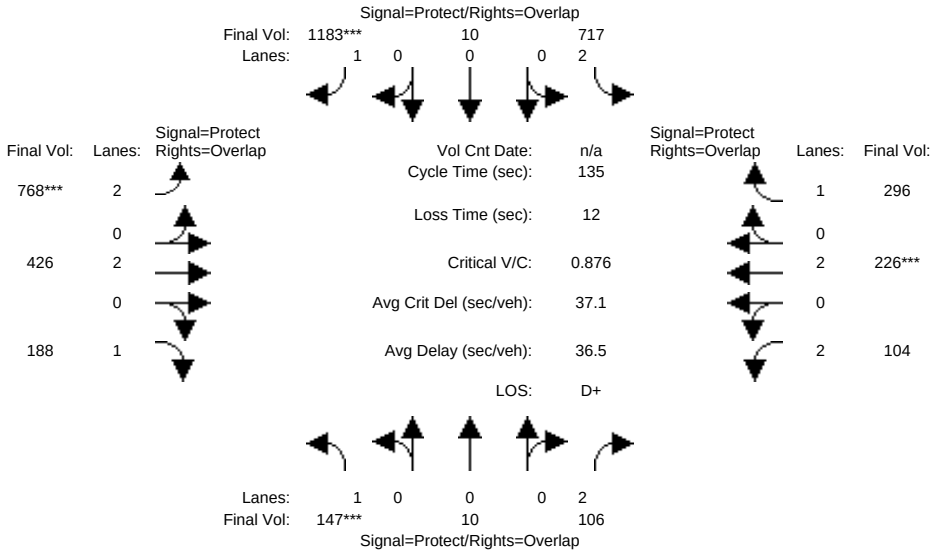
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	0	96	707	0	1173	619	426	140	94	226	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	0	96	707	0	1173	619	426	140	94	226	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	149	0	48	10	0	10
Initial Fut:	147	10	106	717	10	1183	768	426	188	104	226	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	10	106	717	10	1183	768	426	188	104	226	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	10	106	717	10	1183	768	426	188	104	226	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	10	106	717	10	1183	768	426	188	104	226	296
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.93	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.17	1.83	1.97	0.03	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1800	304	3220	3464	48	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.21	0.21	0.66	0.24	0.11	0.11	0.03	0.06	0.17
Crit Moves:	****					****	****				****	
Green Time:	12.5	10.4	25.3	65.3	63.2	100.5	37.3	32.3	44.8	15.0	10.0	75.3
Volume/Cap:	0.88	0.43	0.18	0.43	0.44	0.88	0.88	0.47	0.32	0.30	0.80	0.30
Delay/Veh:	85.6	59.9	46.1	22.7	24.1	17.5	57.3	44.4	34.1	55.7	76.8	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	59.9	46.1	22.7	24.1	17.5	57.3	44.4	34.1	55.7	76.8	16.1
LOS by Move:	F	E+	D	C+	C	B	E+	D	C-	E+	E-	B
HCM2kAvgQ:	9	3	2	10	11	41	21	8	6	3	7	7

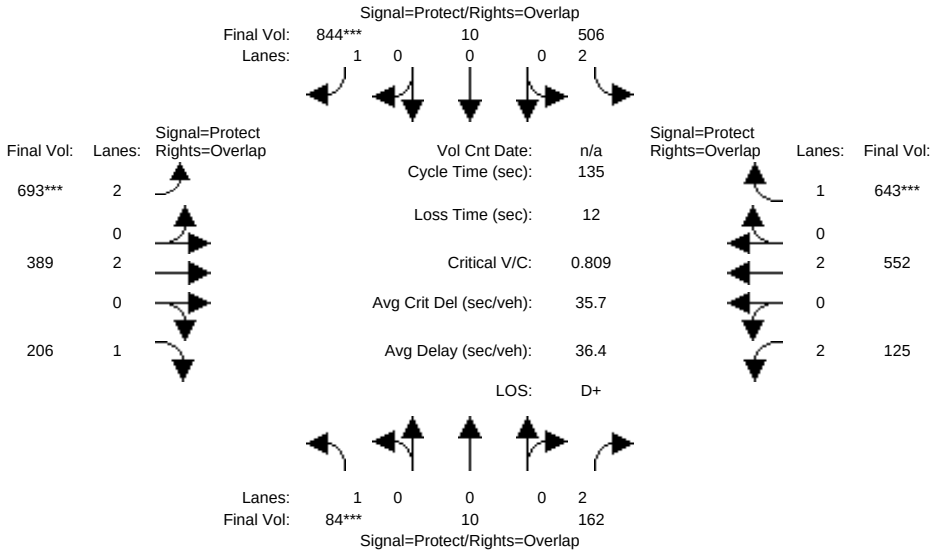
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	0	152	496	0	779	683	379	196	115	552	557
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	152	496	0	779	683	379	196	115	552	557
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	65	10	10	10	10	0	86
Initial Fut:	84	10	162	506	10	844	693	389	206	125	552	643
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	10	162	506	10	844	693	389	206	125	552	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	10	162	506	10	844	693	389	206	125	552	643
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	10	162	506	10	844	693	389	206	125	552	643
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.93	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	0.97	0.12	1.91	1.96	0.04	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1755	209	3385	3444	68	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.15	0.15	0.47	0.22	0.10	0.12	0.04	0.15	0.37
Crit Moves:	****					****	****					****
Green Time:	8.0	12.2	36.9	37.3	41.5	78.2	36.7	48.8	56.8	24.7	36.8	74.1
Volume/Cap:	0.81	0.53	0.18	0.53	0.48	0.81	0.81	0.28	0.28	0.22	0.53	0.67
Delay/Veh:	77.1	59.8	37.5	41.6	38.1	25.5	51.7	30.8	25.9	47.1	42.3	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	59.8	37.5	41.6	38.1	25.5	51.7	30.8	25.9	47.1	42.3	23.5
LOS by Move:	E-	E+	D+	D	D+	C	D-	C	C	D	D	C
HCM2kAvgQ:	6	4	3	10	9	30	18	6	6	3	10	21

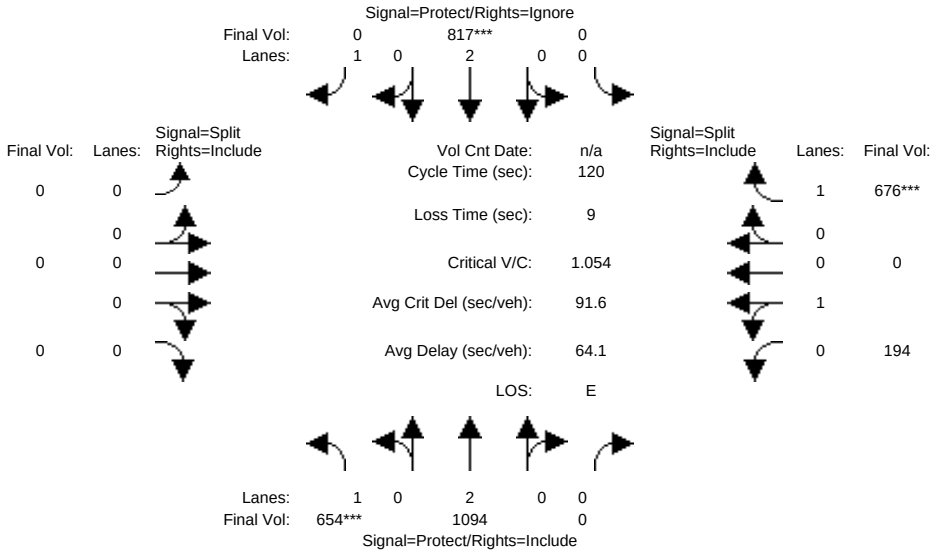
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	630	1084	0	0	807	1081	0	0	0	184	0	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	630	1084	0	0	807	1081	0	0	0	184	0	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	24	10	0	0	10	10	0	0	0	10	0	43
Initial Fut:	654	1094	0	0	817	1091	0	0	0	194	0	676
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	654	1094	0	0	817	0	0	0	0	194	0	676
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	654	1094	0	0	817	0	0	0	0	194	0	676
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	654	1094	0	0	817	0	0	0	0	194	0	676
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.29	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.11	0.00	0.39
Crit Moves:	****				****							****
Green Time:	42.5	67.0	0.0	0.0	24.5	0.0	0.0	0.0	0.0	44.0	0.0	44.0
Volume/Cap:	1.05	0.52	0.00	0.00	1.05	0.00	0.00	0.00	0.00	0.29	0.00	1.05
Delay/Veh:	89.9	16.6	0.0	0.0	95.3	0.0	0.0	0.0	0.0	27.2	0.0	88.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.9	16.6	0.0	0.0	95.3	0.0	0.0	0.0	0.0	27.2	0.0	88.6
LOS by Move:	F	B	A	A	F	A	A	A	A	C	A	F
HCM2kAvgQ:	36	12	0	0	22	0	0	0	0	5	0	37

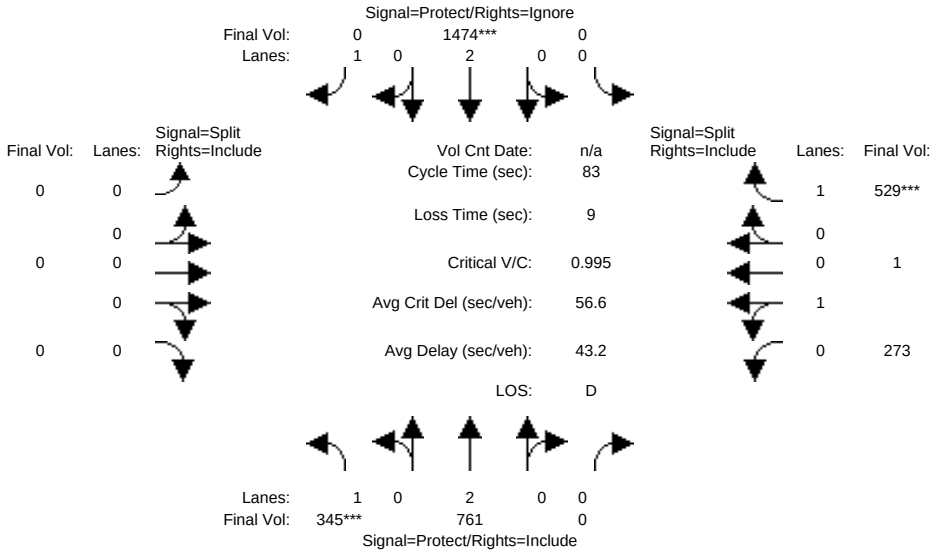
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	253	751	0	0	1464	531	0	0	0	242	1	519
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	751	0	0	1464	531	0	0	0	242	1	519
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	92	10	0	0	10	10	0	0	0	31	0	10
Initial Fut:	345	761	0	0	1474	541	0	0	0	273	1	529
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	761	0	0	1474	0	0	0	0	273	1	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	761	0	0	1474	0	0	0	0	273	1	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	761	0	0	1474	0	0	0	0	273	1	529
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1793	7	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.15	0.15	0.30
Crit Moves:	****				****							****
Green Time:	16.4	48.8	0.0	0.0	32.3	0.0	0.0	0.0	0.0	25.2	25.2	25.2
Volume/Cap:	1.00	0.34	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.50	0.50	1.00
Delay/Veh:	80.2	8.9	0.0	0.0	47.4	0.0	0.0	0.0	0.0	24.5	24.5	66.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	8.9	0.0	0.0	47.4	0.0	0.0	0.0	0.0	24.5	24.5	66.6
LOS by Move:	F	A	A	A	D	A	A	A	A	C	C	E
HCM2kAvgQ:	15	5	0	0	26	0	0	0	0	6	6	22

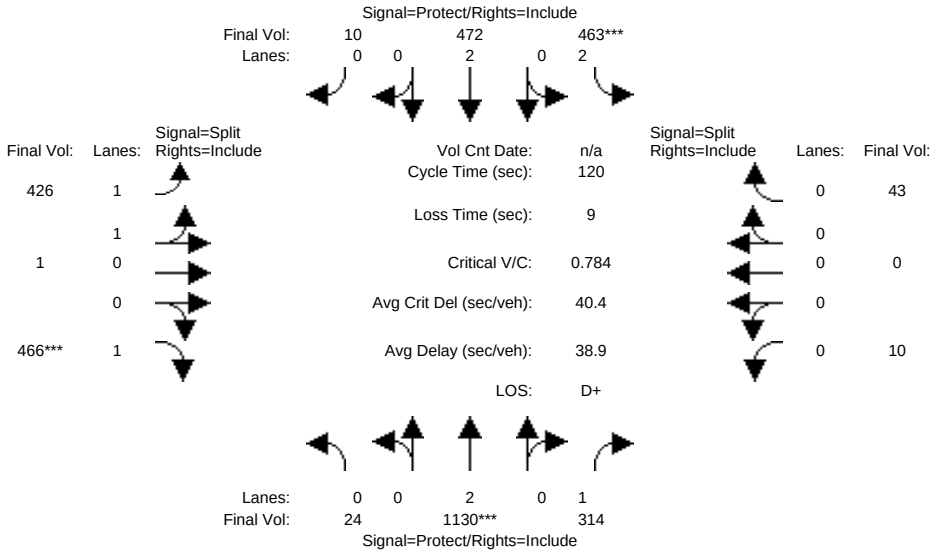
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1120	304	453	462	0	416	1	294	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1120	304	453	462	0	416	1	294	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	24	10	10	10	10	10	10	0	172	10	0	43
Initial Fut:	24	1130	314	463	472	10	426	1	466	10	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1130	314	463	472	10	426	1	466	10	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1130	314	463	472	10	426	1	466	10	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1130	314	463	472	10	426	1	466	10	0	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.83	0.97	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.04	1.96	1.00	2.00	1.96	0.04	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	77	3623	1750	3150	3623	77	3542	8	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.18	0.15	0.13	0.13	0.12	0.12	0.27	xxxx	0.00	xxxx
Crit Moves:		****		****					****			
Green Time:	49.5	47.7	47.7	22.5	20.7	20.7	40.8	40.8	40.8	0.0	0.0	0.0
Volume/Cap:	0.76	0.78	0.45	0.78	0.76	0.76	0.35	0.35	0.78	xxxx	0.00	xxxx
Delay/Veh:	32.3	34.5	27.0	53.2	52.4	52.4	29.9	29.9	42.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	34.5	27.0	53.2	52.4	52.4	29.9	29.9	42.4	0.0	0.0	0.0
LOS by Move:	C-	C-	C	D-	D-	D-	C	C	D	A	A	A
HCM2kAvgQ:	20	20	9	12	10	10	6	6	18	0	0	1

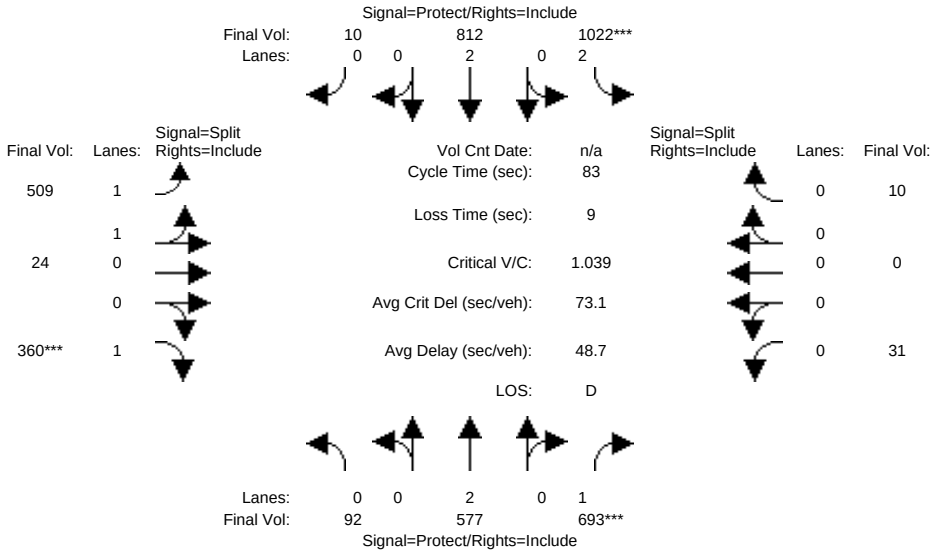
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	567	683	1012	802	0	499	24	350	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	683	1012	802	0	499	24	350	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	92	10	10	10	10	10	10	0	10	31	0	10
Initial Fut:	92	577	693	1022	812	10	509	24	360	31	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	577	693	1022	812	10	509	24	360	31	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	577	693	1022	812	10	509	24	360	31	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	577	693	1022	812	10	509	24	360	31	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.83	0.97	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.28	1.72	1.00	2.00	1.97	0.03	1.91	0.09	1.00	0.00	0.00	0.00
Final Sat.:	509	3191	1750	3150	3655	45	3390	160	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.40	0.32	0.22	0.22	0.15	0.15	0.21	xxxx	0.00	xxxx
Crit Moves:			****	****					****			
Green Time:	25.8	31.6	31.6	25.9	31.7	31.7	16.4	16.4	16.4	0.0	0.0	0.0
Volume/Cap:	0.58	0.47	1.04	1.04	0.58	0.58	0.76	0.76	1.04	xxxx	0.00	xxxx
Delay/Veh:	24.8	19.7	71.0	67.8	21.0	21.0	36.2	36.2	92.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	19.7	71.0	67.8	21.0	21.0	36.2	36.2	92.1	0.0	0.0	0.0
LOS by Move:	C	B-	E	E	C+	C+	D+	D+	F	A	A	A
HCM2kAvgQ:	8	7	29	25	9	9	9	9	17	1	0	0

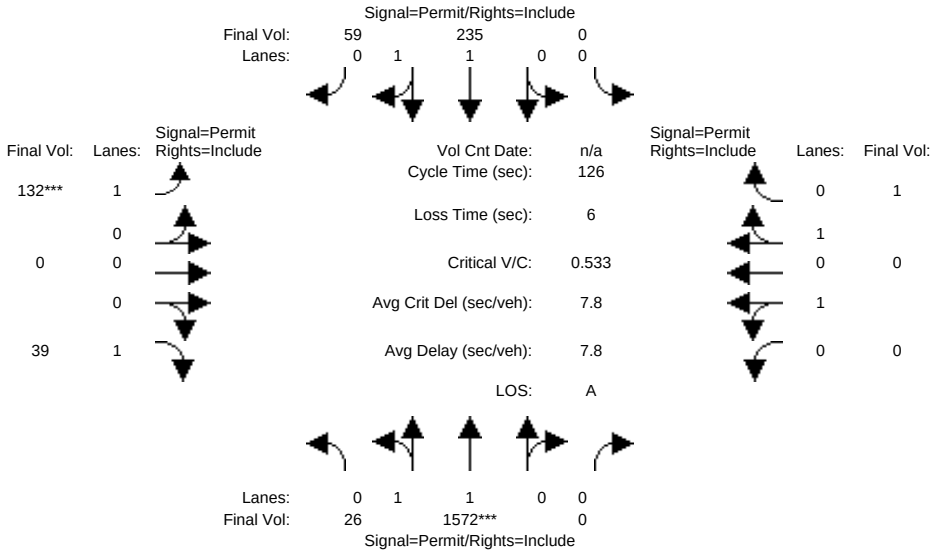
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Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	1562	0	0	225	49	122	0	29	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1562	0	0	225	49	122	0	29	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	0	10	10	10	0	10	0	0	0
Initial Fut:	26	1572	0	0	235	59	132	0	39	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1572	0	0	235	59	132	0	39	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1572	0	0	235	59	132	0	39	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1572	0	0	235	59	132	0	39	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.03	1.97	0.00	0.00	1.59	0.41	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	60	3640	0	0	2957	742	1750	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.00	0.00	0.08	0.08	0.08	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	102.2	102	0.0	0.0	102	102.2	17.8	0.0	17.8	0.0	0.0	17.8
Volume/Cap:	0.53	0.53	0.00	0.00	0.10	0.10	0.53	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	4.2	4.2	0.0	0.0	2.5	2.5	52.4	0.0	47.8	0.0	0.0	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.2	4.2	0.0	0.0	2.5	2.5	52.4	0.0	47.8	0.0	0.0	46.5
LOS by Move:	A	A	A	A	A	A	D-	A	D	A	A	D
HCM2kAvgQ:	11	11	0	0	1	1	6	0	1	0	0	0

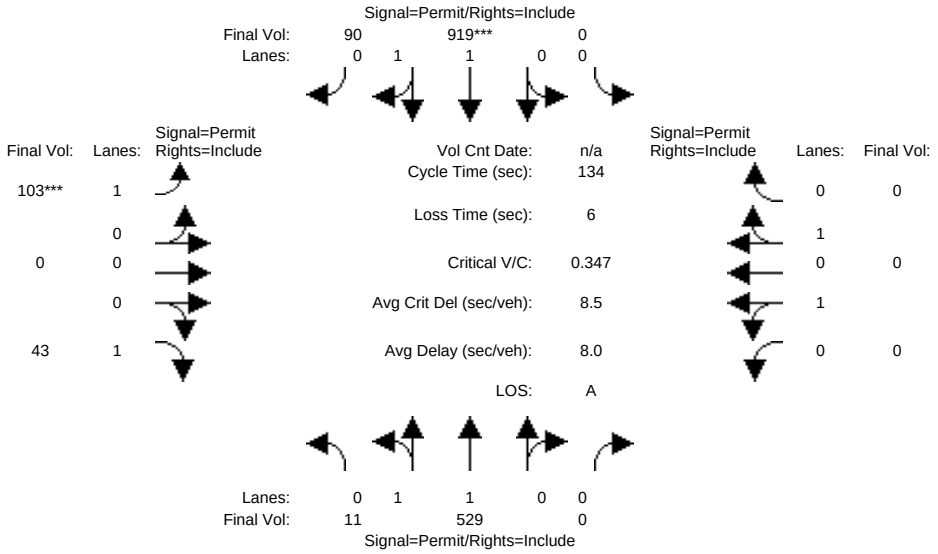
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	519	0	0	909	80	93	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	519	0	0	909	80	93	0	43	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	0	0	10	10	10	0	0	0	0	0
Initial Fut:	11	529	0	0	919	90	103	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	529	0	0	919	90	103	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	529	0	0	919	90	103	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	529	0	0	919	90	103	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.04	1.96	0.00	0.00	1.82	0.18	1.00	0.00	1.00	0.00	0.00	2.00
Final Sat.:	75	3625	0	0	3370	330	1750	0	1750	0	0	3500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.00	0.00	0.27	0.27	0.06	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	105.3	105	0.0	0.0	105	105.3	22.7	0.0	22.7	0.0	0.0	0.0
Volume/Cap:	0.19	0.19	0.00	0.00	0.35	0.35	0.35	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	3.6	3.6	0.0	0.0	4.3	4.3	49.8	0.0	47.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	3.6	0.0	0.0	4.3	4.3	49.8	0.0	47.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	3	0	0	6	6	4	0	2	0	0	0

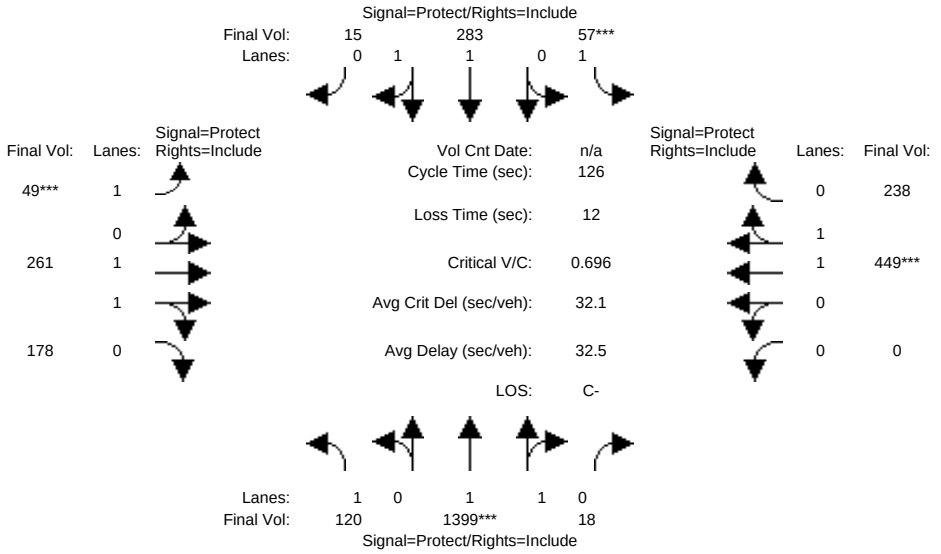
Note: Queue reported is the number of cars per lane.

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Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	1389	8	47	273	15	39	251	168	0	439	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1389	8	47	273	15	39	251	168	0	439	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	12	10	10	10	10	0	10	10	10	0	10	10
Initial Fut:	120	1399	18	57	283	15	49	261	178	0	449	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1399	18	57	283	15	49	261	178	0	449	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1399	18	57	283	15	49	261	178	0	449	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1399	18	57	283	15	49	261	178	0	449	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.97	0.03	1.00	1.90	0.10	1.00	1.17	0.83	0.00	1.29	0.71
Final Sat.:	1750	3653	47	1750	3514	186	1750	2199	1499	0	2417	1281
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.38	0.03	0.08	0.08	0.03	0.12	0.12	0.00	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	34.2	67.3	67.3	7.0	40.2	40.2	7.0	39.7	39.7	0.0	32.7	32.7
Volume/Cap:	0.25	0.72	0.72	0.59	0.25	0.25	0.50	0.38	0.38	0.00	0.72	0.72
Delay/Veh:	36.2	23.4	23.4	67.0	31.9	31.9	62.0	33.8	33.8	0.0	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	23.4	23.4	67.0	31.9	31.9	62.0	33.8	33.8	0.0	45.1	45.1
LOS by Move:	D+	C	C	E	C	C	E	C-	C-	A	D	D
HCM2kAvgQ:	4	22	22	3	4	4	3	7	7	0	13	13

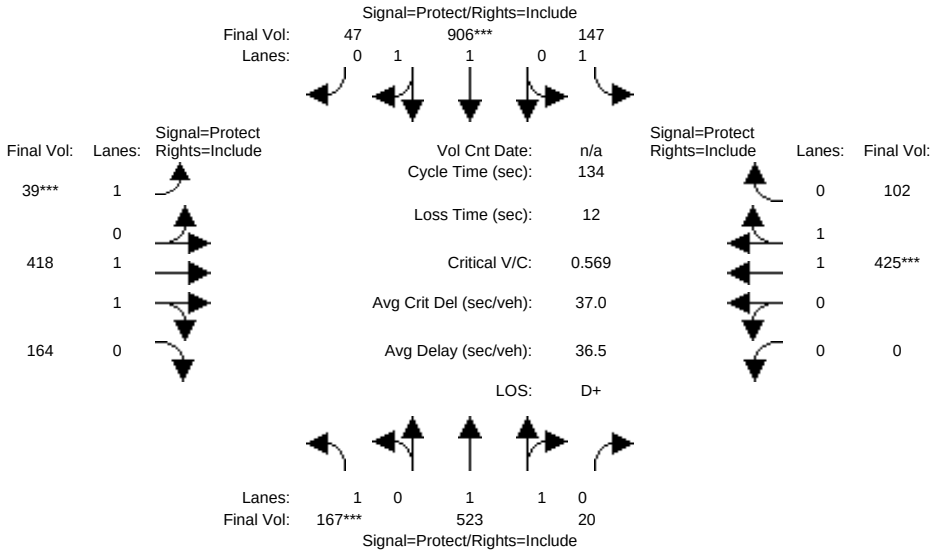
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BG + Project Goal Based PM

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	157	513	12	137	896	37	29	408	154	0	415	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	513	12	137	896	37	29	408	154	0	415	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	8	10	10	10	10	10	10	0	10	10
Initial Fut:	167	523	20	147	906	47	39	418	164	0	425	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	523	20	147	906	47	39	418	164	0	425	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	523	20	147	906	47	39	418	164	0	425	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	523	20	147	906	47	39	418	164	0	425	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.92	0.08	1.00	1.90	0.10	1.00	1.42	0.58	0.00	1.60	0.40
Final Sat.:	1750	3564	136	1750	3517	182	1750	2657	1042	0	2983	716
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.08	0.26	0.26	0.02	0.16	0.16	0.00	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	22.1	52.1	52.1	29.8	59.8	59.8	7.0	40.1	40.1	0.0	33.1	33.1
Volume/Cap:	0.58	0.38	0.38	0.38	0.58	0.58	0.43	0.53	0.53	0.00	0.58	0.58
Delay/Veh:	54.5	29.5	29.5	44.8	28.2	28.2	64.7	39.5	39.5	0.0	45.3	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	29.5	29.5	44.8	28.2	28.2	64.7	39.5	39.5	0.0	45.3	45.3
LOS by Move:	D-	C	C	D	C	C	E	D	D	A	D	D
HCM2kAvgQ:	7	8	8	6	15	15	2	10	10	0	10	10

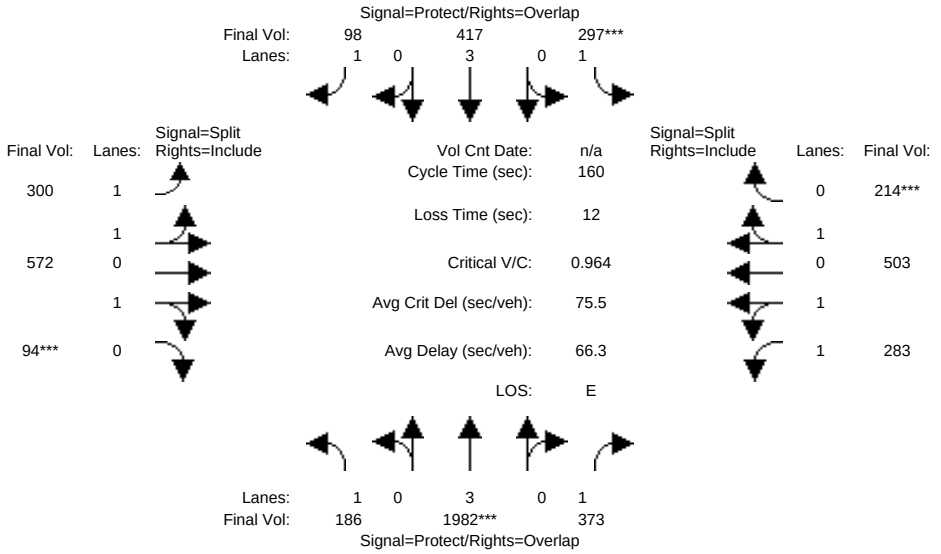
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	186	1972	363	287	407	98	300	572	94	273	503	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1972	363	287	407	98	300	572	94	273	503	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	10	10	0	0	0	0	10	0	10
Initial Fut:	186	1982	373	297	417	98	300	572	94	283	503	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	1982	373	297	417	98	300	572	94	283	503	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1982	373	297	417	98	300	572	94	283	503	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	1982	373	297	417	98	300	572	94	283	503	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.71	0.29	1.00	1.39	0.61
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3177	522	1750	2595	1104
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.21	0.17	0.07	0.06	0.17	0.18	0.18	0.16	0.19	0.19
Crit Moves:		****		****					****			****
Green Time:	50.9	57.7	89.9	28.2	35.0	64.9	29.9	29.9	29.9	32.2	32.2	32.2
Volume/Cap:	0.33	0.96	0.38	0.96	0.33	0.14	0.92	0.96	0.96	0.80	0.96	0.96
Delay/Veh:	42.0	62.5	19.7	106.7	52.8	30.0	76.2	84.6	84.6	64.8	83.0	83.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	62.5	19.7	106.7	52.8	30.0	76.2	84.6	84.6	64.8	83.0	83.0
LOS by Move:	D	E	B-	F	D-	C	E-	F	F	E	F	F
HCM2kAvgQ:	7	36	11	20	6	3	19	21	21	16	22	22

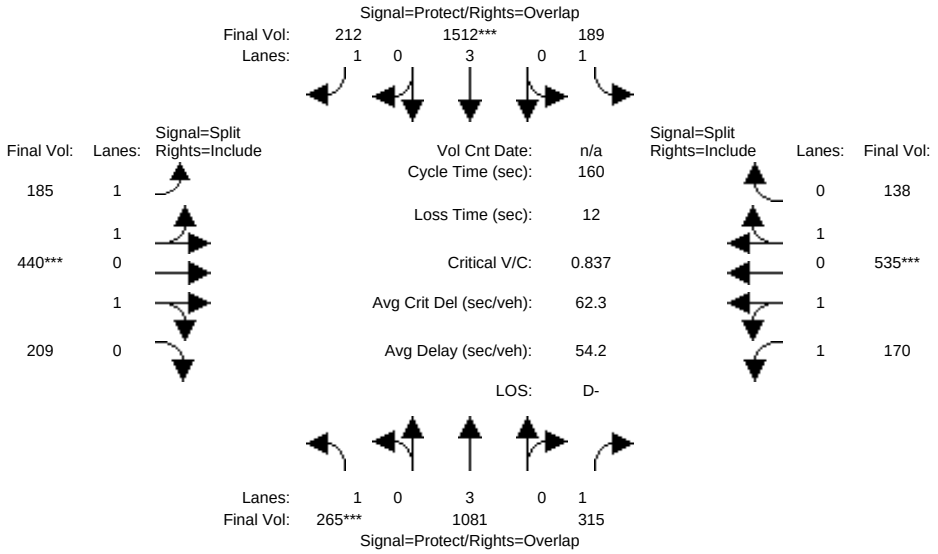
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	265	1071	305	179	1502	212	185	440	209	160	535	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1071	305	179	1502	212	185	440	209	160	535	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	0	0	0	0	10	0	10
Initial Fut:	265	1081	315	189	1512	212	185	440	209	170	535	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1081	315	189	1512	212	185	440	209	170	535	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1081	315	189	1512	212	185	440	209	170	535	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	1081	315	189	1512	212	185	440	209	170	535	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.34	0.66	1.00	1.58	0.42
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2508	1191	1750	2941	759
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.18	0.11	0.27	0.12	0.11	0.18	0.18	0.10	0.18	0.18
Crit Moves:	****				****			****			****	
Green Time:	29.0	50.8	85.5	28.9	50.7	84.3	33.5	33.5	33.5	34.8	34.8	34.8
Volume/Cap:	0.84	0.60	0.34	0.60	0.84	0.23	0.50	0.84	0.84	0.45	0.84	0.84
Delay/Veh:	80.7	46.6	21.3	63.3	54.4	20.5	56.1	66.9	66.9	54.4	66.1	66.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	46.6	21.3	63.3	54.4	20.5	56.1	66.9	66.9	54.4	66.1	66.1
LOS by Move:	F	D	C+	E	D-	C+	E+	E	E	D-	E	E
HCM2kAvgQ:	16	15	9	10	25	6	9	18	18	8	18	18

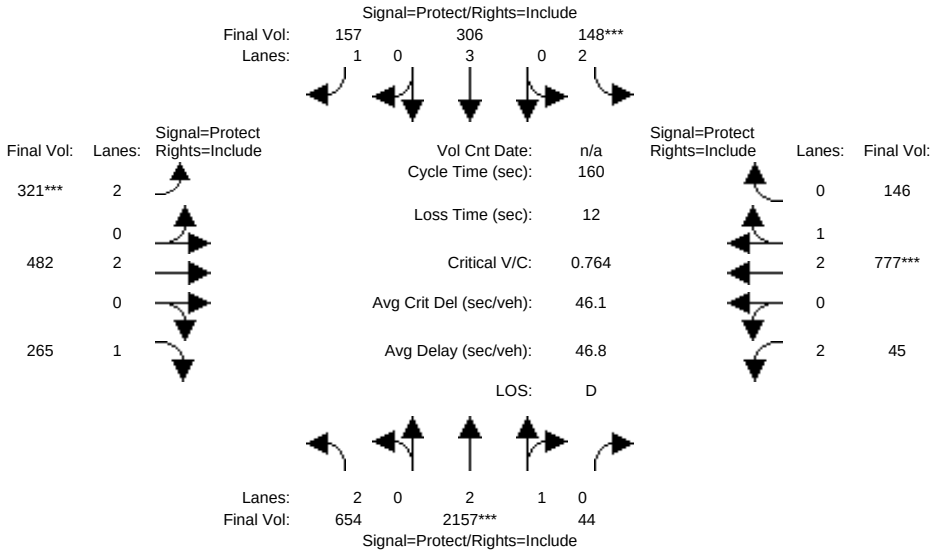
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	644	2147	44	138	296	147	285	472	255	45	767	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	644	2147	44	138	296	147	285	472	255	45	767	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	10	10	10	36	10	10	0	10	10
Initial Fut:	654	2157	44	148	306	157	321	482	265	45	777	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	654	2157	44	148	306	157	321	482	265	45	777	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	654	2157	44	148	306	157	321	482	265	45	777	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	654	2157	44	148	306	157	321	482	265	45	777	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.51	0.49
Final Sat.:	3150	5488	112	3150	5700	1750	3150	3800	1750	3150	4713	886
Capacity Analysis Module:												
Vol/Sat:	0.21	0.39	0.39	0.05	0.05	0.09	0.10	0.13	0.15	0.01	0.16	0.16
Crit Moves:		****		****			****				****	
Green Time:	64.3	82.3	82.3	9.8	27.8	27.8	21.3	43.3	43.3	12.5	34.5	34.5
Volume/Cap:	0.52	0.76	0.76	0.76	0.31	0.52	0.76	0.47	0.56	0.18	0.76	0.76
Delay/Veh:	36.5	32.3	32.3	90.4	57.9	61.5	75.0	49.0	51.6	69.3	61.9	61.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	32.3	32.3	90.4	57.9	61.5	75.0	49.0	51.6	69.3	61.9	61.9
LOS by Move:	D+	C-	C-	F	E+	E	E-	D	D-	E	E	E
HCM2kAvgQ:	14	29	29	6	4	8	11	10	12	1	16	16

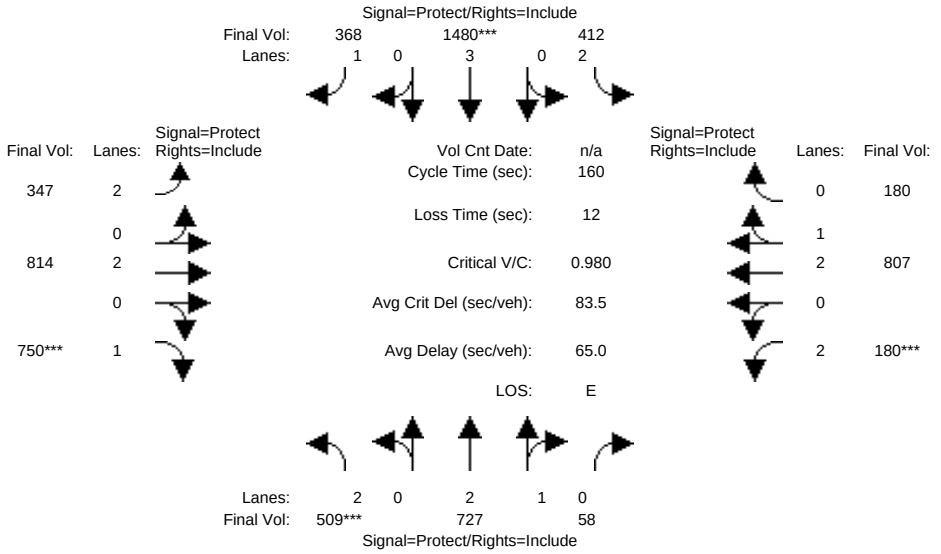
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	499	717	58	402	1470	344	337	804	740	180	797	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	717	58	402	1470	344	337	804	740	180	797	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	10	10	24	10	10	10	0	10	10
Initial Fut:	509	727	58	412	1480	368	347	814	750	180	807	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	509	727	58	412	1480	368	347	814	750	180	807	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	727	58	412	1480	368	347	814	750	180	807	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	509	727	58	412	1480	368	347	814	750	180	807	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.43	0.57
Final Sat.:	3150	5186	414	3150	5700	1750	3150	3800	1750	3150	4577	1021
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.14	0.13	0.26	0.21	0.11	0.21	0.43	0.06	0.18	0.18
Crit Moves:	****				****				****	****		
Green Time:	26.4	35.6	35.6	33.2	42.4	42.4	30.5	69.9	69.9	9.3	48.8	48.8
Volume/Cap:	0.98	0.63	0.63	0.63	0.98	0.79	0.58	0.49	0.98	0.98	0.58	0.58
Delay/Veh:	100.9	57.3	57.3	59.8	77.0	63.9	60.3	32.5	72.0	135.7	47.4	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.9	57.3	57.3	59.8	77.0	63.9	60.3	32.5	72.0	135.7	47.4	47.4
LOS by Move:	F	E+	E+	E+	E-	E	E	C-	E	F	D	D
HCM2kAvgQ:	19	12	12	12	29	20	10	14	45	8	14	14

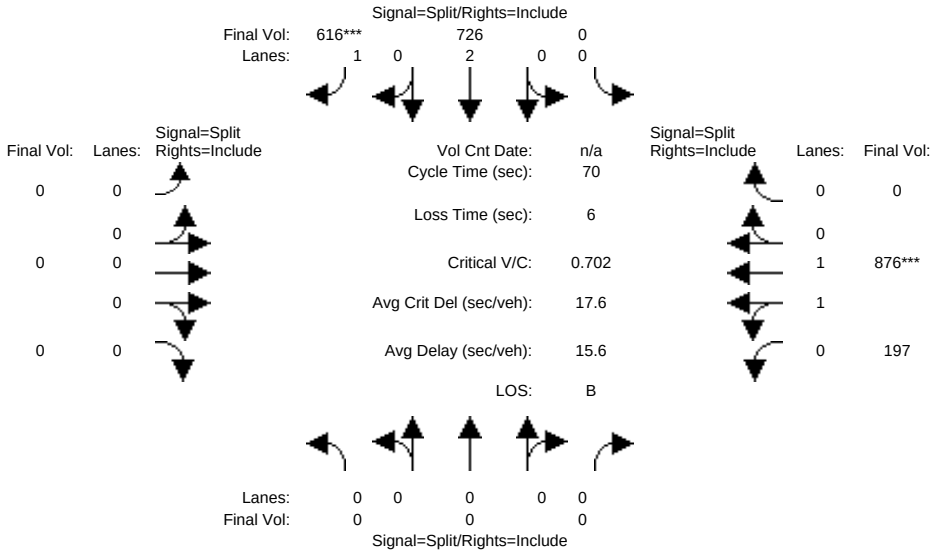
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	716	606	0	0	0	187	866	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	716	606	0	0	0	187	866	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	10	10	0	0	0	10	10	0
Initial Fut:	0	0	0	0	726	616	0	0	0	197	876	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	726	616	0	0	0	197	876	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	726	616	0	0	0	197	876	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	726	616	0	0	0	197	876	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.38	1.62	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	679	3020	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.19	0.35	0.00	0.00	0.00	0.29	0.29	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	35.1	35.1	0.0	0.0	0.0	28.9	28.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.38	0.70	0.00	0.00	0.00	0.70	0.70	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	10.9	16.0	0.0	0.0	0.0	18.5	18.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	10.9	16.0	0.0	0.0	0.0	18.5	18.5	0.0
LOS by Move:	A	A	A	A	B+	B	A	A	A	B-	B-	A
HCM2kAvgQ:	0	0	0	0	5	12	0	0	0	11	11	0

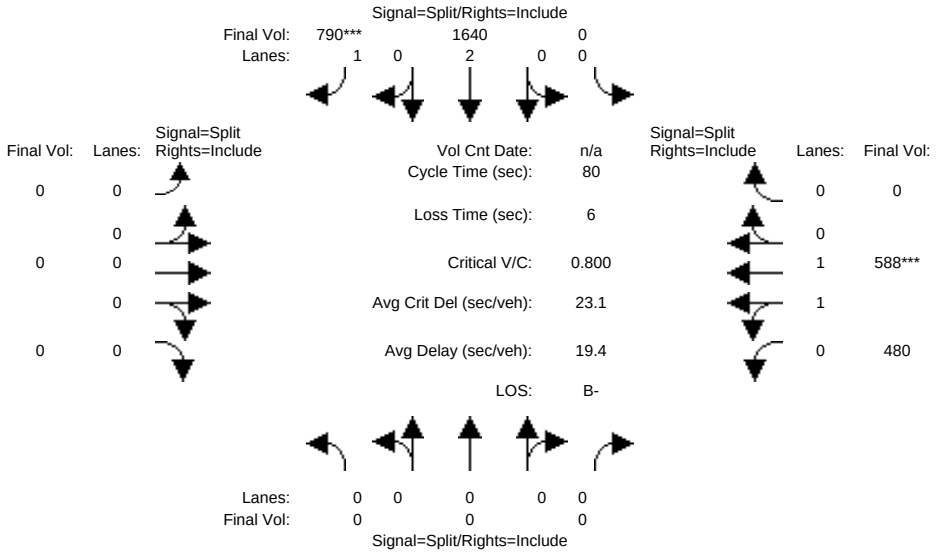
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	1630	640	0	0	0	470	578	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1630	640	0	0	0	470	578	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	10	150	0	0	0	10	10	0
Initial Fut:	0	0	0	0	1640	790	0	0	0	480	588	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1640	790	0	0	0	480	588	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1640	790	0	0	0	480	588	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1640	790	0	0	0	480	588	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.92	1.08	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1662	2036	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.43	0.45	0.00	0.00	0.00	0.29	0.29	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	45.1	45.1	0.0	0.0	0.0	28.9	28.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.77	0.80	0.00	0.00	0.00	0.80	0.80	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	15.1	18.6	0.0	0.0	0.0	26.5	26.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	15.1	18.6	0.0	0.0	0.0	26.5	26.5	0.0
LOS by Move:	A	A	A	A	B	B-	A	A	A	C	C	A
HCM2kAvgQ:	0	0	0	0	17	19	0	0	0	14	14	0

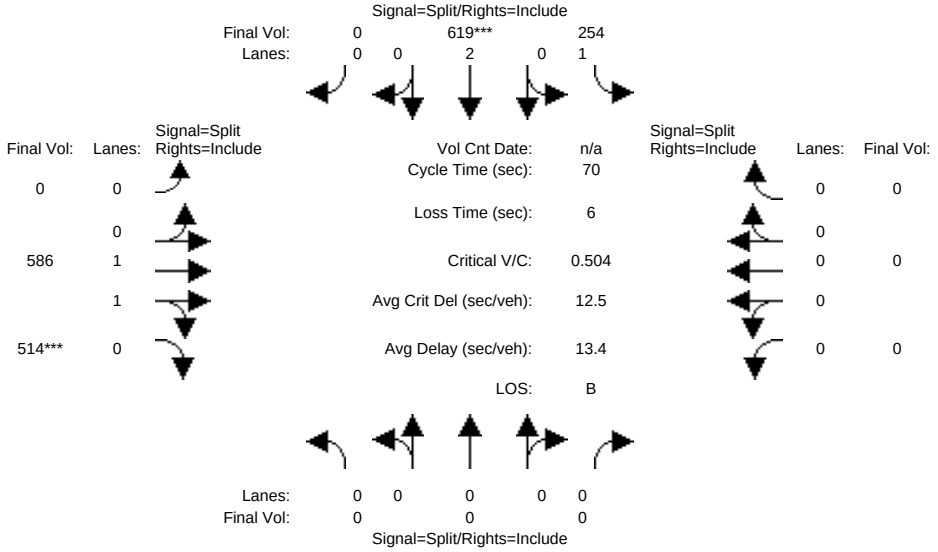
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	249	609	0	0	576	504	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	249	609	0	0	576	504	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	5	10	0	0	10	10	0	0	0
Initial Fut:	0	0	0	254	619	0	0	586	514	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	254	619	0	0	586	514	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	254	619	0	0	586	514	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	254	619	0	0	586	514	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.04	0.96	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1970	1728	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.16	0.00	0.00	0.30	0.30	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	22.6	22.6	0.0	0.0	41.4	41.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.50	0.00	0.00	0.50	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	19.3	19.5	0.0	0.0	8.5	8.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.3	19.5	0.0	0.0	8.5	8.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B-	B-	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	6	0	0	7	7	0	0	0

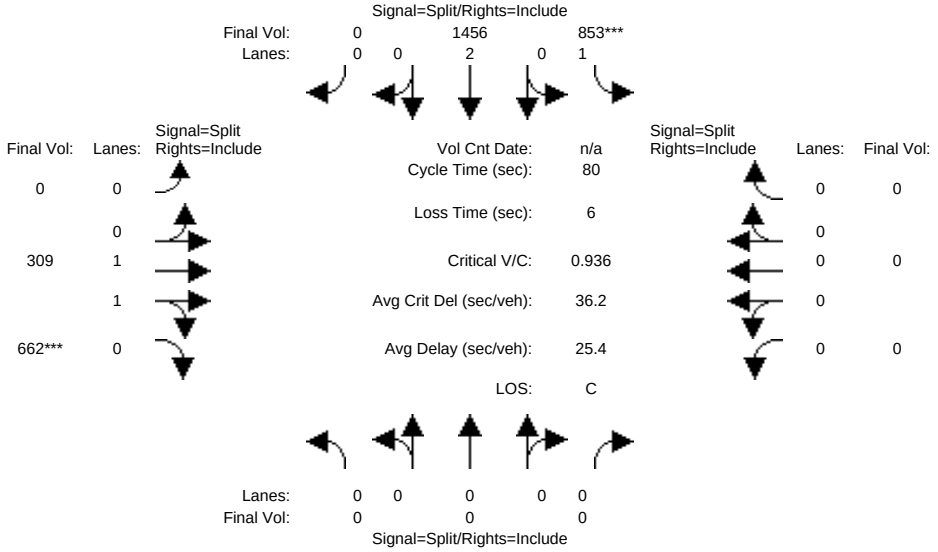
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	556	1446	0	0	299	492	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	556	1446	0	0	299	492	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	297	10	0	0	10	170	0	0	0
Initial Fut:	0	0	0	853	1456	0	0	309	662	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	853	1456	0	0	309	662	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	853	1456	0	0	309	662	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	853	1456	0	0	309	662	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	1900	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.49	0.38	0.00	0.00	0.16	0.38	0.00	0.00	0.00
Crit Moves:				****					****			
Green Time:	0.0	0.0	0.0	41.7	41.7	0.0	0.0	32.3	32.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.94	0.74	0.00	0.00	0.40	0.94	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	34.4	16.4	0.0	0.0	17.1	37.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.4	16.4	0.0	0.0	17.1	37.8	0.0	0.0	0.0
LOS by Move:	A	A	A	C-	B	A	A	B	D+	A	A	A
HCM2kAvgQ:	0	0	0	27	15	0	0	6	22	0	0	0

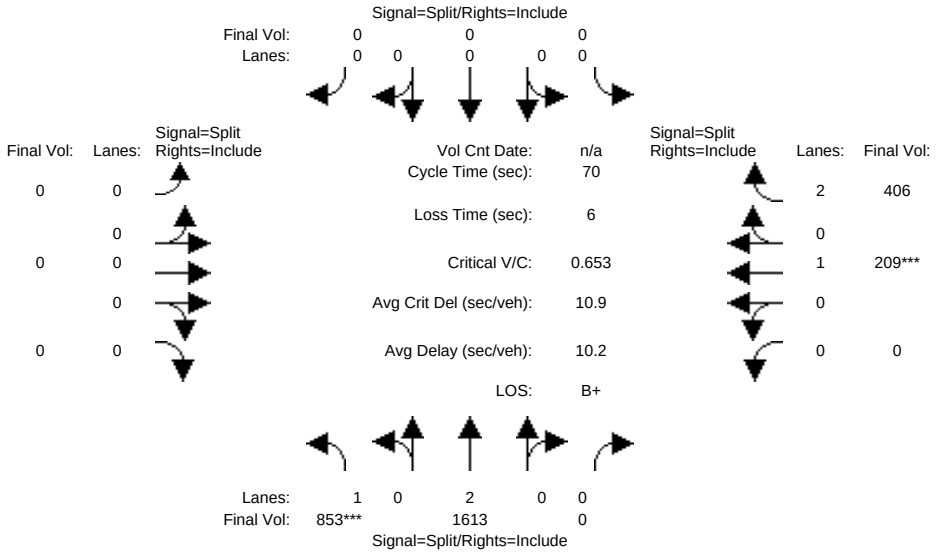
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	843	1603	0	0	0	0	0	0	0	0	182	396
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	843	1603	0	0	0	0	0	0	0	0	182	396
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	0	0	0	0	0	0	0	27	10
Initial Fut:	853	1613	0	0	0	0	0	0	0	0	209	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	853	1613	0	0	0	0	0	0	0	0	209	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	853	1613	0	0	0	0	0	0	0	0	209	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	853	1613	0	0	0	0	0	0	0	0	209	406
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.49	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.13
Crit Moves:	****										****	
Green Time:	50.6	50.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.4	13.4
Volume/Cap:	0.67	0.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.67
Delay/Veh:	6.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	29.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	C	C
HCM2kAvgQ:	12	9	0	0	0	0	0	0	0	0	5	6

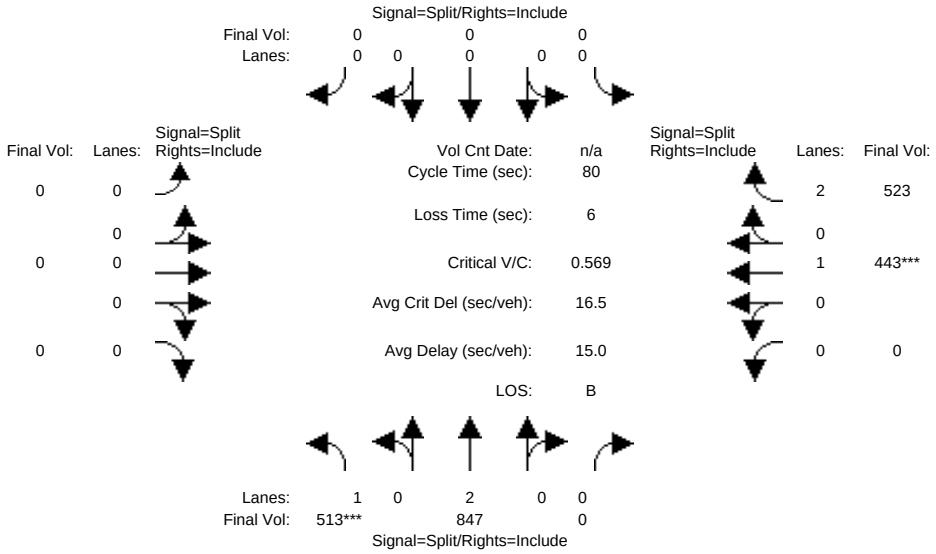
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	503	837	0	0	0	0	0	0	0	0	433	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	837	0	0	0	0	0	0	0	0	433	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	0	0	0	0	0	0	0	10	83
Initial Fut:	513	847	0	0	0	0	0	0	0	0	443	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	513	847	0	0	0	0	0	0	0	0	443	523
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	847	0	0	0	0	0	0	0	0	443	523
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	513	847	0	0	0	0	0	0	0	0	443	523
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.29	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.17
Crit Moves:	****										****	
Green Time:	41.2	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.8	32.8
Volume/Cap:	0.57	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.57	0.41
Delay/Veh:	14.2	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.2	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.2	16.9
LOS by Move:	B	B	A	A	A	A	A	A	A	A	B-	B
HCM2kAvgQ:	10	7	0	0	0	0	0	0	0	0	9	6

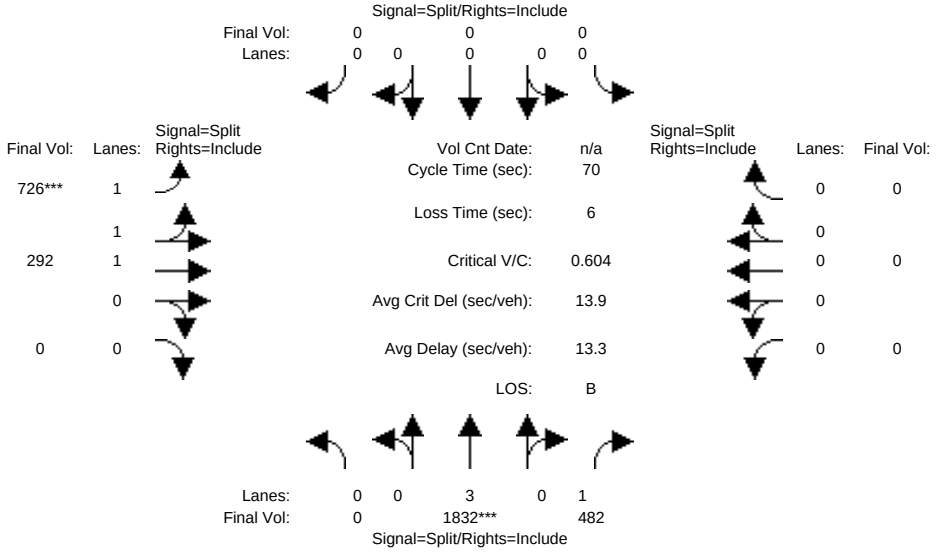
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1822	472	0	0	0	540	282	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1822	472	0	0	0	540	282	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	0	0	0	186	10	0	0	0	0
Initial Fut:	0	1832	482	0	0	0	726	292	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1832	482	0	0	0	726	292	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1832	482	0	0	0	726	292	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1832	482	0	0	0	726	292	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	3150	1900	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.28	0.00	0.00	0.00	0.23	0.15	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	37.3	37.3	0.0	0.0	0.0	26.7	26.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.52	0.00	0.00	0.00	0.60	0.40	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	11.6	11.1	0.0	0.0	0.0	18.0	15.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.6	11.1	0.0	0.0	0.0	18.0	15.9	0.0	0.0	0.0	0.0
LOS by Move:	A	B+	B+	A	A	A	B-	B	A	A	A	A
HCM2kAvgQ:	0	10	8	0	0	0	8	5	0	0	0	0

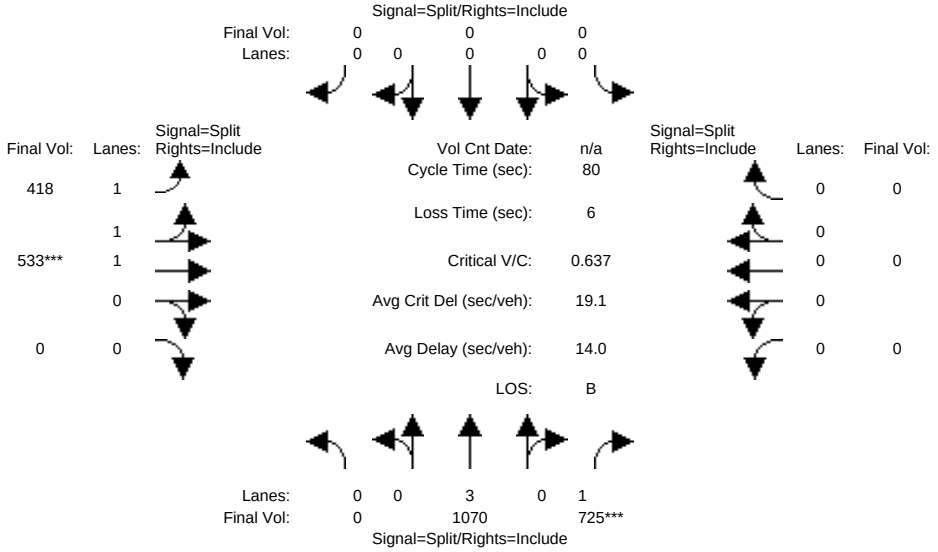
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1060	715	0	0	0	281	523	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1060	715	0	0	0	281	523	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	0	0	0	137	10	0	0	0	0
Initial Fut:	0	1070	725	0	0	0	418	533	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1070	725	0	0	0	418	533	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1070	725	0	0	0	418	533	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1070	725	0	0	0	418	533	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.36	1.64	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	2394	3052	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.41	0.00	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	52.1	52.1	0.0	0.0	0.0	21.9	21.9	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.29	0.64	0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.1	9.5	0.0	0.0	0.0	26.4	26.4	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.1	9.5	0.0	0.0	0.0	26.4	26.4	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	4	12	0	0	0	8	8	0	0	0	0

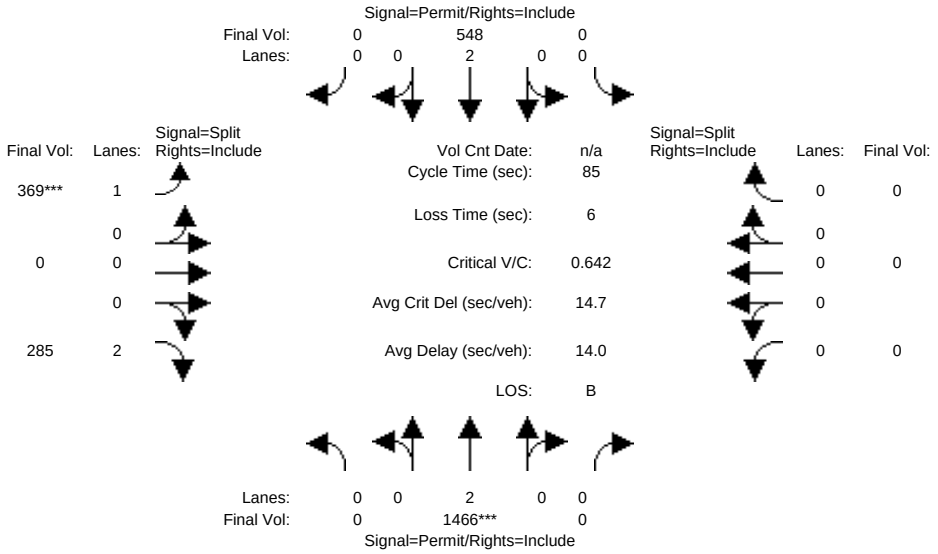
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1456	0	0	548	0	189	0	275	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1456	0	0	548	0	189	0	275	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	0	0	0	0	180	0	10	0	0	0
Initial Fut:	0	1466	0	0	548	0	369	0	285	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1466	0	0	548	0	369	0	285	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1466	0	0	548	0	369	0	285	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1466	0	0	548	0	369	0	285	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.14	0.00	0.21	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	51.1	0.0	0.0	51.1	0.0	27.9	0.0	27.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.00	0.00	0.24	0.00	0.64	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	0.0	11.6	0.0	0.0	8.0	0.0	26.8	0.0	21.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.6	0.0	0.0	8.0	0.0	26.8	0.0	21.2	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	A	A	C	A	C+	A	A	A
HCM2kAvgQ:	0	13	0	0	3	0	10	0	3	0	0	0

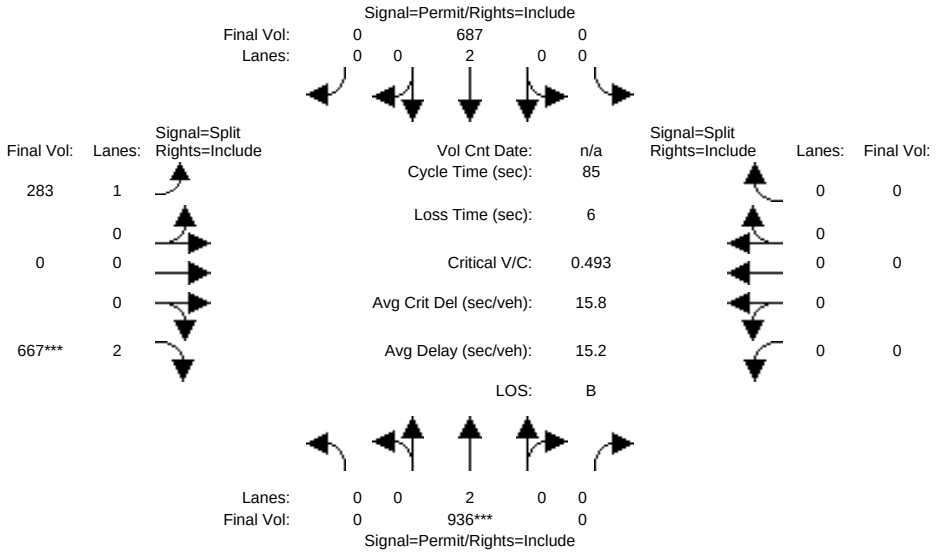
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	926	0	0	687	0	281	0	657	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	926	0	0	687	0	281	0	657	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	0	0	0	0	2	0	10	0	0	0
Initial Fut:	0	936	0	0	687	0	283	0	667	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	936	0	0	687	0	283	0	667	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	936	0	0	687	0	283	0	667	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	936	0	0	687	0	283	0	667	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.18	0.00	0.16	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	42.5	0.0	0.0	42.5	0.0	36.5	0.0	36.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.00	0.00	0.36	0.00	0.38	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	14.3	0.0	0.0	13.1	0.0	16.8	0.0	17.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.3	0.0	0.0	13.1	0.0	16.8	0.0	17.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	8	0	0	6	0	6	0	8	0	0	0

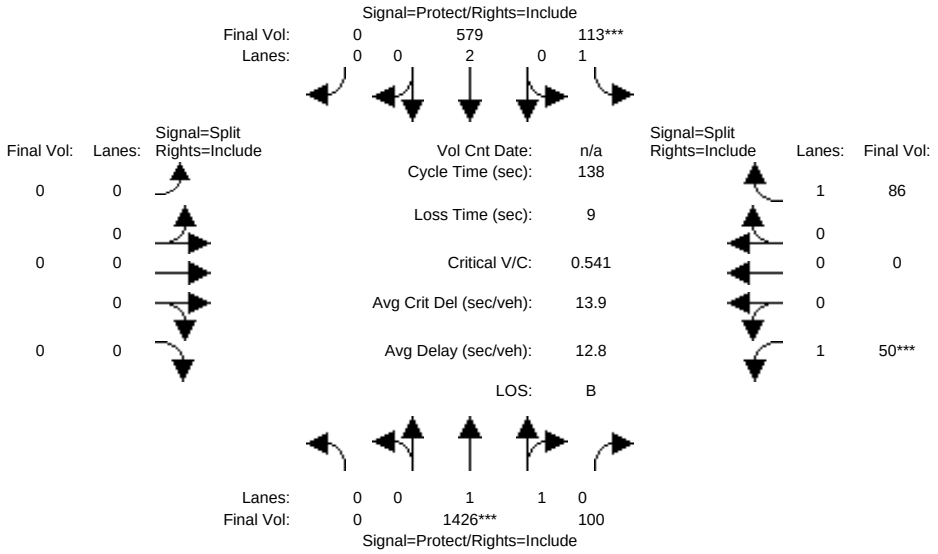
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1416	90	103	569	0	0	0	0	40	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1416	90	103	569	0	0	0	0	40	0	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	10	10	0	0	0	0	10	0	10
Initial Fut:	0	1426	100	113	579	0	0	0	0	50	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1426	100	113	579	0	0	0	0	50	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1426	100	113	579	0	0	0	0	50	0	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1426	100	113	579	0	0	0	0	50	0	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.87	0.13	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3457	242	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.06	0.15	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	101	100.7	15.8	116	0.0	0.0	0.0	0.0	12.5	0.0	12.5
Volume/Cap:	0.00	0.57	0.57	0.57	0.18	0.00	0.00	0.00	0.00	0.31	0.00	0.54
Delay/Veh:	0.0	8.9	8.9	61.6	2.0	0.0	0.0	0.0	0.0	59.8	0.0	63.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	8.9	61.6	2.0	0.0	0.0	0.0	0.0	59.8	0.0	63.7
LOS by Move:	A	A	A	E	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	15	15	6	2	0	0	0	0	2	0	4

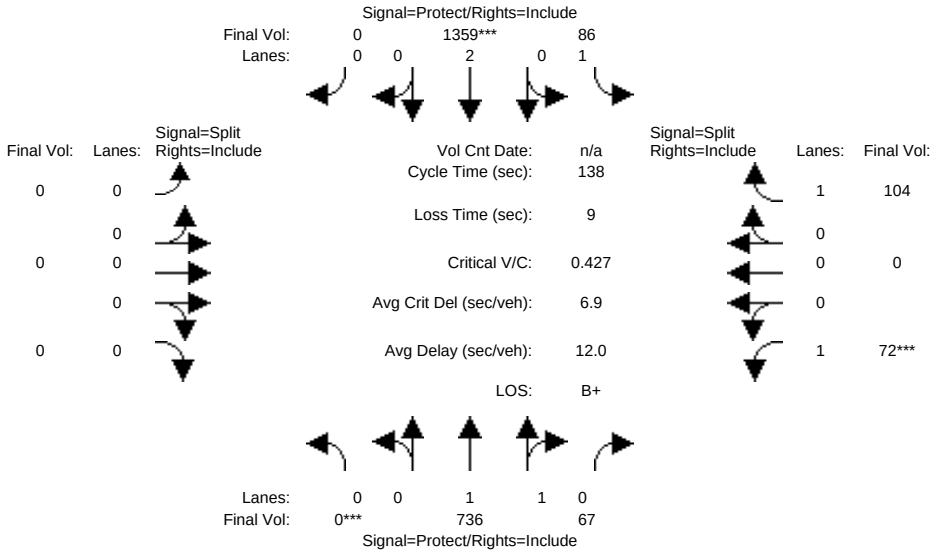
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	726	57	83	1349	0	0	0	0	62	0	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	726	57	83	1349	0	0	0	0	62	0	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	3	10	0	0	0	0	10	0	10
Initial Fut:	0	736	67	86	1359	0	0	0	0	72	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	736	67	86	1359	0	0	0	0	72	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	736	67	86	1359	0	0	0	0	72	0	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	736	67	86	1359	0	0	0	0	72	0	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.83	0.17	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3391	309	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.05	0.36	0.00	0.00	0.00	0.00	0.04	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	89.7	89.7	21.0	111	0.0	0.0	0.0	0.0	18.4	0.0	18.4
Volume/Cap:	0.00	0.33	0.33	0.32	0.45	0.00	0.00	0.00	0.00	0.31	0.00	0.45
Delay/Veh:	0.0	10.9	10.9	52.9	4.3	0.0	0.0	0.0	0.0	54.8	0.0	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.9	10.9	52.9	4.3	0.0	0.0	0.0	0.0	54.8	0.0	56.5
LOS by Move:	A	B+	B+	D-	A	A	A	A	A	D-	A	E+
HCM2kAvgQ:	0	8	8	4	9	0	0	0	0	3	0	5

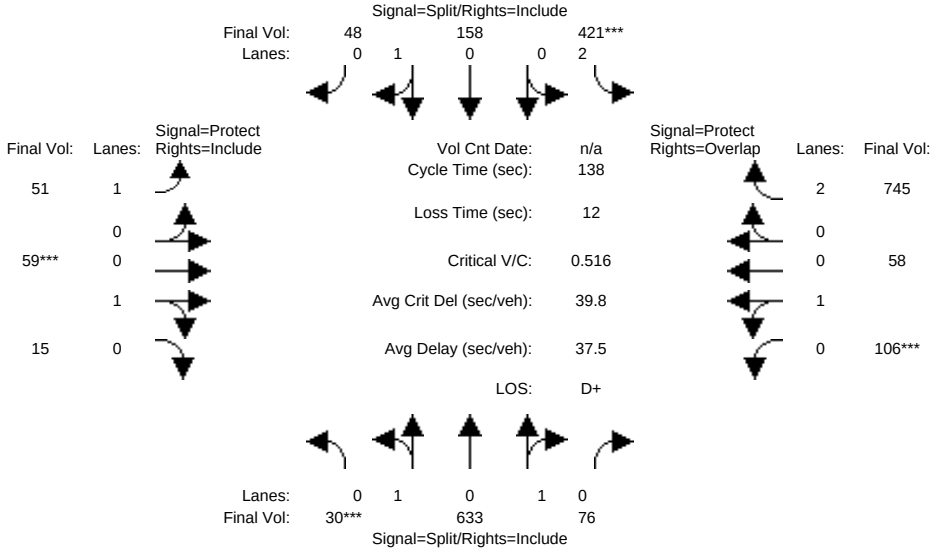
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	633	62	411	158	18	41	49	5	101	48	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	633	62	411	158	18	41	49	5	101	48	735
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	0	14	10	0	30	10	10	10	5	10	10
Initial Fut:	30	633	76	421	158	48	51	59	15	106	58	745
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	633	76	421	158	48	51	59	15	106	58	745
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	633	76	421	158	48	51	59	15	106	58	745
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	633	76	421	158	48	51	59	15	106	58	745
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.08	1.71	0.21	2.00	0.77	0.23	1.00	0.80	0.20	0.65	0.35	2.00
Final Sat.:	146	3084	370	3150	1381	419	1750	1435	365	1163	637	3150
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.13	0.11	0.11	0.03	0.04	0.04	0.09	0.09	0.24
Crit Moves:	****			****				****		****		
Green Time:	54.9	54.9	54.9	35.7	35.7	35.7	11.7	11.0	11.0	24.4	23.7	59.4
Volume/Cap:	0.52	0.52	0.52	0.52	0.44	0.44	0.34	0.52	0.52	0.52	0.53	0.55
Delay/Veh:	31.8	31.8	31.8	44.3	43.5	43.5	60.9	64.2	64.2	52.9	53.9	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	31.8	31.8	44.3	43.5	43.5	60.9	64.2	64.2	52.9	53.9	29.8
LOS by Move:	C	C	C	D	D	D	E	E	E	D-	D-	C
HCM2kAvgQ:	12	12	12	9	8	8	3	4	4	7	7	14

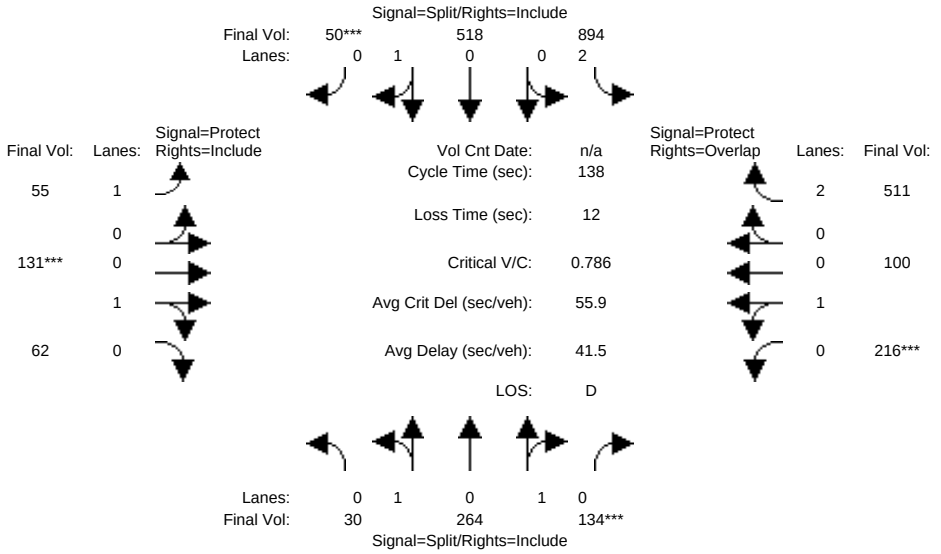
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	264	116	884	518	40	45	125	52	206	90	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	264	116	884	518	40	45	125	52	206	90	501
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	0	18	10	0	10	10	6	10	10	10	10
Initial Fut:	30	264	134	894	518	50	55	131	62	216	100	511
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	264	134	894	518	50	55	131	62	216	100	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	264	134	894	518	50	55	131	62	216	100	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	264	134	894	518	50	55	131	62	216	100	511
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.14	1.23	0.63	2.00	0.91	0.09	1.00	0.68	0.32	0.68	0.32	2.00
Final Sat.:	252	2221	1127	3150	1642	158	1750	1222	578	1230	570	3150
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.28	0.32	0.32	0.03	0.11	0.11	0.18	0.18	0.16
Crit Moves:			****			****		****		****		
Green Time:	20.9	20.9	20.9	55.4	55.4	55.4	11.1	18.8	18.8	30.8	38.5	94.0
Volume/Cap:	0.79	0.79	0.79	0.71	0.79	0.79	0.39	0.79	0.79	0.79	0.63	0.24
Delay/Veh:	63.8	63.8	63.8	36.3	41.8	41.8	62.0	72.9	72.9	60.3	46.0	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	63.8	63.8	36.3	41.8	41.8	62.0	72.9	72.9	60.3	46.0	8.4
LOS by Move:	E	E	E	D+	D	D	E	E	E	E	D	A
HCM2kAvgQ:	11	11	11	19	23	23	3	10	10	15	13	5

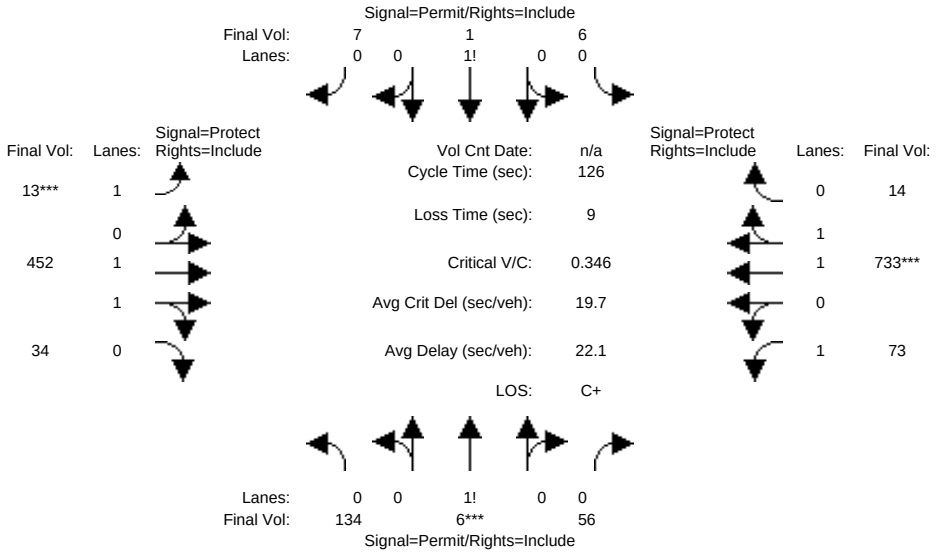
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	134	6	56	6	1	7	13	452	34	70	723	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	6	56	6	1	7	13	452	34	70	723	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	0	0	3	10	0
Initial Fut:	134	6	56	6	1	7	13	452	34	73	733	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	6	56	6	1	7	13	452	34	73	733	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	6	56	6	1	7	13	452	34	73	733	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	6	56	6	1	7	13	452	34	73	733	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.68	0.03	0.29	0.43	0.07	0.50	1.00	1.86	0.14	1.00	1.96	0.04
Final Sat.:	1196	54	500	750	125	875	1750	3441	259	1750	3631	69
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.01	0.01	0.01	0.01	0.13	0.13	0.04	0.20	0.20
Crit Moves:		****					****				****	
Green Time:	39.2	39.2	39.2	39.2	39.2	39.2	7.0	54.6	54.6	23.1	70.8	70.8
Volume/Cap:	0.36	0.36	0.36	0.03	0.03	0.03	0.13	0.30	0.30	0.23	0.36	0.36
Delay/Veh:	34.0	34.0	34.0	30.1	30.1	30.1	57.2	23.4	23.4	44.2	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	34.0	30.1	30.1	30.1	57.2	23.4	23.4	44.2	15.3	15.3
LOS by Move:	C-	C-	C-	C	C	C	E+	C	C	D	B	B
HCM2kAvgQ:	6	6	6	0	0	0	1	6	6	3	8	8

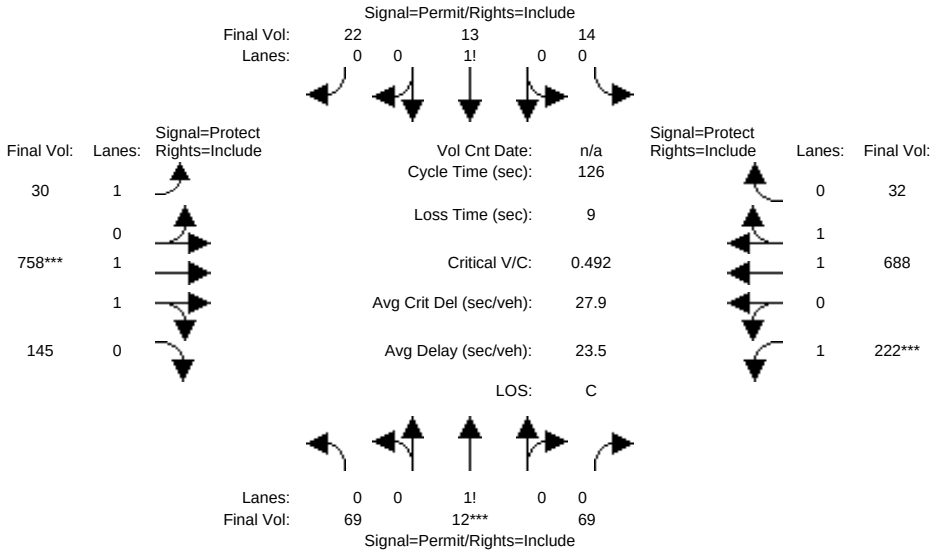
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	69	12	69	14	13	22	30	758	145	212	678	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	12	69	14	13	22	30	758	145	212	678	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	0	0	10	10	0
Initial Fut:	69	12	69	14	13	22	30	758	145	222	688	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	12	69	14	13	22	30	758	145	222	688	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	12	69	14	13	22	30	758	145	222	688	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	12	69	14	13	22	30	758	145	222	688	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.46	0.08	0.46	0.29	0.26	0.45	1.00	1.67	0.33	1.00	1.91	0.09
Final Sat.:	805	140	805	500	464	786	1750	3105	594	1750	3535	164
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.03	0.03	0.03	0.02	0.24	0.24	0.13	0.19	0.19
Crit Moves:		****						****		****		
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	21.1	62.5	62.5	32.5	73.9	73.9
Volume/Cap:	0.49	0.49	0.49	0.16	0.16	0.16	0.10	0.49	0.49	0.49	0.33	0.33
Delay/Veh:	48.2	48.2	48.2	44.4	44.4	44.4	44.6	21.4	21.4	40.6	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	48.2	48.2	44.4	44.4	44.4	44.6	21.4	21.4	40.6	13.4	13.4
LOS by Move:	D	D	D	D	D	D	D	C+	C+	D	B	B
HCM2kAvgQ:	6	6	6	2	2	2	1	12	12	8	7	7

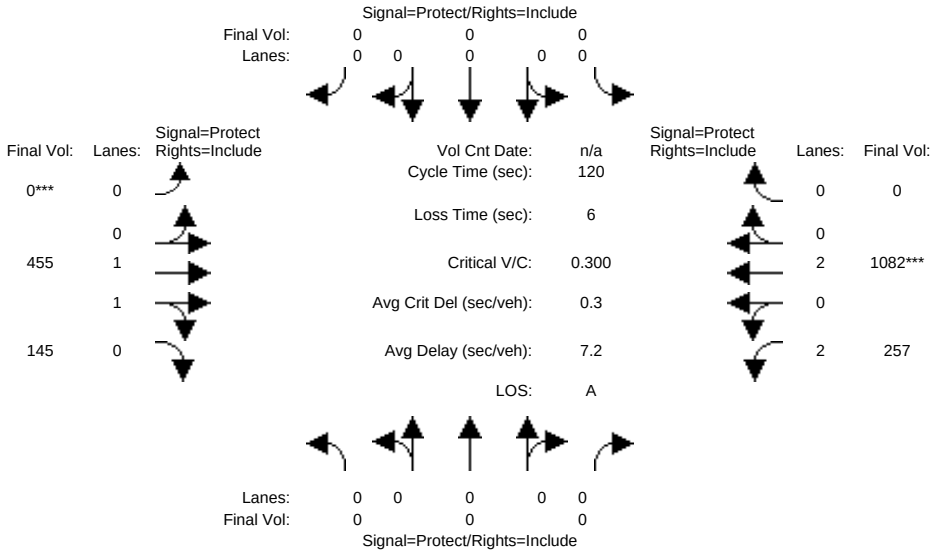
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	455	145	257	1082	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	455	145	257	1082	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	455	145	257	1082	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	455	145	257	1082	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	455	145	257	1082	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	455	145	257	1082	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50	0.50	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2805	894	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.08	0.28	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.8	75.8	38.2	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.26	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	9.8	30.5	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	9.8	30.5	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	5	5	4	2	0

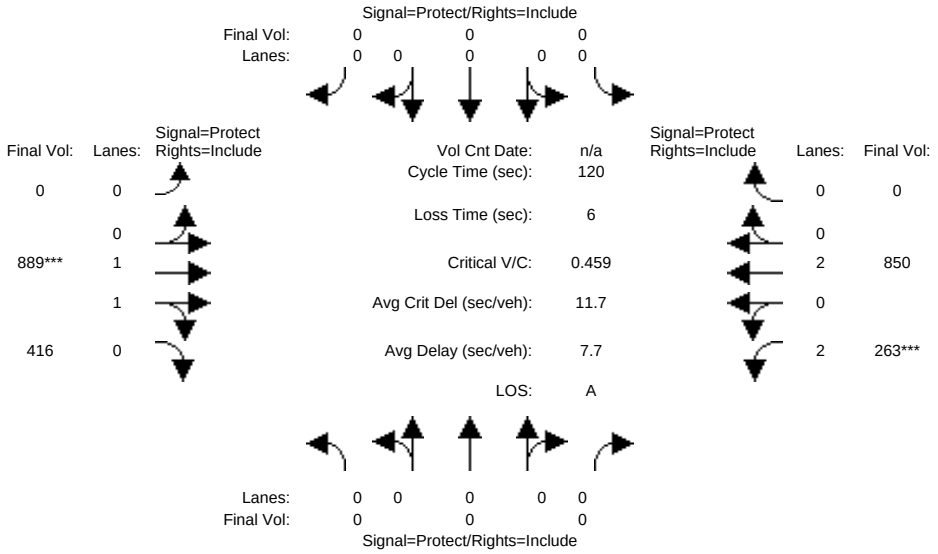
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	889	416	263	850	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	889	416	263	850	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	889	416	263	850	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	889	416	263	850	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	889	416	263	850	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	889	416	263	850	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.66	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2520	1179	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.35	0.08	0.22	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.2	92.2	21.8	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.46	0.46	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	5.1	44.4	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	5.1	44.4	0.2	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	9	9	6	1	0

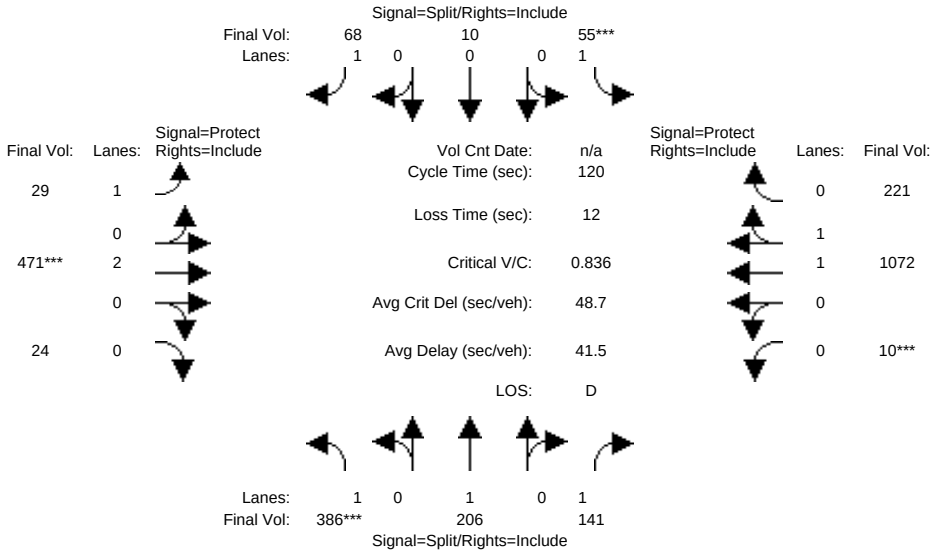
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	376	196	131	22	0	58	19	461	0	0	1062	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	196	131	22	0	58	19	461	0	0	1062	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	33	10	10	10	10	24	10	10	155
Initial Fut:	386	206	141	55	10	68	29	471	24	10	1072	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	386	206	141	55	10	68	29	471	24	10	1072	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	206	141	55	10	68	29	471	24	10	1072	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	386	206	141	55	10	68	29	471	24	10	1072	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	0.85	0.15	1.00	1.00	1.90	0.10	0.01	1.65	0.34
Final Sat.:	1750	1900	1750	1523	277	1800	1750	3520	179	28	2962	611
Capacity Analysis Module:												
Vol/Sat:	0.22	0.11	0.08	0.04	0.04	0.04	0.02	0.13	0.13	0.36	0.36	0.36
Crit Moves:	****			****				****		****		
Green Time:	30.2	30.2	30.2	10.0	10.0	10.0	9.4	18.3	18.3	49.5	58.4	58.4
Volume/Cap:	0.88	0.43	0.32	0.43	0.43	0.45	0.21	0.88	0.88	0.88	0.74	0.74
Delay/Veh:	60.9	38.3	37.0	53.3	53.3	53.5	52.6	64.2	64.2	38.7	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	38.3	37.0	53.3	53.3	53.5	52.6	64.2	64.2	38.7	26.5	26.5
LOS by Move:	E	D+	D+	D-	D-	D-	D-	E	E	D+	C	C
HCM2kAvgQ:	18	7	5	3	3	3	1	12	12	26	21	21

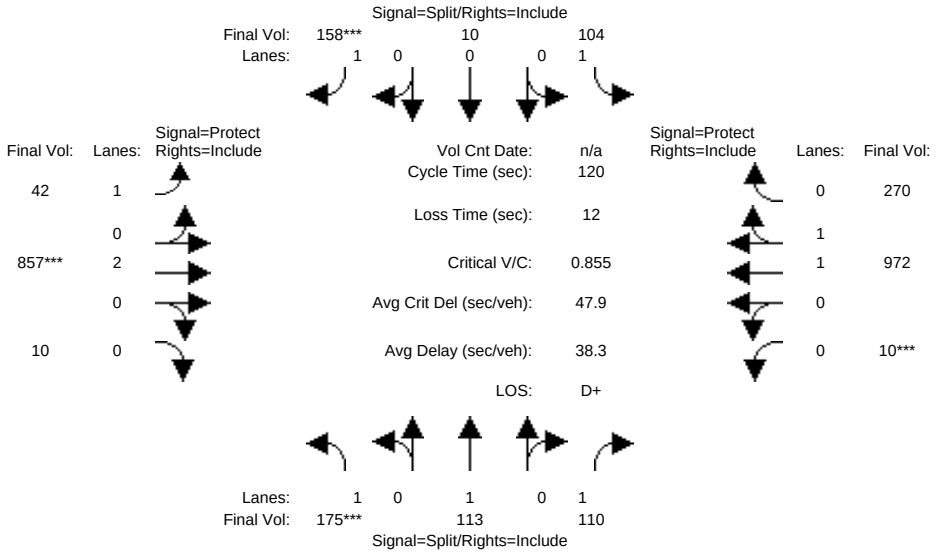
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	146	103	100	32	0	148	32	847	0	0	962	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	103	100	32	0	148	32	847	0	0	962	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	29	10	10	72	10	10	10	10	10	10	10	225
Initial Fut:	175	113	110	104	10	158	42	857	10	10	972	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	113	110	104	10	158	42	857	10	10	972	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	113	110	104	10	158	42	857	10	10	972	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	113	110	104	10	158	42	857	10	10	972	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.97	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	0.91	0.09	1.00	1.00	1.98	0.02	0.02	1.55	0.43
Final Sat.:	1750	1900	1750	1642	158	1800	1750	3657	43	29	2795	776
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.06	0.06	0.06	0.09	0.02	0.23	0.23	0.35	0.35	0.35
Crit Moves:	****					****		****		****		
Green Time:	14.0	14.0	14.0	12.3	12.3	12.3	11.7	32.9	32.9	48.8	69.9	69.9
Volume/Cap:	0.86	0.51	0.54	0.62	0.62	0.86	0.25	0.86	0.86	0.86	0.60	0.60
Delay/Veh:	80.0	51.7	52.8	54.2	54.2	72.7	50.8	48.6	48.6	37.6	16.5	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	51.7	52.8	54.2	54.2	72.7	50.8	48.6	48.6	37.6	16.5	16.5
LOS by Move:	E-	D-	D-	D-	D-	E	D	D	D	D+	B	B
HCM2kAvgQ:	9	5	5	5	5	9	2	18	18	25	16	16

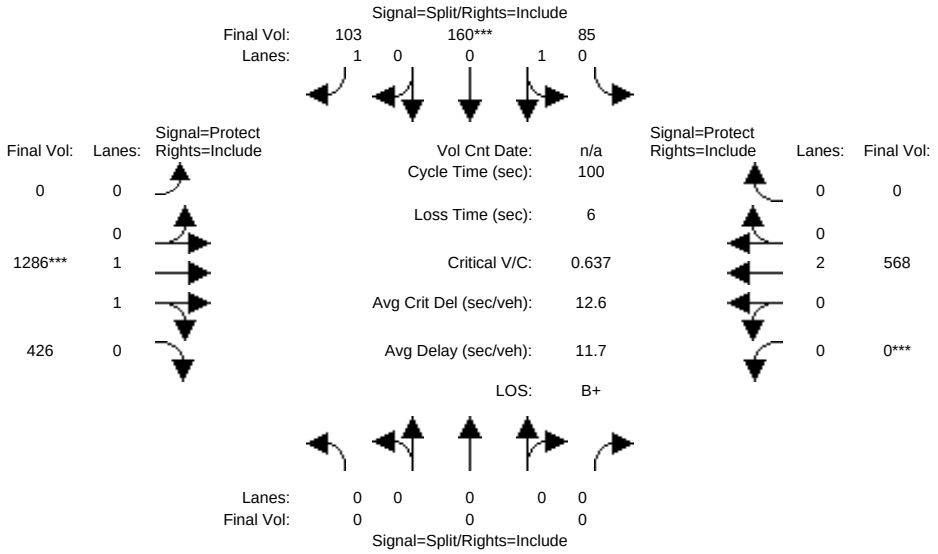
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	75	150	93	0	1276	416	0	558	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	150	93	0	1276	416	0	558	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	10	0	10	10	0	10	0
Initial Fut:	0	0	0	85	160	103	0	1286	426	0	568	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	160	103	0	1286	426	0	568	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	160	103	0	1286	426	0	568	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	160	103	0	1286	426	0	568	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.35	0.65	1.00	0.00	1.49	0.51	0.00	2.00	0.00
Final Sat.:	0	0	0	624	1176	1750	0	2779	920	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.06	0.00	0.46	0.46	0.00	0.15	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	21.4	21.4	21.4	0.0	72.6	72.6	0.0	72.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.64	0.64	0.28	0.00	0.64	0.64	0.00	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	43.6	43.6	34.7	0.0	8.1	8.1	0.0	4.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.6	43.6	34.7	0.0	8.1	8.1	0.0	4.6	0.0
LOS by Move:	A	A	A	D	D	C-	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	8	8	3	0	14	14	0	3	0

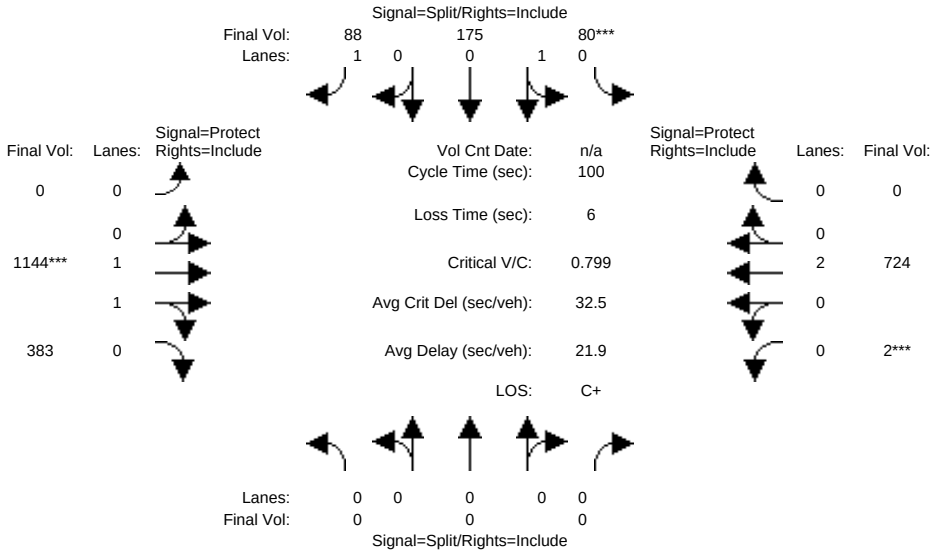
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	70	165	78	0	1134	373	2	714	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	165	78	0	1134	373	2	714	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	10	10	0	10	10	0	10	0
Initial Fut:	0	0	0	80	175	88	0	1144	383	2	724	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	80	175	88	0	1144	383	2	724	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	175	88	0	1144	383	2	724	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	80	175	88	0	1144	383	2	724	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	0.31	0.69	1.00	0.00	1.48	0.52	0.01	1.99	0.00
Final Sat.:	0	0	0	565	1235	1750	0	2771	928	10	3690	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.05	0.00	0.41	0.41	0.20	0.20	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	17.7	17.7	17.7	0.0	51.7	51.7	24.6	76.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.80	0.80	0.28	0.00	0.80	0.80	0.80	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	58.0	58.0	37.9	0.0	23.5	23.5	42.7	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	58.0	58.0	37.9	0.0	23.5	23.5	42.7	3.7	0.0
LOS by Move:	A	A	A	E+	E+	D+	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	10	10	3	0	21	21	13	3	0

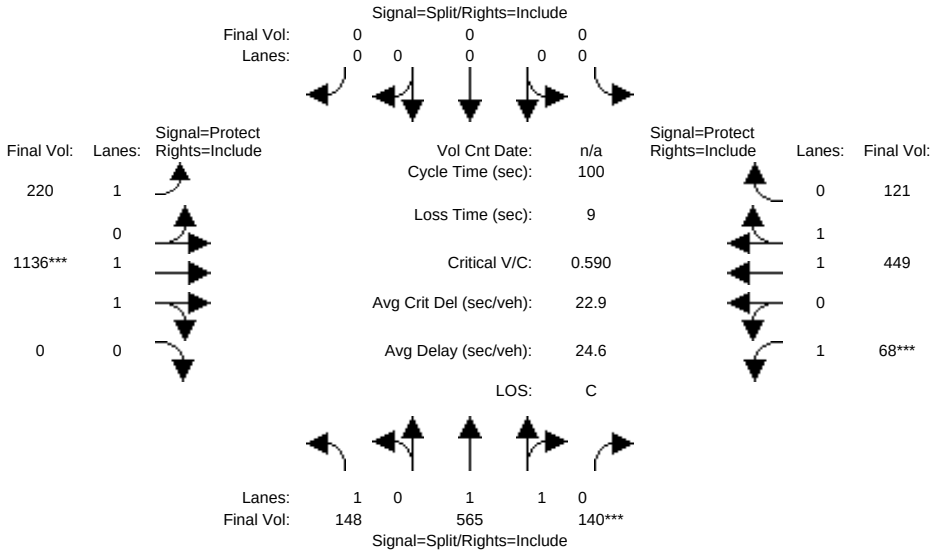
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	138	555	140	0	0	0	187	1136	0	68	449	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	555	140	0	0	0	187	1136	0	68	449	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	0	0	0	33	0	0	0	0	0
Initial Fut:	148	565	140	0	0	0	220	1136	0	68	449	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	565	140	0	0	0	220	1136	0	68	449	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	565	140	0	0	0	220	1136	0	68	449	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	565	140	0	0	0	220	1136	0	68	449	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.98	0.95
Lanes:	1.00	1.59	0.41	0.00	0.00	0.00	1.00	2.00	0.00	1.00	1.56	0.44
Final Sat.:	1750	2965	735	0	0	0	1750	3700	0	1750	2914	785
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.00	0.00	0.00	0.13	0.31	0.00	0.04	0.15	0.15
Crit Moves:			****					****		****		
Green Time:	32.2	32.2	32.2	0.0	0.0	0.0	26.4	51.8	0.0	7.0	32.4	32.4
Volume/Cap:	0.26	0.59	0.59	0.00	0.00	0.00	0.48	0.59	0.00	0.56	0.48	0.48
Delay/Veh:	25.4	29.2	29.2	0.0	0.0	0.0	31.7	17.2	0.0	50.5	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	29.2	29.2	0.0	0.0	0.0	31.7	17.2	0.0	50.5	27.3	27.3
LOS by Move:	C	C	C	A	A	A	C	B	A	D	C	C
HCM2kAvgQ:	4	10	10	0	0	0	6	13	0	3	7	7

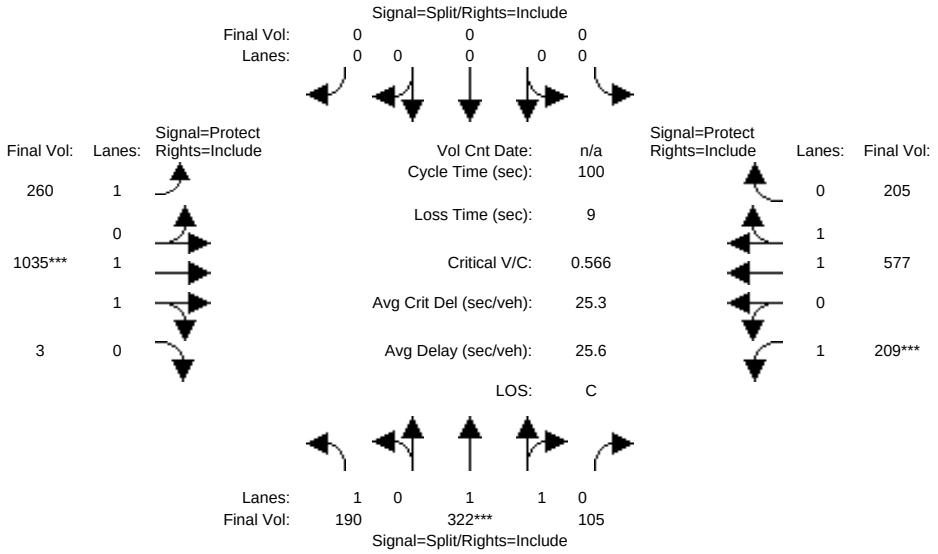
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	180	312	105	0	0	0	235	1035	3	209	577	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	312	105	0	0	0	235	1035	3	209	577	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	0	0	0	25	0	0	0	0	0
Initial Fut:	190	322	105	0	0	0	260	1035	3	209	577	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	322	105	0	0	0	260	1035	3	209	577	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	322	105	0	0	0	260	1035	3	209	577	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	322	105	0	0	0	260	1035	3	209	577	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.49	0.51	0.00	0.00	0.00	1.00	1.99	0.01	1.00	1.46	0.54
Final Sat.:	1750	2789	910	0	0	0	1750	3689	11	1750	2729	970
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.12	0.00	0.00	0.00	0.15	0.28	0.28	0.12	0.21	0.21
Crit Moves:		****						****		****		
Green Time:	20.4	20.4	20.4	0.0	0.0	0.0	29.1	49.5	49.5	21.1	41.5	41.5
Volume/Cap:	0.53	0.57	0.57	0.00	0.00	0.00	0.51	0.57	0.57	0.57	0.51	0.51
Delay/Veh:	37.1	36.8	36.8	0.0	0.0	0.0	30.3	18.1	18.1	37.4	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	36.8	36.8	0.0	0.0	0.0	30.3	18.1	18.1	37.4	22.0	22.0
LOS by Move:	D+	D+	D+	A	A	A	C	B-	B-	D+	C+	C+
HCM2kAvgQ:	6	7	7	0	0	0	8	12	12	7	9	9

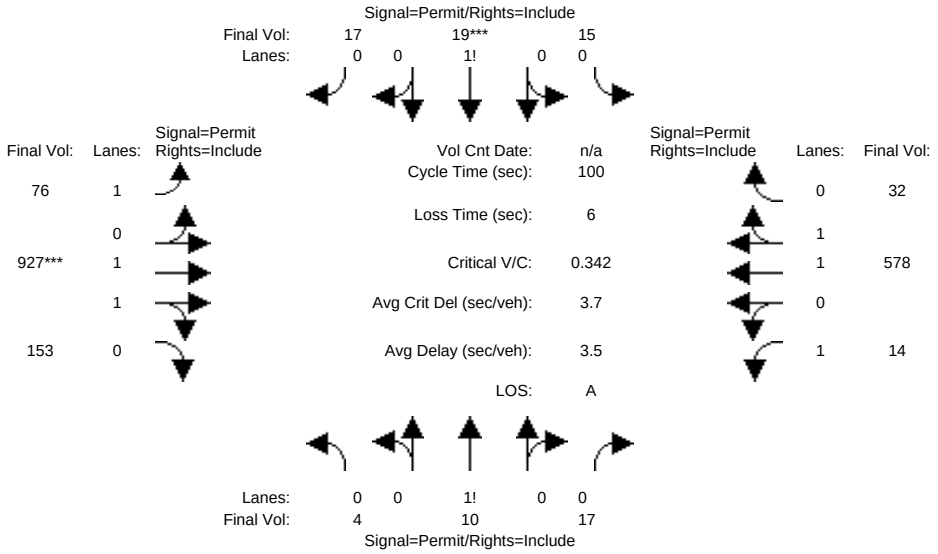
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	10	17	15	19	17	76	927	153	14	578	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	10	17	15	19	17	76	927	153	14	578	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	10	17	15	19	17	76	927	153	14	578	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	10	17	15	19	17	76	927	153	14	578	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	10	17	15	19	17	76	927	153	14	578	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	10	17	15	19	17	76	927	153	14	578	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.13	0.32	0.55	0.29	0.38	0.33	1.00	1.71	0.29	1.00	1.89	0.11
Final Sat.:	226	565	960	515	652	583	1750	3175	524	1750	3506	194
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.04	0.29	0.29	0.01	0.16	0.16
Crit Moves:					****			****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	84.0	84.0	84.0	84.0	84.0	84.0
Volume/Cap:	0.18	0.18	0.18	0.29	0.29	0.29	0.05	0.35	0.35	0.01	0.20	0.20
Delay/Veh:	41.7	41.7	41.7	42.6	42.6	42.6	1.4	1.9	1.9	1.3	1.6	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	41.7	41.7	42.6	42.6	42.6	1.4	1.9	1.9	1.3	1.6	1.6
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	0	4	4	0	2	2

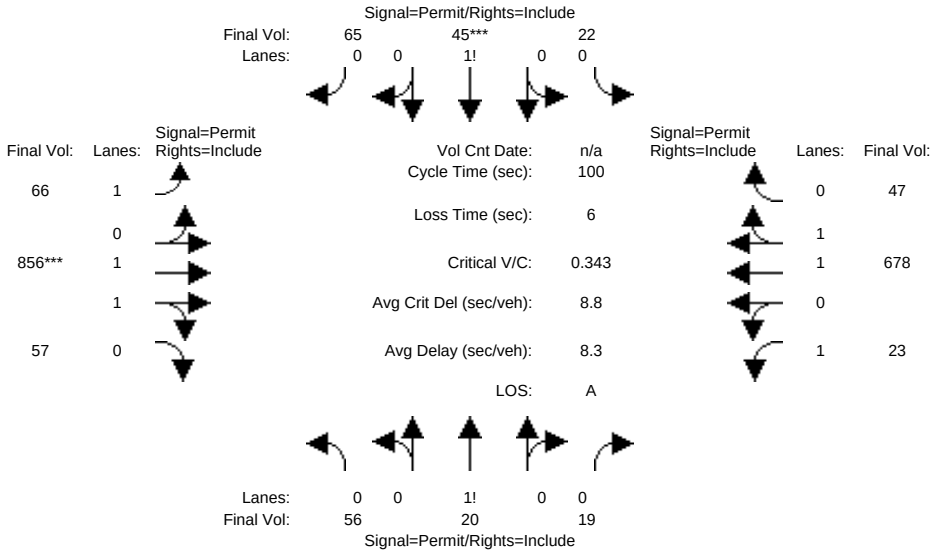
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	20	19	22	45	65	66	856	57	23	678	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	20	19	22	45	65	66	856	57	23	678	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	20	19	22	45	65	66	856	57	23	678	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	20	19	22	45	65	66	856	57	23	678	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	20	19	22	45	65	66	856	57	23	678	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	20	19	22	45	65	66	856	57	23	678	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.59	0.21	0.20	0.17	0.34	0.49	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	1032	368	350	292	597	862	1750	3469	231	1750	3460	240
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.08	0.04	0.25	0.25	0.01	0.20	0.20
Crit Moves:					****			****				
Green Time:	22.0	22.0	22.0	22.0	22.0	22.0	72.0	72.0	72.0	72.0	72.0	72.0
Volume/Cap:	0.25	0.25	0.25	0.34	0.34	0.34	0.05	0.34	0.34	0.02	0.27	0.27
Delay/Veh:	32.5	32.5	32.5	33.4	33.4	33.4	4.1	5.3	5.3	4.0	4.9	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	32.5	32.5	33.4	33.4	33.4	4.1	5.3	5.3	4.0	4.9	4.9
LOS by Move:	C-	C-	C-	C-	C-	C-	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	4	1	5	5	0	4	4

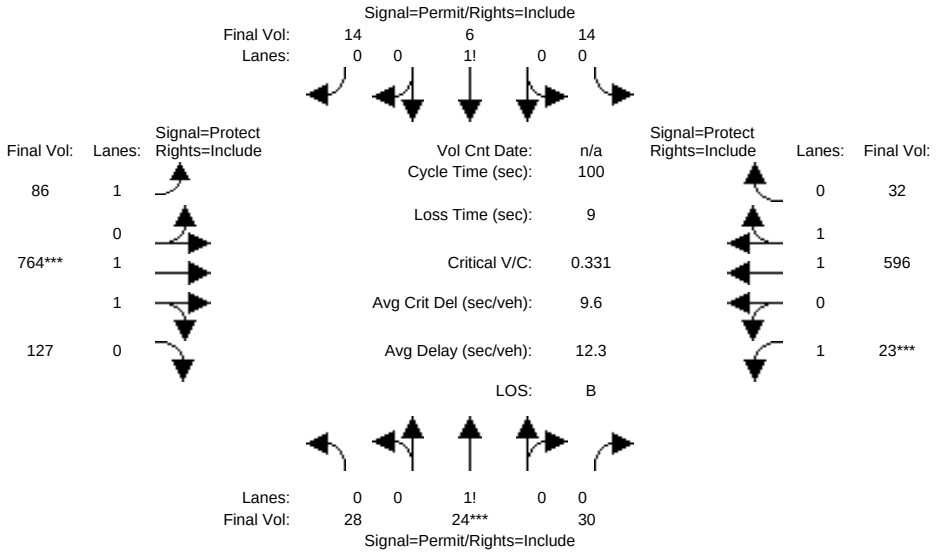
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	24	30	4	6	14	86	764	127	23	596	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	24	30	4	6	14	86	764	127	23	596	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	0	0	0	0	0	0	0	10
Initial Fut:	28	24	30	14	6	14	86	764	127	23	596	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	24	30	14	6	14	86	764	127	23	596	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	24	30	14	6	14	86	764	127	23	596	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	24	30	14	6	14	86	764	127	23	596	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.34	0.29	0.37	0.41	0.18	0.41	1.00	1.71	0.29	1.00	1.90	0.10
Final Sat.:	598	512	640	721	309	721	1750	3172	527	1750	3511	189
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.02	0.02	0.05	0.24	0.24	0.01	0.17	0.17
Crit Moves:		****						****		****		
Green Time:	13.7	13.7	13.7	13.7	13.7	13.7	22.6	70.3	70.3	7.0	54.7	54.7
Volume/Cap:	0.34	0.34	0.34	0.14	0.14	0.14	0.22	0.34	0.34	0.19	0.31	0.31
Delay/Veh:	39.9	39.9	39.9	38.3	38.3	38.3	31.8	5.9	5.9	44.6	12.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	39.9	39.9	38.3	38.3	38.3	31.8	5.9	5.9	44.6	12.4	12.4
LOS by Move:	D	D	D	D+	D+	D+	C	A	A	D	B	B
HCM2kAvgQ:	3	3	3	1	1	1	2	5	5	1	5	5

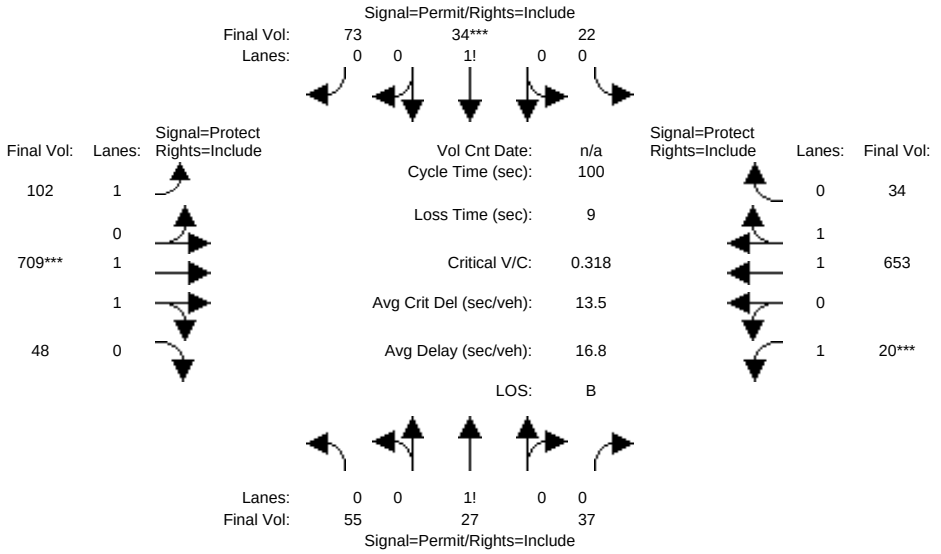
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	55	27	37	12	34	73	102	709	48	20	653	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	27	37	12	34	73	102	709	48	20	653	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	0	0	0	0	0	0	0	10
Initial Fut:	55	27	37	22	34	73	102	709	48	20	653	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	27	37	22	34	73	102	709	48	20	653	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	27	37	22	34	73	102	709	48	20	653	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	27	37	22	34	73	102	709	48	20	653	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.46	0.23	0.31	0.17	0.26	0.57	1.00	1.87	0.13	1.00	1.90	0.10
Final Sat.:	809	397	544	298	461	990	1750	3465	235	1750	3517	183
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.06	0.20	0.20	0.01	0.19	0.19
Crit Moves:					****			****		****		
Green Time:	22.2	22.2	22.2	22.2	22.2	22.2	18.8	61.8	61.8	7.0	49.9	49.9
Volume/Cap:	0.31	0.31	0.31	0.33	0.33	0.33	0.31	0.33	0.33	0.16	0.37	0.37
Delay/Veh:	32.9	32.9	32.9	33.1	33.1	33.1	35.5	9.3	9.3	44.4	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	32.9	32.9	33.1	33.1	33.1	35.5	9.3	9.3	44.4	15.5	15.5
LOS by Move:	C-	C-	C-	C-	C-	C-	D+	A	A	D	B	B
HCM2kAvgQ:	3	3	3	4	4	4	3	6	6	1	7	7

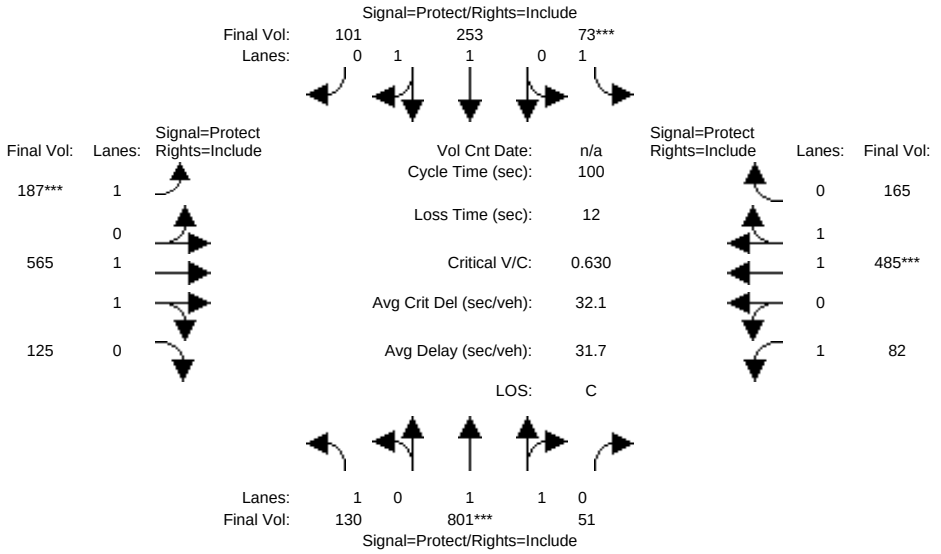
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	791	41	63	243	91	176	555	115	72	475	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	791	41	63	243	91	176	555	115	72	475	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	11	10	10	10	10	10
Initial Fut:	130	801	51	73	253	101	187	565	125	82	485	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	801	51	73	253	101	187	565	125	82	485	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	801	51	73	253	101	187	565	125	82	485	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	801	51	73	253	101	187	565	125	82	485	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.88	0.12	1.00	1.41	0.59	1.00	1.63	0.37	1.00	1.48	0.52
Final Sat.:	1750	3478	221	1750	2644	1055	1750	3029	670	1750	2760	939
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.04	0.10	0.10	0.11	0.19	0.19	0.05	0.18	0.18
Crit Moves:		****		****			****				****	
Green Time:	18.5	36.4	36.4	7.0	24.9	24.9	16.9	32.5	32.5	12.2	27.8	27.8
Volume/Cap:	0.40	0.63	0.63	0.60	0.38	0.38	0.63	0.57	0.57	0.38	0.63	0.63
Delay/Veh:	36.7	27.3	27.3	52.9	31.5	31.5	43.1	28.7	28.7	41.6	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	27.3	27.3	52.9	31.5	31.5	43.1	28.7	28.7	41.6	33.0	33.0
LOS by Move:	D+	C	C	D-	C	C	D	C	C	D	C-	C-
HCM2kAvgQ:	4	12	12	3	5	5	7	9	9	3	10	10

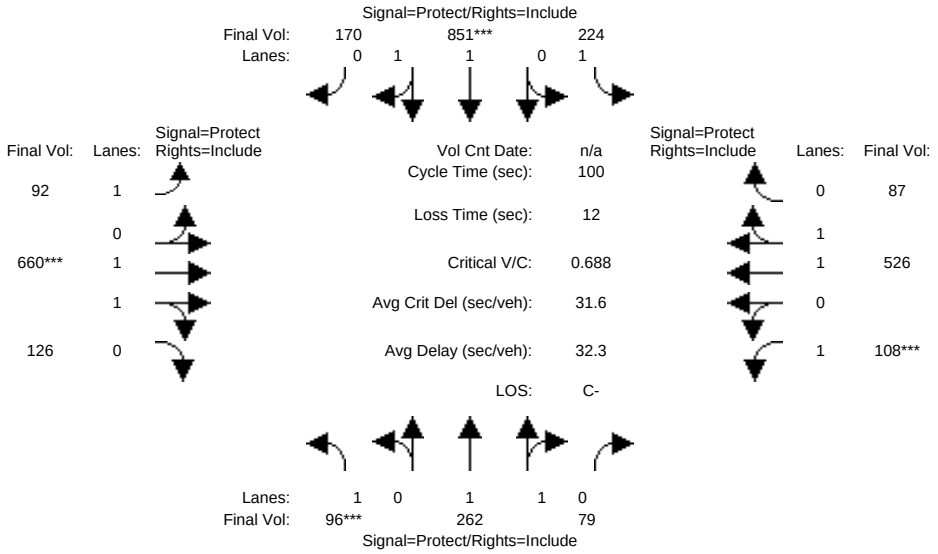
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	252	69	214	841	160	82	650	116	98	516	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	252	69	214	841	160	82	650	116	98	516	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	10	10	10	10	10	10	10
Initial Fut:	96	262	79	224	851	170	92	660	126	108	526	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	262	79	224	851	170	92	660	126	108	526	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	262	79	224	851	170	92	660	126	108	526	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	262	79	224	851	170	92	660	126	108	526	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.52	0.48	1.00	1.66	0.34	1.00	1.67	0.33	1.00	1.71	0.29
Final Sat.:	1750	2842	857	1750	3083	616	1750	3106	593	1750	3174	525
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.13	0.28	0.28	0.05	0.21	0.21	0.06	0.17	0.17
Crit Moves:	****				****			****			****	
Green Time:	8.0	21.1	21.1	27.0	40.1	40.1	11.8	30.9	30.9	9.0	28.0	28.0
Volume/Cap:	0.69	0.44	0.44	0.47	0.69	0.69	0.44	0.69	0.69	0.69	0.59	0.59
Delay/Veh:	58.3	34.7	34.7	31.3	26.1	26.1	42.5	32.1	32.1	56.2	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	34.7	34.7	31.3	26.1	26.1	42.5	32.1	32.1	56.2	32.0	32.0
LOS by Move:	E+	C-	C-	C	C	C	D	C-	C-	E+	C	C
HCM2kAvgQ:	5	5	5	7	14	14	3	12	12	5	9	9

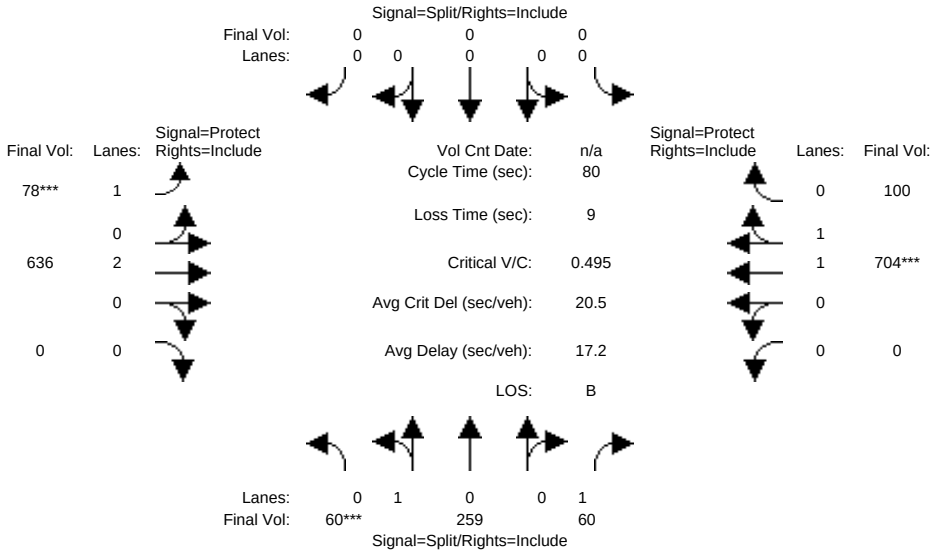
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	249	50	0	0	0	68	626	0	0	694	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	249	50	0	0	0	68	626	0	0	694	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	15	10	10	0	0	0	10	10	0	0	10	35
Initial Fut:	60	259	60	0	0	0	78	636	0	0	704	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	259	60	0	0	0	78	636	0	0	704	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	259	60	0	0	0	78	636	0	0	704	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	259	60	0	0	0	78	636	0	0	704	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.19	0.81	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	339	1461	1750	0	0	0	1750	3800	0	0	3239	460
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.03	0.00	0.00	0.00	0.04	0.17	0.00	0.00	0.22	0.22
Crit Moves:	****						****				****	
Green Time:	28.7	28.7	28.7	0.0	0.0	0.0	7.2	42.3	0.0	0.0	35.1	35.1
Volume/Cap:	0.49	0.49	0.10	0.00	0.00	0.00	0.49	0.32	0.00	0.00	0.49	0.49
Delay/Veh:	22.7	22.7	17.4	0.0	0.0	0.0	45.3	11.1	0.0	0.0	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	22.7	17.4	0.0	0.0	0.0	45.3	11.1	0.0	0.0	17.2	17.2
LOS by Move:	C+	C+	B	A	A	A	D	B+	A	A	B	B
HCM2kAvgQ:	7	7	1	0	0	0	3	4	0	0	8	8

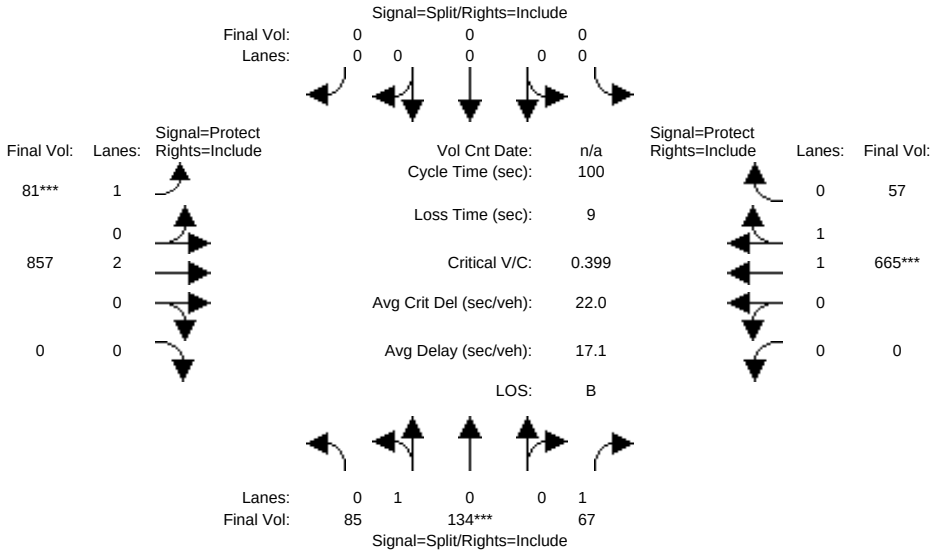
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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	124	57	0	0	0	71	847	0	0	655	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	124	57	0	0	0	71	847	0	0	655	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	0	0	0	10	10	0	0	10	10
Initial Fut:	85	134	67	0	0	0	81	857	0	0	665	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	134	67	0	0	0	81	857	0	0	665	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	134	67	0	0	0	81	857	0	0	665	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	134	67	0	0	0	81	857	0	0	665	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.39	0.61	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.84	0.16
Final Sat.:	699	1101	1750	0	0	0	1750	3800	0	0	3408	292
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.04	0.00	0.00	0.00	0.05	0.23	0.00	0.00	0.20	0.20
Crit Moves:		****					****				****	
Green Time:	30.5	30.5	30.5	0.0	0.0	0.0	11.6	60.5	0.0	0.0	48.9	48.9
Volume/Cap:	0.40	0.40	0.13	0.00	0.00	0.00	0.40	0.37	0.00	0.00	0.40	0.40
Delay/Veh:	29.7	29.7	25.6	0.0	0.0	0.0	46.7	10.5	0.0	0.0	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.7	25.6	0.0	0.0	0.0	46.7	10.5	0.0	0.0	16.9	16.9
LOS by Move:	C	C	C	A	A	A	D	B+	A	A	B	B
HCM2kAvgQ:	6	6	2	0	0	0	3	7	0	0	7	7

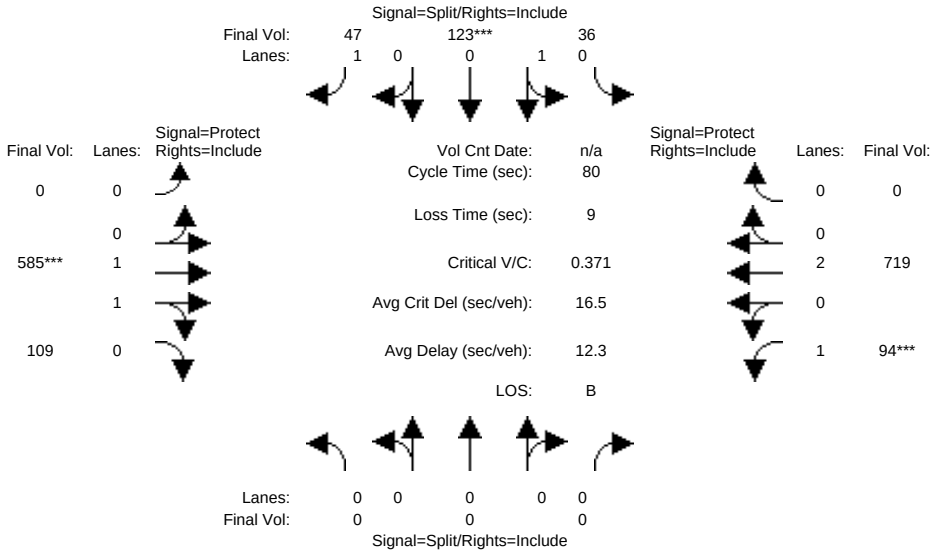
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	26	113	37	0	575	99	84	709	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	26	113	37	0	575	99	84	709	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	36	123	47	0	585	109	94	719	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	123	47	0	585	109	94	719	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	123	47	0	585	109	94	719	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	36	123	47	0	585	109	94	719	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.23	0.77	1.00	0.00	1.68	0.32	1.00	2.00	0.00
Final Sat.:	0	0	0	408	1392	1750	0	3118	581	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.03	0.00	0.19	0.19	0.05	0.19	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	19.0	19.0	19.0	0.0	40.4	40.4	11.6	52.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.11	0.00	0.37	0.37	0.37	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	26.0	26.0	24.0	0.0	12.2	12.2	31.9	6.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.0	26.0	24.0	0.0	12.2	12.2	31.9	6.1	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	4	4	1	0	5	5	3	4	0

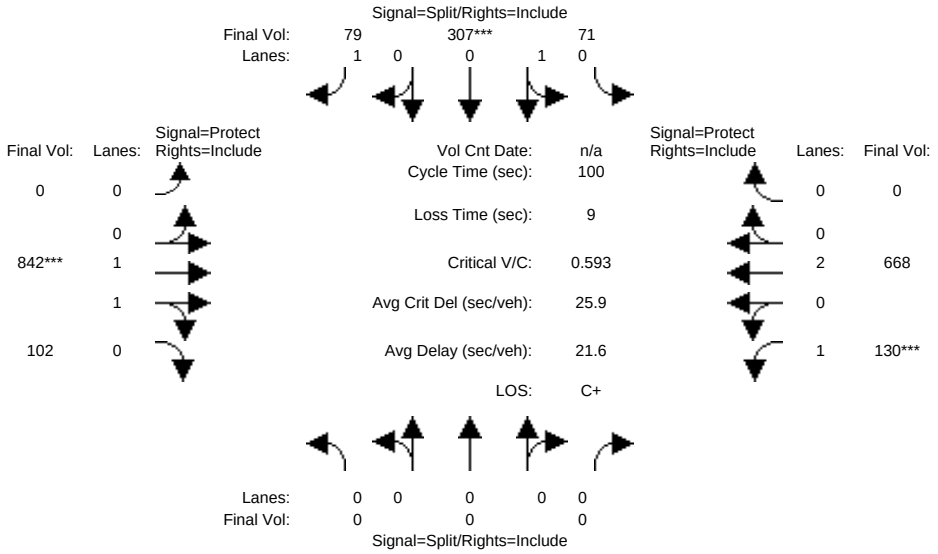
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	61	297	69	0	832	92	120	658	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	61	297	69	0	832	92	120	658	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	71	307	79	0	842	102	130	668	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	71	307	79	0	842	102	130	668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	71	307	79	0	842	102	130	668	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	71	307	79	0	842	102	130	668	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.19	0.81	1.00	0.00	1.78	0.22	1.00	2.00	0.00
Final Sat.:	0	0	0	338	1462	1750	0	3300	400	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.05	0.00	0.26	0.26	0.07	0.18	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	35.4	35.4	35.4	0.0	43.0	43.0	12.5	55.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.59	0.13	0.00	0.59	0.59	0.59	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	27.9	27.9	21.9	0.0	22.4	22.4	45.6	12.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.9	27.9	21.9	0.0	22.4	22.4	45.6	12.1	0.0
LOS by Move:	A	A	A	C	C	C+	A	C+	C+	D	B	A
HCM2kAvgQ:	0	0	0	10	10	2	0	12	12	5	5	0

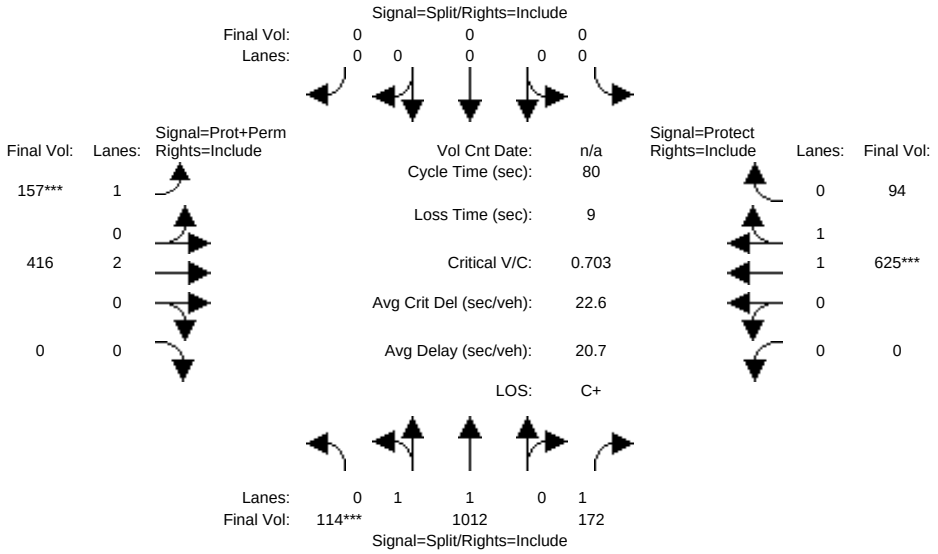
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	1002	162	0	0	0	157	416	0	0	625	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1002	162	0	0	0	157	416	0	0	625	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	0	0	0	0	0	0	0	0	4
Initial Fut:	114	1012	172	0	0	0	157	416	0	0	625	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1012	172	0	0	0	157	416	0	0	625	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1012	172	0	0	0	157	416	0	0	625	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1012	172	0	0	0	157	416	0	0	625	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.21	1.79	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.73	0.27
Final Sat.:	375	3325	1750	0	0	0	1750	3800	0	0	3216	484
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.10	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.19	0.19
Crit Moves:	****						****				****	
Green Time:	36.7	36.7	36.7	0.0	0.0	0.0	10.8	34.3	0.0	0.0	23.5	23.5
Volume/Cap:	0.66	0.66	0.21	0.00	0.00	0.00	0.66	0.26	0.00	0.00	0.66	0.66
Delay/Veh:	17.8	17.8	13.1	0.0	0.0	0.0	39.7	14.8	0.0	0.0	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	17.8	13.1	0.0	0.0	0.0	39.7	14.8	0.0	0.0	26.4	26.4
LOS by Move:	B	B	B	A	A	A	D	B	A	A	C	C
HCM2kAvgQ:	12	12	3	0	0	0	5	3	0	0	9	9

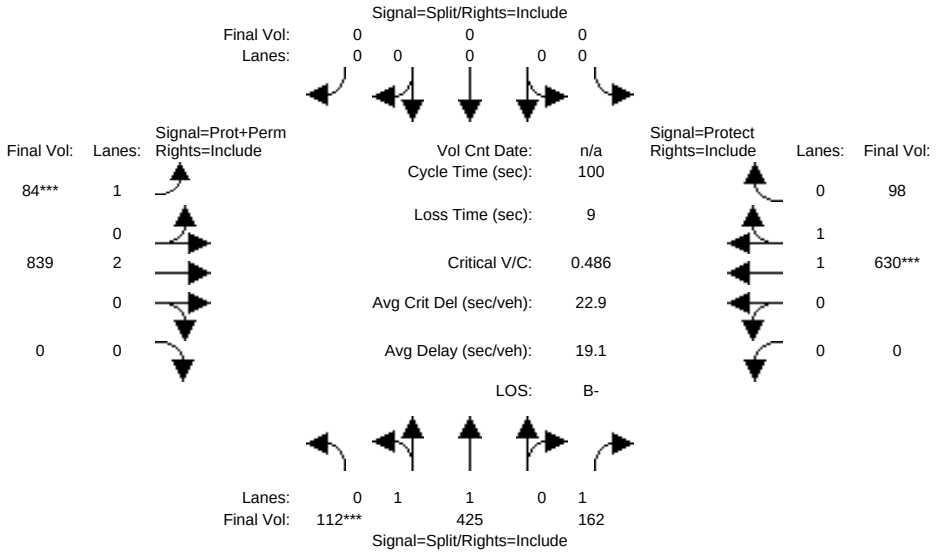
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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	415	152	0	0	0	84	839	0	0	630	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	415	152	0	0	0	84	839	0	0	630	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	0	0	0	0	0	0	0	0	10
Initial Fut:	112	425	162	0	0	0	84	839	0	0	630	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	425	162	0	0	0	84	839	0	0	630	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	425	162	0	0	0	84	839	0	0	630	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	425	162	0	0	0	84	839	0	0	630	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.43	1.57	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	772	2928	1750	0	0	0	1750	3800	0	0	3202	498
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.09	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.20	0.20
Crit Moves:	****						****				****	
Green Time:	33.9	33.9	33.9	0.0	0.0	0.0	11.2	57.1	0.0	0.0	45.9	45.9
Volume/Cap:	0.43	0.43	0.27	0.00	0.00	0.00	0.43	0.39	0.00	0.00	0.43	0.43
Delay/Veh:	25.8	25.8	24.3	0.0	0.0	0.0	42.9	11.9	0.0	0.0	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	25.8	24.3	0.0	0.0	0.0	42.9	11.9	0.0	0.0	18.4	18.4
LOS by Move:	C	C	C	A	A	A	D	B+	A	A	B-	B-
HCM2kAvgQ:	7	7	4	0	0	0	3	7	0	0	8	8

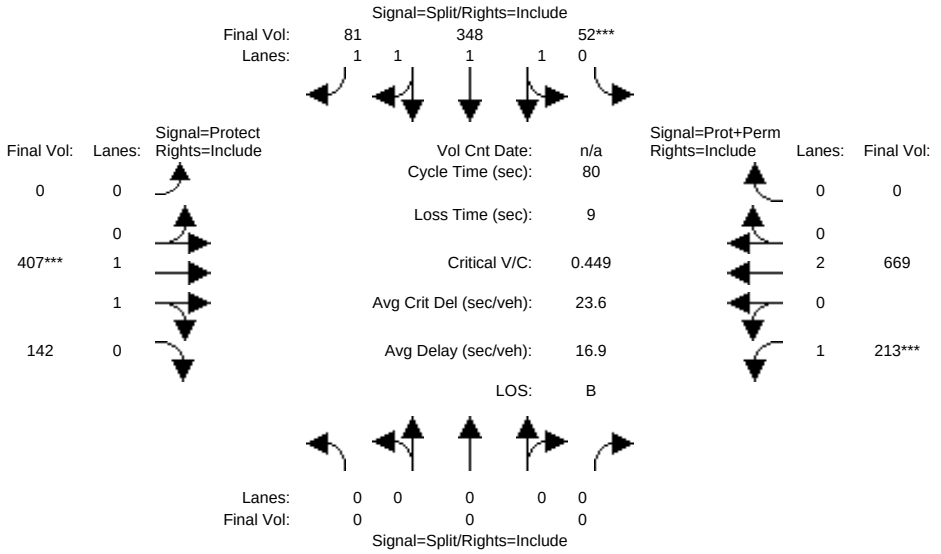
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	42	338	71	0	397	132	203	659	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	338	71	0	397	132	203	659	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	52	348	81	0	407	142	213	669	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	52	348	81	0	407	142	213	669	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	348	81	0	407	142	213	669	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	52	348	81	0	407	142	213	669	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.40	2.60	1.00	0.00	1.47	0.53	1.00	2.00	0.00
Final Sat.:	0	0	0	728	4871	1750	0	2742	957	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.05	0.00	0.15	0.15	0.00	0.18	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	14.9	14.9	14.9	0.0	30.9	30.9	25.3	56.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.25	0.00	0.38	0.38	0.38	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	29.5	29.5	28.1	0.0	18.5	18.5	23.3	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.5	29.5	28.1	0.0	18.5	18.5	23.3	4.5	0.0
LOS by Move:	A	A	A	C	C	C	A	B-	B-	C	A	A
HCM2kAvgQ:	0	0	0	3	3	2	0	5	5	5	3	0

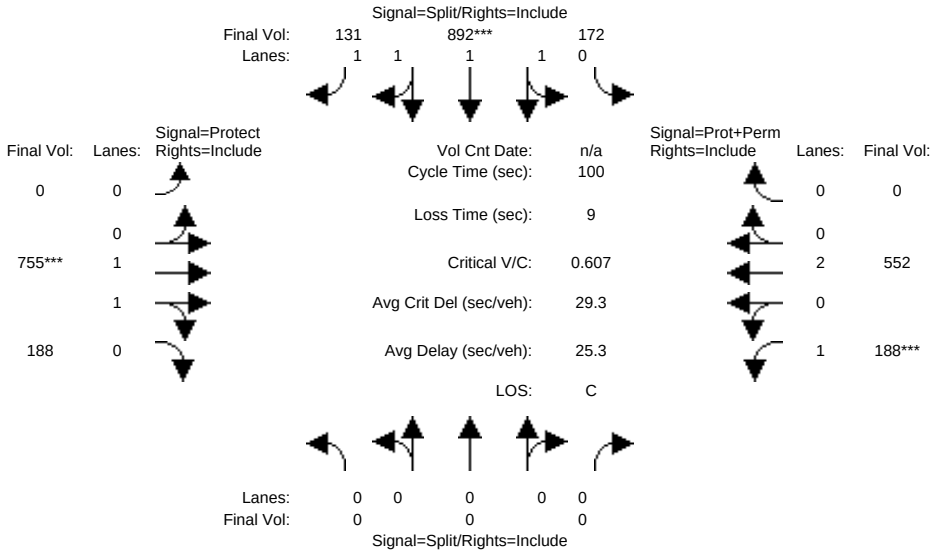
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	162	882	121	0	745	178	178	542	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	162	882	121	0	745	178	178	542	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	172	892	131	0	755	188	188	552	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	172	892	131	0	755	188	188	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	172	892	131	0	755	188	188	552	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	172	892	131	0	755	188	188	552	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.99	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.50	2.50	1.00	0.00	1.59	0.41	1.00	2.00	0.00
Final Sat.:	0	0	0	905	4694	1750	0	2962	738	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.07	0.00	0.25	0.25	0.00	0.15	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	31.3	31.3	31.3	0.0	42.0	42.0	17.7	59.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.61	0.61	0.24	0.00	0.61	0.61	0.61	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	30.5	30.5	25.6	0.0	24.4	24.4	46.5	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.5	30.5	25.6	0.0	24.4	24.4	46.5	9.8	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	10	10	3	0	12	12	7	4	0

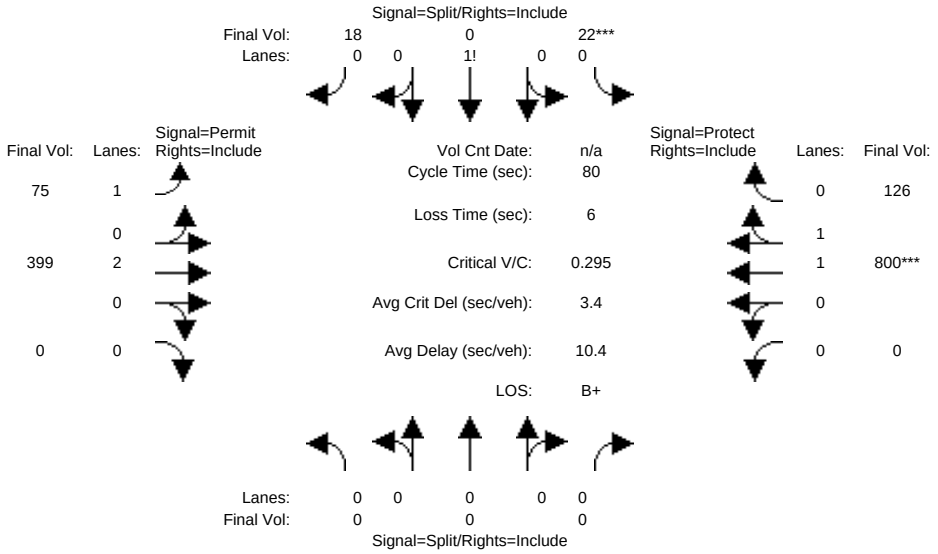
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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	12	0	18	65	389	0	0	790	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	18	65	389	0	0	790	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	0	0	10	10	0	0	10	10
Initial Fut:	0	0	0	22	0	18	75	399	0	0	800	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	18	75	399	0	0	800	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	18	75	399	0	0	800	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	0	18	75	399	0	0	800	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.55	0.00	0.45	1.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	0	0	0	963	0	788	1750	3800	0	0	3196	503
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.04	0.11	0.00	0.00	0.25	0.25
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	20.5	20.5	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	0.18	0.17	0.41	0.00	0.00	0.31	0.31
Delay/Veh:	0.0	0.0	0.0	31.7	0.0	31.7	23.3	25.0	0.0	0.0	2.2	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.7	0.0	31.7	23.3	25.0	0.0	0.0	2.2	2.2
LOS by Move:	A	A	A	C	A	C	C	C	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	2	4	0	0	3	3

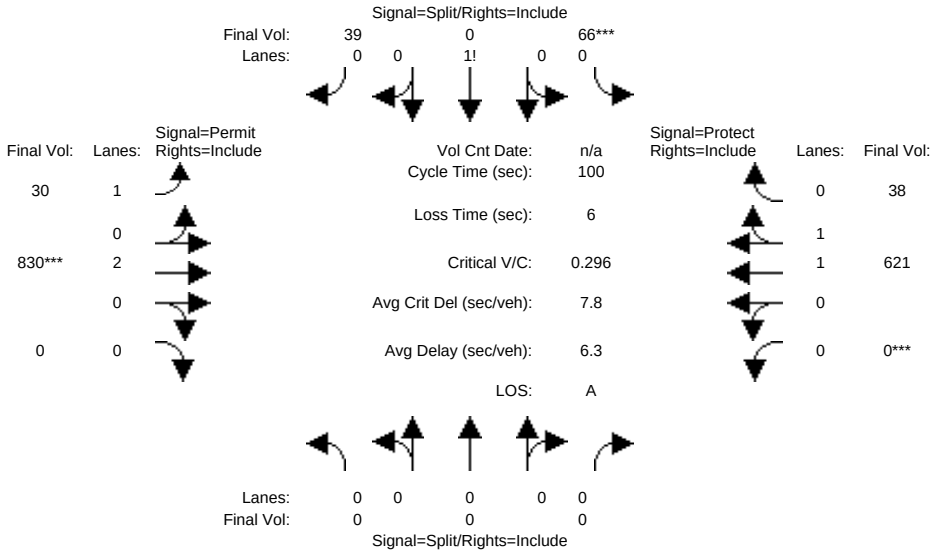
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	56	0	29	20	820	0	0	611	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	29	20	820	0	0	611	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	0	10	10	10	0	0	10	10
Initial Fut:	0	0	0	66	0	39	30	830	0	0	621	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	66	0	39	30	830	0	0	621	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	39	30	830	0	0	621	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	66	0	39	30	830	0	0	621	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.63	0.00	0.37	1.00	2.00	0.00	0.00	1.88	0.12
Final Sat.:	0	0	0	1100	0	650	1750	3800	0	0	3486	213
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.02	0.22	0.00	0.00	0.18	0.18
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	20.3	0.0	20.3	73.7	73.7	0.0	0.0	73.7	73.7
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.30	0.02	0.30	0.00	0.00	0.24	0.24
Delay/Veh:	0.0	0.0	0.0	34.3	0.0	34.3	3.5	4.5	0.0	0.0	4.2	4.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.3	0.0	34.3	3.5	4.5	0.0	0.0	4.2	4.2
LOS by Move:	A	A	A	C-	A	C-	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	0	4	0	0	3	3

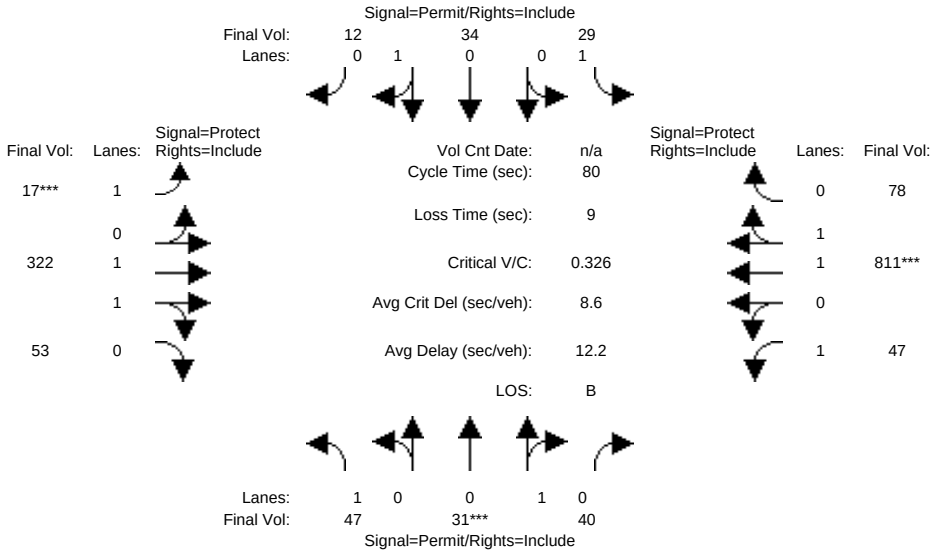
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	31	40	29	34	12	17	322	53	47	811	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	31	40	29	34	12	17	322	53	47	811	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	31	40	29	34	12	17	322	53	47	811	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	31	40	29	34	12	17	322	53	47	811	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	31	40	29	34	12	17	322	53	47	811	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	31	40	29	34	12	17	322	53	47	811	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.44	0.56	1.00	0.74	0.26	1.00	1.71	0.29	1.00	1.82	0.18
Final Sat.:	1750	786	1014	1750	1330	470	1750	3177	523	1750	3375	325
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.03	0.03	0.01	0.10	0.10	0.03	0.24	0.24
Crit Moves:		****					****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	35.9	35.9	25.1	54.0	54.0
Volume/Cap:	0.21	0.32	0.32	0.13	0.20	0.20	0.11	0.23	0.23	0.09	0.36	0.36
Delay/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
LOS by Move:	C-	D+	D+	C-	C-	C-	D+	B	B	B-	A	A
HCM2kAvgQ:	1	2	2	1	1	1	1	3	3	1	5	5

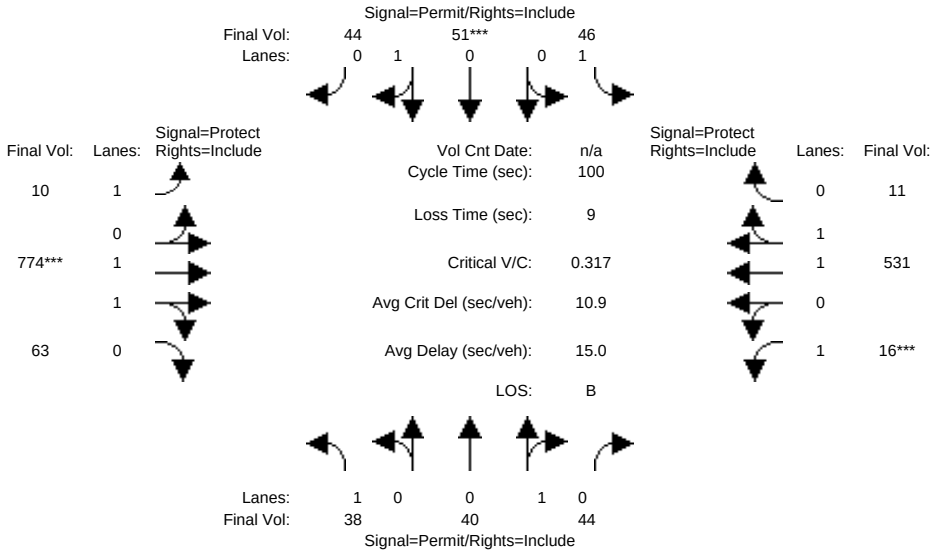
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	40	44	46	51	44	10	774	63	16	531	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	40	44	46	51	44	10	774	63	16	531	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	40	44	46	51	44	10	774	63	16	531	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	40	44	46	51	44	10	774	63	16	531	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	40	44	46	51	44	10	774	63	16	531	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	40	44	46	51	44	10	774	63	16	531	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.48	0.52	1.00	0.54	0.46	1.00	1.85	0.15	1.00	1.96	0.04
Final Sat.:	1750	857	943	1750	966	834	1750	3421	278	1750	3625	75
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.03	0.05	0.05	0.01	0.23	0.23	0.01	0.15	0.15
Crit Moves:					****			****		****		
Green Time:	15.9	15.9	15.9	15.9	15.9	15.9	24.3	68.1	68.1	7.0	50.8	50.8
Volume/Cap:	0.14	0.29	0.29	0.17	0.33	0.33	0.02	0.33	0.33	0.13	0.29	0.29
Delay/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
LOS by Move:	D+	D	D	D+	D	D	C	A	A	D	B	B
HCM2kAvgQ:	1	3	3	1	3	3	0	5	5	1	5	5

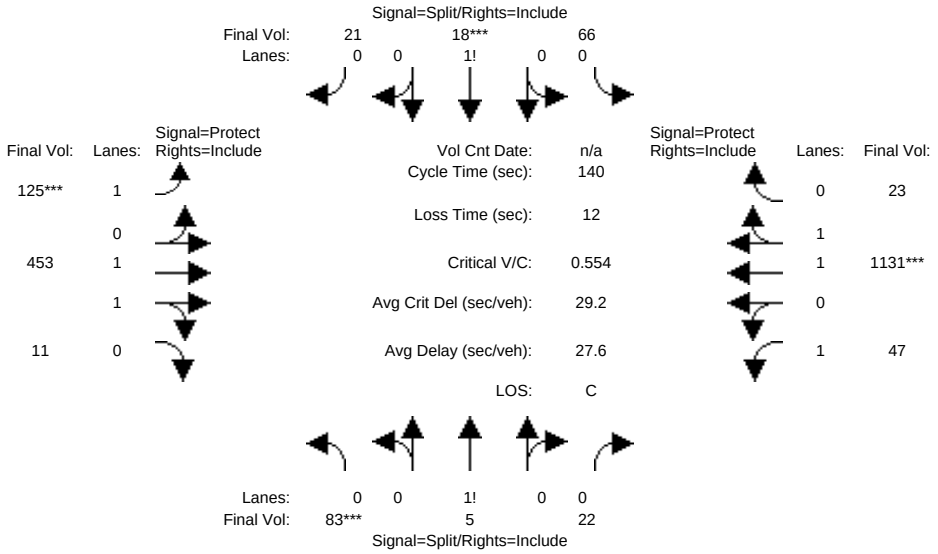
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	5	22	56	18	11	40	443	11	47	1121	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	5	22	56	18	11	40	443	11	47	1121	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	0	10	85	10	0	0	10	10
Initial Fut:	83	5	22	66	18	21	125	453	11	47	1131	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	5	22	66	18	21	125	453	11	47	1131	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	5	22	66	18	21	125	453	11	47	1131	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	5	22	66	18	21	125	453	11	47	1131	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.75	0.05	0.20	0.63	0.17	0.20	1.00	1.95	0.05	1.00	1.96	0.04
Final Sat.:	1320	80	350	1100	300	350	1750	3612	88	1750	3626	74
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.06	0.07	0.13	0.13	0.03	0.31	0.31
Crit Moves:	****				****		****				****	
Green Time:	15.9	15.9	15.9	15.2	15.2	15.2	18.1	69.3	69.3	27.6	78.9	78.9
Volume/Cap:	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.25	0.25	0.14	0.55	0.55
Delay/Veh:	62.1	62.1	62.1	62.7	62.7	62.7	60.2	20.5	20.5	46.5	19.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	62.1	62.1	62.7	62.7	62.7	60.2	20.5	20.5	46.5	19.7	19.7
LOS by Move:	E	E	E	E	E	E	E	C+	C+	D	B-	B-
HCM2kAvgQ:	6	6	6	5	5	5	6	6	6	2	16	16

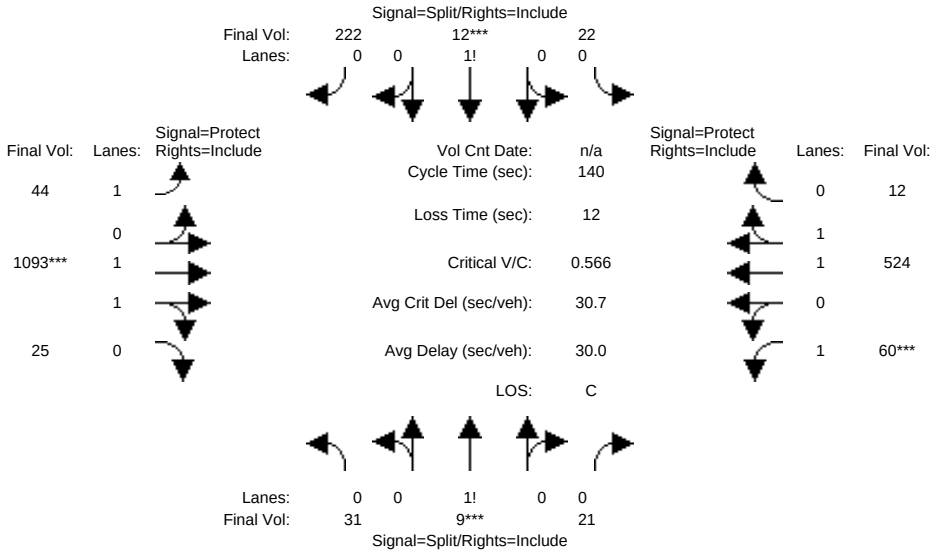
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	9	21	12	12	9	34	1083	25	60	514	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	9	21	12	12	9	34	1083	25	60	514	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	0	213	10	10	0	0	10	10
Initial Fut:	31	9	21	22	12	222	44	1093	25	60	524	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	9	21	22	12	222	44	1093	25	60	524	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	9	21	22	12	222	44	1093	25	60	524	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	9	21	22	12	222	44	1093	25	60	524	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.51	0.15	0.34	0.08	0.05	0.87	1.00	1.95	0.05	1.00	1.95	0.05
Final Sat.:	889	258	602	150	82	1518	1750	3617	83	1750	3617	83
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.15	0.15	0.15	0.03	0.30	0.30	0.03	0.14	0.14
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	35.8	35.8	35.8	21.1	73.9	73.9	8.4	61.1	61.1
Volume/Cap:	0.49	0.49	0.49	0.57	0.57	0.57	0.17	0.57	0.57	0.57	0.33	0.33
Delay/Veh:	65.5	65.5	65.5	47.3	47.3	47.3	52.1	22.8	22.8	71.5	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	65.5	65.5	47.3	47.3	47.3	52.1	22.8	22.8	71.5	26.1	26.1
LOS by Move:	E	E	E	D	D	D	D-	C+	C+	E	C	C
HCM2kAvgQ:	3	3	3	11	11	11	2	16	16	4	8	8

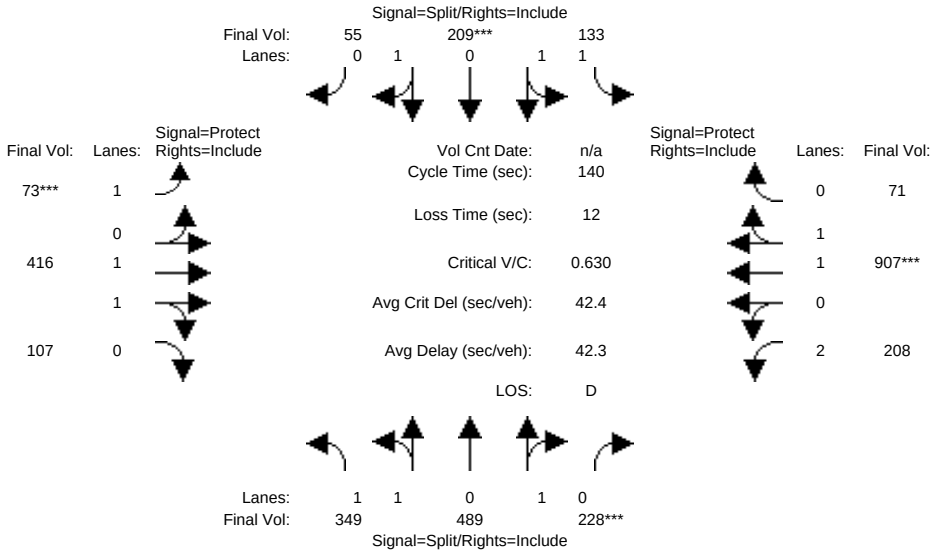
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	339	479	195	123	199	45	63	406	97	198	897	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	479	195	123	199	45	63	406	97	198	897	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	33	10	10	10	10	10	10	10	10	25
Initial Fut:	349	489	228	133	209	55	73	416	107	208	907	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	489	228	133	209	55	73	416	107	208	907	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	489	228	133	209	55	73	416	107	208	907	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	489	228	133	209	55	73	416	107	208	907	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.02	1.33	0.65	1.02	1.57	0.41	1.00	1.58	0.42	2.00	1.85	0.15
Final Sat.:	1783	2499	1165	1792	2816	741	1750	2942	757	3150	3431	269
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.07	0.07	0.07	0.04	0.14	0.14	0.07	0.26	0.26
Crit Moves:			****		****		****				****	
Green Time:	43.5	43.5	43.5	16.5	16.5	16.5	9.3	46.4	46.4	21.7	58.7	58.7
Volume/Cap:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.43	0.43	0.43	0.63	0.63
Delay/Veh:	42.1	42.1	42.1	60.9	60.9	60.9	74.3	36.7	36.7	54.2	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	42.1	42.1	60.9	60.9	60.9	74.3	36.7	36.7	54.2	32.9	32.9
LOS by Move:	D	D	D	E	E	E	E	D+	D+	D-	C-	C-
HCM2kAvgQ:	14	14	14	7	7	7	4	9	9	5	17	17

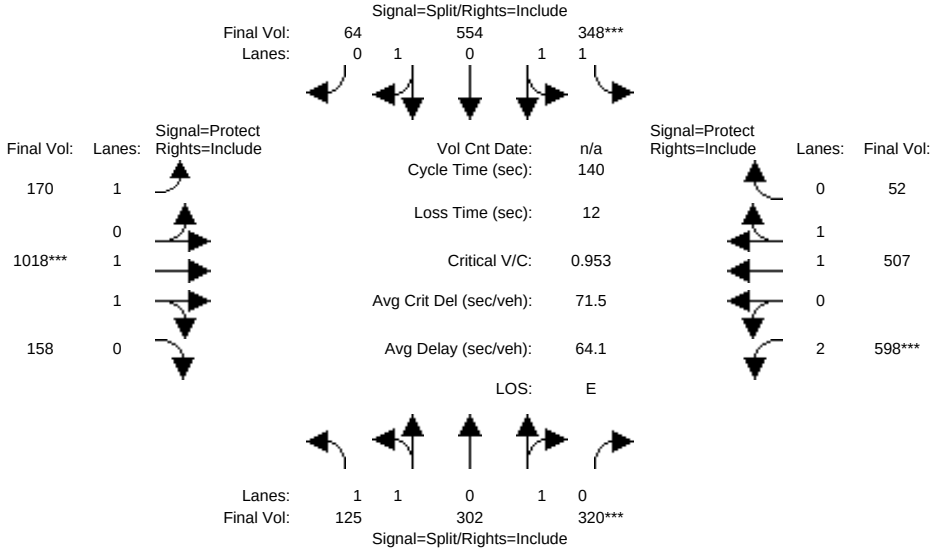
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	115	292	310	271	544	54	92	1008	148	333	497	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	292	310	271	544	54	92	1008	148	333	497	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	77	10	10	78	10	10	265	10	10
Initial Fut:	125	302	320	348	554	64	170	1018	158	598	507	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	302	320	348	554	64	170	1018	158	598	507	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	302	320	348	554	64	170	1018	158	598	507	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	302	320	348	554	64	170	1018	158	598	507	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.10	1.70	0.20	1.00	1.72	0.28	2.00	1.81	0.19
Final Sat.:	1750	1900	1750	1927	3068	354	1750	3203	497	3150	3356	344
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.18	0.18	0.18	0.18	0.10	0.32	0.32	0.19	0.15	0.15
Crit Moves:			****	****				****		****		
Green Time:	26.9	26.9	26.9	26.5	26.5	26.5	29.2	46.7	46.7	27.9	45.4	45.4
Volume/Cap:	0.37	0.83	0.95	0.95	0.95	0.95	0.47	0.95	0.95	0.95	0.47	0.47
Delay/Veh:	49.3	60.8	77.3	74.1	74.1	74.1	49.5	61.2	61.2	80.1	37.9	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	60.8	77.3	74.1	74.1	74.1	49.5	61.2	61.2	80.1	37.9	37.9
LOS by Move:	D	E	E-	E	E	E	D	E	E	F	D+	D+
HCM2kAvgQ:	5	15	19	19	19	19	7	30	30	20	10	10

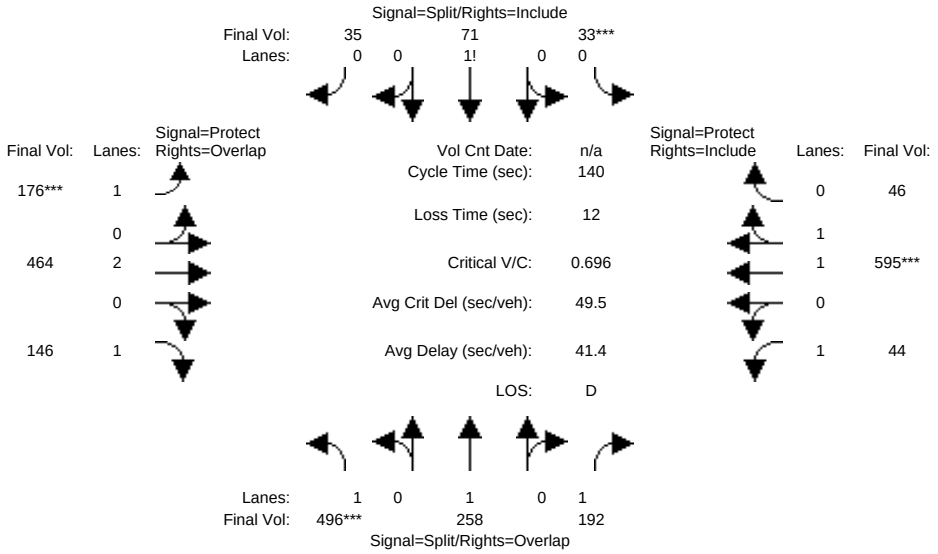
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	486	248	182	23	61	29	25	454	136	34	585	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	248	182	23	61	29	25	454	136	34	585	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	6	151	10	10	10	10	23
Initial Fut:	496	258	192	33	71	35	176	464	146	44	595	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	496	258	192	33	71	35	176	464	146	44	595	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	258	192	33	71	35	176	464	146	44	595	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	496	258	192	33	71	35	176	464	146	44	595	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.24	0.51	0.25	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	415	894	441	1750	3800	1750	1750	3434	266
Capacity Analysis Module:												
Vol/Sat:	0.28	0.14	0.11	0.08	0.08	0.08	0.10	0.12	0.08	0.03	0.17	0.17
Crit Moves:	****			****			****				****	
Green Time:	57.0	57.0	73.0	16.0	16.0	16.0	20.2	39.1	96.0	16.0	34.8	34.8
Volume/Cap:	0.70	0.33	0.21	0.70	0.70	0.70	0.70	0.44	0.12	0.22	0.70	0.70
Delay/Veh:	37.4	28.7	18.1	70.0	70.0	70.0	65.2	41.7	7.6	56.9	50.1	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	28.7	18.1	70.0	70.0	70.0	65.2	41.7	7.6	56.9	50.1	50.1
LOS by Move:	D+	C	B-	E	E	E	E	D	A	E+	D	D
HCM2kAvgQ:	19	7	5	8	8	8	9	8	2	2	14	14

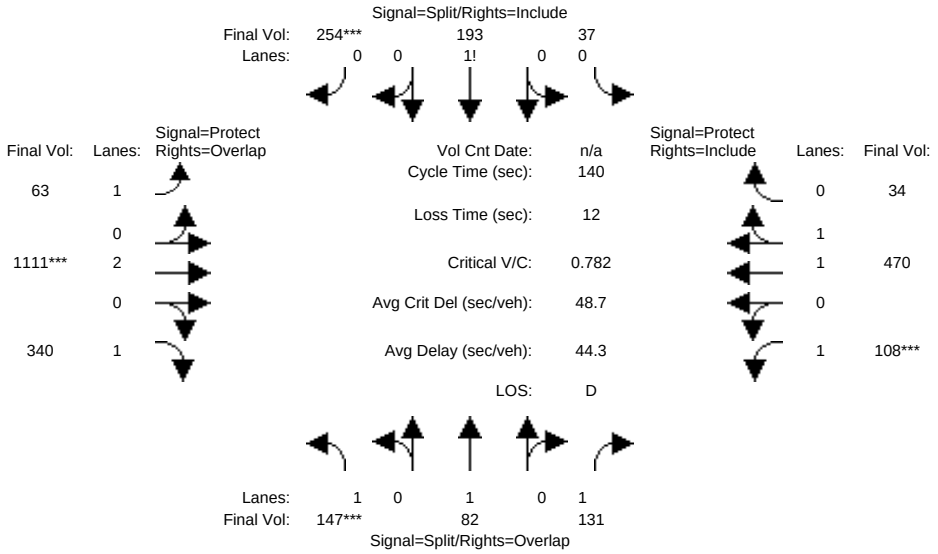
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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	72	121	27	183	46	49	1101	330	98	460	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	72	121	27	183	46	49	1101	330	98	460	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	208	14	10	10	10	10	10
Initial Fut:	147	82	131	37	193	254	63	1111	340	108	470	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	82	131	37	193	254	63	1111	340	108	470	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	82	131	37	193	254	63	1111	340	108	470	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	82	131	37	193	254	63	1111	340	108	470	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.08	0.40	0.52	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1750	1900	1750	134	698	918	1750	3800	1750	1750	3450	250
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.07	0.28	0.28	0.28	0.04	0.29	0.19	0.06	0.14	0.14
Crit Moves:	****					****		****		****		
Green Time:	15.0	15.0	26.1	49.5	49.5	49.5	17.0	52.4	67.4	11.1	46.4	46.4
Volume/Cap:	0.78	0.40	0.40	0.78	0.78	0.78	0.30	0.78	0.40	0.78	0.41	0.41
Delay/Veh:	79.7	59.6	50.9	46.8	46.8	46.8	56.8	41.6	23.7	87.7	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	59.6	50.9	46.8	46.8	46.8	56.8	41.6	23.7	87.7	36.5	36.5
LOS by Move:	E-	E+	D	D	D	D	E+	D	C	F	D+	D+
HCM2kAvgQ:	9	4	6	21	21	21	3	22	10	7	8	8

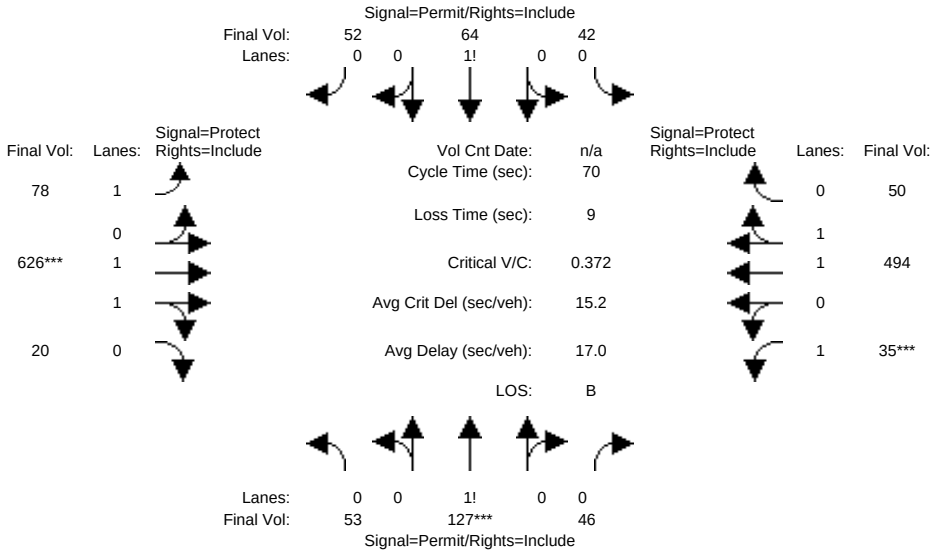
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	117	36	42	54	52	78	616	20	25	484	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	117	36	42	54	52	78	616	20	25	484	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	0	10	0	0	10	0	10	10	10
Initial Fut:	53	127	46	42	64	52	78	626	20	35	494	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	127	46	42	64	52	78	626	20	35	494	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	127	46	42	64	52	78	626	20	35	494	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	127	46	42	64	52	78	626	20	35	494	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.23	0.57	0.20	0.27	0.40	0.33	1.00	1.94	0.06	1.00	1.81	0.19
Final Sat.:	410	983	356	465	709	576	1750	3585	115	1750	3360	340
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.09	0.09	0.09	0.04	0.17	0.17	0.02	0.15	0.15
Crit Moves:		****						****		****		
Green Time:	23.0	23.0	23.0	23.0	23.0	23.0	15.4	31.0	31.0	7.0	22.6	22.6
Volume/Cap:	0.39	0.39	0.39	0.28	0.28	0.28	0.20	0.39	0.39	0.20	0.45	0.45
Delay/Veh:	18.6	18.6	18.6	17.6	17.6	17.6	22.5	13.3	13.3	29.5	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	18.6	18.6	17.6	17.6	17.6	22.5	13.3	13.3	29.5	19.1	19.1
LOS by Move:	B-	B-	B-	B	B	B	C+	B	B	C	B-	B-
HCM2kAvgQ:	4	4	4	3	3	3	2	5	5	1	5	5

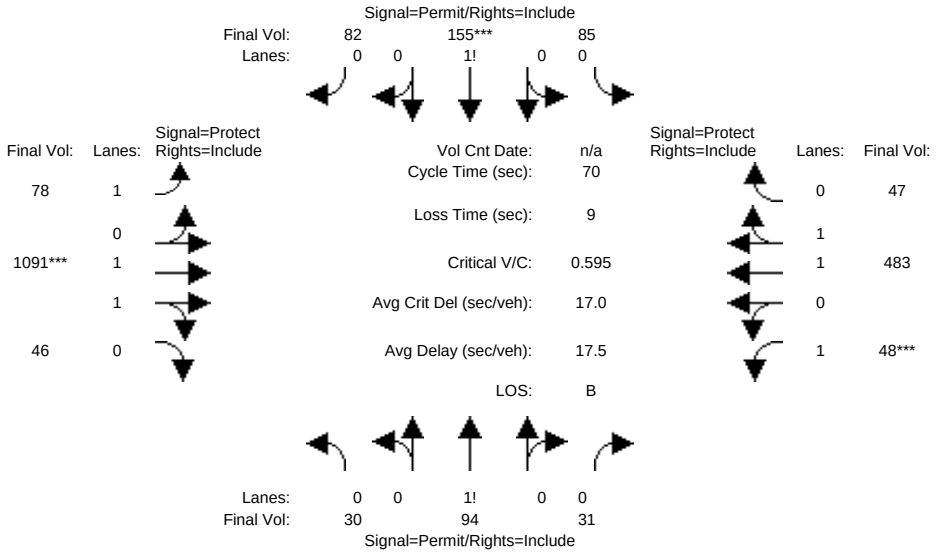
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	84	21	75	145	72	68	1081	46	38	473	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	84	21	75	145	72	68	1081	46	38	473	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	10	10	10	0	10	10	10
Initial Fut:	30	94	31	85	155	82	78	1091	46	48	483	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	94	31	85	155	82	78	1091	46	48	483	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	94	31	85	155	82	78	1091	46	48	483	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	94	31	85	155	82	78	1091	46	48	483	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.19	0.61	0.20	0.26	0.49	0.25	1.00	1.92	0.08	1.00	1.82	0.18
Final Sat.:	339	1061	350	462	842	446	1750	3550	150	1750	3372	328
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.18	0.18	0.18	0.04	0.31	0.31	0.03	0.14	0.14
Crit Moves:					****			****		****		
Green Time:	20.2	20.2	20.2	20.2	20.2	20.2	16.8	33.8	33.8	7.0	24.0	24.0
Volume/Cap:	0.31	0.31	0.31	0.64	0.64	0.64	0.19	0.64	0.64	0.27	0.42	0.42
Delay/Veh:	19.8	19.8	19.8	24.4	24.4	24.4	21.4	14.3	14.3	30.0	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	19.8	19.8	24.4	24.4	24.4	21.4	14.3	14.3	30.0	17.9	17.9
LOS by Move:	B-	B-	B-	C	C	C	C+	B	B	C	B	B
HCM2kAvgQ:	3	3	3	8	8	8	2	10	10	1	5	5

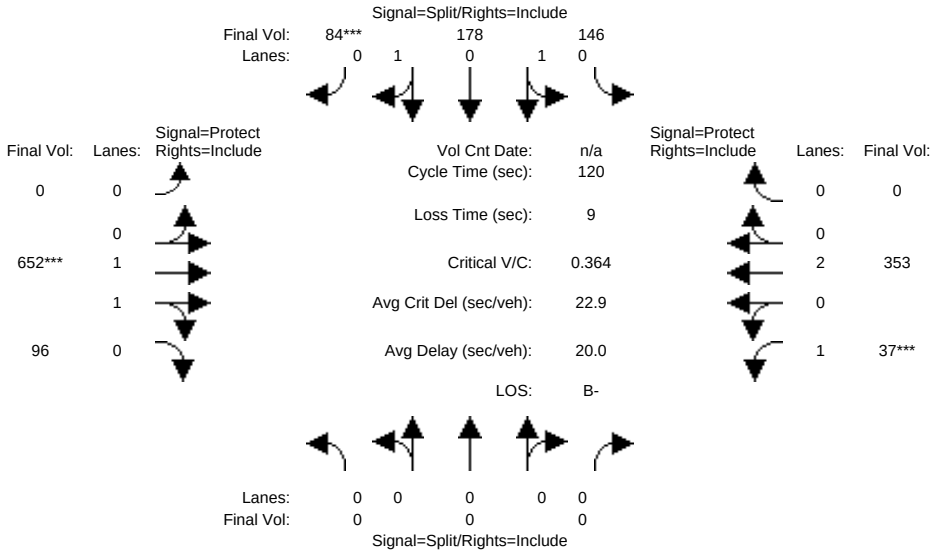
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	136	178	74	0	642	96	37	343	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	136	178	74	0	642	96	37	343	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	0	10	0	10	0	0	10	0
Initial Fut:	0	0	0	146	178	84	0	652	96	37	353	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	146	178	84	0	652	96	37	353	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	146	178	84	0	652	96	37	353	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	146	178	84	0	652	96	37	353	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.72	0.87	0.41	0.00	1.74	0.26	1.00	2.00	0.00
Final Sat.:	0	0	0	1288	1571	741	0	3225	475	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.20	0.20	0.02	0.09	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	37.4	37.4	37.4	0.0	66.6	66.6	7.0	73.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.36	0.36	0.36	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	33.0	33.0	33.0	0.0	15.4	15.4	64.0	10.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.0	33.0	33.0	0.0	15.4	15.4	64.0	10.0	0.0
LOS by Move:	A	A	A	C-	C-	C-	A	B	B	E	B+	A
HCM2kAvgQ:	0	0	0	6	6	6	0	8	8	2	3	0

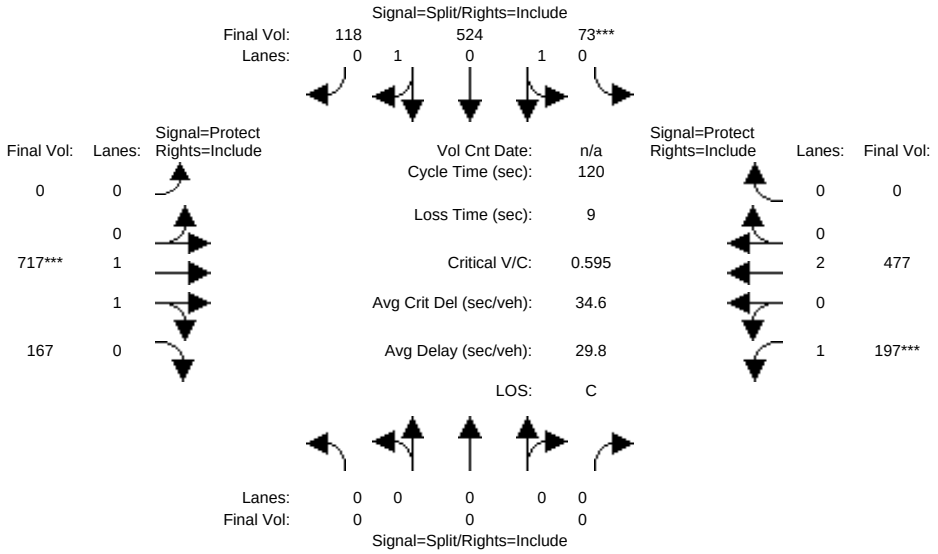
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	63	524	108	0	707	167	197	467	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	524	108	0	707	167	197	467	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	0	10	0	10	0	0	10	0
Initial Fut:	0	0	0	73	524	118	0	717	167	197	477	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	73	524	118	0	717	167	197	477	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	73	524	118	0	717	167	197	477	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	73	524	118	0	717	167	197	477	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.20	1.47	0.33	0.00	1.61	0.39	1.00	2.00	0.00
Final Sat.:	0	0	0	368	2638	594	0	3000	699	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.24	0.24	0.11	0.13	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	40.1	40.1	40.1	0.0	48.2	48.2	22.7	70.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.59	0.59	0.00	0.59	0.59	0.59	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	35.4	35.4	35.4	0.0	30.0	30.0	52.1	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.4	35.4	35.4	0.0	30.0	30.0	52.1	11.7	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	C	C	D-	B+	A
HCM2kAvgQ:	0	0	0	12	12	12	0	13	13	8	4	0

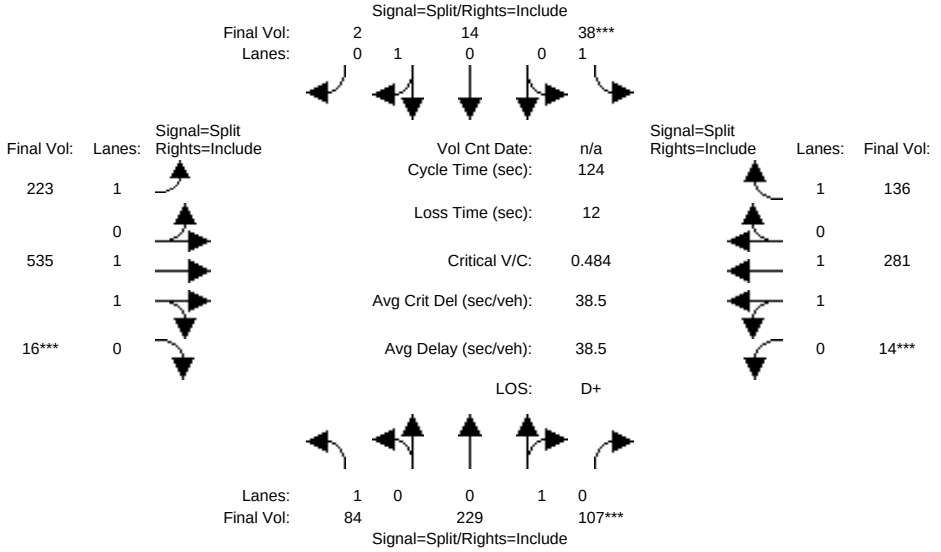
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	219	97	28	14	2	203	525	16	4	271	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	219	97	28	14	2	203	525	16	4	271	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	0	0	20	10	0	10	10	10
Initial Fut:	84	229	107	38	14	2	223	535	16	14	281	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	229	107	38	14	2	223	535	16	14	281	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	229	107	38	14	2	223	535	16	14	281	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	229	107	38	14	2	223	535	16	14	281	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.68	0.32	1.00	0.87	0.13	1.00	1.94	0.06	0.10	1.90	1.00
Final Sat.:	1750	1227	573	1750	1575	225	1750	3592	107	176	3524	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.02	0.01	0.01	0.13	0.15	0.15	0.08	0.08	0.08
Crit Moves:			****	****					****	****		
Green Time:	45.8	45.8	45.8	10.0	10.0	10.0	36.6	36.6	36.6	19.6	19.6	19.6
Volume/Cap:	0.13	0.50	0.50	0.27	0.11	0.11	0.43	0.50	0.50	0.50	0.50	0.49
Delay/Veh:	26.0	30.9	30.9	54.6	53.2	53.2	35.9	36.6	36.6	48.5	48.5	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	30.9	30.9	54.6	53.2	53.2	35.9	36.6	36.6	48.5	48.5	49.0
LOS by Move:	C	C	C	D-	D-	D-	D+	D+	D+	D	D	D
HCM2kAvgQ:	2	10	10	2	1	1	7	9	9	6	6	6

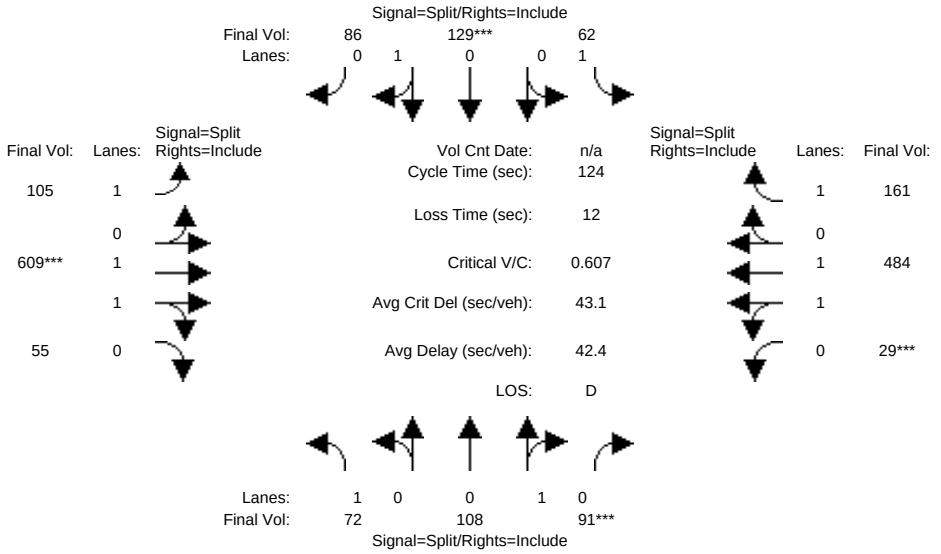
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	98	81	52	119	76	95	599	45	19	474	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	98	81	52	119	76	95	599	45	19	474	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	10	10	10	10	10	10	10
Initial Fut:	72	108	91	62	129	86	105	609	55	29	484	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	108	91	62	129	86	105	609	55	29	484	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	108	91	62	129	86	105	609	55	29	484	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	108	91	62	129	86	105	609	55	29	484	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.95	0.98	0.92
Lanes:	1.00	0.54	0.46	1.00	0.60	0.40	1.00	1.83	0.17	0.12	1.88	1.00
Final Sat.:	1750	977	823	1750	1080	720	1750	3393	306	209	3491	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.04	0.12	0.12	0.06	0.18	0.18	0.14	0.14	0.09
Crit Moves:			****		****			****		****		
Green Time:	22.6	22.6	22.6	24.4	24.4	24.4	36.7	36.7	36.7	28.3	28.3	28.3
Volume/Cap:	0.23	0.61	0.61	0.18	0.61	0.61	0.20	0.61	0.61	0.61	0.61	0.40
Delay/Veh:	43.6	49.9	49.9	41.7	48.4	48.4	32.9	38.5	38.5	44.1	44.1	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	49.9	49.9	41.7	48.4	48.4	32.9	38.5	38.5	44.1	44.1	41.3
LOS by Move:	D	D	D	D	D	D	C-	D+	D+	D	D	D
HCM2kAvgQ:	3	8	8	2	9	9	3	12	12	10	10	6

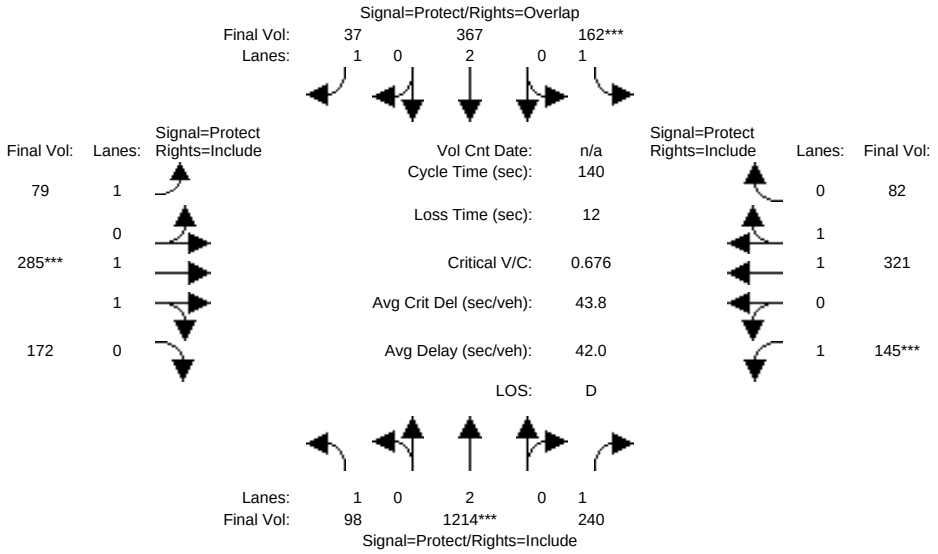
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	1214	230	162	367	37	79	275	172	135	311	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1214	230	162	367	37	79	275	172	135	311	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	0	10	0	0	0	0	10	0	10	10	0
Initial Fut:	98	1214	240	162	367	37	79	285	172	145	321	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1214	240	162	367	37	79	285	172	145	321	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1214	240	162	367	37	79	285	172	145	321	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1214	240	162	367	37	79	285	172	145	321	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.23	0.77	1.00	1.58	0.42
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2306	1392	1750	2947	753
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.14	0.09	0.10	0.02	0.05	0.12	0.12	0.08	0.11	0.11
Crit Moves:		****		****				****		****		
Green Time:	31.3	66.1	66.1	19.2	54.0	67.4	13.4	25.6	25.6	17.1	29.3	29.3
Volume/Cap:	0.25	0.68	0.29	0.68	0.25	0.04	0.47	0.68	0.68	0.68	0.52	0.52
Delay/Veh:	46.2	30.7	23.5	71.8	29.7	19.3	69.1	58.7	58.7	74.6	51.6	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	30.7	23.5	71.8	29.7	19.3	69.1	58.7	58.7	74.6	51.6	51.6
LOS by Move:	D	C	C	E	C	B-	E	E+	E+	E	D-	D-
HCM2kAvgQ:	4	20	7	8	5	1	4	10	10	8	8	8

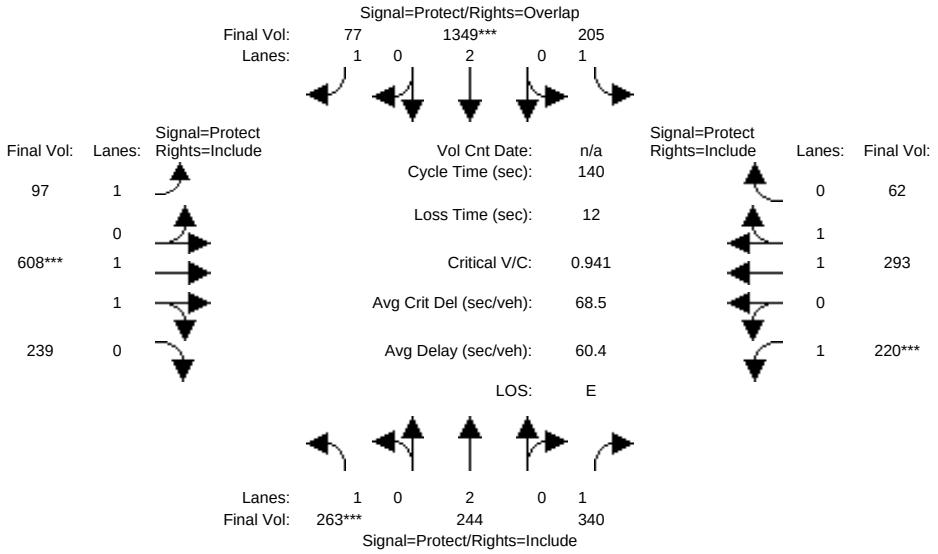
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	253	244	330	205	1349	77	97	598	229	120	283	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	244	330	205	1349	77	97	598	229	120	283	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	0	10	0	0	0	0	10	10	100	10	0
Initial Fut:	263	244	340	205	1349	77	97	608	239	220	293	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	244	340	205	1349	77	97	608	239	220	293	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	244	340	205	1349	77	97	608	239	220	293	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	244	340	205	1349	77	97	608	239	220	293	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.42	0.58	1.00	1.64	0.36
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2655	1044	1750	3053	646
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.19	0.12	0.36	0.04	0.06	0.23	0.23	0.13	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	22.4	46.9	46.9	28.3	52.8	72.2	19.3	34.1	34.1	18.7	33.5	33.5
Volume/Cap:	0.94	0.19	0.58	0.58	0.94	0.09	0.40	0.94	0.94	0.94	0.40	0.40
Delay/Veh:	98.7	33.4	42.5	57.3	55.3	17.4	60.0	70.6	70.6	105.3	46.2	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.7	33.4	42.5	57.3	55.3	17.4	60.0	70.6	70.6	105.3	46.2	46.2
LOS by Move:	F	C-	D	E+	E+	B	E+	E	E	F	D	D
HCM2kAvgQ:	16	4	13	9	32	2	4	22	22	14	7	7

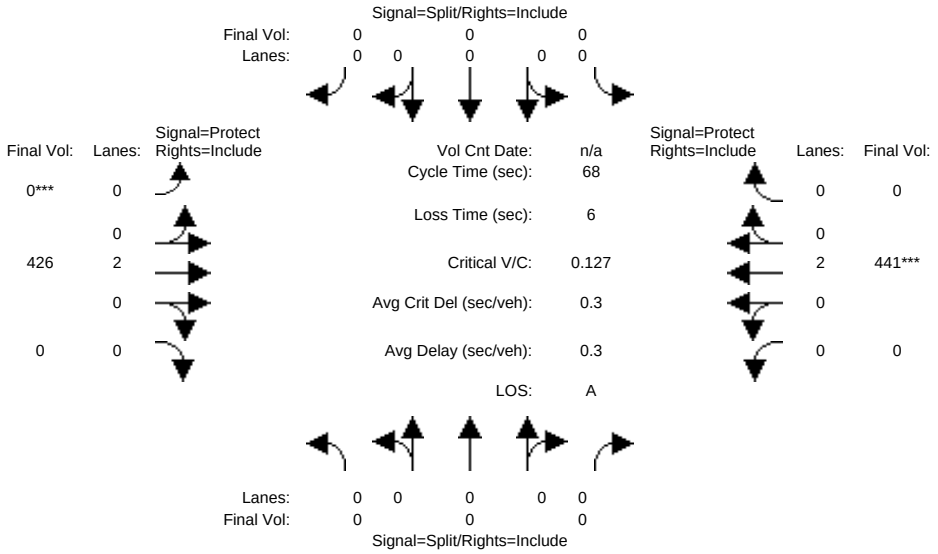
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	416	0	0	431	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	416	0	0	431	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	10	0	0	10	0
Initial Fut:	0	0	0	0	0	0	0	426	0	0	441	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	426	0	0	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	426	0	0	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	426	0	0	441	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.12	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

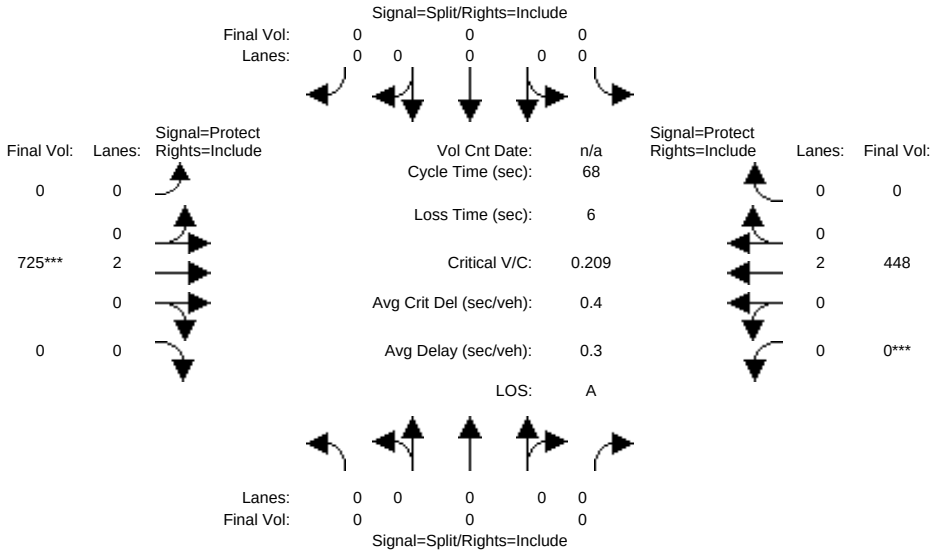
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	715	0	0	438	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	715	0	0	438	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	10	0	0	10	0
Initial Fut:	0	0	0	0	0	0	0	725	0	0	448	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	725	0	0	448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	725	0	0	448	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	725	0	0	448	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.12	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	1	0	0	1	0

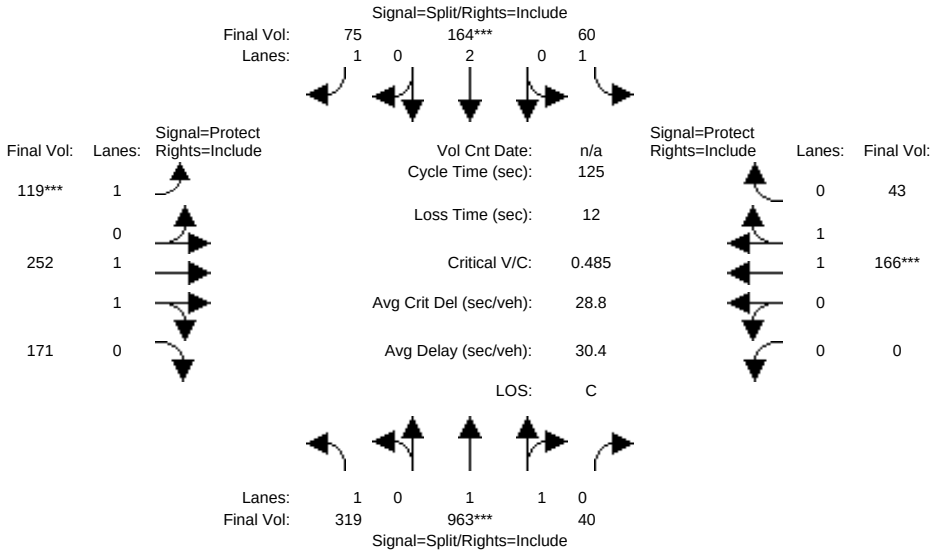
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	309	953	30	50	154	65	109	242	161	0	156	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	953	30	50	154	65	109	242	161	0	156	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	10	10	10	0	10	10
Initial Fut:	319	963	40	60	164	75	119	252	171	0	166	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	319	963	40	60	164	75	119	252	171	0	166	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	963	40	60	164	75	119	252	171	0	166	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	963	40	60	164	75	119	252	171	0	166	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.17	0.83	0.00	1.58	0.42
Final Sat.:	1750	3552	148	1750	3800	1750	1750	2203	1495	0	2938	761
Capacity Analysis Module:												
Vol/Sat:	0.18	0.27	0.27	0.03	0.04	0.04	0.07	0.11	0.11	0.00	0.06	0.06
Crit Moves:		****			****		****				****	
Green Time:	69.8	69.8	69.8	11.1	11.1	11.1	17.5	32.1	32.1	0.0	14.6	14.6
Volume/Cap:	0.33	0.49	0.49	0.39	0.49	0.48	0.49	0.45	0.45	0.00	0.49	0.49
Delay/Veh:	15.1	16.9	16.9	55.3	55.3	56.5	51.1	39.3	39.3	0.0	52.6	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	16.9	16.9	55.3	55.3	56.5	51.1	39.3	39.3	0.0	52.6	52.6
LOS by Move:	B	B	B	E+	E+	E+	D-	D	D	A	D-	D-
HCM2kAvgQ:	7	12	12	3	4	4	5	7	7	0	4	4

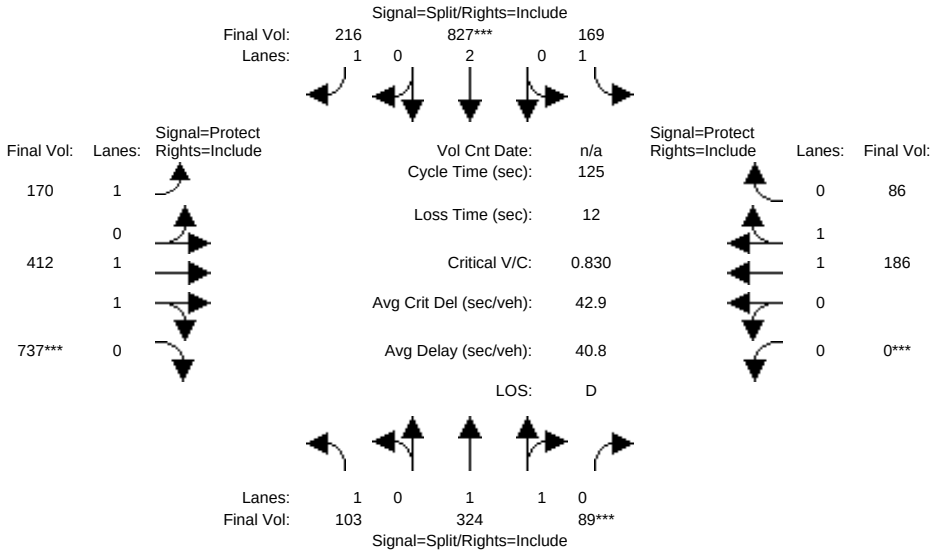
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	314	89	159	817	75	160	402	538	0	176	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	314	89	159	817	75	160	402	538	0	176	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	10	10	141	10	10	199	0	10	10
Initial Fut:	103	324	89	169	827	216	170	412	737	0	186	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	324	89	169	827	216	170	412	737	0	186	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	324	89	169	827	216	170	412	737	0	186	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	324	89	169	827	216	170	412	737	0	186	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	1.00	1.56	0.44	1.00	2.00	1.00	1.00	1.00	1.00	0.00	1.35	0.65
Final Sat.:	1750	2902	797	1750	3800	1750	1750	1900	1750	0	2529	1169
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.10	0.22	0.12	0.10	0.22	0.42	0.00	0.07	0.07
Crit Moves:			****		****				****	****		
Green Time:	16.8	16.8	16.8	32.8	32.8	32.8	34.8	63.4	63.4	0.0	28.6	28.6
Volume/Cap:	0.44	0.83	0.83	0.37	0.83	0.47	0.35	0.43	0.83	0.00	0.32	0.32
Delay/Veh:	51.0	63.9	63.9	38.2	49.5	39.6	36.5	19.5	30.6	0.0	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	63.9	63.9	38.2	49.5	39.6	36.5	19.5	30.6	0.0	40.3	40.3
LOS by Move:	D-	E	E	D+	D	D	D+	B-	C	A	D	D
HCM2kAvgQ:	4	10	10	6	17	8	6	10	28	0	5	5

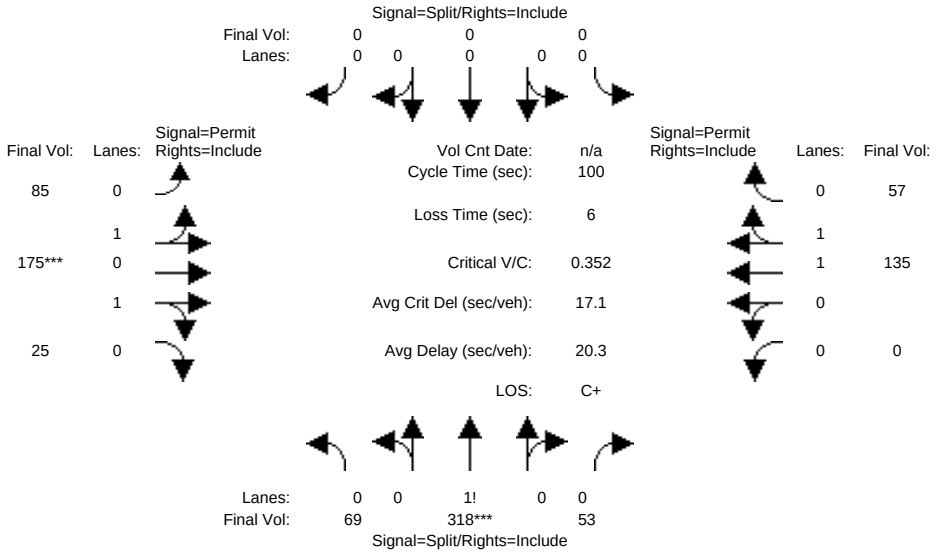
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	308	47	0	0	0	75	165	25	0	125	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	308	47	0	0	0	75	165	25	0	125	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	6	0	0	0	10	10	0	0	10	26
Initial Fut:	69	318	53	0	0	0	85	175	25	0	135	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	318	53	0	0	0	85	175	25	0	135	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	318	53	0	0	0	85	175	25	0	135	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	318	53	0	0	0	85	175	25	0	135	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.16	0.72	0.12	0.00	0.00	0.00	0.60	1.23	0.17	0.00	1.39	0.61
Final Sat.:	274	1265	211	0	0	0	1074	2211	316	0	2601	1098
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.00	0.00	0.00	0.08	0.08	0.08	0.00	0.05	0.05
Crit Moves:		****						****				
Green Time:	71.5	71.5	71.5	0.0	0.0	0.0	22.5	22.5	22.5	0.0	22.5	22.5
Volume/Cap:	0.35	0.35	0.35	0.00	0.00	0.00	0.35	0.35	0.35	0.00	0.23	0.23
Delay/Veh:	6.2	6.2	6.2	0.0	0.0	0.0	33.8	33.8	33.8	0.0	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	6.2	6.2	0.0	0.0	0.0	33.8	33.8	33.8	0.0	32.3	32.3
LOS by Move:	A	A	A	A	A	A	C-	C-	C-	A	C-	C-
HCM2kAvgQ:	6	6	6	0	0	0	4	4	4	0	3	3

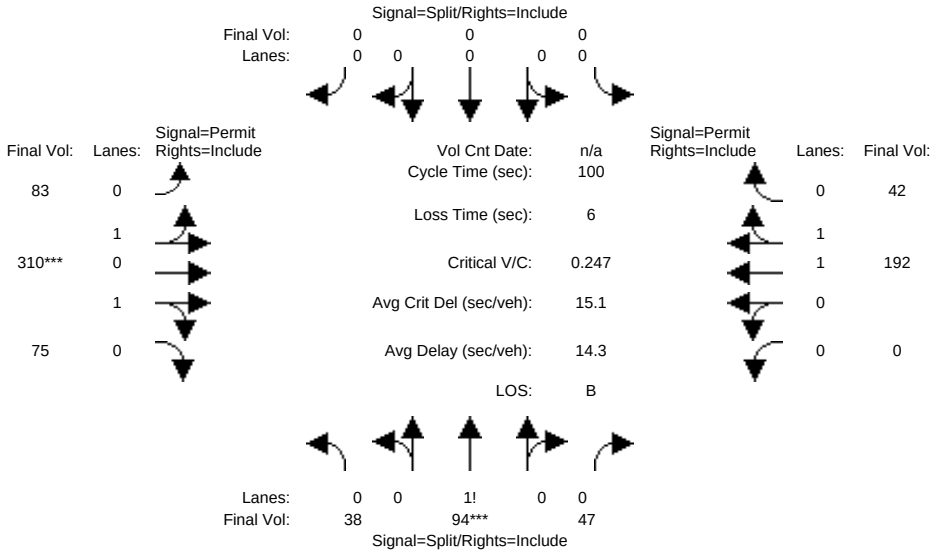
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	84	37	0	0	0	73	300	75	0	182	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	84	37	0	0	0	73	300	75	0	182	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	0	0	0	10	10	0	0	10	10
Initial Fut:	38	94	47	0	0	0	83	310	75	0	192	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	94	47	0	0	0	83	310	75	0	192	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	94	47	0	0	0	83	310	75	0	192	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	94	47	0	0	0	83	310	75	0	192	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.21	0.53	0.26	0.00	0.00	0.00	0.35	1.33	0.32	0.00	1.63	0.37
Final Sat.:	372	919	459	0	0	0	638	2385	577	0	3035	664
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.00	0.00	0.00	0.13	0.13	0.13	0.00	0.06	0.06
Crit Moves:		****						****				
Green Time:	41.4	41.4	41.4	0.0	0.0	0.0	52.6	52.6	52.6	0.0	52.6	52.6
Volume/Cap:	0.25	0.25	0.25	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.12	0.12
Delay/Veh:	19.9	19.9	19.9	0.0	0.0	0.0	13.2	13.2	13.2	0.0	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	19.9	19.9	0.0	0.0	0.0	13.2	13.2	13.2	0.0	12.1	12.1
LOS by Move:	B-	B-	B-	A	A	A	B	B	B	A	B	B
HCM2kAvgQ:	4	4	4	0	0	0	4	4	4	0	2	2

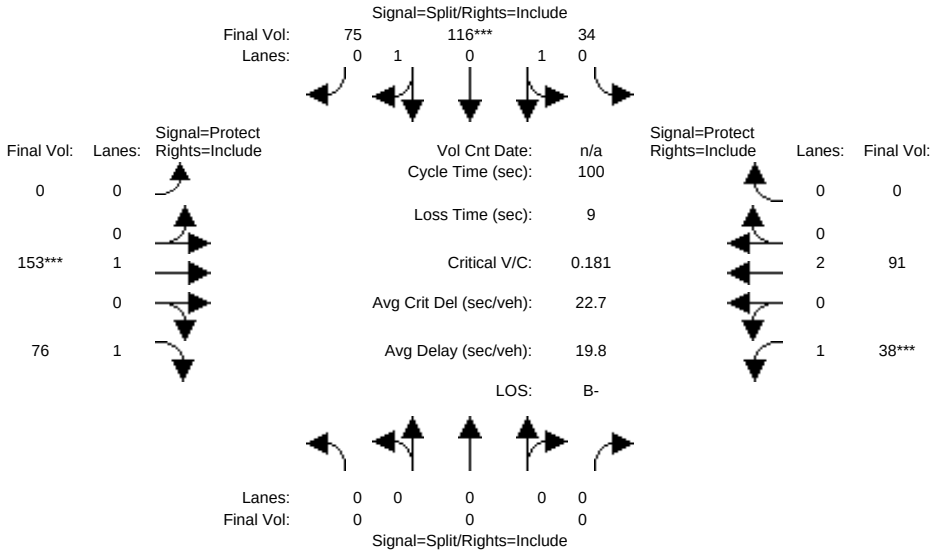
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	24	106	65	0	143	66	28	81	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	106	65	0	143	66	28	81	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	34	116	75	0	153	76	38	91	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	116	75	0	153	76	38	91	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	116	75	0	153	76	38	91	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	34	116	75	0	153	76	38	91	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.30	1.03	0.67	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	544	1856	1200	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.06	0.00	0.08	0.04	0.02	0.02	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	34.5	34.5	34.5	0.0	44.5	44.5	12.0	56.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.18	0.18	0.18	0.00	0.18	0.10	0.18	0.04	0.00
Delay/Veh:	0.0	0.0	0.0	23.2	23.2	23.2	0.0	17.2	16.4	41.5	9.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.2	23.2	23.2	0.0	17.2	16.4	41.5	9.7	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	3	3	3	0	3	1	1	1	0

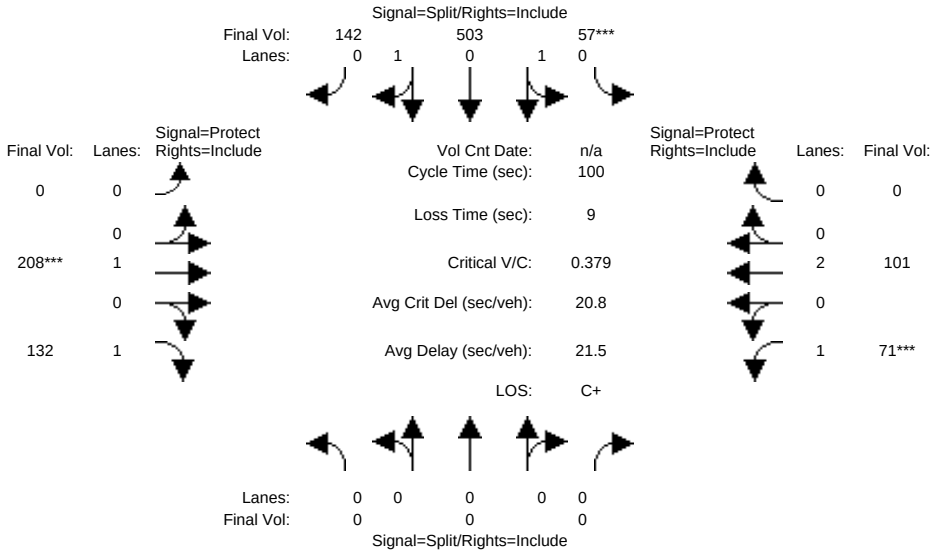
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	42	493	132	0	198	122	61	91	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	493	132	0	198	122	61	91	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	15	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	57	503	142	0	208	132	71	101	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	57	503	142	0	208	132	71	101	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	57	503	142	0	208	132	71	101	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	57	503	142	0	208	132	71	101	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.16	1.44	0.40	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	292	2579	728	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.20	0.00	0.11	0.08	0.04	0.03	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	51.4	51.4	51.4	0.0	28.9	28.9	10.7	39.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.38	0.00	0.38	0.26	0.38	0.07	0.00
Delay/Veh:	0.0	0.0	0.0	15.2	15.2	15.2	0.0	30.4	28.6	47.3	18.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.2	15.2	15.2	0.0	30.4	28.6	47.3	18.8	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	D	B-	A
HCM2kAvgQ:	0	0	0	7	7	7	0	5	3	3	1	0

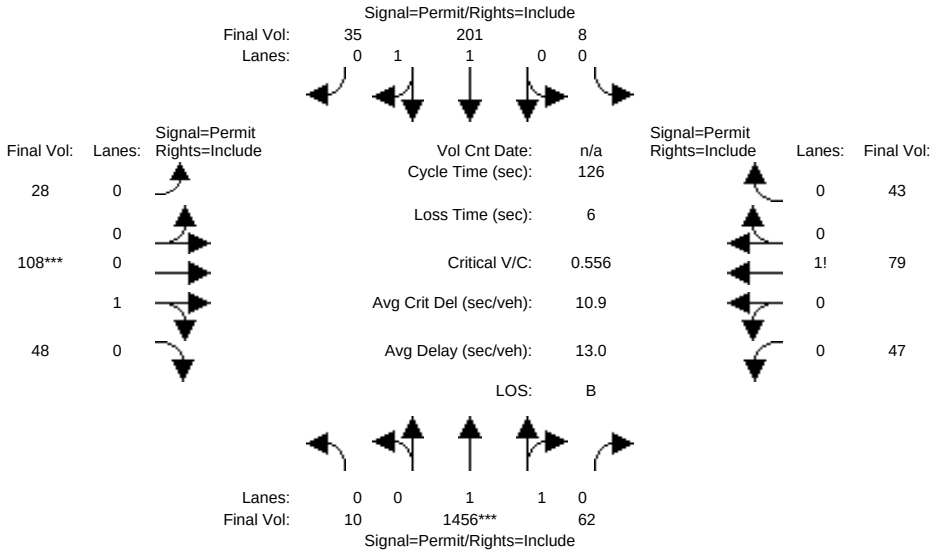
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1446	52	1	191	25	0	98	38	37	69	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1446	52	1	191	25	0	98	38	37	69	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	7	10	10	28	10	10	10	10	10
Initial Fut:	10	1456	62	8	201	35	28	108	48	47	79	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1456	62	8	201	35	28	108	48	47	79	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1456	62	8	201	35	28	108	48	47	79	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1456	62	8	201	35	28	108	48	47	79	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.91	0.08	0.06	1.65	0.29	0.15	0.59	0.26	0.28	0.47	0.25
Final Sat.:	24	3430	146	118	2966	516	266	1027	457	487	818	445
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.07	0.07	0.07	0.11	0.11	0.11	0.10	0.10	0.10
Crit Moves:		****						****				
Green Time:	96.2	96.2	96.2	96.2	96.2	96.2	23.8	23.8	23.8	23.8	23.8	23.8
Volume/Cap:	0.56	0.56	0.56	0.09	0.09	0.09	0.56	0.56	0.56	0.51	0.51	0.51
Delay/Veh:	6.4	6.4	6.4	3.8	3.8	3.8	48.4	48.4	48.4	47.2	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	6.4	6.4	3.8	3.8	3.8	48.4	48.4	48.4	47.2	47.2	47.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	13	13	13	1	1	1	8	8	8	7	7	7

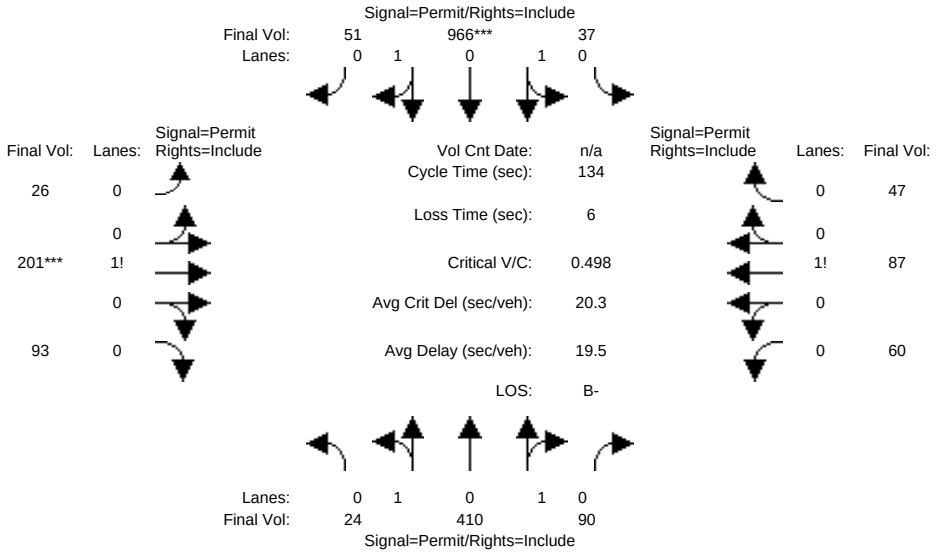
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	400	80	18	956	41	16	191	70	50	77	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	400	80	18	956	41	16	191	70	50	77	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	19	10	10	10	10	23	10	10	10
Initial Fut:	24	410	90	37	966	51	26	201	93	60	87	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	410	90	37	966	51	26	201	93	60	87	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	410	90	37	966	51	26	201	93	60	87	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	410	90	37	966	51	26	201	93	60	87	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.09	1.57	0.34	0.07	1.83	0.10	0.08	0.63	0.29	0.31	0.45	0.24
Final Sat.:	165	2817	618	126	3299	174	142	1099	509	541	785	424
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.29	0.29	0.29	0.18	0.18	0.18	0.11	0.11	0.11
Crit Moves:					****			****				
Green Time:	78.8	78.8	78.8	78.8	78.8	78.8	49.2	49.2	49.2	49.2	49.2	49.2
Volume/Cap:	0.25	0.25	0.25	0.50	0.50	0.50	0.50	0.50	0.50	0.30	0.30	0.30
Delay/Veh:	13.4	13.4	13.4	16.3	16.3	16.3	33.4	33.4	33.4	30.4	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	16.3	16.3	16.3	33.4	33.4	33.4	30.4	30.4	30.4
LOS by Move:	B	B	B	B	B	B	C-	C-	C-	C	C	C
HCM2kAvgQ:	5	5	5	13	13	13	11	11	11	6	6	6

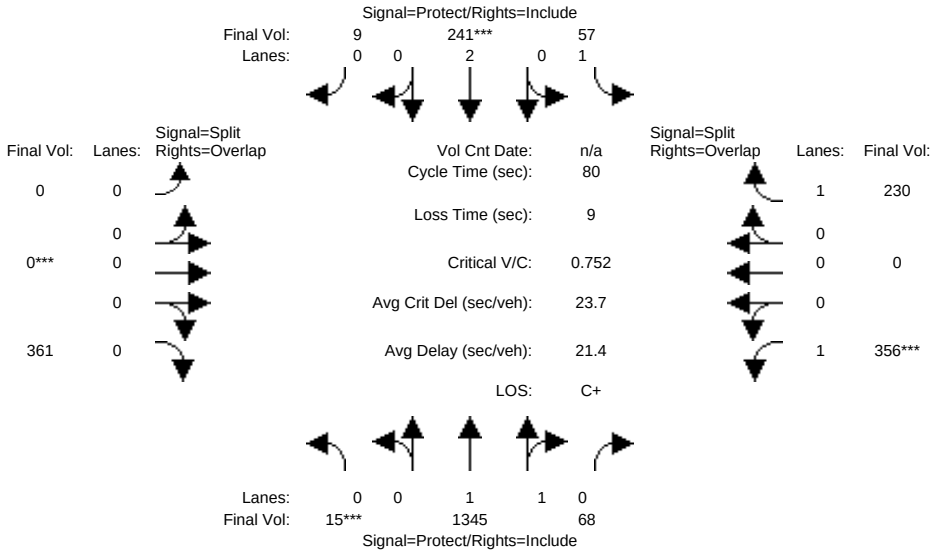
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	1335	58	47	231	0	0	0	351	346	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1335	58	47	231	0	0	0	351	346	0	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	9	0	0	10	10	0	10
Initial Fut:	15	1345	68	57	241	9	0	0	361	356	0	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1345	68	57	241	9	0	0	361	356	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1345	68	57	241	9	0	0	361	356	0	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1345	68	57	241	9	0	0	361	356	0	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.88	0.10	1.00	1.93	0.07	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	38	3391	171	1750	3567	133	0	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.03	0.07	0.07	0.00	0.00	0.21	0.20	0.00	0.13
Crit Moves:	****				****			****		****		
Green Time:	40.3	41.2	41.2	9.1	10.0	10.0	0.0	0.0	40.3	20.7	0.0	29.8
Volume/Cap:	0.79	0.77	0.77	0.29	0.54	0.54	0.00	0.00	0.41	0.79	0.00	0.35
Delay/Veh:	18.7	17.6	17.6	33.3	34.1	34.1	0.0	0.0	12.7	36.5	0.0	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	17.6	17.6	33.3	34.1	34.1	0.0	0.0	12.7	36.5	0.0	18.5
LOS by Move:	B-	B	B	C-	C-	C-	A	A	B	D+	A	B-
HCM2kAvgQ:	17	16	16	2	4	4	0	0	6	11	0	5

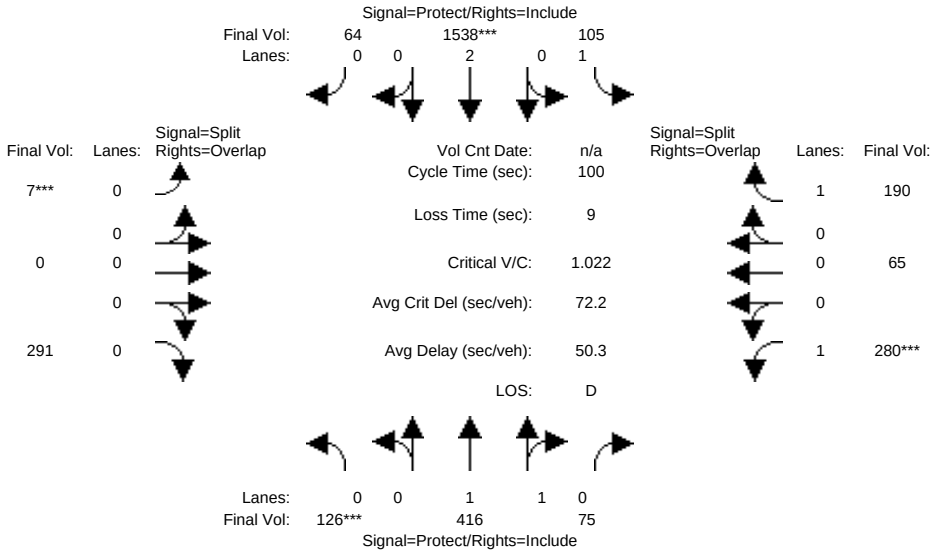
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	406	65	95	1446	54	7	0	281	241	65	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	406	65	95	1446	54	7	0	281	241	65	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	92	10	0	0	10	39	0	10
Initial Fut:	126	416	75	105	1538	64	7	0	291	280	65	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	416	75	105	1538	64	7	0	291	280	65	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	416	75	105	1538	64	7	0	291	280	65	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	416	75	105	1538	64	7	0	291	280	65	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.41	1.35	0.24	1.00	1.92	0.08	0.02	0.00	0.98	1.00	0.25	0.75
Final Sat.:	735	2427	438	1750	3552	148	41	0	1709	1800	459	1341
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.06	0.43	0.43	0.17	0.00	0.17	0.16	0.14	0.14
Crit Moves:	****				****		****			****		
Green Time:	16.8	42.0	42.0	17.1	42.4	42.4	16.7	0.0	33.4	15.2	15.2	32.4
Volume/Cap:	1.02	0.41	0.41	0.35	1.02	1.02	1.02	0.00	0.51	1.02	0.93	0.44
Delay/Veh:	84.0	20.5	20.5	37.2	57.3	57.3	100.2	0.0	27.5	87.5	63.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	20.5	20.5	37.2	57.3	57.3	100.2	0.0	27.5	87.5	63.9	26.9
LOS by Move:	F	C+	C+	D+	E+	E+	F	A	C	F	E	C
HCM2kAvgQ:	16	7	7	3	34	34	16	0	8	15	12	7

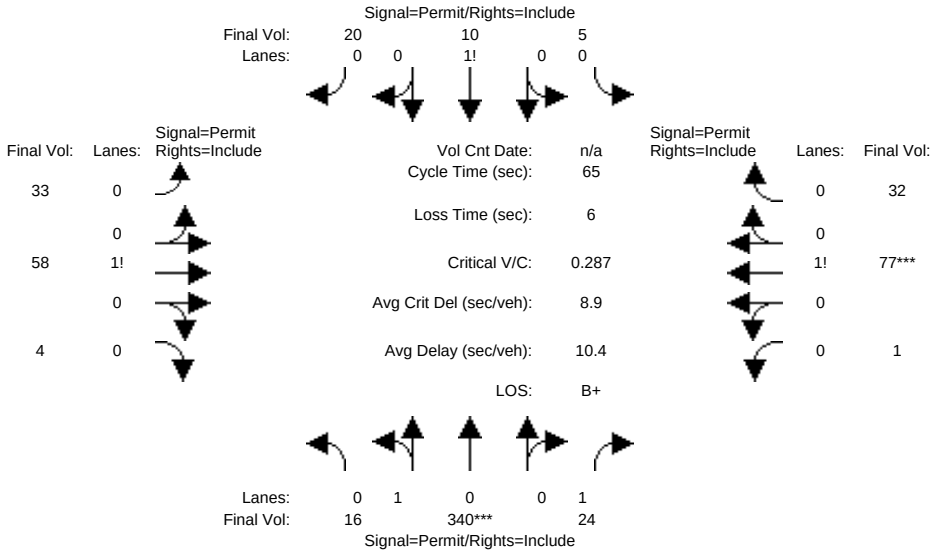
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	330	14	5	10	20	23	58	4	1	67	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	330	14	5	10	20	23	58	4	1	67	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	0	0	0	10	0	0	0	10	10
Initial Fut:	16	340	24	5	10	20	33	58	4	1	77	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	340	24	5	10	20	33	58	4	1	77	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	340	24	5	10	20	33	58	4	1	77	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	340	24	5	10	20	33	58	4	1	77	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.04	0.96	1.00	0.14	0.29	0.57	0.35	0.61	0.04	0.01	0.70	0.29
Final Sat.:	81	1719	1750	250	500	1000	608	1068	74	16	1225	509
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.01	0.02	0.02	0.02	0.05	0.05	0.05	0.06	0.06	0.06
Crit Moves:		****									****	
Green Time:	44.8	44.8	44.8	44.8	44.8	44.8	14.2	14.2	14.2	14.2	14.2	14.2
Volume/Cap:	0.29	0.29	0.02	0.03	0.03	0.03	0.25	0.25	0.25	0.29	0.29	0.29
Delay/Veh:	4.5	4.5	3.2	3.3	3.3	3.3	22.5	22.5	22.5	23.0	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	4.5	3.2	3.3	3.3	3.3	22.5	22.5	22.5	23.0	23.0	23.0
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C	C	C
HCM2kAvgQ:	3	3	0	0	0	0	2	2	2	2	2	2

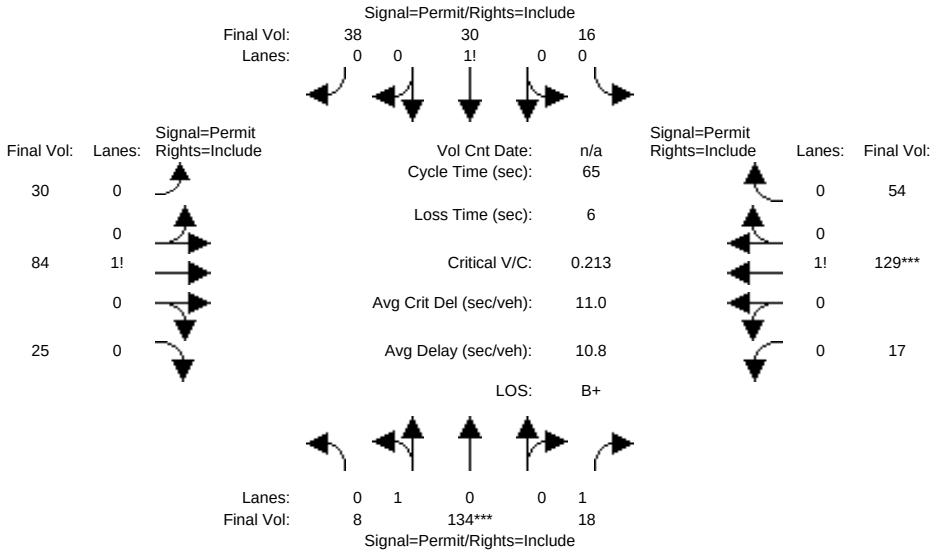
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	124	18	16	30	38	20	74	25	17	119	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	124	18	16	30	38	20	74	25	17	119	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	0	0	0	0	10	10	0	0	10	10
Initial Fut:	8	134	18	16	30	38	30	84	25	17	129	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	134	18	16	30	38	30	84	25	17	129	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	134	18	16	30	38	30	84	25	17	129	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	134	18	16	30	38	30	84	25	17	129	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.06	0.94	1.00	0.19	0.36	0.45	0.22	0.60	0.18	0.08	0.65	0.27
Final Sat.:	101	1699	1750	333	625	792	378	1058	315	149	1129	473
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.05	0.05	0.05	0.08	0.08	0.08	0.11	0.11	0.11
Crit Moves:		****									****	
Green Time:	24.1	24.1	24.1	24.1	24.1	24.1	34.9	34.9	34.9	34.9	34.9	34.9
Volume/Cap:	0.21	0.21	0.03	0.13	0.13	0.13	0.15	0.15	0.15	0.21	0.21	0.21
Delay/Veh:	14.7	14.7	13.1	13.9	13.9	13.9	7.9	7.9	7.9	8.4	8.4	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	13.1	13.9	13.9	13.9	7.9	7.9	7.9	8.4	8.4	8.4
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	1	1	1	2	2	2	2	2	2

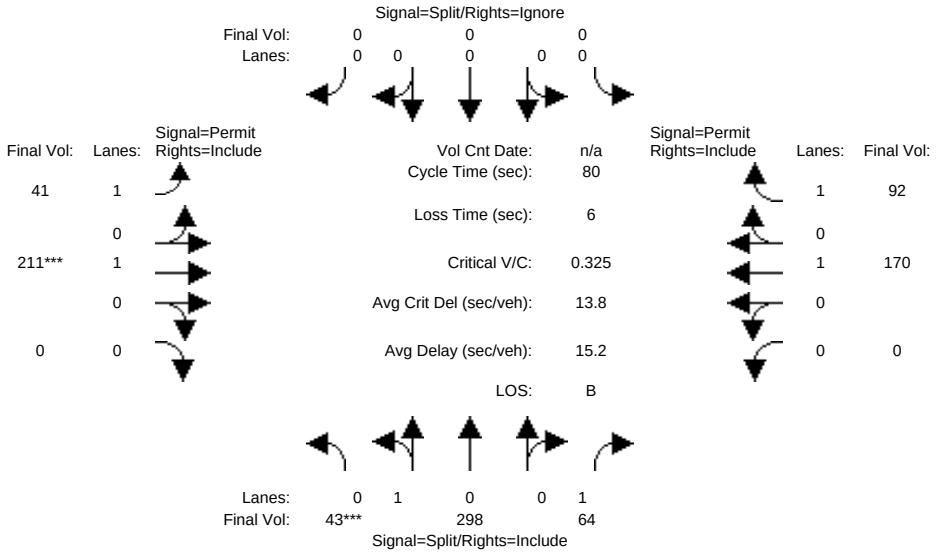
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	288	54	0	0	0	31	201	0	0	160	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	288	54	0	0	0	31	201	0	0	160	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	0	0	0	10	10	0	0	10	52
Initial Fut:	43	298	64	0	0	0	41	211	0	0	170	92
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	298	64	0	0	0	41	211	0	0	170	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	298	64	0	0	0	41	211	0	0	170	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	298	64	0	0	0	41	211	0	0	170	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.13	0.87	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	227	1573	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.04	0.00	0.00	0.00	0.02	0.11	0.00	0.00	0.09	0.05
Crit Moves:	****							****				
Green Time:	46.7	46.7	46.7	0.0	0.0	0.0	27.3	27.3	0.0	0.0	27.3	27.3
Volume/Cap:	0.32	0.32	0.06	0.00	0.00	0.00	0.07	0.32	0.00	0.00	0.26	0.15
Delay/Veh:	9.4	9.4	7.3	0.0	0.0	0.0	18.0	20.8	0.0	0.0	20.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	7.3	0.0	0.0	0.0	18.0	20.8	0.0	0.0	20.0	18.8
LOS by Move:	A	A	A	A	A	A	B	C+	A	A	C+	B-
HCM2kAvgQ:	5	5	1	0	0	0	1	4	0	0	3	2

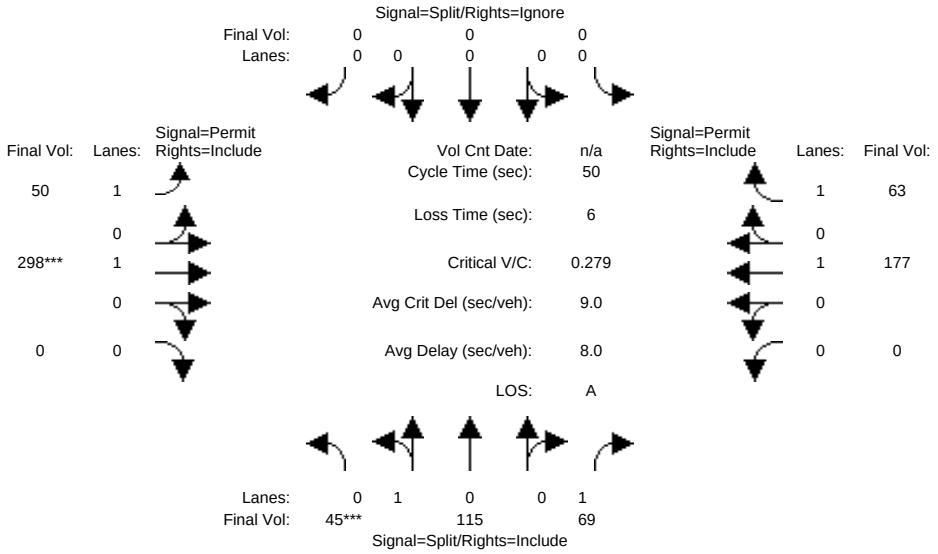
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	105	59	0	0	0	40	288	0	0	167	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	105	59	0	0	0	40	288	0	0	167	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	0	0	0	10	10	0	0	10	10
Initial Fut:	45	115	69	0	0	0	50	298	0	0	177	63
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	115	69	0	0	0	50	298	0	0	177	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	115	69	0	0	0	50	298	0	0	177	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	115	69	0	0	0	50	298	0	0	177	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.28	0.72	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	506	1294	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.04	0.00	0.00	0.00	0.03	0.16	0.00	0.00	0.09	0.04
Crit Moves:	****							****				
Green Time:	15.9	15.9	15.9	0.0	0.0	0.0	28.1	28.1	0.0	0.0	28.1	28.1
Volume/Cap:	0.28	0.28	0.12	0.00	0.00	0.00	0.05	0.28	0.00	0.00	0.17	0.06
Delay/Veh:	14.0	14.0	12.6	0.0	0.0	0.0	5.0	6.3	0.0	0.0	5.6	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.0	12.6	0.0	0.0	0.0	5.0	6.3	0.0	0.0	5.6	5.1
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	0	0	0	0	3	0	0	1	1

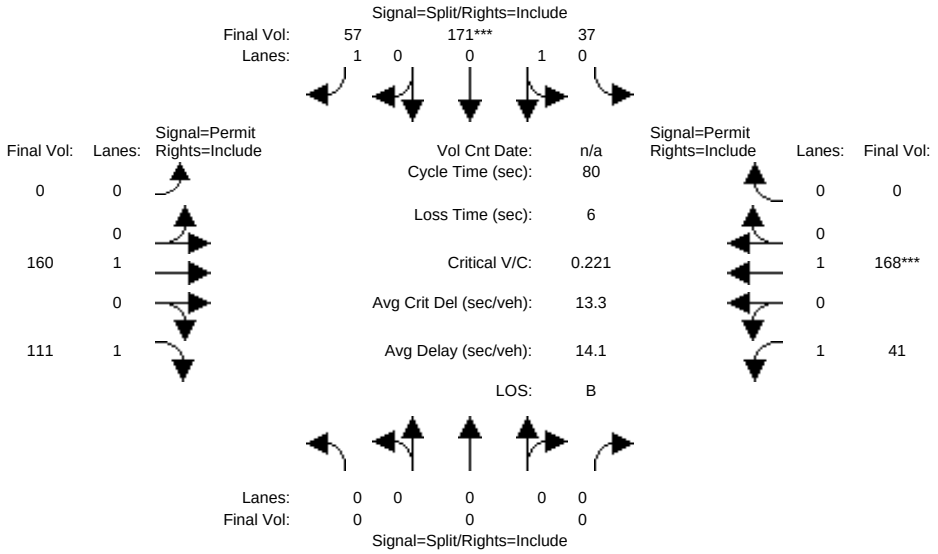
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	27	161	47	0	150	101	31	158	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	161	47	0	150	101	31	158	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	37	171	57	0	160	111	41	168	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	37	171	57	0	160	111	41	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	37	171	57	0	160	111	41	168	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	37	171	57	0	160	111	41	168	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.18	0.82	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	320	1480	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.03	0.00	0.08	0.06	0.02	0.09	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	41.9	41.9	41.9	0.0	32.1	32.1	32.1	32.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.22	0.06	0.00	0.21	0.16	0.06	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	10.8	9.5	0.0	16.3	15.8	14.9	16.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	10.8	9.5	0.0	16.3	15.8	14.9	16.4	0.0
LOS by Move:	A	A	A	B+	B+	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	3	3	1	0	3	2	1	3	0

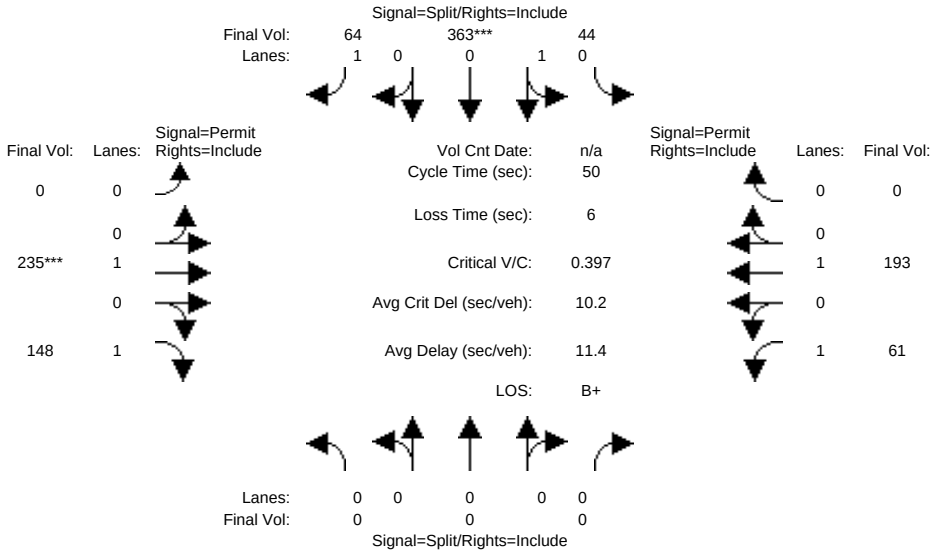
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	37	353	54	0	225	138	51	183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	37	353	54	0	225	138	51	183	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	7	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	44	363	64	0	235	148	61	193	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	44	363	64	0	235	148	61	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	44	363	64	0	235	148	61	193	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	44	363	64	0	235	148	61	193	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.11	0.89	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	195	1605	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.04	0.00	0.12	0.08	0.03	0.10	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	28.4	28.4	28.4	0.0	15.6	15.6	15.6	15.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.40	0.06	0.00	0.40	0.27	0.11	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	7.2	7.2	4.9	0.0	15.5	14.2	12.7	14.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	7.2	7.2	4.9	0.0	15.5	14.2	12.7	14.7	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	0	0	0	4	4	1	0	3	2	1	3	0

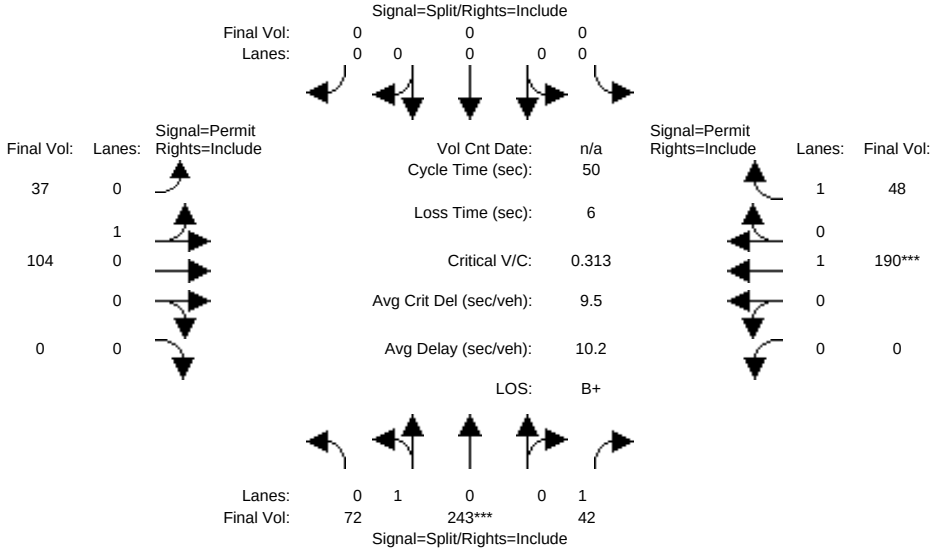
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	233	32	0	0	0	27	94	0	0	180	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	233	32	0	0	0	27	94	0	0	180	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	19	10	10	0	0	0	10	10	0	0	10	13
Initial Fut:	72	243	42	0	0	0	37	104	0	0	190	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	243	42	0	0	0	37	104	0	0	190	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	243	42	0	0	0	37	104	0	0	190	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	243	42	0	0	0	37	104	0	0	190	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.23	0.77	1.00	0.00	0.00	0.00	0.26	0.74	0.00	0.00	1.00	1.00
Final Sat.:	411	1389	1750	0	0	0	472	1328	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.02	0.00	0.00	0.00	0.08	0.08	0.00	0.00	0.10	0.03
Crit Moves:		****									****	
Green Time:	28.0	28.0	28.0	0.0	0.0	0.0	16.0	16.0	0.0	0.0	16.0	16.0
Volume/Cap:	0.31	0.31	0.04	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.31	0.09
Delay/Veh:	6.7	6.7	5.0	0.0	0.0	0.0	13.6	13.6	0.0	0.0	14.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.7	6.7	5.0	0.0	0.0	0.0	13.6	13.6	0.0	0.0	14.2	12.2
LOS by Move:	A	A	A	A	A	A	B	B	A	A	B	B
HCM2kAvgQ:	3	3	0	0	0	0	2	2	0	0	2	1

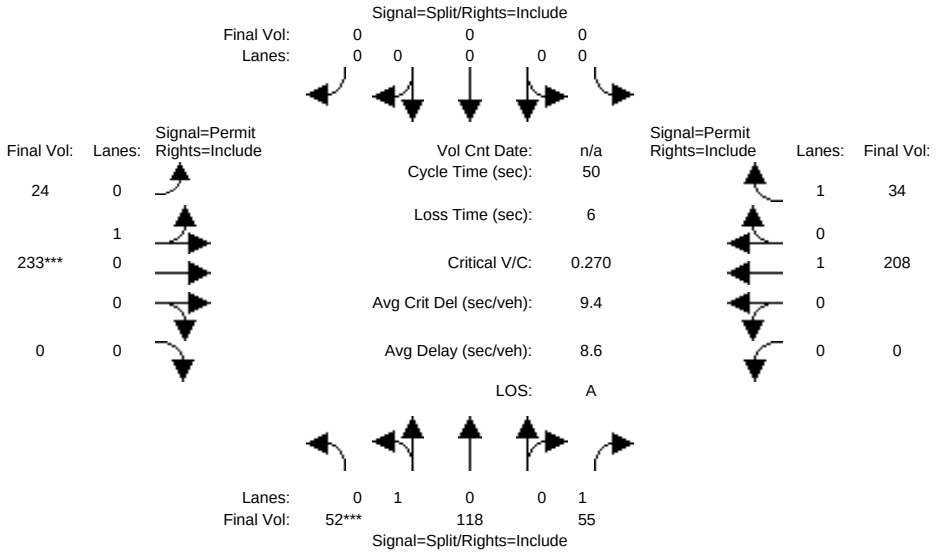
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	108	45	0	0	0	14	223	0	0	198	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	108	45	0	0	0	14	223	0	0	198	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	0	0	0	10	10	0	0	10	22
Initial Fut:	52	118	55	0	0	0	24	233	0	0	208	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	118	55	0	0	0	24	233	0	0	208	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	118	55	0	0	0	24	233	0	0	208	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	118	55	0	0	0	24	233	0	0	208	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.31	0.69	1.00	0.00	0.00	0.00	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	551	1249	1750	0	0	0	168	1632	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.11	0.02
Crit Moves:	****							****				
Green Time:	17.5	17.5	17.5	0.0	0.0	0.0	26.5	26.5	0.0	0.0	26.5	26.5
Volume/Cap:	0.27	0.27	0.09	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.21	0.04
Delay/Veh:	12.7	12.7	11.2	0.0	0.0	0.0	7.1	7.1	0.0	0.0	6.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	11.2	0.0	0.0	0.0	7.1	7.1	0.0	0.0	6.7	5.7
LOS by Move:	B	B	B+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	0	0	0	2	2	0	0	2	0

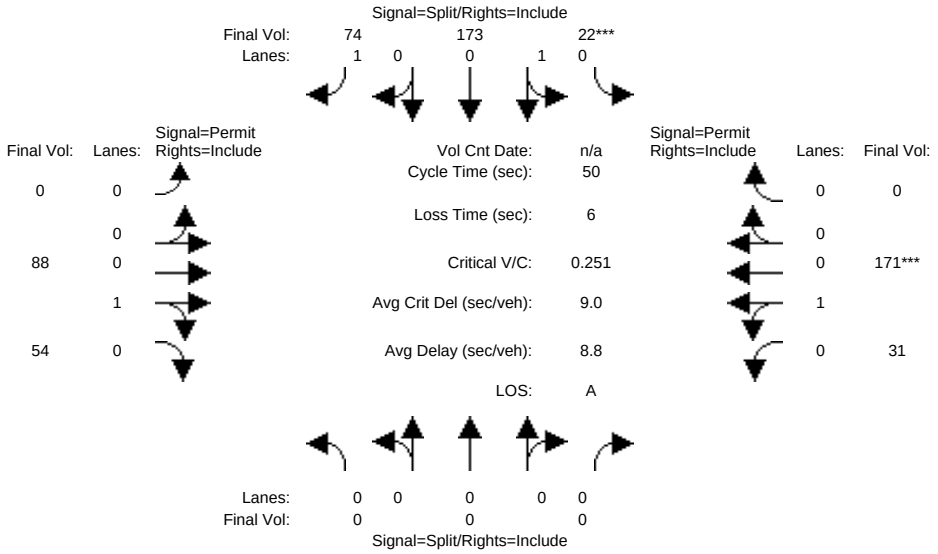
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	12	163	64	0	78	44	21	169	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	163	64	0	78	44	21	169	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	10	0	10	10	10	2	0
Initial Fut:	0	0	0	22	173	74	0	88	54	31	171	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	173	74	0	88	54	31	171	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	173	74	0	88	54	31	171	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	173	74	0	88	54	31	171	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.11	0.89	1.00	0.00	0.62	0.38	0.15	0.85	0.00
Final Sat.:	0	0	0	203	1597	1750	0	1115	685	276	1524	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.04	0.00	0.08	0.08	0.11	0.11	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	21.6	21.6	21.6	0.0	22.4	22.4	22.4	22.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.25	0.25	0.10	0.00	0.18	0.18	0.25	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	9.2	9.2	8.5	0.0	8.4	8.4	8.8	8.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.2	9.2	8.5	0.0	8.4	8.4	8.8	8.8	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	2	1	0	1	1	2	2	0

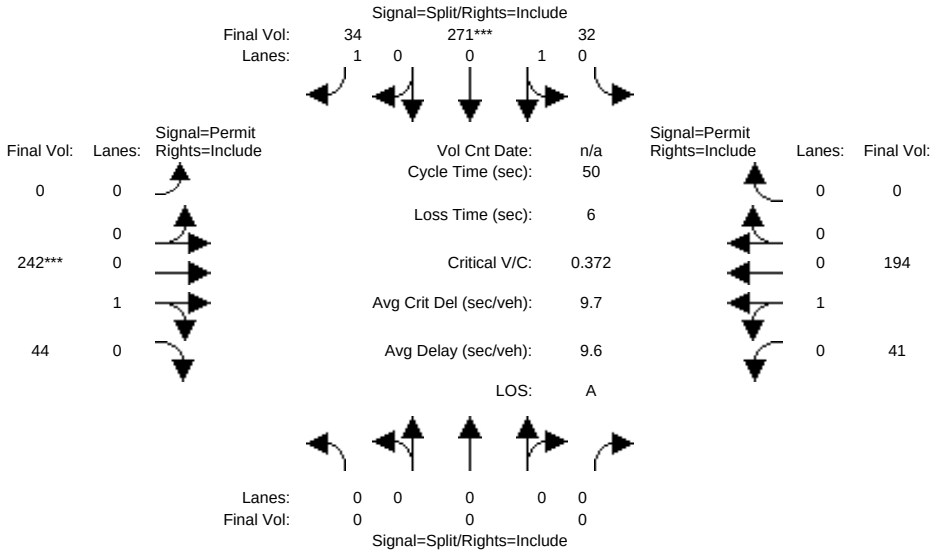
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	261	24	0	232	34	22	184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	261	24	0	232	34	22	184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	10	10	0	10	10	19	10	0
Initial Fut:	0	0	0	32	271	34	0	242	44	41	194	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	271	34	0	242	44	41	194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	271	34	0	242	44	41	194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	271	34	0	242	44	41	194	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.11	0.89	1.00	0.00	0.85	0.15	0.17	0.83	0.00
Final Sat.:	0	0	0	190	1610	1750	0	1523	277	314	1486	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.02	0.00	0.16	0.16	0.13	0.13	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	22.6	22.6	22.6	0.0	21.4	21.4	21.4	21.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.04	0.00	0.37	0.37	0.31	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	9.3	9.3	7.7	0.0	10.1	10.1	9.7	9.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.3	9.3	7.7	0.0	10.1	10.1	9.7	9.7	0.0
LOS by Move:	A	A	A	A	A	A	A	B+	B+	A	A	A
HCM2kAvgQ:	0	0	0	4	4	0	0	3	3	3	3	0

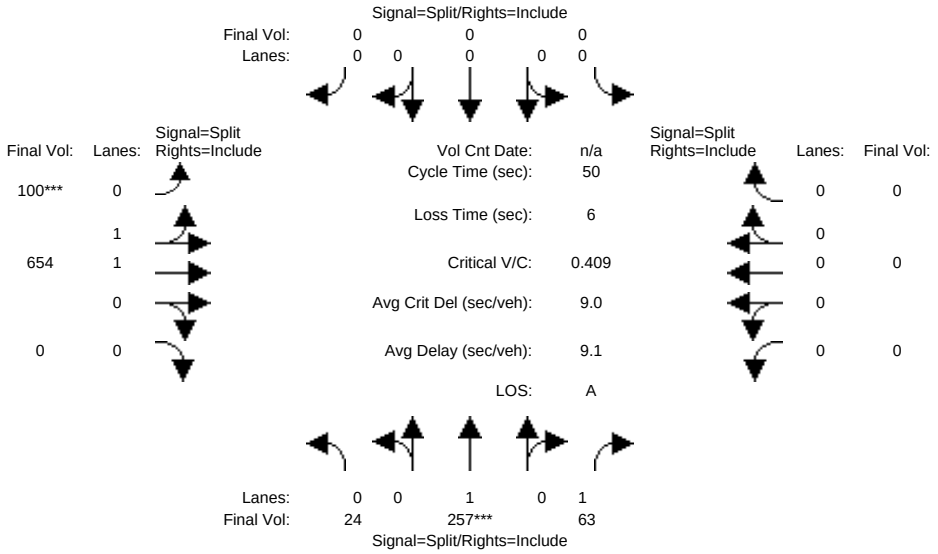
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	247	53	0	0	0	97	644	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	247	53	0	0	0	97	644	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	24	10	10	0	0	0	3	10	0	0	0	0
Initial Fut:	24	257	63	0	0	0	100	654	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	257	63	0	0	0	100	654	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	257	63	0	0	0	100	654	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	257	63	0	0	0	100	654	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.09	0.91	1.00	0.00	0.00	0.00	0.27	1.73	0.00	0.00	0.00	0.00
Final Sat.:	154	1646	1750	0	0	0	491	3209	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.04	0.00	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	19.1	19.1	19.1	0.0	0.0	0.0	24.9	24.9	0.0	0.0	0.0	0.0
Volume/Cap:	0.41	0.41	0.09	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.00
Delay/Veh:	11.7	11.7	10.0	0.0	0.0	0.0	8.1	8.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	10.0	0.0	0.0	0.0	8.1	8.1	0.0	0.0	0.0	0.0
LOS by Move:	B+	B+	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	4	1	0	0	0	4	4	0	0	0	0

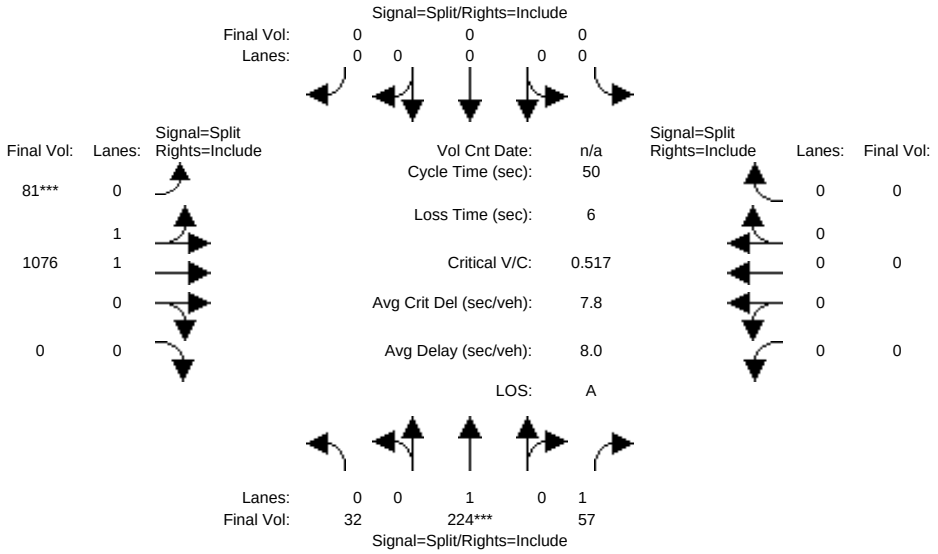
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	214	47	0	0	0	71	1068	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	214	47	0	0	0	71	1068	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	32	10	10	0	0	0	10	8	0	0	0	0
Initial Fut:	32	224	57	0	0	0	81	1076	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	224	57	0	0	0	81	1076	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	224	57	0	0	0	81	1076	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	224	57	0	0	0	81	1076	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	0.00	0.00	0.00	0.14	1.86	0.00	0.00	0.00	0.00
Final Sat.:	225	1575	1750	0	0	0	259	3441	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.03	0.00	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	13.8	13.8	13.8	0.0	0.0	0.0	30.2	30.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.52	0.52	0.12	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.00
Delay/Veh:	16.3	16.3	13.7	0.0	0.0	0.0	5.9	5.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	13.7	0.0	0.0	0.0	5.9	5.9	0.0	0.0	0.0	0.0
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	4	1	0	0	0	6	6	0	0	0	0

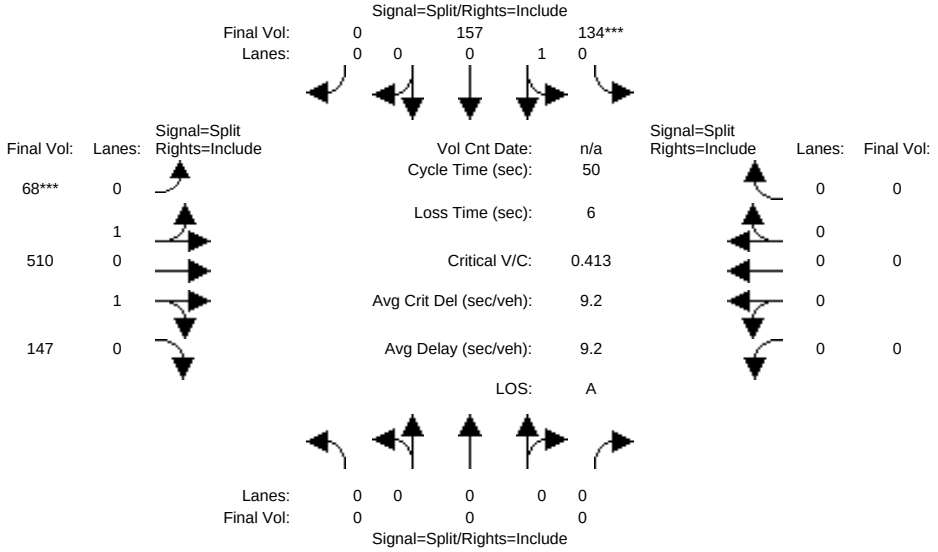
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	24	147	0	58	500	137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	147	0	58	500	137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	110	10	0	10	10	10	0	0	0
Initial Fut:	0	0	0	134	157	0	68	510	147	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	134	157	0	68	510	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	157	0	68	510	147	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	134	157	0	68	510	147	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	0.54	0.00	0.19	1.41	0.40	0.00	0.00	0.00
Final Sat.:	0	0	0	829	971	0	338	2532	730	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.00	0.20	0.20	0.20	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	19.6	19.6	0.0	24.4	24.4	24.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.41	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	11.4	11.4	0.0	8.4	8.4	8.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.4	11.4	0.0	8.4	8.4	8.4	0.0	0.0	0.0
LOS by Move:	A	A	A	B+	B+	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	4	0	4	4	4	0	0	0

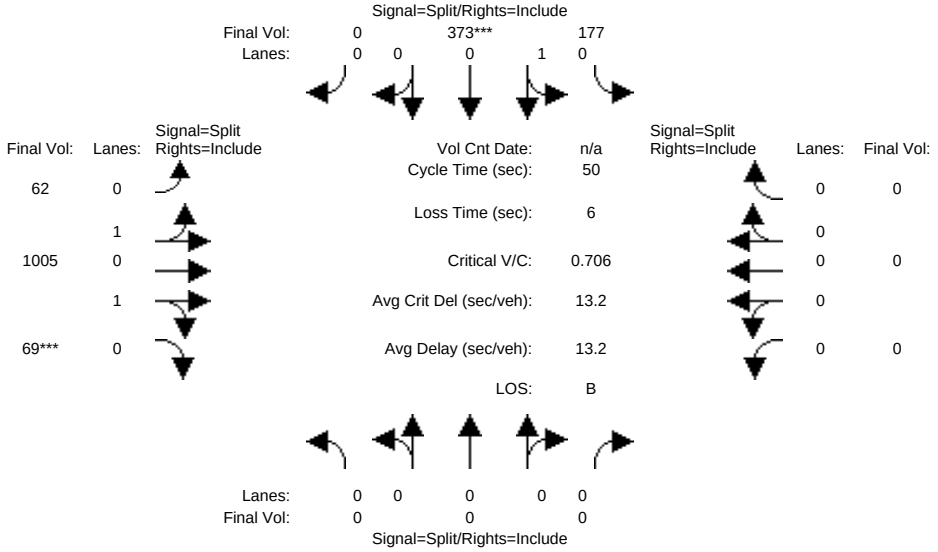
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	167	363	0	52	961	59	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	167	363	0	52	961	59	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	10	0	10	44	10	0	0	0
Initial Fut:	0	0	0	177	373	0	62	1005	69	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	177	373	0	62	1005	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	177	373	0	62	1005	69	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	177	373	0	62	1005	69	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.32	0.68	0.00	0.11	1.77	0.12	0.00	0.00	0.00
Final Sat.:	0	0	0	579	1221	0	196	3185	219	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.31	0.00	0.32	0.32	0.32	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	21.6	21.6	0.0	22.4	22.4	22.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.00	0.71	0.71	0.71	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.5	14.5	0.0	12.6	12.6	12.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.5	14.5	0.0	12.6	12.6	12.6	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	0	0	9	9	0	9	9	9	0	0	0

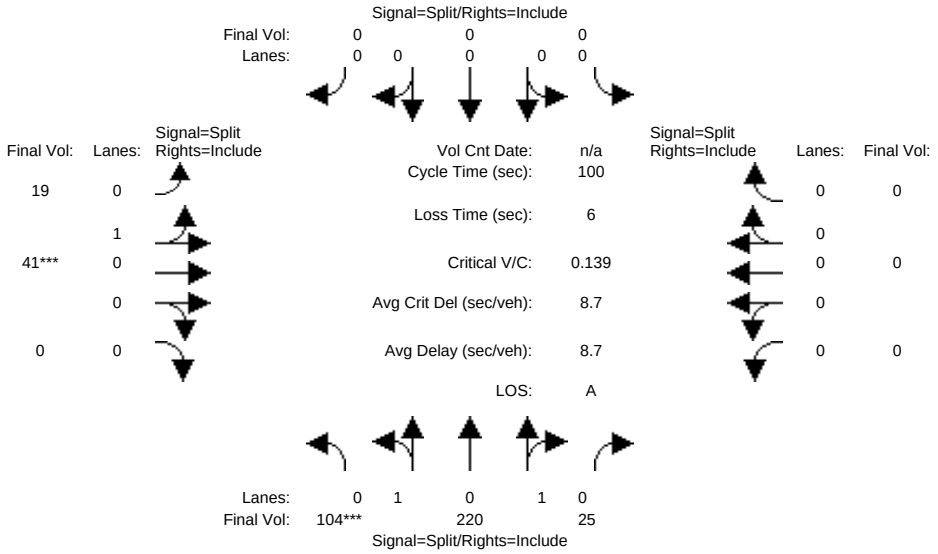
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	220	25	0	0	0	19	41	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	220	25	0	0	0	19	41	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	220	25	0	0	0	19	41	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	220	25	0	0	0	19	41	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	220	25	0	0	0	19	41	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	220	25	0	0	0	19	41	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.60	1.26	0.14	0.00	0.00	0.00	0.32	0.68	0.00	0.00	0.00	0.00
Final Sat.:	1073	2269	258	0	0	0	570	1230	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green Time:	69.9	69.9	69.9	0.0	0.0	0.0	24.1	24.1	0.0	0.0	0.0	0.0
Volume/Cap:	0.14	0.14	0.14	0.00	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Delay/Veh:	5.0	5.0	5.0	0.0	0.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	5.0	5.0	0.0	0.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	2	2	2	0	0	0	2	2	0	0	0	0

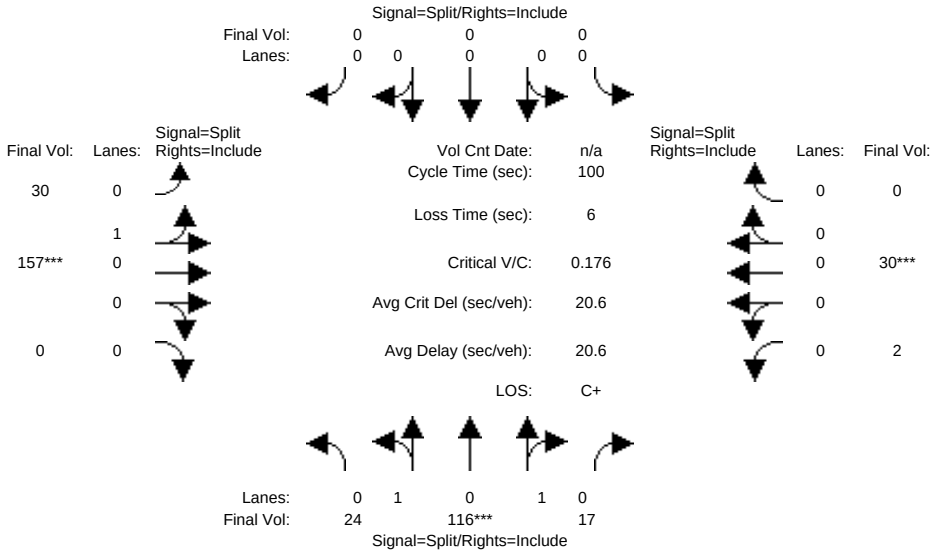
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	116	17	0	0	0	30	157	0	2	30	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	116	17	0	0	0	30	157	0	2	30	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	116	17	0	0	0	30	157	0	2	30	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	116	17	0	0	0	30	157	0	2	30	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	116	17	0	0	0	30	157	0	2	30	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	116	17	0	0	0	30	157	0	2	30	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.30	1.48	0.22	0.00	0.00	0.00	0.16	0.84	0.00	0.06	0.94	0.00
Final Sat.:	550	2660	390	0	0	0	289	1511	0	112	1687	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.00	0.10	0.10	0.00	0.02	0.02	0.00
Crit Moves:		****						****			****	
Green Time:	24.8	24.8	24.8	0.0	0.0	0.0	59.1	59.1	0.0	10.1	10.1	0.0
Volume/Cap:	0.18	0.18	0.18	0.00	0.00	0.00	0.18	0.18	0.00	0.18	0.18	0.00
Delay/Veh:	29.7	29.7	29.7	0.0	0.0	0.0	9.4	9.4	0.0	41.6	41.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	29.7	29.7	0.0	0.0	0.0	9.4	9.4	0.0	41.6	41.6	0.0
LOS by Move:	C	C	C	A	A	A	A	A	A	D	D	A
HCM2kAvgQ:	2	2	2	0	0	0	3	3	0	1	1	0

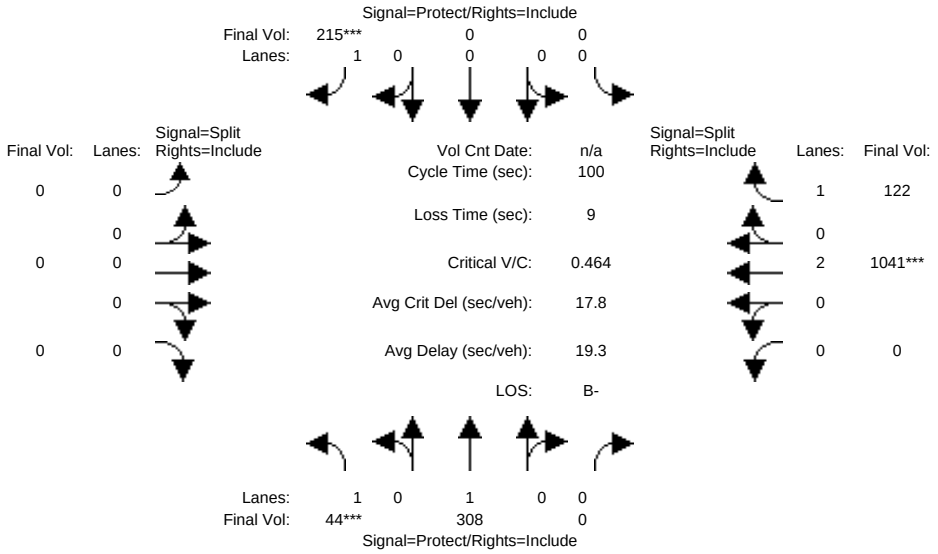
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	298	0	0	0	205	0	0	0	0	741	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	298	0	0	0	205	0	0	0	0	741	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	0	0	10	0	0	0	0	300	30
Initial Fut:	44	308	0	0	0	215	0	0	0	0	1041	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	308	0	0	0	215	0	0	0	0	1041	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	308	0	0	0	215	0	0	0	0	1041	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	308	0	0	0	215	0	0	0	0	1041	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.27	0.07
Crit Moves:	****					****					****	
Green Time:	7.0	33.0	0.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	58.0	58.0
Volume/Cap:	0.36	0.49	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.12
Delay/Veh:	52.4	29.5	0.0	0.0	0.0	34.7	0.0	0.0	0.0	0.0	12.9	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	29.5	0.0	0.0	0.0	34.7	0.0	0.0	0.0	0.0	12.9	9.7
LOS by Move:	D-	C	A	A	A	C-	A	A	A	A	B	A
HCM2kAvgQ:	2	8	0	0	0	6	0	0	0	0	9	2

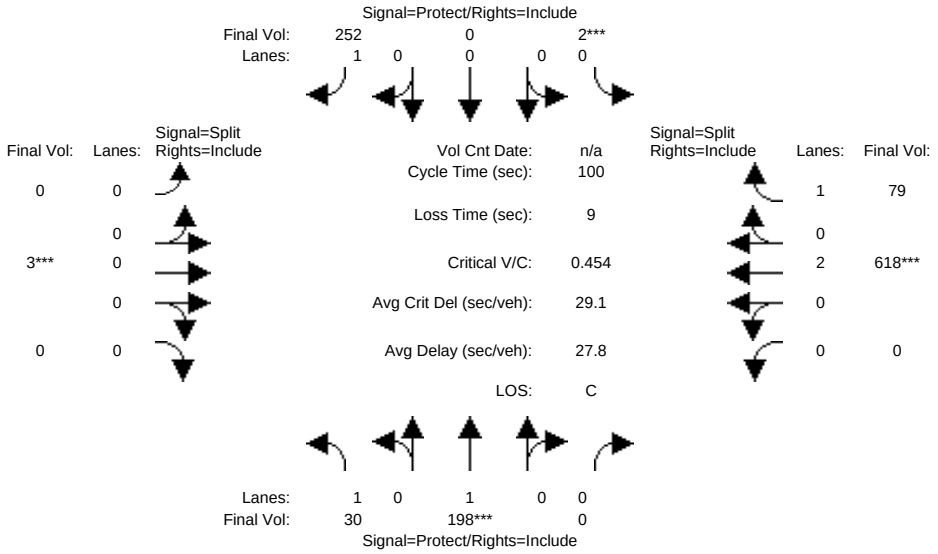
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	188	0	2	0	242	0	3	0	0	460	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	188	0	2	0	242	0	3	0	0	460	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	0	0	10	0	0	0	0	158	10
Initial Fut:	30	198	0	2	0	252	0	3	0	0	618	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	198	0	2	0	252	0	3	0	0	618	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	198	0	2	0	252	0	3	0	0	618	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	198	0	2	0	252	0	3	0	0	618	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.01	0.00	0.99	0.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	14	0	1736	0	1900	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.16	0.05
Crit Moves:		****		****				****			****	
Green Time:	17.9	22.9	0.0	31.9	0.0	37.0	0.0	0.3	0.0	0.0	35.8	35.8
Volume/Cap:	0.10	0.45	0.00	0.45	0.00	0.39	0.00	0.45	0.00	0.00	0.45	0.13
Delay/Veh:	34.9	36.5	0.0	29.7	0.0	25.0	0.0	193	0.0	0.0	25.7	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	36.5	0.0	29.7	0.0	25.0	0.0	193	0.0	0.0	25.7	22.0
LOS by Move:	C-	D+	A	C	A	C	A	F	A	A	C	C+
HCM2kAvgQ:	1	6	0	7	0	6	0	1	0	0	7	2

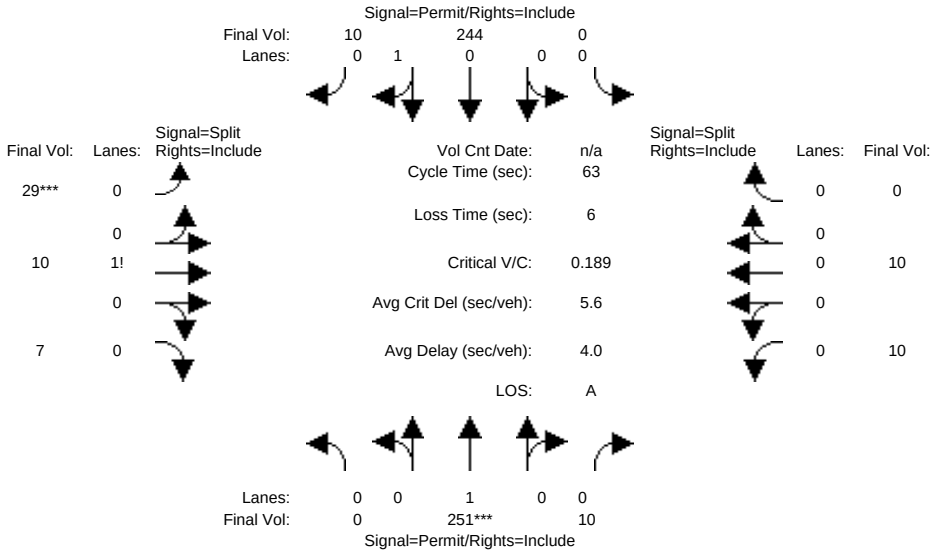
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	241	0	0	218	10	29	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	241	0	0	218	10	29	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	0	26	0	0	10	0	10	10	0
Initial Fut:	0	251	10	0	244	10	29	10	7	10	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	251	10	0	244	10	29	10	7	10	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	251	10	0	244	10	29	10	7	10	10	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	251	10	0	244	10	29	10	7	10	10	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	0.96	0.04	0.00	0.96	0.04	0.63	0.22	0.15	0.00	0.00	0.00
Final Sat.:	0	1731	69	0	1729	71	1103	380	266	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.00	0.14	0.14	0.03	0.03	0.03	xxxx	xxxx	0.00
Crit Moves:		****					****					
Green Time:	0.0	47.0	47.0	0.0	47.0	47.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	0.19	0.00	0.19	0.19	0.17	0.17	0.17	xxxx	xxxx	0.00
Delay/Veh:	0.0	2.4	2.4	0.0	2.4	2.4	23.2	23.2	23.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.4	2.4	0.0	2.4	2.4	23.2	23.2	23.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	2	2	0	2	2	1	1	1	0	0	0

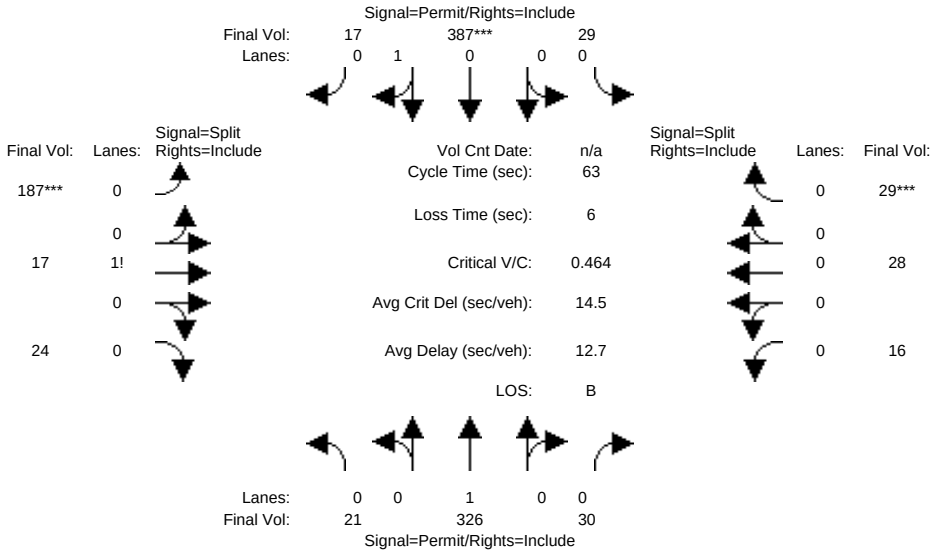
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	316	20	19	377	17	187	7	24	6	18	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	316	20	19	377	17	187	7	24	6	18	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	0	0	10	0	10	10	0
Initial Fut:	21	326	30	29	387	17	187	17	24	16	28	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	326	30	29	387	17	187	17	24	16	28	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	326	30	29	387	17	187	17	24	16	28	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	326	30	29	387	17	187	17	24	16	28	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.06	0.86	0.08	0.07	0.89	0.04	0.82	0.07	0.11	0.22	0.38	0.40
Final Sat.:	97	1513	139	117	1564	69	1435	130	184	384	671	695
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.25	0.25	0.25	0.13	0.13	0.13	0.04	0.04	0.04
Crit Moves:					****		****					****
Green Time:	33.6	33.6	33.6	33.6	33.6	33.6	17.7	17.7	17.7	5.7	5.7	5.7
Volume/Cap:	0.40	0.40	0.40	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
Delay/Veh:	9.0	9.0	9.0	9.5	9.5	9.5	19.4	19.4	19.4	29.4	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	9.5	9.5	9.5	19.4	19.4	19.4	29.4	29.4	29.4
LOS by Move:	A	A	A	A	A	A	B-	B-	B-	C	C	C
HCM2kAvgQ:	5	5	5	6	6	6	4	4	4	2	2	2

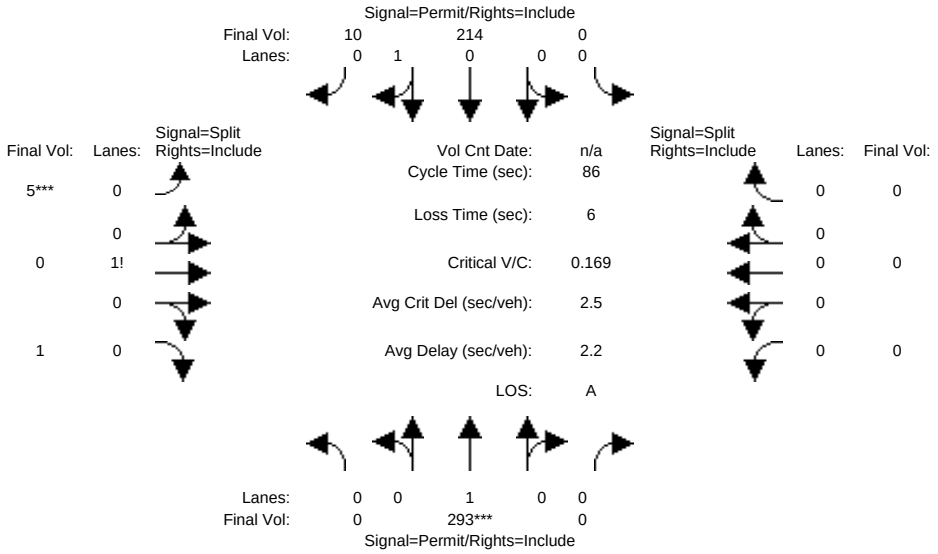
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	283	0	0	188	10	5	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	283	0	0	188	10	5	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	0	0	26	0	0	0	0	0	0	0
Initial Fut:	0	293	0	0	214	10	5	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	293	0	0	214	10	5	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	293	0	0	214	10	5	0	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	293	0	0	214	10	5	0	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.96	0.04	0.83	0.00	0.17	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1720	80	1458	0	292	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	0.00	0.00	0.15	0.15	0.03	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	1.8	0.0	0.0	1.7	1.7	33.8	0.0	33.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.8	0.0	0.0	1.7	1.7	33.8	0.0	33.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	2	0	0	1	1	0	0	0	0	0	0

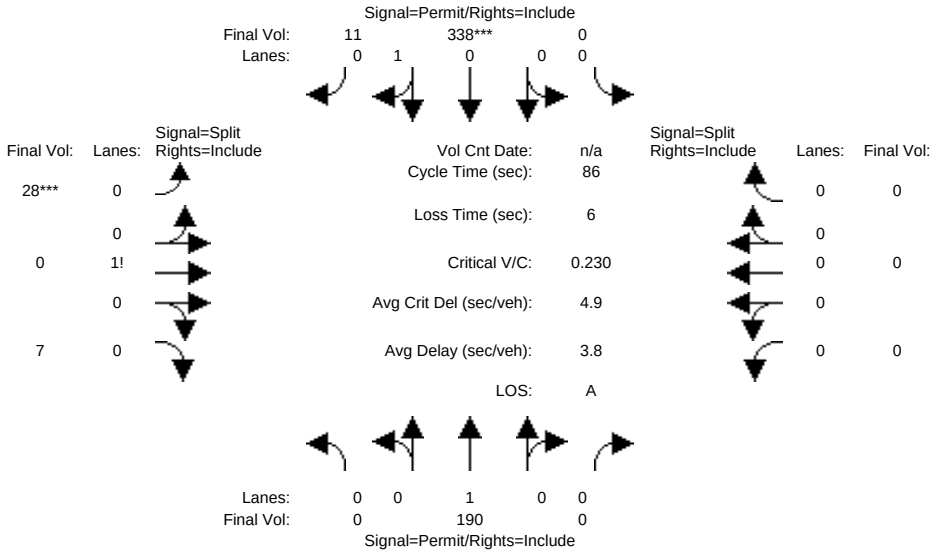
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	180	0	0	328	11	28	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	180	0	0	328	11	28	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	0	0	10	0	0	0	0	0	0	0
Initial Fut:	0	190	0	0	338	11	28	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	190	0	0	338	11	28	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	190	0	0	338	11	28	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	190	0	0	338	11	28	0	7	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.97	0.03	0.80	0.00	0.20	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1743	57	1400	0	350	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.19	0.19	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.00	0.00	0.24	0.24	0.17	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	1.7	0.0	0.0	1.9	1.9	34.7	0.0	34.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.7	0.0	0.0	1.9	1.9	34.7	0.0	34.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	1	0	0	2	2	1	0	1	0	0	0

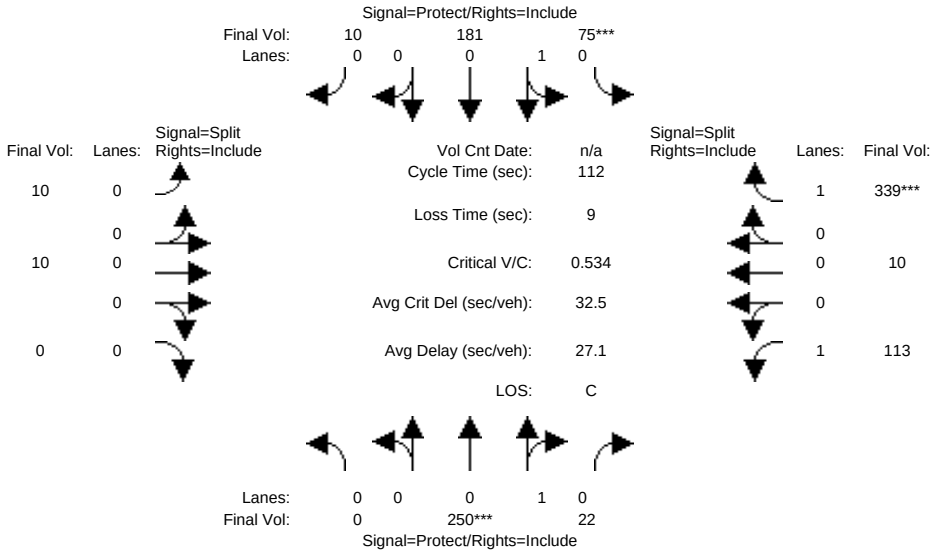
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	240	12	65	135	0	0	0	0	103	0	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	240	12	65	135	0	0	0	0	103	0	329
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	10	46	10	10	10	0	10	10	10
Initial Fut:	0	250	22	75	181	10	10	10	0	113	10	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	250	22	75	181	10	10	10	0	113	10	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	250	22	75	181	10	10	10	0	113	10	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	250	22	75	181	10	10	10	0	113	10	339
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.00	0.92	0.08	0.28	0.68	0.04	0.00	0.00	0.00	0.92	0.08	1.00
Final Sat.:	0	1654	146	493	1191	66	0	0	0	1654	146	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.15	0.15	0.15	xxxx	xxxx	0.00	0.07	0.07	0.19
Crit Moves:		****		****								****
Green Time:	0.0	31.7	31.7	31.9	63.5	63.5	0.0	0.0	0.0	39.5	39.5	39.5
Volume/Cap:	0.00	0.53	0.53	0.53	0.27	0.27	xxxx	xxxx	0.00	0.19	0.19	0.53
Delay/Veh:	0.0	35.0	35.0	34.9	12.5	12.5	0.0	0.0	0.0	25.2	25.2	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.0	35.0	34.9	12.5	12.5	0.0	0.0	0.0	25.2	25.2	29.6
LOS by Move:	A	D+	D+	C-	B	B	A	A	A	C	C	C
HCM2kAvgQ:	0	9	9	9	5	5	0	0	0	3	3	10

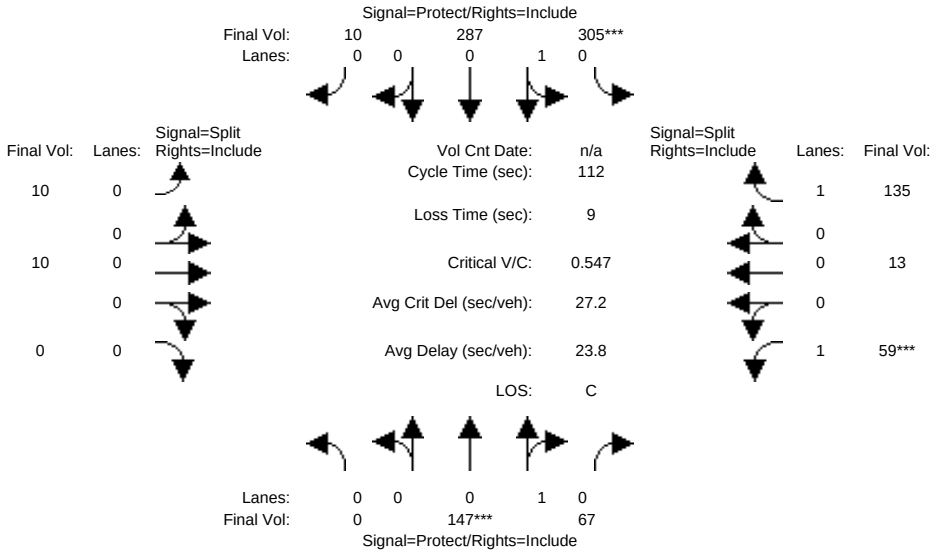
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	137	57	295	277	0	0	0	0	49	3	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	137	57	295	277	0	0	0	0	49	3	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	10	10	10	0	10	10	0
Initial Fut:	0	147	67	305	287	10	10	10	0	59	13	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	147	67	305	287	10	10	10	0	59	13	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	147	67	305	287	10	10	10	0	59	13	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	147	67	305	287	10	10	10	0	59	13	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.00	0.69	0.31	0.51	0.48	0.01	0.00	0.00	0.00	0.82	0.18	1.00
Final Sat.:	0	1236	564	887	834	29	0	0	0	1475	325	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.34	0.34	0.34	xxxx	xxxx	0.00	0.04	0.04	0.08
Crit Moves:		****		****						****		
Green Time:	0.0	22.5	22.5	65.1	87.6	87.6	0.0	0.0	0.0	15.4	15.4	15.4
Volume/Cap:	0.00	0.59	0.59	0.59	0.44	0.44	xxxx	xxxx	0.00	0.29	0.29	0.55
Delay/Veh:	0.0	43.2	43.2	15.9	4.3	4.3	0.0	0.0	0.0	43.7	43.7	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.2	43.2	15.9	4.3	4.3	0.0	0.0	0.0	43.7	43.7	46.8
LOS by Move:	A	D	D	B	A	A	A	A	A	D	D	D
HCM2kAvgQ:	0	8	8	14	8	8	0	0	0	3	3	5

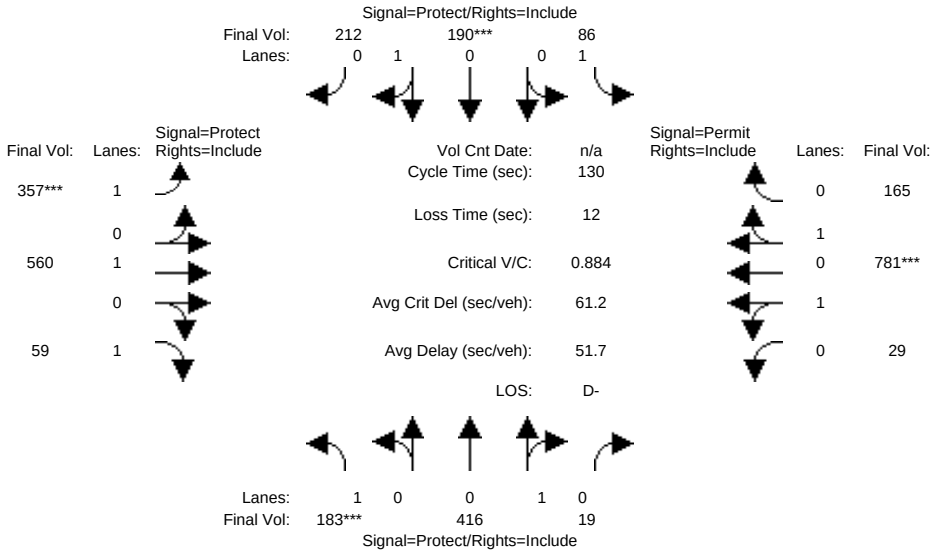
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	406	14	76	180	141	347	550	49	14	771	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	406	14	76	180	141	347	550	49	14	771	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	5	10	10	71	10	10	10	15	10	38
Initial Fut:	183	416	19	86	190	212	357	560	59	29	781	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	416	19	86	190	212	357	560	59	29	781	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	416	19	86	190	212	357	560	59	29	781	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	416	19	86	190	212	357	560	59	29	781	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.96	0.04	1.00	0.47	0.53	1.00	1.00	1.00	0.06	1.60	0.34
Final Sat.:	1750	1721	79	1750	851	949	1750	1900	1750	107	2884	609
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.24	0.05	0.22	0.22	0.20	0.29	0.03	0.27	0.27	0.27
Crit Moves:	****				****		****				****	
Green Time:	15.4	39.4	39.4	8.8	32.8	32.8	30.0	69.8	69.8	39.8	39.8	39.8
Volume/Cap:	0.88	0.80	0.80	0.73	0.88	0.88	0.88	0.55	0.06	0.88	0.88	0.88
Delay/Veh:	89.6	49.7	49.7	79.6	65.0	65.0	68.4	20.4	14.5	51.6	51.6	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.6	49.7	49.7	79.6	65.0	65.0	68.4	20.4	14.5	51.6	51.6	51.6
LOS by Move:	F	D	D	E-	E	E	E	C+	B	D-	D-	D-
HCM2kAvgQ:	11	18	18	5	19	19	18	14	1	23	23	23

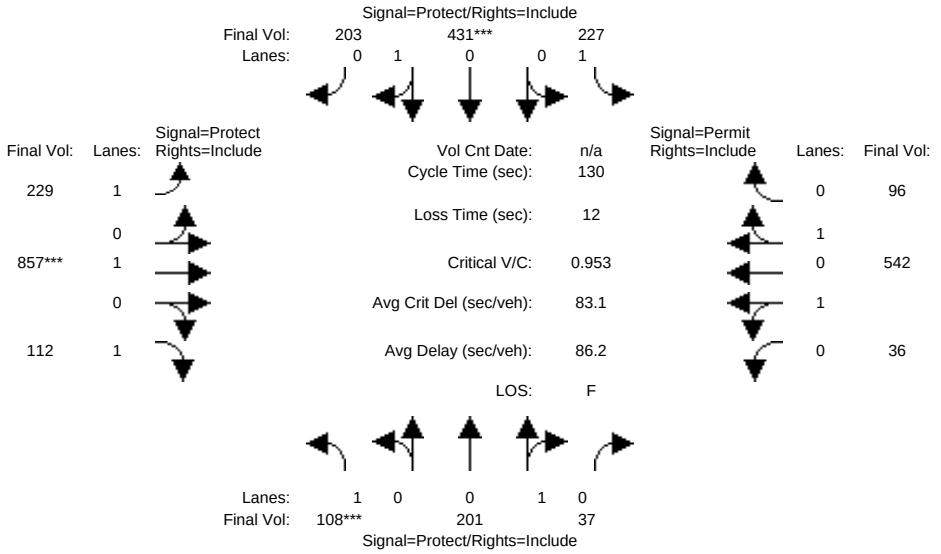
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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	98	191	27	217	399	193	219	847	102	16	532	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	191	27	217	399	193	219	847	102	16	532	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	32	10	10	10	10	20	10	34
Initial Fut:	108	201	37	227	431	203	229	857	112	36	542	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	201	37	227	431	203	229	857	112	36	542	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	201	37	227	431	203	229	857	112	36	542	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	201	37	227	431	203	229	857	112	36	542	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.84	0.16	1.00	0.68	0.32	1.00	1.00	1.00	0.11	1.61	0.28
Final Sat.:	1750	1520	280	1750	1224	576	1750	1900	1750	192	2895	513
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.13	0.35	0.35	0.13	0.45	0.06	0.19	0.19	0.19
Crit Moves:	****				****			****				
Green Time:	7.0	23.5	23.5	23.0	39.5	39.5	50.5	71.5	71.5	21.0	21.0	21.0
Volume/Cap:	1.15	0.73	0.73	0.73	1.16	1.16	0.34	0.82	0.12	1.16	1.16	1.16
Delay/Veh:	198.9	58.6	58.6	59.3	136	136.2	28.2	29.2	14.1	144.2	144	144.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	198.9	58.6	58.6	59.3	136	136.2	28.2	29.2	14.1	144.2	144	144.2
LOS by Move:	F	E+	E+	E+	F	F	C	C	B	F	F	F
HCM2kAvgQ:	9	11	11	11	41	41	7	29	2	23	23	23

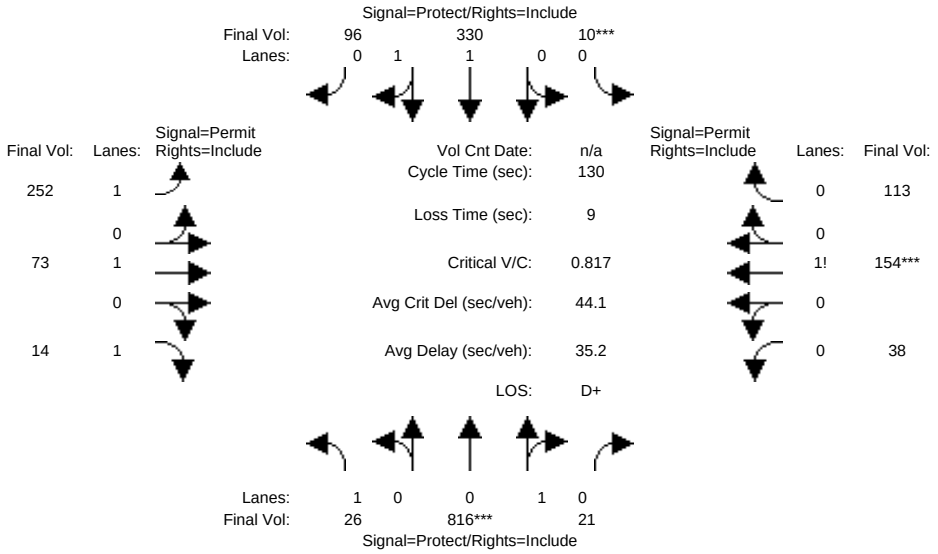
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	806	11	0	321	86	242	63	14	16	144	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	806	11	0	321	86	242	63	14	16	144	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	9	10	10	10	0	22	10	10
Initial Fut:	26	816	21	10	330	96	252	73	14	38	154	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	816	21	10	330	96	252	73	14	38	154	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	816	21	10	330	96	252	73	14	38	154	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	816	21	10	330	96	252	73	14	38	154	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.97	0.03	0.05	1.51	0.44	1.00	1.00	1.00	0.12	0.51	0.37
Final Sat.:	1750	1755	45	83	2725	793	1750	1900	1750	218	884	648
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.12	0.12	0.12	0.14	0.04	0.01	0.17	0.17	0.17
Crit Moves:		****		****							****	
Green Time:	28.7	74.0	74.0	19.3	64.6	64.6	27.7	27.7	27.7	27.7	27.7	27.7
Volume/Cap:	0.07	0.82	0.82	0.82	0.24	0.24	0.67	0.18	0.04	0.82	0.82	0.82
Delay/Veh:	40.1	27.8	27.8	63.2	18.8	18.8	51.8	42.0	40.6	61.8	61.8	61.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	27.8	27.8	63.2	18.8	18.8	51.8	42.0	40.6	61.8	61.8	61.8
LOS by Move:	D	C	C	E	B-	B-	D-	D	D	E	E	E
HCM2kAvgQ:	1	30	30	11	5	5	11	2	0	15	15	15

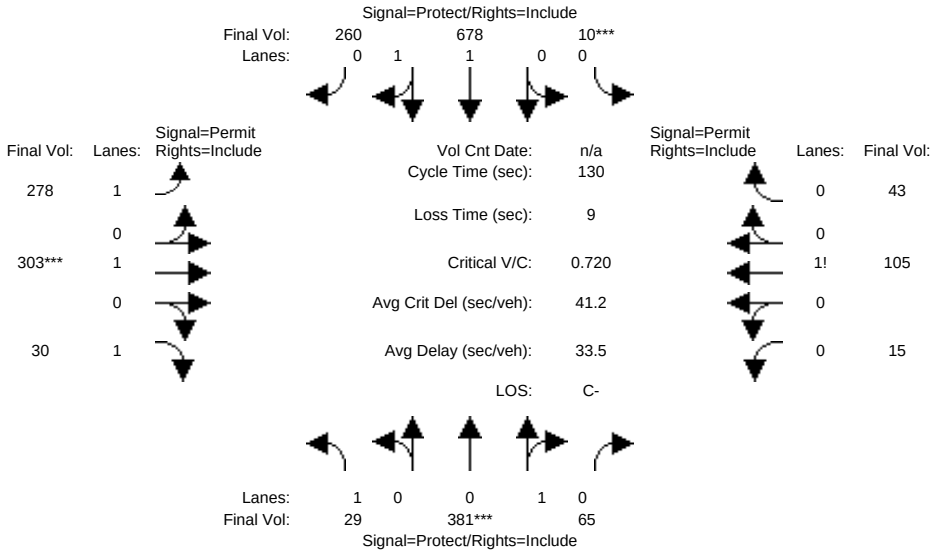
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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	371	55	0	668	250	268	293	20	5	95	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	371	55	0	668	250	268	293	20	5	95	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	10	10	10	10	10	10	10
Initial Fut:	29	381	65	10	678	260	278	303	30	15	105	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	381	65	10	678	260	278	303	30	15	105	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	381	65	10	678	260	278	303	30	15	105	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	381	65	10	678	260	278	303	30	15	105	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.85	0.15	0.02	1.43	0.55	1.00	1.00	1.00	0.09	0.65	0.26
Final Sat.:	1750	1538	262	38	2575	987	1750	1900	1750	161	1127	462
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.26	0.26	0.26	0.16	0.16	0.02	0.09	0.09	0.09
Crit Moves:		****		****				****				
Green Time:	15.7	44.7	44.7	47.5	76.6	76.6	28.8	28.8	28.8	28.8	28.8	28.8
Volume/Cap:	0.14	0.72	0.72	0.72	0.45	0.45	0.72	0.72	0.08	0.42	0.42	0.42
Delay/Veh:	51.4	41.3	41.3	37.5	15.1	15.1	53.2	52.9	40.2	44.2	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	41.3	41.3	37.5	15.1	15.1	53.2	52.9	40.2	44.2	44.2	44.2
LOS by Move:	D-	D	D	D+	B	B	D-	D-	D	D	D	D
HCM2kAvgQ:	1	17	17	18	11	11	12	12	1	6	6	6

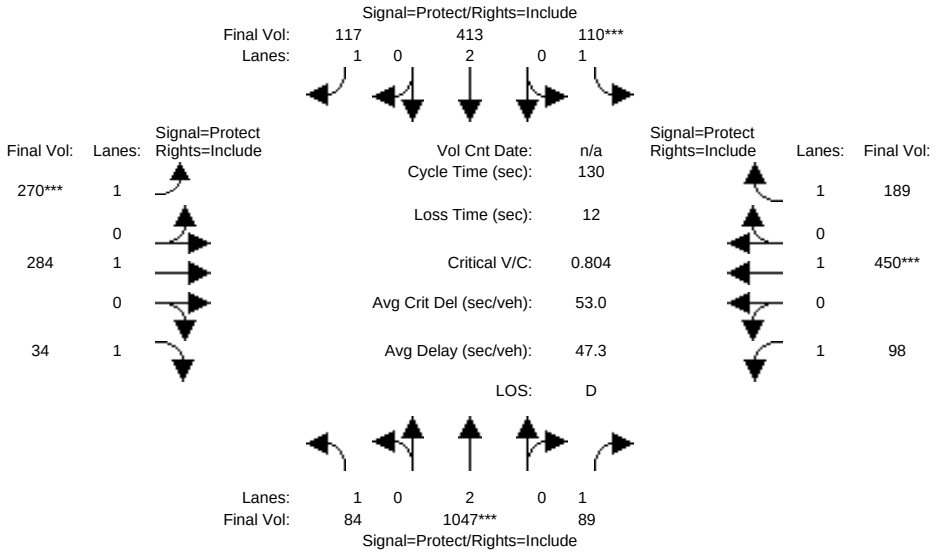
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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based AM

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1037	43	100	403	107	169	274	28	57	440	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1037	43	100	403	107	169	274	28	57	440	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	46	10	10	10	101	10	6	41	10	17
Initial Fut:	84	1047	89	110	413	117	270	284	34	98	450	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1047	89	110	413	117	270	284	34	98	450	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1047	89	110	413	117	270	284	34	98	450	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1047	89	110	413	117	270	284	34	98	450	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.05	0.06	0.11	0.07	0.15	0.15	0.02	0.06	0.24	0.11
Crit Moves:		****		****			****				****	
Green Time:	18.1	44.6	44.6	10.2	36.6	36.6	25.0	46.0	46.0	17.2	38.3	38.3
Volume/Cap:	0.34	0.80	0.15	0.80	0.39	0.24	0.80	0.42	0.05	0.42	0.80	0.37
Delay/Veh:	54.4	44.1	30.1	96.7	38.7	37.1	68.4	33.8	27.8	57.4	54.0	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	44.1	30.1	96.7	38.7	37.1	68.4	33.8	27.8	57.4	54.0	38.3
LOS by Move:	D-	D	C	F	D+	D+	E	C-	C	E+	D-	D+
HCM2kAvgQ:	3	21	3	7	7	4	13	9	1	4	18	6

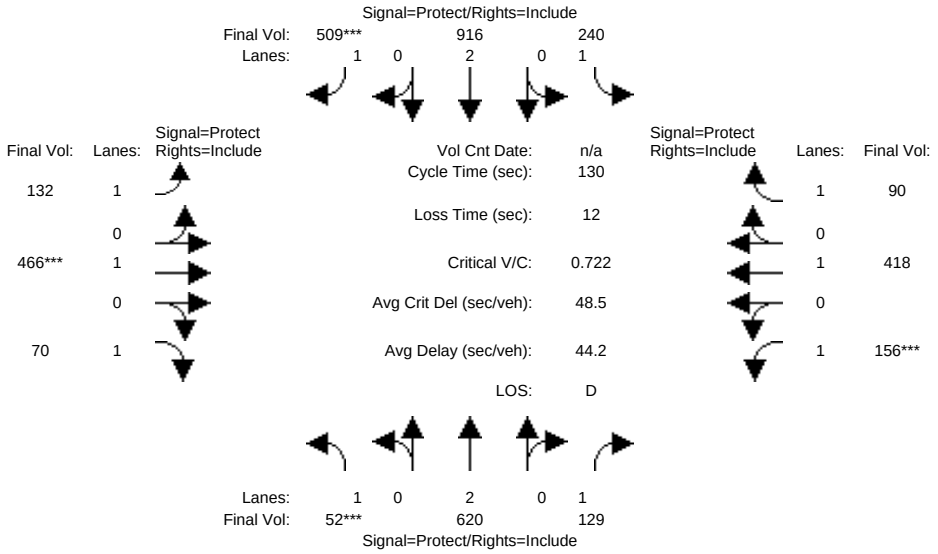
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
BG + Project Goal Based PM

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	610	76	230	906	335	122	456	60	66	408	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	610	76	230	906	335	122	456	60	66	408	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	7	10	53	10	10	174	10	10	10	90	10	13
Initial Fut:	52	620	129	240	916	509	132	466	70	156	418	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	620	129	240	916	509	132	466	70	156	418	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	620	129	240	916	509	132	466	70	156	418	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	620	129	240	916	509	132	466	70	156	418	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.07	0.14	0.24	0.29	0.08	0.25	0.04	0.09	0.22	0.05
Crit Moves:	****					****		****		****		
Green Time:	7.0	31.9	31.9	26.8	51.6	51.6	15.2	43.5	43.5	15.8	44.2	44.2
Volume/Cap:	0.55	0.67	0.30	0.67	0.61	0.73	0.65	0.73	0.12	0.73	0.65	0.15
Delay/Veh:	81.2	48.0	41.8	56.9	32.9	40.0	69.7	45.4	30.4	74.9	41.2	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.2	48.0	41.8	56.9	32.9	40.0	69.7	45.4	30.4	74.9	41.2	30.4
LOS by Move:	F	D	D	E+	C-	D	E	D	C	E	D	C
HCM2kAvgQ:	3	12	5	10	15	19	7	17	2	8	14	3

Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative NP AM				Cumulative NP PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Coleman Avenue & Hedding Street [City LOS]	E-	76.6	1.121	110.7	F	113.4	1.288	181.1
#2	Coleman Avenue & Taylor Street [City LOS]	E+	55.1	0.962	65.9	F	140.2	1.304	188.9
#3	The Alameda & Julian Street [City LOS]	C	24.0	0.713	33.3	C	31.9	0.835	39.7
#4	Park Avenue & Race Street [City LOS]	C	23.6	0.753	27.5	C	27.3	0.806	30.6
#5	San Carlos Street & Race Street [City LOS]	D-	53.2	0.930	67.4	E	60.9	1.020	80.0
#6	Race Street & Auzerais Avenue [City LOS]	B+	11.5	0.446	12.8	B	13.0	0.693	16.7
#7	Race Street & Saddle Rack Street [City LOS]	C	23.1	0.434	24.7	F	82.5	0.938	112.0
#8	Race Street & Parkmoor Avenue [City LOS]	C	28.5	0.575	24.8	D-	51.0	0.908	54.7
#9	Auzerais Avenue & Lincoln Street [City LOS]	B	17.3	0.538	16.8	C	26.8	0.661	28.7
#10	Auzerais Avenue & Sunol Street [City LOS]	A	9.6	0.454	10.3	B	13.2	0.573	14.5
#11	Bird Avenue & Virginia Street [City LOS]	D+	37.3	0.684	38.8	C	27.7	0.543	34.6
#12	Bird Avenue & Coe Avenue [City LOS]	C	27.1	0.578	29.7	D	41.2	0.884	52.5
#13	De La Cruz Boulevard & Central Expressway [Santa Clara	F	145.0	1.411	244.6	F	106.4	1.228	170.5
#14	De La Cruz Boulevard & Martin Avenue [Santa Clara	C-	35.0	0.878	46.0	D	40.5	0.883	47.1
#15	De La Cruz Boulevard & Reed Street [Santa Clara Intersection]	B+	10.3	0.664	8.4	E-	76.5	1.221	141.3
#16	Coleman Avenue & Brokaw Road [Santa Clara Intersection]	B	17.2	0.669	17.4	C	32.0	0.799	32.9
#17	El Camino Real & Benton Street [Santa Clara Intersection]	B	16.3	0.415	14.7	B	17.3	0.486	17.0
#18	El Camino Real & Palm Drive [Santa Clara Intersection]	B	13.0	0.390	10.0	B	12.1	0.429	9.4
#19	El Camino Real & Campbell Avenue [Santa Clara Intersection]	B+	11.3	0.472	9.0	B	14.0	0.514	12.7
#20	El Camino Real & The Alameda [Santa Clara Intersection]	C+	21.7	0.746	22.2	E-	77.0	1.150	112.8
#21	The Alameda & Newhall Street [Santa Clara Intersection]	B	13.5	0.670	12.5	F	95.3	1.342	197.4
#22	Julian Street & Stockton Avenue [Ops Analysis]	D	44.3	0.804	50.0	E	66.2	1.009	83.9
#23	The Alameda & Stockton Avenue [Ops Analysis]	C	23.9	0.505	33.6	D-	52.3	0.930	75.3
#24	Santa Clara Street & Cahill Street [Ops Analysis]	C	24.1	0.646	35.2	D+	35.3	0.812	44.2
#25	San Carlos Street & Bird Avenue [Ops Analysis]	D-	51.8	0.942	72.9	F	173.1	1.515	284.1
#26	Bird Avenue & I-280 N Ramps [Ops Analysis]	D+	36.3	0.851	45.7	D	48.7	1.158	118.5

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative NP AM				Cumulative NP PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	Bird Avenue & I-280 S Ramps [Ops Analysis]	E+	57.2	0.966	64.3	C	26.7	0.760	40.9
#28	Julian Street & Autumn Parkway [Ops Analysis]	A	9.8	0.586	13.9	B	17.5	0.752	15.9
#29	Julian Street & SR-87 S Ramp [Ops Analysis]	B	16.9	0.545	15.8	B	13.5	0.667	17.7
#30	Julian Street & SR-87 N Ramp [Ops Analysis]	D	48.5	0.699	53.4	D-	53.0	0.874	66.1
#31	Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]	C+	20.2	0.658	21.0	B	17.6	0.646	19.4
#32	Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops	E+	58.8	0.931	70.5	F	162.6	1.294	183.9
#33	Park Avenue & Woz Way/SR-87 N On [Ops Analysis]	C+	21.3	0.708	23.8	C-	34.6	0.888	38.3
#34	Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]	C-	32.8	0.521	33.6	F	119.2	1.181	139.7
#35	Woz Way & SR-87 N Off [Ops Analysis]	B+	10.0	0.505	10.5	B	13.0	0.763	14.9
#36	The Alameda & I-880 S Off/On Ramp [CMP]	B	15.8	0.815	16.6	B	16.1	0.831	18.5
#37	The Alameda & I-880 N On/Off Ramp [CMP]	B	14.6	0.805	17.7	B	13.6	0.687	14.5
#38	The Alameda & W Hedding Street [CMP]	D	48.4	0.890	59.1	F	129.6	1.331	208.4
#39	The Alameda & Naglee Avenue [CMP]	D-	53.2	0.888	52.6	F	185.3	1.344	213.1
#40	Coleman Avenue & I-880 S Ramp [CMP]	D	46.3	1.026	60.0	C	29.4	0.920	33.0
#41	Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]	D+	37.8	0.842	44.9	C-	33.9	0.916	47.7
#42	Taylor Street & SR-87 Ramp [CMP]	F	91.7	1.199	146.4	E	62.0	1.041	88.9
#43	Oakland Road & US-101 N Ramp [CMP]	D-	52.2	1.024	75.2	D	41.2	1.022	58.2
#44	Oakland Road & US-101 S Ramp [CMP]	D	48.6	0.989	63.5	D+	35.7	0.941	47.3
#45	First Street & Willow Street [CMP]	B	17.3	0.680	19.2	C+	22.4	0.694	24.8
#46	First Street & Goodyear Street/Keyes Street [CMP]	D-	53.2	0.959	65.1	F	107.1	1.200	153.9
#47	First Street & E Alma Avenue [CMP]	D	44.3	0.748	47.7	D-	53.5	0.861	62.4
#48	Monterey Road & Curtner Avenue/Tully Road [CMP]	D	46.0	0.751	42.3	E	66.4	0.970	81.6
#49	10th Street & I-280 N On-Ramp [CMP]	B-	19.2	0.831	20.5	C	28.6	0.939	30.7
#50	10th Street & I-280 S Off-Ramp [CMP]	B	13.1	0.509	12.0	C+	20.4	0.824	21.6
#51	11th Street & I-280 N Off-Ramp [CMP]	C+	20.8	0.909	29.2	B	15.8	0.631	17.6
#52	11th Street & I-280 S On-Ramp [CMP]	B+	10.9	0.503	11.6	B	13.9	0.653	19.4

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Downtown West LTA

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative NP AM				Cumulative NP PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	Mclaughlin Avenue & I-280 S Off-Ramp [CMP]	B	16.2	0.663	17.4	B	14.8	0.500	15.5
#54	The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit	B	16.0	0.667	22.8	C	24.7	0.747	30.0
#55	The Alameda & Race Street [Santa Clara-Alameda Transit	F	88.4	1.081	117.5	F	241.1	1.691	372.6
#56	The Alameda & Sunol Street [Santa Clara-Alameda Transit	B-	19.3	0.373	16.9	B	17.1	0.586	12.3
#57	Santa Clara Street & Montgomery Street [Santa Clara-Alameda	A	7.5	0.258	0.2	A	8.9	0.365	13.4
#58	Santa Clara Street & Autumn Street [Santa Clara-Alameda	E-	79.2	1.090	105.4	E	68.7	1.072	98.4
#59	Santa Clara Street & Almaden Boulevard [Santa	B	12.8	0.760	14.2	D	44.7	1.041	68.3
#60	Santa Clara Street & Notre Dame Avenue [Santa	C	26.1	0.566	23.3	C	28.1	0.635	32.1
#61	Santa Clara Street & Almaden Avenue [Santa Clara-Alameda	A	3.1	0.321	3.0	A	7.7	0.316	7.9
#62	Santa Clara Street & San Pedro Street [Santa Clara-Alameda	B	16.2	0.360	14.2	C	23.1	0.516	23.7
#63	Santa Clara Street & Market Street [Santa Clara-Alameda	D	44.2	0.922	47.3	E	71.0	1.031	78.5
#64	Santa Clara Street & First Street [Santa Clara-Alameda Transit	C	23.4	0.811	29.6	D+	37.9	0.973	50.6
#65	Santa Clara Street & Second Street [Santa Clara-Alameda	B	14.9	0.640	20.4	C	29.8	0.911	39.9
#66	Santa Clara Street & Third Street [Santa Clara-Alameda Transit	B-	19.5	0.636	21.4	C+	21.3	0.552	24.6
#67	Santa Clara Street and Fourth Street [Santa Clara-Alameda	B	17.6	0.561	23.6	D	41.9	0.974	50.3
#68	Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit	B	12.7	0.404	4.6	A	9.5	0.522	11.6
#69	Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit	B	12.2	0.326	8.6	B	15.0	0.317	10.9
#70	San Carlos Street & Buena Vista Avenue [San Carlos Transit	D+	35.0	0.858	43.5	E-	75.3	0.996	81.7
#71	San Carlos Street & Meridian Avenue [San Carlos Transit	D-	51.8	0.903	56.5	F	135.8	1.263	178.2
#72	San Carlos Street & Lincoln Avenue [San Carlos Transit	D	43.6	0.807	52.9	F	182.9	1.420	248.0
#73	San Carlos Street & Sunol Street [San Carlos Transit Corridor]	B-	19.3	0.480	17.7	C	24.4	0.815	27.0
#74	San Carlos Street & Delmas Avenue [San Carlos Transit	C+	20.1	0.522	24.4	D+	38.6	0.920	46.0
#75	San Carlos Street & Woz Way [San Carlos Transit Corridor]	E	69.0	0.929	76.4	F	159.7	1.280	184.7
#76	San Carlos Street & Almaden Boulevard [San Carlos Transit	D	45.2	0.729	50.3	E	69.5	1.030	80.7
#77	San Carlos Street & Convention Center [San Carlos Transit	A	0.5	0.371	0.5	A	0.5	0.448	0.5
#78	San Carlos Street & Market Street [San Carlos Transit Corridor]	F	87.8	1.105	110.2	F	131.9	1.267	176.3

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative NP AM				Cumulative NP PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#79	San Carlos Street & First Street [San Carlos Transit Corridor]	B	17.9	0.515	19.1	C	24.2	0.827	27.8
#80	San Carlos Street & Second Street [San Carlos Transit	B	16.4	0.521	23.4	C	30.8	0.858	38.7
#81	First Street & Virginia Street [First Street Transit Corridor]	B-	18.7	0.662	19.7	C	29.2	0.822	31.4
#82	First Street/Market Street & Reed Street [First Street Transit	E	66.0	1.213	114.0	F	176.3	1.578	287.8
#83	First Street & San Salvador Street [First Street Transit Corridor]	B	12.6	0.389	12.9	B	14.2	0.515	12.9
#84	First Street & San Fernando Street [First Street Transit	B-	18.3	0.512	16.4	B	15.9	0.767	18.5
#85	Second Street & San Fernando Street [First Street Transit	B	13.4	0.311	14.4	B	15.3	0.698	16.0
#86	First Street & St John Street [First Street Transit Corridor]	B+	11.6	0.511	12.5	B+	11.8	0.545	12.9
#87	Second Street & St John Street [First Street Transit Corridor]	A	9.4	0.481	9.7	B	13.9	0.754	15.7
#88	First Street & St James Street [First Street Transit Corridor]	A	9.7	0.422	9.8	A	9.9	0.486	10.0
#89	Second Street & St James Street [First Street Transit Corridor]	B+	10.3	0.453	10.3	B	15.5	0.765	15.5
#90	First Street & Devine Street [First Street Transit Corridor]	A	6.0	0.122	6.0	B	16.0	0.111	16.0
#91	First Street & Julian Street [First Street Transit Corridor]	C+	20.8	0.387	22.4	B-	18.7	0.258	21.2
#92	First Street & Hawthorne Way [First Street Transit Corridor]	A	3.3	0.205	4.9	A	8.8	0.418	10.7
#93	First Street & Rankin Avenue [First Street Transit Corridor]	A	2.2	0.186	2.5	A	3.4	0.285	4.5
#94	First Street & Jackson Street [First Street Transit Corridor]	C	26.4	0.612	35.0	C	29.5	0.755	37.9
#95	First Street & Taylor Street [First Street Transit Corridor]	E+	58.8	0.941	71.7	E	66.4	0.843	64.0
#96	First Street & Mission Street [First Street Transit Corridor]	D	43.4	0.906	56.9	E+	55.7	1.048	88.1
#97	First Street & Hedding Street [First Street Transit Corridor]	D	44.5	0.790	49.1	E	62.4	0.976	76.9

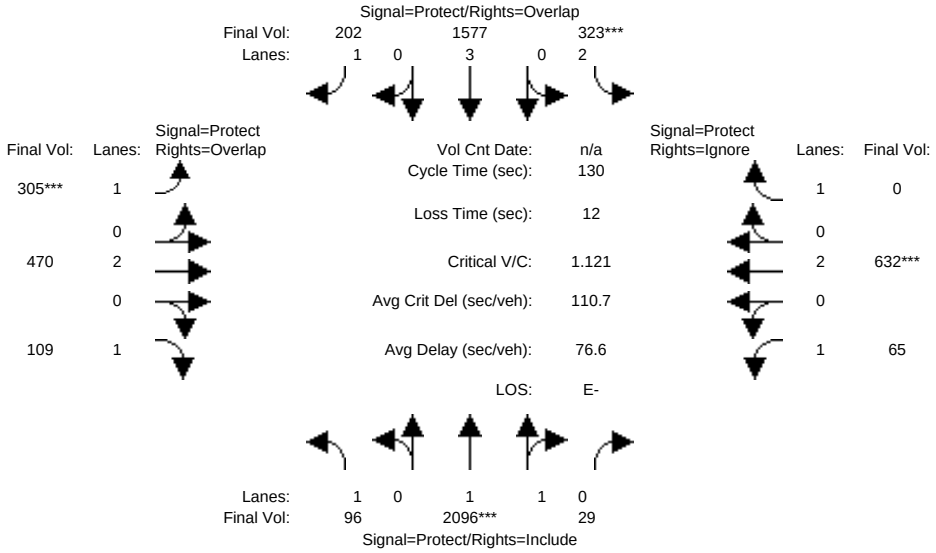
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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1541	15	221	453	128	235	296	103	39	268	748
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1541	15	221	453	128	235	296	103	39	268	748
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	555	14	102	1124	74	70	174	6	26	364	10
Initial Fut:	96	2096	29	323	1577	202	305	470	109	65	632	758
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	96	2096	29	323	1577	202	305	470	109	65	632	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	2096	29	323	1577	202	305	470	109	65	632	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	96	2096	29	323	1577	202	305	470	109	65	632	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3649	50	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.57	0.57	0.10	0.33	0.12	0.17	0.12	0.06	0.04	0.17	0.00
Crit Moves:		****			****			****			****	
Green Time:	11.1	66.6	66.6	11.9	67.4	87.6	20.2	27.5	38.7	12.0	19.3	0.0
Volume/Cap:	0.64	1.12	1.12	1.12	0.64	0.17	1.12	0.58	0.21	0.40	1.12	0.00
Delay/Veh:	76.7	93.8	93.8	148.6	23.9	8.1	146.0	49.2	35.1	63.0	131	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	93.8	93.8	148.6	23.9	8.1	146.0	49.2	35.1	63.0	131	0.0
LOS by Move:	E-	F	F	F	C	A	F	D	D+	E	F	A
HCM2kAvgQ:	5	61	61	13	15	3	21	9	3	3	20	0

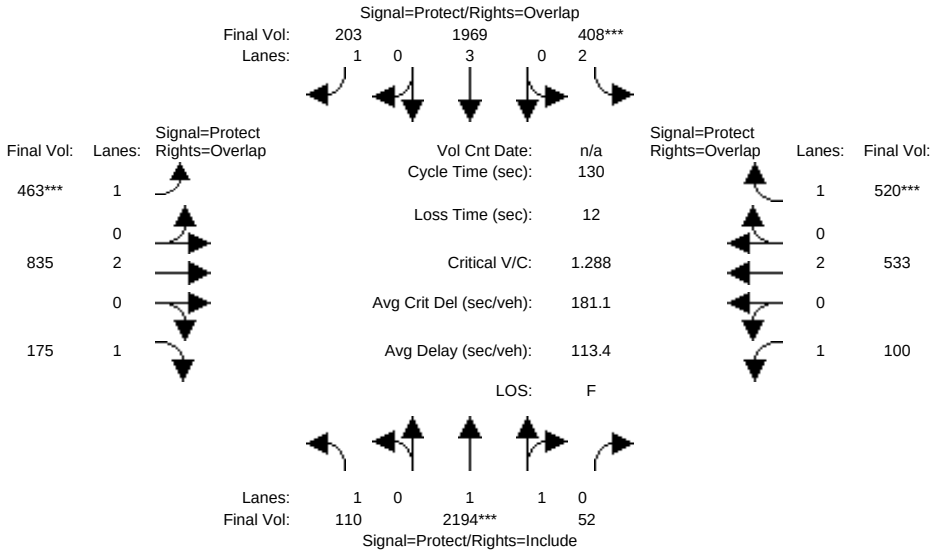
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	622	31	398	1398	193	183	476	165	69	360	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	622	31	398	1398	193	183	476	165	69	360	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	1572	21	10	571	10	280	359	10	31	173	96
Initial Fut:	110	2194	52	408	1969	203	463	835	175	100	533	520
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	2194	52	408	1969	203	463	835	175	100	533	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2194	52	408	1969	203	463	835	175	100	533	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	2194	52	408	1969	203	463	835	175	100	533	520
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3614	86	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.61	0.61	0.13	0.41	0.12	0.26	0.22	0.10	0.06	0.14	0.30
Crit Moves:		****			****			****				****
Green Time:	9.8	61.3	61.3	13.1	64.6	91.3	26.7	34.6	44.4	9.0	16.9	30.0
Volume/Cap:	0.83	1.29	1.29	1.29	0.83	0.17	1.29	0.82	0.29	0.82	1.08	1.29
Delay/Veh:	102.8	168	168.2	209.7	31.8	6.8	200.5	52.5	32.5	104.4	119	197.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.8	168	168.2	209.7	31.8	6.8	200.5	52.5	32.5	104.4	119	197.0
LOS by Move:	F	F	F	F	C	A	F	D-	C-	F	F	F
HCM2kAvgQ:	7	78	78	19	24	3	36	18	5	6	17	40

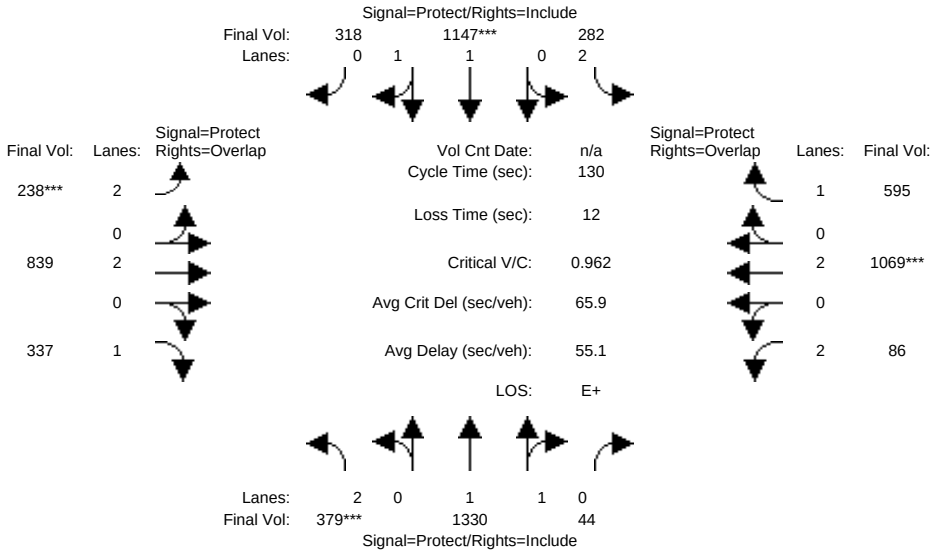
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	956	23	161	296	133	228	525	104	72	550	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	956	23	161	296	133	228	525	104	72	550	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	201	374	21	121	851	185	10	314	233	14	519	241
Initial Fut:	379	1330	44	282	1147	318	238	839	337	86	1069	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	1330	44	282	1147	318	238	839	337	86	1069	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	1330	44	282	1147	318	238	839	337	86	1069	595
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	1330	44	282	1147	318	238	839	337	86	1069	595
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.93	0.07	2.00	1.55	0.45	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3581	118	3150	2896	803	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.09	0.40	0.40	0.08	0.22	0.19	0.03	0.28	0.34
Crit Moves:	****				****		****				****	
Green Time:	16.3	56.2	56.2	13.6	53.5	53.5	10.2	38.8	55.0	9.5	38.0	51.6
Volume/Cap:	0.96	0.86	0.86	0.86	0.96	0.96	0.96	0.74	0.45	0.38	0.96	0.86
Delay/Veh:	93.3	39.5	39.5	81.4	52.9	52.9	107.9	45.4	28.8	62.1	64.6	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.3	39.5	39.5	81.4	52.9	52.9	107.9	45.4	28.8	62.1	64.6	48.8
LOS by Move:	F	D	D	F	D-	D-	F	D	C	E	E	D
HCM2kAvgQ:	13	28	28	9	34	34	9	16	10	2	26	26

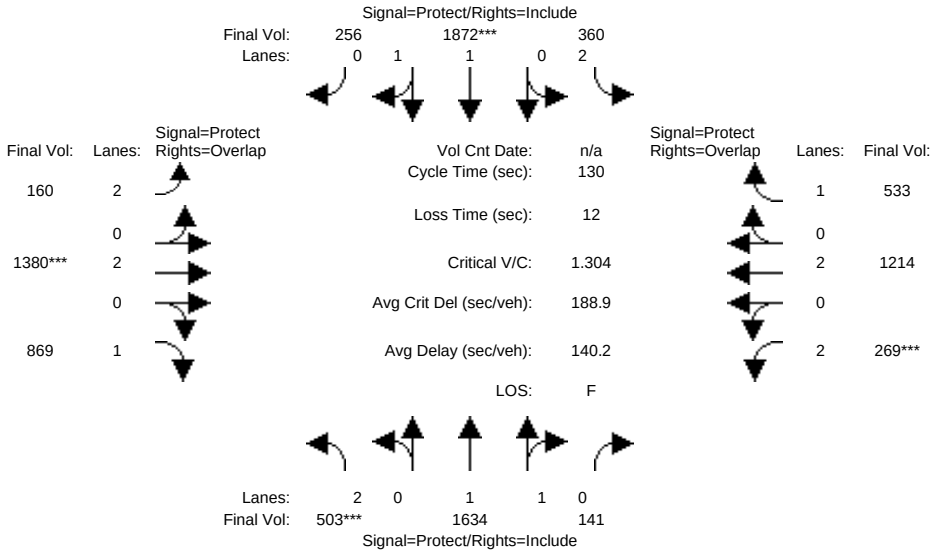
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	211	377	101	350	1218	179	150	667	517	259	535	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	377	101	350	1218	179	150	667	517	259	535	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	292	1257	40	10	654	77	10	713	352	10	679	331
Initial Fut:	503	1634	141	360	1872	256	160	1380	869	269	1214	533
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	1634	141	360	1872	256	160	1380	869	269	1214	533
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	1634	141	360	1872	256	160	1380	869	269	1214	533
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	1634	141	360	1872	256	160	1380	869	269	1214	533
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.84	0.16	2.00	1.75	0.25	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3406	294	3150	3255	445	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.48	0.48	0.11	0.58	0.58	0.05	0.36	0.50	0.09	0.32	0.30
Crit Moves:	****				****			****			****	
Green Time:	15.9	59.2	59.2	14.1	57.4	57.4	7.0	36.2	52.1	8.5	37.7	51.8
Volume/Cap:	1.30	1.05	1.05	1.05	1.30	1.30	0.94	1.30	1.24	1.30	1.10	0.76
Delay/Veh:	211.5	73.1	73.1	121.5	178	177.6	116.9	191	158.1	228.0	105	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	211.5	73.1	73.1	121.5	178	177.6	116.9	191	158.1	228.0	105	41.6
LOS by Move:	F	E	E	F	F	F	F	F	F	F	F	D
HCM2kAvgQ:	23	47	47	14	75	75	7	49	61	13	35	21

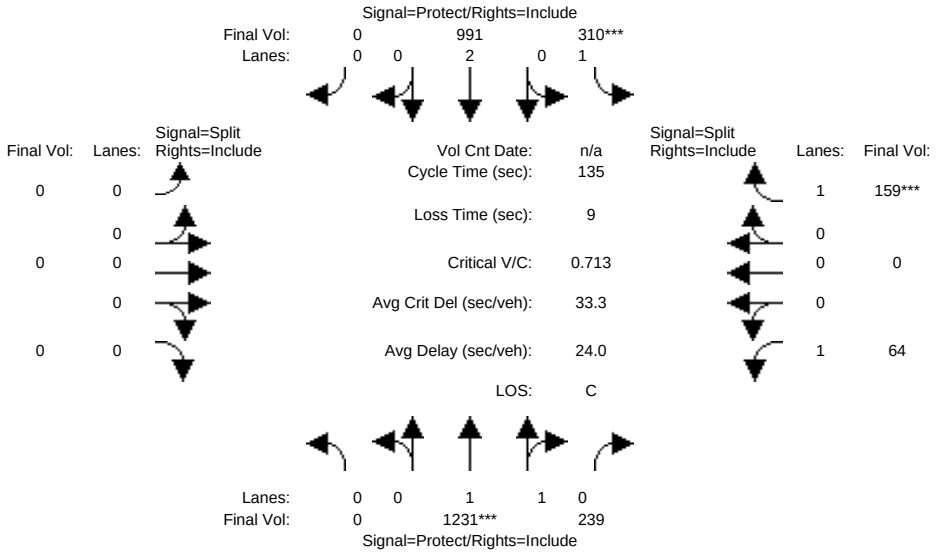
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1201	80	75	448	0	0	0	0	47	0	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1201	80	75	448	0	0	0	0	47	0	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	30	159	235	543	0	0	0	0	17	0	10
Initial Fut:	0	1231	239	310	991	0	0	0	0	64	0	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1231	239	310	991	0	0	0	0	64	0	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1231	239	310	991	0	0	0	0	64	0	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1231	239	310	991	0	0	0	0	64	0	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.67	0.33	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3098	601	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.18	0.26	0.00	0.00	0.00	0.00	0.04	0.00	0.09
Crit Moves:		****		****								****
Green Time:	0.0	75.2	75.2	33.5	109	0.0	0.0	0.0	0.0	17.2	0.0	17.2
Volume/Cap:	0.00	0.71	0.71	0.71	0.32	0.00	0.00	0.00	0.00	0.29	0.00	0.71
Delay/Veh:	0.0	24.1	24.1	55.9	3.7	0.0	0.0	0.0	0.0	56.6	0.0	74.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.1	24.1	55.9	3.7	0.0	0.0	0.0	0.0	56.6	0.0	74.2
LOS by Move:	A	C	C	E+	A	A	A	A	A	E+	A	E
HCM2kAvgQ:	0	23	23	14	5	0	0	0	0	3	0	8

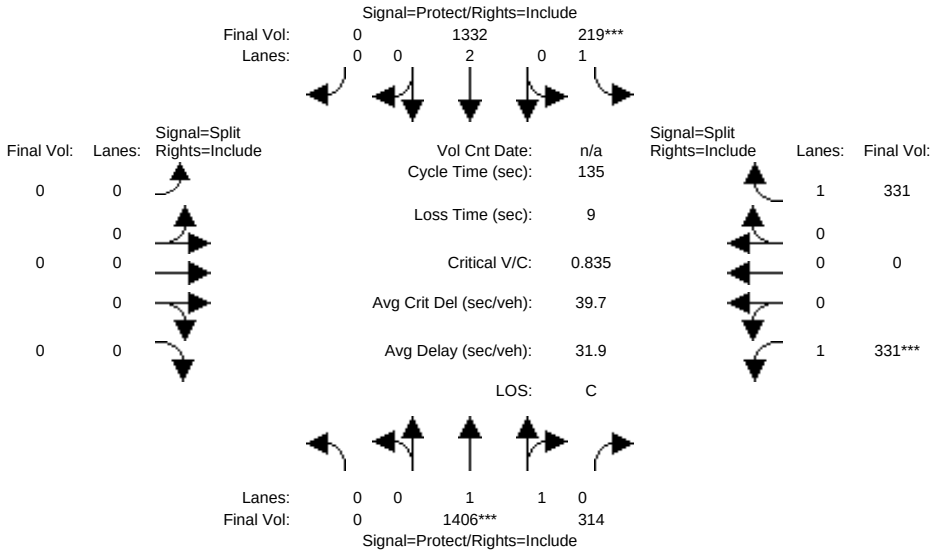
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	610	85	209	968	0	0	0	0	74	0	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	610	85	209	968	0	0	0	0	74	0	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	796	229	10	364	0	0	0	0	257	0	207
Initial Fut:	0	1406	314	219	1332	0	0	0	0	331	0	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1406	314	219	1332	0	0	0	0	331	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1406	314	219	1332	0	0	0	0	331	0	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1406	314	219	1332	0	0	0	0	331	0	331
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.62	0.38	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3024	675	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.13	0.35	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Crit Moves:		****		****						****		
Green Time:	0.0	75.2	75.2	20.2	95.4	0.0	0.0	0.0	0.0	30.6	0.0	30.6
Volume/Cap:	0.00	0.83	0.83	0.83	0.50	0.00	0.00	0.00	0.00	0.83	0.00	0.83
Delay/Veh:	0.0	29.0	29.0	81.5	9.6	0.0	0.0	0.0	0.0	68.2	0.0	68.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.0	29.0	81.5	9.6	0.0	0.0	0.0	0.0	68.2	0.0	68.2
LOS by Move:	A	C	C	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	32	32	12	12	0	0	0	0	16	0	16

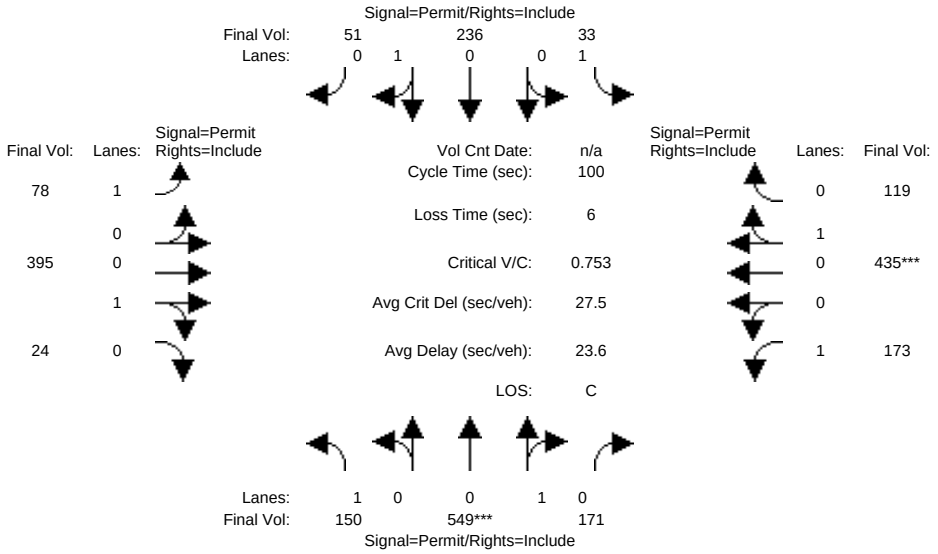
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	490	22	24	207	29	68	307	12	27	425	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	490	22	24	207	29	68	307	12	27	425	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	105	59	149	9	29	22	10	88	12	146	10	10
Initial Fut:	150	549	171	33	236	51	78	395	24	173	435	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	549	171	33	236	51	78	395	24	173	435	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	549	171	33	236	51	78	395	24	173	435	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	549	171	33	236	51	78	395	24	173	435	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.76	0.24	1.00	0.82	0.18	1.00	0.94	0.06	1.00	0.79	0.21
Final Sat.:	1750	1372	427	1750	1480	320	1750	1697	103	1750	1413	387
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.02	0.16	0.16	0.04	0.23	0.23	0.10	0.31	0.31
Crit Moves:		****									****	
Green Time:	53.1	53.1	53.1	53.1	53.1	53.1	40.9	40.9	40.9	40.9	40.9	40.9
Volume/Cap:	0.16	0.75	0.75	0.04	0.30	0.30	0.11	0.57	0.57	0.24	0.75	0.75
Delay/Veh:	12.4	23.8	23.8	11.3	13.9	13.9	18.6	26.0	26.0	20.2	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	23.8	23.8	11.3	13.9	13.9	18.6	26.0	26.0	20.2	32.3	32.3
LOS by Move:	B	C	C	B+	B	B	B-	C	C	C+	C-	C-
HCM2kAvgQ:	3	19	19	1	5	5	2	11	11	4	17	17

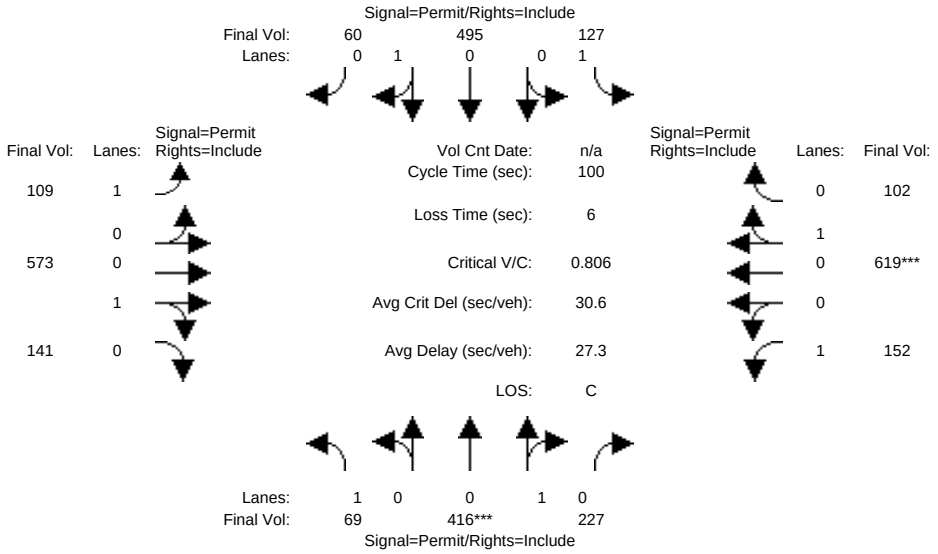
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	27	288	23	92	485	50	99	563	41	31	265	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	288	23	92	485	50	99	563	41	31	265	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	42	128	204	35	10	10	10	10	100	121	354	59
Initial Fut:	69	416	227	127	495	60	109	573	141	152	619	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	416	227	127	495	60	109	573	141	152	619	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	416	227	127	495	60	109	573	141	152	619	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	416	227	127	495	60	109	573	141	152	619	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.65	0.35	1.00	0.89	0.11	1.00	0.80	0.20	1.00	0.86	0.14
Final Sat.:	1750	1165	635	1750	1605	195	1750	1445	355	1750	1545	255
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.07	0.31	0.31	0.06	0.40	0.40	0.09	0.40	0.40
Crit Moves:		****									****	
Green Time:	44.3	44.3	44.3	44.3	44.3	44.3	49.7	49.7	49.7	49.7	49.7	49.7
Volume/Cap:	0.09	0.81	0.81	0.16	0.70	0.70	0.13	0.80	0.80	0.17	0.81	0.81
Delay/Veh:	16.4	32.7	32.7	17.2	27.4	27.4	13.8	28.3	28.3	14.3	28.8	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	32.7	32.7	17.2	27.4	27.4	13.8	28.3	28.3	14.3	28.8	28.8
LOS by Move:	B	C-	C-	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	1	20	20	2	15	15	2	21	21	3	21	21

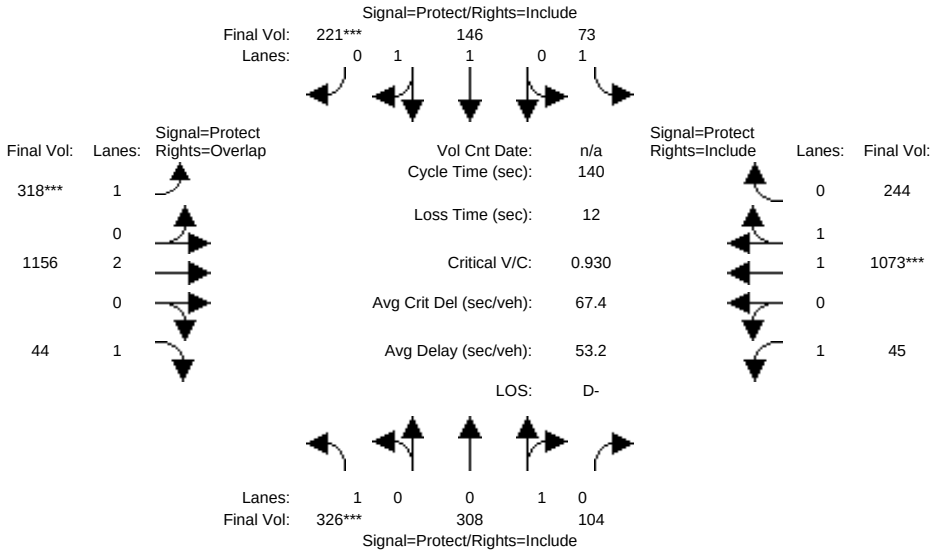
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	284	26	41	97	120	123	435	44	35	801	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	284	26	41	97	120	123	435	44	35	801	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	220	24	78	32	49	101	195	721	0	10	272	92
Initial Fut:	326	308	104	73	146	221	318	1156	44	45	1073	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	308	104	73	146	221	318	1156	44	45	1073	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	308	104	73	146	221	318	1156	44	45	1073	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	308	104	73	146	221	318	1156	44	45	1073	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.75	0.25	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	1750	1346	454	1750	1900	1750	1750	3800	1750	1750	3014	685
Capacity Analysis Module:												
Vol/Sat:	0.19	0.23	0.23	0.04	0.08	0.13	0.18	0.30	0.03	0.03	0.36	0.36
Crit Moves:	****					****	****				****	
Green Time:	28.0	38.6	38.6	8.4	19.0	19.0	27.4	69.5	97.6	11.4	53.6	53.6
Volume/Cap:	0.93	0.83	0.83	0.69	0.57	0.93	0.93	0.61	0.04	0.32	0.93	0.93
Delay/Veh:	85.7	58.8	58.8	82.4	57.8	88.2	86.6	26.1	6.6	61.9	52.5	52.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	58.8	58.8	82.4	57.8	88.2	86.6	26.1	6.6	61.9	52.5	52.5
LOS by Move:	F	E+	E+	F	E+	F	F	C	A	E	D-	D-
HCM2kAvgQ:	19	20	20	5	7	14	18	18	1	2	32	32

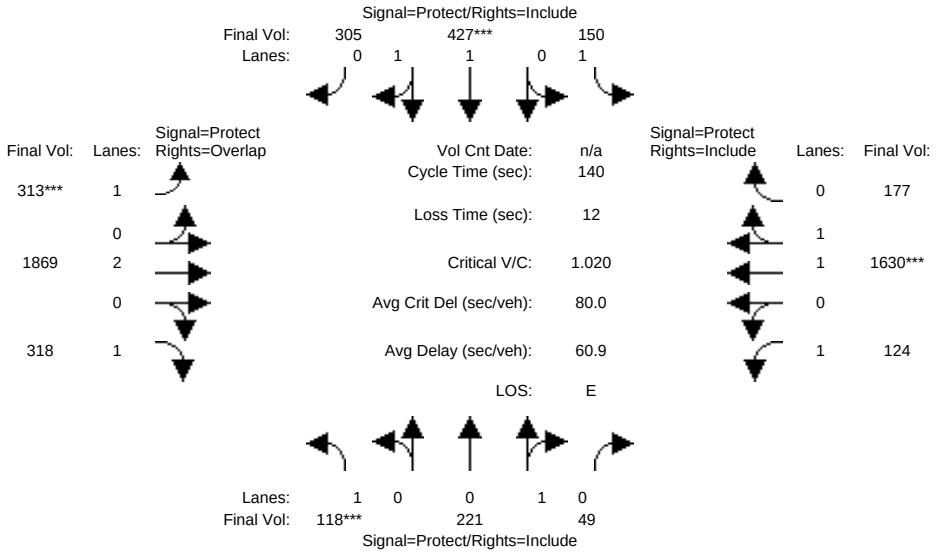
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	51	135	42	140	238	172	122	1180	140	64	437	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	135	42	140	238	172	122	1180	140	64	437	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	67	86	7	10	189	133	191	689	178	60	1193	101
Initial Fut:	118	221	49	150	427	305	313	1869	318	124	1630	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	221	49	150	427	305	313	1869	318	124	1630	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	221	49	150	427	305	313	1869	318	124	1630	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	221	49	150	427	305	313	1869	318	124	1630	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.82	0.18	1.00	1.14	0.86	1.00	2.00	1.00	1.00	1.80	0.20
Final Sat.:	1750	1473	327	1750	2157	1541	1750	3800	1750	1750	3337	362
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.09	0.20	0.20	0.18	0.49	0.18	0.07	0.49	0.49
Crit Moves:	****				****		****				****	
Green Time:	9.3	23.2	23.2	13.2	27.2	27.2	24.5	80.0	89.3	11.5	67.0	67.0
Volume/Cap:	1.02	0.91	0.91	0.91	1.02	1.02	1.02	0.86	0.28	0.86	1.02	1.02
Delay/Veh:	154.5	86.6	86.6	106.5	95.2	95.2	114.3	29.0	11.4	100.8	63.1	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	154.5	86.6	86.6	106.5	95.2	95.2	114.3	29.0	11.4	100.8	63.1	63.1
LOS by Move:	F	F	F	F	F	F	F	C	B+	F	E	E
HCM2kAvgQ:	9	15	15	10	22	22	20	36	6	8	48	48

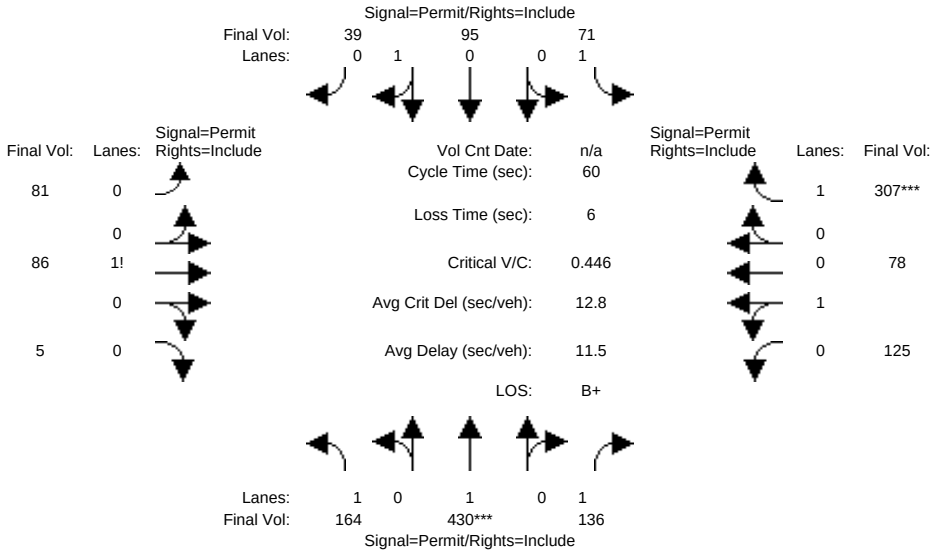
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	289	69	70	92	5	15	12	4	73	1	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	289	69	70	92	5	15	12	4	73	1	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	164	141	67	1	3	34	66	74	1	52	77	115
Initial Fut:	164	430	136	71	95	39	81	86	5	125	78	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	430	136	71	95	39	81	86	5	125	78	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	430	136	71	95	39	81	86	5	125	78	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	430	136	71	95	39	81	86	5	125	78	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.71	0.29	0.47	0.50	0.03	0.62	0.38	1.00
Final Sat.:	1750	1900	1750	1750	1276	524	824	875	51	1108	692	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.08	0.04	0.07	0.07	0.10	0.10	0.10	0.11	0.11	0.18
Crit Moves:		****										****
Green Time:	30.4	30.4	30.4	30.4	30.4	30.4	23.6	23.6	23.6	23.6	23.6	23.6
Volume/Cap:	0.18	0.45	0.15	0.08	0.15	0.15	0.25	0.25	0.25	0.29	0.29	0.45
Delay/Veh:	8.5	10.9	8.3	7.8	8.2	8.2	13.1	13.1	13.1	13.5	13.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	10.9	8.3	7.8	8.2	8.2	13.1	13.1	13.1	13.5	13.5	15.5
LOS by Move:	A	B+	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	2	5	1	1	1	1	2	2	2	3	3	5

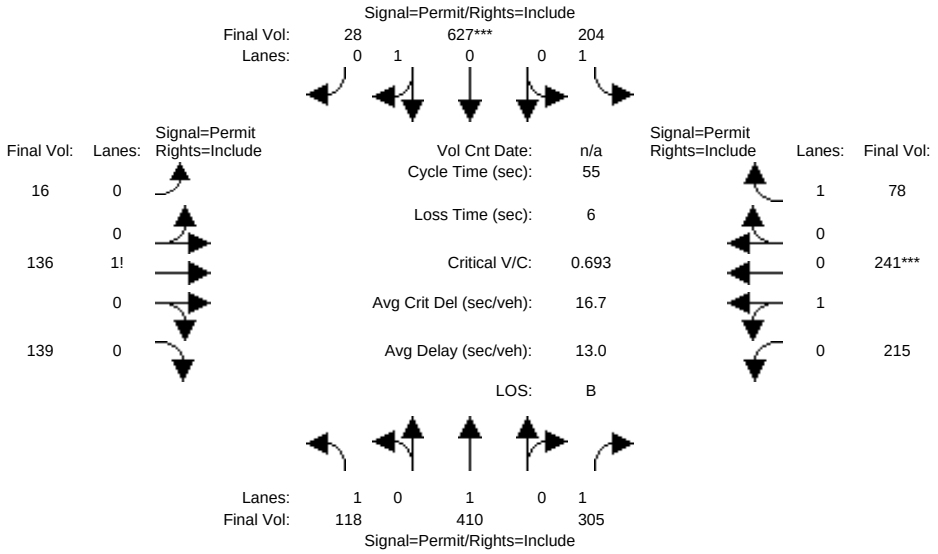
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	240	206	164	258	10	6	3	1	78	5	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	240	206	164	258	10	6	3	1	78	5	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	111	170	99	40	369	18	10	133	138	137	236	10
Initial Fut:	118	410	305	204	627	28	16	136	139	215	241	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	410	305	204	627	28	16	136	139	215	241	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	410	305	204	627	28	16	136	139	215	241	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	410	305	204	627	28	16	136	139	215	241	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.96	0.04	0.05	0.47	0.48	0.47	0.53	1.00
Final Sat.:	1750	1900	1750	1750	1723	77	96	818	836	849	951	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.17	0.12	0.36	0.36	0.17	0.17	0.17	0.25	0.25	0.04
Crit Moves:					****						****	
Green Time:	28.9	28.9	28.9	28.9	28.9	28.9	20.1	20.1	20.1	20.1	20.1	20.1
Volume/Cap:	0.13	0.41	0.33	0.22	0.69	0.69	0.45	0.45	0.45	0.69	0.69	0.12
Delay/Veh:	6.9	9.2	8.5	7.6	13.9	13.9	15.6	15.6	15.6	20.7	20.7	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.9	9.2	8.5	7.6	13.9	13.9	15.6	15.6	15.6	20.7	20.7	12.0
LOS by Move:	A	A	A	A	B	B	B	B	B	C+	C+	B+
HCM2kAvgQ:	1	4	3	2	10	10	4	4	4	8	8	1

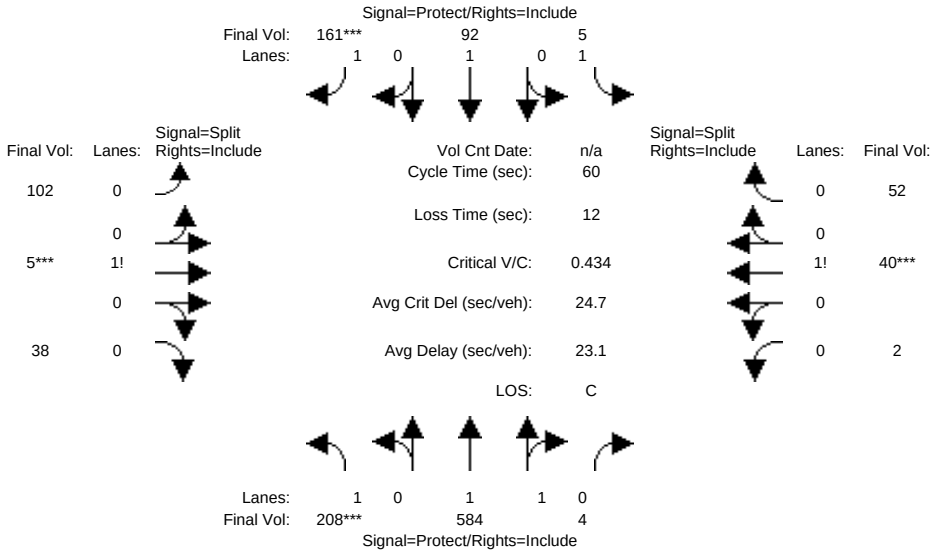
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	213	4	5	82	85	102	5	28	2	40	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	213	4	5	82	85	102	5	28	2	40	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	185	371	0	0	10	76	0	0	10	0	0	0
Initial Fut:	208	584	4	5	92	161	102	5	38	2	40	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	584	4	5	92	161	102	5	38	2	40	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	584	4	5	92	161	102	5	38	2	40	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	584	4	5	92	161	102	5	38	2	40	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	0.71	0.03	0.26	0.02	0.43	0.55
Final Sat.:	1750	3675	25	1750	1900	1750	1231	60	459	37	745	968
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.00	0.05	0.09	0.08	0.08	0.08	0.05	0.05	0.05
Crit Moves:	****					****		****			****	
Green Time:	15.4	16.0	16.0	11.2	11.9	11.9	10.7	10.7	10.7	10.0	10.0	10.0
Volume/Cap:	0.46	0.59	0.59	0.02	0.24	0.46	0.46	0.46	0.46	0.32	0.32	0.32
Delay/Veh:	22.3	21.8	21.8	20.0	21.8	25.6	26.9	26.9	26.9	24.9	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	21.8	21.8	20.0	21.8	25.6	26.9	26.9	26.9	24.9	24.9	24.9
LOS by Move:	C+	C+	C+	B-	C+	C	C	C	C	C	C	C
HCM2kAvgQ:	4	6	6	0	2	3	3	3	3	2	2	2

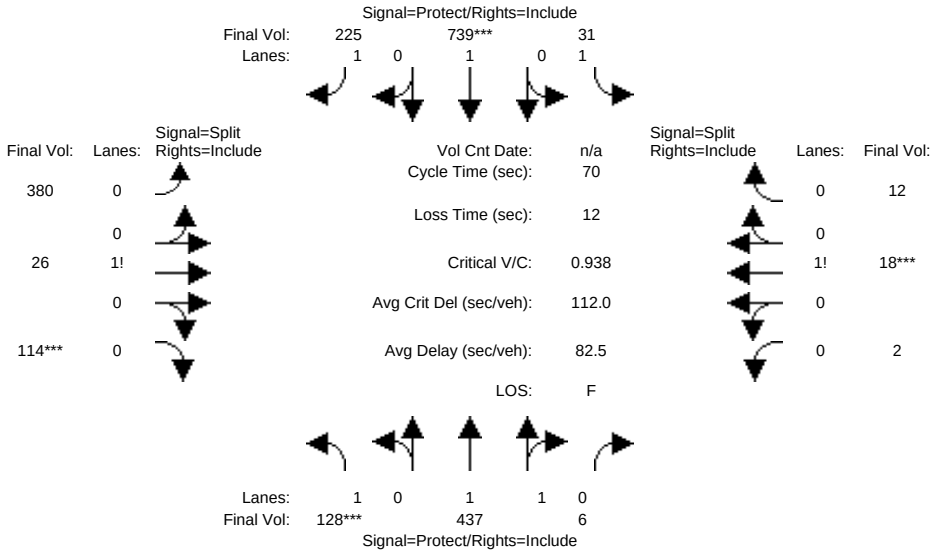
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	233	6	31	186	135	206	26	18	2	18	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	233	6	31	186	135	206	26	18	2	18	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	109	204	0	0	553	90	174	0	96	0	0	0
Initial Fut:	128	437	6	31	739	225	380	26	114	2	18	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	437	6	31	739	225	380	26	114	2	18	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	437	6	31	739	225	380	26	114	2	18	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	437	6	31	739	225	380	26	114	2	18	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.97	0.03	1.00	1.00	1.00	0.73	0.05	0.22	0.06	0.56	0.38
Final Sat.:	1750	3650	50	1750	1900	1750	1279	88	384	109	984	656
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.02	0.39	0.13	0.30	0.30	0.30	0.02	0.02	0.02
Crit Moves:	****				****				****		****	
Green Time:	7.0	17.8	17.8	12.5	23.2	23.2	17.8	17.8	17.8	10.0	10.0	10.0
Volume/Cap:	0.73	0.47	0.47	0.10	1.17	0.39	1.17	1.17	1.17	0.13	0.13	0.13
Delay/Veh:	54.0	23.8	23.8	24.7	117	19.9	124.9	125	124.9	27.2	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	23.8	23.8	24.7	117	19.9	124.9	125	124.9	27.2	27.2	27.2
LOS by Move:	D-	C	C	C	F	B-	F	F	F	C	C	C
HCM2kAvgQ:	5	5	5	1	33	4	26	26	26	1	1	1

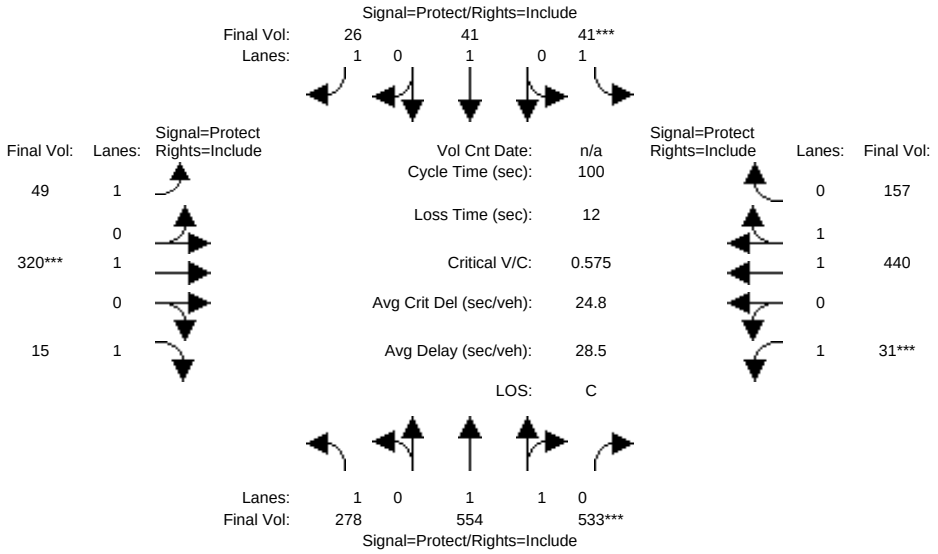
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	143	146	176	26	31	26	10	230	5	21	430	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	146	176	26	31	26	10	230	5	21	430	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	135	408	357	15	10	0	39	90	10	10	10	109
Initial Fut:	278	554	533	41	41	26	49	320	15	31	440	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	554	533	41	41	26	49	320	15	31	440	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	554	533	41	41	26	49	320	15	31	440	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	554	533	41	41	26	49	320	15	31	440	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.46	0.54
Final Sat.:	1750	1898	1800	1750	1900	1750	1750	1900	1750	1750	2726	973
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.30	0.02	0.02	0.01	0.03	0.17	0.01	0.02	0.16	0.16
Crit Moves:			****	****				****		****		
Green Time:	33.2	47.2	47.2	7.0	20.9	20.9	10.2	26.8	26.8	7.0	23.6	23.6
Volume/Cap:	0.48	0.62	0.63	0.33	0.10	0.07	0.27	0.63	0.03	0.25	0.68	0.68
Delay/Veh:	27.1	20.4	20.6	45.9	32.1	31.8	42.3	34.7	27.0	45.1	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	20.4	20.6	45.9	32.1	31.8	42.3	34.7	27.0	45.1	37.1	37.1
LOS by Move:	C	C+	C+	D	C-	C	D	C-	C	D	D+	D+
HCM2kAvgQ:	8	13	13	2	1	1	2	9	0	1	10	10

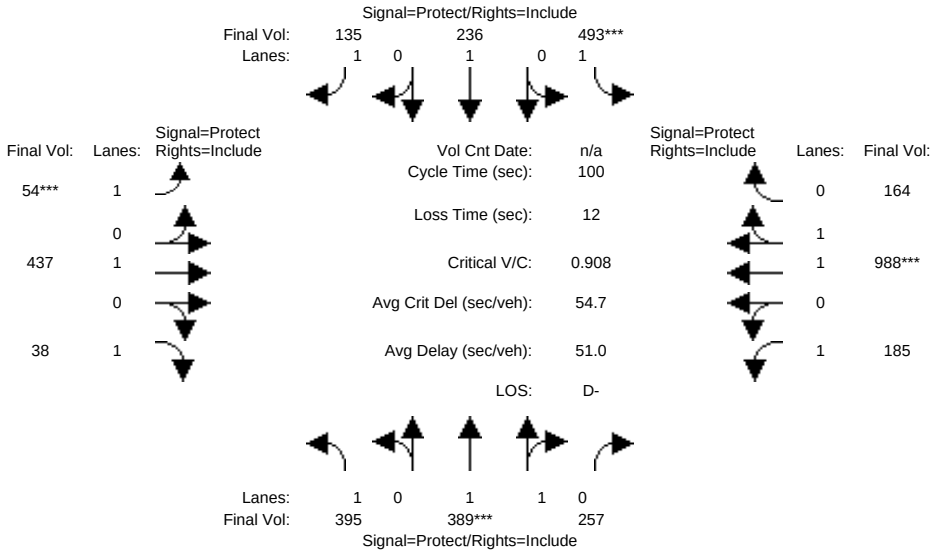
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	193	225	150	51	103	61	48	299	22	14	279	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	225	150	51	103	61	48	299	22	14	279	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	202	164	107	442	133	74	6	138	16	171	709	144
Initial Fut:	395	389	257	493	236	135	54	437	38	185	988	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	389	257	493	236	135	54	437	38	185	988	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	389	257	493	236	135	54	437	38	185	988	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	389	257	493	236	135	54	437	38	185	988	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.18	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.71	0.29
Final Sat.:	1750	2227	1471	1750	1900	1750	1750	1900	1750	1750	3173	527
Capacity Analysis Module:												
Vol/Sat:	0.23	0.17	0.17	0.28	0.12	0.08	0.03	0.23	0.02	0.11	0.31	0.31
Crit Moves:		****		****			****				****	
Green Time:	31.1	18.4	18.4	29.7	17.1	17.1	7.0	27.3	27.3	12.5	32.9	32.9
Volume/Cap:	0.73	0.95	0.95	0.95	0.73	0.45	0.44	0.84	0.08	0.84	0.95	0.95
Delay/Veh:	35.6	62.8	62.8	61.3	47.2	38.3	47.1	46.2	27.1	67.1	47.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	62.8	62.8	61.3	47.2	38.3	47.1	46.2	27.1	67.1	47.8	47.8
LOS by Move:	D+	E	E	E	D	D+	D	D	C	E	D	D
HCM2kAvgQ:	13	15	15	21	8	4	2	15	1	9	23	23

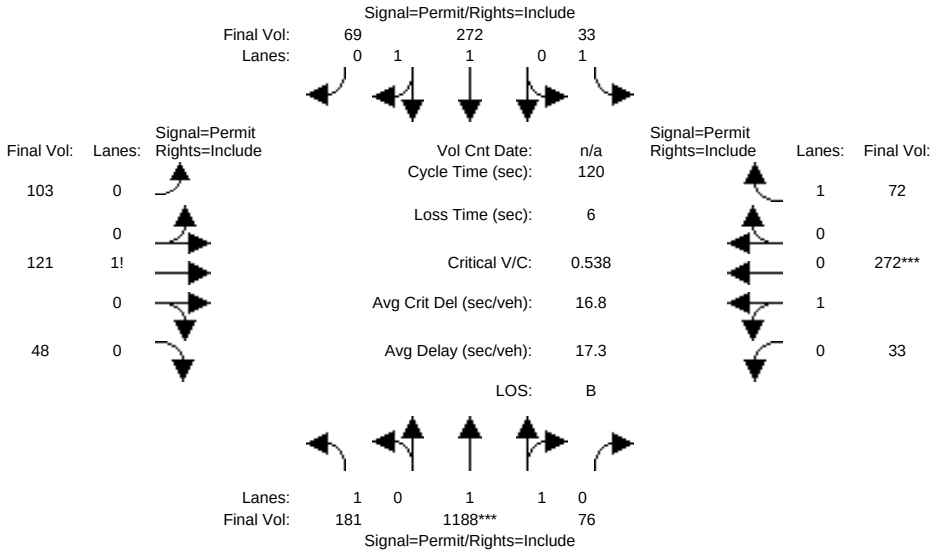
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	152	686	56	25	162	16	23	74	31	33	110	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	686	56	25	162	16	23	74	31	33	110	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	29	502	20	8	110	53	80	47	17	0	162	24
Initial Fut:	181	1188	76	33	272	69	103	121	48	33	272	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1188	76	33	272	69	103	121	48	33	272	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1188	76	33	272	69	103	121	48	33	272	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1188	76	33	272	69	103	121	48	33	272	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.88	0.12	1.00	1.58	0.42	0.38	0.44	0.18	0.11	0.89	1.00
Final Sat.:	1750	3477	222	1750	2951	749	663	778	309	195	1605	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.02	0.09	0.09	0.16	0.16	0.16	0.17	0.17	0.04
Crit Moves:		****									****	
Green Time:	76.2	76.2	76.2	76.2	76.2	76.2	37.8	37.8	37.8	37.8	37.8	37.8
Volume/Cap:	0.16	0.54	0.54	0.03	0.15	0.15	0.49	0.49	0.49	0.54	0.54	0.13
Delay/Veh:	9.0	12.4	12.4	8.2	8.8	8.8	34.0	34.0	34.0	34.9	34.9	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	12.4	12.4	8.2	8.8	8.8	34.0	34.0	34.0	34.9	34.9	29.5
LOS by Move:	A	B	B	A	A	A	C-	C-	C-	C-	C-	C
HCM2kAvgQ:	3	13	13	0	3	3	9	9	9	10	10	2

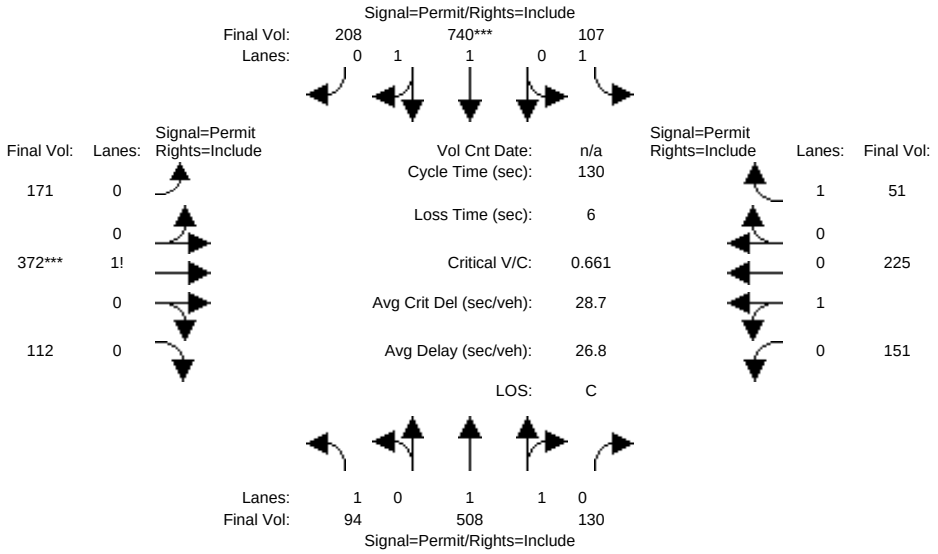
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	221	108	65	474	19	17	265	103	49	90	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	221	108	65	474	19	17	265	103	49	90	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	59	287	22	42	266	189	154	107	9	102	135	14
Initial Fut:	94	508	130	107	740	208	171	372	112	151	225	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	508	130	107	740	208	171	372	112	151	225	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	508	130	107	740	208	171	372	112	151	225	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	508	130	107	740	208	171	372	112	151	225	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.58	0.42	1.00	1.55	0.45	0.26	0.57	0.17	0.40	0.60	1.00
Final Sat.:	1750	2946	754	1750	2888	812	457	994	299	723	1077	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.06	0.26	0.26	0.37	0.37	0.37	0.21	0.21	0.03
Crit Moves:					****			****				
Green Time:	50.4	50.4	50.4	50.4	50.4	50.4	73.6	73.6	73.6	73.6	73.6	73.6
Volume/Cap:	0.14	0.44	0.44	0.16	0.66	0.66	0.66	0.66	0.66	0.37	0.37	0.05
Delay/Veh:	25.8	29.7	29.7	26.1	33.9	33.9	21.2	21.2	21.2	15.7	15.7	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	29.7	29.7	26.1	33.9	33.9	21.2	21.2	21.2	15.7	15.7	12.6
LOS by Move:	C	C	C	C	C-	C-	C+	C+	C+	B	B	B
HCM2kAvgQ:	3	10	10	3	16	16	20	20	20	8	8	1

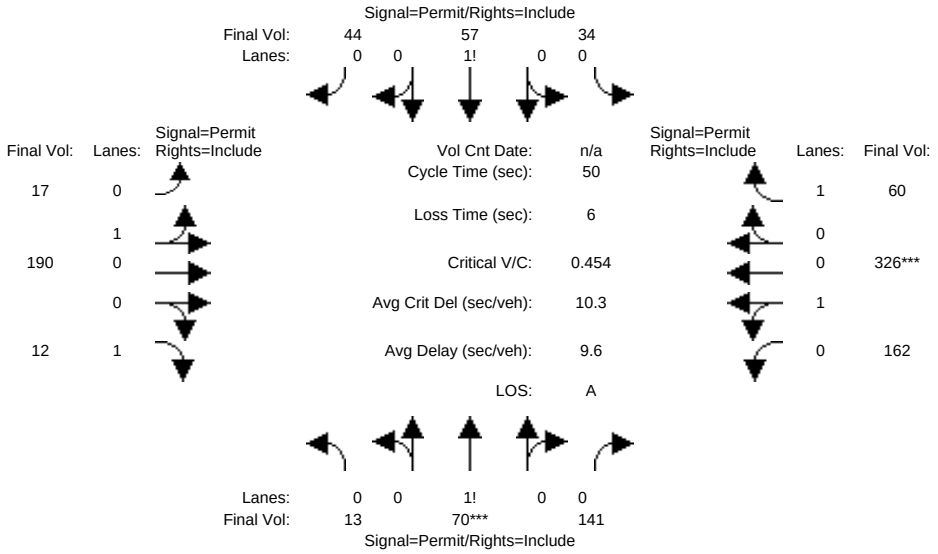
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	13	11	44	20	10	14	7	126	12	47	170	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	11	44	20	10	14	7	126	12	47	170	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	59	97	14	47	30	10	64	0	115	156	12
Initial Fut:	13	70	141	34	57	44	17	190	12	162	326	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	70	141	34	57	44	17	190	12	162	326	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	70	141	34	57	44	17	190	12	162	326	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	70	141	34	57	44	17	190	12	162	326	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.06	0.31	0.63	0.25	0.42	0.33	0.08	0.92	1.00	0.33	0.67	1.00
Final Sat.:	102	547	1102	441	739	570	148	1652	1750	598	1202	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.08	0.08	0.08	0.12	0.12	0.01	0.27	0.27	0.03
Crit Moves:		****									****	
Green Time:	14.1	14.1	14.1	14.1	14.1	14.1	29.9	29.9	29.9	29.9	29.9	29.9
Volume/Cap:	0.45	0.45	0.45	0.27	0.27	0.27	0.19	0.19	0.01	0.45	0.45	0.06
Delay/Veh:	17.8	17.8	17.8	15.3	15.3	15.3	5.0	5.0	4.1	6.9	6.9	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	17.8	17.8	15.3	15.3	15.3	5.0	5.0	4.1	6.9	6.9	4.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	2	2	2	2	2	0	5	5	0

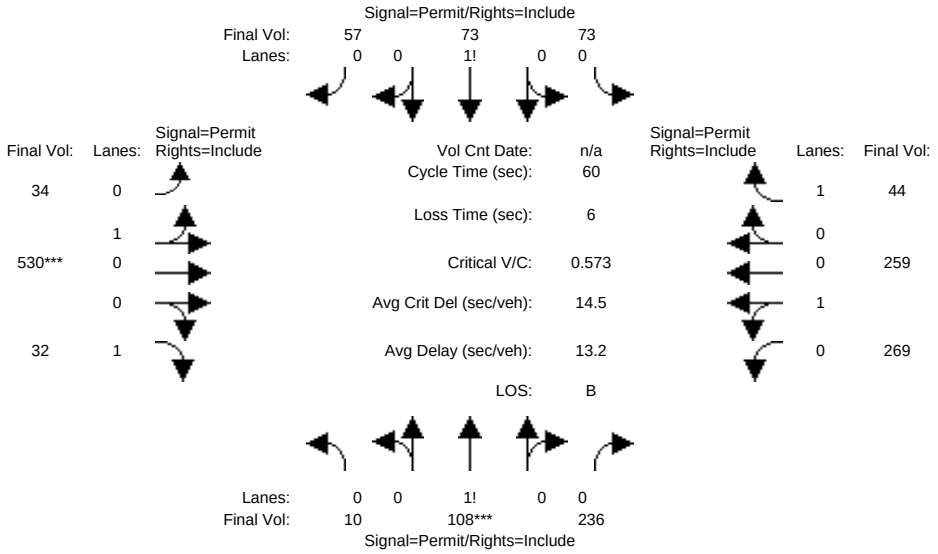
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	24	86	59	14	25	19	382	32	46	121	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	24	86	59	14	25	19	382	32	46	121	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	84	150	14	59	32	15	148	0	223	138	12
Initial Fut:	10	108	236	73	73	57	34	530	32	269	259	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	108	236	73	73	57	34	530	32	269	259	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	108	236	73	73	57	34	530	32	269	259	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	108	236	73	73	57	34	530	32	269	259	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.03	0.30	0.67	0.36	0.36	0.28	0.06	0.94	1.00	0.51	0.49	1.00
Final Sat.:	49	534	1167	629	629	491	109	1691	1750	917	883	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.12	0.12	0.12	0.31	0.31	0.02	0.29	0.29	0.03
Crit Moves:		****						****				
Green Time:	21.2	21.2	21.2	21.2	21.2	21.2	32.8	32.8	32.8	32.8	32.8	32.8
Volume/Cap:	0.57	0.57	0.57	0.33	0.33	0.33	0.57	0.57	0.03	0.54	0.54	0.05
Delay/Veh:	19.6	19.6	19.6	15.6	15.6	15.6	11.4	11.4	6.3	10.8	10.8	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	19.6	19.6	15.6	15.6	15.6	11.4	11.4	6.3	10.8	10.8	6.4
LOS by Move:	B-	B-	B-	B	B	B	B+	B+	A	B+	B+	A
HCM2kAvgQ:	6	6	6	3	3	3	8	8	0	7	7	0

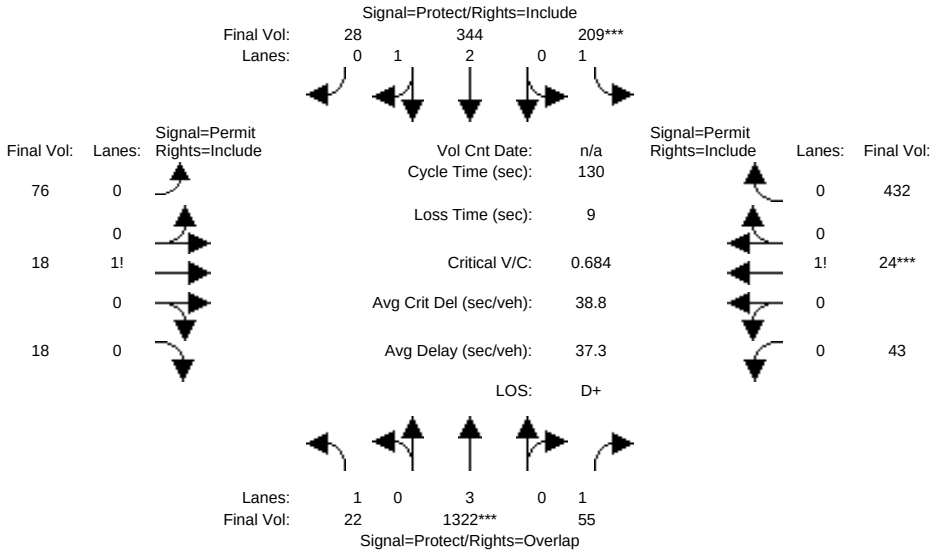
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	1288	45	199	333	28	76	18	18	42	24	385
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1288	45	199	333	28	76	18	18	42	24	385
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	34	10	10	11	0	0	0	0	1	0	47
Initial Fut:	22	1322	55	209	344	28	76	18	18	43	24	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1322	55	209	344	28	76	18	18	43	24	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1322	55	209	344	28	76	18	18	43	24	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1322	55	209	344	28	76	18	18	43	24	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.77	0.23	0.68	0.16	0.16	0.09	0.05	0.86
Final Sat.:	1750	5700	1750	1750	5178	421	1188	281	281	151	84	1515
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.03	0.12	0.07	0.07	0.06	0.06	0.06	0.29	0.29	0.29
Crit Moves:		****		****							****	
Green Time:	27.5	44.1	44.1	22.7	39.3	39.3	54.2	54.2	54.2	54.2	54.2	54.2
Volume/Cap:	0.06	0.68	0.09	0.68	0.22	0.22	0.15	0.15	0.15	0.68	0.68	0.68
Delay/Veh:	41.0	38.0	29.4	56.6	34.0	34.0	23.7	23.7	23.7	33.6	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	38.0	29.4	56.6	34.0	34.0	23.7	23.7	23.7	33.6	33.6	33.6
LOS by Move:	D	D+	C	E+	C-	C-	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	16	2	10	4	4	3	3	3	18	18	18

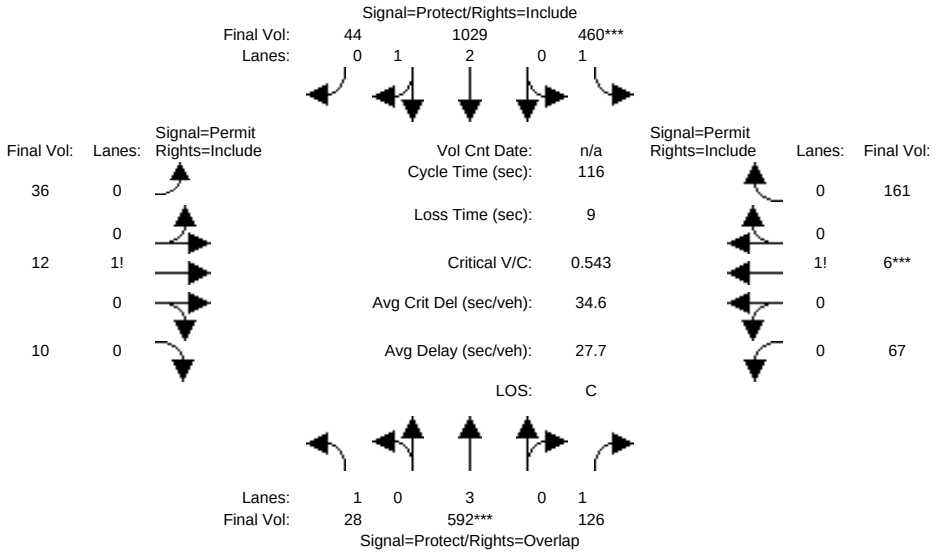
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	551	84	327	1018	44	36	12	10	29	6	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	551	84	327	1018	44	36	12	10	29	6	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	41	42	133	11	0	0	0	0	38	0	5
Initial Fut:	28	592	126	460	1029	44	36	12	10	67	6	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	592	126	460	1029	44	36	12	10	67	6	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	592	126	460	1029	44	36	12	10	67	6	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	592	126	460	1029	44	36	12	10	67	6	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.87	0.13	0.62	0.21	0.17	0.29	0.02	0.69
Final Sat.:	1750	5700	1750	1750	5370	230	1086	362	302	501	45	1204
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.07	0.26	0.19	0.19	0.03	0.03	0.03	0.13	0.13	0.13
Crit Moves:		****		****							****	
Green Time:	18.8	22.2	22.2	56.2	59.6	59.6	28.6	28.6	28.6	28.6	28.6	28.6
Volume/Cap:	0.10	0.54	0.38	0.54	0.37	0.37	0.13	0.13	0.13	0.54	0.54	0.54
Delay/Veh:	41.6	42.9	41.6	21.6	17.0	17.0	34.2	34.2	34.2	39.4	39.4	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	42.9	41.6	21.6	17.0	17.0	34.2	34.2	34.2	39.4	39.4	39.4
LOS by Move:	D	D	D	C+	B	B	C-	C-	C-	D	D	D
HCM2kAvgQ:	1	7	4	12	8	8	2	2	2	8	8	8

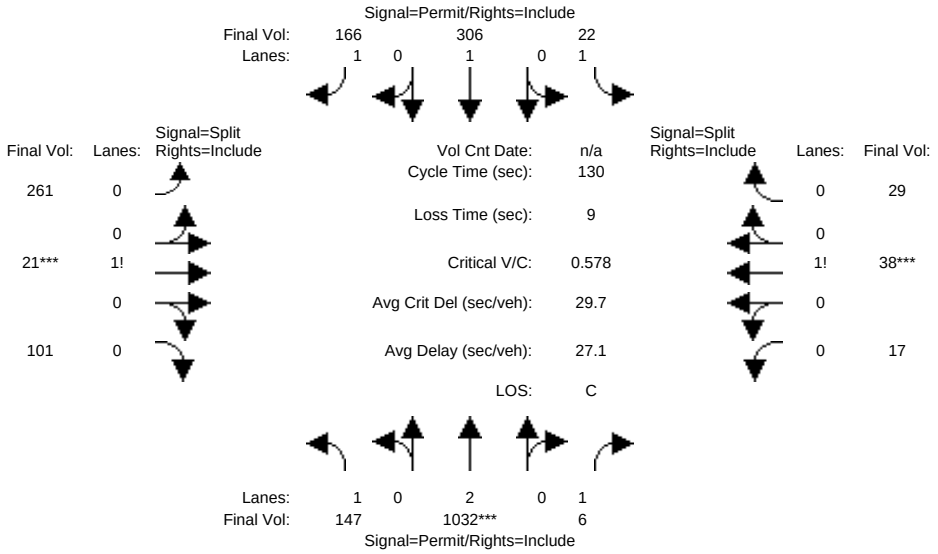
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	127	890	6	12	252	155	251	11	68	4	28	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	890	6	12	252	155	251	11	68	4	28	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	20	142	0	10	54	11	10	10	33	13	10	10
Initial Fut:	147	1032	6	22	306	166	261	21	101	17	38	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1032	6	22	306	166	261	21	101	17	38	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1032	6	22	306	166	261	21	101	17	38	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	1032	6	22	306	166	261	21	101	17	38	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.69	0.05	0.26	0.20	0.45	0.35
Final Sat.:	1750	3800	1750	1750	1900	1750	1193	96	461	354	792	604
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.00	0.01	0.16	0.09	0.22	0.22	0.22	0.05	0.05	0.05
Crit Moves:		****						****			****	
Green Time:	61.0	61.0	61.0	61.0	61.0	61.0	49.2	49.2	49.2	10.8	10.8	10.8
Volume/Cap:	0.18	0.58	0.01	0.03	0.34	0.20	0.58	0.58	0.58	0.58	0.58	0.58
Delay/Veh:	20.1	25.6	18.4	18.5	22.0	20.3	33.4	33.4	33.4	63.1	63.1	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	25.6	18.4	18.5	22.0	20.3	33.4	33.4	33.4	63.1	63.1	63.1
LOS by Move:	C+	C	B-	B-	C+	C+	C-	C-	C-	E	E	E
HCM2kAvgQ:	4	15	0	0	8	4	13	13	13	4	4	4

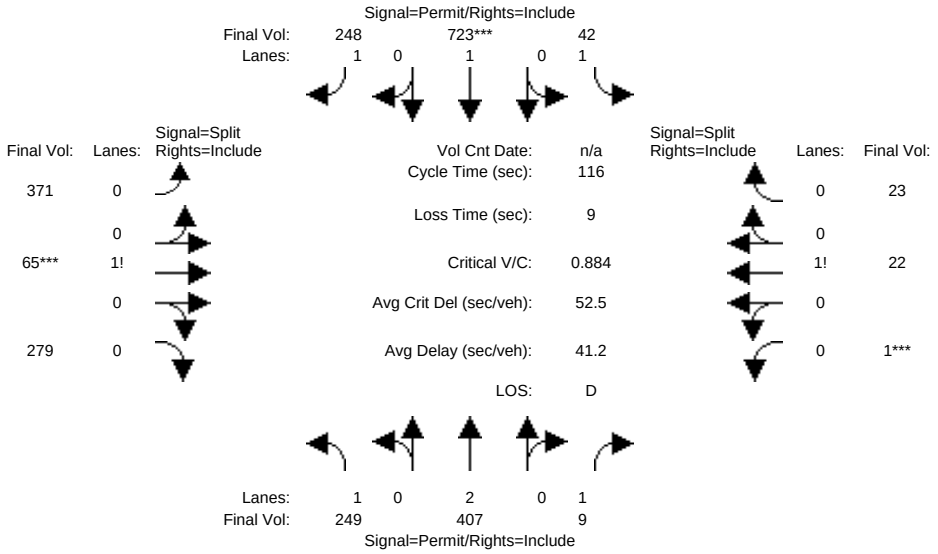
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	308	9	32	660	167	325	30	120	1	11	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	308	9	32	660	167	325	30	120	1	11	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	204	99	0	10	63	81	46	35	159	0	11	10
Initial Fut:	249	407	9	42	723	248	371	65	279	1	22	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	407	9	42	723	248	371	65	279	1	22	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	407	9	42	723	248	371	65	279	1	22	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	407	9	42	723	248	371	65	279	1	22	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.52	0.09	0.39	0.02	0.48	0.50
Final Sat.:	1750	3800	1750	1750	1900	1750	908	159	683	38	837	875
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.01	0.02	0.38	0.14	0.41	0.41	0.41	0.03	0.03	0.03
Crit Moves:					****			****		****		
Green Time:	46.8	46.8	46.8	46.8	46.8	46.8	50.2	50.2	50.2	10.0	10.0	10.0
Volume/Cap:	0.35	0.27	0.01	0.06	0.94	0.35	0.94	0.94	0.94	0.30	0.30	0.30
Delay/Veh:	24.4	23.2	20.8	21.2	53.4	24.4	51.7	51.7	51.7	50.9	50.9	50.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	23.2	20.8	21.2	53.4	24.4	51.7	51.7	51.7	50.9	50.9	50.9
LOS by Move:	C	C	C+	C+	D-	C	D-	D-	D-	D	D	D
HCM2kAvgQ:	7	5	0	1	30	7	31	31	31	2	2	2

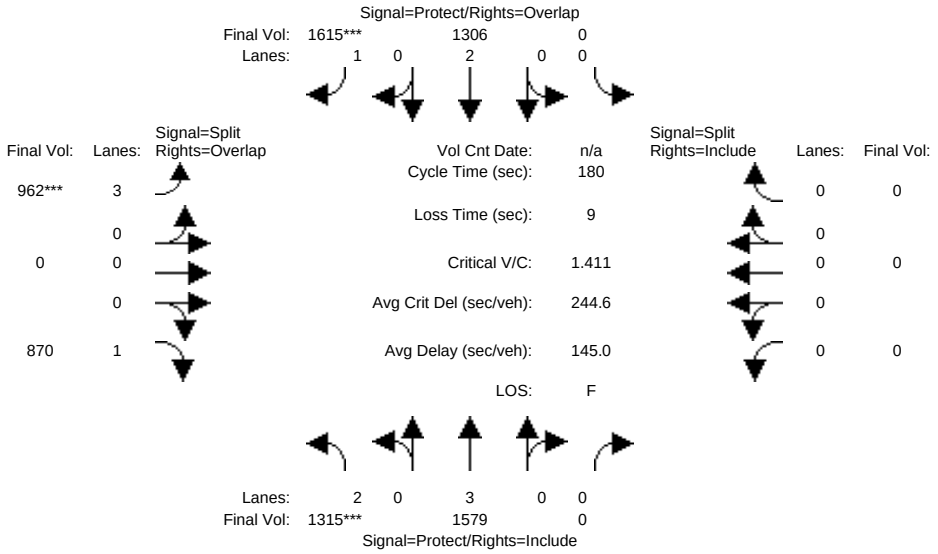
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	894	1158	0	0	585	1615	962	0	149	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	894	1158	0	0	585	1615	962	0	149	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	421	421	0	0	721	0	0	0	721	0	0	0
Initial Fut:	1315	1579	0	0	1306	1615	962	0	870	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1315	1579	0	0	1306	1615	962	0	870	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1315	1579	0	0	1306	1615	962	0	870	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1315	1579	0	0	1306	1615	962	0	870	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.42	0.28	0.00	0.00	0.34	0.92	0.21	0.00	0.50	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	53.3	144	0.0	0.0	90.8	117.7	27.0	0.0	80.2	0.0	0.0	0.0
Volume/Cap:	1.41	0.35	0.00	0.00	0.68	1.41	1.41	0.00	1.12	0.00	0.00	0.00
Delay/Veh:	254.7	5.0	0.0	0.0	34.7	221.3	270.1	0.0	118.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	254.7	5.0	0.0	0.0	34.7	221.3	270.1	0.0	118.7	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C-	F	F	A	F	A	A	A
HCM2kAvgQ:	72	8	0	0	27	155	38	0	66	0	0	0

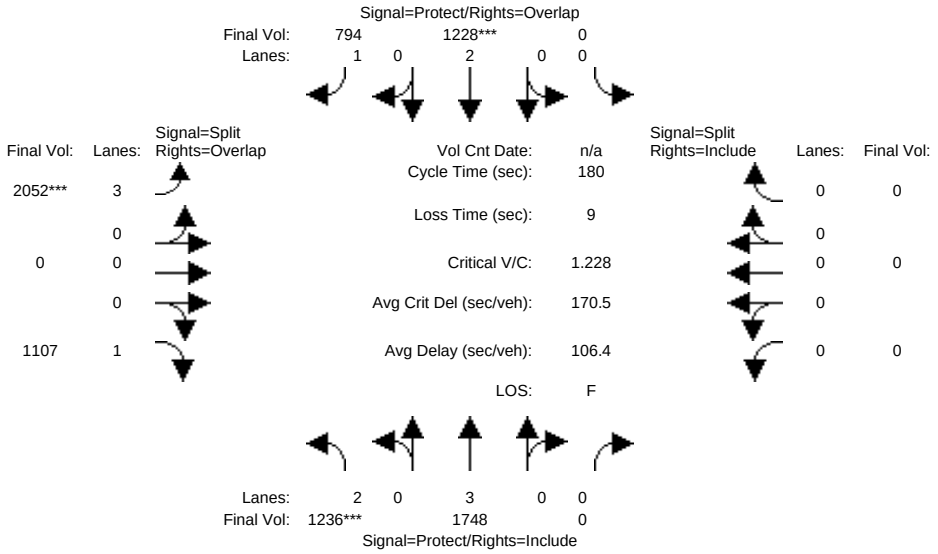
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	166	679	0	0	953	794	2052	0	832	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	679	0	0	953	794	2052	0	832	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	1070	1069	0	0	275	0	0	0	275	0	0	0
Initial Fut:	1236	1748	0	0	1228	794	2052	0	1107	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1236	1748	0	0	1228	794	2052	0	1107	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1236	1748	0	0	1228	794	2052	0	1107	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1236	1748	0	0	1228	794	2052	0	1107	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.31	0.00	0.00	0.32	0.45	0.45	0.00	0.63	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	57.5	105	0.0	0.0	47.4	113.5	66.1	0.0	123.6	0.0	0.0	0.0
Volume/Cap:	1.23	0.53	0.00	0.00	1.23	0.72	1.23	0.00	0.92	0.00	0.00	0.00
Delay/Veh:	172.6	22.8	0.0	0.0	178	24.8	165.0	0.0	35.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.6	22.8	0.0	0.0	178	24.8	165.0	0.0	35.6	0.0	0.0	0.0
LOS by Move:	F	C+	A	A	F	C	F	A	D+	A	A	A
HCM2kAvgQ:	59	19	0	0	49	32	67	0	59	0	0	0

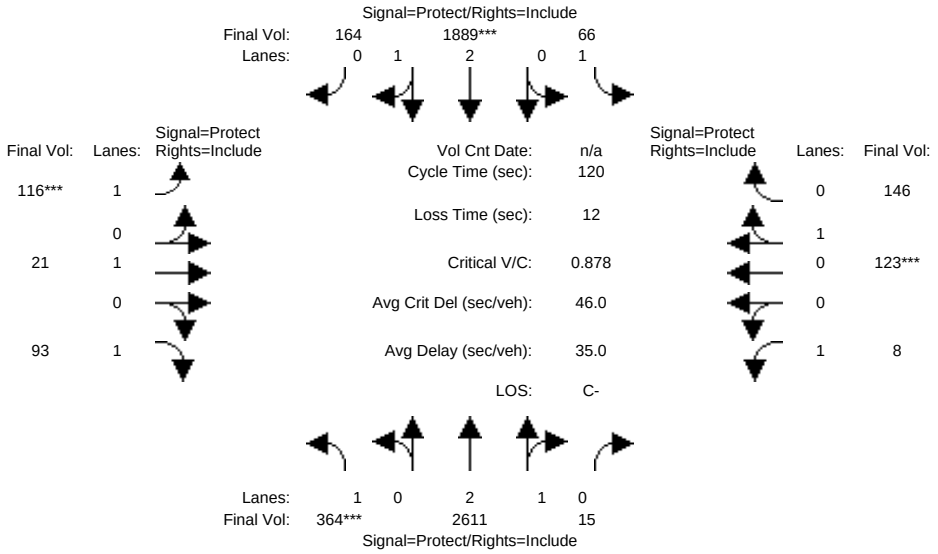
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	364	1769	15	66	447	164	116	21	93	8	123	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1769	15	66	447	164	116	21	93	8	123	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	842	0	0	1442	0	0	0	0	0	0	0
Initial Fut:	364	2611	15	66	1889	164	116	21	93	8	123	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	2611	15	66	1889	164	116	21	93	8	123	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	2611	15	66	1889	164	116	21	93	8	123	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	2611	15	66	1889	164	116	21	93	8	123	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.75	0.25	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5568	32	1750	5152	447	1750	1900	1750	1750	823	977
Capacity Analysis Module:												
Vol/Sat:	0.21	0.47	0.47	0.04	0.37	0.37	0.07	0.01	0.05	0.00	0.15	0.15
Crit Moves:	****				****		****				****	
Green Time:	28.2	69.2	69.2	8.6	49.6	49.6	10.0	15.1	15.1	15.1	20.2	20.2
Volume/Cap:	0.89	0.81	0.81	0.53	0.89	0.89	0.80	0.09	0.42	0.04	0.89	0.89
Delay/Veh:	64.5	21.9	21.9	57.8	37.2	37.2	79.3	46.5	49.7	46.1	74.1	74.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	21.9	21.9	57.8	37.2	37.2	79.3	46.5	49.7	46.1	74.1	74.1
LOS by Move:	E	C+	C+	E+	D+	D+	E-	D	D	D	E	E
HCM2kAvgQ:	17	27	27	3	27	27	7	1	4	0	13	13

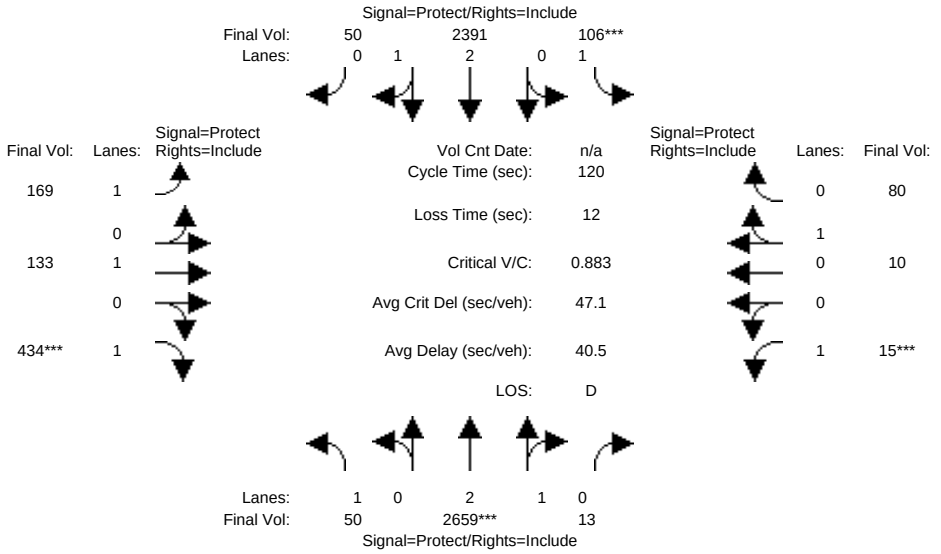
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	520	13	106	1841	50	169	133	434	15	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	520	13	106	1841	50	169	133	434	15	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	2139	0	0	550	0	0	0	0	0	0	0
Initial Fut:	50	2659	13	106	2391	50	169	133	434	15	10	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2659	13	106	2391	50	169	133	434	15	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2659	13	106	2391	50	169	133	434	15	10	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2659	13	106	2391	50	169	133	434	15	10	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5573	27	1750	5485	115	1750	1900	1750	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.48	0.06	0.44	0.44	0.10	0.07	0.25	0.01	0.05	0.05
Crit Moves:		****		****					****	****		
Green Time:	7.9	59.5	59.5	7.6	59.2	59.2	22.0	30.9	30.9	10.0	19.0	19.0
Volume/Cap:	0.43	0.96	0.96	0.96	0.88	0.88	0.53	0.27	0.96	0.10	0.32	0.32
Delay/Veh:	56.5	39.0	39.0	129.5	31.1	31.1	46.0	35.8	76.6	51.2	45.4	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	39.0	39.0	129.5	31.1	31.1	46.0	35.8	76.6	51.2	45.4	45.4
LOS by Move:	E+	D+	D+	F	C	C	D	D+	E-	D-	D	D
HCM2kAvgQ:	2	38	38	7	30	30	7	4	22	1	3	3

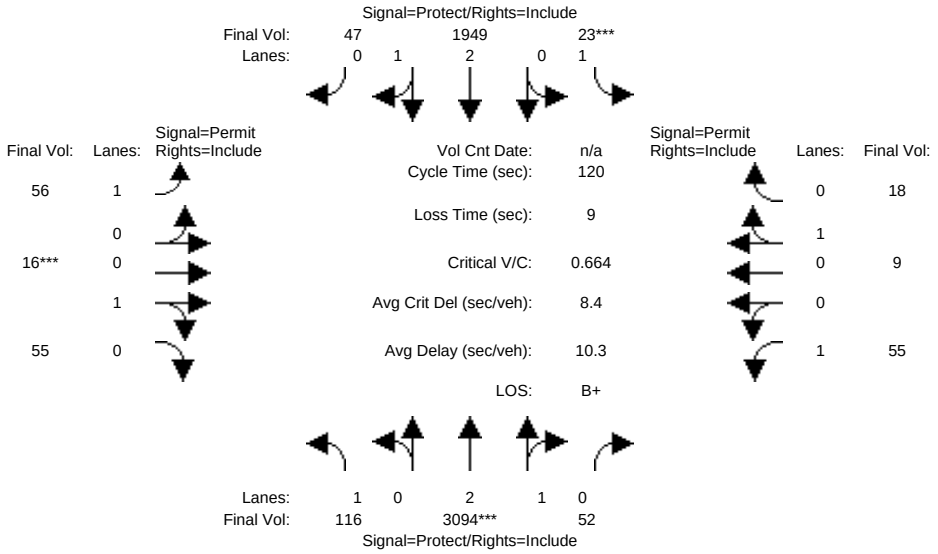
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	2252	52	23	507	47	56	16	55	55	9	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	2252	52	23	507	47	56	16	55	55	9	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	842	0	0	1442	0	0	0	0	0	0	0
Initial Fut:	116	3094	52	23	1949	47	56	16	55	55	9	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	3094	52	23	1949	47	56	16	55	55	9	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	3094	52	23	1949	47	56	16	55	55	9	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	3094	52	23	1949	47	56	16	55	55	9	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.93	0.07	1.00	0.23	0.77	1.00	0.33	0.67
Final Sat.:	1750	5507	93	1750	5468	132	1750	406	1394	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.56	0.01	0.36	0.36	0.03	0.04	0.04	0.03	0.02	0.02
Crit Moves:		****			****				****			
Green Time:	15.8	94.0	94.0	7.0	85.2	85.2	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.50	0.72	0.72	0.23	0.50	0.50	0.38	0.47	0.47	0.38	0.18	0.18
Delay/Veh:	50.2	7.0	7.0	55.0	8.0	8.0	53.8	54.8	54.8	53.7	51.8	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	7.0	7.0	55.0	8.0	8.0	53.8	54.8	54.8	53.7	51.8	51.8
LOS by Move:	D	A	A	E+	A	A	D-	D-	D-	D-	D-	D-
HCM2kAvgQ:	5	20	20	1	11	11	3	3	3	2	1	1

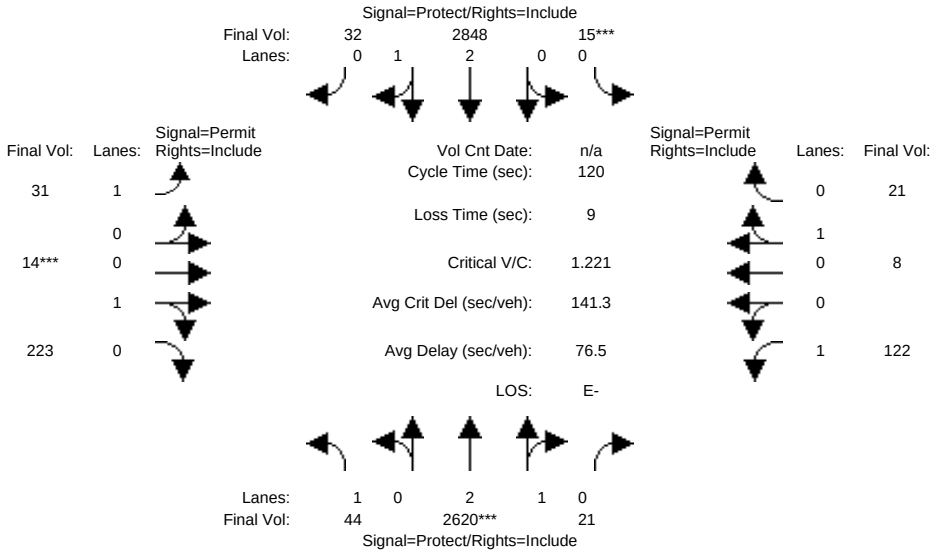
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	481	21	15	2298	32	31	14	223	122	8	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	481	21	15	2298	32	31	14	223	122	8	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	2139	0	0	550	0	0	0	0	0	0	0
Initial Fut:	44	2620	21	15	2848	32	31	14	223	122	8	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	2620	21	15	2848	32	31	14	223	122	8	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2620	21	15	2848	32	31	14	223	122	8	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2620	21	15	2848	32	31	14	223	122	8	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	0.02	2.95	0.03	1.00	0.06	0.94	1.00	0.28	0.72
Final Sat.:	1750	5555	45	28	5411	61	1750	106	1694	1750	497	1303
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.53	0.53	0.53	0.02	0.13	0.13	0.07	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	9.8	46.3	46.3	51.7	88.3	88.3	12.9	12.9	12.9	12.9	12.9	12.9
Volume/Cap:	0.31	1.22	1.22	1.22	0.72	0.72	0.16	1.22	1.22	0.65	0.15	0.15
Delay/Veh:	53.2	141	140.8	137.7	9.5	9.5	49.0	190	190.3	58.9	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	141	140.8	137.7	9.5	9.5	49.0	190	190.3	58.9	48.9	48.9
LOS by Move:	D-	F	F	F	A	A	D	F	F	E+	D	D
HCM2kAvgQ:	2	55	55	61	21	21	1	17	17	6	1	1

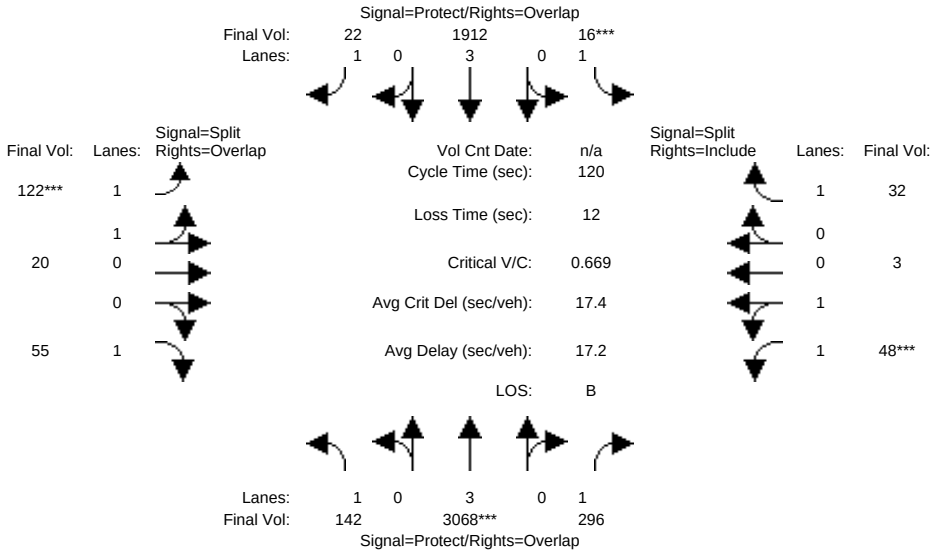
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	2226	296	16	470	22	122	20	55	48	3	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	2226	296	16	470	22	122	20	55	48	3	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	842	0	0	1442	0	0	0	0	0	0	0
Initial Fut:	142	3068	296	16	1912	22	122	20	55	48	3	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	3068	296	16	1912	22	122	20	55	48	3	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	3068	296	16	1912	22	122	20	55	48	3	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	3068	296	16	1912	22	122	20	55	48	3	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.72	0.28	1.00	1.88	0.12	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3050	500	1750	3341	209	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.54	0.17	0.01	0.34	0.01	0.04	0.04	0.03	0.01	0.01	0.02
Crit Moves:		****			****			****			****	
Green Time:	17.1	81.0	91.0	7.0	70.9	80.9	10.0	10.0	27.1	10.0	10.0	10.0
Volume/Cap:	0.57	0.80	0.22	0.16	0.57	0.02	0.48	0.48	0.14	0.17	0.17	0.22
Delay/Veh:	51.0	15.0	4.3	54.4	15.4	6.5	53.7	53.7	37.3	51.4	51.4	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	15.0	4.3	54.4	15.4	6.5	53.7	53.7	37.3	51.4	51.4	52.1
LOS by Move:	D-	B	A	D-	B	A	D-	D-	D+	D-	D-	D-
HCM2kAvgQ:	6	28	3	1	14	0	3	3	2	1	1	1

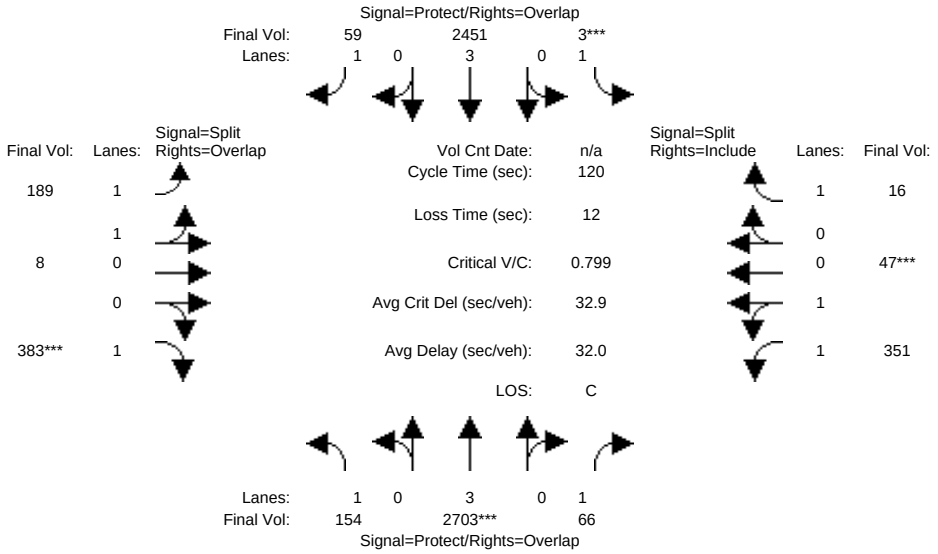
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	154	564	66	3	1901	59	189	8	383	351	47	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	564	66	3	1901	59	189	8	383	351	47	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	2139	0	0	550	0	0	0	0	0	0	0
Initial Fut:	154	2703	66	3	2451	59	189	8	383	351	47	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	2703	66	3	2451	59	189	8	383	351	47	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	2703	66	3	2451	59	189	8	383	351	47	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	2703	66	3	2451	59	189	8	383	351	47	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.92	0.08	1.00	1.77	0.23	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3406	144	1750	3131	419	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.04	0.00	0.43	0.03	0.06	0.06	0.22	0.11	0.11	0.01
Crit Moves:		****		****					****		****	
Green Time:	12.5	66.8	82.6	7.0	61.2	79.7	18.4	18.4	31.0	15.8	15.8	15.8
Volume/Cap:	0.84	0.85	0.05	0.03	0.84	0.05	0.36	0.36	0.85	0.85	0.85	0.07
Delay/Veh:	80.9	24.9	6.1	53.4	27.6	7.0	45.9	45.9	56.3	65.0	65.0	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	24.9	6.1	53.4	27.6	7.0	45.9	45.9	56.3	65.0	65.0	45.8
LOS by Move:	F	C	A	D-	C	A	D	D	E+	E	E	D
HCM2kAvgQ:	8	30	1	0	28	1	4	4	17	10	10	1

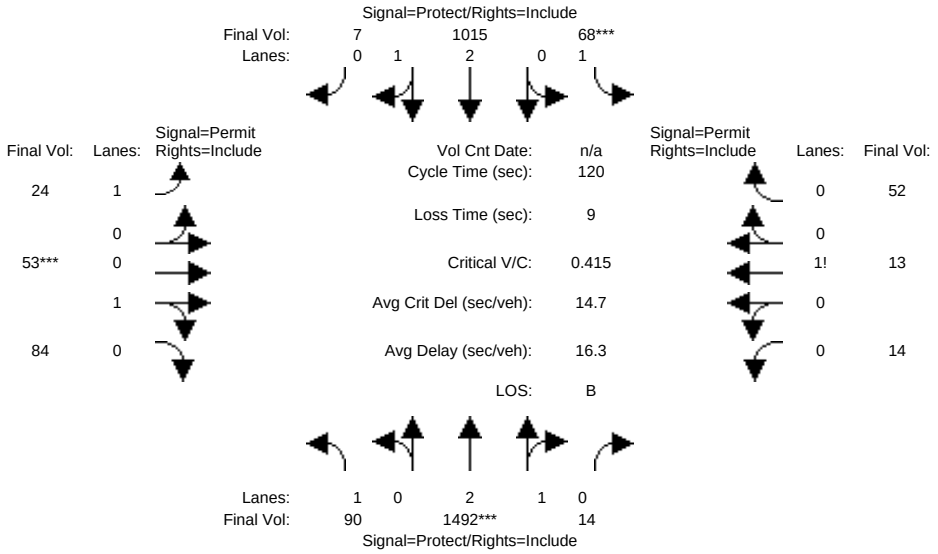
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1443	14	68	396	7	24	53	84	14	13	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1443	14	68	396	7	24	53	84	14	13	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	49	0	0	619	0	0	0	0	0	0	0
Initial Fut:	90	1492	14	68	1015	7	24	53	84	14	13	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1492	14	68	1015	7	24	53	84	14	13	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1492	14	68	1015	7	24	53	84	14	13	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1492	14	68	1015	7	24	53	84	14	13	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.98	0.02	1.00	0.39	0.61	0.18	0.16	0.66
Final Sat.:	1750	5548	52	1750	5562	38	1750	696	1104	310	288	1152
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.04	0.18	0.18	0.01	0.08	0.08	0.05	0.05	0.05
Crit Moves:		****		****				****				
Green Time:	21.6	77.8	77.8	11.2	67.4	67.4	22.0	22.0	22.0	22.0	22.0	22.0
Volume/Cap:	0.29	0.42	0.42	0.42	0.32	0.32	0.07	0.42	0.42	0.25	0.25	0.25
Delay/Veh:	43.1	10.2	10.2	53.0	14.1	14.1	40.7	44.2	44.2	42.3	42.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	10.2	10.2	53.0	14.1	14.1	40.7	44.2	44.2	42.3	42.3	42.3
LOS by Move:	D	B+	B+	D-	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	9	9	3	7	7	1	5	5	3	3	3

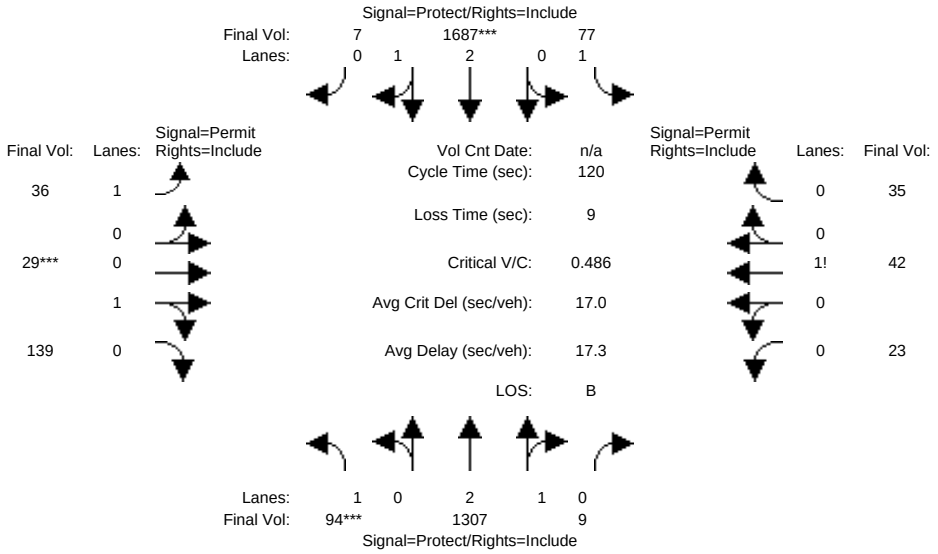
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	545	9	77	1229	7	36	29	139	23	42	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	545	9	77	1229	7	36	29	139	23	42	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	762	0	0	458	0	0	0	0	0	0	0
Initial Fut:	94	1307	9	77	1687	7	36	29	139	23	42	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	1307	9	77	1687	7	36	29	139	23	42	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1307	9	77	1687	7	36	29	139	23	42	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1307	9	77	1687	7	36	29	139	23	42	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.98	0.02	1.00	2.99	0.01	1.00	0.17	0.83	0.23	0.42	0.35
Final Sat.:	1750	5562	38	1750	5577	23	1750	311	1489	403	735	613
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.04	0.30	0.30	0.02	0.09	0.09	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	13.3	70.5	70.5	17.5	74.7	74.7	23.0	23.0	23.0	23.0	23.0	23.0
Volume/Cap:	0.49	0.40	0.40	0.30	0.49	0.49	0.11	0.49	0.49	0.30	0.30	0.30
Delay/Veh:	52.1	13.4	13.4	46.5	12.4	12.4	40.1	44.3	44.3	42.0	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	13.4	13.4	46.5	12.4	12.4	40.1	44.3	44.3	42.0	42.0	42.0
LOS by Move:	D-	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	4	9	9	3	11	11	1	6	6	4	4	4

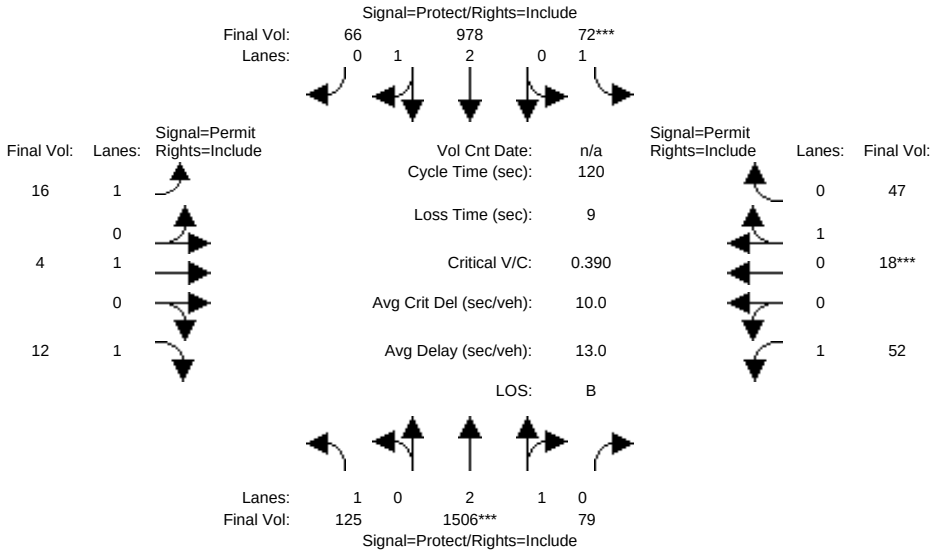
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	1457	79	72	359	66	16	4	12	52	18	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1457	79	72	359	66	16	4	12	52	18	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	49	0	0	619	0	0	0	0	0	0	0
Initial Fut:	125	1506	79	72	978	66	16	4	12	52	18	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1506	79	72	978	66	16	4	12	52	18	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1506	79	72	978	66	16	4	12	52	18	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1506	79	72	978	66	16	4	12	52	18	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	2.80	0.20	1.00	1.00	1.00	1.00	0.28	0.72
Final Sat.:	1750	5321	279	1750	5246	354	1750	1900	1750	1750	498	1302
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.04	0.19	0.19	0.01	0.00	0.01	0.03	0.04	0.04
Crit Moves:		****		****							****	
Green Time:	27.7	87.2	87.2	12.7	72.2	72.2	11.1	11.1	11.1	11.1	11.1	11.1
Volume/Cap:	0.31	0.39	0.39	0.39	0.31	0.31	0.10	0.02	0.07	0.32	0.39	0.39
Delay/Veh:	38.7	6.3	6.3	51.4	11.7	11.7	50.1	49.5	49.9	52.1	52.7	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	6.3	6.3	51.4	11.7	11.7	50.1	49.5	49.9	52.1	52.7	52.7
LOS by Move:	D+	A	A	D-	B+	B+	D	D	D	D-	D-	D-
HCM2kAvgQ:	4	7	7	3	6	6	1	0	0	2	3	3

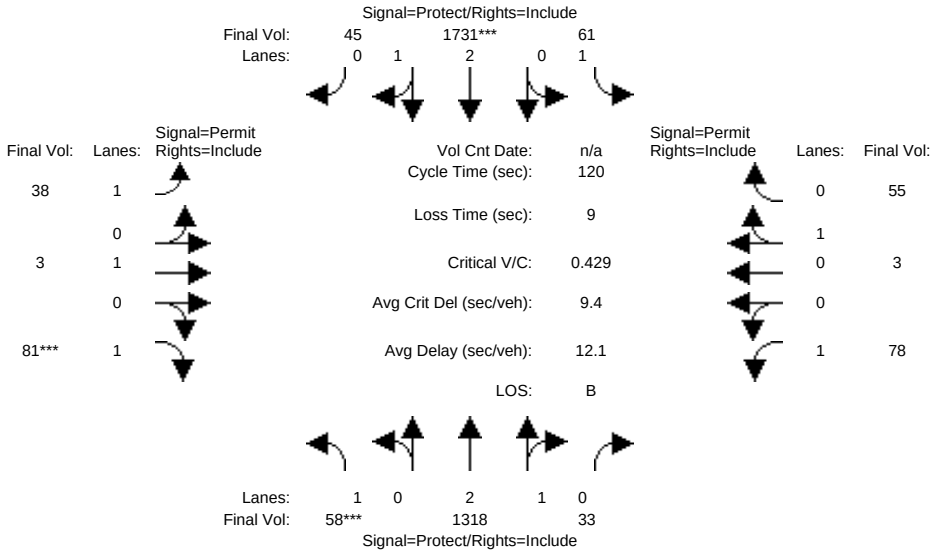
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	556	33	61	1273	45	38	3	81	78	3	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	556	33	61	1273	45	38	3	81	78	3	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	762	0	0	458	0	0	0	0	0	0	0
Initial Fut:	58	1318	33	61	1731	45	38	3	81	78	3	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1318	33	61	1731	45	38	3	81	78	3	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1318	33	61	1731	45	38	3	81	78	3	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1318	33	61	1731	45	38	3	81	78	3	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.05	0.95
Final Sat.:	1750	5463	137	1750	5458	142	1750	1900	1750	1750	93	1707
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.03	0.32	0.32	0.02	0.00	0.05	0.04	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	9.3	79.0	79.0	19.1	88.8	88.8	13.0	13.0	13.0	13.0	13.0	13.0
Volume/Cap:	0.43	0.37	0.37	0.22	0.43	0.43	0.20	0.01	0.43	0.41	0.30	0.30
Delay/Veh:	55.0	9.3	9.3	44.4	6.0	6.0	49.3	47.8	51.6	51.4	50.2	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	9.3	9.3	44.4	6.0	6.0	49.3	47.8	51.6	51.4	50.2	50.2
LOS by Move:	E+	A	A	D	A	A	D	D	D-	D-	D	D
HCM2kAvgQ:	3	7	7	2	8	8	2	0	3	3	2	2

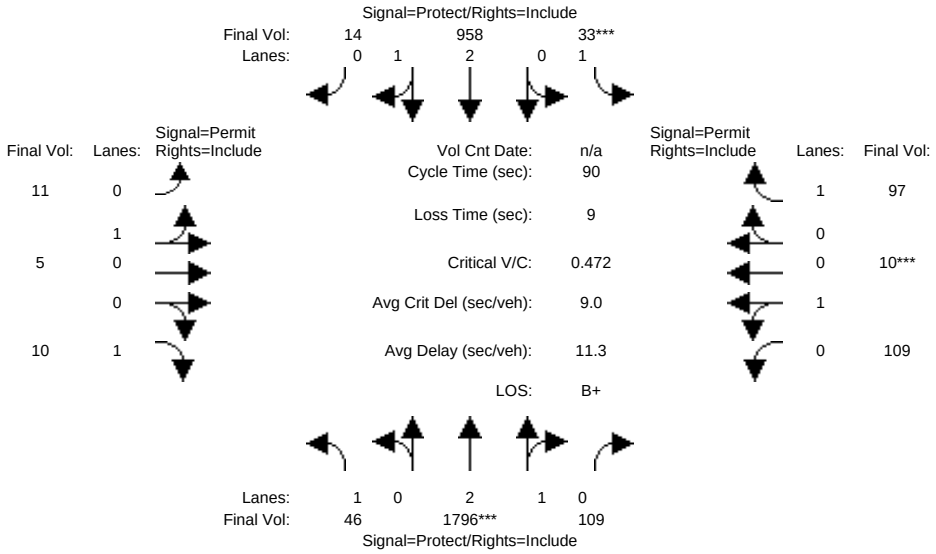
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	1747	109	33	339	14	11	5	10	109	10	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1747	109	33	339	14	11	5	10	109	10	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	49	0	0	619	0	0	0	0	0	0	0
Initial Fut:	46	1796	109	33	958	14	11	5	10	109	10	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1796	109	33	958	14	11	5	10	109	10	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1796	109	33	958	14	11	5	10	109	10	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1796	109	33	958	14	11	5	10	109	10	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.82	0.18	1.00	2.96	0.04	0.69	0.31	1.00	0.92	0.08	1.00
Final Sat.:	1750	5279	320	1750	5519	81	1237	562	1750	1649	151	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.02	0.17	0.17	0.01	0.01	0.01	0.07	0.07	0.06
Crit Moves:		****		****							****	
Green Time:	21.3	62.0	62.0	7.0	47.6	47.6	12.0	12.0	12.0	12.0	12.0	12.0
Volume/Cap:	0.11	0.49	0.49	0.24	0.33	0.33	0.07	0.07	0.04	0.49	0.49	0.41
Delay/Veh:	27.0	6.7	6.7	39.9	12.1	12.1	34.2	34.2	34.0	37.8	37.8	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	6.7	6.7	39.9	12.1	12.1	34.2	34.2	34.0	37.8	37.8	36.9
LOS by Move:	C	A	A	D	B	B	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	9	9	1	5	5	0	0	0	4	4	3

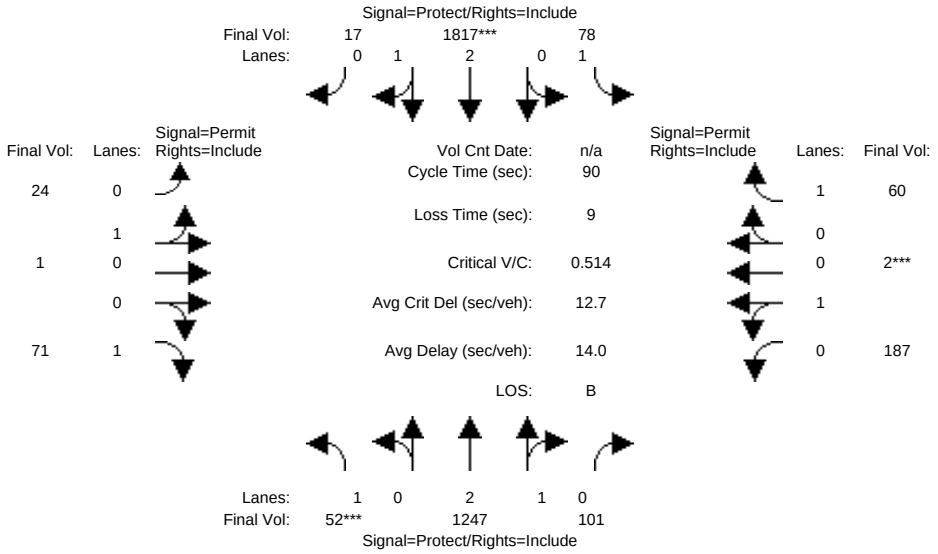
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	485	101	78	1359	17	24	1	71	187	2	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	485	101	78	1359	17	24	1	71	187	2	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	762	0	0	458	0	0	0	0	0	0	0
Initial Fut:	52	1247	101	78	1817	17	24	1	71	187	2	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1247	101	78	1817	17	24	1	71	187	2	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1247	101	78	1817	17	24	1	71	187	2	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1247	101	78	1817	17	24	1	71	187	2	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.77	0.23	1.00	2.97	0.03	0.96	0.04	1.00	0.99	0.01	1.00
Final Sat.:	1750	5180	420	1750	5548	52	1728	72	1750	1781	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.04	0.33	0.33	0.01	0.01	0.04	0.11	0.11	0.03
Crit Moves:	****				****						****	
Green Time:	7.0	47.6	47.6	15.4	56.0	56.0	18.0	18.0	18.0	18.0	18.0	18.0
Volume/Cap:	0.38	0.45	0.45	0.26	0.53	0.53	0.07	0.07	0.20	0.53	0.53	0.17
Delay/Veh:	41.2	13.2	13.2	32.8	9.7	9.7	29.3	29.3	30.3	33.7	33.7	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	13.2	13.2	32.8	9.7	9.7	29.3	29.3	30.3	33.7	33.7	30.1
LOS by Move:	D	B	B	C-	A	A	C	C	C	C-	C-	C
HCM2kAvgQ:	2	8	8	2	10	10	1	1	2	6	6	2

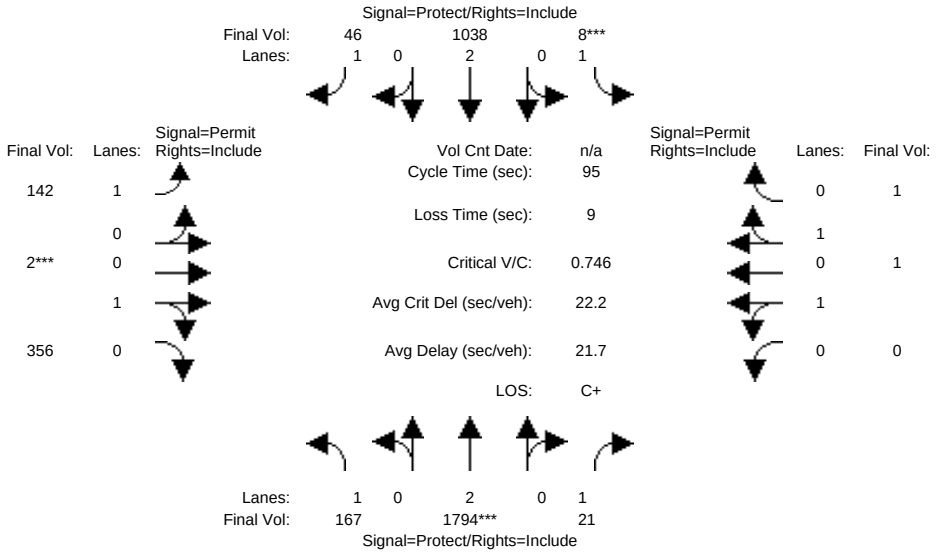
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	1745	21	8	419	46	142	2	46	0	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1745	21	8	419	46	142	2	46	0	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	20	49	0	0	619	0	0	0	310	0	0	0
Initial Fut:	167	1794	21	8	1038	46	142	2	356	0	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1794	21	8	1038	46	142	2	356	0	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1794	21	8	1038	46	142	2	356	0	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1794	21	8	1038	46	142	2	356	0	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.01	0.99	0.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	10	1790	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.01	0.00	0.27	0.03	0.08	0.20	0.20	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	16.2	55.6	55.6	7.0	46.4	46.4	23.4	23.4	23.4	0.0	23.4	23.4
Volume/Cap:	0.56	0.81	0.02	0.06	0.56	0.05	0.33	0.81	0.81	0.00	0.00	0.00
Delay/Veh:	38.5	17.8	8.3	41.1	17.5	12.8	29.8	44.1	44.1	0.0	27.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	17.8	8.3	41.1	17.5	12.8	29.8	44.1	44.1	0.0	27.0	27.0
LOS by Move:	D+	B	A	D	B	B	C	D	D	A	C	C
HCM2kAvgQ:	6	22	0	0	11	1	4	13	13	0	0	0

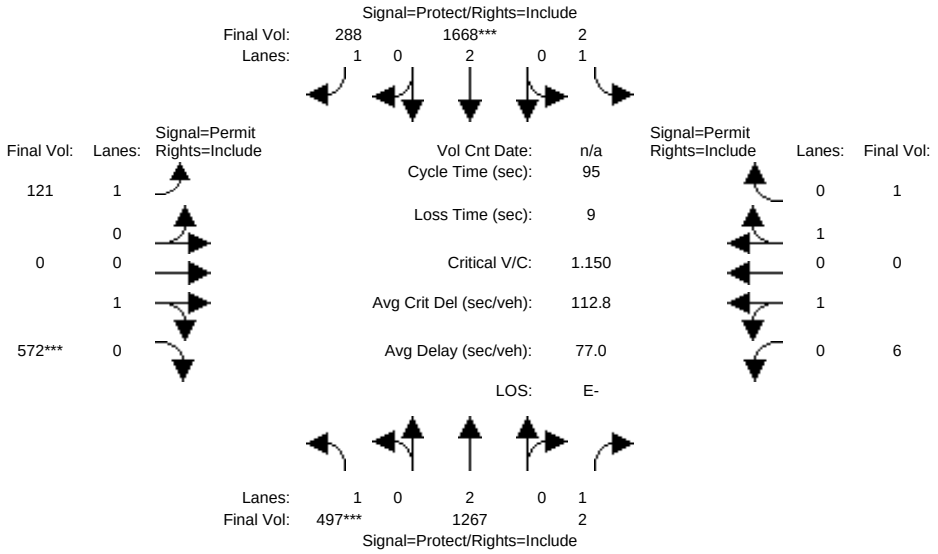
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	197	505	2	2	1210	288	121	0	222	6	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	505	2	2	1210	288	121	0	222	6	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	300	762	0	0	458	0	0	0	350	0	0	0
Initial Fut:	497	1267	2	2	1668	288	121	0	572	6	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	497	1267	2	2	1668	288	121	0	572	6	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	1267	2	2	1668	288	121	0	572	6	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	497	1267	2	2	1668	288	121	0	572	6	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.95	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	0	1800	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.28	0.33	0.00	0.00	0.44	0.16	0.07	0.00	0.32	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	23.5	48.9	48.9	10.8	36.3	36.3	26.3	0.0	26.3	26.3	0.0	26.3
Volume/Cap:	1.15	0.65	0.00	0.01	1.15	0.43	0.25	0.00	1.15	0.01	0.00	0.00
Delay/Veh:	126.8	17.5	11.2	37.4	105	22.2	27.0	0.0	122.9	25.0	0.0	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.8	17.5	11.2	37.4	105	22.2	27.0	0.0	122.9	25.0	0.0	24.9
LOS by Move:	F	B	B+	D+	F	C+	C	A	F	C	A	C
HCM2kAvgQ:	28	14	0	0	41	7	3	0	31	0	0	0

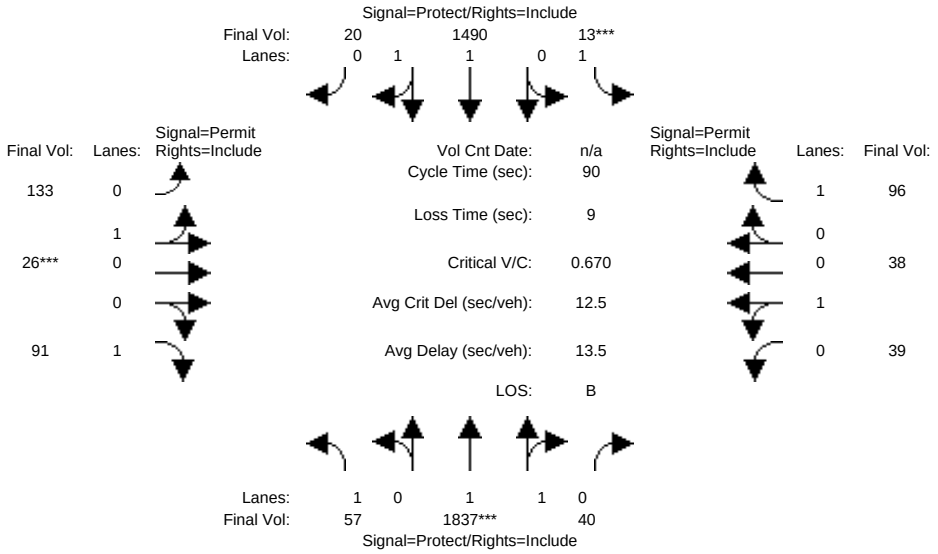
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1768	40	13	561	20	133	26	91	39	38	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1768	40	13	561	20	133	26	91	39	38	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	69	0	0	929	0	0	0	0	0	0	0
Initial Fut:	57	1837	40	13	1490	20	133	26	91	39	38	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1837	40	13	1490	20	133	26	91	39	38	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1837	40	13	1490	20	133	26	91	39	38	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1837	40	13	1490	20	133	26	91	39	38	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.84	0.16	1.00	0.51	0.49	1.00
Final Sat.:	1750	3621	79	1750	3651	49	1506	294	1750	912	888	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.51	0.51	0.01	0.41	0.41	0.09	0.09	0.05	0.04	0.04	0.05
Crit Moves:		****		****				****				
Green Time:	11.2	63.0	63.0	7.0	58.8	58.8	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.26	0.72	0.72	0.10	0.62	0.62	0.72	0.72	0.43	0.35	0.35	0.45
Delay/Veh:	36.3	9.2	9.2	38.9	9.6	9.6	49.4	49.4	38.0	37.2	37.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	9.2	9.2	38.9	9.6	9.6	49.4	49.4	38.0	37.2	37.2	38.2
LOS by Move:	D+	A	A	D+	A	A	D	D	D+	D+	D+	D+
HCM2kAvgQ:	2	17	17	0	13	13	6	6	3	2	2	3

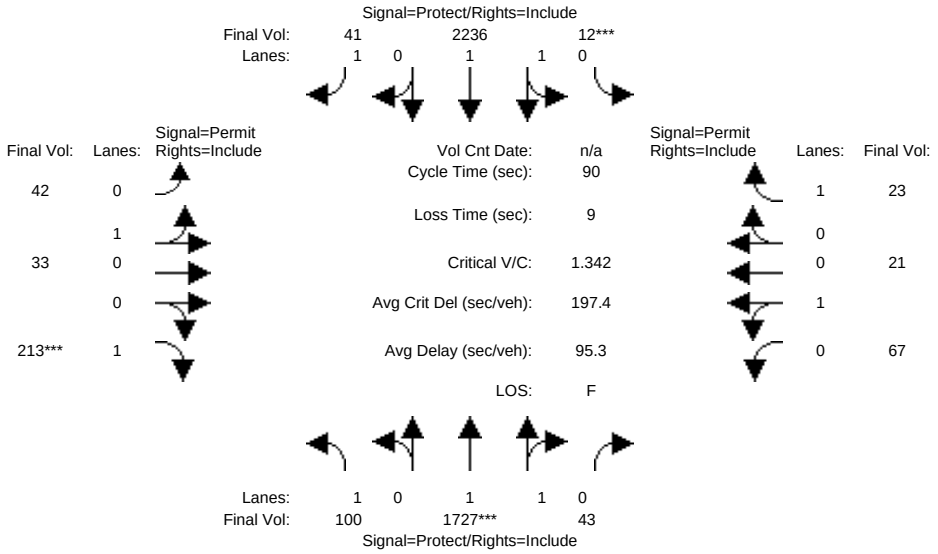
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	665	43	12	1428	41	42	33	213	67	21	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	665	43	12	1428	41	42	33	213	67	21	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	1062	0	0	808	0	0	0	0	0	0	0
Initial Fut:	100	1727	43	12	2236	41	42	33	213	67	21	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1727	43	12	2236	41	42	33	213	67	21	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1727	43	12	2236	41	42	33	213	67	21	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1727	43	12	2236	41	42	33	213	67	21	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.95	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	0.01	1.99	1.00	0.56	0.44	1.00	0.76	0.24	1.00
Final Sat.:	1750	3610	90	20	3680	1750	1008	792	1750	1370	430	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.48	0.48	0.61	0.61	0.02	0.04	0.04	0.12	0.05	0.05	0.01
Crit Moves:		****		****					****			
Green Time:	8.1	31.3	31.3	39.7	62.9	62.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.64	1.38	1.38	1.38	0.87	0.03	0.38	0.38	1.10	0.44	0.44	0.12
Delay/Veh:	48.1	204	203.8	198.5	13.8	4.2	38.3	38.3	132.4	38.9	38.9	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	204	203.8	198.5	13.8	4.2	38.3	38.3	132.4	38.9	38.9	36.3
LOS by Move:	D	F	F	F	B	A	D+	D+	F	D+	D+	D+
HCM2kAvgQ:	4	57	57	72	27	0	2	2	13	3	3	1

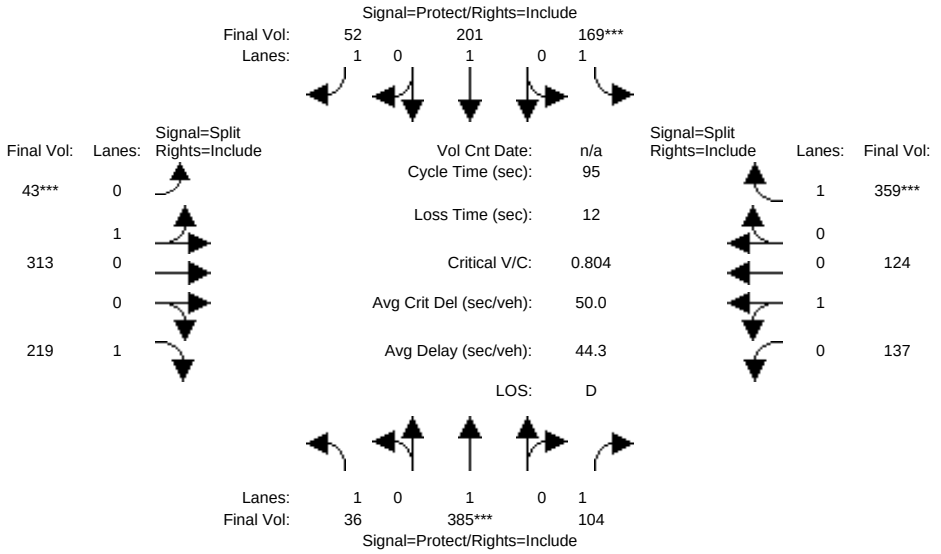
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	375	44	117	108	25	33	163	33	39	114	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	375	44	117	108	25	33	163	33	39	114	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	10	60	52	93	27	10	150	186	98	10	141
Initial Fut:	36	385	104	169	201	52	43	313	219	137	124	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	385	104	169	201	52	43	313	219	137	124	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	385	104	169	201	52	43	313	219	137	124	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	385	104	169	201	52	43	313	219	137	124	359
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.12	0.88	1.00	0.52	0.48	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	217	1583	1750	945	855	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.06	0.10	0.11	0.03	0.20	0.20	0.13	0.15	0.15	0.21
Crit Moves:		****		****			****					****
Green Time:	17.6	24.0	24.0	11.4	17.7	17.7	23.4	23.4	23.4	24.3	24.3	24.3
Volume/Cap:	0.11	0.80	0.24	0.80	0.57	0.16	0.80	0.80	0.51	0.57	0.57	0.80
Delay/Veh:	32.8	46.7	29.5	67.6	41.6	33.4	48.0	48.0	35.1	35.8	35.8	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	46.7	29.5	67.6	41.6	33.4	48.0	48.0	35.1	35.8	35.8	47.4
LOS by Move:	C-	D	C	E	D	C-	D	D	D+	D+	D+	D
HCM2kAvgQ:	1	13	3	7	6	1	13	13	6	8	8	13

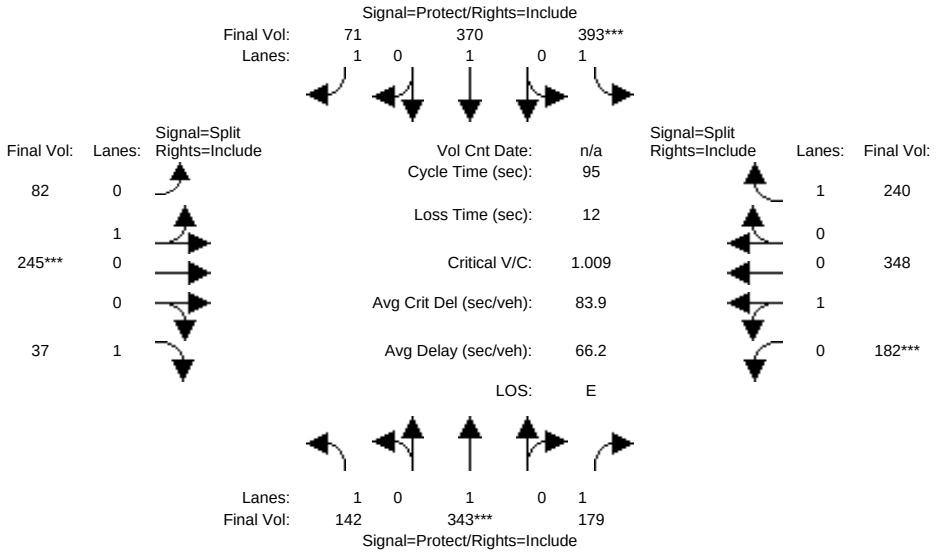
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	201	111	221	328	61	27	235	36	75	145	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	201	111	221	328	61	27	235	36	75	145	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	111	142	68	172	42	10	55	10	1	107	203	137
Initial Fut:	142	343	179	393	370	71	82	245	37	182	348	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	343	179	393	370	71	82	245	37	182	348	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	343	179	393	370	71	82	245	37	182	348	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	343	179	393	370	71	82	245	37	182	348	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.75	1.00	0.34	0.66	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	451	1349	1750	618	1182	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.10	0.22	0.19	0.04	0.18	0.18	0.02	0.29	0.29	0.14
Crit Moves:		****		****				****		****		
Green Time:	13.4	17.0	17.0	21.2	24.8	24.8	17.1	17.1	17.1	27.7	27.7	27.7
Volume/Cap:	0.58	1.01	0.57	1.01	0.75	0.16	1.01	1.01	0.12	1.01	1.01	0.47
Delay/Veh:	47.6	90.0	43.0	84.7	42.1	27.8	91.1	91.1	33.4	75.0	75.0	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	90.0	43.0	84.7	42.1	27.8	91.1	91.1	33.4	75.0	75.0	30.7
LOS by Move:	D	F	D	F	D	C	F	F	C-	E-	E-	C
HCM2kAvgQ:	5	16	6	19	12	2	16	16	1	23	23	7

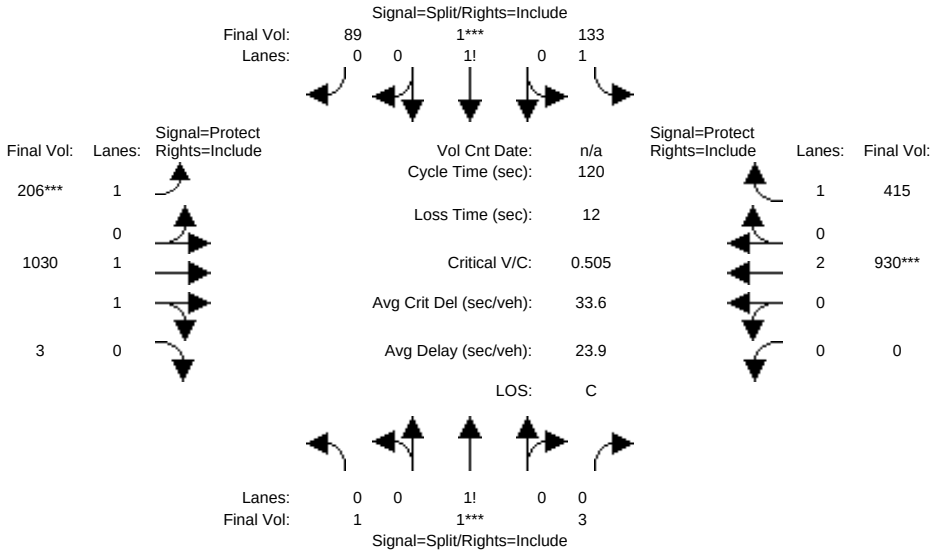
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	1	3	85	1	63	175	359	3	0	701	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	85	1	63	175	359	3	0	701	344
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	48	0	26	31	671	0	0	229	71
Initial Fut:	1	1	3	133	1	89	206	1030	3	0	930	415
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	3	133	1	89	206	1030	3	0	930	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	133	1	89	206	1030	3	0	930	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	3	133	1	89	206	1030	3	0	930	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	1.42	0.01	0.57	1.00	1.99	0.01	0.00	2.00	1.00
Final Sat.:	350	350	1050	2494	11	995	1750	3689	11	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.09	0.09	0.12	0.28	0.28	0.00	0.24	0.24
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	19.4	19.4	19.4	25.5	78.6	78.6	0.0	53.1	53.1
Volume/Cap:	0.03	0.03	0.03	0.33	0.55	0.55	0.55	0.43	0.43	0.00	0.55	0.54
Delay/Veh:	51.0	51.0	51.0	45.9	51.7	51.7	48.0	10.5	10.5	0.0	26.0	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	51.0	45.9	51.7	51.7	48.0	10.5	10.5	0.0	26.0	27.1
LOS by Move:	D	D	D	D	D-	D-	D	B+	B+	A	C	C
HCM2kAvgQ:	0	0	0	3	6	6	8	9	9	0	13	12

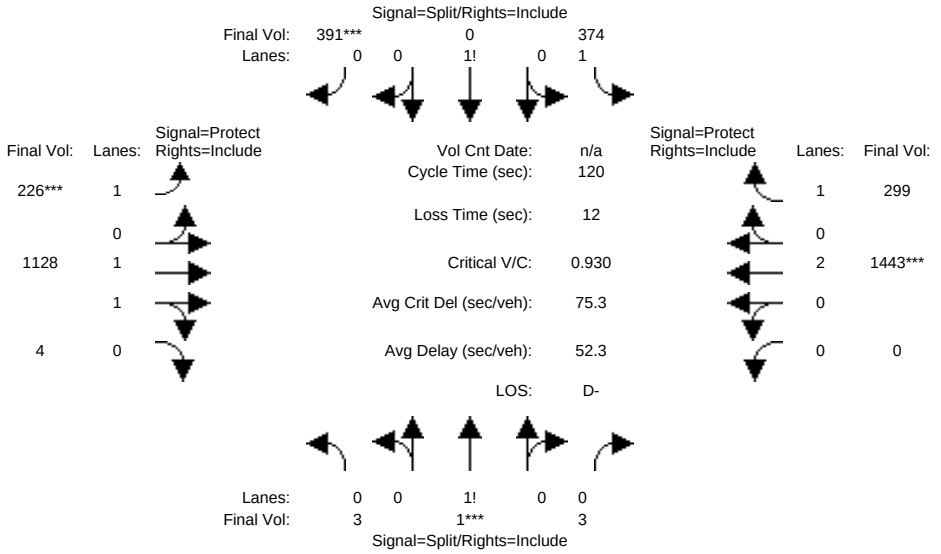
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	1	3	274	0	195	150	596	4	0	522	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	3	274	0	195	150	596	4	0	522	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	100	0	196	76	532	0	0	921	78
Initial Fut:	3	1	3	374	0	391	226	1128	4	0	1443	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	3	374	0	391	226	1128	4	0	1443	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	3	374	0	391	226	1128	4	0	1443	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	3	374	0	391	226	1128	4	0	1443	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.43	0.14	0.43	1.33	0.00	0.67	1.00	1.99	0.01	0.00	2.00	1.00
Final Sat.:	750	250	750	2327	0	1206	1750	3687	13	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.32	0.13	0.31	0.31	0.00	0.38	0.17
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	38.1	0.0	38.1	15.2	59.9	59.9	0.0	44.7	44.7
Volume/Cap:	0.05	0.05	0.05	0.51	0.00	1.02	1.02	0.61	0.61	0.00	1.02	0.46
Delay/Veh:	51.2	51.2	51.2	34.5	0.0	78.9	118.1	23.2	23.2	0.0	66.7	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	51.2	51.2	34.5	0.0	78.9	118.1	23.2	23.2	0.0	66.7	30.8
LOS by Move:	D-	D-	D-	C-	A	E-	F	C	C	A	E	C
HCM2kAvgQ:	0	0	0	9	0	30	14	16	16	0	34	9

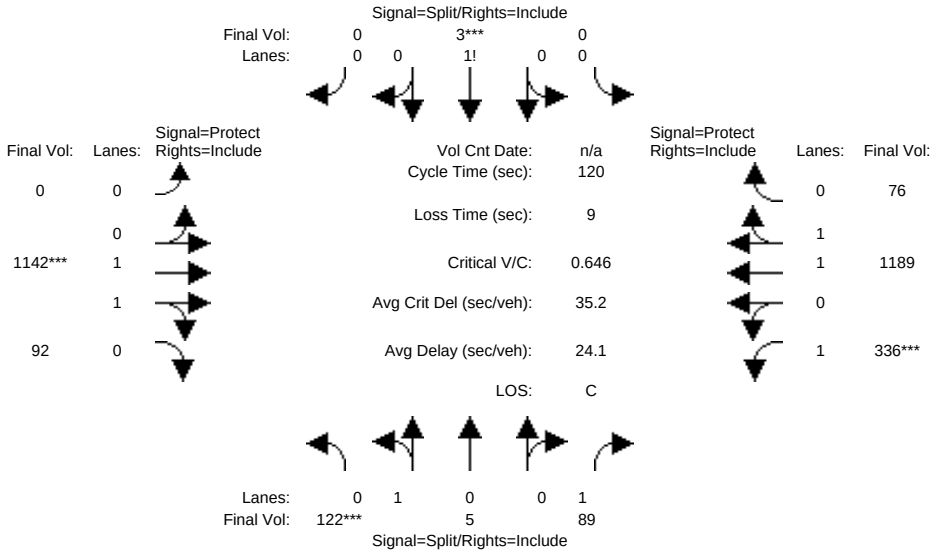
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	112	5	89	0	3	0	0	431	82	118	876	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	5	89	0	3	0	0	431	82	118	876	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	0	0	0	0	0	0	711	10	218	313	0
Initial Fut:	122	5	89	0	3	0	0	1142	92	336	1189	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	5	89	0	3	0	0	1142	92	336	1189	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	5	89	0	3	0	0	1142	92	336	1189	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	5	89	0	3	0	0	1142	92	336	1189	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.96	0.04	1.00	0.00	1.00	0.00	0.00	1.85	0.15	1.00	1.88	0.12
Final Sat.:	1729	71	1750	0	1900	0	0	3424	276	1750	3478	222
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.00	0.00	0.00	0.00	0.33	0.33	0.19	0.34	0.34
Crit Moves:	****				****			****		****		
Green Time:	12.0	12.0	12.0	0.0	10.0	0.0	0.0	56.5	56.5	32.5	89.0	89.0
Volume/Cap:	0.71	0.71	0.51	0.00	0.02	0.00	0.00	0.71	0.71	0.71	0.46	0.46
Delay/Veh:	73.3	73.3	61.5	0.0	50.7	0.0	0.0	27.7	27.7	48.1	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	73.3	61.5	0.0	50.7	0.0	0.0	27.7	27.7	48.1	6.6	6.6
LOS by Move:	E	E	E	A	D	A	A	C	C	D	A	A
HCM2kAvgQ:	6	6	4	0	0	0	0	19	19	13	9	9

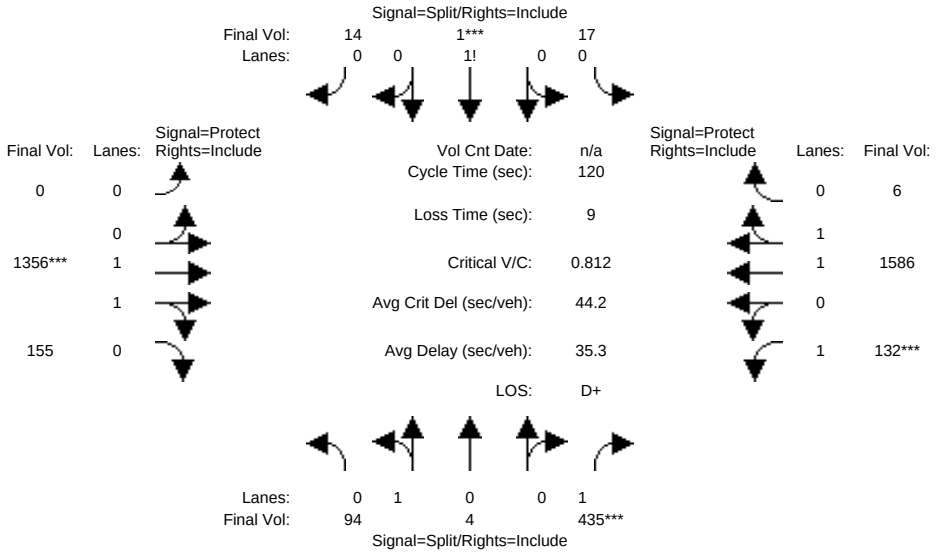
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	4	91	17	1	14	0	771	108	111	605	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	4	91	17	1	14	0	771	108	111	605	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	18	0	344	0	0	0	0	585	47	21	981	0
Initial Fut:	94	4	435	17	1	14	0	1356	155	132	1586	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	4	435	17	1	14	0	1356	155	132	1586	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	4	435	17	1	14	0	1356	155	132	1586	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	4	435	17	1	14	0	1356	155	132	1586	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.96	0.04	1.00	0.53	0.03	0.44	0.00	1.79	0.21	1.00	1.99	0.01
Final Sat.:	1727	73	1750	930	55	766	0	3320	380	1750	3686	14
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.25	0.02	0.02	0.02	0.00	0.41	0.41	0.08	0.43	0.43
Crit Moves:			****		****			****		****		
Green Time:	34.3	34.3	34.3	10.0	10.0	10.0	0.0	56.3	56.3	10.4	66.7	66.7
Volume/Cap:	0.19	0.19	0.87	0.22	0.22	0.22	0.00	0.87	0.87	0.87	0.77	0.77
Delay/Veh:	33.2	33.2	59.1	54.8	54.8	54.8	0.0	34.8	34.8	99.1	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	33.2	59.1	54.8	54.8	54.8	0.0	34.8	34.8	99.1	23.7	23.7
LOS by Move:	C-	C-	E+	D-	D-	D-	A	C-	C-	F	C	C
HCM2kAvgQ:	3	3	19	1	1	1	0	28	28	8	24	24

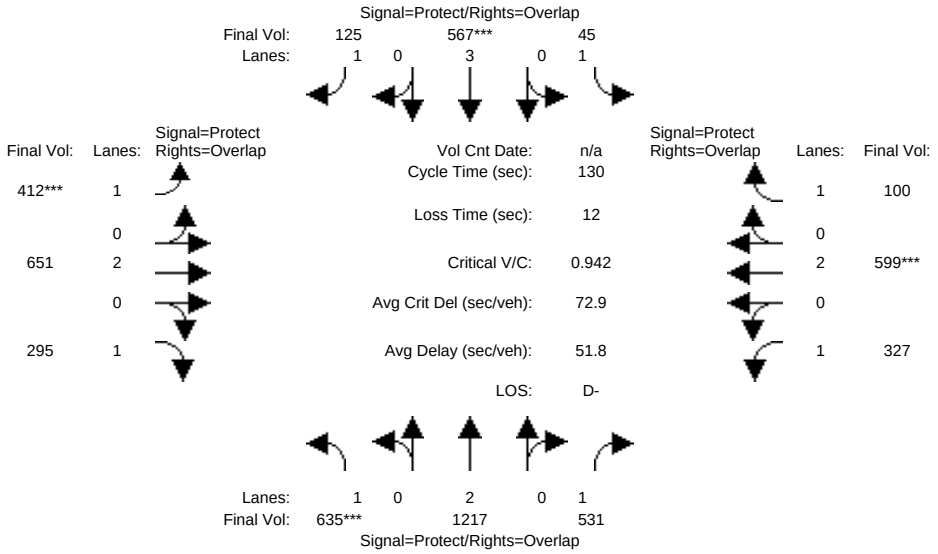
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	274	1207	287	45	421	77	157	248	156	69	258	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	1207	287	45	421	77	157	248	156	69	258	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	361	10	244	0	146	48	255	403	139	258	341	47
Initial Fut:	635	1217	531	45	567	125	412	651	295	327	599	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	635	1217	531	45	567	125	412	651	295	327	599	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	635	1217	531	45	567	125	412	651	295	327	599	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	635	1217	531	45	567	125	412	651	295	327	599	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.32	0.30	0.03	0.10	0.07	0.24	0.17	0.17	0.19	0.16	0.06
Crit Moves:	****				****		****				****	
Green Time:	50.1	54.6	82.9	9.2	13.7	46.2	32.5	25.9	76.0	28.3	21.7	30.9
Volume/Cap:	0.94	0.76	0.48	0.36	0.94	0.20	0.94	0.86	0.29	0.86	0.94	0.24
Delay/Veh:	60.2	34.4	12.6	59.4	81.1	29.2	76.7	60.0	13.7	66.4	76.0	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	34.4	12.6	59.4	81.1	29.2	76.7	60.0	13.7	66.4	76.0	40.3
LOS by Move:	E	C-	B	E+	F	C	E-	E+	B	E	E-	D
HCM2kAvgQ:	31	22	12	2	11	4	22	15	6	16	16	3

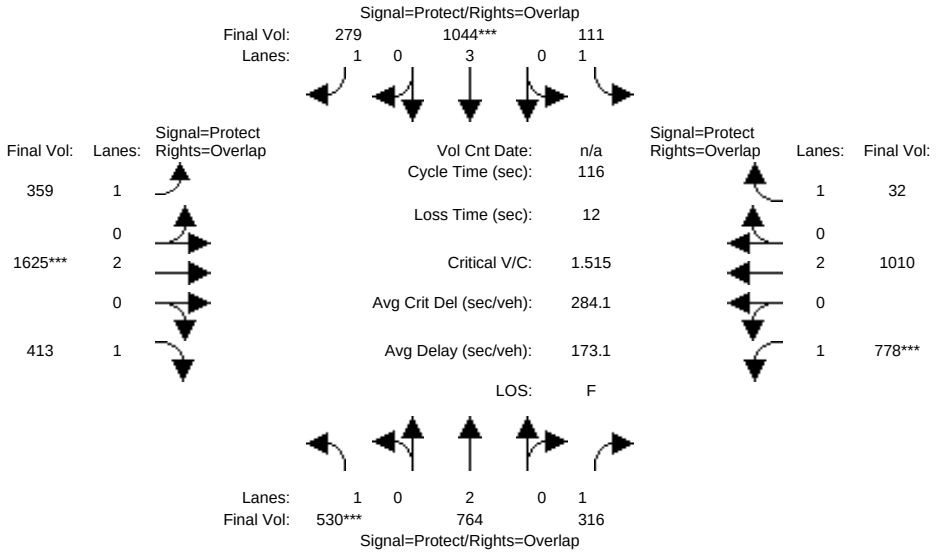
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	328	127	109	1034	71	92	702	345	213	212	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	328	127	109	1034	71	92	702	345	213	212	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	398	436	189	2	10	208	267	923	68	565	798	2
Initial Fut:	530	764	316	111	1044	279	359	1625	413	778	1010	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	764	316	111	1044	279	359	1625	413	778	1010	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	764	316	111	1044	279	359	1625	413	778	1010	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	764	316	111	1044	279	359	1625	413	778	1010	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.20	0.18	0.06	0.18	0.16	0.21	0.43	0.24	0.44	0.27	0.02
Crit Moves:	****				****			****		****		
Green Time:	23.2	28.3	62.3	8.9	14.0	43.1	29.1	32.7	55.9	34.0	37.7	46.6
Volume/Cap:	1.51	0.82	0.34	0.82	1.51	0.43	0.82	1.51	0.49	1.51	0.82	0.05
Delay/Veh:	292.4	47.6	15.4	84.9	290	27.7	52.4	278	20.8	282.6	40.4	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	292.4	47.6	15.4	84.9	290	27.7	52.4	278	20.8	282.6	40.4	21.2
LOS by Move:	F	D	B	F	F	C	D-	F	C+	F	D	C+
HCM2kAvgQ:	46	15	7	6	29	8	15	63	11	66	19	1

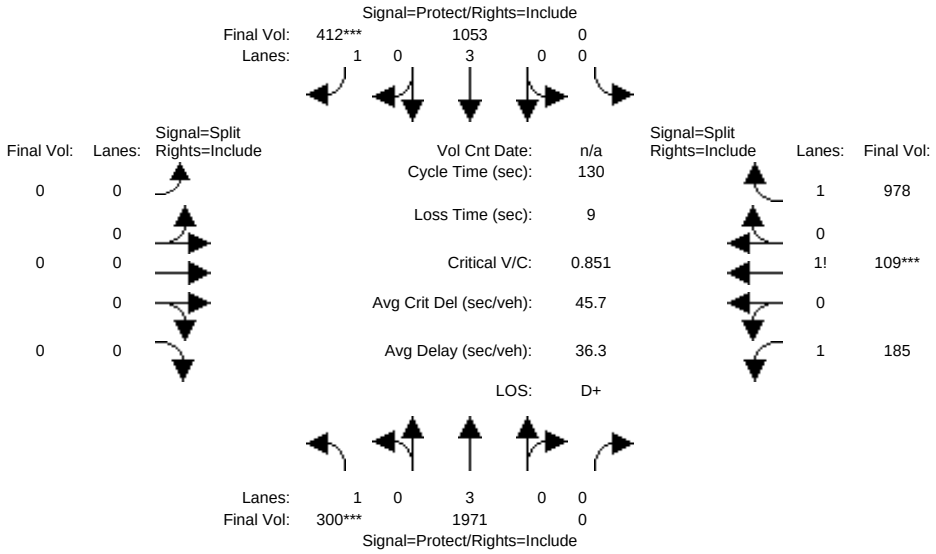
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	265	1407	0	0	645	148	0	0	0	175	109	830
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1407	0	0	645	148	0	0	0	175	109	830
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	35	564	0	0	408	264	0	0	0	10	0	148
Initial Fut:	300	1971	0	0	1053	412	0	0	0	185	109	978
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1971	0	0	1053	412	0	0	0	185	109	978
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1971	0	0	1053	412	0	0	0	185	109	978
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	1971	0	0	1053	412	0	0	0	185	109	978
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.14	0.16	1.70
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	1990	283	3070
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.00	0.00	0.18	0.24	0.00	0.00	0.00	0.09	0.39	0.32
Crit Moves:	****					****					****	
Green Time:	26.2	62.2	0.0	0.0	36.0	36.0	0.0	0.0	0.0	58.8	58.8	58.8
Volume/Cap:	0.85	0.72	0.00	0.00	0.67	0.85	0.00	0.00	0.00	0.21	0.85	0.70
Delay/Veh:	67.6	28.0	0.0	0.0	42.8	57.9	0.0	0.0	0.0	21.5	36.6	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	28.0	0.0	0.0	42.8	57.9	0.0	0.0	0.0	21.5	36.6	29.9
LOS by Move:	E	C	A	A	D	E+	A	A	A	C+	D+	C
HCM2kAvgQ:	15	21	0	0	13	19	0	0	0	4	28	20

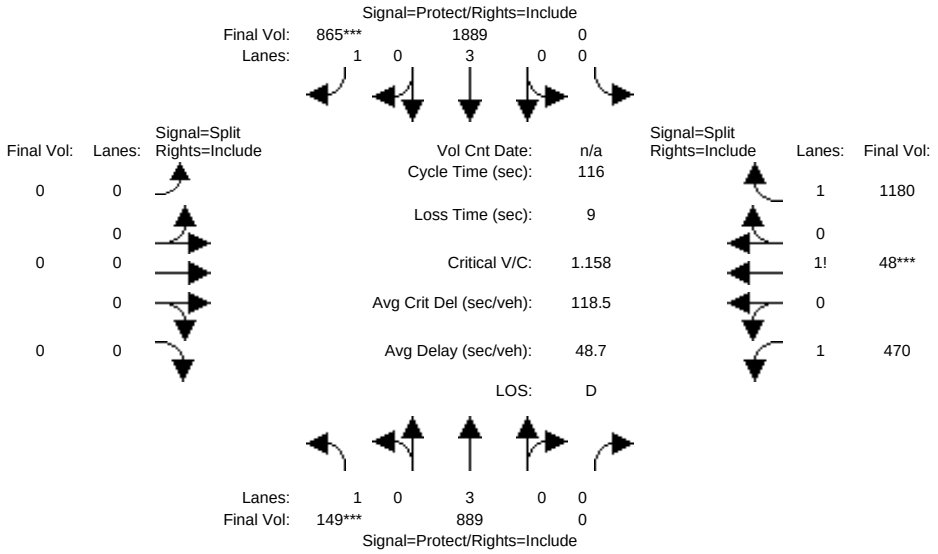
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	139	342	0	0	1299	571	0	0	0	460	48	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	342	0	0	1299	571	0	0	0	460	48	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	547	0	0	590	294	0	0	0	10	0	743
Initial Fut:	149	889	0	0	1889	865	0	0	0	470	48	1180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	889	0	0	1889	865	0	0	0	470	48	1180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	889	0	0	1889	865	0	0	0	470	48	1180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	889	0	0	1889	865	0	0	0	470	48	1180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.27	0.05	1.68
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2231	98	3007
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.00	0.00	0.33	0.49	0.00	0.00	0.00	0.21	0.49	0.39
Crit Moves:	****					****					****	
Green Time:	8.5	58.0	0.0	0.0	49.5	49.5	0.0	0.0	0.0	49.0	49.0	49.0
Volume/Cap:	1.16	0.31	0.00	0.00	0.78	1.16	0.00	0.00	0.00	0.50	1.16	0.93
Delay/Veh:	181.8	17.2	0.0	0.0	30.1	119.0	0.0	0.0	0.0	24.7	113	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	181.8	17.2	0.0	0.0	30.1	119.0	0.0	0.0	0.0	24.7	113	40.9
LOS by Move:	F	B	A	A	C	F	A	A	A	C	F	D
HCM2kAvgQ:	11	6	0	0	20	52	0	0	0	10	51	30

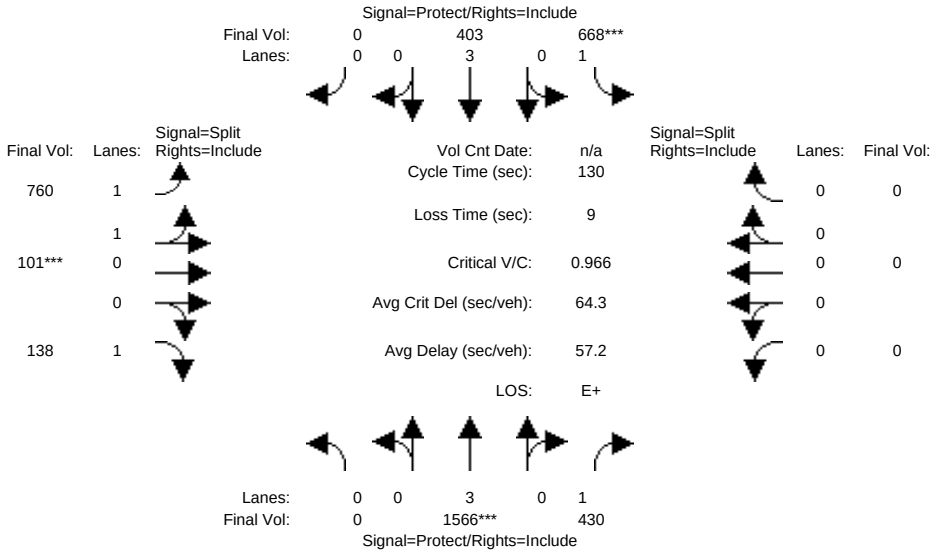
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1346	420	348	398	0	382	4	135	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1346	420	348	398	0	382	4	135	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	220	10	320	5	0	378	97	3	0	0	0
Initial Fut:	0	1566	430	668	403	0	760	101	138	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1566	430	668	403	0	760	101	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1566	430	668	403	0	760	101	138	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1566	430	668	403	0	760	101	138	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.77	0.23	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3133	416	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.25	0.38	0.07	0.00	0.24	0.24	0.08	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	37.0	37.0	51.4	88.4	0.0	32.6	32.6	32.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.97	0.86	0.97	0.10	0.00	0.97	0.97	0.31	0.00	0.00	0.00
Delay/Veh:	0.0	60.9	58.6	64.4	7.2	0.0	70.3	70.3	40.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	60.9	58.6	64.4	7.2	0.0	70.3	70.3	40.0	0.0	0.0	0.0
LOS by Move:	A	E	E+	E	A	A	E	E	D	A	A	A
HCM2kAvgQ:	0	26	20	34	2	0	23	23	5	0	0	0

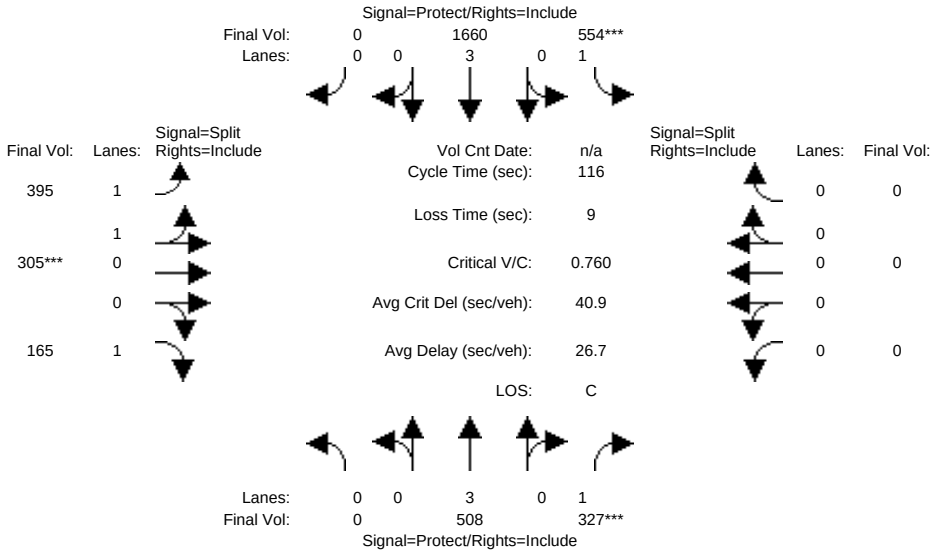
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	410	317	435	1310	0	83	7	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	410	317	435	1310	0	83	7	155	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	98	10	119	350	0	312	298	10	0	0	0
Initial Fut:	0	508	327	554	1660	0	395	305	165	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	508	327	554	1660	0	395	305	165	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	508	327	554	1660	0	395	305	165	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	508	327	554	1660	0	395	305	165	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.14	0.86	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	2003	1547	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.19	0.32	0.29	0.00	0.20	0.20	0.09	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	28.5	28.5	48.3	76.9	0.0	30.1	30.1	30.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.76	0.76	0.44	0.00	0.76	0.76	0.36	0.00	0.00	0.00
Delay/Veh:	0.0	36.4	48.2	33.5	9.4	0.0	43.3	43.3	35.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.4	48.2	33.5	9.4	0.0	43.3	43.3	35.6	0.0	0.0	0.0
LOS by Move:	A	D+	D	C-	A	A	D	D	D+	A	A	A
HCM2kAvgQ:	0	5	13	19	9	0	14	14	5	0	0	0

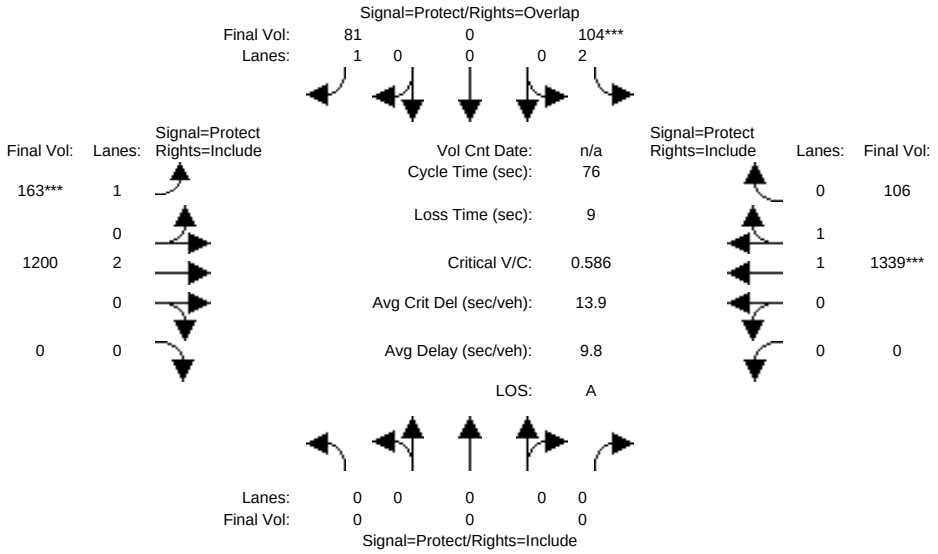
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	78	0	72	132	355	0	0	342	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	72	132	355	0	0	342	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	26	0	9	31	845	0	0	997	10
Initial Fut:	0	0	0	104	0	81	163	1200	0	0	1339	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	104	0	81	163	1200	0	0	1339	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	0	81	163	1200	0	0	1339	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	104	0	81	163	1200	0	0	1339	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.85	0.15
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3428	271
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.09	0.32	0.00	0.00	0.39	0.39
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	7.0	0.0	18.6	11.6	60.0	0.0	0.0	48.4	48.4
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.19	0.61	0.40	0.00	0.00	0.61	0.61
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	23.7	40.2	2.9	0.0	0.0	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.8	0.0	23.7	40.2	2.9	0.0	0.0	9.4	9.4
LOS by Move:	A	A	A	D+	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	5	5	0	0	11	11

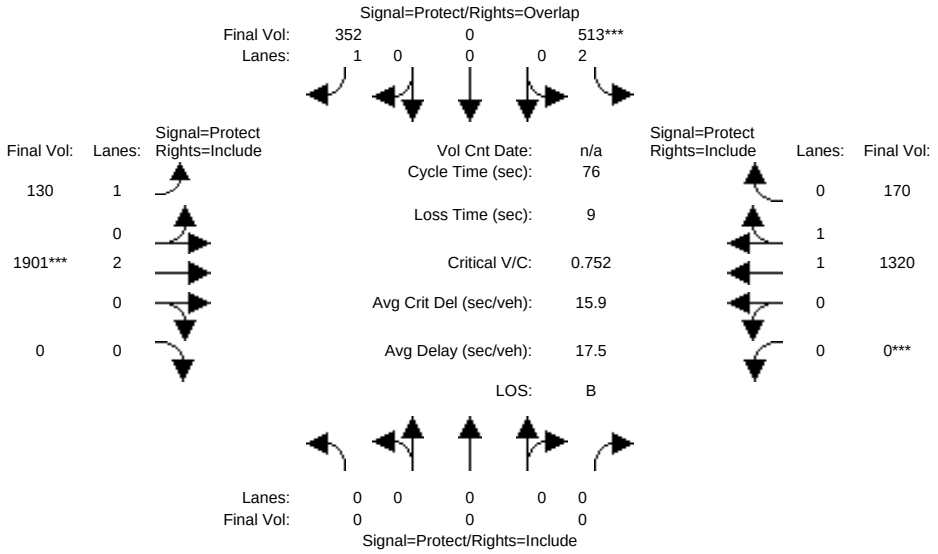
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	507	0	291	103	651	0	0	286	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	507	0	291	103	651	0	0	286	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	6	0	61	27	1250	0	0	1034	43
Initial Fut:	0	0	0	513	0	352	130	1901	0	0	1320	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	513	0	352	130	1901	0	0	1320	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	513	0	352	130	1901	0	0	1320	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	513	0	352	130	1901	0	0	1320	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.77	0.23
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3278	422
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.20	0.07	0.50	0.00	0.00	0.40	0.40
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	16.5	0.0	25.9	9.4	50.5	0.0	0.0	41.1	41.1
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.59	0.60	0.75	0.00	0.00	0.74	0.74
Delay/Veh:	0.0	0.0	0.0	35.4	0.0	25.0	43.2	10.7	0.0	0.0	15.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.4	0.0	25.0	43.2	10.7	0.0	0.0	15.9	15.9
LOS by Move:	A	A	A	D+	A	C	D	B+	A	A	B	B
HCM2kAvgQ:	0	0	0	9	0	8	4	16	0	0	15	15

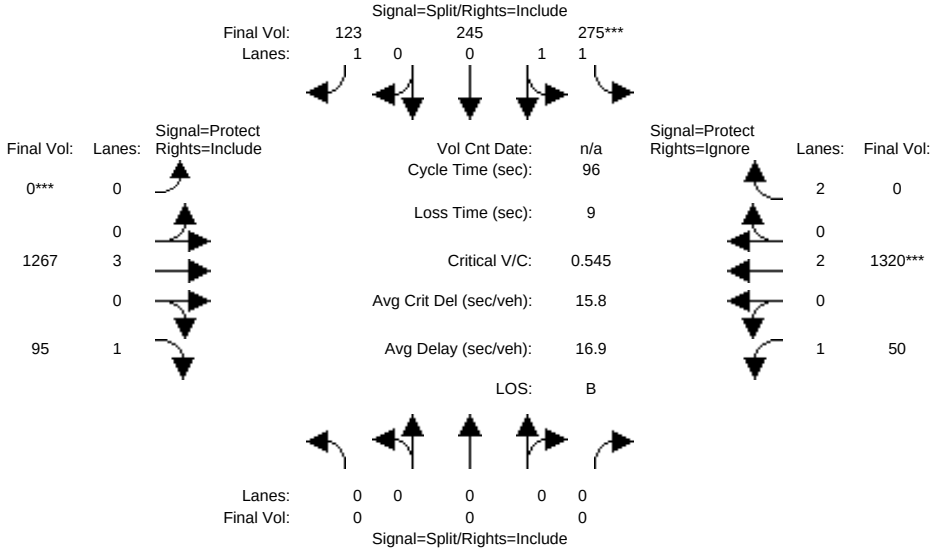
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	275	245	123	0	453	37	26	453	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	275	245	123	0	453	37	26	453	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	814	58	24	867	0
Initial Fut:	0	0	0	275	245	123	0	1267	95	50	1320	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	275	245	123	0	1267	95	50	1320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	275	245	123	0	1267	95	50	1320	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	275	245	123	0	1267	95	50	1320	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.07	0.93	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	1877	1672	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.07	0.00	0.22	0.05	0.03	0.35	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.8	25.8	25.8	0.0	46.1	46.1	15.1	61.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.26	0.00	0.46	0.11	0.18	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	30.7	30.7	27.9	0.0	16.8	13.8	35.4	9.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.7	30.7	27.9	0.0	16.8	13.8	35.4	9.9	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D+	A	A
HCM2kAvgQ:	0	0	0	8	8	3	0	8	2	1	11	0

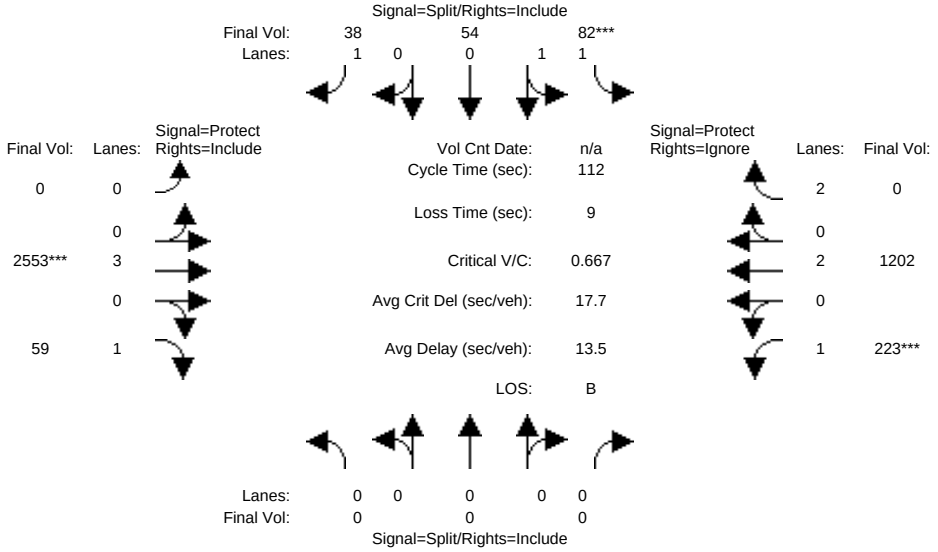
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	82	54	38	0	1298	49	34	348	960
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	82	54	38	0	1298	49	34	348	960
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	1255	10	189	854	0
Initial Fut:	0	0	0	82	54	38	0	2553	59	223	1202	960
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	82	54	38	0	2553	59	223	1202	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	54	38	0	2553	59	223	1202	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	82	54	38	0	2553	59	223	1202	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.22	0.78	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	2140	1409	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.02	0.00	0.45	0.03	0.13	0.32	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.0	10.0	10.0	0.0	72.4	72.4	20.6	93.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.24	0.00	0.69	0.05	0.69	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	49.2	49.2	48.3	0.0	13.3	7.3	49.1	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	49.2	49.2	48.3	0.0	13.3	7.3	49.1	2.4	0.0
LOS by Move:	A	A	A	D	D	D	A	B	A	D	A	A
HCM2kAvgQ:	0	0	0	3	3	2	0	19	1	9	5	0

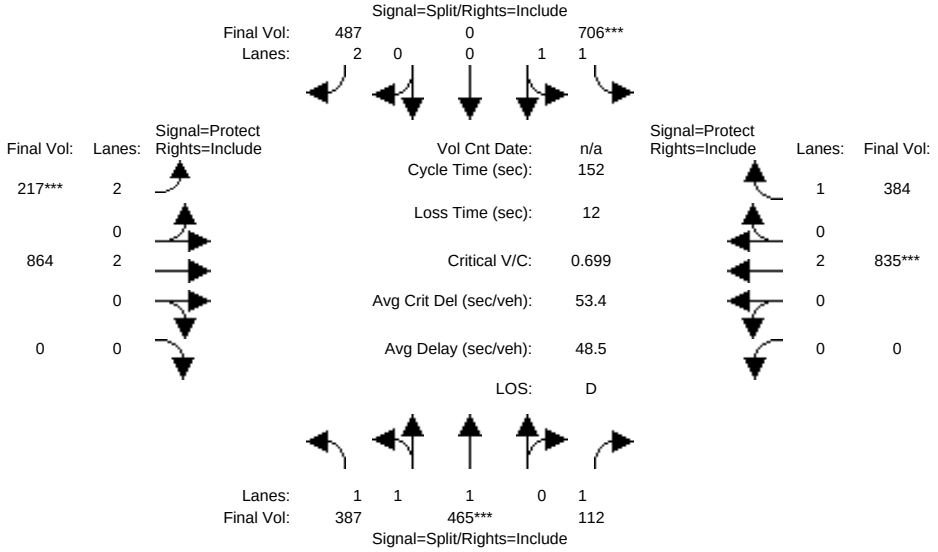
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	455	92	287	0	472	79	394	0	0	312	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	455	92	287	0	472	79	394	0	0	312	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	218	10	20	419	0	15	138	470	0	0	523	329
Initial Fut:	387	465	112	706	0	487	217	864	0	0	835	384
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	465	112	706	0	487	217	864	0	0	835	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	465	112	706	0	487	217	864	0	0	835	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	465	112	706	0	487	217	864	0	0	835	384
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.93	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.40	1.60	1.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2474	2972	1750	3550	0	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.06	0.20	0.00	0.15	0.07	0.23	0.00	0.00	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	34.0	34.0	34.0	43.2	0.0	43.2	15.0	62.8	0.0	0.0	47.8	47.8
Volume/Cap:	0.70	0.70	0.29	0.70	0.00	0.54	0.70	0.55	0.00	0.00	0.70	0.70
Delay/Veh:	56.1	56.1	49.3	50.8	0.0	46.7	73.2	34.3	0.0	0.0	47.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	56.1	49.3	50.8	0.0	46.7	73.2	34.3	0.0	0.0	47.7	49.7
LOS by Move:	E+	E+	D	D	A	D	E	C-	A	A	D	D
HCM2kAvgQ:	14	14	5	16	0	12	7	15	0	0	18	18

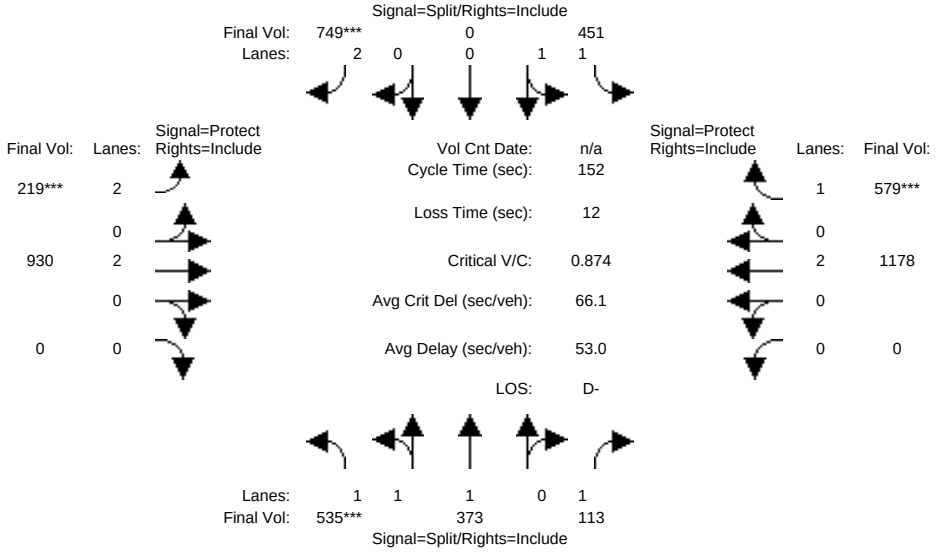
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	448	363	71	191	0	332	111	393	0	0	649	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	363	71	191	0	332	111	393	0	0	649	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	87	10	42	260	0	417	108	537	0	0	529	481
Initial Fut:	535	373	113	451	0	749	219	930	0	0	1178	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	535	373	113	451	0	749	219	930	0	0	1178	579
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	535	373	113	451	0	749	219	930	0	0	1178	579
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	535	373	113	451	0	749	219	930	0	0	1178	579
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.93	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.81	1.19	1.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	3208	2237	1750	3550	0	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.06	0.13	0.00	0.24	0.07	0.24	0.00	0.00	0.31	0.33
Crit Moves:	****					****	****					****
Green Time:	29.0	29.0	29.0	41.4	0.0	41.4	12.1	69.6	0.0	0.0	57.5	57.5
Volume/Cap:	0.87	0.87	0.34	0.47	0.00	0.87	0.87	0.53	0.00	0.00	0.82	0.87
Delay/Veh:	68.1	68.1	53.8	46.5	0.0	62.7	96.1	29.9	0.0	0.0	46.4	56.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	68.1	53.8	46.5	0.0	62.7	96.1	29.9	0.0	0.0	46.4	56.2
LOS by Move:	E	E	D-	D	A	E	F	C	A	A	D	E+
HCM2kAvgQ:	17	17	5	9	0	23	9	15	0	0	26	30

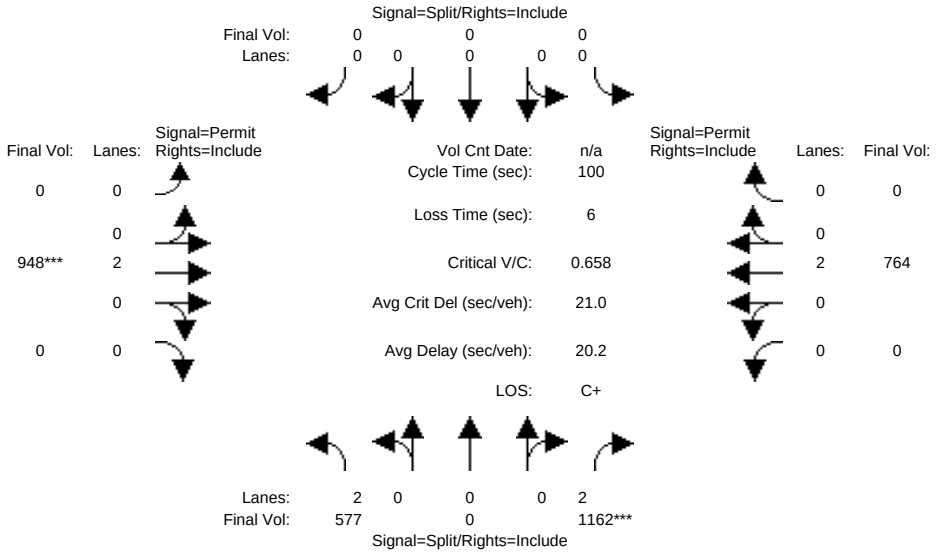
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	512	0	985	0	0	0	0	499	0	0	650	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	512	0	985	0	0	0	0	499	0	0	650	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	65	0	177	0	0	0	0	449	0	0	114	0
Initial Fut:	577	0	1162	0	0	0	0	948	0	0	764	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	577	0	1162	0	0	0	0	948	0	0	764	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	577	0	1162	0	0	0	0	948	0	0	764	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	577	0	1162	0	0	0	0	948	0	0	764	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.37	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.20	0.00
Crit Moves:			****					****				
Green Time:	56.1	0.0	56.1	0.0	0.0	0.0	0.0	37.9	0.0	0.0	37.9	0.0
Volume/Cap:	0.33	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.53	0.00
Delay/Veh:	11.9	0.0	16.2	0.0	0.0	0.0	0.0	26.8	0.0	0.0	24.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	16.2	0.0	0.0	0.0	0.0	26.8	0.0	0.0	24.5	0.0
LOS by Move:	B+	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	6	0	15	0	0	0	0	13	0	0	9	0

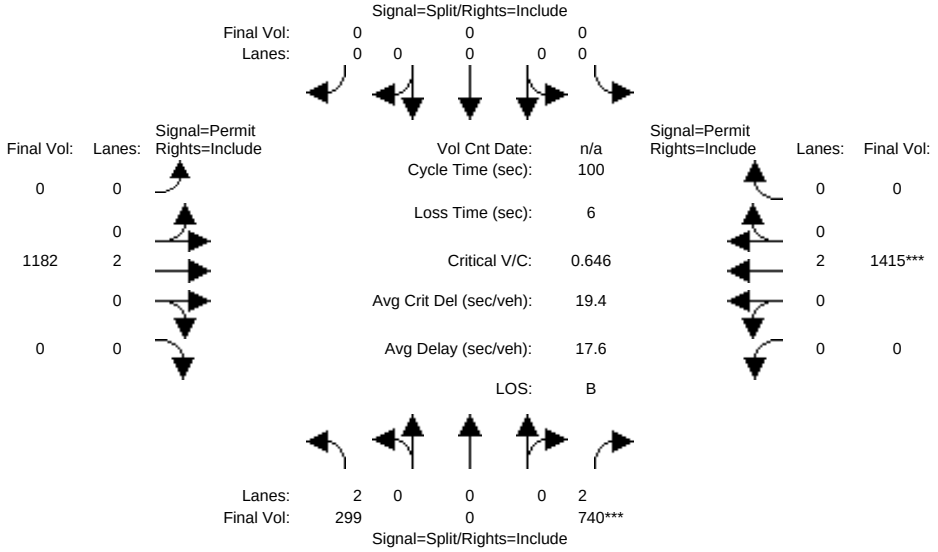
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	263	0	516	0	0	0	0	829	0	0	560	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	0	516	0	0	0	0	829	0	0	560	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	36	0	224	0	0	0	0	353	0	0	855	0
Initial Fut:	299	0	740	0	0	0	0	1182	0	0	1415	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	0	740	0	0	0	0	1182	0	0	1415	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	0	740	0	0	0	0	1182	0	0	1415	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	0	740	0	0	0	0	1182	0	0	1415	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.23	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.37	0.00
Crit Moves:			****								****	
Green Time:	36.4	0.0	36.4	0.0	0.0	0.0	0.0	57.6	0.0	0.0	57.6	0.0
Volume/Cap:	0.26	0.00	0.65	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.65	0.00
Delay/Veh:	22.5	0.0	27.8	0.0	0.0	0.0	0.0	13.3	0.0	0.0	15.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	0.0	27.8	0.0	0.0	0.0	0.0	13.3	0.0	0.0	15.0	0.0
LOS by Move:	C+	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	4	0	12	0	0	0	0	11	0	0	15	0

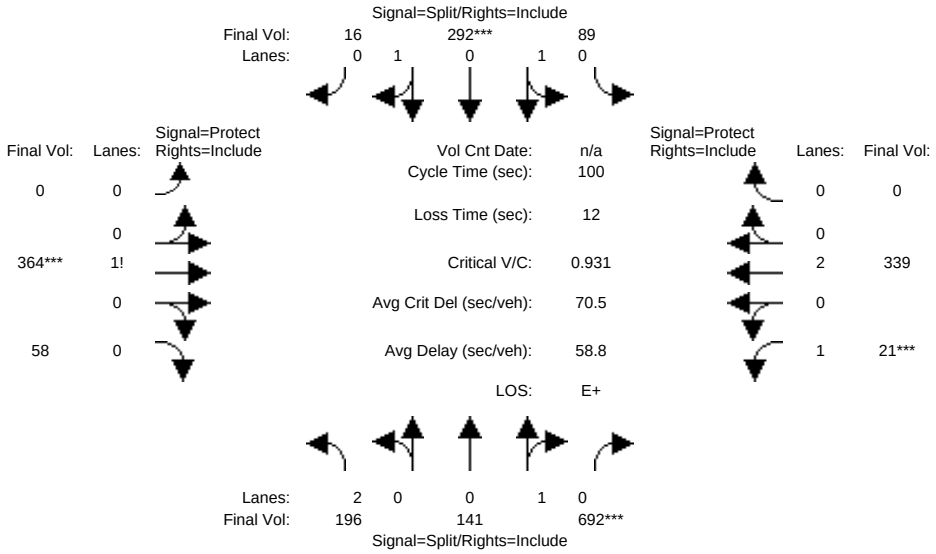
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	141	532	15	61	6	0	354	58	14	79	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	141	532	15	61	6	0	354	58	14	79	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	116	0	160	74	231	10	0	10	0	7	260	0
Initial Fut:	196	141	692	89	292	16	0	364	58	21	339	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	141	692	89	292	16	0	364	58	21	339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	141	692	89	292	16	0	364	58	21	339	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	141	692	89	292	16	0	364	58	21	339	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	2.00	0.17	0.83	0.45	1.47	0.08	0.00	0.86	0.14	1.00	2.00	0.00
Final Sat.:	3150	305	1495	807	2648	145	0	1553	247	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.11	0.11	0.11	0.00	0.23	0.23	0.01	0.09	0.00
Crit Moves:			****		****			****		****		
Green Time:	46.4	46.4	46.4	11.1	11.1	11.1	0.0	23.5	23.5	7.0	30.5	0.0
Volume/Cap:	0.13	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.17	0.29	0.00
Delay/Veh:	15.3	57.0	57.0	88.7	88.7	88.7	0.0	81.1	81.1	44.4	26.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	57.0	57.0	88.7	88.7	88.7	0.0	81.1	81.1	44.4	26.6	0.0
LOS by Move:	B	E+	E+	F	F	F	A	F	F	D	C	A
HCM2kAvgQ:	2	35	35	11	11	11	0	20	20	1	4	0

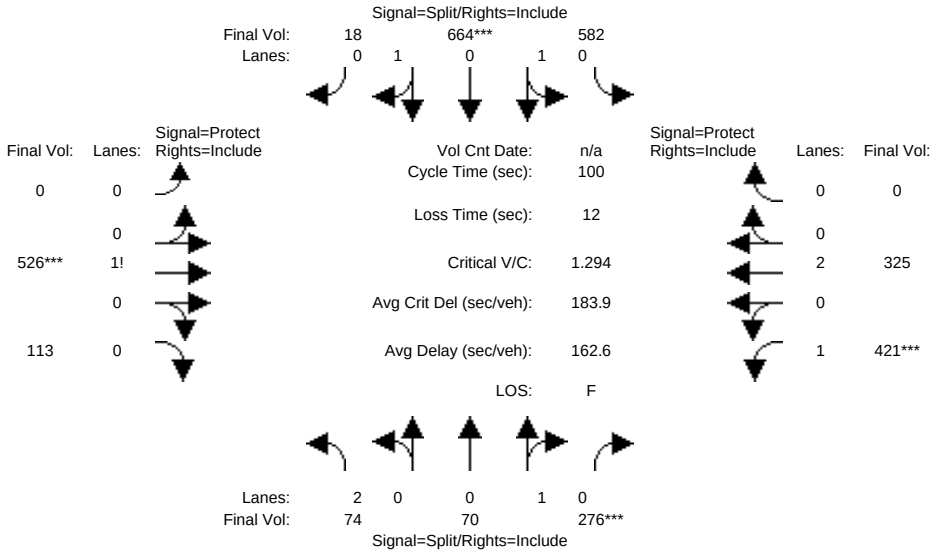
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	70	101	64	313	16	0	298	92	121	276	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	70	101	64	313	16	0	298	92	121	276	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	0	175	518	351	2	0	228	21	300	49	0
Initial Fut:	74	70	276	582	664	18	0	526	113	421	325	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	70	276	582	664	18	0	526	113	421	325	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	70	276	582	664	18	0	526	113	421	325	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	70	276	582	664	18	0	526	113	421	325	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	2.00	0.20	0.80	0.92	1.05	0.03	0.00	0.82	0.18	1.00	2.00	0.00
Final Sat.:	3150	364	1436	1658	1891	51	0	1482	318	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.35	0.35	0.35	0.00	0.36	0.36	0.24	0.09	0.00
Crit Moves:			****		****			****		****		
Green Time:	14.9	14.9	14.9	27.1	27.1	27.1	0.0	27.4	27.4	18.6	46.0	0.0
Volume/Cap:	0.16	1.29	1.29	1.29	1.29	1.29	0.00	1.29	1.29	1.29	0.19	0.00
Delay/Veh:	37.3	200	199.9	176.5	176	176.5	0.0	183	183.1	194.1	16.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	200	199.9	176.5	176	176.5	0.0	183	183.1	194.1	16.0	0.0
LOS by Move:	D+	F	F	F	F	F	A	F	F	F	B	A
HCM2kAvgQ:	1	24	24	41	41	41	0	42	42	29	3	0

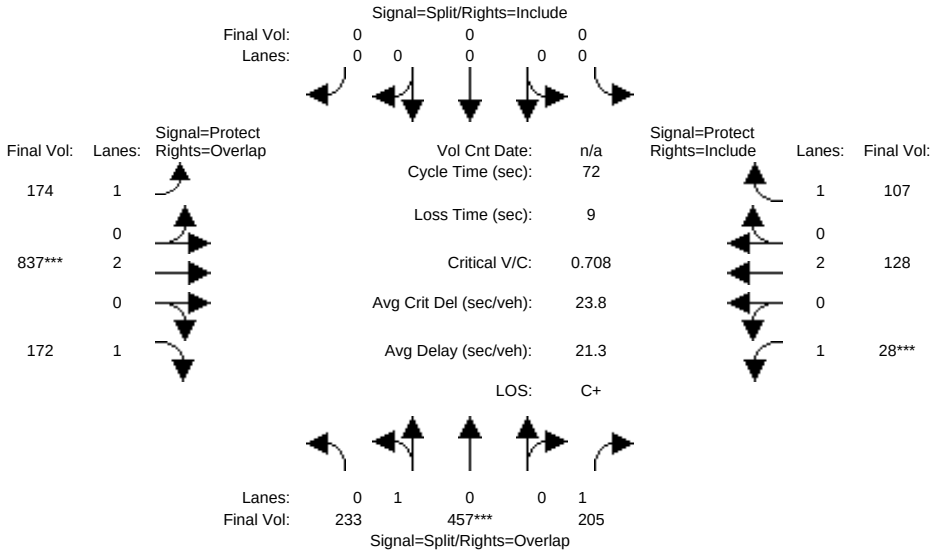
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	231	78	0	0	0	164	613	168	18	63	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	231	78	0	0	0	164	613	168	18	63	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	202	226	127	0	0	0	10	224	4	10	65	10
Initial Fut:	233	457	205	0	0	0	174	837	172	28	128	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	457	205	0	0	0	174	837	172	28	128	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	457	205	0	0	0	174	837	172	28	128	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	457	205	0	0	0	174	837	172	28	128	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	0.66	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	608	1192	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.12	0.00	0.00	0.00	0.10	0.22	0.10	0.02	0.03	0.06
Crit Moves:		****						****		****		
Green Time:	35.6	35.6	42.6	0.0	0.0	0.0	11.4	20.4	56.0	7.0	16.0	16.0
Volume/Cap:	0.78	0.78	0.20	0.00	0.00	0.00	0.63	0.78	0.13	0.16	0.15	0.28
Delay/Veh:	19.3	19.3	6.9	0.0	0.0	0.0	32.7	27.3	2.0	30.3	22.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	19.3	6.9	0.0	0.0	0.0	32.7	27.3	2.0	30.3	22.6	23.6
LOS by Move:	B-	B-	A	A	A	A	C-	C	A	C	C+	C
HCM2kAvgQ:	15	15	2	0	0	0	5	11	1	1	1	2

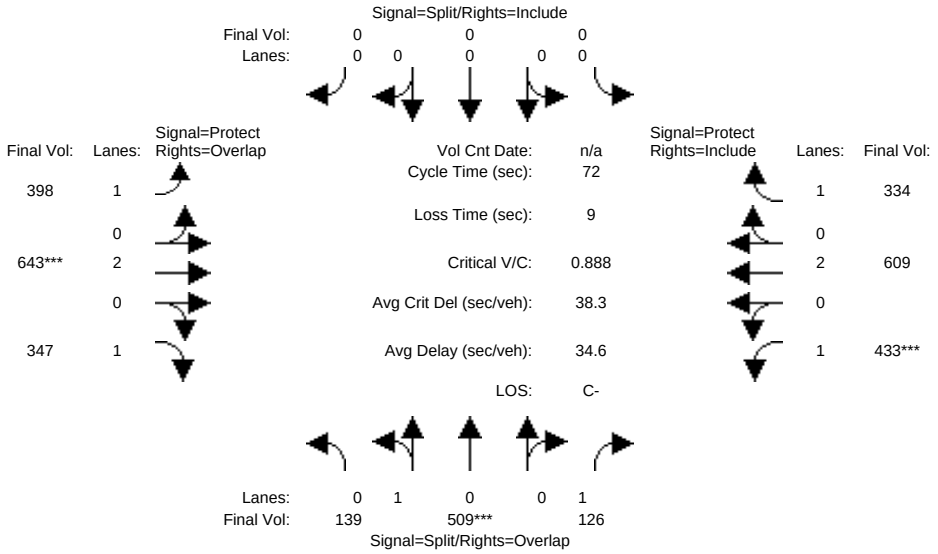
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	300	83	0	0	0	148	292	26	144	364	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	300	83	0	0	0	148	292	26	144	364	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	104	209	43	0	0	0	250	351	321	289	245	48
Initial Fut:	139	509	126	0	0	0	398	643	347	433	609	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	509	126	0	0	0	398	643	347	433	609	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	509	126	0	0	0	398	643	347	433	609	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	509	126	0	0	0	398	643	347	433	609	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.21	0.79	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	386	1414	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.07	0.00	0.00	0.00	0.23	0.17	0.20	0.25	0.16	0.19
Crit Moves:		****						****		****		
Green Time:	29.2	29.2	49.3	0.0	0.0	0.0	18.4	13.7	42.9	20.1	15.4	15.4
Volume/Cap:	0.89	0.89	0.11	0.00	0.00	0.00	0.89	0.89	0.33	0.89	0.75	0.89
Delay/Veh:	32.6	32.6	3.9	0.0	0.0	0.0	45.3	41.2	7.5	42.6	30.3	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	32.6	3.9	0.0	0.0	0.0	45.3	41.2	7.5	42.6	30.3	49.8
LOS by Move:	C-	C-	A	A	A	A	D	D	A	D	C	D
HCM2kAvgQ:	18	18	1	0	0	0	13	11	4	14	8	12

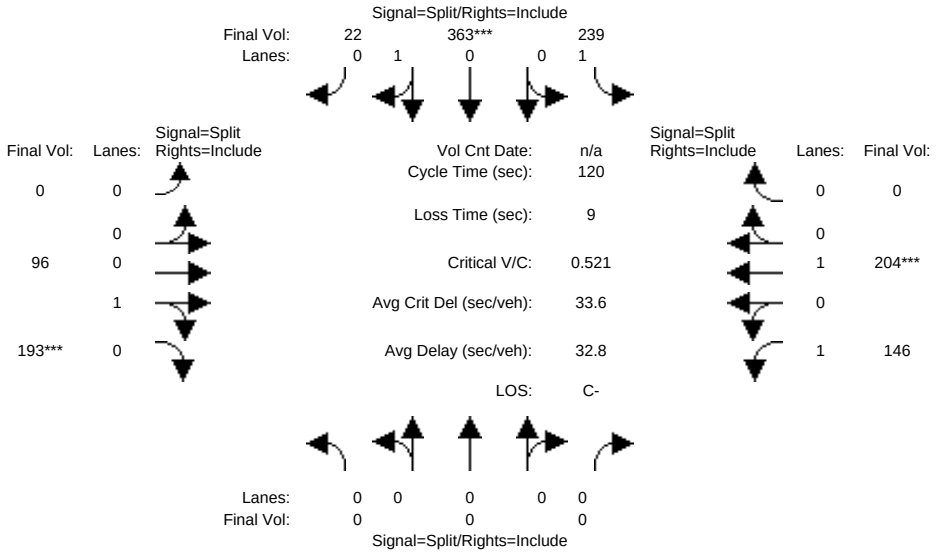
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	58	187	22	0	75	166	23	86	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	187	22	0	75	166	23	86	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	181	176	0	0	21	27	123	118	0
Initial Fut:	0	0	0	239	363	22	0	96	193	146	204	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	239	363	22	0	96	193	146	204	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	239	363	22	0	96	193	146	204	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	239	363	22	0	96	193	146	204	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.94	0.06	0.00	0.33	0.67	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1697	103	0	598	1202	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.21	0.21	0.00	0.16	0.16	0.08	0.11	0.00
Crit Moves:					****				****		****	
Green Time:	0.0	0.0	0.0	49.3	49.3	49.3	0.0	37.0	37.0	24.7	24.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.52	0.52	0.00	0.52	0.52	0.40	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	24.4	27.2	27.2	0.0	35.1	35.1	42.0	43.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.4	27.2	27.2	0.0	35.1	35.1	42.0	43.6	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	D	D	A
HCM2kAvgQ:	0	0	0	6	11	11	0	9	9	5	7	0

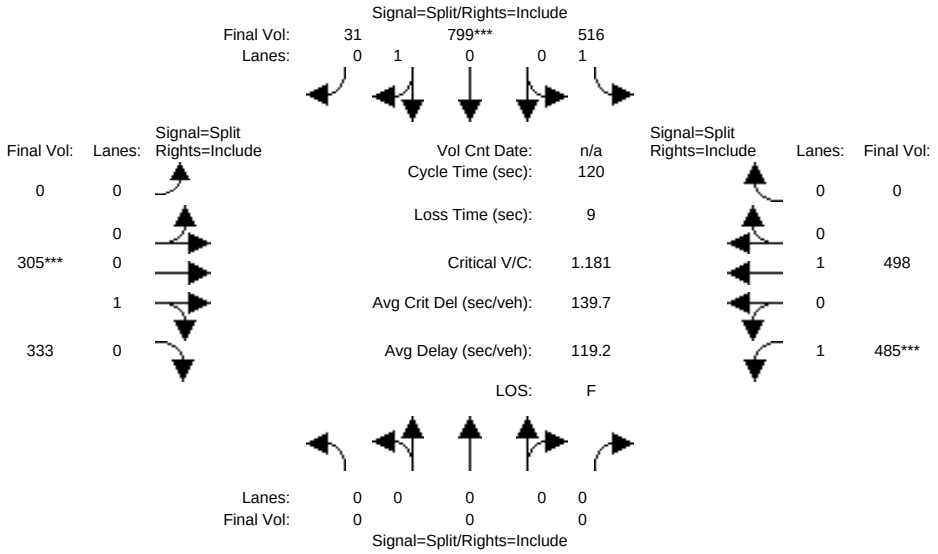
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	95	519	31	0	194	205	68	127	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	519	31	0	194	205	68	127	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	421	280	0	0	111	128	417	371	0
Initial Fut:	0	0	0	516	799	31	0	305	333	485	498	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	516	799	31	0	305	333	485	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	516	799	31	0	305	333	485	498	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	516	799	31	0	305	333	485	498	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.96	0.04	0.00	0.48	0.52	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1733	67	0	861	939	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.46	0.46	0.00	0.35	0.35	0.28	0.26	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	46.8	46.8	46.8	0.0	36.0	36.0	28.2	28.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.76	1.18	1.18	0.00	1.18	1.18	1.18	1.12	0.00
Delay/Veh:	0.0	0.0	0.0	36.4	132	132.4	0.0	141	141.4	149.9	124	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.4	132	132.4	0.0	141	141.4	149.9	124	0.0
LOS by Move:	A	A	A	D+	F	F	A	F	F	F	F	A
HCM2kAvgQ:	0	0	0	19	51	51	0	40	40	32	28	0

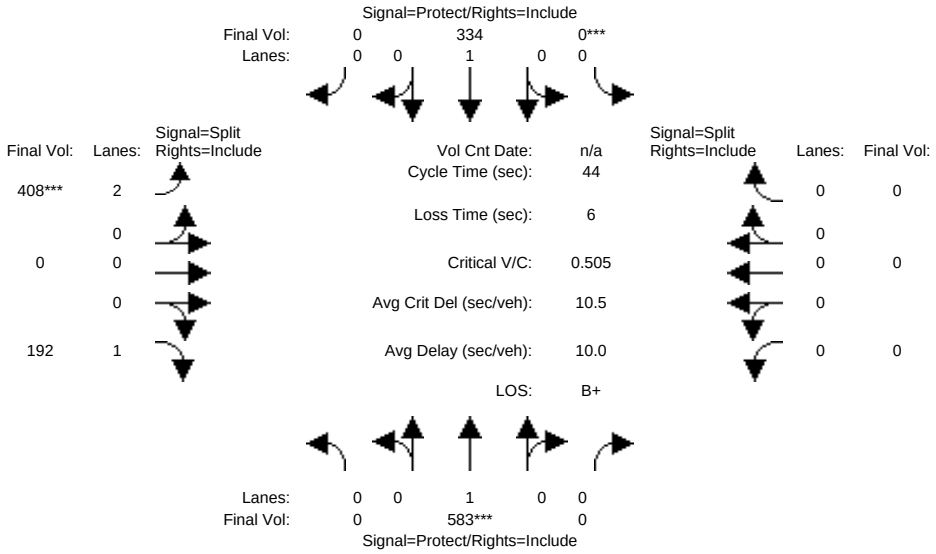
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	284	0	0	127	0	165	0	61	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	284	0	0	127	0	165	0	61	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	299	0	0	207	0	243	0	131	0	0	0
Initial Fut:	0	583	0	0	334	0	408	0	192	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	583	0	0	334	0	408	0	192	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	583	0	0	334	0	408	0	192	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	583	0	0	334	0	408	0	192	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.18	0.00	0.13	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	26.7	0.0	0.0	26.7	0.0	11.3	0.0	11.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.29	0.00	0.51	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	0.0	6.5	0.0	0.0	4.8	0.0	16.2	0.0	16.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.5	0.0	0.0	4.8	0.0	16.2	0.0	16.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	5	0	0	2	0	4	0	3	0	0	0

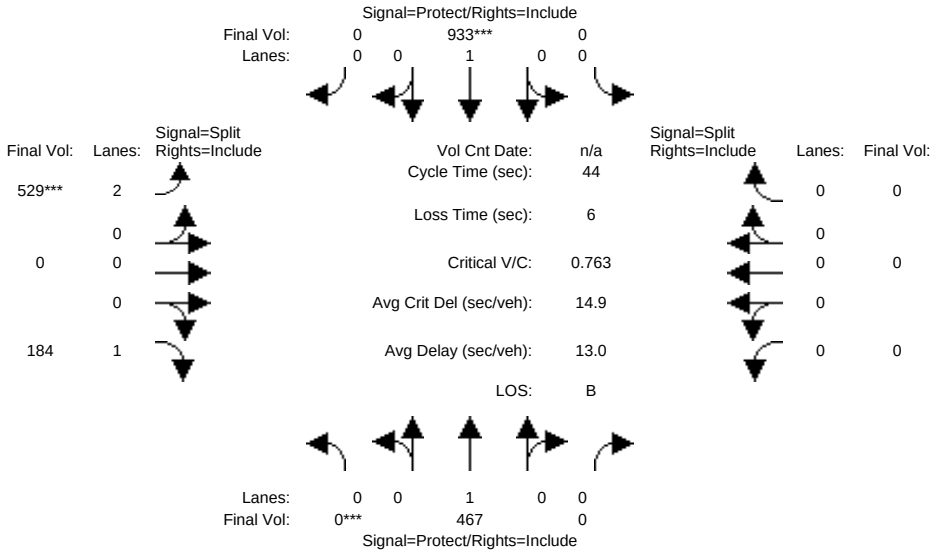
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	125	0	0	377	0	195	0	159	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	125	0	0	377	0	195	0	159	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	342	0	0	556	0	334	0	25	0	0	0
Initial Fut:	0	467	0	0	933	0	529	0	184	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	467	0	0	933	0	529	0	184	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	467	0	0	933	0	529	0	184	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	467	0	0	933	0	529	0	184	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.49	0.00	0.17	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	28.0	0.0	0.0	28.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.00	0.00	0.77	0.00	0.74	0.00	0.46	0.00	0.00	0.00
Delay/Veh:	0.0	4.8	0.0	0.0	10.5	0.0	22.5	0.0	18.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.8	0.0	0.0	10.5	0.0	22.5	0.0	18.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B+	A	C+	A	B-	A	A	A
HCM2kAvgQ:	0	3	0	0	11	0	6	0	3	0	0	0

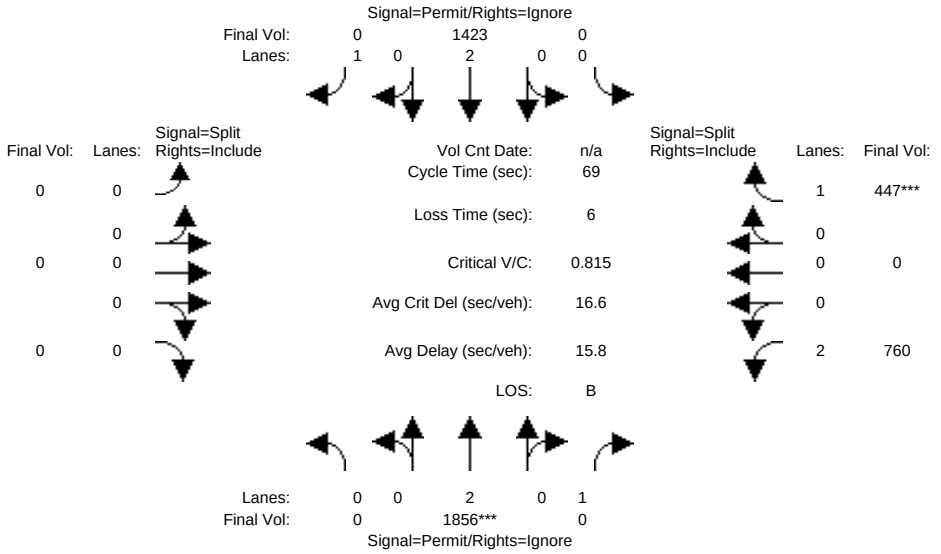
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1817	214	0	522	151	0	0	0	198	0	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1817	214	0	522	151	0	0	0	198	0	417
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	39	71	0	901	28	0	0	0	562	0	30
Initial Fut:	0	1856	285	0	1423	179	0	0	0	760	0	447
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1856	0	0	1423	0	0	0	0	760	0	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1856	0	0	1423	0	0	0	0	760	0	447
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1856	0	0	1423	0	0	0	0	760	0	447
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.24	0.00	0.26
Crit Moves:		****										****
Green Time:	0.0	41.4	0.0	0.0	41.4	0.0	0.0	0.0	0.0	21.6	0.0	21.6
Volume/Cap:	0.00	0.81	0.00	0.00	0.62	0.00	0.00	0.00	0.00	0.77	0.00	0.81
Delay/Veh:	0.0	13.2	0.0	0.0	9.4	0.0	0.0	0.0	0.0	25.2	0.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.2	0.0	0.0	9.4	0.0	0.0	0.0	0.0	25.2	0.0	31.0
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	18	0	0	10	0	0	0	0	11	0	12

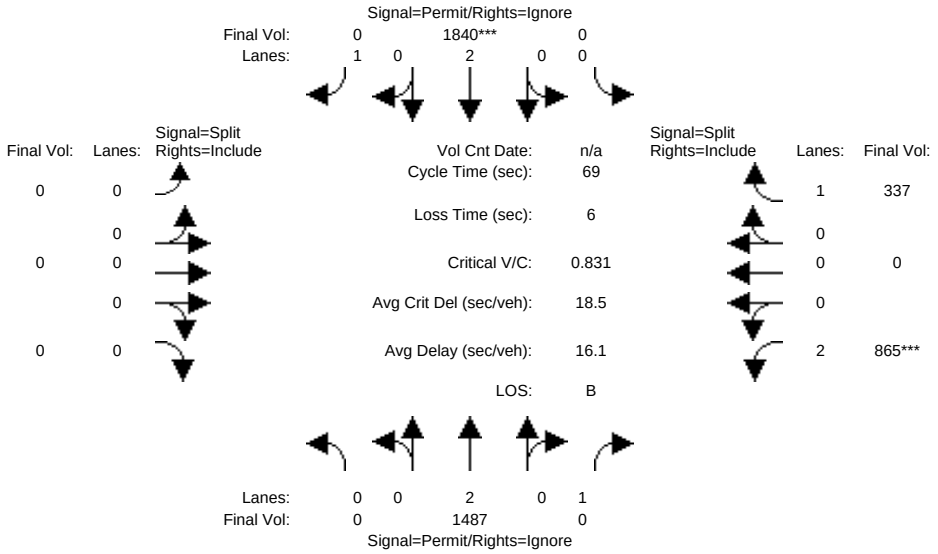
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	587	356	0	1310	212	0	0	0	230	0	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	587	356	0	1310	212	0	0	0	230	0	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	900	10	0	530	278	0	0	0	635	0	162
Initial Fut:	0	1487	366	0	1840	490	0	0	0	865	0	337
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1487	0	0	1840	0	0	0	0	865	0	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1487	0	0	1840	0	0	0	0	865	0	337
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1487	0	0	1840	0	0	0	0	865	0	337
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.27	0.00	0.19
Crit Moves:					****					****		
Green Time:	0.0	40.2	0.0	0.0	40.2	0.0	0.0	0.0	0.0	22.8	0.0	22.8
Volume/Cap:	0.00	0.67	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.83	0.00	0.58
Delay/Veh:	0.0	10.7	0.0	0.0	14.5	0.0	0.0	0.0	0.0	27.1	0.0	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.7	0.0	0.0	14.5	0.0	0.0	0.0	0.0	27.1	0.0	20.7
LOS by Move:	A	B+	A	A	B	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	12	0	0	18	0	0	0	0	13	0	7

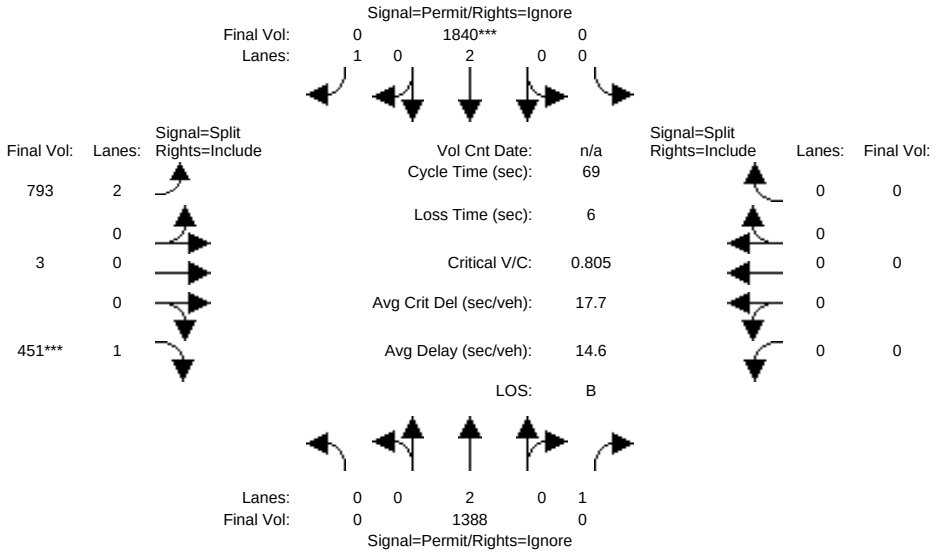
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1279	260	0	1279	260	697	3	260	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1279	260	0	1279	260	697	3	260	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	109	85	0	561	341	96	0	191	0	0	0
Initial Fut:	0	1388	345	0	1840	601	793	3	451	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1388	0	0	1840	0	793	3	451	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1388	0	0	1840	0	793	3	451	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1388	0	0	1840	0	793	3	451	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3534	13	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.48	0.00	0.22	0.22	0.25	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	41.5	0.0	0.0	41.5	0.0	21.5	21.5	21.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.00	0.00	0.80	0.00	0.72	0.72	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	9.1	0.0	0.0	12.8	0.0	22.6	22.6	25.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	0.0	0.0	12.8	0.0	22.6	22.6	25.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	C+	C+	C	A	A	A
HCM2kAvgQ:	0	10	0	0	17	0	10	10	12	0	0	0

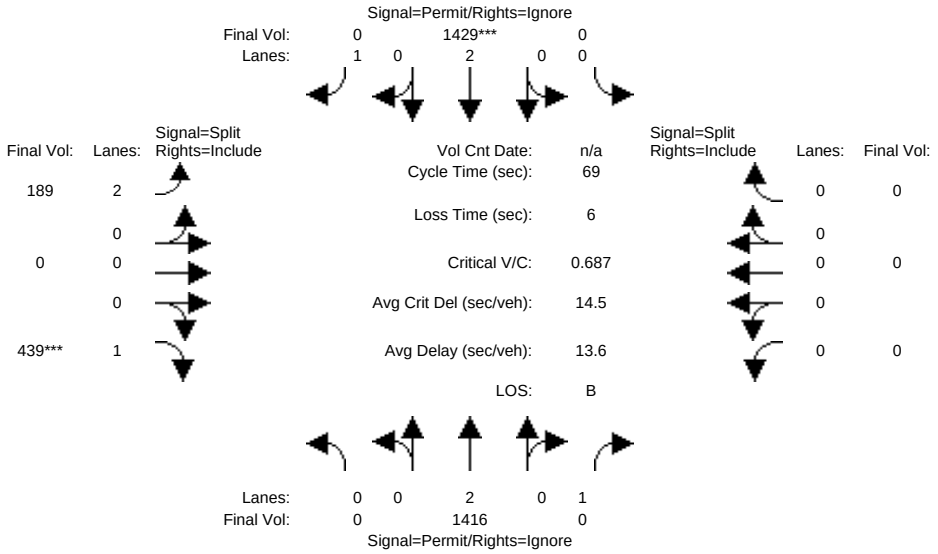
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	764	238	0	1218	343	179	0	398	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	764	238	0	1218	343	179	0	398	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	652	150	0	211	320	10	0	41	0	0	0
Initial Fut:	0	1416	388	0	1429	663	189	0	439	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1416	0	0	1429	0	189	0	439	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1416	0	0	1429	0	189	0	439	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1416	0	0	1429	0	189	0	439	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.38	0.00	0.06	0.00	0.25	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	37.8	0.0	0.0	37.8	0.0	25.2	0.0	25.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.00	0.00	0.69	0.00	0.16	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	12.2	0.0	0.0	12.3	0.0	14.9	0.0	21.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	0.0	0.0	12.3	0.0	14.9	0.0	21.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	C+	A	A	A
HCM2kAvgQ:	0	12	0	0	12	0	2	0	10	0	0	0

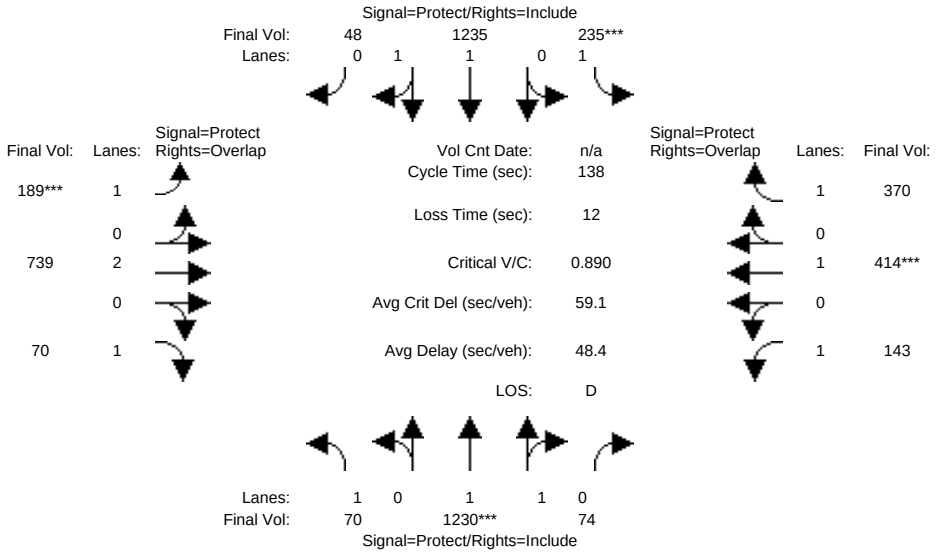
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	1220	64	225	548	38	168	567	60	72	226	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1220	64	225	548	38	168	567	60	72	226	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	25	10	10	10	687	10	21	172	10	71	188	171
Initial Fut:	70	1230	74	235	1235	48	189	739	70	143	414	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1230	74	235	1235	48	189	739	70	143	414	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1230	74	235	1235	48	189	739	70	143	414	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1230	74	235	1235	48	189	739	70	143	414	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.92	0.08	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3490	210	1750	3561	138	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.13	0.35	0.35	0.11	0.19	0.04	0.08	0.22	0.21
Crit Moves:		****		****			****				****	
Green Time:	9.6	54.6	54.6	20.8	65.8	65.8	16.7	35.6	45.2	15.0	33.8	54.6
Volume/Cap:	0.57	0.89	0.89	0.89	0.73	0.73	0.89	0.75	0.12	0.75	0.89	0.53
Delay/Veh:	68.6	46.0	46.0	86.2	30.4	30.4	93.4	50.6	32.6	75.5	69.0	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	46.0	46.0	86.2	30.4	30.4	93.4	50.6	32.6	75.5	69.0	32.8
LOS by Move:	E	D	D	F	C	C	F	D	C-	E-	E	C-
HCM2kAvgQ:	4	29	29	14	23	23	11	16	2	8	20	13

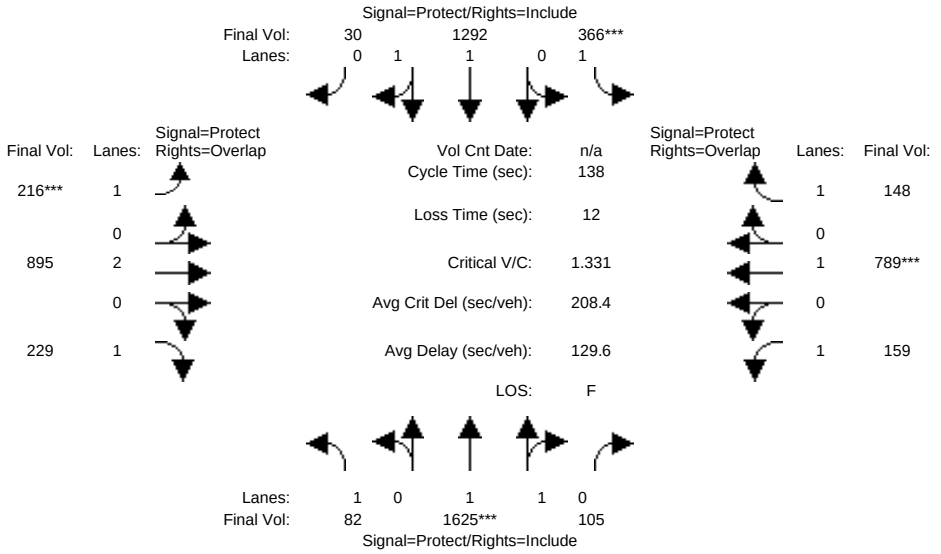
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	72	647	56	194	1262	20	185	565	220	149	383	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	647	56	194	1262	20	185	565	220	149	383	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	978	49	172	30	10	31	330	9	10	406	10
Initial Fut:	82	1625	105	366	1292	30	216	895	229	159	789	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1625	105	366	1292	30	216	895	229	159	789	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1625	105	366	1292	30	216	895	229	159	789	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	1625	105	366	1292	30	216	895	229	159	789	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3475	225	1750	3616	84	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.21	0.36	0.36	0.12	0.24	0.13	0.09	0.42	0.08
Crit Moves:		****		****			****				****	
Green Time:	8.7	48.5	48.5	21.7	61.4	61.4	12.8	40.3	49.0	15.5	43.0	64.7
Volume/Cap:	0.74	1.33	1.33	1.33	0.80	0.80	1.33	0.81	0.37	0.81	1.33	0.18
Delay/Veh:	86.8	199	199.2	230.0	36.0	36.0	247.6	49.7	33.4	80.9	208	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.8	199	199.2	230.0	36.0	36.0	247.6	49.7	33.4	80.9	208	21.4
LOS by Move:	F	F	F	F	D+	D+	F	D	C-	F	F	C+
HCM2kAvgQ:	5	65	65	31	26	26	19	19	8	9	58	4

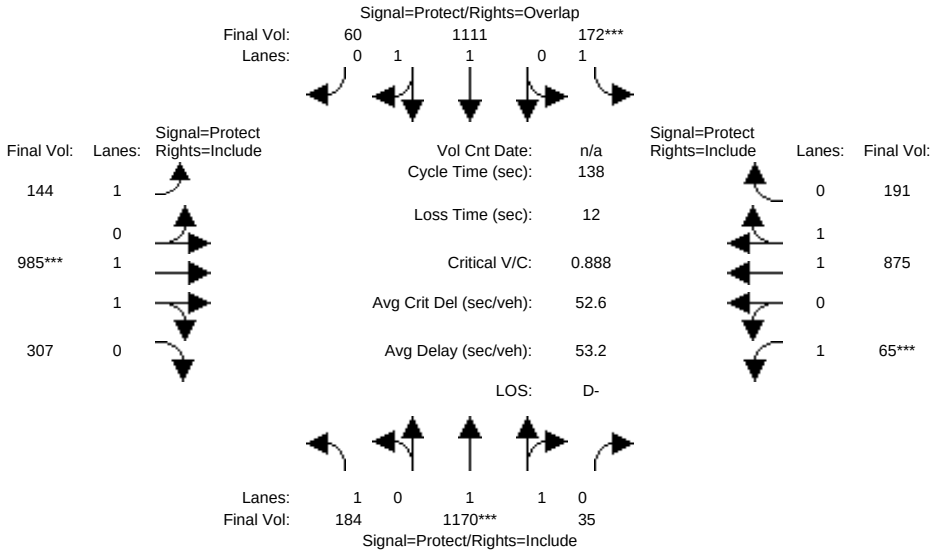
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	1160	25	130	459	46	134	429	68	63	328	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1160	25	130	459	46	134	429	68	63	328	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	64	10	10	42	652	14	10	556	239	2	547	63
Initial Fut:	184	1170	35	172	1111	60	144	985	307	65	875	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1170	35	172	1111	60	144	985	307	65	875	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1170	35	172	1111	60	144	985	307	65	875	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	1170	35	172	1111	60	144	985	307	65	875	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.94	0.06	1.00	1.89	0.11	1.00	1.51	0.49	1.00	1.63	0.37
Final Sat.:	1750	3592	107	1750	3510	190	1750	2820	879	1750	3037	663
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.33	0.10	0.32	0.32	0.08	0.35	0.35	0.04	0.29	0.29
Crit Moves:		****		****				****		****		
Green Time:	16.3	50.1	50.1	15.1	49.0	62.5	13.5	53.8	53.8	7.0	47.3	47.3
Volume/Cap:	0.89	0.90	0.90	0.90	0.89	0.70	0.84	0.90	0.90	0.73	0.84	0.84
Delay/Veh:	94.7	49.7	49.7	98.3	50.0	31.6	90.7	47.3	47.3	91.2	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.7	49.7	49.7	98.3	50.0	31.6	90.7	47.3	47.3	91.2	47.2	47.2
LOS by Move:	F	D	D	F	D	C	F	D	D	F	D	D
HCM2kAvgQ:	11	28	28	11	27	21	9	29	29	4	23	23

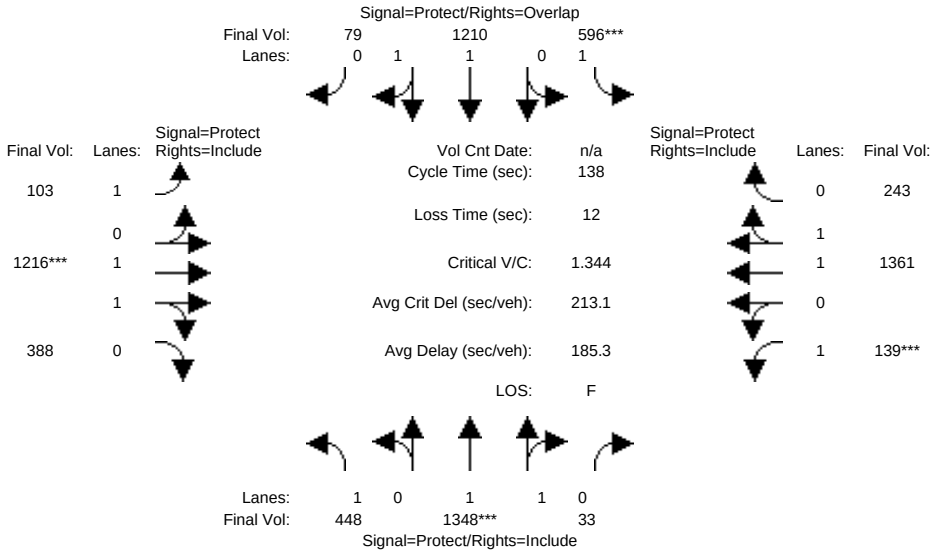
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	165	519	31	411	1200	54	97	568	93	129	416	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	519	31	411	1200	54	97	568	93	129	416	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	283	829	2	185	10	25	6	648	295	10	945	139
Initial Fut:	448	1348	33	596	1210	79	103	1216	388	139	1361	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	1348	33	596	1210	79	103	1216	388	139	1361	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	1348	33	596	1210	79	103	1216	388	139	1361	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	448	1348	33	596	1210	79	103	1216	388	139	1361	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.95	0.05	1.00	1.87	0.13	1.00	1.50	0.50	1.00	1.69	0.31
Final Sat.:	1750	3612	88	1750	3473	227	1750	2804	895	1750	3139	560
Capacity Analysis Module:												
Vol/Sat:	0.26	0.37	0.37	0.34	0.35	0.35	0.06	0.43	0.43	0.08	0.43	0.43
Crit Moves:		****		****				****		****		
Green Time:	31.1	38.3	38.3	35.0	42.3	48.6	6.3	44.5	44.5	8.2	46.4	46.4
Volume/Cap:	1.14	1.34	1.34	1.34	1.14	0.99	1.29	1.34	1.34	1.34	1.29	1.29
Delay/Veh:	141.9	211	211.1	220.7	121	67.0	262.7	207	207.1	270.7	182	182.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.9	211	211.1	220.7	121	67.0	262.7	207	207.1	270.7	182	182.3
LOS by Move:	F	F	F	F	F	E	F	F	F	F	F	F
HCM2kAvgQ:	31	53	53	49	41	34	10	61	61	13	59	59

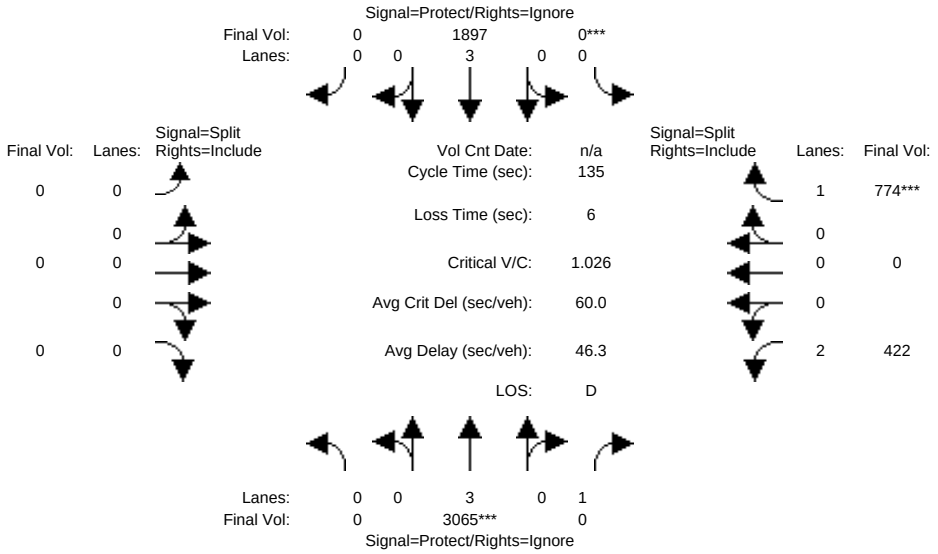
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2583	239	0	455	0	0	0	0	227	0	414
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2583	239	0	455	0	0	0	0	227	0	414
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	482	10	0	1442	0	0	0	0	195	0	360
Initial Fut:	0	3065	249	0	1897	0	0	0	0	422	0	774
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3065	0	0	1897	0	0	0	0	422	0	774
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3065	0	0	1897	0	0	0	0	422	0	774
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3065	0	0	1897	0	0	0	0	422	0	774
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.13	0.00	0.44
Crit Moves:		****		****								****
Green Time:	0.0	70.8	0.0	0.0	70.8	0.0	0.0	0.0	0.0	58.2	0.0	58.2
Volume/Cap:	0.00	1.03	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.31	0.00	1.03
Delay/Veh:	0.0	55.5	0.0	0.0	23.3	0.0	0.0	0.0	0.0	25.3	0.0	77.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	55.5	0.0	0.0	23.3	0.0	0.0	0.0	0.0	25.3	0.0	77.8
LOS by Move:	A	E+	A	A	C	A	A	A	A	C	A	E-
HCM2kAvgQ:	0	51	0	0	19	0	0	0	0	7	0	43

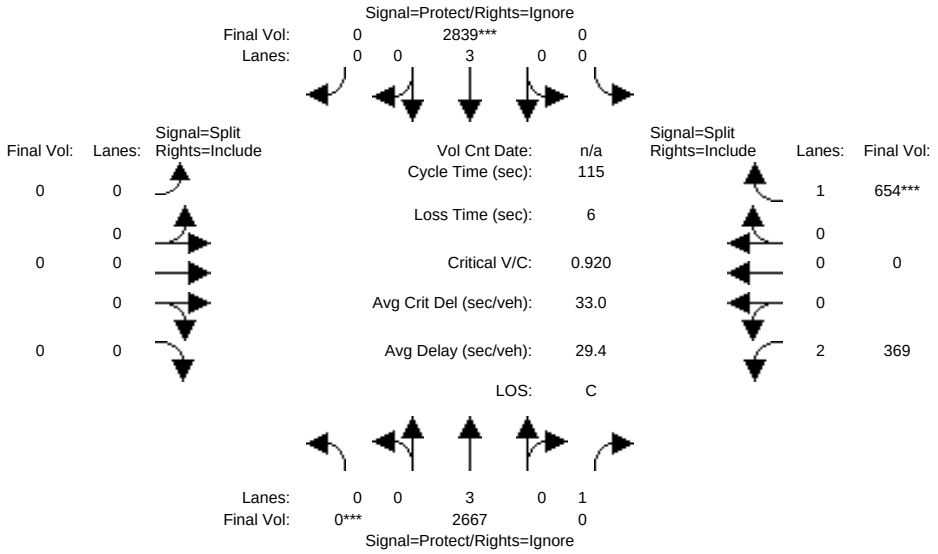
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	984	296	0	2289	0	0	0	0	208	0	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	984	296	0	2289	0	0	0	0	208	0	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	1683	171	0	550	0	0	0	0	161	0	456
Initial Fut:	0	2667	467	0	2839	0	0	0	0	369	0	654
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2667	0	0	2839	0	0	0	0	369	0	654
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2667	0	0	2839	0	0	0	0	369	0	654
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2667	0	0	2839	0	0	0	0	369	0	654
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.12	0.00	0.37
Crit Moves:	****				****							****
Green Time:	0.0	62.3	0.0	0.0	62.3	0.0	0.0	0.0	0.0	46.7	0.0	46.7
Volume/Cap:	0.00	0.86	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.29	0.00	0.92
Delay/Veh:	0.0	25.5	0.0	0.0	29.2	0.0	0.0	0.0	0.0	23.1	0.0	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.5	0.0	0.0	29.2	0.0	0.0	0.0	0.0	23.1	0.0	49.5
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	D
HCM2kAvgQ:	0	29	0	0	34	0	0	0	0	5	0	28

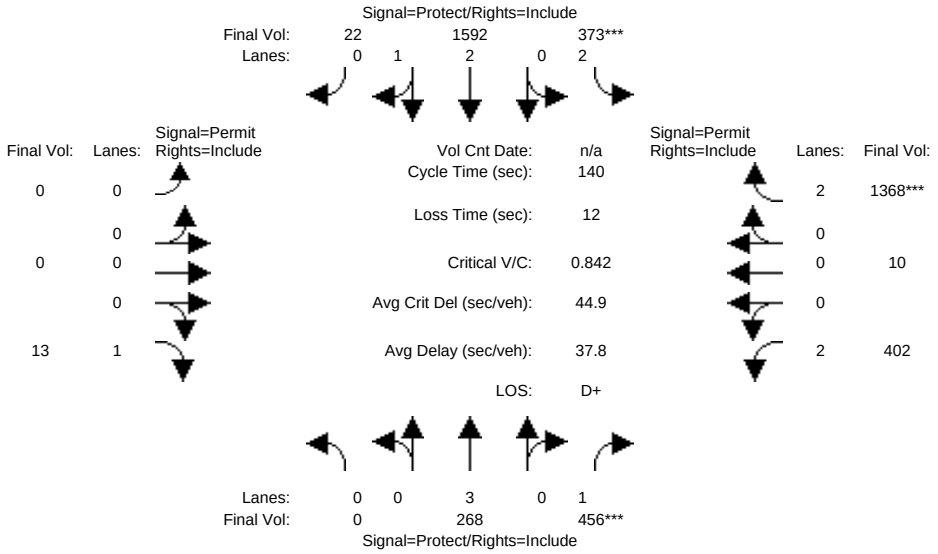
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	258	250	108	502	14	0	0	9	196	0	1002
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	258	250	108	502	14	0	0	9	196	0	1002
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	10	206	265	1090	8	0	0	4	206	10	366
Initial Fut:	0	268	456	373	1592	22	0	0	13	402	10	1368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	268	456	373	1592	22	0	0	13	402	10	1368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	268	456	373	1592	22	0	0	13	402	10	1368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	268	456	373	1592	22	0	0	13	402	10	1368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.96	0.04	0.00	0.00	1.00	1.96	0.04	2.00
Final Sat.:	0	5700	1750	3150	5524	76	0	0	1750	3422	85	3500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.26	0.12	0.29	0.29	0.00	0.00	0.01	0.12	0.12	0.39
Crit Moves:			****	****								****
Green Time:	0.0	43.3	43.3	19.7	63.0	63.0	0.0	0.0	65.0	65.0	65.0	65.0
Volume/Cap:	0.00	0.15	0.84	0.84	0.64	0.64	0.00	0.00	0.02	0.25	0.25	0.84
Delay/Veh:	0.0	35.1	56.5	72.2	30.3	30.3	0.0	0.0	20.3	22.8	22.8	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.1	56.5	72.2	30.3	30.3	0.0	0.0	20.3	22.8	22.8	36.2
LOS by Move:	A	D+	E+	E	C	C	A	A	C+	C+	C+	D+
HCM2kAvgQ:	0	3	22	12	18	18	0	0	0	6	6	30

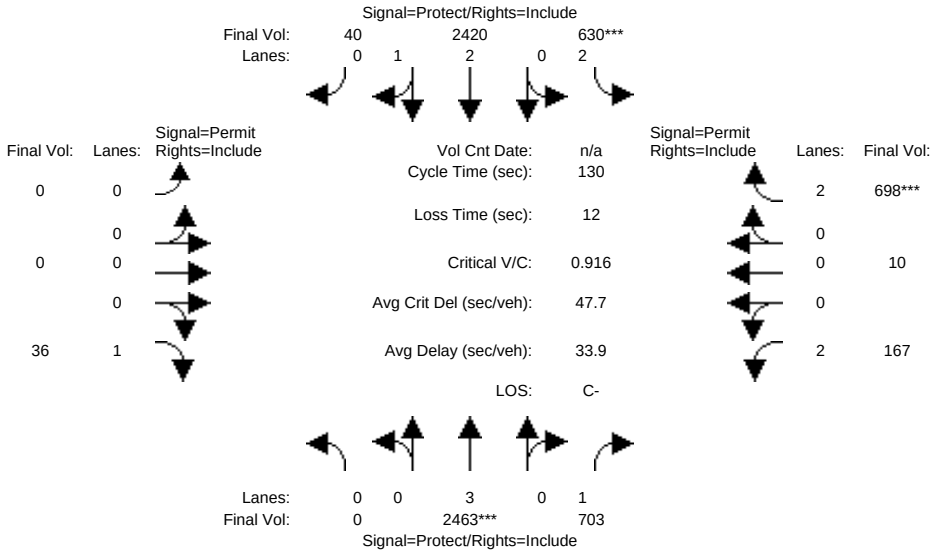
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	898	321	530	1908	30	0	0	29	157	0	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	898	321	530	1908	30	0	0	29	157	0	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	1565	382	100	512	10	0	0	7	10	10	332
Initial Fut:	0	2463	703	630	2420	40	0	0	36	167	10	698
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2463	703	630	2420	40	0	0	36	167	10	698
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2463	703	630	2420	40	0	0	36	167	10	698
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2463	703	630	2420	40	0	0	36	167	10	698
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.95	0.05	0.00	0.00	1.00	1.90	0.10	2.00
Final Sat.:	0	5700	1750	3150	5509	91	0	0	1750	3317	199	3500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.40	0.20	0.44	0.44	0.00	0.00	0.02	0.05	0.05	0.20
Crit Moves:		****		****								****
Green Time:	0.0	61.3	61.3	28.4	89.7	89.7	0.0	0.0	28.3	28.3	28.3	28.3
Volume/Cap:	0.00	0.92	0.85	0.92	0.64	0.64	0.00	0.00	0.09	0.23	0.23	0.92
Delay/Veh:	0.0	37.5	38.8	66.7	11.5	11.5	0.0	0.0	40.7	41.9	41.9	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.5	38.8	66.7	11.5	11.5	0.0	0.0	40.7	41.9	41.9	62.9
LOS by Move:	A	D+	D+	E	B+	B+	A	A	D	D	D	E
HCM2kAvgQ:	0	34	29	18	18	18	0	0	1	3	3	18

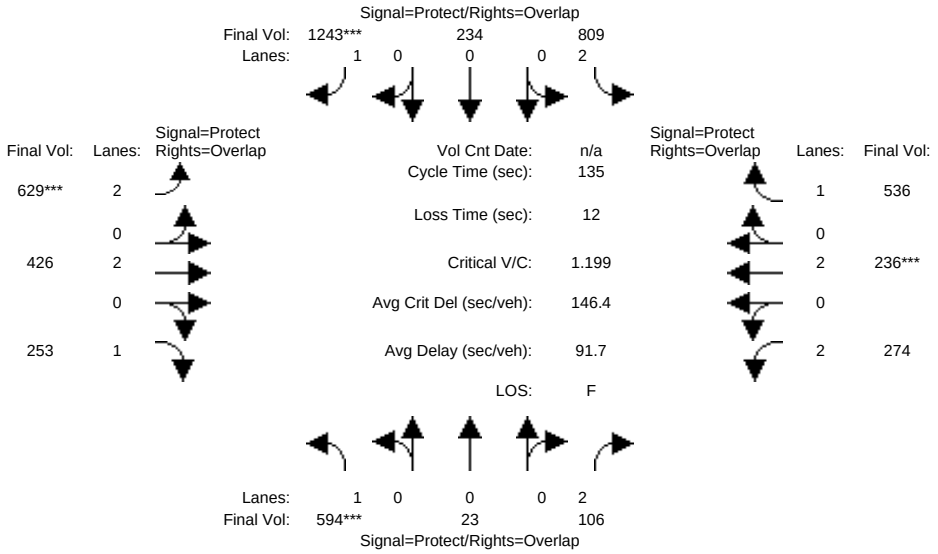
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	0	96	707	0	1173	619	426	140	94	226	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	0	96	707	0	1173	619	426	140	94	226	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	457	23	10	102	234	70	10	0	113	180	10	250
Initial Fut:	594	23	106	809	234	1243	629	426	253	274	236	536
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	594	23	106	809	234	1243	629	426	253	274	236	536
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	23	106	809	234	1243	629	426	253	274	236	536
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	594	23	106	809	234	1243	629	426	253	274	236	536
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.33	1.67	1.56	0.44	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	633	2917	2735	791	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.04	0.04	0.30	0.30	0.69	0.20	0.11	0.14	0.09	0.06	0.31
Crit Moves:	****					****	****				****	
Green Time:	37.2	10.0	23.9	81.1	53.9	75.8	21.9	18.0	55.2	13.9	10.0	91.1
Volume/Cap:	1.23	0.49	0.21	0.49	0.74	1.23	1.23	0.84	0.35	0.84	0.84	0.45
Delay/Veh:	167.0	60.3	47.5	15.3	35.6	138.3	176.5	69.3	27.9	77.1	81.1	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.0	60.3	47.5	15.3	35.6	138.3	176.5	69.3	27.9	77.1	81.1	10.6
LOS by Move:	F	E	D	B	D+	F	F	E	C	E-	F	B+
HCM2kAvgQ:	43	3	2	13	21	85	27	11	8	9	7	11

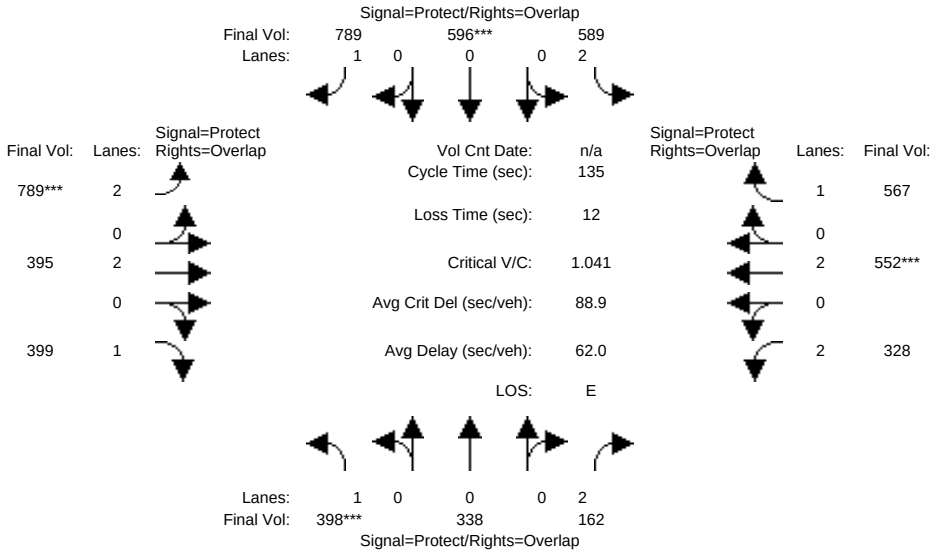
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	0	152	496	0	779	683	379	196	115	552	557
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	0	152	496	0	779	683	379	196	115	552	557
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	324	338	10	93	596	10	106	16	203	213	0	10
Initial Fut:	398	338	162	589	596	789	789	395	399	328	552	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	398	338	162	589	596	789	789	395	399	328	552	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	338	162	589	596	789	789	395	399	328	552	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	398	338	162	589	596	789	789	395	399	328	552	567
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.04	0.96	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	1812	1833	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.18	0.09	0.33	0.33	0.45	0.25	0.10	0.23	0.10	0.15	0.32
Crit Moves:	****				****		****				****	
Green Time:	29.5	25.3	51.0	46.3	42.2	74.7	32.5	25.6	55.1	25.7	18.8	65.2
Volume/Cap:	1.04	0.95	0.24	0.95	1.04	0.82	1.04	0.55	0.56	0.55	1.04	0.67
Delay/Veh:	94.5	72.0	28.8	53.2	78.6	26.8	95.0	50.3	31.6	50.5	108	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.5	72.0	28.8	53.2	78.6	26.8	95.0	50.3	31.6	50.5	108	28.8
LOS by Move:	F	E	C	D-	E-	C	F	D	C	D	F	C
HCM2kAvgQ:	25	18	5	29	34	30	27	8	14	8	17	20

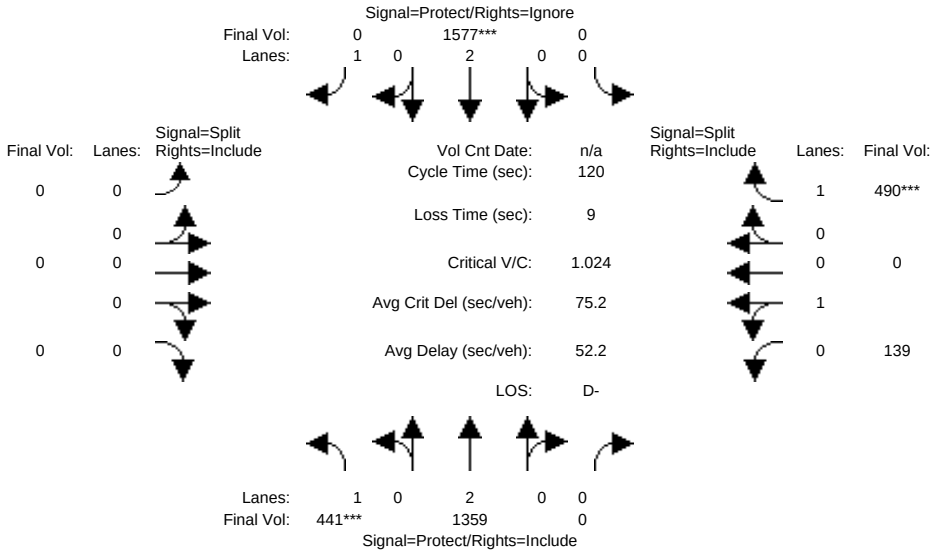
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	431	712	0	0	647	879	0	0	0	129	0	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	712	0	0	647	879	0	0	0	129	0	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	647	0	0	930	525	0	0	0	10	0	10
Initial Fut:	441	1359	0	0	1577	1404	0	0	0	139	0	490
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	441	1359	0	0	1577	0	0	0	0	139	0	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	1359	0	0	1577	0	0	0	0	139	0	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	441	1359	0	0	1577	0	0	0	0	139	0	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.36	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.08	0.00	0.28
Crit Moves:	****				****							****
Green Time:	29.5	78.2	0.0	0.0	48.6	0.0	0.0	0.0	0.0	32.8	0.0	32.8
Volume/Cap:	1.02	0.55	0.00	0.00	1.02	0.00	0.00	0.00	0.00	0.28	0.00	1.02
Delay/Veh:	94.8	11.6	0.0	0.0	64.8	0.0	0.0	0.0	0.0	34.6	0.0	90.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.8	11.6	0.0	0.0	64.8	0.0	0.0	0.0	0.0	34.6	0.0	90.9
LOS by Move:	F	B+	A	A	E	A	A	A	A	C-	A	F
HCM2kAvgQ:	24	13	0	0	37	0	0	0	0	4	0	27

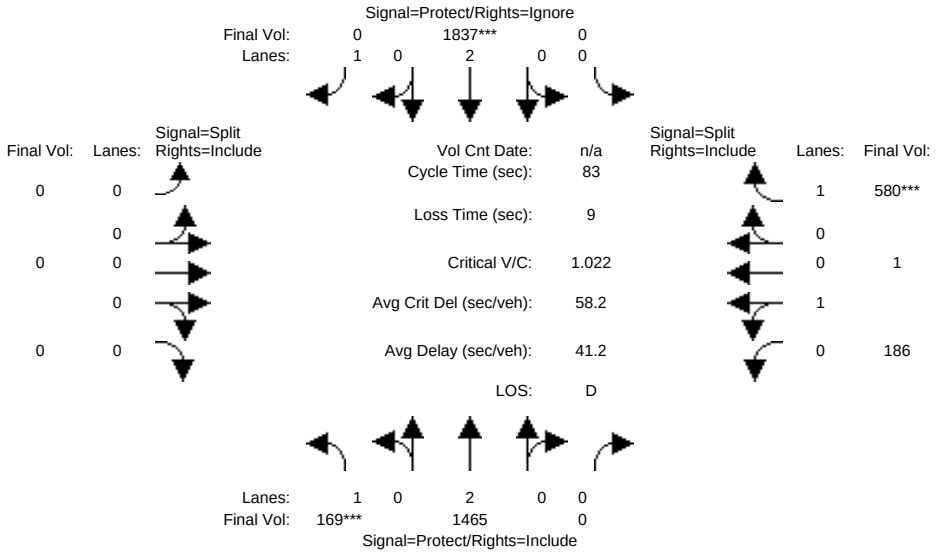
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	159	544	0	0	1183	389	0	0	0	176	1	422
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	544	0	0	1183	389	0	0	0	176	1	422
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	921	0	0	654	283	0	0	0	10	0	158
Initial Fut:	169	1465	0	0	1837	672	0	0	0	186	1	580
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1465	0	0	1837	0	0	0	0	186	1	580
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1465	0	0	1837	0	0	0	0	186	1	580
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1465	0	0	1837	0	0	0	0	186	1	580
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1790	10	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.10	0.10	0.33
Crit Moves:	****				****							****
Green Time:	7.8	47.1	0.0	0.0	39.2	0.0	0.0	0.0	0.0	26.9	26.9	26.9
Volume/Cap:	1.02	0.68	0.00	0.00	1.02	0.00	0.00	0.00	0.00	0.32	0.32	1.02
Delay/Veh:	113.5	13.5	0.0	0.0	48.9	0.0	0.0	0.0	0.0	21.5	21.5	71.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.5	13.5	0.0	0.0	48.9	0.0	0.0	0.0	0.0	21.5	21.5	71.6
LOS by Move:	F	B	A	A	D	A	A	A	A	C+	C+	E
HCM2kAvgQ:	9	14	0	0	33	0	0	0	0	4	4	24

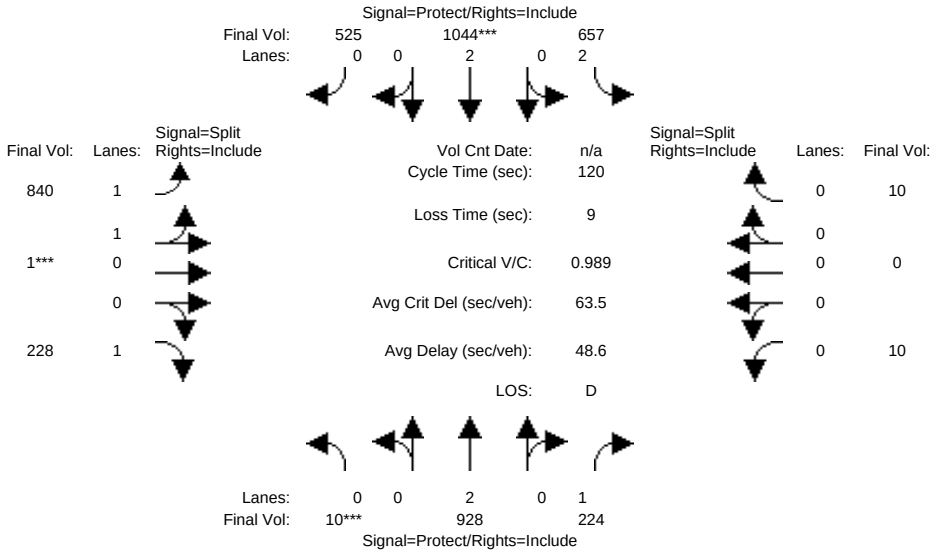
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	848	214	402	369	0	306	1	218	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	848	214	402	369	0	306	1	218	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	80	10	255	675	525	534	0	10	10	0	10
Initial Fut:	10	928	224	657	1044	525	840	1	228	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	928	224	657	1044	525	840	1	228	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	928	224	657	1044	525	840	1	228	10	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	928	224	657	1044	525	840	1	228	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.83	0.99	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	1.00	2.00	1.31	0.69	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	39	3661	1750	3150	2461	1238	3546	4	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.13	0.21	0.42	0.42	0.24	0.24	0.13	xxxx	0.00	xxxx
Crit Moves:	****				****			****				
Green Time:	30.8	45.1	45.1	37.1	51.5	51.5	28.8	28.8	28.8	0.0	0.0	0.0
Volume/Cap:	0.99	0.67	0.34	0.67	0.99	0.99	0.99	0.99	0.54	xxxx	0.00	xxxx
Delay/Veh:	70.8	32.6	27.1	38.0	53.9	53.9	73.5	73.5	41.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	32.6	27.1	38.0	53.9	53.9	73.5	73.5	41.4	0.0	0.0	0.0
LOS by Move:	E	C-	C	D+	D-	D-	E	E	D	A	A	A
HCM2kAvgQ:	23	15	6	13	36	36	22	22	8	0	0	0

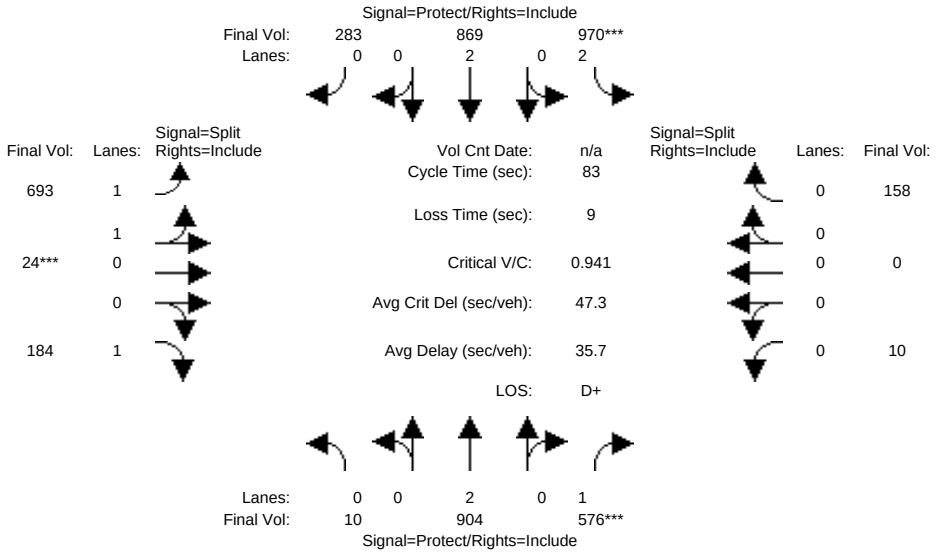
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	389	566	822	544	0	311	24	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	389	566	822	544	0	311	24	174	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	515	10	148	325	283	382	0	10	10	0	158
Initial Fut:	10	904	576	970	869	283	693	24	184	10	0	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	904	576	970	869	283	693	24	184	10	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	904	576	970	869	283	693	24	184	10	0	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	904	576	970	869	283	693	24	184	10	0	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.83	0.98	0.95	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	1.00	2.00	1.50	0.50	1.93	0.07	1.00	0.00	0.00	0.00
Final Sat.:	40	3659	1750	3150	2790	909	3431	119	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.33	0.31	0.31	0.31	0.20	0.20	0.11	xxxx	0.00	xxxx
Crit Moves:			****	****				****				
Green Time:	24.9	29.0	29.0	27.2	31.3	31.3	17.8	17.8	17.8	0.0	0.0	0.0
Volume/Cap:	0.82	0.71	0.94	0.94	0.82	0.82	0.94	0.94	0.49	xxxx	0.00	xxxx
Delay/Veh:	32.2	25.1	49.0	43.0	27.5	27.5	51.7	51.7	29.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	25.1	49.0	43.0	27.5	27.5	51.7	51.7	29.6	0.0	0.0	0.0
LOS by Move:	C-	C	D	D	C	C	D-	D-	C	A	A	A
HCM2kAvgQ:	14	12	21	20	16	16	14	14	5	0	0	4

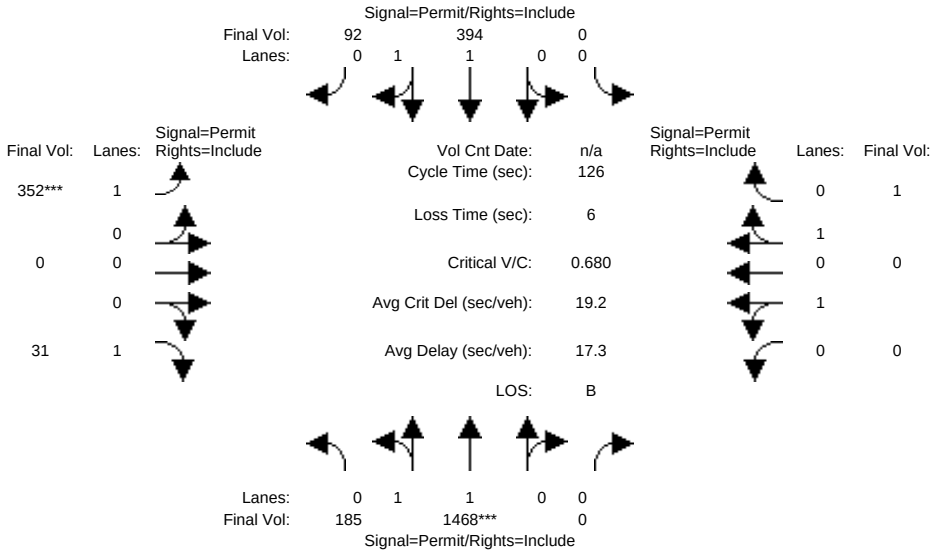
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	1458	0	0	205	44	113	0	29	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1458	0	0	205	44	113	0	29	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	169	10	0	0	189	48	239	0	2	0	0	0
Initial Fut:	185	1468	0	0	394	92	352	0	31	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1468	0	0	394	92	352	0	31	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1468	0	0	394	92	352	0	31	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	1468	0	0	394	92	352	0	31	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.23	1.77	0.00	0.00	1.61	0.39	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	414	3286	0	0	2999	700	1750	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.00	0.00	0.13	0.13	0.20	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	82.7	82.7	0.0	0.0	82.7	82.7	37.3	0.0	37.3	0.0	0.0	37.3
Volume/Cap:	0.68	0.68	0.00	0.00	0.20	0.20	0.68	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	14.2	14.2	0.0	0.0	8.6	8.6	42.8	0.0	31.9	0.0	0.0	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	0.0	0.0	8.6	8.6	42.8	0.0	31.9	0.0	0.0	31.3
LOS by Move:	B	B	A	A	A	A	D	A	C	A	A	C
HCM2kAvgQ:	20	20	0	0	4	4	14	0	1	0	0	0

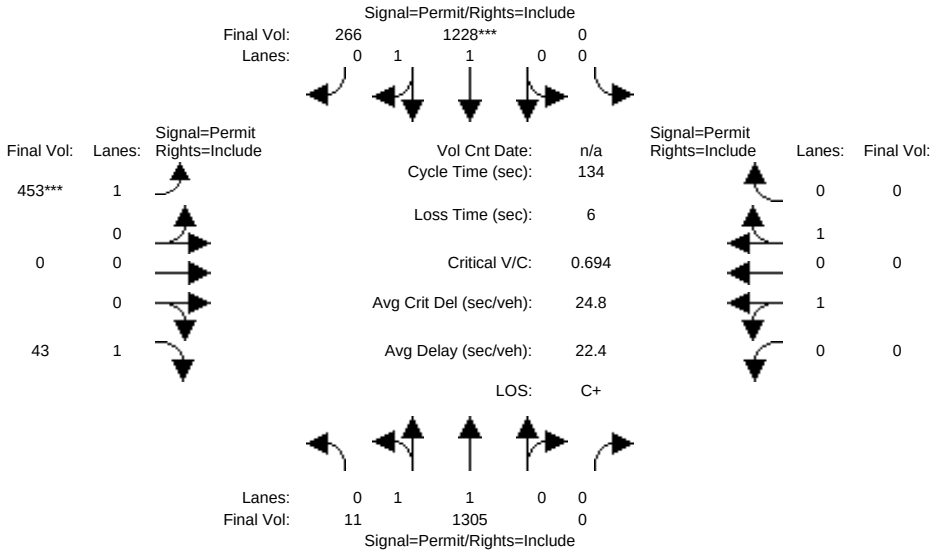
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	507	0	0	836	71	88	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	507	0	0	836	71	88	0	43	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	798	0	0	392	195	365	0	0	0	0	0
Initial Fut:	11	1305	0	0	1228	266	453	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1305	0	0	1228	266	453	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1305	0	0	1228	266	453	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1305	0	0	1228	266	453	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	1.63	0.37	1.00	0.00	1.00	0.00	0.00	2.00
Final Sat.:	31	3669	0	0	3041	659	1750	0	1750	0	0	3500
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.00	0.00	0.40	0.40	0.26	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	78.0	78.0	0.0	0.0	78.0	78.0	50.0	0.0	50.0	0.0	0.0	0.0
Volume/Cap:	0.61	0.61	0.00	0.00	0.69	0.69	0.69	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	18.7	18.7	0.0	0.0	20.6	20.6	38.8	0.0	27.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	18.7	0.0	0.0	20.6	20.6	38.8	0.0	27.0	0.0	0.0	0.0
LOS by Move:	B-	B-	A	A	C+	C+	D+	A	C	A	A	A
HCM2kAvgQ:	18	18	0	0	22	22	18	0	1	0	0	0

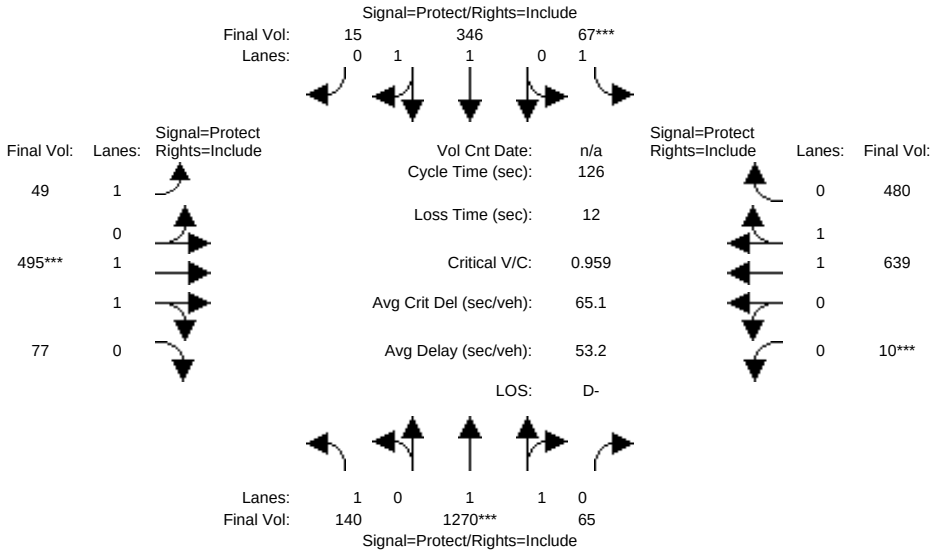
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	1247	8	38	183	15	39	192	60	0	370	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1247	8	38	183	15	39	192	60	0	370	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	77	23	57	29	163	0	10	303	17	10	269	262
Initial Fut:	140	1270	65	67	346	15	49	495	77	10	639	480
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1270	65	67	346	15	49	495	77	10	639	480
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1270	65	67	346	15	49	495	77	10	639	480
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1270	65	67	346	15	49	495	77	10	639	480
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.95
Lanes:	1.00	1.90	0.10	1.00	1.91	0.09	1.00	1.72	0.28	0.02	1.13	0.85
Final Sat.:	1750	3520	180	1750	3546	154	1750	3202	498	32	2038	1531
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.04	0.10	0.10	0.03	0.15	0.15	0.31	0.31	0.31
Crit Moves:		****		****				****		****		
Green Time:	24.1	46.6	46.6	7.0	29.4	29.4	9.1	20.0	20.0	40.5	51.3	51.3
Volume/Cap:	0.42	0.98	0.98	0.69	0.42	0.42	0.39	0.98	0.98	0.98	0.77	0.77
Delay/Veh:	45.6	58.0	58.0	77.3	41.3	41.3	57.8	83.9	83.9	63.1	34.8	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	58.0	58.0	77.3	41.3	41.3	57.8	83.9	83.9	63.1	34.8	34.8
LOS by Move:	D	E+	E+	E-	D	D	E+	F	F	E	C-	C-
HCM2kAvgQ:	5	32	32	4	6	6	2	16	16	28	21	21

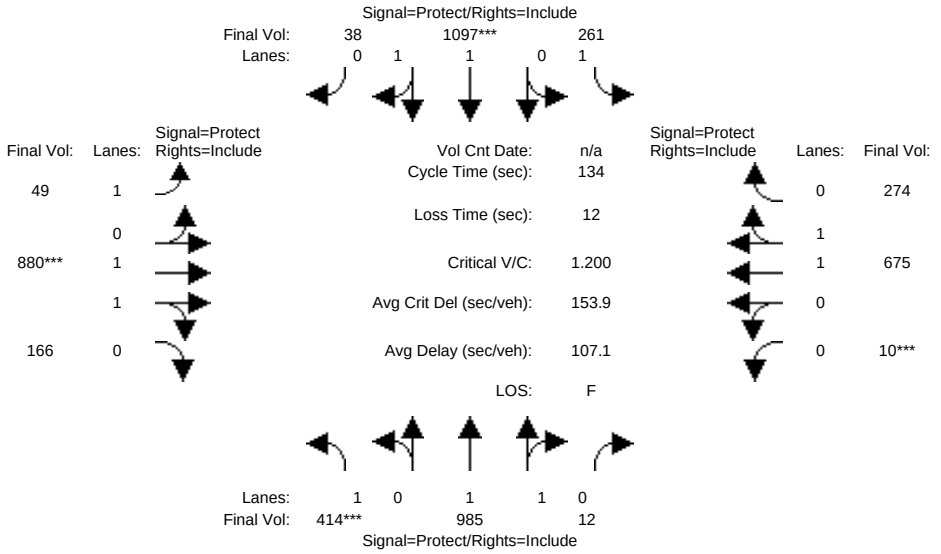
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	394	12	131	836	36	29	366	123	0	364	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	394	12	131	836	36	29	366	123	0	364	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	331	591	0	130	261	2	20	514	43	10	311	188
Initial Fut:	414	985	12	261	1097	38	49	880	166	10	675	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	414	985	12	261	1097	38	49	880	166	10	675	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	985	12	261	1097	38	49	880	166	10	675	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	985	12	261	1097	38	49	880	166	10	675	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.95
Lanes:	1.00	1.98	0.02	1.00	1.93	0.07	1.00	1.67	0.33	0.02	1.41	0.57
Final Sat.:	1750	3655	45	1750	3576	124	1750	3112	587	38	2534	1029
Capacity Analysis Module:												
Vol/Sat:	0.24	0.27	0.27	0.15	0.31	0.31	0.03	0.28	0.28	0.27	0.27	0.27
Crit Moves:	****				****			****			****	
Green Time:	26.4	39.1	39.1	21.6	34.3	34.3	10.1	31.6	31.6	29.7	51.3	51.3
Volume/Cap:	1.20	0.92	0.92	0.92	1.20	1.20	0.37	1.20	1.20	1.20	0.70	0.70
Delay/Veh:	168.3	59.0	59.0	89.6	150	150.1	60.8	152	152.2	154.0	36.4	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.3	59.0	59.0	89.6	150	150.1	60.8	152	152.2	154.0	36.4	36.4
LOS by Move:	F	E+	E+	F	F	F	E	F	F	F	D+	D+
HCM2kAvgQ:	30	24	24	15	38	38	2	36	36	34	18	18

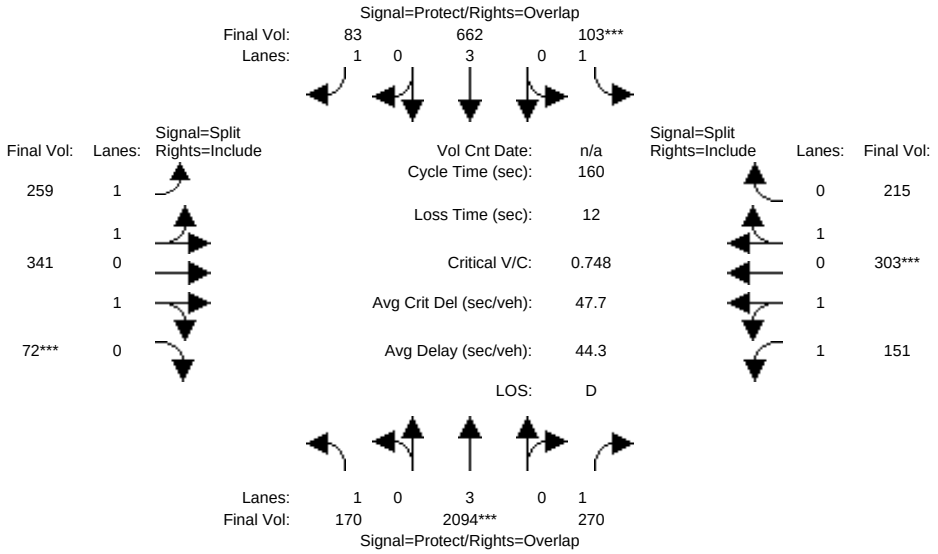
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	1831	208	93	292	83	259	341	72	135	303	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1831	208	93	292	83	259	341	72	135	303	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	263	62	10	370	0	0	0	0	16	0	104
Initial Fut:	170	2094	270	103	662	83	259	341	72	151	303	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	2094	270	103	662	83	259	341	72	151	303	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	2094	270	103	662	83	259	341	72	151	303	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	2094	270	103	662	83	259	341	72	151	303	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.17	1.51	0.32	1.00	1.15	0.85
Final Sat.:	1750	5700	1750	1750	5700	1750	2062	2714	573	1750	2163	1535
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.15	0.06	0.12	0.05	0.13	0.13	0.13	0.09	0.14	0.14
Crit Moves:		****		****					****		****	
Green Time:	41.5	78.6	108.5	12.6	49.6	76.5	26.9	26.9	26.9	30.0	30.0	30.0
Volume/Cap:	0.37	0.75	0.23	0.75	0.37	0.10	0.75	0.75	0.75	0.46	0.75	0.75
Delay/Veh:	49.1	33.9	9.9	92.2	43.2	22.9	66.8	66.8	66.8	58.1	65.0	65.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	33.9	9.9	92.2	43.2	22.9	66.8	66.8	66.8	58.1	65.0	65.0
LOS by Move:	D	C-	A	F	D	C+	E	E	E	E+	E	E
HCM2kAvgQ:	7	28	5	7	8	2	12	12	12	7	14	14

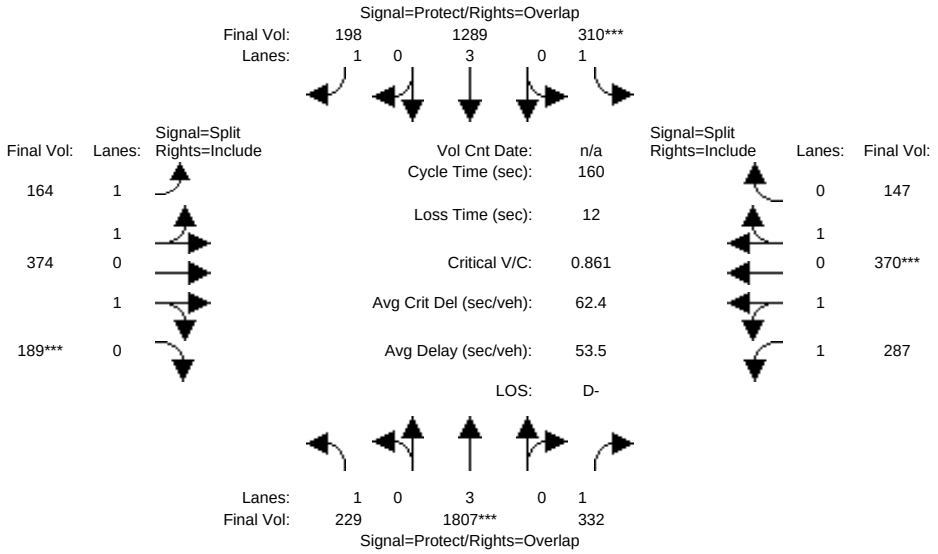
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	229	761	244	100	1246	198	164	374	189	165	370	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	761	244	100	1246	198	164	374	189	165	370	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	1046	88	210	43	0	0	0	0	122	0	76
Initial Fut:	229	1807	332	310	1289	198	164	374	189	287	370	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	1807	332	310	1289	198	164	374	189	287	370	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1807	332	310	1289	198	164	374	189	287	370	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	1807	332	310	1289	198	164	374	189	287	370	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.31	0.69	1.09	1.37	0.54
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2457	1242	1909	2462	978
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.19	0.18	0.23	0.11	0.09	0.15	0.15	0.15	0.15	0.15
Crit Moves:		****		****					****		****	
Green Time:	33.6	58.9	86.8	32.9	58.2	86.4	28.3	28.3	28.3	27.9	27.9	27.9
Volume/Cap:	0.62	0.86	0.35	0.86	0.62	0.21	0.53	0.86	0.86	0.86	0.86	0.86
Delay/Veh:	60.7	50.7	20.9	80.0	42.5	19.2	60.2	73.0	73.0	72.4	72.4	72.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	50.7	20.9	80.0	42.5	19.2	60.2	73.0	73.0	72.4	72.4	72.4
LOS by Move:	E	D	C+	E-	D	B-	E	E	E	E	E	E
HCM2kAvgQ:	12	29	10	18	17	5	8	16	16	16	16	16

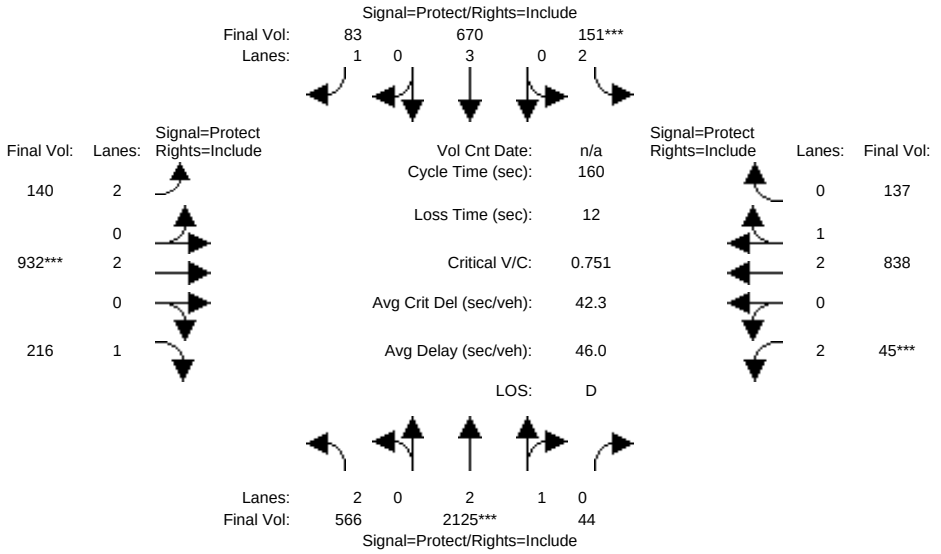
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	556	2083	44	126	244	73	113	429	206	45	702	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	556	2083	44	126	244	73	113	429	206	45	702	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	42	0	25	426	10	27	503	10	0	136	10
Initial Fut:	566	2125	44	151	670	83	140	932	216	45	838	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	566	2125	44	151	670	83	140	932	216	45	838	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	2125	44	151	670	83	140	932	216	45	838	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	566	2125	44	151	670	83	140	932	216	45	838	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.56	0.44
Final Sat.:	3150	5486	114	3150	5700	1750	3150	3800	1750	3150	4812	787
Capacity Analysis Module:												
Vol/Sat:	0.18	0.39	0.39	0.05	0.12	0.05	0.04	0.25	0.12	0.01	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	54.5	80.3	80.3	9.9	35.7	35.7	11.8	50.8	50.8	7.0	46.1	46.1
Volume/Cap:	0.53	0.77	0.77	0.77	0.53	0.21	0.60	0.77	0.39	0.33	0.60	0.60
Delay/Veh:	42.9	33.8	33.8	91.1	55.2	51.0	76.4	52.5	43.0	75.6	49.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	33.8	33.8	91.1	55.2	51.0	76.4	52.5	43.0	75.6	49.8	49.8
LOS by Move:	D	C-	C-	F	E+	D	E-	D-	D	E-	D	D
HCM2kAvgQ:	13	30	30	6	10	4	5	22	9	2	14	14

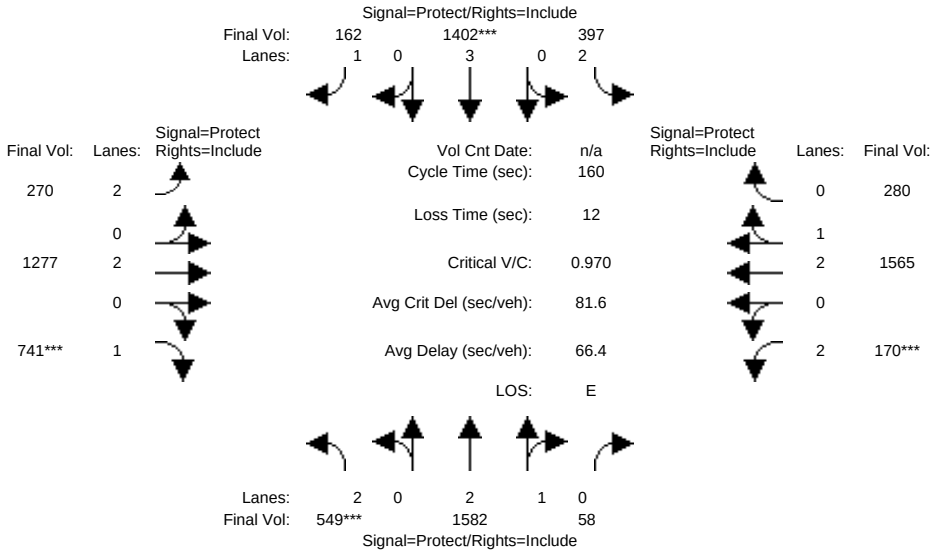
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	446	655	58	387	1392	152	148	760	647	170	761	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	655	58	387	1392	152	148	760	647	170	761	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	103	927	0	10	10	10	122	517	94	0	804	123
Initial Fut:	549	1582	58	397	1402	162	270	1277	741	170	1565	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	549	1582	58	397	1402	162	270	1277	741	170	1565	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	549	1582	58	397	1402	162	270	1277	741	170	1565	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	549	1582	58	397	1402	162	270	1277	741	170	1565	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.89	0.11	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.53	0.47
Final Sat.:	3150	5402	198	3150	5700	1750	3150	3800	1750	3150	4749	850
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.29	0.13	0.25	0.09	0.09	0.34	0.42	0.05	0.33	0.33
Crit Moves:	****				****				****	****		
Green Time:	28.7	48.4	48.4	20.8	40.6	40.6	16.2	69.8	69.8	8.9	62.5	62.5
Volume/Cap:	0.97	0.97	0.97	0.97	0.97	0.37	0.84	0.77	0.97	0.97	0.84	0.84
Delay/Veh:	95.5	69.8	69.8	105.1	76.2	49.6	88.8	40.6	69.4	134.5	47.5	47.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.5	69.8	69.8	105.1	76.2	49.6	88.8	40.6	69.4	134.5	47.5	47.5
LOS by Move:	F	E	E	F	E-	D	F	D	E	F	D	D
HCM2kAvgQ:	20	32	32	16	27	7	10	27	44	8	29	29

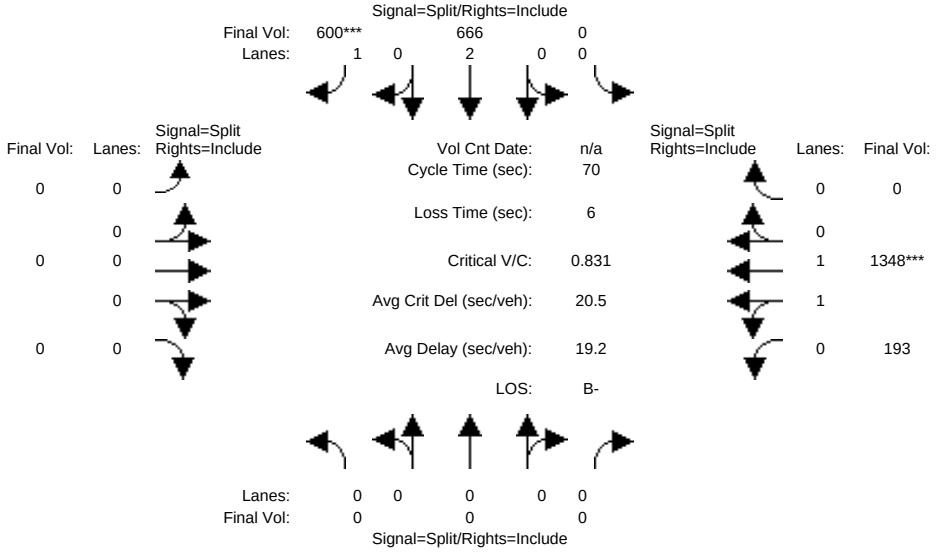
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	656	598	0	0	0	183	846	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	656	598	0	0	0	183	846	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	10	2	0	0	0	10	502	0
Initial Fut:	0	0	0	0	666	600	0	0	0	193	1348	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	666	600	0	0	0	193	1348	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	666	600	0	0	0	193	1348	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	666	600	0	0	0	193	1348	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.26	1.74	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	463	3236	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.18	0.34	0.00	0.00	0.00	0.42	0.42	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	28.9	28.9	0.0	0.0	0.0	35.1	35.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.42	0.83	0.00	0.00	0.00	0.83	0.83	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	14.8	26.4	0.0	0.0	0.0	18.2	18.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	14.8	26.4	0.0	0.0	0.0	18.2	18.2	0.0
LOS by Move:	A	A	A	A	B	C	A	A	A	B-	B-	A
HCM2kAvgQ:	0	0	0	0	5	15	0	0	0	17	17	0

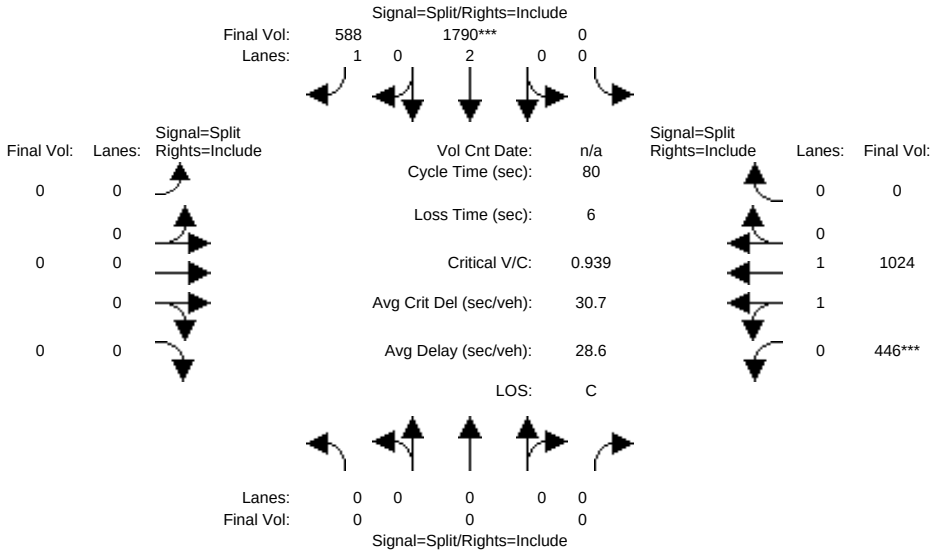
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	1352	578	0	0	0	436	514	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1352	578	0	0	0	436	514	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	438	10	0	0	0	10	510	0
Initial Fut:	0	0	0	0	1790	588	0	0	0	446	1024	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1790	588	0	0	0	446	1024	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1790	588	0	0	0	446	1024	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1790	588	0	0	0	446	1024	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.62	1.38	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1122	2577	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.47	0.34	0.00	0.00	0.00	0.40	0.40	0.00
Crit Moves:					****					****		
Green Time:	0.0	0.0	0.0	0.0	40.1	40.1	0.0	0.0	0.0	33.9	33.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.94	0.67	0.00	0.00	0.00	0.94	0.94	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	28.5	17.0	0.0	0.0	0.0	33.4	33.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	28.5	17.0	0.0	0.0	0.0	33.4	33.4	0.0
LOS by Move:	A	A	A	A	C	B	A	A	A	C-	C-	A
HCM2kAvgQ:	0	0	0	0	26	13	0	0	0	23	23	0

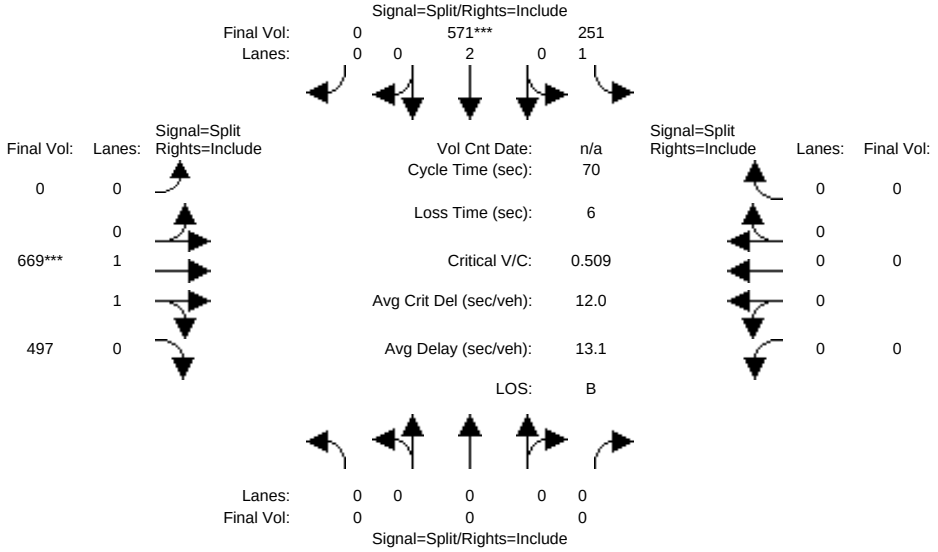
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	241	561	0	0	560	487	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	241	561	0	0	560	487	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	10	10	0	0	109	10	0	0	0
Initial Fut:	0	0	0	251	571	0	0	669	497	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	251	571	0	0	669	497	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	251	571	0	0	669	497	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	251	571	0	0	669	497	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.12	0.88	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	2122	1576	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.15	0.00	0.00	0.32	0.32	0.00	0.00	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	20.7	20.7	0.0	0.0	43.3	43.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.49	0.51	0.00	0.00	0.51	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	21.0	20.9	0.0	0.0	7.6	7.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.0	20.9	0.0	0.0	7.6	7.6	0.0	0.0	0.0
LOS by Move:	A	A	A	C+	C+	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	6	0	0	8	8	0	0	0

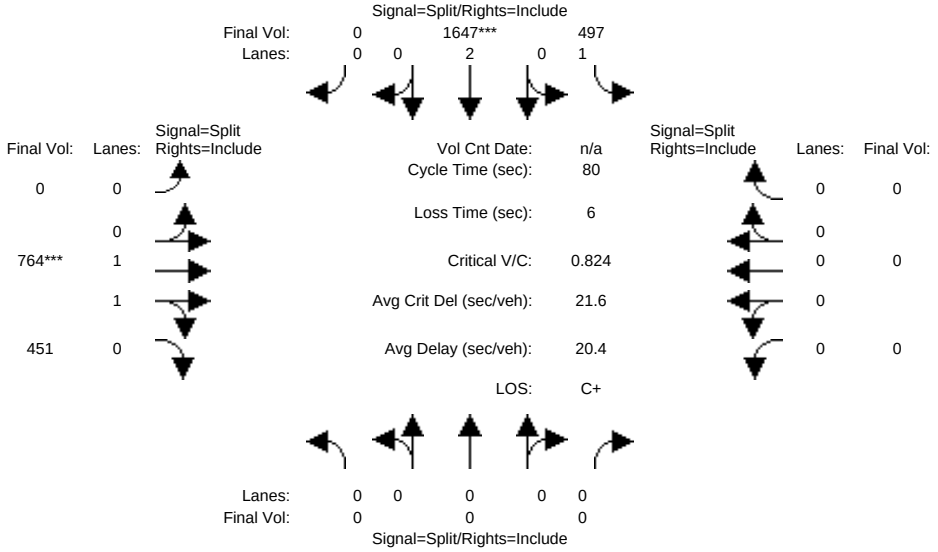
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	487	1265	0	0	265	441	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	487	1265	0	0	265	441	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	10	382	0	0	499	10	0	0	0
Initial Fut:	0	0	0	497	1647	0	0	764	451	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	497	1647	0	0	764	451	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	497	1647	0	0	764	451	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	497	1647	0	0	764	451	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.24	0.76	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	2326	1373	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.43	0.00	0.00	0.33	0.33	0.00	0.00	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	42.1	42.1	0.0	0.0	31.9	31.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.54	0.82	0.00	0.00	0.82	0.82	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	13.2	18.8	0.0	0.0	25.4	25.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.2	18.8	0.0	0.0	25.4	25.4	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B-	A	A	C	C	A	A	A
HCM2kAvgQ:	0	0	0	9	19	0	0	16	16	0	0	0

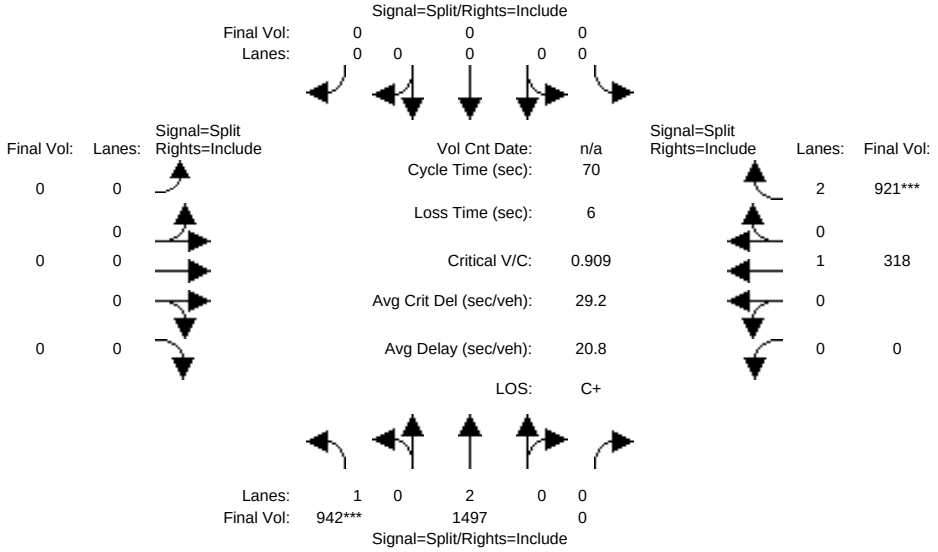
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	814	1487	0	0	0	0	0	0	0	0	175	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	814	1487	0	0	0	0	0	0	0	0	175	372
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	128	10	0	0	0	0	0	0	0	0	143	549
Initial Fut:	942	1497	0	0	0	0	0	0	0	0	318	921
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	942	1497	0	0	0	0	0	0	0	0	318	921
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	942	1497	0	0	0	0	0	0	0	0	318	921
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	942	1497	0	0	0	0	0	0	0	0	318	921
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.54	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.29
Crit Moves:	****											****
Green Time:	41.5	41.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	22.5
Volume/Cap:	0.91	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.91
Delay/Veh:	24.1	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.1	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.1	34.5
LOS by Move:	C	B+	A	A	A	A	A	A	A	A	C+	C-
HCM2kAvgQ:	24	12	0	0	0	0	0	0	0	0	6	16

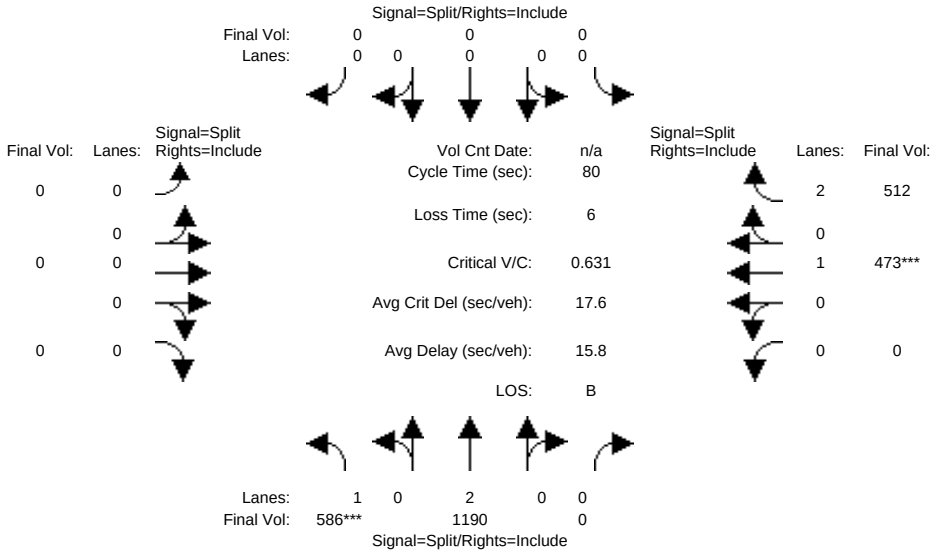
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	486	775	0	0	0	0	0	0	0	0	420	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	486	775	0	0	0	0	0	0	0	0	420	411
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	100	415	0	0	0	0	0	0	0	0	53	101
Initial Fut:	586	1190	0	0	0	0	0	0	0	0	473	512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	586	1190	0	0	0	0	0	0	0	0	473	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	586	1190	0	0	0	0	0	0	0	0	473	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	586	1190	0	0	0	0	0	0	0	0	473	512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.33	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.16
Crit Moves:	****										****	
Green Time:	42.4	42.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.6	31.6
Volume/Cap:	0.63	0.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.41
Delay/Veh:	14.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.3	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.3	17.7
LOS by Move:	B	B	A	A	A	A	A	A	A	A	C+	B
HCM2kAvgQ:	12	10	0	0	0	0	0	0	0	0	10	6

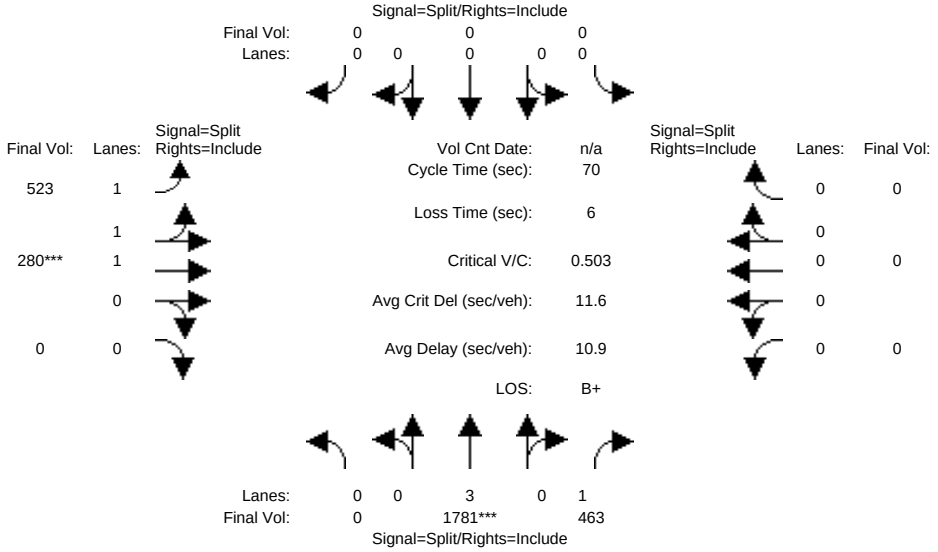
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1703	453	0	0	0	513	270	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1703	453	0	0	0	513	270	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	78	10	0	0	0	10	10	0	0	0	0
Initial Fut:	0	1781	463	0	0	0	523	280	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1781	463	0	0	0	523	280	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1781	463	0	0	0	523	280	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1781	463	0	0	0	523	280	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	3546	1898	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.26	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	43.5	43.5	0.0	0.0	0.0	20.5	20.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.43	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.4	7.1	0.0	0.0	0.0	20.8	20.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	7.1	0.0	0.0	0.0	20.8	20.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C+	C+	A	A	A	A
HCM2kAvgQ:	0	7	6	0	0	0	6	6	0	0	0	0

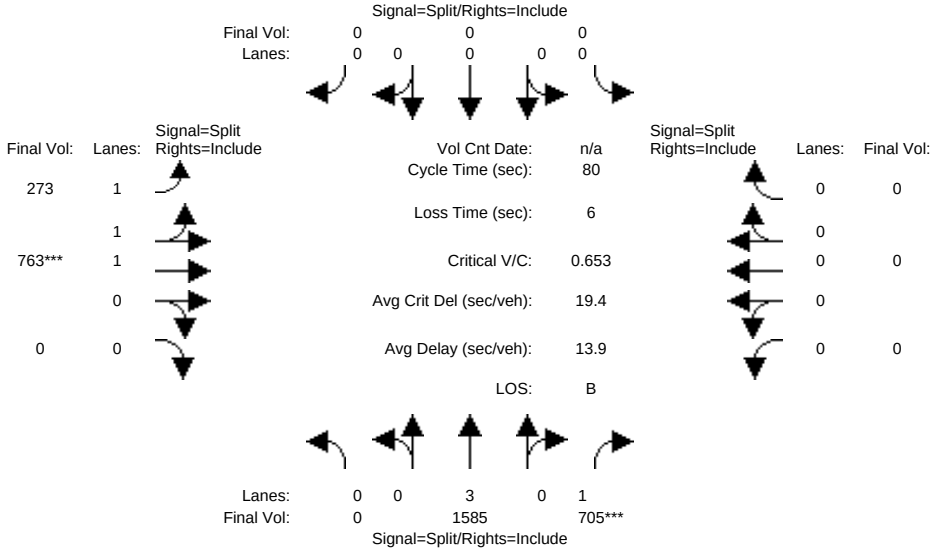
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	995	695	0	0	0	263	490	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	995	695	0	0	0	263	490	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	590	10	0	0	0	10	273	0	0	0	0
Initial Fut:	0	1585	705	0	0	0	273	763	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1585	705	0	0	0	273	763	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1585	705	0	0	0	273	763	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1585	705	0	0	0	273	763	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	1750	3800	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.40	0.00	0.00	0.00	0.16	0.20	0.00	0.00	0.00	0.00
Crit Moves:			****					****				
Green Time:	0.0	49.4	49.4	0.0	0.0	0.0	24.6	24.6	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.45	0.65	0.00	0.00	0.00	0.51	0.65	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.2	11.2	0.0	0.0	0.0	22.9	25.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	11.2	0.0	0.0	0.0	22.9	25.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	B+	A	A	A	C+	C	A	A	A	A
HCM2kAvgQ:	0	7	13	0	0	0	6	9	0	0	0	0

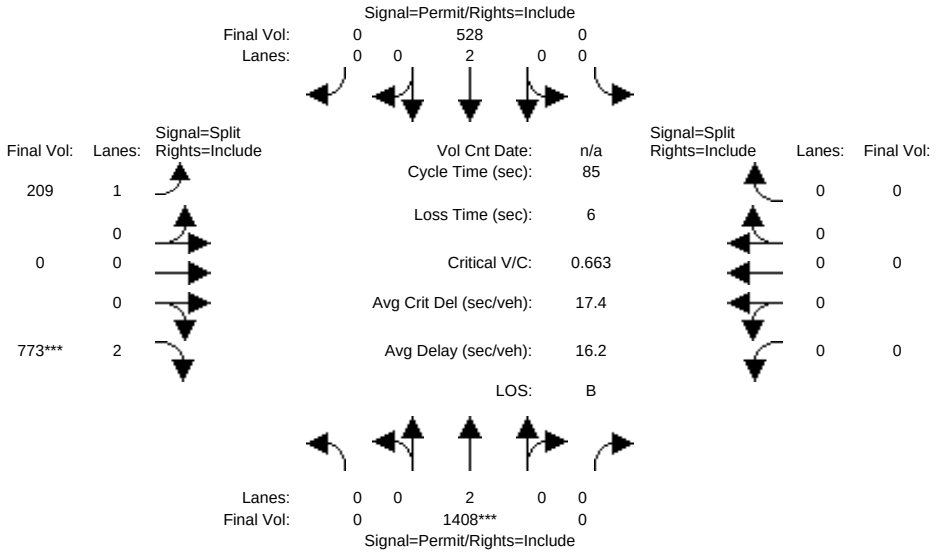
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1407	0	0	528	0	185	0	238	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1407	0	0	528	0	185	0	238	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	1	0	0	0	0	24	0	535	0	0	0
Initial Fut:	0	1408	0	0	528	0	209	0	773	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1408	0	0	528	0	209	0	773	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1408	0	0	528	0	209	0	773	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1408	0	0	528	0	209	0	773	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.14	0.00	0.12	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	47.5	0.0	0.0	47.5	0.0	31.5	0.0	31.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.66	0.00	0.00	0.25	0.00	0.32	0.00	0.66	0.00	0.00	0.00
Delay/Veh:	0.0	13.9	0.0	0.0	9.7	0.0	19.4	0.0	23.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.9	0.0	0.0	9.7	0.0	19.4	0.0	23.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	B-	A	C	A	A	A
HCM2kAvgQ:	0	14	0	0	4	0	4	0	11	0	0	0

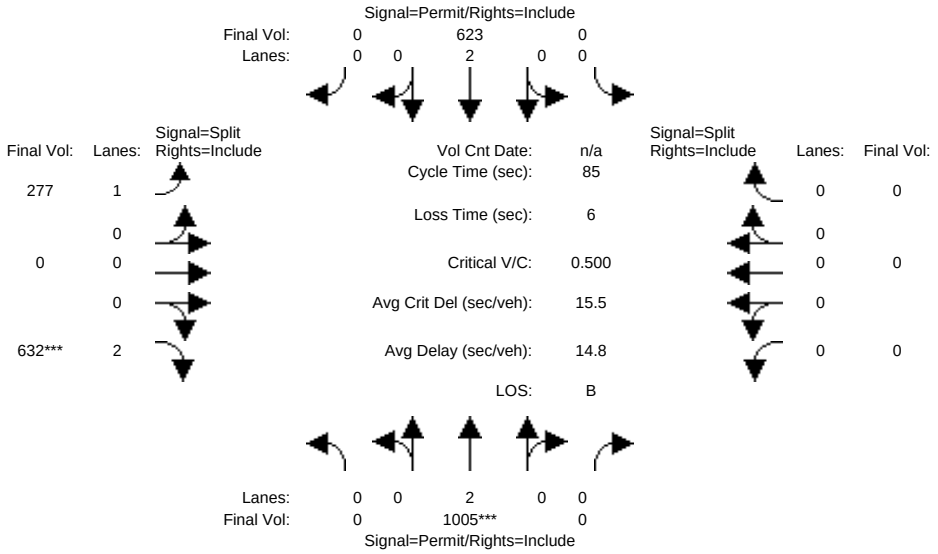
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	784	0	0	623	0	267	0	555	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	784	0	0	623	0	267	0	555	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	221	0	0	0	0	10	0	77	0	0	0
Initial Fut:	0	1005	0	0	623	0	277	0	632	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1005	0	0	623	0	277	0	632	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1005	0	0	623	0	277	0	632	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1005	0	0	623	0	277	0	632	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.16	0.00	0.16	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	44.9	0.0	0.0	44.9	0.0	34.1	0.0	34.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.00	0.31	0.00	0.39	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	13.0	0.0	0.0	11.4	0.0	18.5	0.0	19.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.0	0.0	0.0	11.4	0.0	18.5	0.0	19.4	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B+	A	B-	A	B-	A	A	A
HCM2kAvgQ:	0	9	0	0	5	0	6	0	8	0	0	0

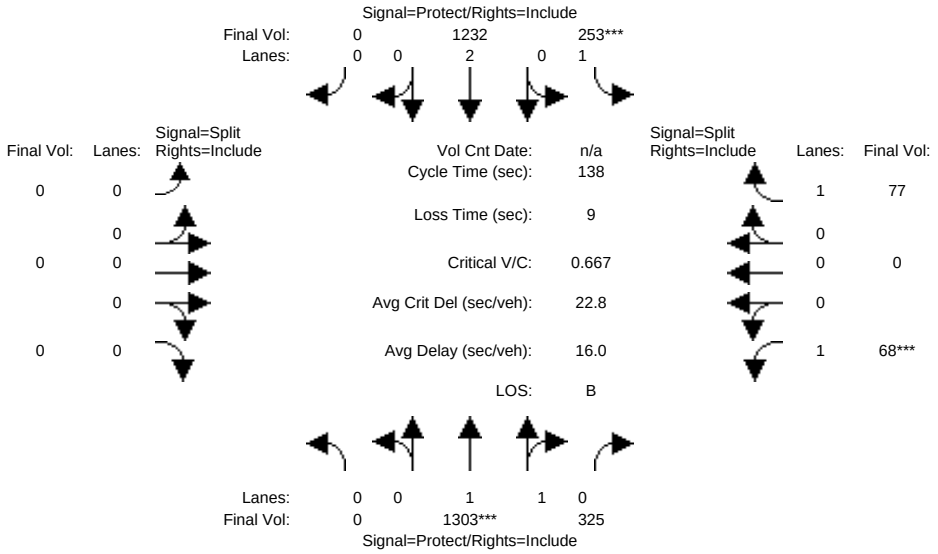
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1293	88	103	482	0	0	0	0	40	0	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1293	88	103	482	0	0	0	0	40	0	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	10	237	150	750	0	0	0	0	28	0	1
Initial Fut:	0	1303	325	253	1232	0	0	0	0	68	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1303	325	253	1232	0	0	0	0	68	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1303	325	253	1232	0	0	0	0	68	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1303	325	253	1232	0	0	0	0	68	0	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.59	0.41	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2961	738	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.14	0.32	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	89.6	89.6	29.4	119	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.68	0.68	0.68	0.38	0.00	0.00	0.00	0.00	0.54	0.00	0.61
Delay/Veh:	0.0	16.0	16.0	54.9	2.0	0.0	0.0	0.0	0.0	66.2	0.0	70.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.0	16.0	54.9	2.0	0.0	0.0	0.0	0.0	66.2	0.0	70.3
LOS by Move:	A	B	B	D-	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	22	22	12	5	0	0	0	0	4	0	4

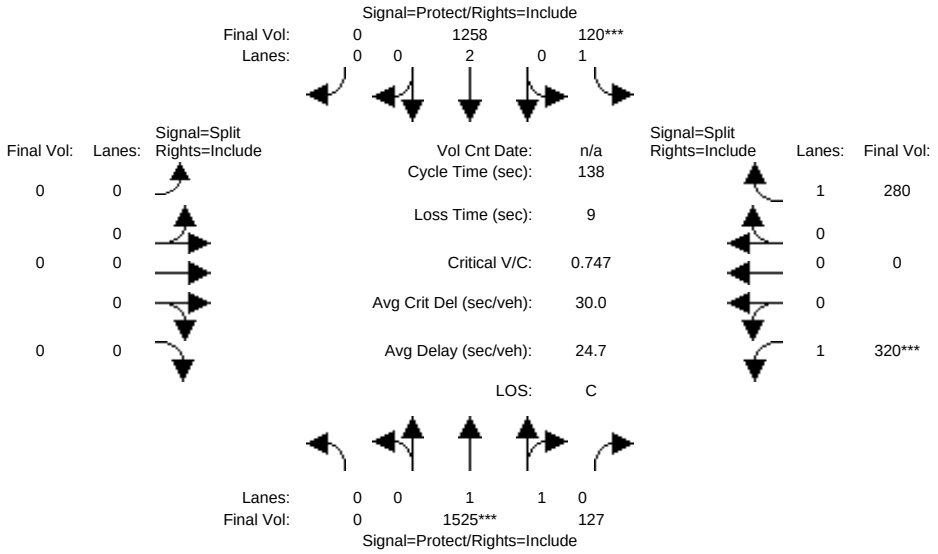
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	593	57	83	1248	0	0	0	0	58	0	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	593	57	83	1248	0	0	0	0	58	0	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	932	70	37	10	0	0	0	0	262	0	191
Initial Fut:	0	1525	127	120	1258	0	0	0	0	320	0	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1525	127	120	1258	0	0	0	0	320	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1525	127	120	1258	0	0	0	0	320	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1525	127	120	1258	0	0	0	0	320	0	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.84	0.16	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3415	284	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.07	0.33	0.00	0.00	0.00	0.00	0.18	0.00	0.16
Crit Moves:		****		****						****		
Green Time:	0.0	82.5	82.5	12.7	95.2	0.0	0.0	0.0	0.0	33.8	0.0	33.8
Volume/Cap:	0.00	0.75	0.75	0.75	0.48	0.00	0.00	0.00	0.00	0.75	0.00	0.65
Delay/Veh:	0.0	21.6	21.6	78.4	10.1	0.0	0.0	0.0	0.0	55.2	0.0	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	21.6	78.4	10.1	0.0	0.0	0.0	0.0	55.2	0.0	50.4
LOS by Move:	A	C+	C+	E-	B+	A	A	A	A	E+	A	D
HCM2kAvgQ:	0	26	26	7	12	0	0	0	0	15	0	12

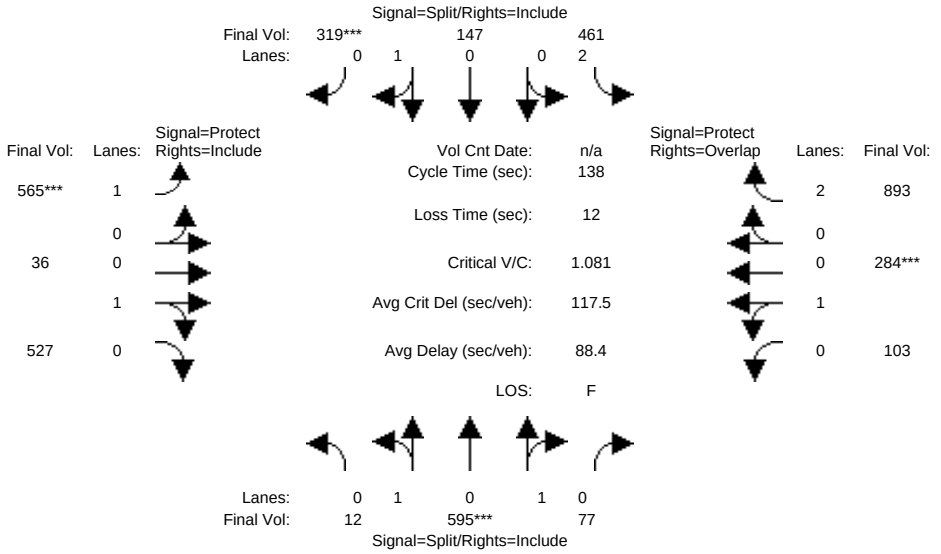
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	595	58	324	147	7	41	26	3	82	35	641
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	595	58	324	147	7	41	26	3	82	35	641
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	0	19	137	0	312	524	10	524	21	249	252
Initial Fut:	12	595	77	461	147	319	565	36	527	103	284	893
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	595	77	461	147	319	565	36	527	103	284	893
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	595	77	461	147	319	565	36	527	103	284	893
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	595	77	461	147	319	565	36	527	103	284	893
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.03	1.74	0.23	2.00	0.32	0.68	1.00	0.06	0.94	0.27	0.73	2.00
Final Sat.:	63	3132	405	3150	568	1232	1750	115	1685	479	1321	3150
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.15	0.26	0.26	0.32	0.31	0.31	0.22	0.22	0.28
Crit Moves:		****				****	****				****	
Green Time:	24.3	24.3	24.3	33.1	33.1	33.1	41.2	40.7	40.7	28.0	27.5	60.5
Volume/Cap:	1.08	1.08	1.08	0.61	1.08	1.08	1.08	1.06	1.06	1.06	1.08	0.65
Delay/Veh:	116.4	116	116.4	48.2	119	119.2	111.3	105	104.7	119.0	126	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.4	116	116.4	48.2	119	119.2	111.3	105	104.7	119.0	126	31.4
LOS by Move:	F	F	F	D	F	F	F	F	F	F	F	C
HCM2kAvgQ:	22	22	22	11	29	29	36	34	34	24	25	18

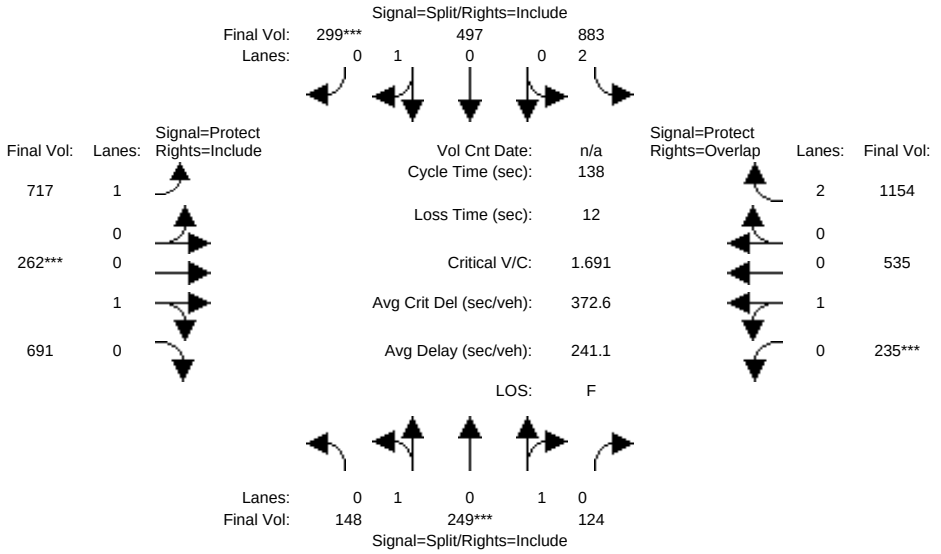
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	249	111	783	497	14	45	76	19	183	44	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	249	111	783	497	14	45	76	19	183	44	369
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	139	0	13	100	0	285	672	186	672	52	491	785
Initial Fut:	148	249	124	883	497	299	717	262	691	235	535	1154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	249	124	883	497	299	717	262	691	235	535	1154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	249	124	883	497	299	717	262	691	235	535	1154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	249	124	883	497	299	717	262	691	235	535	1154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.57	0.95	0.48	2.00	0.62	0.38	1.00	0.27	0.73	0.31	0.69	2.00
Final Sat.:	1023	1721	857	3150	1124	676	1750	495	1305	549	1251	3150
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.28	0.44	0.44	0.41	0.53	0.53	0.43	0.43	0.37
Crit Moves:		****				****		****		****		
Green Time:	11.8	11.8	11.8	36.1	36.1	36.1	38.2	43.2	43.2	34.9	39.9	76.0
Volume/Cap:	1.69	1.69	1.69	1.07	1.69	1.69	1.48	1.69	1.69	1.69	1.48	0.67
Delay/Veh:	387.8	388	387.8	103.5	371	371.1	276.7	366	366.1	372.0	275	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	387.8	388	387.8	103.5	371	371.1	276.7	366	366.1	372.0	275	23.0
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	C+
HCM2kAvgQ:	27	27	27	31	77	77	64	92	92	75	67	21

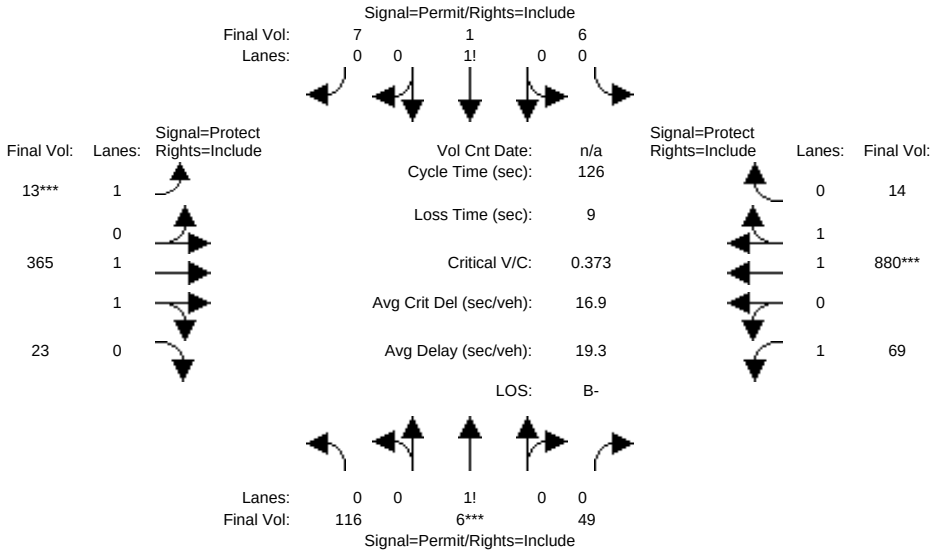
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	6	49	6	1	7	13	365	23	66	629	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	6	49	6	1	7	13	365	23	66	629	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	0	0	3	251	0
Initial Fut:	116	6	49	6	1	7	13	365	23	69	880	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	6	49	6	1	7	13	365	23	69	880	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	6	49	6	1	7	13	365	23	69	880	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	6	49	6	1	7	13	365	23	69	880	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.68	0.03	0.29	0.43	0.07	0.50	1.00	1.88	0.12	1.00	1.97	0.03
Final Sat.:	1187	61	501	750	125	875	1750	3481	219	1750	3642	58
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.01	0.01	0.01	0.01	0.10	0.10	0.04	0.24	0.24
Crit Moves:		****					****				****	
Green Time:	31.7	31.7	31.7	31.7	31.7	31.7	7.0	55.8	55.8	29.5	78.3	78.3
Volume/Cap:	0.39	0.39	0.39	0.03	0.03	0.03	0.13	0.24	0.24	0.17	0.39	0.39
Delay/Veh:	39.7	39.7	39.7	35.6	35.6	35.6	57.2	21.9	21.9	38.6	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	39.7	39.7	35.6	35.6	35.6	57.2	21.9	21.9	38.6	12.0	12.0
LOS by Move:	D	D	D	D+	D+	D+	E+	C+	C+	D+	B	B
HCM2kAvgQ:	6	6	6	0	0	0	1	5	5	2	9	9

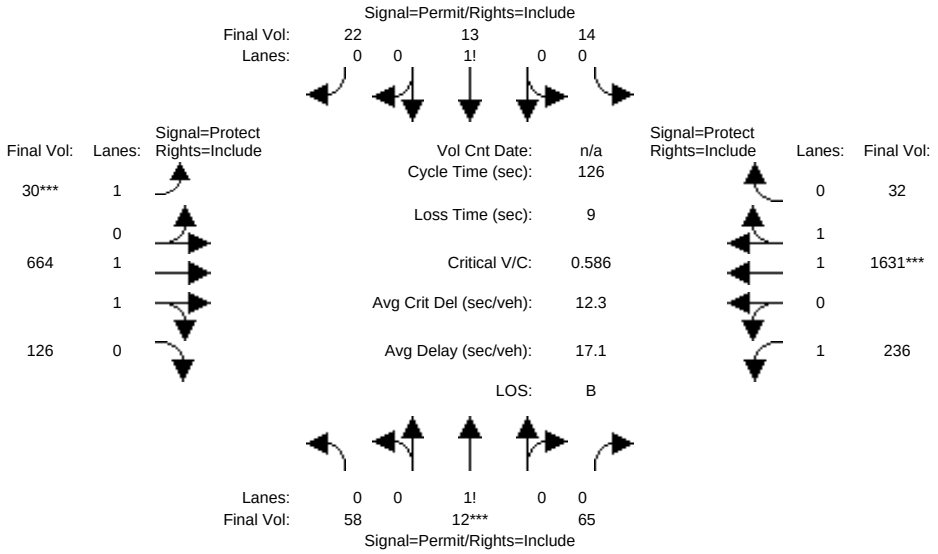
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	12	65	14	13	22	30	664	126	205	544	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	12	65	14	13	22	30	664	126	205	544	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	0	0	31	1087	0
Initial Fut:	58	12	65	14	13	22	30	664	126	236	1631	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	12	65	14	13	22	30	664	126	236	1631	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	12	65	14	13	22	30	664	126	236	1631	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	12	65	14	13	22	30	664	126	236	1631	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.43	0.09	0.48	0.29	0.26	0.45	1.00	1.67	0.33	1.00	1.96	0.04
Final Sat.:	752	156	843	500	464	786	1750	3109	590	1750	3629	71
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.03	0.03	0.02	0.21	0.21	0.13	0.45	0.45
Crit Moves:		****					****				****	
Green Time:	16.1	16.1	16.1	16.1	16.1	16.1	7.0	61.8	61.8	39.1	93.9	93.9
Volume/Cap:	0.60	0.60	0.60	0.22	0.22	0.22	0.31	0.44	0.44	0.44	0.60	0.60
Delay/Veh:	56.5	56.5	56.5	49.8	49.8	49.8	59.0	20.9	20.9	35.2	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	56.5	56.5	49.8	49.8	49.8	59.0	20.9	20.9	35.2	7.8	7.8
LOS by Move:	E+	E+	E+	D	D	D	E+	C+	C+	D+	A	A
HCM2kAvgQ:	6	6	6	2	2	2	2	10	10	8	15	15

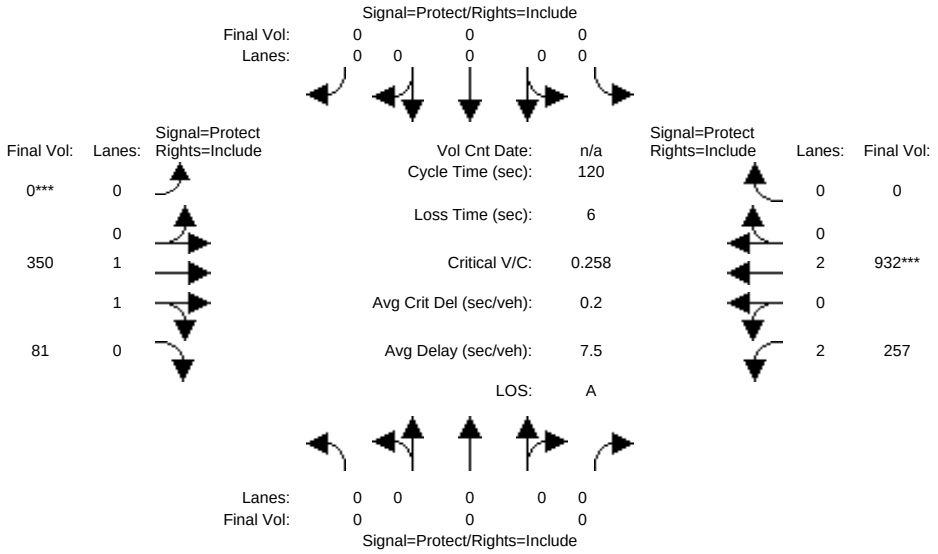
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	350	81	257	932	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	350	81	257	932	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	350	81	257	932	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	350	81	257	932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	350	81	257	932	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	350	81	257	932	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.61	0.39	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3004	695	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.12	0.08	0.25	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	67.0	67.0	47.0	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.21	0.21	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	13.3	24.3	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	13.3	24.3	0.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	4	4	1	0

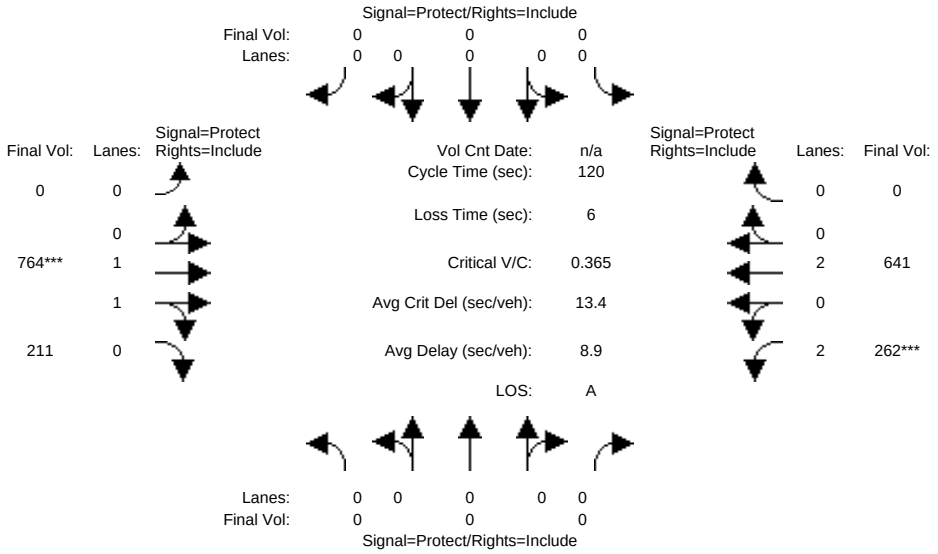
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	764	211	262	641	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	764	211	262	641	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	764	211	262	641	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	764	211	262	641	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	764	211	262	641	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	764	211	262	641	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.56	0.44	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2899	801	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.08	0.17	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	86.7	86.7	27.3	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36	0.36	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4	6.4	39.3	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4	6.4	39.3	0.2	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	7	7	5	1	0

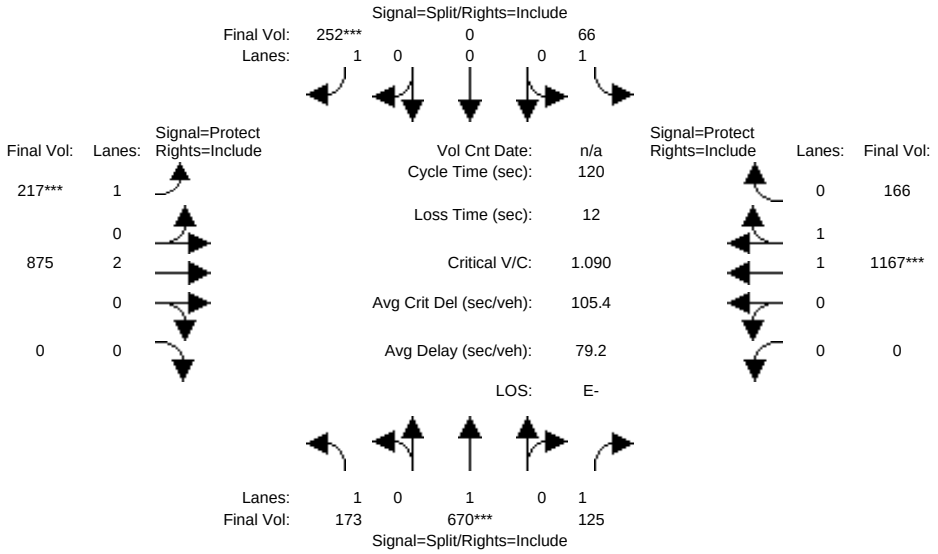
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	163	191	115	22	0	49	15	362	0	0	958	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	191	115	22	0	49	15	362	0	0	958	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	479	10	44	0	203	202	513	0	0	209	101
Initial Fut:	173	670	125	66	0	252	217	875	0	0	1167	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	670	125	66	0	252	217	875	0	0	1167	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	670	125	66	0	252	217	875	0	0	1167	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	173	670	125	66	0	252	217	875	0	0	1167	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	1750	1900	1750	1750	0	1750	1750	3800	0	0	3239	461
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.07	0.04	0.00	0.14	0.12	0.23	0.00	0.00	0.36	0.36
Crit Moves:		****				****	****				****	
Green Time:	38.8	38.8	38.8	15.9	0.0	15.9	13.7	53.3	0.0	0.0	39.7	39.7
Volume/Cap:	0.31	1.09	0.22	0.29	0.00	1.09	1.09	0.52	0.00	0.00	1.09	1.09
Delay/Veh:	30.8	104	29.8	47.6	0.0	137.3	143.0	24.4	0.0	0.0	94.0	94.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	104	29.8	47.6	0.0	137.3	143.0	24.4	0.0	0.0	94.0	94.0
LOS by Move:	C	F	C	D	A	F	F	C	A	A	F	F
HCM2kAvgQ:	5	36	4	3	0	17	15	12	0	0	36	36

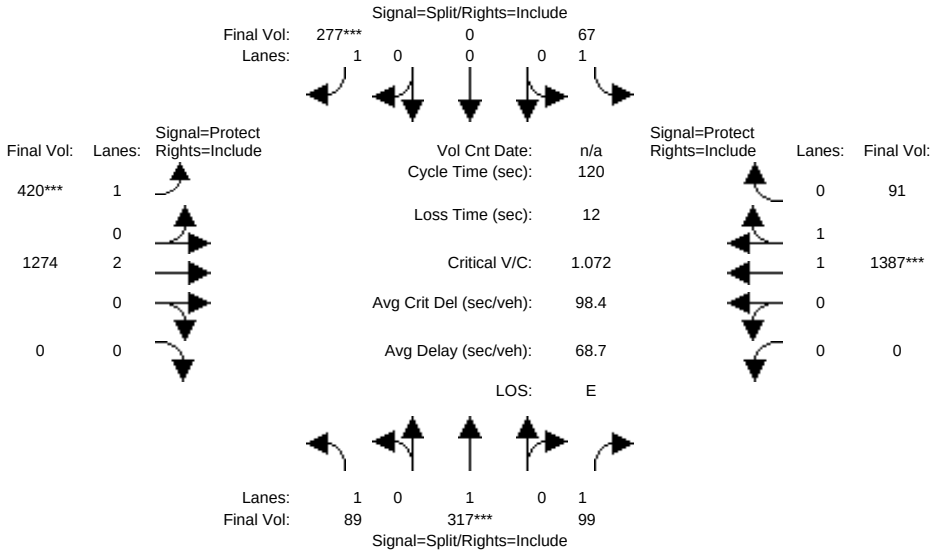
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	79	93	89	32	0	131	23	714	0	0	742	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	93	89	32	0	131	23	714	0	0	742	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	224	10	35	0	146	397	560	0	0	645	49
Initial Fut:	89	317	99	67	0	277	420	1274	0	0	1387	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	317	99	67	0	277	420	1274	0	0	1387	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	317	99	67	0	277	420	1274	0	0	1387	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	317	99	67	0	277	420	1274	0	0	1387	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	0	1750	1750	3800	0	0	3472	228
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.06	0.04	0.00	0.16	0.24	0.34	0.00	0.00	0.40	0.40
Crit Moves:		****				****	****				****	
Green Time:	18.7	18.7	18.7	17.7	0.0	17.7	26.9	71.6	0.0	0.0	44.7	44.7
Volume/Cap:	0.33	1.07	0.36	0.26	0.00	1.07	1.07	0.56	0.00	0.00	1.07	1.07
Delay/Veh:	45.8	123	46.2	45.9	0.0	127.5	112.5	15.0	0.0	0.0	83.6	83.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	123	46.2	45.9	0.0	127.5	112.5	15.0	0.0	0.0	83.6	83.6
LOS by Move:	D	F	D	D	A	F	F	B	A	A	F	F
HCM2kAvgQ:	3	18	4	2	0	18	25	14	0	0	39	39

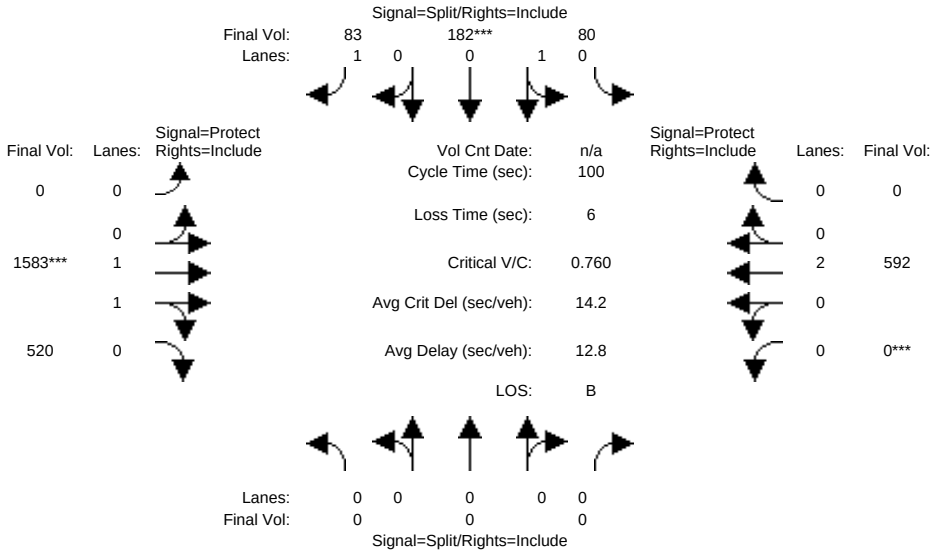
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	73	106	78	0	1139	338	0	483	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	106	78	0	1139	338	0	483	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	7	76	5	0	444	182	0	109	0
Initial Fut:	0	0	0	80	182	83	0	1583	520	0	592	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	80	182	83	0	1583	520	0	592	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	182	83	0	1583	520	0	592	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	80	182	83	0	1583	520	0	592	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.31	0.69	1.00	0.00	1.49	0.51	0.00	2.00	0.00
Final Sat.:	0	0	0	550	1250	1750	0	2784	915	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.05	0.00	0.57	0.57	0.00	0.16	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	19.2	19.2	19.2	0.0	74.8	74.8	0.0	74.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.76	0.76	0.25	0.00	0.76	0.76	0.00	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	52.8	52.8	36.1	0.0	9.4	9.4	0.0	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	52.8	52.8	36.1	0.0	9.4	9.4	0.0	3.9	0.0
LOS by Move:	A	A	A	D-	D-	D+	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	10	10	2	0	20	20	0	3	0

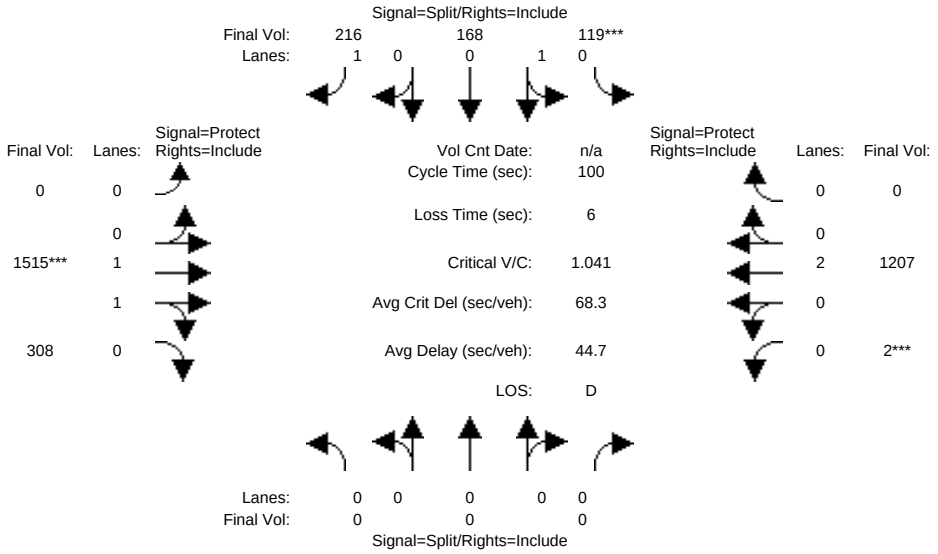
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	50	143	67	0	949	296	2	501	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	143	67	0	949	296	2	501	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	69	25	149	0	566	12	0	706	0
Initial Fut:	0	0	0	119	168	216	0	1515	308	2	1207	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	119	168	216	0	1515	308	2	1207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	119	168	216	0	1515	308	2	1207	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	119	168	216	0	1515	308	2	1207	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	0.41	0.59	1.00	0.00	1.65	0.35	0.01	1.99	0.00
Final Sat.:	0	0	0	746	1054	1750	0	3074	625	6	3694	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.12	0.00	0.49	0.49	0.33	0.33	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	15.3	15.3	15.3	0.0	47.3	47.3	31.4	78.7	0.0
Volume/Cap:	0.00	0.00	0.00	1.04	1.04	0.81	0.00	1.04	1.04	1.04	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	107.8	108	63.2	0.0	59.5	59.5	72.2	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	107.8	108	63.2	0.0	59.5	59.5	72.2	3.8	0.0
LOS by Move:	A	A	A	F	F	E	A	E+	E+	E	A	A
HCM2kAvgQ:	0	0	0	15	15	9	0	39	39	28	6	0

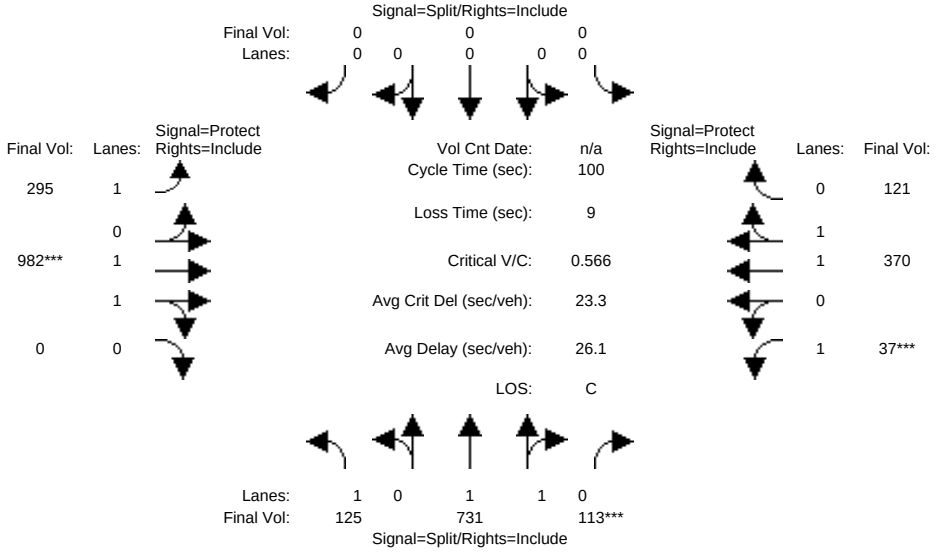
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	115	476	113	0	0	0	174	982	0	37	370	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	476	113	0	0	0	174	982	0	37	370	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	255	0	0	0	0	121	0	0	0	0	0
Initial Fut:	125	731	113	0	0	0	295	982	0	37	370	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	731	113	0	0	0	295	982	0	37	370	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	731	113	0	0	0	295	982	0	37	370	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	731	113	0	0	0	295	982	0	37	370	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.98	0.95
Lanes:	1.00	1.72	0.28	0.00	0.00	0.00	1.00	2.00	0.00	1.00	1.49	0.51
Final Sat.:	1750	3204	495	0	0	0	1750	3700	0	1750	2788	912
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.00	0.00	0.00	0.17	0.27	0.00	0.02	0.13	0.13
Crit Moves:			****					****		****		
Green Time:	38.8	38.8	38.8	0.0	0.0	0.0	29.2	45.2	0.0	7.0	23.0	23.0
Volume/Cap:	0.18	0.59	0.59	0.00	0.00	0.00	0.58	0.59	0.00	0.30	0.58	0.58
Delay/Veh:	20.3	24.9	24.9	0.0	0.0	0.0	31.8	21.0	0.0	45.6	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	24.9	24.9	0.0	0.0	0.0	31.8	21.0	0.0	45.6	35.2	35.2
LOS by Move:	C+	C	C	A	A	A	C	C+	A	D	D+	D+
HCM2kAvgQ:	3	11	11	0	0	0	9	12	0	1	8	8

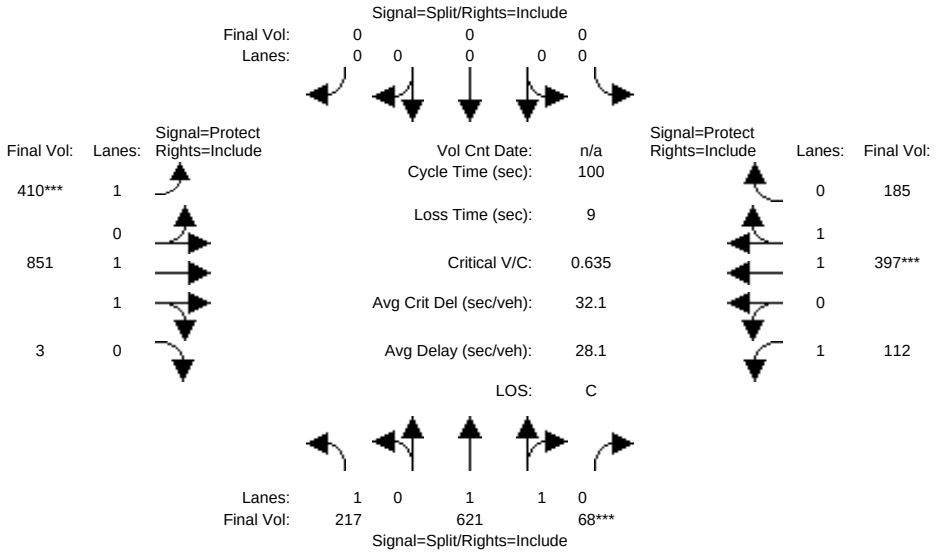
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	105	244	68	0	0	0	211	851	3	112	397	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	244	68	0	0	0	211	851	3	112	397	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	112	377	0	0	0	0	199	0	0	0	0	0
Initial Fut:	217	621	68	0	0	0	410	851	3	112	397	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	621	68	0	0	0	410	851	3	112	397	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	621	68	0	0	0	410	851	3	112	397	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	621	68	0	0	0	410	851	3	112	397	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	1.80	0.20	0.00	0.00	0.00	1.00	1.99	0.01	1.00	1.35	0.65
Final Sat.:	1750	3335	365	0	0	0	1750	3687	13	1750	2523	1176
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.00	0.00	0.00	0.23	0.23	0.23	0.06	0.16	0.16
Crit Moves:			****				****				****	
Green Time:	29.3	29.3	29.3	0.0	0.0	0.0	36.9	47.3	47.3	14.4	24.8	24.8
Volume/Cap:	0.42	0.64	0.64	0.00	0.00	0.00	0.64	0.49	0.49	0.45	0.64	0.64
Delay/Veh:	29.1	31.9	31.9	0.0	0.0	0.0	28.1	18.3	18.3	40.4	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	31.9	31.9	0.0	0.0	0.0	28.1	18.3	18.3	40.4	35.1	35.1
LOS by Move:	C	C	C	A	A	A	C	B-	B-	D	D+	D+
HCM2kAvgQ:	6	10	10	0	0	0	12	9	9	4	9	9

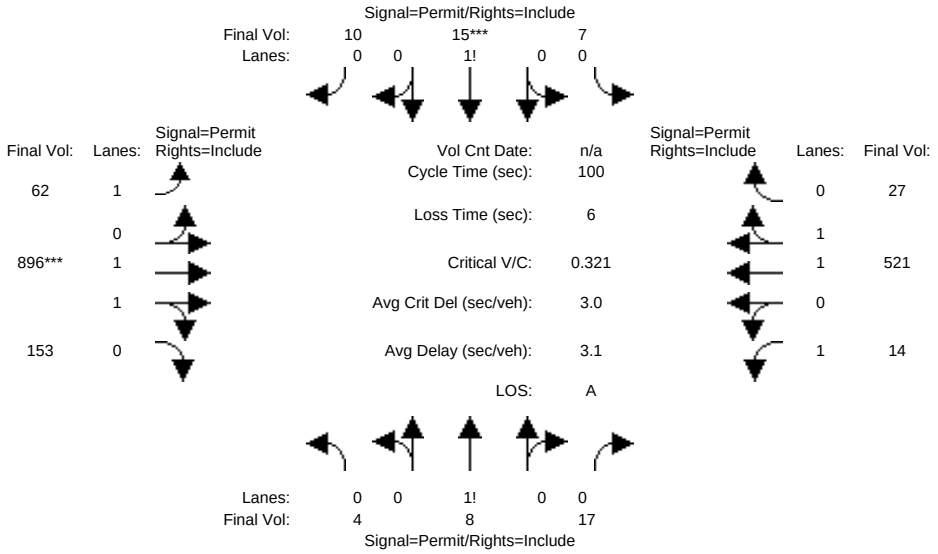
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	8	17	7	15	10	62	896	153	14	521	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	8	17	7	15	10	62	896	153	14	521	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	8	17	7	15	10	62	896	153	14	521	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	8	17	7	15	10	62	896	153	14	521	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	8	17	7	15	10	62	896	153	14	521	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	8	17	7	15	10	62	896	153	14	521	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.14	0.27	0.59	0.22	0.47	0.31	1.00	1.70	0.30	1.00	1.90	0.10
Final Sat.:	241	483	1026	383	820	547	1750	3160	540	1750	3518	182
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.02	0.04	0.28	0.28	0.01	0.15	0.15
Crit Moves:					****			****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	84.0	84.0	84.0	84.0	84.0	84.0
Volume/Cap:	0.17	0.17	0.17	0.18	0.18	0.18	0.04	0.34	0.34	0.01	0.18	0.18
Delay/Veh:	41.6	41.6	41.6	41.8	41.8	41.8	1.3	1.9	1.9	1.3	1.5	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	41.6	41.6	41.8	41.8	41.8	1.3	1.9	1.9	1.3	1.5	1.5
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	0	4	4	0	2	2

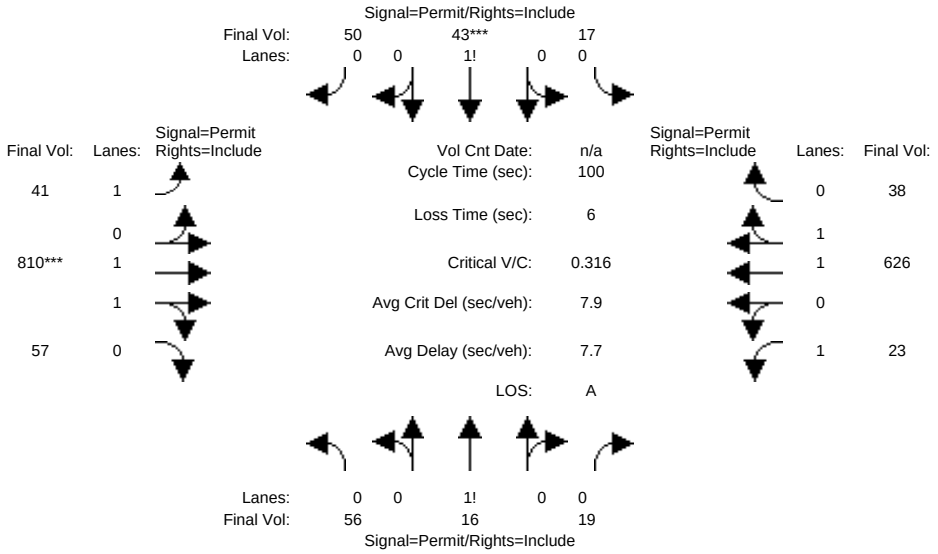
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	16	19	17	43	50	41	810	57	23	626	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	16	19	17	43	50	41	810	57	23	626	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	16	19	17	43	50	41	810	57	23	626	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	16	19	17	43	50	41	810	57	23	626	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	16	19	17	43	50	41	810	57	23	626	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	16	19	17	43	50	41	810	57	23	626	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.61	0.18	0.21	0.15	0.39	0.46	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	1077	308	365	270	684	795	1750	3457	243	1750	3488	212
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.06	0.06	0.06	0.02	0.23	0.23	0.01	0.18	0.18
Crit Moves:					****			****				
Green Time:	19.9	19.9	19.9	19.9	19.9	19.9	74.1	74.1	74.1	74.1	74.1	74.1
Volume/Cap:	0.26	0.26	0.26	0.32	0.32	0.32	0.03	0.32	0.32	0.02	0.24	0.24
Delay/Veh:	34.3	34.3	34.3	34.8	34.8	34.8	3.4	4.4	4.4	3.4	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	34.3	34.3	34.8	34.8	34.8	3.4	4.4	4.4	3.4	4.1	4.1
LOS by Move:	C-	C-	C-	C-	C-	C-	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	0	5	5	0	3	3

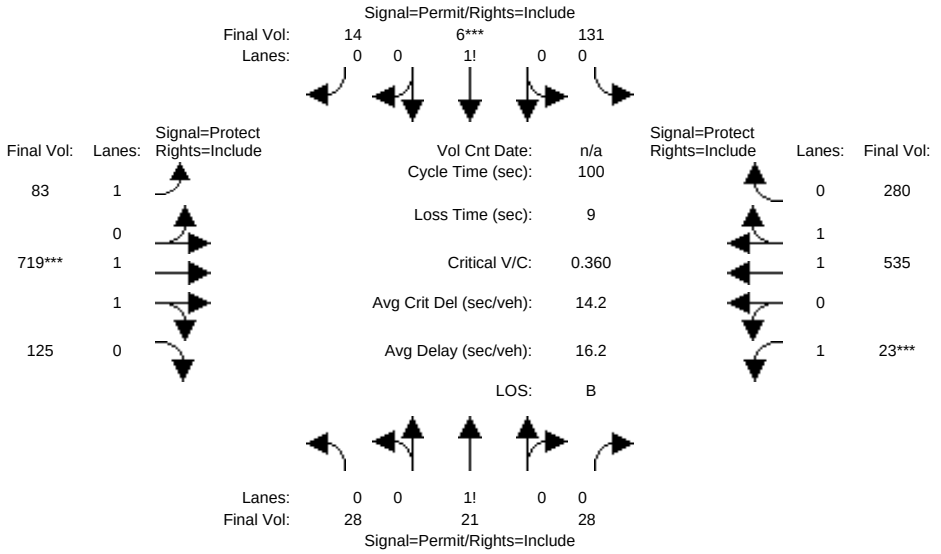
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	21	28	4	6	14	83	719	125	23	535	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	21	28	4	6	14	83	719	125	23	535	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	127	0	0	0	0	0	0	0	258
Initial Fut:	28	21	28	131	6	14	83	719	125	23	535	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	21	28	131	6	14	83	719	125	23	535	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	21	28	131	6	14	83	719	125	23	535	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	21	28	131	6	14	83	719	125	23	535	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.37	0.27	0.36	0.87	0.04	0.09	1.00	1.70	0.30	1.00	1.29	0.71
Final Sat.:	636	477	636	1518	70	162	1750	3152	548	1750	2428	1271
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.09	0.09	0.09	0.05	0.23	0.23	0.01	0.22	0.22
Crit Moves:					****			****		****		
Green Time:	23.1	23.1	23.1	23.1	23.1	23.1	16.4	60.9	60.9	7.0	51.6	51.6
Volume/Cap:	0.19	0.19	0.19	0.37	0.37	0.37	0.29	0.37	0.37	0.19	0.43	0.43
Delay/Veh:	31.2	31.2	31.2	33.0	33.0	33.0	37.3	10.0	10.0	44.6	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	31.2	31.2	33.0	33.0	33.0	37.3	10.0	10.0	44.6	15.2	15.2
LOS by Move:	C	C	C	C-	C-	C-	D+	A	A	D	B	B
HCM2kAvgQ:	2	2	2	4	4	4	3	7	7	1	8	8

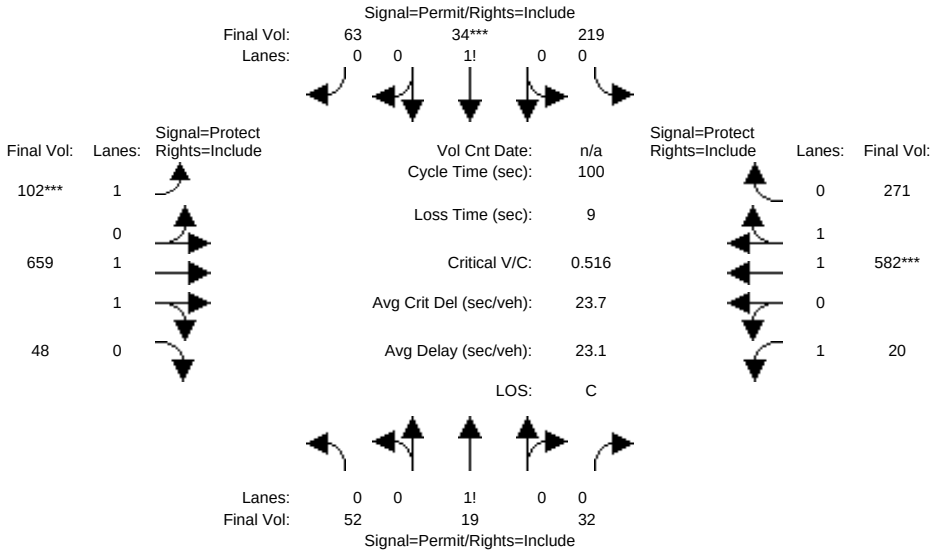
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	19	32	12	34	63	102	659	48	20	582	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	19	32	12	34	63	102	659	48	20	582	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	207	0	0	0	0	0	0	0	248
Initial Fut:	52	19	32	219	34	63	102	659	48	20	582	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	19	32	219	34	63	102	659	48	20	582	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	19	32	219	34	63	102	659	48	20	582	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	19	32	219	34	63	102	659	48	20	582	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.51	0.18	0.31	0.69	0.11	0.20	1.00	1.86	0.14	1.00	1.35	0.65
Final Sat.:	883	323	544	1213	188	349	1750	3449	251	1750	2524	1175
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.18	0.18	0.18	0.06	0.19	0.19	0.01	0.23	0.23
Crit Moves:					****		****				****	
Green Time:	35.0	35.0	35.0	35.0	35.0	35.0	11.3	41.0	41.0	15.0	44.7	44.7
Volume/Cap:	0.17	0.17	0.17	0.52	0.52	0.52	0.52	0.47	0.47	0.08	0.52	0.52
Delay/Veh:	22.6	22.6	22.6	26.5	26.5	26.5	44.1	21.8	21.8	36.7	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	22.6	22.6	26.5	26.5	26.5	44.1	21.8	21.8	36.7	20.2	20.2
LOS by Move:	C+	C+	C+	C	C	C	D	C+	C+	D+	C+	C+
HCM2kAvgQ:	2	2	2	9	9	9	4	8	8	1	10	10

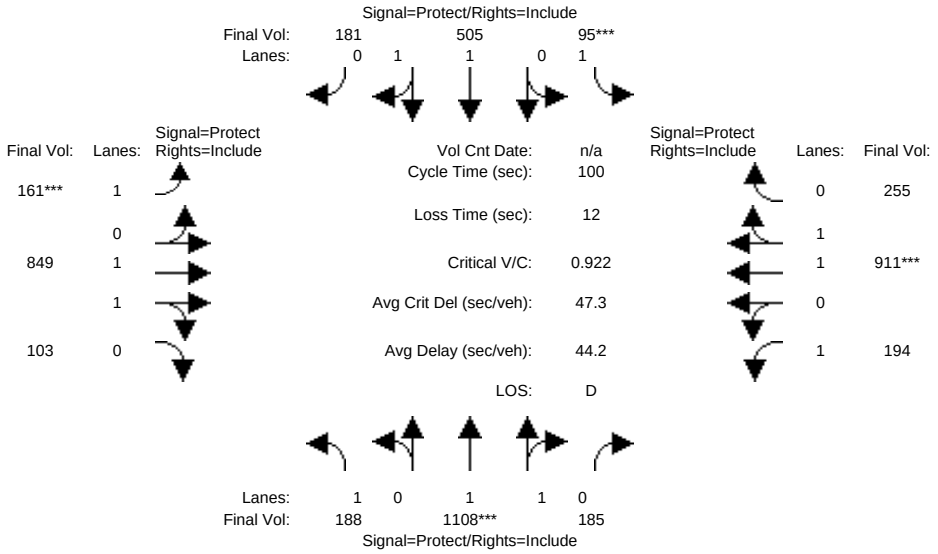
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	89	691	37	51	193	65	151	500	86	68	434	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	691	37	51	193	65	151	500	86	68	434	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	99	417	148	44	312	116	10	349	17	126	477	121
Initial Fut:	188	1108	185	95	505	181	161	849	103	194	911	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	1108	185	95	505	181	161	849	103	194	911	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1108	185	95	505	181	161	849	103	194	911	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	1108	185	95	505	181	161	849	103	194	911	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.71	0.29	1.00	1.46	0.54	1.00	1.78	0.22	1.00	1.55	0.45
Final Sat.:	1750	3170	529	1750	2723	976	1750	3299	400	1750	2890	809
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.05	0.19	0.19	0.09	0.26	0.26	0.11	0.32	0.32
Crit Moves:		****			****			****			****	
Green Time:	16.3	37.4	37.4	7.0	28.1	28.1	9.8	30.5	30.5	13.1	33.7	33.7
Volume/Cap:	0.66	0.93	0.93	0.78	0.66	0.66	0.93	0.84	0.84	0.84	0.93	0.93
Delay/Veh:	44.9	41.9	41.9	71.8	33.3	33.3	94.4	38.6	38.6	66.3	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	41.9	41.9	71.8	33.3	33.3	94.4	38.6	38.6	66.3	44.8	44.8
LOS by Move:	D	D	D	E	C-	C-	F	D+	D+	E	D	D
HCM2kAvgQ:	7	24	24	5	10	10	9	17	17	9	23	23

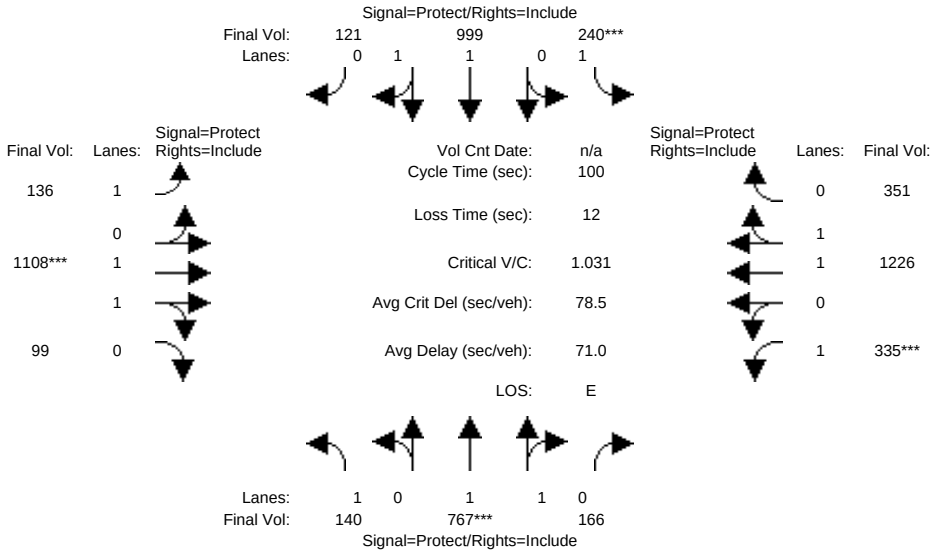
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	204	64	148	725	111	61	582	89	86	435	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	204	64	148	725	111	61	582	89	86	435	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	81	563	102	92	274	10	75	526	10	249	791	284
Initial Fut:	140	767	166	240	999	121	136	1108	99	335	1226	351
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	767	166	240	999	121	136	1108	99	335	1226	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	767	166	240	999	121	136	1108	99	335	1226	351
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	767	166	240	999	121	136	1108	99	335	1226	351
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.63	0.37	1.00	1.78	0.22	1.00	1.83	0.17	1.00	1.54	0.46
Final Sat.:	1750	3041	658	1750	3300	400	1750	3396	303	1750	2876	823
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.14	0.30	0.30	0.08	0.33	0.33	0.19	0.43	0.43
Crit Moves:		****		****				****		****		
Green Time:	7.9	24.5	24.5	13.3	29.9	29.9	7.7	31.7	31.7	18.6	42.5	42.5
Volume/Cap:	1.01	1.03	1.03	1.03	1.01	1.01	1.00	1.03	1.03	1.03	1.00	1.00
Delay/Veh:	126.1	75.8	75.8	110.5	65.4	65.4	124.4	68.7	68.7	98.8	52.3	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.1	75.8	75.8	110.5	65.4	65.4	124.4	68.7	68.7	98.8	52.3	52.3
LOS by Move:	F	E-	E-	F	E	E	F	E	E	F	D-	D-
HCM2kAvgQ:	9	22	22	13	25	25	8	27	27	18	33	33

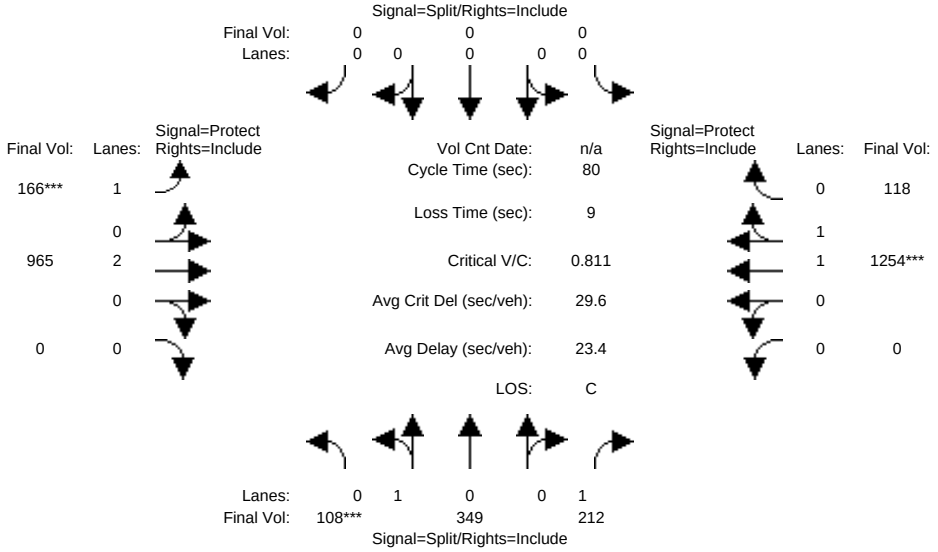
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	215	43	0	0	0	50	539	0	0	596	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	215	43	0	0	0	50	539	0	0	596	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	66	134	169	0	0	0	116	426	0	0	658	58
Initial Fut:	108	349	212	0	0	0	166	965	0	0	1254	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	349	212	0	0	0	166	965	0	0	1254	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	349	212	0	0	0	166	965	0	0	1254	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	349	212	0	0	0	166	965	0	0	1254	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.24	0.76	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	425	1375	1750	0	0	0	1750	3800	0	0	3382	318
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.12	0.00	0.00	0.00	0.09	0.25	0.00	0.00	0.37	0.37
Crit Moves:	****						****				****	
Green Time:	25.1	25.1	25.1	0.0	0.0	0.0	9.4	45.9	0.0	0.0	36.6	36.6
Volume/Cap:	0.81	0.81	0.39	0.00	0.00	0.00	0.81	0.44	0.00	0.00	0.81	0.81
Delay/Veh:	37.3	37.3	23.5	0.0	0.0	0.0	62.7	10.4	0.0	0.0	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	37.3	23.5	0.0	0.0	0.0	62.7	10.4	0.0	0.0	23.1	23.1
LOS by Move:	D+	D+	C	A	A	A	E	B+	A	A	C	C
HCM2kAvgQ:	13	13	5	0	0	0	7	7	0	0	17	17

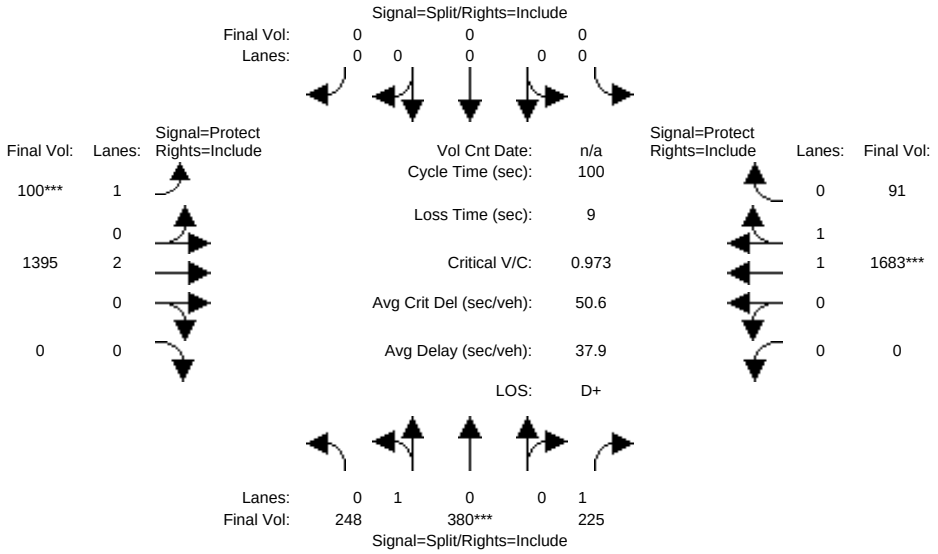
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	106	47	0	0	0	59	717	0	0	540	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	106	47	0	0	0	59	717	0	0	540	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	180	274	178	0	0	0	41	678	0	0	1143	58
Initial Fut:	248	380	225	0	0	0	100	1395	0	0	1683	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	380	225	0	0	0	100	1395	0	0	1683	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	380	225	0	0	0	100	1395	0	0	1683	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	380	225	0	0	0	100	1395	0	0	1683	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.39	0.61	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.89	0.11
Final Sat.:	711	1089	1750	0	0	0	1750	3800	0	0	3510	190
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.13	0.00	0.00	0.00	0.06	0.37	0.00	0.00	0.48	0.48
Crit Moves:		****					****				****	
Green Time:	35.4	35.4	35.4	0.0	0.0	0.0	7.0	55.6	0.0	0.0	48.6	48.6
Volume/Cap:	0.99	0.99	0.36	0.00	0.00	0.00	0.82	0.66	0.00	0.00	0.99	0.99
Delay/Veh:	64.5	64.5	25.6	0.0	0.0	0.0	88.8	17.2	0.0	0.0	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.5	64.5	25.6	0.0	0.0	0.0	88.8	17.2	0.0	0.0	43.5	43.5
LOS by Move:	E	E	C	A	A	A	F	B	A	A	D	D
HCM2kAvgQ:	27	27	6	0	0	0	5	15	0	0	35	35

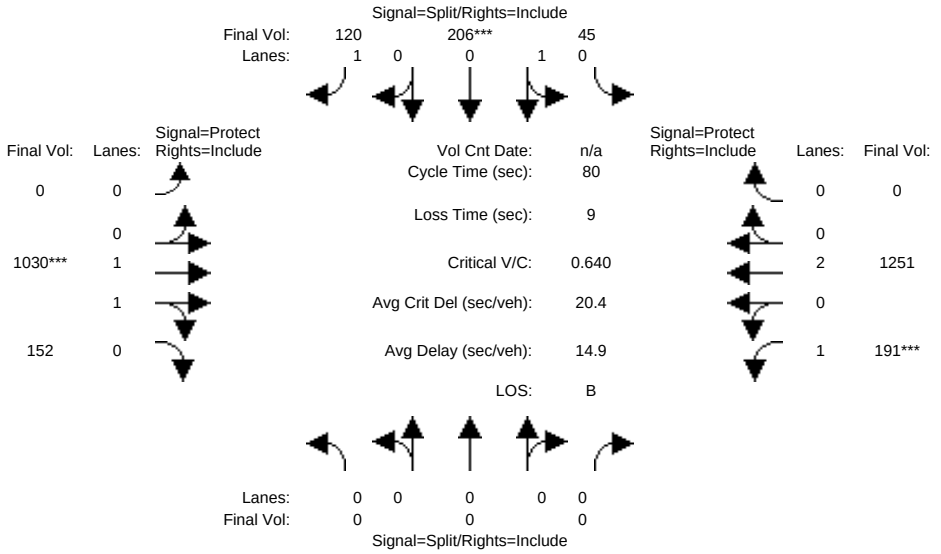
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	23	101	36	0	504	83	75	619	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	101	36	0	504	83	75	619	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	22	105	84	0	526	69	116	632	0
Initial Fut:	0	0	0	45	206	120	0	1030	152	191	1251	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	45	206	120	0	1030	152	191	1251	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	206	120	0	1030	152	191	1251	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	45	206	120	0	1030	152	191	1251	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.18	0.82	1.00	0.00	1.74	0.26	1.00	2.00	0.00
Final Sat.:	0	0	0	323	1477	1750	0	3224	476	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.07	0.00	0.32	0.32	0.11	0.33	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	17.4	17.4	17.4	0.0	39.9	39.9	13.6	53.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.64	0.64	0.31	0.00	0.64	0.64	0.64	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	32.0	32.0	26.7	0.0	15.5	15.5	35.5	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.0	32.0	26.7	0.0	15.5	15.5	35.5	6.7	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D+	A	A
HCM2kAvgQ:	0	0	0	7	7	3	0	12	12	6	8	0

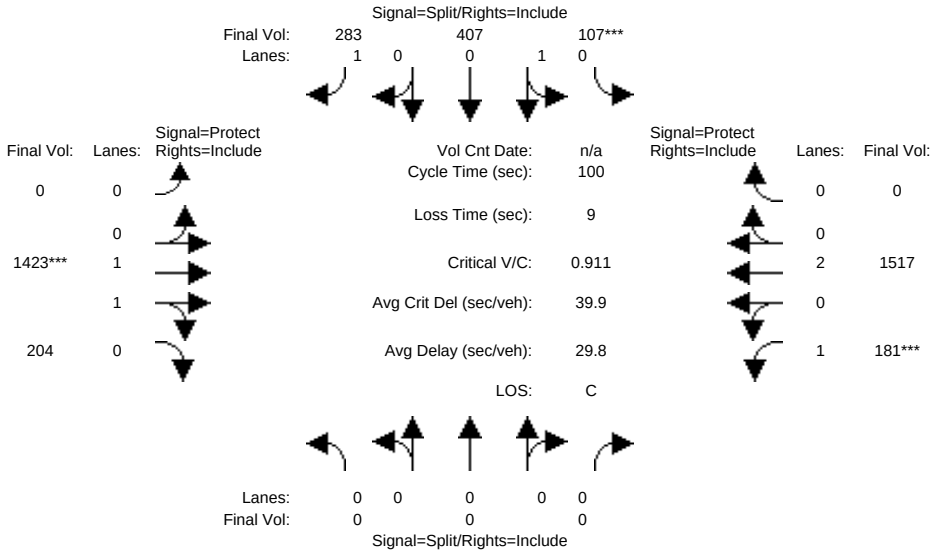
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	50	245	59	0	702	68	89	539	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	245	59	0	702	68	89	539	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	57	162	224	0	721	136	92	978	0
Initial Fut:	0	0	0	107	407	283	0	1423	204	181	1517	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	107	407	283	0	1423	204	181	1517	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	407	283	0	1423	204	181	1517	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	107	407	283	0	1423	204	181	1517	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.21	0.79	1.00	0.00	1.74	0.26	1.00	2.00	0.00
Final Sat.:	0	0	0	375	1425	1750	0	3236	464	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.16	0.00	0.44	0.44	0.10	0.40	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	31.4	31.4	31.4	0.0	48.3	48.3	11.4	59.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.91	0.91	0.52	0.00	0.91	0.91	0.91	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	51.9	51.9	29.0	0.0	31.3	31.3	83.6	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	51.9	51.9	29.0	0.0	31.3	31.3	83.6	14.3	0.0
LOS by Move:	A	A	A	D-	D-	C	A	C	C	F	B	A
HCM2kAvgQ:	0	0	0	20	20	8	0	28	28	9	16	0

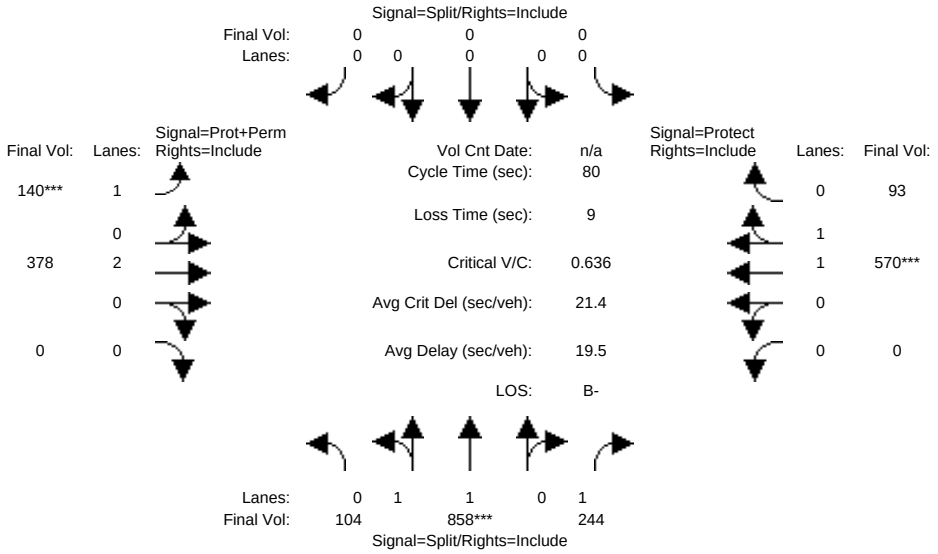
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	848	148	0	0	0	140	378	0	0	570	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	848	148	0	0	0	140	378	0	0	570	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	10	96	0	0	0	0	0	0	0	0	10
Initial Fut:	104	858	244	0	0	0	140	378	0	0	570	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	858	244	0	0	0	140	378	0	0	570	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	858	244	0	0	0	140	378	0	0	570	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	858	244	0	0	0	140	378	0	0	570	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.22	1.78	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	400	3300	1750	0	0	0	1750	3800	0	0	3181	519
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.14	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.18	0.18
Crit Moves:		****					****				****	
Green Time:	35.6	35.6	35.6	0.0	0.0	0.0	10.9	35.4	0.0	0.0	24.5	24.5
Volume/Cap:	0.59	0.59	0.31	0.00	0.00	0.00	0.59	0.22	0.00	0.00	0.59	0.59
Delay/Veh:	17.2	17.2	14.6	0.0	0.0	0.0	36.1	13.8	0.0	0.0	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	17.2	14.6	0.0	0.0	0.0	36.1	13.8	0.0	0.0	24.2	24.2
LOS by Move:	B	B	B	A	A	A	D+	B	A	A	C	C
HCM2kAvgQ:	10	10	4	0	0	0	4	3	0	0	8	8

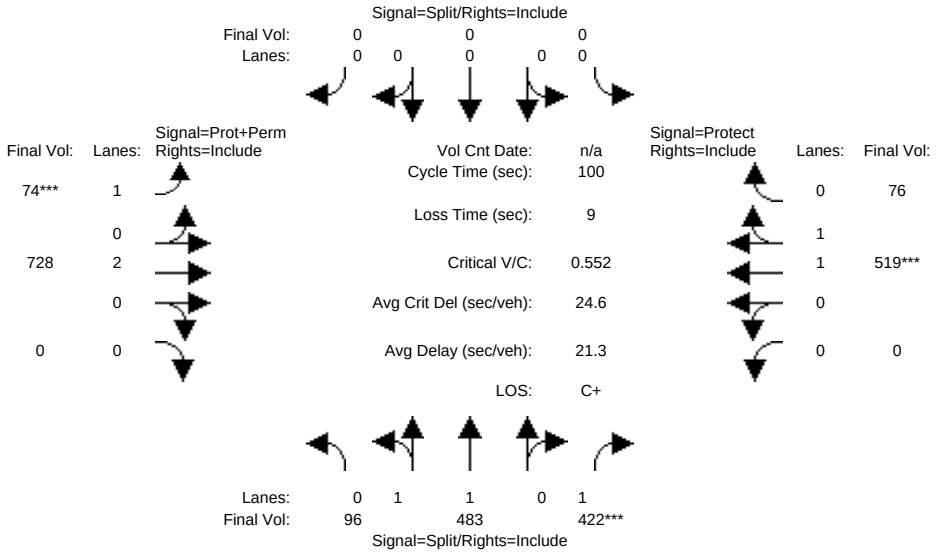
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	367	122	0	0	0	74	728	0	0	519	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	367	122	0	0	0	74	728	0	0	519	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	116	300	0	0	0	0	0	0	0	0	9
Initial Fut:	96	483	422	0	0	0	74	728	0	0	519	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	483	422	0	0	0	74	728	0	0	519	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	483	422	0	0	0	74	728	0	0	519	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	483	422	0	0	0	74	728	0	0	519	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.34	1.66	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	613	3086	1750	0	0	0	1750	3800	0	0	3227	473
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.24	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.16	0.16
Crit Moves:			****				****				****	
Green Time:	49.4	49.4	49.4	0.0	0.0	0.0	8.7	41.6	0.0	0.0	32.9	32.9
Volume/Cap:	0.32	0.32	0.49	0.00	0.00	0.00	0.49	0.46	0.00	0.00	0.49	0.49
Delay/Veh:	15.3	15.3	17.3	0.0	0.0	0.0	46.0	21.3	0.0	0.0	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.3	15.3	17.3	0.0	0.0	0.0	46.0	21.3	0.0	0.0	27.1	27.1
LOS by Move:	B	B	B	A	A	A	D	C+	A	A	C	C
HCM2kAvgQ:	5	5	9	0	0	0	3	8	0	0	8	8

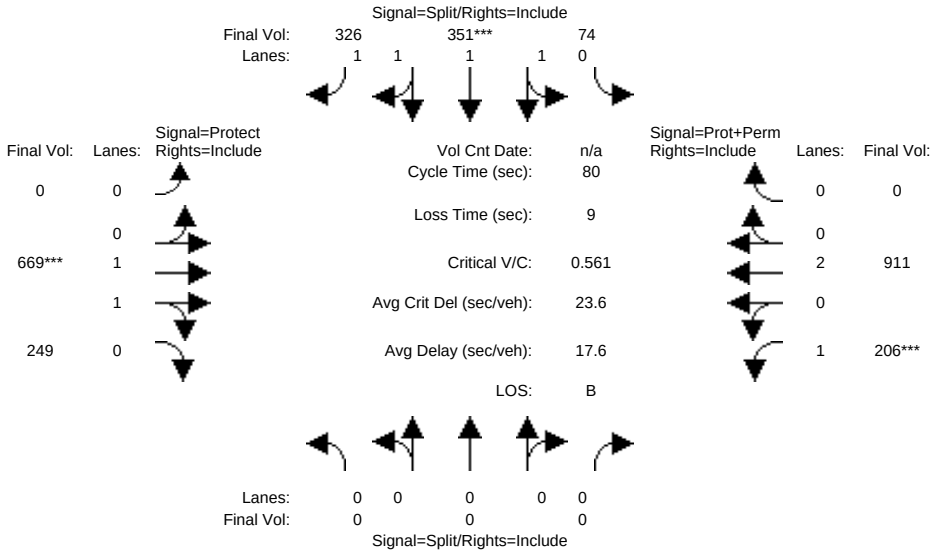
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	37	308	66	0	365	127	196	593	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	37	308	66	0	365	127	196	593	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	37	43	260	0	304	122	10	318	0
Initial Fut:	0	0	0	74	351	326	0	669	249	206	911	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	74	351	326	0	669	249	206	911	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	74	351	326	0	669	249	206	911	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	74	351	326	0	669	249	206	911	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.93	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.40	1.83	1.77	0.00	1.44	0.56	1.00	2.00	0.00
Final Sat.:	0	0	0	714	3387	3146	0	2696	1003	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.25	0.25	0.00	0.24	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	15.7	15.7	15.7	0.0	37.5	37.5	17.8	55.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.53	0.00	0.53	0.53	0.53	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	30.3	30.3	30.3	0.0	16.2	16.2	32.5	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.3	30.3	30.3	0.0	16.2	16.2	32.5	5.4	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C-	A	A
HCM2kAvgQ:	0	0	0	5	5	5	0	8	8	5	5	0

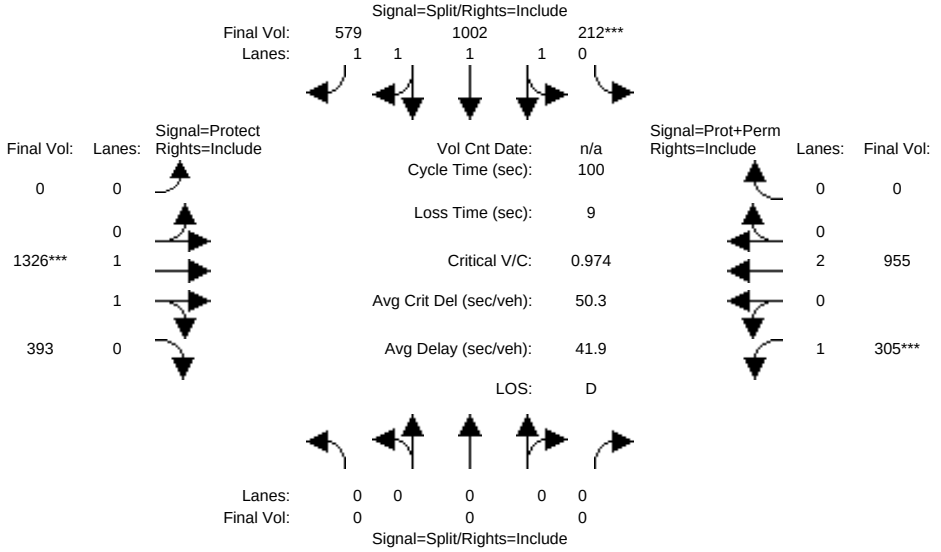
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	125	715	85	0	663	166	164	474	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	125	715	85	0	663	166	164	474	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	87	287	494	0	663	227	141	481	0
Initial Fut:	0	0	0	212	1002	579	0	1326	393	305	955	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	212	1002	579	0	1326	393	305	955	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	1002	579	0	1326	393	305	955	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	212	1002	579	0	1326	393	305	955	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.93	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.48	2.19	1.33	0.00	1.53	0.47	1.00	2.00	0.00
Final Sat.:	0	0	0	857	4050	2340	0	2853	846	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.46	0.46	0.00	0.25	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.4	25.4	25.4	0.0	47.7	47.7	17.9	65.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	52.6	52.6	52.6	0.0	41.6	41.6	85.5	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	52.6	52.6	52.6	0.0	41.6	41.6	85.5	8.4	0.0
LOS by Move:	A	A	A	D-	D-	D-	A	D	D	F	A	A
HCM2kAvgQ:	0	0	0	20	20	20	0	33	33	15	7	0

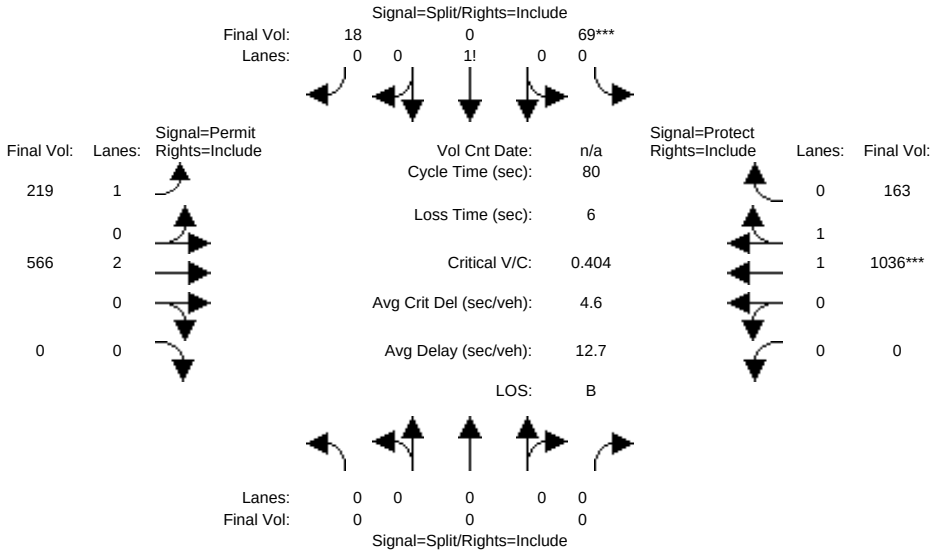
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	12	0	18	65	378	0	0	763	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	18	65	378	0	0	763	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	57	0	0	154	188	0	0	273	47
Initial Fut:	0	0	0	69	0	18	219	566	0	0	1036	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	69	0	18	219	566	0	0	1036	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	18	219	566	0	0	1036	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	69	0	18	219	566	0	0	1036	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.79	0.00	0.21	1.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	0	0	0	1388	0	362	1750	3800	0	0	3197	503
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.13	0.15	0.00	0.00	0.32	0.32
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	21.1	21.1	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.40	0.47	0.57	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	33.4	0.0	33.4	25.6	26.2	0.0	0.0	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.4	0.0	33.4	25.6	26.2	0.0	0.0	2.5	2.5
LOS by Move:	A	A	A	C-	A	C-	C	C	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	5	7	0	0	5	5

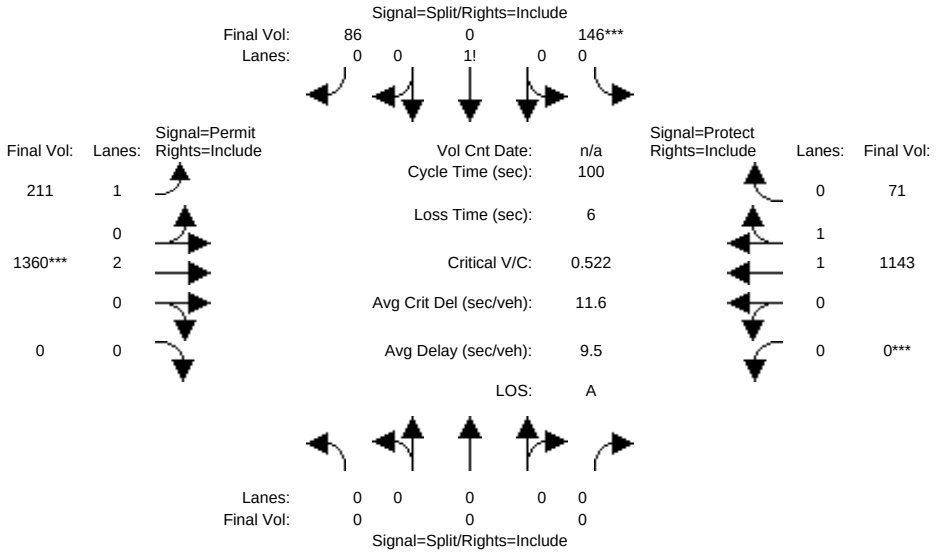
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	56	0	29	20	802	0	0	579	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	29	20	802	0	0	579	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	90	0	57	191	558	0	0	564	44
Initial Fut:	0	0	0	146	0	86	211	1360	0	0	1143	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	146	0	86	211	1360	0	0	1143	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	146	0	86	211	1360	0	0	1143	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	146	0	86	211	1360	0	0	1143	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.63	0.00	0.37	1.00	2.00	0.00	0.00	1.88	0.12
Final Sat.:	0	0	0	1101	0	649	1750	3800	0	0	3483	216
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.12	0.36	0.00	0.00	0.33	0.33
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.4	0.0	25.4	68.6	68.6	0.0	0.0	68.6	68.6
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.52	0.18	0.52	0.00	0.00	0.48	0.48
Delay/Veh:	0.0	0.0	0.0	33.2	0.0	33.2	5.7	7.9	0.0	0.0	7.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.2	0.0	33.2	5.7	7.9	0.0	0.0	7.5	7.5
LOS by Move:	A	A	A	C-	A	C-	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	7	2	10	0	0	9	9

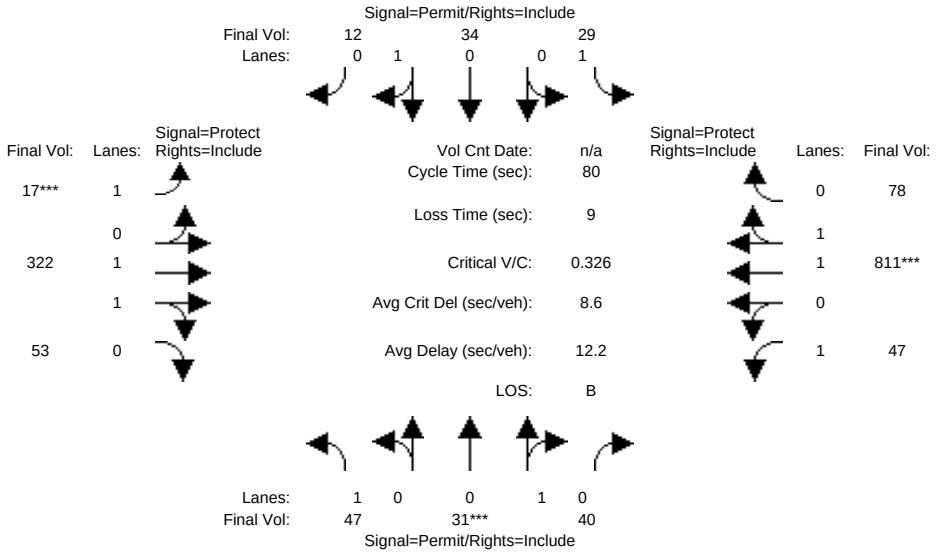
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	31	40	29	34	12	17	322	53	47	811	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	31	40	29	34	12	17	322	53	47	811	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	31	40	29	34	12	17	322	53	47	811	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	31	40	29	34	12	17	322	53	47	811	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	31	40	29	34	12	17	322	53	47	811	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	31	40	29	34	12	17	322	53	47	811	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.44	0.56	1.00	0.74	0.26	1.00	1.71	0.29	1.00	1.82	0.18
Final Sat.:	1750	786	1014	1750	1330	470	1750	3177	523	1750	3375	325
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.03	0.03	0.01	0.10	0.10	0.03	0.24	0.24
Crit Moves:		****					****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	35.9	35.9	25.1	54.0	54.0
Volume/Cap:	0.21	0.32	0.32	0.13	0.20	0.20	0.11	0.23	0.23	0.09	0.36	0.36
Delay/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
LOS by Move:	C-	D+	D+	C-	C-	C-	D+	B	B	B-	A	A
HCM2kAvgQ:	1	2	2	1	1	1	1	3	3	1	5	5

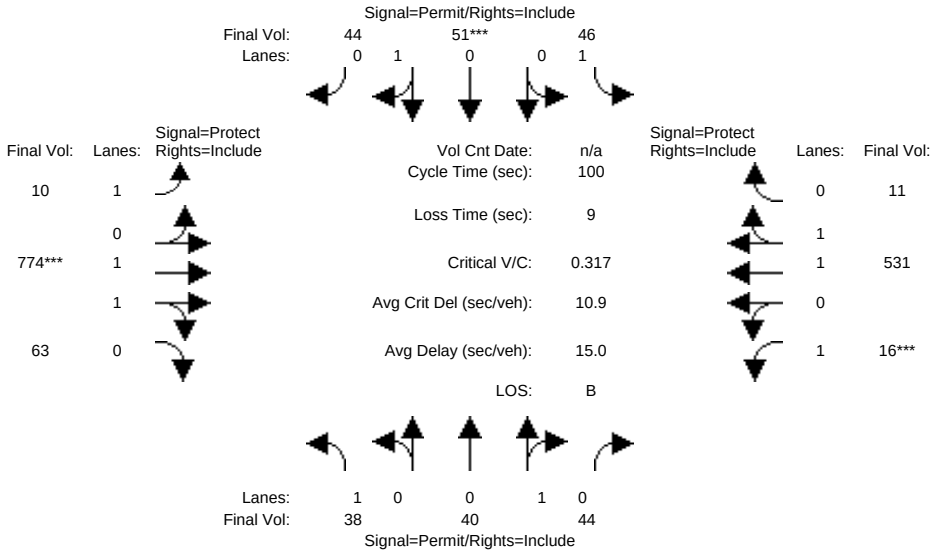
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	40	44	46	51	44	10	774	63	16	531	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	40	44	46	51	44	10	774	63	16	531	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	40	44	46	51	44	10	774	63	16	531	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	40	44	46	51	44	10	774	63	16	531	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	40	44	46	51	44	10	774	63	16	531	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	40	44	46	51	44	10	774	63	16	531	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.48	0.52	1.00	0.54	0.46	1.00	1.85	0.15	1.00	1.96	0.04
Final Sat.:	1750	857	943	1750	966	834	1750	3421	278	1750	3625	75
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.03	0.05	0.05	0.01	0.23	0.23	0.01	0.15	0.15
Crit Moves:					****			****		****		
Green Time:	15.9	15.9	15.9	15.9	15.9	15.9	24.3	68.1	68.1	7.0	50.8	50.8
Volume/Cap:	0.14	0.29	0.29	0.17	0.33	0.33	0.02	0.33	0.33	0.13	0.29	0.29
Delay/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
LOS by Move:	D+	D	D	D+	D	D	C	A	A	D	B	B
HCM2kAvgQ:	1	3	3	1	3	3	0	5	5	1	5	5

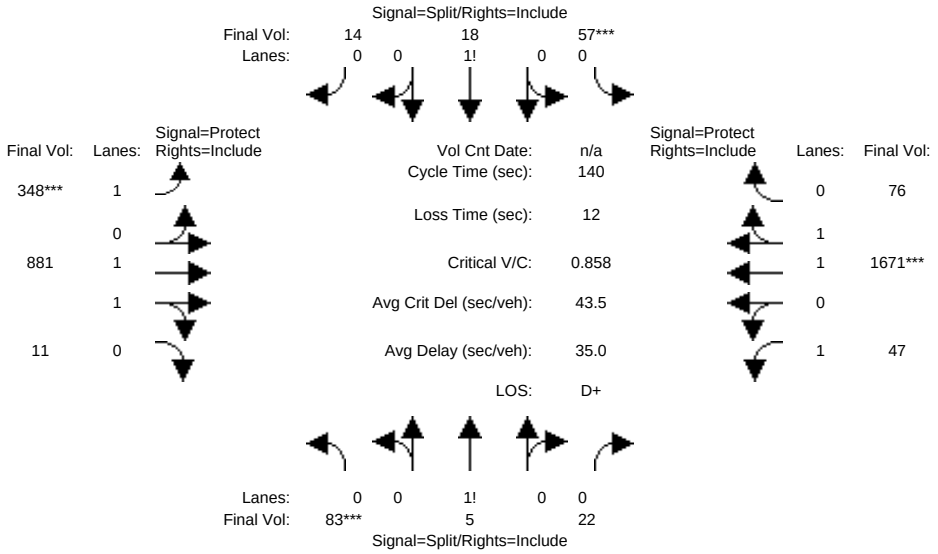
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	5	22	56	18	11	40	443	11	47	1121	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	5	22	56	18	11	40	443	11	47	1121	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	1	0	3	308	438	0	0	550	63
Initial Fut:	83	5	22	57	18	14	348	881	11	47	1671	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	5	22	57	18	14	348	881	11	47	1671	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	5	22	57	18	14	348	881	11	47	1671	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	5	22	57	18	14	348	881	11	47	1671	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.75	0.05	0.20	0.64	0.20	0.16	1.00	1.97	0.03	1.00	1.91	0.09
Final Sat.:	1320	80	350	1121	354	275	1750	3654	46	1750	3539	161
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.05	0.05	0.05	0.20	0.24	0.24	0.03	0.47	0.47
Crit Moves:	****			****			****				****	
Green Time:	10.1	10.1	10.1	10.0	10.0	10.0	32.0	89.4	89.4	18.5	75.9	75.9
Volume/Cap:	0.87	0.87	0.87	0.71	0.71	0.71	0.87	0.38	0.38	0.20	0.87	0.87
Delay/Veh:	107.8	108	107.8	81.1	81.1	81.1	70.3	12.2	12.2	54.6	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.8	108	107.8	81.1	81.1	81.1	70.3	12.2	12.2	54.6	32.2	32.2
LOS by Move:	F	F	F	F	F	F	E	B	B	D-	C-	C-
HCM2kAvgQ:	8	8	8	5	5	5	18	9	9	2	35	35

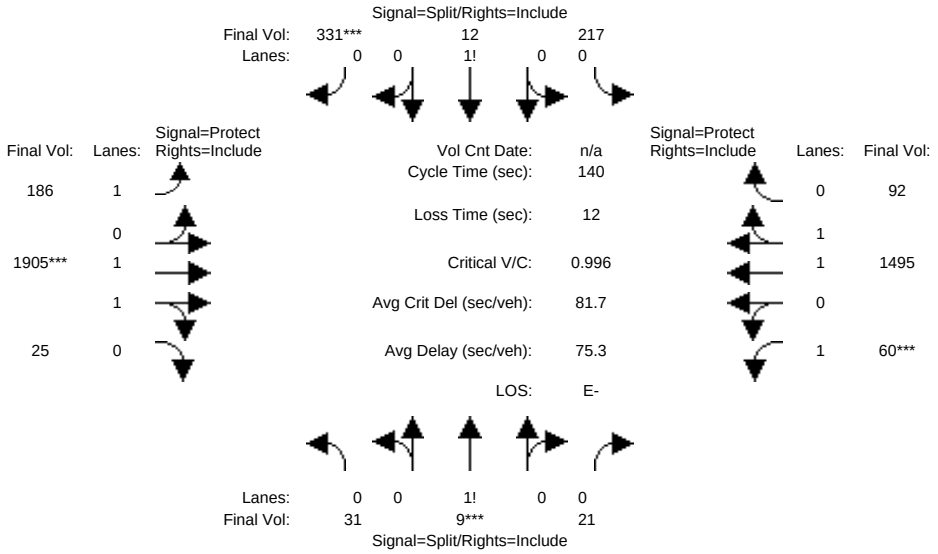
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	9	21	12	12	9	34	1083	25	60	512	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	9	21	12	12	9	34	1083	25	60	512	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	205	0	322	152	822	0	0	983	90
Initial Fut:	31	9	21	217	12	331	186	1905	25	60	1495	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	9	21	217	12	331	186	1905	25	60	1495	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	9	21	217	12	331	186	1905	25	60	1495	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	9	21	217	12	331	186	1905	25	60	1495	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.51	0.15	0.34	0.39	0.02	0.59	1.00	1.97	0.03	1.00	1.88	0.12
Final Sat.:	889	258	602	678	38	1034	1750	3652	48	1750	3485	214
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.32	0.32	0.32	0.11	0.52	0.52	0.03	0.43	0.43
Crit Moves:		****				****		****			****	
Green Time:	10.0	10.0	10.0	42.2	42.2	42.2	15.1	68.8	68.8	7.0	60.7	60.7
Volume/Cap:	0.49	0.49	0.49	1.06	1.06	1.06	0.99	1.06	1.06	0.69	0.99	0.99
Delay/Veh:	65.5	65.5	65.5	105.4	105	105.4	124.5	75.2	75.2	85.7	59.0	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	65.5	65.5	105.4	105	105.4	124.5	75.2	75.2	85.7	59.0	59.0
LOS by Move:	E	E	E	F	F	F	F	E-	E-	F	E+	E+
HCM2kAvgQ:	3	3	3	35	35	35	13	54	54	4	41	41

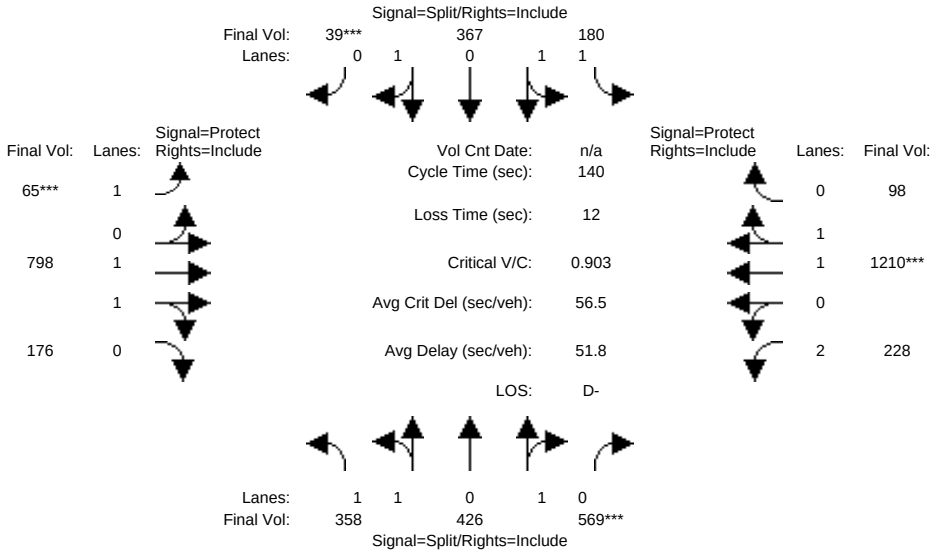
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	283	416	154	120	189	26	55	356	91	152	750	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	416	154	120	189	26	55	356	91	152	750	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	75	10	415	60	178	13	10	442	85	76	460	57
Initial Fut:	358	426	569	180	367	39	65	798	176	228	1210	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	426	569	180	367	39	65	798	176	228	1210	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	426	569	180	367	39	65	798	176	228	1210	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	426	569	180	367	39	65	798	176	228	1210	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.80	0.20	1.00	1.63	0.37	2.00	1.85	0.15
Final Sat.:	1750	1900	1750	1750	3344	355	1750	3031	668	3150	3423	277
Capacity Analysis Module:												
Vol/Sat:	0.20	0.22	0.33	0.10	0.11	0.11	0.04	0.26	0.26	0.07	0.35	0.35
Crit Moves:			****			****	****				****	
Green Time:	49.9	49.9	49.9	16.8	16.8	16.8	7.0	48.0	48.0	13.2	54.3	54.3
Volume/Cap:	0.57	0.63	0.91	0.86	0.91	0.91	0.74	0.77	0.77	0.77	0.91	0.91
Delay/Veh:	36.8	38.0	51.8	70.7	78.2	78.2	94.2	43.9	43.9	73.3	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	38.0	51.8	70.7	78.2	78.2	94.2	43.9	43.9	73.3	49.7	49.7
LOS by Move:	D+	D+	D-	E	E-	E-	F	D	D	E	D	D
HCM2kAvgQ:	14	15	29	11	12	12	5	20	20	8	31	31

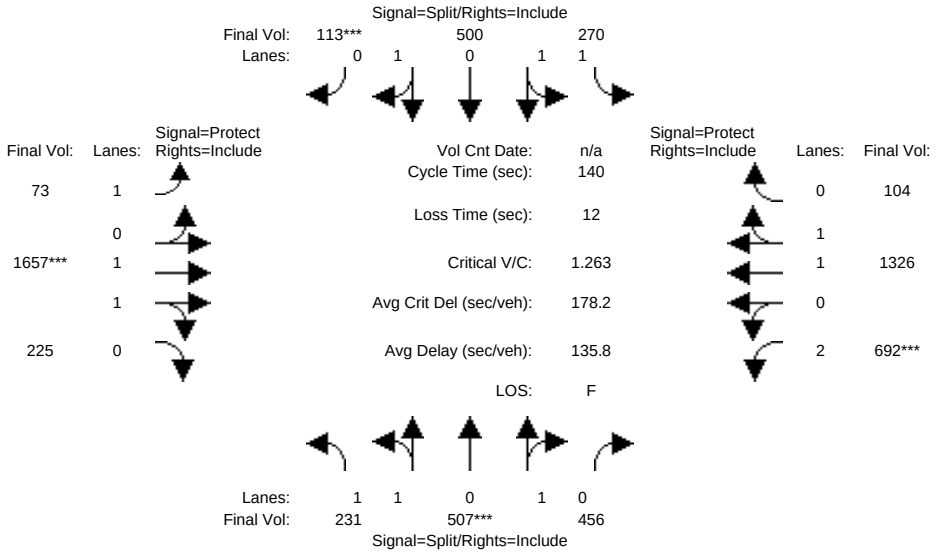
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	241	242	261	490	36	63	821	100	288	406	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	241	242	261	490	36	63	821	100	288	406	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	140	266	214	9	10	77	10	836	125	404	920	68
Initial Fut:	231	507	456	270	500	113	73	1657	225	692	1326	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	507	456	270	500	113	73	1657	225	692	1326	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	507	456	270	500	113	73	1657	225	692	1326	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	507	456	270	500	113	73	1657	225	692	1326	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.03	0.97	1.00	1.62	0.38	1.00	1.75	0.25	2.00	1.85	0.15
Final Sat.:	1750	1947	1751	1750	3017	682	1750	3257	442	3150	3431	269
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.26	0.15	0.17	0.17	0.04	0.51	0.51	0.22	0.39	0.39
Crit Moves:		****				****		****		****		
Green Time:	28.9	28.9	28.9	18.4	18.4	18.4	9.2	56.4	56.4	24.4	71.5	71.5
Volume/Cap:	0.64	1.26	1.26	1.18	1.26	1.26	0.63	1.26	1.26	1.26	0.76	0.76
Delay/Veh:	51.6	182	182.3	153.6	190	190.4	74.5	166	165.6	190.2	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	182	182.3	153.6	190	190.4	74.5	166	165.6	190.2	29.1	29.1
LOS by Move:	D-	F	F	F	F	F	E	F	F	F	C	C
HCM2kAvgQ:	11	36	36	21	24	24	4	67	67	31	26	26

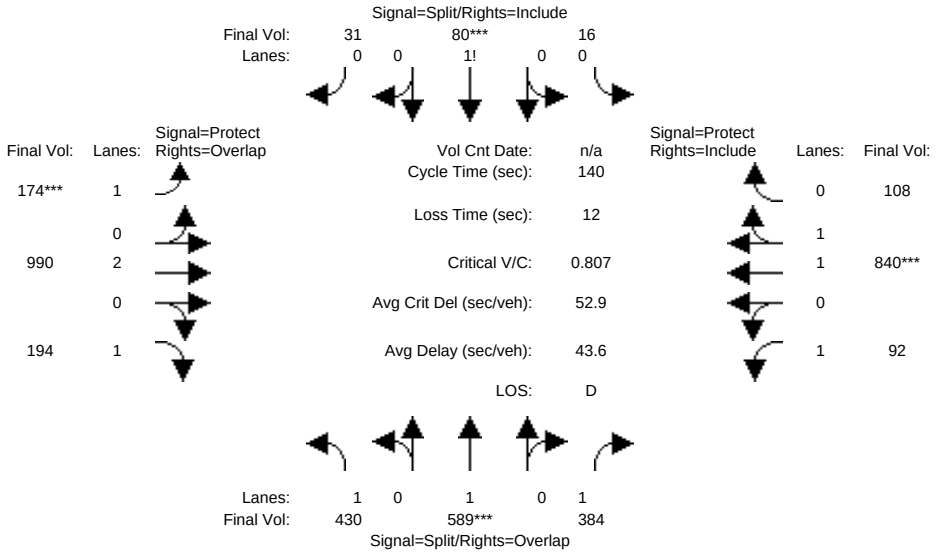
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	422	199	176	8	47	21	17	396	116	33	495	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	199	176	8	47	21	17	396	116	33	495	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	8	390	208	8	33	10	157	594	78	59	345	93
Initial Fut:	430	589	384	16	80	31	174	990	194	92	840	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	589	384	16	80	31	174	990	194	92	840	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	589	384	16	80	31	174	990	194	92	840	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	589	384	16	80	31	174	990	194	92	840	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.13	0.63	0.24	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1750	1900	1750	220	1102	427	1750	3800	1750	1750	3278	421
Capacity Analysis Module:												
Vol/Sat:	0.25	0.31	0.22	0.07	0.07	0.07	0.10	0.26	0.11	0.05	0.26	0.26
Crit Moves:		****			****		****				****	
Green Time:	53.7	53.7	64.1	12.6	12.6	12.6	17.2	51.3	105.1	10.4	44.4	44.4
Volume/Cap:	0.64	0.81	0.48	0.81	0.81	0.81	0.81	0.71	0.15	0.71	0.81	0.81
Delay/Veh:	37.3	45.2	26.8	88.1	88.1	88.1	79.5	39.7	5.0	80.2	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	45.2	26.8	88.1	88.1	88.1	79.5	39.7	5.0	80.2	48.1	48.1
LOS by Move:	D+	D	C	F	F	F	E-	D	A	F	D	D
HCM2kAvgQ:	17	24	12	8	8	8	10	19	2	6	21	21

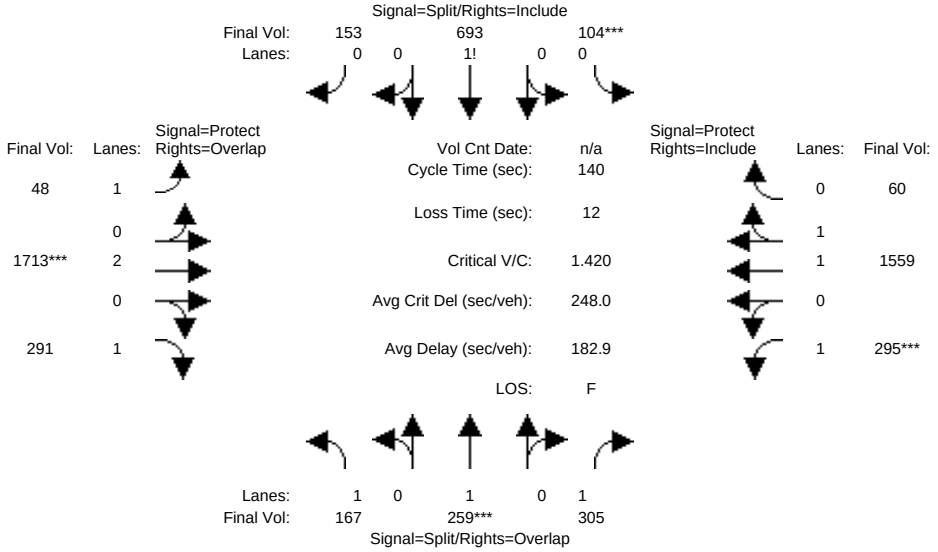
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	101	60	114	17	161	41	38	928	281	91	385	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	60	114	17	161	41	38	928	281	91	385	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	66	199	191	87	532	112	10	785	10	204	1174	51
Initial Fut:	167	259	305	104	693	153	48	1713	291	295	1559	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	259	305	104	693	153	48	1713	291	295	1559	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	259	305	104	693	153	48	1713	291	295	1559	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	259	305	104	693	153	48	1713	291	295	1559	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.11	0.73	0.16	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	192	1277	282	1750	3800	1750	1750	3563	137
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.17	0.54	0.54	0.54	0.03	0.45	0.17	0.17	0.44	0.44
Crit Moves:		****		****				****		****		
Green Time:	13.4	13.4	30.1	53.5	53.5	53.5	7.0	44.4	57.9	16.6	54.1	54.1
Volume/Cap:	0.99	1.42	0.81	1.42	1.42	1.42	0.55	1.42	0.40	1.42	1.13	1.13
Delay/Veh:	130.9	281	64.9	241.1	241	241.1	72.1	242	29.3	276.6	112	112.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.9	281	64.9	241.1	241	241.1	72.1	242	29.3	276.6	112	112.3
LOS by Move:	F	F	E	F	F	F	E	F	C	F	F	F
HCM2kAvgQ:	12	22	15	81	81	81	3	68	9	27	50	50

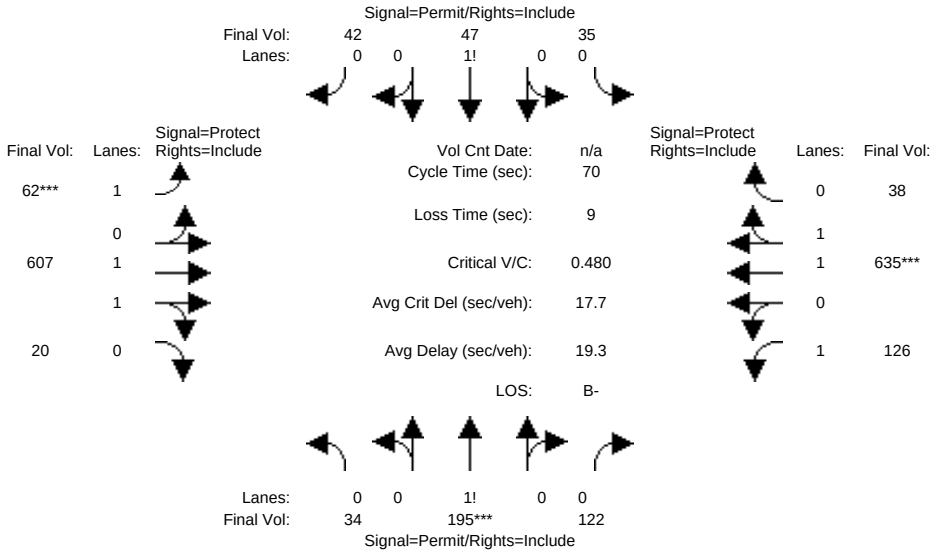
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	63	25	35	12	42	62	543	20	11	479	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	63	25	35	12	42	62	543	20	11	479	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	132	97	0	35	0	0	64	0	115	156	2
Initial Fut:	34	195	122	35	47	42	62	607	20	126	635	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	195	122	35	47	42	62	607	20	126	635	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	195	122	35	47	42	62	607	20	126	635	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	195	122	35	47	42	62	607	20	126	635	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.10	0.55	0.35	0.28	0.38	0.34	1.00	1.93	0.07	1.00	1.88	0.12
Final Sat.:	170	972	608	494	663	593	1750	3582	118	1750	3491	209
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.07	0.07	0.07	0.04	0.17	0.17	0.07	0.18	0.18
Crit Moves:		****					****				****	
Green Time:	28.3	28.3	28.3	28.3	28.3	28.3	7.0	20.6	20.6	12.1	25.7	25.7
Volume/Cap:	0.50	0.50	0.50	0.18	0.18	0.18	0.35	0.58	0.58	0.42	0.50	0.50
Delay/Veh:	16.1	16.1	16.1	13.5	13.5	13.5	30.6	21.8	21.8	26.7	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	16.1	16.1	13.5	13.5	13.5	30.6	21.8	21.8	26.7	17.4	17.4
LOS by Move:	B	B	B	B	B	B	C	C+	C+	C	B	B
HCM2kAvgQ:	6	6	6	2	2	2	2	7	7	3	6	6

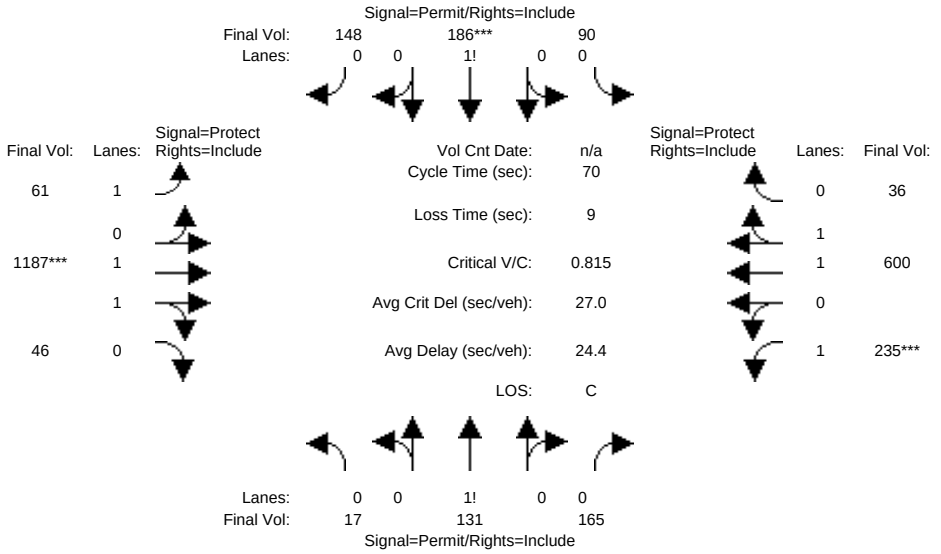
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	49	15	71	84	67	52	1039	46	12	462	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	49	15	71	84	67	52	1039	46	12	462	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	82	150	19	102	81	9	148	0	223	138	7
Initial Fut:	17	131	165	90	186	148	61	1187	46	235	600	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	131	165	90	186	148	61	1187	46	235	600	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	131	165	90	186	148	61	1187	46	235	600	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	131	165	90	186	148	61	1187	46	235	600	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.05	0.42	0.53	0.21	0.44	0.35	1.00	1.92	0.08	1.00	1.88	0.12
Final Sat.:	95	732	923	371	768	611	1750	3562	138	1750	3490	209
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.24	0.24	0.24	0.03	0.33	0.33	0.13	0.17	0.17
Crit Moves:					****			****		****		
Green Time:	20.8	20.8	20.8	20.8	20.8	20.8	14.8	28.6	28.6	11.5	25.4	25.4
Volume/Cap:	0.60	0.60	0.60	0.81	0.81	0.81	0.17	0.81	0.81	0.81	0.47	0.47
Delay/Veh:	23.0	23.0	23.0	32.4	32.4	32.4	22.8	21.9	21.9	44.3	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	23.0	23.0	32.4	32.4	32.4	22.8	21.9	21.9	44.3	17.4	17.4
LOS by Move:	C	C	C	C-	C-	C-	C+	C+	C+	D	B	B
HCM2kAvgQ:	7	7	7	12	12	12	1	15	15	8	6	6

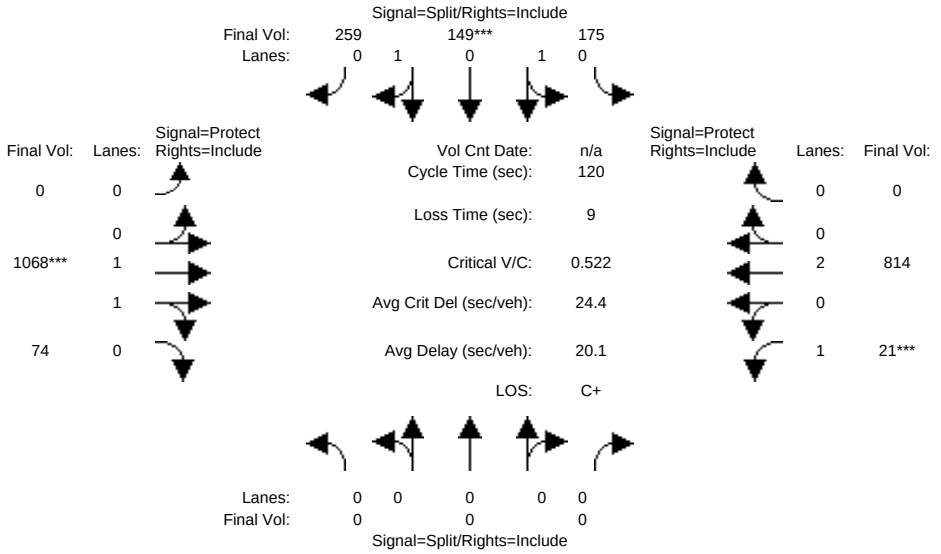
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	63	149	64	0	543	74	21	306	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	149	64	0	543	74	21	306	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	112	0	195	0	525	0	0	508	0
Initial Fut:	0	0	0	175	149	259	0	1068	74	21	814	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	175	149	259	0	1068	74	21	814	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	175	149	259	0	1068	74	21	814	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	175	149	259	0	1068	74	21	814	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.60	0.51	0.89	0.00	1.87	0.13	1.00	2.00	0.00
Final Sat.:	0	0	0	1081	920	1599	0	3460	240	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.16	0.00	0.31	0.31	0.01	0.21	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	35.8	35.8	35.8	0.0	68.2	68.2	7.0	75.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.54	0.00	0.54	0.54	0.21	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	37.2	37.2	37.2	0.0	17.2	17.2	58.4	11.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.2	37.2	37.2	0.0	17.2	17.2	58.4	11.0	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	B	B	E+	B+	A
HCM2kAvgQ:	0	0	0	10	10	10	0	13	13	1	7	0

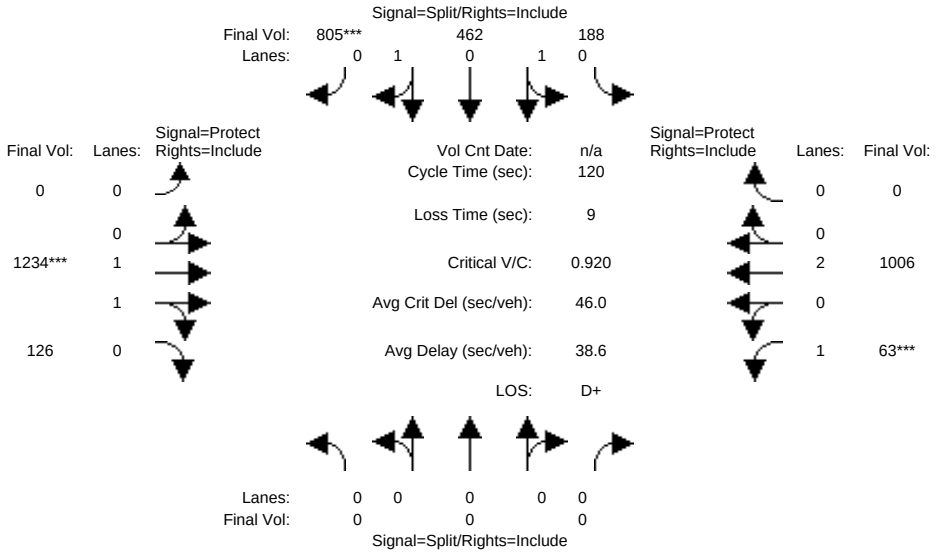
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	462	104	0	633	126	63	382	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	462	104	0	633	126	63	382	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	156	0	701	0	601	0	0	624	0
Initial Fut:	0	0	0	188	462	805	0	1234	126	63	1006	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	188	462	805	0	1234	126	63	1006	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	188	462	805	0	1234	126	63	1006	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	188	462	805	0	1234	126	63	1006	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.29	0.71	1.00	0.00	1.81	0.19	1.00	2.00	0.00
Final Sat.:	0	0	0	521	1279	1800	0	3357	343	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.36	0.45	0.00	0.37	0.37	0.04	0.26	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	57.1	57.1	57.1	0.0	46.9	46.9	7.0	53.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.76	0.76	0.94	0.00	0.94	0.94	0.62	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	28.7	28.7	42.3	0.0	48.3	48.3	80.0	26.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.7	28.7	42.3	0.0	48.3	48.3	80.0	26.2	0.0
LOS by Move:	A	A	A	C	C	D	A	D	D	F	C	A
HCM2kAvgQ:	0	0	0	22	22	34	0	29	29	4	14	0

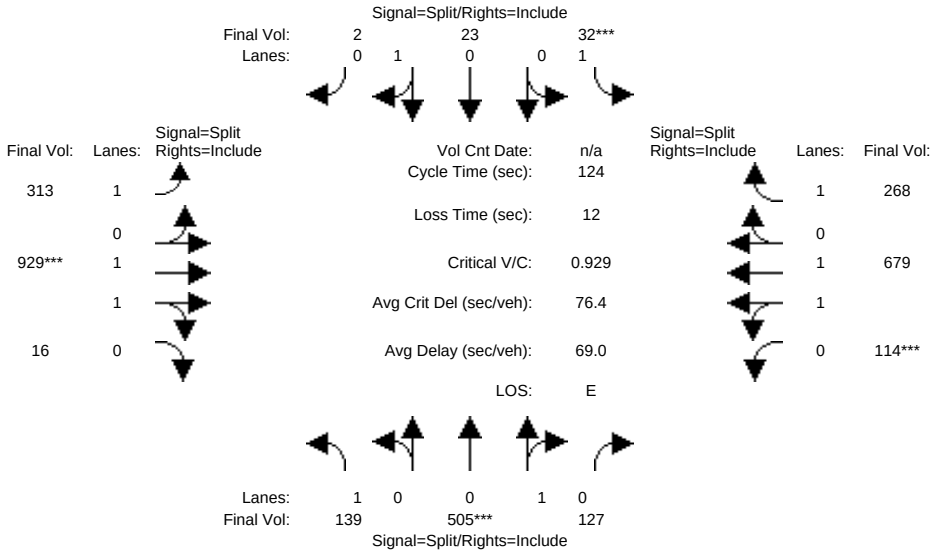
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	215	67	28	13	2	197	409	16	4	246	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	215	67	28	13	2	197	409	16	4	246	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	76	290	60	4	10	0	116	520	0	110	433	148
Initial Fut:	139	505	127	32	23	2	313	929	16	114	679	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	505	127	32	23	2	313	929	16	114	679	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	505	127	32	23	2	313	929	16	114	679	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	505	127	32	23	2	313	929	16	114	679	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.98	0.92
Lanes:	1.00	0.80	0.20	1.00	0.92	0.08	1.00	1.97	0.03	0.30	1.70	1.00
Final Sat.:	1750	1438	362	1750	1656	144	1750	3637	63	532	3168	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.35	0.02	0.01	0.01	0.18	0.26	0.26	0.21	0.21	0.15
Crit Moves:		****		****				****		****		
Green Time:	43.6	43.6	43.6	10.0	10.0	10.0	31.7	31.7	31.7	26.6	26.6	26.6
Volume/Cap:	0.23	1.00	1.00	0.23	0.17	0.17	0.70	1.00	1.00	1.00	1.00	0.71
Delay/Veh:	28.5	75.3	75.3	54.2	53.7	53.7	46.6	74.8	74.8	80.0	80.0	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	75.3	75.3	54.2	53.7	53.7	46.6	74.8	74.8	80.0	80.0	51.5
LOS by Move:	C	E-	E-	D-	D-	D-	D	E	E	F	F	D-
HCM2kAvgQ:	4	32	32	1	1	1	13	24	24	21	21	11

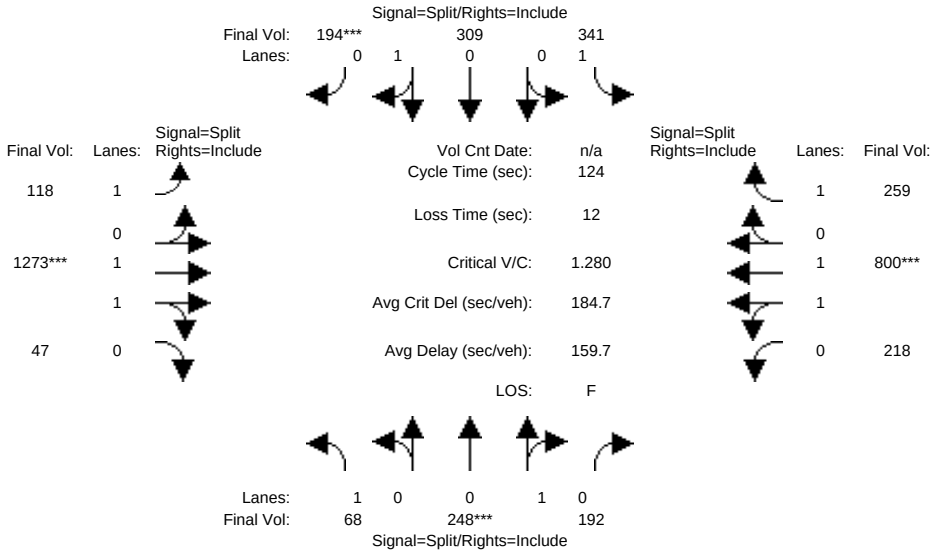
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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	95	74	48	112	75	83	553	45	18	295	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	95	74	48	112	75	83	553	45	18	295	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	153	118	293	197	119	35	720	2	200	505	167
Initial Fut:	68	248	192	341	309	194	118	1273	47	218	800	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	248	192	341	309	194	118	1273	47	218	800	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	248	192	341	309	194	118	1273	47	218	800	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	248	192	341	309	194	118	1273	47	218	800	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.98	0.92
Lanes:	1.00	0.56	0.44	1.00	0.61	0.39	1.00	1.93	0.07	0.44	1.56	1.00
Final Sat.:	1750	1015	785	1750	1106	694	1750	3568	132	792	2907	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.19	0.28	0.28	0.07	0.36	0.36	0.28	0.28	0.15
Crit Moves:		****				****		****			****	
Green Time:	23.7	23.7	23.7	27.1	27.1	27.1	34.6	34.6	34.6	26.7	26.7	26.7
Volume/Cap:	0.20	1.28	1.28	0.89	1.28	1.28	0.24	1.28	1.28	1.28	1.28	0.69
Delay/Veh:	42.5	197	196.6	69.2	193	192.6	34.8	178	178.1	184.1	184	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	197	196.6	69.2	193	192.6	34.8	178	178.1	184.1	184	50.1
LOS by Move:	D	F	F	E	F	F	C-	F	F	F	F	D
HCM2kAvgQ:	2	32	32	17	36	36	4	46	46	36	36	11

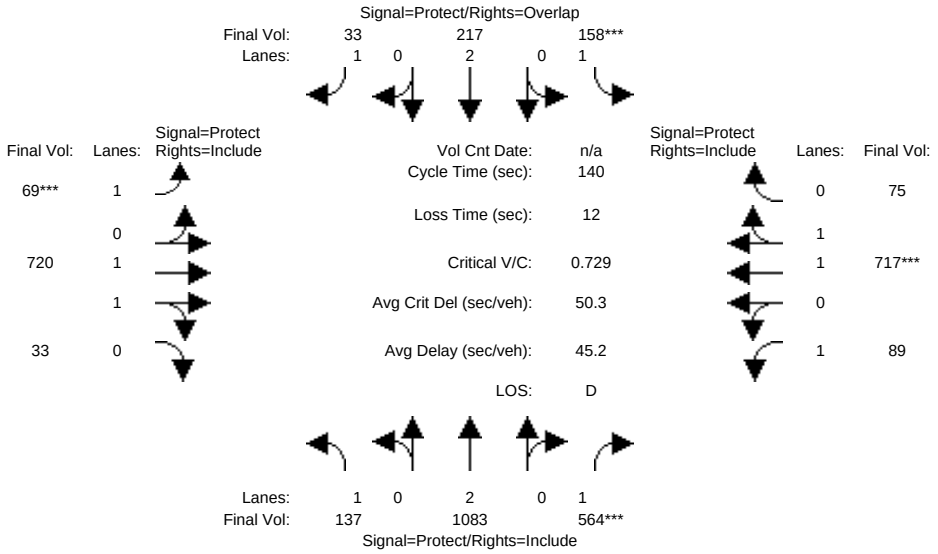
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	1083	193	158	217	33	69	247	33	58	288	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1083	193	158	217	33	69	247	33	58	288	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	73	0	371	0	0	0	0	473	0	31	429	0
Initial Fut:	137	1083	564	158	217	33	69	720	33	89	717	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	1083	564	158	217	33	69	720	33	89	717	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1083	564	158	217	33	69	720	33	89	717	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	1083	564	158	217	33	69	720	33	89	717	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3538	162	1750	3349	350
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.32	0.09	0.06	0.02	0.04	0.20	0.20	0.05	0.21	0.21
Crit Moves:			****	****			****				****	
Green Time:	41.5	61.9	61.9	17.4	37.8	45.4	7.6	39.0	39.0	9.7	41.1	41.1
Volume/Cap:	0.26	0.64	0.73	0.73	0.21	0.06	0.73	0.73	0.73	0.73	0.73	0.73
Delay/Veh:	38.9	32.4	38.1	78.3	40.0	32.8	103.9	50.3	50.3	95.7	48.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	32.4	38.1	78.3	40.0	32.8	103.9	50.3	50.3	95.7	48.7	48.7
LOS by Move:	D+	C-	D+	E-	D	C-	F	D	D	F	D	D
HCM2kAvgQ:	5	18	22	9	4	1	5	16	16	6	17	17

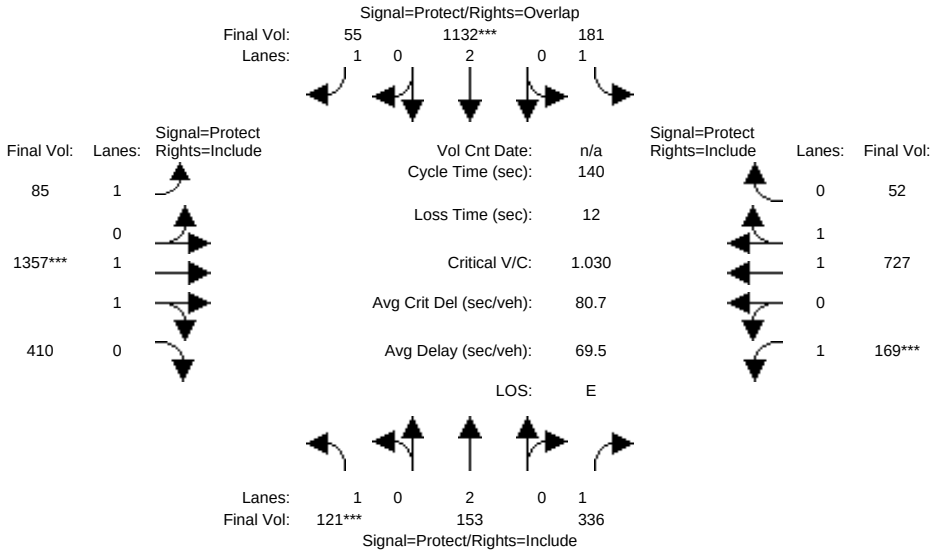
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	153	81	181	1132	55	85	530	194	84	213	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	153	81	181	1132	55	85	530	194	84	213	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	80	0	255	0	0	0	0	827	216	85	514	0
Initial Fut:	121	153	336	181	1132	55	85	1357	410	169	727	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	153	336	181	1132	55	85	1357	410	169	727	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	153	336	181	1132	55	85	1357	410	169	727	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	153	336	181	1132	55	85	1357	410	169	727	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.52	0.48	1.00	1.86	0.14
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2841	858	1750	3453	247
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.19	0.10	0.30	0.03	0.05	0.48	0.48	0.10	0.21	0.21
Crit Moves:	****				****			****			****	
Green Time:	9.4	32.4	32.4	17.5	40.5	55.5	15.0	65.0	65.0	13.1	63.1	63.1
Volume/Cap:	1.03	0.17	0.83	0.83	1.03	0.08	0.45	1.03	1.03	1.03	0.47	0.47
Delay/Veh:	156.4	43.5	68.6	88.8	84.7	26.6	66.4	67.2	67.2	141.7	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	156.4	43.5	68.6	88.8	84.7	26.6	66.4	67.2	67.2	141.7	27.7	27.7
LOS by Move:	F	D	E	F	F	C	E	E	E	F	C	C
HCM2kAvgQ:	9	3	17	10	31	2	4	48	48	12	12	12

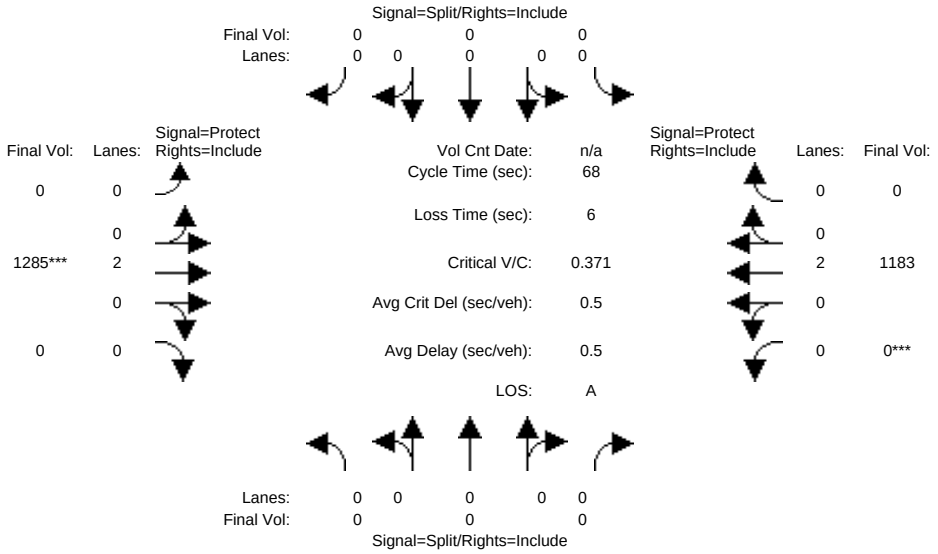
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	416	0	0	431	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	416	0	0	431	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	869	0	0	752	0
Initial Fut:	0	0	0	0	0	0	0	1285	0	0	1183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1285	0	0	1183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1285	0	0	1183	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1285	0	0	1183	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.31	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

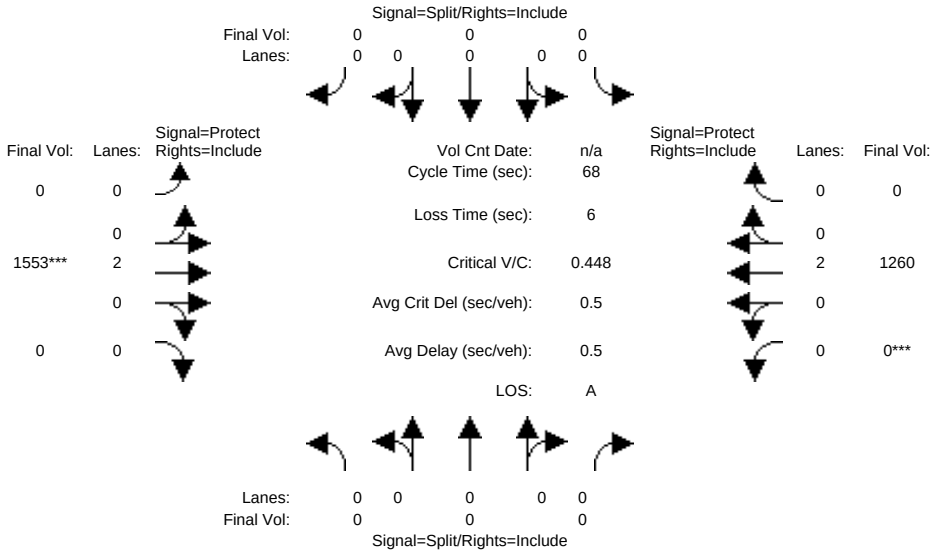
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	715	0	0	438	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	715	0	0	438	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	838	0	0	822	0
Initial Fut:	0	0	0	0	0	0	0	1553	0	0	1260	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1553	0	0	1260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1553	0	0	1260	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1553	0	0	1260	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.33	0.00
Crit Moves:								****			****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

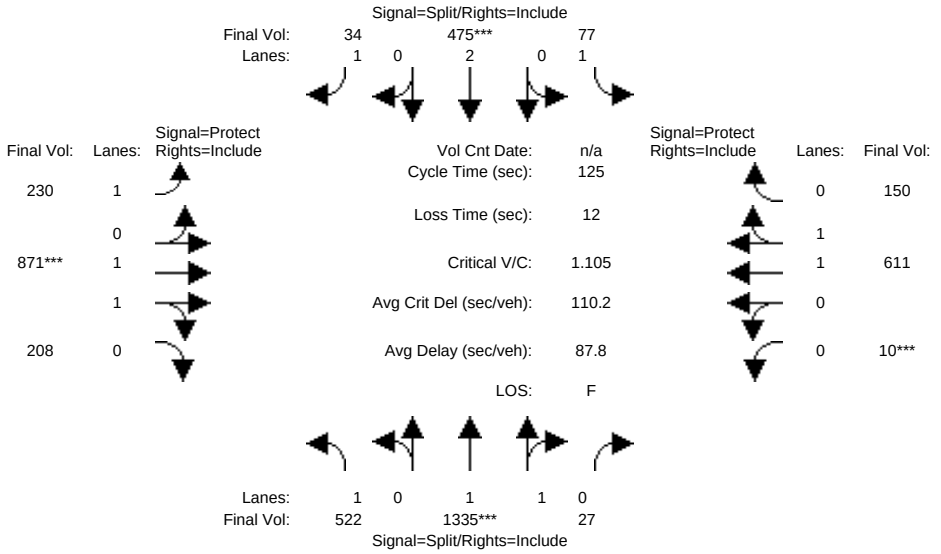
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	284	861	26	46	140	32	94	204	141	0	98	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	861	26	46	140	32	94	204	141	0	98	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	238	474	1	31	335	2	136	667	67	10	513	122
Initial Fut:	522	1335	27	77	475	34	230	871	208	10	611	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	522	1335	27	77	475	34	230	871	208	10	611	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	522	1335	27	77	475	34	230	871	208	10	611	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	522	1335	27	77	475	34	230	871	208	10	611	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.60	0.40	0.03	1.58	0.39
Final Sat.:	1750	3627	73	1750	3800	1750	1750	2986	713	47	2853	700
Capacity Analysis Module:												
Vol/Sat:	0.30	0.37	0.37	0.04	0.13	0.02	0.13	0.29	0.29	0.21	0.21	0.21
Crit Moves:		****			****			****		****		
Green Time:	41.6	41.6	41.6	14.1	14.1	14.1	21.8	33.0	33.0	24.2	35.5	35.5
Volume/Cap:	0.90	1.11	1.11	0.39	1.11	0.17	0.75	1.11	1.11	1.11	0.75	0.75
Delay/Veh:	56.0	101	101.2	52.7	130	50.5	59.4	108	108.0	116.9	44.1	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	101	101.2	52.7	130	50.5	59.4	108	108.0	116.9	44.1	44.1
LOS by Move:	E+	F	F	D-	F	D	E+	F	F	F	D	D
HCM2kAvgQ:	24	39	39	3	15	1	11	31	31	24	16	16

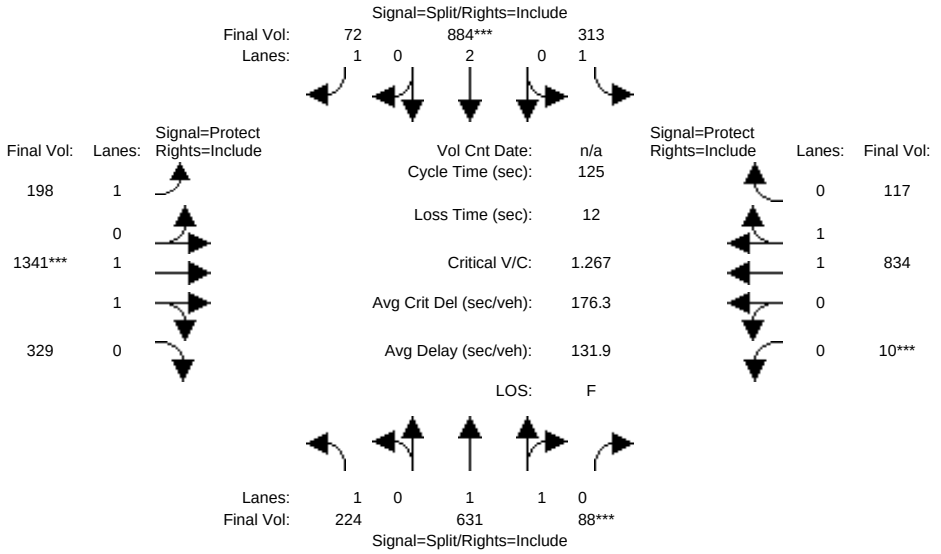
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	304	88	149	744	63	130	384	319	0	158	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	304	88	149	744	63	130	384	319	0	158	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	138	327	0	164	140	9	68	957	10	10	676	42
Initial Fut:	224	631	88	313	884	72	198	1341	329	10	834	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	631	88	313	884	72	198	1341	329	10	834	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	631	88	313	884	72	198	1341	329	10	834	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	631	88	313	884	72	198	1341	329	10	834	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.95
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.60	0.40	0.02	1.74	0.24
Final Sat.:	1750	3247	453	1750	3800	1750	1750	2971	729	37	3124	438
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.18	0.23	0.04	0.11	0.45	0.45	0.27	0.27	0.27
Crit Moves:			****		****			****		****		
Green Time:	19.2	19.2	19.2	23.0	23.0	23.0	21.1	44.5	44.5	26.3	49.8	49.8
Volume/Cap:	0.83	1.27	1.27	0.97	1.27	0.22	0.67	1.27	1.27	1.27	0.67	0.67
Delay/Veh:	71.0	187	186.6	93.8	182	43.8	54.6	167	166.5	179.8	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	187	186.6	93.8	182	43.8	54.6	167	166.5	179.8	32.1	32.1
LOS by Move:	E	F	F	F	F	D	D-	F	F	F	C-	C-
HCM2kAvgQ:	11	26	26	18	31	3	9	56	56	35	16	16

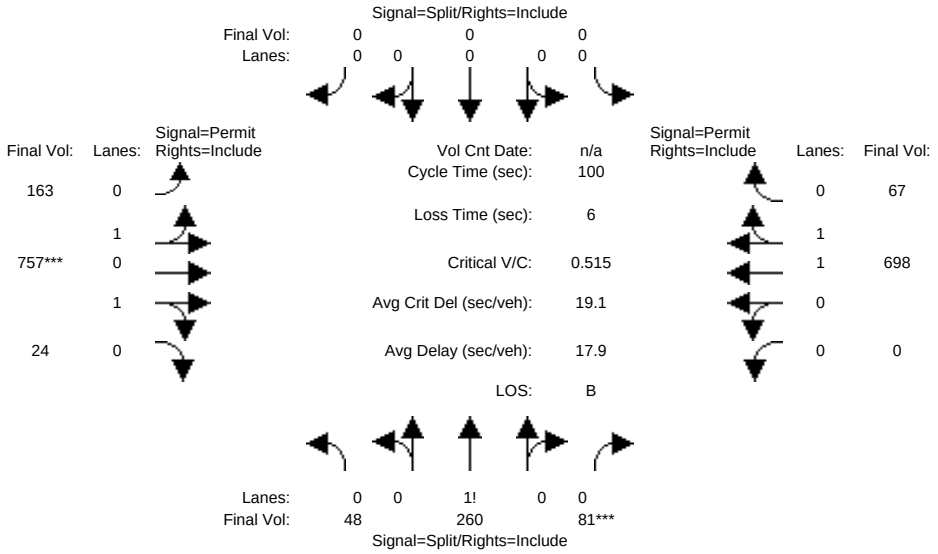
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	254	36	0	0	0	72	149	24	0	112	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	254	36	0	0	0	72	149	24	0	112	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	36	6	45	0	0	0	91	608	0	0	586	37
Initial Fut:	48	260	81	0	0	0	163	757	24	0	698	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	260	81	0	0	0	163	757	24	0	698	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	260	81	0	0	0	163	757	24	0	698	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	260	81	0	0	0	163	757	24	0	698	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.12	0.67	0.21	0.00	0.00	0.00	0.35	1.60	0.05	0.00	1.82	0.18
Final Sat.:	216	1170	364	0	0	0	622	2887	92	0	3376	324
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.00	0.00	0.00	0.26	0.26	0.26	0.00	0.21	0.21
Crit Moves:			****					****				
Green Time:	43.1	43.1	43.1	0.0	0.0	0.0	50.9	50.9	50.9	0.0	50.9	50.9
Volume/Cap:	0.52	0.52	0.52	0.00	0.00	0.00	0.52	0.52	0.52	0.00	0.41	0.41
Delay/Veh:	23.3	23.3	23.3	0.0	0.0	0.0	17.4	17.4	17.4	0.0	15.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	23.3	23.3	0.0	0.0	0.0	17.4	17.4	17.4	0.0	15.9	15.9
LOS by Move:	C	C	C	A	A	A	B	B	B	A	B	B
HCM2kAvgQ:	10	10	10	0	0	0	10	10	10	0	7	7

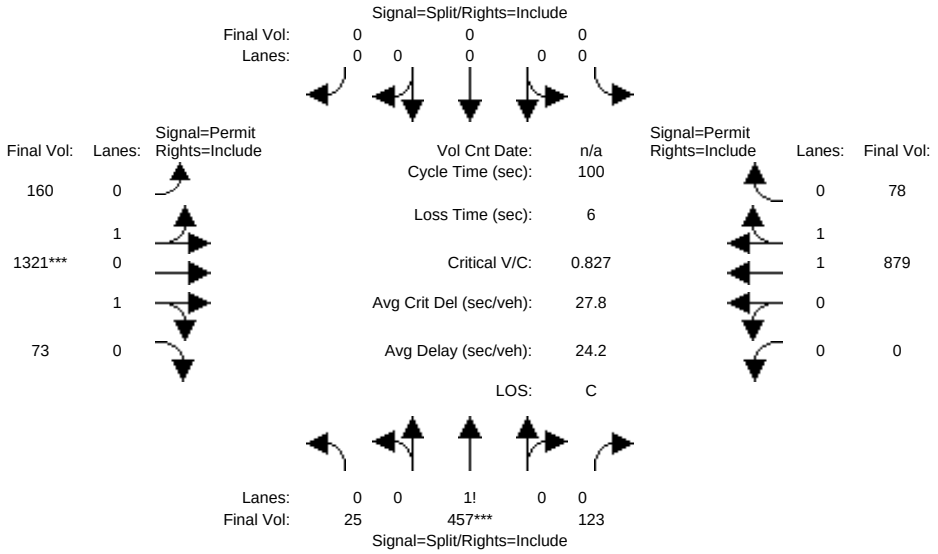
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	79	36	0	0	0	72	288	73	0	173	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	79	36	0	0	0	72	288	73	0	173	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	2	378	87	0	0	0	88	1033	0	0	706	47
Initial Fut:	25	457	123	0	0	0	160	1321	73	0	879	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	457	123	0	0	0	160	1321	73	0	879	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	457	123	0	0	0	160	1321	73	0	879	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	457	123	0	0	0	160	1321	73	0	879	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.04	0.76	0.20	0.00	0.00	0.00	0.21	1.70	0.09	0.00	1.83	0.17
Final Sat.:	72	1322	356	0	0	0	371	3060	169	0	3398	302
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.00	0.00	0.00	0.43	0.43	0.43	0.00	0.26	0.26
Crit Moves:		****						****				
Green Time:	41.8	41.8	41.8	0.0	0.0	0.0	52.2	52.2	52.2	0.0	52.2	52.2
Volume/Cap:	0.83	0.83	0.83	0.00	0.00	0.00	0.83	0.83	0.83	0.00	0.50	0.50
Delay/Veh:	36.3	36.3	36.3	0.0	0.0	0.0	24.4	24.4	24.4	0.0	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	36.3	0.0	0.0	0.0	24.4	24.4	24.4	0.0	16.3	16.3
LOS by Move:	D+	D+	D+	A	A	A	C	C	C	A	B	B
HCM2kAvgQ:	20	20	20	0	0	0	23	23	23	0	10	10

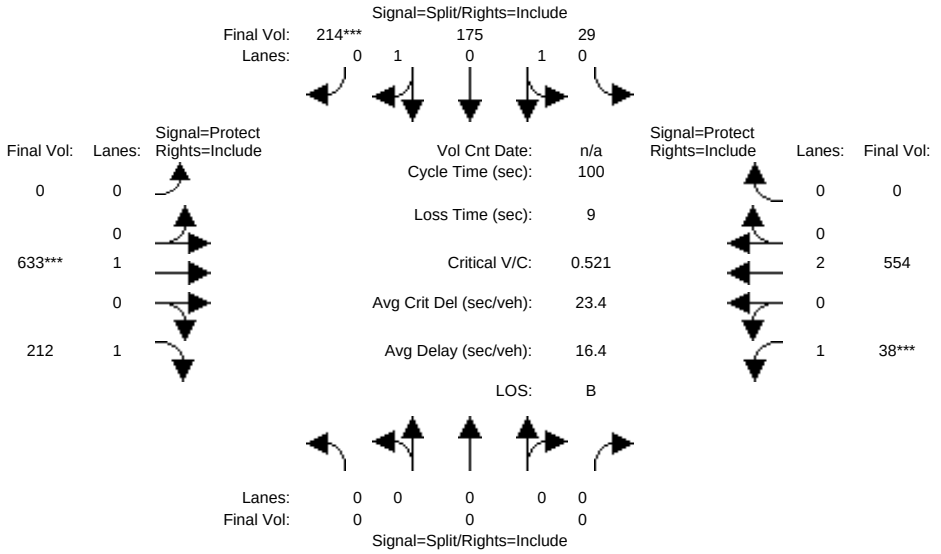
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	24	104	65	0	129	62	28	80	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	104	65	0	129	62	28	80	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	5	71	149	0	504	150	10	474	0
Initial Fut:	0	0	0	29	175	214	0	633	212	38	554	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	175	214	0	633	212	38	554	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	175	214	0	633	212	38	554	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	29	175	214	0	633	212	38	554	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.14	0.86	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	256	1544	1800	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.12	0.00	0.33	0.12	0.02	0.15	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	22.1	22.1	22.1	0.0	61.9	61.9	7.0	68.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.54	0.00	0.54	0.20	0.31	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	36.5	36.5	37.1	0.0	12.6	8.7	50.7	5.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.5	36.5	37.1	0.0	12.6	8.7	50.7	5.8	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	B	A	D	A	A
HCM2kAvgQ:	0	0	0	6	6	7	0	11	3	2	3	0

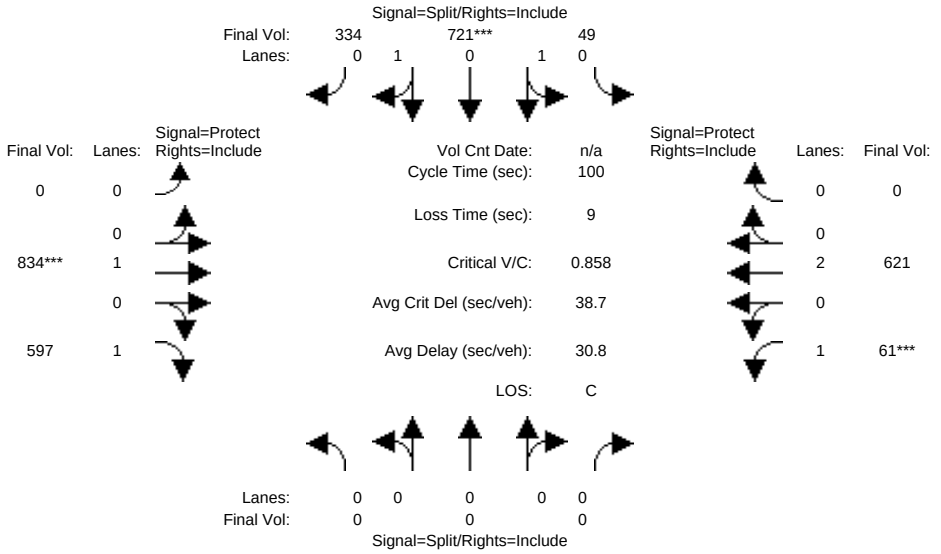
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	39	467	129	0	191	120	51	73	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	39	467	129	0	191	120	51	73	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	10	254	205	0	643	477	10	548	0
Initial Fut:	0	0	0	49	721	334	0	834	597	61	621	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	49	721	334	0	834	597	61	621	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	49	721	334	0	834	597	61	621	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	49	721	334	0	834	597	61	621	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.09	1.31	0.60	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	160	2351	1089	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.44	0.34	0.03	0.16	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	34.5	34.5	34.5	0.0	49.5	49.5	7.0	56.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.89	0.89	0.89	0.00	0.89	0.69	0.50	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	40.5	40.5	40.5	0.0	35.0	23.9	58.5	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.5	40.5	40.5	0.0	35.0	23.9	58.5	11.7	0.0
LOS by Move:	A	A	A	D	D	D	A	C-	C	E+	B+	A
HCM2kAvgQ:	0	0	0	20	20	20	0	26	16	3	5	0

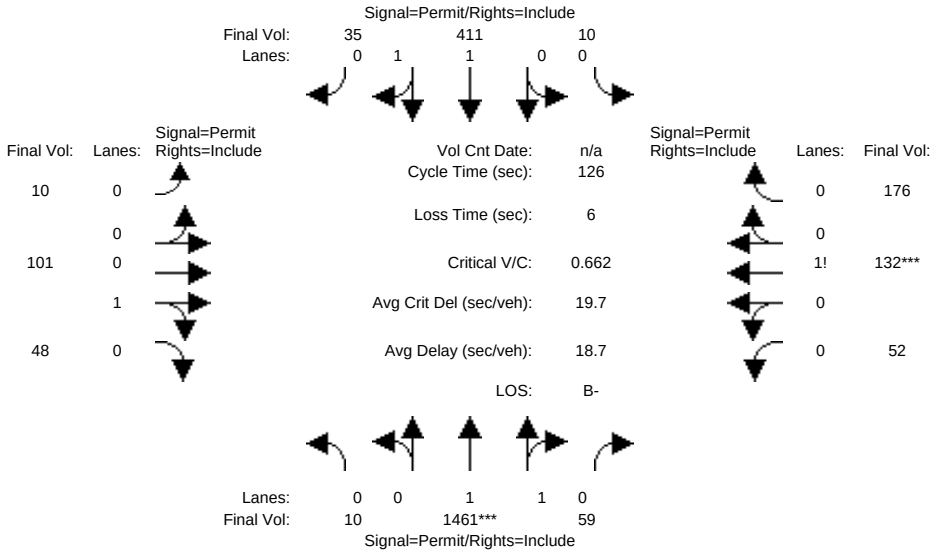
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1403	47	0	188	25	0	96	38	27	69	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1403	47	0	188	25	0	96	38	27	69	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	58	12	10	223	10	10	5	10	25	63	145
Initial Fut:	10	1461	59	10	411	35	10	101	48	52	132	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1461	59	10	411	35	10	101	48	52	132	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1461	59	10	411	35	10	101	48	52	132	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1461	59	10	411	35	10	101	48	52	132	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	1.91	0.08	0.04	1.81	0.15	0.06	0.64	0.30	0.14	0.37	0.49
Final Sat.:	24	3438	139	79	3245	276	110	1112	528	253	642	856
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.13	0.13	0.13	0.09	0.09	0.09	0.21	0.21	0.21
Crit Moves:		****									****	
Green Time:	80.9	80.9	80.9	80.9	80.9	80.9	39.1	39.1	39.1	39.1	39.1	39.1
Volume/Cap:	0.66	0.66	0.66	0.20	0.20	0.20	0.29	0.29	0.29	0.66	0.66	0.66
Delay/Veh:	14.8	14.8	14.8	9.3	9.3	9.3	33.2	33.2	33.2	40.7	40.7	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	14.8	14.8	9.3	9.3	9.3	33.2	33.2	33.2	40.7	40.7	40.7
LOS by Move:	B	B	B	A	A	A	C-	C-	C-	D	D	D
HCM2kAvgQ:	19	19	19	4	4	4	5	5	5	14	14	14

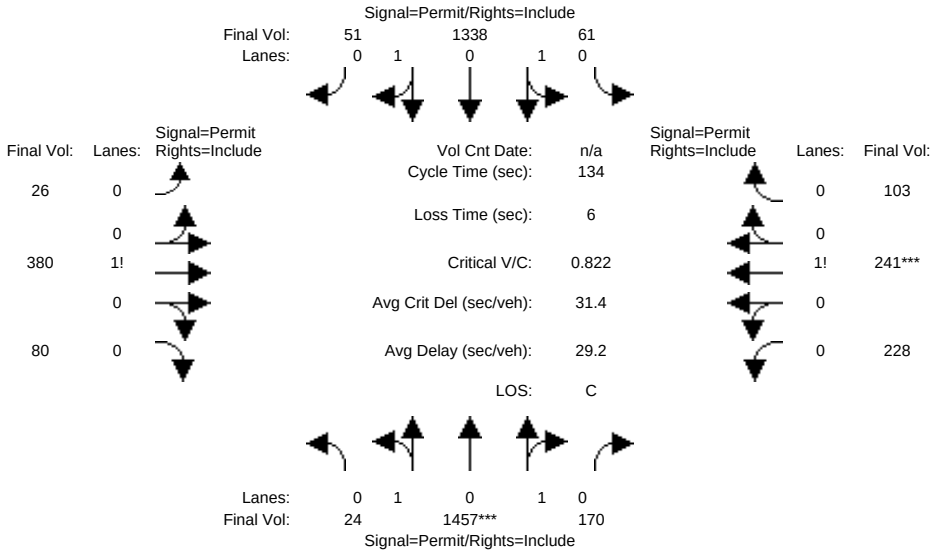
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	395	70	16	917	41	16	168	70	45	77	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	395	70	16	917	41	16	168	70	45	77	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	1062	100	45	421	10	10	212	10	183	164	67
Initial Fut:	24	1457	170	61	1338	51	26	380	80	228	241	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1457	170	61	1338	51	26	380	80	228	241	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1457	170	61	1338	51	26	380	80	228	241	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1457	170	61	1338	51	26	380	80	228	241	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.03	1.76	0.21	0.08	1.85	0.07	0.05	0.79	0.16	0.40	0.42	0.18
Final Sat.:	52	3177	371	151	3322	127	94	1368	288	698	737	315
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.40	0.40	0.40	0.28	0.28	0.28	0.33	0.33	0.33
Crit Moves:		****									****	
Green Time:	74.7	74.7	74.7	74.7	74.7	74.7	53.3	53.3	53.3	53.3	53.3	53.3
Volume/Cap:	0.82	0.82	0.82	0.72	0.72	0.72	0.70	0.70	0.70	0.82	0.82	0.82
Delay/Veh:	27.1	27.1	27.1	23.3	23.3	23.3	36.8	36.8	36.8	43.9	43.9	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	27.1	27.1	23.3	23.3	23.3	36.8	36.8	36.8	43.9	43.9	43.9
LOS by Move:	C	C	C	C	C	C	D+	D+	D+	D	D	D
HCM2kAvgQ:	30	30	30	24	24	24	19	19	19	24	24	24

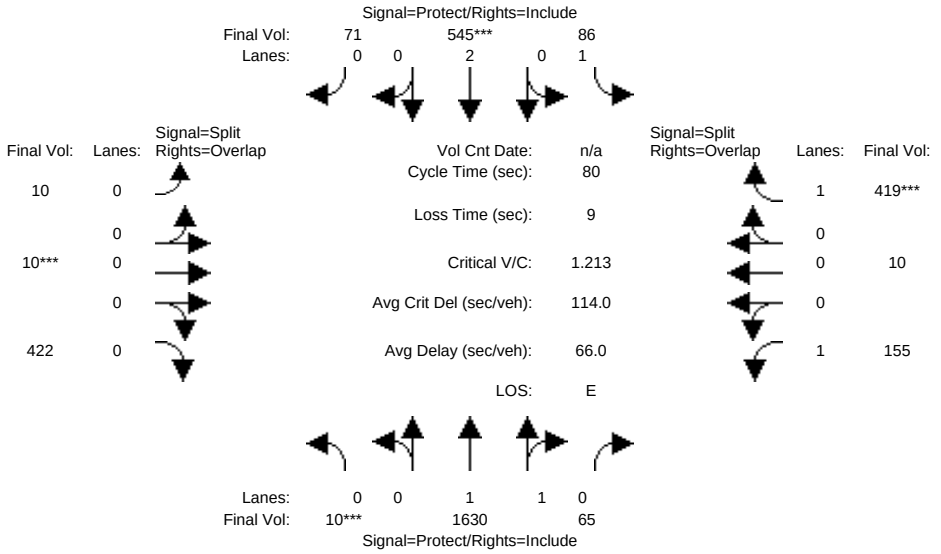
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1204	55	42	201	0	0	0	351	114	0	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1204	55	42	201	0	0	0	351	114	0	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	426	10	44	344	71	10	10	71	41	10	229
Initial Fut:	10	1630	65	86	545	71	10	10	422	155	10	419
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1630	65	86	545	71	10	10	422	155	10	419
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1630	65	86	545	71	10	10	422	155	10	419
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1630	65	86	545	71	10	10	422	155	10	419
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.01	1.91	0.08	1.00	1.76	0.24	0.02	0.02	0.96	0.94	0.06	1.00
Final Sat.:	21	3442	137	1750	3273	426	40	40	1671	1691	109	1800
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.05	0.17	0.17	0.25	0.25	0.25	0.09	0.09	0.23
Crit Moves:	****				****			****				****
Green Time:	32.4	36.7	36.7	7.0	11.4	11.4	17.3	17.3	49.6	10.0	10.0	17.0
Volume/Cap:	1.17	1.03	1.03	0.56	1.17	1.17	1.17	1.17	0.41	0.73	0.73	1.10
Delay/Veh:	108.4	52.2	52.2	39.7	130	130.0	132.9	133	8.0	37.3	37.3	99.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.4	52.2	52.2	39.7	130	130.0	132.9	133	8.0	37.3	37.3	99.1
LOS by Move:	F	D-	D-	D	F	F	F	F	A	D+	D+	F
HCM2kAvgQ:	42	32	32	3	17	17	24	24	6	6	6	20

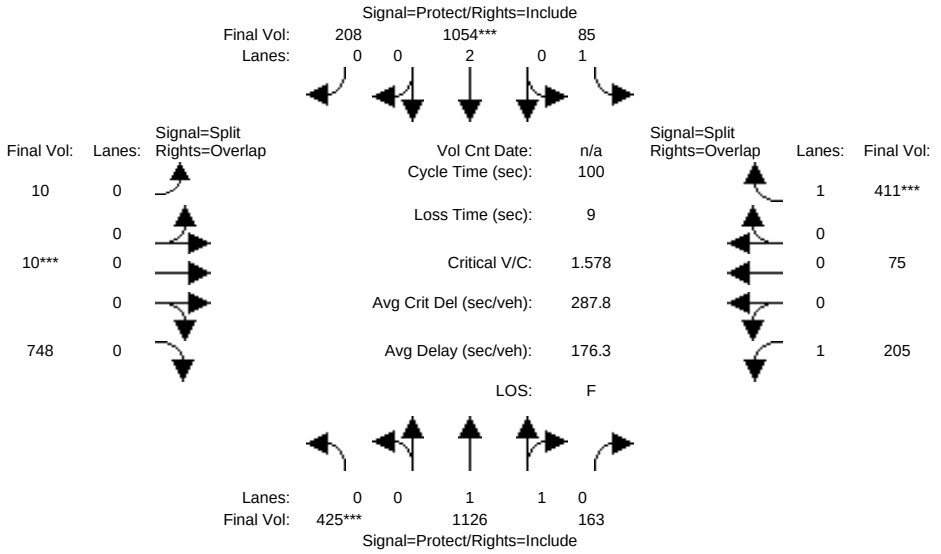
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	102	303	62	75	1044	50	0	0	252	195	65	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	303	62	75	1044	50	0	0	252	195	65	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	323	823	101	10	10	158	10	10	496	10	10	240
Initial Fut:	425	1126	163	85	1054	208	10	10	748	205	75	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	1126	163	85	1054	208	10	10	748	205	75	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	1126	163	85	1054	208	10	10	748	205	75	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	425	1126	163	85	1054	208	10	10	748	205	75	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.50	1.31	0.19	1.00	1.66	0.34	0.01	0.01	0.98	0.73	0.27	1.00
Final Sat.:	893	2365	342	1750	3090	610	23	23	1704	1318	482	1800
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.05	0.34	0.34	0.44	0.44	0.44	0.16	0.16	0.23
Crit Moves:	****				****			****				****
Green Time:	30.2	44.8	44.8	7.0	21.6	21.6	27.8	27.8	58.0	10.0	10.0	17.0
Volume/Cap:	1.58	1.06	1.06	0.69	1.58	1.58	1.58	1.58	0.76	1.55	1.55	1.34
Delay/Veh:	299.4	68.8	68.8	61.3	305	305.2	305.9	306	19.0	303.5	303	207.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	299.4	68.8	68.8	61.3	305	305.2	305.9	306	19.0	303.5	303	207.4
LOS by Move:	F	E	E	E	F	F	F	F	B-	F	F	F
HCM2kAvgQ:	69	40	40	4	50	50	64	64	20	24	24	29

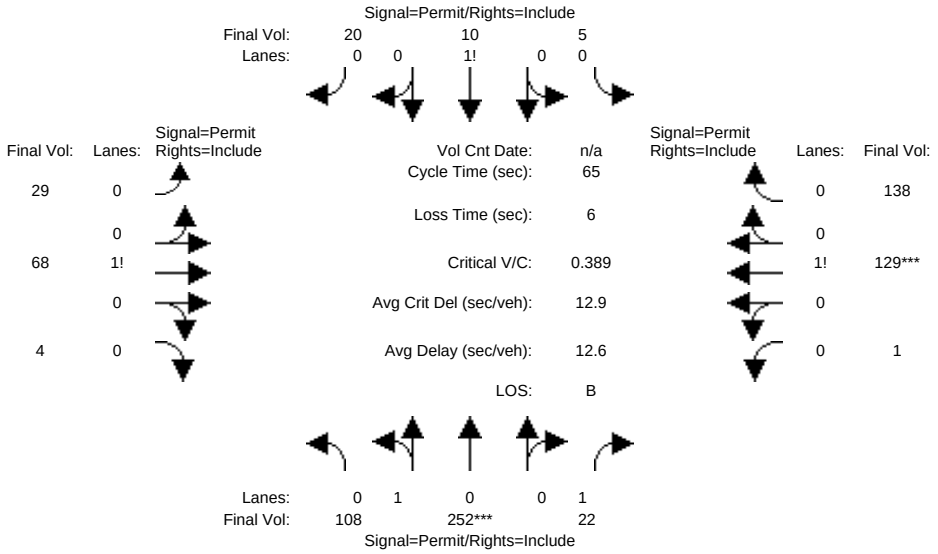
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	242	12	5	10	20	23	58	4	1	67	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	242	12	5	10	20	23	58	4	1	67	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	102	10	10	0	0	0	6	10	0	0	62	116
Initial Fut:	108	252	22	5	10	20	29	68	4	1	129	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	252	22	5	10	20	29	68	4	1	129	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	252	22	5	10	20	29	68	4	1	129	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	252	22	5	10	20	29	68	4	1	129	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.30	0.70	1.00	0.14	0.29	0.57	0.29	0.67	0.04	0.01	0.48	0.51
Final Sat.:	540	1260	1750	250	500	1000	502	1178	69	7	842	901
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.01	0.02	0.02	0.02	0.06	0.06	0.06	0.15	0.15	0.15
Crit Moves:		****									****	
Green Time:	33.4	33.4	33.4	33.4	33.4	33.4	25.6	25.6	25.6	25.6	25.6	25.6
Volume/Cap:	0.39	0.39	0.02	0.04	0.04	0.04	0.15	0.15	0.15	0.39	0.39	0.39
Delay/Veh:	10.8	10.8	7.8	7.9	7.9	7.9	13.1	13.1	13.1	15.8	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	7.8	7.9	7.9	7.9	13.1	13.1	13.1	15.8	15.8	15.8
LOS by Move:	B+	B+	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	5	5	0	0	0	0	1	1	1	4	4	4

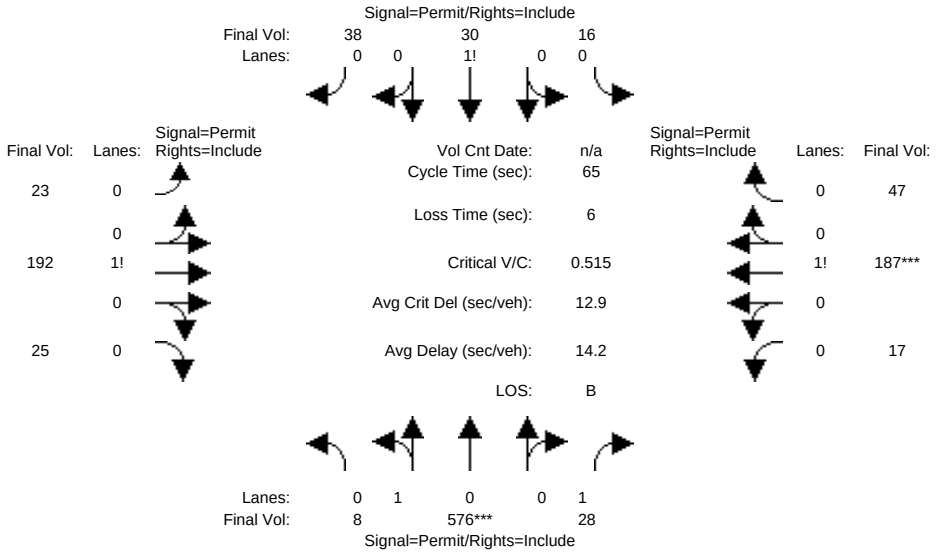
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	117	18	16	30	38	20	74	25	17	119	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	117	18	16	30	38	20	74	25	17	119	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	459	10	0	0	0	3	118	0	0	68	3
Initial Fut:	8	576	28	16	30	38	23	192	25	17	187	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	576	28	16	30	38	23	192	25	17	187	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	576	28	16	30	38	23	192	25	17	187	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	576	28	16	30	38	23	192	25	17	187	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	0.99	1.00	0.19	0.36	0.45	0.10	0.80	0.10	0.07	0.74	0.19
Final Sat.:	25	1775	1750	333	625	792	168	1400	182	119	1304	328
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.02	0.05	0.05	0.05	0.14	0.14	0.14	0.14	0.14	0.14
Crit Moves:		****									****	
Green Time:	40.9	40.9	40.9	40.9	40.9	40.9	18.1	18.1	18.1	18.1	18.1	18.1
Volume/Cap:	0.52	0.52	0.03	0.08	0.08	0.08	0.49	0.49	0.49	0.52	0.52	0.52
Delay/Veh:	8.3	8.3	4.6	4.8	4.8	4.8	23.2	23.2	23.2	23.6	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	4.6	4.8	4.8	4.8	23.2	23.2	23.2	23.6	23.6	23.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	7	7	0	1	1	1	5	5	5	5	5	5

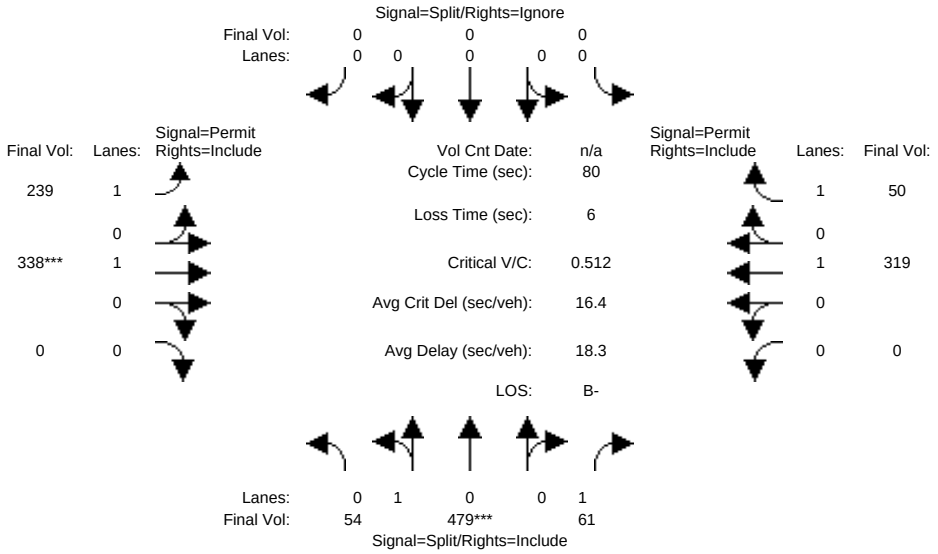
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	32	274	51	0	0	0	31	199	0	0	160	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	274	51	0	0	0	31	199	0	0	160	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	22	205	10	0	0	0	208	139	0	0	159	10
Initial Fut:	54	479	61	0	0	0	239	338	0	0	319	50
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	479	61	0	0	0	239	338	0	0	319	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	479	61	0	0	0	239	338	0	0	319	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	479	61	0	0	0	239	338	0	0	319	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.10	0.90	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	182	1618	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.03	0.00	0.00	0.00	0.14	0.18	0.00	0.00	0.17	0.03
Crit Moves:		****						****				
Green Time:	46.2	46.2	46.2	0.0	0.0	0.0	27.8	27.8	0.0	0.0	27.8	27.8
Volume/Cap:	0.51	0.51	0.06	0.00	0.00	0.00	0.39	0.51	0.00	0.00	0.48	0.08
Delay/Veh:	11.9	11.9	7.5	0.0	0.0	0.0	21.7	23.6	0.0	0.0	23.0	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	7.5	0.0	0.0	0.0	21.7	23.6	0.0	0.0	23.0	17.8
LOS by Move:	B+	B+	A	A	A	A	C+	C	A	A	C	B
HCM2kAvgQ:	9	9	1	0	0	0	5	7	0	0	6	1

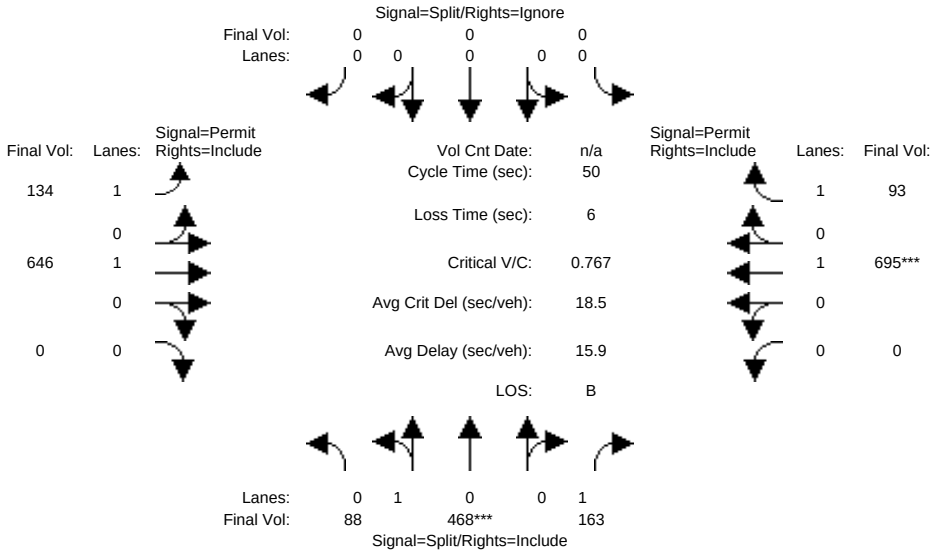
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	105	59	0	0	0	40	288	0	0	161	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	105	59	0	0	0	40	288	0	0	161	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	53	363	104	0	0	0	94	358	0	0	534	41
Initial Fut:	88	468	163	0	0	0	134	646	0	0	695	93
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	468	163	0	0	0	134	646	0	0	695	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	468	163	0	0	0	134	646	0	0	695	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	468	163	0	0	0	134	646	0	0	695	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.16	0.84	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	285	1515	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.09	0.00	0.00	0.00	0.08	0.34	0.00	0.00	0.37	0.05
Crit Moves:		****									****	
Green Time:	20.1	20.1	20.1	0.0	0.0	0.0	23.9	23.9	0.0	0.0	23.9	23.9
Volume/Cap:	0.77	0.77	0.23	0.00	0.00	0.00	0.16	0.71	0.00	0.00	0.77	0.11
Delay/Veh:	20.5	20.5	10.6	0.0	0.0	0.0	7.8	15.1	0.0	0.0	16.9	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	10.6	0.0	0.0	0.0	7.8	15.1	0.0	0.0	16.9	7.5
LOS by Move:	C+	C+	B+	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	10	10	2	0	0	0	1	9	0	0	11	1

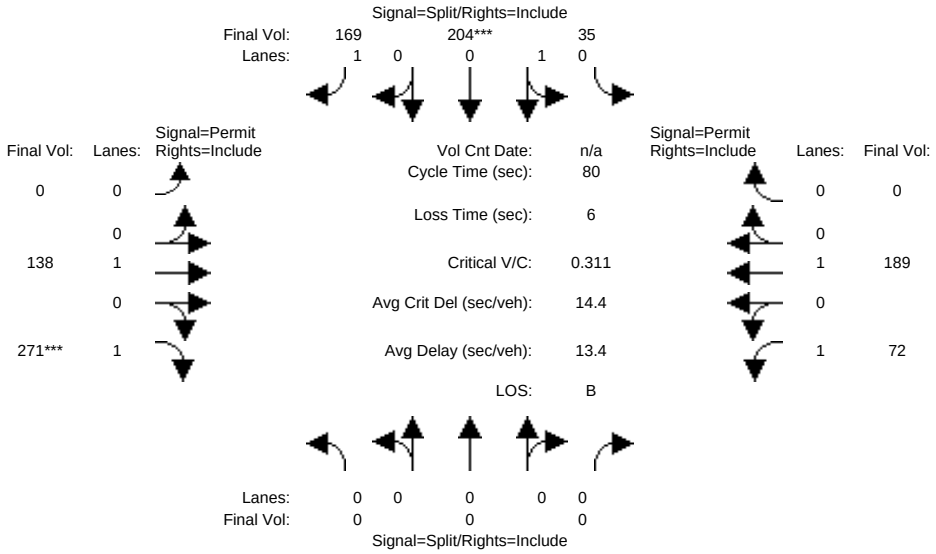
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	27	160	47	0	128	92	31	155	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	160	47	0	128	92	31	155	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	8	44	122	0	10	179	41	34	0
Initial Fut:	0	0	0	35	204	169	0	138	271	72	189	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	35	204	169	0	138	271	72	189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	204	169	0	138	271	72	189	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	35	204	169	0	138	271	72	189	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.15	0.85	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	264	1536	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.10	0.00	0.07	0.15	0.04	0.10	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	34.2	34.2	34.2	0.0	39.8	39.8	39.8	39.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.31	0.23	0.00	0.15	0.31	0.08	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	16.2	16.2	15.2	0.0	11.2	12.9	10.7	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.2	16.2	15.2	0.0	11.2	12.9	10.7	11.7	0.0
LOS by Move:	A	A	A	B	B	B	A	B+	B	B+	B+	A
HCM2kAvgQ:	0	0	0	4	4	3	0	2	4	1	3	0

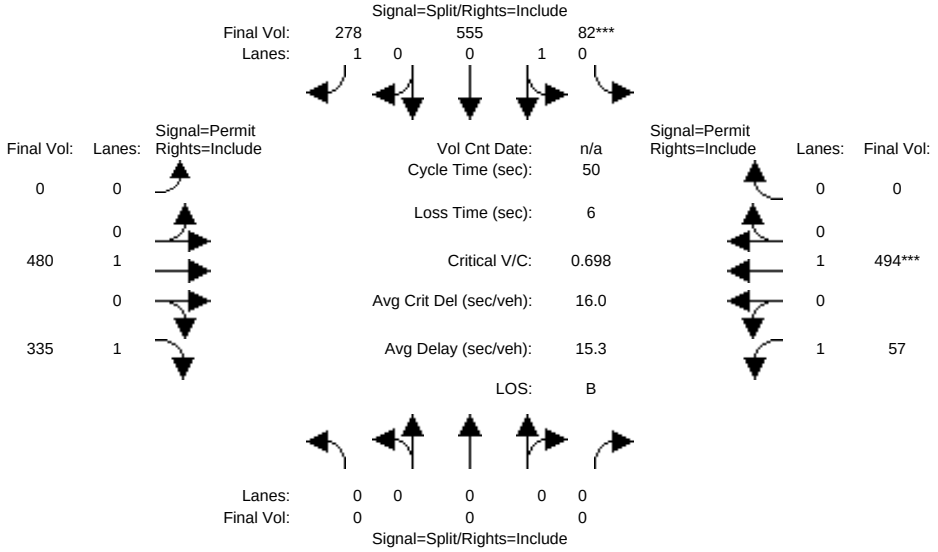
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	35	329	50	0	216	136	40	148	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	35	329	50	0	216	136	40	148	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	47	226	228	0	264	199	17	346	0
Initial Fut:	0	0	0	82	555	278	0	480	335	57	494	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	82	555	278	0	480	335	57	494	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	555	278	0	480	335	57	494	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	82	555	278	0	480	335	57	494	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.13	0.87	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	232	1568	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.35	0.16	0.00	0.25	0.19	0.03	0.26	0.00
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	25.4	25.4	25.4	0.0	18.6	18.6	18.6	18.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.70	0.31	0.00	0.68	0.51	0.09	0.70	0.00
Delay/Veh:	0.0	0.0	0.0	13.8	13.8	8.1	0.0	18.3	15.0	10.4	18.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.8	13.8	8.1	0.0	18.3	15.0	10.4	18.9	0.0
LOS by Move:	A	A	A	B	B	A	A	B-	B	B+	B-	A
HCM2kAvgQ:	0	0	0	9	9	3	0	8	5	1	8	0

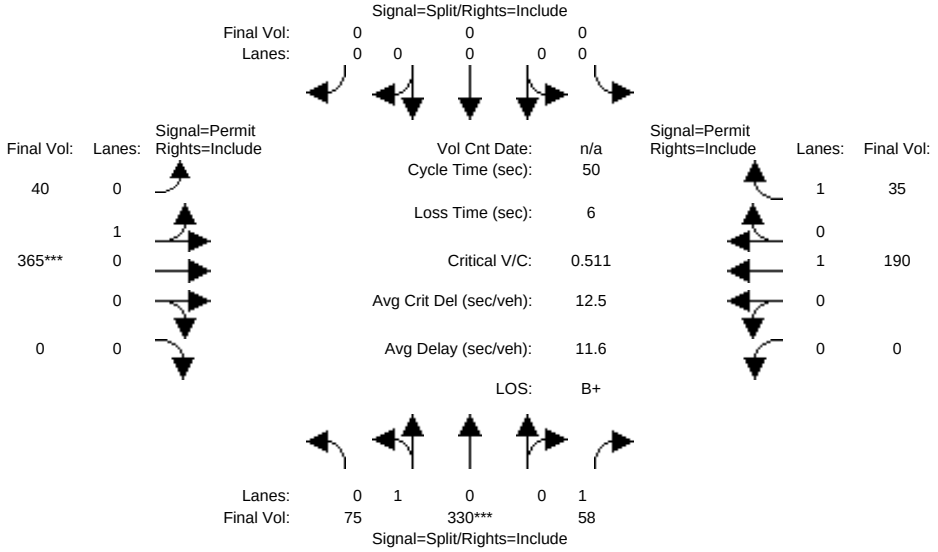
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	227	32	0	0	0	27	94	0	0	180	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	227	32	0	0	0	27	94	0	0	180	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	22	103	26	0	0	0	13	271	0	0	10	0
Initial Fut:	75	330	58	0	0	0	40	365	0	0	190	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	330	58	0	0	0	40	365	0	0	190	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	330	58	0	0	0	40	365	0	0	190	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	330	58	0	0	0	40	365	0	0	190	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.19	0.81	1.00	0.00	0.00	0.00	0.10	0.90	0.00	0.00	1.00	1.00
Final Sat.:	333	1467	1750	0	0	0	178	1622	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.03	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.10	0.02
Crit Moves:		****						****				
Green Time:	22.0	22.0	22.0	0.0	0.0	0.0	22.0	22.0	0.0	0.0	22.0	22.0
Volume/Cap:	0.51	0.51	0.08	0.00	0.00	0.00	0.51	0.51	0.00	0.00	0.23	0.05
Delay/Veh:	12.5	12.5	8.3	0.0	0.0	0.0	12.5	12.5	0.0	0.0	9.3	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	8.3	0.0	0.0	0.0	12.5	12.5	0.0	0.0	9.3	8.1
LOS by Move:	B	B	A	A	A	A	B	B	A	A	A	A
HCM2kAvgQ:	5	5	1	0	0	0	5	5	0	0	2	0

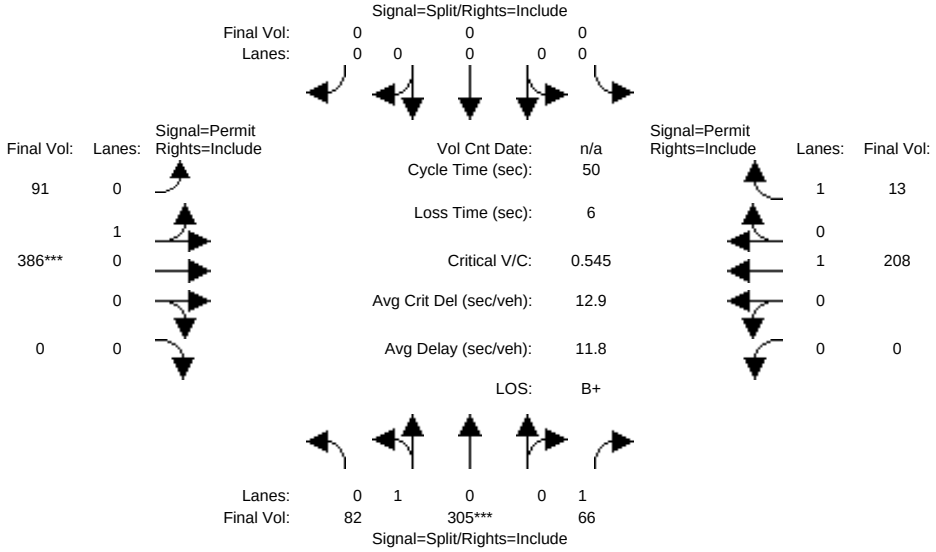
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	108	45	0	0	0	14	223	0	0	198	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	108	45	0	0	0	14	223	0	0	198	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	40	197	21	0	0	0	77	163	0	0	10	1
Initial Fut:	82	305	66	0	0	0	91	386	0	0	208	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	305	66	0	0	0	91	386	0	0	208	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	305	66	0	0	0	91	386	0	0	208	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	305	66	0	0	0	91	386	0	0	208	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.21	0.79	1.00	0.00	0.00	0.00	0.19	0.81	0.00	0.00	1.00	1.00
Final Sat.:	381	1419	1750	0	0	0	343	1457	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.04	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.11	0.01
Crit Moves:		****						****				
Green Time:	19.7	19.7	19.7	0.0	0.0	0.0	24.3	24.3	0.0	0.0	24.3	24.3
Volume/Cap:	0.55	0.55	0.10	0.00	0.00	0.00	0.55	0.55	0.00	0.00	0.23	0.02
Delay/Veh:	14.7	14.7	9.8	0.0	0.0	0.0	11.4	11.4	0.0	0.0	8.0	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	9.8	0.0	0.0	0.0	11.4	11.4	0.0	0.0	8.0	6.7
LOS by Move:	B	B	A	A	A	A	B+	B+	A	A	A	A
HCM2kAvgQ:	6	6	1	0	0	0	6	6	0	0	2	0

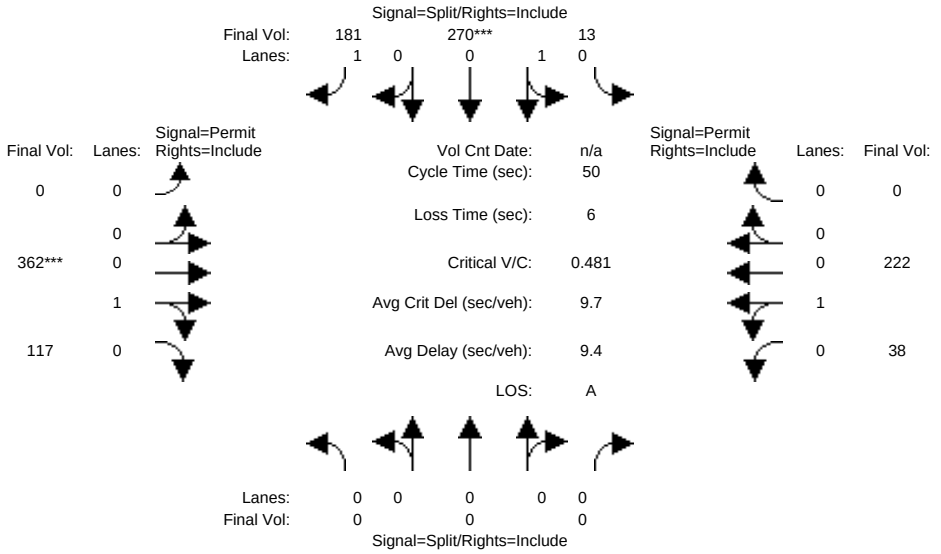
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	12	163	64	0	78	44	21	169	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	163	64	0	78	44	21	169	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	1	107	117	0	284	73	17	53	0
Initial Fut:	0	0	0	13	270	181	0	362	117	38	222	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	13	270	181	0	362	117	38	222	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	13	270	181	0	362	117	38	222	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	13	270	181	0	362	117	38	222	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.05	0.95	1.00	0.00	0.76	0.24	0.15	0.85	0.00
Final Sat.:	0	0	0	83	1717	1750	0	1360	440	263	1537	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.10	0.00	0.27	0.27	0.14	0.14	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	16.3	16.3	16.3	0.0	27.7	27.7	27.7	27.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.32	0.00	0.48	0.48	0.26	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	14.1	14.1	13.0	0.0	7.2	7.2	6.0	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.1	14.1	13.0	0.0	7.2	7.2	6.0	6.0	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	4	3	0	5	5	2	2	0

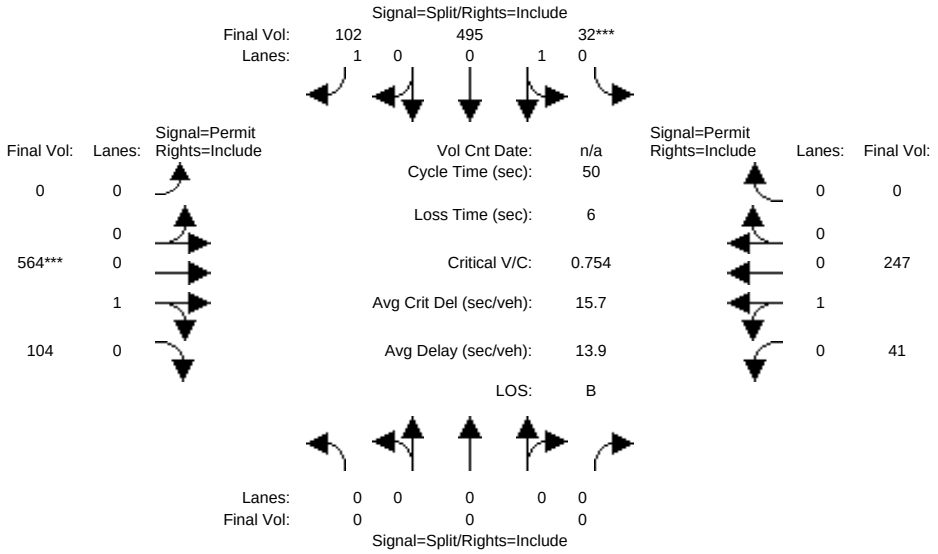
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	253	23	0	232	34	22	184	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	253	23	0	232	34	22	184	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	242	79	0	332	70	19	63	0
Initial Fut:	0	0	0	32	495	102	0	564	104	41	247	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	495	102	0	564	104	41	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	495	102	0	564	104	41	247	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	495	102	0	564	104	41	247	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.06	0.94	1.00	0.00	0.84	0.16	0.14	0.86	0.00
Final Sat.:	0	0	0	109	1691	1750	0	1520	280	256	1544	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.06	0.00	0.37	0.37	0.16	0.16	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	19.4	19.4	19.4	0.0	24.6	24.6	24.6	24.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.75	0.75	0.15	0.00	0.75	0.75	0.33	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	17.9	17.9	10.0	0.0	14.0	14.0	7.9	7.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.9	17.9	10.0	0.0	14.0	14.0	7.9	7.9	0.0
LOS by Move:	A	A	A	B	B	B+	A	B	B	A	A	A
HCM2kAvgQ:	0	0	0	9	9	1	0	11	11	3	3	0

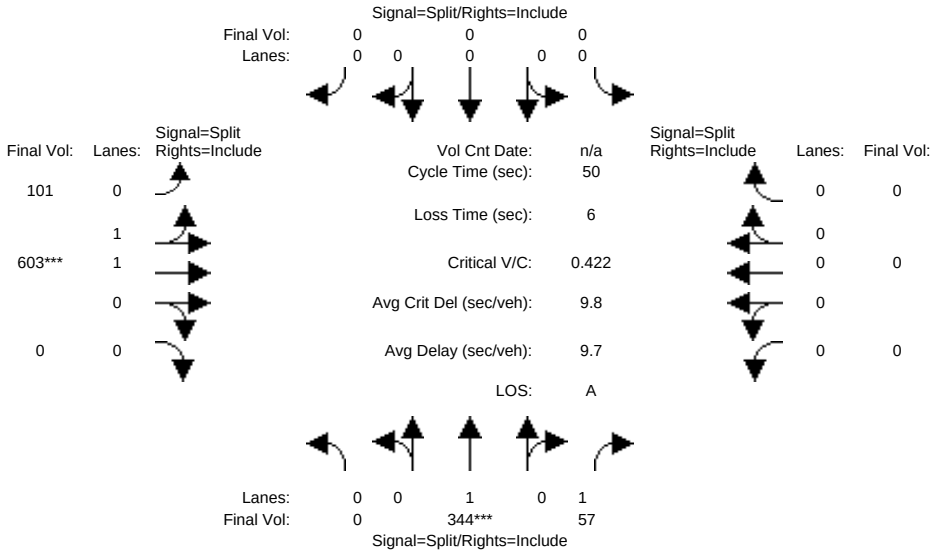
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	227	53	0	0	0	91	593	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	227	53	0	0	0	91	593	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	117	4	0	0	0	10	10	0	0	0	0
Initial Fut:	0	344	57	0	0	0	101	603	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	344	57	0	0	0	101	603	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	344	57	0	0	0	101	603	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	344	57	0	0	0	101	603	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.29	1.71	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	531	3169	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.03	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	21.5	21.5	0.0	0.0	0.0	22.5	22.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.42	0.08	0.00	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.3	8.5	0.0	0.0	0.0	9.5	9.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	8.5	0.0	0.0	0.0	9.5	9.5	0.0	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	4	1	0	0	0	4	4	0	0	0	0

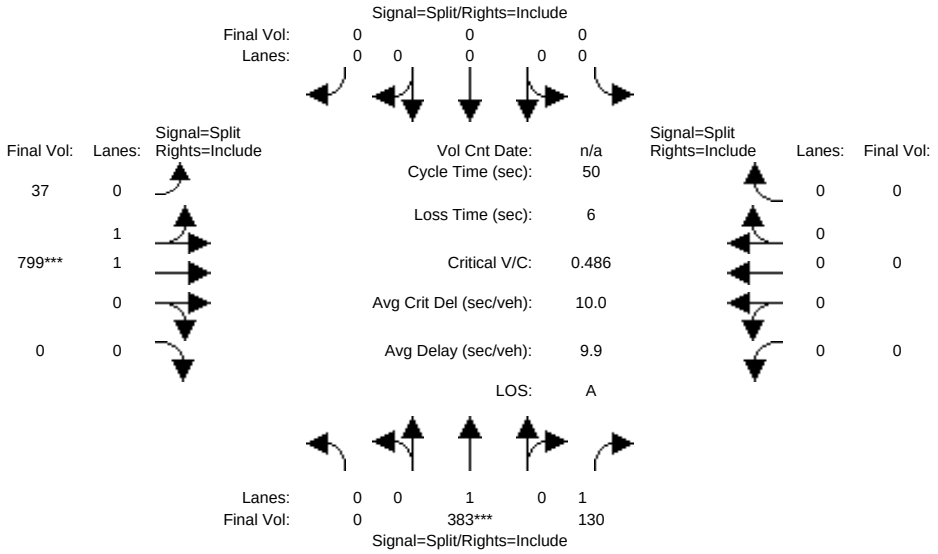
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	119	37	0	0	0	27	789	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	119	37	0	0	0	27	789	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	264	93	0	0	0	10	10	0	0	0	0
Initial Fut:	0	383	130	0	0	0	37	799	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	383	130	0	0	0	37	799	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	383	130	0	0	0	37	799	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	383	130	0	0	0	37	799	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.09	1.91	0.00	0.00	0.00	0.00
Final Sat.:	0	1900	1750	0	0	0	164	3536	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.07	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.00
Crit Moves:		****						****				
Green Time:	0.0	20.7	20.7	0.0	0.0	0.0	23.3	23.3	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.49	0.18	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	11.2	9.4	0.0	0.0	0.0	9.5	9.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	9.4	0.0	0.0	0.0	9.5	9.5	0.0	0.0	0.0	0.0
LOS by Move:	A	B+	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	5	1	0	0	0	5	5	0	0	0	0

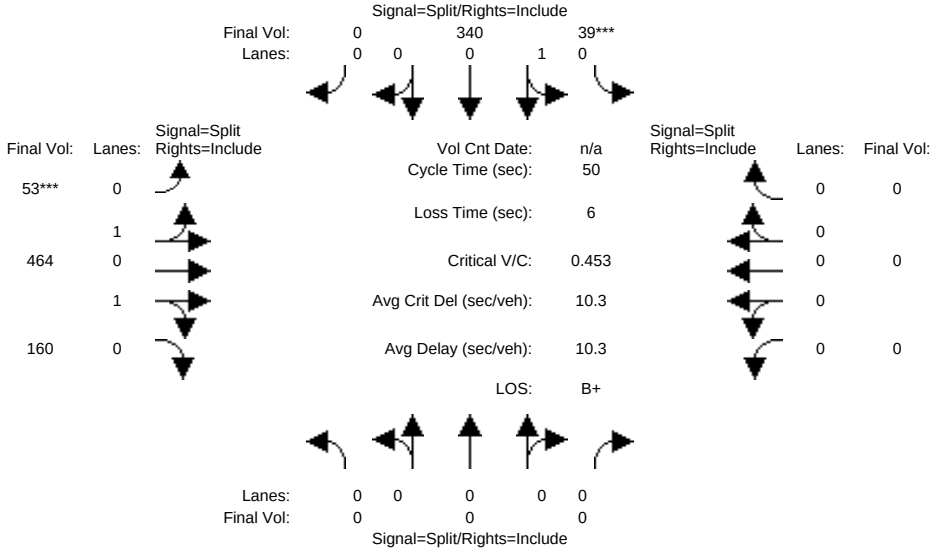
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	19	115	0	43	454	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	115	0	43	454	130	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	20	225	0	10	10	30	0	0	0
Initial Fut:	0	0	0	39	340	0	53	464	160	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	39	340	0	53	464	160	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	340	0	53	464	160	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	39	340	0	53	464	160	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.10	0.90	0.00	0.16	1.37	0.47	0.00	0.00	0.00
Final Sat.:	0	0	0	185	1615	0	282	2467	851	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.00	0.19	0.19	0.19	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	0.0	0.0	0.0	23.2	23.2	0.0	20.8	20.8	20.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.00	0.45	0.45	0.45	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	9.5	9.5	0.0	10.8	10.8	10.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.5	9.5	0.0	10.8	10.8	10.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B+	B+	B+	A	A	A
HCM2kAvgQ:	0	0	0	5	5	0	4	4	4	0	0	0

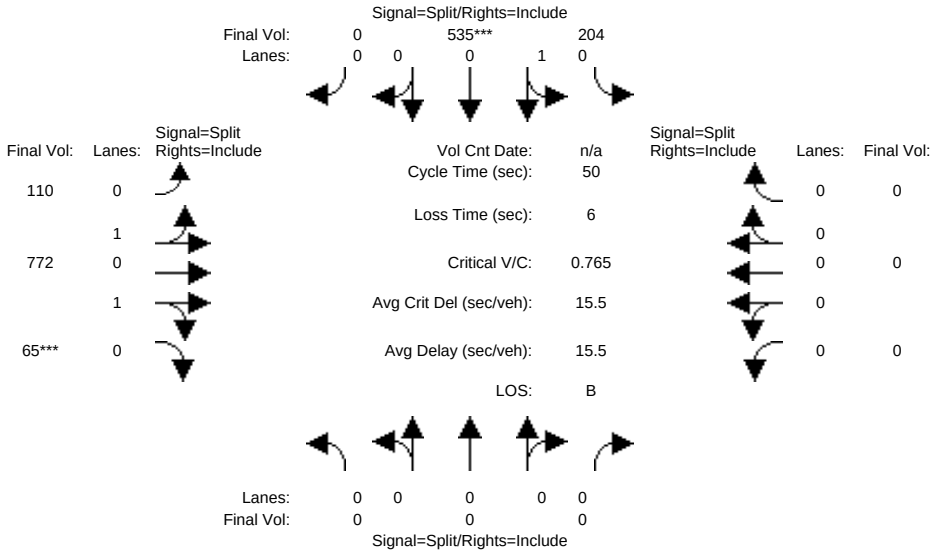
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	134	263	0	26	762	45	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	134	263	0	26	762	45	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	70	272	0	84	10	20	0	0	0
Initial Fut:	0	0	0	204	535	0	110	772	65	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	204	535	0	110	772	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	204	535	0	110	772	65	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	204	535	0	110	772	65	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.28	0.72	0.00	0.23	1.63	0.14	0.00	0.00	0.00
Final Sat.:	0	0	0	497	1303	0	418	2935	247	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.41	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	0.0	0.0	26.8	26.8	0.0	17.2	17.2	17.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.77	0.77	0.00	0.77	0.77	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	12.8	12.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.8	12.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	0	0	11	11	0	9	9	9	0	0	0

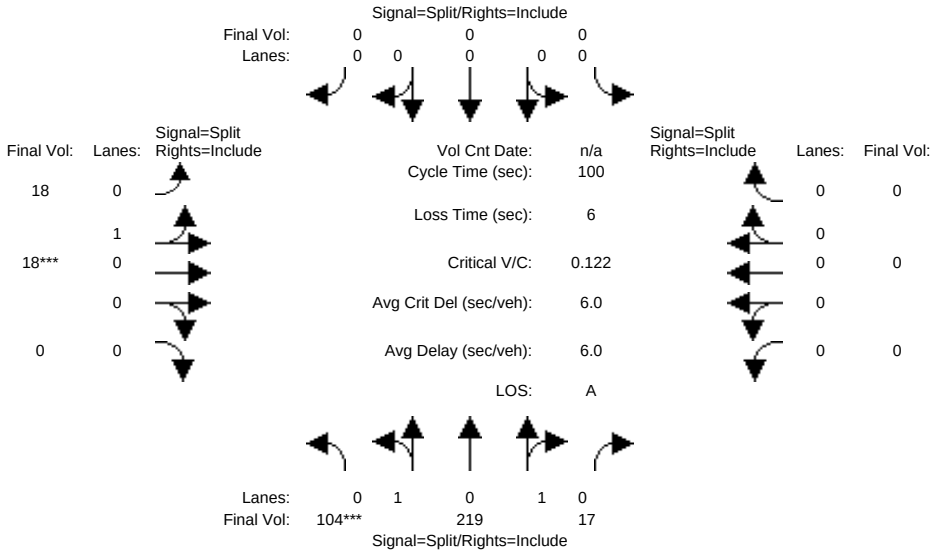
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	219	17	0	0	0	18	18	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	219	17	0	0	0	18	18	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	219	17	0	0	0	18	18	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	219	17	0	0	0	18	18	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	219	17	0	0	0	18	18	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	219	17	0	0	0	18	18	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.61	1.29	0.10	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.00
Final Sat.:	1101	2319	180	0	0	0	900	900	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green Time:	77.6	77.6	77.6	0.0	0.0	0.0	16.4	16.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.12	0.12	0.12	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00
Delay/Veh:	2.8	2.8	2.8	0.0	0.0	0.0	35.8	35.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.8	2.8	2.8	0.0	0.0	0.0	35.8	35.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D+	D+	A	A	A	A
HCM2kAvgQ:	1	1	1	0	0	0	1	1	0	0	0	0

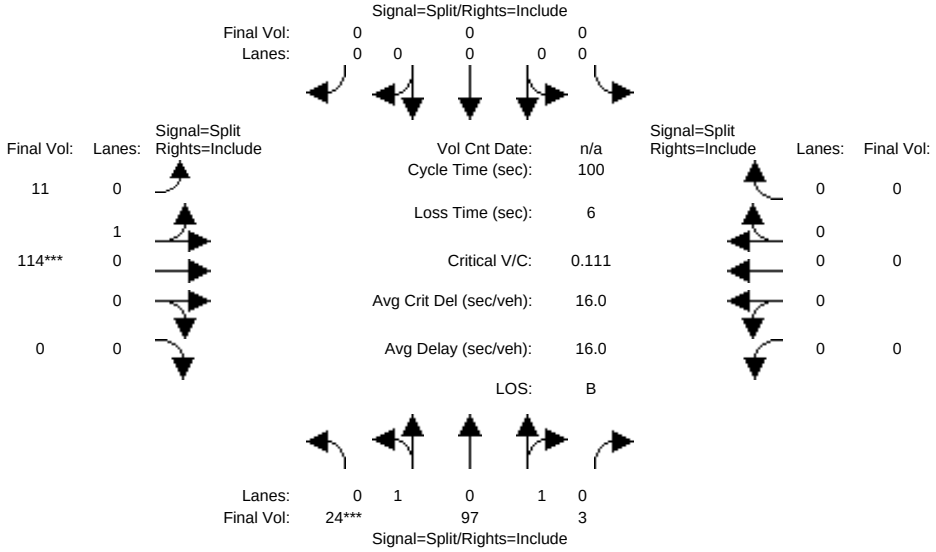
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	97	3	0	0	0	11	114	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	97	3	0	0	0	11	114	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	97	3	0	0	0	11	114	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	97	3	0	0	0	11	114	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	97	3	0	0	0	11	114	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	97	3	0	0	0	11	114	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.39	1.56	0.05	0.00	0.00	0.00	0.09	0.91	0.00	0.00	0.00	0.00
Final Sat.:	697	2816	87	0	0	0	158	1642	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green Time:	31.2	31.2	31.2	0.0	0.0	0.0	62.8	62.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.11	0.11	0.11	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Delay/Veh:	24.6	24.6	24.6	0.0	0.0	0.0	7.5	7.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	24.6	24.6	0.0	0.0	0.0	7.5	7.5	0.0	0.0	0.0	0.0
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	0	0	0	2	2	0	0	0	0

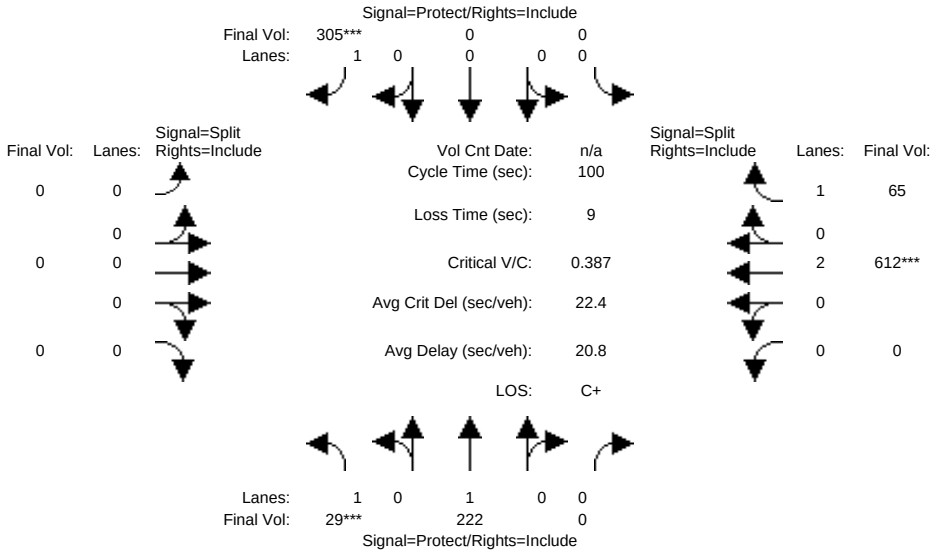
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	212	0	0	0	138	0	0	0	0	602	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	212	0	0	0	138	0	0	0	0	602	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	5	10	0	0	0	167	0	0	0	0	10	10
Initial Fut:	29	222	0	0	0	305	0	0	0	0	612	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	222	0	0	0	305	0	0	0	0	612	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	222	0	0	0	305	0	0	0	0	612	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	222	0	0	0	305	0	0	0	0	612	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.16	0.04
Crit Moves:	****					****					****	
Green Time:	7.0	50.7	0.0	0.0	0.0	43.7	0.0	0.0	0.0	0.0	40.3	40.3
Volume/Cap:	0.24	0.23	0.00	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.40	0.09
Delay/Veh:	48.5	14.3	0.0	0.0	0.0	20.8	0.0	0.0	0.0	0.0	22.0	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	14.3	0.0	0.0	0.0	20.8	0.0	0.0	0.0	0.0	22.0	18.7
LOS by Move:	D	B	A	A	A	C+	A	A	A	A	C+	B-
HCM2kAvgQ:	1	4	0	0	0	7	0	0	0	0	7	1

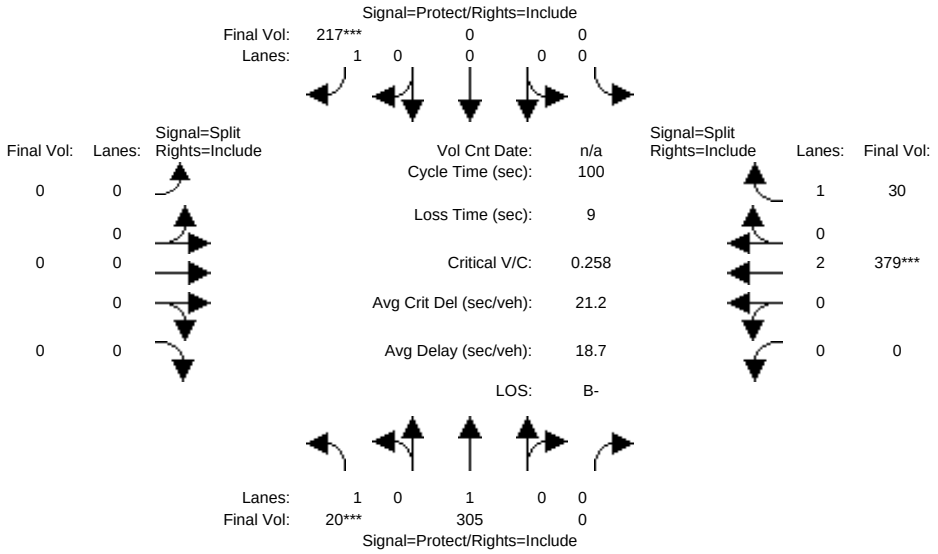
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	111	0	0	0	207	0	0	0	0	369	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	111	0	0	0	207	0	0	0	0	369	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	194	0	0	0	10	0	0	0	0	10	1
Initial Fut:	20	305	0	0	0	217	0	0	0	0	379	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	305	0	0	0	217	0	0	0	0	379	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	305	0	0	0	217	0	0	0	0	379	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	305	0	0	0	217	0	0	0	0	379	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.10	0.02
Crit Moves:	****					****					****	
Green Time:	7.0	53.6	0.0	0.0	0.0	46.6	0.0	0.0	0.0	0.0	37.4	37.4
Volume/Cap:	0.16	0.30	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.27	0.05
Delay/Veh:	46.6	13.6	0.0	0.0	0.0	17.1	0.0	0.0	0.0	0.0	22.2	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	13.6	0.0	0.0	0.0	17.1	0.0	0.0	0.0	0.0	22.2	20.0
LOS by Move:	D	B	A	A	A	B	A	A	A	A	C+	C+
HCM2kAvgQ:	1	5	0	0	0	4	0	0	0	0	4	1

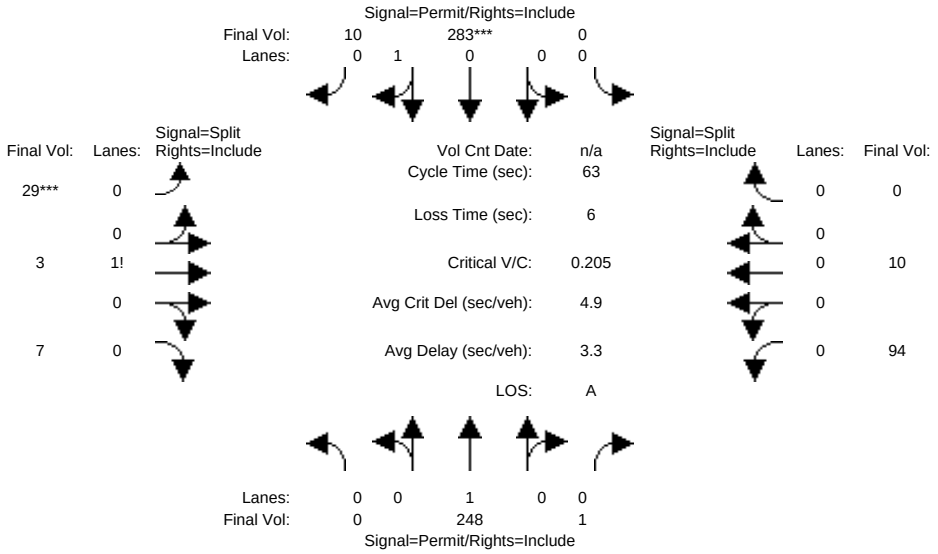
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	238	0	0	175	10	29	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	238	0	0	175	10	29	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	10	1	0	108	0	0	3	0	94	10	0
Initial Fut:	0	248	1	0	283	10	29	3	7	94	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	248	1	0	283	10	29	3	7	94	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	248	1	0	283	10	29	3	7	94	10	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	248	1	0	283	10	29	3	7	94	10	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	0.99	0.01	0.00	0.97	0.03	0.74	0.08	0.18	0.00	0.00	0.00
Final Sat.:	0	1793	7	0	1739	61	1301	135	314	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.00	0.16	0.16	0.02	0.02	0.02	xxxx	xxxx	0.00
Crit Moves:					****		****					
Green Time:	0.0	47.0	47.0	0.0	47.0	47.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	0.19	0.00	0.22	0.22	0.14	0.14	0.14	xxxx	xxxx	0.00
Delay/Veh:	0.0	2.4	2.4	0.0	2.5	2.5	23.0	23.0	23.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.4	2.4	0.0	2.5	2.5	23.0	23.0	23.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	2	2	0	2	2	1	1	1	2	0	0

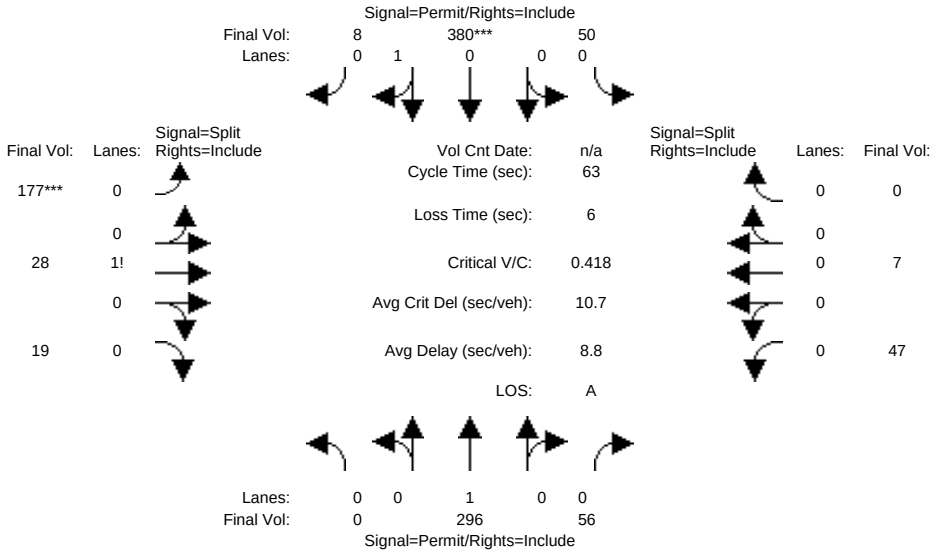
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	142	0	0	318	8	177	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	142	0	0	318	8	177	0	19	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	154	56	50	62	0	0	28	0	47	7	0
Initial Fut:	0	296	56	50	380	8	177	28	19	47	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	296	56	50	380	8	177	28	19	47	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	296	56	50	380	8	177	28	19	47	7	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	296	56	50	380	8	177	28	19	47	7	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	0.84	0.16	0.11	0.87	0.02	0.80	0.12	0.08	0.00	0.00	0.00
Final Sat.:	0	1514	286	200	1518	32	1383	219	148	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.25	0.25	0.25	0.13	0.13	0.13	xxxx	xxxx	0.00
Crit Moves:					****		****					
Green Time:	0.0	37.7	37.7	37.7	37.7	37.7	19.3	19.3	19.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.33	0.33	0.42	0.42	0.42	0.42	0.42	0.42	xxxx	xxxx	0.00
Delay/Veh:	0.0	6.5	6.5	7.0	7.0	7.0	17.9	17.9	17.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.5	6.5	7.0	7.0	7.0	17.9	17.9	17.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	4	4	5	5	5	4	4	4	1	0	0

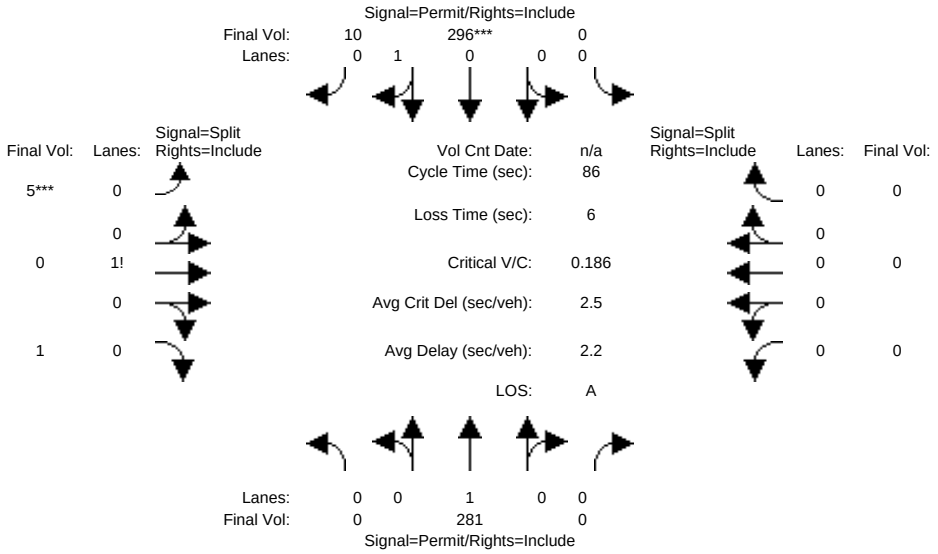
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	271	0	0	188	10	5	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	271	0	0	188	10	5	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	10	0	0	108	0	0	0	0	0	0	0
Initial Fut:	0	281	0	0	296	10	5	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	281	0	0	296	10	5	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	281	0	0	296	10	5	0	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	281	0	0	296	10	5	0	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.97	0.03	0.83	0.00	0.17	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1741	59	1458	0	292	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.18	0.00	0.00	0.21	0.21	0.03	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	1.8	0.0	0.0	1.9	1.9	33.8	0.0	33.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.8	0.0	0.0	1.9	1.9	33.8	0.0	33.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	2	0	0	2	2	0	0	0	0	0	0

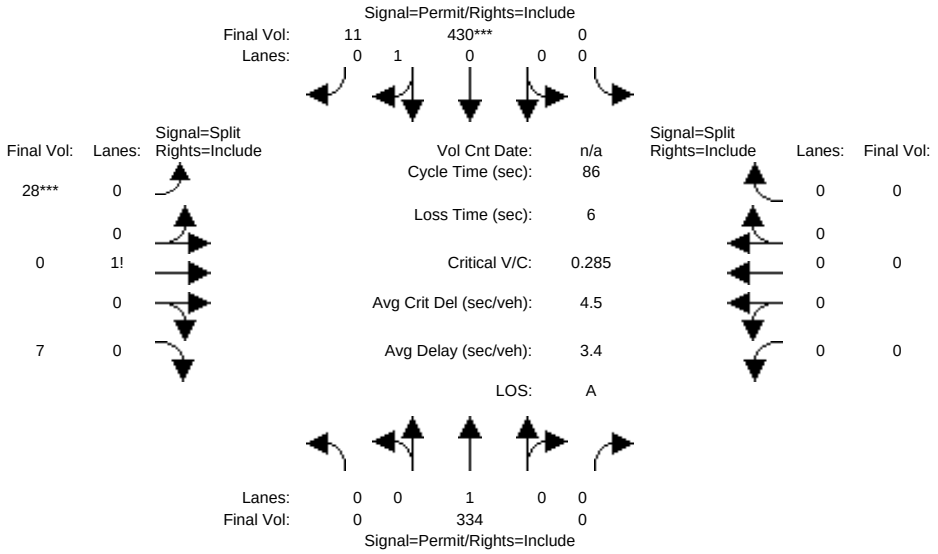
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	180	0	0	319	11	28	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	180	0	0	319	11	28	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	154	0	0	111	0	0	0	0	0	0	0
Initial Fut:	0	334	0	0	430	11	28	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	334	0	0	430	11	28	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	334	0	0	430	11	28	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	334	0	0	430	11	28	0	7	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.98	0.02	0.80	0.00	0.20	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1755	45	1400	0	350	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.25	0.25	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.00	0.00	0.30	0.30	0.17	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	1.9	0.0	0.0	2.1	2.1	34.7	0.0	34.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.9	0.0	0.0	2.1	2.1	34.7	0.0	34.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	2	0	0	3	3	1	0	1	0	0	0

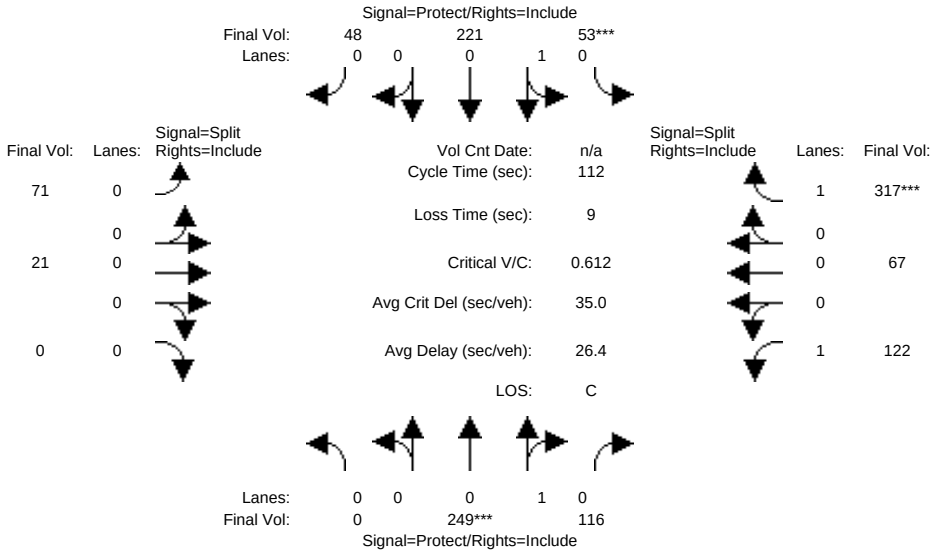
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	239	12	51	133	0	0	0	0	102	0	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	239	12	51	133	0	0	0	0	102	0	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	10	104	2	88	48	71	21	0	20	67	15
Initial Fut:	0	249	116	53	221	48	71	21	0	122	67	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	249	116	53	221	48	71	21	0	122	67	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	249	116	53	221	48	71	21	0	122	67	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	249	116	53	221	48	71	21	0	122	67	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.00	0.68	0.32	0.16	0.69	0.15	0.00	0.00	0.00	0.65	0.35	1.00
Final Sat.:	0	1228	572	288	1201	261	0	0	0	1162	638	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.18	0.18	0.18	xxxx	xxxx	0.00	0.11	0.11	0.18
Crit Moves:		****		****								****
Green Time:	0.0	37.1	37.1	33.7	70.8	70.8	0.0	0.0	0.0	32.2	32.2	32.2
Volume/Cap:	0.00	0.61	0.61	0.61	0.29	0.29	xxxx	xxxx	0.00	0.36	0.36	0.61
Delay/Veh:	0.0	33.3	33.3	35.7	9.4	9.4	0.0	0.0	0.0	31.9	31.9	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.3	33.3	35.7	9.4	9.4	0.0	0.0	0.0	31.9	31.9	35.8
LOS by Move:	A	C-	C-	D+	A	A	A	A	A	C	C	D+
HCM2kAvgQ:	0	12	12	11	5	5	2	1	0	6	6	10

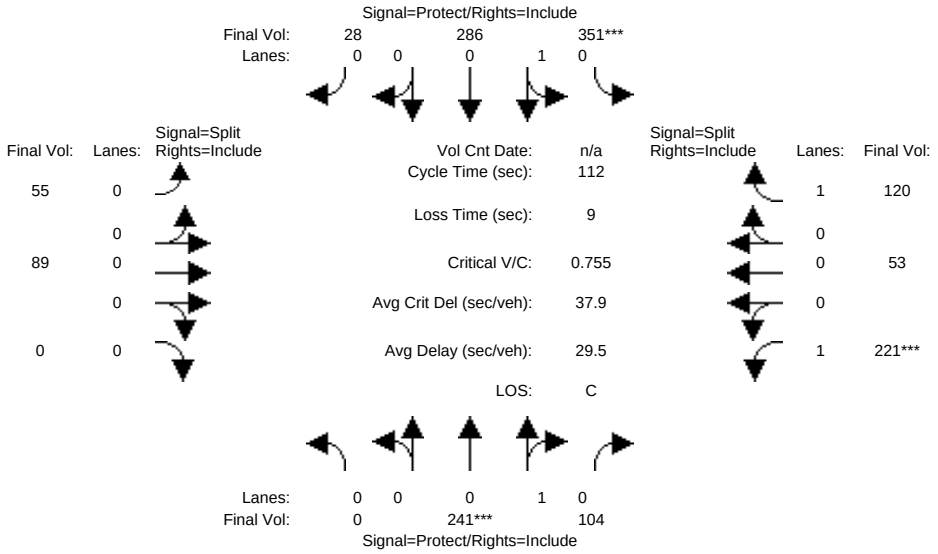
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	135	56	270	276	0	0	0	0	49	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	135	56	270	276	0	0	0	0	49	0	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	0	106	48	81	10	28	55	89	0	172	53	0
Initial Fut:	0	241	104	351	286	28	55	89	0	221	53	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	241	104	351	286	28	55	89	0	221	53	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	241	104	351	286	28	55	89	0	221	53	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	241	104	351	286	28	55	89	0	221	53	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	0.00	0.70	0.30	0.53	0.43	0.04	0.00	0.00	0.00	1.00	0.31	0.69
Final Sat.:	0	1257	543	924	753	74	0	0	0	1800	551	1249
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.38	0.38	0.38	xxxx	xxxx	0.00	0.12	0.10	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	28.4	28.4	56.4	84.8	84.8	0.0	0.0	0.0	18.2	18.2	18.2
Volume/Cap:	0.00	0.76	0.76	0.76	0.50	0.50	xxxx	xxxx	0.00	0.76	0.59	0.59
Delay/Veh:	0.0	45.6	45.6	26.1	5.6	5.6	0.0	0.0	0.0	51.0	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	45.6	45.6	26.1	5.6	5.6	0.0	0.0	0.0	51.0	44.9	44.9
LOS by Move:	A	D	D	C	A	A	A	A	A	D	D	D
HCM2kAvgQ:	0	13	13	21	10	10	2	3	0	9	7	7

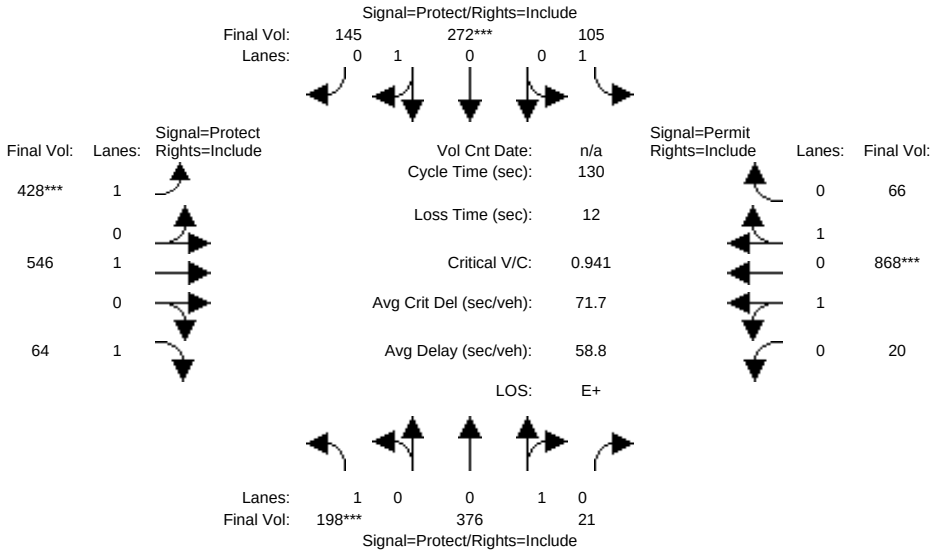
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	156	366	11	43	152	135	323	402	39	10	533	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	366	11	43	152	135	323	402	39	10	533	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	42	10	10	62	120	10	105	144	25	10	335	10
Initial Fut:	198	376	21	105	272	145	428	546	64	20	868	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	376	21	105	272	145	428	546	64	20	868	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	376	21	105	272	145	428	546	64	20	868	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	376	21	105	272	145	428	546	64	20	868	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.95	0.05	1.00	0.65	0.35	1.00	1.00	1.00	0.04	1.82	0.14
Final Sat.:	1750	1705	95	1750	1174	626	1750	1900	1750	75	3275	249
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.06	0.23	0.23	0.24	0.29	0.04	0.27	0.27	0.27
Crit Moves:	****				****		****				****	
Green Time:	15.6	37.4	37.4	10.2	32.0	32.0	33.8	70.4	70.4	36.6	36.6	36.6
Volume/Cap:	0.94	0.77	0.77	0.77	0.94	0.94	0.94	0.53	0.07	0.94	0.94	0.94
Delay/Veh:	102.3	49.0	49.0	81.1	76.5	76.5	75.1	19.7	14.2	61.7	61.7	61.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.3	49.0	49.0	81.1	76.5	76.5	75.1	19.7	14.2	61.7	61.7	61.7
LOS by Move:	F	D	D	F	E-	E-	E-	B-	B	E	E	E
HCM2kAvgQ:	12	17	17	6	21	21	22	14	1	24	24	24

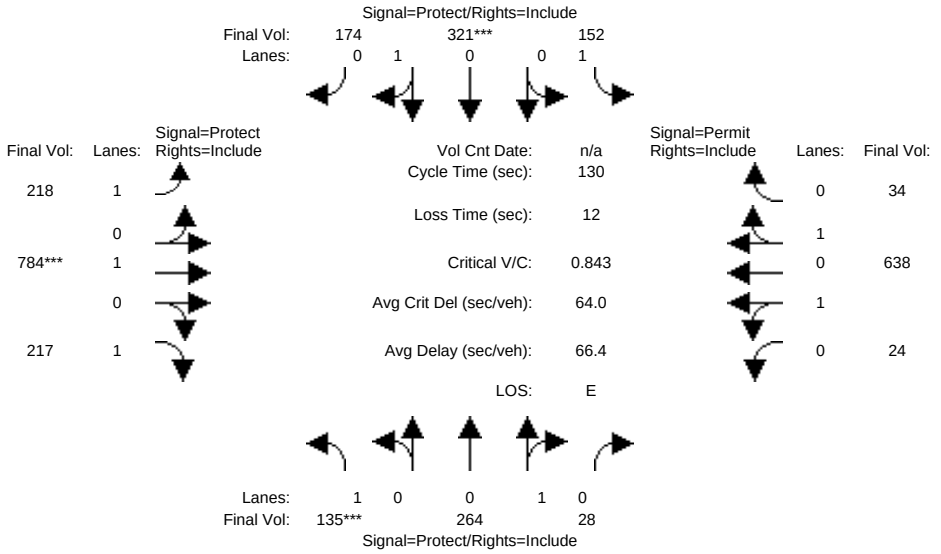
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	160	21	148	311	164	208	606	83	14	369	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	160	21	148	311	164	208	606	83	14	369	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	51	104	7	4	10	10	10	178	134	10	269	10
Initial Fut:	135	264	28	152	321	174	218	784	217	24	638	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	264	28	152	321	174	218	784	217	24	638	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	264	28	152	321	174	218	784	217	24	638	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	264	28	152	321	174	218	784	217	24	638	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.90	0.10	1.00	0.65	0.35	1.00	1.00	1.00	0.07	1.83	0.10
Final Sat.:	1750	1627	173	1750	1167	633	1750	1900	1750	124	3300	176
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.09	0.28	0.28	0.12	0.41	0.12	0.19	0.19	0.19
Crit Moves:	****				****			****				
Green Time:	9.5	28.2	28.2	15.1	33.9	33.9	50.8	74.6	74.6	23.8	23.8	23.8
Volume/Cap:	1.06	0.75	0.75	0.75	1.06	1.06	0.32	0.72	0.22	1.06	1.06	1.06
Delay/Veh:	155.5	55.2	55.2	69.6	105	105.1	27.8	22.4	13.6	103.7	104	103.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	155.5	55.2	55.2	69.6	105	105.1	27.8	22.4	13.6	103.7	104	103.7
LOS by Move:	F	E+	E+	E	F	F	C	C+	B	F	F	F
HCM2kAvgQ:	10	13	13	8	29	29	6	23	4	21	21	21

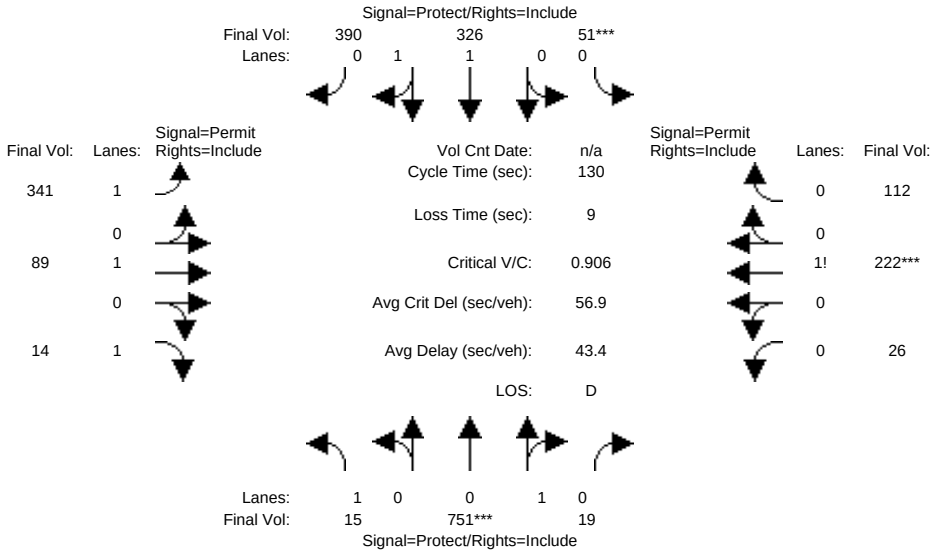
Note: Queue reported is the number of cars per lane.

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Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	741	11	0	303	81	225	63	14	16	143	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	741	11	0	303	81	225	63	14	16	143	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	1	10	8	51	23	309	116	26	0	10	79	10
Initial Fut:	15	751	19	51	326	390	341	89	14	26	222	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	751	19	51	326	390	341	89	14	26	222	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	751	19	51	326	390	341	89	14	26	222	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	751	19	51	326	390	341	89	14	26	222	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.98	0.02	0.14	0.86	1.00	1.00	1.00	1.00	0.07	0.62	0.31
Final Sat.:	1750	1756	44	244	1556	1800	1750	1900	1750	126	1079	544
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.21	0.21	0.22	0.19	0.05	0.01	0.21	0.21	0.21
Crit Moves:		****		****							****	
Green Time:	18.2	61.4	61.4	30.1	73.3	73.3	29.5	29.5	29.5	29.5	29.5	29.5
Volume/Cap:	0.06	0.91	0.91	0.91	0.37	0.38	0.86	0.21	0.04	0.91	0.91	0.91
Delay/Veh:	48.6	44.8	44.8	61.8	15.8	15.9	65.0	41.0	39.2	72.6	72.6	72.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	44.8	44.8	61.8	15.8	15.9	65.0	41.0	39.2	72.6	72.6	72.6
LOS by Move:	D	D	D	E	B	B	E	D	D	E	E	E
HCM2kAvgQ:	1	33	33	19	9	9	17	3	0	19	19	19

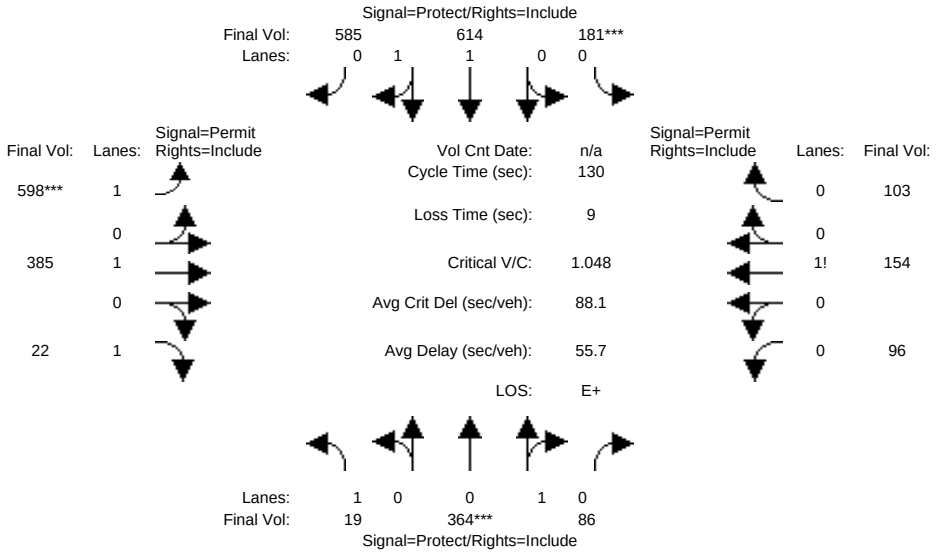
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	354	54	0	604	226	262	293	20	5	94	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	354	54	0	604	226	262	293	20	5	94	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	1	10	32	181	10	359	336	92	2	91	60	71
Initial Fut:	19	364	86	181	614	585	598	385	22	96	154	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	364	86	181	614	585	598	385	22	96	154	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	364	86	181	614	585	598	385	22	96	154	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	364	86	181	614	585	598	385	22	96	154	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.81	0.19	0.26	0.89	0.85	1.00	1.00	1.00	0.27	0.44	0.29
Final Sat.:	1750	1456	344	472	1602	1526	1750	1900	1750	476	763	511
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.38	0.38	0.38	0.34	0.20	0.01	0.20	0.20	0.20
Crit Moves:		****		****			****					
Green Time:	9.7	31.0	31.0	47.6	68.9	68.9	42.4	42.4	42.4	42.4	42.4	42.4
Volume/Cap:	0.15	1.05	1.05	1.05	0.72	0.72	1.05	0.62	0.04	0.62	0.62	0.62
Delay/Veh:	56.8	106	105.9	79.5	24.7	24.7	94.5	39.0	29.9	39.0	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	106	105.9	79.5	24.7	24.7	94.5	39.0	29.9	39.0	39.0	39.0
LOS by Move:	E+	F	F	E-	C	C	F	D+	C	D	D	D
HCM2kAvgQ:	1	26	26	38	22	22	34	13	1	13	13	13

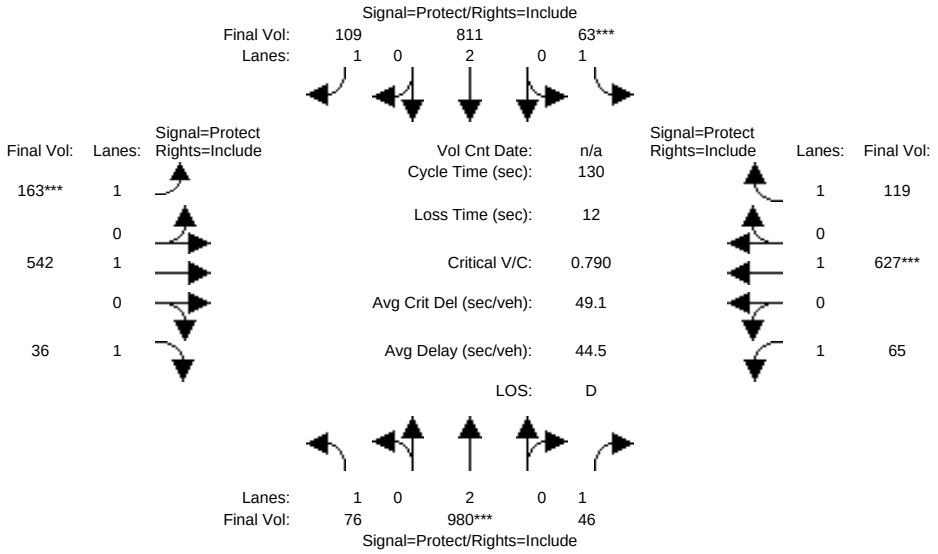
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP AM

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	66	852	36	53	341	100	153	210	26	55	383	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	852	36	53	341	100	153	210	26	55	383	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	128	10	10	470	9	10	332	10	10	244	10
Initial Fut:	76	980	46	63	811	109	163	542	36	65	627	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	980	46	63	811	109	163	542	36	65	627	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	980	46	63	811	109	163	542	36	65	627	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	980	46	63	811	109	163	542	36	65	627	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.03	0.04	0.21	0.06	0.09	0.29	0.02	0.04	0.33	0.07
Crit Moves:		****		****			****				****	
Green Time:	9.9	42.0	42.0	7.0	39.2	39.2	15.2	58.0	58.0	11.0	53.8	53.8
Volume/Cap:	0.57	0.80	0.08	0.67	0.71	0.21	0.80	0.64	0.05	0.44	0.80	0.16
Delay/Veh:	74.6	45.6	30.8	92.1	44.1	34.7	82.7	31.6	20.5	65.9	41.6	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	45.6	30.8	92.1	44.1	34.7	82.7	31.6	20.5	65.9	41.6	24.5
LOS by Move:	E	D	C	F	D	C-	F	C	C+	E	D	C
HCM2kAvgQ:	4	19	1	4	15	3	9	17	1	3	23	3

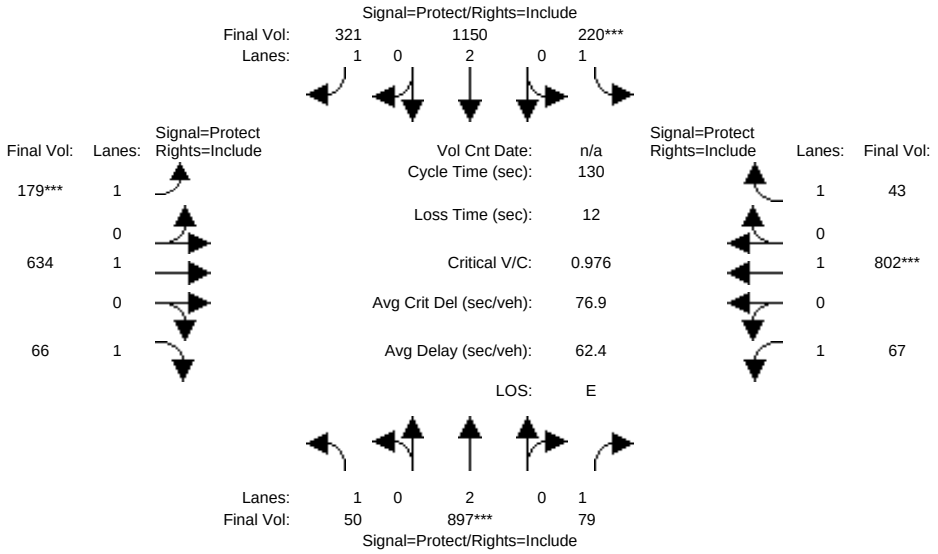
Note: Queue reported is the number of cars per lane.

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SJ19-1951
Downtown West LTA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative NP PM

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	520	69	136	738	311	115	398	56	57	347	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	520	69	136	738	311	115	398	56	57	347	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative :	10	377	10	84	412	10	64	236	10	10	455	10
Initial Fut:	50	897	79	220	1150	321	179	634	66	67	802	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	897	79	220	1150	321	179	634	66	67	802	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	897	79	220	1150	321	179	634	66	67	802	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	897	79	220	1150	321	179	634	66	67	802	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.05	0.13	0.30	0.18	0.10	0.33	0.04	0.04	0.42	0.02
Crit Moves:		****		****			****				****	
Green Time:	7.3	31.4	31.4	16.7	40.9	40.9	13.6	60.1	60.1	9.7	56.2	56.2
Volume/Cap:	0.51	0.98	0.19	0.98	0.96	0.58	0.98	0.72	0.08	0.51	0.98	0.06
Delay/Veh:	77.4	73.4	40.1	110.6	62.2	41.9	118.6	33.3	19.7	71.5	62.4	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.4	73.4	40.1	110.6	62.2	41.9	118.6	33.3	19.7	71.5	62.4	21.6
LOS by Move:	E-	E	D	F	E	D	F	C-	B-	E	E	C+
HCM2kAvgQ:	3	23	3	14	28	12	12	21	2	3	37	1

Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative Goal Based AM				Cumulative Goal Based PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Coleman Avenue & Hedding Street [City LOS]	F	80.9	1.138	117.8	F	118.0	1.304	188.2
#2	Coleman Avenue & Taylor Street [City LOS]	E	63.8	1.011	78.7	F	159.9	1.327	199.2
#3	The Alameda & Julian Street [City LOS]	C	26.1	0.751	35.9	C-	34.4	0.867	43.3
#4	Park Avenue & Race Street [City LOS]	C	24.9	0.794	29.4	C	28.1	0.830	32.2
#5	San Carlos Street & Race Street [City LOS]	E	61.3	0.972	74.3	E	71.7	1.068	96.1
#6	Race Street & Auzerais Avenue [City LOS]	B+	11.9	0.495	13.2	B	13.9	0.726	17.8
#7	Race Street & Saddle Rack Street [City LOS]	C	23.5	0.456	25.2	F	89.5	0.965	122.3
#8	Race Street & Parkmoor Avenue [City LOS]	C	28.8	0.599	26.5	D-	54.4	0.933	58.9
#9	Auzerais Avenue & Lincoln Street [City LOS]	B	17.7	0.550	17.1	C	27.3	0.685	29.4
#10	Auzerais Avenue & Sunol Street [City LOS]	B+	10.0	0.479	10.8	B	13.7	0.598	15.1
#11	Bird Avenue & Virginia Street [City LOS]	D+	38.1	0.704	39.8	C	28.4	0.563	35.2
#12	Bird Avenue & Coe Avenue [City LOS]	C	29.6	0.618	32.4	D	44.9	0.916	58.2
#13	De La Cruz Boulevard & Central Expressway [Santa Clara	F	147.6	1.424	250.7	F	107.1	1.231	171.8
#14	De La Cruz Boulevard & Martin Avenue [Santa Clara	D+	35.4	0.883	46.5	D	40.9	0.887	47.7
#15	De La Cruz Boulevard & Reed Street [Santa Clara Intersection]	B+	10.5	0.683	8.7	E-	77.6	1.226	143.5
#16	Coleman Avenue & Brokaw Road [Santa Clara Intersection]	B	17.7	0.688	18.1	C-	32.1	0.803	33.1
#17	El Camino Real & Benton Street [Santa Clara Intersection]	B	16.3	0.417	14.6	B	17.3	0.487	17.1
#18	El Camino Real & Palm Drive [Santa Clara Intersection]	B	12.9	0.392	9.9	B	12.1	0.430	9.4
#19	El Camino Real & Campbell Avenue [Santa Clara Intersection]	B+	11.3	0.476	9.0	B	14.1	0.516	12.7
#20	El Camino Real & The Alameda [Santa Clara Intersection]	C+	22.0	0.754	22.7	E-	77.9	1.154	114.3
#21	The Alameda & Newhall Street [Santa Clara Intersection]	B	13.5	0.676	12.6	F	97.2	1.350	201.2
#22	Julian Street & Stockton Avenue [Ops Analysis]	D	50.0	0.867	56.3	F	83.4	1.099	111.4
#23	The Alameda & Stockton Avenue [Ops Analysis]	C-	32.0	0.732	51.9	F	82.5	1.060	126.6
#24	Santa Clara Street & Cahill Street [Ops Analysis]	C	26.0	0.688	38.1	D	39.5	0.853	49.9
#25	San Carlos Street & Bird Avenue [Ops Analysis]	D-	54.3	0.963	77.3	F	178.8	1.540	295.0
#26	Bird Avenue & I-280 N Ramps [Ops Analysis]	D+	36.8	0.871	47.7	D-	51.1	1.180	127.5

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative Goal Based AM				Cumulative Goal Based PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	Bird Avenue & I-280 S Ramps [Ops Analysis]	F	94.0	1.094	102.4	C-	33.5	0.907	52.9
#28	Julian Street & Autumn Parkway [Ops Analysis]	B+	10.5	0.640	14.8	B-	18.0	0.788	16.7
#29	Julian Street & SR-87 S Ramp [Ops Analysis]	B	17.3	0.548	15.8	B	13.9	0.687	18.3
#30	Julian Street & SR-87 N Ramp [Ops Analysis]	D-	51.2	0.765	58.7	E	64.1	0.972	84.3
#31	Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]	C+	20.1	0.664	21.1	B-	18.7	0.652	19.5
#32	Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops	E	63.4	0.975	81.0	F	201.2	1.402	229.5
#33	Park Avenue & Woz Way/SR-87 N On [Ops Analysis]	C+	22.1	0.732	24.9	D	39.8	0.970	56.1
#34	Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]	C-	33.5	0.545	34.2	F	152.3	1.281	179.8
#35	Woz Way & SR-87 N Off [Ops Analysis]	B+	10.2	0.515	10.6	B	13.3	0.773	15.3
#36	The Alameda & I-880 S Off/On Ramp [CMP]	B	16.2	0.824	17.2	B	16.4	0.837	18.8
#37	The Alameda & I-880 N On/Off Ramp [CMP]	B	15.0	0.831	18.7	B	13.7	0.710	15.0
#38	The Alameda & W Hedding Street [CMP]	D	50.6	0.914	62.8	F	134.6	1.360	220.8
#39	The Alameda & Naglee Avenue [CMP]	E+	56.2	0.914	56.2	F	199.7	1.385	231.6
#40	Coleman Avenue & I-880 S Ramp [CMP]	E	61.4	1.085	82.5	C	30.5	0.937	35.0
#41	Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]	D+	37.9	0.848	45.6	D+	35.3	0.941	62.7
#42	Taylor Street & SR-87 Ramp [CMP]	F	95.5	1.211	152.0	E	64.6	1.057	93.7
#43	Oakland Road & US-101 N Ramp [CMP]	E	62.0	1.068	89.9	E+	56.3	1.091	82.9
#44	Oakland Road & US-101 S Ramp [CMP]	E	66.1	1.053	85.1	E	70.4	1.088	94.0
#45	First Street & Willow Street [CMP]	B	17.8	0.692	19.7	C+	22.8	0.705	25.3
#46	First Street & Goodyear Street/Keyes Street [CMP]	E+	56.3	0.983	70.3	F	113.5	1.224	164.0
#47	First Street & E Alma Avenue [CMP]	D	44.9	0.759	48.6	D-	54.3	0.873	63.6
#48	Monterey Road & Curtner Avenue/Tully Road [CMP]	D	47.0	0.759	43.0	E	68.3	0.982	84.5
#49	10th Street & I-280 N On-Ramp [CMP]	B-	19.7	0.843	21.2	C	30.6	0.948	31.9
#50	10th Street & I-280 S Off-Ramp [CMP]	B	13.2	0.518	12.0	C	26.0	0.898	29.3
#51	11th Street & I-280 N Off-Ramp [CMP]	C+	21.5	0.918	30.5	B	16.1	0.643	17.9
#52	11th Street & I-280 S On-Ramp [CMP]	B	13.2	0.590	13.7	B	14.9	0.677	20.0

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Downtown West LTA
SJ19-1951

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative Goal Based AM				Cumulative Goal Based PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#53	Mclaughlin Avenue & I-280 S Off-Ramp [CMP]	B	16.9	0.669	17.6	B	14.9	0.507	15.6
#54	The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit	B	17.0	0.685	23.8	C	25.3	0.760	30.8
#55	The Alameda & Race Street [Santa Clara-Alameda Transit	F	98.8	1.122	131.8	F	253.3	1.728	388.9
#56	The Alameda & Sunol Street [Santa Clara-Alameda Transit	B-	19.3	0.376	16.9	B	17.3	0.588	12.3
#57	Santa Clara Street & Montgomery Street [Santa Clara-Alameda	A	7.5	0.258	0.2	A	8.9	0.365	13.4
#58	Santa Clara Street & Autumn Street [Santa Clara-Alameda	F	132.8	1.298	189.3	F	137.7	1.289	182.5
#59	Santa Clara Street & Almaden Boulevard [Santa	B	13.7	0.777	15.3	D	49.1	1.062	75.4
#60	Santa Clara Street & Notre Dame Avenue [Santa	C	26.6	0.569	23.3	C	28.4	0.654	32.6
#61	Santa Clara Street & Almaden Avenue [Santa Clara-Alameda	A	3.1	0.321	3.0	A	7.7	0.316	7.9
#62	Santa Clara Street & San Pedro Street [Santa Clara-Alameda	B	16.7	0.366	14.7	C	23.3	0.525	23.9
#63	Santa Clara Street & Market Street [Santa Clara-Alameda	D	47.3	0.948	51.7	E-	78.6	1.056	86.4
#64	Santa Clara Street & First Street [Santa Clara-Alameda Transit	C	25.0	0.847	32.0	D	41.5	0.998	56.2
#65	Santa Clara Street & Second Street [Santa Clara-Alameda	B	15.7	0.665	21.4	C-	32.2	0.935	43.8
#66	Santa Clara Street & Third Street [Santa Clara-Alameda Transit	B-	19.5	0.640	21.4	C+	21.4	0.561	24.7
#67	Santa Clara Street and Fourth Street [Santa Clara-Alameda	B	18.0	0.567	24.0	D	44.9	0.991	54.0
#68	Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit	B	13.0	0.416	4.8	B+	10.3	0.537	12.4
#69	Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit	B	12.2	0.326	8.6	B	15.0	0.317	10.9
#70	San Carlos Street & Buena Vista Avenue [San Carlos Transit	D	43.3	0.930	54.8	F	138.2	1.138	147.7
#71	San Carlos Street & Meridian Avenue [San Carlos Transit	E+	56.2	0.946	63.0	F	179.4	1.386	232.7
#72	San Carlos Street & Lincoln Avenue [San Carlos Transit	D-	53.3	0.934	71.5	F	244.6	1.578	317.1
#73	San Carlos Street & Sunol Street [San Carlos Transit Corridor]	B-	19.6	0.499	18.0	C	25.9	0.844	29.3
#74	San Carlos Street & Delmas Avenue [San Carlos Transit	C+	20.5	0.531	24.7	D	39.5	0.929	47.4
#75	San Carlos Street & Woz Way [San Carlos Transit Corridor]	E	73.8	0.957	82.3	F	172.4	1.316	200.4
#76	San Carlos Street & Almaden Boulevard [San Carlos Transit	D	45.8	0.745	52.3	F	89.7	1.104	109.1
#77	San Carlos Street & Convention Center [San Carlos Transit	A	0.5	0.374	0.5	A	0.5	0.451	0.5
#78	San Carlos Street & Market Street [San Carlos Transit Corridor]	F	93.4	1.126	118.2	F	153.3	1.342	207.8

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Cumulative Goal Based AM				Cumulative Goal Based PM			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#79	San Carlos Street & First Street [San Carlos Transit Corridor]	B-	18.7	0.537	19.8	C	25.7	0.851	29.5
#80	San Carlos Street & Second Street [San Carlos Transit	B	17.1	0.539	24.2	C-	32.3	0.880	40.7
#81	First Street & Virginia Street [First Street Transit Corridor]	C+	20.0	0.689	21.1	C	31.0	0.846	33.3
#82	First Street/Market Street & Reed Street [First Street Transit	E	72.3	1.234	124.1	F	187.2	1.621	323.6
#83	First Street & San Salvador Street [First Street Transit Corridor]	B	12.8	0.414	13.3	B	14.7	0.534	13.5
#84	First Street & San Fernando Street [First Street Transit	B-	18.6	0.530	16.7	B	16.5	0.785	19.4
#85	Second Street & San Fernando Street [First Street Transit	B	13.7	0.329	14.7	B	15.7	0.714	16.5
#86	First Street & St John Street [First Street Transit Corridor]	B+	11.9	0.542	13.0	B	12.0	0.571	13.3
#87	Second Street & St John Street [First Street Transit Corridor]	A	9.6	0.506	10.0	B	14.4	0.773	16.5
#88	First Street & St James Street [First Street Transit Corridor]	B+	10.1	0.459	10.3	B+	10.5	0.531	10.7
#89	Second Street & St James Street [First Street Transit Corridor]	B+	11.2	0.538	11.2	B	16.6	0.798	16.6
#90	First Street & Devine Street [First Street Transit Corridor]	A	6.0	0.122	6.0	B	16.0	0.111	16.0
#91	First Street & Julian Street [First Street Transit Corridor]	C+	21.2	0.486	22.0	B-	19.9	0.317	20.8
#92	First Street & Hawthorne Way [First Street Transit Corridor]	B+	11.4	0.303	13.2	B	12.6	0.482	14.5
#93	First Street & Rankin Avenue [First Street Transit Corridor]	A	2.2	0.202	2.5	A	3.4	0.291	4.5
#94	First Street & Jackson Street [First Street Transit Corridor]	D+	36.4	0.739	43.9	D	48.7	0.891	56.7
#95	First Street & Taylor Street [First Street Transit Corridor]	E	72.6	1.023	92.2	E-	76.6	0.880	74.6
#96	First Street & Mission Street [First Street Transit Corridor]	D	48.1	0.955	66.3	E+	59.4	1.075	97.1
#97	First Street & Hedding Street [First Street Transit Corridor]	D	50.1	0.869	57.9	E	67.8	0.998	82.4

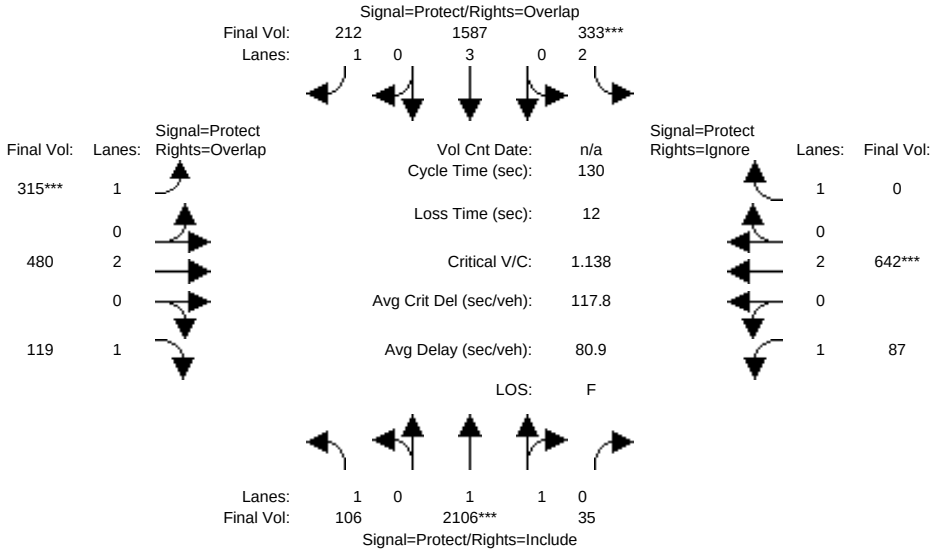
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	2096	29	323	1577	202	305	470	109	65	632	758
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	2096	29	323	1577	202	305	470	109	65	632	758
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	6	10	10	10	10	10	10	22	10	10
Initial Fut:	106	2106	35	333	1587	212	315	480	119	87	642	768
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	106	2106	35	333	1587	212	315	480	119	87	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	2106	35	333	1587	212	315	480	119	87	642	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	106	2106	35	333	1587	212	315	480	119	87	642	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3639	60	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.58	0.58	0.11	0.33	0.12	0.18	0.13	0.07	0.05	0.17	0.00
Crit Moves:		****			****			****			****	
Green Time:	12.0	66.1	66.1	12.1	66.2	86.7	20.6	27.9	39.9	11.9	19.3	0.0
Volume/Cap:	0.66	1.14	1.14	1.14	0.66	0.18	1.14	0.59	0.22	0.54	1.14	0.00
Delay/Veh:	76.0	101	101.3	154.3	25.0	8.5	151.5	48.9	34.4	69.0	138	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	101	101.3	154.3	25.0	8.5	151.5	48.9	34.4	69.0	138	0.0
LOS by Move:	E-	F	F	F	C	A	F	D	C-	E	F	A
HCM2kAvgQ:	6	62	62	14	16	3	22	9	4	4	21	0

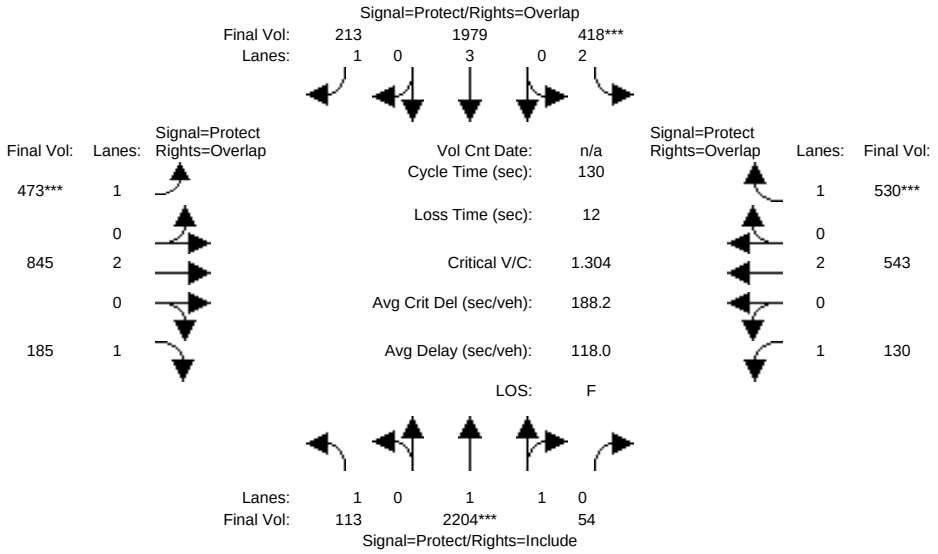
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #1: Coleman Avenue & Hedding Street [City LOS]



Street Name:	Coleman Avenue						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	2194	52	408	1969	203	463	835	175	100	533	520
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	2194	52	408	1969	203	463	835	175	100	533	520
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	3	10	2	10	10	10	10	10	10	30	10	10
Initial Fut:	113	2204	54	418	1979	213	473	845	185	130	543	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	2204	54	418	1979	213	473	845	185	130	543	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2204	54	418	1979	213	473	845	185	130	543	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	2204	54	418	1979	213	473	845	185	130	543	530
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3611	88	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.61	0.61	0.13	0.42	0.12	0.27	0.22	0.11	0.07	0.14	0.30
Crit Moves:		****		****			****					****
Green Time:	9.9	60.9	60.9	13.2	64.1	91.1	27.0	32.9	42.9	11.0	17.0	30.2
Volume/Cap:	0.84	1.30	1.30	1.30	0.84	0.17	1.30	0.88	0.32	0.88	1.09	1.30
Delay/Veh:	103.9	176	175.6	216.0	32.5	6.9	207.0	57.8	34.1	106.0	125	203.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	176	175.6	216.0	32.5	6.9	207.0	57.8	34.1	106.0	125	203.5
LOS by Move:	F	F	F	F	C-	A	F	E+	C-	F	F	F
HCM2kAvgQ:	7	79	79	19	25	3	37	19	6	8	17	41

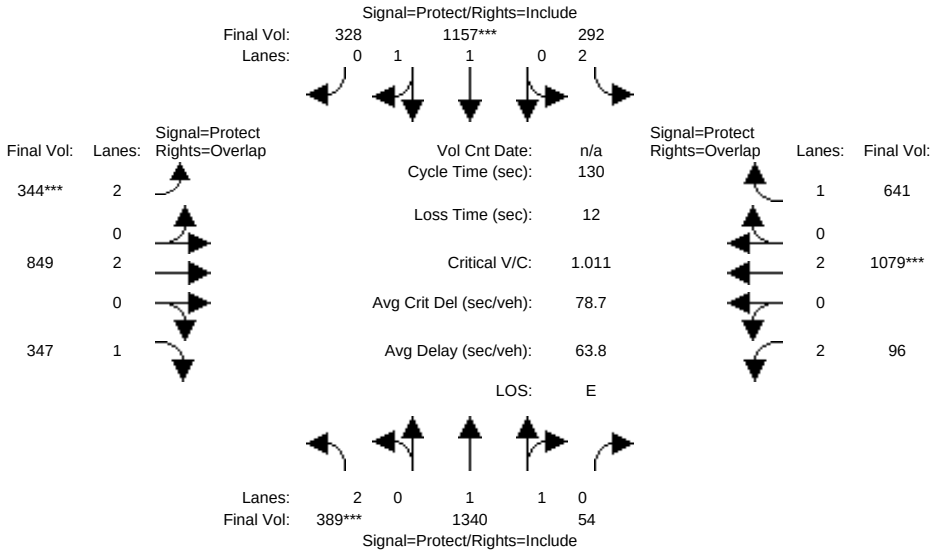
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	379	1330	44	282	1147	318	238	839	337	86	1069	595
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	1330	44	282	1147	318	238	839	337	86	1069	595
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	106	10	10	10	10	46
Initial Fut:	389	1340	54	292	1157	328	344	849	347	96	1079	641
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	1340	54	292	1157	328	344	849	347	96	1079	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1340	54	292	1157	328	344	849	347	96	1079	641
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	1340	54	292	1157	328	344	849	347	96	1079	641
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.92	0.08	2.00	1.55	0.45	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3557	143	3150	2882	817	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.09	0.40	0.40	0.11	0.22	0.20	0.03	0.28	0.37
Crit Moves:	****				****		****				****	
Green Time:	15.9	54.1	54.1	13.3	51.6	51.6	14.0	40.7	56.6	9.8	36.5	49.8
Volume/Cap:	1.01	0.90	0.90	0.90	1.01	1.01	1.01	0.71	0.46	0.40	1.01	0.96
Delay/Veh:	105.9	44.6	44.6	88.5	65.5	65.5	109.7	43.1	27.8	62.3	77.2	64.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.9	44.6	44.6	88.5	65.5	65.5	109.7	43.1	27.8	62.3	77.2	64.5
LOS by Move:	F	D	D	F	E	E	F	D	C	E	E-	E
HCM2kAvgQ:	14	30	30	10	38	38	13	16	10	3	28	32

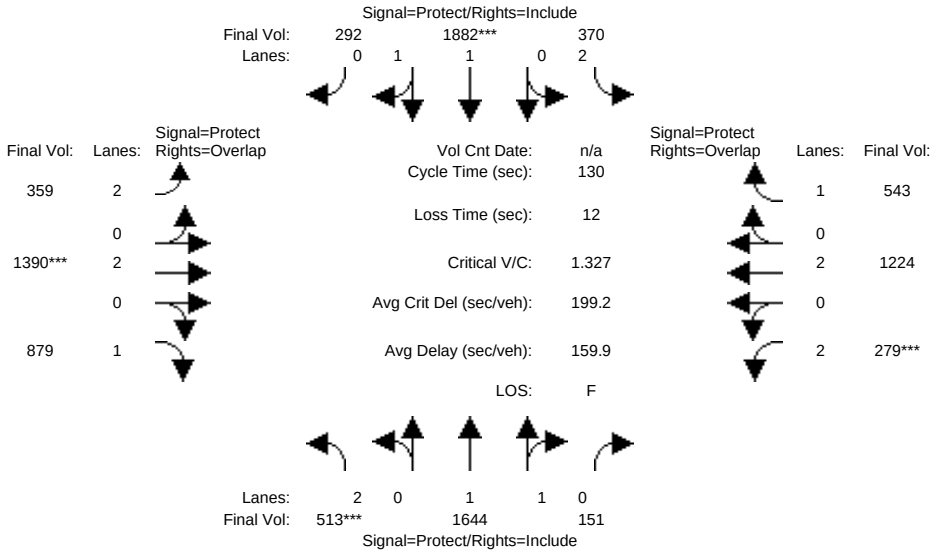
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #2: Coleman Avenue & Taylor Street [City LOS]



Street Name:	Coleman Avenue						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	503	1634	141	360	1872	256	160	1380	869	269	1214	533
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	1634	141	360	1872	256	160	1380	869	269	1214	533
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	36	199	10	10	10	10	10
Initial Fut:	513	1644	151	370	1882	292	359	1390	879	279	1224	543
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	513	1644	151	370	1882	292	359	1390	879	279	1224	543
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	513	1644	151	370	1882	292	359	1390	879	279	1224	543
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	513	1644	151	370	1882	292	359	1390	879	279	1224	543
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.83	0.17	2.00	1.72	0.28	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3389	311	3150	3203	497	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.49	0.49	0.12	0.59	0.59	0.11	0.37	0.50	0.09	0.32	0.31
Crit Moves:	****				****			****			****	
Green Time:	15.9	59.2	59.2	14.3	57.6	57.6	11.6	35.8	51.8	8.7	32.9	47.2
Volume/Cap:	1.33	1.07	1.07	1.07	1.33	1.33	1.27	1.33	1.26	1.33	1.27	0.85
Delay/Veh:	221.3	77.3	77.3	124.7	188	187.9	207.2	201	168.0	237.0	180	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	221.3	77.3	77.3	124.7	188	187.9	207.2	201	168.0	237.0	180	52.0
LOS by Move:	F	E-	E-	F	F	F	F	F	F	F	F	D-
HCM2kAvgQ:	24	48	48	14	78	78	17	50	63	14	42	24

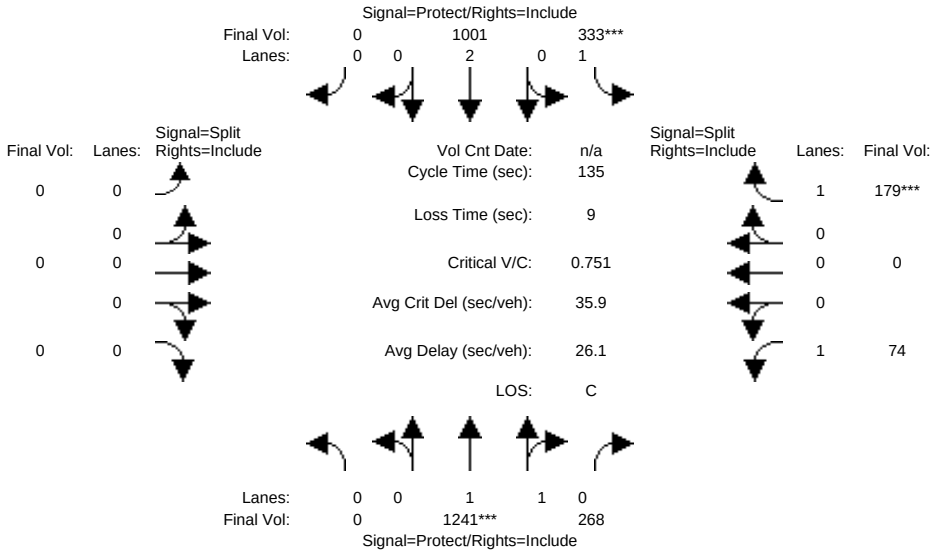
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1231	239	310	991	0	0	0	0	64	0	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1231	239	310	991	0	0	0	0	64	0	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	29	23	10	0	0	0	0	10	0	20
Initial Fut:	0	1241	268	333	1001	0	0	0	0	74	0	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1241	268	333	1001	0	0	0	0	74	0	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1241	268	333	1001	0	0	0	0	74	0	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1241	268	333	1001	0	0	0	0	74	0	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.63	0.37	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3042	657	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.19	0.26	0.00	0.00	0.00	0.00	0.04	0.00	0.10
Crit Moves:		****		****								****
Green Time:	0.0	73.4	73.4	34.2	108	0.0	0.0	0.0	0.0	18.4	0.0	18.4
Volume/Cap:	0.00	0.75	0.75	0.75	0.33	0.00	0.00	0.00	0.00	0.31	0.00	0.75
Delay/Veh:	0.0	26.4	26.4	57.6	4.1	0.0	0.0	0.0	0.0	55.9	0.0	75.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.4	26.4	57.6	4.1	0.0	0.0	0.0	0.0	55.9	0.0	75.5
LOS by Move:	A	C	C	E+	A	A	A	A	A	E+	A	E-
HCM2kAvgQ:	0	25	25	15	6	0	0	0	0	3	0	9

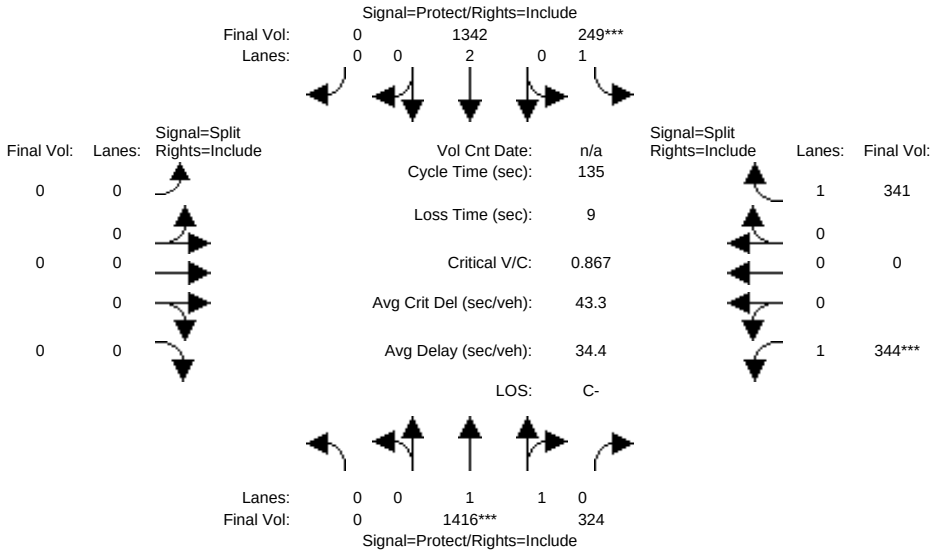
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #3: The Alameda & Julian Street [City LOS]



Street Name:	The Alameda						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1406	314	219	1332	0	0	0	0	331	0	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1406	314	219	1332	0	0	0	0	331	0	331
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	30	10	0	0	0	0	13	0	10
Initial Fut:	0	1416	324	249	1342	0	0	0	0	344	0	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1416	324	249	1342	0	0	0	0	344	0	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1416	324	249	1342	0	0	0	0	344	0	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1416	324	249	1342	0	0	0	0	344	0	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.62	0.38	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3011	689	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.47	0.14	0.35	0.00	0.00	0.00	0.00	0.20	0.00	0.19
Crit Moves:		****		****						****		
Green Time:	0.0	73.2	73.2	22.2	95.4	0.0	0.0	0.0	0.0	30.6	0.0	30.6
Volume/Cap:	0.00	0.87	0.87	0.87	0.50	0.00	0.00	0.00	0.00	0.87	0.00	0.86
Delay/Veh:	0.0	32.0	32.0	82.9	9.7	0.0	0.0	0.0	0.0	71.9	0.0	71.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.0	32.0	82.9	9.7	0.0	0.0	0.0	0.0	71.9	0.0	71.0
LOS by Move:	A	C-	C-	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	34	34	14	12	0	0	0	0	18	0	17

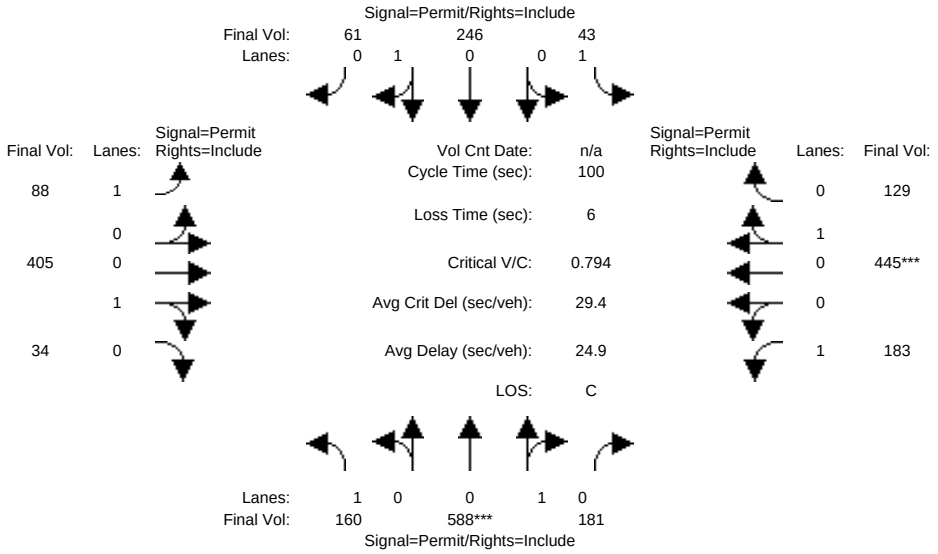
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	549	171	33	236	51	78	395	24	173	435	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	549	171	33	236	51	78	395	24	173	435	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	39	10	10	10	10	10	10	10	10	10	10
Initial Fut:	160	588	181	43	246	61	88	405	34	183	445	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	588	181	43	246	61	88	405	34	183	445	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	588	181	43	246	61	88	405	34	183	445	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	588	181	43	246	61	88	405	34	183	445	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.76	0.24	1.00	0.80	0.20	1.00	0.92	0.08	1.00	0.78	0.22
Final Sat.:	1750	1376	424	1750	1442	358	1750	1661	139	1750	1395	405
Capacity Analysis Module:												
Vol/Sat:	0.09	0.43	0.43	0.02	0.17	0.17	0.05	0.24	0.24	0.10	0.32	0.32
Crit Moves:		****									****	
Green Time:	53.8	53.8	53.8	53.8	53.8	53.8	40.2	40.2	40.2	40.2	40.2	40.2
Volume/Cap:	0.17	0.79	0.79	0.05	0.32	0.32	0.13	0.61	0.61	0.26	0.79	0.79
Delay/Veh:	12.1	25.3	25.3	11.0	13.7	13.7	19.2	27.4	27.4	20.9	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	25.3	25.3	11.0	13.7	13.7	19.2	27.4	27.4	20.9	35.0	35.0
LOS by Move:	B	C	C	B+	B	B	B-	C	C	C+	D+	D+
HCM2kAvgQ:	3	22	22	1	5	5	2	12	12	4	18	18

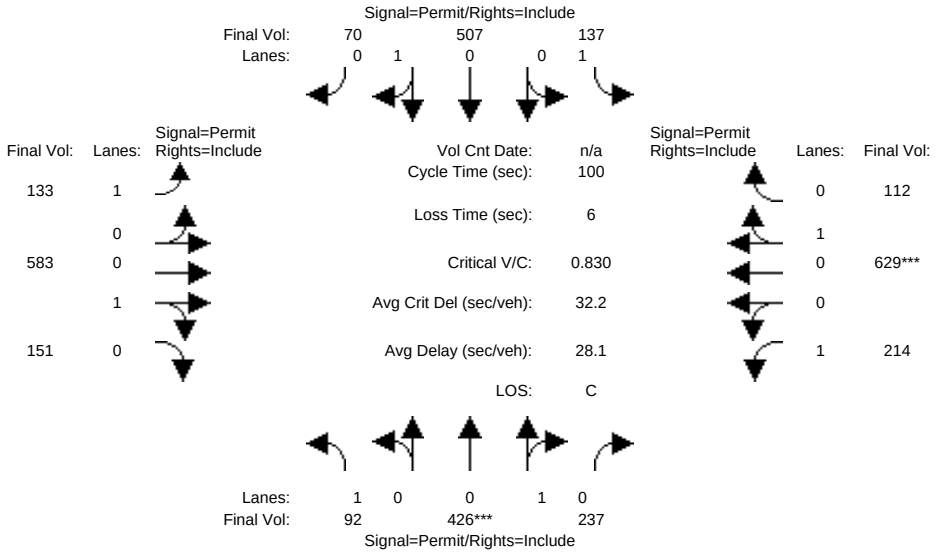
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #4: Park Avenue & Race Street [City LOS]



Street Name:	Race Street						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	69	416	227	127	495	60	109	573	141	152	619	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	416	227	127	495	60	109	573	141	152	619	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	23	10	10	10	12	10	24	10	10	62	10	10
Initial Fut:	92	426	237	137	507	70	133	583	151	214	629	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	426	237	137	507	70	133	583	151	214	629	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	426	237	137	507	70	133	583	151	214	629	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	426	237	137	507	70	133	583	151	214	629	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.64	0.36	1.00	0.88	0.12	1.00	0.79	0.21	1.00	0.85	0.15
Final Sat.:	1750	1157	643	1750	1582	218	1750	1430	370	1750	1528	272
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.08	0.32	0.32	0.08	0.41	0.41	0.12	0.41	0.41
Crit Moves:		****									****	
Green Time:	44.4	44.4	44.4	44.4	44.4	44.4	49.6	49.6	49.6	49.6	49.6	49.6
Volume/Cap:	0.12	0.83	0.83	0.18	0.72	0.72	0.15	0.82	0.82	0.25	0.83	0.83
Delay/Veh:	16.6	34.2	34.2	17.3	28.4	28.4	14.1	29.9	29.9	15.1	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	34.2	34.2	17.3	28.4	28.4	14.1	29.9	29.9	15.1	30.4	30.4
LOS by Move:	B	C-	C-	B	C	C	B	C	C	B	C	C
HCM2kAvgQ:	2	21	21	3	16	16	2	22	22	4	23	23

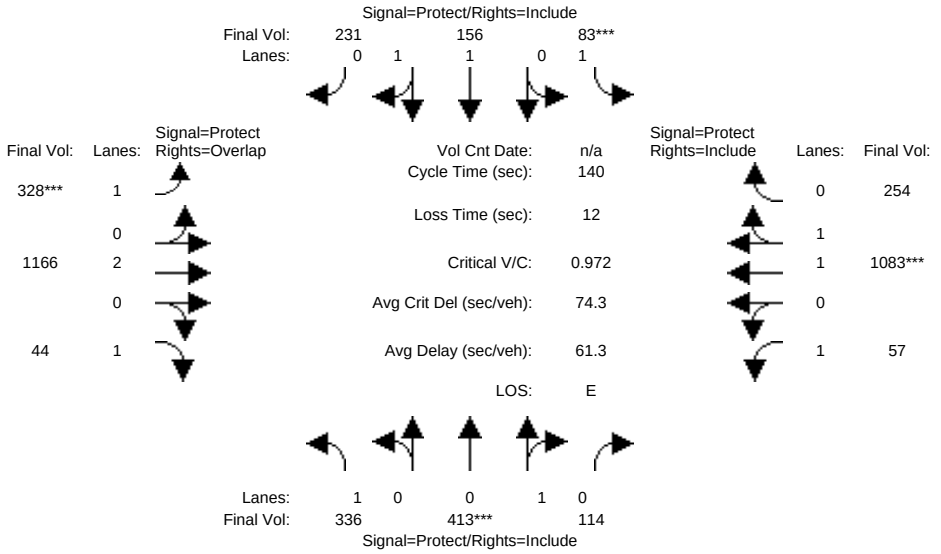
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	326	308	104	73	146	221	318	1156	44	45	1073	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	308	104	73	146	221	318	1156	44	45	1073	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	105	10	10	10	10	10	10	0	12	10	10
Initial Fut:	336	413	114	83	156	231	328	1166	44	57	1083	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	413	114	83	156	231	328	1166	44	57	1083	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	413	114	83	156	231	328	1166	44	57	1083	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	413	114	83	156	231	328	1166	44	57	1083	254
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.78	0.22	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	1750	1411	389	1750	1900	1750	1750	3800	1750	1750	2997	703
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.29	0.05	0.08	0.13	0.19	0.31	0.03	0.03	0.36	0.36
Crit Moves:		****		****			****				****	
Green Time:	29.1	42.1	42.1	7.0	20.0	20.0	26.9	67.9	96.9	11.1	52.0	52.0
Volume/Cap:	0.92	0.97	0.97	0.95	0.57	0.92	0.97	0.63	0.04	0.41	0.97	0.97
Delay/Veh:	83.1	80.3	80.3	145.3	57.2	85.3	98.0	27.5	6.8	63.4	61.6	61.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	80.3	80.3	145.3	57.2	85.3	98.0	27.5	6.8	63.4	61.6	61.6
LOS by Move:	F	F	F	F	E+	F	F	C	A	E	E	E
HCM2kAvgQ:	19	29	29	7	7	14	20	19	1	3	34	34

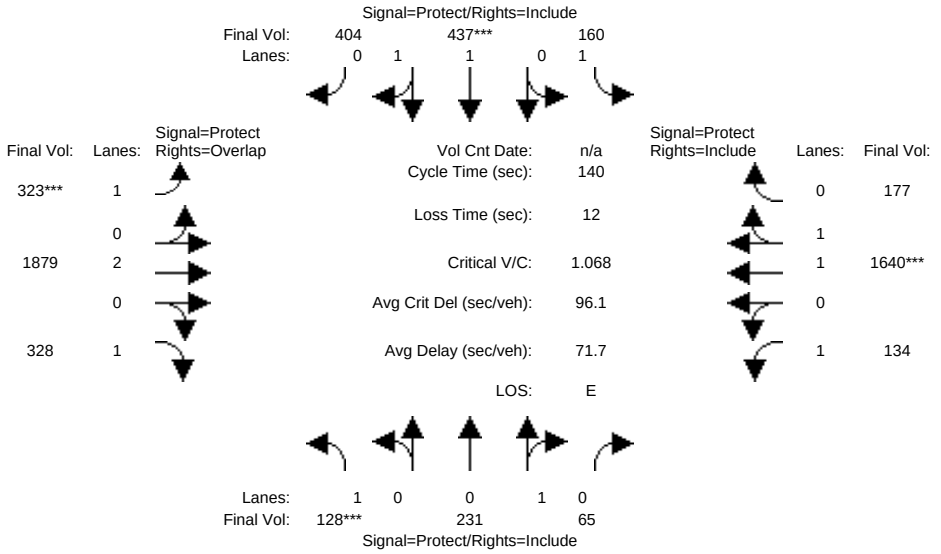
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #5: San Carlos Street & Race Street [City LOS]



Street Name:	Race Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	221	49	150	427	305	313	1869	318	124	1630	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	221	49	150	427	305	313	1869	318	124	1630	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	16	10	10	99	10	10	10	10	10	0
Initial Fut:	128	231	65	160	437	404	323	1879	328	134	1640	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	231	65	160	437	404	323	1879	328	134	1640	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	231	65	160	437	404	323	1879	328	134	1640	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	231	65	160	437	404	323	1879	328	134	1640	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.78	0.22	1.00	1.01	0.99	1.00	2.00	1.00	1.00	1.80	0.20
Final Sat.:	1750	1405	395	1750	1921	1776	1750	3800	1750	1750	3339	360
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.09	0.23	0.23	0.18	0.49	0.19	0.08	0.49	0.49
Crit Moves:	****				****		****				****	
Green Time:	9.6	25.3	25.3	14.1	29.8	29.8	24.2	76.7	86.3	11.9	64.4	64.4
Volume/Cap:	1.07	0.91	0.91	0.91	1.07	1.07	1.07	0.90	0.30	0.90	1.07	1.07
Delay/Veh:	166.8	84.2	84.2	105.0	107	106.8	128.8	34.2	12.8	109.6	80.3	80.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	166.8	84.2	84.2	105.0	107	106.8	128.8	34.2	12.8	109.6	80.3	80.3
LOS by Move:	F	F	F	F	F	F	F	C-	B	F	F	F
HCM2kAvgQ:	10	17	17	10	26	26	22	39	7	9	51	51

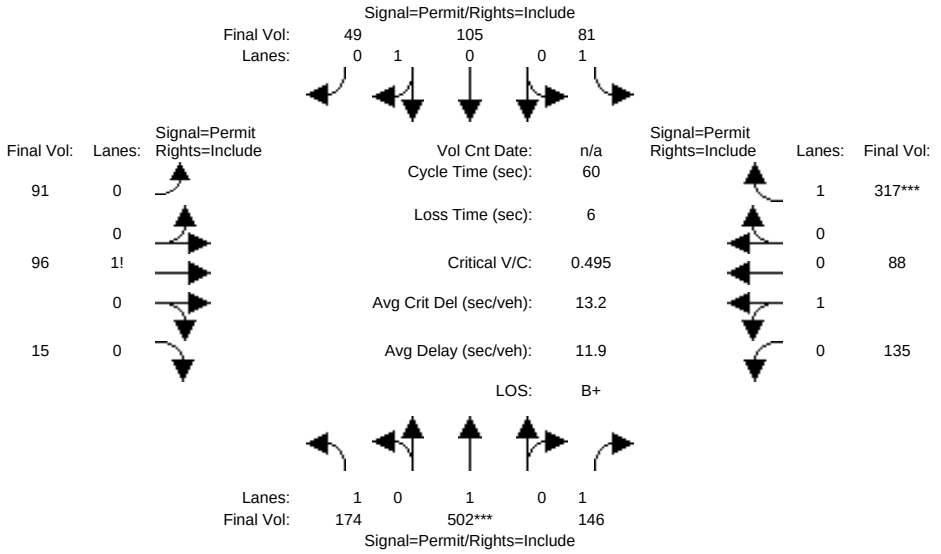
Note: Queue reported is the number of cars per lane.

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SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	164	430	136	71	95	39	81	86	5	125	78	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	430	136	71	95	39	81	86	5	125	78	307
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	72	10	10	10	10	10	10	10	10	10	10
Initial Fut:	174	502	146	81	105	49	91	96	15	135	88	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	502	146	81	105	49	91	96	15	135	88	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	502	146	81	105	49	91	96	15	135	88	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	502	146	81	105	49	91	96	15	135	88	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.68	0.32	0.45	0.48	0.07	0.61	0.39	1.00
Final Sat.:	1750	1900	1750	1750	1227	573	788	832	130	1090	710	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.08	0.05	0.09	0.09	0.12	0.12	0.12	0.12	0.12	0.18
Crit Moves:		****										****
Green Time:	32.0	32.0	32.0	32.0	32.0	32.0	22.0	22.0	22.0	22.0	22.0	22.0
Volume/Cap:	0.19	0.49	0.16	0.09	0.16	0.16	0.32	0.32	0.32	0.34	0.34	0.49
Delay/Veh:	7.7	10.6	7.5	7.0	7.5	7.5	14.9	14.9	14.9	15.2	15.2	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	10.6	7.5	7.0	7.5	7.5	14.9	14.9	14.9	15.2	15.2	17.4
LOS by Move:	A	B+	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	2	6	2	1	2	2	3	3	3	3	3	5

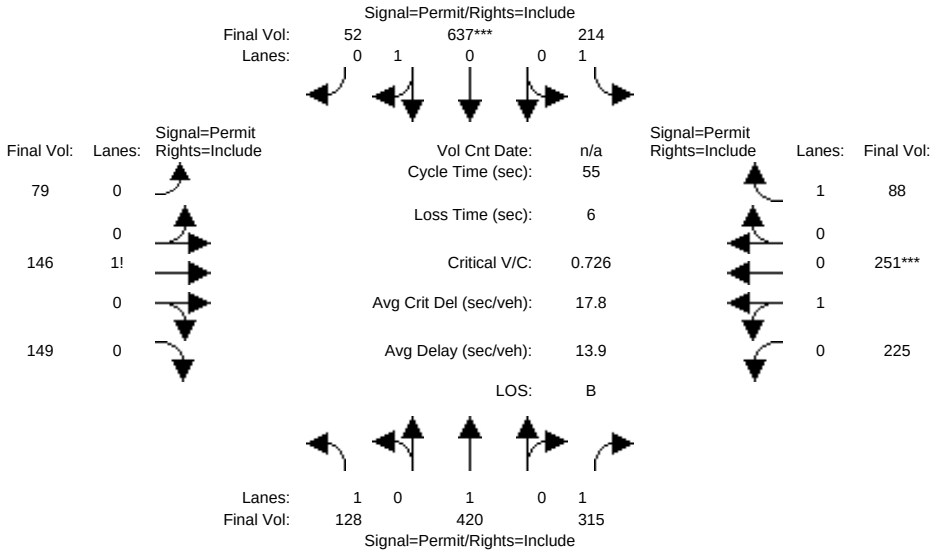
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #6: Race Street & Auzerais Avenue [City LOS]



Street Name:	Race Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	118	410	305	204	627	28	16	136	139	215	241	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	410	305	204	627	28	16	136	139	215	241	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	24	63	10	10	10	10	10
Initial Fut:	128	420	315	214	637	52	79	146	149	225	251	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	420	315	214	637	52	79	146	149	225	251	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	420	315	214	637	52	79	146	149	225	251	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	420	315	214	637	52	79	146	149	225	251	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.92	0.08	0.21	0.39	0.40	0.47	0.53	1.00
Final Sat.:	1750	1900	1750	1750	1664	136	370	683	697	851	949	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.18	0.12	0.38	0.38	0.21	0.21	0.21	0.26	0.26	0.05
Crit Moves:					****						****	
Green Time:	29.0	29.0	29.0	29.0	29.0	29.0	20.0	20.0	20.0	20.0	20.0	20.0
Volume/Cap:	0.14	0.42	0.34	0.23	0.73	0.73	0.59	0.59	0.59	0.73	0.73	0.14
Delay/Veh:	7.0	9.2	8.5	7.6	14.8	14.8	18.1	18.1	18.1	22.0	22.0	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.0	9.2	8.5	7.6	14.8	14.8	18.1	18.1	18.1	22.0	22.0	12.2
LOS by Move:	A	A	A	A	B	B	B-	B-	B-	C+	C+	B
HCM2kAvgQ:	1	5	4	2	11	11	6	6	6	9	9	1

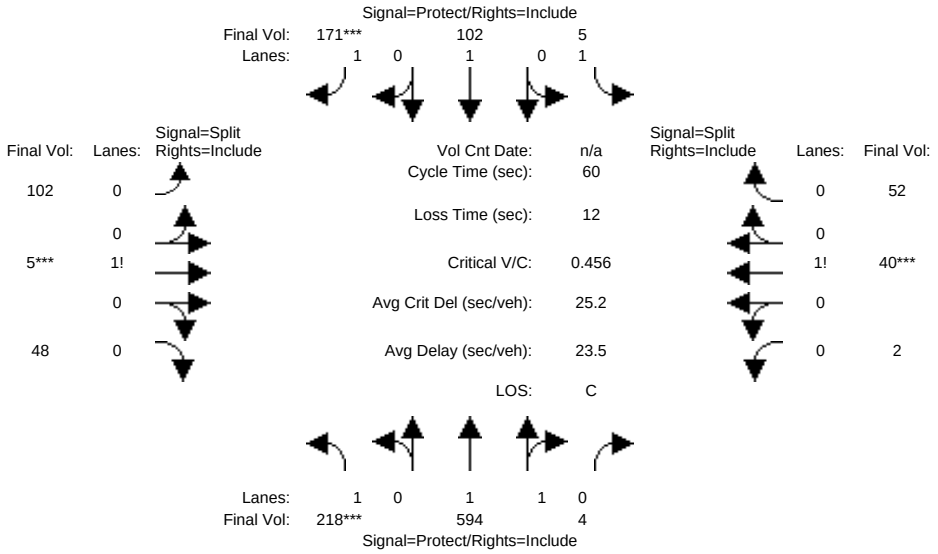
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	208	584	4	5	92	161	102	5	38	2	40	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	584	4	5	92	161	102	5	38	2	40	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	0	10	10	0	0	10	0	0	0
Initial Fut:	218	594	4	5	102	171	102	5	48	2	40	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	594	4	5	102	171	102	5	48	2	40	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	594	4	5	102	171	102	5	48	2	40	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	594	4	5	102	171	102	5	48	2	40	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	0.66	0.03	0.31	0.02	0.43	0.55
Final Sat.:	1750	3675	25	1750	1900	1750	1152	56	542	37	745	968
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.00	0.05	0.10	0.09	0.09	0.09	0.05	0.05	0.05
Crit Moves:	****					****		****			****	
Green Time:	15.2	16.0	16.0	11.2	11.9	11.9	10.8	10.8	10.8	10.0	10.0	10.0
Volume/Cap:	0.49	0.61	0.61	0.02	0.27	0.49	0.49	0.49	0.49	0.32	0.32	0.32
Delay/Veh:	22.9	22.0	22.0	20.0	22.1	26.2	27.5	27.5	27.5	24.9	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	22.0	22.0	20.0	22.1	26.2	27.5	27.5	27.5	24.9	24.9	24.9
LOS by Move:	C+	C+	C+	B-	C+	C	C	C	C	C	C	C
HCM2kAvgQ:	4	6	6	0	2	4	3	3	3	2	2	2

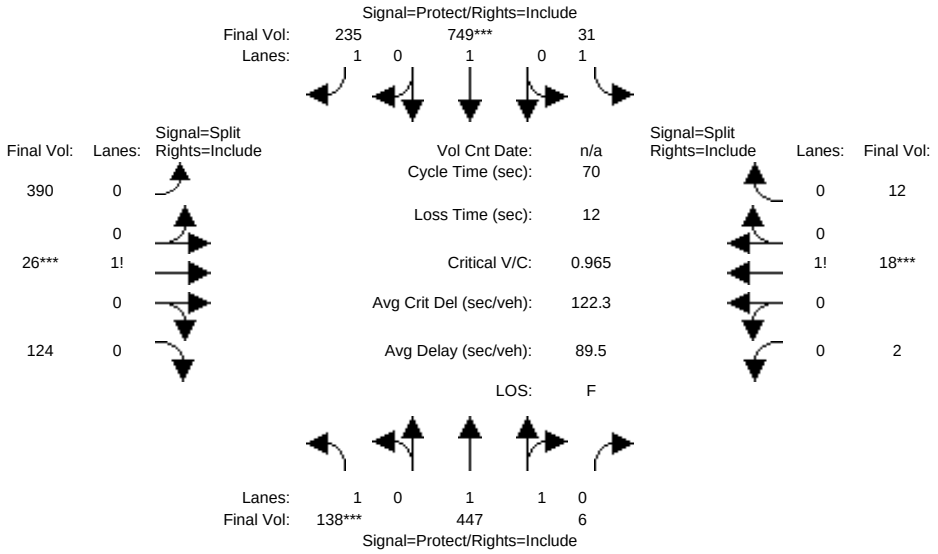
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #7: Race Street & Saddle Rack Street [City LOS]



Street Name:	Race Street						Saddle Rack Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	128	437	6	31	739	225	380	26	114	2	18	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	437	6	31	739	225	380	26	114	2	18	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	0	10	10	10	0	10	0	0	0
Initial Fut:	138	447	6	31	749	235	390	26	124	2	18	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	447	6	31	749	235	390	26	124	2	18	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	447	6	31	749	235	390	26	124	2	18	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	447	6	31	749	235	390	26	124	2	18	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.97	0.03	1.00	1.00	1.00	0.72	0.05	0.23	0.06	0.56	0.38
Final Sat.:	1750	3651	49	1750	1900	1750	1264	84	402	109	984	656
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.12	0.02	0.39	0.13	0.31	0.31	0.31	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green Time:	7.0	17.6	17.6	12.4	23.0	23.0	18.0	18.0	18.0	10.0	10.0	10.0
Volume/Cap:	0.79	0.49	0.49	0.10	1.20	0.41	1.20	1.20	1.20	0.13	0.13	0.13
Delay/Veh:	60.1	24.1	24.1	24.8	128	20.4	135.6	136	135.6	27.2	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	24.1	24.1	24.8	128	20.4	135.6	136	135.6	27.2	27.2	27.2
LOS by Move:	E	C	C	C	F	C+	F	F	F	C	C	C
HCM2kAvgQ:	5	5	5	1	35	5	28	28	28	1	1	1

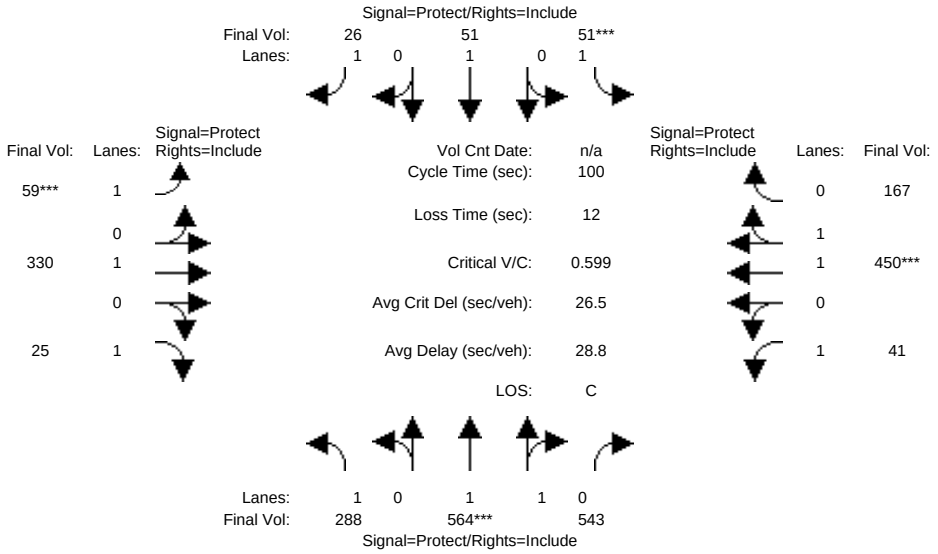
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	278	554	533	41	41	26	49	320	15	31	440	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	554	533	41	41	26	49	320	15	31	440	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	0	10	10	10	10	10	10
Initial Fut:	288	564	543	51	51	26	59	330	25	41	450	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	564	543	51	51	26	59	330	25	41	450	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	564	543	51	51	26	59	330	25	41	450	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	564	543	51	51	26	59	330	25	41	450	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.44	0.56
Final Sat.:	1750	1898	1800	1750	1900	1750	1750	1900	1750	1750	2698	1001
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.30	0.03	0.03	0.01	0.03	0.17	0.01	0.02	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	33.8	47.4	47.4	7.0	20.6	20.6	7.0	24.0	24.0	9.7	26.6	26.6
Volume/Cap:	0.49	0.63	0.64	0.42	0.13	0.07	0.48	0.73	0.06	0.24	0.63	0.63
Delay/Veh:	26.8	20.4	20.6	46.8	32.6	32.1	47.7	40.7	29.4	42.5	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	20.4	20.6	46.8	32.6	32.1	47.7	40.7	29.4	42.5	33.6	33.6
LOS by Move:	C	C+	C+	D	C-	C-	D	D	C	D	C-	C-
HCM2kAvgQ:	8	13	14	2	1	1	3	11	1	1	9	9

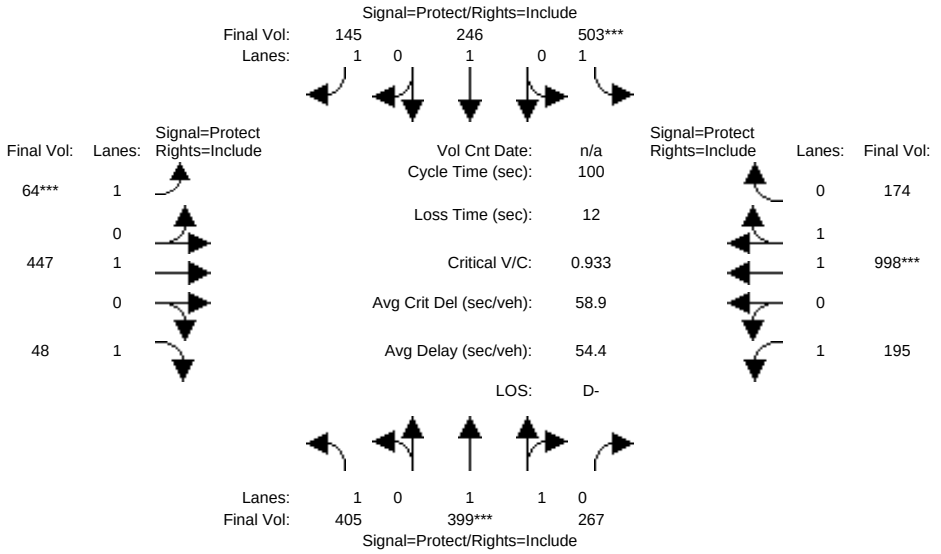
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #8: Race Street & Parkmoor Avenue [City LOS]



Street Name:	Race Street						Parkmoor Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	395	389	257	493	236	135	54	437	38	185	988	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	389	257	493	236	135	54	437	38	185	988	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	10	10	10	10	10	10	10
Initial Fut:	405	399	267	503	246	145	64	447	48	195	998	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	405	399	267	503	246	145	64	447	48	195	998	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	399	267	503	246	145	64	447	48	195	998	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	399	267	503	246	145	64	447	48	195	998	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.18	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	1750	2216	1483	1750	1900	1750	1750	1900	1750	1750	3150	549
Capacity Analysis Module:												
Vol/Sat:	0.23	0.18	0.18	0.29	0.13	0.08	0.04	0.24	0.03	0.11	0.32	0.32
Crit Moves:		****		****			****				****	
Green Time:	31.0	18.6	18.6	29.7	17.3	17.3	7.0	27.0	27.0	12.8	32.7	32.7
Volume/Cap:	0.75	0.97	0.97	0.97	0.75	0.48	0.52	0.87	0.10	0.87	0.97	0.97
Delay/Veh:	36.7	66.9	66.9	66.1	48.4	38.5	48.9	50.1	27.5	72.0	51.8	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	66.9	66.9	66.1	48.4	38.5	48.9	50.1	27.5	72.0	51.8	51.8
LOS by Move:	D+	E	E	E	D	D+	D	D	C	E	D-	D-
HCM2kAvgQ:	14	15	15	22	9	5	3	16	1	9	24	24

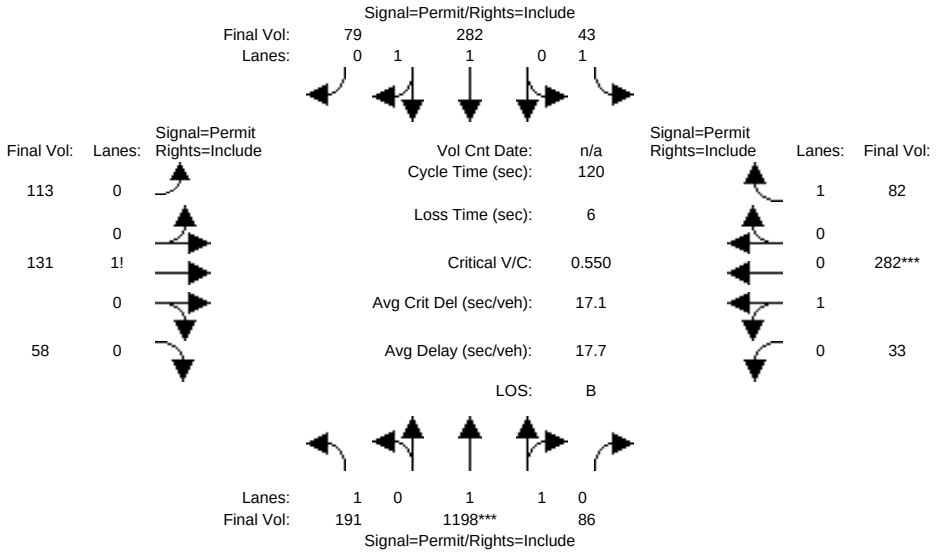
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	181	1188	76	33	272	69	103	121	48	33	272	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	1188	76	33	272	69	103	121	48	33	272	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	10	10	10	0	10	10
Initial Fut:	191	1198	86	43	282	79	113	131	58	33	282	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	1198	86	43	282	79	113	131	58	33	282	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1198	86	43	282	79	113	131	58	33	282	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	1198	86	43	282	79	113	131	58	33	282	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.86	0.14	1.00	1.55	0.45	0.37	0.44	0.19	0.10	0.90	1.00
Final Sat.:	1750	3452	248	1750	2890	810	655	759	336	189	1611	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.02	0.10	0.10	0.17	0.17	0.17	0.18	0.18	0.05
Crit Moves:		****									****	
Green Time:	75.8	75.8	75.8	75.8	75.8	75.8	38.2	38.2	38.2	38.2	38.2	38.2
Volume/Cap:	0.17	0.55	0.55	0.04	0.15	0.15	0.54	0.54	0.54	0.55	0.55	0.15
Delay/Veh:	9.2	12.8	12.8	8.4	9.1	9.1	34.8	34.8	34.8	34.9	34.9	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	12.8	12.8	8.4	9.1	9.1	34.8	34.8	34.8	34.9	34.9	29.4
LOS by Move:	A	B	B	A	A	A	C-	C-	C-	C-	C-	C
HCM2kAvgQ:	3	14	14	1	3	3	10	10	10	10	10	2

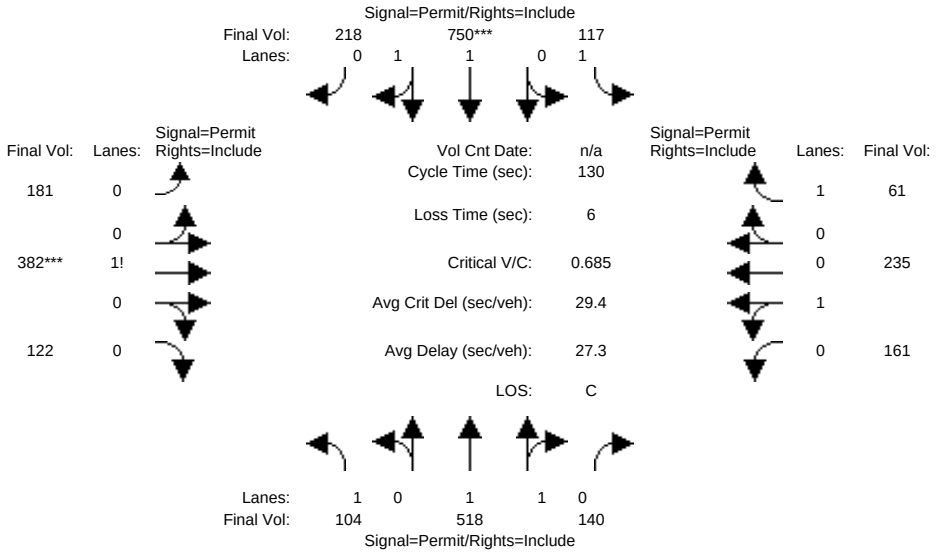
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #9: Auzerais Avenue & Lincoln Street [City LOS]



Street Name:	Lincoln Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	508	130	107	740	208	171	372	112	151	225	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	508	130	107	740	208	171	372	112	151	225	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	10	10	10	10	10	10	10
Initial Fut:	104	518	140	117	750	218	181	382	122	161	235	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	518	140	117	750	218	181	382	122	161	235	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	518	140	117	750	218	181	382	122	161	235	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	518	140	117	750	218	181	382	122	161	235	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.56	0.44	1.00	1.54	0.46	0.26	0.56	0.18	0.41	0.59	1.00
Final Sat.:	1750	2912	787	1750	2866	833	462	976	312	732	1068	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.07	0.26	0.26	0.39	0.39	0.39	0.22	0.22	0.03
Crit Moves:					****			****				
Green Time:	49.7	49.7	49.7	49.7	49.7	49.7	74.3	74.3	74.3	74.3	74.3	74.3
Volume/Cap:	0.16	0.47	0.47	0.17	0.68	0.68	0.68	0.68	0.68	0.38	0.38	0.06
Delay/Veh:	26.5	30.4	30.4	26.7	35.0	35.0	21.6	21.6	21.6	15.5	15.5	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	30.4	30.4	26.7	35.0	35.0	21.6	21.6	21.6	15.5	15.5	12.4
LOS by Move:	C	C	C	C	D+	D+	C+	C+	C+	B	B	B
HCM2kAvgQ:	3	10	10	3	17	17	21	21	21	9	9	1

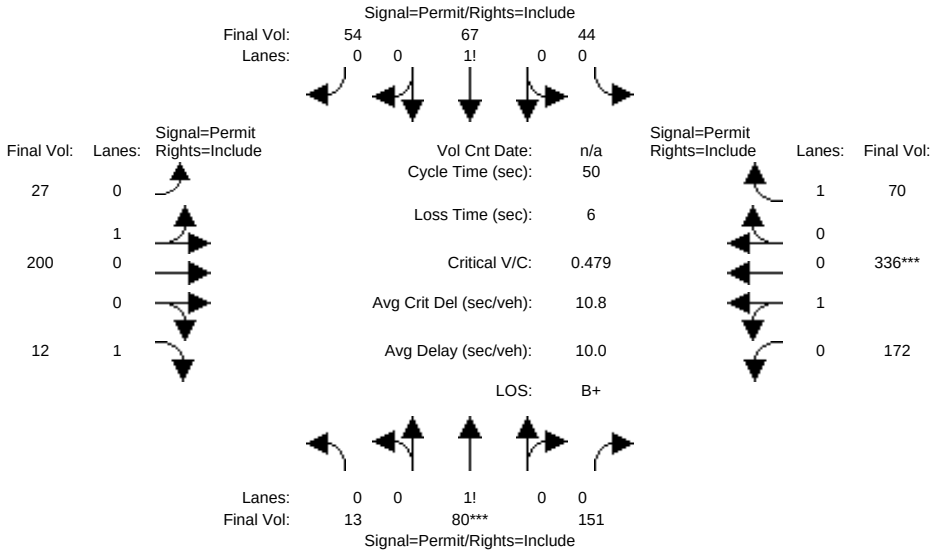
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	13	70	141	34	57	44	17	190	12	162	326	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	70	141	34	57	44	17	190	12	162	326	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	10	10	10	10	10	0	10	10	10
Initial Fut:	13	80	151	44	67	54	27	200	12	172	336	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	80	151	44	67	54	27	200	12	172	336	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	80	151	44	67	54	27	200	12	172	336	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	80	151	44	67	54	27	200	12	172	336	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.05	0.33	0.62	0.27	0.40	0.33	0.12	0.88	1.00	0.34	0.66	1.00
Final Sat.:	93	574	1083	467	711	573	214	1586	1750	609	1191	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.09	0.09	0.09	0.13	0.13	0.01	0.28	0.28	0.04
Crit Moves:		****									****	
Green Time:	14.5	14.5	14.5	14.5	14.5	14.5	29.5	29.5	29.5	29.5	29.5	29.5
Volume/Cap:	0.48	0.48	0.48	0.32	0.32	0.32	0.21	0.21	0.01	0.48	0.48	0.07
Delay/Veh:	17.8	17.8	17.8	15.6	15.6	15.6	5.3	5.3	4.3	7.4	7.4	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	17.8	17.8	15.6	15.6	15.6	5.3	5.3	4.3	7.4	7.4	4.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	2	2	2	2	2	0	5	5	1

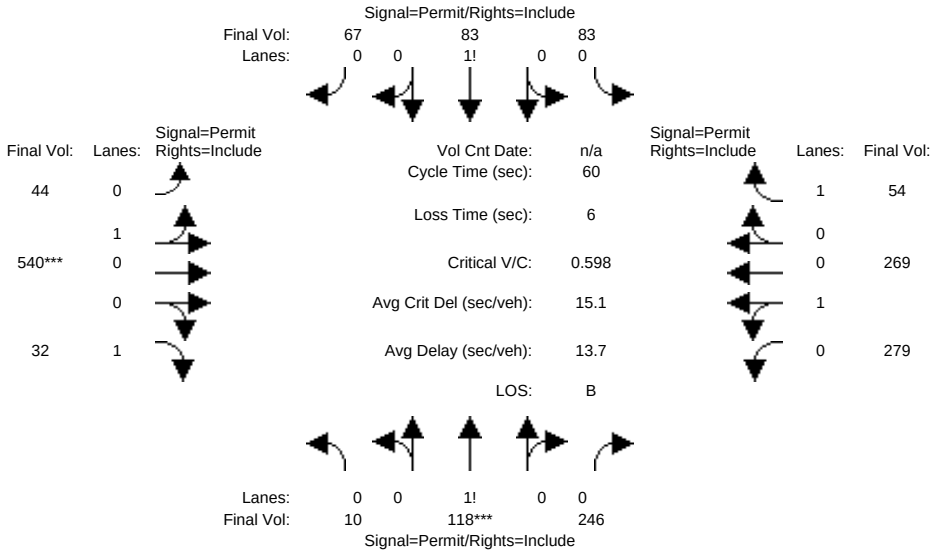
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #10: Auzerais Avenue & Sunol Street [City LOS]



Street Name:	Sunol Street						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	108	236	73	73	57	34	530	32	269	259	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	108	236	73	73	57	34	530	32	269	259	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	10	10	10	0	10	10	10
Initial Fut:	10	118	246	83	83	67	44	540	32	279	269	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	118	246	83	83	67	44	540	32	279	269	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	118	246	83	83	67	44	540	32	279	269	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	118	246	83	83	67	44	540	32	279	269	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.03	0.31	0.66	0.35	0.36	0.29	0.08	0.92	1.00	0.51	0.49	1.00
Final Sat.:	47	552	1151	623	623	503	136	1664	1750	916	884	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.13	0.13	0.13	0.32	0.32	0.02	0.30	0.30	0.03
Crit Moves:		****						****				
Green Time:	21.4	21.4	21.4	21.4	21.4	21.4	32.6	32.6	32.6	32.6	32.6	32.6
Volume/Cap:	0.60	0.60	0.60	0.37	0.37	0.37	0.60	0.60	0.03	0.56	0.56	0.06
Delay/Veh:	19.9	19.9	19.9	16.0	16.0	16.0	12.0	12.0	6.5	11.4	11.4	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	19.9	19.9	16.0	16.0	16.0	12.0	12.0	6.5	11.4	11.4	6.6
LOS by Move:	B-	B-	B-	B	B	B	B+	B+	A	B+	B+	A
HCM2kAvgQ:	7	7	7	4	4	4	8	8	0	8	8	1

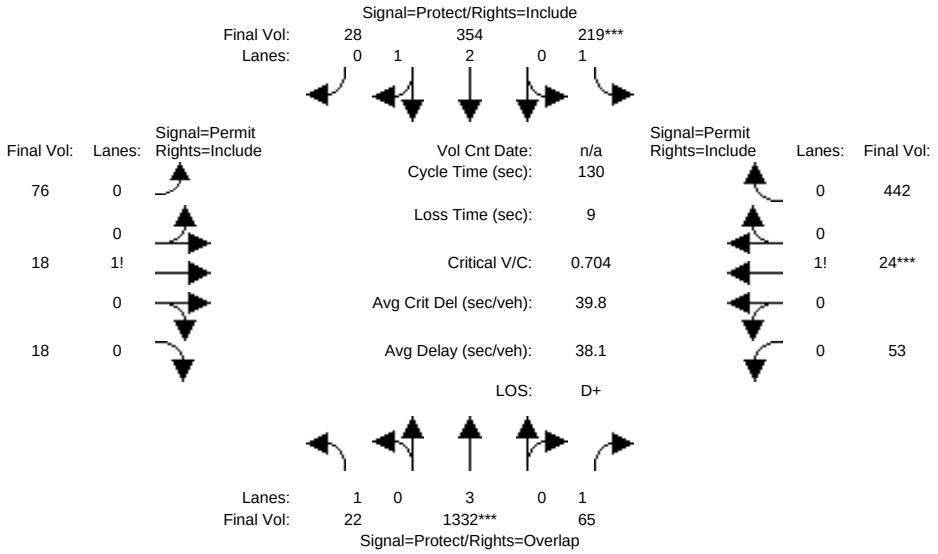
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	1322	55	209	344	28	76	18	18	43	24	432
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1322	55	209	344	28	76	18	18	43	24	432
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	10	10	0	0	0	0	10	0	10
Initial Fut:	22	1332	65	219	354	28	76	18	18	53	24	442
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1332	65	219	354	28	76	18	18	53	24	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1332	65	219	354	28	76	18	18	53	24	442
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1332	65	219	354	28	76	18	18	53	24	442
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.77	0.23	0.68	0.16	0.16	0.10	0.05	0.85
Final Sat.:	1750	5700	1750	1750	5189	410	1188	281	281	179	81	1490
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.04	0.13	0.07	0.07	0.06	0.06	0.06	0.30	0.30	0.30
Crit Moves:		****		****							****	
Green Time:	27.3	43.1	43.1	23.1	39.0	39.0	54.8	54.8	54.8	54.8	54.8	54.8
Volume/Cap:	0.06	0.70	0.11	0.70	0.23	0.23	0.15	0.15	0.15	0.70	0.70	0.70
Delay/Veh:	41.2	39.1	30.2	57.4	34.3	34.3	23.4	23.4	23.4	34.1	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	39.1	30.2	57.4	34.3	34.3	23.4	23.4	23.4	34.1	34.1	34.1
LOS by Move:	D	D	C	E+	C-	C-	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	16	2	10	4	4	3	3	3	19	19	19

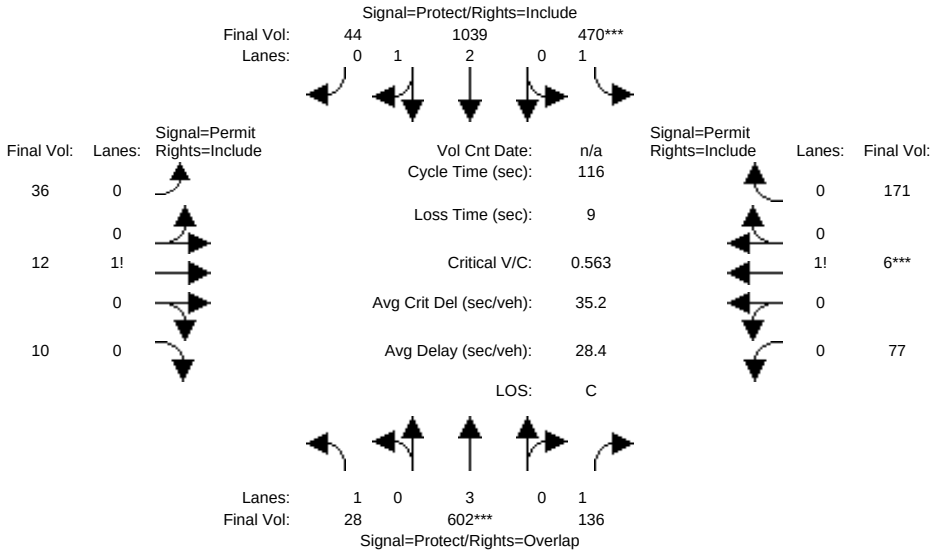
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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #11: Bird Avenue & Virginia Street [City LOS]



Street Name:	Bird Avenue						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	592	126	460	1029	44	36	12	10	67	6	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	592	126	460	1029	44	36	12	10	67	6	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	0	0	0	0	10	0	10
Initial Fut:	28	602	136	470	1039	44	36	12	10	77	6	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	602	136	470	1039	44	36	12	10	77	6	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	602	136	470	1039	44	36	12	10	77	6	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	602	136	470	1039	44	36	12	10	77	6	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	3.00	1.00	1.00	2.87	0.13	0.62	0.21	0.17	0.30	0.02	0.68
Final Sat.:	1750	5700	1750	1750	5372	228	1086	362	302	531	41	1178
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.08	0.27	0.19	0.19	0.03	0.03	0.03	0.15	0.15	0.15
Crit Moves:		****		****							****	
Green Time:	18.3	21.8	21.8	55.3	58.8	58.8	29.9	29.9	29.9	29.9	29.9	29.9
Volume/Cap:	0.10	0.56	0.41	0.56	0.38	0.38	0.13	0.13	0.13	0.56	0.56	0.56
Delay/Veh:	41.9	43.5	42.4	22.6	17.6	17.6	33.2	33.2	33.2	39.0	39.0	39.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	43.5	42.4	22.6	17.6	17.6	33.2	33.2	33.2	39.0	39.0	39.0
LOS by Move:	D	D	D	C+	B	B	C-	C-	C-	D	D	D
HCM2kAvgQ:	1	7	5	13	8	8	2	2	2	9	9	9

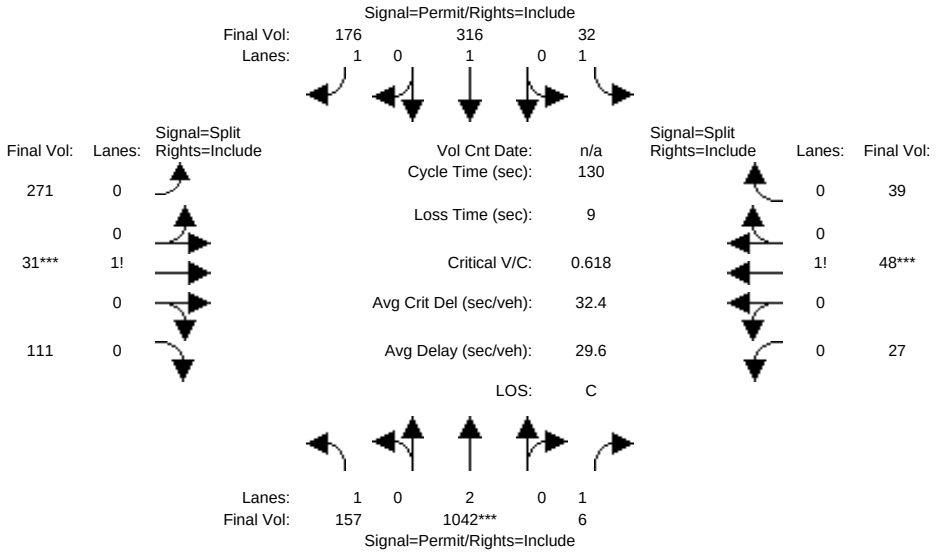
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	147	1032	6	22	306	166	261	21	101	17	38	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1032	6	22	306	166	261	21	101	17	38	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	10	10	10	10	10	10	10	10	10
Initial Fut:	157	1042	6	32	316	176	271	31	111	27	48	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	1042	6	32	316	176	271	31	111	27	48	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1042	6	32	316	176	271	31	111	27	48	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1042	6	32	316	176	271	31	111	27	48	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.66	0.07	0.27	0.24	0.42	0.34
Final Sat.:	1750	3800	1750	1750	1900	1750	1148	131	470	414	737	599
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.00	0.02	0.17	0.10	0.24	0.24	0.24	0.07	0.07	0.07
Crit Moves:		****						****			****	
Green Time:	57.7	57.7	57.7	57.7	57.7	57.7	49.6	49.6	49.6	13.7	13.7	13.7
Volume/Cap:	0.20	0.62	0.01	0.04	0.37	0.23	0.62	0.62	0.62	0.62	0.62	0.62
Delay/Veh:	22.2	28.4	20.2	20.5	24.4	22.5	34.3	34.3	34.3	61.9	61.9	61.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	28.4	20.2	20.5	24.4	22.5	34.3	34.3	34.3	61.9	61.9	61.9
LOS by Move:	C+	C	C+	C+	C	C+	C-	C-	C-	E	E	E
HCM2kAvgQ:	4	16	0	1	8	5	15	15	15	6	6	6

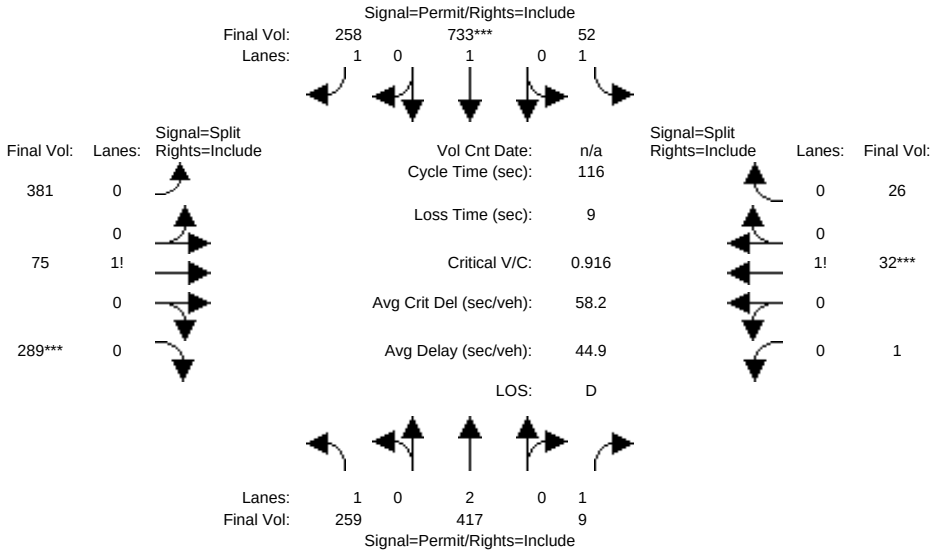
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #12: Bird Avenue & Coe Avenue [City LOS]



Street Name:	Bird Avenue						Coe Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	249	407	9	42	723	248	371	65	279	1	22	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	407	9	42	723	248	371	65	279	1	22	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	10	10	10	10	10	10	0	10	3
Initial Fut:	259	417	9	52	733	258	381	75	289	1	32	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	417	9	52	733	258	381	75	289	1	32	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	417	9	52	733	258	381	75	289	1	32	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	417	9	52	733	258	381	75	289	1	32	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.51	0.10	0.39	0.02	0.54	0.44
Final Sat.:	1750	3800	1750	1750	1900	1750	895	176	679	30	949	771
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.01	0.03	0.39	0.15	0.43	0.43	0.43	0.03	0.03	0.03
Crit Moves:					****				****		****	
Green Time:	46.1	46.1	46.1	46.1	46.1	46.1	50.9	50.9	50.9	10.0	10.0	10.0
Volume/Cap:	0.37	0.28	0.01	0.07	0.97	0.37	0.97	0.97	0.97	0.39	0.39	0.39
Delay/Veh:	25.0	23.7	21.2	21.7	59.8	25.0	57.1	57.1	57.1	51.8	51.8	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	23.7	21.2	21.7	59.8	25.0	57.1	57.1	57.1	51.8	51.8	51.8
LOS by Move:	C	C	C+	C+	E+	C	E+	E+	E+	D-	D-	D-
HCM2kAvgQ:	7	5	0	1	31	7	34	34	34	3	3	3

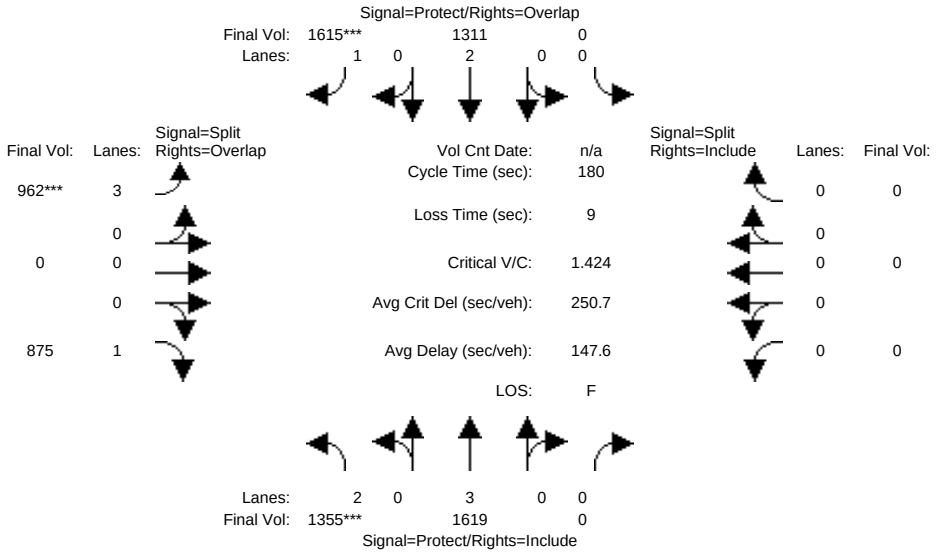
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1315	1579	0	0	1306	1615	962	0	870	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1315	1579	0	0	1306	1615	962	0	870	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	40	40	0	0	5	0	0	0	5	0	0	0
Initial Fut:	1355	1619	0	0	1311	1615	962	0	875	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1355	1619	0	0	1311	1615	962	0	875	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1355	1619	0	0	1311	1615	962	0	875	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1355	1619	0	0	1311	1615	962	0	875	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.43	0.28	0.00	0.00	0.34	0.92	0.21	0.00	0.50	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	54.4	144	0.0	0.0	89.9	116.6	26.7	0.0	81.1	0.0	0.0	0.0
Volume/Cap:	1.42	0.35	0.00	0.00	0.69	1.42	1.42	0.00	1.11	0.00	0.00	0.00
Delay/Veh:	259.9	5.0	0.0	0.0	35.5	227.8	276.1	0.0	116.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	259.9	5.0	0.0	0.0	35.5	227.8	276.1	0.0	116.1	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D+	F	F	A	F	A	A	A
HCM2kAvgQ:	74	8	0	0	27	156	38	0	66	0	0	0

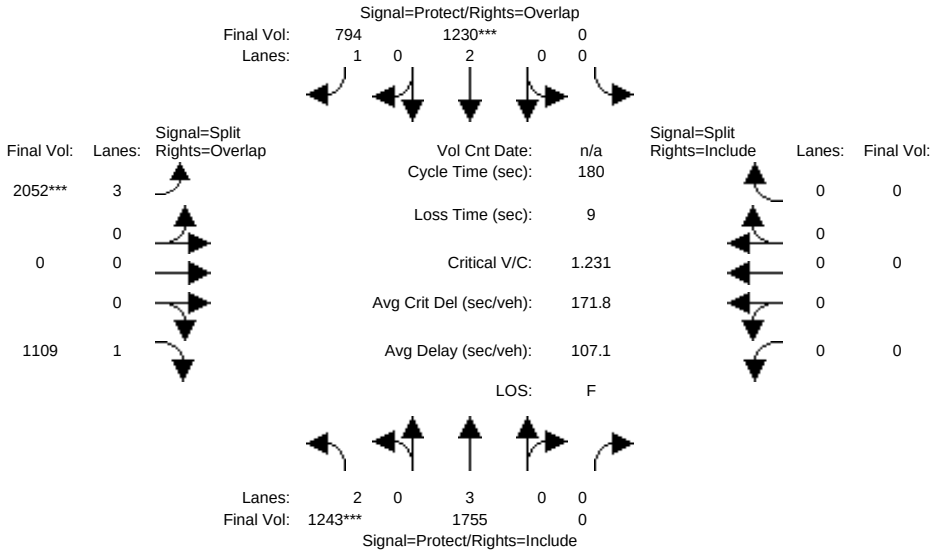
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #13: De La Cruz Boulevard & Central Expressway [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1236	1748	0	0	1228	794	2052	0	1107	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1236	1748	0	0	1228	794	2052	0	1107	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	7	7	0	0	2	0	0	0	2	0	0	0
Initial Fut:	1243	1755	0	0	1230	794	2052	0	1109	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1243	1755	0	0	1230	794	2052	0	1109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1243	1755	0	0	1230	794	2052	0	1109	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1243	1755	0	0	1230	794	2052	0	1109	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.31	0.00	0.00	0.32	0.45	0.45	0.00	0.63	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	57.7	105	0.0	0.0	47.3	113.3	65.9	0.0	123.7	0.0	0.0	0.0
Volume/Cap:	1.23	0.53	0.00	0.00	1.23	0.72	1.23	0.00	0.92	0.00	0.00	0.00
Delay/Veh:	173.7	22.7	0.0	0.0	179	25.0	166.3	0.0	35.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	173.7	22.7	0.0	0.0	179	25.0	166.3	0.0	35.8	0.0	0.0	0.0
LOS by Move:	F	C+	A	A	F	C	F	A	D+	A	A	A
HCM2kAvgQ:	59	19	0	0	49	32	67	0	59	0	0	0

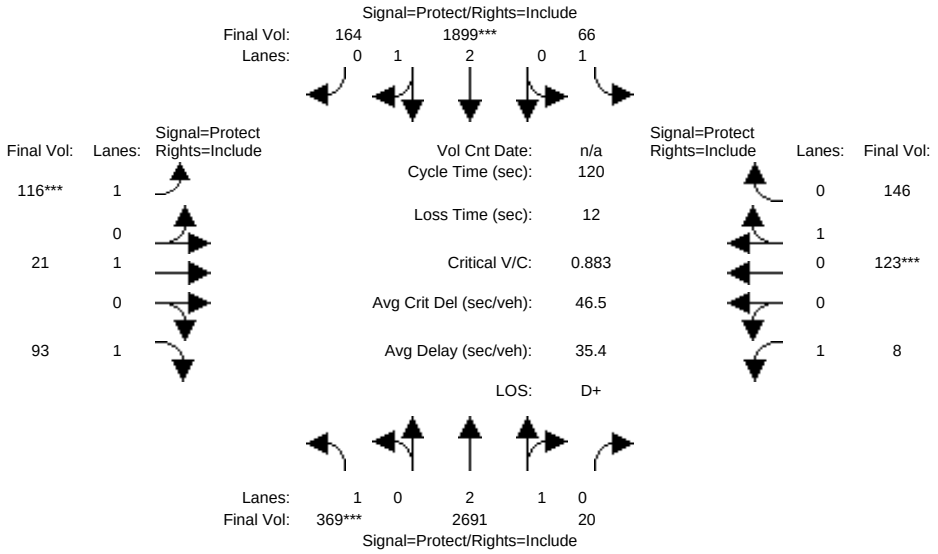
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	364	2611	15	66	1889	164	116	21	93	8	123	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	2611	15	66	1889	164	116	21	93	8	123	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	5	80	5	0	10	0	0	0	0	0	0	0
Initial Fut:	369	2691	20	66	1899	164	116	21	93	8	123	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	2691	20	66	1899	164	116	21	93	8	123	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	2691	20	66	1899	164	116	21	93	8	123	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	2691	20	66	1899	164	116	21	93	8	123	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.75	0.25	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5559	41	1750	5154	445	1750	1900	1750	1750	823	977
Capacity Analysis Module:												
Vol/Sat:	0.21	0.48	0.48	0.04	0.37	0.37	0.07	0.01	0.05	0.00	0.15	0.15
Crit Moves:	****				****		****				****	
Green Time:	28.4	69.5	69.5	8.4	49.5	49.5	10.0	15.0	15.0	15.0	20.1	20.1
Volume/Cap:	0.89	0.84	0.84	0.54	0.89	0.89	0.80	0.09	0.42	0.04	0.89	0.89
Delay/Veh:	65.2	22.6	22.6	58.8	37.6	37.6	79.3	46.6	49.8	46.2	75.4	75.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	22.6	22.6	58.8	37.6	37.6	79.3	46.6	49.8	46.2	75.4	75.4
LOS by Move:	E	C+	C+	E+	D+	D+	E-	D	D	D	E-	E-
HCM2kAvgQ:	18	29	29	3	27	27	7	1	4	0	13	13

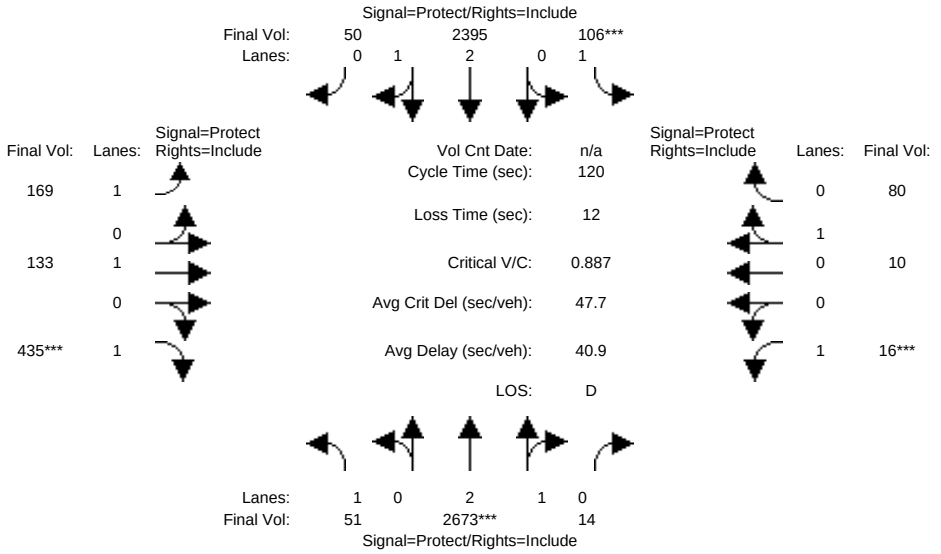
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #14: De La Cruz Boulevard & Martin Avenue [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Martin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	2659	13	106	2391	50	169	133	434	15	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2659	13	106	2391	50	169	133	434	15	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	1	14	1	0	4	0	0	0	1	1	0	0
Initial Fut:	51	2673	14	106	2395	50	169	133	435	16	10	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	2673	14	106	2395	50	169	133	435	16	10	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	2673	14	106	2395	50	169	133	435	16	10	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	2673	14	106	2395	50	169	133	435	16	10	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5571	29	1750	5485	115	1750	1900	1750	1750	200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.48	0.06	0.44	0.44	0.10	0.07	0.25	0.01	0.05	0.05
Crit Moves:		****		****					****	****		
Green Time:	7.9	59.6	59.6	7.5	59.2	59.2	21.9	30.9	30.9	10.0	18.9	18.9
Volume/Cap:	0.44	0.97	0.97	0.97	0.88	0.88	0.53	0.27	0.97	0.11	0.32	0.32
Delay/Veh:	56.6	39.6	39.6	131.0	31.1	31.1	46.0	35.9	77.7	51.2	45.4	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	39.6	39.6	131.0	31.1	31.1	46.0	35.9	77.7	51.2	45.4	45.4
LOS by Move:	E+	D	D	F	C	C	D	D+	E-	D-	D	D
HCM2kAvgQ:	3	38	38	7	30	30	7	4	22	1	3	3

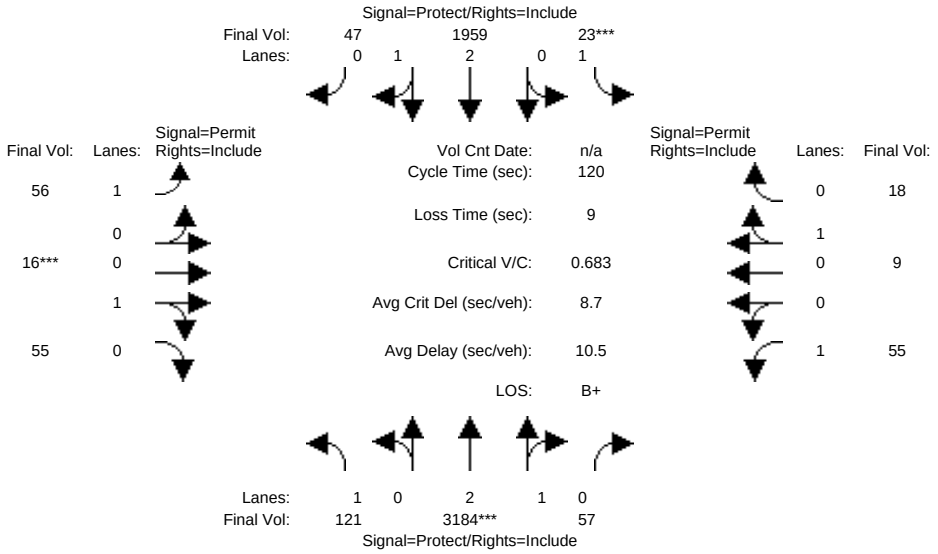
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	3094	52	23	1949	47	56	16	55	55	9	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	3094	52	23	1949	47	56	16	55	55	9	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	5	90	5	0	10	0	0	0	0	0	0	0
Initial Fut:	121	3184	57	23	1959	47	56	16	55	55	9	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	3184	57	23	1959	47	56	16	55	55	9	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	3184	57	23	1959	47	56	16	55	55	9	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	3184	57	23	1959	47	56	16	55	55	9	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.93	0.07	1.00	0.23	0.77	1.00	0.33	0.67
Final Sat.:	1750	5501	98	1750	5469	131	1750	406	1394	1750	600	1200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.58	0.58	0.01	0.36	0.36	0.03	0.04	0.04	0.03	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	16.3	94.0	94.0	7.0	84.7	84.7	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.51	0.74	0.74	0.23	0.51	0.51	0.38	0.47	0.47	0.38	0.18	0.18
Delay/Veh:	49.9	7.4	7.4	55.0	8.2	8.2	53.8	54.8	54.8	53.7	51.8	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	7.4	7.4	55.0	8.2	8.2	53.8	54.8	54.8	53.7	51.8	51.8
LOS by Move:	D	A	A	E+	A	A	D-	D-	D-	D-	D-	D-
HCM2kAvgQ:	5	22	22	1	11	11	3	3	3	2	1	1

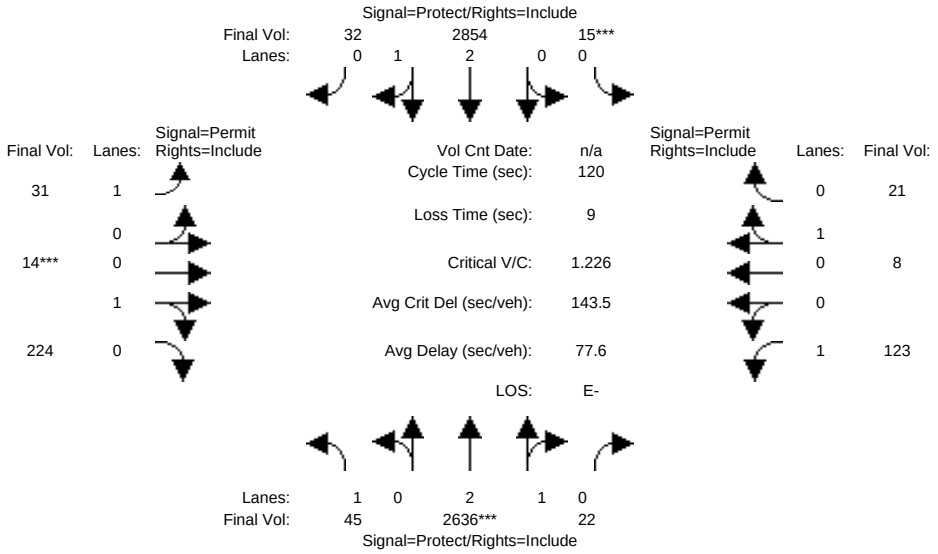
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #15: De La Cruz Boulevard & Reed Street [Santa Clara Intersection]



Street Name:	De La Cruz Boulevard						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	2620	21	15	2848	32	31	14	223	122	8	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2620	21	15	2848	32	31	14	223	122	8	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	1	16	1	0	6	0	0	0	1	1	0	0
Initial Fut:	45	2636	22	15	2854	32	31	14	224	123	8	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	2636	22	15	2854	32	31	14	224	123	8	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2636	22	15	2854	32	31	14	224	123	8	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	2636	22	15	2854	32	31	14	224	123	8	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.95	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	0.02	2.95	0.03	1.00	0.06	0.94	1.00	0.28	0.72
Final Sat.:	1750	5554	46	28	5411	61	1750	106	1694	1750	497	1303
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.53	0.53	0.53	0.02	0.13	0.13	0.07	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	9.8	46.4	46.4	51.6	88.3	88.3	12.9	12.9	12.9	12.9	12.9	12.9
Volume/Cap:	0.32	1.23	1.23	1.23	0.72	0.72	0.16	1.23	1.23	0.65	0.15	0.15
Delay/Veh:	53.2	143	142.9	140.0	9.5	9.5	49.0	192	192.3	59.2	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	143	142.9	140.0	9.5	9.5	49.0	192	192.3	59.2	48.9	48.9
LOS by Move:	D-	F	F	F	A	A	D	F	F	E+	D	D
HCM2kAvgQ:	2	55	55	61	21	21	1	18	18	6	1	1

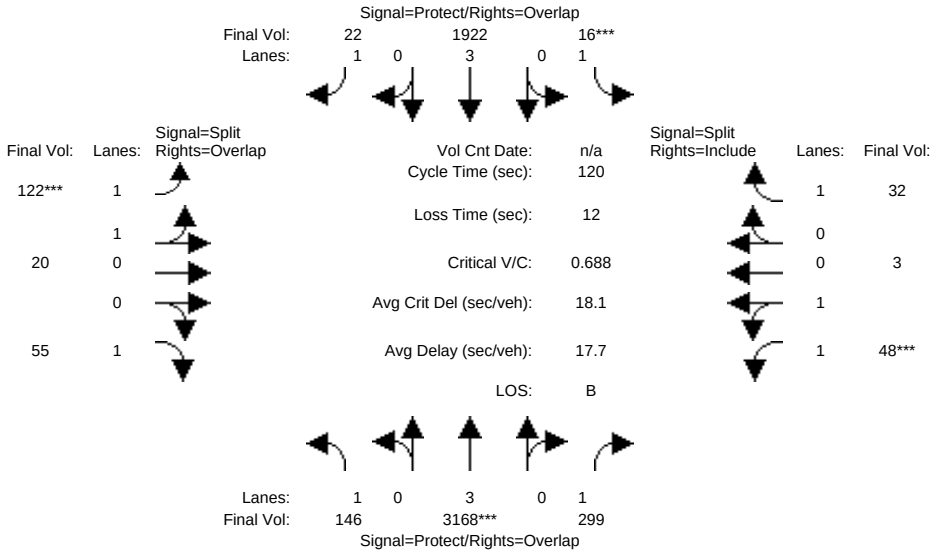
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	3068	296	16	1912	22	122	20	55	48	3	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	3068	296	16	1912	22	122	20	55	48	3	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	4	100	3	0	10	0	0	0	0	0	0	0
Initial Fut:	146	3168	299	16	1922	22	122	20	55	48	3	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	3168	299	16	1922	22	122	20	55	48	3	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	3168	299	16	1922	22	122	20	55	48	3	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	3168	299	16	1922	22	122	20	55	48	3	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.72	0.28	1.00	1.88	0.12	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3050	500	1750	3341	209	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.56	0.17	0.01	0.34	0.01	0.04	0.04	0.03	0.01	0.01	0.02
Crit Moves:		****			****			****			****	
Green Time:	17.5	81.0	91.0	7.0	70.5	80.5	10.0	10.0	27.5	10.0	10.0	10.0
Volume/Cap:	0.57	0.82	0.23	0.16	0.57	0.02	0.48	0.48	0.14	0.17	0.17	0.22
Delay/Veh:	51.0	15.8	4.3	54.4	15.6	6.6	53.7	53.7	37.0	51.4	51.4	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	15.8	4.3	54.4	15.6	6.6	53.7	53.7	37.0	51.4	51.4	52.1
LOS by Move:	D	B	A	D-	B	A	D-	D-	D+	D-	D-	D-
HCM2kAvgQ:	6	30	3	1	15	0	3	3	2	1	1	1

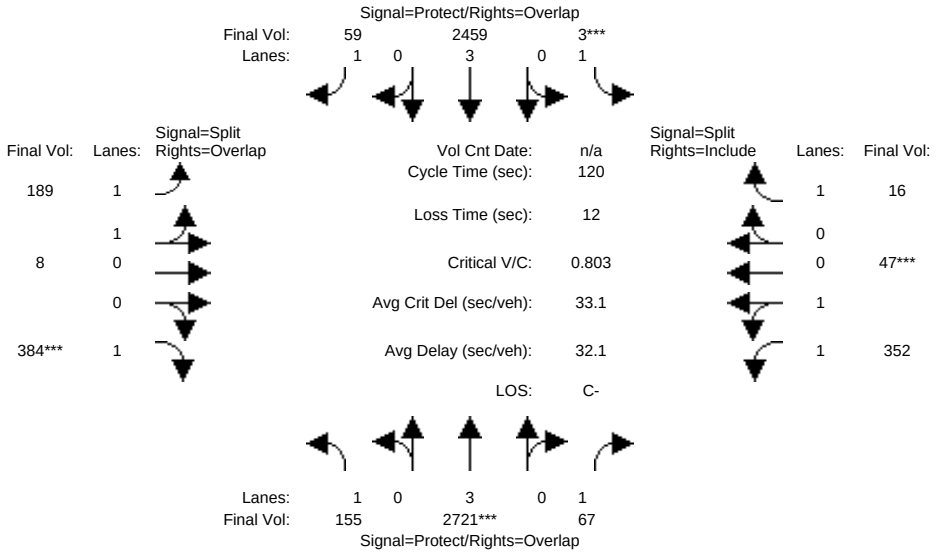
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #16: Coleman Avenue & Brokaw Road [Santa Clara Intersection]



Street Name:	Coleman Avenue						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	154	2703	66	3	2451	59	189	8	383	351	47	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	2703	66	3	2451	59	189	8	383	351	47	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	1	18	1	0	8	0	0	0	1	1	0	0
Initial Fut:	155	2721	67	3	2459	59	189	8	384	352	47	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	2721	67	3	2459	59	189	8	384	352	47	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	2721	67	3	2459	59	189	8	384	352	47	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	2721	67	3	2459	59	189	8	384	352	47	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.92	0.08	1.00	1.77	0.23	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3406	144	1750	3132	418	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.04	0.00	0.43	0.03	0.06	0.06	0.22	0.11	0.11	0.01
Crit Moves:		****		****					****		****	
Green Time:	12.6	66.9	82.7	7.0	61.3	79.7	18.3	18.3	30.9	15.8	15.8	15.8
Volume/Cap:	0.84	0.86	0.06	0.03	0.84	0.05	0.36	0.36	0.85	0.86	0.86	0.07
Delay/Veh:	81.1	25.0	6.1	53.4	27.7	7.0	46.0	46.0	56.7	65.5	65.5	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.1	25.0	6.1	53.4	27.7	7.0	46.0	46.0	56.7	65.5	65.5	45.8
LOS by Move:	F	C	A	D-	C	A	D	D	E+	E	E	D
HCM2kAvgQ:	9	30	1	0	28	1	4	4	17	10	10	1

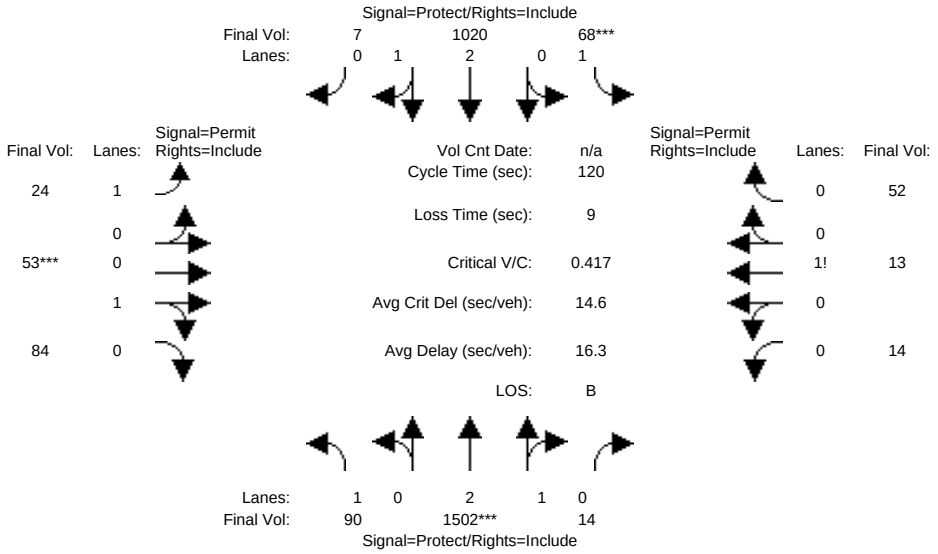
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1492	14	68	1015	7	24	53	84	14	13	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1492	14	68	1015	7	24	53	84	14	13	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	0	0	5	0	0	0	0	0	0	0
Initial Fut:	90	1502	14	68	1020	7	24	53	84	14	13	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1502	14	68	1020	7	24	53	84	14	13	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1502	14	68	1020	7	24	53	84	14	13	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1502	14	68	1020	7	24	53	84	14	13	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.97	0.03	1.00	2.98	0.02	1.00	0.39	0.61	0.18	0.16	0.66
Final Sat.:	1750	5548	52	1750	5562	38	1750	696	1104	310	288	1152
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.04	0.18	0.18	0.01	0.08	0.08	0.05	0.05	0.05
Crit Moves:		****		****				****				
Green Time:	21.5	77.9	77.9	11.2	67.6	67.6	21.9	21.9	21.9	21.9	21.9	21.9
Volume/Cap:	0.29	0.42	0.42	0.42	0.33	0.33	0.08	0.42	0.42	0.25	0.25	0.25
Delay/Veh:	43.1	10.2	10.2	53.1	14.1	14.1	40.8	44.3	44.3	42.4	42.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	10.2	10.2	53.1	14.1	14.1	40.8	44.3	44.3	42.4	42.4	42.4
LOS by Move:	D	B+	B+	D-	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	9	9	3	7	7	1	5	5	3	3	3

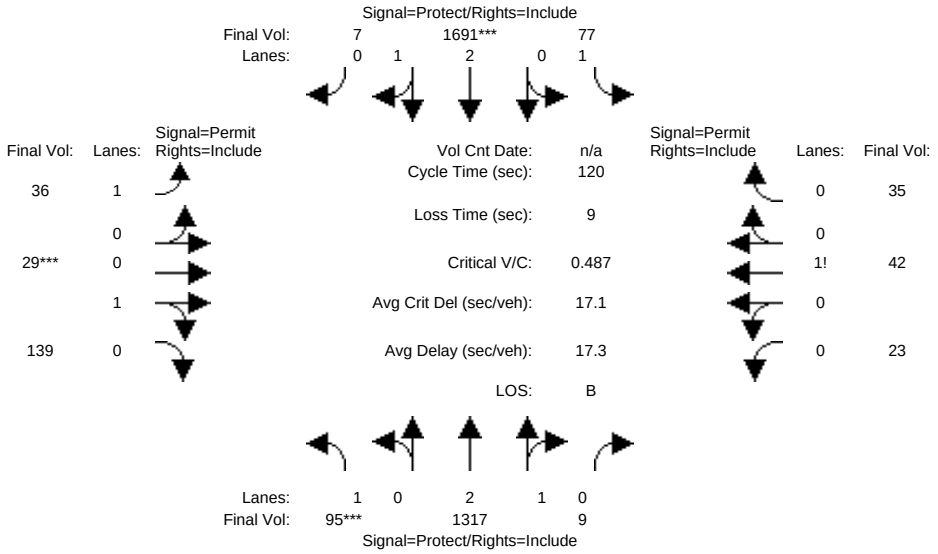
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #17: El Camino Real & Benton Street [Santa Clara Intersection]



Street Name:	El Camino Real						Benton Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	1307	9	77	1687	7	36	29	139	23	42	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1307	9	77	1687	7	36	29	139	23	42	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	1	10	0	0	4	0	0	0	0	0	0	0
Initial Fut:	95	1317	9	77	1691	7	36	29	139	23	42	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1317	9	77	1691	7	36	29	139	23	42	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1317	9	77	1691	7	36	29	139	23	42	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1317	9	77	1691	7	36	29	139	23	42	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.92	0.92
Lanes:	1.00	2.98	0.02	1.00	2.99	0.01	1.00	0.17	0.83	0.23	0.42	0.35
Final Sat.:	1750	5562	38	1750	5577	23	1750	311	1489	403	735	613
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.04	0.30	0.30	0.02	0.09	0.09	0.06	0.06	0.06
Crit Moves:	****				****			****				
Green Time:	13.4	70.6	70.6	17.4	74.7	74.7	23.0	23.0	23.0	23.0	23.0	23.0
Volume/Cap:	0.49	0.40	0.40	0.30	0.49	0.49	0.11	0.49	0.49	0.30	0.30	0.30
Delay/Veh:	52.0	13.4	13.4	46.6	12.4	12.4	40.2	44.3	44.3	42.1	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	13.4	13.4	46.6	12.4	12.4	40.2	44.3	44.3	42.1	42.1	42.1
LOS by Move:	D-	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	4	9	9	3	11	11	1	6	6	4	4	4

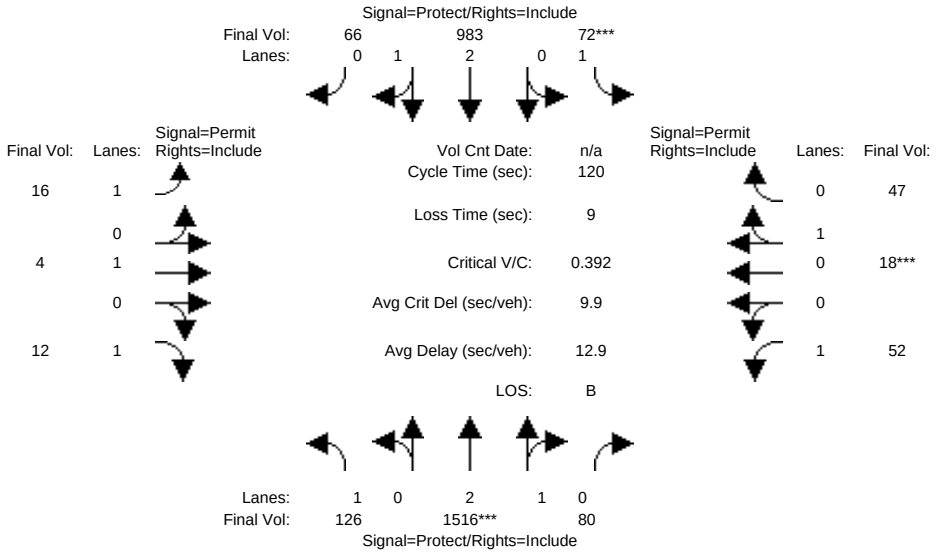
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	1506	79	72	978	66	16	4	12	52	18	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1506	79	72	978	66	16	4	12	52	18	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	1	10	1	0	5	0	0	0	0	0	0	0
Initial Fut:	126	1516	80	72	983	66	16	4	12	52	18	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1516	80	72	983	66	16	4	12	52	18	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1516	80	72	983	66	16	4	12	52	18	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1516	80	72	983	66	16	4	12	52	18	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	2.80	0.20	1.00	1.00	1.00	1.00	0.28	0.72
Final Sat.:	1750	5319	281	1750	5247	352	1750	1900	1750	1750	498	1302
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.04	0.19	0.19	0.01	0.00	0.01	0.03	0.04	0.04
Crit Moves:		****		****							****	
Green Time:	27.7	87.3	87.3	12.6	72.2	72.2	11.1	11.1	11.1	11.1	11.1	11.1
Volume/Cap:	0.31	0.39	0.39	0.39	0.31	0.31	0.10	0.02	0.07	0.32	0.39	0.39
Delay/Veh:	38.7	6.3	6.3	51.5	11.8	11.8	50.2	49.6	50.0	52.1	52.8	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	6.3	6.3	51.5	11.8	11.8	50.2	49.6	50.0	52.1	52.8	52.8
LOS by Move:	D+	A	A	D-	B+	B+	D	D	D	D-	D-	D-
HCM2kAvgQ:	4	8	8	3	6	6	1	0	0	2	3	3

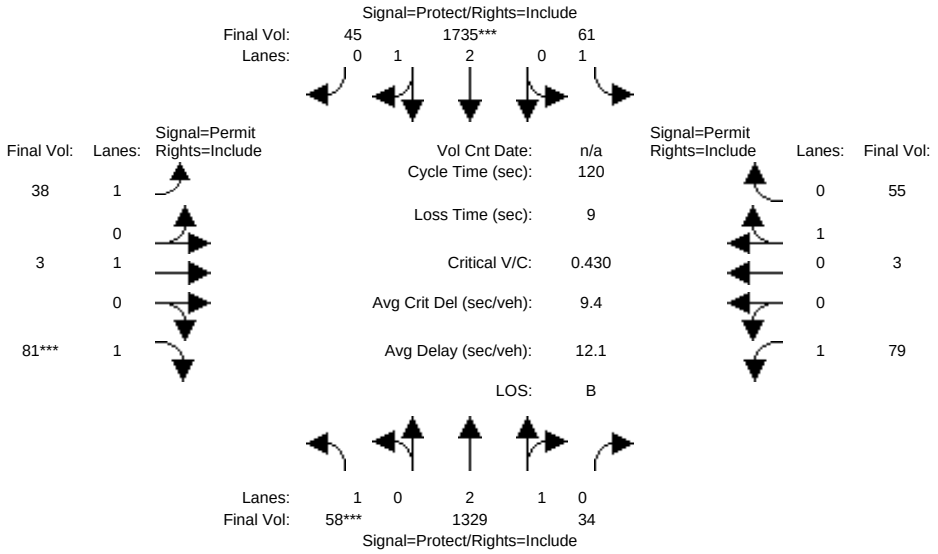
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #18: El Camino Real & Palm Drive [Santa Clara Intersection]



Street Name:	El Camino Real						Palm Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	1318	33	61	1731	45	38	3	81	78	3	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1318	33	61	1731	45	38	3	81	78	3	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	11	1	0	4	0	0	0	0	1	0	0
Initial Fut:	58	1329	34	61	1735	45	38	3	81	79	3	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1329	34	61	1735	45	38	3	81	79	3	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1329	34	61	1735	45	38	3	81	79	3	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1329	34	61	1735	45	38	3	81	79	3	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.05	0.95
Final Sat.:	1750	5460	140	1750	5458	142	1750	1900	1750	1750	93	1707
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.03	0.32	0.32	0.02	0.00	0.05	0.05	0.03	0.03
Crit Moves:	****				****				****			
Green Time:	9.3	79.1	79.1	19.0	88.8	88.8	12.9	12.9	12.9	12.9	12.9	12.9
Volume/Cap:	0.43	0.37	0.37	0.22	0.43	0.43	0.20	0.01	0.43	0.42	0.30	0.30
Delay/Veh:	55.0	9.3	9.3	44.5	6.0	6.0	49.4	47.9	51.7	51.5	50.2	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	9.3	9.3	44.5	6.0	6.0	49.4	47.9	51.7	51.5	50.2	50.2
LOS by Move:	E+	A	A	D	A	A	D	D	D-	D-	D	D
HCM2kAvgQ:	3	8	8	2	8	8	2	0	3	3	2	2

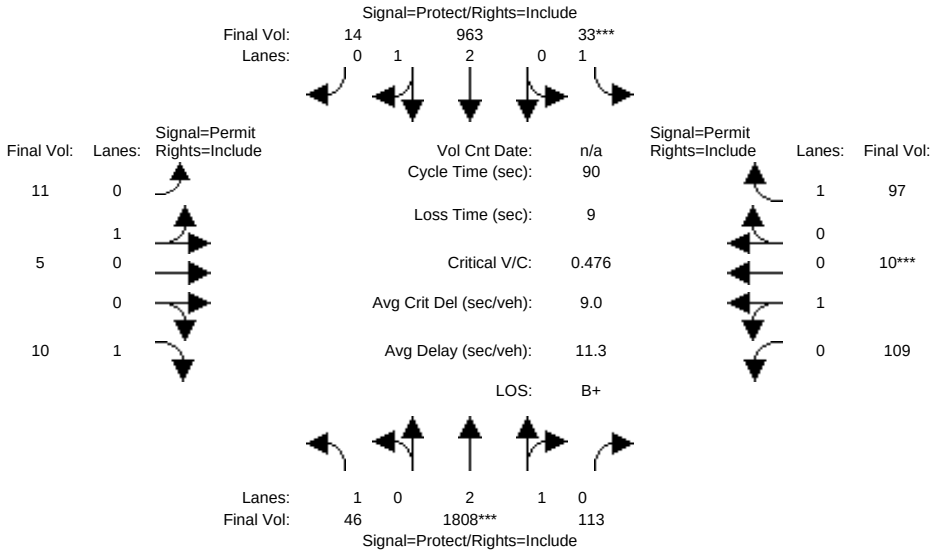
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	1796	109	33	958	14	11	5	10	109	10	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1796	109	33	958	14	11	5	10	109	10	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	12	4	0	5	0	0	0	0	0	0	0
Initial Fut:	46	1808	113	33	963	14	11	5	10	109	10	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1808	113	33	963	14	11	5	10	109	10	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1808	113	33	963	14	11	5	10	109	10	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1808	113	33	963	14	11	5	10	109	10	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.82	0.18	1.00	2.96	0.04	0.69	0.31	1.00	0.92	0.08	1.00
Final Sat.:	1750	5270	329	1750	5520	80	1237	562	1750	1649	151	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.02	0.17	0.17	0.01	0.01	0.01	0.07	0.07	0.06
Crit Moves:		****			****						****	
Green Time:	21.3	62.0	62.0	7.0	47.8	47.8	12.0	12.0	12.0	12.0	12.0	12.0
Volume/Cap:	0.11	0.50	0.50	0.24	0.33	0.33	0.07	0.07	0.04	0.50	0.50	0.42
Delay/Veh:	27.1	6.7	6.7	39.9	12.1	12.1	34.3	34.3	34.1	37.9	37.9	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	6.7	6.7	39.9	12.1	12.1	34.3	34.3	34.1	37.9	37.9	37.0
LOS by Move:	C	A	A	D	B	B	C-	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	9	9	1	5	5	0	0	0	4	4	3

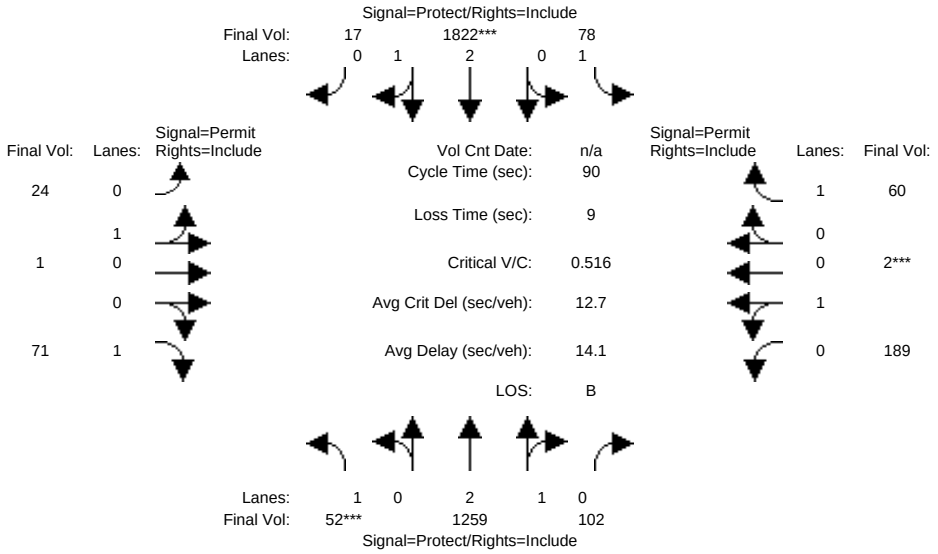
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #19: El Camino Real & Campbell Avenue [Santa Clara Intersection]



Street Name:	El Camino Real						Campbell Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	1247	101	78	1817	17	24	1	71	187	2	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1247	101	78	1817	17	24	1	71	187	2	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	12	1	0	5	0	0	0	0	2	0	0
Initial Fut:	52	1259	102	78	1822	17	24	1	71	189	2	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1259	102	78	1822	17	24	1	71	189	2	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1259	102	78	1822	17	24	1	71	189	2	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1259	102	78	1822	17	24	1	71	189	2	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.77	0.23	1.00	2.97	0.03	0.96	0.04	1.00	0.99	0.01	1.00
Final Sat.:	1750	5180	420	1750	5548	52	1728	72	1750	1781	19	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.04	0.33	0.33	0.01	0.01	0.04	0.11	0.11	0.03
Crit Moves:	****				****						****	
Green Time:	7.0	47.7	47.7	15.3	55.9	55.9	18.1	18.1	18.1	18.1	18.1	18.1
Volume/Cap:	0.38	0.46	0.46	0.26	0.53	0.53	0.07	0.07	0.20	0.53	0.53	0.17
Delay/Veh:	41.2	13.3	13.3	33.0	9.8	9.8	29.2	29.2	30.2	33.6	33.6	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	13.3	13.3	33.0	9.8	9.8	29.2	29.2	30.2	33.6	33.6	30.0
LOS by Move:	D	B	B	C-	A	A	C	C	C	C-	C-	C
HCM2kAvgQ:	2	8	8	2	10	10	1	1	2	6	6	2

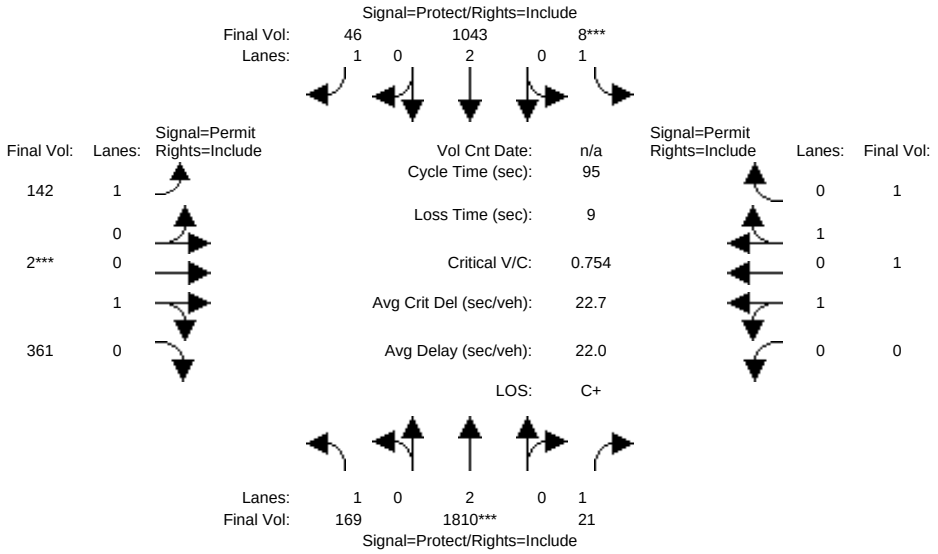
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	1794	21	8	1038	46	142	2	356	0	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1794	21	8	1038	46	142	2	356	0	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	2	16	0	0	5	0	0	0	5	0	0	0
Initial Fut:	169	1810	21	8	1043	46	142	2	361	0	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1810	21	8	1043	46	142	2	361	0	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1810	21	8	1043	46	142	2	361	0	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1810	21	8	1043	46	142	2	361	0	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.01	0.99	0.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	10	1790	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.48	0.01	0.00	0.27	0.03	0.08	0.20	0.20	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	16.3	55.5	55.5	7.0	46.2	46.2	23.5	23.5	23.5	0.0	23.5	23.5
Volume/Cap:	0.56	0.82	0.02	0.06	0.56	0.05	0.33	0.82	0.82	0.00	0.00	0.00
Delay/Veh:	38.6	18.1	8.3	41.1	17.7	12.9	29.7	44.8	44.8	0.0	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	18.1	8.3	41.1	17.7	12.9	29.7	44.8	44.8	0.0	26.9	26.9
LOS by Move:	D+	B-	A	D	B	B	C	D	D	A	C	C
HCM2kAvgQ:	6	23	0	0	11	1	4	13	13	0	0	0

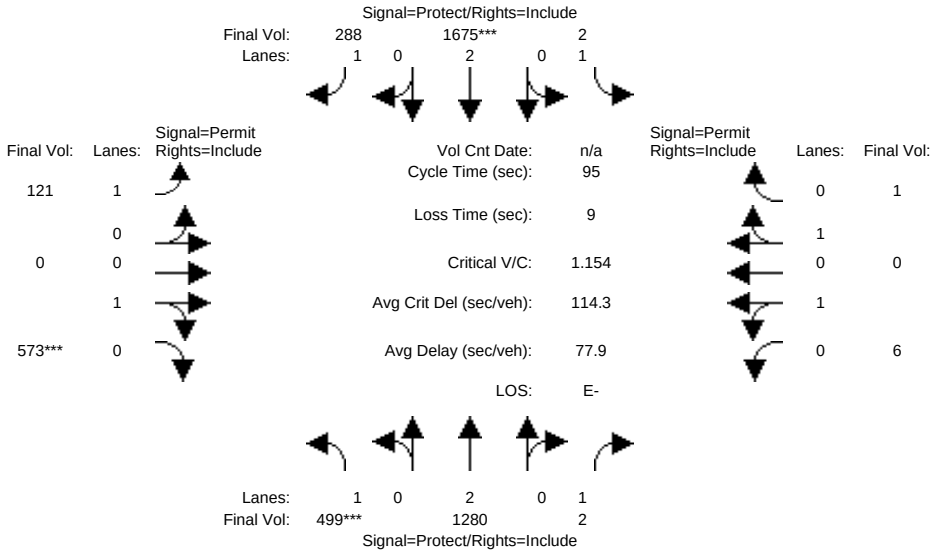
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #20: El Camino Real & The Alameda [Santa Clara Intersection]



Street Name:	El Camino Real						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	497	1267	2	2	1668	288	121	0	572	6	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	497	1267	2	2	1668	288	121	0	572	6	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	2	13	0	0	7	0	0	0	1	0	0	0
Initial Fut:	499	1280	2	2	1675	288	121	0	573	6	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	1280	2	2	1675	288	121	0	573	6	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	1280	2	2	1675	288	121	0	573	6	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	499	1280	2	2	1675	288	121	0	573	6	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.95	1.00	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	0	1800	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.29	0.34	0.00	0.00	0.44	0.16	0.07	0.00	0.32	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	23.5	49.1	49.1	10.7	36.3	36.3	26.2	0.0	26.2	26.2	0.0	26.2
Volume/Cap:	1.15	0.65	0.00	0.01	1.15	0.43	0.25	0.00	1.15	0.01	0.00	0.00
Delay/Veh:	128.2	17.5	11.1	37.4	107	22.2	27.0	0.0	124.4	25.0	0.0	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.2	17.5	11.1	37.4	107	22.2	27.0	0.0	124.4	25.0	0.0	24.9
LOS by Move:	F	B	B+	D+	F	C+	C	A	F	C	A	C
HCM2kAvgQ:	28	14	0	0	41	7	3	0	31	0	0	0

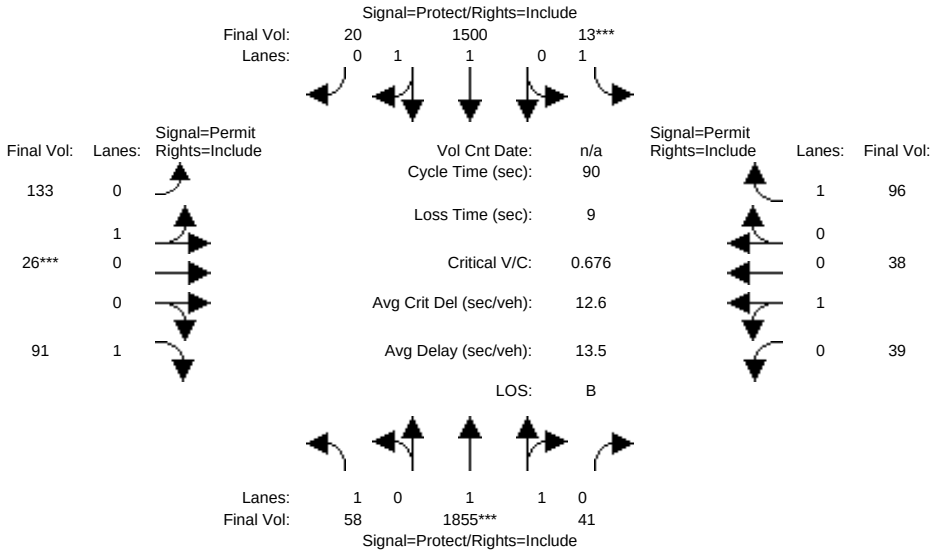
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1837	40	13	1490	20	133	26	91	39	38	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1837	40	13	1490	20	133	26	91	39	38	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	1	18	1	0	10	0	0	0	0	0	0	0
Initial Fut:	58	1855	41	13	1500	20	133	26	91	39	38	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1855	41	13	1500	20	133	26	91	39	38	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1855	41	13	1500	20	133	26	91	39	38	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1855	41	13	1500	20	133	26	91	39	38	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.84	0.16	1.00	0.51	0.49	1.00
Final Sat.:	1750	3620	80	1750	3651	49	1506	294	1750	912	888	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.51	0.51	0.01	0.41	0.41	0.09	0.09	0.05	0.04	0.04	0.05
Crit Moves:		****		****				****				
Green Time:	11.2	63.1	63.1	7.0	59.0	59.0	10.9	10.9	10.9	10.9	10.9	10.9
Volume/Cap:	0.27	0.73	0.73	0.10	0.63	0.63	0.73	0.73	0.43	0.35	0.35	0.45
Delay/Veh:	36.4	9.3	9.3	38.9	9.6	9.6	50.1	50.1	38.1	37.3	37.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	9.3	9.3	38.9	9.6	9.6	50.1	50.1	38.1	37.3	37.3	38.3
LOS by Move:	D+	A	A	D+	A	A	D	D	D+	D+	D+	D+
HCM2kAvgQ:	2	17	17	0	13	13	6	6	3	2	2	3

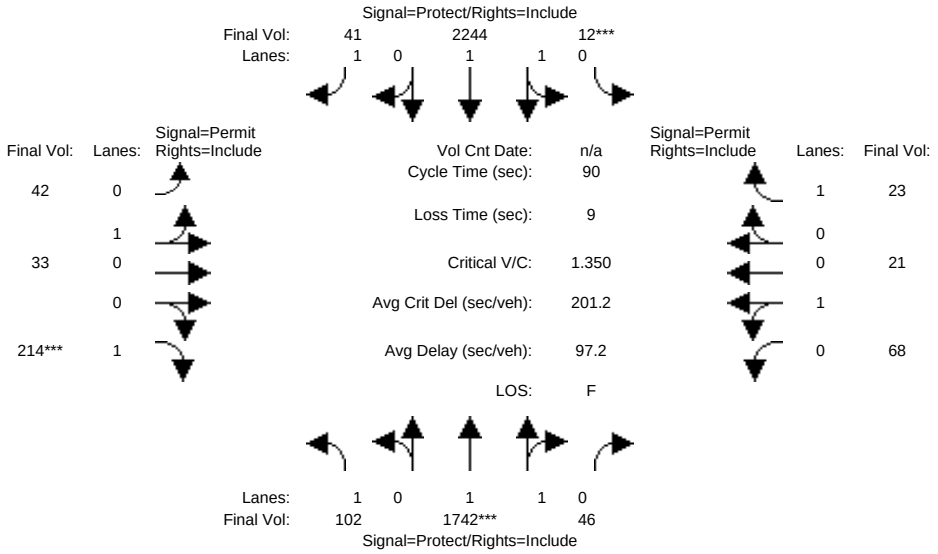
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #21: The Alameda & Newhall Street [Santa Clara Intersection]



Street Name:	The Alameda						Newhall Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	100	1727	43	12	2236	41	42	33	213	67	21	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1727	43	12	2236	41	42	33	213	67	21	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	2	15	3	0	8	0	0	0	1	1	0	0
Initial Fut:	102	1742	46	12	2244	41	42	33	214	68	21	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1742	46	12	2244	41	42	33	214	68	21	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1742	46	12	2244	41	42	33	214	68	21	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	1742	46	12	2244	41	42	33	214	68	21	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.95	0.97	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.95	0.05	0.01	1.99	1.00	0.56	0.44	1.00	0.76	0.24	1.00
Final Sat.:	1750	3605	95	20	3680	1750	1008	792	1750	1375	425	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.48	0.48	0.61	0.61	0.02	0.04	0.04	0.12	0.05	0.05	0.01
Crit Moves:		****		****					****			
Green Time:	8.0	31.4	31.4	39.6	63.0	63.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.65	1.39	1.39	1.39	0.87	0.03	0.38	0.38	1.10	0.45	0.45	0.12
Delay/Veh:	49.1	208	207.6	202.5	13.9	4.2	38.3	38.3	134.0	39.0	39.0	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	208	207.6	202.5	13.9	4.2	38.3	38.3	134.0	39.0	39.0	36.3
LOS by Move:	D	F	F	F	B	A	D+	D+	F	D+	D+	D+
HCM2kAvgQ:	4	58	58	73	28	0	2	2	13	3	3	1

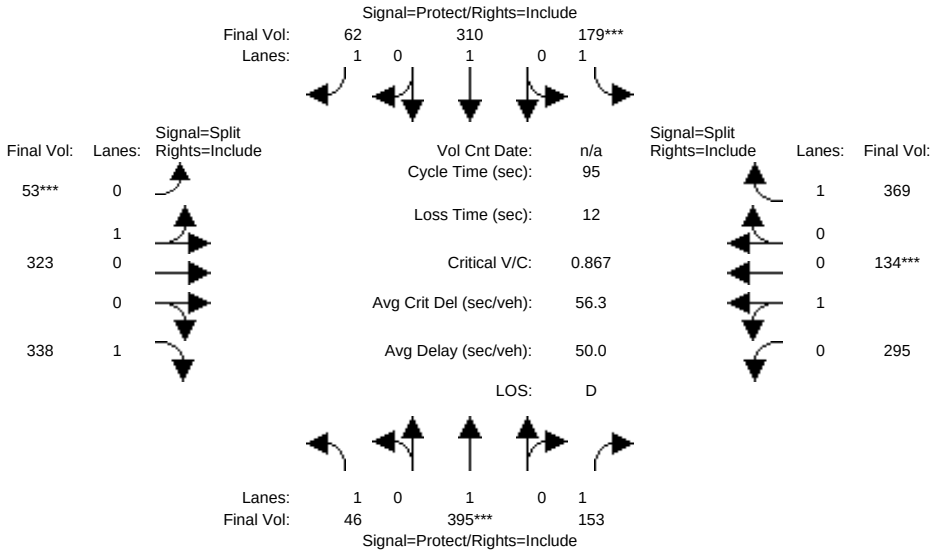
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	385	104	169	201	52	43	313	219	137	124	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	385	104	169	201	52	43	313	219	137	124	359
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	49	10	109	10	10	10	119	158	10	10
Initial Fut:	46	395	153	179	310	62	53	323	338	295	134	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	395	153	179	310	62	53	323	338	295	134	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	395	153	179	310	62	53	323	338	295	134	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	395	153	179	310	62	53	323	338	295	134	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.14	0.86	1.00	0.69	0.31	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	254	1546	1750	1238	562	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.09	0.10	0.16	0.04	0.21	0.21	0.19	0.24	0.24	0.21
Crit Moves:		****		****			****				****	
Green Time:	13.3	22.8	22.8	11.2	20.7	20.7	22.9	22.9	22.9	26.1	26.1	26.1
Volume/Cap:	0.19	0.87	0.36	0.87	0.75	0.16	0.87	0.87	0.80	0.87	0.87	0.77
Delay/Veh:	37.7	54.1	32.5	76.8	46.6	31.1	54.8	54.8	48.7	51.0	51.0	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	54.1	32.5	76.8	46.6	31.1	54.8	54.8	48.7	51.0	51.0	42.8
LOS by Move:	D+	D-	C-	E-	D	C	D-	D-	D	D	D	D
HCM2kAvgQ:	1	14	4	8	10	2	14	14	12	16	16	12

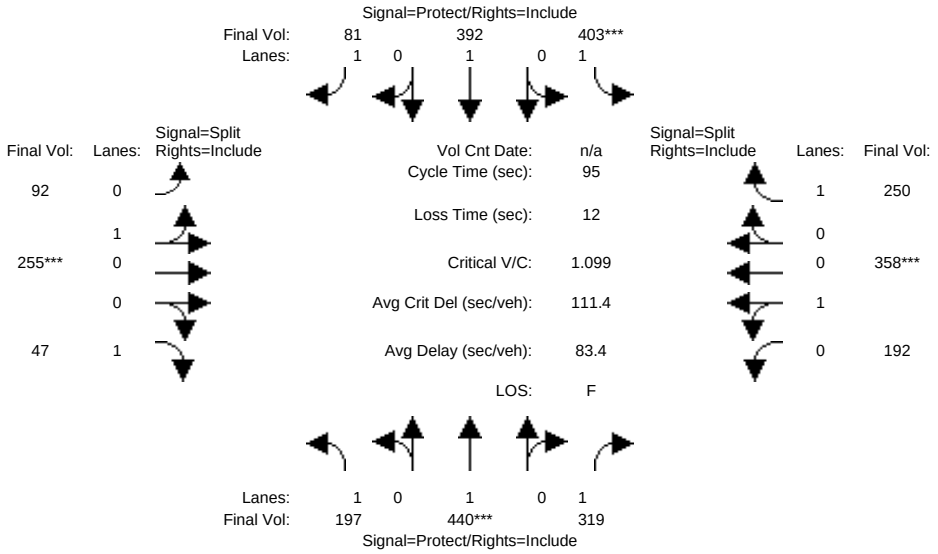
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #22: Julian Street & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	142	343	179	393	370	71	82	245	37	182	348	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	343	179	393	370	71	82	245	37	182	348	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	55	97	140	10	22	10	10	10	10	10	10	10
Initial Fut:	197	440	319	403	392	81	92	255	47	192	358	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	440	319	403	392	81	92	255	47	192	358	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	440	319	403	392	81	92	255	47	192	358	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	440	319	403	392	81	92	255	47	192	358	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.27	0.73	1.00	0.35	0.65	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	477	1323	1750	628	1172	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.18	0.23	0.21	0.05	0.19	0.19	0.03	0.31	0.31	0.14
Crit Moves:		****		****				****			****	
Green Time:	14.1	20.0	20.0	19.9	25.8	25.8	16.7	16.7	16.7	26.4	26.4	26.4
Volume/Cap:	0.76	1.10	0.87	1.10	0.76	0.17	1.10	1.10	0.15	1.10	1.10	0.51
Delay/Veh:	57.4	112	59.0	113.9	41.8	27.2	119.0	119	34.2	104.3	104	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	112	59.0	113.9	41.8	27.2	119.0	119	34.2	104.3	104	32.7
LOS by Move:	E+	F	E+	F	D	C	F	F	C-	F	F	C-
HCM2kAvgQ:	8	22	13	22	12	2	19	19	1	28	28	7

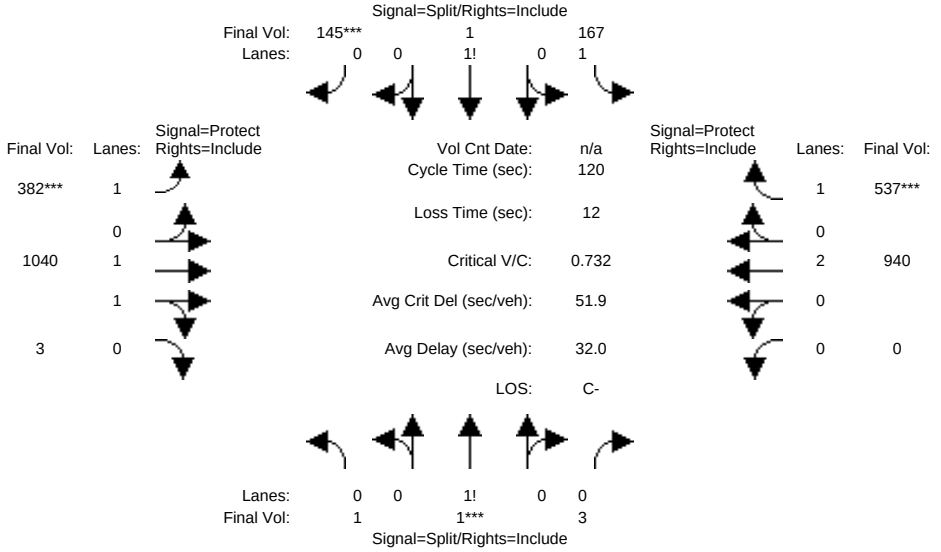
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	1	3	133	1	89	206	1030	3	0	930	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	3	133	1	89	206	1030	3	0	930	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	34	0	56	176	10	0	0	10	122
Initial Fut:	1	1	3	167	1	145	382	1040	3	0	940	537
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	3	167	1	145	382	1040	3	0	940	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	3	167	1	145	382	1040	3	0	940	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	3	167	1	145	382	1040	3	0	940	537
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.20	0.20	0.60	1.36	0.01	0.63	1.00	1.99	0.01	0.00	2.00	1.00
Final Sat.:	350	350	1050	2387	8	1106	1750	3689	11	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.13	0.13	0.22	0.28	0.28	0.00	0.25	0.31
Crit Moves:		****				****	****					****
Green Time:	10.0	10.0	10.0	19.6	19.6	19.6	32.6	78.4	78.4	0.0	45.8	45.8
Volume/Cap:	0.03	0.03	0.03	0.43	0.80	0.80	0.80	0.43	0.43	0.00	0.65	0.80
Delay/Veh:	51.0	51.0	51.0	47.0	64.4	64.4	54.2	10.6	10.6	0.0	32.7	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	51.0	47.0	64.4	64.4	54.2	10.6	10.6	0.0	32.7	43.0
LOS by Move:	D	D	D	D	E	E	D-	B+	B+	A	C-	D
HCM2kAvgQ:	0	0	0	5	11	11	16	9	9	0	15	21

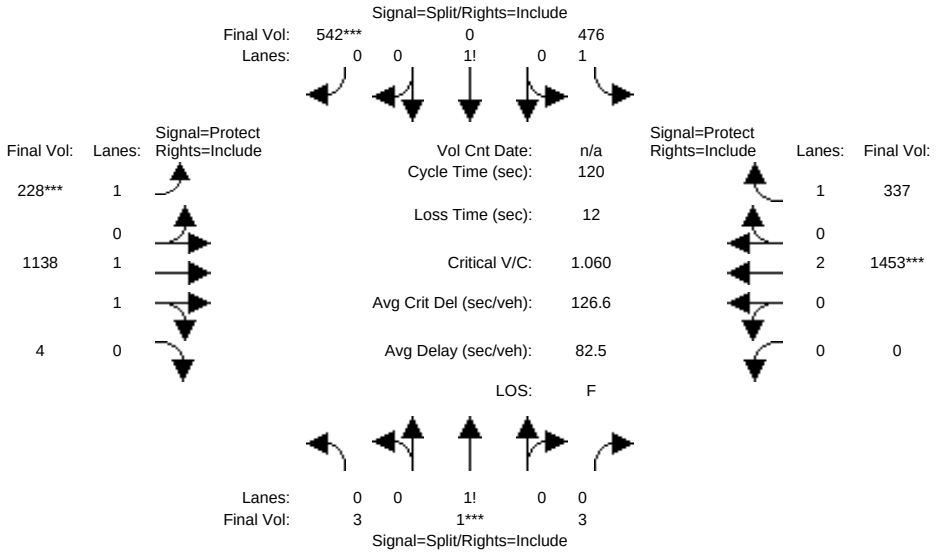
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #23: The Alameda & Stockton Avenue [Ops Analysis]



Street Name:	Stockton Avenue						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	1	3	374	0	391	226	1128	4	0	1443	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	3	374	0	391	226	1128	4	0	1443	299
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	102	0	151	2	10	0	0	10	38
Initial Fut:	3	1	3	476	0	542	228	1138	4	0	1453	337
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	3	476	0	542	228	1138	4	0	1453	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	3	476	0	542	228	1138	4	0	1453	337
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	3	476	0	542	228	1138	4	0	1453	337
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	0.43	0.14	0.43	1.31	0.00	0.69	1.00	1.99	0.01	0.00	2.00	1.00
Final Sat.:	750	250	750	2294	0	1240	1750	3687	13	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.44	0.13	0.31	0.31	0.00	0.38	0.19
Crit Moves:		****				****	****				****	
Green Time:	10.0	10.0	10.0	45.1	0.0	45.1	13.4	52.9	52.9	0.0	39.5	39.5
Volume/Cap:	0.05	0.05	0.05	0.55	0.00	1.16	1.16	0.70	0.70	0.00	1.16	0.59
Delay/Veh:	51.2	51.2	51.2	30.7	0.0	123.3	168.4	29.7	29.7	0.0	123	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	51.2	51.2	30.7	0.0	123.3	168.4	29.7	29.7	0.0	123	37.8
LOS by Move:	D-	D-	D-	C	A	F	F	C	C	A	F	D+
HCM2kAvgQ:	0	0	0	12	0	47	16	18	18	0	42	11

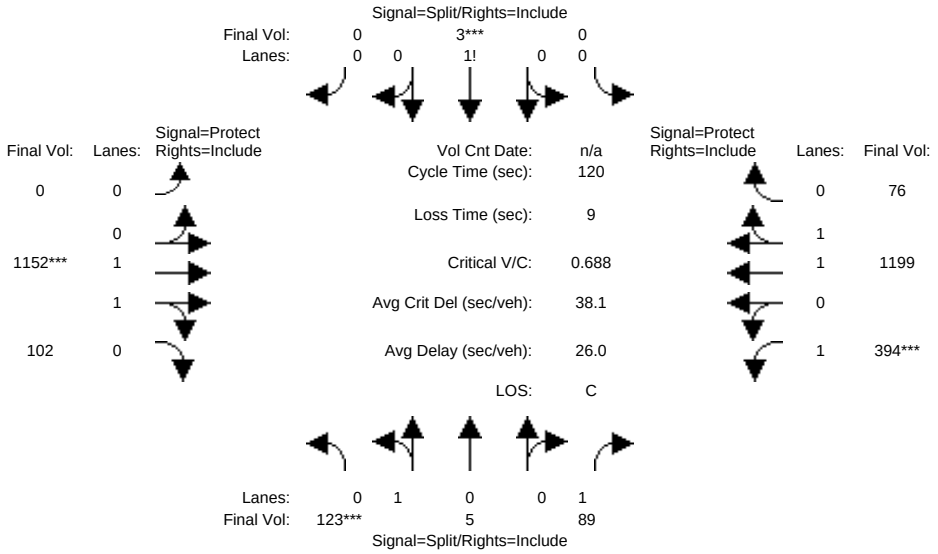
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	5	89	0	3	0	0	1142	92	336	1189	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	5	89	0	3	0	0	1142	92	336	1189	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	1	0	0	0	0	0	0	10	10	58	10	0
Initial Fut:	123	5	89	0	3	0	0	1152	102	394	1199	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	5	89	0	3	0	0	1152	102	394	1199	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	5	89	0	3	0	0	1152	102	394	1199	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	5	89	0	3	0	0	1152	102	394	1199	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.96	0.04	1.00	0.00	1.00	0.00	0.00	1.83	0.17	1.00	1.88	0.12
Final Sat.:	1730	70	1750	0	1900	0	0	3399	301	1750	3479	221
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.00	0.00	0.00	0.00	0.34	0.34	0.23	0.34	0.34
Crit Moves:	****				****			****		****		
Green Time:	11.3	11.3	11.3	0.0	10.0	0.0	0.0	53.9	53.9	35.8	89.7	89.7
Volume/Cap:	0.75	0.75	0.54	0.00	0.02	0.00	0.00	0.75	0.75	0.75	0.46	0.46
Delay/Veh:	79.4	79.4	64.0	0.0	50.7	0.0	0.0	30.8	30.8	47.9	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.4	79.4	64.0	0.0	50.7	0.0	0.0	30.8	30.8	47.9	6.4	6.4
LOS by Move:	E-	E-	E	A	D	A	A	C	C	D	A	A
HCM2kAvgQ:	7	7	4	0	0	0	0	21	21	16	9	9

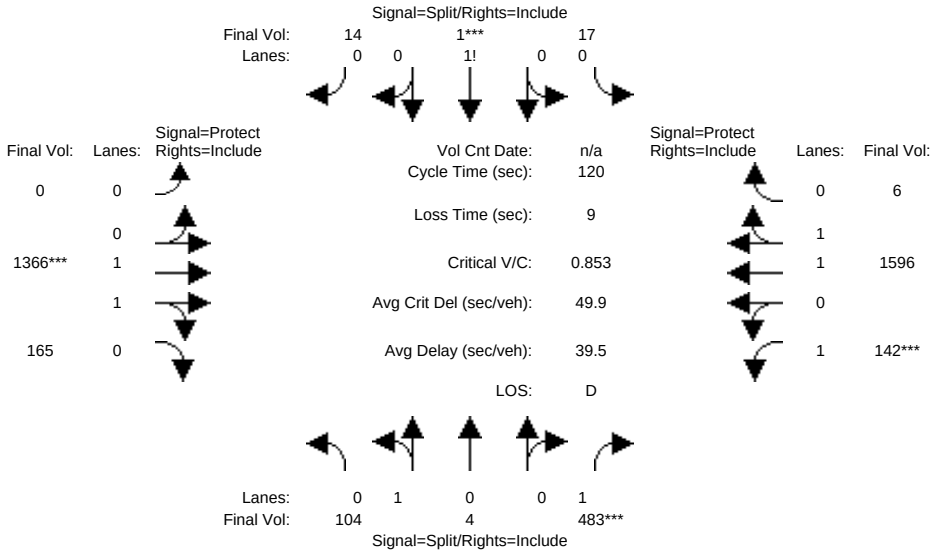
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #24: Santa Clara Street & Cahill Street [Ops Analysis]



Street Name:	Cahill Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	94	4	435	17	1	14	0	1356	155	132	1586	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	4	435	17	1	14	0	1356	155	132	1586	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	0	48	0	0	0	0	10	10	10	10	0
Initial Fut:	104	4	483	17	1	14	0	1366	165	142	1596	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	4	483	17	1	14	0	1366	165	142	1596	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	4	483	17	1	14	0	1366	165	142	1596	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	4	483	17	1	14	0	1366	165	142	1596	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.96	0.04	1.00	0.53	0.03	0.44	0.00	1.78	0.22	1.00	1.99	0.01
Final Sat.:	1733	67	1750	930	55	766	0	3301	399	1750	3686	14
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.28	0.02	0.02	0.02	0.00	0.41	0.41	0.08	0.43	0.43
Crit Moves:			****		****			****		****		
Green Time:	36.2	36.2	36.2	10.0	10.0	10.0	0.0	54.2	54.2	10.6	64.8	64.8
Volume/Cap:	0.20	0.20	0.92	0.22	0.22	0.22	0.00	0.92	0.92	0.92	0.80	0.80
Delay/Veh:	32.0	32.0	63.6	54.8	54.8	54.8	0.0	40.2	40.2	107.1	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	32.0	63.6	54.8	54.8	54.8	0.0	40.2	40.2	107.1	25.8	25.8
LOS by Move:	C	C	E	D-	D-	D-	A	D	D	F	C	C
HCM2kAvgQ:	3	3	22	1	1	1	0	31	31	9	26	26

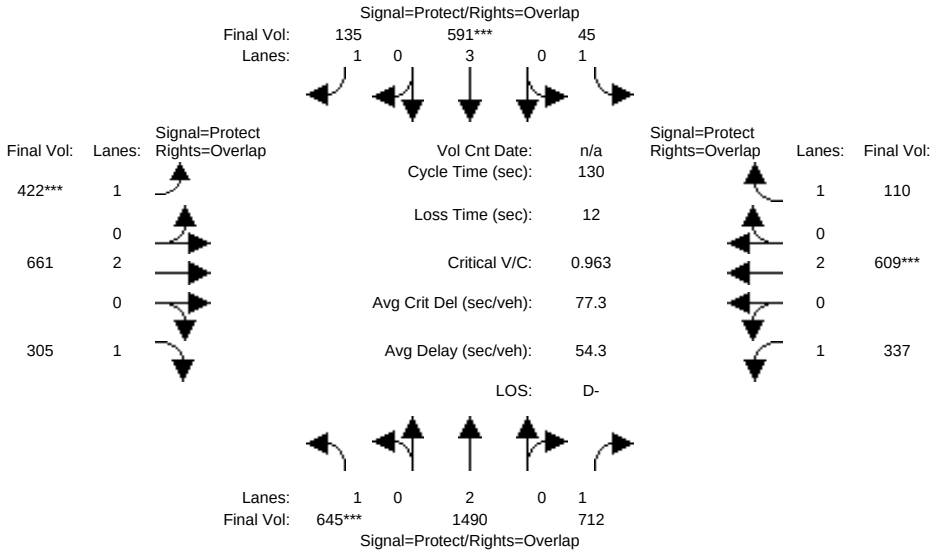
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	635	1217	531	45	567	125	412	651	295	327	599	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	635	1217	531	45	567	125	412	651	295	327	599	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	273	181	0	24	10	10	10	10	10	10	10
Initial Fut:	645	1490	712	45	591	135	422	661	305	337	609	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	645	1490	712	45	591	135	422	661	305	337	609	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	645	1490	712	45	591	135	422	661	305	337	609	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	645	1490	712	45	591	135	422	661	305	337	609	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.39	0.41	0.03	0.10	0.08	0.24	0.17	0.17	0.19	0.16	0.06
Crit Moves:	****				****		****				****	
Green Time:	49.8	56.1	84.6	7.7	14.0	46.6	32.6	25.7	75.5	28.5	21.6	29.3
Volume/Cap:	0.96	0.91	0.63	0.43	0.96	0.22	0.96	0.88	0.30	0.88	0.96	0.28
Delay/Veh:	64.9	42.4	14.5	61.9	84.9	29.2	81.4	62.2	14.0	69.2	80.4	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	42.4	14.5	61.9	84.9	29.2	81.4	62.2	14.0	69.2	80.4	42.0
LOS by Move:	E	D	B	E	F	C	F	E	B	E	F	D
HCM2kAvgQ:	33	31	18	2	12	4	23	16	6	17	16	4

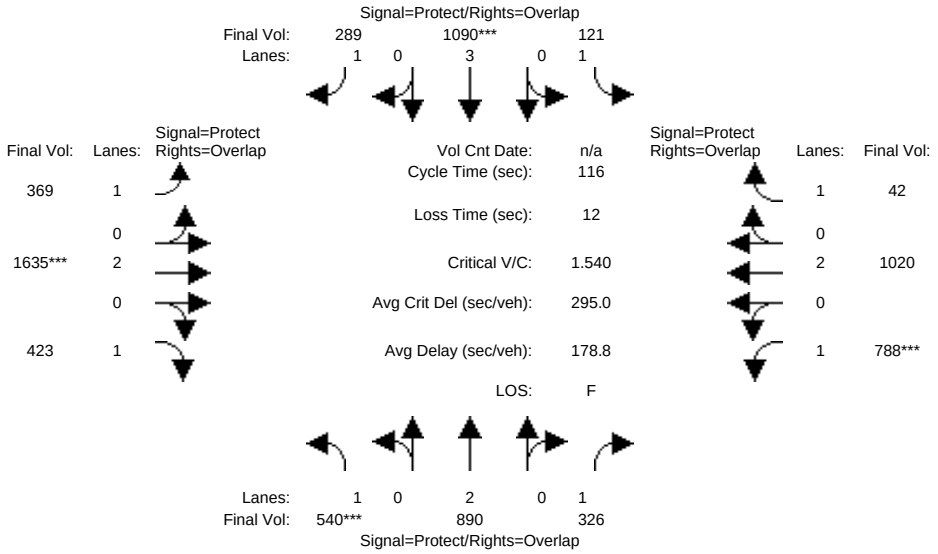
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #25: San Carlos Street & Bird Avenue [Ops Analysis]



Street Name:	Bird Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	530	764	316	111	1044	279	359	1625	413	778	1010	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	764	316	111	1044	279	359	1625	413	778	1010	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	126	10	10	46	10	10	10	10	10	10	10
Initial Fut:	540	890	326	121	1090	289	369	1635	423	788	1020	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	540	890	326	121	1090	289	369	1635	423	788	1020	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	890	326	121	1090	289	369	1635	423	788	1020	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	540	890	326	121	1090	289	369	1635	423	788	1020	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.23	0.19	0.07	0.19	0.17	0.21	0.43	0.24	0.45	0.27	0.02
Crit Moves:	****				****			****		****		
Green Time:	23.2	29.1	63.0	8.6	14.4	43.6	29.2	32.4	55.7	33.9	37.2	45.7
Volume/Cap:	1.54	0.93	0.34	0.93	1.54	0.44	0.84	1.54	0.50	1.54	0.84	0.06
Delay/Veh:	303.1	58.3	15.1	112.5	301	27.5	54.4	289	21.2	293.5	41.9	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	303.1	58.3	15.1	112.5	301	27.5	54.4	289	21.2	293.5	41.9	21.8
LOS by Move:	F	E+	B	F	F	C	D-	F	C+	F	D	C+
HCM2kAvgQ:	47	20	7	8	30	8	16	65	11	68	19	1

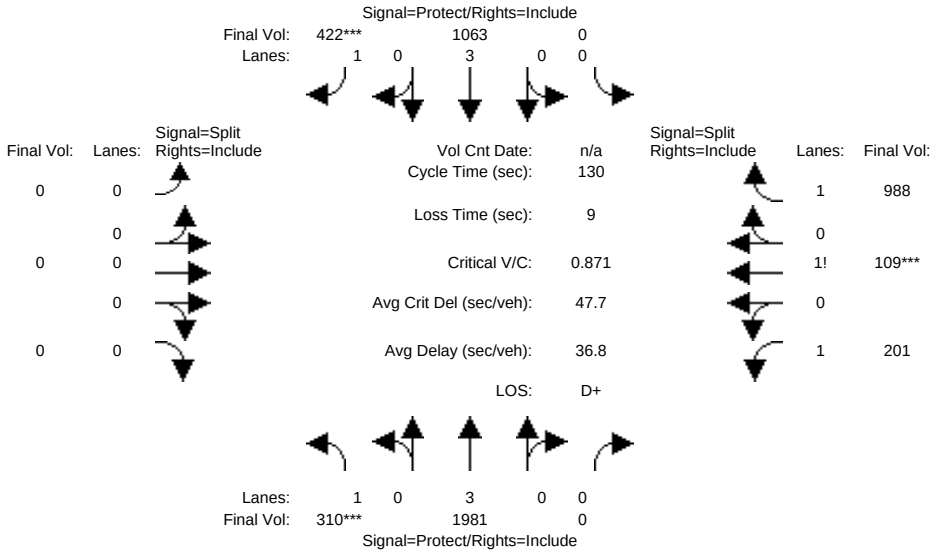
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	300	1971	0	0	1053	412	0	0	0	185	109	978
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1971	0	0	1053	412	0	0	0	185	109	978
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	0	10	10	0	0	0	16	0	10
Initial Fut:	310	1981	0	0	1063	422	0	0	0	201	109	988
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1981	0	0	1063	422	0	0	0	201	109	988
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1981	0	0	1063	422	0	0	0	201	109	988
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	310	1981	0	0	1063	422	0	0	0	201	109	988
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.15	0.15	1.70
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2006	278	3059
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.00	0.00	0.19	0.24	0.00	0.00	0.00	0.10	0.39	0.32
Crit Moves:	****					****					****	
Green Time:	26.4	62.4	0.0	0.0	36.0	36.0	0.0	0.0	0.0	58.6	58.6	58.6
Volume/Cap:	0.87	0.72	0.00	0.00	0.67	0.87	0.00	0.00	0.00	0.22	0.87	0.72
Delay/Veh:	70.3	27.9	0.0	0.0	42.9	60.5	0.0	0.0	0.0	21.8	38.2	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	27.9	0.0	0.0	42.9	60.5	0.0	0.0	0.0	21.8	38.2	30.4
LOS by Move:	E	C	A	A	D	E	A	A	A	C+	D+	C
HCM2kAvgQ:	16	21	0	0	13	20	0	0	0	4	29	20

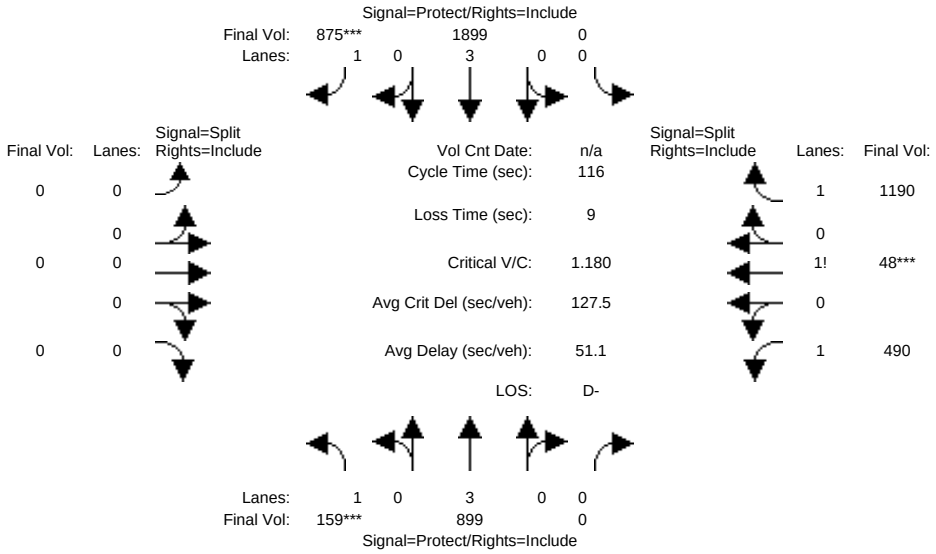
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #26: Bird Avenue & I-280 N Ramps [Ops Analysis]



Street Name:	Bird Avenue						I-280 N Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	149	889	0	0	1889	865	0	0	0	470	48	1180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	889	0	0	1889	865	0	0	0	470	48	1180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	0	10	10	0	0	0	20	0	10
Initial Fut:	159	899	0	0	1899	875	0	0	0	490	48	1190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	899	0	0	1899	875	0	0	0	490	48	1190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	899	0	0	1899	875	0	0	0	490	48	1190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	899	0	0	1899	875	0	0	0	490	48	1190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.28	0.05	1.67
Final Sat.:	1750	5700	0	0	5700	1750	0	0	0	2243	97	2997
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.00	0.00	0.33	0.50	0.00	0.00	0.00	0.22	0.50	0.40
Crit Moves:	****					****					****	
Green Time:	8.9	58.1	0.0	0.0	49.2	49.2	0.0	0.0	0.0	48.9	48.9	48.9
Volume/Cap:	1.18	0.31	0.00	0.00	0.79	1.18	0.00	0.00	0.00	0.52	1.18	0.94
Delay/Veh:	187.3	17.2	0.0	0.0	30.6	127.9	0.0	0.0	0.0	25.0	122	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.3	17.2	0.0	0.0	30.6	127.9	0.0	0.0	0.0	25.0	122	42.6
LOS by Move:	F	B	A	A	C	F	A	A	A	C	F	D
HCM2kAvgQ:	12	6	0	0	21	54	0	0	0	11	54	31

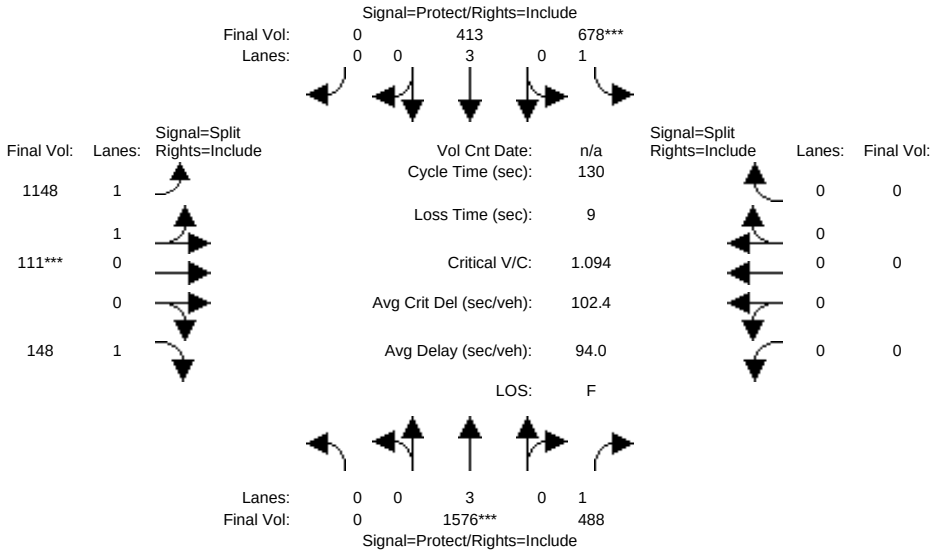
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1566	430	668	403	0	760	101	138	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1566	430	668	403	0	760	101	138	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	58	10	10	0	388	10	10	0	0	0
Initial Fut:	0	1576	488	678	413	0	1148	111	148	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1576	488	678	413	0	1148	111	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1576	488	678	413	0	1148	111	148	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1576	488	678	413	0	1148	111	148	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.83	0.17	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3237	313	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.39	0.07	0.00	0.35	0.35	0.08	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	32.8	32.8	46.0	78.9	0.0	42.1	42.1	42.1	0.0	0.0	0.0
Volume/Cap:	0.00	1.09	1.10	1.09	0.12	0.00	1.09	1.09	0.26	0.00	0.00	0.00
Delay/Veh:	0.0	102	122.6	106.6	10.9	0.0	100.1	100	32.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	102	122.6	106.6	10.9	0.0	100.1	100	32.7	0.0	0.0	0.0
LOS by Move:	A	F	F	F	B+	A	F	F	C-	A	A	A
HCM2kAvgQ:	0	30	31	41	2	0	38	38	5	0	0	0

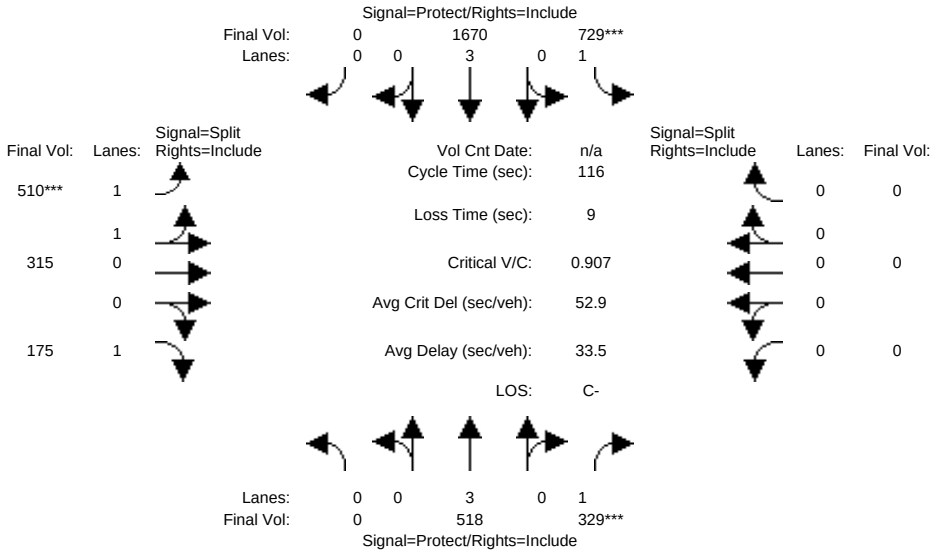
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #27: Bird Avenue & I-280 S Ramps [Ops Analysis]



Street Name:	Bird Avenye						I-280 S Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	508	327	554	1660	0	395	305	165	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	508	327	554	1660	0	395	305	165	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	2	175	10	0	115	10	10	0	0	0
Initial Fut:	0	518	329	729	1670	0	510	315	175	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	518	329	729	1670	0	510	315	175	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	518	329	729	1670	0	510	315	175	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	518	329	729	1670	0	510	315	175	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.25	0.75	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	2194	1355	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.19	0.42	0.29	0.00	0.23	0.23	0.10	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	24.0	24.0	53.3	77.3	0.0	29.7	29.7	29.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.91	0.91	0.44	0.00	0.91	0.91	0.39	0.00	0.00	0.00
Delay/Veh:	0.0	40.4	70.5	43.1	9.2	0.0	54.5	54.5	36.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.4	70.5	43.1	9.2	0.0	54.5	54.5	36.2	0.0	0.0	0.0
LOS by Move:	A	D	E	D	A	A	D-	D-	D+	A	A	A
HCM2kAvgQ:	0	6	16	30	9	0	19	19	6	0	0	0

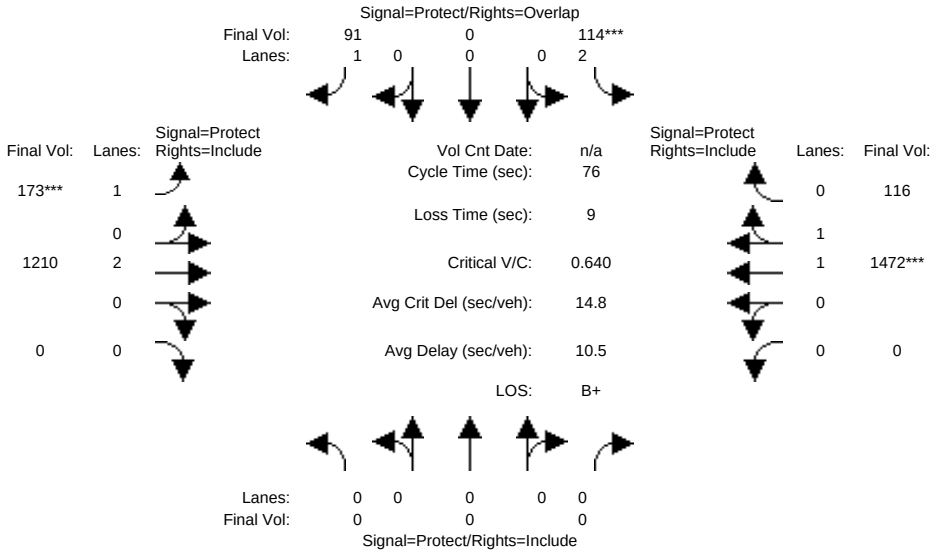
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	104	0	81	163	1200	0	0	1339	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	104	0	81	163	1200	0	0	1339	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	0	10	10	10	0	0	133	10
Initial Fut:	0	0	0	114	0	91	173	1210	0	0	1472	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	114	0	91	173	1210	0	0	1472	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	114	0	91	173	1210	0	0	1472	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	114	0	91	173	1210	0	0	1472	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.85	0.15
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3430	270
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.05	0.10	0.32	0.00	0.00	0.43	0.43
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	7.0	0.0	18.2	11.2	60.0	0.0	0.0	48.8	48.8
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.22	0.67	0.40	0.00	0.00	0.67	0.67
Delay/Veh:	0.0	0.0	0.0	36.5	0.0	24.3	43.6	2.9	0.0	0.0	10.1	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.5	0.0	24.3	43.6	2.9	0.0	0.0	10.1	10.1
LOS by Move:	A	A	A	D+	A	C	D	A	A	A	B+	B+
HCM2kAvgQ:	0	0	0	2	0	2	6	5	0	0	13	13

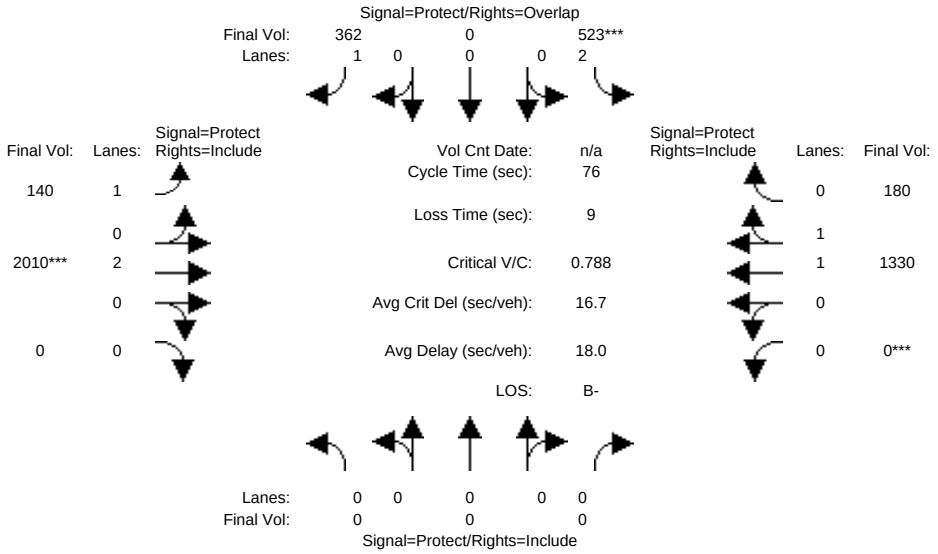
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #28: Julian Street & Autumn Parkway [Ops Analysis]



Street Name:	Autumn Parkway						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	513	0	352	130	1901	0	0	1320	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	513	0	352	130	1901	0	0	1320	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	0	10	10	109	0	0	10	10
Initial Fut:	0	0	0	523	0	362	140	2010	0	0	1330	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	523	0	362	140	2010	0	0	1330	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	523	0	362	140	2010	0	0	1330	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	523	0	362	140	2010	0	0	1330	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.75	0.25
Final Sat.:	0	0	0	3150	0	1750	1750	3800	0	0	3259	441
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.21	0.08	0.53	0.00	0.00	0.41	0.41
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	16.0	0.0	25.4	9.4	51.0	0.0	0.0	41.6	41.6
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.62	0.65	0.79	0.00	0.00	0.75	0.75
Delay/Veh:	0.0	0.0	0.0	37.6	0.0	26.1	45.8	11.3	0.0	0.0	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.6	0.0	26.1	45.8	11.3	0.0	0.0	15.7	15.7
LOS by Move:	A	A	A	D+	A	C	D	B+	A	A	B	B
HCM2kAvgQ:	0	0	0	9	0	9	5	18	0	0	15	15

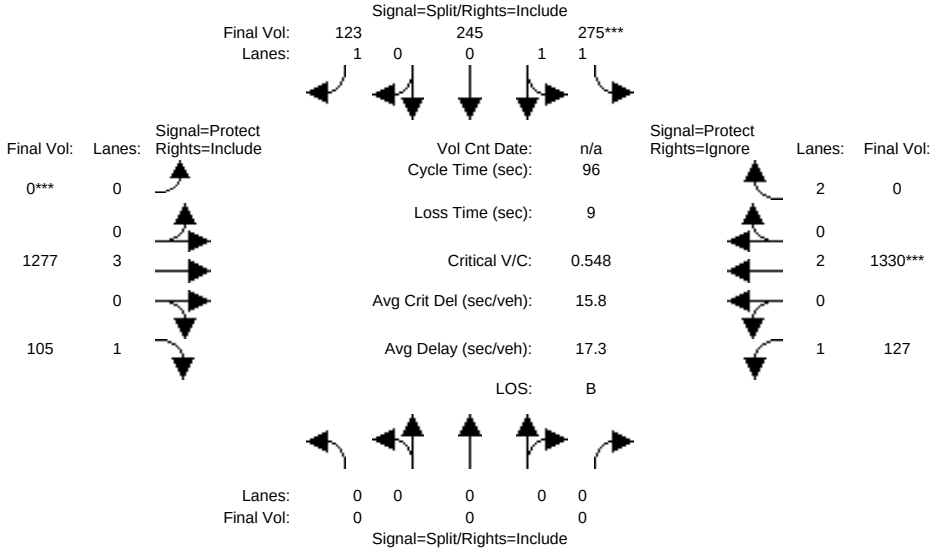
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	275	245	123	0	1267	95	50	1320	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	275	245	123	0	1267	95	50	1320	284
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	10	10	77	10	0
Initial Fut:	0	0	0	275	245	123	0	1277	105	127	1330	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	275	245	123	0	1277	105	127	1330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	275	245	123	0	1277	105	127	1330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	275	245	123	0	1277	105	127	1330	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.07	0.93	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	1877	1672	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.07	0.00	0.22	0.06	0.07	0.35	0.00
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.7	25.7	25.7	0.0	46.3	46.3	15.1	61.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.26	0.00	0.46	0.12	0.46	0.55	0.00
Delay/Veh:	0.0	0.0	0.0	30.9	30.9	28.0	0.0	16.7	13.8	38.0	9.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.9	30.9	28.0	0.0	16.7	13.8	38.0	9.9	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D+	A	A
HCM2kAvgQ:	0	0	0	8	8	3	0	8	2	4	11	0

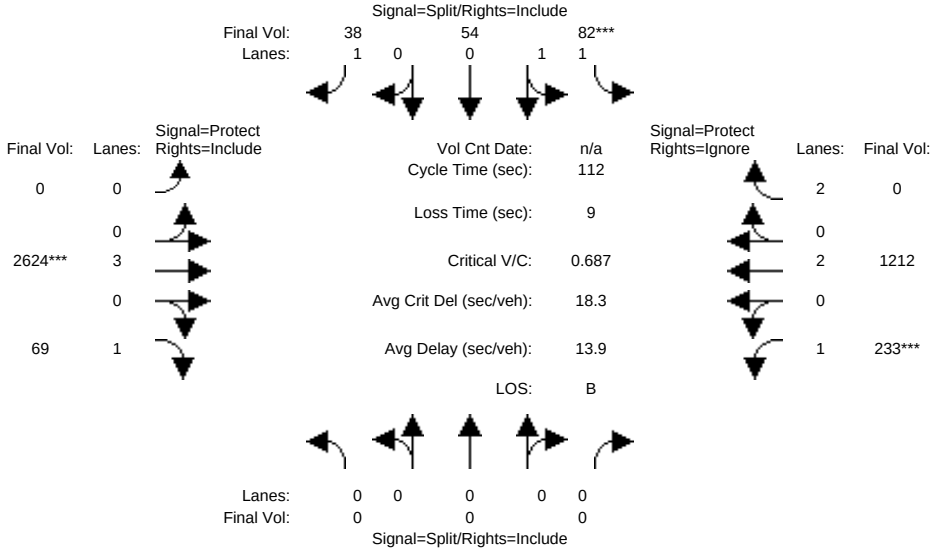
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2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #29: Julian Street & SR-87 S Ramp [Ops Analysis]



Street Name:	SR-87 S Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	82	54	38	0	2553	59	223	1202	960
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	82	54	38	0	2553	59	223	1202	960
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	71	10	10	10	0
Initial Fut:	0	0	0	82	54	38	0	2624	69	233	1212	960
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	82	54	38	0	2624	69	233	1212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	82	54	38	0	2624	69	233	1212	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	82	54	38	0	2624	69	233	1212	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	0.00	0.00	1.22	0.78	1.00	0.00	3.00	1.00	1.00	2.00	2.00
Final Sat.:	0	0	0	2140	1409	1750	0	5700	1750	1750	3800	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.02	0.00	0.46	0.04	0.13	0.32	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.0	10.0	10.0	0.0	72.1	72.1	20.9	93.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.24	0.00	0.71	0.06	0.71	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	49.2	49.2	48.3	0.0	13.8	7.4	50.1	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	49.2	49.2	48.3	0.0	13.8	7.4	50.1	2.4	0.0
LOS by Move:	A	A	A	D	D	D	A	B	A	D	A	A
HCM2kAvgQ:	0	0	0	3	3	2	0	20	1	10	5	0

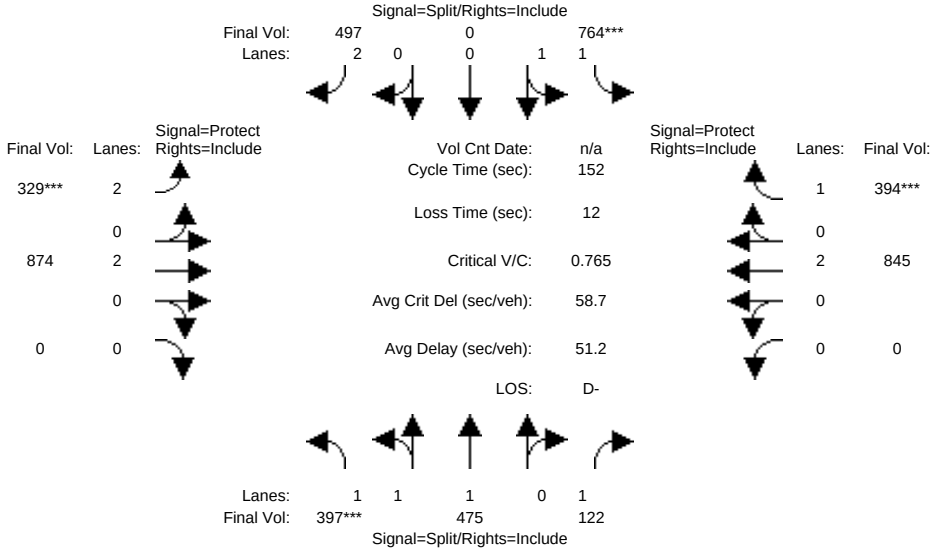
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	387	465	112	706	0	487	217	864	0	0	835	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	465	112	706	0	487	217	864	0	0	835	384
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	58	0	10	112	10	0	0	10	10
Initial Fut:	397	475	122	764	0	497	329	874	0	0	845	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	475	122	764	0	497	329	874	0	0	845	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	475	122	764	0	497	329	874	0	0	845	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	397	475	122	764	0	497	329	874	0	0	845	394
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.92	0.93	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.41	1.59	1.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2479	2967	1750	3550	0	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.07	0.22	0.00	0.16	0.10	0.23	0.00	0.00	0.22	0.23
Crit Moves:	****			****			****					****
Green Time:	31.8	31.8	31.8	42.7	0.0	42.7	20.7	65.5	0.0	0.0	44.7	44.7
Volume/Cap:	0.77	0.77	0.33	0.77	0.00	0.56	0.77	0.53	0.00	0.00	0.76	0.77
Delay/Veh:	59.7	59.7	51.6	53.6	0.0	47.4	71.3	32.3	0.0	0.0	51.7	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	59.7	51.6	53.6	0.0	47.4	71.3	32.3	0.0	0.0	51.7	55.6
LOS by Move:	E+	E+	D-	D-	A	D	E	C-	A	A	D-	E+
HCM2kAvgQ:	15	15	5	19	0	12	11	15	0	0	19	19

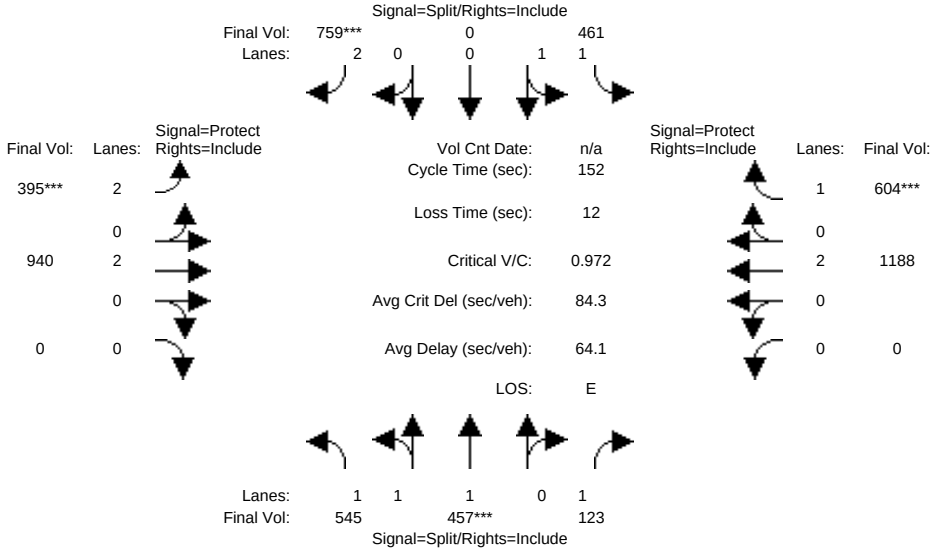
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #30: Julian Street & SR-87 N Ramp [Ops Analysis]



Street Name:	SR-87 Ramp						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	535	373	113	451	0	749	219	930	0	0	1178	579
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	535	373	113	451	0	749	219	930	0	0	1178	579
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	84	10	10	0	10	176	10	0	0	10	25
Initial Fut:	545	457	123	461	0	759	395	940	0	0	1188	604
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	545	457	123	461	0	759	395	940	0	0	1188	604
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	545	457	123	461	0	759	395	940	0	0	1188	604
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	545	457	123	461	0	759	395	940	0	0	1188	604
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.99	0.92	0.93	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.67	1.33	1.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	2962	2484	1750	3550	0	3150	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.13	0.00	0.24	0.13	0.25	0.00	0.00	0.31	0.35
Crit Moves:		****				****	****					****
Green Time:	28.8	28.8	28.8	37.7	0.0	37.7	19.6	73.6	0.0	0.0	54.0	54.0
Volume/Cap:	0.97	0.97	0.37	0.52	0.00	0.97	0.97	0.51	0.00	0.00	0.88	0.97
Delay/Veh:	82.7	82.7	54.4	50.0	0.0	82.1	103.2	27.1	0.0	0.0	53.0	77.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	82.7	54.4	50.0	0.0	82.1	103.2	27.1	0.0	0.0	53.0	77.4
LOS by Move:	F	F	D-	D	A	F	F	C	A	A	D-	E-
HCM2kAvgQ:	21	21	5	10	0	26	15	15	0	0	28	35

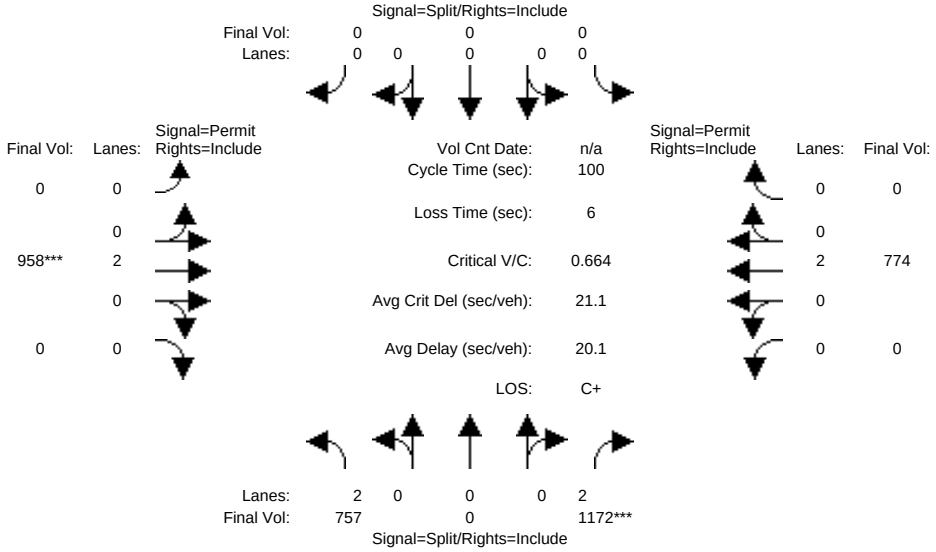
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	577	0	1162	0	0	0	0	948	0	0	764	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	577	0	1162	0	0	0	0	948	0	0	764	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	180	0	10	0	0	0	0	10	0	0	10	0
Initial Fut:	757	0	1172	0	0	0	0	958	0	0	774	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	757	0	1172	0	0	0	0	958	0	0	774	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	757	0	1172	0	0	0	0	958	0	0	774	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	757	0	1172	0	0	0	0	958	0	0	774	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.37	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.20	0.00
Crit Moves:			****					****				
Green Time:	56.0	0.0	56.0	0.0	0.0	0.0	0.0	38.0	0.0	0.0	38.0	0.0
Volume/Cap:	0.43	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.54	0.00
Delay/Veh:	12.9	0.0	16.4	0.0	0.0	0.0	0.0	26.9	0.0	0.0	24.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	0.0	16.4	0.0	0.0	0.0	0.0	26.9	0.0	0.0	24.6	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	C	A
HCM2kAvgQ:	8	0	16	0	0	0	0	13	0	0	10	0

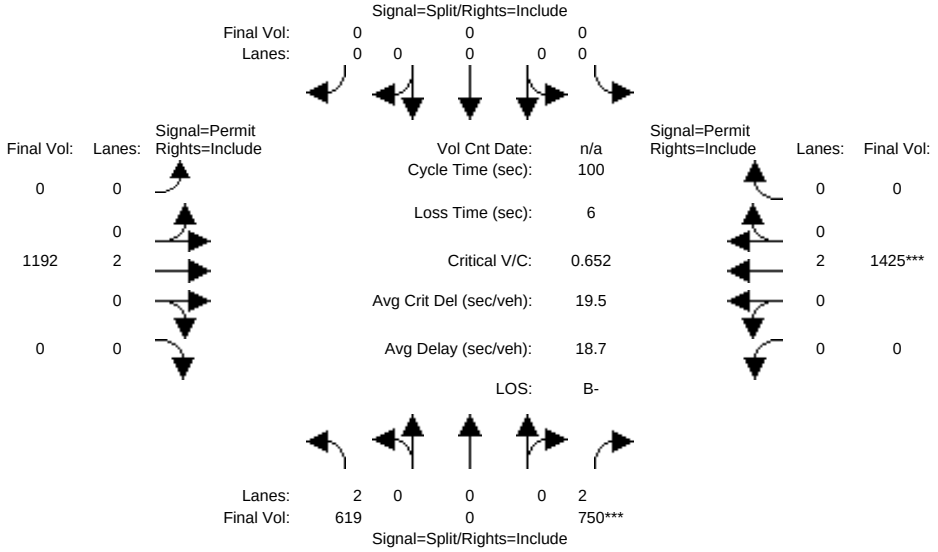
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #31: Santa Clara Street & SR-87 N Off-Ramp [Ops Analysis]



Street Name:	SR-87 N Off-Ramp						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	299	0	740	0	0	0	0	1182	0	0	1415	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	0	740	0	0	0	0	1182	0	0	1415	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	320	0	10	0	0	0	0	10	0	0	10	0
Initial Fut:	619	0	750	0	0	0	0	1192	0	0	1425	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	619	0	750	0	0	0	0	1192	0	0	1425	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	619	0	750	0	0	0	0	1192	0	0	1425	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	619	0	750	0	0	0	0	1192	0	0	1425	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.24	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.38	0.00
Crit Moves:			****								****	
Green Time:	36.5	0.0	36.5	0.0	0.0	0.0	0.0	57.5	0.0	0.0	57.5	0.0
Volume/Cap:	0.54	0.00	0.65	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.65	0.00
Delay/Veh:	25.6	0.0	27.8	0.0	0.0	0.0	0.0	13.5	0.0	0.0	15.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	0.0	27.8	0.0	0.0	0.0	0.0	13.5	0.0	0.0	15.2	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	9	0	12	0	0	0	0	11	0	0	15	0

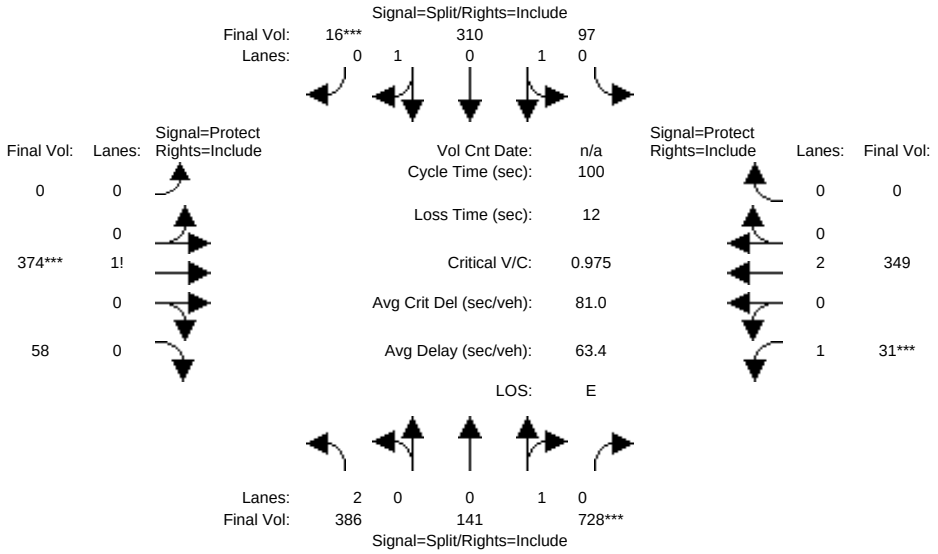
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	196	141	692	89	292	16	0	364	58	21	339	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	141	692	89	292	16	0	364	58	21	339	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	190	0	36	8	18	0	0	10	0	10	10	0
Initial Fut:	386	141	728	97	310	16	0	374	58	31	349	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	386	141	728	97	310	16	0	374	58	31	349	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	141	728	97	310	16	0	374	58	31	349	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	386	141	728	97	310	16	0	374	58	31	349	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	2.00	0.16	0.84	0.46	1.47	0.07	0.00	0.87	0.13	1.00	2.00	0.00
Final Sat.:	3150	292	1508	826	2638	136	0	1558	242	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.48	0.48	0.12	0.12	0.12	0.00	0.24	0.24	0.02	0.09	0.00
Crit Moves:			****			****		****		****		
Green Time:	46.5	46.5	46.5	11.3	11.3	11.3	0.0	23.1	23.1	7.0	30.1	0.0
Volume/Cap:	0.26	1.04	1.04	1.04	1.04	1.04	0.00	1.04	1.04	0.25	0.30	0.00
Delay/Veh:	16.4	67.9	67.9	98.9	98.9	98.9	0.0	92.5	92.5	45.1	27.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	67.9	67.9	98.9	98.9	98.9	0.0	92.5	92.5	45.1	27.0	0.0
LOS by Move:	B	E	E	F	F	F	A	F	F	D	C	A
HCM2kAvgQ:	4	38	38	12	12	12	0	21	21	1	4	0

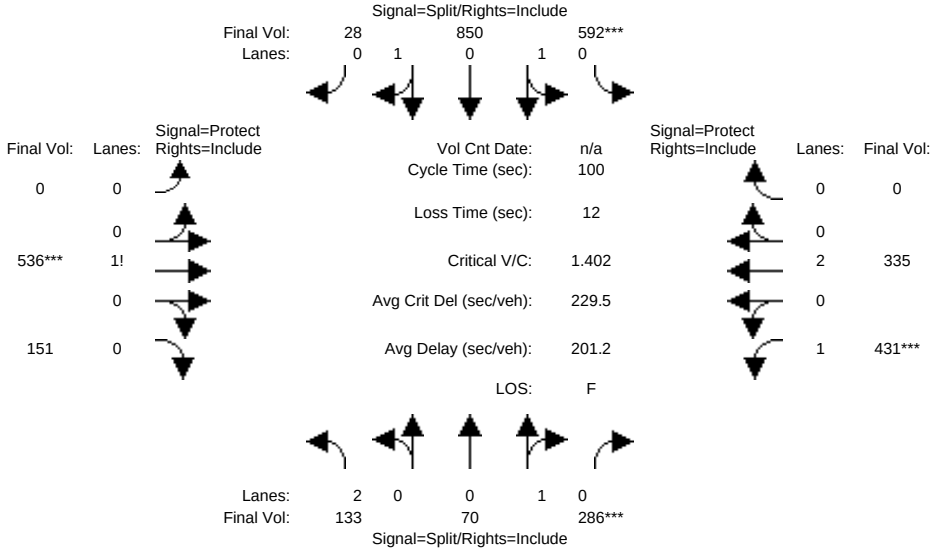
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #32: Park Avenue & Delmas Avenue/SR-87 S Off-Ramp [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S Off Ramp						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	70	276	582	664	18	0	526	113	421	325	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	70	276	582	664	18	0	526	113	421	325	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	59	0	10	10	186	10	0	10	38	10	10	0
Initial Fut:	133	70	286	592	850	28	0	536	151	431	335	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	70	286	592	850	28	0	536	151	431	335	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	70	286	592	850	28	0	536	151	431	335	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	70	286	592	850	28	0	536	151	431	335	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	2.00	0.20	0.80	0.80	1.16	0.04	0.00	0.78	0.22	1.00	2.00	0.00
Final Sat.:	3150	354	1446	1450	2082	69	0	1404	396	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.41	0.41	0.41	0.00	0.38	0.38	0.25	0.09	0.00
Crit Moves:			****	****				****		****		
Green Time:	14.1	14.1	14.1	29.1	29.1	29.1	0.0	27.2	27.2	17.6	44.8	0.0
Volume/Cap:	0.30	1.40	1.40	1.40	1.40	1.40	0.00	1.40	1.40	1.40	0.20	0.00
Delay/Veh:	38.9	246	246.0	222.3	222	222.3	0.0	229	229.5	240.8	16.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	246	246.0	222.3	222	222.3	0.0	229	229.5	240.8	16.8	0.0
LOS by Move:	D+	F	F	F	F	F	A	F	F	F	B	A
HCM2kAvgQ:	2	27	27	53	53	53	0	49	49	33	3	0

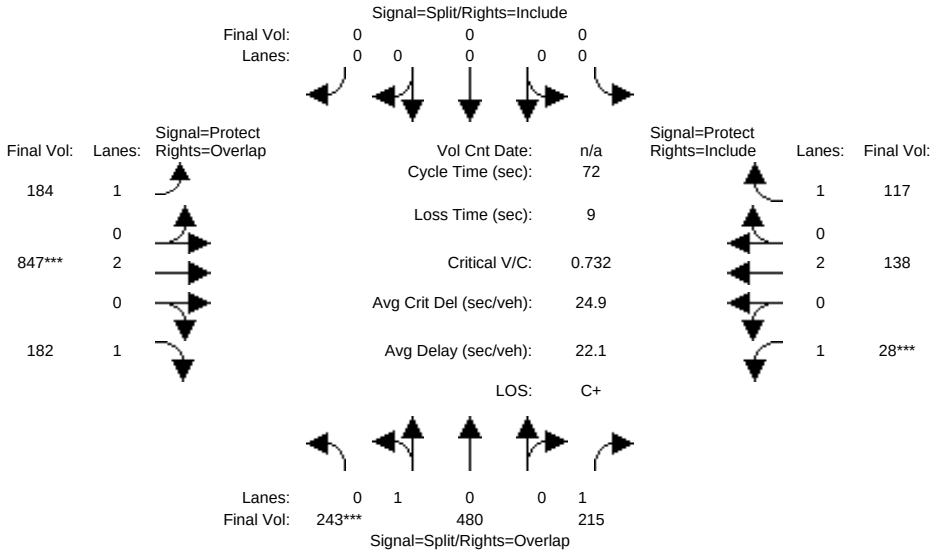
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	233	457	205	0	0	0	174	837	172	28	128	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	457	205	0	0	0	174	837	172	28	128	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	23	10	0	0	0	10	10	10	0	10	10
Initial Fut:	243	480	215	0	0	0	184	847	182	28	138	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	480	215	0	0	0	184	847	182	28	138	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	480	215	0	0	0	184	847	182	28	138	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	480	215	0	0	0	184	847	182	28	138	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	0.66	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	605	1195	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.12	0.00	0.00	0.00	0.11	0.22	0.10	0.02	0.04	0.07
Crit Moves:	****							****		****		
Green Time:	36.0	36.0	43.0	0.0	0.0	0.0	11.6	20.0	56.0	7.0	15.4	15.4
Volume/Cap:	0.80	0.80	0.21	0.00	0.00	0.00	0.65	0.80	0.13	0.16	0.17	0.31
Delay/Veh:	20.3	20.3	6.7	0.0	0.0	0.0	33.6	28.7	2.0	30.3	23.2	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	20.3	6.7	0.0	0.0	0.0	33.6	28.7	2.0	30.3	23.2	24.4
LOS by Move:	C+	C+	A	A	A	A	C-	C	A	C	C	C
HCM2kAvgQ:	16	16	2	0	0	0	5	11	1	1	1	3

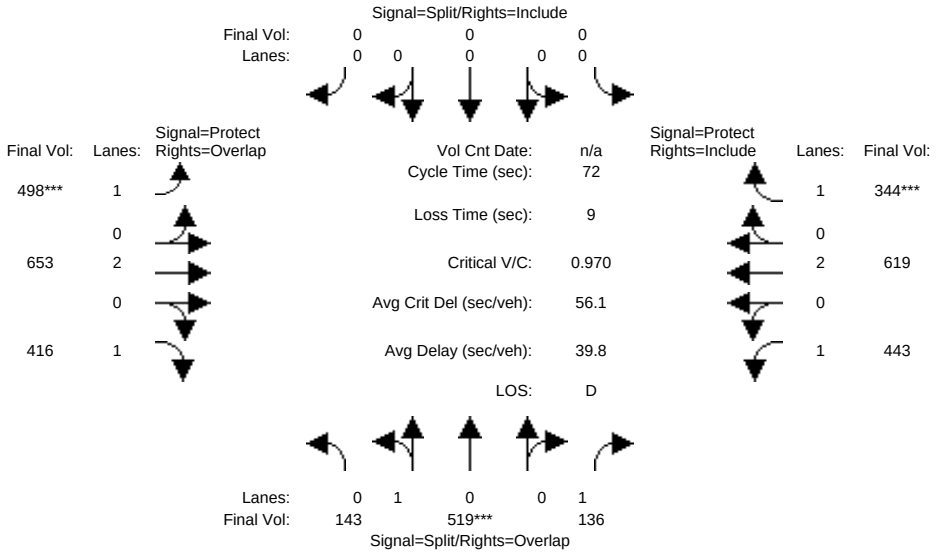
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #33: Park Avenue & Woz Way/SR-87 N On [Ops Analysis]



Street Name:	Woz Way/SR-87 N On						Park Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	139	509	126	0	0	0	398	643	347	433	609	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	509	126	0	0	0	398	643	347	433	609	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	4	10	10	0	0	0	100	10	69	10	10	10
Initial Fut:	143	519	136	0	0	0	498	653	416	443	619	344
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	519	136	0	0	0	498	653	416	443	619	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	519	136	0	0	0	498	653	416	443	619	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	519	136	0	0	0	498	653	416	443	619	344
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.22	0.78	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	389	1411	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.08	0.00	0.00	0.00	0.28	0.17	0.24	0.25	0.16	0.20
Crit Moves:		****					****					****
Green Time:	27.3	27.3	48.6	0.0	0.0	0.0	21.1	14.4	41.7	21.3	14.6	14.6
Volume/Cap:	0.97	0.97	0.12	0.00	0.00	0.00	0.97	0.86	0.41	0.86	0.80	0.97
Delay/Veh:	49.0	49.0	4.2	0.0	0.0	0.0	57.2	37.3	8.6	37.3	33.5	68.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	49.0	4.2	0.0	0.0	0.0	57.2	37.3	8.6	37.3	33.5	68.2
LOS by Move:	D	D	A	A	A	A	E+	D+	A	D+	C-	E
HCM2kAvgQ:	22	22	1	0	0	0	18	10	6	13	9	14

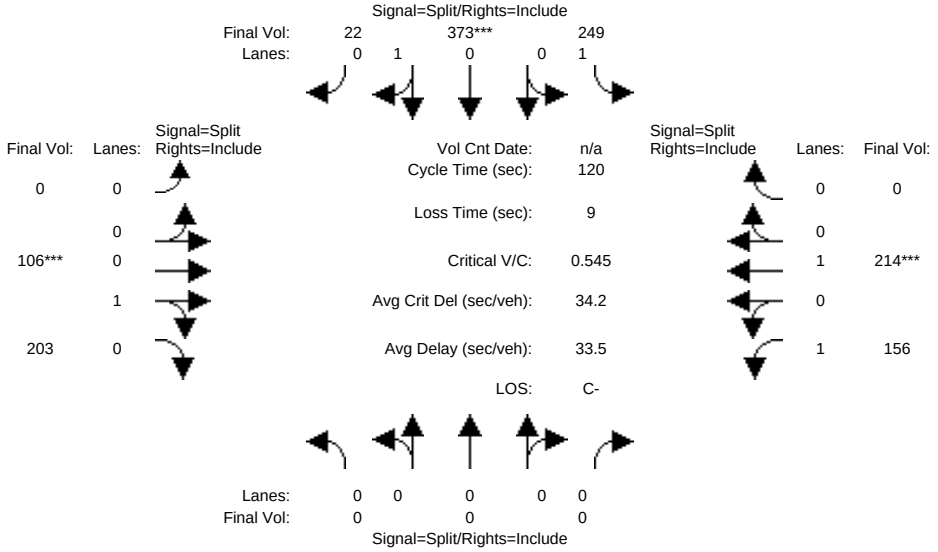
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	239	363	22	0	96	193	146	204	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	239	363	22	0	96	193	146	204	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	0	0	10	10	10	10	0
Initial Fut:	0	0	0	249	373	22	0	106	203	156	214	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	249	373	22	0	106	203	156	214	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	249	373	22	0	106	203	156	214	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	249	373	22	0	106	203	156	214	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.94	0.06	0.00	0.34	0.66	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1700	100	0	617	1183	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.22	0.22	0.00	0.17	0.17	0.09	0.11	0.00
Crit Moves:					****			****			****	
Green Time:	0.0	0.0	0.0	48.4	48.4	48.4	0.0	37.8	37.8	24.8	24.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.54	0.54	0.00	0.54	0.54	0.43	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	25.2	28.3	28.3	0.0	35.1	35.1	42.3	44.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.2	28.3	28.3	0.0	35.1	35.1	42.3	44.1	0.0
LOS by Move:	A	A	A	C	C	C	A	D+	D+	D	D	A
HCM2kAvgQ:	0	0	0	7	12	12	0	10	10	6	8	0

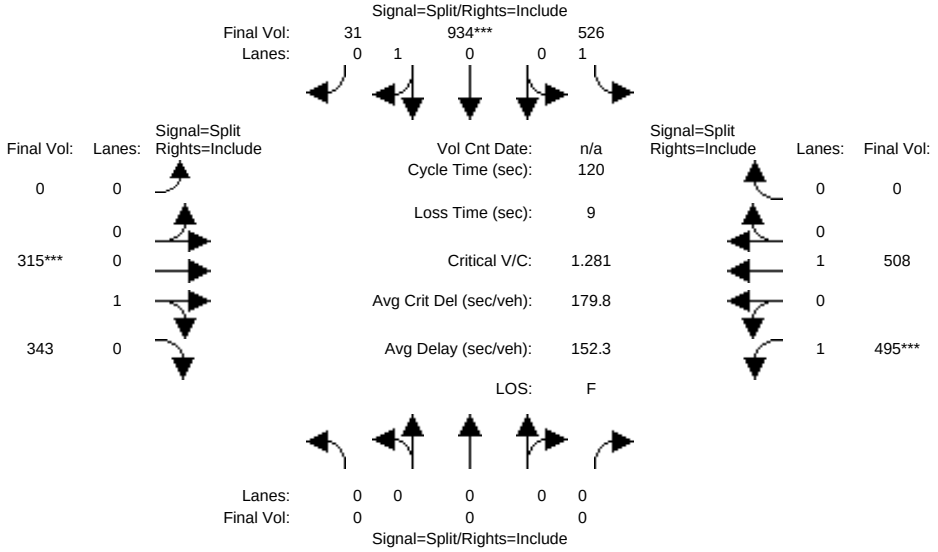
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #34: Auzerais Avenue & Delmas Avenue/SR-87 S On [Ops Analysis]



Street Name:	Delmas Avenue/SR-87 S On						Auzerais Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	516	799	31	0	305	333	485	498	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	516	799	31	0	305	333	485	498	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	135	0	0	10	10	10	10	0
Initial Fut:	0	0	0	526	934	31	0	315	343	495	508	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	526	934	31	0	315	343	495	508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	526	934	31	0	315	343	495	508	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	526	934	31	0	315	343	495	508	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.97	0.03	0.00	0.48	0.52	1.00	1.00	0.00
Final Sat.:	0	0	0	1750	1742	58	0	862	938	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.54	0.54	0.00	0.37	0.37	0.28	0.27	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	50.2	50.2	50.2	0.0	34.3	34.3	26.5	26.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.72	1.28	1.28	0.00	1.28	1.28	1.28	1.21	0.00
Delay/Veh:	0.0	0.0	0.0	32.4	171	171.2	0.0	183	183.5	191.5	162	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.4	171	171.2	0.0	183	183.5	191.5	162	0.0
LOS by Move:	A	A	A	C-	F	F	A	F	F	F	F	A
HCM2kAvgQ:	0	0	0	18	66	66	0	46	46	36	32	0

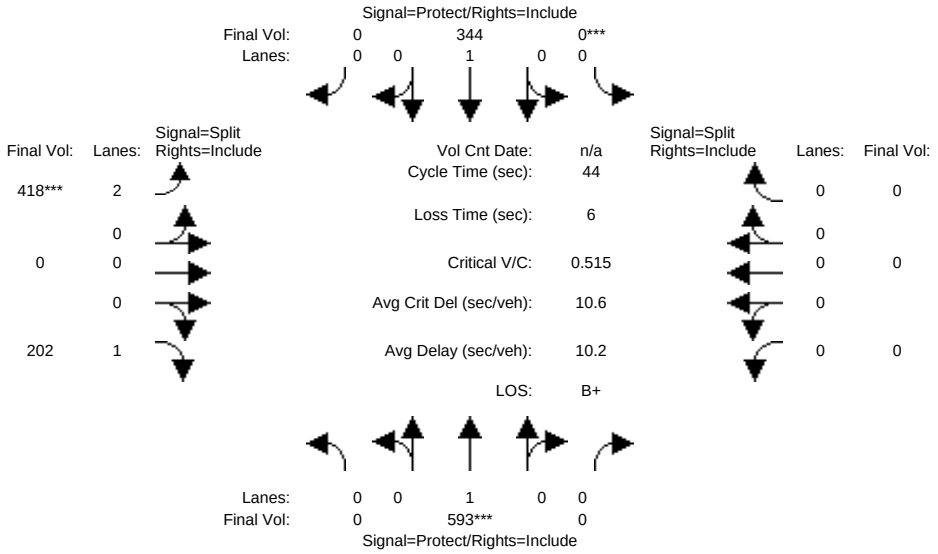
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	583	0	0	334	0	408	0	192	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	583	0	0	334	0	408	0	192	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	0	0	10	0	10	0	10	0	0	0
Initial Fut:	0	593	0	0	344	0	418	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	593	0	0	344	0	418	0	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	593	0	0	344	0	418	0	202	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	593	0	0	344	0	418	0	202	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.18	0.00	0.13	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****			****			****				
Green Time:	0.0	26.7	0.0	0.0	26.7	0.0	11.3	0.0	11.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.30	0.00	0.52	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	0.0	6.6	0.0	0.0	4.8	0.0	16.3	0.0	16.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	0.0	0.0	4.8	0.0	16.3	0.0	16.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	A	B	A	A	A
HCM2kAvgQ:	0	5	0	0	2	0	4	0	3	0	0	0

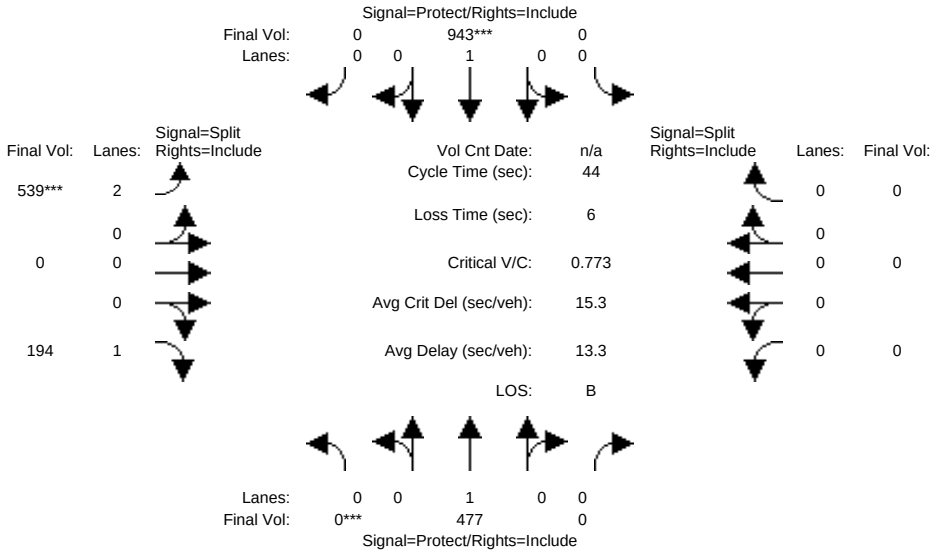
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #35: Woz Way & SR-87 N Off [Ops Analysis]



Street Name:	SR-87 N Off						Woz Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	467	0	0	933	0	529	0	184	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	467	0	0	933	0	529	0	184	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	0	0	10	0	10	0	10	0	0	0
Initial Fut:	0	477	0	0	943	0	539	0	194	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	477	0	0	943	0	539	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	477	0	0	943	0	539	0	194	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	477	0	0	943	0	539	0	194	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1900	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.50	0.00	0.17	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	0.0	28.0	0.0	0.0	28.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	0.00	0.00	0.78	0.00	0.75	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	4.9	0.0	0.0	10.8	0.0	23.0	0.0	19.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.9	0.0	0.0	10.8	0.0	23.0	0.0	19.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B+	A	C	A	B-	A	A	A
HCM2kAvgQ:	0	3	0	0	12	0	6	0	3	0	0	0

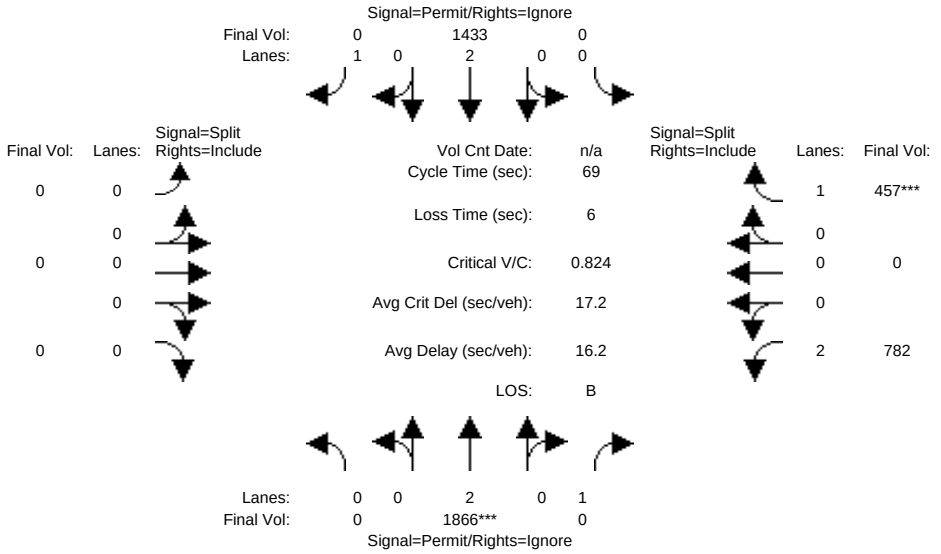
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1856	285	0	1423	179	0	0	0	760	0	447
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1856	285	0	1423	179	0	0	0	760	0	447
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	35	0	10	0	0	0	0	22	0	10
Initial Fut:	0	1866	320	0	1433	179	0	0	0	782	0	457
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1866	0	0	1433	0	0	0	0	782	0	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1866	0	0	1433	0	0	0	0	782	0	457
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1866	0	0	1433	0	0	0	0	782	0	457
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.25	0.00	0.26
Crit Moves:		****										****
Green Time:	0.0	41.1	0.0	0.0	41.1	0.0	0.0	0.0	0.0	21.9	0.0	21.9
Volume/Cap:	0.00	0.82	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.78	0.00	0.82
Delay/Veh:	0.0	13.6	0.0	0.0	9.6	0.0	0.0	0.0	0.0	25.5	0.0	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.6	0.0	0.0	9.6	0.0	0.0	0.0	0.0	25.5	0.0	31.5
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	18	0	0	11	0	0	0	0	11	0	12

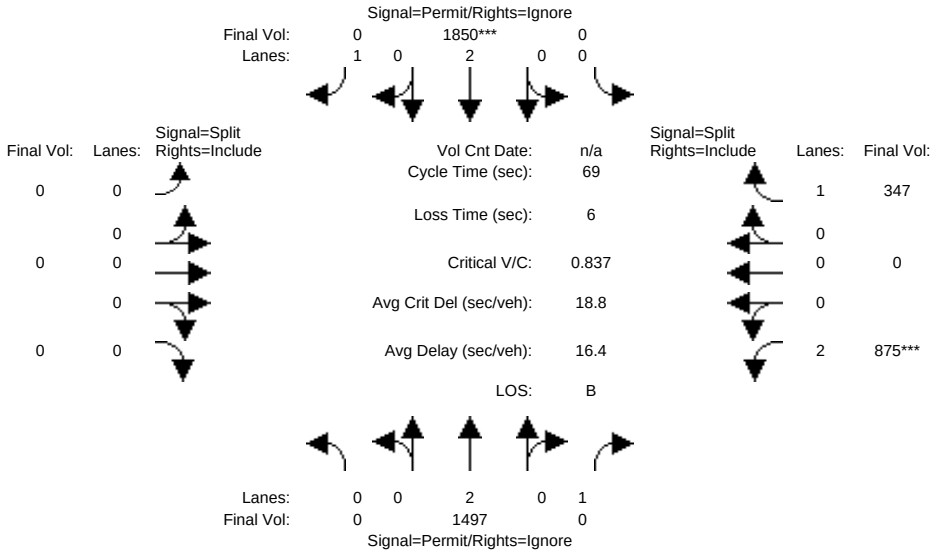
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #36: The Alameda & I-880 S Off/On Ramp [CMP]



Street Name:	The Alameda						I-880 S Off/On Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1487	366	0	1840	490	0	0	0	865	0	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1487	366	0	1840	490	0	0	0	865	0	337
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	0	10	0	0	0	0	10	0	10
Initial Fut:	0	1497	376	0	1850	490	0	0	0	875	0	347
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1497	0	0	1850	0	0	0	0	875	0	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1497	0	0	1850	0	0	0	0	875	0	347
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1497	0	0	1850	0	0	0	0	875	0	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	0	3800	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.28	0.00	0.20
Crit Moves:					****					****		
Green Time:	0.0	40.1	0.0	0.0	40.1	0.0	0.0	0.0	0.0	22.9	0.0	22.9
Volume/Cap:	0.00	0.68	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.84	0.00	0.60
Delay/Veh:	0.0	10.8	0.0	0.0	14.8	0.0	0.0	0.0	0.0	27.4	0.0	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.8	0.0	0.0	14.8	0.0	0.0	0.0	0.0	27.4	0.0	20.9
LOS by Move:	A	B+	A	A	B	A	A	A	A	C	A	C+
HCM2kAvgQ:	0	12	0	0	19	0	0	0	0	13	0	7

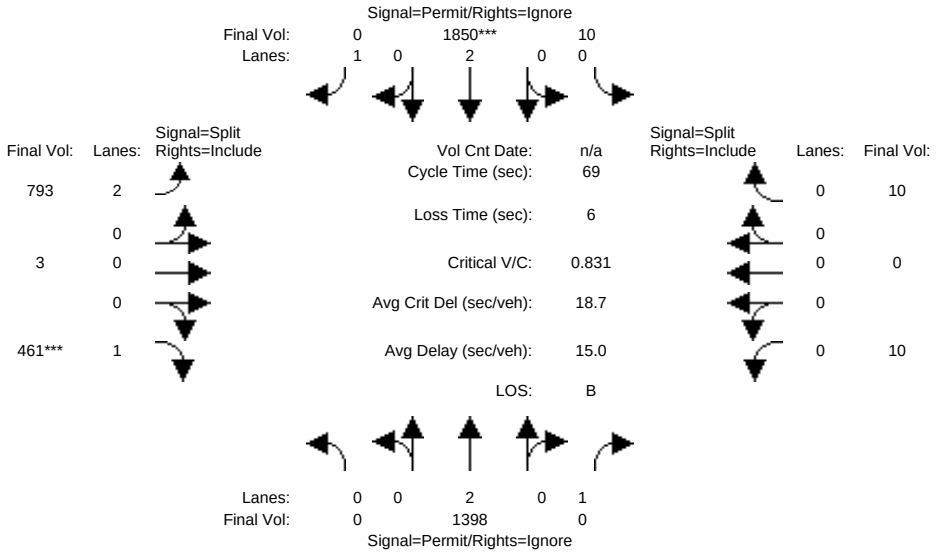
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1388	345	0	1840	601	793	3	451	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1388	345	0	1840	601	793	3	451	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	10	10	10	0	0	10	10	0	10
Initial Fut:	0	1398	355	10	1850	611	793	3	461	10	0	10
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1398	0	10	1850	0	793	3	461	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1398	0	10	1850	0	793	3	461	10	0	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1398	0	10	1850	0	793	3	461	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	20	3680	1750	3534	13	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.50	0.50	0.00	0.22	0.22	0.26	xxxx	0.00	xxxx
Crit Moves:					****				****			
Green Time:	0.0	41.7	0.0	41.7	41.7	0.0	21.3	21.3	21.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.61	0.00	0.83	0.83	0.00	0.73	0.73	0.83	xxxx	0.00	xxxx
Delay/Veh:	0.0	9.0	0.0	13.6	13.6	0.0	22.9	22.9	26.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	0.0	13.6	13.6	0.0	22.9	22.9	26.3	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	C+	C+	C	A	A	A
HCM2kAvgQ:	0	10	0	19	19	0	10	10	12	0	0	0

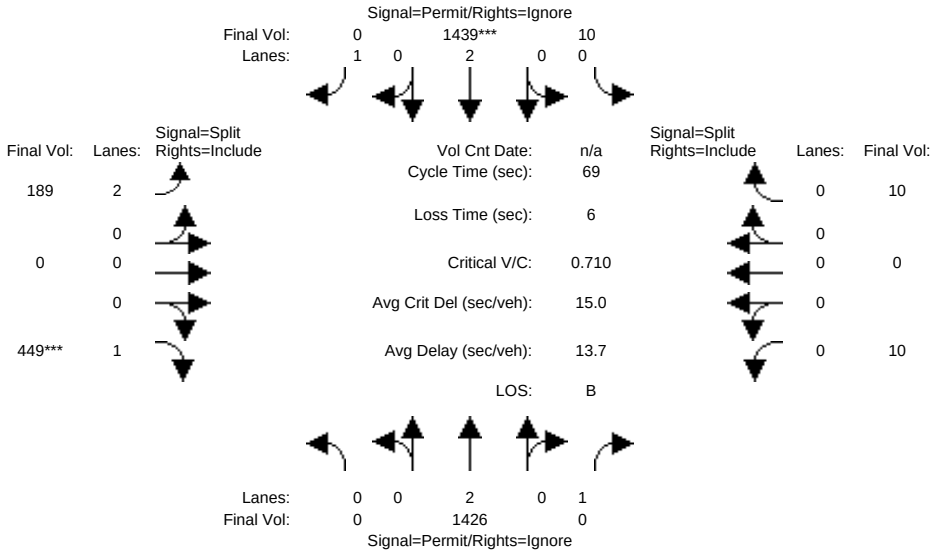
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #37: The Alameda & I-880 N On/Off Ramp [CMP]



Street Name:	The Alameda						I-880 N On/Off Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1416	388	0	1429	663	189	0	439	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1416	388	0	1429	663	189	0	439	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	68	10	10	10	0	0	10	10	0	10
Initial Fut:	0	1426	456	10	1439	673	189	0	449	10	0	10
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1426	0	10	1439	0	189	0	449	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1426	0	10	1439	0	189	0	449	10	0	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1426	0	10	1439	0	189	0	449	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.01	1.99	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	26	3674	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.39	0.39	0.00	0.06	0.00	0.26	xxxx	0.00	xxxx
Crit Moves:					****				****			
Green Time:	0.0	38.1	0.0	38.1	38.1	0.0	24.9	0.0	24.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.68	0.00	0.71	0.71	0.00	0.17	0.00	0.71	xxxx	0.00	xxxx
Delay/Veh:	0.0	12.0	0.0	12.6	12.6	0.0	15.0	0.0	22.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	0.0	12.6	12.6	0.0	15.0	0.0	22.7	0.0	0.0	0.0
LOS by Move:	A	B	A	B	B	A	B	A	C+	A	A	A
HCM2kAvgQ:	0	12	0	13	13	0	2	0	10	0	0	0

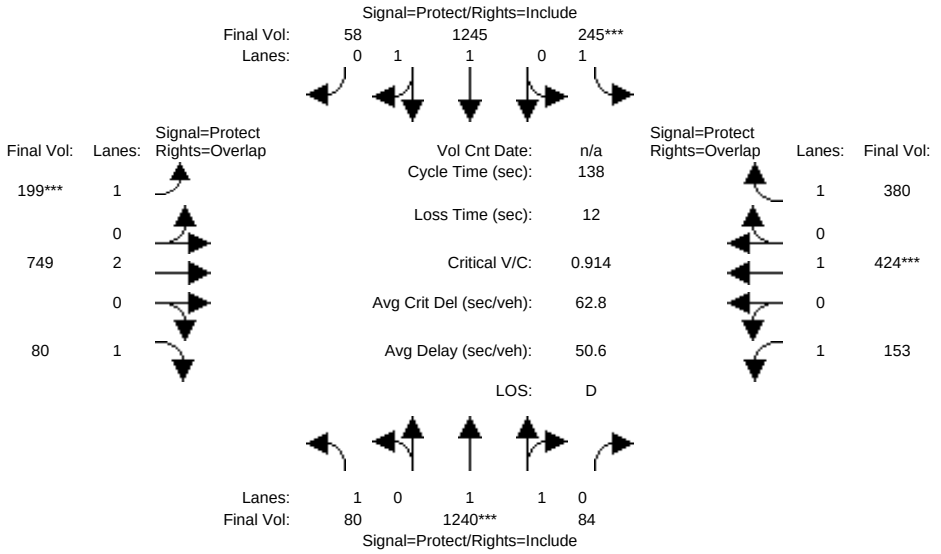
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	1230	74	235	1235	48	189	739	70	143	414	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1230	74	235	1235	48	189	739	70	143	414	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	10	10	10	10	10	10
Initial Fut:	80	1240	84	245	1245	58	199	749	80	153	424	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1240	84	245	1245	58	199	749	80	153	424	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1240	84	245	1245	58	199	749	80	153	424	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1240	84	245	1245	58	199	749	80	153	424	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	1.00	1.91	0.09	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3465	235	1750	3535	165	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.14	0.35	0.35	0.11	0.20	0.05	0.09	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	9.5	54.0	54.0	21.1	65.7	65.7	17.2	35.2	44.7	15.6	33.7	54.8
Volume/Cap:	0.67	0.91	0.91	0.91	0.74	0.74	0.91	0.77	0.14	0.77	0.91	0.55
Delay/Veh:	76.1	49.0	49.0	90.7	31.0	31.0	97.9	51.6	33.2	76.4	73.3	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	49.0	49.0	90.7	31.0	31.0	97.9	51.6	33.2	76.4	73.3	32.9
LOS by Move:	E-	D	D	F	C	C	F	D-	C-	E-	E	C-
HCM2kAvgQ:	5	31	31	14	23	23	12	16	3	9	21	13

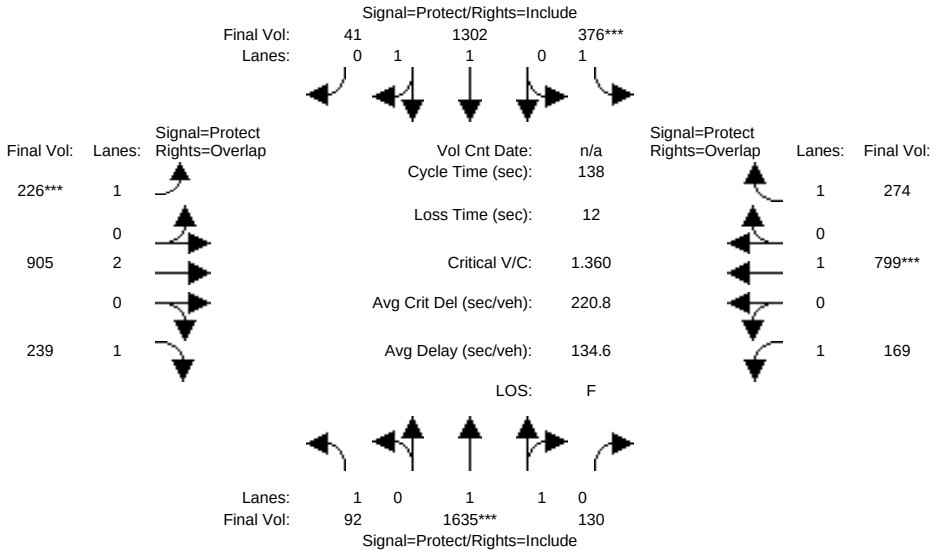
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #38: The Alameda & W Hedding Street [CMP]



Street Name:	The Alameda						W Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	82	1625	105	366	1292	30	216	895	229	159	789	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1625	105	366	1292	30	216	895	229	159	789	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	25	10	10	11	10	10	10	10	10	126
Initial Fut:	92	1635	130	376	1302	41	226	905	239	169	799	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1635	130	376	1302	41	226	905	239	169	799	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1635	130	376	1302	41	226	905	239	169	799	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1635	130	376	1302	41	226	905	239	169	799	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3427	273	1750	3587	113	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.48	0.21	0.36	0.36	0.13	0.24	0.14	0.10	0.42	0.16
Crit Moves:		****			****			****			****	
Green Time:	8.9	48.4	48.4	21.8	61.3	61.3	13.1	39.7	48.6	16.1	42.7	64.5
Volume/Cap:	0.82	1.36	1.36	1.36	0.82	0.82	1.36	0.83	0.39	0.83	1.36	0.34
Delay/Veh:	99.0	212	211.8	241.7	36.7	36.7	258.2	51.3	34.0	83.2	220	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.0	212	211.8	241.7	36.7	36.7	258.2	51.3	34.0	83.2	220	23.5
LOS by Move:	F	F	F	F	D+	D+	F	D-	C-	F	F	C
HCM2kAvgQ:	6	68	68	32	27	27	20	20	8	10	60	8

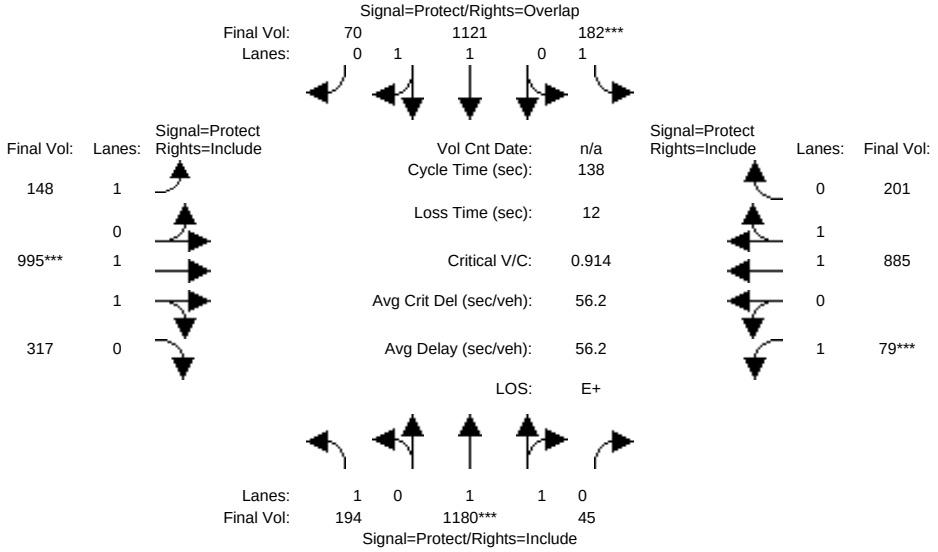
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	184	1170	35	172	1111	60	144	985	307	65	875	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1170	35	172	1111	60	144	985	307	65	875	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	4	10	10	14	10	10
Initial Fut:	194	1180	45	182	1121	70	148	995	317	79	885	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	1180	45	182	1121	70	148	995	317	79	885	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1180	45	182	1121	70	148	995	317	79	885	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	1180	45	182	1121	70	148	995	317	79	885	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.92	0.08	1.00	1.88	0.12	1.00	1.50	0.50	1.00	1.62	0.38
Final Sat.:	1750	3564	136	1750	3482	217	1750	2805	894	1750	3015	685
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.33	0.10	0.32	0.32	0.08	0.35	0.35	0.05	0.29	0.29
Crit Moves:		****		****				****		****		
Green Time:	16.8	49.9	49.9	15.7	48.8	62.3	13.5	53.4	53.4	7.0	46.9	46.9
Volume/Cap:	0.91	0.92	0.92	0.92	0.91	0.71	0.86	0.92	0.92	0.89	0.86	0.86
Delay/Veh:	97.9	52.1	52.1	101.5	52.3	32.1	94.9	49.6	49.6	125.8	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.9	52.1	52.1	101.5	52.3	32.1	94.9	49.6	49.6	125.8	48.9	48.9
LOS by Move:	F	D-	D-	F	D-	C-	F	D	D	F	D	D
HCM2kAvgQ:	12	29	29	11	28	21	9	31	31	6	24	24

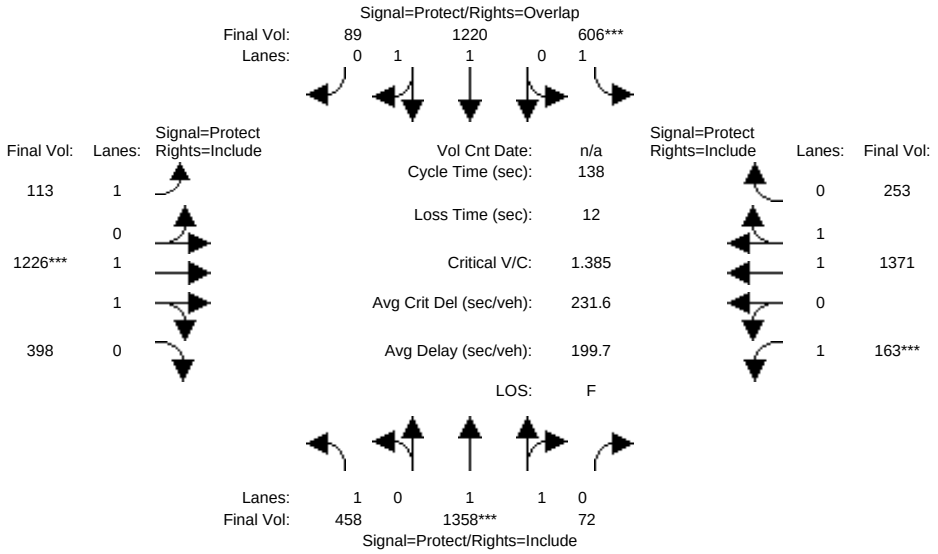
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #39: The Alameda & Naglee Avenue [CMP]



Street Name:	The Alameda						Naglee Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	448	1348	33	596	1210	79	103	1216	388	139	1361	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	448	1348	33	596	1210	79	103	1216	388	139	1361	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	39	10	10	10	10	10	10	24	10	10
Initial Fut:	458	1358	72	606	1220	89	113	1226	398	163	1371	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	458	1358	72	606	1220	89	113	1226	398	163	1371	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	1358	72	606	1220	89	113	1226	398	163	1371	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	1358	72	606	1220	89	113	1226	398	163	1371	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.90	0.10	1.00	1.86	0.14	1.00	1.50	0.50	1.00	1.68	0.32
Final Sat.:	1750	3514	186	1750	3448	252	1750	2793	907	1750	3123	576
Capacity Analysis Module:												
Vol/Sat:	0.26	0.39	0.39	0.35	0.35	0.35	0.06	0.44	0.44	0.09	0.44	0.44
Crit Moves:		****		****				****		****		
Green Time:	31.0	38.5	38.5	34.5	42.0	48.8	6.8	43.7	43.7	9.3	46.2	46.2
Volume/Cap:	1.16	1.39	1.39	1.39	1.16	1.00	1.31	1.39	1.39	1.39	1.31	1.31
Delay/Veh:	151.6	229	229.2	238.9	132	69.9	266.8	226	225.9	281.7	192	191.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	151.6	229	229.2	238.9	132	69.9	266.8	226	225.9	281.7	192	191.7
LOS by Move:	F	F	F	F	F	E	F	F	F	F	F	F
HCM2kAvgQ:	32	57	57	51	43	35	11	64	64	15	60	60

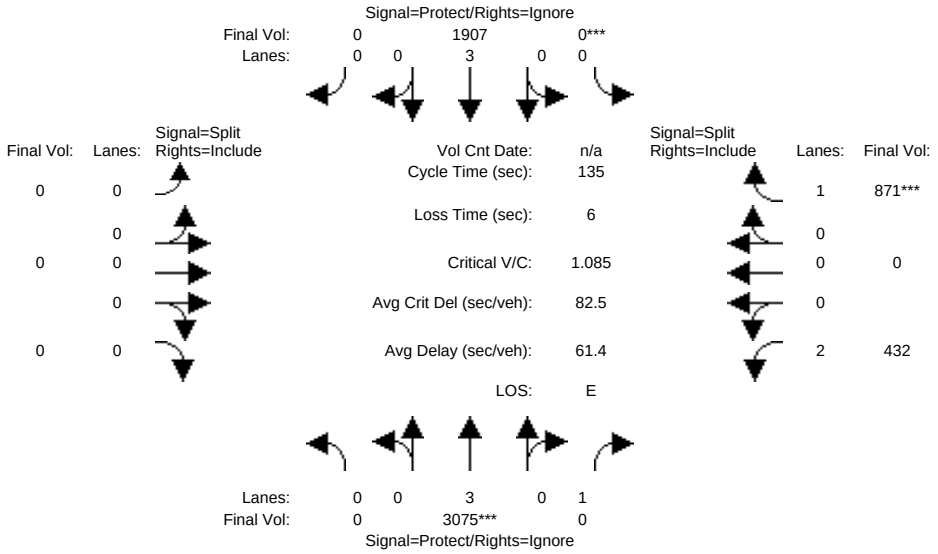
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	3065	249	0	1897	0	0	0	0	422	0	774
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3065	249	0	1897	0	0	0	0	422	0	774
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	0	10	0	0	0	0	10	0	97
Initial Fut:	0	3075	259	0	1907	0	0	0	0	432	0	871
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3075	0	0	1907	0	0	0	0	432	0	871
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3075	0	0	1907	0	0	0	0	432	0	871
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3075	0	0	1907	0	0	0	0	432	0	871
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.14	0.00	0.50
Crit Moves:		****		****								****
Green Time:	0.0	67.1	0.0	0.0	67.1	0.0	0.0	0.0	0.0	61.9	0.0	61.9
Volume/Cap:	0.00	1.09	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.30	0.00	1.09
Delay/Veh:	0.0	79.2	0.0	0.0	26.3	0.0	0.0	0.0	0.0	23.1	0.0	94.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	79.2	0.0	0.0	26.3	0.0	0.0	0.0	0.0	23.1	0.0	94.0
LOS by Move:	A	E-	A	A	C	A	A	A	A	C	A	F
HCM2kAvgQ:	0	56	0	0	20	0	0	0	0	7	0	52

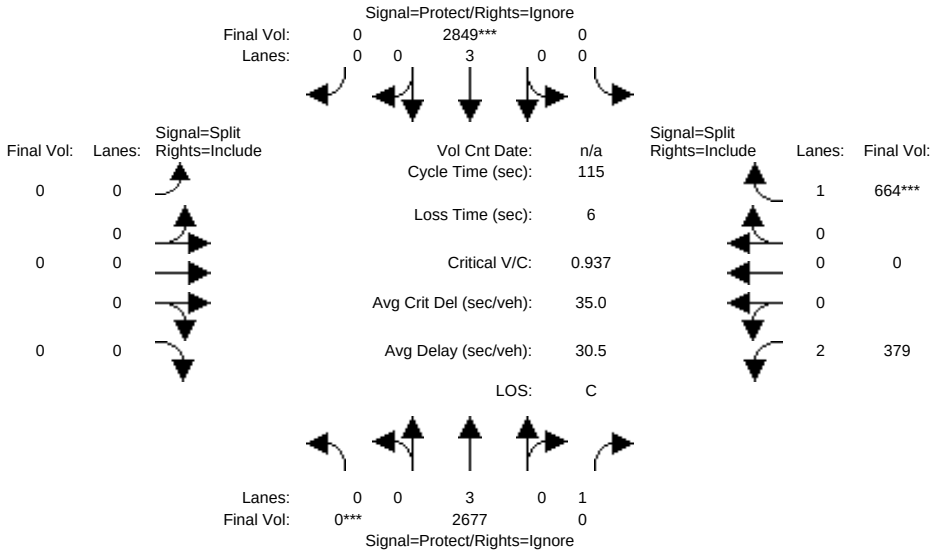
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #40: Coleman Avenue & I-880 S Ramp [CMP]



Street Name:	Coleman Avenue						I-880 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2667	467	0	2839	0	0	0	0	369	0	654
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2667	467	0	2839	0	0	0	0	369	0	654
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	189	0	10	10	0	0	0	10	0	10
Initial Fut:	0	2677	656	0	2849	10	0	0	0	379	0	664
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2677	0	0	2849	0	0	0	0	379	0	664
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2677	0	0	2849	0	0	0	0	379	0	664
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2677	0	0	2849	0	0	0	0	379	0	664
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5600	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.12	0.00	0.38
Crit Moves:	****				****							****
Green Time:	0.0	62.4	0.0	0.0	62.4	0.0	0.0	0.0	0.0	46.6	0.0	46.6
Volume/Cap:	0.00	0.87	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.30	0.00	0.94
Delay/Veh:	0.0	25.4	0.0	0.0	30.9	0.0	0.0	0.0	0.0	23.3	0.0	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.4	0.0	0.0	30.9	0.0	0.0	0.0	0.0	23.3	0.0	52.8
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	D-
HCM2kAvgQ:	0	30	0	0	36	0	0	0	0	5	0	29

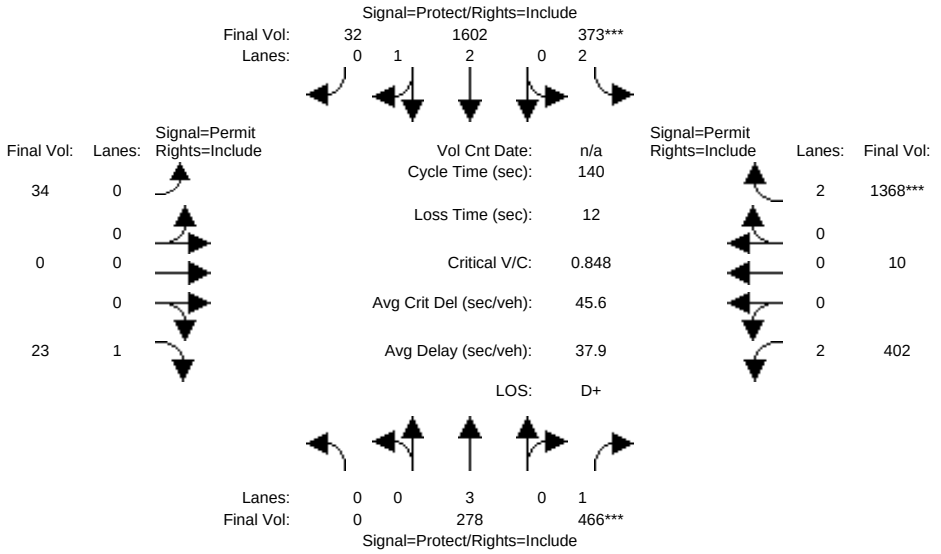
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	268	456	373	1592	22	0	0	13	402	10	1368
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	268	456	373	1592	22	0	0	13	402	10	1368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	0	10	10	34	0	10	0	0	0
Initial Fut:	0	278	466	373	1602	32	34	0	23	402	10	1368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	278	466	373	1602	32	34	0	23	402	10	1368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	278	466	373	1602	32	34	0	23	402	10	1368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	278	466	373	1602	32	34	0	23	402	10	1368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.94	0.06	0.60	0.00	0.40	1.96	0.04	2.00
Final Sat.:	0	5700	1750	3150	5490	110	1044	0	706	3422	85	3500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.27	0.12	0.29	0.29	0.03	0.00	0.03	0.12	0.12	0.39
Crit Moves:			****	****								****
Green Time:	0.0	43.9	43.9	19.5	63.5	63.5	64.5	0.0	64.5	64.5	64.5	64.5
Volume/Cap:	0.00	0.16	0.85	0.85	0.64	0.64	0.07	0.00	0.07	0.25	0.25	0.85
Delay/Veh:	0.0	34.7	56.7	73.1	30.1	30.1	21.1	0.0	21.1	23.1	23.1	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.7	56.7	73.1	30.1	30.1	21.1	0.0	21.1	23.1	23.1	36.9
LOS by Move:	A	C-	E+	E	C	C	C+	A	C+	C	C	D+
HCM2kAvgQ:	0	3	23	12	18	18	1	0	1	6	6	30

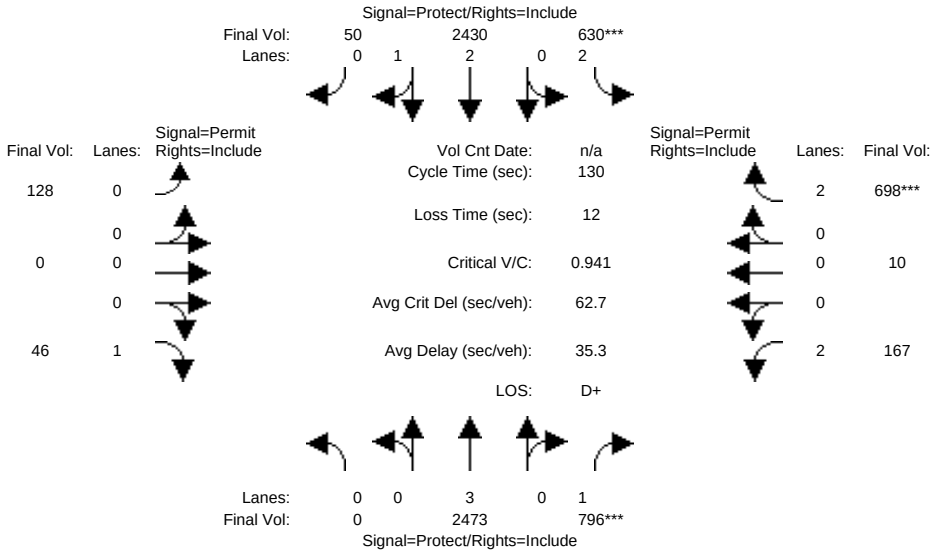
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #41: Coleman Avenue & I-880 N Ramp/McKendrie Street [CMP]



Street Name:	Coleman Avenue						I-880 N Ramp/McKendrie Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2463	703	630	2420	40	0	0	36	167	10	698
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2463	703	630	2420	40	0	0	36	167	10	698
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	93	0	10	10	128	0	10	0	0	0
Initial Fut:	0	2473	796	630	2430	50	128	0	46	167	10	698
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2473	796	630	2430	50	128	0	46	167	10	698
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2473	796	630	2430	50	128	0	46	167	10	698
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2473	796	630	2430	50	128	0	46	167	10	698
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.94	0.06	0.74	0.00	0.26	1.90	0.10	2.00
Final Sat.:	0	5700	1750	3150	5487	113	1287	0	463	3317	199	3500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.45	0.20	0.44	0.44	0.10	0.00	0.10	0.05	0.05	0.20
Crit Moves:			****	****								****
Green Time:	0.0	62.8	62.8	27.6	90.5	90.5	27.5	0.0	27.5	27.5	27.5	27.5
Volume/Cap:	0.00	0.90	0.94	0.94	0.64	0.64	0.47	0.00	0.47	0.24	0.24	0.94
Delay/Veh:	0.0	35.0	50.1	71.9	11.2	11.2	45.8	0.0	45.8	42.5	42.5	67.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.0	50.1	71.9	11.2	11.2	45.8	0.0	45.8	42.5	42.5	67.5
LOS by Move:	A	D+	D	E	B+	B+	D	A	D	D	D	E
HCM2kAvgQ:	0	33	37	19	18	18	7	0	7	3	3	19

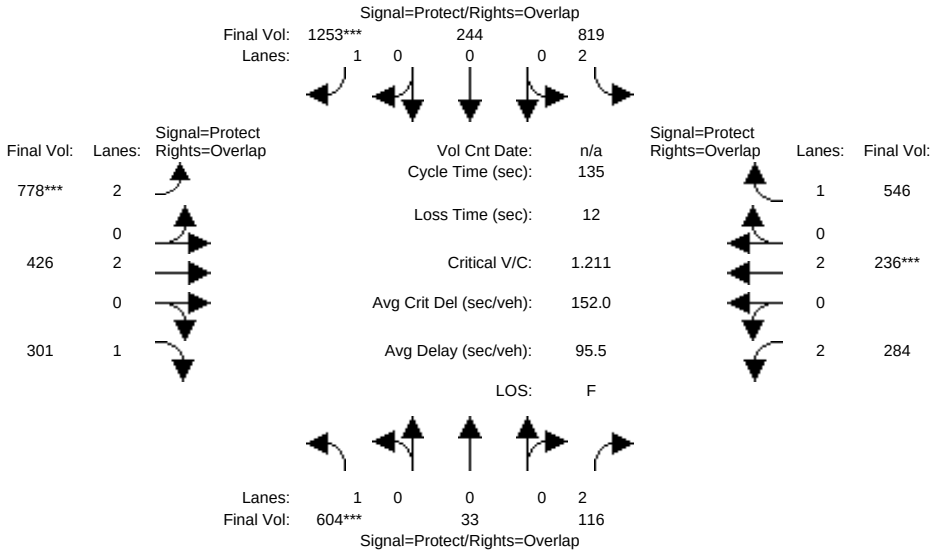
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	594	23	106	809	234	1243	629	426	253	274	236	536
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	594	23	106	809	234	1243	629	426	253	274	236	536
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	149	0	48	10	0	10
Initial Fut:	604	33	116	819	244	1253	778	426	301	284	236	546
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	604	33	116	819	244	1253	778	426	301	284	236	546
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	33	116	819	244	1253	778	426	301	284	236	546
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	604	33	116	819	244	1253	778	426	301	284	236	546
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.42	1.58	1.55	0.45	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	789	2773	2717	810	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.04	0.04	0.30	0.30	0.70	0.25	0.11	0.17	0.09	0.06	0.31
Crit Moves:	****					****	****				****	
Green Time:	37.5	17.0	33.4	69.2	48.7	75.5	26.8	20.4	57.9	16.4	10.0	79.2
Volume/Cap:	1.24	0.33	0.17	0.59	0.83	1.24	1.24	0.74	0.40	0.74	0.84	0.53
Delay/Veh:	172.1	53.9	39.9	23.2	41.8	144.2	177.0	60.0	27.0	64.9	81.1	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.1	53.9	39.9	23.2	41.8	144.2	177.0	60.0	27.0	64.9	81.1	17.3
LOS by Move:	F	D-	D	C	D	F	F	E+	C	E	F	B
HCM2kAvgQ:	45	3	3	16	24	87	33	10	9	8	7	14

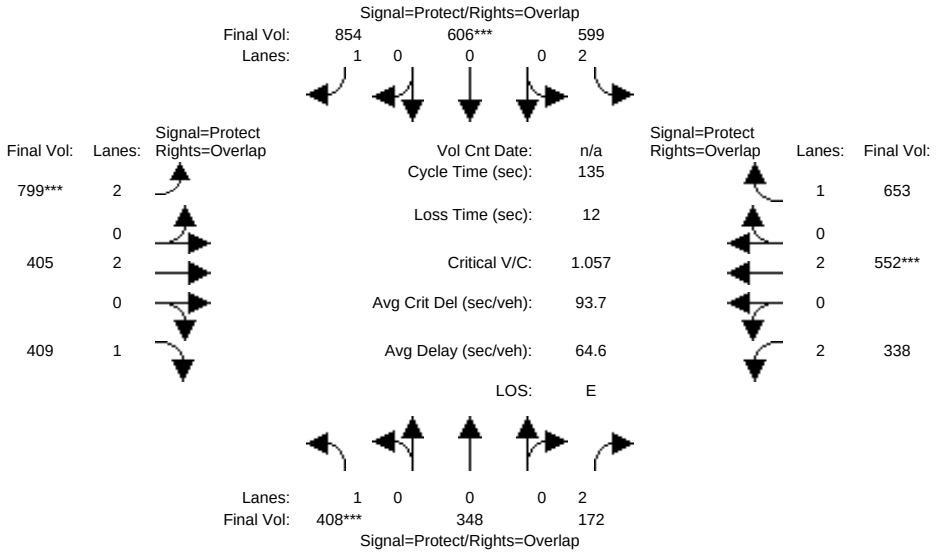
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #42: Taylor Street & SR-87 Ramp [CMP]



Street Name:	Taylor Street						SR-87 Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	7.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	398	338	162	589	596	789	789	395	399	328	552	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	398	338	162	589	596	789	789	395	399	328	552	567
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	65	10	10	10	10	0	86
Initial Fut:	408	348	172	599	606	854	799	405	409	338	552	653
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	408	348	172	599	606	854	799	405	409	338	552	653
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	348	172	599	606	854	799	405	409	338	552	653
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	348	172	599	606	854	799	405	409	338	552	653
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	1.04	0.96	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1900	1750	1812	1833	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.18	0.10	0.33	0.33	0.49	0.25	0.11	0.23	0.11	0.15	0.37
Crit Moves:	****				****		****				****	
Green Time:	29.8	25.7	51.2	46.4	42.2	74.7	32.4	25.4	55.2	25.6	18.6	64.9
Volume/Cap:	1.06	0.96	0.26	0.96	1.06	0.88	1.06	0.57	0.57	0.57	1.06	0.78
Delay/Veh:	99.1	74.7	28.8	55.5	83.6	30.7	100.0	50.9	31.9	51.0	113	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.1	74.7	28.8	55.5	83.6	30.7	100.0	50.9	31.9	51.0	113	33.6
LOS by Move:	F	E	C	E+	F	C	F	D	C	D	F	C-
HCM2kAvgQ:	26	19	5	31	35	36	28	8	14	8	17	25

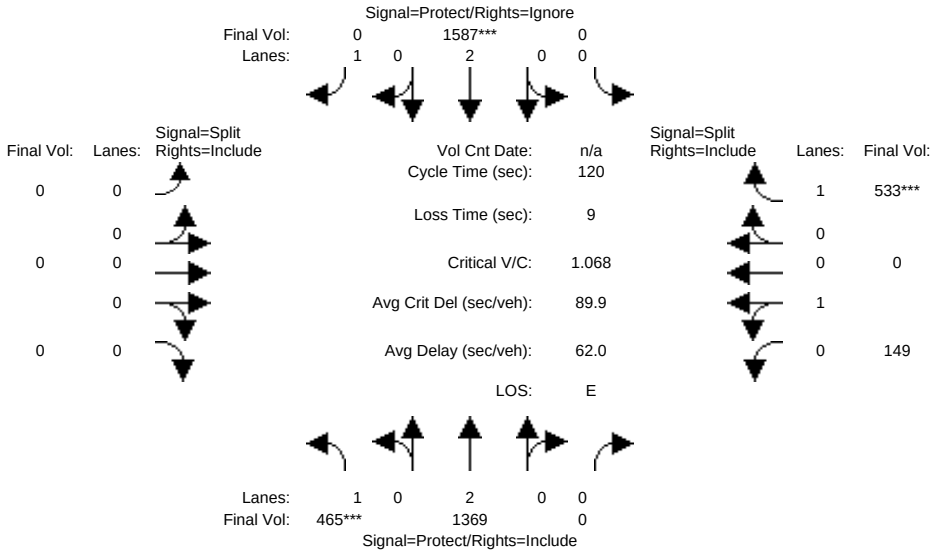
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	441	1359	0	0	1577	1404	0	0	0	139	0	490
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	1359	0	0	1577	1404	0	0	0	139	0	490
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	24	10	0	0	10	10	0	0	0	10	0	43
Initial Fut:	465	1369	0	0	1587	1414	0	0	0	149	0	533
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	465	1369	0	0	1587	0	0	0	0	149	0	533
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	1369	0	0	1587	0	0	0	0	149	0	533
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	465	1369	0	0	1587	0	0	0	0	149	0	533
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.36	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.08	0.00	0.30
Crit Moves:	****				****							****
Green Time:	29.9	76.8	0.0	0.0	46.9	0.0	0.0	0.0	0.0	34.2	0.0	34.2
Volume/Cap:	1.07	0.56	0.00	0.00	1.07	0.00	0.00	0.00	0.00	0.29	0.00	1.07
Delay/Veh:	107.5	12.5	0.0	0.0	80.4	0.0	0.0	0.0	0.0	33.7	0.0	102.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.5	12.5	0.0	0.0	80.4	0.0	0.0	0.0	0.0	33.7	0.0	102.6
LOS by Move:	F	B	A	A	F	A	A	A	A	C-	A	F
HCM2kAvgQ:	27	14	0	0	40	0	0	0	0	4	0	30

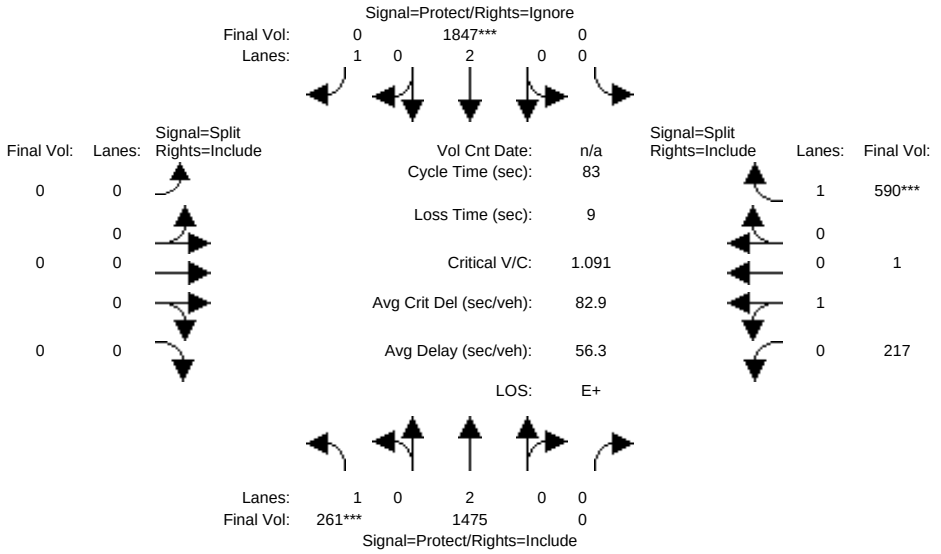
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #43: Oakland Road & US-101 N Ramp [CMP]



Street Name:	Oakland Road						US-101 N Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	169	1465	0	0	1837	672	0	0	0	186	1	580
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	1465	0	0	1837	672	0	0	0	186	1	580
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	92	10	0	0	10	10	0	0	0	31	0	10
Initial Fut:	261	1475	0	0	1847	682	0	0	0	217	1	590
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	1475	0	0	1847	0	0	0	0	217	1	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1475	0	0	1847	0	0	0	0	217	1	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	1475	0	0	1847	0	0	0	0	217	1	590
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.99	0.01	1.00
Final Sat.:	1750	3800	0	0	3800	1750	0	0	0	1792	8	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.39	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.12	0.12	0.34
Crit Moves:	****				****							****
Green Time:	11.4	48.3	0.0	0.0	37.0	0.0	0.0	0.0	0.0	25.7	25.7	25.7
Volume/Cap:	1.09	0.67	0.00	0.00	1.09	0.00	0.00	0.00	0.00	0.39	0.39	1.09
Delay/Veh:	120.3	12.6	0.0	0.0	74.0	0.0	0.0	0.0	0.0	23.0	23.0	94.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.3	12.6	0.0	0.0	74.0	0.0	0.0	0.0	0.0	23.0	23.0	94.3
LOS by Move:	F	B	A	A	E	A	A	A	A	C+	C+	F
HCM2kAvgQ:	14	14	0	0	38	0	0	0	0	5	5	28

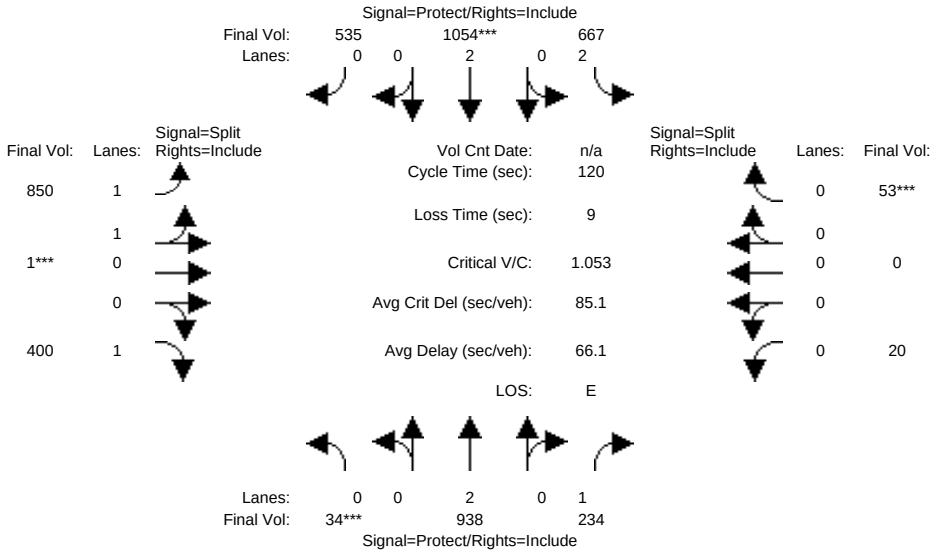
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	928	224	657	1044	525	840	1	228	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	928	224	657	1044	525	840	1	228	10	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	24	10	10	10	10	10	10	0	172	10	0	43
Initial Fut:	34	938	234	667	1054	535	850	1	400	20	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	938	234	667	1054	535	850	1	400	20	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	938	234	667	1054	535	850	1	400	20	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	938	234	667	1054	535	850	1	400	20	0	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.83	0.99	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	0.07	1.93	1.00	2.00	1.31	0.69	1.99	0.01	1.00	0.27	0.00	0.73
Final Sat.:	129	3570	1750	3150	2453	1245	3546	4	1750	479	0	1271
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.13	0.21	0.43	0.43	0.24	0.24	0.23	0.04	0.00	0.04
Crit Moves:	****				****			****				****
Green Time:	29.9	43.7	43.7	35.2	49.0	49.0	27.3	27.3	27.3	4.8	0.0	4.8
Volume/Cap:	1.05	0.72	0.37	0.72	1.05	1.05	1.05	1.05	1.00	1.05	0.00	1.05
Delay/Veh:	89.5	34.8	28.4	40.8	73.9	73.9	92.8	92.8	92.4	181.0	0.0	181.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	34.8	28.4	40.8	73.9	73.9	92.8	92.8	92.4	181.0	0.0	181.0
LOS by Move:	F	C-	C	D	E	E	F	F	F	F	A	F
HCM2kAvgQ:	26	17	7	14	40	40	24	24	22	6	0	6

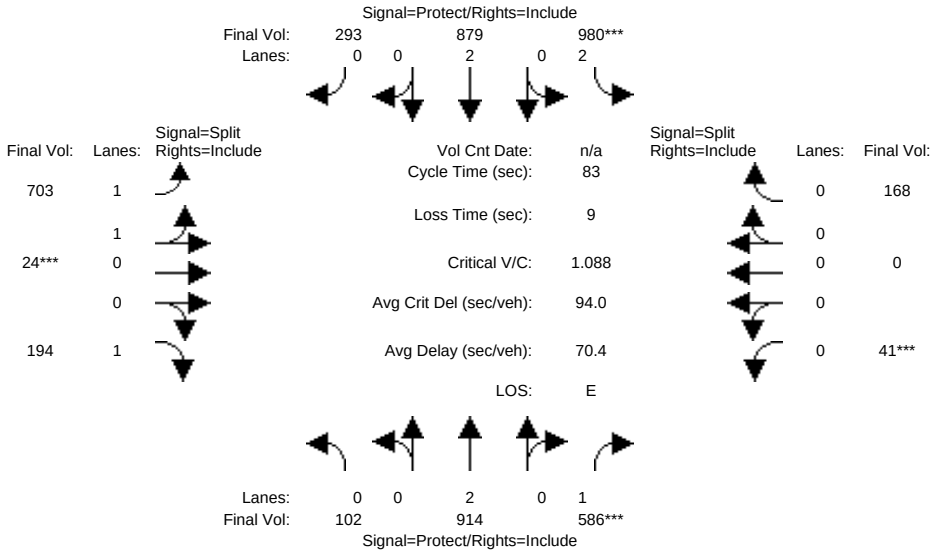
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #44: Oakland Road & US-101 S Ramp [CMP]



Street Name:	Oakland Road						US-101 S Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	904	576	970	869	283	693	24	184	10	0	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	904	576	970	869	283	693	24	184	10	0	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	92	10	10	10	10	10	10	0	10	31	0	10
Initial Fut:	102	914	586	980	879	293	703	24	194	41	0	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	914	586	980	879	293	703	24	194	41	0	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	914	586	980	879	293	703	24	194	41	0	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	914	586	980	879	293	703	24	194	41	0	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.83	0.98	0.95	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	0.21	1.79	1.00	2.00	1.49	0.51	1.93	0.07	1.00	0.20	0.00	0.80
Final Sat.:	371	3328	1750	3150	2774	925	3433	117	1750	343	0	1407
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.33	0.31	0.32	0.32	0.20	0.20	0.11	0.12	0.00	0.12
Crit Moves:			****	****				****		****		
Green Time:	22.9	25.5	25.5	23.7	26.4	26.4	15.6	15.6	15.6	9.1	0.0	9.1
Volume/Cap:	1.00	0.89	1.09	1.09	1.00	1.00	1.09	1.09	0.59	1.09	0.00	1.09
Delay/Veh:	57.3	36.6	93.6	86.5	53.6	53.6	94.9	94.9	33.6	127.4	0.0	127.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	36.6	93.6	86.5	53.6	53.6	94.9	94.9	33.6	127.4	0.0	127.4
LOS by Move:	E+	D+	F	F	D-	D-	F	F	C-	F	A	F
HCM2kAvgQ:	20	17	27	26	22	22	18	18	6	12	0	12

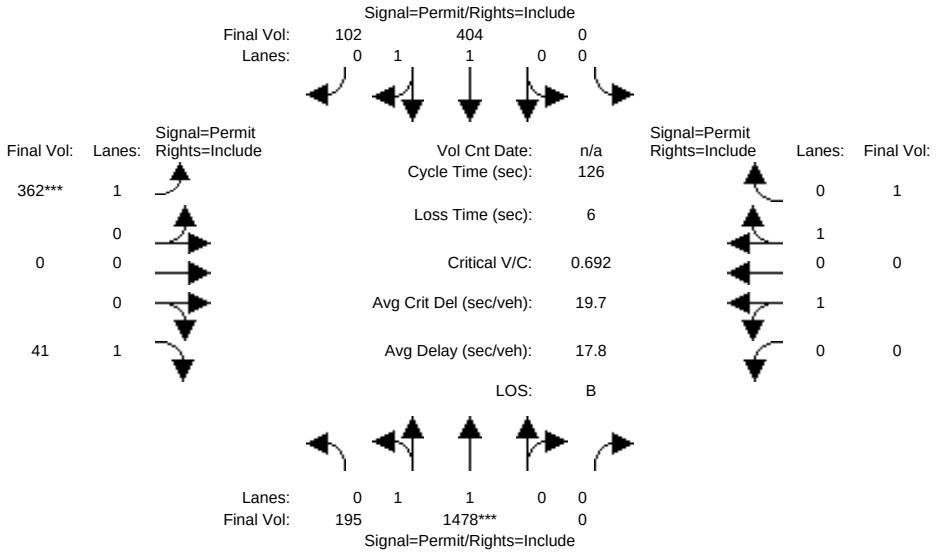
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	185	1468	0	0	394	92	352	0	31	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	1468	0	0	394	92	352	0	31	0	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	0	10	10	10	0	10	0	0	0
Initial Fut:	195	1478	0	0	404	102	362	0	41	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1478	0	0	404	102	362	0	41	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1478	0	0	404	102	362	0	41	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	1478	0	0	404	102	362	0	41	0	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.24	1.76	0.00	0.00	1.59	0.41	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	431	3268	0	0	2954	746	1750	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.00	0.00	0.14	0.14	0.21	0.00	0.02	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	82.3	82.3	0.0	0.0	82.3	82.3	37.7	0.0	37.7	0.0	0.0	37.7
Volume/Cap:	0.69	0.69	0.00	0.00	0.21	0.21	0.69	0.00	0.08	0.00	0.00	0.00
Delay/Veh:	14.7	14.7	0.0	0.0	8.8	8.8	43.0	0.0	31.8	0.0	0.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	0.0	0.0	8.8	8.8	43.0	0.0	31.8	0.0	0.0	31.0
LOS by Move:	B	B	A	A	A	A	D	A	C	A	A	C
HCM2kAvgQ:	21	21	0	0	4	4	14	0	1	0	0	0

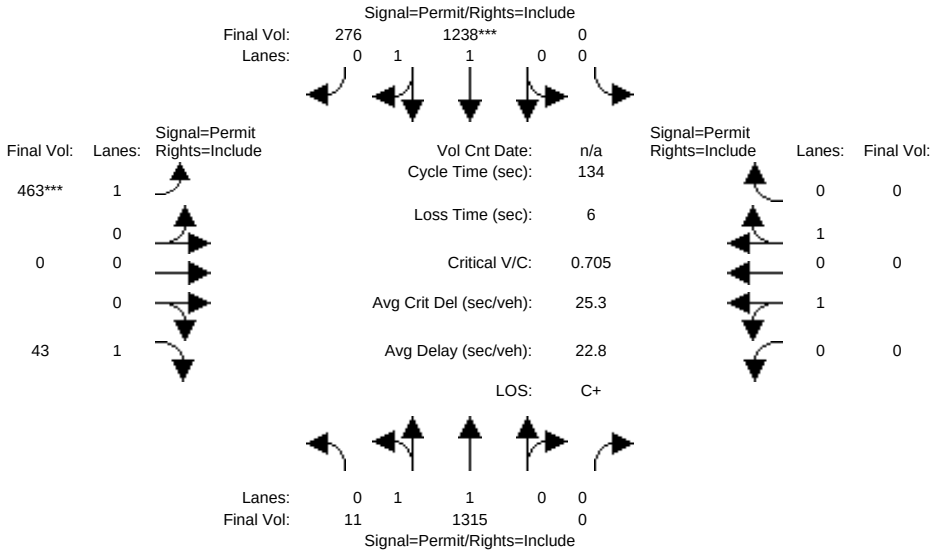
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #45: First Street & Willow Street [CMP]



Street Name:	First Street						WIllow Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	10	0	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	1305	0	0	1228	266	453	0	43	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1305	0	0	1228	266	453	0	43	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	0	0	10	10	10	0	0	0	0	0
Initial Fut:	11	1315	0	0	1238	276	463	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1315	0	0	1238	276	463	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1315	0	0	1238	276	463	0	43	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1315	0	0	1238	276	463	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	1.63	0.37	1.00	0.00	1.00	0.00	0.00	2.00
Final Sat.:	31	3669	0	0	3025	674	1750	0	1750	0	0	3500
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.00	0.00	0.41	0.41	0.26	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	77.7	77.7	0.0	0.0	77.7	77.7	50.3	0.0	50.3	0.0	0.0	0.0
Volume/Cap:	0.62	0.62	0.00	0.00	0.71	0.71	0.71	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	19.0	19.0	0.0	0.0	21.1	21.1	39.1	0.0	26.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	19.0	0.0	0.0	21.1	21.1	39.1	0.0	26.9	0.0	0.0	0.0
LOS by Move:	B-	B-	A	A	C+	C+	D	A	C	A	A	A
HCM2kAvgQ:	18	18	0	0	23	23	18	0	1	0	0	0

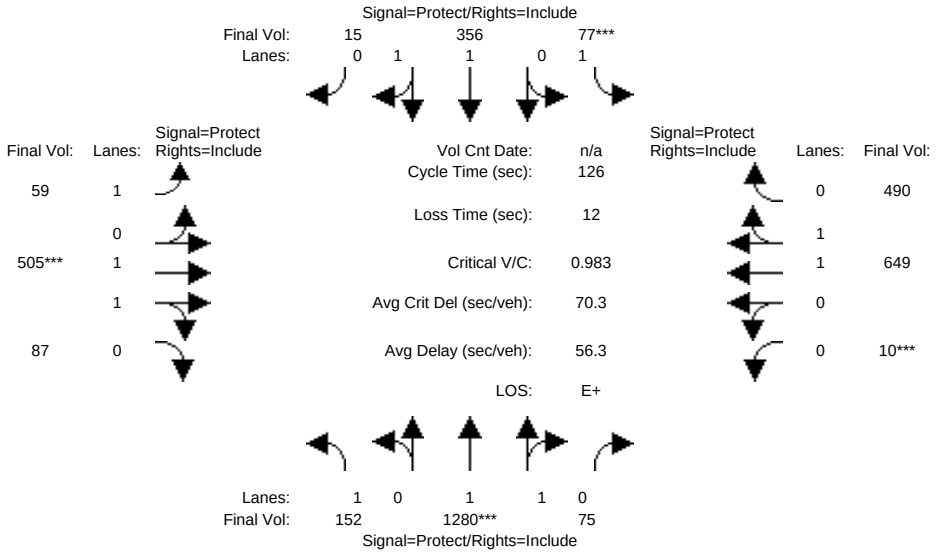
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	1270	65	67	346	15	49	495	77	10	639	480
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	1270	65	67	346	15	49	495	77	10	639	480
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	12	10	10	10	10	0	10	10	10	0	10	10
Initial Fut:	152	1280	75	77	356	15	59	505	87	10	649	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1280	75	77	356	15	59	505	87	10	649	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1280	75	77	356	15	59	505	87	10	649	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1280	75	77	356	15	59	505	87	10	649	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.95
Lanes:	1.00	1.89	0.11	1.00	1.92	0.08	1.00	1.70	0.30	0.02	1.13	0.85
Final Sat.:	1750	3495	205	1750	3550	150	1750	3156	544	31	2033	1535
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.04	0.10	0.10	0.03	0.16	0.16	0.32	0.32	0.32
Crit Moves:		****		****				****		****		
Green Time:	24.8	46.4	46.4	7.0	28.6	28.6	9.0	20.3	20.3	40.4	51.7	51.7
Volume/Cap:	0.44	1.00	1.00	0.79	0.44	0.44	0.47	1.00	1.00	1.00	0.78	0.78
Delay/Veh:	45.4	63.0	63.0	93.2	42.2	42.2	59.0	88.5	88.5	68.1	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	63.0	63.0	93.2	42.2	42.2	59.0	88.5	88.5	68.1	34.9	34.9
LOS by Move:	D	E	E	F	D	D	E+	F	F	E	C-	C-
HCM2kAvgQ:	6	33	33	5	7	7	3	17	17	30	21	21

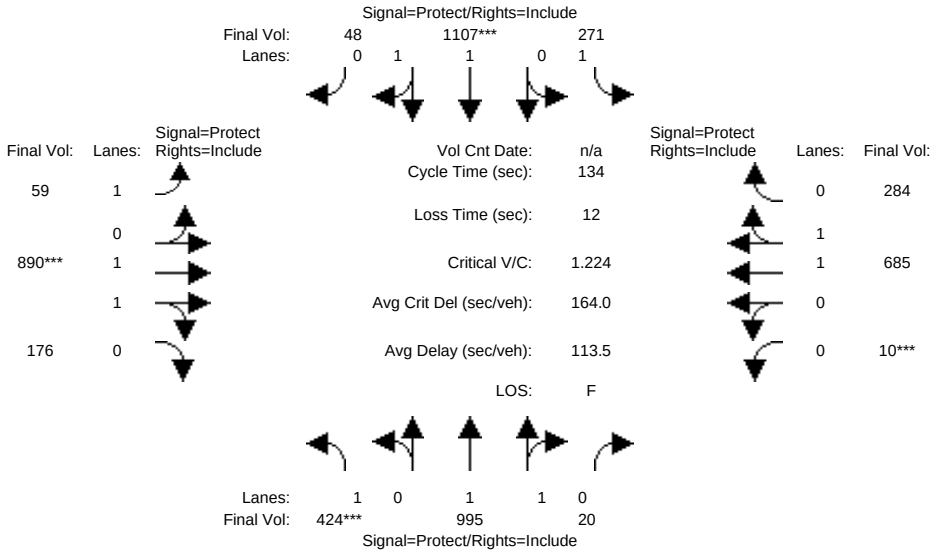
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #46: First Street & Goodyear Street/Keyes Street [CMP]



Street Name:	First Street						Goodyear Street/Keyes Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	414	985	12	261	1097	38	49	880	166	10	675	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	985	12	261	1097	38	49	880	166	10	675	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	8	10	10	10	10	10	10	0	10	10
Initial Fut:	424	995	20	271	1107	48	59	890	176	10	685	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	424	995	20	271	1107	48	59	890	176	10	685	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	995	20	271	1107	48	59	890	176	10	685	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	424	995	20	271	1107	48	59	890	176	10	685	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	1.91	0.09	1.00	1.66	0.34	0.02	1.40	0.58
Final Sat.:	1750	3627	73	1750	3546	154	1750	3089	611	37	2519	1044
Capacity Analysis Module:												
Vol/Sat:	0.24	0.27	0.27	0.15	0.31	0.31	0.03	0.29	0.29	0.27	0.27	0.27
Crit Moves:	****				****			****			****	
Green Time:	26.5	38.8	38.8	21.9	34.2	34.2	9.9	31.5	31.5	29.8	51.4	51.4
Volume/Cap:	1.22	0.95	0.95	0.95	1.22	1.22	0.46	1.22	1.22	1.22	0.71	0.71
Delay/Veh:	177.7	63.0	63.0	94.7	160	160.3	62.1	162	162.4	164.1	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	177.7	63.0	63.0	94.7	160	160.3	62.1	162	162.4	164.1	36.7	36.7
LOS by Move:	F	E	E	F	F	F	E	F	F	F	D+	D+
HCM2kAvgQ:	32	25	25	16	40	40	3	37	37	35	19	19

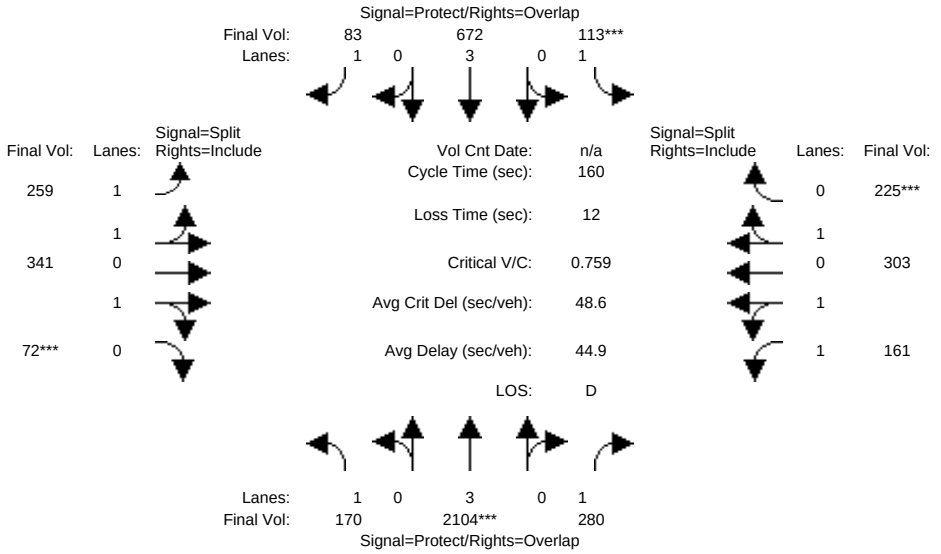
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	170	2094	270	103	662	83	259	341	72	151	303	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	2094	270	103	662	83	259	341	72	151	303	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	10	10	0	0	0	0	10	0	10
Initial Fut:	170	2104	280	113	672	83	259	341	72	161	303	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	2104	280	113	672	83	259	341	72	161	303	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	2104	280	113	672	83	259	341	72	161	303	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	2104	280	113	672	83	259	341	72	161	303	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.99	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.17	1.51	0.32	1.00	1.12	0.88
Final Sat.:	1750	5700	1750	1750	5700	1750	2062	2714	573	1750	2122	1576
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.16	0.06	0.12	0.05	0.13	0.13	0.13	0.09	0.14	0.14
Crit Moves:		****		****					****			****
Green Time:	41.3	77.8	107.9	13.6	50.1	76.6	26.5	26.5	26.5	30.1	30.1	30.1
Volume/Cap:	0.38	0.76	0.24	0.76	0.38	0.10	0.76	0.76	0.76	0.49	0.76	0.76
Delay/Veh:	49.3	34.7	10.2	91.6	42.9	22.9	67.6	67.6	67.6	58.3	65.3	65.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	34.7	10.2	91.6	42.9	22.9	67.6	67.6	67.6	58.3	65.3	65.3
LOS by Move:	D	C-	B+	F	D	C+	E	E	E	E+	E	E
HCM2kAvgQ:	7	28	6	8	8	2	13	13	13	8	14	14

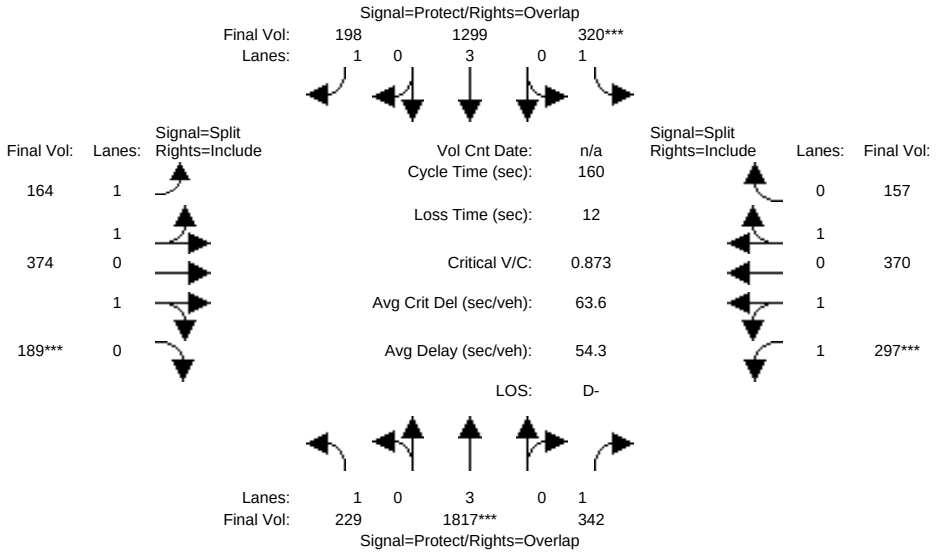
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #47: First Street & E Alma Avenue [CMP]



Street Name:	First Street						E Alma Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	229	1807	332	310	1289	198	164	374	189	287	370	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	1807	332	310	1289	198	164	374	189	287	370	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	0	0	0	0	10	0	10
Initial Fut:	229	1817	342	320	1299	198	164	374	189	297	370	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	1817	342	320	1299	198	164	374	189	297	370	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1817	342	320	1299	198	164	374	189	297	370	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	1817	342	320	1299	198	164	374	189	297	370	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.31	0.69	1.10	1.33	0.57
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	2457	1242	1928	2402	1019
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.20	0.18	0.23	0.11	0.09	0.15	0.15	0.15	0.15	0.15
Crit Moves:		****		****					****	****		
Green Time:	33.5	58.4	86.6	33.5	58.4	86.3	27.9	27.9	27.9	28.2	28.2	28.2
Volume/Cap:	0.62	0.87	0.36	0.87	0.62	0.21	0.54	0.87	0.87	0.87	0.87	0.87
Delay/Veh:	60.9	51.8	21.2	81.2	42.4	19.3	60.6	74.4	74.4	73.2	73.2	73.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	51.8	21.2	81.2	42.4	19.3	60.6	74.4	74.4	73.2	73.2	73.2
LOS by Move:	E	D-	C+	F	D	B-	E	E	E	E	E	E
HCM2kAvgQ:	12	30	10	19	17	5	8	16	16	17	17	17

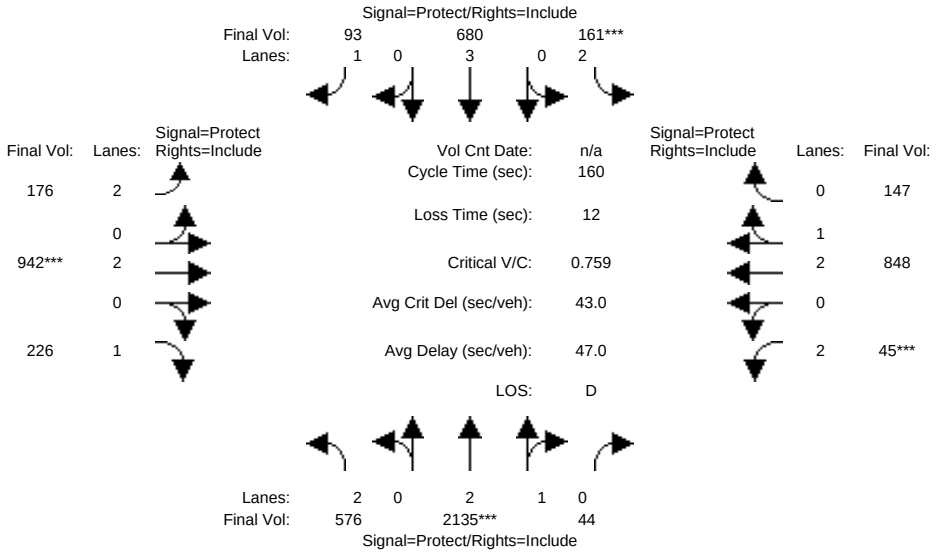
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	566	2125	44	151	670	83	140	932	216	45	838	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	566	2125	44	151	670	83	140	932	216	45	838	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	10	10	10	36	10	10	0	10	10
Initial Fut:	576	2135	44	161	680	93	176	942	226	45	848	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	576	2135	44	161	680	93	176	942	226	45	848	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	2135	44	161	680	93	176	942	226	45	848	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	576	2135	44	161	680	93	176	942	226	45	848	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.94	0.06	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.54	0.46
Final Sat.:	3150	5487	113	3150	5700	1750	3150	3800	1750	3150	4772	827
Capacity Analysis Module:												
Vol/Sat:	0.18	0.39	0.39	0.05	0.12	0.05	0.06	0.25	0.13	0.01	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	54.6	79.7	79.7	10.5	35.6	35.6	13.8	50.8	50.8	7.0	44.0	44.0
Volume/Cap:	0.54	0.78	0.78	0.78	0.54	0.24	0.65	0.78	0.41	0.33	0.65	0.65
Delay/Veh:	43.0	34.4	34.4	90.9	55.4	51.4	76.1	52.9	43.3	75.6	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	34.4	34.4	90.9	55.4	51.4	76.1	52.9	43.3	75.6	52.1	52.1
LOS by Move:	D	C-	C-	F	E+	D-	E-	D-	D	E-	D-	D-
HCM2kAvgQ:	14	30	30	6	10	4	6	22	9	2	15	15

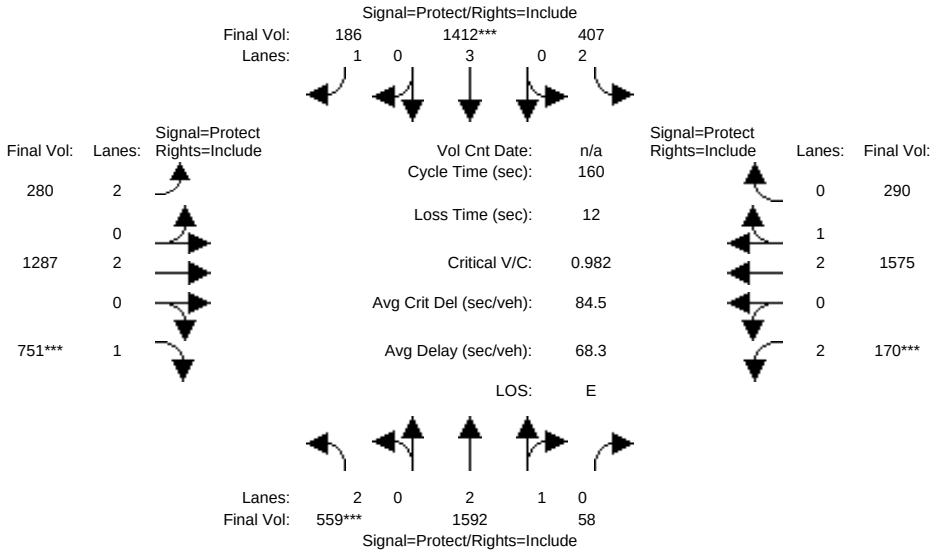
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #48: Monterey Road & Curtner Avenue/Tully Road [CMP]



Street Name:	Monterey Road						Curtner Avenue/Tully Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	549	1582	58	397	1402	162	270	1277	741	170	1565	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	549	1582	58	397	1402	162	270	1277	741	170	1565	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	10	10	24	10	10	10	0	10	10
Initial Fut:	559	1592	58	407	1412	186	280	1287	751	170	1575	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	1592	58	407	1412	186	280	1287	751	170	1575	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	1592	58	407	1412	186	280	1287	751	170	1575	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	559	1592	58	407	1412	186	280	1287	751	170	1575	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.89	0.11	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.52	0.48
Final Sat.:	3150	5403	197	3150	5700	1750	3150	3800	1750	3150	4728	871
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.29	0.13	0.25	0.11	0.09	0.34	0.43	0.05	0.33	0.33
Crit Moves:	****				****				****	****		
Green Time:	28.9	48.2	48.2	21.1	40.4	40.4	16.6	69.9	69.9	8.8	62.1	62.1
Volume/Cap:	0.98	0.98	0.98	0.98	0.98	0.42	0.86	0.77	0.98	0.98	0.86	0.86
Delay/Veh:	98.3	72.5	72.5	107.7	78.9	50.7	90.2	40.7	72.4	138.4	48.5	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.3	72.5	72.5	107.7	78.9	50.7	90.2	40.7	72.4	138.4	48.5	48.5
LOS by Move:	F	E	E	F	E-	D	F	D	E	F	D	D
HCM2kAvgQ:	21	32	32	16	28	8	11	27	45	8	30	30

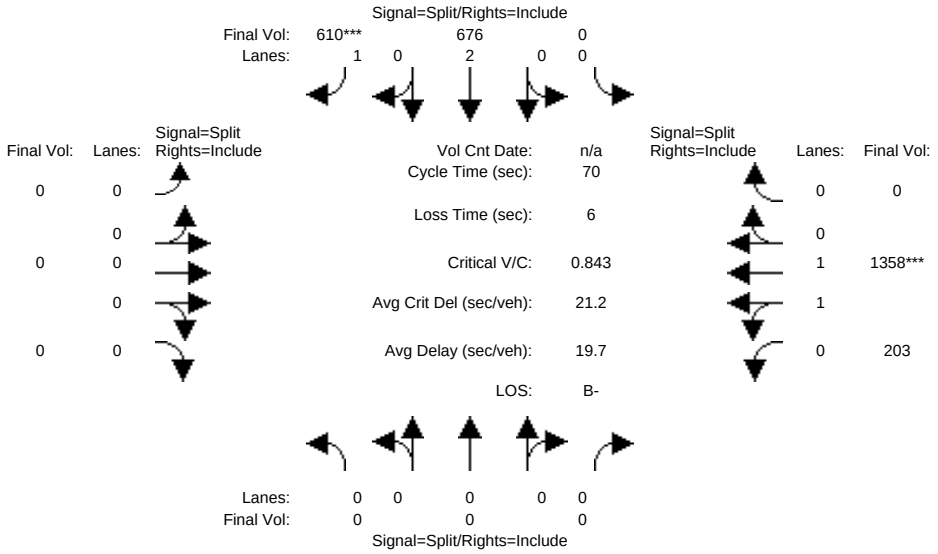
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	666	600	0	0	0	193	1348	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	666	600	0	0	0	193	1348	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	10	10	0	0	0	10	10	0
Initial Fut:	0	0	0	0	676	610	0	0	0	203	1358	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	676	610	0	0	0	203	1358	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	676	610	0	0	0	203	1358	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	676	610	0	0	0	203	1358	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.98	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.27	1.73	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	481	3218	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.18	0.35	0.00	0.00	0.00	0.42	0.42	0.00
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	0.0	29.0	29.0	0.0	0.0	0.0	35.0	35.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.43	0.84	0.00	0.00	0.00	0.84	0.84	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	14.8	27.3	0.0	0.0	0.0	18.8	18.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	14.8	27.3	0.0	0.0	0.0	18.8	18.8	0.0
LOS by Move:	A	A	A	A	B	C	A	A	A	B-	B-	A
HCM2kAvgQ:	0	0	0	0	5	16	0	0	0	18	18	0

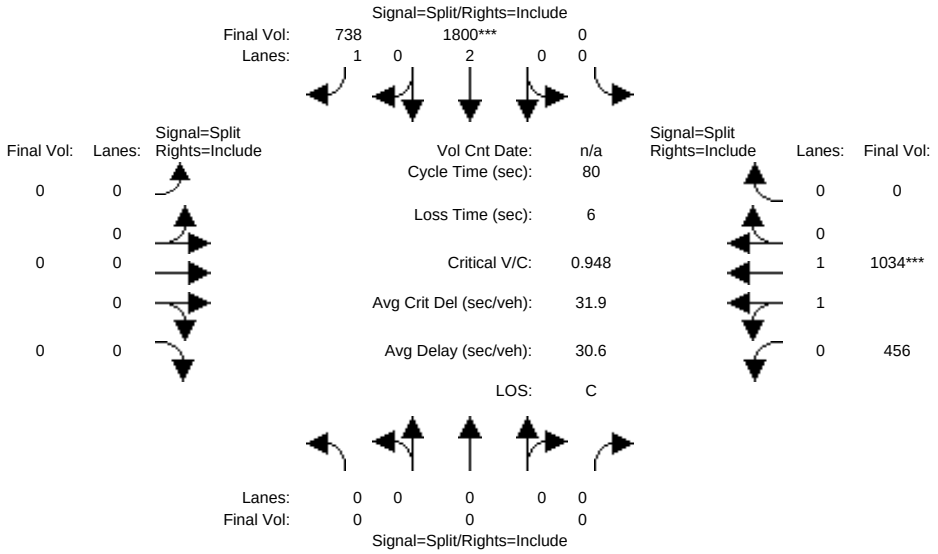
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #49: 10th Street & I-280 N On-Ramp [CMP]



Street Name:	10th Street						I-280 N On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	10	10	0	0	0	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	1790	588	0	0	0	446	1024	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1790	588	0	0	0	446	1024	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	10	150	0	0	0	10	10	0
Initial Fut:	0	0	0	0	1800	738	0	0	0	456	1034	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	1800	738	0	0	0	456	1034	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1800	738	0	0	0	456	1034	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1800	738	0	0	0	456	1034	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.99	0.92
Lanes:	0.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.63	1.37	0.00
Final Sat.:	0	0	0	0	3800	1750	0	0	0	1132	2567	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.47	0.42	0.00	0.00	0.00	0.40	0.40	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	34.0	34.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.95	0.84	0.00	0.00	0.00	0.95	0.95	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	29.8	24.8	0.0	0.0	0.0	34.6	34.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	29.8	24.8	0.0	0.0	0.0	34.6	34.6	0.0
LOS by Move:	A	A	A	A	C	C	A	A	A	C-	C-	A
HCM2kAvgQ:	0	0	0	0	27	20	0	0	0	24	24	0

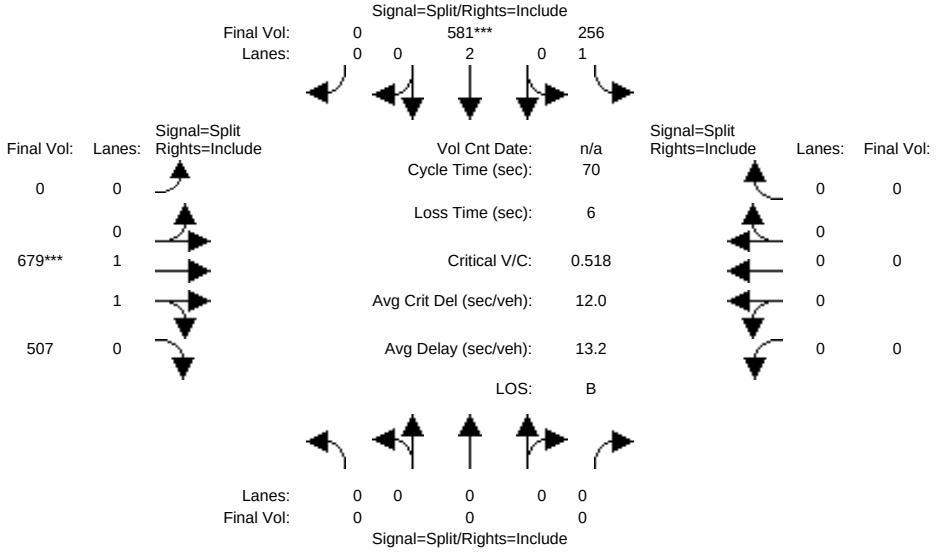
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	251	571	0	0	669	497	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	251	571	0	0	669	497	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	5	10	0	0	10	10	0	0	0
Initial Fut:	0	0	0	256	581	0	0	679	507	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	256	581	0	0	679	507	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	256	581	0	0	679	507	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	256	581	0	0	679	507	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.12	0.88	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	2117	1581	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.32	0.32	0.00	0.00	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	20.7	20.7	0.0	0.0	43.3	43.3	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.52	0.00	0.00	0.52	0.52	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	21.1	21.0	0.0	0.0	7.7	7.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.1	21.0	0.0	0.0	7.7	7.7	0.0	0.0	0.0
LOS by Move:	A	A	A	C+	C+	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	6	0	0	8	8	0	0	0

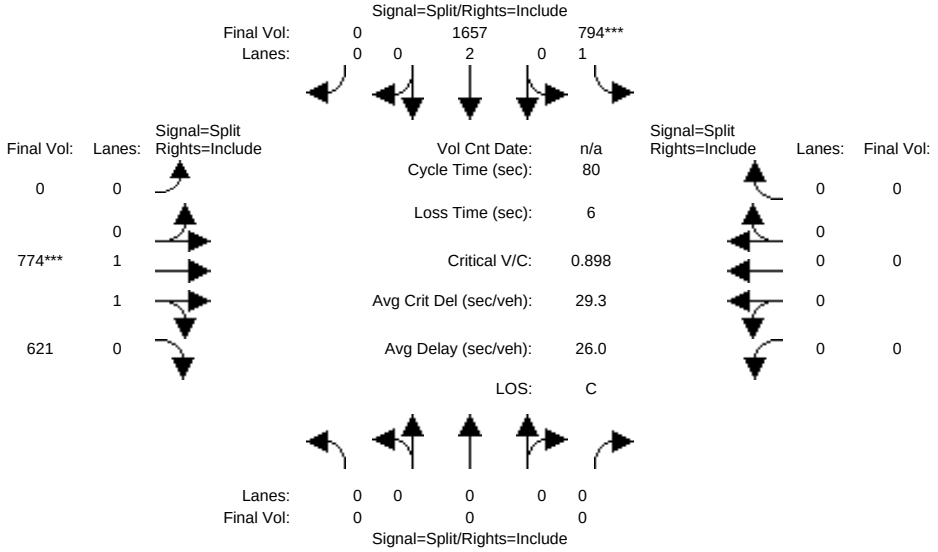
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #50: 10th Street & I-280 S Off-Ramp [CMP]



Street Name:	10th Street						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	0	0	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	497	1647	0	0	764	451	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	497	1647	0	0	764	451	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	297	10	0	0	10	170	0	0	0
Initial Fut:	0	0	0	794	1657	0	0	774	621	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	794	1657	0	0	774	621	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	794	1657	0	0	774	621	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	794	1657	0	0	774	621	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.09	0.91	0.00	0.00	0.00
Final Sat.:	0	0	0	1750	3800	0	0	2052	1646	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.45	0.44	0.00	0.00	0.38	0.38	0.00	0.00	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	40.4	40.4	0.0	0.0	33.6	33.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.90	0.86	0.00	0.00	0.90	0.90	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	29.9	21.7	0.0	0.0	29.0	29.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.9	21.7	0.0	0.0	29.0	29.0	0.0	0.0	0.0
LOS by Move:	A	A	A	C	C+	A	A	C	C	A	A	A
HCM2kAvgQ:	0	0	0	23	21	0	0	21	21	0	0	0

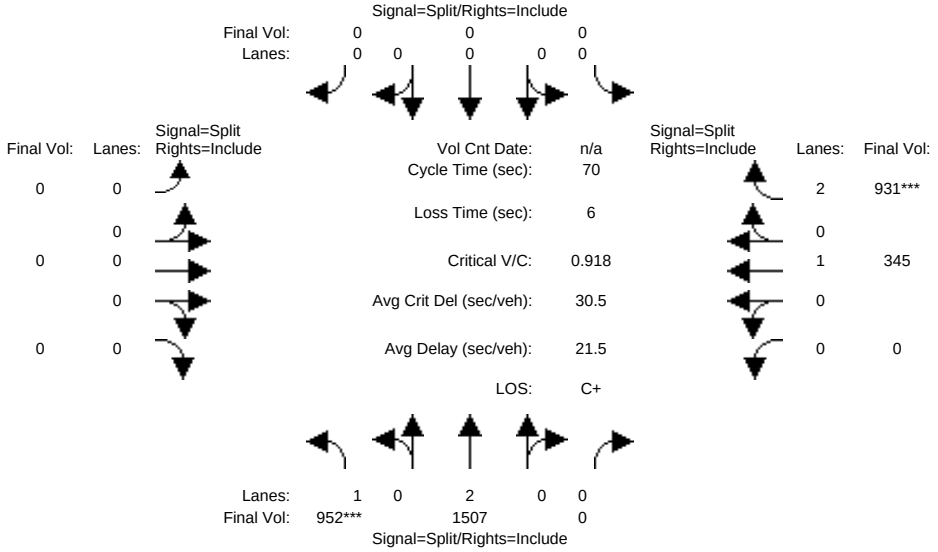
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	942	1497	0	0	0	0	0	0	0	0	318	921
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	942	1497	0	0	0	0	0	0	0	0	318	921
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	0	0	0	0	0	0	0	27	10
Initial Fut:	952	1507	0	0	0	0	0	0	0	0	345	931
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	952	1507	0	0	0	0	0	0	0	0	345	931
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	952	1507	0	0	0	0	0	0	0	0	345	931
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	952	1507	0	0	0	0	0	0	0	0	345	931
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.54	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.30
Crit Moves:	****											****
Green Time:	41.5	41.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.5	22.5
Volume/Cap:	0.92	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.92
Delay/Veh:	25.4	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	10.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9	35.7
LOS by Move:	C	B+	A	A	A	A	A	A	A	A	C+	D+
HCM2kAvgQ:	25	12	0	0	0	0	0	0	0	0	7	16

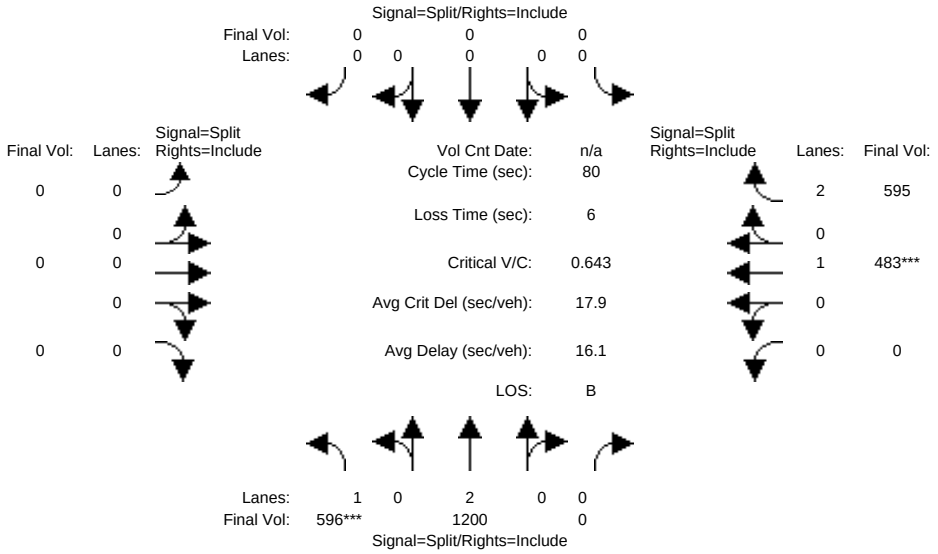
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #51: 11th Street & I-280 N Off-Ramp [CMP]



Street Name:	11th Street						I-280 N Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	0	0	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	586	1190	0	0	0	0	0	0	0	0	473	512
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	586	1190	0	0	0	0	0	0	0	0	473	512
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	0	0	0	0	0	0	0	10	83
Initial Fut:	596	1200	0	0	0	0	0	0	0	0	483	595
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	596	1200	0	0	0	0	0	0	0	0	483	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	596	1200	0	0	0	0	0	0	0	0	483	595
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	596	1200	0	0	0	0	0	0	0	0	483	595
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00
Final Sat.:	1750	3800	0	0	0	0	0	0	0	0	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.34	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.19
Crit Moves:	****										****	
Green Time:	42.4	42.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.6	31.6
Volume/Cap:	0.64	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.64	0.48
Delay/Veh:	15.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.5	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.5	18.3
LOS by Move:	B	B	A	A	A	A	A	A	A	A	C+	B-
HCM2kAvgQ:	12	11	0	0	0	0	0	0	0	0	10	7

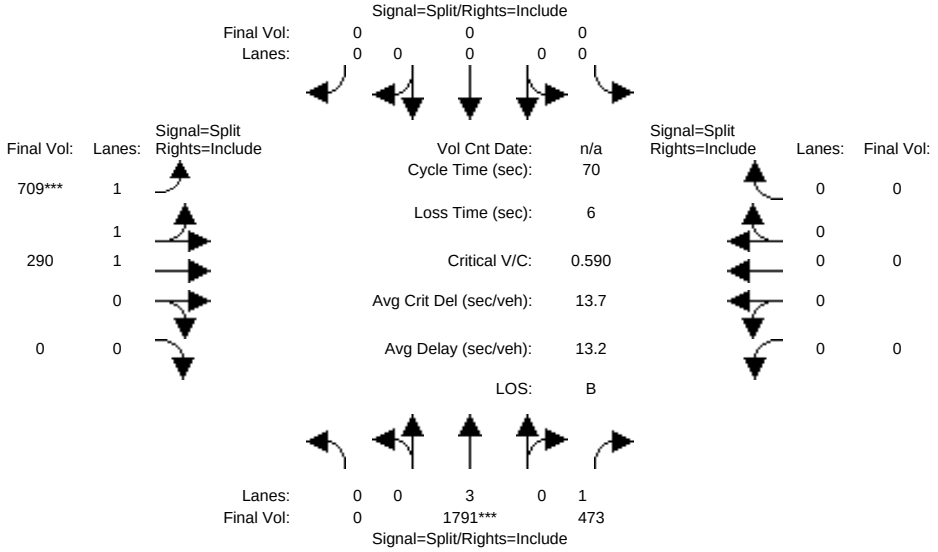
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1781	463	0	0	0	523	280	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1781	463	0	0	0	523	280	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	0	0	0	186	10	0	0	0	0
Initial Fut:	0	1791	473	0	0	0	709	290	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1791	473	0	0	0	709	290	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1791	473	0	0	0	709	290	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1791	473	0	0	0	709	290	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	3150	1900	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.27	0.00	0.00	0.00	0.23	0.15	0.00	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	0.0	37.3	37.3	0.0	0.0	0.0	26.7	26.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.59	0.51	0.00	0.00	0.00	0.59	0.40	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	11.5	10.9	0.0	0.0	0.0	17.8	15.9	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.5	10.9	0.0	0.0	0.0	17.8	15.9	0.0	0.0	0.0	0.0
LOS by Move:	A	B+	B+	A	A	A	B	B	A	A	A	A
HCM2kAvgQ:	0	9	7	0	0	0	8	5	0	0	0	0

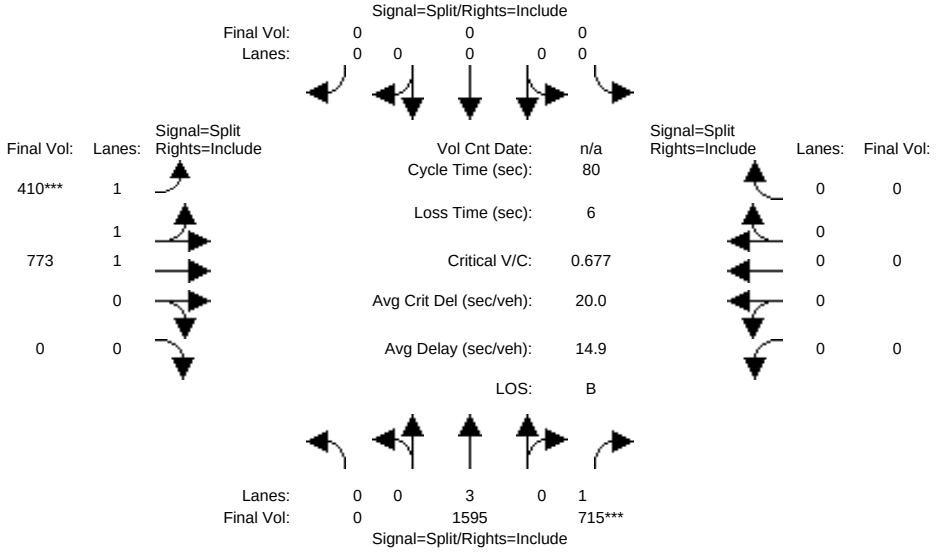
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #52: 11th Street & I-280 S On-Ramp [CMP]



Street Name:	11th Street						I-280 S On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1585	705	0	0	0	273	763	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1585	705	0	0	0	273	763	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	0	0	0	137	10	0	0	0	0
Initial Fut:	0	1595	715	0	0	0	410	773	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1595	715	0	0	0	410	773	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1595	715	0	0	0	410	773	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1595	715	0	0	0	410	773	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	0.00	0.00	1.08	1.92	0.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	0	0	1888	3559	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.41	0.00	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.00
Crit Moves:			****				****					
Green Time:	0.0	48.3	48.3	0.0	0.0	0.0	25.7	25.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.46	0.68	0.00	0.00	0.00	0.68	0.68	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.8	12.4	0.0	0.0	0.0	24.6	24.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	12.4	0.0	0.0	0.0	24.6	24.6	0.0	0.0	0.0	0.0
LOS by Move:	A	A	B	A	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	7	14	0	0	0	10	10	0	0	0	0

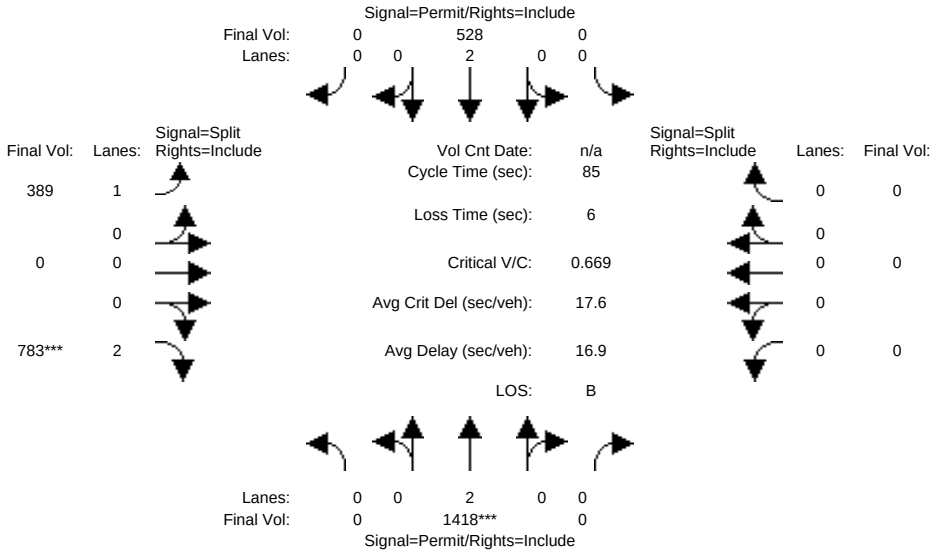
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1408	0	0	528	0	209	0	773	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1408	0	0	528	0	209	0	773	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	0	0	0	0	180	0	10	0	0	0
Initial Fut:	0	1418	0	0	528	0	389	0	783	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1418	0	0	528	0	389	0	783	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1418	0	0	528	0	389	0	783	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1418	0	0	528	0	389	0	783	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.14	0.00	0.22	0.00	0.25	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	47.4	0.0	0.0	47.4	0.0	31.6	0.0	31.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.00	0.00	0.25	0.00	0.60	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	0.0	14.1	0.0	0.0	9.7	0.0	23.1	0.0	23.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	0.0	0.0	9.7	0.0	23.1	0.0	23.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	14	0	0	4	0	9	0	11	0	0	0

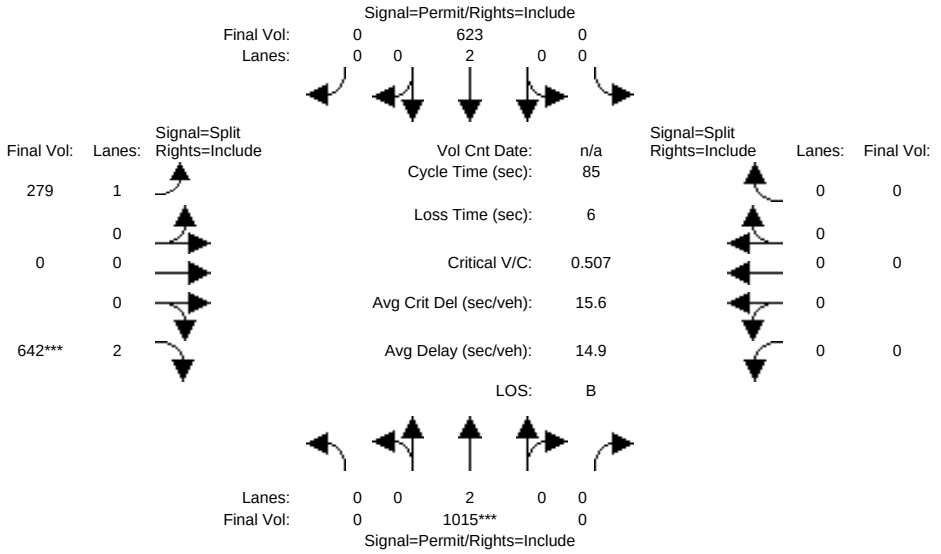
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #53: Mclaughlin Avenue & I-280 S Off-Ramp [CMP]



Street Name:	Mclaughlin Avenue						I-280 S Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1005	0	0	623	0	277	0	632	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1005	0	0	623	0	277	0	632	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	0	0	0	0	2	0	10	0	0	0
Initial Fut:	0	1015	0	0	623	0	279	0	642	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1015	0	0	623	0	279	0	642	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1015	0	0	623	0	279	0	642	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1015	0	0	623	0	279	0	642	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.16	0.00	0.16	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	44.8	0.0	0.0	44.8	0.0	34.2	0.0	34.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.31	0.00	0.40	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	13.2	0.0	0.0	11.5	0.0	18.4	0.0	19.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.2	0.0	0.0	11.5	0.0	18.4	0.0	19.4	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B+	A	B-	A	B-	A	A	A
HCM2kAvgQ:	0	9	0	0	5	0	6	0	8	0	0	0

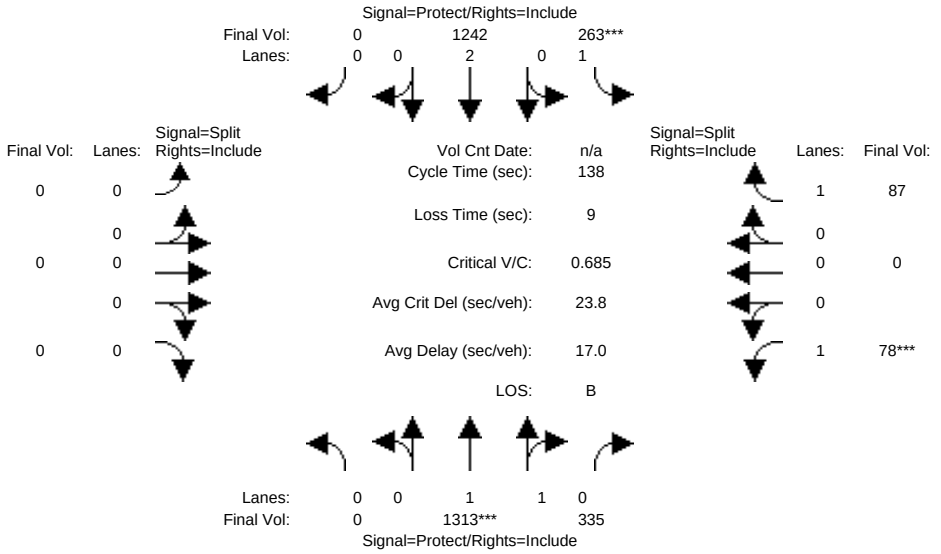
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1303	325	253	1232	0	0	0	0	68	0	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1303	325	253	1232	0	0	0	0	68	0	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	10	10	0	0	0	0	10	0	10
Initial Fut:	0	1313	335	263	1242	0	0	0	0	78	0	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1313	335	263	1242	0	0	0	0	78	0	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1313	335	263	1242	0	0	0	0	78	0	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1313	335	263	1242	0	0	0	0	78	0	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.58	0.42	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2947	752	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.15	0.33	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:		****		****						****		
Green Time:	0.0	89.0	89.0	30.0	119	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.69	0.69	0.69	0.38	0.00	0.00	0.00	0.00	0.61	0.00	0.69
Delay/Veh:	0.0	16.6	16.6	55.1	2.0	0.0	0.0	0.0	0.0	70.8	0.0	76.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.6	16.6	55.1	2.0	0.0	0.0	0.0	0.0	70.8	0.0	76.9
LOS by Move:	A	B	B	E+	A	A	A	A	A	E	A	E-
HCM2kAvgQ:	0	23	23	12	5	0	0	0	0	4	0	5

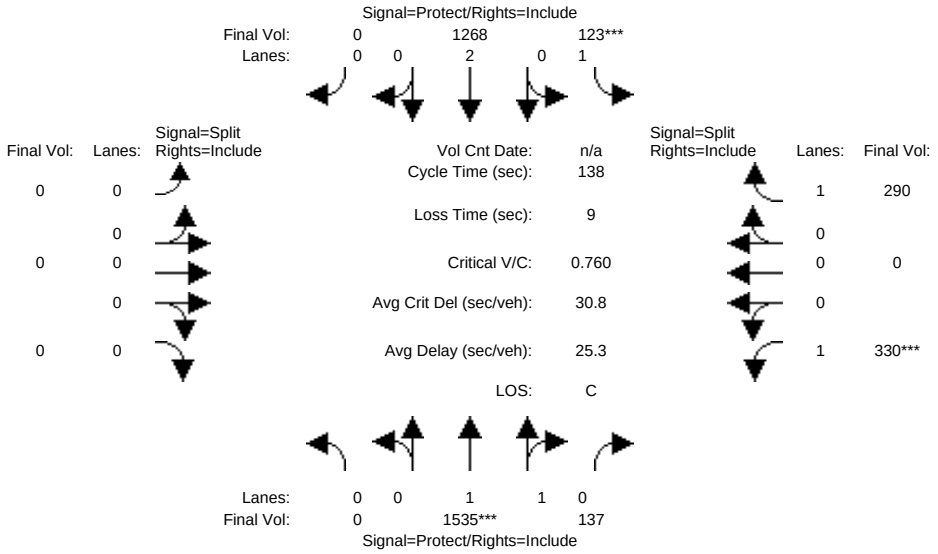
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #54: The Alameda & Lenzen Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	The Alameda						Lenzen Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1525	127	120	1258	0	0	0	0	320	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1525	127	120	1258	0	0	0	0	320	0	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	3	10	0	0	0	0	10	0	10
Initial Fut:	0	1535	137	123	1268	0	0	0	0	330	0	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1535	137	123	1268	0	0	0	0	330	0	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1535	137	123	1268	0	0	0	0	330	0	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1535	137	123	1268	0	0	0	0	330	0	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.83	0.17	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3397	303	1750	3800	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.07	0.33	0.00	0.00	0.00	0.00	0.19	0.00	0.17
Crit Moves:		****		****						****		
Green Time:	0.0	82.0	82.0	12.8	94.8	0.0	0.0	0.0	0.0	34.2	0.0	34.2
Volume/Cap:	0.00	0.76	0.76	0.76	0.49	0.00	0.00	0.00	0.00	0.76	0.00	0.67
Delay/Veh:	0.0	22.3	22.3	79.9	10.3	0.0	0.0	0.0	0.0	55.8	0.0	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.3	22.3	79.9	10.3	0.0	0.0	0.0	0.0	55.8	0.0	50.7
LOS by Move:	A	C+	C+	E-	B+	A	A	A	A	E+	A	D
HCM2kAvgQ:	0	27	27	7	12	0	0	0	0	15	0	13

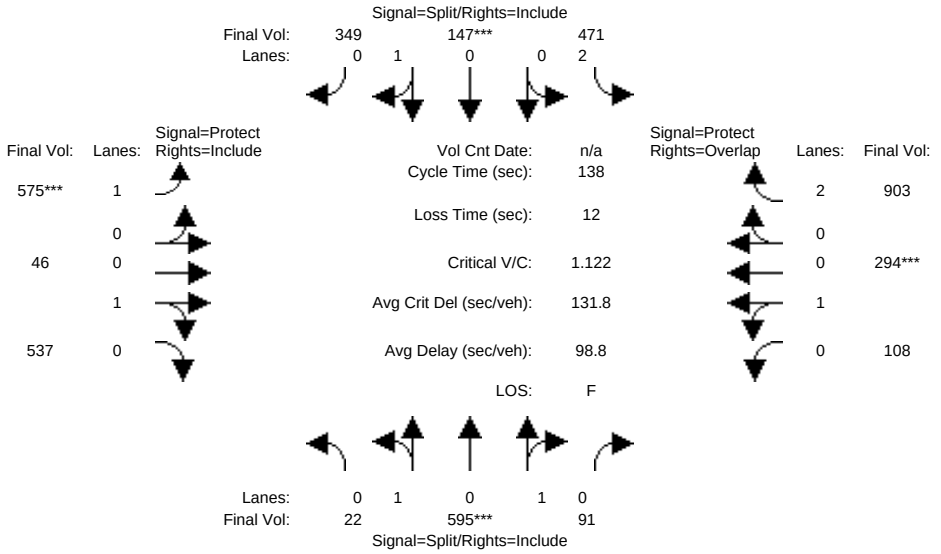
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	595	77	461	147	319	565	36	527	103	284	893
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	595	77	461	147	319	565	36	527	103	284	893
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	0	14	10	0	30	10	10	10	5	10	10
Initial Fut:	22	595	91	471	147	349	575	46	537	108	294	903
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	595	91	471	147	349	575	46	537	108	294	903
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	595	91	471	147	349	575	46	537	108	294	903
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	595	91	471	147	349	575	46	537	108	294	903
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.06	1.68	0.26	2.00	0.30	0.70	1.00	0.08	0.92	0.27	0.73	2.00
Final Sat.:	112	3025	463	3150	533	1267	1750	142	1658	484	1316	3150
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.15	0.28	0.28	0.33	0.32	0.32	0.22	0.22	0.29
Crit Moves:		****			****		****				****	
Green Time:	24.2	24.2	24.2	33.9	33.9	33.9	40.4	40.2	40.2	27.7	27.5	61.4
Volume/Cap:	1.12	1.12	1.12	0.61	1.12	1.12	1.12	1.11	1.11	1.11	1.12	0.64
Delay/Veh:	131.1	131	131.1	47.6	132	132.4	126.4	123	122.7	136.3	140	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.1	131	131.1	47.6	132	132.4	126.4	123	122.7	136.3	140	30.9
LOS by Move:	F	F	F	D	F	F	F	F	F	F	F	C
HCM2kAvgQ:	24	24	24	11	32	32	38	37	37	27	27	18

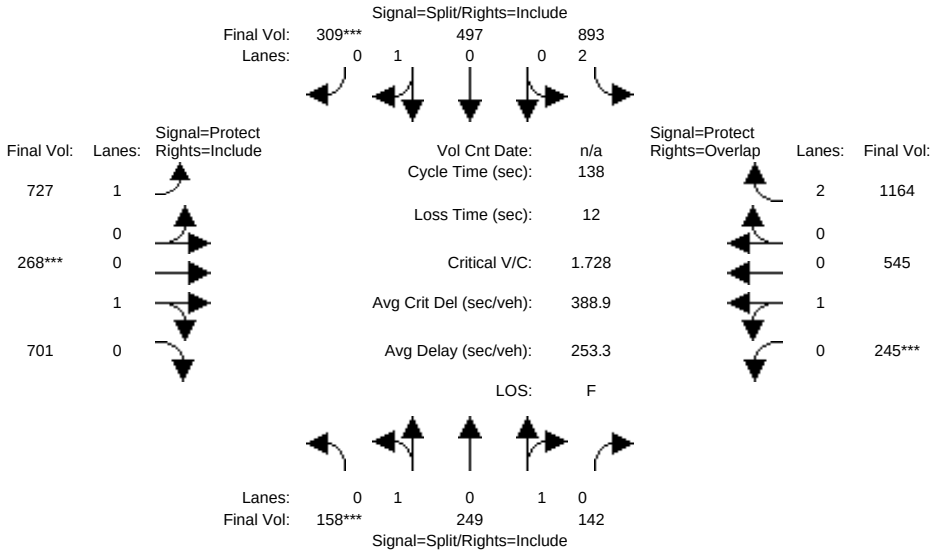
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #55: The Alameda & Race Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Race Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	148	249	124	883	497	299	717	262	691	235	535	1154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	249	124	883	497	299	717	262	691	235	535	1154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	0	18	10	0	10	10	6	10	10	10	10
Initial Fut:	158	249	142	893	497	309	727	268	701	245	545	1164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	249	142	893	497	309	727	268	701	245	545	1164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	249	142	893	497	309	727	268	701	245	545	1164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	249	142	893	497	309	727	268	701	245	545	1164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.83
Lanes:	0.57	0.91	0.52	2.00	0.62	0.38	1.00	0.28	0.72	0.31	0.69	2.00
Final Sat.:	1036	1633	931	3150	1110	690	1750	498	1302	558	1242	3150
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.28	0.45	0.45	0.42	0.54	0.54	0.44	0.44	0.37
Crit Moves:	****					****		****		****		
Green Time:	12.2	12.2	12.2	35.8	35.8	35.8	38.0	43.0	43.0	35.1	40.1	75.9
Volume/Cap:	1.73	1.73	1.73	1.09	1.73	1.73	1.51	1.73	1.73	1.73	1.51	0.67
Delay/Veh:	403.3	403	403.3	111.4	388	387.5	290.3	382	382.4	388.0	288	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	403.3	403	403.3	111.4	388	387.5	290.3	382	382.4	388.0	288	23.2
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	C
HCM2kAvgQ:	28	28	28	32	80	80	66	95	95	78	70	21

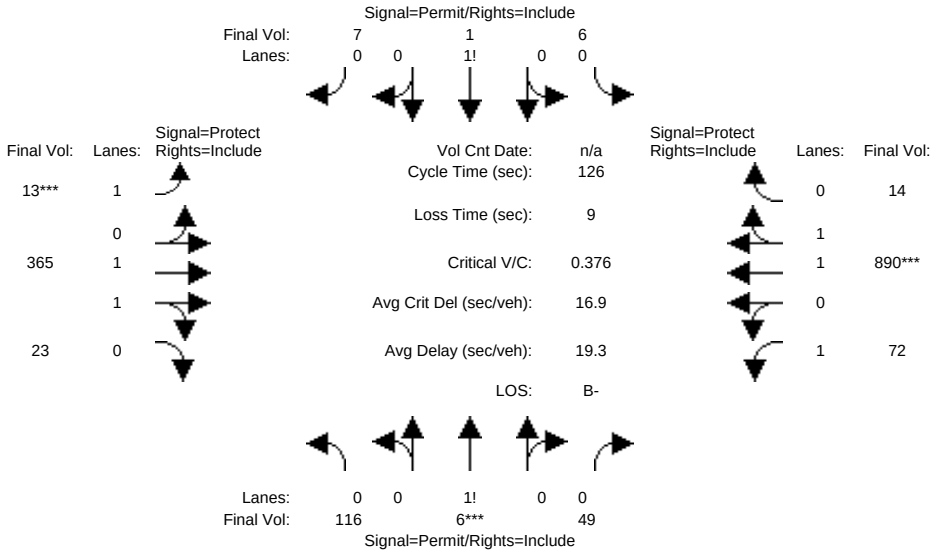
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	116	6	49	6	1	7	13	365	23	69	880	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	6	49	6	1	7	13	365	23	69	880	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	0	0	3	10	0
Initial Fut:	116	6	49	6	1	7	13	365	23	72	890	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	6	49	6	1	7	13	365	23	72	890	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	6	49	6	1	7	13	365	23	72	890	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	6	49	6	1	7	13	365	23	72	890	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.68	0.03	0.29	0.43	0.07	0.50	1.00	1.88	0.12	1.00	1.97	0.03
Final Sat.:	1187	61	501	750	125	875	1750	3481	219	1750	3643	57
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.01	0.01	0.01	0.01	0.10	0.10	0.04	0.24	0.24
Crit Moves:		****					****				****	
Green Time:	31.4	31.4	31.4	31.4	31.4	31.4	7.0	55.9	55.9	29.6	78.6	78.6
Volume/Cap:	0.39	0.39	0.39	0.03	0.03	0.03	0.13	0.24	0.24	0.17	0.39	0.39
Delay/Veh:	39.9	39.9	39.9	35.8	35.8	35.8	57.2	21.8	21.8	38.6	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	39.9	39.9	35.8	35.8	35.8	57.2	21.8	21.8	38.6	11.9	11.9
LOS by Move:	D	D	D	D+	D+	D+	E+	C+	C+	D+	B+	B+
HCM2kAvgQ:	6	6	6	0	0	0	1	5	5	2	9	9

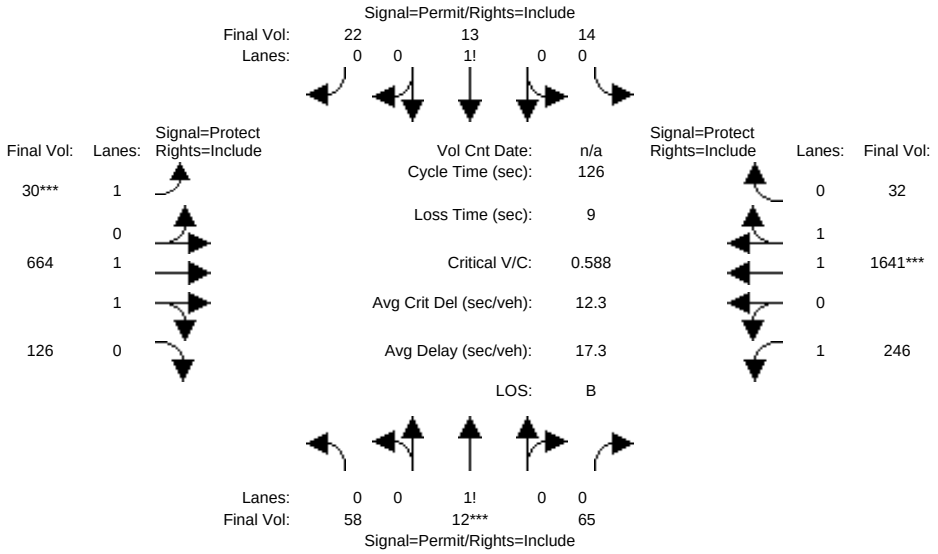
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #56: The Alameda & Sunol Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sunol Street						The Alameda					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	12	65	14	13	22	30	664	126	236	1631	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	12	65	14	13	22	30	664	126	236	1631	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	0	0	10	10	0
Initial Fut:	58	12	65	14	13	22	30	664	126	246	1641	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	12	65	14	13	22	30	664	126	246	1641	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	12	65	14	13	22	30	664	126	246	1641	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	12	65	14	13	22	30	664	126	246	1641	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.43	0.09	0.48	0.29	0.26	0.45	1.00	1.67	0.33	1.00	1.96	0.04
Final Sat.:	752	156	843	500	464	786	1750	3109	590	1750	3629	71
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.03	0.03	0.03	0.02	0.21	0.21	0.14	0.45	0.45
Crit Moves:		****					****				****	
Green Time:	16.0	16.0	16.0	16.0	16.0	16.0	7.0	60.9	60.9	40.1	94.0	94.0
Volume/Cap:	0.61	0.61	0.61	0.22	0.22	0.22	0.31	0.44	0.44	0.44	0.61	0.61
Delay/Veh:	56.7	56.7	56.7	49.9	49.9	49.9	59.0	21.6	21.6	34.6	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	56.7	56.7	49.9	49.9	49.9	59.0	21.6	21.6	34.6	7.8	7.8
LOS by Move:	E+	E+	E+	D	D	D	E+	C+	C+	C-	A	A
HCM2kAvgQ:	6	6	6	2	2	2	2	10	10	8	15	15

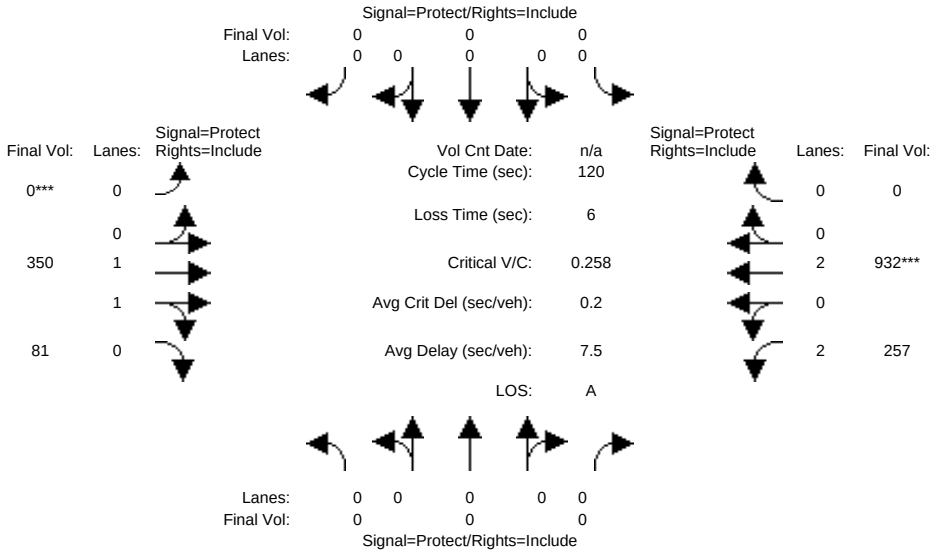
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	350	81	257	932	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	350	81	257	932	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	350	81	257	932	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	350	81	257	932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	350	81	257	932	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	350	81	257	932	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.61	0.39	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3004	695	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.12	0.08	0.25	0.00
Crit Moves:							****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	67.0	67.0	47.0	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.21	0.21	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	13.3	24.3	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	13.3	24.3	0.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	4	4	1	0

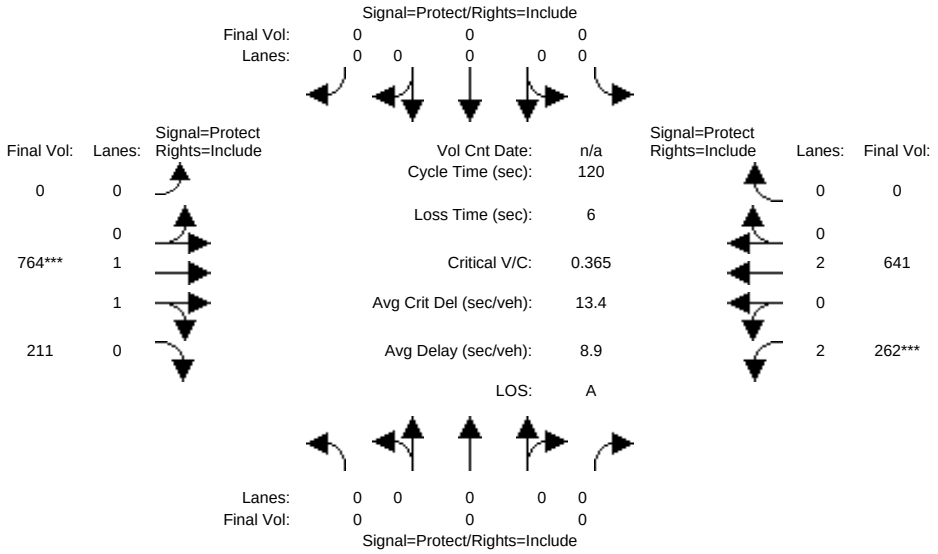
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #57: Santa Clara Street & Montgomery Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Montgomery Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	764	211	262	641	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	764	211	262	641	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	764	211	262	641	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	764	211	262	641	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	764	211	262	641	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	764	211	262	641	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.56	0.44	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2899	801	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.08	0.17	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	86.7	86.7	27.3	114	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36	0.36	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4	6.4	39.3	0.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4	6.4	39.3	0.2	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	7	7	5	1	0

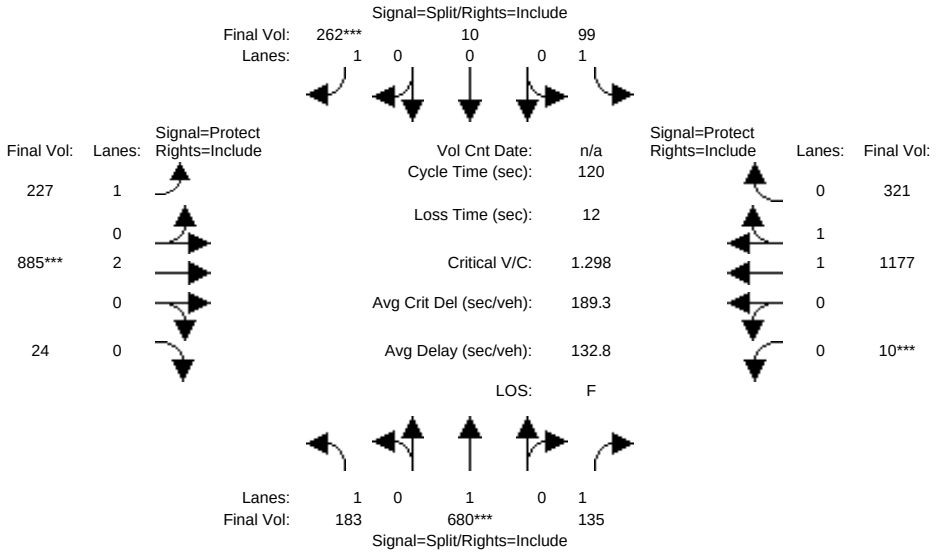
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	173	670	125	66	0	252	217	875	0	0	1167	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	670	125	66	0	252	217	875	0	0	1167	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	33	10	10	10	10	24	10	10	155
Initial Fut:	183	680	135	99	10	262	227	885	24	10	1177	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	680	135	99	10	262	227	885	24	10	1177	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	680	135	99	10	262	227	885	24	10	1177	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	680	135	99	10	262	227	885	24	10	1177	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.97	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	0.91	0.09	1.00	1.00	1.95	0.05	0.01	1.56	0.43
Final Sat.:	1750	1900	1750	1635	165	1800	1750	3602	98	24	2810	766
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.08	0.06	0.06	0.15	0.13	0.25	0.25	0.42	0.42	0.42
Crit Moves:		****				****		****		****		
Green Time:	33.1	33.1	33.1	13.5	13.5	13.5	14.5	22.7	22.7	38.7	46.9	46.9
Volume/Cap:	0.38	1.30	0.28	0.54	0.54	1.30	1.07	1.30	1.30	1.30	1.07	1.07
Delay/Veh:	35.6	191	34.4	51.2	51.2	210.6	134.8	193	193.0	181.1	82.2	82.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	191	34.4	51.2	51.2	210.6	134.8	193	193.0	181.1	82.2	82.2
LOS by Move:	D+	F	C-	D-	D-	F	F	F	F	F	F	F
HCM2kAvgQ:	6	46	4	5	5	20	15	32	32	53	40	40

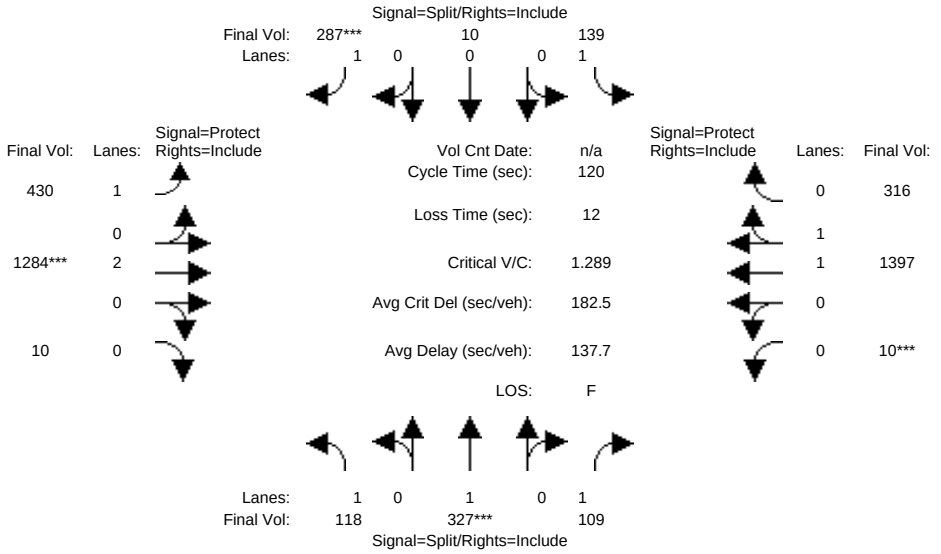
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #58: Santa Clara Street & Autumn Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Autumn Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	89	317	99	67	0	277	420	1274	0	0	1387	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	317	99	67	0	277	420	1274	0	0	1387	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	29	10	10	72	10	10	10	10	10	10	10	225
Initial Fut:	118	327	109	139	10	287	430	1284	10	10	1397	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	327	109	139	10	287	430	1284	10	10	1397	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	327	109	139	10	287	430	1284	10	10	1397	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	327	109	139	10	287	430	1284	10	10	1397	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.97	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	0.93	0.07	1.00	1.00	1.98	0.02	0.01	1.62	0.37
Final Sat.:	1750	1900	1750	1679	121	1800	1750	3671	29	21	2919	660
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.06	0.08	0.08	0.16	0.25	0.35	0.35	0.48	0.48	0.48
Crit Moves:		****				****		****		****		
Green Time:	16.0	16.0	16.0	14.8	14.8	14.8	26.2	32.6	32.6	44.6	51.0	51.0
Volume/Cap:	0.50	1.29	0.47	0.67	0.67	1.29	1.13	1.29	1.29	1.29	1.13	1.13
Delay/Veh:	50.1	208	49.5	52.9	52.9	203.0	132.1	181	181.2	173.4	101	100.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	208	49.5	52.9	52.9	203.0	132.1	181	181.2	173.4	101	100.7
LOS by Move:	D	F	D	D-	D-	F	F	F	F	F	F	F
HCM2kAvgQ:	5	23	4	7	7	22	27	44	44	60	49	49

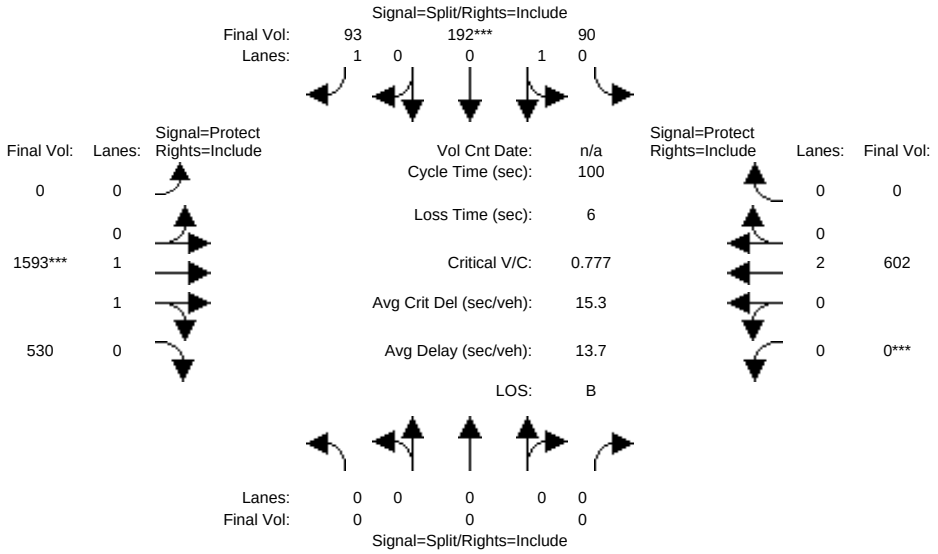
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	80	182	83	0	1583	520	0	592	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	182	83	0	1583	520	0	592	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	10	0	10	10	0	10	0
Initial Fut:	0	0	0	90	192	93	0	1593	530	0	602	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	192	93	0	1593	530	0	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	192	93	0	1593	530	0	602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	192	93	0	1593	530	0	602	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.32	0.68	1.00	0.00	1.49	0.51	0.00	2.00	0.00
Final Sat.:	0	0	0	574	1226	1750	0	2776	923	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.05	0.00	0.57	0.57	0.00	0.16	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	20.2	20.2	20.2	0.0	73.8	73.8	0.0	73.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.78	0.78	0.26	0.00	0.78	0.78	0.00	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	52.8	52.8	35.5	0.0	10.3	10.3	0.0	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	52.8	52.8	35.5	0.0	10.3	10.3	0.0	4.2	0.0
LOS by Move:	A	A	A	D-	D-	D+	A	B+	B+	A	A	A
HCM2kAvgQ:	0	0	0	11	11	3	0	22	22	0	3	0

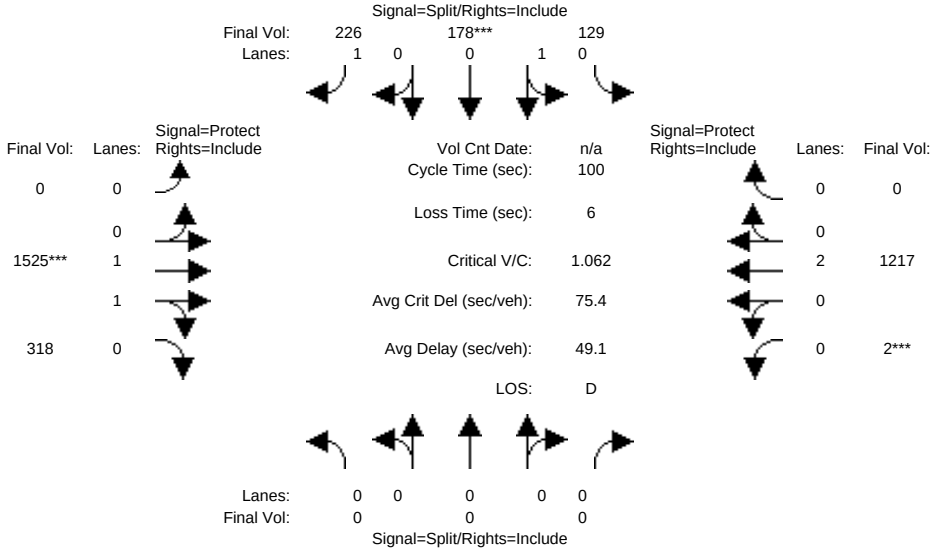
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #59: Santa Clara Street & Almaden Boulevard [Santa Clara-Alameda Transit Corridor]



Street Name:	Alamaden Boulevard						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	119	168	216	0	1515	308	2	1207	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	119	168	216	0	1515	308	2	1207	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	10	10	0	10	10	0	10	0
Initial Fut:	0	0	0	129	178	226	0	1525	318	2	1217	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	129	178	226	0	1525	318	2	1217	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	129	178	226	0	1525	318	2	1217	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	129	178	226	0	1525	318	2	1217	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	0.42	0.58	1.00	0.00	1.65	0.35	0.01	1.99	0.00
Final Sat.:	0	0	0	756	1044	1750	0	3061	638	6	3694	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.13	0.00	0.50	0.50	0.33	0.33	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	16.1	16.1	16.1	0.0	46.9	46.9	31.0	77.9	0.0
Volume/Cap:	0.00	0.00	0.00	1.06	1.06	0.80	0.00	1.06	1.06	1.06	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	112.2	112	61.6	0.0	66.7	66.7	79.1	4.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	112.2	112	61.6	0.0	66.7	66.7	79.1	4.1	0.0
LOS by Move:	A	A	A	F	F	E	A	E	E	E-	A	A
HCM2kAvgQ:	0	0	0	17	17	10	0	41	41	29	6	0

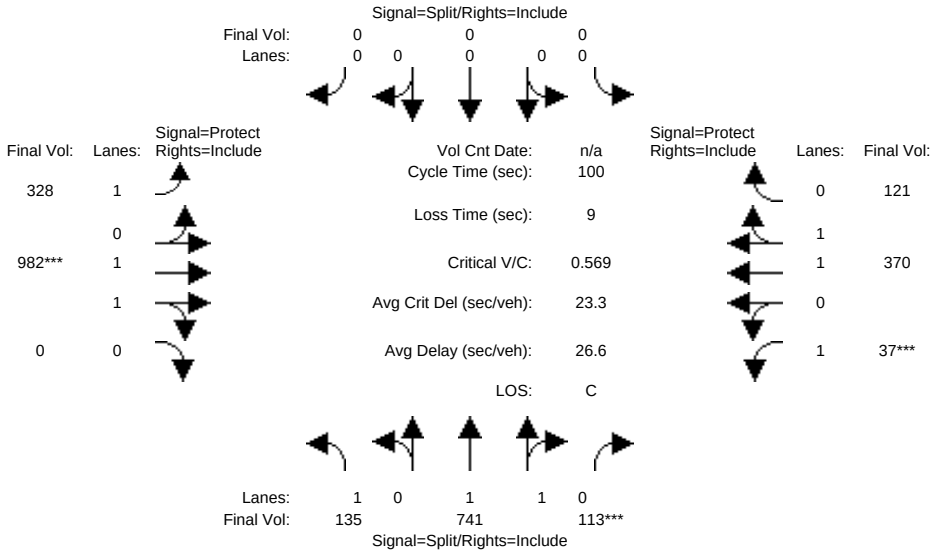
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	125	731	113	0	0	0	295	982	0	37	370	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	731	113	0	0	0	295	982	0	37	370	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	0	0	0	33	0	0	0	0	0
Initial Fut:	135	741	113	0	0	0	328	982	0	37	370	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	741	113	0	0	0	328	982	0	37	370	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	741	113	0	0	0	328	982	0	37	370	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	741	113	0	0	0	328	982	0	37	370	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.92	0.92	0.98	0.95
Lanes:	1.00	1.73	0.27	0.00	0.00	0.00	1.00	2.00	0.00	1.00	1.49	0.51
Final Sat.:	1750	3210	490	0	0	0	1750	3700	0	1750	2788	912
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.23	0.00	0.00	0.00	0.19	0.27	0.00	0.02	0.13	0.13
Crit Moves:			****					****		****		
Green Time:	39.1	39.1	39.1	0.0	0.0	0.0	30.4	44.9	0.0	7.0	21.5	21.5
Volume/Cap:	0.20	0.59	0.59	0.00	0.00	0.00	0.62	0.59	0.00	0.30	0.62	0.62
Delay/Veh:	20.3	24.8	24.8	0.0	0.0	0.0	32.0	21.2	0.0	45.6	37.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	24.8	24.8	0.0	0.0	0.0	32.0	21.2	0.0	45.6	37.0	37.0
LOS by Move:	C+	C	C	A	A	A	C	C+	A	D	D+	D+
HCM2kAvgQ:	3	11	11	0	0	0	10	12	0	1	8	8

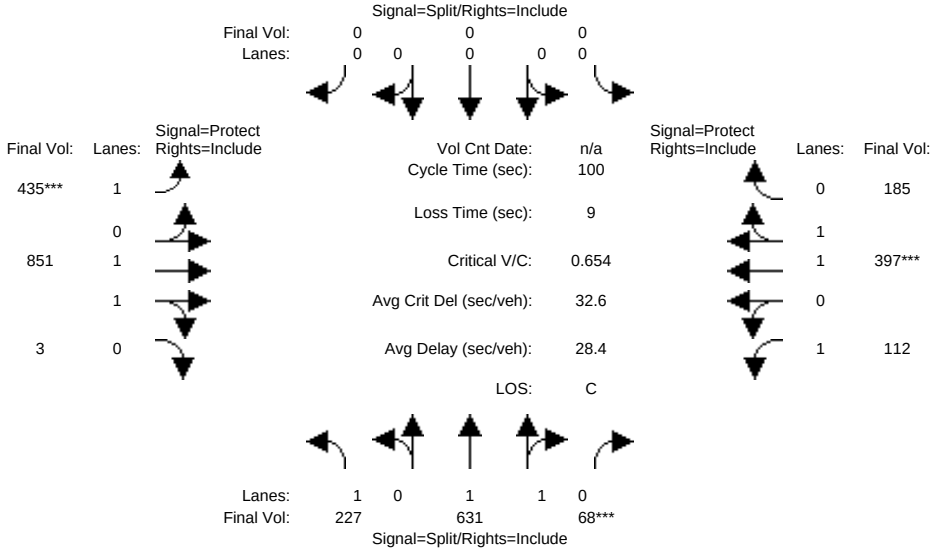
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #60: Santa Clara Street & Notre Dame Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Notre Dame Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	217	621	68	0	0	0	410	851	3	112	397	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	621	68	0	0	0	410	851	3	112	397	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	0	0	0	25	0	0	0	0	0
Initial Fut:	227	631	68	0	0	0	435	851	3	112	397	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	631	68	0	0	0	435	851	3	112	397	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	631	68	0	0	0	435	851	3	112	397	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	631	68	0	0	0	435	851	3	112	397	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.99	0.95
Lanes:	1.00	1.80	0.20	0.00	0.00	0.00	1.00	1.99	0.01	1.00	1.35	0.65
Final Sat.:	1750	3340	360	0	0	0	1750	3687	13	1750	2523	1176
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.00	0.00	0.00	0.25	0.23	0.23	0.06	0.16	0.16
Crit Moves:			****				****				****	
Green Time:	28.9	28.9	28.9	0.0	0.0	0.0	38.0	47.6	47.6	14.5	24.1	24.1
Volume/Cap:	0.45	0.65	0.65	0.00	0.00	0.00	0.65	0.48	0.48	0.44	0.65	0.65
Delay/Veh:	29.7	32.6	32.6	0.0	0.0	0.0	27.9	18.0	18.0	40.3	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	32.6	32.6	0.0	0.0	0.0	27.9	18.0	18.0	40.3	36.0	36.0
LOS by Move:	C	C-	C-	A	A	A	C	B-	B-	D	D+	D+
HCM2kAvgQ:	6	10	10	0	0	0	13	9	9	4	9	9

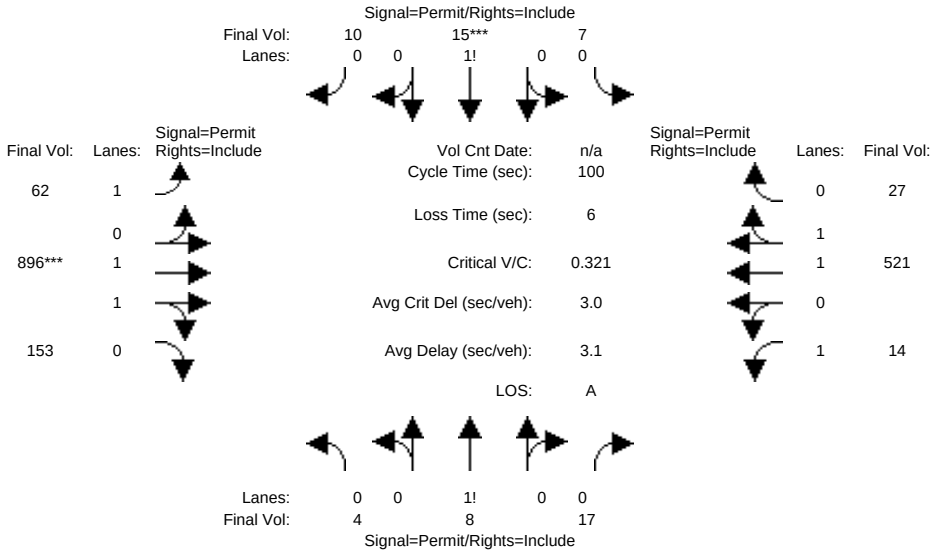
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	8	17	7	15	10	62	896	153	14	521	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	8	17	7	15	10	62	896	153	14	521	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	8	17	7	15	10	62	896	153	14	521	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	8	17	7	15	10	62	896	153	14	521	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	8	17	7	15	10	62	896	153	14	521	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	8	17	7	15	10	62	896	153	14	521	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.14	0.27	0.59	0.22	0.47	0.31	1.00	1.70	0.30	1.00	1.90	0.10
Final Sat.:	241	483	1026	383	820	547	1750	3160	540	1750	3518	182
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.02	0.04	0.28	0.28	0.01	0.15	0.15
Crit Moves:					****			****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	84.0	84.0	84.0	84.0	84.0	84.0
Volume/Cap:	0.17	0.17	0.17	0.18	0.18	0.18	0.04	0.34	0.34	0.01	0.18	0.18
Delay/Veh:	41.6	41.6	41.6	41.8	41.8	41.8	1.3	1.9	1.9	1.3	1.5	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	41.6	41.6	41.8	41.8	41.8	1.3	1.9	1.9	1.3	1.5	1.5
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	0	4	4	0	2	2

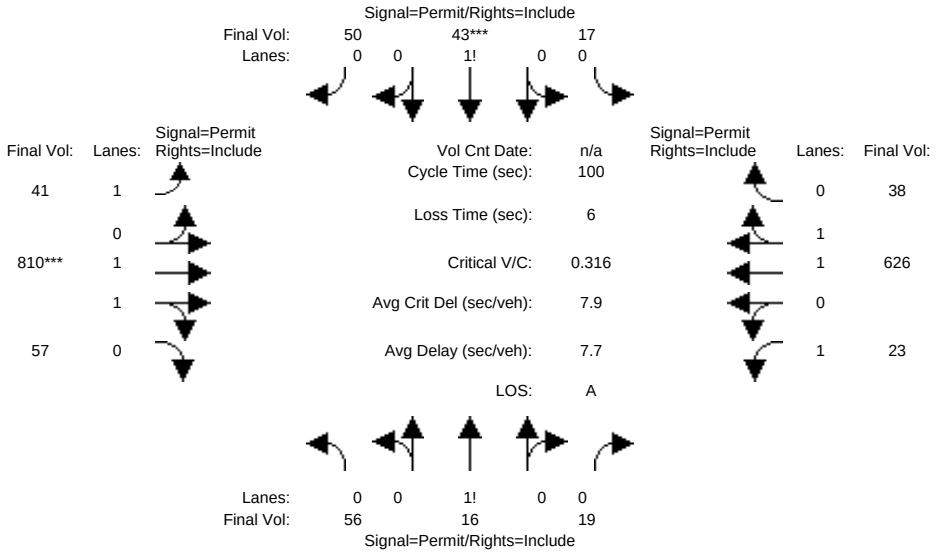
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #61: Santa Clara Street & Almaden Avenue [Santa Clara-Alameda Transit Corridor]



Street Name:	Almaden Avenue						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	16	19	17	43	50	41	810	57	23	626	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	16	19	17	43	50	41	810	57	23	626	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	16	19	17	43	50	41	810	57	23	626	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	16	19	17	43	50	41	810	57	23	626	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	16	19	17	43	50	41	810	57	23	626	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	16	19	17	43	50	41	810	57	23	626	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.61	0.18	0.21	0.15	0.39	0.46	1.00	1.86	0.14	1.00	1.88	0.12
Final Sat.:	1077	308	365	270	684	795	1750	3457	243	1750	3488	212
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.06	0.06	0.06	0.02	0.23	0.23	0.01	0.18	0.18
Crit Moves:					****			****				
Green Time:	19.9	19.9	19.9	19.9	19.9	19.9	74.1	74.1	74.1	74.1	74.1	74.1
Volume/Cap:	0.26	0.26	0.26	0.32	0.32	0.32	0.03	0.32	0.32	0.02	0.24	0.24
Delay/Veh:	34.3	34.3	34.3	34.8	34.8	34.8	3.4	4.4	4.4	3.4	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	34.3	34.3	34.8	34.8	34.8	3.4	4.4	4.4	3.4	4.1	4.1
LOS by Move:	C-	C-	C-	C-	C-	C-	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	3	0	5	5	0	3	3

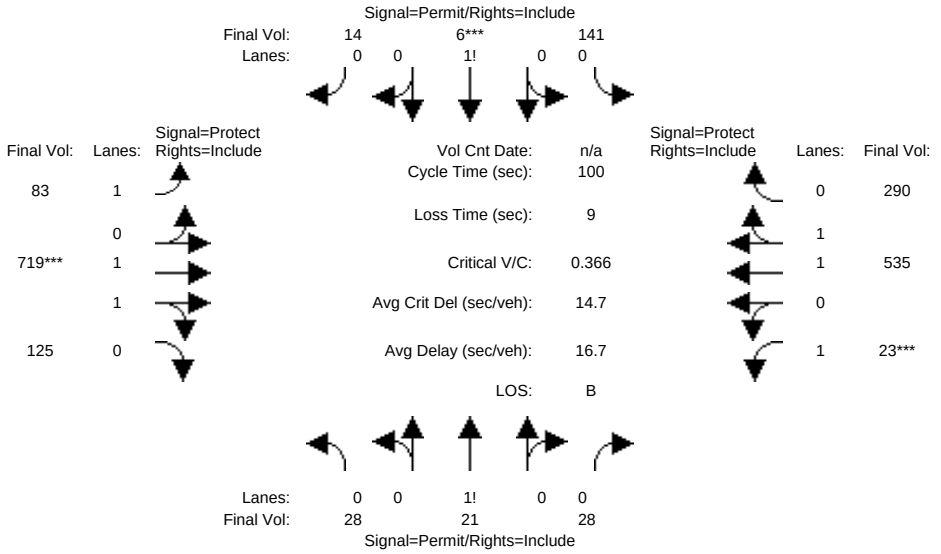
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	21	28	131	6	14	83	719	125	23	535	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	21	28	131	6	14	83	719	125	23	535	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	0	0	0	0	0	0	0	10
Initial Fut:	28	21	28	141	6	14	83	719	125	23	535	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	21	28	141	6	14	83	719	125	23	535	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	21	28	141	6	14	83	719	125	23	535	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	21	28	141	6	14	83	719	125	23	535	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.37	0.27	0.36	0.87	0.04	0.09	1.00	1.70	0.30	1.00	1.28	0.72
Final Sat.:	636	477	636	1533	65	152	1750	3152	548	1750	2398	1300
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.09	0.09	0.09	0.05	0.23	0.23	0.01	0.22	0.22
Crit Moves:					****			****		****		
Green Time:	24.1	24.1	24.1	24.1	24.1	24.1	16.0	59.9	59.9	7.0	50.9	50.9
Volume/Cap:	0.18	0.18	0.18	0.38	0.38	0.38	0.30	0.38	0.38	0.19	0.44	0.44
Delay/Veh:	30.3	30.3	30.3	32.3	32.3	32.3	37.7	10.5	10.5	44.6	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	30.3	30.3	32.3	32.3	32.3	37.7	10.5	10.5	44.6	15.7	15.7
LOS by Move:	C	C	C	C-	C-	C-	D+	B+	B+	D	B	B
HCM2kAvgQ:	2	2	2	5	5	5	3	7	7	1	8	8

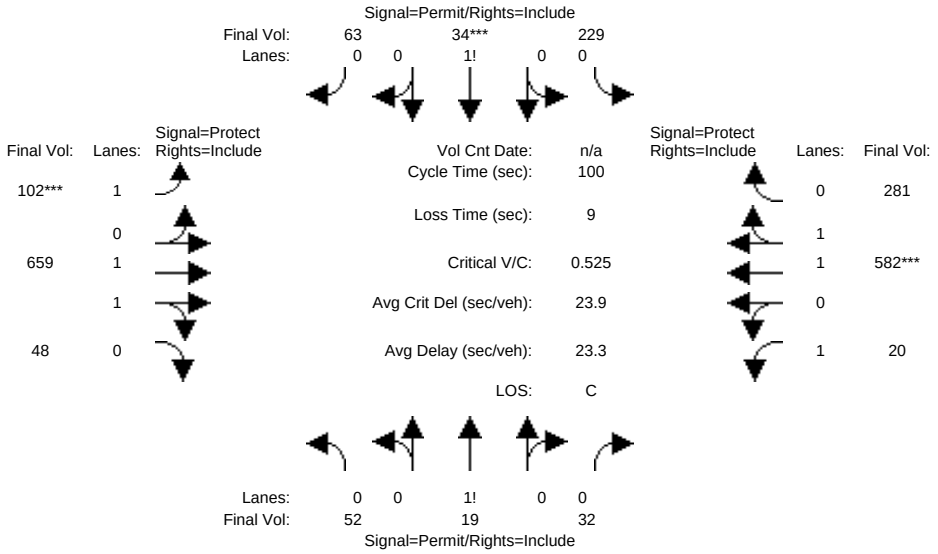
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #62: Santa Clara Street & San Pedro Street [Santa Clara-Alameda Transit Corridor]



Street Name:	San Pedro Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	19	32	219	34	63	102	659	48	20	582	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	19	32	219	34	63	102	659	48	20	582	271
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	0	0	0	0	0	0	0	10
Initial Fut:	52	19	32	229	34	63	102	659	48	20	582	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	19	32	229	34	63	102	659	48	20	582	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	19	32	229	34	63	102	659	48	20	582	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	19	32	229	34	63	102	659	48	20	582	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.51	0.18	0.31	0.71	0.10	0.19	1.00	1.86	0.14	1.00	1.33	0.67
Final Sat.:	883	323	544	1229	183	338	1750	3449	251	1750	2494	1204
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.19	0.19	0.19	0.06	0.19	0.19	0.01	0.23	0.23
Crit Moves:					****		****				****	
Green Time:	35.5	35.5	35.5	35.5	35.5	35.5	11.1	40.6	40.6	14.9	44.4	44.4
Volume/Cap:	0.17	0.17	0.17	0.53	0.53	0.53	0.53	0.47	0.47	0.08	0.53	0.53
Delay/Veh:	22.2	22.2	22.2	26.4	26.4	26.4	44.6	22.0	22.0	36.8	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	22.2	22.2	26.4	26.4	26.4	44.6	22.0	22.0	36.8	20.5	20.5
LOS by Move:	C+	C+	C+	C	C	C	D	C+	C+	D+	C+	C+
HCM2kAvgQ:	2	2	2	9	9	9	4	8	8	1	10	10

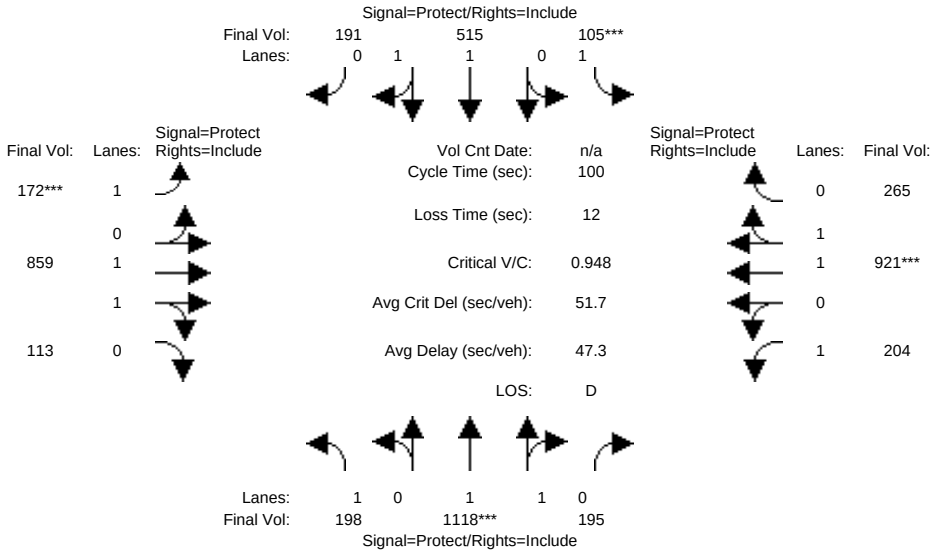
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	188	1108	185	95	505	181	161	849	103	194	911	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	1108	185	95	505	181	161	849	103	194	911	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	11	10	10	10	10	10
Initial Fut:	198	1118	195	105	515	191	172	859	113	204	921	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1118	195	105	515	191	172	859	113	204	921	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1118	195	105	515	191	172	859	113	204	921	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1118	195	105	515	191	172	859	113	204	921	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.69	0.31	1.00	1.44	0.56	1.00	1.76	0.24	1.00	1.54	0.46
Final Sat.:	1750	3150	549	1750	2698	1001	1750	3270	430	1750	2873	827
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.35	0.06	0.19	0.19	0.10	0.26	0.26	0.12	0.32	0.32
Crit Moves:		****		****			****				****	
Green Time:	16.4	37.2	37.2	7.0	27.7	27.7	10.3	30.4	30.4	13.5	33.6	33.6
Volume/Cap:	0.69	0.96	0.96	0.86	0.69	0.69	0.96	0.87	0.87	0.87	0.96	0.96
Delay/Veh:	46.3	45.5	45.5	87.4	34.3	34.3	98.5	40.1	40.1	69.0	48.5	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	45.5	45.5	87.4	34.3	34.3	98.5	40.1	40.1	69.0	48.5	48.5
LOS by Move:	D	D	D	F	C-	C-	F	D	D	E	D	D
HCM2kAvgQ:	8	26	26	6	11	11	9	18	18	10	24	24

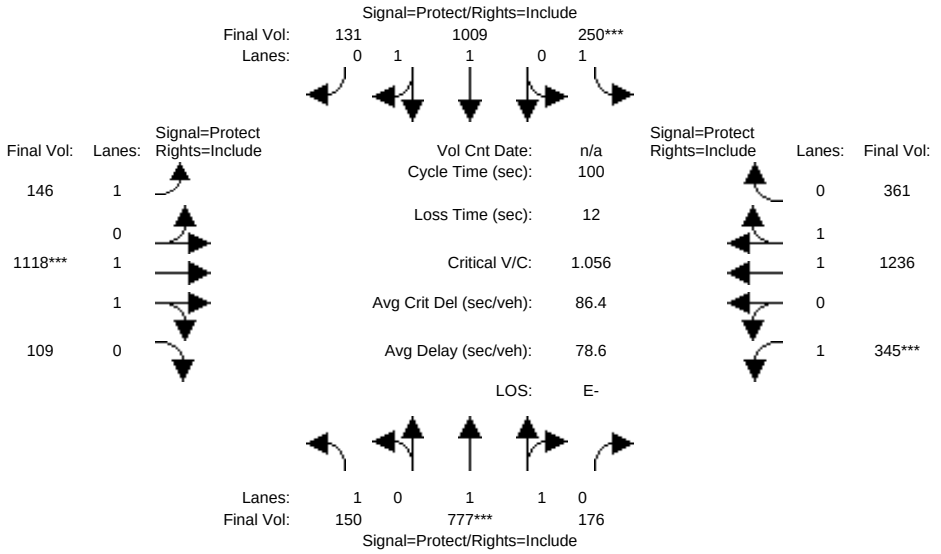
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #63: Santa Clara Street & Market Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Market Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	767	166	240	999	121	136	1108	99	335	1226	351
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	767	166	240	999	121	136	1108	99	335	1226	351
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	10	10	10	10	10	10	10
Initial Fut:	150	777	176	250	1009	131	146	1118	109	345	1236	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	777	176	250	1009	131	146	1118	109	345	1236	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	777	176	250	1009	131	146	1118	109	345	1236	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	777	176	250	1009	131	146	1118	109	345	1236	361
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.62	0.38	1.00	1.76	0.24	1.00	1.82	0.18	1.00	1.54	0.46
Final Sat.:	1750	3016	683	1750	3275	425	1750	3371	329	1750	2863	836
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.14	0.31	0.31	0.08	0.33	0.33	0.20	0.43	0.43
Crit Moves:		****		****				****		****		
Green Time:	8.3	24.4	24.4	13.5	29.7	29.7	8.1	31.4	31.4	18.7	42.0	42.0
Volume/Cap:	1.04	1.06	1.06	1.06	1.04	1.04	1.03	1.06	1.06	1.06	1.03	1.03
Delay/Veh:	131.3	83.7	83.7	117.2	72.8	72.8	129.3	76.8	76.8	106.0	59.5	59.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.3	83.7	83.7	117.2	72.8	72.8	129.3	76.8	76.8	106.0	59.5	59.5
LOS by Move:	F	F	F	F	E	E	F	E-	E-	F	E+	E+
HCM2kAvgQ:	9	23	23	14	26	26	9	29	29	19	34	34

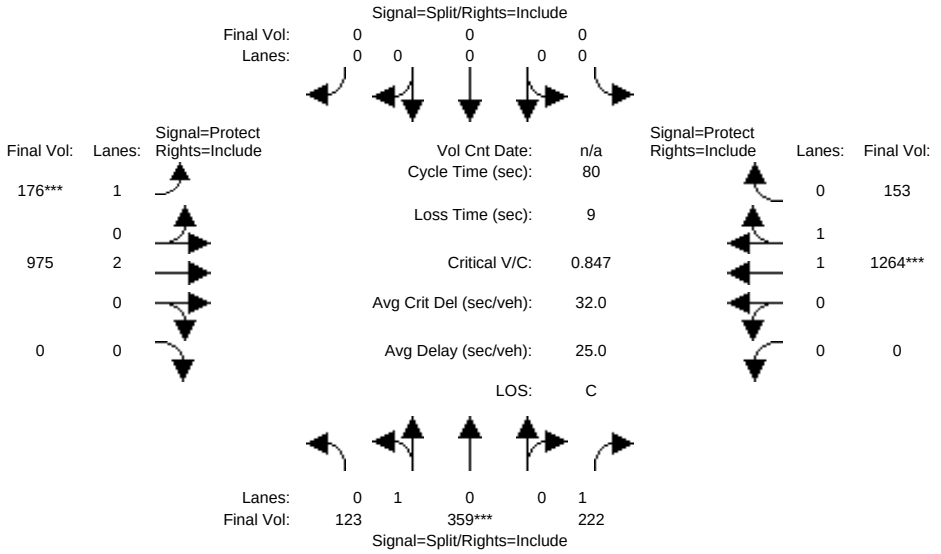
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	349	212	0	0	0	166	965	0	0	1254	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	349	212	0	0	0	166	965	0	0	1254	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	15	10	10	0	0	0	10	10	0	0	10	35
Initial Fut:	123	359	222	0	0	0	176	975	0	0	1264	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	359	222	0	0	0	176	975	0	0	1264	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	359	222	0	0	0	176	975	0	0	1264	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	359	222	0	0	0	176	975	0	0	1264	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.26	0.74	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	459	1341	1750	0	0	0	1750	3800	0	0	3300	399
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.13	0.00	0.00	0.00	0.10	0.26	0.00	0.00	0.38	0.38
Crit Moves:		****					****				****	
Green Time:	25.3	25.3	25.3	0.0	0.0	0.0	9.5	45.7	0.0	0.0	36.2	36.2
Volume/Cap:	0.85	0.85	0.40	0.00	0.00	0.00	0.85	0.45	0.00	0.00	0.85	0.85
Delay/Veh:	40.0	40.0	23.6	0.0	0.0	0.0	67.0	10.6	0.0	0.0	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	40.0	23.6	0.0	0.0	0.0	67.0	10.6	0.0	0.0	24.9	24.9
LOS by Move:	D	D	C	A	A	A	E	B+	A	A	C	C
HCM2kAvgQ:	15	15	5	0	0	0	7	7	0	0	19	19

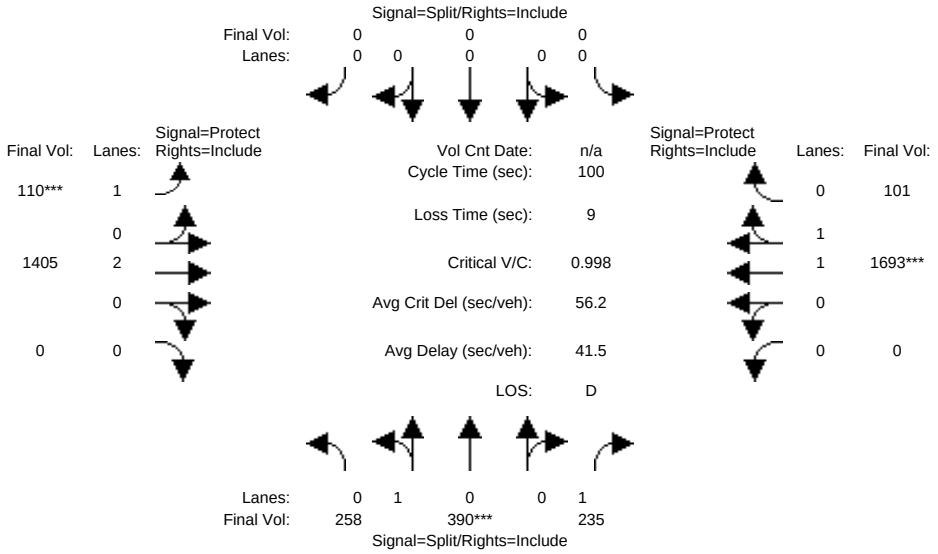
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #64: Santa Clara Street & First Street [Santa Clara-Alameda Transit Corridor]



Street Name:	First Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	248	380	225	0	0	0	100	1395	0	0	1683	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	380	225	0	0	0	100	1395	0	0	1683	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	0	0	0	10	10	0	0	10	10
Initial Fut:	258	390	235	0	0	0	110	1405	0	0	1693	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	390	235	0	0	0	110	1405	0	0	1693	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	390	235	0	0	0	110	1405	0	0	1693	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	390	235	0	0	0	110	1405	0	0	1693	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.40	0.60	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.88	0.12
Final Sat.:	717	1083	1750	0	0	0	1750	3800	0	0	3492	208
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.13	0.00	0.00	0.00	0.06	0.37	0.00	0.00	0.48	0.48
Crit Moves:		****					****				****	
Green Time:	35.8	35.8	35.8	0.0	0.0	0.0	7.0	55.2	0.0	0.0	48.2	48.2
Volume/Cap:	1.01	1.01	0.38	0.00	0.00	0.00	0.90	0.67	0.00	0.00	1.01	1.01
Delay/Veh:	69.0	69.0	25.5	0.0	0.0	0.0	103.6	17.6	0.0	0.0	48.6	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	69.0	25.5	0.0	0.0	0.0	103.6	17.6	0.0	0.0	48.6	48.6
LOS by Move:	E	E	C	A	A	A	F	B	A	A	D	D
HCM2kAvgQ:	28	28	6	0	0	0	6	16	0	0	37	37

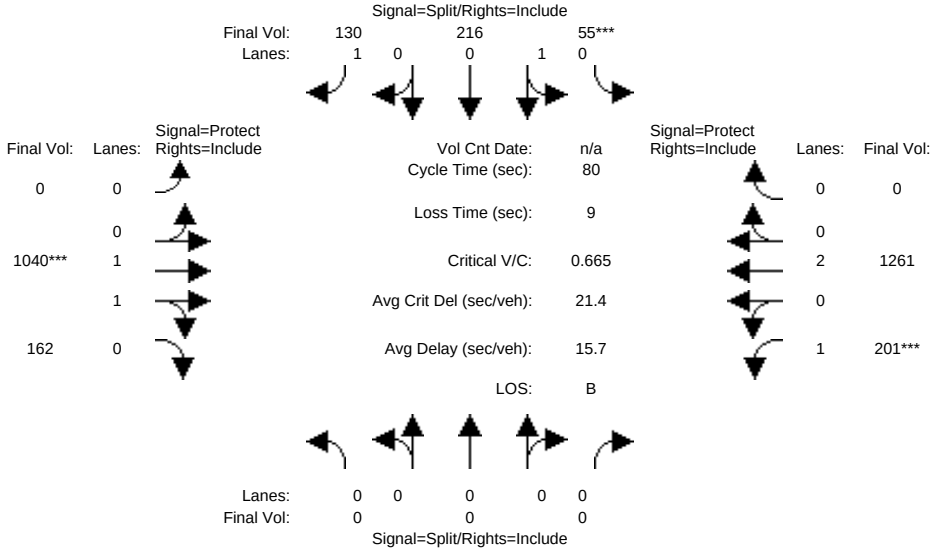
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	45	206	120	0	1030	152	191	1251	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	45	206	120	0	1030	152	191	1251	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	55	216	130	0	1040	162	201	1261	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	216	130	0	1040	162	201	1261	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	216	130	0	1040	162	201	1261	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	216	130	0	1040	162	201	1261	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.20	0.80	1.00	0.00	1.72	0.28	1.00	2.00	0.00
Final Sat.:	0	0	0	365	1435	1750	0	3201	499	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.07	0.00	0.32	0.32	0.11	0.33	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	18.1	18.1	18.1	0.0	39.1	39.1	13.8	52.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.67	0.33	0.00	0.67	0.67	0.67	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	32.3	32.3	26.4	0.0	16.5	16.5	36.5	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.3	32.3	26.4	0.0	16.5	16.5	36.5	7.0	0.0
LOS by Move:	A	A	A	C-	C-	C	A	B	B	D+	A	A
HCM2kAvgQ:	0	0	0	8	8	3	0	12	12	6	8	0

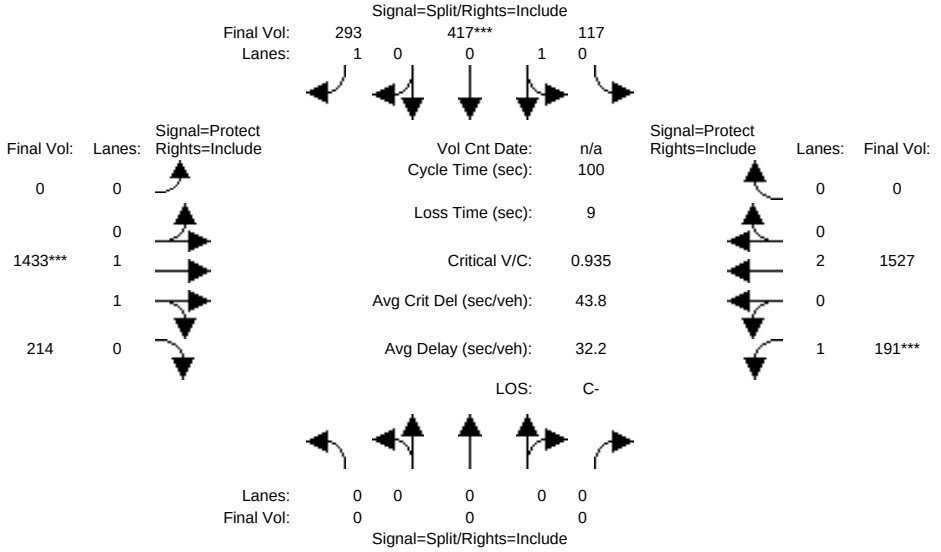
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #65: Santa Clara Street & Second Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Second Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	107	407	283	0	1423	204	181	1517	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	107	407	283	0	1423	204	181	1517	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	117	417	293	0	1433	214	191	1527	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	117	417	293	0	1433	214	191	1527	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	117	417	293	0	1433	214	191	1527	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	117	417	293	0	1433	214	191	1527	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.22	0.78	1.00	0.00	1.73	0.27	1.00	2.00	0.00
Final Sat.:	0	0	0	394	1406	1750	0	3219	481	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.17	0.00	0.45	0.45	0.11	0.40	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	31.7	31.7	31.7	0.0	47.6	47.6	11.7	59.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.94	0.94	0.53	0.00	0.94	0.94	0.94	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	56.0	56.0	28.9	0.0	34.6	34.6	88.7	14.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	56.0	56.0	28.9	0.0	34.6	34.6	88.7	14.7	0.0
LOS by Move:	A	A	A	E+	E+	C	A	C-	C-	F	B	A
HCM2kAvgQ:	0	0	0	21	21	8	0	29	29	10	16	0

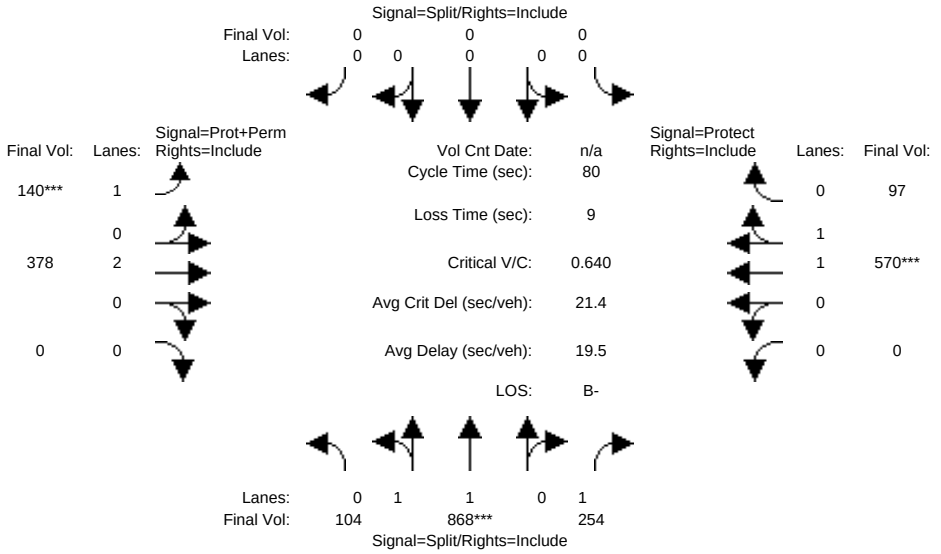
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	858	244	0	0	0	140	378	0	0	570	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	858	244	0	0	0	140	378	0	0	570	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	0	0	0	0	0	0	0	0	4
Initial Fut:	104	868	254	0	0	0	140	378	0	0	570	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	868	254	0	0	0	140	378	0	0	570	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	868	254	0	0	0	140	378	0	0	570	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	868	254	0	0	0	140	378	0	0	570	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.22	1.78	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.70	0.30
Final Sat.:	396	3304	1750	0	0	0	1750	3800	0	0	3162	538
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.18	0.18
Crit Moves:		****					****				****	
Green Time:	35.7	35.7	35.7	0.0	0.0	0.0	10.9	35.3	0.0	0.0	24.5	24.5
Volume/Cap:	0.59	0.59	0.33	0.00	0.00	0.00	0.59	0.23	0.00	0.00	0.59	0.59
Delay/Veh:	17.2	17.2	14.6	0.0	0.0	0.0	36.3	13.9	0.0	0.0	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	17.2	14.6	0.0	0.0	0.0	36.3	13.9	0.0	0.0	24.3	24.3
LOS by Move:	B	B	B	A	A	A	D+	B	A	A	C	C
HCM2kAvgQ:	10	10	4	0	0	0	4	3	0	0	8	8

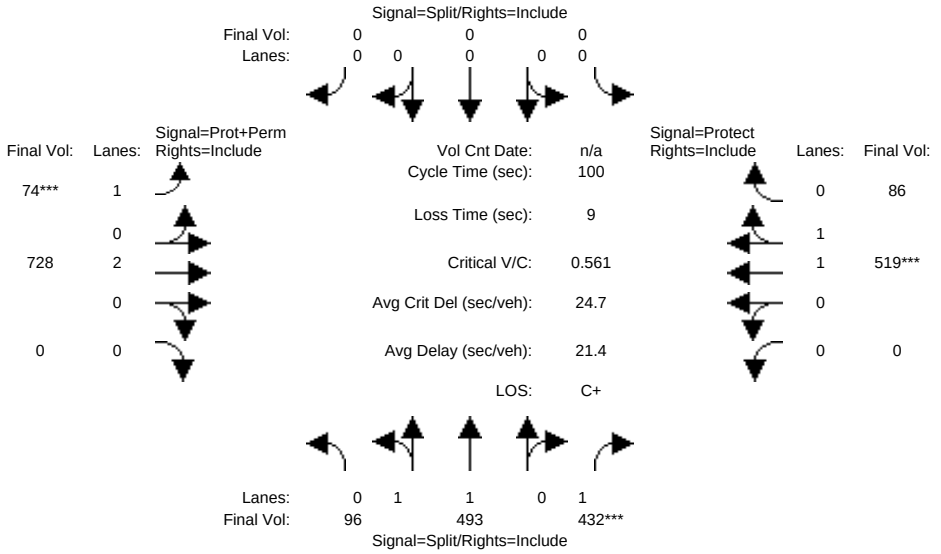
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #66: Santa Clara Street & Third Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Third Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	96	483	422	0	0	0	74	728	0	0	519	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	483	422	0	0	0	74	728	0	0	519	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	0	0	0	0	0	0	0	0	10
Initial Fut:	96	493	432	0	0	0	74	728	0	0	519	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	493	432	0	0	0	74	728	0	0	519	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	493	432	0	0	0	74	728	0	0	519	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	493	432	0	0	0	74	728	0	0	519	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.33	1.67	1.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	603	3096	1750	0	0	0	1750	3800	0	0	3174	526
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.25	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.16	0.16
Crit Moves:			****				****				****	
Green Time:	49.6	49.6	49.6	0.0	0.0	0.0	8.5	41.4	0.0	0.0	32.9	32.9
Volume/Cap:	0.32	0.32	0.50	0.00	0.00	0.00	0.50	0.46	0.00	0.00	0.50	0.50
Delay/Veh:	15.2	15.2	17.3	0.0	0.0	0.0	46.3	21.5	0.0	0.0	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	15.2	17.3	0.0	0.0	0.0	46.3	21.5	0.0	0.0	27.3	27.3
LOS by Move:	B	B	B	A	A	A	D	C+	A	A	C	C
HCM2kAvgQ:	6	6	10	0	0	0	3	8	0	0	8	8

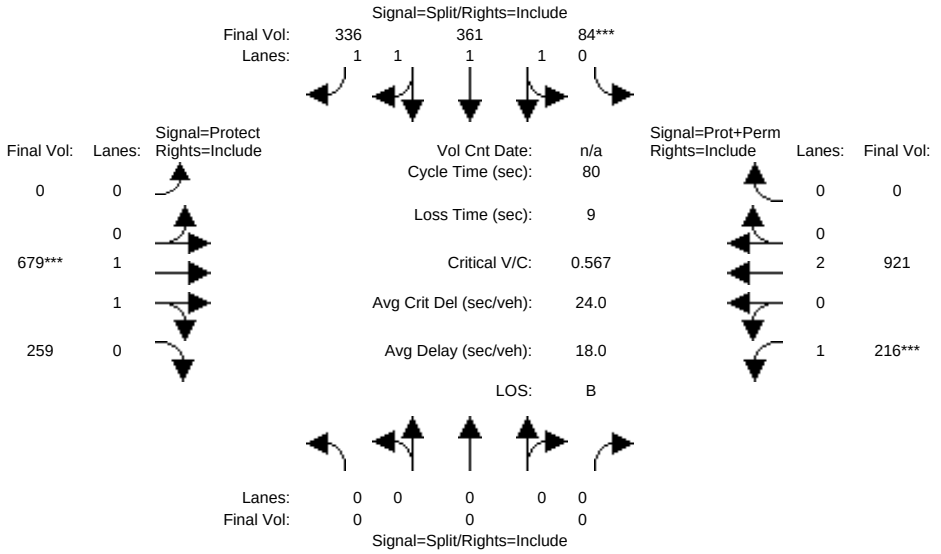
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	74	351	326	0	669	249	206	911	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	74	351	326	0	669	249	206	911	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	84	361	336	0	679	259	216	921	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	84	361	336	0	679	259	216	921	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	361	336	0	679	259	216	921	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	84	361	336	0	679	259	216	921	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.93	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.43	1.81	1.76	0.00	1.43	0.57	1.00	2.00	0.00
Final Sat.:	0	0	0	779	3350	3118	0	2678	1021	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.25	0.25	0.00	0.24	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	15.8	15.8	15.8	0.0	37.1	37.1	18.1	55.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.55	0.55	0.55	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	30.4	30.4	30.4	0.0	16.6	16.6	32.7	5.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.4	30.4	30.4	0.0	16.6	16.6	32.7	5.4	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C-	A	A
HCM2kAvgQ:	0	0	0	5	5	5	0	9	9	6	5	0

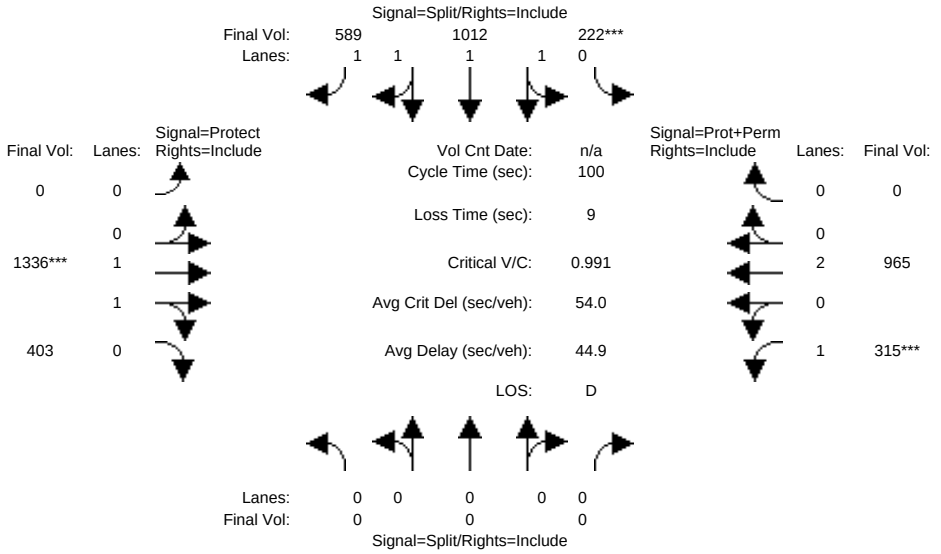
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #67: Santa Clara Street and Fourth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fourth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	212	1002	579	0	1326	393	305	955	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	212	1002	579	0	1326	393	305	955	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	222	1012	589	0	1336	403	315	965	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	222	1012	589	0	1336	403	315	965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	222	1012	589	0	1336	403	315	965	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	222	1012	589	0	1336	403	315	965	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.97	0.93	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.49	2.18	1.33	0.00	1.52	0.48	1.00	2.00	0.00
Final Sat.:	0	0	0	882	4023	2341	0	2842	857	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.47	0.47	0.00	0.25	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	25.4	25.4	25.4	0.0	47.4	47.4	18.2	65.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.99	0.99	0.99	0.00	0.99	0.99	0.99	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	56.1	56.1	56.1	0.0	45.5	45.5	89.1	8.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	56.1	56.1	56.1	0.0	45.5	45.5	89.1	8.4	0.0
LOS by Move:	A	A	A	E+	E+	E+	A	D	D	F	A	A
HCM2kAvgQ:	0	0	0	21	21	21	0	35	35	16	7	0

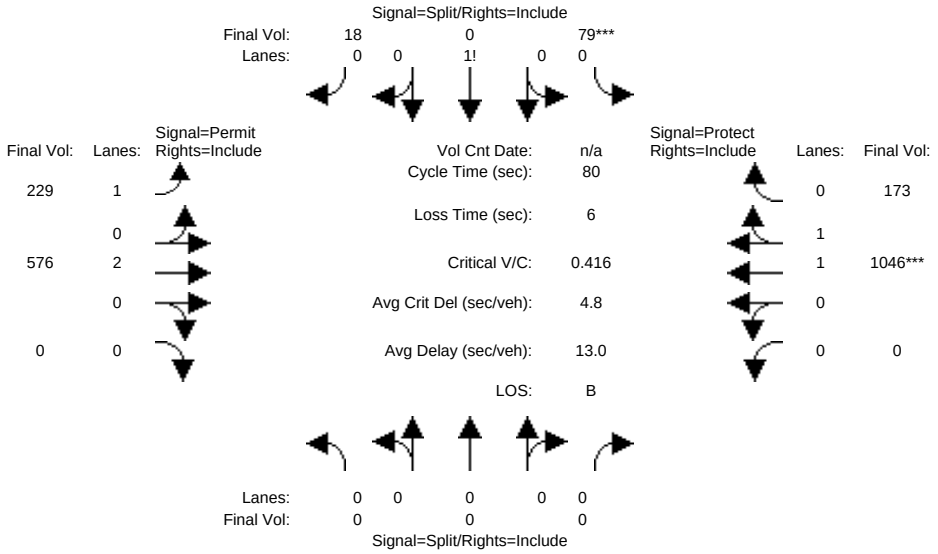
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	69	0	18	219	566	0	0	1036	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	69	0	18	219	566	0	0	1036	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	0	0	10	10	0	0	10	10
Initial Fut:	0	0	0	79	0	18	229	576	0	0	1046	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	79	0	18	229	576	0	0	1046	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	79	0	18	229	576	0	0	1046	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	79	0	18	229	576	0	0	1046	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.81	0.00	0.19	1.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	0	0	0	1425	0	325	1750	3800	0	0	3175	525
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.13	0.15	0.00	0.00	0.33	0.33
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	20.9	20.9	0.0	0.0	64.0	64.0
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.44	0.50	0.58	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	33.9	0.0	33.9	26.0	26.6	0.0	0.0	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.9	0.0	33.9	26.0	26.6	0.0	0.0	2.5	2.5
LOS by Move:	A	A	A	C-	A	C-	C	C	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	6	7	0	0	5	5

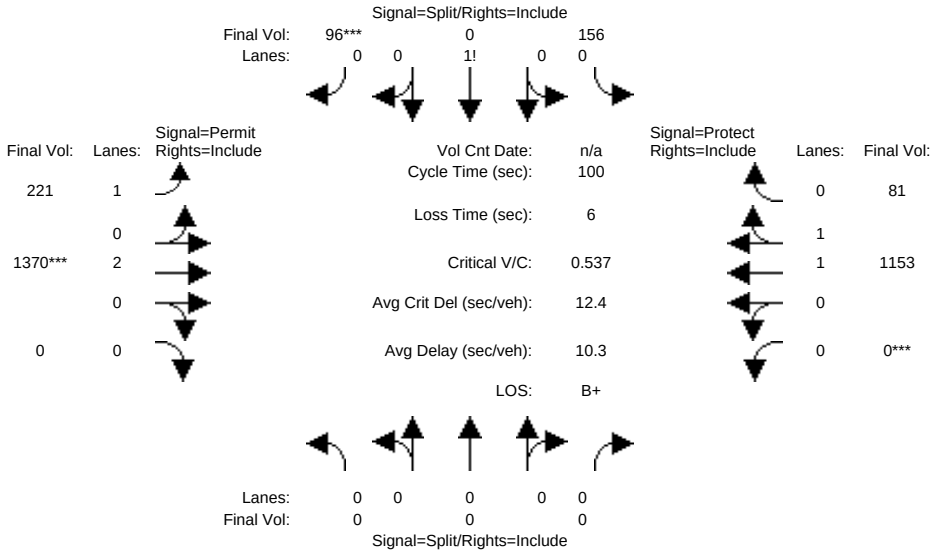
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #68: Santa Clara Street & Fifth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Fifth Sreet						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	146	0	86	211	1360	0	0	1143	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	146	0	86	211	1360	0	0	1143	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	0	10	10	10	0	0	10	10
Initial Fut:	0	0	0	156	0	96	221	1370	0	0	1153	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	156	0	96	221	1370	0	0	1153	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	156	0	96	221	1370	0	0	1153	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	156	0	96	221	1370	0	0	1153	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.62	0.00	0.38	1.00	2.00	0.00	0.00	1.87	0.13
Final Sat.:	0	0	0	1083	0	667	1750	3800	0	0	3457	243
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.13	0.36	0.00	0.00	0.33	0.33
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	26.8	0.0	26.8	67.2	67.2	0.0	0.0	67.2	67.2
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.54	0.19	0.54	0.00	0.00	0.50	0.50
Delay/Veh:	0.0	0.0	0.0	32.5	0.0	32.5	6.2	8.7	0.0	0.0	8.2	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.5	0.0	32.5	6.2	8.7	0.0	0.0	8.2	8.2
LOS by Move:	A	A	A	C-	A	C-	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	8	0	8	3	11	0	0	10	10

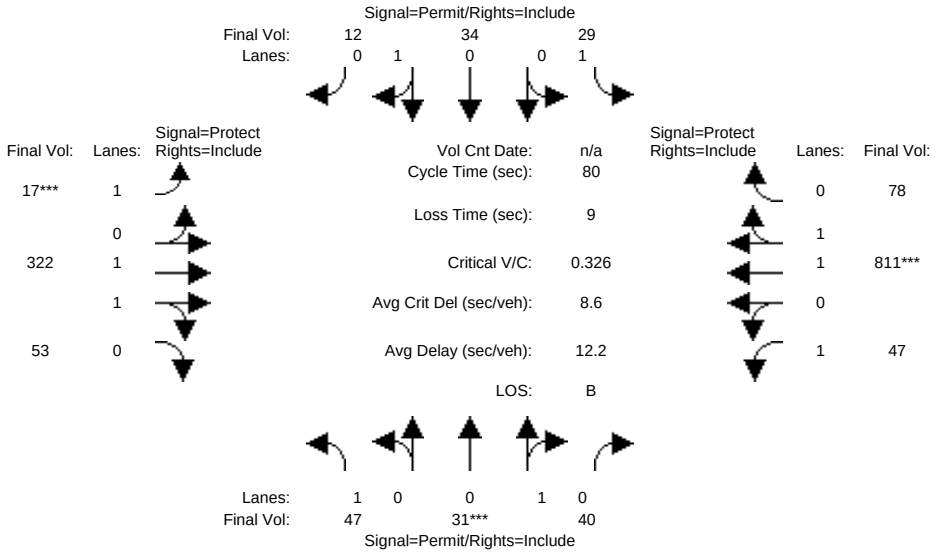
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	31	40	29	34	12	17	322	53	47	811	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	31	40	29	34	12	17	322	53	47	811	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	31	40	29	34	12	17	322	53	47	811	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	31	40	29	34	12	17	322	53	47	811	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	31	40	29	34	12	17	322	53	47	811	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	31	40	29	34	12	17	322	53	47	811	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.44	0.56	1.00	0.74	0.26	1.00	1.71	0.29	1.00	1.82	0.18
Final Sat.:	1750	786	1014	1750	1330	470	1750	3177	523	1750	3375	325
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.02	0.03	0.03	0.01	0.10	0.10	0.03	0.24	0.24
Crit Moves:		****					****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.0	35.9	35.9	25.1	54.0	54.0
Volume/Cap:	0.21	0.32	0.32	0.13	0.20	0.20	0.11	0.23	0.23	0.09	0.36	0.36
Delay/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	35.5	35.5	32.4	33.5	33.5	35.1	13.9	13.9	19.7	6.0	6.0
LOS by Move:	C-	D+	D+	C-	C-	C-	D+	B	B	B-	A	A
HCM2kAvgQ:	1	2	2	1	1	1	1	3	3	1	5	5

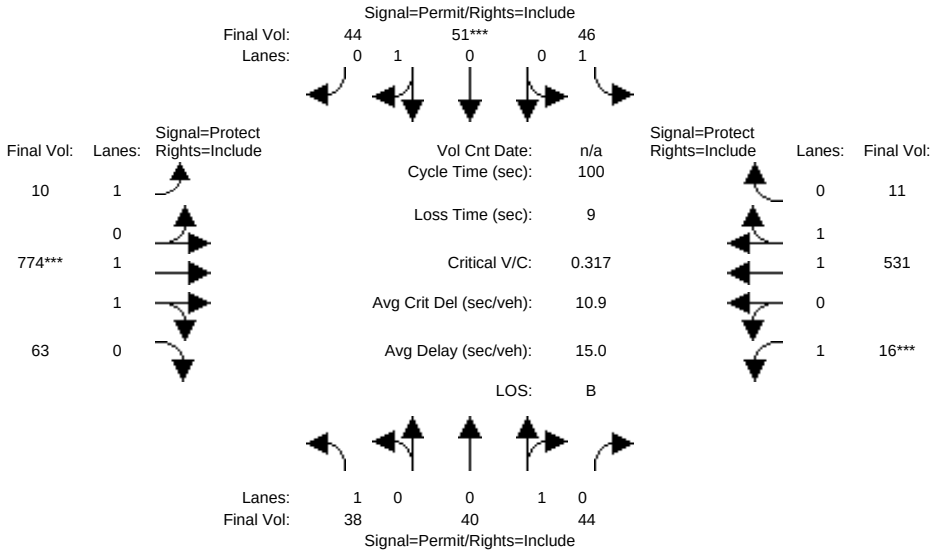
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #69: Santa Clara Street & Sixth Street [Santa Clara-Alameda Transit Corridor]



Street Name:	Sixth Street						Santa Clara Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	40	44	46	51	44	10	774	63	16	531	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	40	44	46	51	44	10	774	63	16	531	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	40	44	46	51	44	10	774	63	16	531	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	40	44	46	51	44	10	774	63	16	531	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	40	44	46	51	44	10	774	63	16	531	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	40	44	46	51	44	10	774	63	16	531	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.48	0.52	1.00	0.54	0.46	1.00	1.85	0.15	1.00	1.96	0.04
Final Sat.:	1750	857	943	1750	966	834	1750	3421	278	1750	3625	75
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.03	0.05	0.05	0.01	0.23	0.23	0.01	0.15	0.15
Crit Moves:					****			****		****		
Green Time:	15.9	15.9	15.9	15.9	15.9	15.9	24.3	68.1	68.1	7.0	50.8	50.8
Volume/Cap:	0.14	0.29	0.29	0.17	0.33	0.33	0.02	0.33	0.33	0.13	0.29	0.29
Delay/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	39.7	39.7	37.6	40.4	40.4	28.9	6.9	6.9	45.8	14.6	14.6
LOS by Move:	D+	D	D	D+	D	D	C	A	A	D	B	B
HCM2kAvgQ:	1	3	3	1	3	3	0	5	5	1	5	5

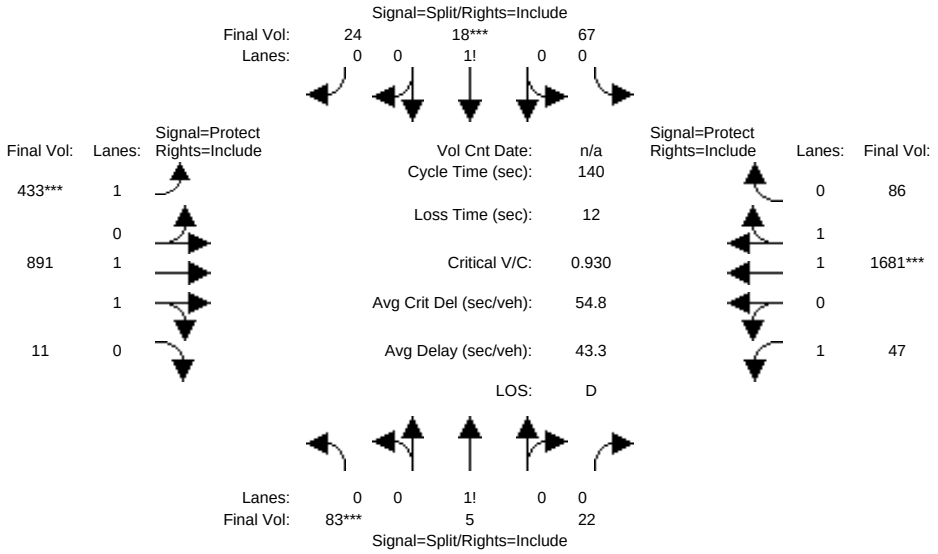
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	83	5	22	57	18	14	348	881	11	47	1671	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	5	22	57	18	14	348	881	11	47	1671	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	0	10	85	10	0	0	10	10
Initial Fut:	83	5	22	67	18	24	433	891	11	47	1681	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	5	22	67	18	24	433	891	11	47	1681	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	5	22	67	18	24	433	891	11	47	1681	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	5	22	67	18	24	433	891	11	47	1681	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.75	0.05	0.20	0.61	0.17	0.22	1.00	1.97	0.03	1.00	1.90	0.10
Final Sat.:	1320	80	350	1076	289	385	1750	3655	45	1750	3520	180
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.06	0.25	0.24	0.24	0.03	0.48	0.48
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	36.9	89.6	89.6	18.4	71.1	71.1
Volume/Cap:	0.88	0.88	0.88	0.87	0.87	0.87	0.94	0.38	0.38	0.20	0.94	0.94
Delay/Veh:	110.5	110	110.5	108.5	109	108.5	77.9	12.1	12.1	54.7	42.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.5	110	110.5	108.5	109	108.5	77.9	12.1	12.1	54.7	42.3	42.3
LOS by Move:	F	F	F	F	F	F	E-	B	B	D-	D	D
HCM2kAvgQ:	8	8	8	7	7	7	24	9	9	2	41	41

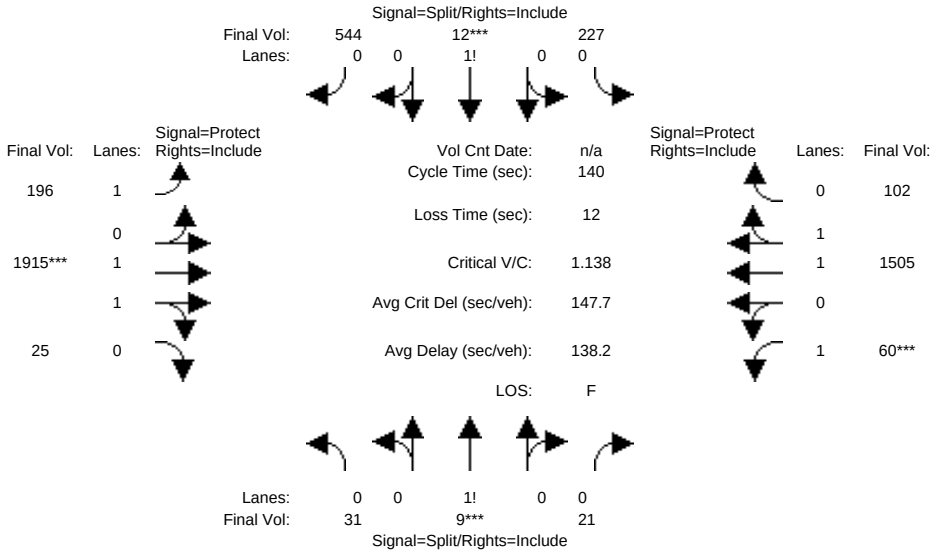
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #70: San Carlos Street & Buena Vista Avenue [San Carlos Transit Corridor]



Street Name:	Buena Vista Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	9	21	217	12	331	186	1905	25	60	1495	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	9	21	217	12	331	186	1905	25	60	1495	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	0	213	10	10	0	0	10	10
Initial Fut:	31	9	21	227	12	544	196	1915	25	60	1505	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	9	21	227	12	544	196	1915	25	60	1505	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	9	21	227	12	544	196	1915	25	60	1505	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	9	21	227	12	544	196	1915	25	60	1505	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.51	0.15	0.34	0.29	0.02	0.69	1.00	1.97	0.03	1.00	1.87	0.13
Final Sat.:	889	258	602	507	27	1216	1750	3652	48	1750	3465	235
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.45	0.45	0.45	0.11	0.52	0.52	0.03	0.43	0.43
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	51.1	51.1	51.1	13.7	59.9	59.9	7.0	53.2	53.2
Volume/Cap:	0.49	0.49	0.49	1.23	1.23	1.23	1.14	1.23	1.23	0.69	1.14	1.14
Delay/Veh:	65.5	65.5	65.5	159.5	159	159.5	175.7	147	147.4	85.7	117	116.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	65.5	65.5	159.5	159	159.5	175.7	147	147.4	85.7	117	116.9
LOS by Move:	E	E	E	F	F	F	F	F	F	F	F	F
HCM2kAvgQ:	3	3	3	57	57	57	15	66	66	4	51	51

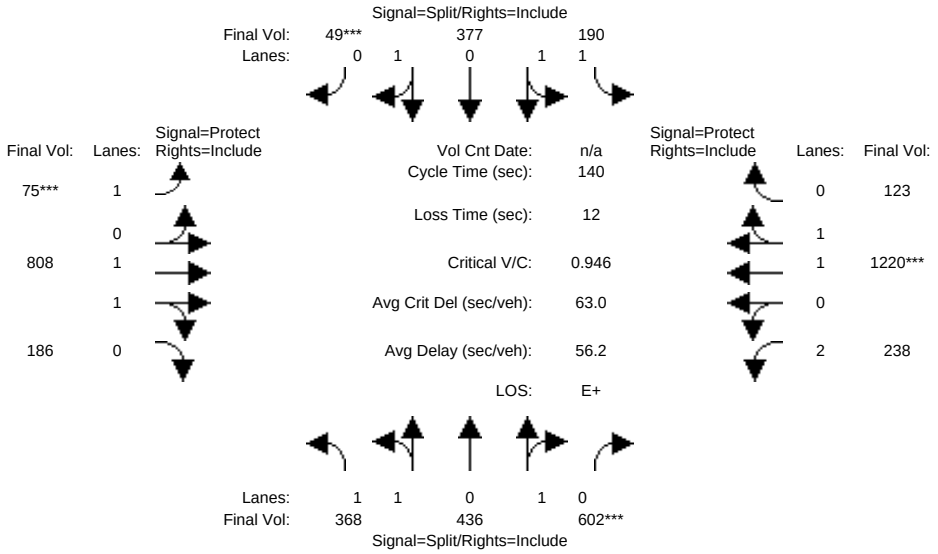
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	358	426	569	180	367	39	65	798	176	228	1210	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	426	569	180	367	39	65	798	176	228	1210	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	33	10	10	10	10	10	10	10	10	25
Initial Fut:	368	436	602	190	377	49	75	808	186	238	1220	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	436	602	190	377	49	75	808	186	238	1220	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	436	602	190	377	49	75	808	186	238	1220	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	436	602	190	377	49	75	808	186	238	1220	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.62	0.38	2.00	1.81	0.19
Final Sat.:	1750	1900	1750	1750	3274	426	1750	3007	692	3150	3361	339
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.34	0.11	0.12	0.12	0.04	0.27	0.27	0.08	0.36	0.36
Crit Moves:			****			****	****				****	
Green Time:	50.6	50.6	50.6	16.9	16.9	16.9	7.0	47.2	47.2	13.3	53.4	53.4
Volume/Cap:	0.58	0.63	0.95	0.90	0.95	0.95	0.86	0.80	0.80	0.80	0.95	0.95
Delay/Veh:	36.5	37.6	57.0	75.2	85.0	85.0	118.4	45.8	45.8	76.0	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	37.6	57.0	75.2	85.0	85.0	118.4	45.8	45.8	76.0	56.0	56.0
LOS by Move:	D+	D+	E+	E-	F	F	F	D	D	E-	E+	E+
HCM2kAvgQ:	14	16	32	12	13	13	6	21	21	8	33	33

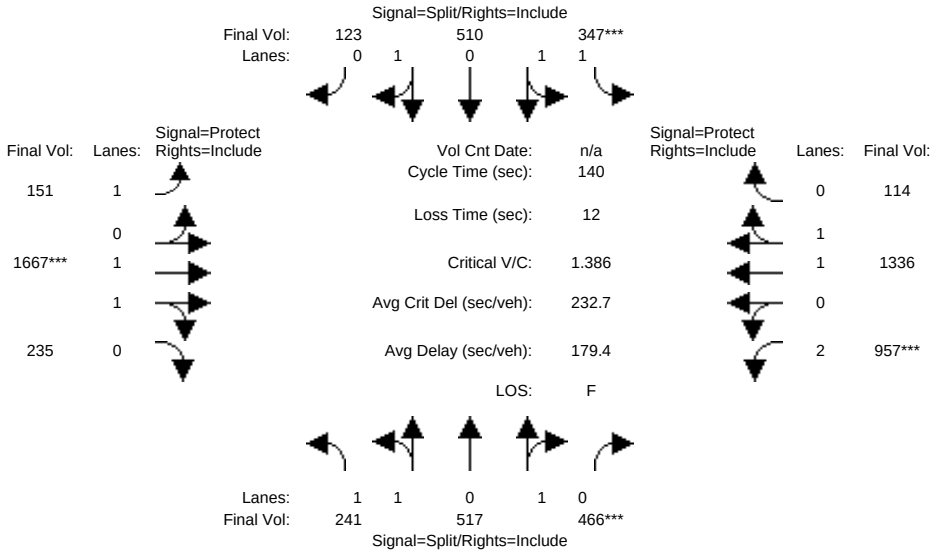
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #71: San Carlos Street & Meridian Avenue [San Carlos Transit Corridor]



Street Name:	Meridian Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	231	507	456	270	500	113	73	1657	225	692	1326	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	507	456	270	500	113	73	1657	225	692	1326	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	77	10	10	78	10	10	265	10	10
Initial Fut:	241	517	466	347	510	123	151	1667	235	957	1336	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	517	466	347	510	123	151	1667	235	957	1336	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	517	466	347	510	123	151	1667	235	957	1336	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	517	466	347	510	123	151	1667	235	957	1336	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.03	0.97	1.08	1.55	0.37	1.00	1.75	0.25	2.00	1.84	0.16
Final Sat.:	1750	1945	1753	1894	2784	671	1750	3243	457	3150	3409	291
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.18	0.18	0.18	0.09	0.51	0.51	0.30	0.39	0.39
Crit Moves:			****	****				****		****		
Green Time:	26.9	26.9	26.9	18.5	18.5	18.5	14.9	51.9	51.9	30.7	67.7	67.7
Volume/Cap:	0.72	1.39	1.39	1.39	1.39	1.39	0.81	1.39	1.39	1.39	0.81	0.81
Delay/Veh:	54.5	237	237.2	243.0	243	243.0	83.8	222	222.2	237.1	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	237	237.2	243.0	243	243.0	83.8	222	222.2	237.1	33.6	33.6
LOS by Move:	D-	F	F	F	F	F	F	F	F	F	C-	C-
HCM2kAvgQ:	12	40	40	29	29	29	9	75	75	46	28	28

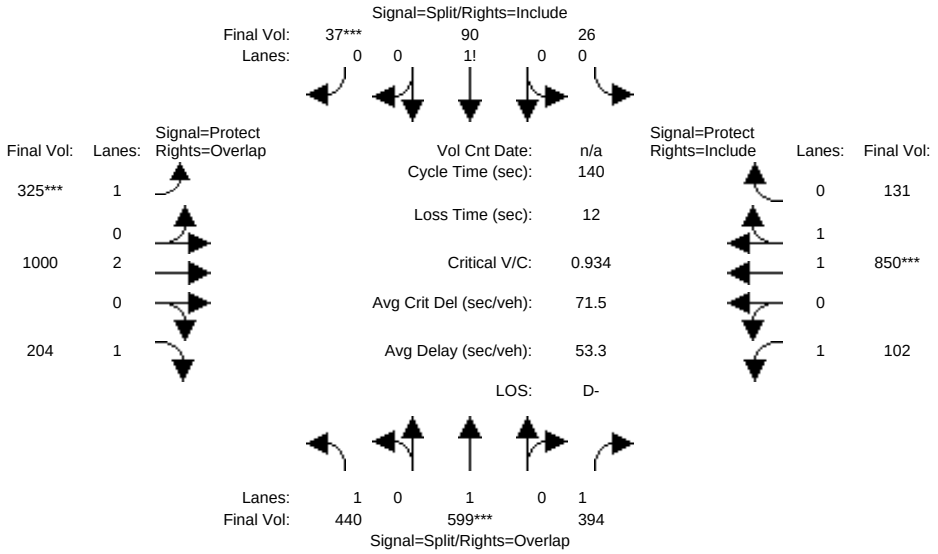
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	430	589	384	16	80	31	174	990	194	92	840	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	589	384	16	80	31	174	990	194	92	840	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	6	151	10	10	10	10	23
Initial Fut:	440	599	394	26	90	37	325	1000	204	102	850	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	599	394	26	90	37	325	1000	204	102	850	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	599	394	26	90	37	325	1000	204	102	850	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	599	394	26	90	37	325	1000	204	102	850	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	0.17	0.59	0.24	1.00	2.00	1.00	1.00	1.73	0.27
Final Sat.:	1750	1900	1750	297	1029	423	1750	3800	1750	1750	3206	494
Capacity Analysis Module:												
Vol/Sat:	0.25	0.32	0.23	0.09	0.09	0.09	0.19	0.26	0.12	0.06	0.27	0.27
Crit Moves:		****				****	****				****	
Green Time:	47.3	47.3	59.5	13.1	13.1	13.1	27.8	55.4	102.6	12.3	39.8	39.8
Volume/Cap:	0.74	0.93	0.53	0.93	0.93	0.93	0.93	0.67	0.16	0.67	0.93	0.93
Delay/Veh:	46.1	65.6	30.6	114.0	114	114.0	86.8	35.9	5.7	72.5	63.3	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	65.6	30.6	114.0	114	114.0	86.8	35.9	5.7	72.5	63.3	63.3
LOS by Move:	D	E	C	F	F	F	F	D+	A	E	E	E
HCM2kAvgQ:	19	29	13	10	10	10	19	18	3	6	25	25

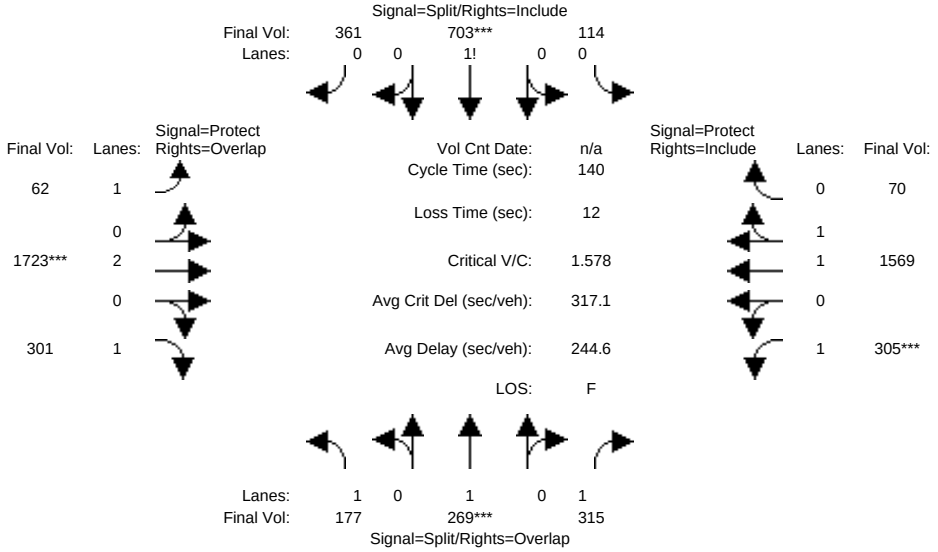
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #72: San Carlos Street & Lincoln Avenue [San Carlos Transit Corridor]



Street Name:	Lincoln Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	259	305	104	693	153	48	1713	291	295	1559	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	259	305	104	693	153	48	1713	291	295	1559	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	208	14	10	10	10	10	10
Initial Fut:	177	269	315	114	703	361	62	1723	301	305	1569	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	269	315	114	703	361	62	1723	301	305	1569	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	269	315	114	703	361	62	1723	301	305	1569	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	269	315	114	703	361	62	1723	301	305	1569	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.10	0.60	0.30	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	169	1044	536	1750	3800	1750	1750	3542	158
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.18	0.67	0.67	0.67	0.04	0.45	0.17	0.17	0.44	0.44
Crit Moves:		****			****			****			****	
Green Time:	12.6	12.6	28.0	59.7	59.7	59.7	7.0	40.2	52.8	15.5	48.7	48.7
Volume/Cap:	1.13	1.58	0.90	1.58	1.58	1.58	0.71	1.58	0.46	1.58	1.27	1.27
Delay/Veh:	173.7	350	79.4	306.5	307	306.5	88.9	314	33.3	345.5	175	174.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	173.7	350	79.4	306.5	307	306.5	88.9	314	33.3	345.5	175	174.9
LOS by Move:	F	F	E-	F	F	F	F	F	C-	F	F	F
HCM2kAvgQ:	14	25	18	111	111	111	4	75	10	30	59	59

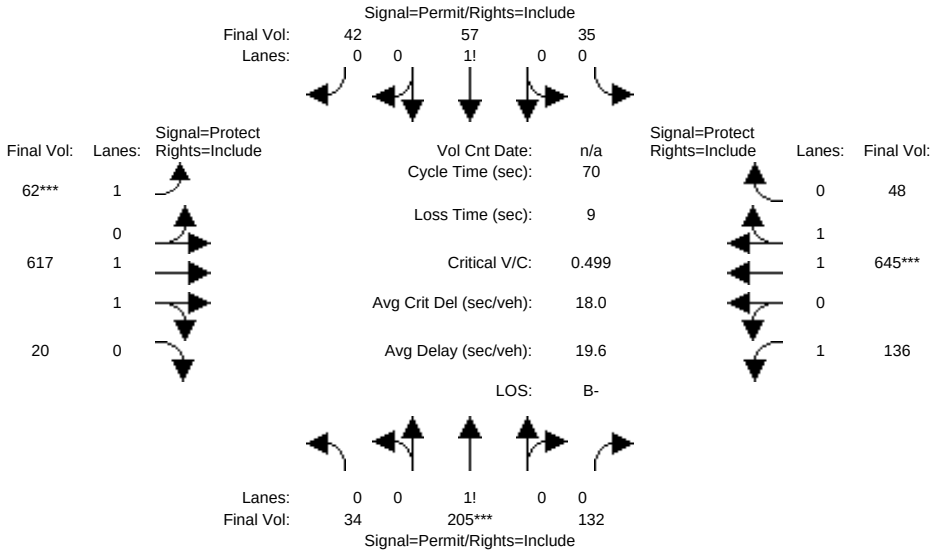
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	34	195	122	35	47	42	62	607	20	126	635	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	195	122	35	47	42	62	607	20	126	635	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	0	10	0	0	10	0	10	10	10
Initial Fut:	34	205	132	35	57	42	62	617	20	136	645	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	205	132	35	57	42	62	617	20	136	645	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	205	132	35	57	42	62	617	20	136	645	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	205	132	35	57	42	62	617	20	136	645	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.09	0.55	0.36	0.26	0.43	0.31	1.00	1.94	0.06	1.00	1.86	0.14
Final Sat.:	160	967	623	457	744	549	1750	3584	116	1750	3444	256
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.08	0.08	0.08	0.04	0.17	0.17	0.08	0.19	0.19
Crit Moves:		****					****				****	
Green Time:	28.7	28.7	28.7	28.7	28.7	28.7	7.0	20.5	20.5	11.9	25.3	25.3
Volume/Cap:	0.52	0.52	0.52	0.19	0.19	0.19	0.35	0.59	0.59	0.46	0.52	0.52
Delay/Veh:	16.2	16.2	16.2	13.3	13.3	13.3	30.6	22.0	22.0	27.3	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	16.2	13.3	13.3	13.3	30.6	22.0	22.0	27.3	17.9	17.9
LOS by Move:	B	B	B	B	B	B	C	C+	C+	C	B	B
HCM2kAvgQ:	7	7	7	2	2	2	2	7	7	3	6	6

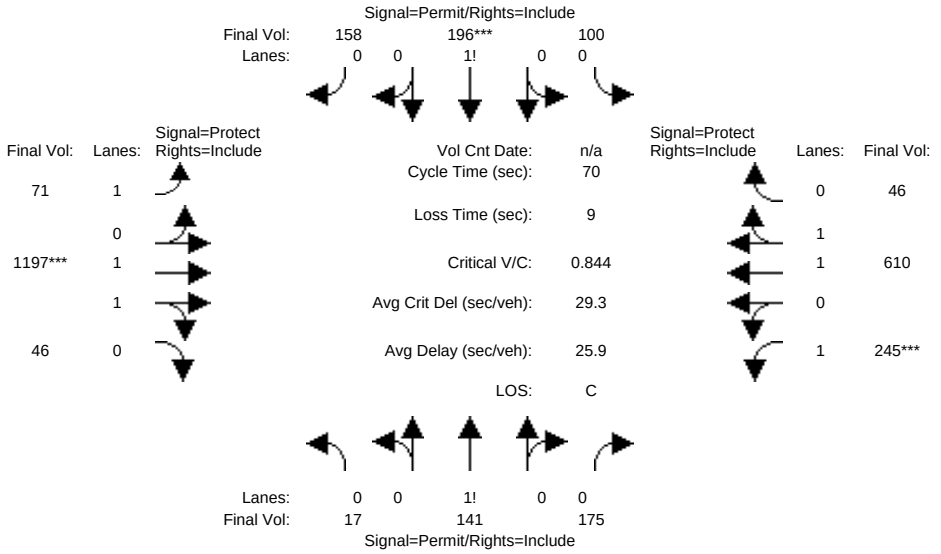
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #73: San Carlos Street & Sunol Street [San Carlos Transit Corridor]



Street Name:	Sunol Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	131	165	90	186	148	61	1187	46	235	600	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	131	165	90	186	148	61	1187	46	235	600	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	10	10	10	0	10	10	10
Initial Fut:	17	141	175	100	196	158	71	1197	46	245	610	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	141	175	100	196	158	71	1197	46	245	610	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	141	175	100	196	158	71	1197	46	245	610	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	141	175	100	196	158	71	1197	46	245	610	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.05	0.42	0.53	0.22	0.43	0.35	1.00	1.92	0.08	1.00	1.86	0.14
Final Sat.:	89	741	920	385	756	609	1750	3563	137	1750	3440	259
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.26	0.26	0.26	0.04	0.34	0.34	0.14	0.18	0.18
Crit Moves:					****			****		****		
Green Time:	21.5	21.5	21.5	21.5	21.5	21.5	14.2	27.9	27.9	11.6	25.2	25.2
Volume/Cap:	0.62	0.62	0.62	0.84	0.84	0.84	0.20	0.84	0.84	0.84	0.49	0.49
Delay/Veh:	22.9	22.9	22.9	34.3	34.3	34.3	23.4	23.7	23.7	48.0	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	22.9	22.9	34.3	34.3	34.3	23.4	23.7	23.7	48.0	17.7	17.7
LOS by Move:	C+	C+	C+	C-	C-	C-	C	C	C	D	B	B
HCM2kAvgQ:	8	8	8	13	13	13	1	15	15	8	6	6

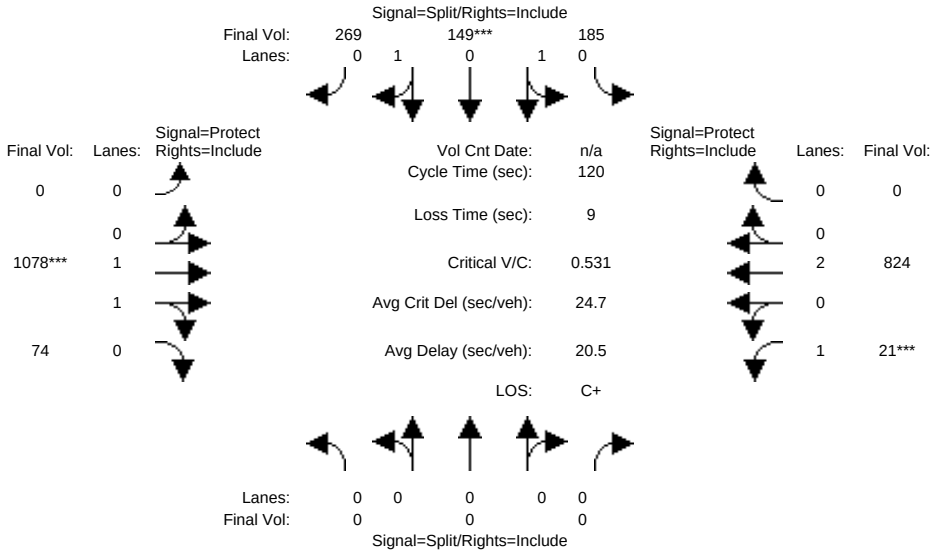
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	175	149	259	0	1068	74	21	814	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	175	149	259	0	1068	74	21	814	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	0	10	0	10	0	0	10	0
Initial Fut:	0	0	0	185	149	269	0	1078	74	21	824	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	185	149	269	0	1078	74	21	824	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	149	269	0	1078	74	21	824	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	185	149	269	0	1078	74	21	824	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.61	0.49	0.90	0.00	1.87	0.13	1.00	2.00	0.00
Final Sat.:	0	0	0	1104	890	1606	0	3462	238	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.17	0.00	0.31	0.31	0.01	0.22	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	36.4	36.4	36.4	0.0	67.6	67.6	7.0	74.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.55	0.55	0.21	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	37.0	37.0	37.0	0.0	17.7	17.7	58.4	11.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.0	37.0	37.0	0.0	17.7	17.7	58.4	11.4	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	B	B	E+	B+	A
HCM2kAvgQ:	0	0	0	10	10	10	0	14	14	1	7	0

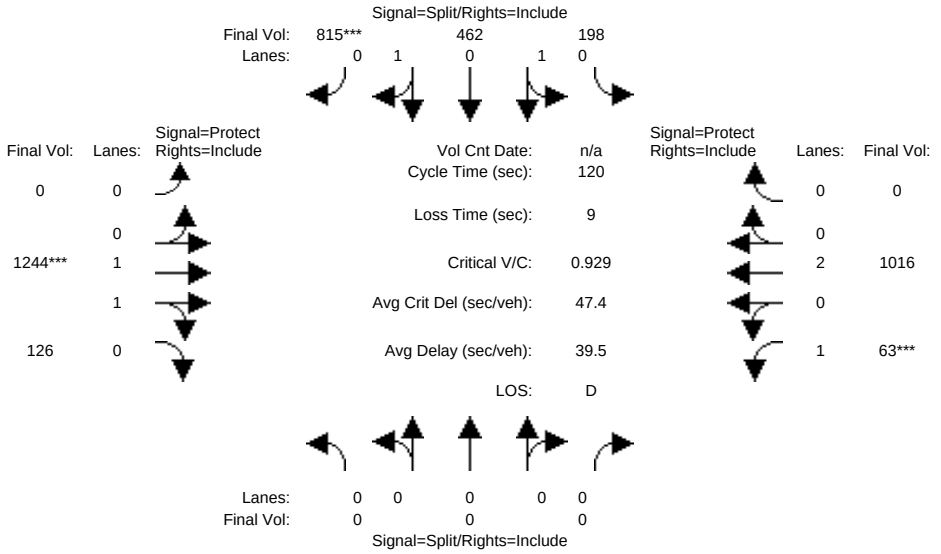
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #74: San Carlos Street & Delmas Avenue [San Carlos Transit Corridor]



Street Name:	Delmas Avenue						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	188	462	805	0	1234	126	63	1006	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	188	462	805	0	1234	126	63	1006	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	0	10	0	10	0	0	10	0
Initial Fut:	0	0	0	198	462	815	0	1244	126	63	1016	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	198	462	815	0	1244	126	63	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	198	462	815	0	1244	126	63	1016	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	198	462	815	0	1244	126	63	1016	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.30	0.70	1.00	0.00	1.81	0.19	1.00	2.00	0.00
Final Sat.:	0	0	0	540	1260	1800	0	3359	340	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.37	0.45	0.00	0.37	0.37	0.04	0.27	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	57.2	57.2	57.2	0.0	46.8	46.8	7.0	53.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.77	0.77	0.95	0.00	0.95	0.95	0.62	0.60	0.00
Delay/Veh:	0.0	0.0	0.0	29.0	29.0	43.7	0.0	49.9	49.9	80.0	26.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.0	29.0	43.7	0.0	49.9	49.9	80.0	26.5	0.0
LOS by Move:	A	A	A	C	C	D	A	D	D	F	C	A
HCM2kAvgQ:	0	0	0	22	22	35	0	30	30	4	14	0

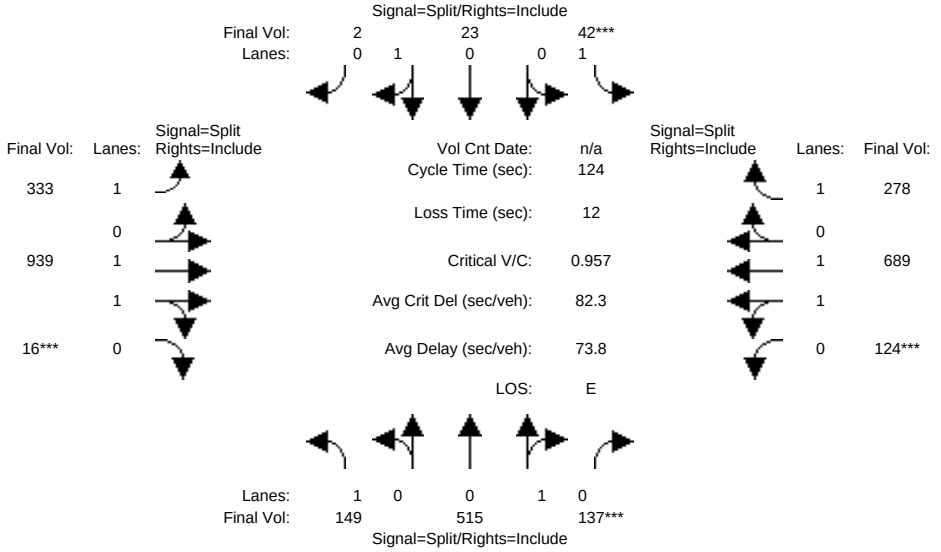
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	139	505	127	32	23	2	313	929	16	114	679	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	505	127	32	23	2	313	929	16	114	679	268
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	0	0	20	10	0	10	10	10
Initial Fut:	149	515	137	42	23	2	333	939	16	124	689	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	515	137	42	23	2	333	939	16	124	689	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	515	137	42	23	2	333	939	16	124	689	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	515	137	42	23	2	333	939	16	124	689	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.98	0.92
Lanes:	1.00	0.79	0.21	1.00	0.92	0.08	1.00	1.97	0.03	0.31	1.69	1.00
Final Sat.:	1750	1422	378	1750	1656	144	1750	3638	62	564	3135	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.02	0.01	0.01	0.19	0.26	0.26	0.22	0.22	0.16
Crit Moves:			****	****					****	****		
Green Time:	44.0	44.0	44.0	10.0	10.0	10.0	31.3	31.3	31.3	26.7	26.7	26.7
Volume/Cap:	0.24	1.02	1.02	0.30	0.17	0.17	0.75	1.02	1.02	1.02	1.02	0.74
Delay/Veh:	28.4	81.1	81.1	54.9	53.7	53.7	49.9	81.2	81.2	86.0	86.0	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	81.1	81.1	54.9	53.7	53.7	49.9	81.2	81.2	86.0	86.0	52.9
LOS by Move:	C	F	F	D-	D-	D-	D	F	F	F	F	D-
HCM2kAvgQ:	4	34	34	2	1	1	14	25	25	22	22	12

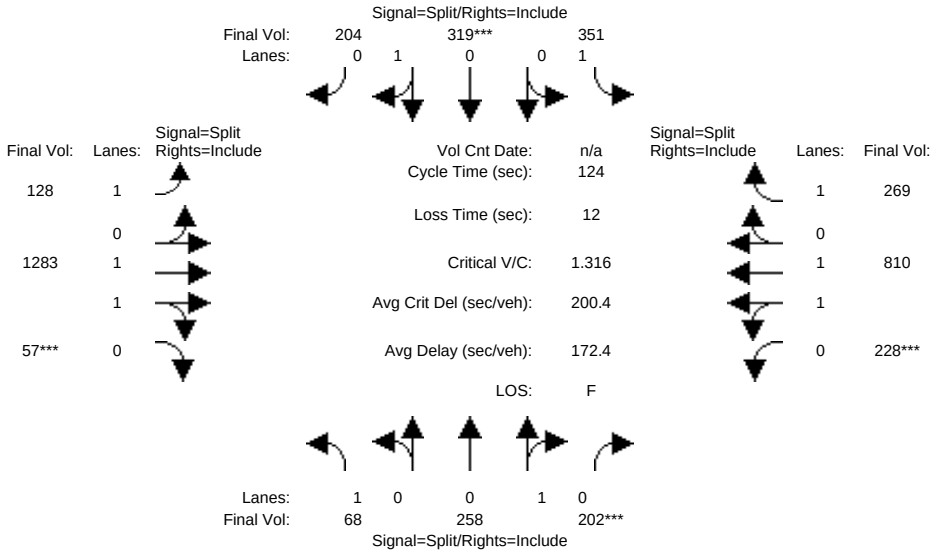
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #75: San Carlos Street & Woz Way [San Carlos Transit Corridor]



Street Name:	Woz Way						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	68	248	192	341	309	194	118	1273	47	218	800	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	248	192	341	309	194	118	1273	47	218	800	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	10	10	10	10	10	10	10
Initial Fut:	68	258	202	351	319	204	128	1283	57	228	810	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	258	202	351	319	204	128	1283	57	228	810	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	258	202	351	319	204	128	1283	57	228	810	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	258	202	351	319	204	128	1283	57	228	810	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.95	0.98	0.92
Lanes:	1.00	0.56	0.44	1.00	0.61	0.39	1.00	1.91	0.09	0.45	1.55	1.00
Final Sat.:	1750	1010	790	1750	1098	702	1750	3542	157	813	2887	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.20	0.29	0.29	0.07	0.36	0.36	0.28	0.28	0.15
Crit Moves:			****		****				****	****		
Green Time:	24.1	24.1	24.1	27.4	27.4	27.4	34.1	34.1	34.1	26.4	26.4	26.4
Volume/Cap:	0.20	1.32	1.32	0.91	1.32	1.32	0.27	1.32	1.32	1.32	1.32	0.72
Delay/Veh:	42.2	211	211.2	71.8	207	207.5	35.4	194	194.3	200.0	200	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	211	211.2	71.8	207	207.5	35.4	194	194.3	200.0	200	52.1
LOS by Move:	D	F	F	E	F	F	D+	F	F	F	F	D-
HCM2kAvgQ:	2	35	35	18	39	39	4	48	48	38	38	12

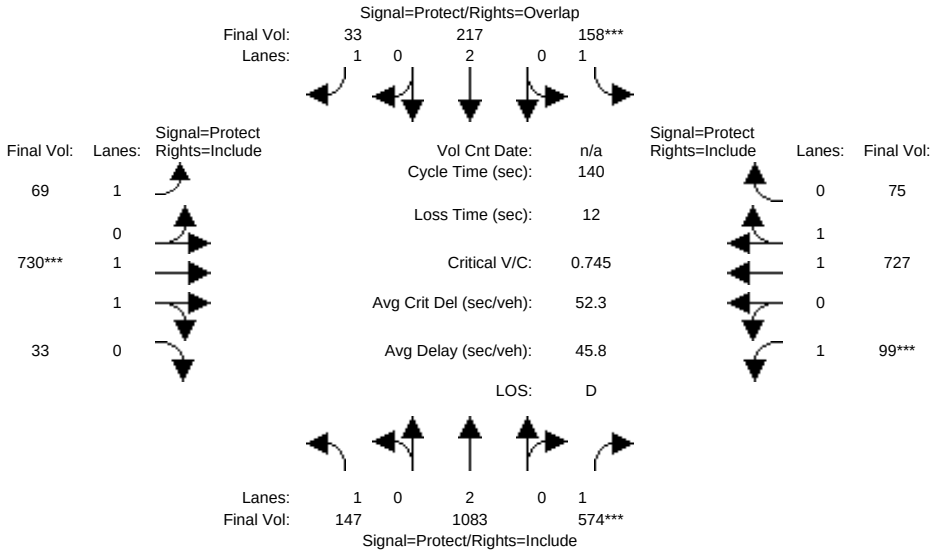
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	137	1083	564	158	217	33	69	720	33	89	717	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1083	564	158	217	33	69	720	33	89	717	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	0	10	0	0	0	0	10	0	10	10	0
Initial Fut:	147	1083	574	158	217	33	69	730	33	99	727	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1083	574	158	217	33	69	730	33	99	727	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1083	574	158	217	33	69	730	33	99	727	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	1083	574	158	217	33	69	730	33	99	727	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09	1.00	1.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3540	160	1750	3354	346
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.33	0.09	0.06	0.02	0.04	0.21	0.21	0.06	0.22	0.22
Crit Moves:			****	****				****		****		
Green Time:	42.5	61.6	61.6	17.0	36.1	45.4	9.3	38.8	38.8	10.6	40.1	40.1
Volume/Cap:	0.28	0.65	0.74	0.74	0.22	0.06	0.60	0.74	0.74	0.74	0.76	0.76
Delay/Veh:	38.4	32.6	39.1	80.4	41.4	32.8	84.2	51.0	51.0	94.5	50.5	50.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	32.6	39.1	80.4	41.4	32.8	84.2	51.0	51.0	94.5	50.5	50.5
LOS by Move:	D+	C-	D	F	D	C-	F	D-	D-	F	D	D
HCM2kAvgQ:	5	18	23	9	4	1	4	16	16	6	17	17

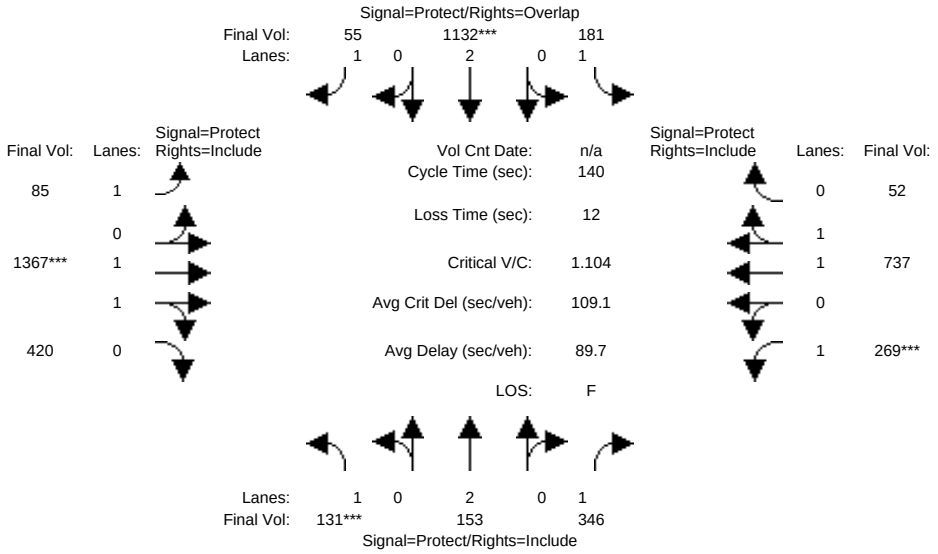
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #76: San Carlos Street & Almaden Boulevard [San Carlos Transit Corridor]



Street Name:	Almaden Boulevard						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	121	153	336	181	1132	55	85	1357	410	169	727	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	153	336	181	1132	55	85	1357	410	169	727	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	0	10	0	0	0	0	10	10	100	10	0
Initial Fut:	131	153	346	181	1132	55	85	1367	420	269	737	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	153	346	181	1132	55	85	1367	420	269	737	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	153	346	181	1132	55	85	1367	420	269	737	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	153	346	181	1132	55	85	1367	420	269	737	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.52	0.48	1.00	1.86	0.14
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2830	869	1750	3456	244
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.20	0.10	0.30	0.03	0.05	0.48	0.48	0.15	0.21	0.21
Crit Moves:	****				****			****			****	
Green Time:	9.5	31.0	31.0	16.2	37.8	53.1	15.3	61.2	61.2	19.5	65.4	65.4
Volume/Cap:	1.10	0.18	0.89	0.89	1.10	0.08	0.44	1.10	1.10	1.10	0.46	0.46
Delay/Veh:	178.6	44.7	78.1	101.2	112	28.1	65.6	96.0	96.0	148.7	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	178.6	44.7	78.1	101.2	112	28.1	65.6	96.0	96.0	148.7	26.1	26.1
LOS by Move:	F	D	E-	F	F	C	E	F	F	F	C	C
HCM2kAvgQ:	11	3	19	11	34	2	4	53	53	19	12	12

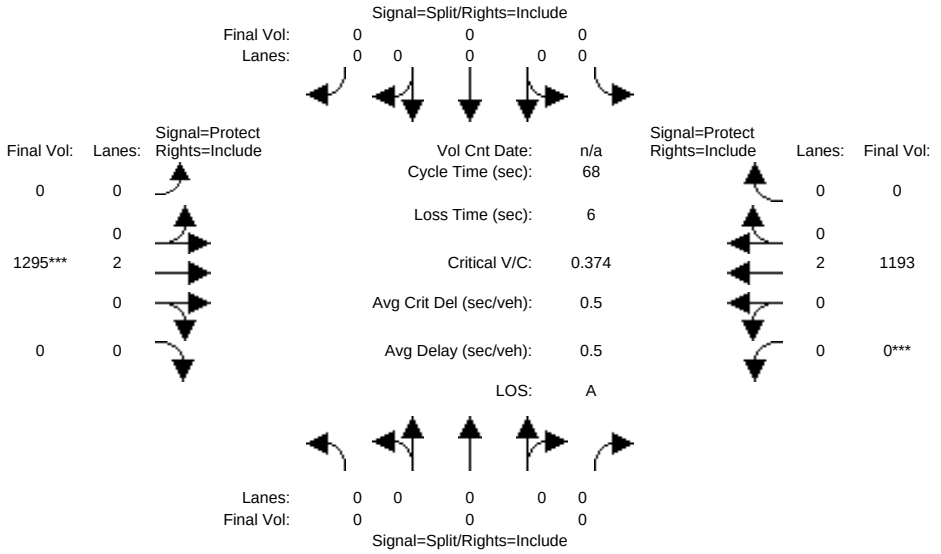
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1285	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1285	0	0	1183	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	10	0	0	10	0
Initial Fut:	0	0	0	0	0	0	0	1295	0	0	1193	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1295	0	0	1193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1295	0	0	1193	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1295	0	0	1193	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.31	0.00
Crit Moves:								****		****		
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	2	0

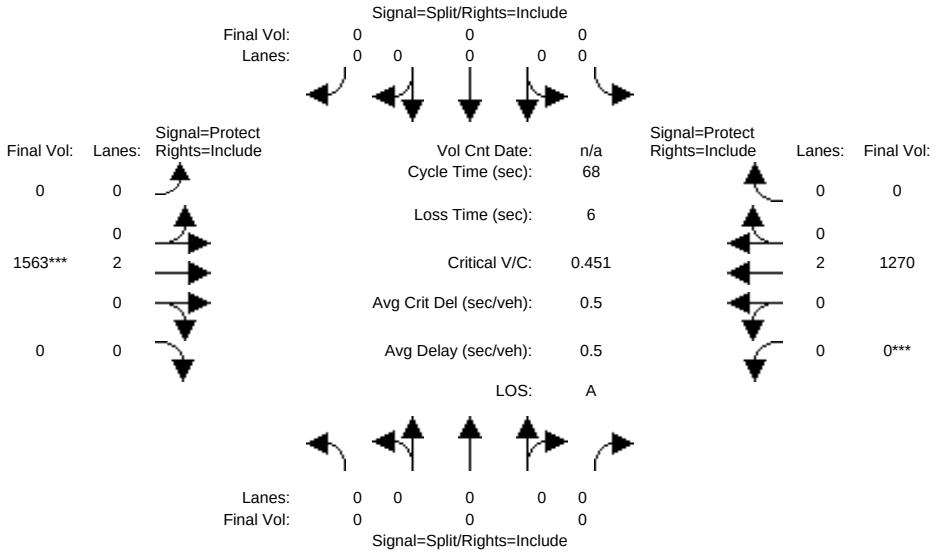
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #77: San Carlos Street & Convention Center [San Carlos Transit Corridor]



Street Name:	Convention Center						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1553	0	0	1260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1553	0	0	1260	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	10	0	0	10	0
Initial Fut:	0	0	0	0	0	0	0	1563	0	0	1270	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1563	0	0	1270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1563	0	0	1270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1563	0	0	1270	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.00	0.00	0.33	0.00
Crit Moves:								****			****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	0.0	0.0	62.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	3	0	0	2	0

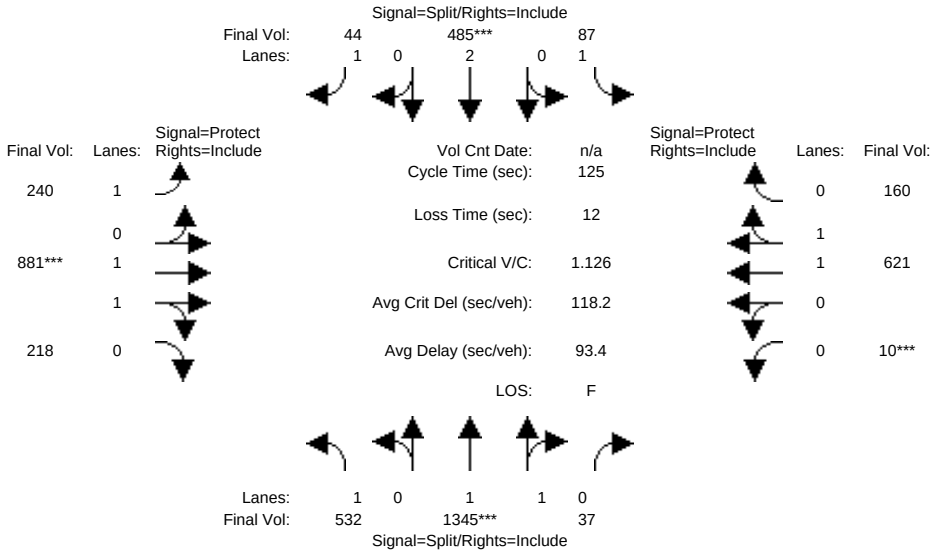
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	522	1335	27	77	475	34	230	871	208	10	611	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	522	1335	27	77	475	34	230	871	208	10	611	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	10	10	10	10	0	10	10
Initial Fut:	532	1345	37	87	485	44	240	881	218	10	621	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	532	1345	37	87	485	44	240	881	218	10	621	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	1345	37	87	485	44	240	881	218	10	621	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	532	1345	37	87	485	44	240	881	218	10	621	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.95
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.59	0.41	0.03	1.57	0.40
Final Sat.:	1750	3601	99	1750	3800	1750	1750	2966	734	46	2826	728
Capacity Analysis Module:												
Vol/Sat:	0.30	0.37	0.37	0.05	0.13	0.03	0.14	0.30	0.30	0.22	0.22	0.22
Crit Moves:		****			****			****		****		
Green Time:	41.5	41.5	41.5	14.2	14.2	14.2	22.0	33.0	33.0	24.4	35.3	35.3
Volume/Cap:	0.92	1.13	1.13	0.44	1.13	0.22	0.78	1.13	1.13	1.13	0.78	0.78
Delay/Veh:	59.5	109	109.5	53.3	138	51.0	61.0	116	116.1	124.5	45.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	109	109.5	53.3	138	51.0	61.0	116	116.1	124.5	45.1	45.1
LOS by Move:	E+	F	F	D-	F	D	E	F	F	F	D	D
HCM2kAvgQ:	25	40	40	4	16	2	11	33	33	25	16	16

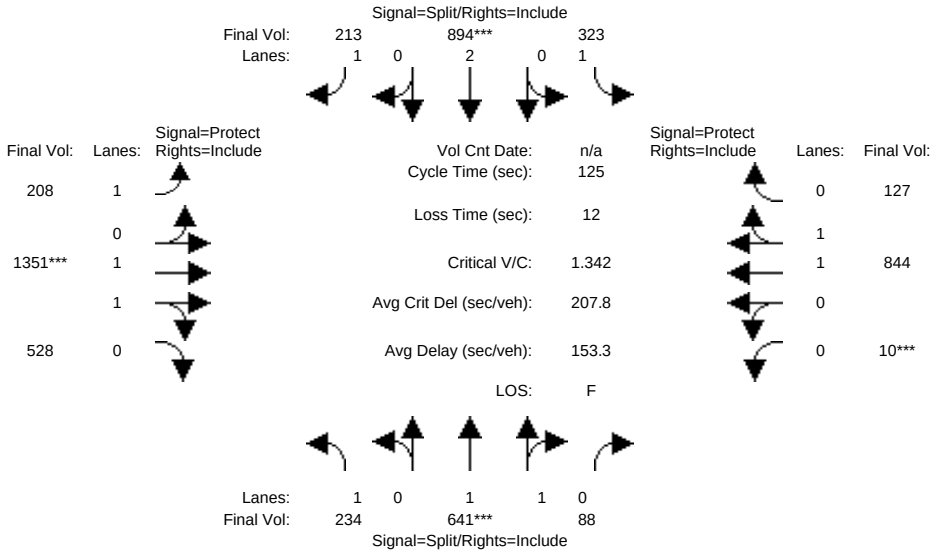
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #78: San Carlos Street & Market Street [San Carlos Transit Corridor]



Street Name:	Market Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	224	631	88	313	884	72	198	1341	329	10	834	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	631	88	313	884	72	198	1341	329	10	834	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	10	10	141	10	10	199	0	10	10
Initial Fut:	234	641	88	323	894	213	208	1351	528	10	844	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	641	88	323	894	213	208	1351	528	10	844	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	641	88	323	894	213	208	1351	528	10	844	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	641	88	323	894	213	208	1351	528	10	844	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.95	0.95	0.95
Lanes:	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.42	0.58	0.02	1.72	0.26
Final Sat.:	1750	3253	447	1750	3800	1750	1750	2660	1039	37	3097	466
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.20	0.18	0.24	0.12	0.12	0.51	0.51	0.27	0.27	0.27
Crit Moves:		****			****			****		****		
Green Time:	18.4	18.4	18.4	21.9	21.9	21.9	22.1	47.3	47.3	25.4	50.6	50.6
Volume/Cap:	0.91	1.34	1.34	1.05	1.34	0.69	0.67	1.34	1.34	1.34	0.67	0.67
Delay/Veh:	85.9	219	219.1	117.4	215	55.1	53.8	197	197.4	212.6	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.9	219	219.1	117.4	215	55.1	53.8	197	197.4	212.6	31.7	31.7
LOS by Move:	F	F	F	F	F	E+	D-	F	F	F	C	C
HCM2kAvgQ:	13	28	28	20	33	10	9	68	68	38	17	17

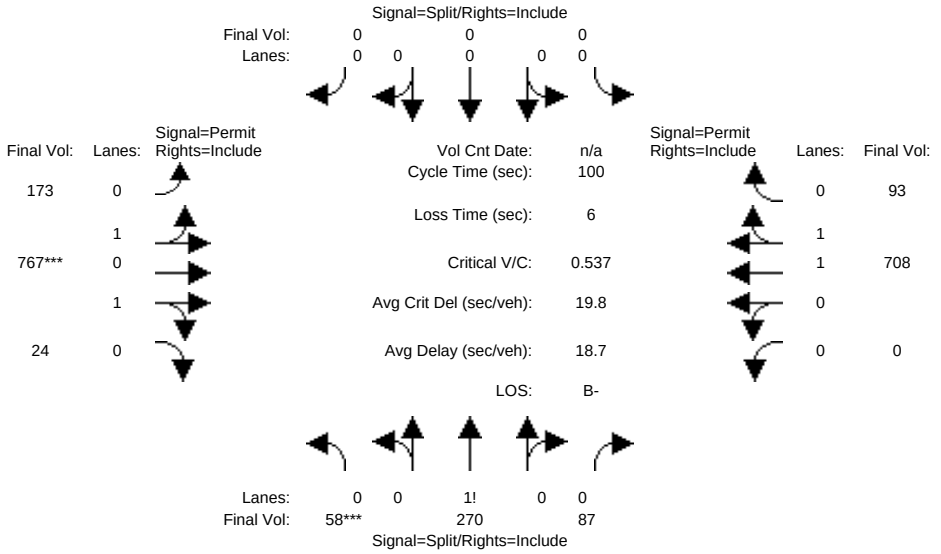
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	260	81	0	0	0	163	757	24	0	698	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	260	81	0	0	0	163	757	24	0	698	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	6	0	0	0	10	10	0	0	10	26
Initial Fut:	58	270	87	0	0	0	173	767	24	0	708	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	270	87	0	0	0	173	767	24	0	708	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	270	87	0	0	0	173	767	24	0	708	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	270	87	0	0	0	173	767	24	0	708	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.14	0.65	0.21	0.00	0.00	0.00	0.36	1.59	0.05	0.00	1.76	0.24
Final Sat.:	245	1139	367	0	0	0	646	2864	90	0	3270	430
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.00	0.00	0.00	0.27	0.27	0.27	0.00	0.22	0.22
Crit Moves:	****							****				
Green Time:	44.1	44.1	44.1	0.0	0.0	0.0	49.9	49.9	49.9	0.0	49.9	49.9
Volume/Cap:	0.54	0.54	0.54	0.00	0.00	0.00	0.54	0.54	0.54	0.00	0.43	0.43
Delay/Veh:	23.1	23.1	23.1	0.0	0.0	0.0	18.3	18.3	18.3	0.0	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	23.1	23.1	0.0	0.0	0.0	18.3	18.3	18.3	0.0	16.8	16.8
LOS by Move:	C	C	C	A	A	A	B-	B-	B-	A	B	B
HCM2kAvgQ:	10	10	10	0	0	0	11	11	11	0	8	8

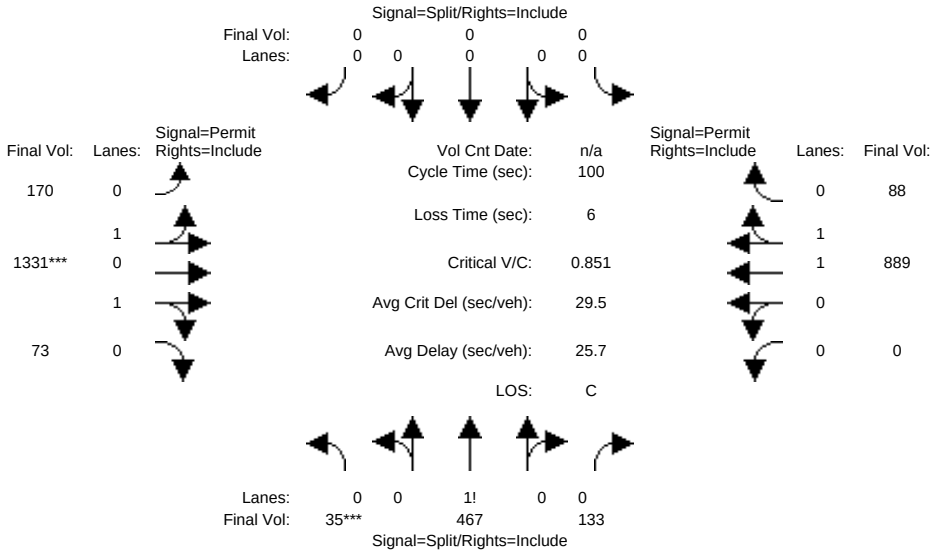
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #79: San Carlos Street & First Street [San Carlos Transit Corridor]



Street Name:	First Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	457	123	0	0	0	160	1321	73	0	879	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	457	123	0	0	0	160	1321	73	0	879	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	0	0	0	10	10	0	0	10	10
Initial Fut:	35	467	133	0	0	0	170	1331	73	0	889	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	467	133	0	0	0	170	1331	73	0	889	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	467	133	0	0	0	170	1331	73	0	889	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	467	133	0	0	0	170	1331	73	0	889	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.92	0.95	0.95	0.95	0.92	0.98	0.95
Lanes:	0.05	0.74	0.21	0.00	0.00	0.00	0.22	1.69	0.09	0.00	1.81	0.19
Final Sat.:	96	1287	367	0	0	0	389	3044	167	0	3366	333
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.00	0.00	0.00	0.44	0.44	0.44	0.00	0.26	0.26
Crit Moves:	****							****				
Green Time:	42.6	42.6	42.6	0.0	0.0	0.0	51.4	51.4	51.4	0.0	51.4	51.4
Volume/Cap:	0.85	0.85	0.85	0.00	0.00	0.00	0.85	0.85	0.85	0.00	0.51	0.51
Delay/Veh:	37.6	37.6	37.6	0.0	0.0	0.0	26.2	26.2	26.2	0.0	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	37.6	37.6	0.0	0.0	0.0	26.2	26.2	26.2	0.0	17.1	17.1
LOS by Move:	D+	D+	D+	A	A	A	C	C	C	A	B	B
HCM2kAvgQ:	22	22	22	0	0	0	25	25	25	0	10	10

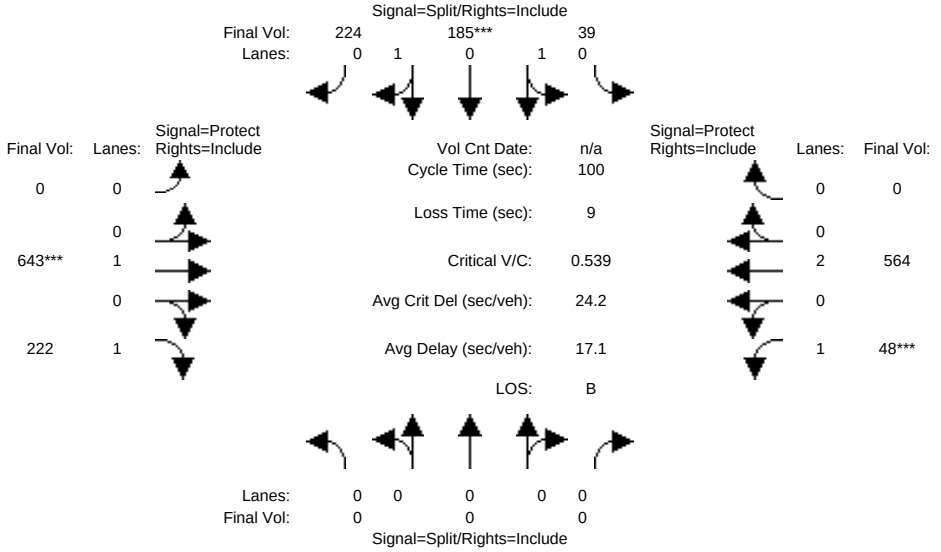
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	29	175	214	0	633	212	38	554	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	175	214	0	633	212	38	554	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	39	185	224	0	643	222	48	564	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	39	185	224	0	643	222	48	564	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	39	185	224	0	643	222	48	564	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	39	185	224	0	643	222	48	564	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	0.83	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	313	1487	1800	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.00	0.34	0.13	0.03	0.15	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	22.6	22.6	22.6	0.0	61.4	61.4	7.0	68.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.55	0.00	0.55	0.21	0.39	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	36.9	36.9	36.9	0.0	13.1	9.0	53.6	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.9	36.9	36.9	0.0	13.1	9.0	53.6	6.0	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	B	A	D-	A	A
HCM2kAvgQ:	0	0	0	7	7	7	0	12	3	2	3	0

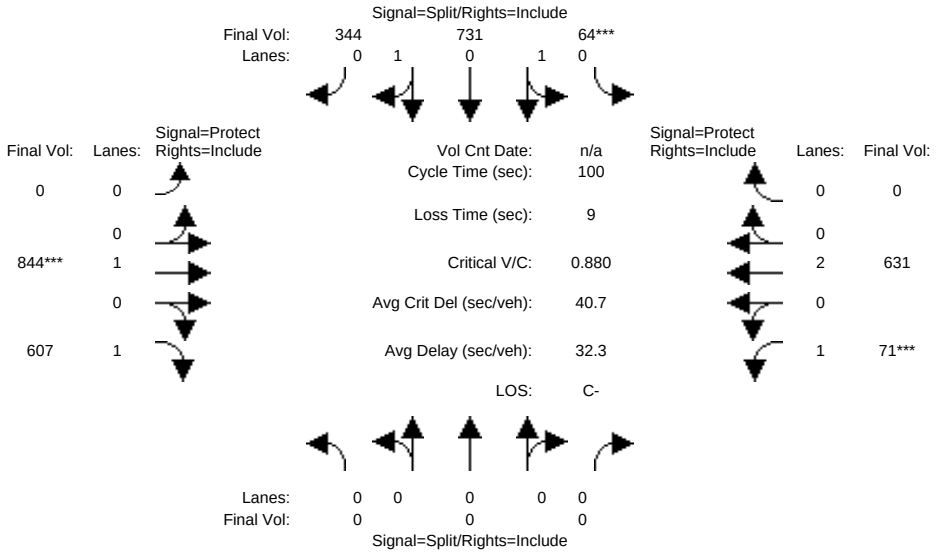
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #80: San Carlos Street & Second Street [San Carlos Transit Corridor]



Street Name:	Second Street						San Carlos Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	49	721	334	0	834	597	61	621	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	49	721	334	0	834	597	61	621	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	15	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	64	731	344	0	844	607	71	631	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	64	731	344	0	844	607	71	631	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	731	344	0	844	607	71	631	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	64	731	344	0	844	607	71	631	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.11	1.29	0.60	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	202	2310	1087	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.44	0.35	0.04	0.17	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	34.9	34.9	34.9	0.0	49.1	49.1	7.0	56.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.91	0.91	0.91	0.00	0.91	0.71	0.58	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	41.9	41.9	41.9	0.0	37.3	24.7	63.5	11.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.9	41.9	41.9	0.0	37.3	24.7	63.5	11.9	0.0
LOS by Move:	A	A	A	D	D	D	A	D+	C	E	B+	A
HCM2kAvgQ:	0	0	0	21	21	21	0	28	17	3	5	0

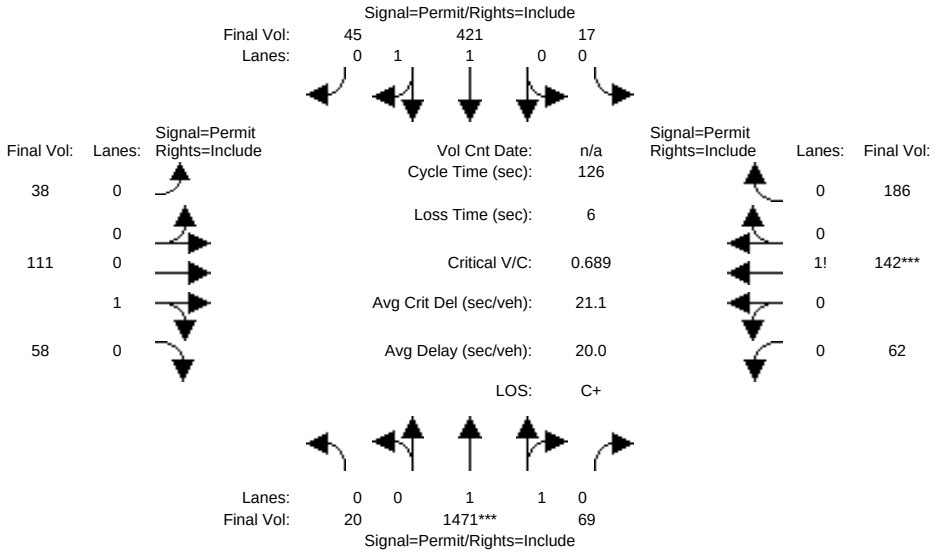
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	1461	59	10	411	35	10	101	48	52	132	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1461	59	10	411	35	10	101	48	52	132	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	7	10	10	28	10	10	10	10	10
Initial Fut:	20	1471	69	17	421	45	38	111	58	62	142	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1471	69	17	421	45	38	111	58	62	142	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1471	69	17	421	45	38	111	58	62	142	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1471	69	17	421	45	38	111	58	62	142	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	1.89	0.09	0.07	1.74	0.19	0.18	0.54	0.28	0.16	0.36	0.48
Final Sat.:	46	3395	159	127	3138	335	321	938	490	278	637	835
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.13	0.13	0.13	0.12	0.12	0.12	0.22	0.22	0.22
Crit Moves:		****									****	
Green Time:	79.2	79.2	79.2	79.2	79.2	79.2	40.8	40.8	40.8	40.8	40.8	40.8
Volume/Cap:	0.69	0.69	0.69	0.21	0.21	0.21	0.37	0.37	0.37	0.69	0.69	0.69
Delay/Veh:	16.2	16.2	16.2	10.1	10.1	10.1	33.1	33.1	33.1	40.7	40.7	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	16.2	10.1	10.1	10.1	33.1	33.1	33.1	40.7	40.7	40.7
LOS by Move:	B	B	B	B+	B+	B+	C-	C-	C-	D	D	D
HCM2kAvgQ:	21	21	21	4	4	4	7	7	7	15	15	15

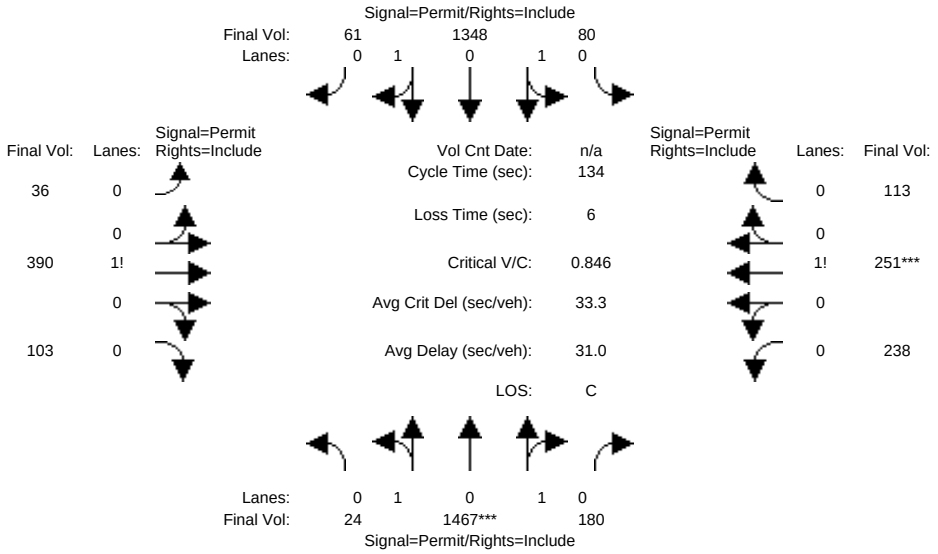
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #81: First Street & Virginia Street [First Street Transit Corridor]



Street Name:	First Street						Virginia Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	1457	170	61	1338	51	26	380	80	228	241	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1457	170	61	1338	51	26	380	80	228	241	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	19	10	10	10	10	23	10	10	10
Initial Fut:	24	1467	180	80	1348	61	36	390	103	238	251	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1467	180	80	1348	61	36	390	103	238	251	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1467	180	80	1348	61	36	390	103	238	251	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1467	180	80	1348	61	36	390	103	238	251	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.03	1.76	0.21	0.11	1.81	0.08	0.07	0.74	0.19	0.39	0.42	0.19
Final Sat.:	52	3161	388	193	3259	147	119	1290	341	692	730	328
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.41	0.41	0.41	0.30	0.30	0.30	0.34	0.34	0.34
Crit Moves:		****									****	
Green Time:	73.5	73.5	73.5	73.5	73.5	73.5	54.5	54.5	54.5	54.5	54.5	54.5
Volume/Cap:	0.85	0.85	0.85	0.75	0.75	0.75	0.74	0.74	0.74	0.85	0.85	0.85
Delay/Veh:	29.1	29.1	29.1	25.0	25.0	25.0	38.1	38.1	38.1	45.2	45.2	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	29.1	25.0	25.0	25.0	38.1	38.1	38.1	45.2	45.2	45.2
LOS by Move:	C	C	C	C	C	C	D+	D+	D+	D	D	D
HCM2kAvgQ:	32	32	32	25	25	25	21	21	21	26	26	26

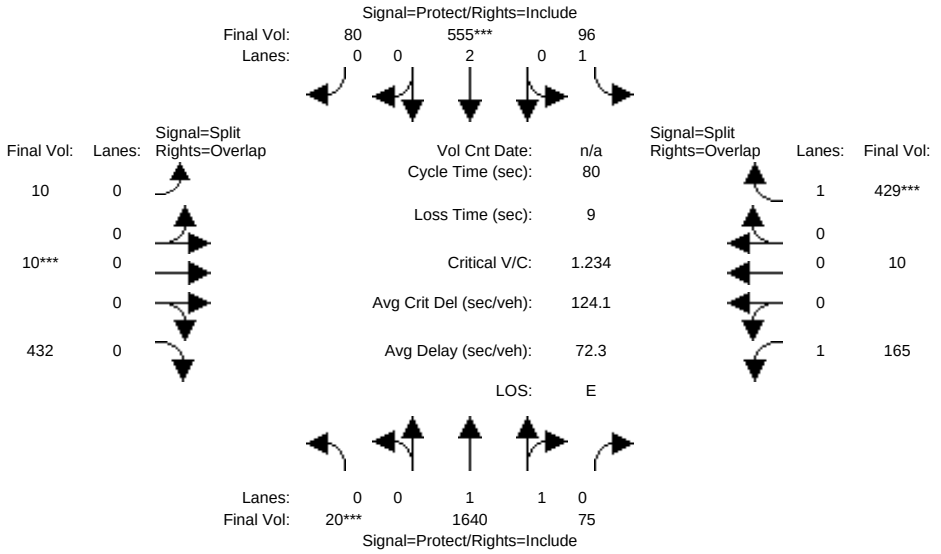
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	1630	65	86	545	71	10	10	422	155	10	419
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1630	65	86	545	71	10	10	422	155	10	419
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	10	9	0	0	10	10	0	10
Initial Fut:	20	1640	75	96	555	80	10	10	432	165	10	429
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1640	75	96	555	80	10	10	432	165	10	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1640	75	96	555	80	10	10	432	165	10	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1640	75	96	555	80	10	10	432	165	10	429
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.02	1.89	0.09	1.00	1.74	0.26	0.02	0.02	0.96	0.94	0.06	1.00
Final Sat.:	41	3403	156	1750	3234	466	39	39	1673	1697	103	1800
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.05	0.17	0.17	0.26	0.26	0.26	0.10	0.10	0.24
Crit Moves:	****				****			****				****
Green Time:	32.2	36.7	36.7	7.0	11.5	11.5	17.3	17.3	49.5	10.0	10.0	17.0
Volume/Cap:	1.20	1.05	1.05	0.63	1.20	1.20	1.20	1.20	0.42	0.78	0.78	1.12
Delay/Veh:	119.0	58.2	58.2	43.2	140	139.7	142.6	143	8.1	38.9	38.9	108.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.0	58.2	58.2	43.2	140	139.7	142.6	143	8.1	38.9	38.9	108.2
LOS by Move:	F	E+	E+	D	F	F	F	F	A	D+	D+	F
HCM2kAvgQ:	44	34	34	4	18	18	25	25	6	7	7	21

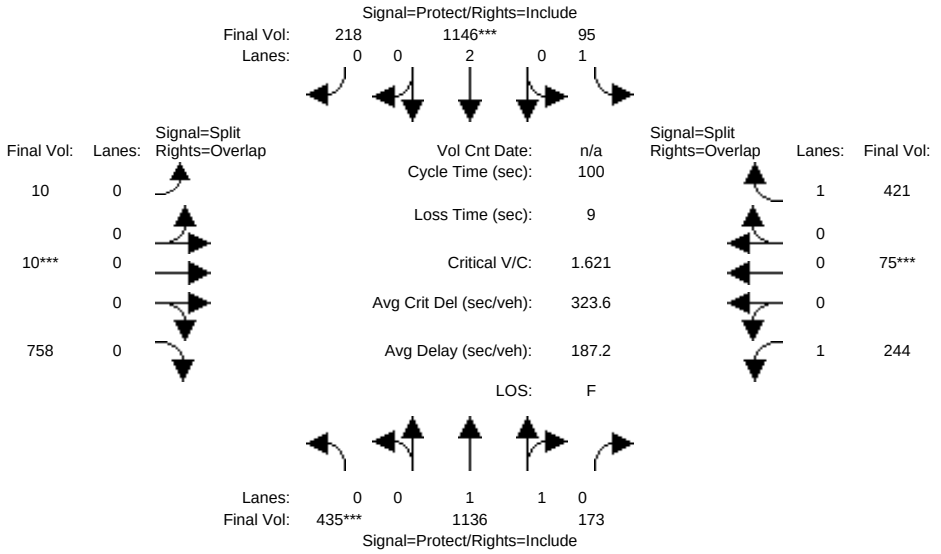
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #82: First Street/Market Street & Reed Street [First Street Transit Corridor]



Street Name:	First Street/Market Street						Reed Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	425	1126	163	85	1054	208	10	10	748	205	75	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	425	1126	163	85	1054	208	10	10	748	205	75	411
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	92	10	0	0	10	39	0	10
Initial Fut:	435	1136	173	95	1146	218	10	10	758	244	75	421
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	1136	173	95	1146	218	10	10	758	244	75	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1136	173	95	1146	218	10	10	758	244	75	421
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	1136	173	95	1146	218	10	10	758	244	75	421
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Lanes:	0.50	1.30	0.20	1.00	1.67	0.33	0.01	0.01	0.98	0.76	0.24	1.00
Final Sat.:	898	2345	357	1750	3108	591	22	22	1705	1377	423	1800
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.05	0.37	0.37	0.44	0.44	0.44	0.18	0.18	0.23
Crit Moves:	****				****			****			****	
Green Time:	29.9	45.6	45.6	7.0	22.7	22.7	27.4	27.4	57.3	10.9	10.9	17.9
Volume/Cap:	1.62	1.06	1.06	0.78	1.62	1.62	1.62	1.62	0.78	1.62	1.62	1.30
Delay/Veh:	318.7	67.8	67.8	71.8	323	323.5	325.1	325	20.3	333.8	334	190.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	318.7	67.8	67.8	71.8	323	323.5	325.1	325	20.3	333.8	334	190.4
LOS by Move:	F	E	E	E	F	F	F	F	C+	F	F	F
HCM2kAvgQ:	72	40	40	5	55	55	66	66	21	28	28	29

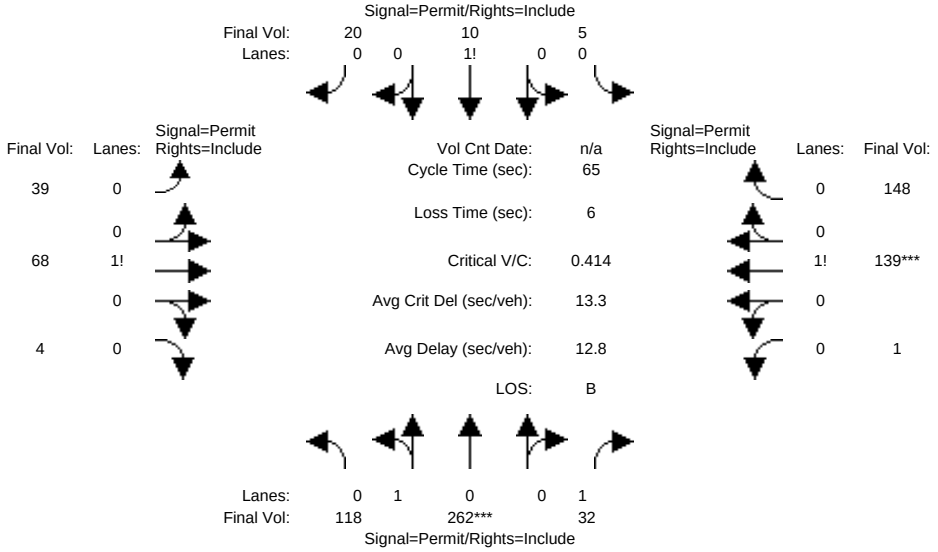
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	252	22	5	10	20	29	68	4	1	129	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	252	22	5	10	20	29	68	4	1	129	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	0	0	0	10	0	0	0	10	10
Initial Fut:	118	262	32	5	10	20	39	68	4	1	139	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	262	32	5	10	20	39	68	4	1	139	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	262	32	5	10	20	39	68	4	1	139	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	262	32	5	10	20	39	68	4	1	139	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.31	0.69	1.00	0.14	0.29	0.57	0.35	0.61	0.04	0.01	0.48	0.51
Final Sat.:	559	1241	1750	250	500	1000	615	1072	63	6	845	899
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.02	0.02	0.02	0.02	0.06	0.06	0.06	0.16	0.16	0.16
Crit Moves:		****									****	
Green Time:	33.2	33.2	33.2	33.2	33.2	33.2	25.8	25.8	25.8	25.8	25.8	25.8
Volume/Cap:	0.41	0.41	0.04	0.04	0.04	0.04	0.16	0.16	0.16	0.41	0.41	0.41
Delay/Veh:	11.3	11.3	8.0	8.0	8.0	8.0	13.1	13.1	13.1	15.9	15.9	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	8.0	8.0	8.0	8.0	13.1	13.1	13.1	15.9	15.9	15.9
LOS by Move:	B+	B+	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	5	5	0	0	0	0	2	2	2	5	5	5

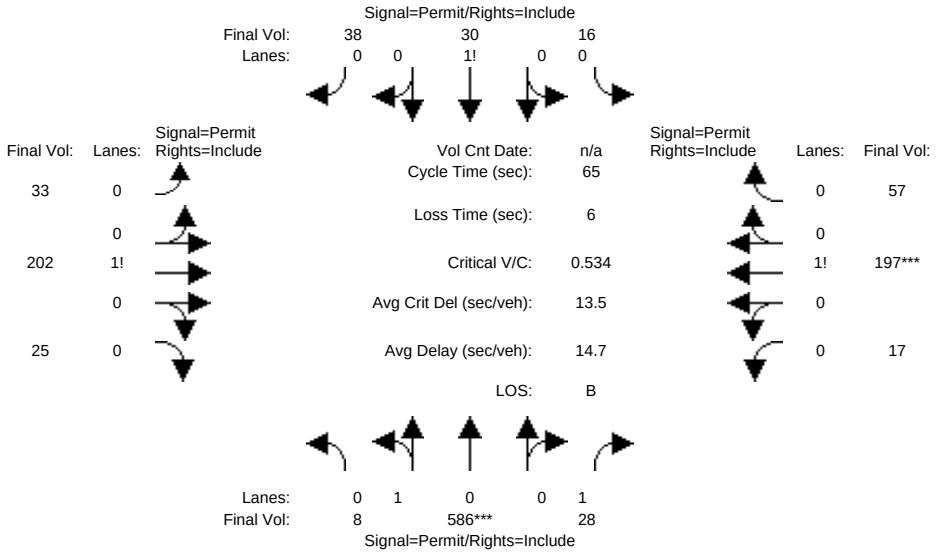
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #83: First Street & San Salvador Street [First Street Transit Corridor]



Street Name:	First Street						San Salvador Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	576	28	16	30	38	23	192	25	17	187	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	576	28	16	30	38	23	192	25	17	187	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	0	0	0	0	10	10	0	0	10	10
Initial Fut:	8	586	28	16	30	38	33	202	25	17	197	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	586	28	16	30	38	33	202	25	17	197	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	586	28	16	30	38	33	202	25	17	197	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	586	28	16	30	38	33	202	25	17	197	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	0.99	1.00	0.19	0.36	0.45	0.13	0.78	0.09	0.06	0.73	0.21
Final Sat.:	24	1776	1750	333	625	792	222	1360	168	110	1272	368
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.02	0.05	0.05	0.05	0.15	0.15	0.15	0.15	0.15	0.15
Crit Moves:		****									****	
Green Time:	40.2	40.2	40.2	40.2	40.2	40.2	18.8	18.8	18.8	18.8	18.8	18.8
Volume/Cap:	0.53	0.53	0.03	0.08	0.08	0.08	0.51	0.51	0.51	0.53	0.53	0.53
Delay/Veh:	8.9	8.9	4.9	5.1	5.1	5.1	22.9	22.9	22.9	23.4	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.9	4.9	5.1	5.1	5.1	22.9	22.9	22.9	23.4	23.4	23.4
LOS by Move:	A	A	A	A	A	A	C+	C+	C+	C	C	C
HCM2kAvgQ:	8	8	0	1	1	1	5	5	5	6	6	6

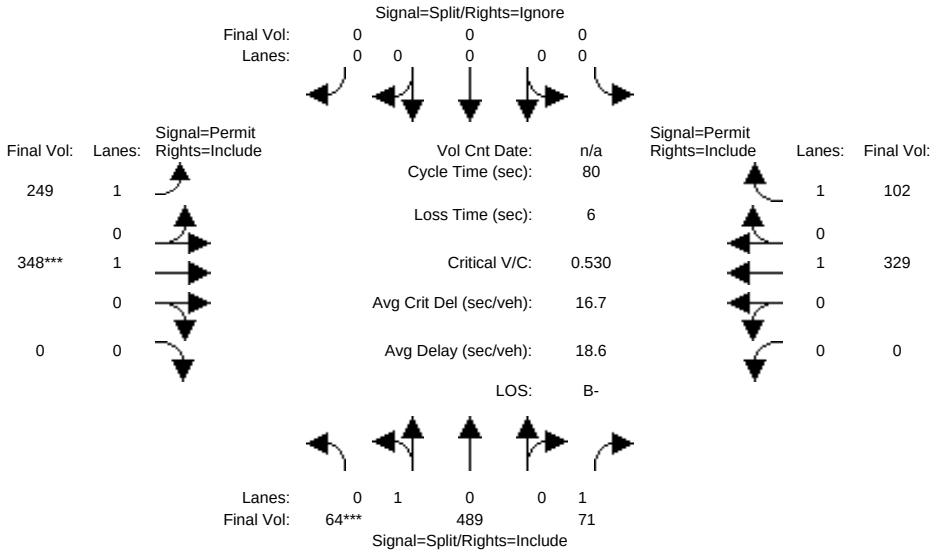
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	54	479	61	0	0	0	239	338	0	0	319	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	479	61	0	0	0	239	338	0	0	319	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	0	0	0	10	10	0	0	10	52
Initial Fut:	64	489	71	0	0	0	249	348	0	0	329	102
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	489	71	0	0	0	249	348	0	0	329	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	489	71	0	0	0	249	348	0	0	329	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	489	71	0	0	0	249	348	0	0	329	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.12	0.88	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	208	1592	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.04	0.00	0.00	0.00	0.14	0.18	0.00	0.00	0.17	0.06
Crit Moves:	****							****				
Green Time:	46.4	46.4	46.4	0.0	0.0	0.0	27.6	27.6	0.0	0.0	27.6	27.6
Volume/Cap:	0.53	0.53	0.07	0.00	0.00	0.00	0.41	0.53	0.00	0.00	0.50	0.17
Delay/Veh:	12.1	12.1	7.5	0.0	0.0	0.0	22.0	24.0	0.0	0.0	23.4	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	7.5	0.0	0.0	0.0	22.0	24.0	0.0	0.0	23.4	18.8
LOS by Move:	B	B	A	A	A	A	C+	C	A	A	C	B-
HCM2kAvgQ:	9	9	1	0	0	0	5	7	0	0	7	2

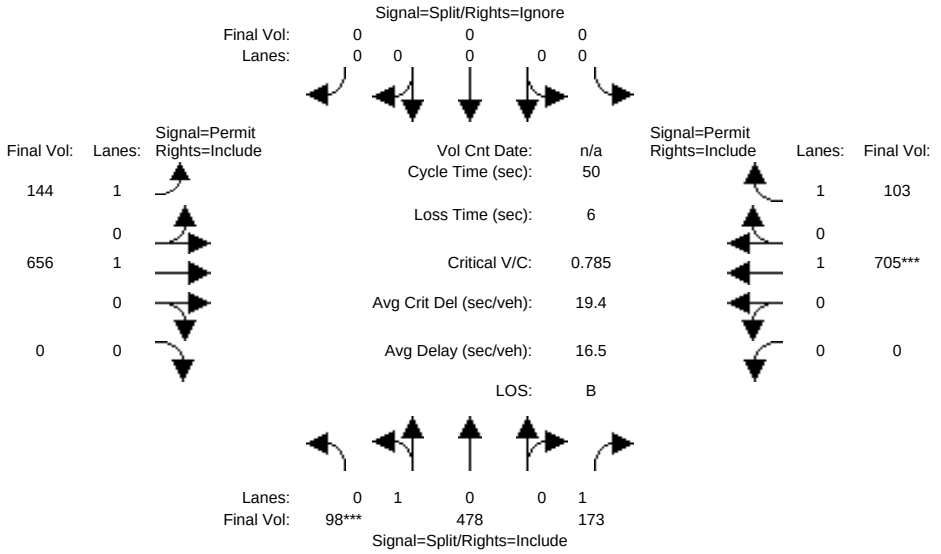
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #84: First Street & San Fernando Street [First Street Transit Corridor]



Street Name:	First Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	88	468	163	0	0	0	134	646	0	0	695	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	468	163	0	0	0	134	646	0	0	695	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	0	0	0	10	10	0	0	10	10
Initial Fut:	98	478	173	0	0	0	144	656	0	0	705	103
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	478	173	0	0	0	144	656	0	0	705	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	478	173	0	0	0	144	656	0	0	705	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	478	173	0	0	0	144	656	0	0	705	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.17	0.83	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	306	1494	1750	0	0	0	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.10	0.00	0.00	0.00	0.08	0.35	0.00	0.00	0.37	0.06
Crit Moves:	****										****	
Green Time:	20.4	20.4	20.4	0.0	0.0	0.0	23.6	23.6	0.0	0.0	23.6	23.6
Volume/Cap:	0.79	0.79	0.24	0.00	0.00	0.00	0.17	0.73	0.00	0.00	0.79	0.12
Delay/Veh:	21.2	21.2	10.5	0.0	0.0	0.0	8.0	15.8	0.0	0.0	17.9	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	21.2	10.5	0.0	0.0	0.0	8.0	15.8	0.0	0.0	17.9	7.7
LOS by Move:	C+	C+	B+	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	11	11	2	0	0	0	1	10	0	0	11	1

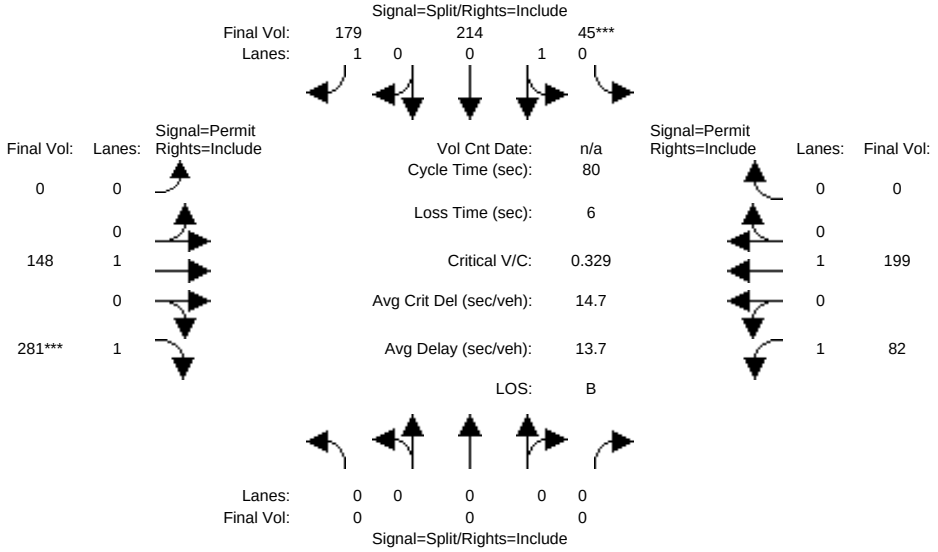
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	35	204	169	0	138	271	72	189	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	35	204	169	0	138	271	72	189	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	45	214	179	0	148	281	82	199	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	45	214	179	0	148	281	82	199	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	214	179	0	148	281	82	199	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	45	214	179	0	148	281	82	199	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	0.83	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	313	1487	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.10	0.00	0.08	0.16	0.05	0.10	0.00
Crit Moves:				****					****			
Green Time:	0.0	0.0	0.0	35.0	35.0	35.0	0.0	39.0	39.0	39.0	39.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.23	0.00	0.16	0.33	0.10	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	15.9	15.9	14.8	0.0	11.7	13.5	11.2	12.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	15.9	15.9	14.8	0.0	11.7	13.5	11.2	12.2	0.0
LOS by Move:	A	A	A	B	B	B	A	B+	B	B+	B	A
HCM2kAvgQ:	0	0	0	4	4	3	0	2	5	1	3	0

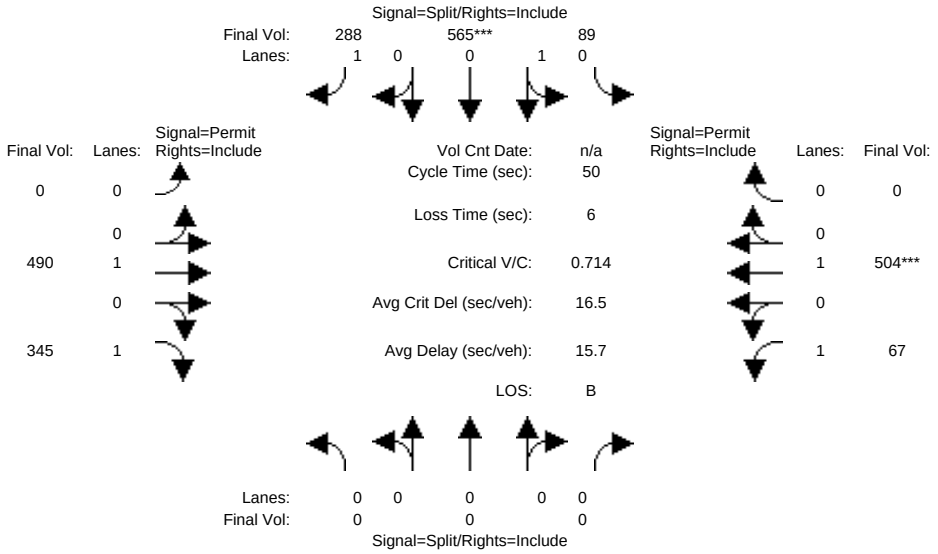
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #85: Second Street & San Fernando Street [First Street Transit Corridor]



Street Name:	Second Street						San Fernando Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	82	555	278	0	480	335	57	494	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	82	555	278	0	480	335	57	494	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	7	10	10	0	10	10	10	10	0
Initial Fut:	0	0	0	89	565	288	0	490	345	67	504	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	89	565	288	0	490	345	67	504	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	89	565	288	0	490	345	67	504	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	89	565	288	0	490	345	67	504	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.14	0.86	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	0	0	0	245	1555	1750	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.36	0.16	0.00	0.26	0.20	0.04	0.27	0.00
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	25.4	25.4	25.4	0.0	18.6	18.6	18.6	18.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.32	0.00	0.69	0.53	0.10	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	14.2	14.2	8.2	0.0	18.9	15.4	10.6	19.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	14.2	8.2	0.0	18.9	15.4	10.6	19.5	0.0
LOS by Move:	A	A	A	B	B	A	A	B-	B	B+	B-	A
HCM2kAvgQ:	0	0	0	10	10	3	0	8	5	1	8	0

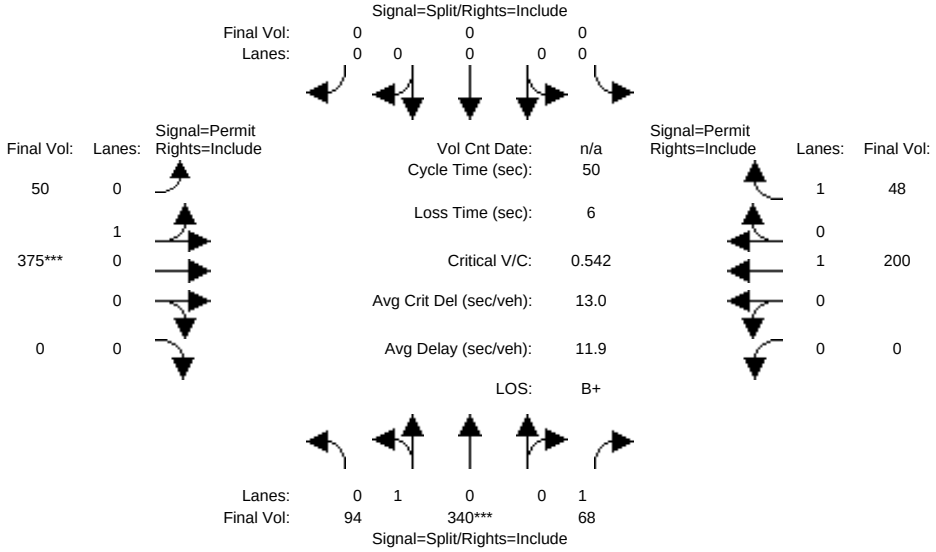
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	330	58	0	0	0	40	365	0	0	190	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	330	58	0	0	0	40	365	0	0	190	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	19	10	10	0	0	0	10	10	0	0	10	13
Initial Fut:	94	340	68	0	0	0	50	375	0	0	200	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	340	68	0	0	0	50	375	0	0	200	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	340	68	0	0	0	50	375	0	0	200	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	340	68	0	0	0	50	375	0	0	200	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.22	0.78	1.00	0.00	0.00	0.00	0.12	0.88	0.00	0.00	1.00	1.00
Final Sat.:	390	1410	1750	0	0	0	212	1588	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.04	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.11	0.03
Crit Moves:		****						****				
Green Time:	22.2	22.2	22.2	0.0	0.0	0.0	21.8	21.8	0.0	0.0	21.8	21.8
Volume/Cap:	0.54	0.54	0.09	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.24	0.06
Delay/Veh:	12.8	12.8	8.2	0.0	0.0	0.0	13.1	13.1	0.0	0.0	9.6	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	8.2	0.0	0.0	0.0	13.1	13.1	0.0	0.0	9.6	8.4
LOS by Move:	B	B	A	A	A	A	B	B	A	A	A	A
HCM2kAvgQ:	6	6	1	0	0	0	6	6	0	0	2	0

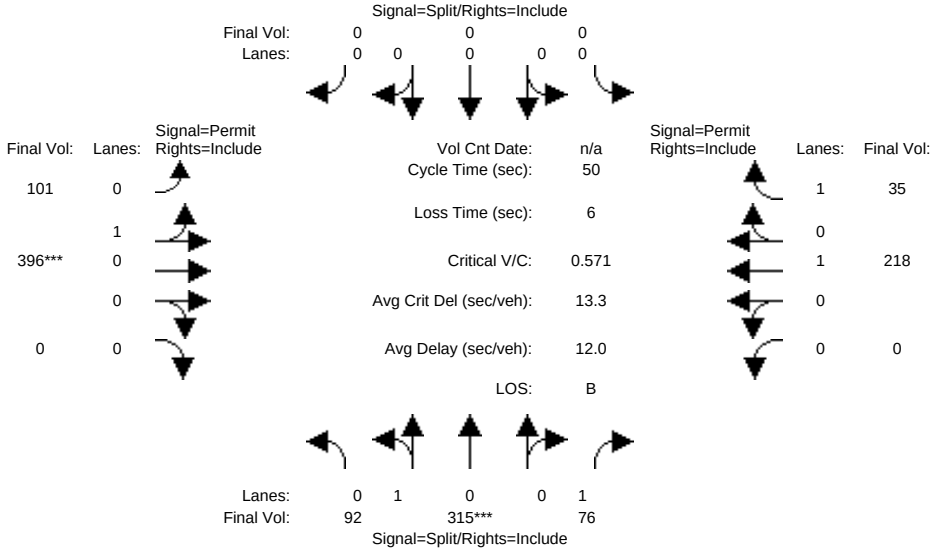
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #86: First Street & St John Street [First Street Transit Corridor]



Street Name:	First STreet						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	82	305	66	0	0	0	91	386	0	0	208	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	305	66	0	0	0	91	386	0	0	208	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	0	0	0	10	10	0	0	10	22
Initial Fut:	92	315	76	0	0	0	101	396	0	0	218	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	315	76	0	0	0	101	396	0	0	218	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	315	76	0	0	0	101	396	0	0	218	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	315	76	0	0	0	101	396	0	0	218	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.23	0.77	1.00	0.00	0.00	0.00	0.20	0.80	0.00	0.00	1.00	1.00
Final Sat.:	407	1393	1750	0	0	0	366	1434	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.04	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.11	0.02
Crit Moves:		****						****				
Green Time:	19.8	19.8	19.8	0.0	0.0	0.0	24.2	24.2	0.0	0.0	24.2	24.2
Volume/Cap:	0.57	0.57	0.11	0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.24	0.04
Delay/Veh:	15.1	15.1	9.8	0.0	0.0	0.0	11.9	11.9	0.0	0.0	8.1	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	15.1	9.8	0.0	0.0	0.0	11.9	11.9	0.0	0.0	8.1	6.9
LOS by Move:	B	B	A	A	A	A	B+	B+	A	A	A	A
HCM2kAvgQ:	6	6	1	0	0	0	6	6	0	0	2	0

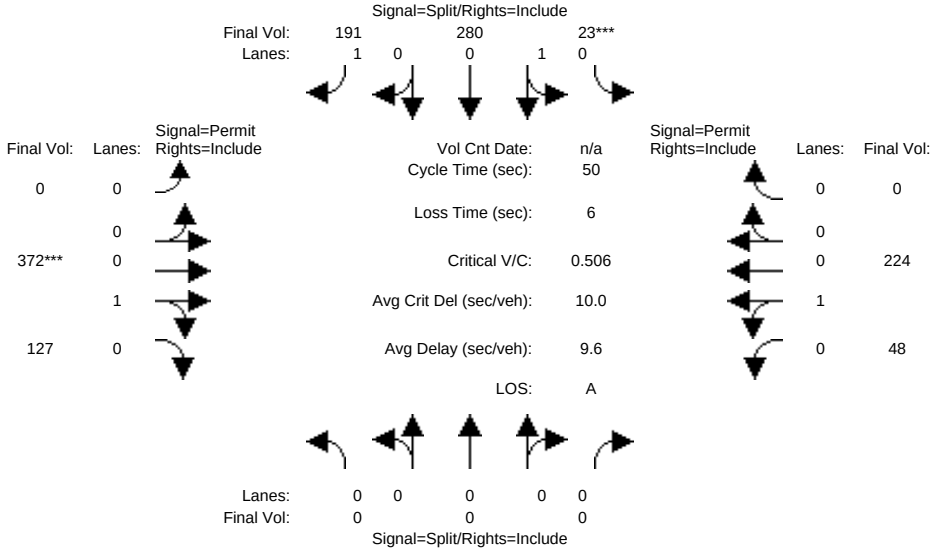
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	13	270	181	0	362	117	38	222	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	13	270	181	0	362	117	38	222	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	10	10	10	0	10	10	10	2	0
Initial Fut:	0	0	0	23	280	191	0	372	127	48	224	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	280	191	0	372	127	48	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	280	191	0	372	127	48	224	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	23	280	191	0	372	127	48	224	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.08	0.92	1.00	0.00	0.75	0.25	0.18	0.82	0.00
Final Sat.:	0	0	0	137	1663	1750	0	1342	458	318	1482	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.11	0.00	0.28	0.28	0.15	0.15	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	16.6	16.6	16.6	0.0	27.4	27.4	27.4	27.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.33	0.00	0.51	0.51	0.28	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	14.1	14.1	12.8	0.0	7.5	7.5	6.2	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.1	14.1	12.8	0.0	7.5	7.5	6.2	6.2	0.0
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	5	3	0	6	6	3	3	0

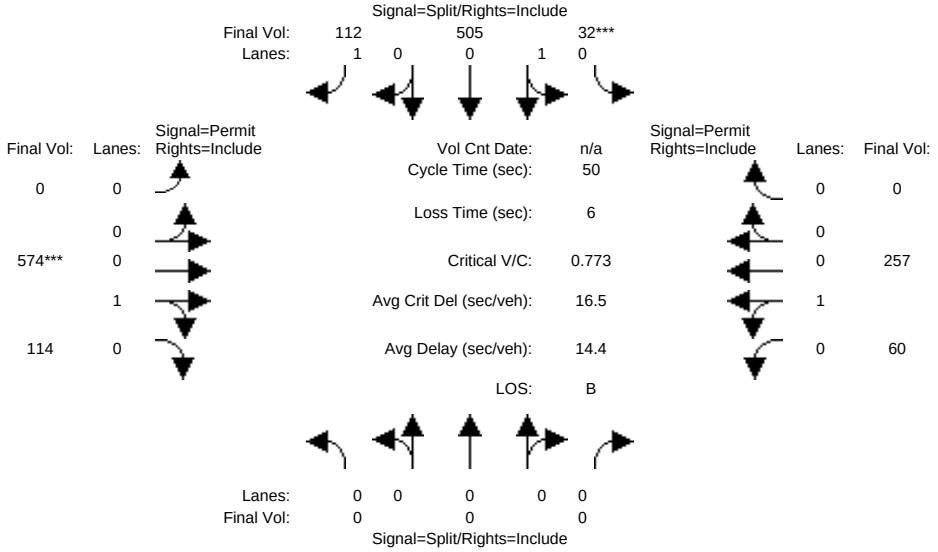
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #87: Second Street & St John Street [First Street Transit Corridor]



Street Name:	Second Street						St John Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	32	495	102	0	564	104	41	247	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	495	102	0	564	104	41	247	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	10	10	0	10	10	19	10	0
Initial Fut:	0	0	0	32	505	112	0	574	114	60	257	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	505	112	0	574	114	60	257	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	505	112	0	574	114	60	257	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	505	112	0	574	114	60	257	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.00	0.00	0.00	0.06	0.94	1.00	0.00	0.83	0.17	0.19	0.81	0.00
Final Sat.:	0	0	0	107	1693	1750	0	1502	298	341	1459	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.30	0.06	0.00	0.38	0.38	0.18	0.18	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	19.3	19.3	19.3	0.0	24.7	24.7	24.7	24.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.77	0.77	0.17	0.00	0.77	0.77	0.36	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	18.8	18.8	10.2	0.0	14.6	14.6	8.0	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.8	18.8	10.2	0.0	14.6	14.6	8.0	8.0	0.0
LOS by Move:	A	A	A	B-	B-	B+	A	B	B	A	A	A
HCM2kAvgQ:	0	0	0	10	10	1	0	11	11	3	3	0

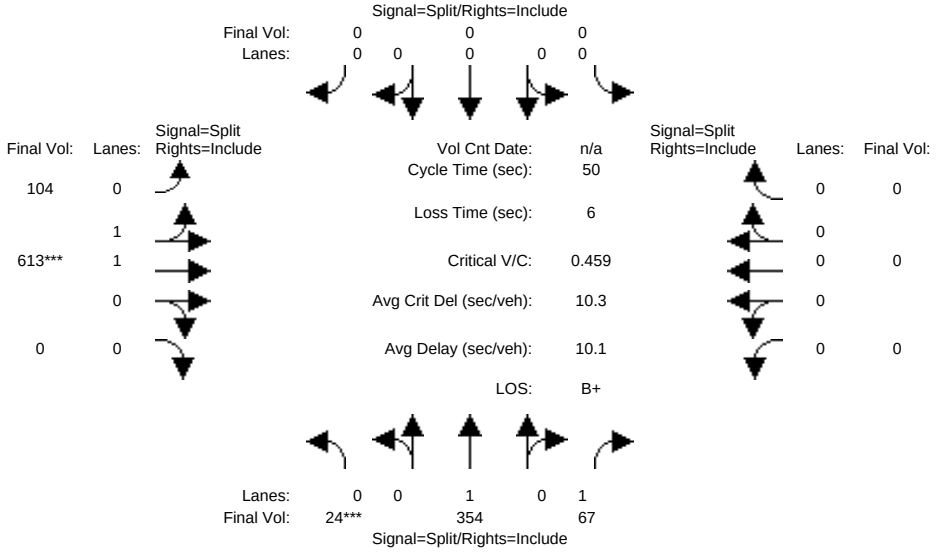
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	344	57	0	0	0	101	603	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	344	57	0	0	0	101	603	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	24	10	10	0	0	0	3	10	0	0	0	0
Initial Fut:	24	354	67	0	0	0	104	613	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	354	67	0	0	0	104	613	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	354	67	0	0	0	104	613	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	354	67	0	0	0	104	613	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.06	0.94	1.00	0.00	0.00	0.00	0.30	1.70	0.00	0.00	0.00	0.00
Final Sat.:	114	1686	1750	0	0	0	537	3163	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.04	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green Time:	22.9	22.9	22.9	0.0	0.0	0.0	21.1	21.1	0.0	0.0	0.0	0.0
Volume/Cap:	0.46	0.46	0.08	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.00	0.00
Delay/Veh:	9.7	9.7	7.7	0.0	0.0	0.0	10.6	10.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	7.7	0.0	0.0	0.0	10.6	10.6	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B+	B+	A	A	A	A
HCM2kAvgQ:	5	5	1	0	0	0	4	4	0	0	0	0

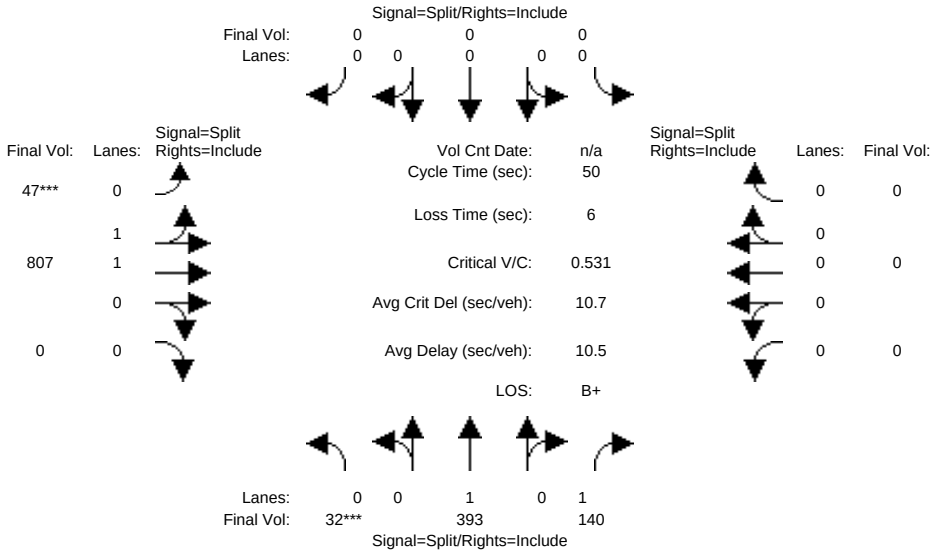
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #88: First Street & St James Street [First Street Transit Corridor]



Street Name:	First Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	383	130	0	0	0	37	799	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	383	130	0	0	0	37	799	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	32	10	10	0	0	0	10	8	0	0	0	0
Initial Fut:	32	393	140	0	0	0	47	807	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	393	140	0	0	0	47	807	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	393	140	0	0	0	47	807	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	393	140	0	0	0	47	807	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92
Lanes:	0.08	0.92	1.00	0.00	0.00	0.00	0.11	1.89	0.00	0.00	0.00	0.00
Final Sat.:	136	1664	1750	0	0	0	204	3496	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.08	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	22.2	22.2	22.2	0.0	0.0	0.0	21.8	21.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.53	0.53	0.18	0.00	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.00
Delay/Veh:	10.8	10.8	8.5	0.0	0.0	0.0	10.7	10.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	8.5	0.0	0.0	0.0	10.7	10.7	0.0	0.0	0.0	0.0
LOS by Move:	B+	B+	A	A	A	A	B+	B+	A	A	A	A
HCM2kAvgQ:	6	6	1	0	0	0	6	6	0	0	0	0

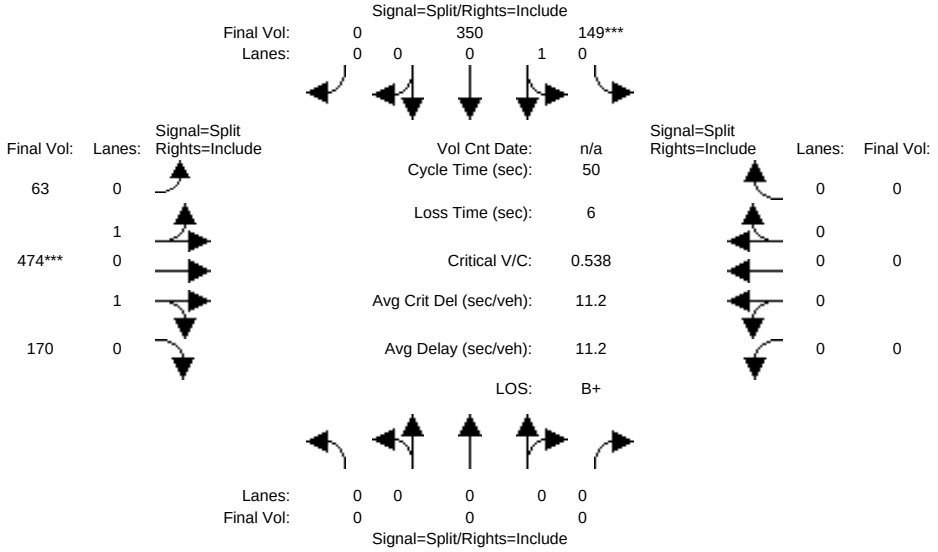
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	39	340	0	53	464	160	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	39	340	0	53	464	160	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	110	10	0	10	10	10	0	0	0
Initial Fut:	0	0	0	149	350	0	63	474	170	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	149	350	0	63	474	170	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	149	350	0	63	474	170	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	149	350	0	63	474	170	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.30	0.70	0.00	0.18	1.34	0.48	0.00	0.00	0.00
Final Sat.:	0	0	0	537	1263	0	321	2414	866	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.00	0.20	0.20	0.20	0.00	0.00	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	25.8	25.8	0.0	18.2	18.2	18.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.00	0.54	0.54	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	8.8	8.8	0.0	13.0	13.0	13.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.8	8.8	0.0	13.0	13.0	13.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	B	B	B	A	A	A
HCM2kAvgQ:	0	0	0	6	6	0	5	5	5	0	0	0

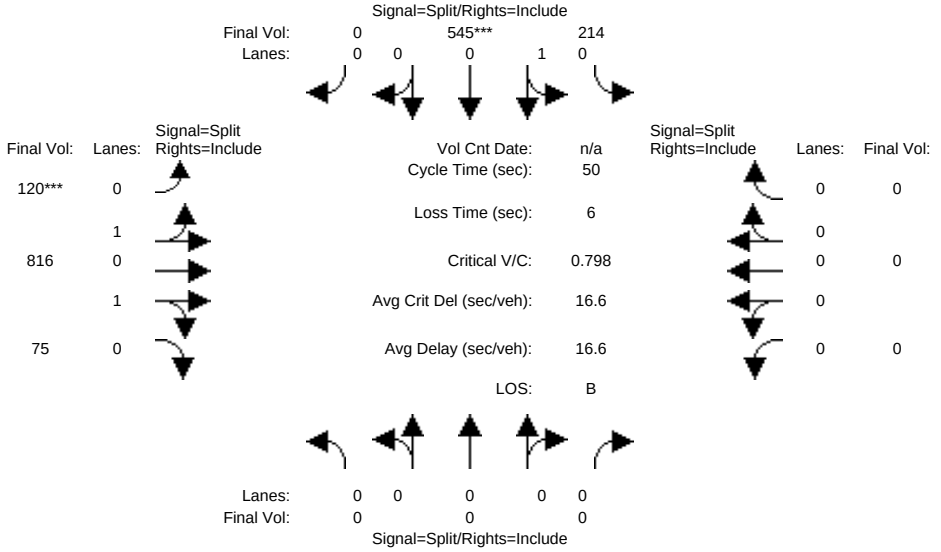
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #89: Second Street & St James Street [First Street Transit Corridor]



Street Name:	Second Street						St James Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	204	535	0	110	772	65	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	204	535	0	110	772	65	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	10	10	0	10	44	10	0	0	0
Initial Fut:	0	0	0	214	545	0	120	816	75	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	214	545	0	120	816	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	214	545	0	120	816	75	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	214	545	0	120	816	75	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.28	0.72	0.00	0.24	1.61	0.15	0.00	0.00	0.00
Final Sat.:	0	0	0	508	1292	0	427	2906	267	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.00	0.28	0.28	0.28	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	0.0	0.0	26.4	26.4	0.0	17.6	17.6	17.6	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.80	0.80	0.00	0.80	0.80	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	14.4	14.4	0.0	18.3	18.3	18.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.4	14.4	0.0	18.3	18.3	18.3	0.0	0.0	0.0
LOS by Move:	A	A	A	B	B	A	B-	B-	B-	A	A	A
HCM2kAvgQ:	0	0	0	13	13	0	10	10	10	0	0	0

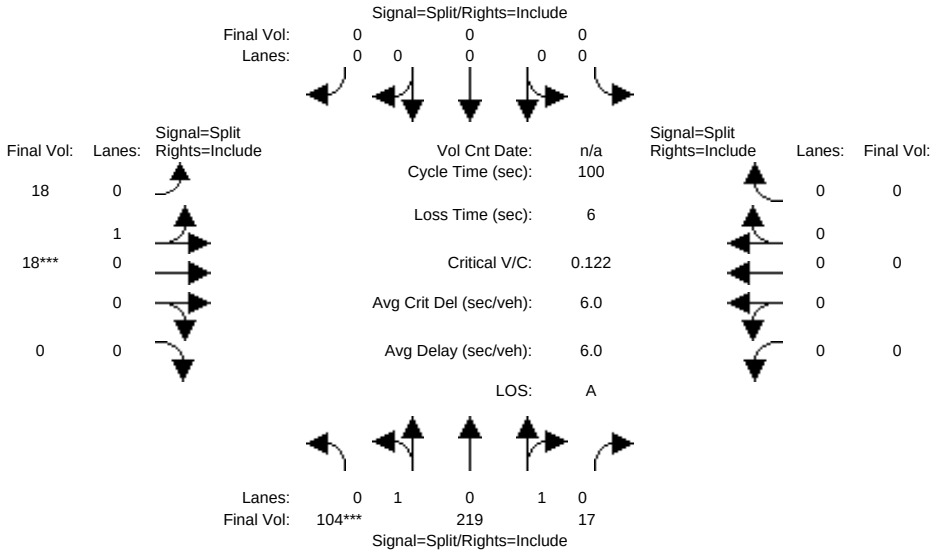
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	104	219	17	0	0	0	18	18	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	219	17	0	0	0	18	18	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	219	17	0	0	0	18	18	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	219	17	0	0	0	18	18	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	219	17	0	0	0	18	18	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	219	17	0	0	0	18	18	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.61	1.29	0.10	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.00
Final Sat.:	1101	2319	180	0	0	0	900	900	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green Time:	77.6	77.6	77.6	0.0	0.0	0.0	16.4	16.4	0.0	0.0	0.0	0.0
Volume/Cap:	0.12	0.12	0.12	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00
Delay/Veh:	2.8	2.8	2.8	0.0	0.0	0.0	35.8	35.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.8	2.8	2.8	0.0	0.0	0.0	35.8	35.8	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D+	D+	A	A	A	A
HCM2kAvgQ:	1	1	1	0	0	0	1	1	0	0	0	0

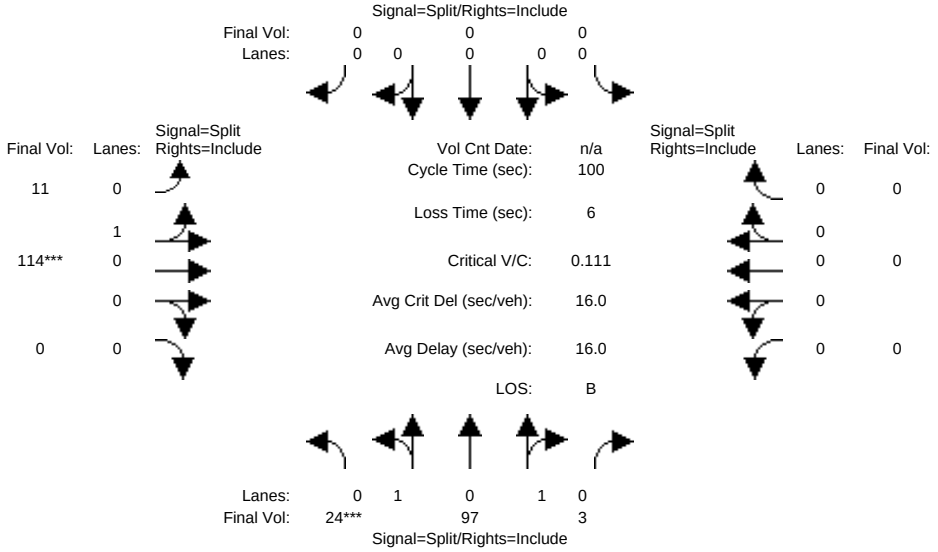
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #90: First Street & Devine Street [First Street Transit Corridor]



Street Name:	First Street						Devine Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	97	3	0	0	0	11	114	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	97	3	0	0	0	11	114	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	97	3	0	0	0	11	114	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	97	3	0	0	0	11	114	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	97	3	0	0	0	11	114	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	97	3	0	0	0	11	114	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.39	1.56	0.05	0.00	0.00	0.00	0.09	0.91	0.00	0.00	0.00	0.00
Final Sat.:	697	2816	87	0	0	0	158	1642	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.00
Crit Moves:	****							****				
Green Time:	31.2	31.2	31.2	0.0	0.0	0.0	62.8	62.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.11	0.11	0.11	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.00
Delay/Veh:	24.6	24.6	24.6	0.0	0.0	0.0	7.5	7.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	24.6	24.6	0.0	0.0	0.0	7.5	7.5	0.0	0.0	0.0	0.0
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	0	0	0	2	2	0	0	0	0

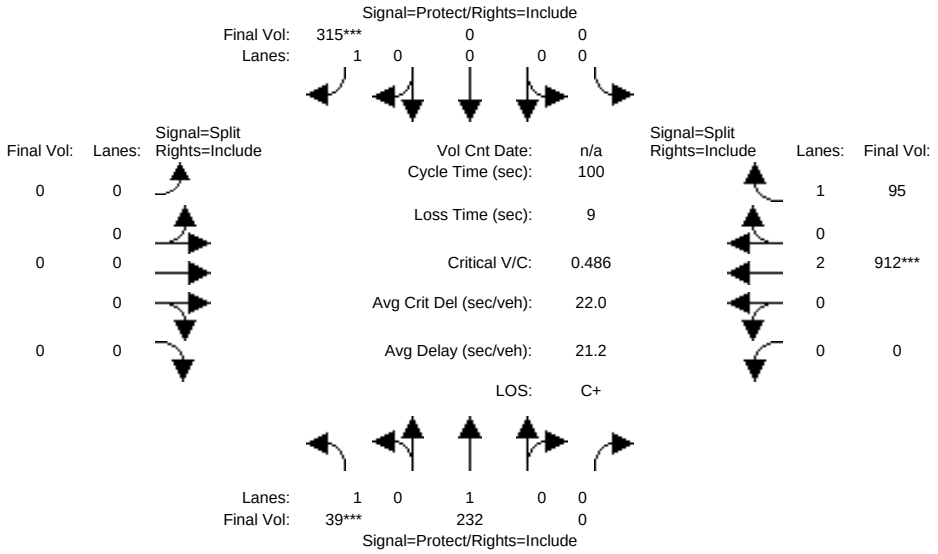
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	222	0	0	0	305	0	0	0	0	612	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	222	0	0	0	305	0	0	0	0	612	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	0	0	0	10	0	0	0	0	300	30
Initial Fut:	39	232	0	0	0	315	0	0	0	0	912	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	232	0	0	0	315	0	0	0	0	912	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	232	0	0	0	315	0	0	0	0	912	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	232	0	0	0	315	0	0	0	0	912	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.24	0.05
Crit Moves:	****					****					****	
Green Time:	7.0	43.0	0.0	0.0	0.0	36.0	0.0	0.0	0.0	0.0	48.0	48.0
Volume/Cap:	0.32	0.28	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.11
Delay/Veh:	50.9	19.4	0.0	0.0	0.0	27.8	0.0	0.0	0.0	0.0	18.8	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	19.4	0.0	0.0	0.0	27.8	0.0	0.0	0.0	0.0	18.8	14.6
LOS by Move:	D	B-	A	A	A	C	A	A	A	A	B-	B
HCM2kAvgQ:	2	5	0	0	0	8	0	0	0	0	10	2

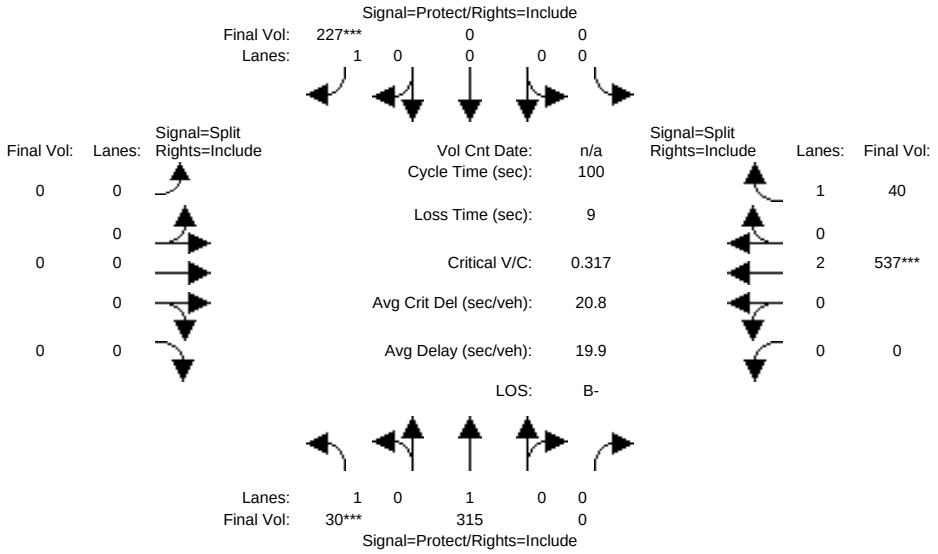
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #91: First Street & Julian Street [First Street Transit Corridor]



Street Name:	First Street						Julian Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	305	0	0	0	217	0	0	0	0	379	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	305	0	0	0	217	0	0	0	0	379	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	0	0	0	10	0	0	0	0	158	10
Initial Fut:	30	315	0	0	0	227	0	0	0	0	537	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	315	0	0	0	227	0	0	0	0	537	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	315	0	0	0	227	0	0	0	0	537	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	315	0	0	0	227	0	0	0	0	537	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.14	0.02
Crit Moves:	****					****					****	
Green Time:	7.0	47.2	0.0	0.0	0.0	40.2	0.0	0.0	0.0	0.0	43.8	43.8
Volume/Cap:	0.24	0.35	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.32	0.05
Delay/Veh:	48.7	17.8	0.0	0.0	0.0	21.8	0.0	0.0	0.0	0.0	18.9	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	17.8	0.0	0.0	0.0	21.8	0.0	0.0	0.0	0.0	18.9	16.3
LOS by Move:	D	B	A	A	A	C+	A	A	A	A	B-	B
HCM2kAvgQ:	1	6	0	0	0	5	0	0	0	0	5	1

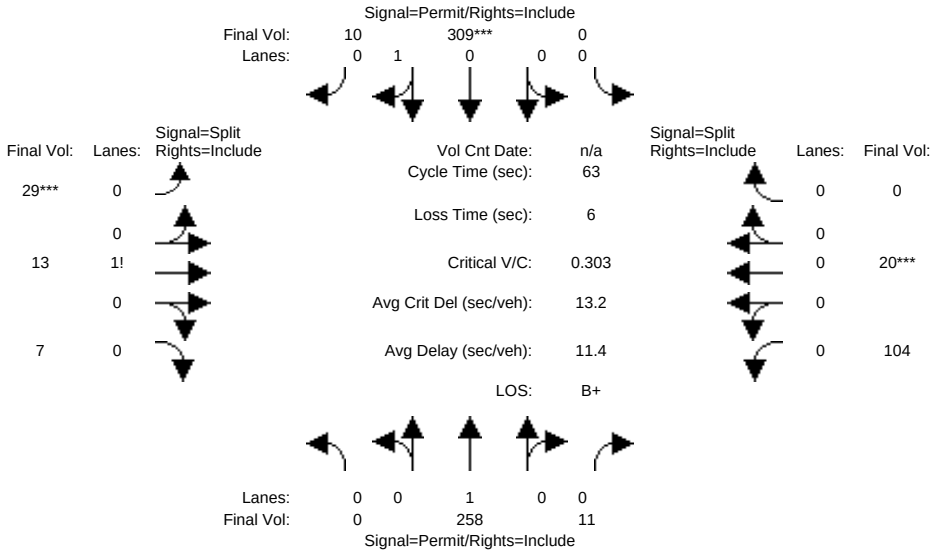
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	248	1	0	283	10	29	3	7	94	10	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	248	1	0	283	10	29	3	7	94	10	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	0	26	0	0	10	0	10	10	0
Initial Fut:	0	258	11	0	309	10	29	13	7	104	20	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	258	11	0	309	10	29	13	7	104	20	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	258	11	0	309	10	29	13	7	104	20	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	258	11	0	309	10	29	13	7	104	20	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	0.96	0.04	0.00	0.97	0.03	0.59	0.27	0.14	0.84	0.16	0.00
Final Sat.:	0	1726	74	0	1744	56	1036	464	250	1510	290	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.00	0.18	0.18	0.03	0.03	0.03	0.07	0.07	0.00
Crit Moves:					****		****				****	
Green Time:	0.0	33.8	33.8	0.0	33.8	33.8	10.0	10.0	10.0	13.2	13.2	0.0
Volume/Cap:	0.00	0.28	0.28	0.00	0.33	0.33	0.18	0.18	0.18	0.33	0.33	0.00
Delay/Veh:	0.0	8.1	8.1	0.0	8.4	8.4	23.2	23.2	23.2	21.7	21.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	8.1	0.0	8.4	8.4	23.2	23.2	23.2	21.7	21.7	0.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C+	C+	A
HCM2kAvgQ:	0	3	3	0	4	4	1	1	1	2	2	0

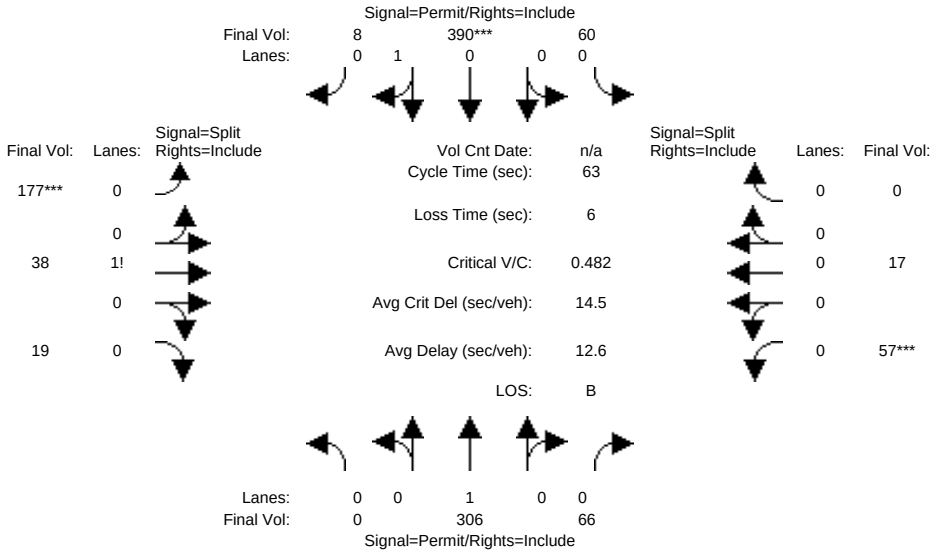
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #92: First Street & Hawthorne Way [First Street Transit Corridor]



Street Name:	First Street						Hawthorne Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	296	56	50	380	8	177	28	19	47	7	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	296	56	50	380	8	177	28	19	47	7	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	0	0	10	0	10	10	0
Initial Fut:	0	306	66	60	390	8	177	38	19	57	17	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	306	66	60	390	8	177	38	19	57	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	306	66	60	390	8	177	38	19	57	17	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	306	66	60	390	8	177	38	19	57	17	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	0.00	0.82	0.18	0.13	0.85	0.02	0.76	0.16	0.08	0.77	0.23	0.00
Final Sat.:	0	1481	319	229	1490	31	1324	284	142	1386	414	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.26	0.26	0.26	0.13	0.13	0.13	0.04	0.04	0.00
Crit Moves:					****		****			****		
Green Time:	0.0	34.2	34.2	34.2	34.2	34.2	17.5	17.5	17.5	5.4	5.4	0.0
Volume/Cap:	0.00	0.38	0.38	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.00
Delay/Veh:	0.0	8.6	8.6	9.3	9.3	9.3	19.8	19.8	19.8	29.9	29.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.6	8.6	9.3	9.3	9.3	19.8	19.8	19.8	29.9	29.9	0.0
LOS by Move:	A	A	A	A	A	A	B-	B-	B-	C	C	A
HCM2kAvgQ:	0	5	5	6	6	6	5	5	5	2	2	0

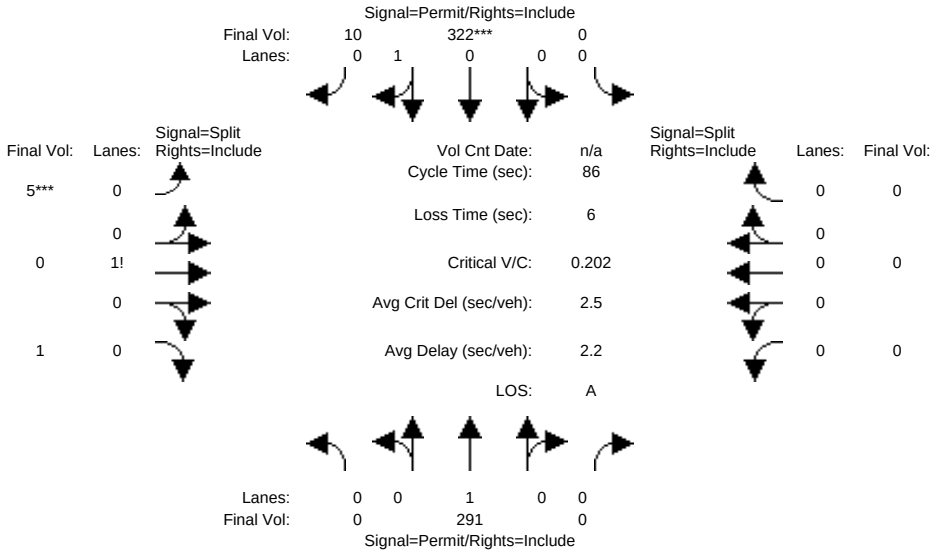
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	281	0	0	296	10	5	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	281	0	0	296	10	5	0	1	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	0	0	26	0	0	0	0	0	0	0
Initial Fut:	0	291	0	0	322	10	5	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	291	0	0	322	10	5	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	291	0	0	322	10	5	0	1	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	291	0	0	322	10	5	0	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.97	0.03	0.83	0.00	0.17	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1746	54	1458	0	292	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.19	0.00	0.00	0.23	0.23	0.03	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	1.8	0.0	0.0	1.9	1.9	33.8	0.0	33.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.8	0.0	0.0	1.9	1.9	33.8	0.0	33.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	2	0	0	2	2	0	0	0	0	0	0

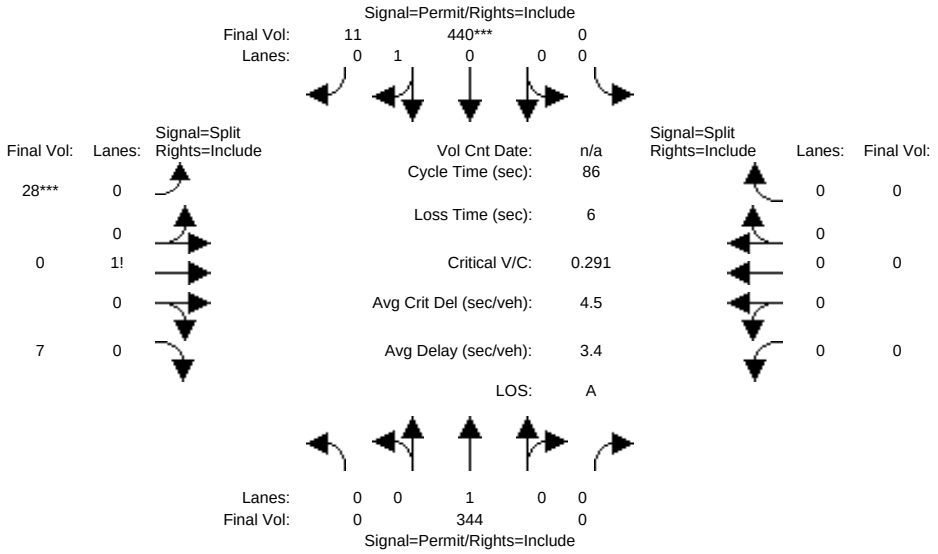
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #93: First Street & Rankin Avenue [First Street Transit Corridor]



Street Name:	First Street						Rankin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	334	0	0	430	11	28	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	334	0	0	430	11	28	0	7	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	0	0	10	0	0	0	0	0	0	0
Initial Fut:	0	344	0	0	440	11	28	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	344	0	0	440	11	28	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	344	0	0	440	11	28	0	7	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	344	0	0	440	11	28	0	7	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.98	0.02	0.80	0.00	0.20	0.00	0.00	0.00
Final Sat.:	0	1900	0	0	1756	44	1400	0	350	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.25	0.25	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	70.0	0.0	0.0	70.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.22	0.00	0.00	0.31	0.31	0.17	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	0.0	1.9	0.0	0.0	2.1	2.1	34.7	0.0	34.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.9	0.0	0.0	2.1	2.1	34.7	0.0	34.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C-	A	C-	A	A	A
HCM2kAvgQ:	0	2	0	0	3	3	1	0	1	0	0	0

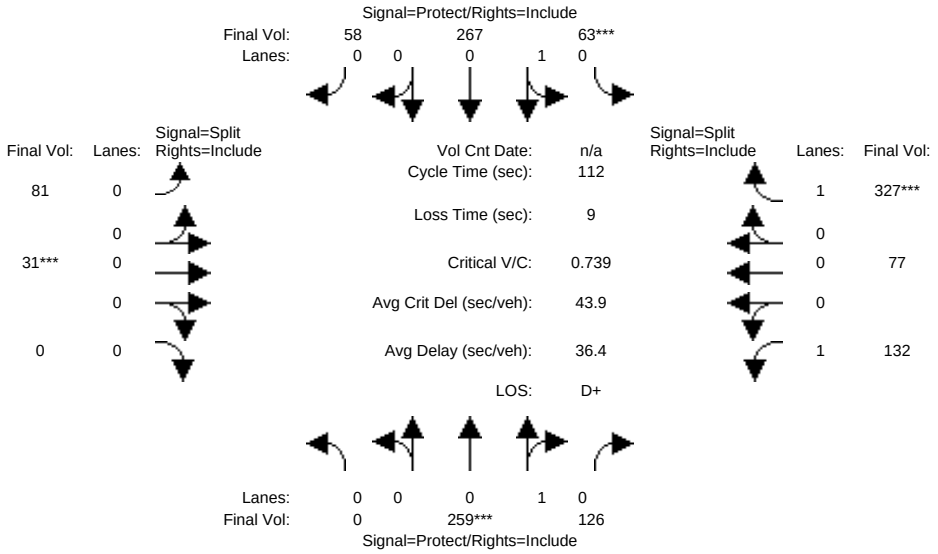
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	249	116	53	221	48	71	21	0	122	67	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	249	116	53	221	48	71	21	0	122	67	317
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	10	10	46	10	10	10	0	10	10	10
Initial Fut:	0	259	126	63	267	58	81	31	0	132	77	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	259	126	63	267	58	81	31	0	132	77	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	126	63	267	58	81	31	0	132	77	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	259	126	63	267	58	81	31	0	132	77	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.95
Lanes:	0.00	0.67	0.33	0.16	0.69	0.15	0.72	0.28	0.00	0.63	0.37	1.00
Final Sat.:	0	1211	589	284	1204	262	1302	498	0	1137	663	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.22	0.22	0.22	0.06	0.06	0.00	0.12	0.12	0.18
Crit Moves:		****		****				****				****
Green Time:	0.0	32.4	32.4	33.6	66.0	66.0	9.4	9.4	0.0	27.5	27.5	27.5
Volume/Cap:	0.00	0.74	0.74	0.74	0.38	0.38	0.74	0.74	0.00	0.47	0.47	0.74
Delay/Veh:	0.0	41.5	41.5	40.8	12.4	12.4	67.5	67.5	0.0	36.3	36.3	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.5	41.5	40.8	12.4	12.4	67.5	67.5	0.0	36.3	36.3	43.0
LOS by Move:	A	D	D	D	B	B	E	E	A	D+	D+	D
HCM2kAvgQ:	0	14	14	14	8	8	6	6	0	7	7	12

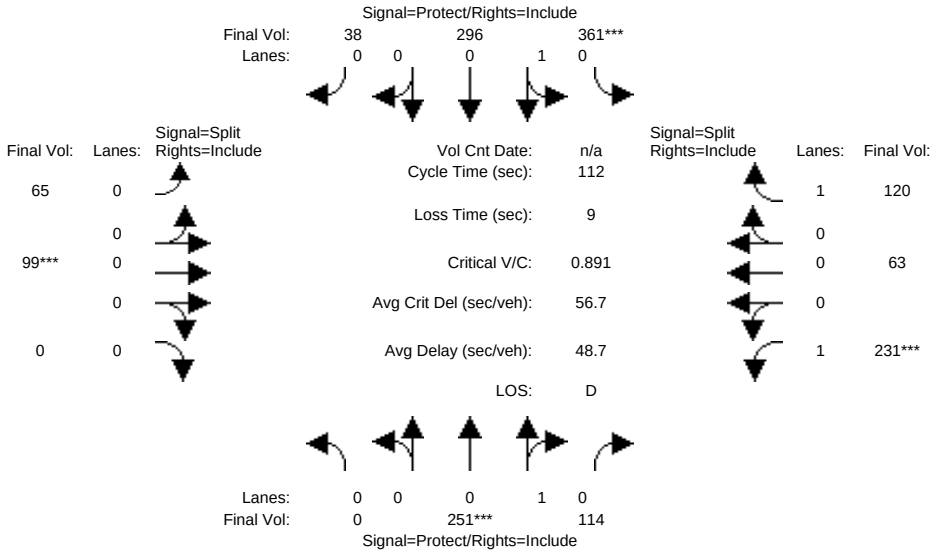
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #94: First Street & Jackson Street [First Street Transit Corridor]



Street Name:	First Street						Jackson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	241	104	351	286	28	55	89	0	221	53	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	241	104	351	286	28	55	89	0	221	53	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	0	10	10	10	10	10	10	10	0	10	10	0
Initial Fut:	0	251	114	361	296	38	65	99	0	231	63	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	251	114	361	296	38	65	99	0	231	63	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	251	114	361	296	38	65	99	0	231	63	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	251	114	361	296	38	65	99	0	231	63	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.95
Lanes:	0.00	0.69	0.31	0.52	0.43	0.05	0.40	0.60	0.00	1.00	0.34	0.66
Final Sat.:	0	1238	562	909	745	96	713	1087	0	1800	620	1180
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.40	0.40	0.40	0.09	0.09	0.00	0.13	0.10	0.10
Crit Moves:		****		****				****		****		
Green Time:	0.0	25.5	25.5	49.9	75.4	75.4	11.5	11.5	0.0	16.1	16.1	16.1
Volume/Cap:	0.00	0.89	0.89	0.89	0.59	0.59	0.89	0.89	0.00	0.89	0.71	0.71
Delay/Veh:	0.0	62.7	62.7	41.0	10.7	10.7	87.1	87.1	0.0	65.9	49.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	62.7	62.7	41.0	10.7	10.7	87.1	87.1	0.0	65.9	49.6	49.6
LOS by Move:	A	E	E	D	B+	B+	F	F	A	E	D	D
HCM2kAvgQ:	0	16	16	27	14	14	9	9	0	11	8	8

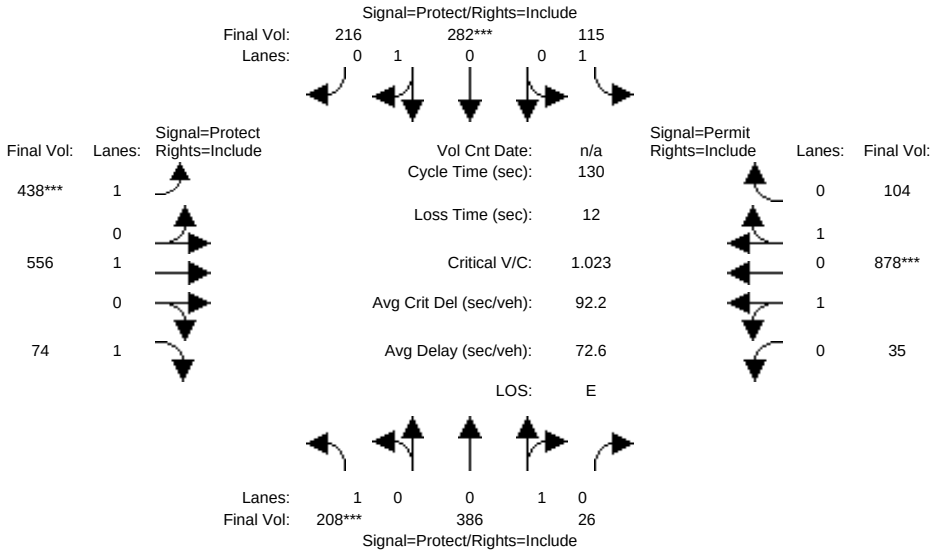
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	198	376	21	105	272	145	428	546	64	20	868	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	376	21	105	272	145	428	546	64	20	868	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	5	10	10	71	10	10	10	15	10	38
Initial Fut:	208	386	26	115	282	216	438	556	74	35	878	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	386	26	115	282	216	438	556	74	35	878	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	386	26	115	282	216	438	556	74	35	878	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	386	26	115	282	216	438	556	74	35	878	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.94	0.06	1.00	0.57	0.43	1.00	1.00	1.00	0.07	1.73	0.20
Final Sat.:	1750	1686	114	1750	1019	781	1750	1900	1750	124	3108	368
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.07	0.28	0.28	0.25	0.29	0.04	0.28	0.28	0.28
Crit Moves:	****				****		****				****	
Green Time:	15.1	39.1	39.1	11.2	35.2	35.2	31.8	67.7	67.7	35.9	35.9	35.9
Volume/Cap:	1.02	0.76	0.76	0.76	1.02	1.02	1.02	0.56	0.08	1.02	1.02	1.02
Delay/Veh:	126.6	47.5	47.5	78.2	94.1	94.1	98.5	21.8	15.6	81.5	81.5	81.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.6	47.5	47.5	78.2	94.1	94.1	98.5	21.8	15.6	81.5	81.5	81.5
LOS by Move:	F	D	D	E-	F	F	F	C+	B	F	F	F
HCM2kAvgQ:	14	17	17	7	28	28	26	15	2	28	28	28

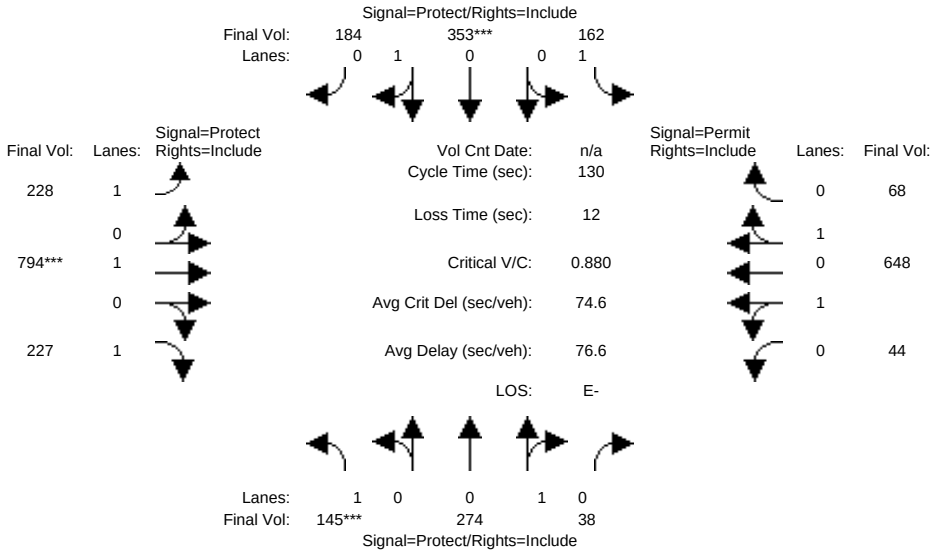
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #95: First Street & Taylor Street [First Street Transit Corridor]



Street Name:	First Street						Taylor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	135	264	28	152	321	174	218	784	217	24	638	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	264	28	152	321	174	218	784	217	24	638	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	32	10	10	10	10	20	10	34
Initial Fut:	145	274	38	162	353	184	228	794	227	44	648	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	274	38	162	353	184	228	794	227	44	648	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	274	38	162	353	184	228	794	227	44	648	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	274	38	162	353	184	228	794	227	44	648	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.95
Lanes:	1.00	0.88	0.12	1.00	0.66	0.34	1.00	1.00	1.00	0.12	1.70	0.18
Final Sat.:	1750	1581	219	1750	1183	617	1750	1900	1750	208	3069	322
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.09	0.30	0.30	0.13	0.42	0.13	0.21	0.21	0.21
Crit Moves:	****				****			****				
Green Time:	9.7	29.0	29.0	15.5	34.8	34.8	48.8	73.5	73.5	24.7	24.7	24.7
Volume/Cap:	1.11	0.78	0.78	0.78	1.11	1.11	0.35	0.74	0.23	1.11	1.11	1.11
Delay/Veh:	172.5	56.7	56.7	72.2	123	123.1	29.5	23.9	14.2	122.4	122	122.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.5	56.7	56.7	72.2	123	123.1	29.5	23.9	14.2	122.4	122	122.4
LOS by Move:	F	E+	E+	E	F	F	C	C	B	F	F	F
HCM2kAvgQ:	11	14	14	9	33	33	7	24	5	25	25	25

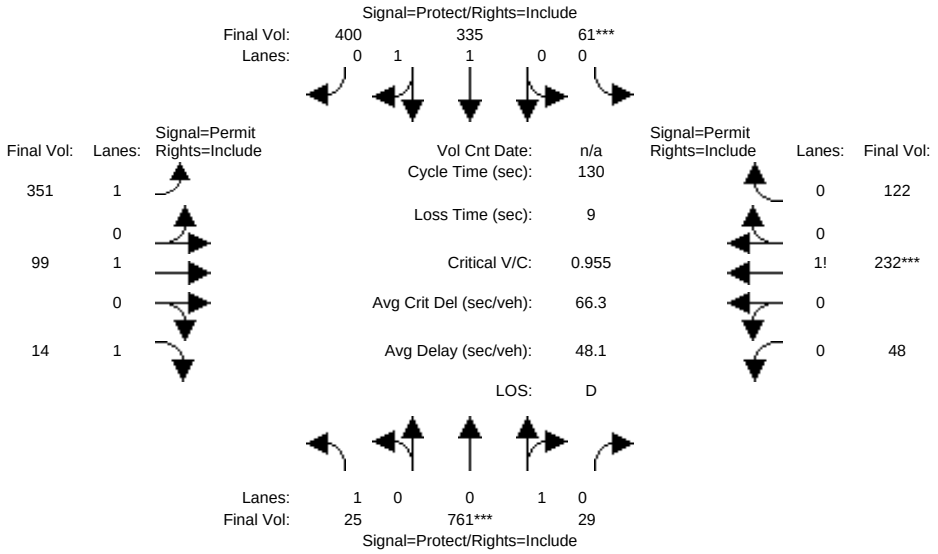
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
SJ19-1951

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based AM

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	15	751	19	51	326	390	341	89	14	26	222	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	751	19	51	326	390	341	89	14	26	222	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	10	10	10	10	9	10	10	10	0	22	10	10
Initial Fut:	25	761	29	61	335	400	351	99	14	48	232	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	761	29	61	335	400	351	99	14	48	232	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	761	29	61	335	400	351	99	14	48	232	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	761	29	61	335	400	351	99	14	48	232	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.96	0.04	0.15	0.85	1.00	1.00	1.00	1.00	0.12	0.58	0.30
Final Sat.:	1750	1734	66	277	1523	1800	1750	1900	1750	209	1010	531
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.44	0.22	0.22	0.22	0.20	0.05	0.01	0.23	0.23	0.23
Crit Moves:		****		****							****	
Green Time:	17.5	59.8	59.8	30.0	72.2	72.2	31.3	31.3	31.3	31.3	31.3	31.3
Volume/Cap:	0.11	0.95	0.95	0.95	0.40	0.40	0.83	0.22	0.03	0.95	0.95	0.95
Delay/Veh:	49.6	54.8	54.8	70.2	16.6	16.6	60.2	39.8	37.8	81.0	81.0	81.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	54.8	54.8	70.2	16.6	16.6	60.2	39.8	37.8	81.0	81.0	81.0
LOS by Move:	D	D-	D-	E	B	B	E	D	D+	F	F	F
HCM2kAvgQ:	1	37	37	21	9	9	17	3	0	22	22	22

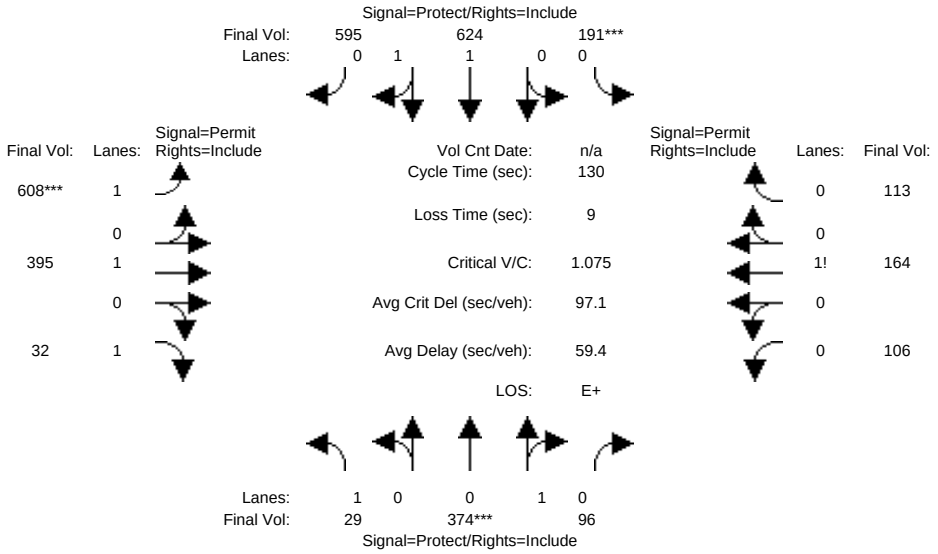
Note: Queue reported is the number of cars per lane.

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Downtown West LTA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #96: First Street & Mission Street [First Street Transit Corridor]



Street Name:	First Street						Mission Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	364	86	181	614	585	598	385	22	96	154	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	364	86	181	614	585	598	385	22	96	154	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	10	10	10	10	10	10	10	10	10	10	10	10
Initial Fut:	29	374	96	191	624	595	608	395	32	106	164	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	374	96	191	624	595	608	395	32	106	164	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	374	96	191	624	595	608	395	32	106	164	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	374	96	191	624	595	608	395	32	106	164	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	1.00	0.80	0.20	0.27	0.89	0.84	1.00	1.00	1.00	0.28	0.43	0.29
Final Sat.:	1750	1432	368	488	1593	1519	1750	1900	1750	484	749	516
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.39	0.39	0.39	0.35	0.21	0.02	0.22	0.22	0.22
Crit Moves:		****		****			****					
Green Time:	9.5	31.6	31.6	47.4	69.4	69.4	42.0	42.0	42.0	42.0	42.0	42.0
Volume/Cap:	0.23	1.07	1.07	1.07	0.73	0.73	1.07	0.64	0.06	0.68	0.68	0.68
Delay/Veh:	57.6	114	113.7	88.8	24.7	24.7	103.4	39.9	30.4	41.4	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.6	114	113.7	88.8	24.7	24.7	103.4	39.9	30.4	41.4	41.4	41.4
LOS by Move:	E+	F	F	F	C	C	F	D	C	D	D	D
HCM2kAvgQ:	1	28	28	40	23	23	36	14	1	15	15	15

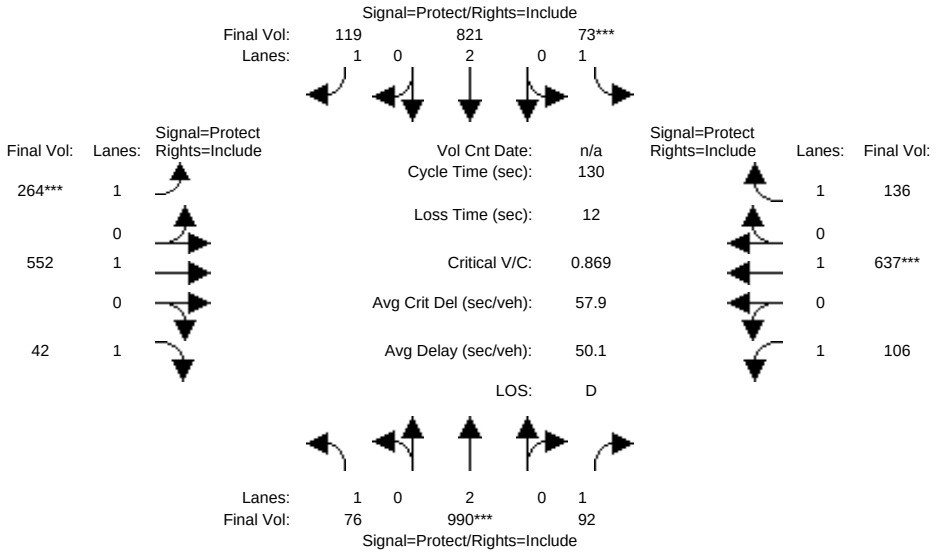
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	980	46	63	811	109	163	542	36	65	627	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	980	46	63	811	109	163	542	36	65	627	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalAM:	0	10	46	10	10	10	101	10	6	41	10	17
Initial Fut:	76	990	92	73	821	119	264	552	42	106	637	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	990	92	73	821	119	264	552	42	106	637	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	990	92	73	821	119	264	552	42	106	637	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	990	92	73	821	119	264	552	42	106	637	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.05	0.04	0.22	0.07	0.15	0.29	0.02	0.06	0.34	0.08
Crit Moves:		****		****			****				****	
Green Time:	9.1	38.7	38.7	7.0	36.6	36.6	22.4	59.8	59.8	12.5	49.8	49.8
Volume/Cap:	0.62	0.87	0.18	0.77	0.77	0.24	0.87	0.63	0.05	0.63	0.87	0.20
Delay/Veh:	79.9	52.8	34.6	106.1	48.1	37.2	80.2	30.2	19.5	73.3	51.0	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.9	52.8	34.6	106.1	48.1	37.2	80.2	30.2	19.5	73.3	51.0	27.5
LOS by Move:	E-	D-	C-	F	D	D+	F	C	B-	E	D-	C
HCM2kAvgQ:	4	22	3	5	16	4	14	17	1	5	26	4

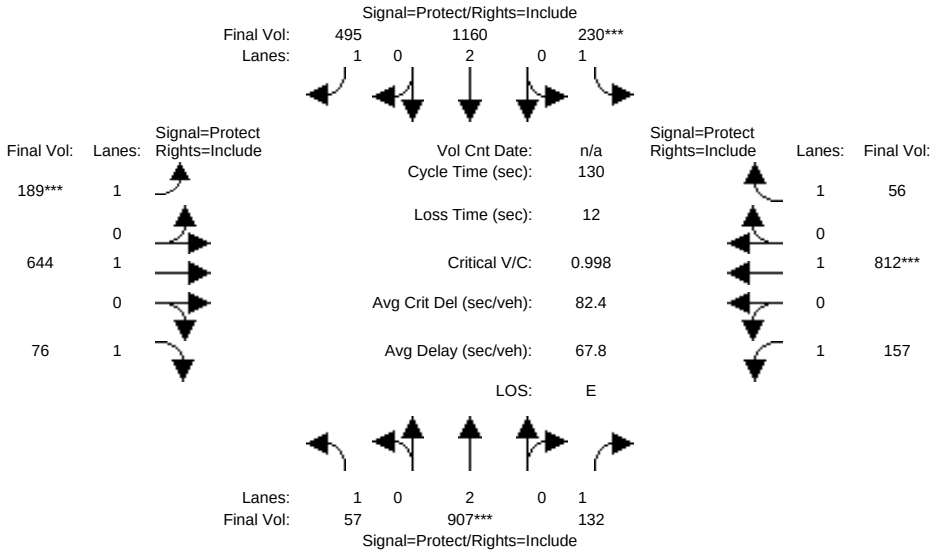
Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Goal Based PM

Intersection #97: First Street & Hedding Street [First Street Transit Corridor]



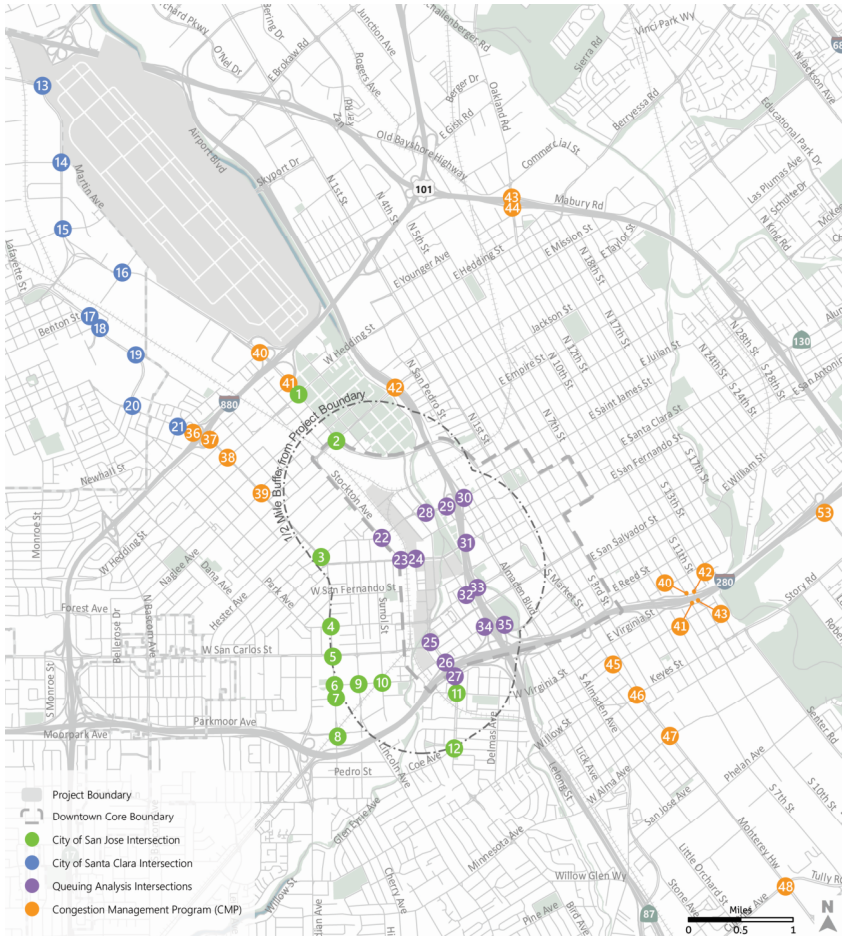
Street Name:	First Street						Hedding Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	897	79	220	1150	321	179	634	66	67	802	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	897	79	220	1150	321	179	634	66	67	802	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
CumuGoalPM:	7	10	53	10	10	174	10	10	10	90	10	13
Initial Fut:	57	907	132	230	1160	495	189	644	76	157	812	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	907	132	230	1160	495	189	644	76	157	812	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	907	132	230	1160	495	189	644	76	157	812	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	907	132	230	1160	495	189	644	76	157	812	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.08	0.13	0.31	0.28	0.11	0.34	0.04	0.09	0.43	0.03
Crit Moves:		****		****			****				****	
Green Time:	7.2	31.1	31.1	17.1	41.0	41.0	14.1	55.2	55.2	14.6	55.7	55.7
Volume/Cap:	0.59	1.00	0.32	1.00	0.97	0.90	1.00	0.80	0.10	0.80	1.00	0.07
Delay/Veh:	83.1	78.7	42.7	115.1	63.2	62.3	122.7	40.7	22.8	84.1	68.0	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	78.7	42.7	115.1	63.2	62.3	122.7	40.7	22.8	84.1	68.0	22.1
LOS by Move:	F	E-	D	F	E	E	F	D	C+	F	E	C+
HCM2kAvgQ:	3	24	5	15	28	24	12	24	2	9	39	1

Note: Queue reported is the number of cars per lane.

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Appendix D:
Turning Movement Figures



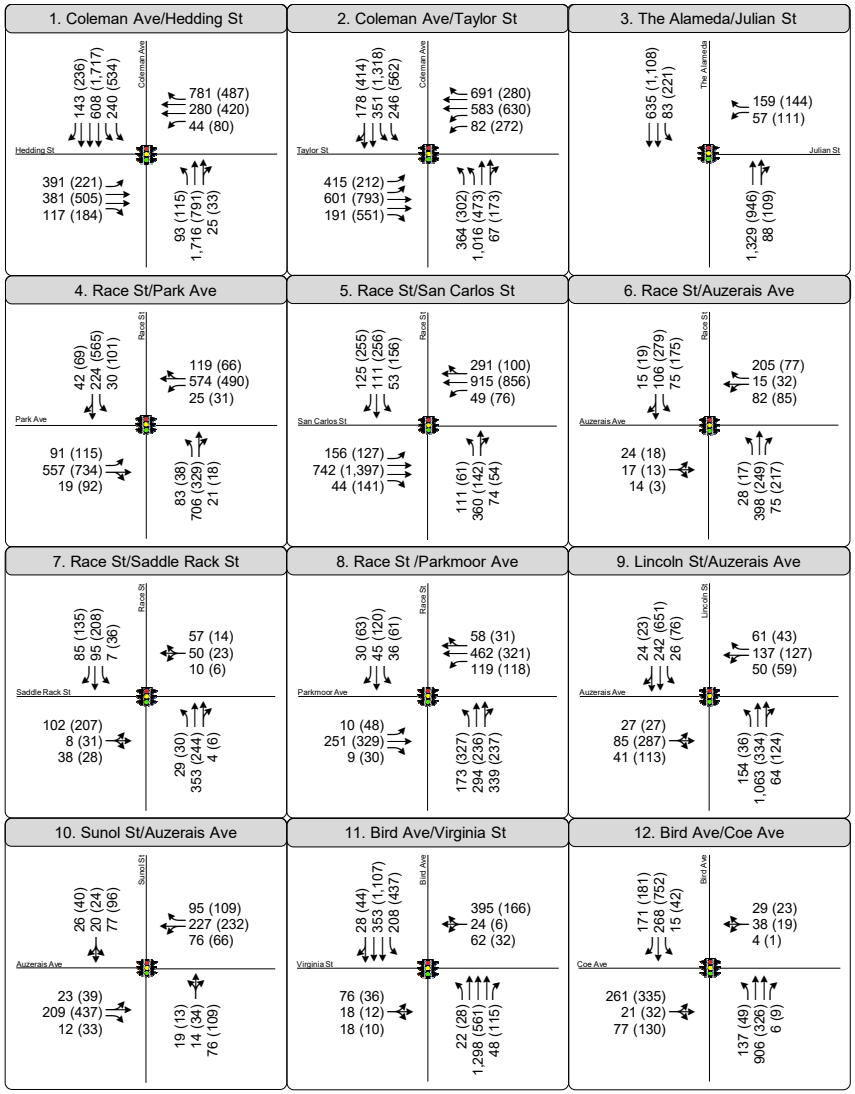
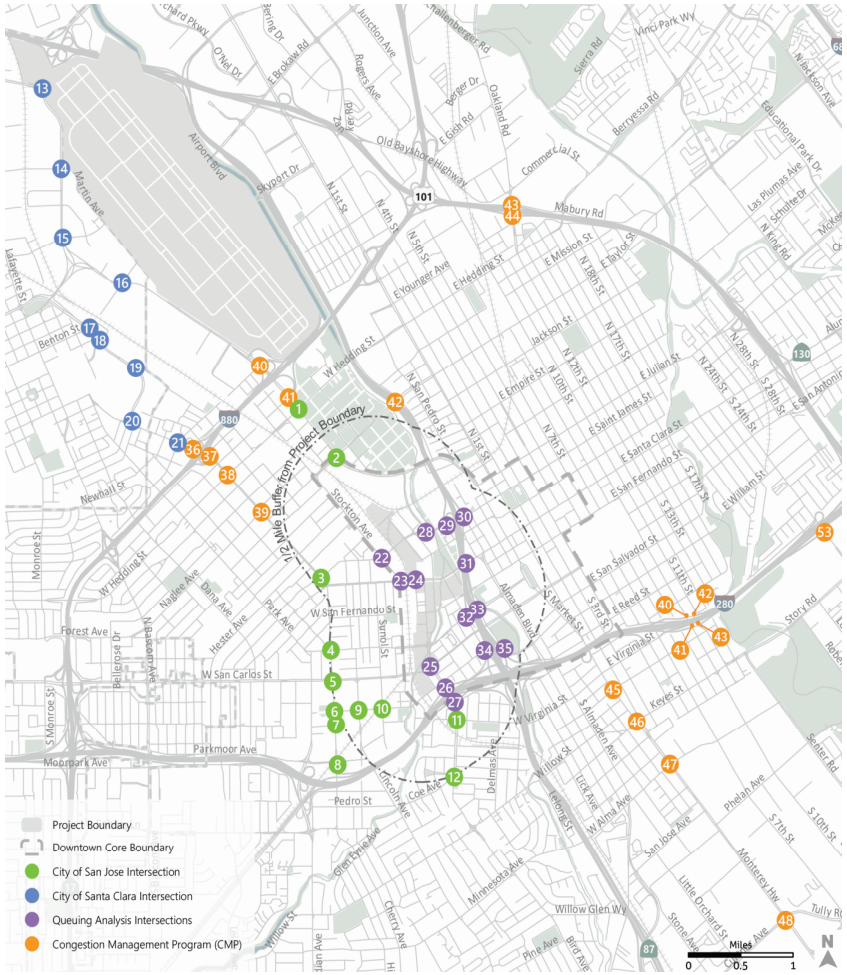


Figure D-1
Intersection Volumes and Geometries
Background Plus Interim Conditions



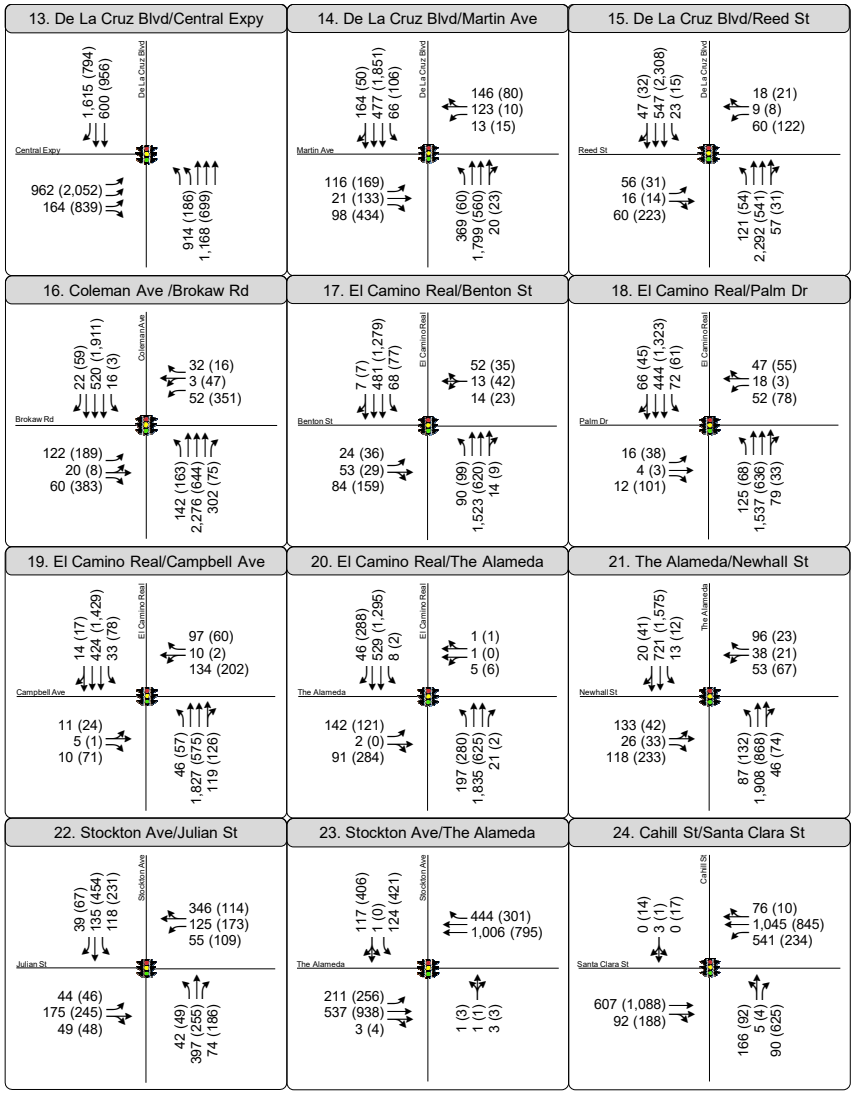
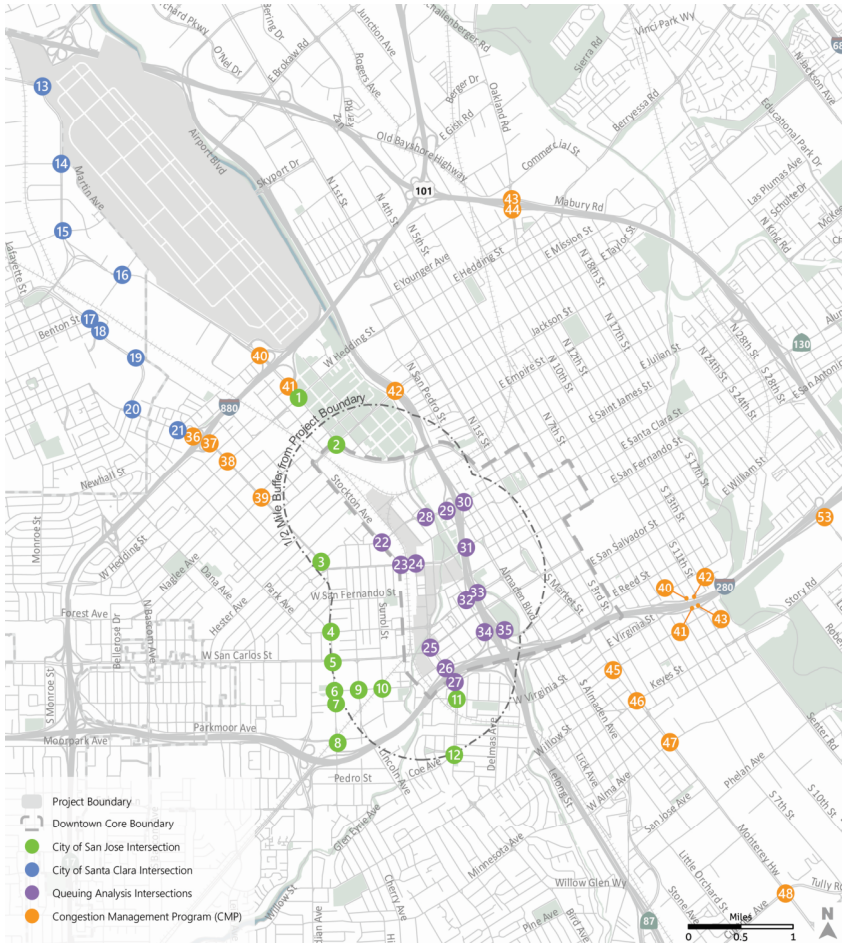


Figure D-1
Intersection Volumes and Geometries
Background Plus Interim Conditions



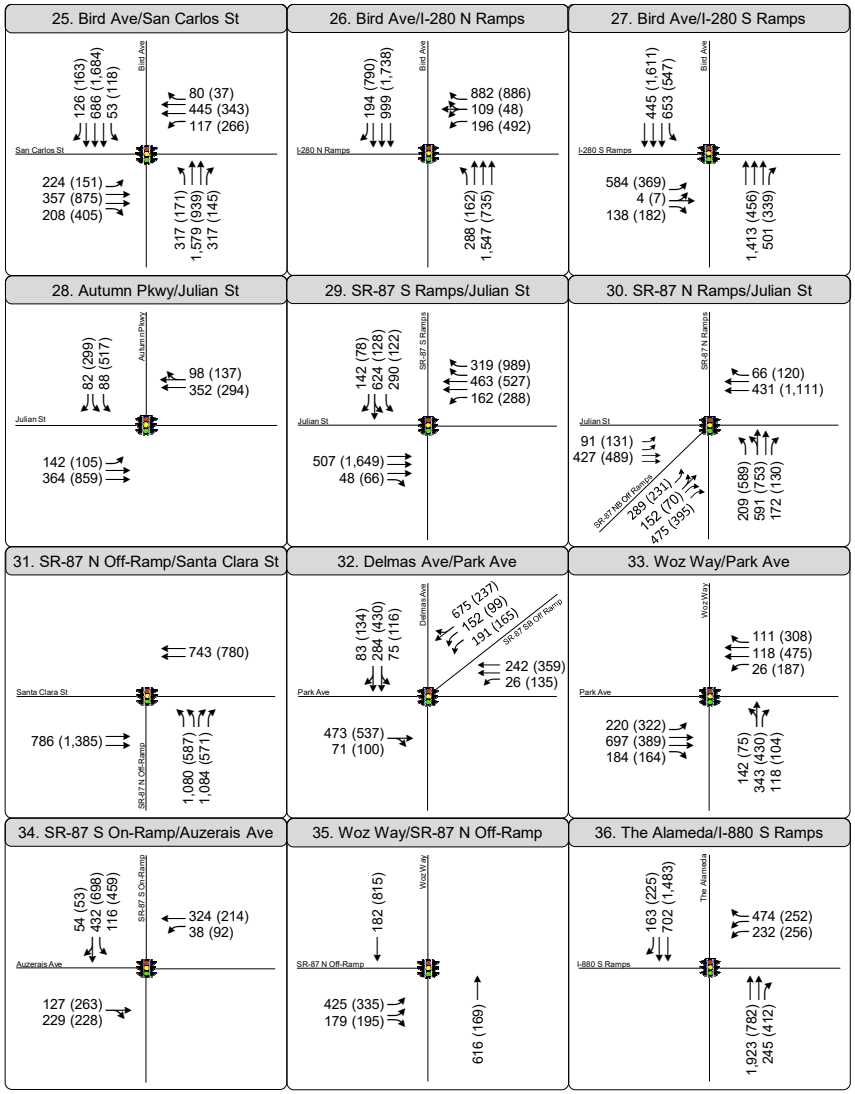
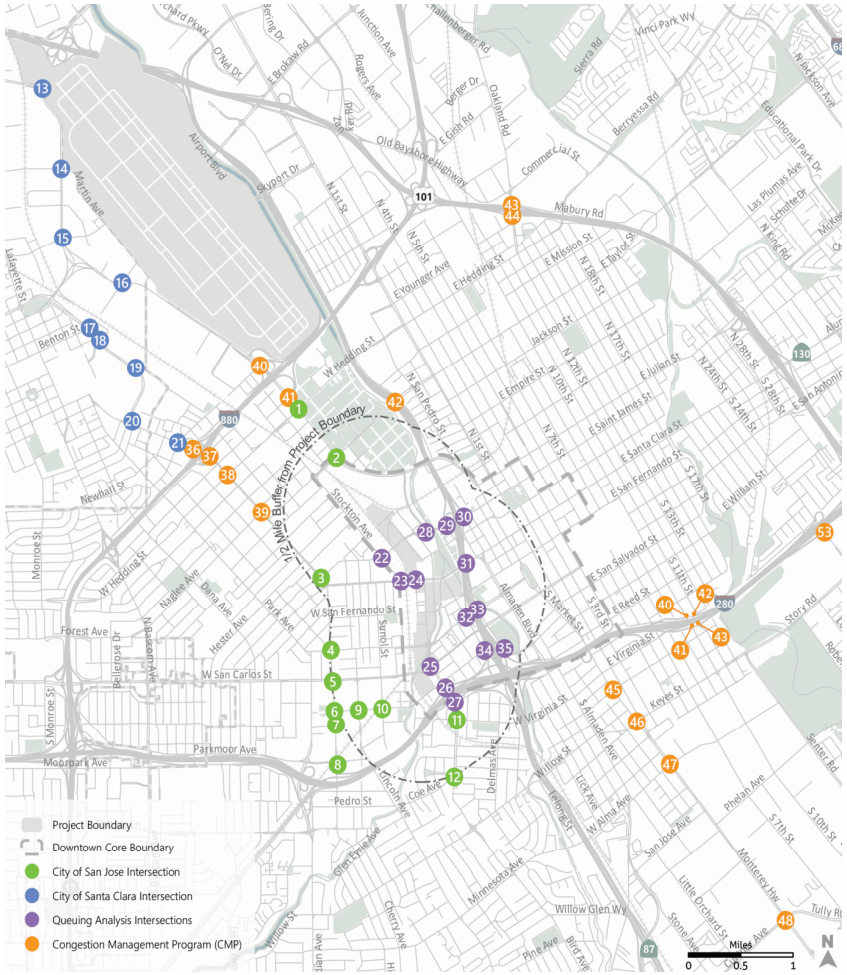


Figure D-1
Intersection Volumes and Geometries
Background Plus Interim Conditions



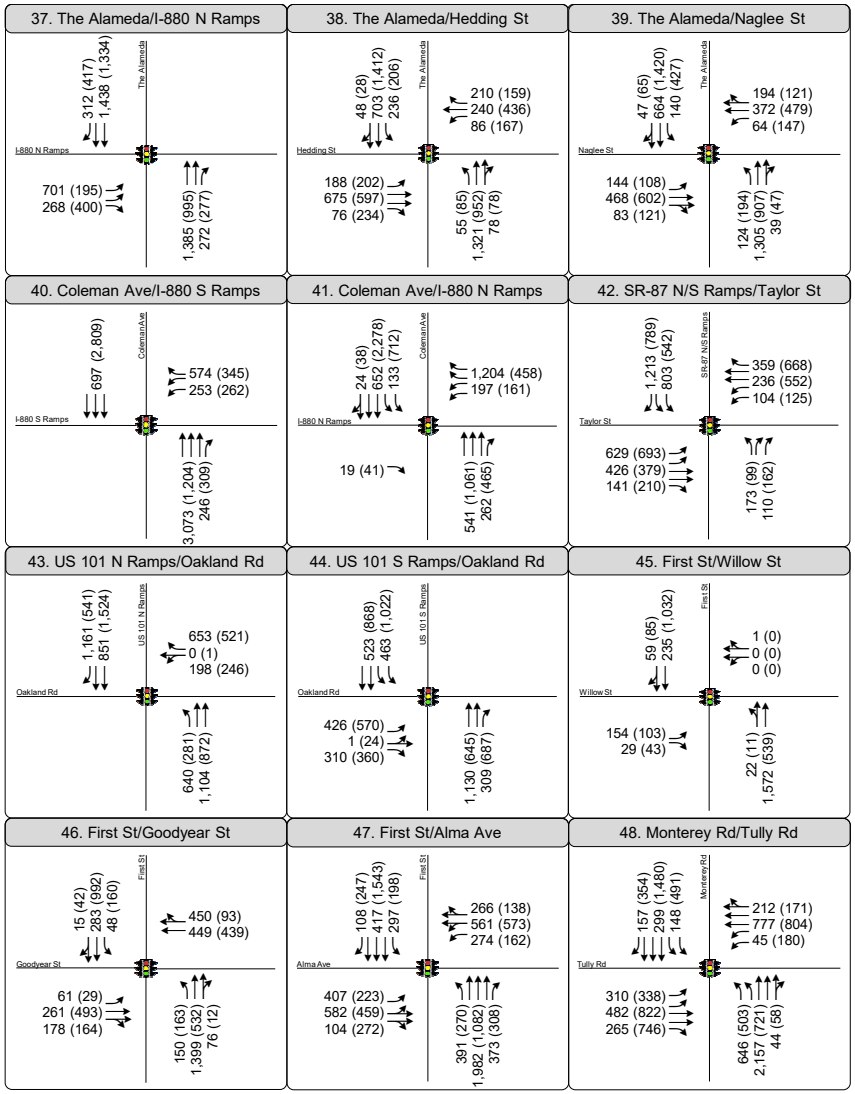
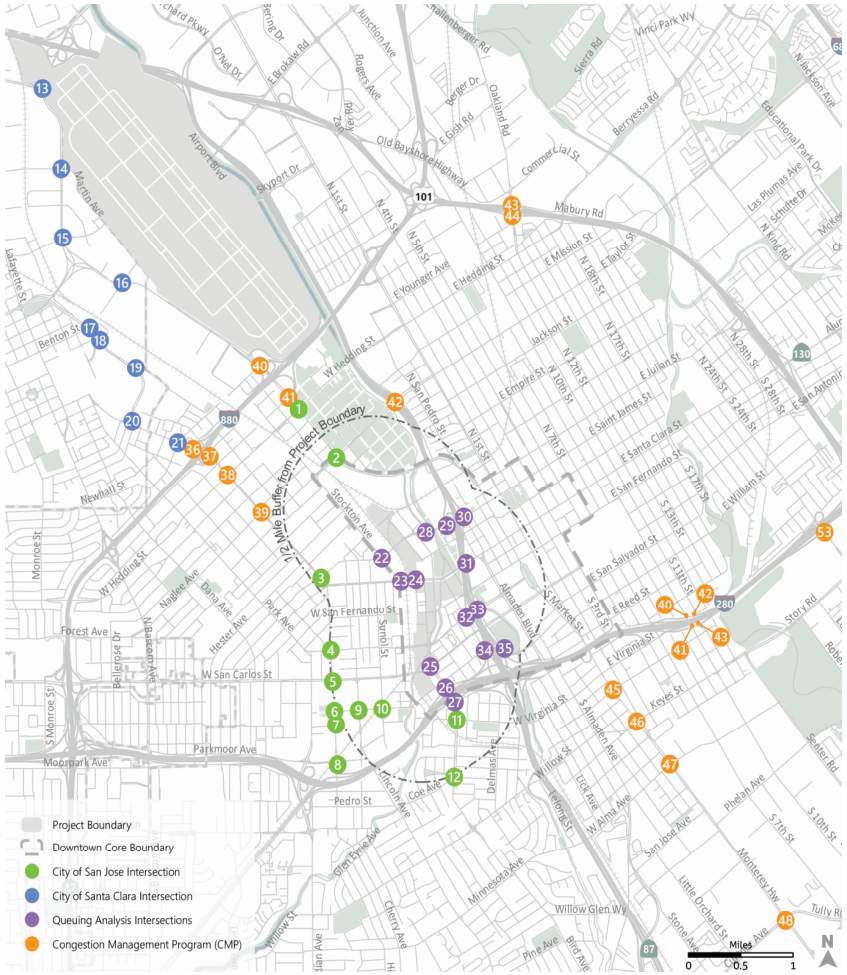


Figure D-1
Intersection Volumes and Geometries
Background Plus Interim Conditions



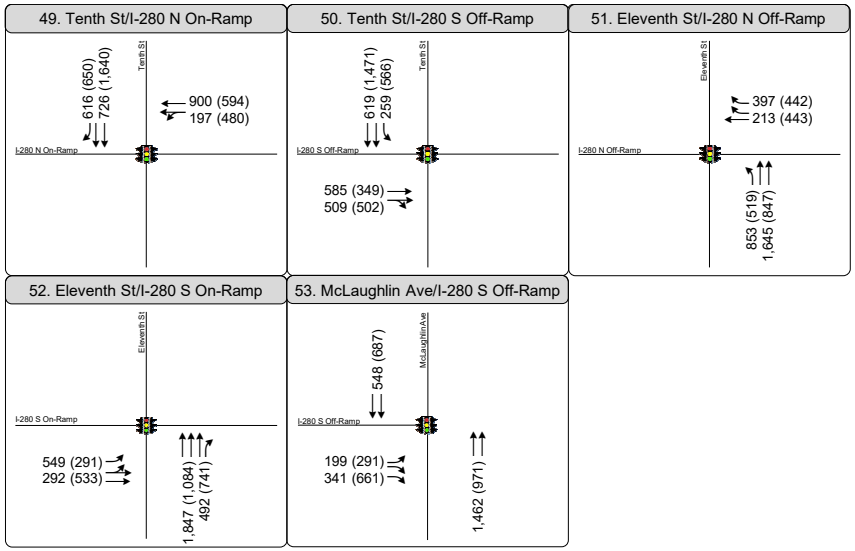
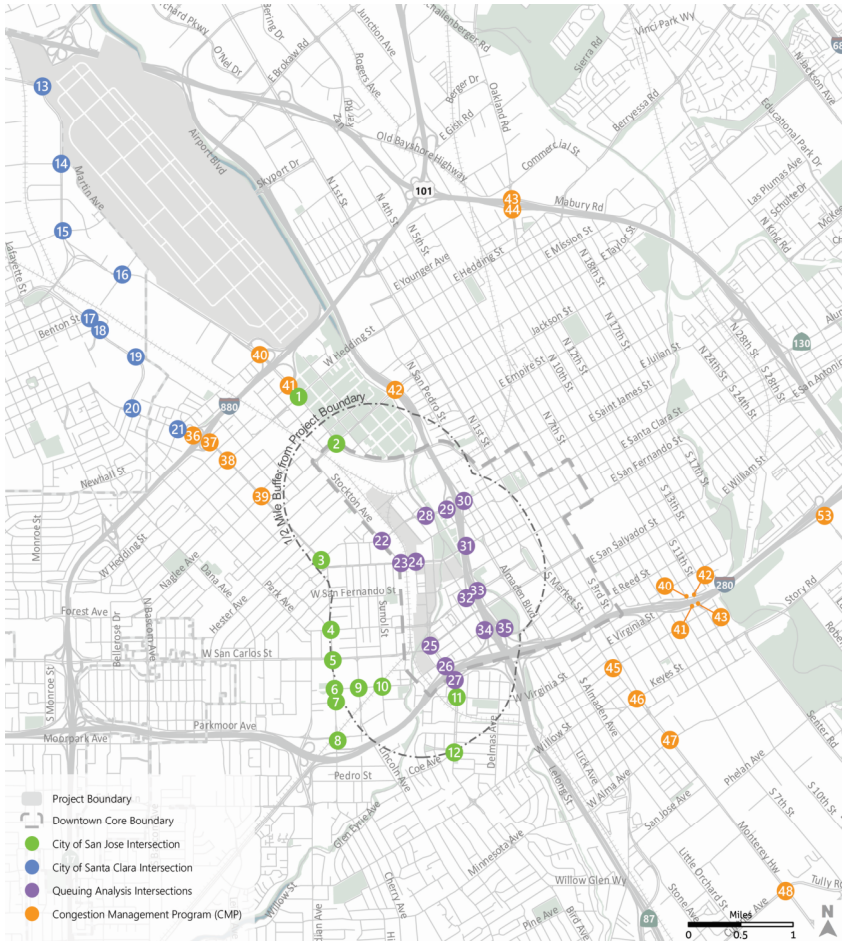


Figure D-1
Intersection Volumes and Geometries
Background Plus Interim Conditions



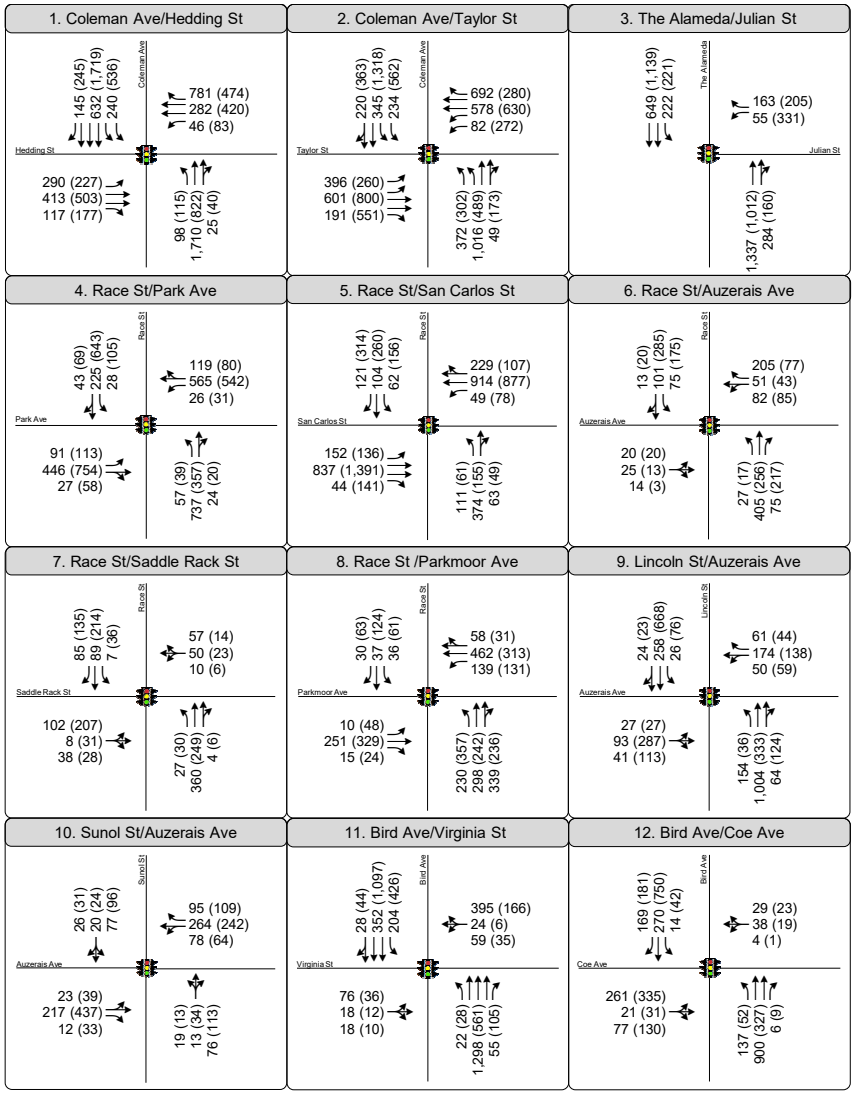
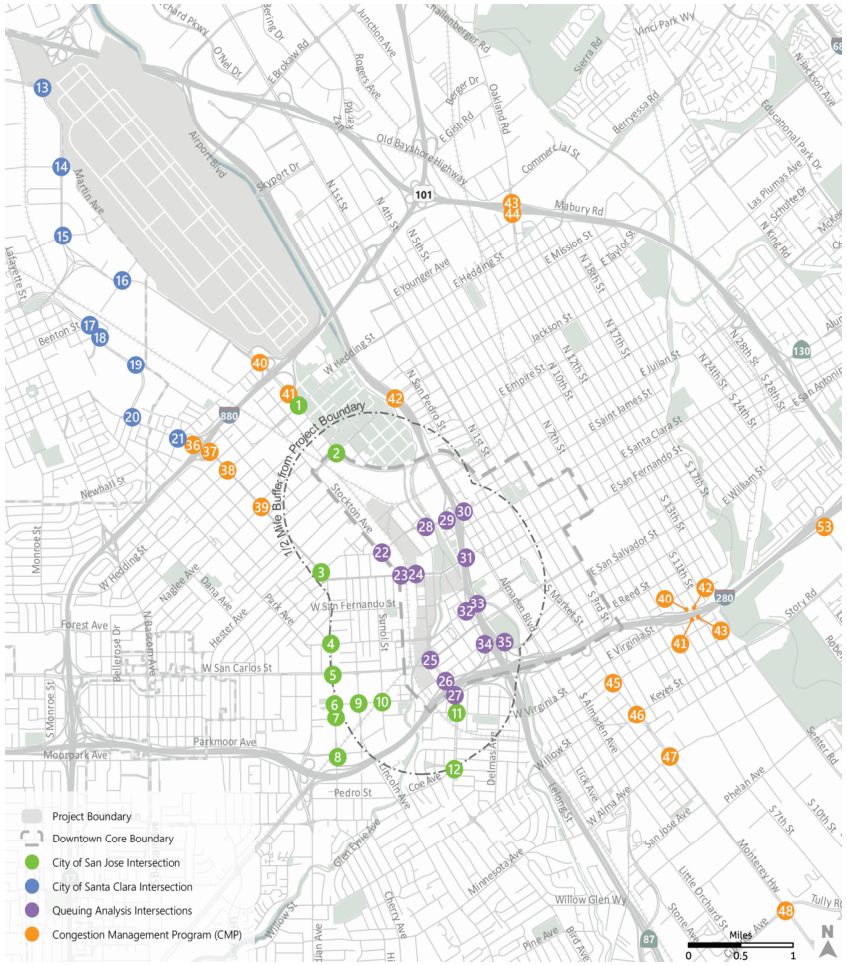


Figure D-2
Intersection Volumes and Geometries
Background Plus Buildout Conditions



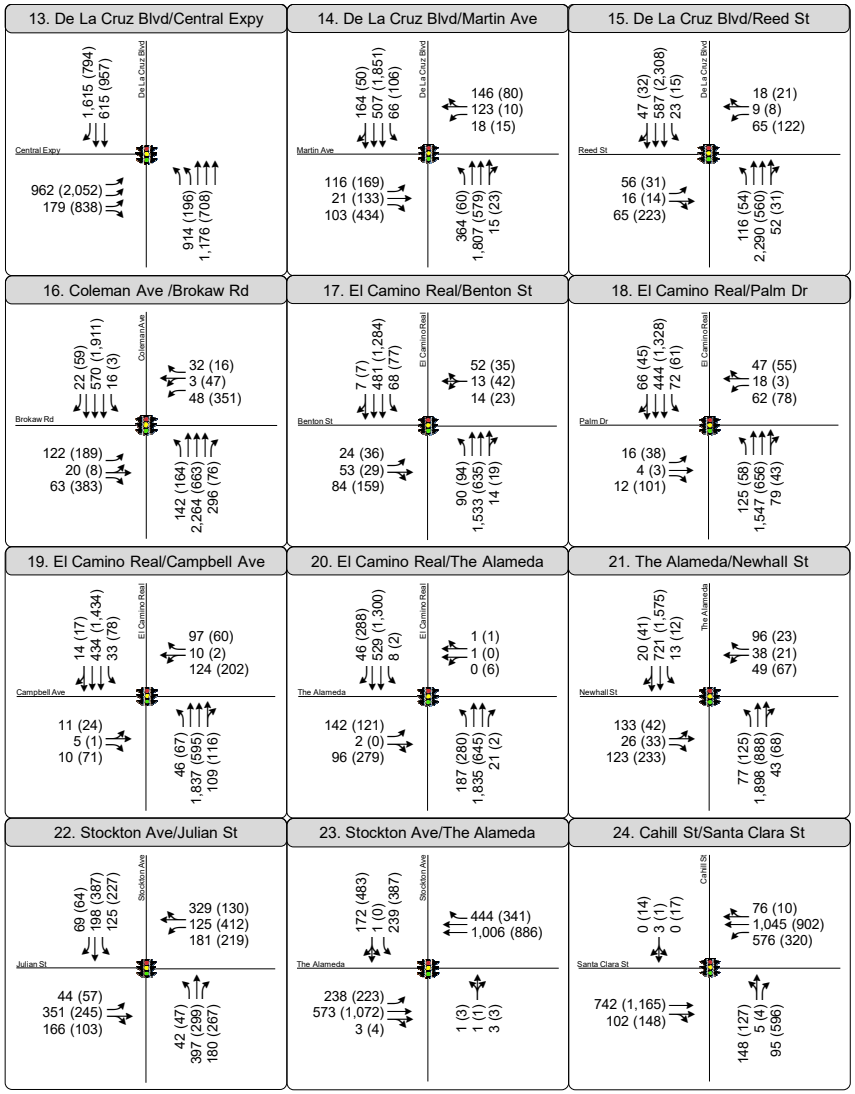
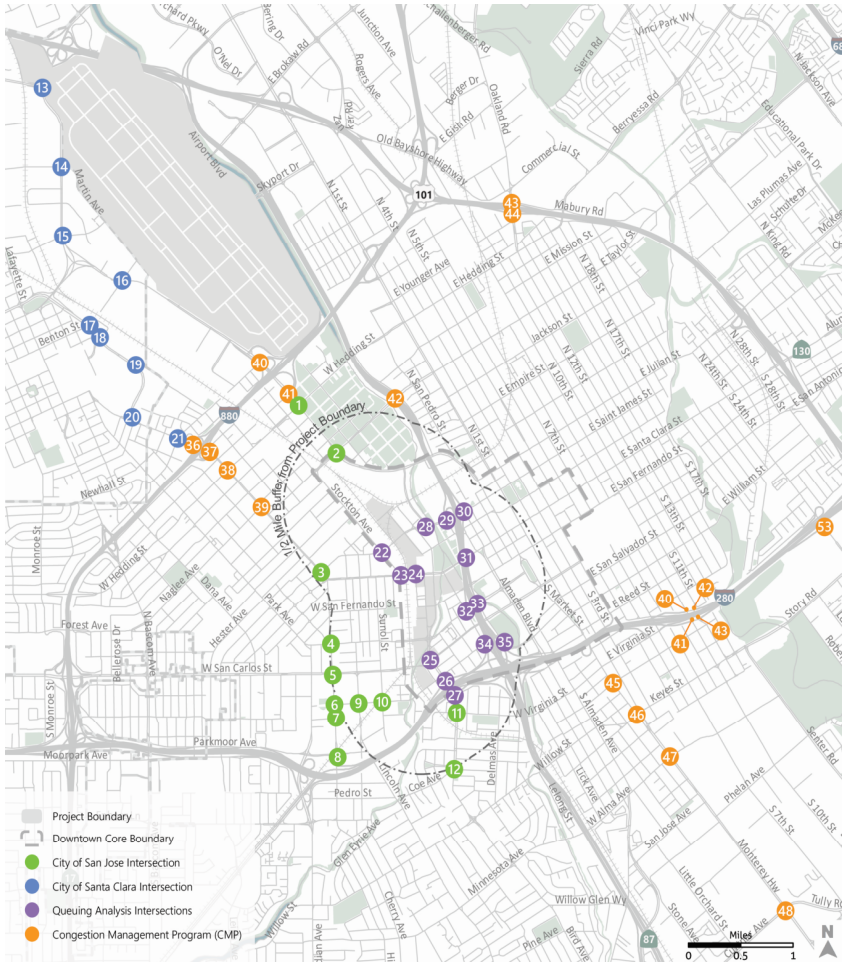


Figure D-2
Intersection Volumes and Geometries
Background Plus Buildout Conditions



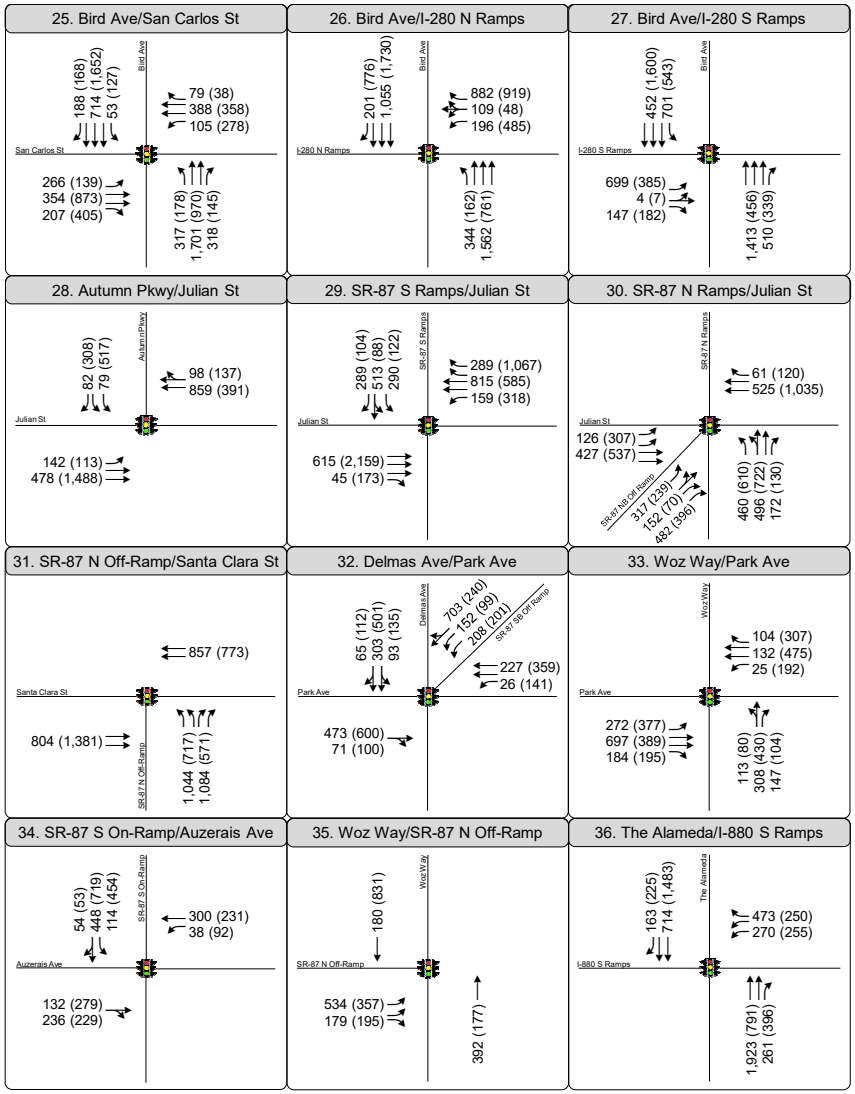
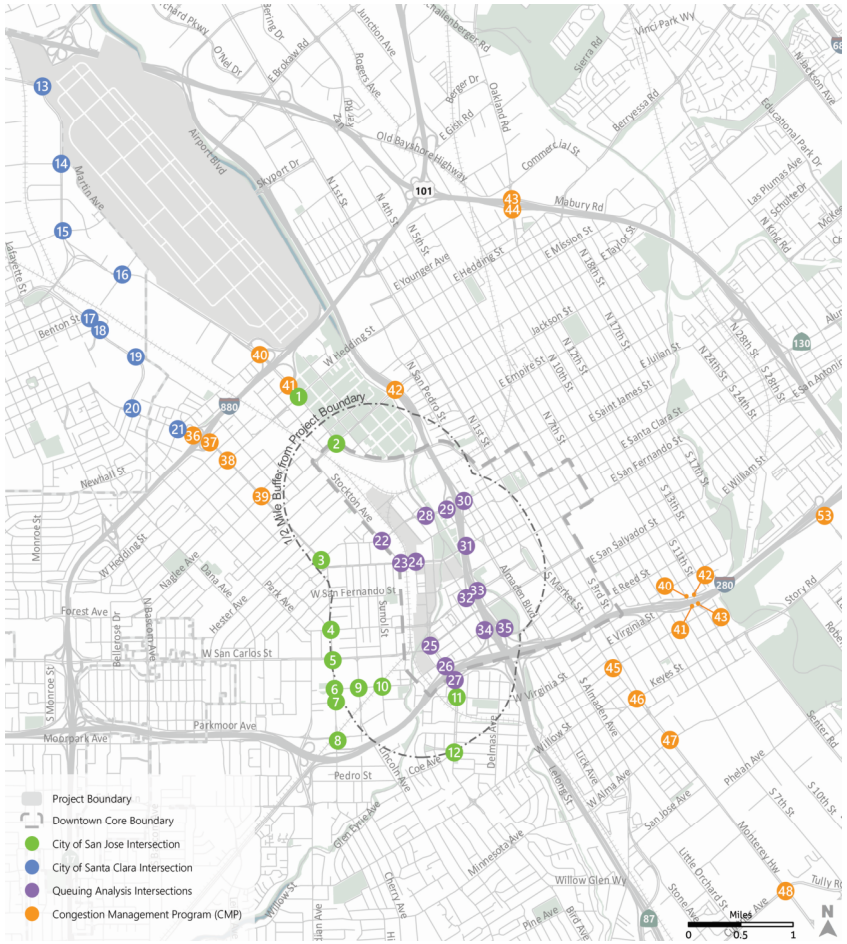


Figure D-2
Intersection Volumes and Geometries
Background Plus Buildout Conditions



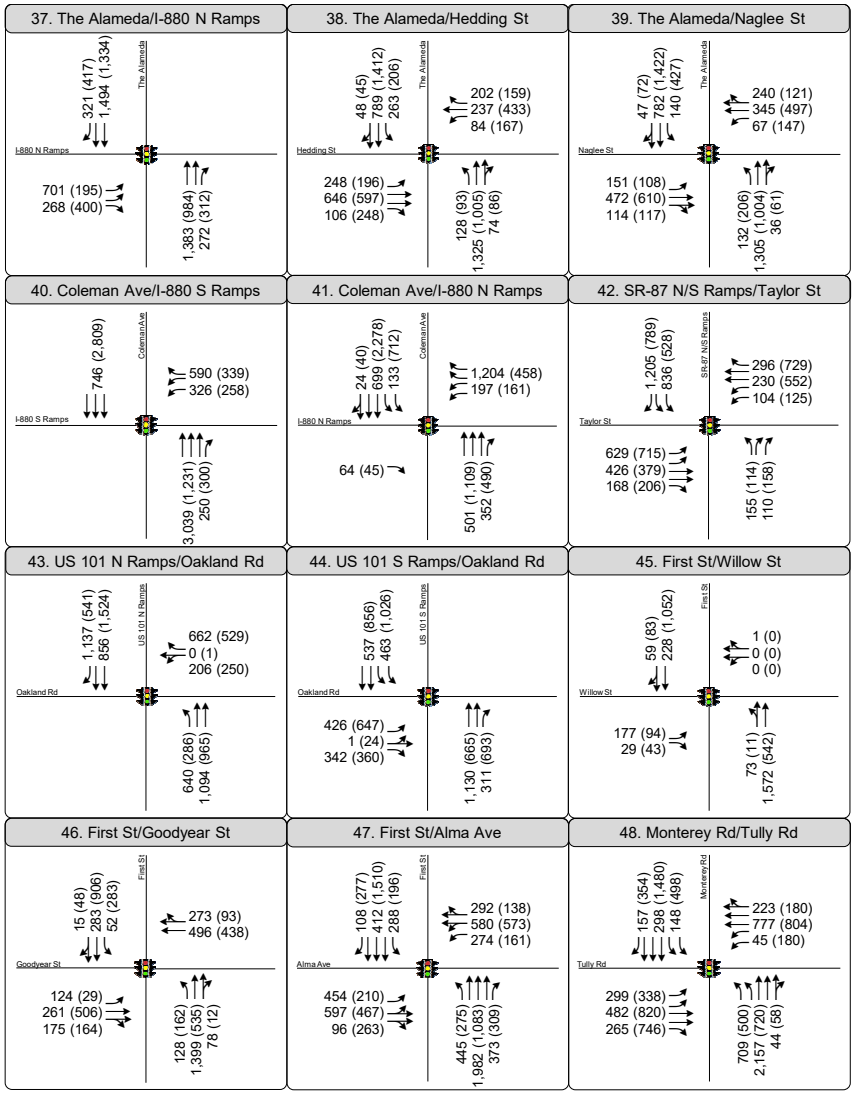
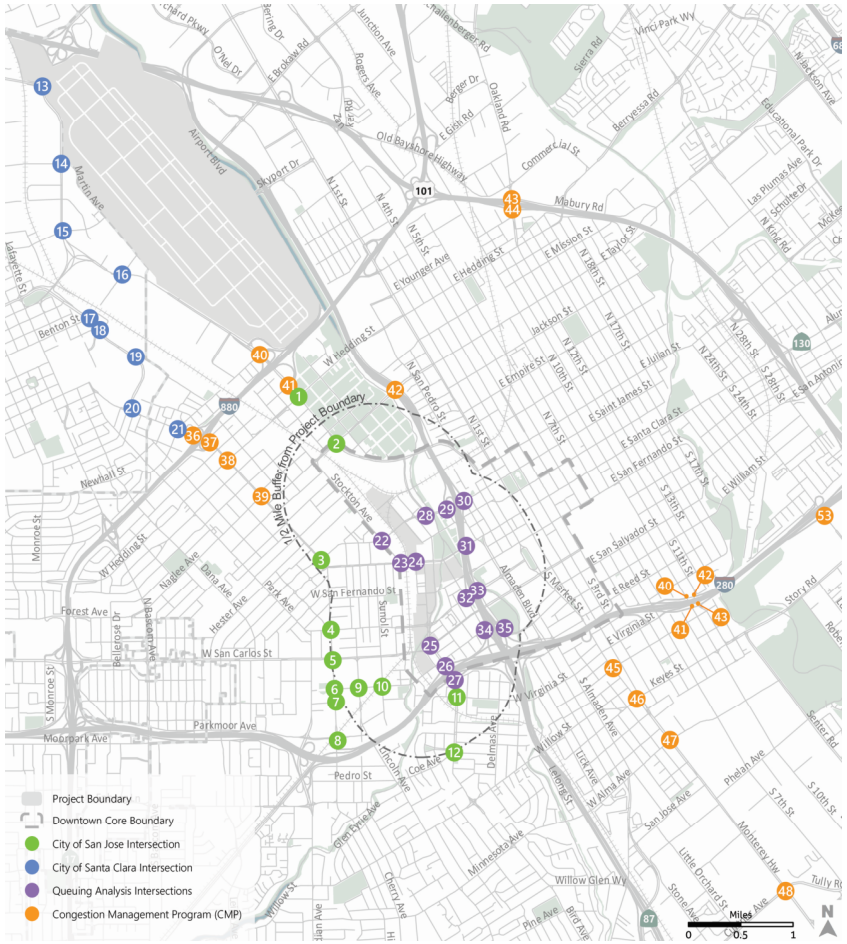


Figure D-2
Intersection Volumes and Geometries
Background Plus Buildout Conditions



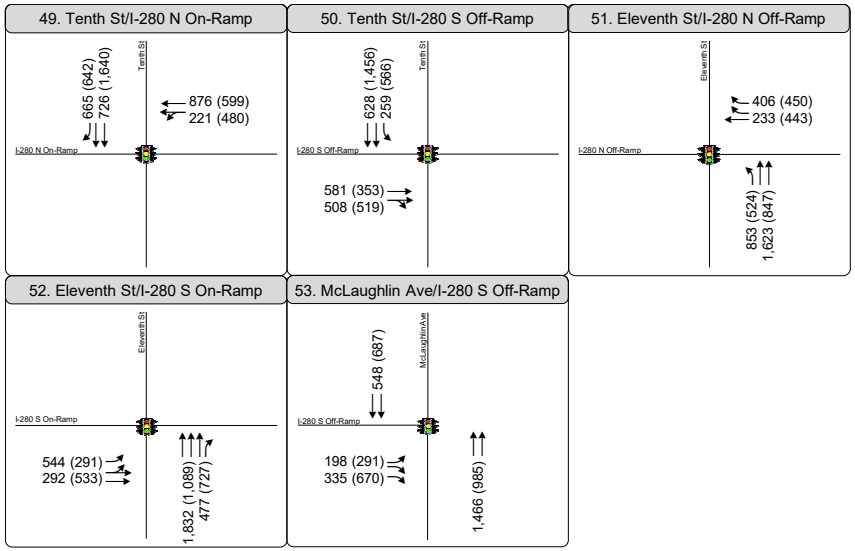
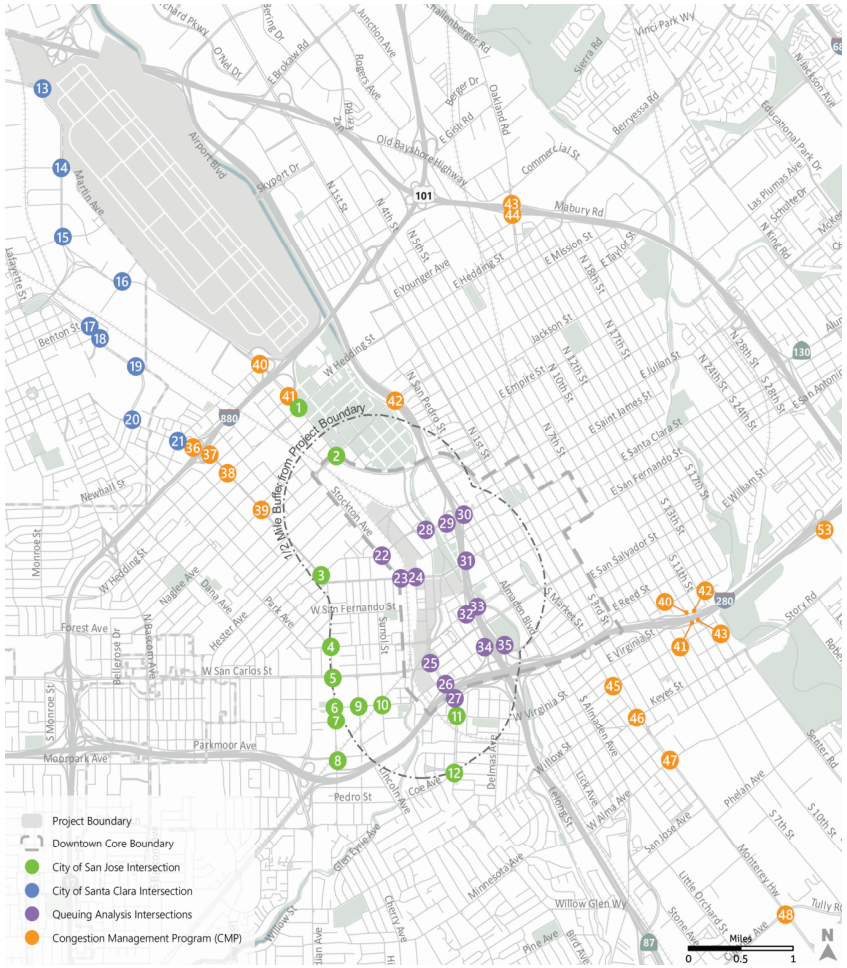


Figure D-2
Intersection Volumes and Geometries
Background Plus Buildout Conditions



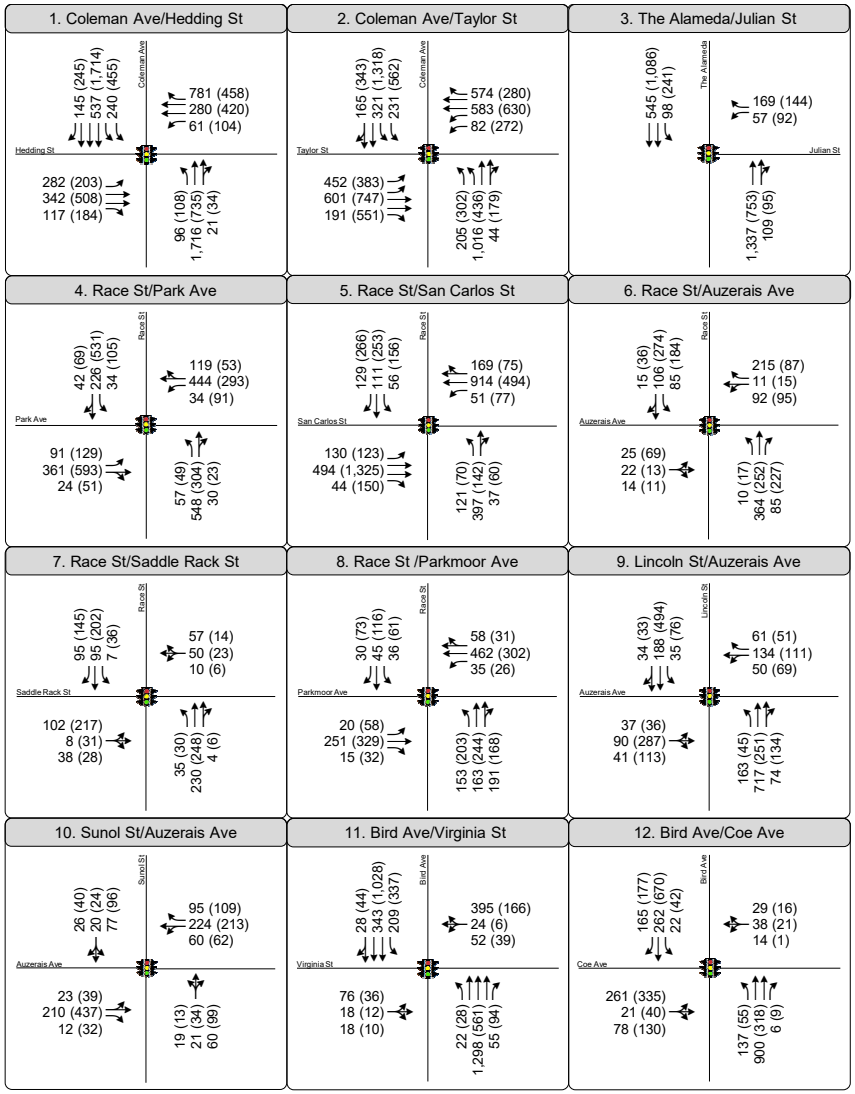
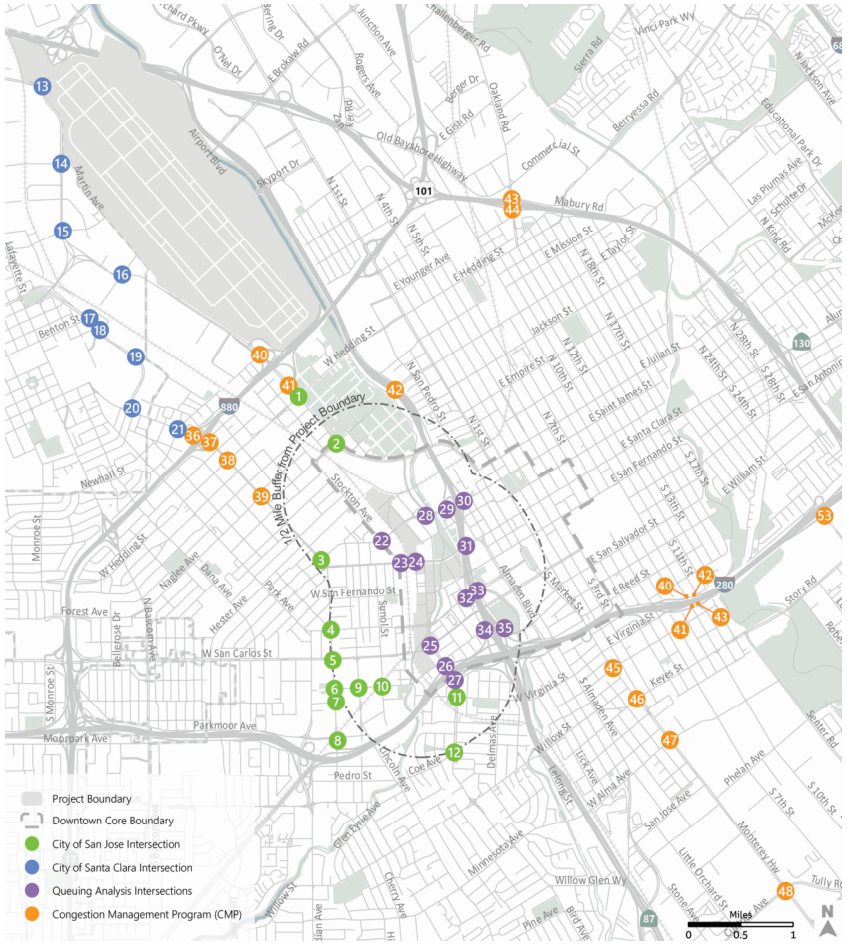


Figure D-3
Intersection Volumes and Geometries
Background Plus Goal Based Conditions



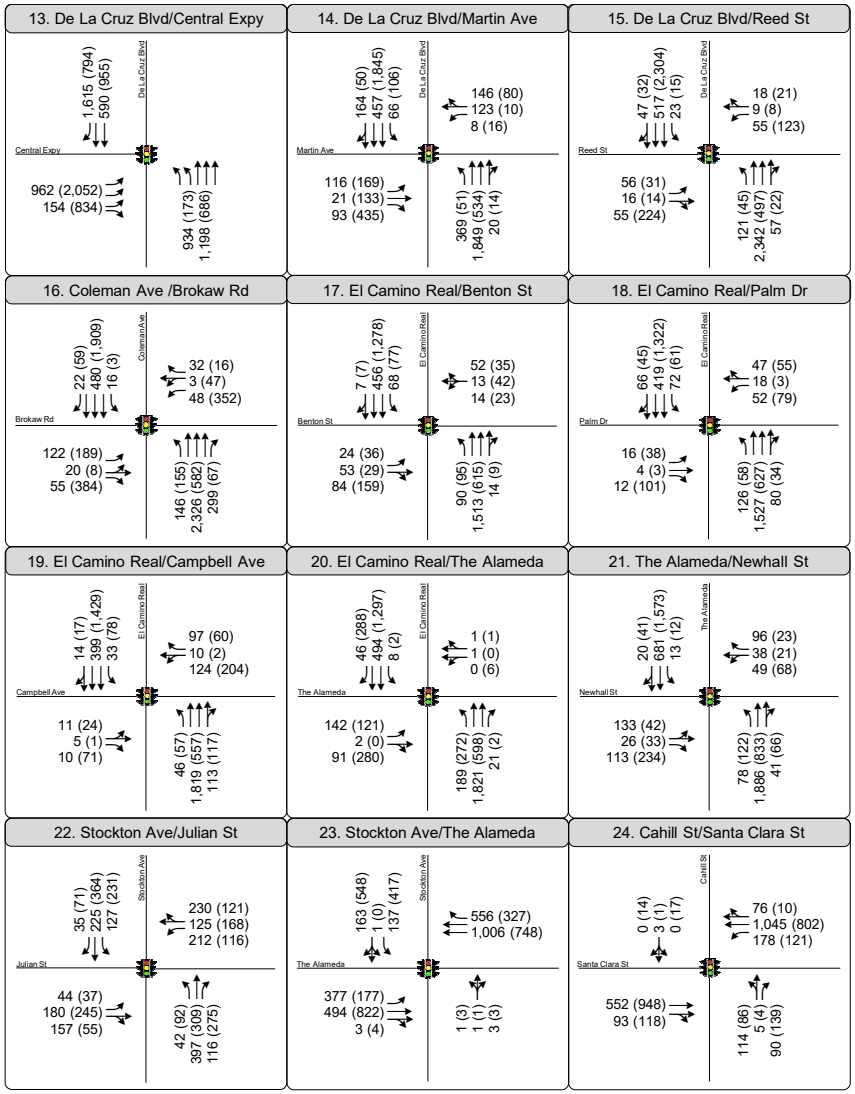
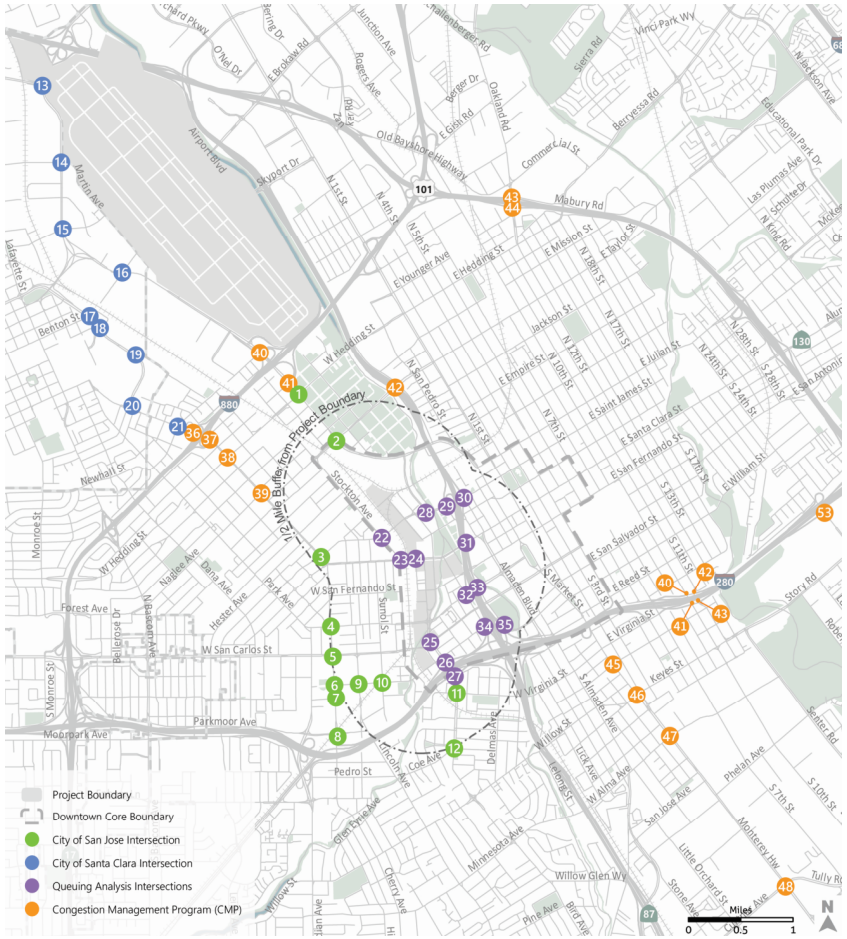


Figure D-3
Intersection Volumes and Geometries
Background Plus Goal Based Conditions



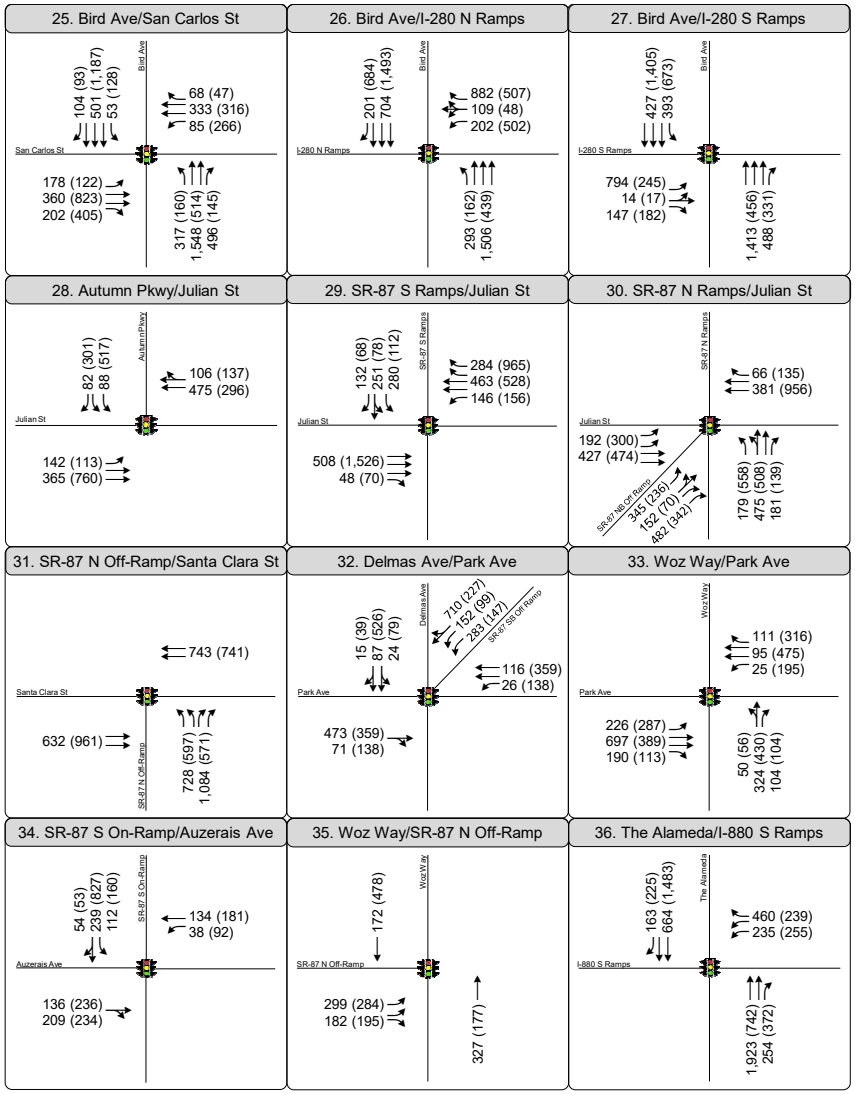
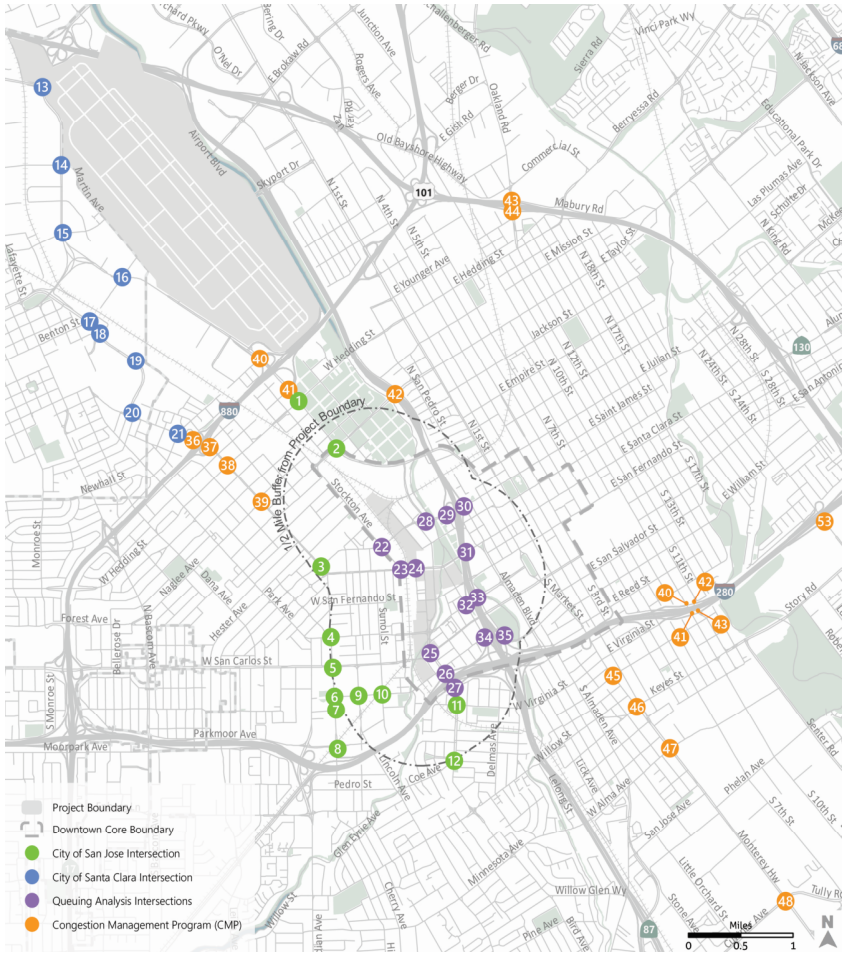


Figure D-3
Intersection Volumes and Geometries
Background Plus Goal Based Conditions



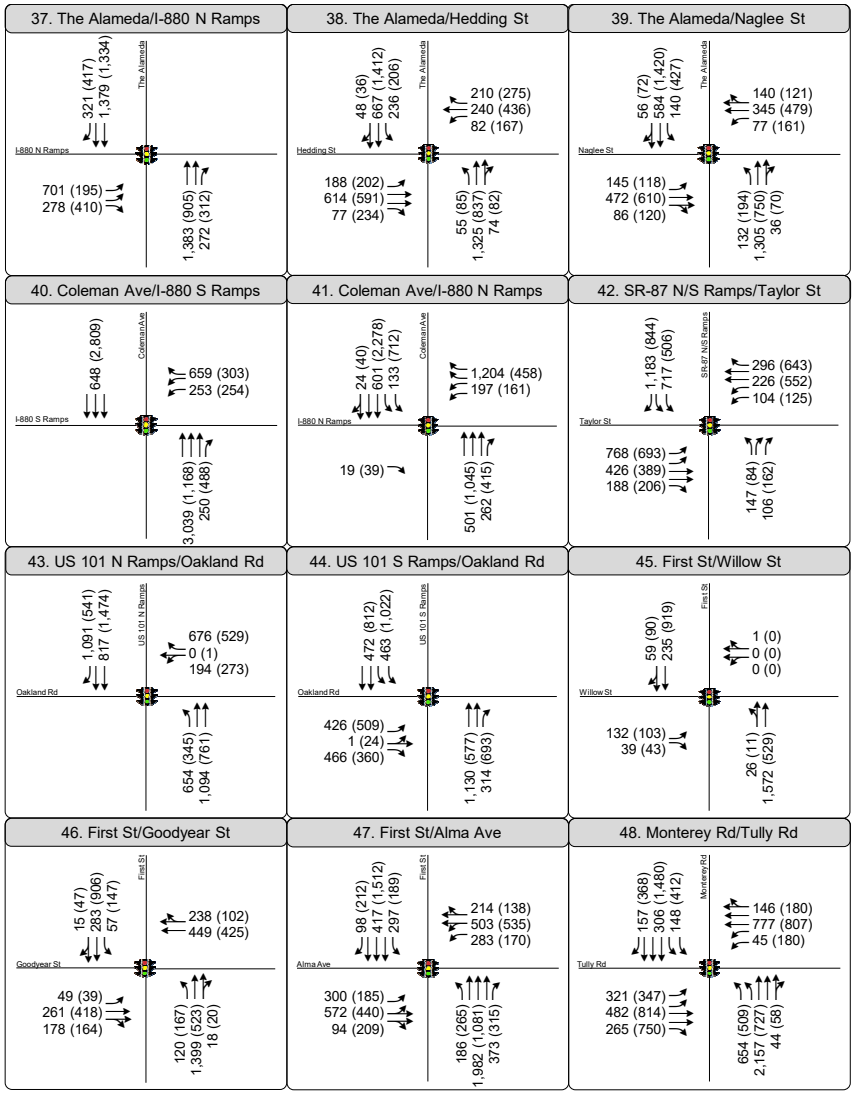
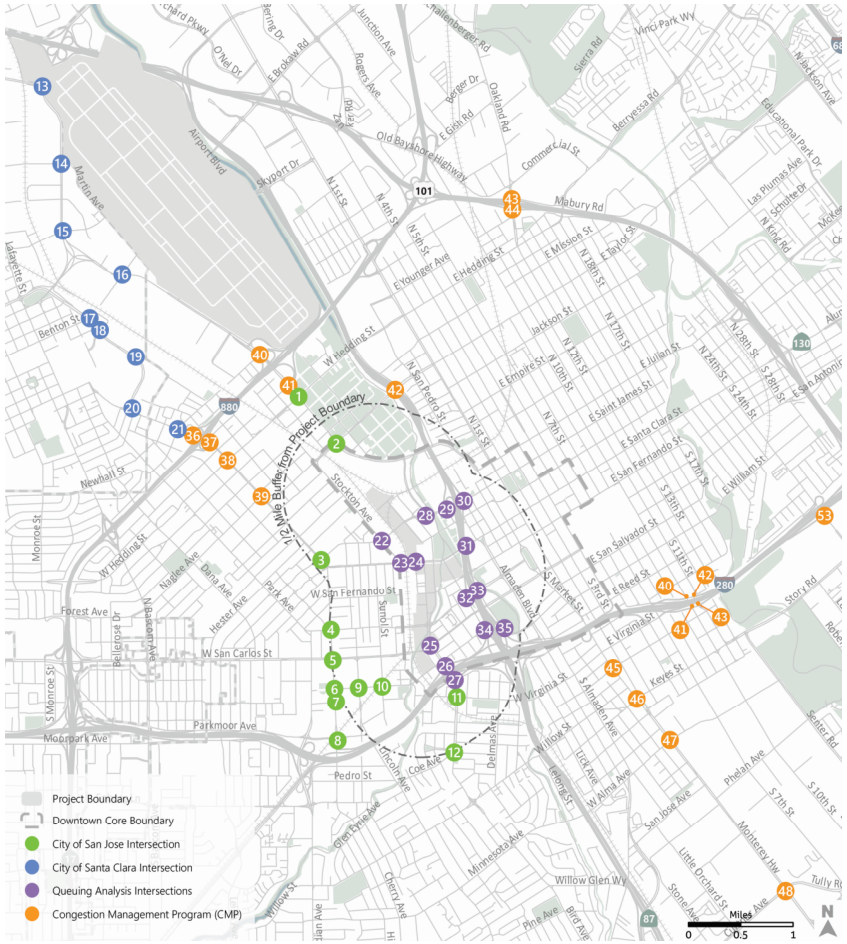


Figure D-3
Intersection Volumes and Geometries
Background Plus Goal Based Conditions



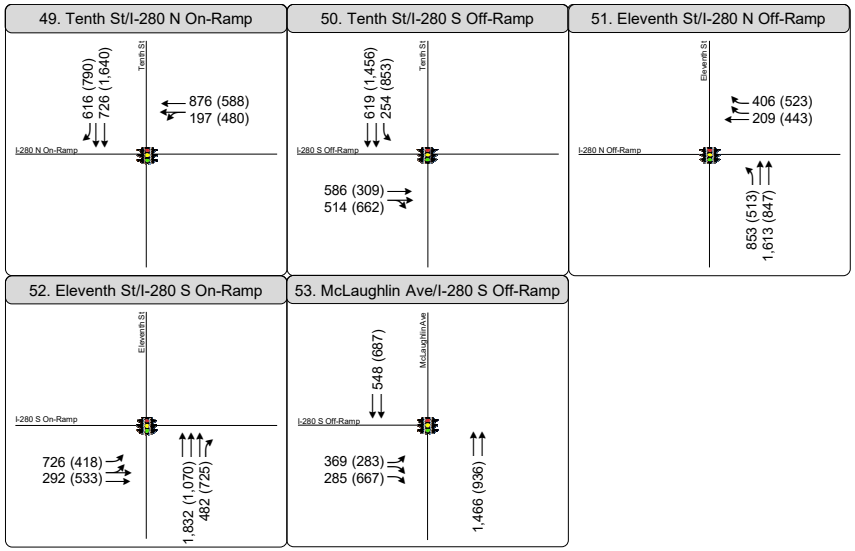
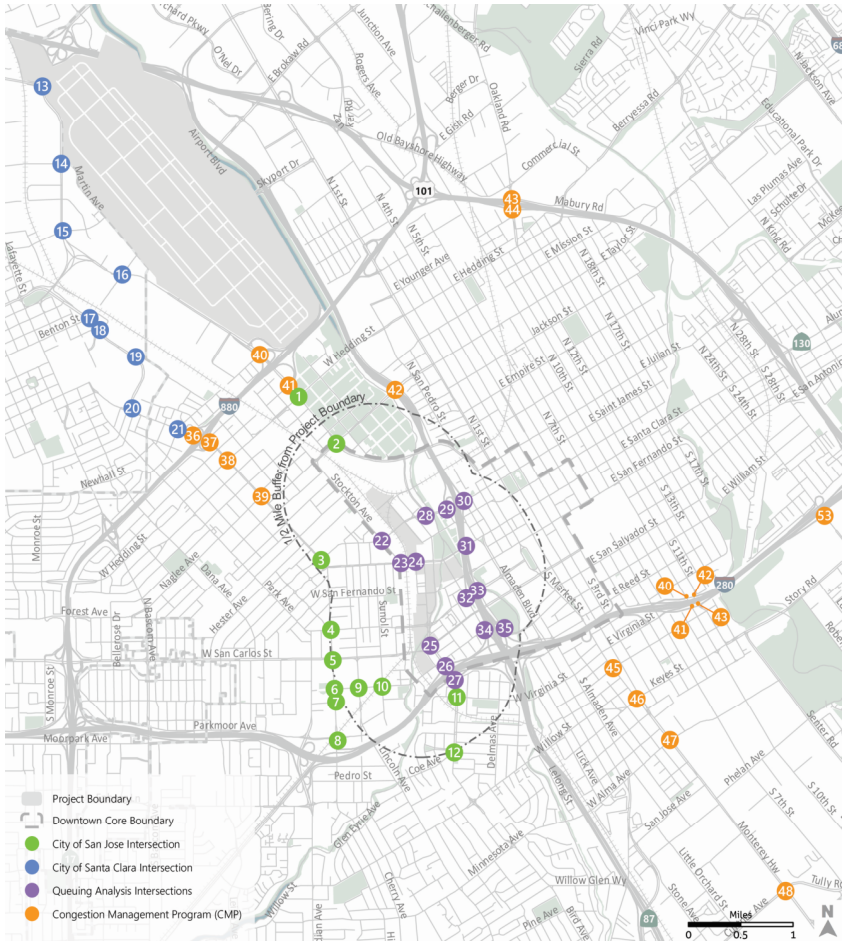


Figure D-3
Intersection Volumes and Geometries
Background Plus Goal Based Conditions



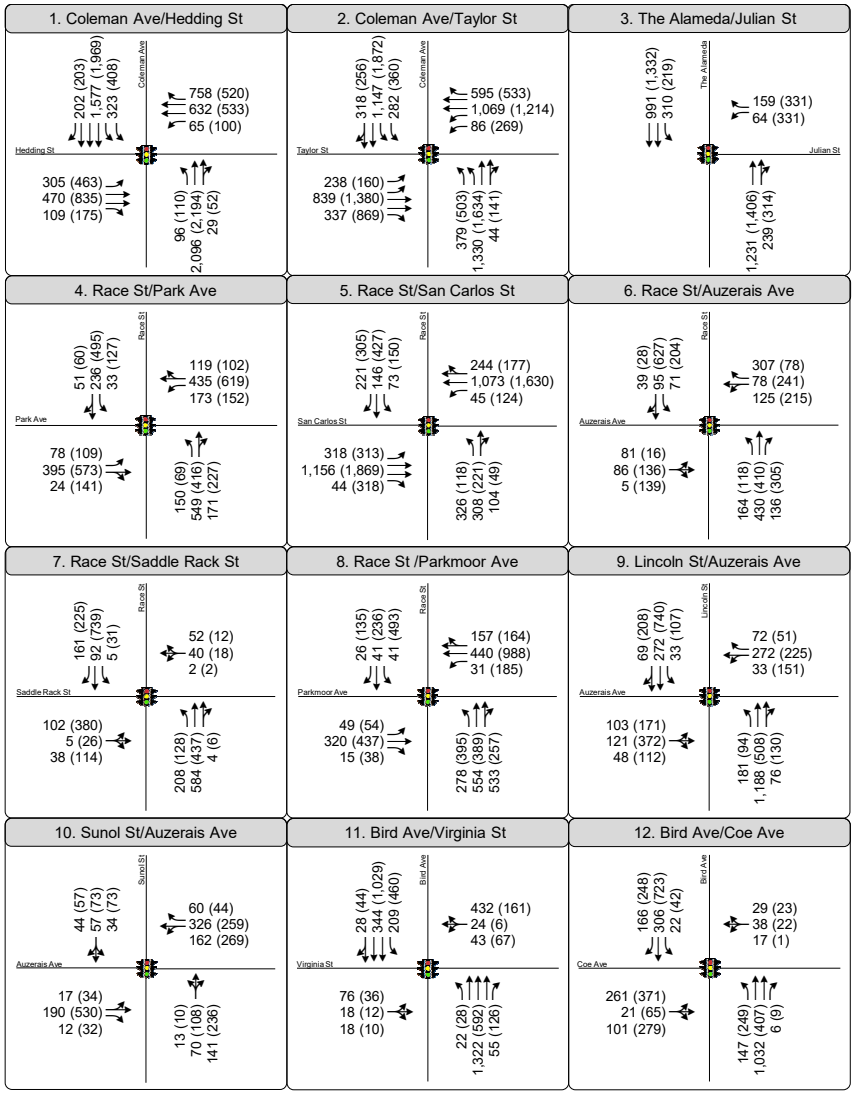
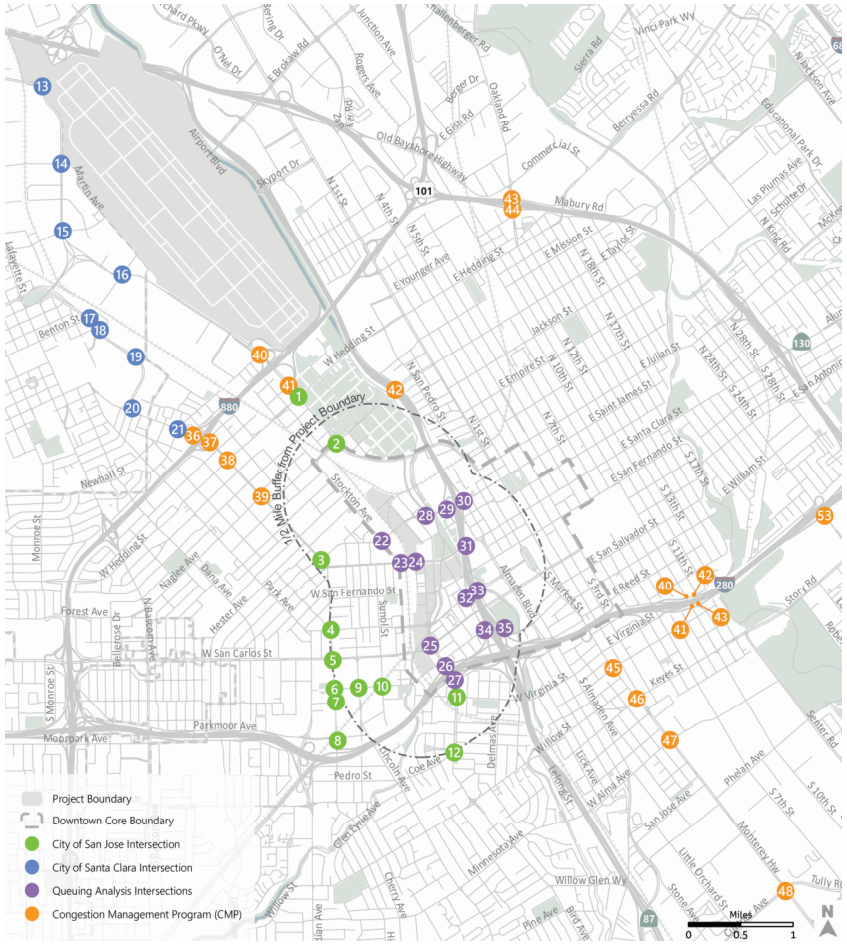


Figure D-4
Intersection Volumes and Geometries
Cumulative No Project Conditions



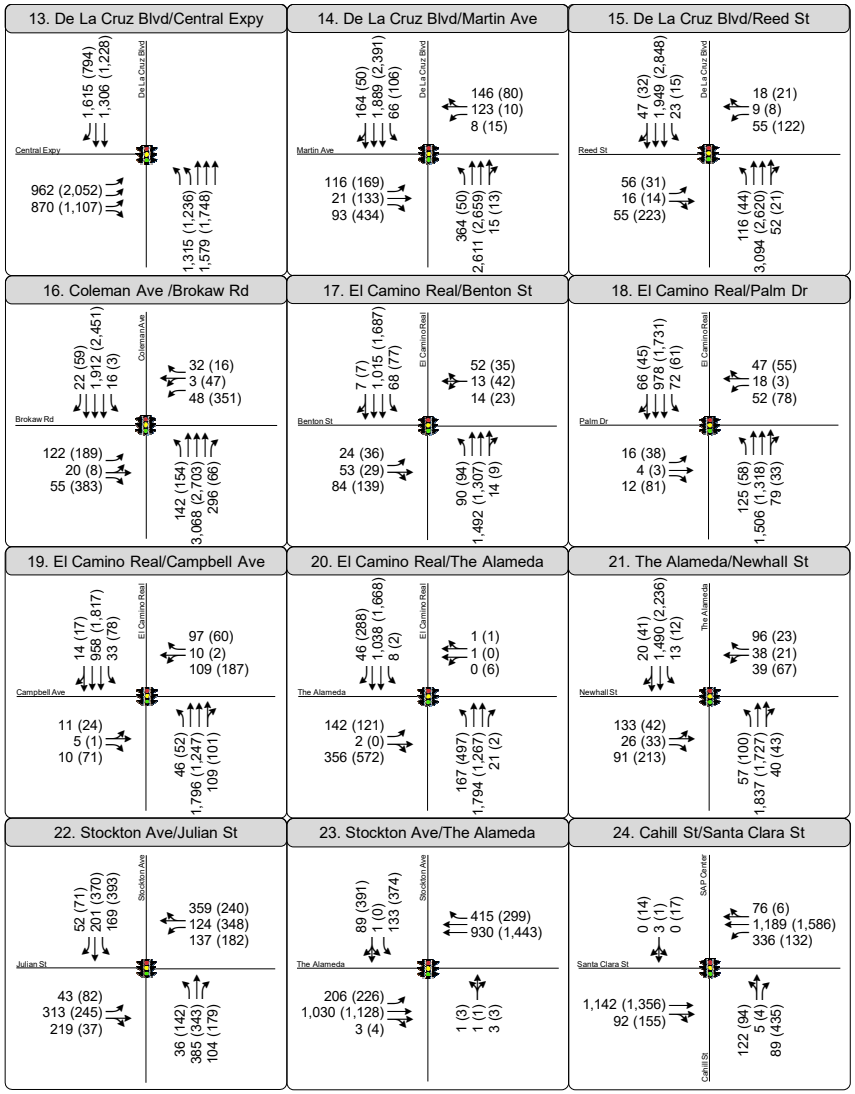
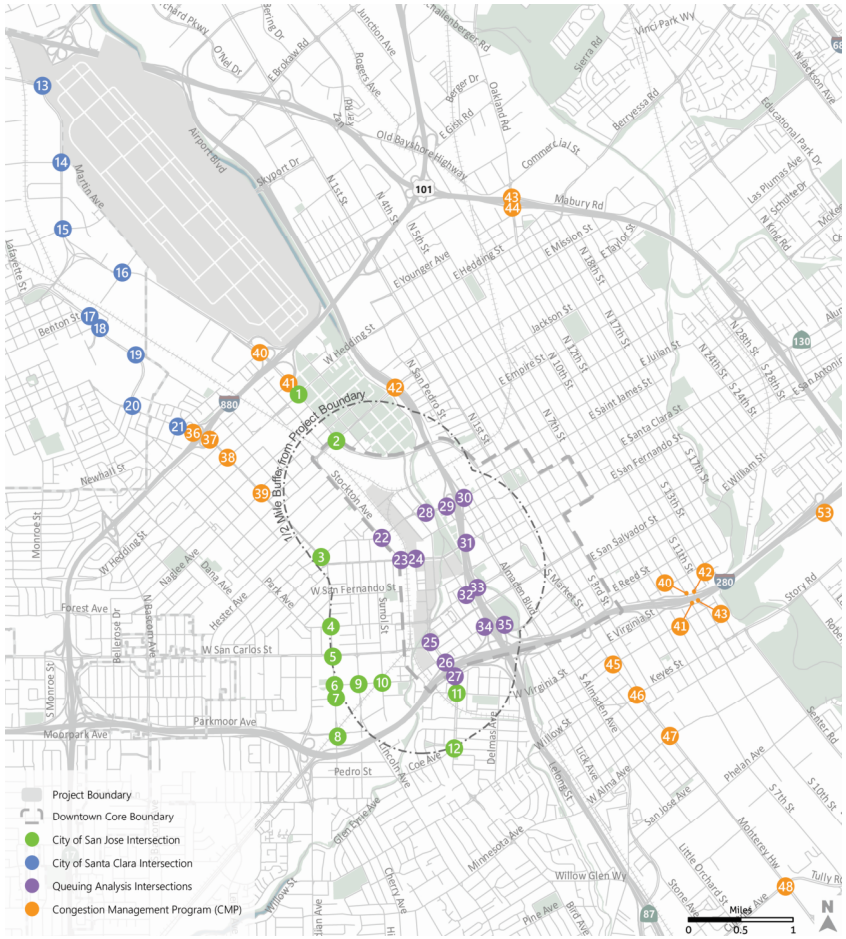


Figure D-4
Intersection Volumes and Geometries
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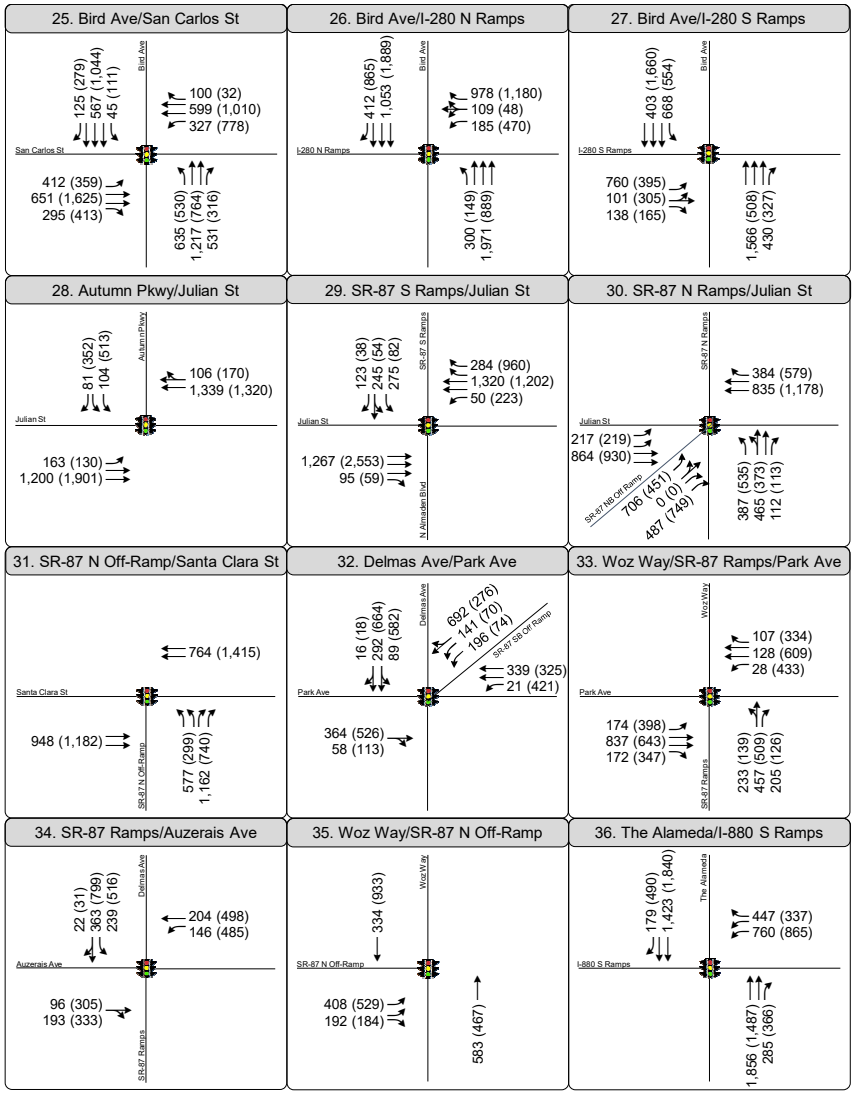
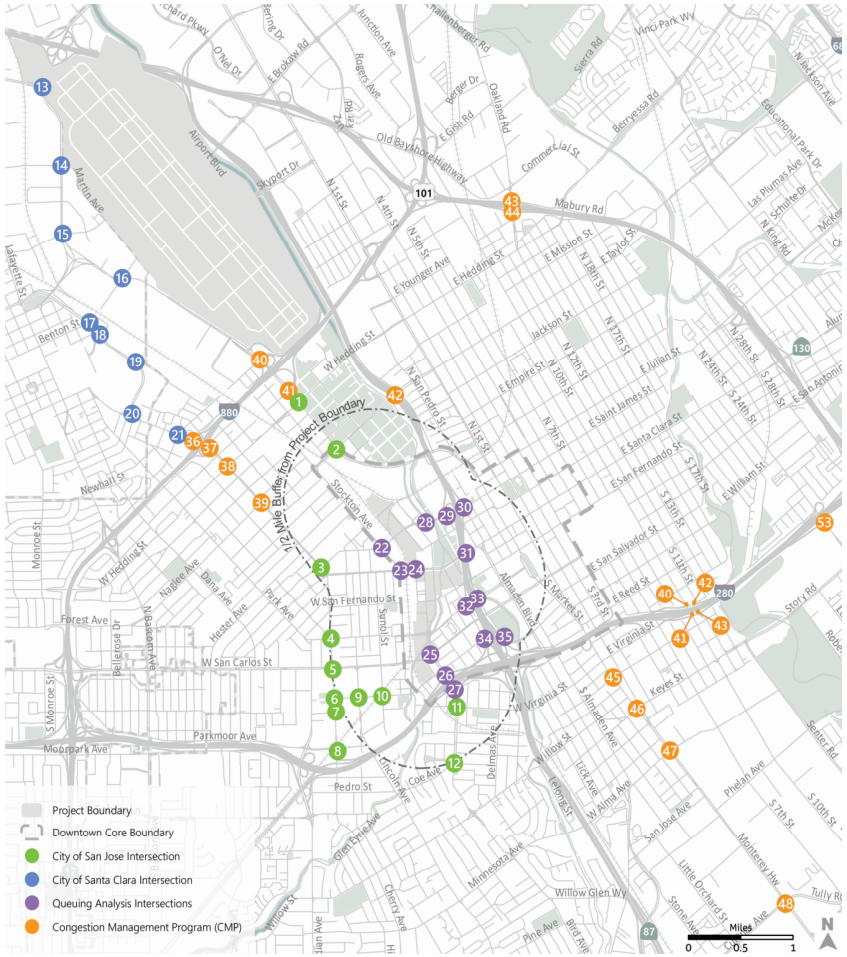


Figure D-4
Intersection Volumes and Geometries
Cumulative No Project Conditions



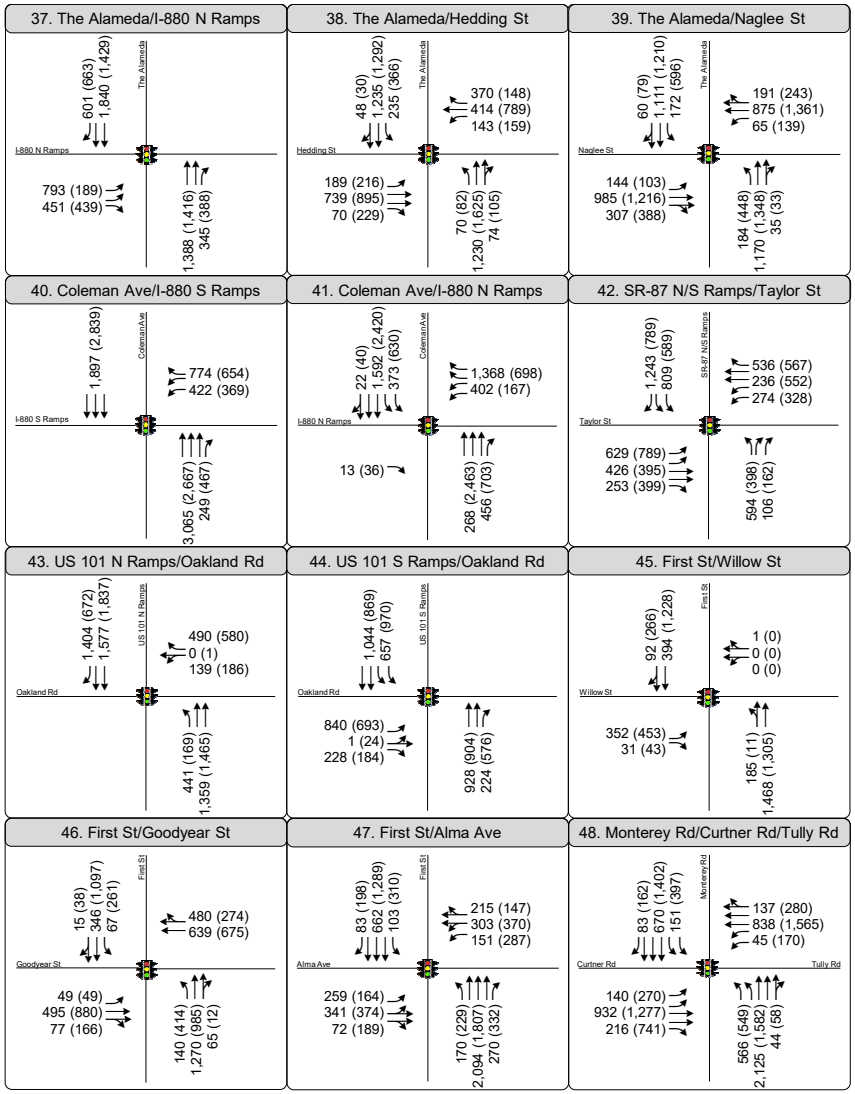
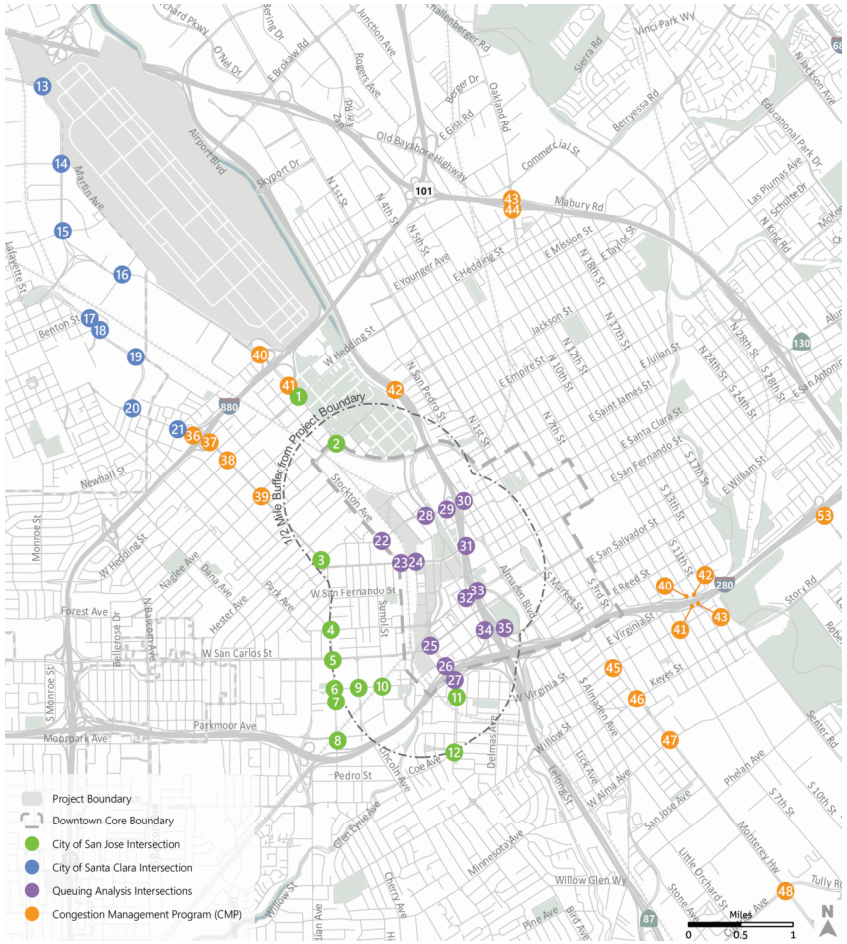


Figure D-4
Intersection Volumes and Geometries
Cumulative No Project Conditions



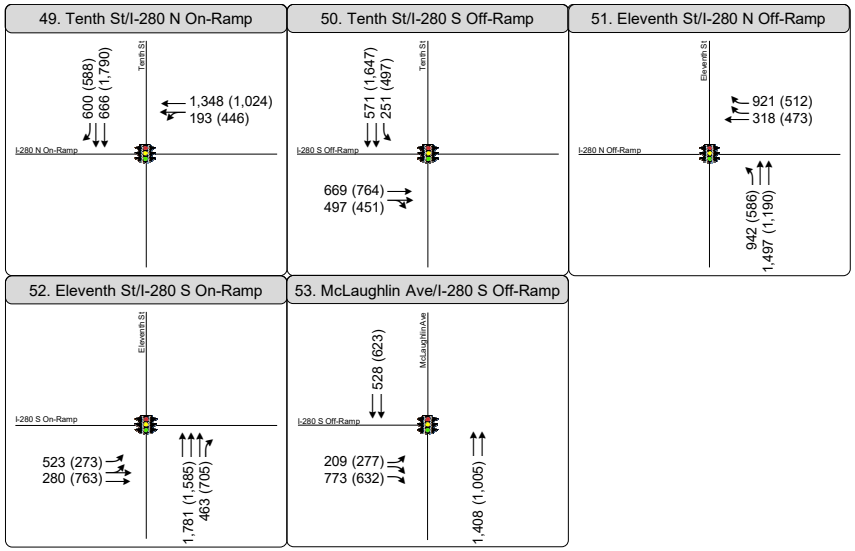
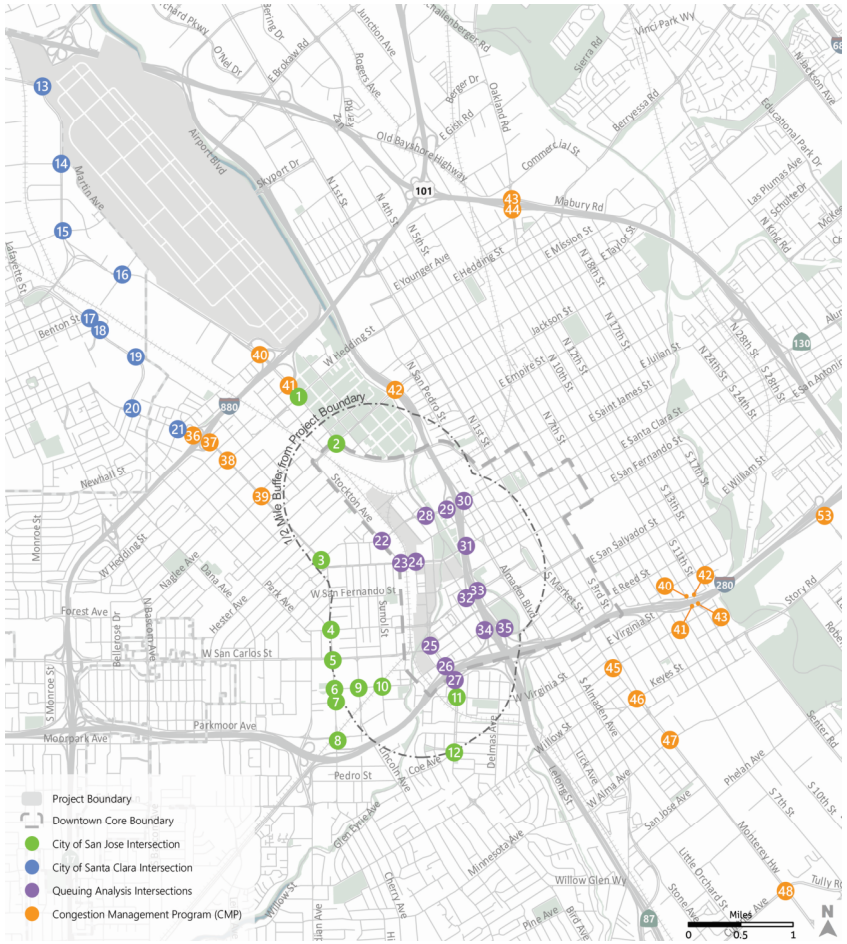


Figure D-4
Intersection Volumes and Geometries
Cumulative No Project Conditions



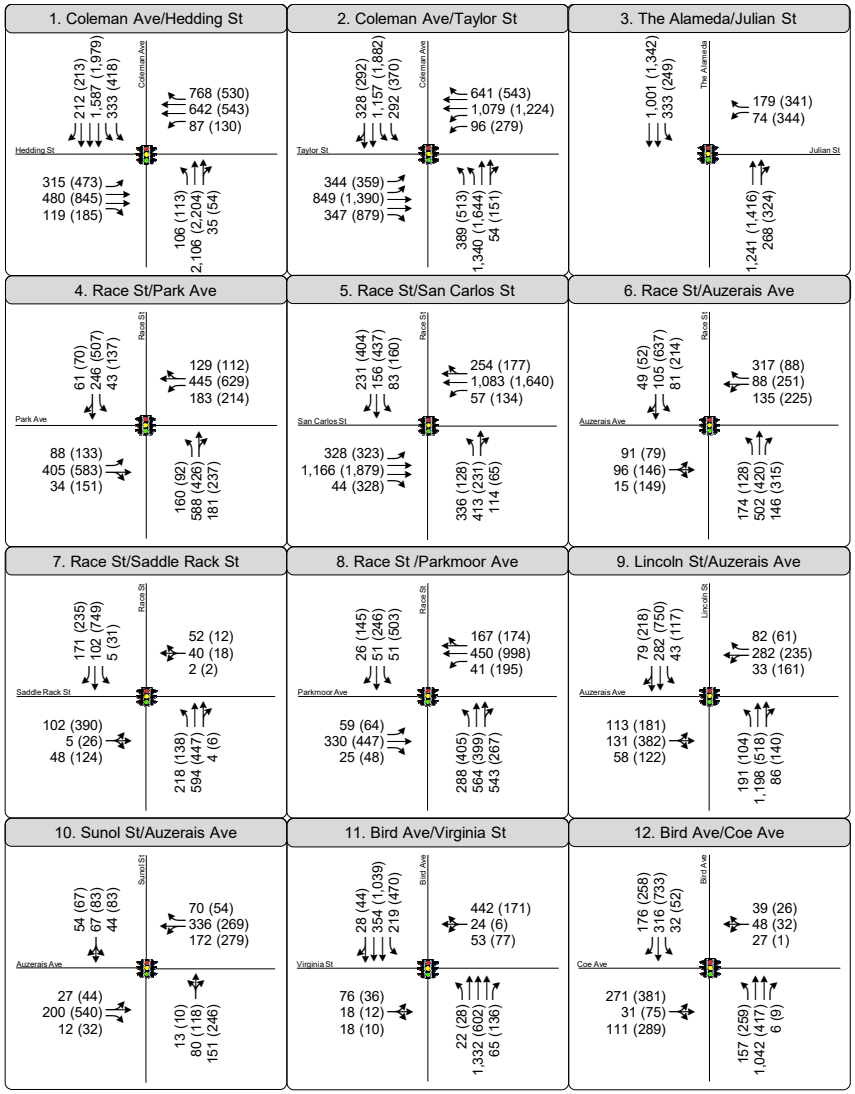
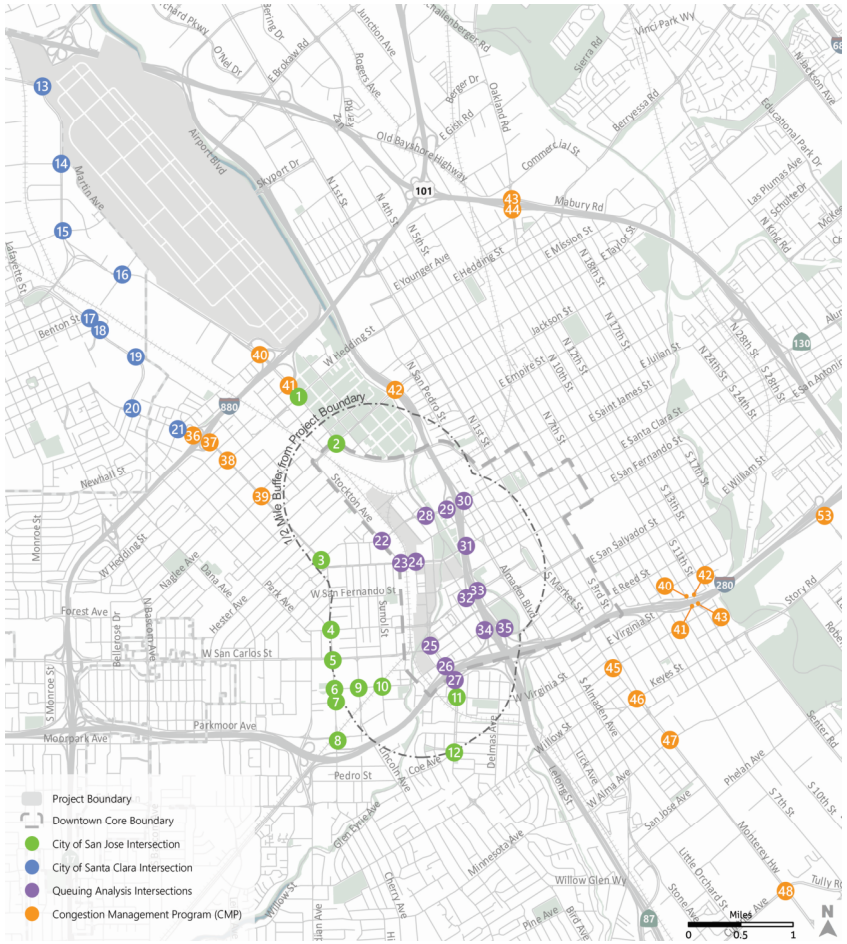


Figure D-5
Intersection Volumes and Geometries
Cumulative Goal Based Conditions



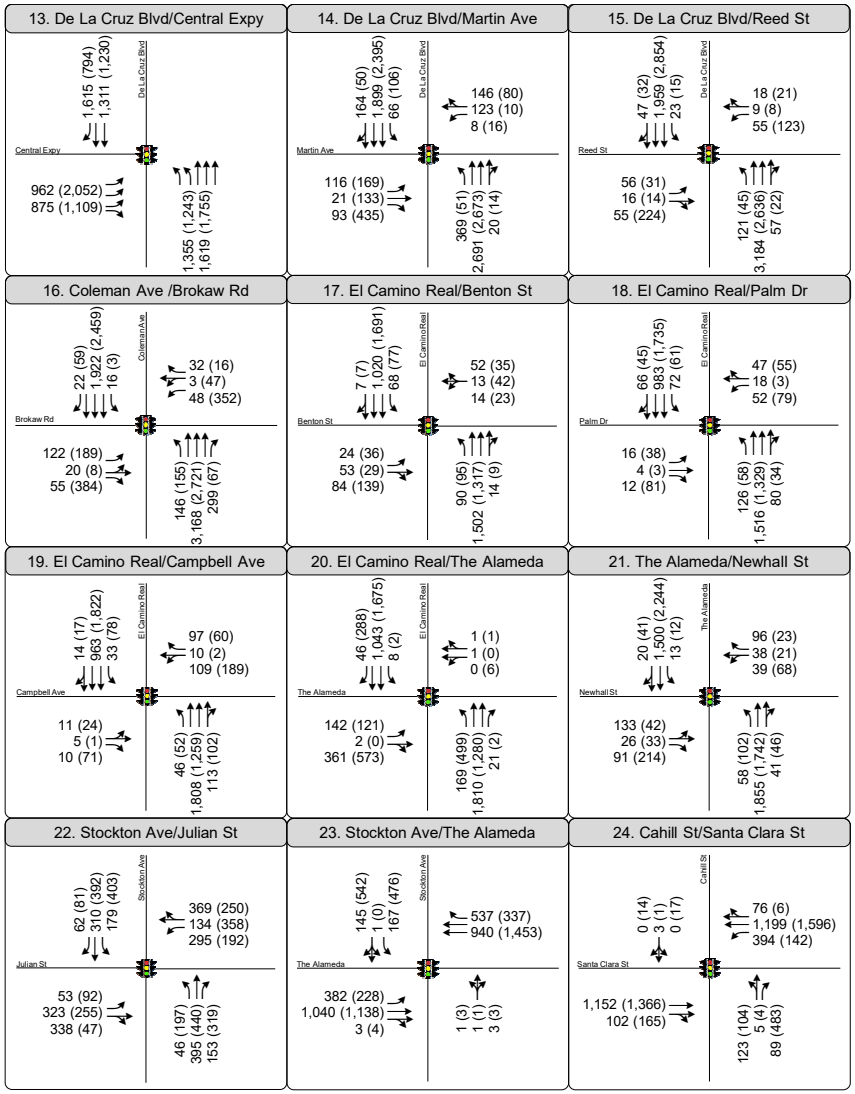
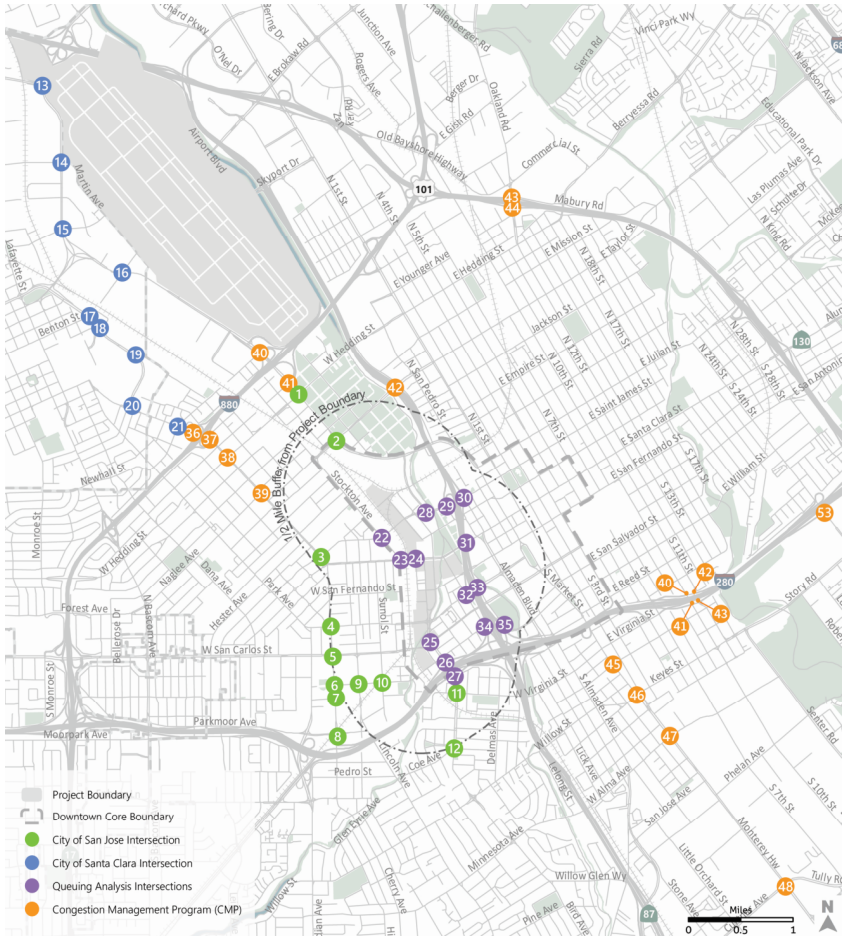


Figure D-5
Intersection Volumes and Geometries
Cumulative Goal Based Conditions



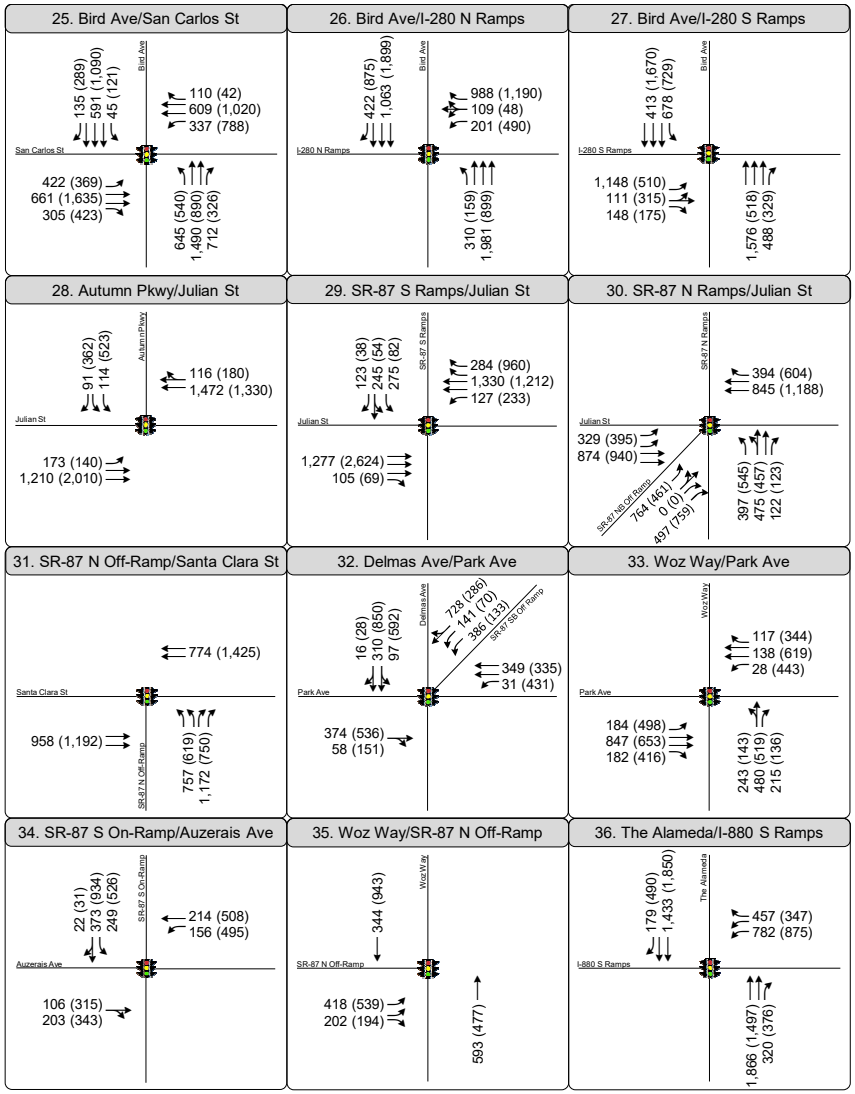
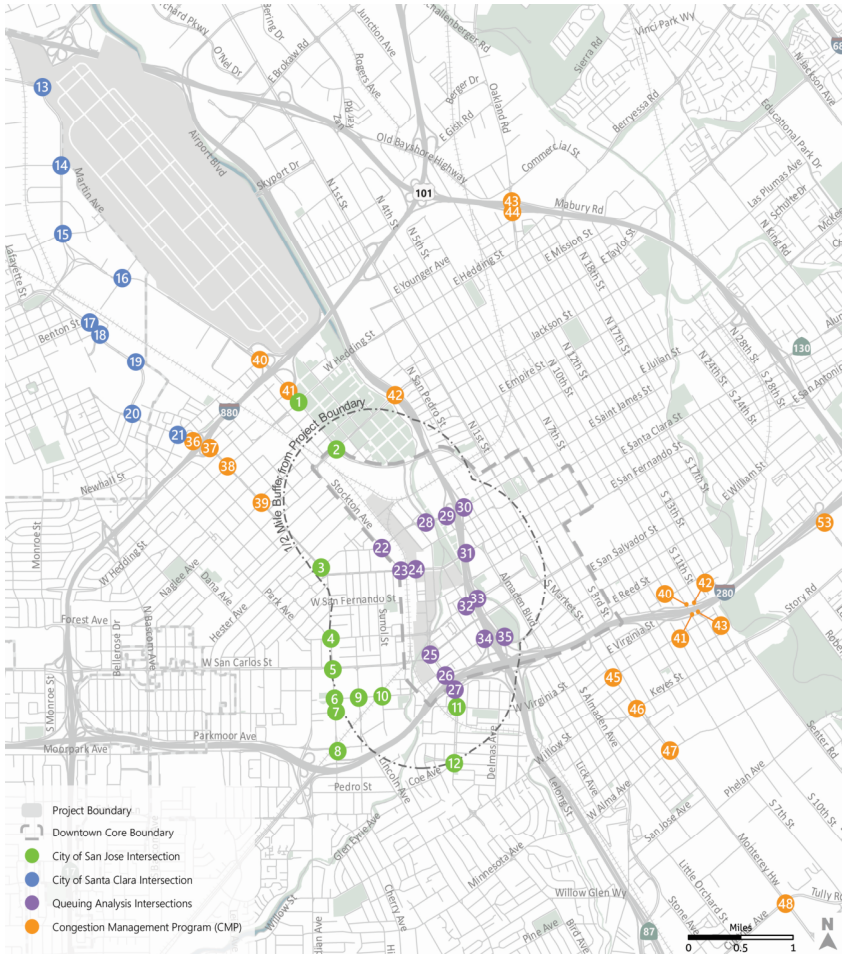


Figure D-5
Intersection Volumes and Geometries
Cumulative Goal Based Conditions



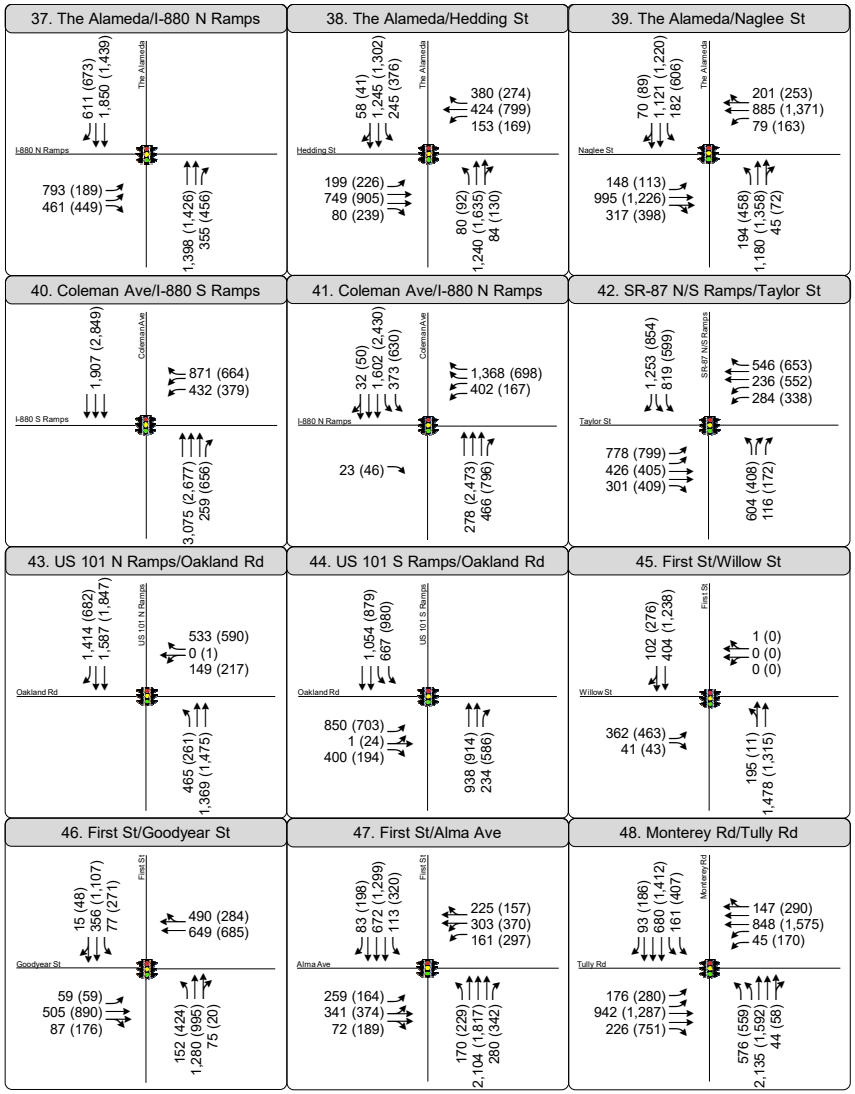
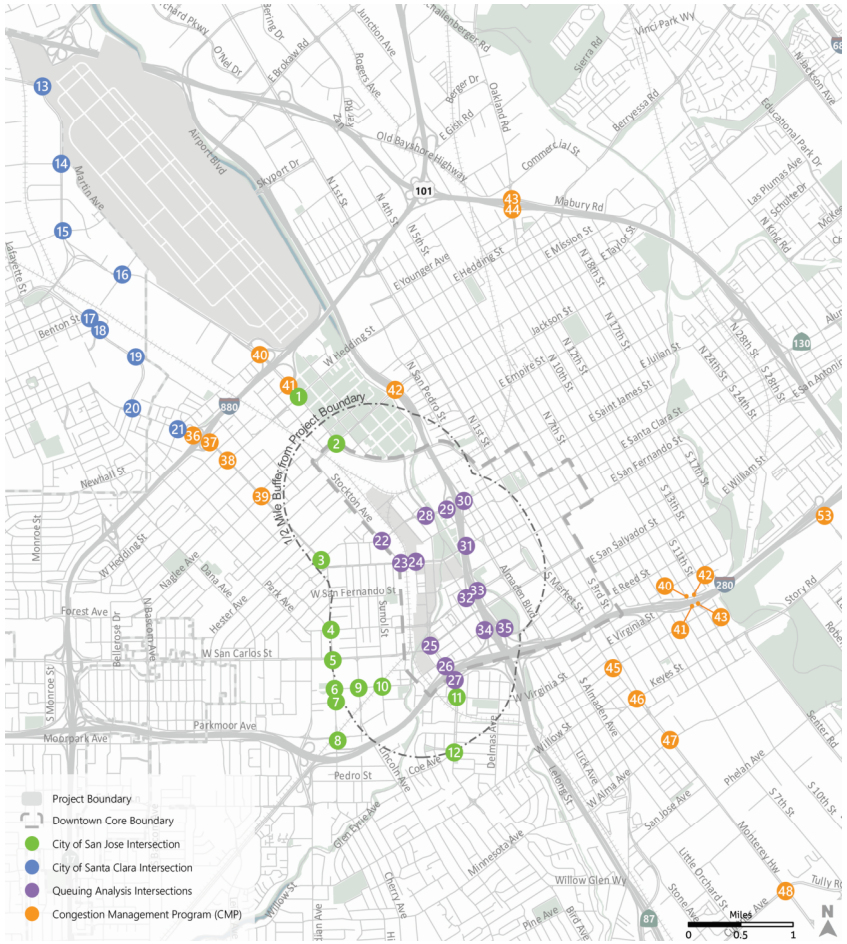


Figure D-5
Intersection Volumes and Geometries
Cumulative Goal Based Conditions



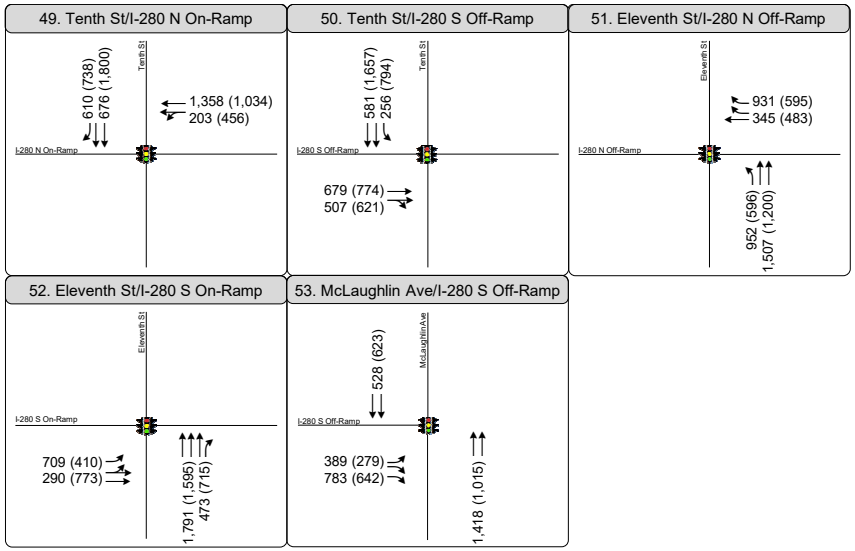


Figure D-5
Intersection Volumes and Geometries
Cumulative Goal Based Conditions

Appendix E:
Bicycle Level of Stress Analysis

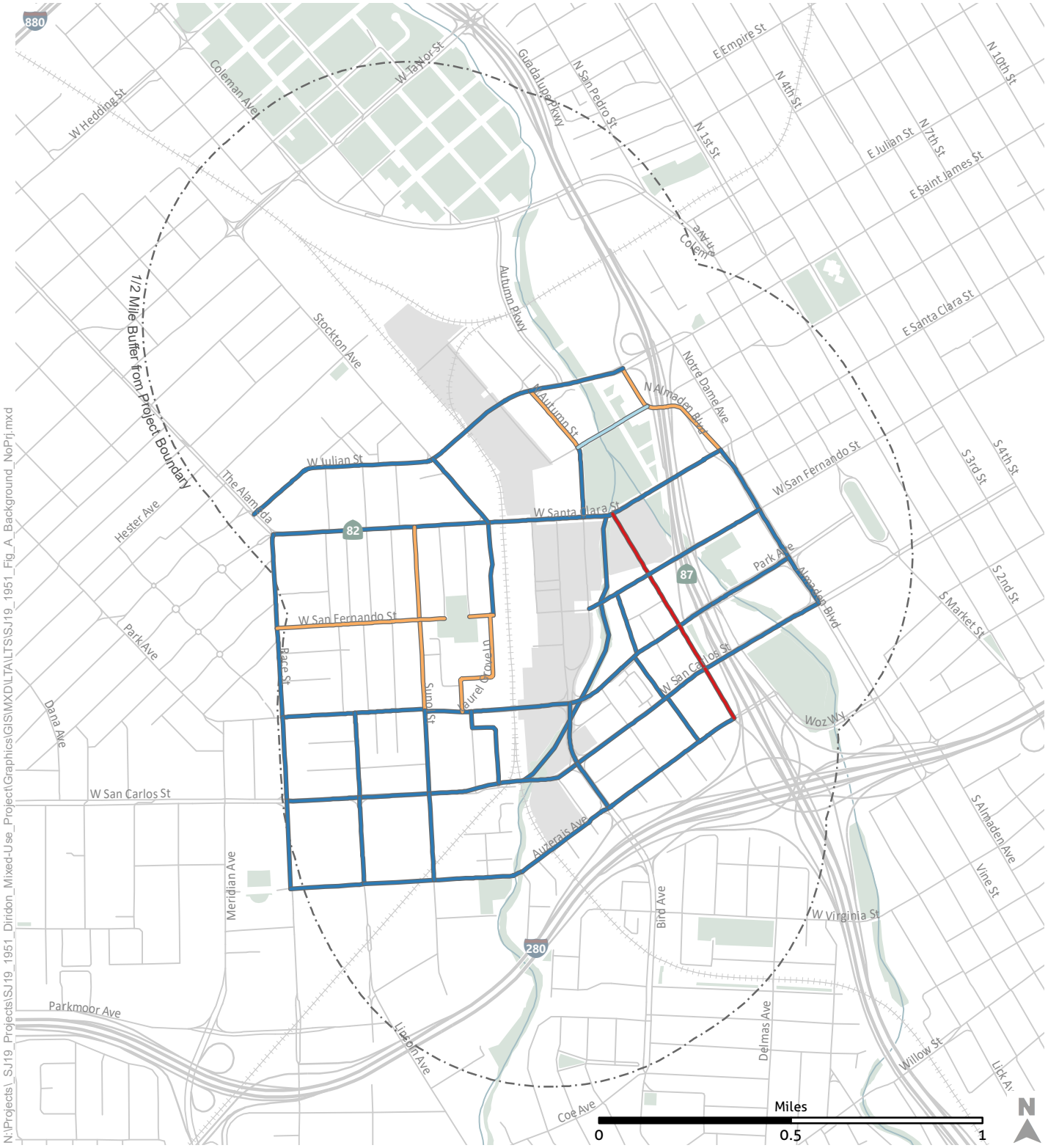


Figure A

Background No Project Level of Traffic Stress (LTS) Results

Downtown West

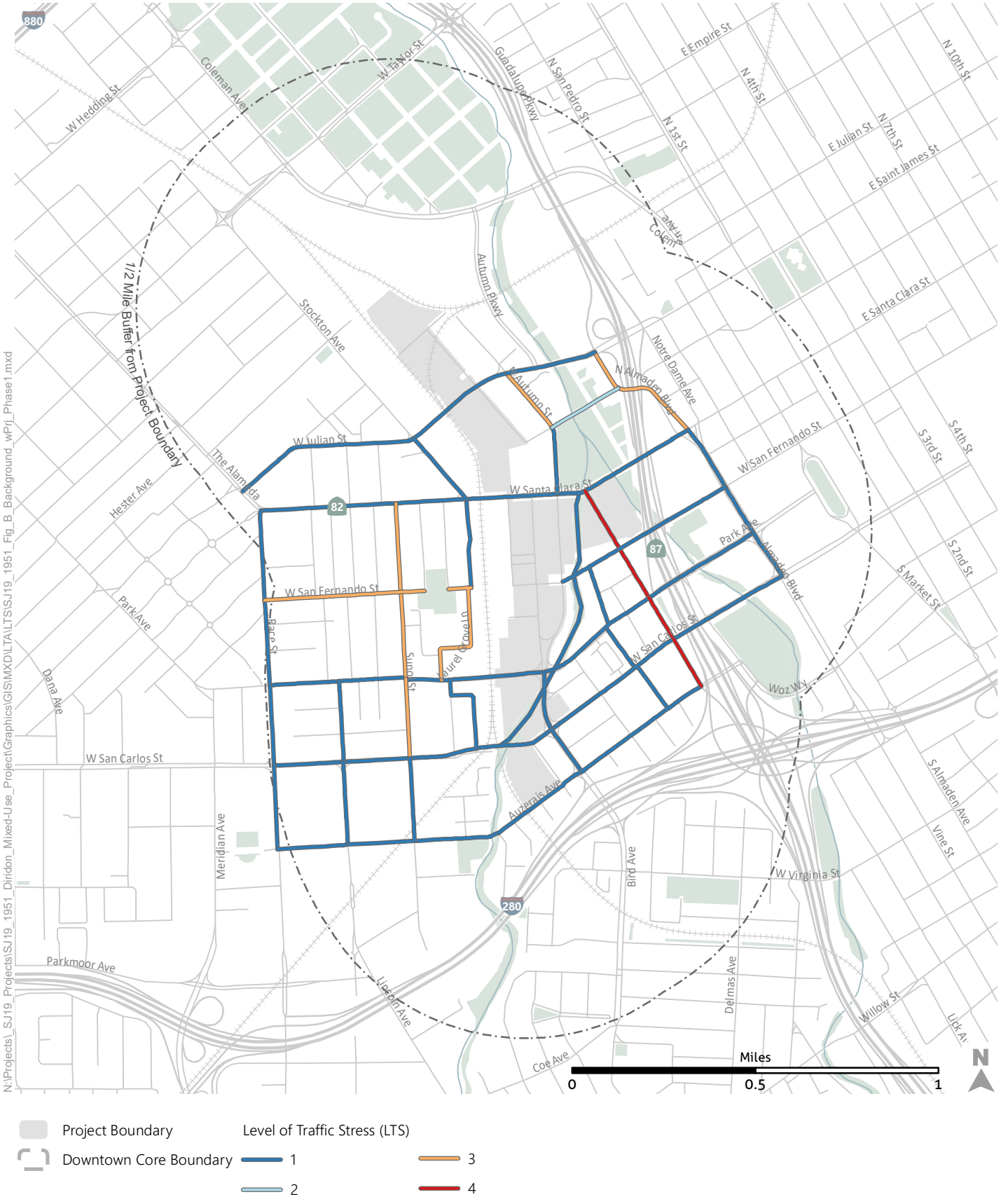


Figure B

Background with Project Phase 1 Level of Traffic Stress (LTS) Results

Downtown West

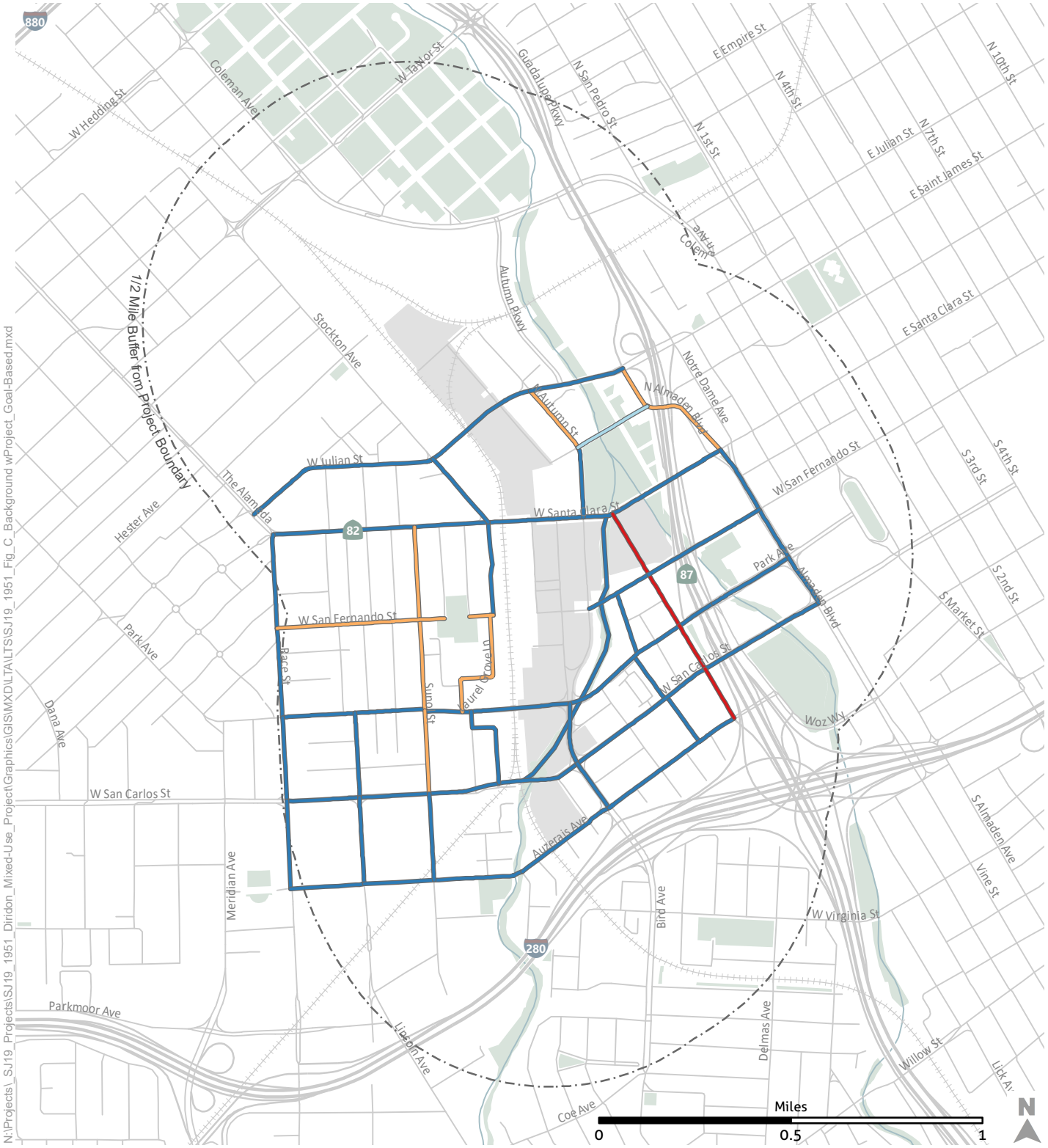
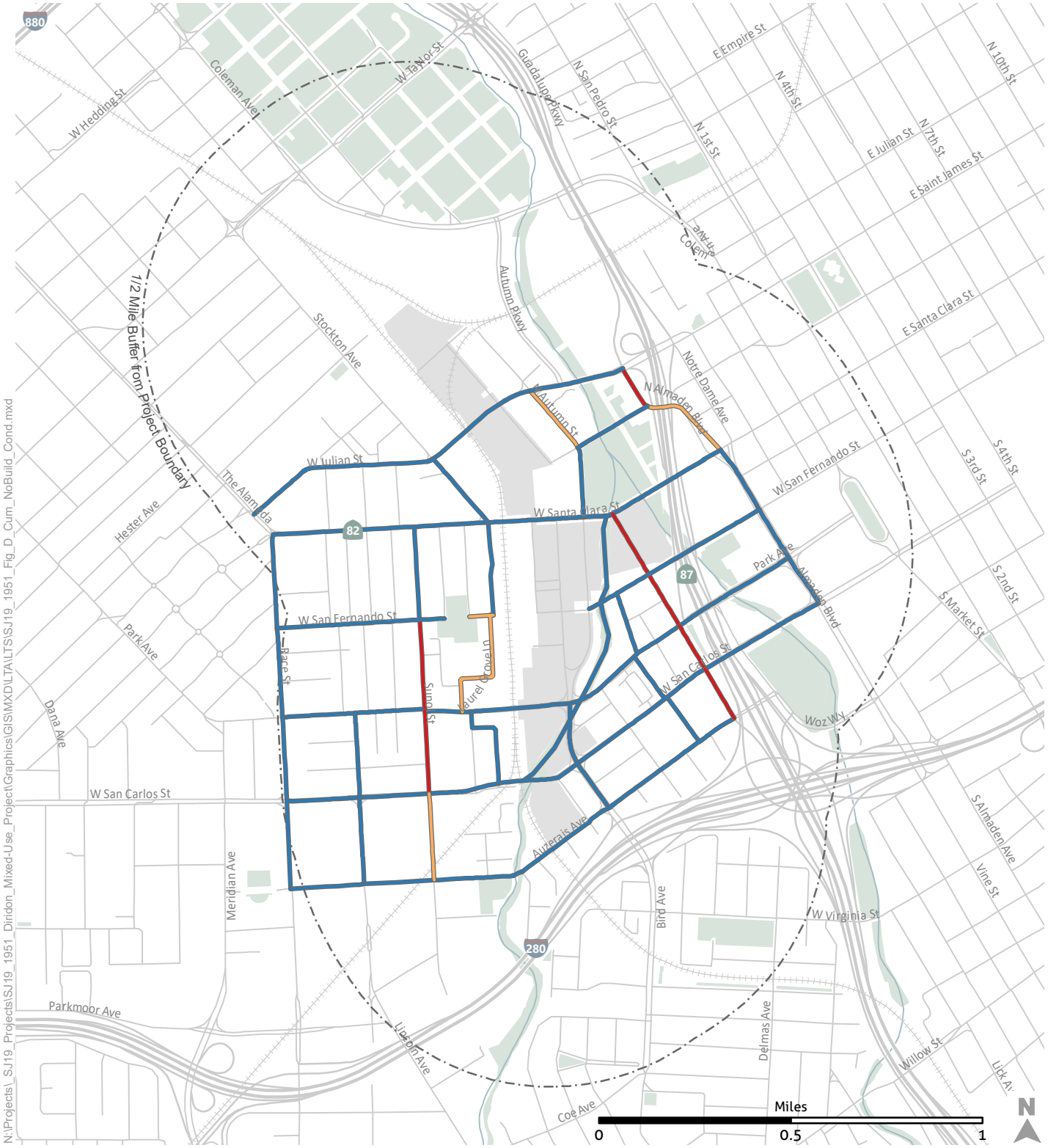


Figure C

Background with Project Goal-Based Level of Traffic Stress (LTS) Results

Downtown West



Project Boundary

Downtown Core Boundary

Level of Traffic Stress (LTS)

1

2

3

4

Figure D

Cumulative No Build Conditions Level of Traffic Stress (LTS) Results

Downtown West

Appendix F: Pedestrian Throughway Capacity Analysis

Table A: Background No Project Conditions Pedestrian Analysis LOS Results

Sidewalk Segments	Sidewalk Widths		AM (7:00 AM to 9:00 AM)				PM (4:00 PM to 6:00 PM)			
	Actual	Effective	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS
The Alameda - Race to Sunol - North	20	13	5	0.03	A	A	12	0.06	A	A
The Alameda - Race to Sunol - South	20	13	7	0.04	A	A	12	0.06	A	A
Santa Clara - Autumn to Almaden Blvd - North	20	15	16	0.07	A	A	26	0.11	A	A
Santa Clara - Autumn to Almaden Blvd - South	15	10	9	0.06	A	A	35	0.24	A	A
San Fernando - Delmas to Almaden - North	10	8	12	0.10	A	A	44	0.37	A	A
San Fernando - Delmas to Almaden - South	20	10	57	0.38	A	A	22	0.15	A	A
Park - Race to Sunol - North	10	8	6	0.05	A	A	15	0.12	A	A
Park - Race to Sunol - South	10	8	7	0.06	A	A	18	0.15	A	A
San Carlos - Race to Sunol - North	10	7	6	0.06	A	A	10	0.09	A	A
San Carlos - Race to Sunol - South	10	7	10	0.09	A	A	11	0.10	A	A
San Carlos - Montgomery / Bird to Delmas - North	10	7	6	0.06	A	A	7	0.07	A	A
San Carlos - Montgomery / Bird to Delmas - South	10	7	9	0.08	A	A	13	0.13	A	A
San Carlos - Delmas to Almaden - North	10	8	43	0.36	A	A	18	0.15	A	A
San Carlos - Delmas to Almaden - South	10	8	11	0.09	A	A	37	0.30	A	A
Auzerais - Lincoln to Sunol - North	10	5	12	0.16	A	A	4	0.05	A	A
Auzerais - Lincoln to Sunol - South	5	5	7	0.10	A	A	7	0.10	A	A
Sunol - The Alameda to Park - East	10	5	16	0.21	A	A	23	0.31	A	A
Sunol - The Alameda to Park - West	10	5	21	0.28	A	A	41	0.55	A	B
Sunol - Park to San Carlos - East	10	7	5	0.05	A	A	9	0.08	A	A
Sunol - Park to San Carlos - West	10	7	7	0.07	A	A	4	0.03	A	A
Delmas - San Fernando to San Carlos - East	10	6	20	0.22	A	A	11	0.12	A	A
Delmas - San Fernando to San Carlos - West	10	6	9	0.09	A	A	16	0.18	A	A

Source: Fehr & Peers, February 2020.

Table B: Background Plus Phase 1 Project Conditions Pedestrian Throughway Capacity Analysis Results

Sidewalk Segments	Sidewalk Widths		AM (7:00 AM to 9:00 AM)				PM (4:00 PM to 6:00 PM)			
	Actual	Effective	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS
The Alameda - Race to Sunol - North	20	13	35	0.18	A	A	47	0.24	A	A
The Alameda - Race to Sunol - South	20	13	37	0.19	A	A	47	0.24	A	A
Santa Clara - Autumn to Almaden Blvd - North	20	15	83	0.37	A	A	104	0.46	A	A
Santa Clara - Autumn to Almaden Blvd - South	15	10	76	0.51	A	B	114	0.76	A	B
San Fernando - Delmas to Almaden - North	10	8	42	0.35	A	A	79	0.66	A	B
San Fernando - Delmas to Almaden - South	20	10	87	0.58	A	B	57	0.38	A	A
Park - Race to Sunol - North	10	8	36	0.30	A	A	50	0.41	A	A
Park - Race to Sunol - South	10	8	37	0.31	A	A	53	0.44	A	A
San Carlos - Race to Sunol - North	10	7	36	0.34	A	A	45	0.43	A	A
San Carlos - Race to Sunol - South	10	7	40	0.38	A	A	46	0.44	A	A
San Carlos - Montgomery / Bird to Delmas - North	10	7	36	0.34	A	A	42	0.40	A	A
San Carlos - Montgomery / Bird to Delmas - South	10	7	39	0.37	A	A	48	0.46	A	A
San Carlos - Delmas to Almaden - North	10	8	88	0.73	A	B	71	0.59	A	B
San Carlos - Delmas to Almaden - South	10	8	56	0.47	A	A	89	0.74	A	B
Auzerais - Lincoln to Sunol - North	10	5	42	0.56	A	B	39	0.52	A	B
Auzerais - Lincoln to Sunol - South	5	5	37	0.50	A	A	42	0.56	A	B
Sunol - The Alameda to Park - East	10	5	38	0.51	A	B	49	0.66	A	B
Sunol - The Alameda to Park - West	10	5	43	0.58	A	B	68	0.90	A	B
Sunol - Park to San Carlos - East	10	7	35	0.33	A	A	44	0.41	A	A
Sunol - Park to San Carlos - West	10	7	37	0.36	A	A	39	0.37	A	A
Delmas - San Fernando to San Carlos - East	10	6	50	0.55	A	B	46	0.51	A	B
Delmas - San Fernando to San Carlos - West	10	6	39	0.43	A	A	51	0.56	A	B

Source: Fehr & Peers, February 2020.

Table C: Background Plus Project Buildout Conditions Pedestrian Throughway Capacity Analysis Results

Sidewalks Segments	Sidewalk Widths		AM (7:00 AM to 9:00 AM)				PM (4:00 PM to 6:00 PM)			
	Actual	Effective	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS
The Alameda - Race to Sunol - North	20	13	85	0.44	A	A	107	0.55	A	B
The Alameda - Race to Sunol - South	20	13	87	0.45	A	A	107	0.55	A	B
Santa Clara - Autumn to Almaden Blvd - North	20	15	196	0.87	A	B	239	1.06	A	B
Santa Clara - Autumn to Almaden Blvd - South	15	10	189	1.26	A	B	249	1.66	A	B
San Fernando - Delmas to Almaden - North	10	8	92	0.77	A	B	139	1.16	A	B
San Fernando - Delmas to Almaden - South	20	10	137	0.92	A	B	117	0.78	A	B
Park - Race to Sunol - North	10	8	86	0.72	A	B	110	0.91	A	B
Park - Race to Sunol - South	10	8	87	0.73	A	B	113	0.94	A	B
San Carlos - Race to Sunol - North	10	7	86	0.82	A	B	105	1.00	A	B
San Carlos - Race to Sunol - South	10	7	90	0.85	A	B	106	1.01	A	B
San Carlos - Montgomery / Bird to Delmas - North	10	7	86	0.82	A	B	102	0.97	A	B
San Carlos - Montgomery / Bird to Delmas - South	10	7	89	0.84	A	B	108	1.03	A	B
San Carlos - Delmas to Almaden - North	10	8	163	1.36	A	B	161	1.34	A	B
San Carlos - Delmas to Almaden - South	10	8	131	1.09	A	B	179	1.49	A	B
Auzerais - Lincoln to Sunol - North	10	5	92	1.23	A	B	99	1.32	A	B
Auzerais - Lincoln to Sunol - South	5	5	87	1.16	A	B	102	1.36	A	B
Sunol - The Alameda to Park - East	10	5	76	1.01	A	B	94	1.26	A	B
Sunol - The Alameda to Park - West	10	5	81	1.08	A	B	113	1.50	A	B
Sunol - Park to San Carlos - East	10	7	85	0.81	A	B	104	0.99	A	B
Sunol - Park to San Carlos - West	10	7	87	0.83	A	B	99	0.94	A	B
Delmas - San Fernando to San Carlos - East	10	6	100	1.11	A	B	106	1.18	A	B
Delmas - San Fernando to San Carlos - West	10	6	89	0.98	A	B	111	1.23	A	B

Source: Fehr & Peers, February 2020.

Table D: Background Plus Goal-Based Project Buildout Conditions Pedestrian Throughway Capacity Analysis Results

Sidewalks	Sidewalk Widths		AM (7:00 AM to 9:00 AM)				PM (4:00 PM to 6:00 PM)			
	Actual	Effective	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS
The Alameda - Race to Sunol - North	20	13	147	0.76	A	B	185	0.95	A	B
The Alameda - Race to Sunol - South	20	13	150	0.77	A	B	185	0.95	A	B
Santa Clara - Autumn to Almaden Blvd - North	20	15	336	1.50	A	B	414	1.84	A	B
Santa Clara - Autumn to Almaden Blvd - South	15	10	329	2.19	A	B	423	2.82	A	B
San Fernando - Delmas to Almaden - North	10	8	155	1.29	A	B	216	1.80	A	B
San Fernando - Delmas to Almaden - South	20	10	200	1.33	A	B	194	1.30	A	B
Park - Race to Sunol - North	10	8	149	1.24	A	B	187	1.56	A	B
Park - Race to Sunol - South	10	8	150	1.25	A	B	191	1.59	A	B
San Carlos - Race to Sunol - North	10	7	149	1.42	A	B	182	1.74	A	B
San Carlos - Race to Sunol - South	10	7	152	1.45	A	B	183	1.75	A	B
San Carlos - Montgomery / Bird to Delmas - North	10	7	149	1.42	A	B	180	1.71	A	B
San Carlos - Montgomery / Bird to Delmas - South	10	7	151	1.44	A	B	186	1.77	A	B
San Carlos - Delmas to Almaden - North	10	8	256	2.14	A	B	277	2.31	A	B
San Carlos - Delmas to Almaden - South	10	8	225	1.87	A	B	295	2.46	A	B
Auzerais - Lincoln to Sunol - North	10	5	155	2.06	A	B	176	2.35	A	B
Auzerais - Lincoln to Sunol - South	5	5	150	2.00	A	B	180	2.40	A	B
Sunol - The Alameda to Park - East	10	5	123	1.64	A	B	153	2.03	A	B
Sunol - The Alameda to Park - West	10	5	128	1.70	A	B	171	2.28	A	B
Sunol - Park to San Carlos - East	10	7	147	1.40	A	B	181	1.72	A	B
Sunol - Park to San Carlos - West	10	7	150	1.43	A	B	176	1.68	A	B
Delmas - San Fernando to San Carlos - East	10	6	162	1.80	A	B	183	2.04	A	B
Delmas - San Fernando to San Carlos - West	10	6	151	1.68	A	B	188	2.09	A	B

Source: Fehr & Peers, February 2020.

Table E: Year 2040 General Plan No Project Conditions Pedestrian Throughway Capacity Analysis Results

Sidewalks	Sidewalk Widths		AM (7:00 AM to 9:00 AM)				PM (4:00 PM to 6:00 PM)			
	Actual	Effective	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS	15-min volumes	flow rate p/min/ft	avg LOS	platoon LOS
The Alameda - Race to Sunol - North	20	13	6	0.03	A	A	15	0.08	A	A
The Alameda - Race to Sunol - South	20	13	9	0.05	A	A	15	0.08	A	A
Santa Clara - Autumn to Almaden Blvd - North	20	15	19	0.09	A	A	31	0.14	A	A
Santa Clara - Autumn to Almaden Blvd - South	15	10	10	0.07	A	A	43	0.29	A	A
San Fernando - Delmas to Almaden - North	10	8	15	0.12	A	A	53	0.45	A	A
San Fernando - Delmas to Almaden - South	20	10	70	0.47	A	A	27	0.18	A	A
Park - Race to Sunol - North	10	8	7	0.06	A	A	18	0.15	A	A
Park - Race to Sunol - South	10	8	9	0.07	A	A	22	0.19	A	A
San Carlos - Race to Sunol - North	10	7	7	0.07	A	A	12	0.11	A	A
San Carlos - Race to Sunol - South	10	7	12	0.11	A	A	13	0.13	A	A
San Carlos - Montgomery / Bird to Delmas - North	10	7	7	0.07	A	A	9	0.08	A	A
San Carlos - Montgomery / Bird to Delmas - South	10	7	10	0.10	A	A	16	0.16	A	A
San Carlos - Delmas to Almaden - North	10	8	52	0.43	A	A	22	0.19	A	A
San Carlos - Delmas to Almaden - South	10	8	13	0.11	A	A	45	0.37	A	A
Auzerais - Lincoln to Sunol - North	10	5	15	0.20	A	A	4	0.06	A	A
Auzerais - Lincoln to Sunol - South	5	5	9	0.12	A	A	9	0.12	A	A
Sunol - The Alameda to Park - East	10	5	19	0.26	A	A	28	0.38	A	A
Sunol - The Alameda to Park - West	10	5	25	0.34	A	A	51	0.67	A	B
Sunol - Park to San Carlos - East	10	7	6	0.06	A	A	10	0.10	A	A
Sunol - Park to San Carlos - West	10	7	9	0.08	A	A	4	0.04	A	A
Delmas - San Fernando to San Carlos - East	10	6	24	0.26	A	A	13	0.15	A	A
Delmas - San Fernando to San Carlos - West	10	6	10	0.12	A	A	19	0.21	A	A

Source: Fehr & Peers, February 2020.

Appendix G:
Parking Analysis for Commercial Uses

FEHR PEERS

DRAFT Memorandum

Date: September 30, 2020

To: Hillary Gitelman and Karl Heisler, ESA

From: Franziska Church and Ryan Caldera, Fehr & Peers

Subject: Downtown West Mixed-Use Commercial Parking Evaluation

SJ19-1951

The Downtown West Mixed-Use Project ("Project") proposes the inclusion of up to 7,160 vehicle parking spaces, 4,800 of which would be publicly accessible and provided for the site-specific commercial uses, and up to 2,360 parking spaces would be provided for the Project's residential uses. The residential parking supply meets the City's parking requirements per its Municipal Code (§20.70). However, the proposed commercial parking supply is 2,191 spaces fewer than required by the City Code, including municipal code allowed reductions for TDM strategies and mixed-use projects.

The purpose of this memorandum is to determine whether the commercial parking supply of up to 4,800 spaces would serve the commercial land uses' core parking demand. The parking evaluation is reflective of the Project's TDM program and the City-envisioned dense, urban, and high-quality transit context in which the Project will be built over time. The parking supply incentivizes multimodal access over driving and parking, in support of the City's long-term goals consistent with *Envision 2040*. Specifically, the memorandum focuses on the weekday peak midday demand for the site-specific commercial uses. The commercial parking spaces will be publicly accessible and be able to accommodate weekday evening and weekend activities, when the Project's commercial parking demand is low.

The site is located in downtown San José, served by several major transit facilities and a developed multimodal network. Upon full project buildout, several major transit improvements will further improve transit access, including Caltrain Electrification and Bay Area Rapid Transit (BART) Silicon Valley Phase 2 to Diridon station. Moreover, as part of its Environmental Impact Report (EIR)

mitigation measure AQ-2h, the Project applicant will be required to implement a robust TDM program to increase the non-SOV mode share of employees and residents. As discussed further in this memo, the Project's characteristics and TDM program are expected to reduce the number of vehicles driving to the site, and the Project is anticipated to have lower parking demand than developments in other contexts.

1. Project Overview and Parking Supply Code Compliance Assessment

The Project area encompasses approximately 81 acres in downtown San José, west of State Route (SR) 87, north of Interstate (I) 280 in the vicinity of the Diridon and future BART Stations, and future High-Speed Rail (HSR) facility. The Project includes construction of the following uses in multiple new structures distributed throughout the Project area:

- 7.3 million gross square feet of commercial office uses
- 5,900 dwelling units
- 500,000 gross square feet of commercial retail space
- 300 hotel rooms
- 800 limited-term corporate accommodations[1]
- 100,000-gross square foot event space
- 130,000 gross square feet of on-site centralized utility plants
- 100,000 on-site logistics centers to serve the commercial on-site uses

1.2 Required Parking Supply per City Code

Chapter 10 of the Project's *Local Transportation Analysis* (September 2020) compares the Project's proposed parking supply to the City of San José's parking supply requirements for the Project as a whole. This section presents a similar comparison, though each land use is evaluated individually to identify which land uses meet the City's parking supply requirements.

The City of San José's Municipal Code §20.70 defines the vehicle parking supply requirements for developments within Downtown San José. The City of San José's parking supply requirements in downtown are lower than parking requirements in other parts of the City to reflect the downtown's multimodal network that includes a robust network of transit, bicycle, and pedestrian facilities.

[1] Limited-term corporate accommodations would operate akin to a suites hotel for Google employees typically visiting the site or newly relocated to the area for up to 60 days. These accommodations would not be open to the public. These accommodations could occur as stand-alone uses or as part of mixed-use buildings.

1.2.1 Land Uses Without Parking Supply Requirements
(Active/Retail Uses, Event/Conference Center, Central Utilities Plant, and Logistics/Warehouse)

Per the City's Municipal Code, most active/retail uses within the downtown are not required to have off-street vehicle parking. (Land uses not required to have off-street parking are still required to provide bicycle parking spaces, per the City's Municipal Code.) Downtown retail uses generally serve the already present daytime population (i.e., employees) for whom it is easier to walk or bike. As such, visitors to these uses are expected to primarily use non-SOV travel modes or taxis/Transportation Network Companies (TNCs) (e.g., Uber, Lyft), and therefore would not require any vehicle parking. Travelers who need vehicle parking facilities are expected to utilize on-street parking and/or existing public parking lots or structures.

The 500,000 square feet of active uses have not been defined but include a list of permitted and conditional uses.[2] (A full list of these uses is provided in **Attachment A**.) Most of the permitted uses, which do not require subsequent City approval, do not require any off-street vehicle parking per City code, while some of the conditional uses do have vehicle parking requirements. All active uses are required to provide a specified number of bicycle parking spaces, as identified in the Project LTA. The conditional uses would go through their own City review process and may need to provide additional off-site vehicle parking for patrons.

The event/conference center, central utilities plant, and logistics/warehouse uses are also not required to provide any off-street vehicle parking per City code. (The event/conference center is required to provide a number of bicycle parking spaces, as identified in the Project LTA.)

1.2.2 Land Uses With Parking Supply Requirements
(Residential, Hotel, Limited-Term Corporate Accommodation, and Office Uses)

Residential, hotel, limited-term corporate accommodation, and office uses are required to provide off-street parking facilities per the City of San José's Municipal Code §20.70. In addition to the base parking supply rate requirements presented in City Code, the City allows for additional parking supply reductions for TDM programs and mixed-use projects. Based on Municipal Code §20.70.330.A, a project may receive up to a 15 percent reduction in the required off-street parking spaces when the Project has developed a TDM program with evidence that parking demand will be reduced. Also, mixed-use projects may qualify for a 50 percent reduction in required parking supply

[2] The Permitted Uses are designed to promote and sustain a vibrant urban center. Land uses proposed for a particular building or structure shall be identified as part of the Downtown West PD Zoning / Design Conformance Review and shall be approved if consistent with the General Development Plan, the applicable planned development permit, and the applicable General Plan land use designation. Conditional land uses require a Conditional Use Permit, which is subject to review and approval by the Planning Commission.

based on a finding that the reduction in parking supply will not adversely affect surrounding projects or facilities based on Municipal Code §20.70.330.B.

The Project will supply up to 2,360 spaces for residential uses and up to 4,800 spaces for non-residential uses. A portion of the residential spaces would be made available for shared use with office employees.

Table 1 presents the Project's required parking supply based on the City of San José's Municipal Code. The table also presents the Project's planned parking supply.

Table 1: City Municipal Code Parking Supply Requirements (Residential, Hotel, Limited-Term Corporate Accommodations, and Office Uses)

Land Uses	Size[1]	Parking Supply Rate Requirement		Required Parking Supply (spaces)		Planned Parking Supply (spaces) *(Difference)*
		Without Reductions	With Reductions[2]			
Residential (dwelling units)	5,900 du	1.0 spaces/du	0.4 spaces/du	2,360		2,360 *(+/- 0)*
Hotel (rooms)	300 rm	0.35 spaces/rm	0.15 spaces/rm	45	6,991	4,800 *(-2,191)*
Limited-Term Corporate Accommodation (rooms)	800 rm	0.35 spaces/rm	0.15 spaces/rm	120		
Office (square feet)	7,300 ksf	2.5 spaces/ksf[3]	1.1 spaces/ksf[3]	6,826		
Total Project				**9,351**		**7,160 *(-2,191)***

Note: Square footage and unit counts are maximums and are assumed for buildout scenarios.

1. du = dwelling units; ksf = 1,000 gross square feet; rm = rooms.
2. Required parking supply rate reductions include a 15 percent reduction due to TDM and a 50 percent reduction due to the Project's mixed-use nature, for a total net reduction of 42.5 percent ((1-50%) x (1-15%) = 42.5%).
3. Per Municipal Code §20.90.050, "floor area" is defined as 85 percent of the "total gross floor area" of the building. Thus, parking supply requirement for offices, business and administrative, is calculated based on 85% total gross floor area (7,300,000 sf GFA x 85% = 6,205,000 sf).

Source: Downtown West Mixed-Use, 2020.

Accounting for the applicable parking supply reductions, the Project is required to supply 2,360 spaces for residential uses and 6,991 spaces for non-residential uses per City code. The Project proposes to supply up to 2,360 spaces for residential uses and up to 4,800 spaces for non-residential uses. Therefore, the Project's residential parking supply meets City code requirements, and the Project's non-residential parking supply is 2,191 spaces (31 percent) fewer than required.

1.2.3 Parking Supply Requirement Assessment

The Project will supply the required number of parking spaces per City code for residential land uses, and thus is compliant with City code for residential parking supply.

The Project will supply 2,191 spaces fewer than required for non-residential land uses that require parking (i.e., hotel, limited-term corporate accommodations, and office uses). This parking supply is 31 percent lower than required by City Code and the Project does not meet the City's standard code requirements for hotel, limited-term corporate accommodations, and office uses. (The City's Planned Development Zoning provisions, which are proposed to apply to the Project, allow for further reductions in parking supply subject to City approval.)

The Project does not provide off-street parking for active uses, the event/conference center, central utilities plan, and logistics warehouse uses. Because these uses are not required to provide off-street parking, the Project meets the City's code requirements for these uses.

Section 2 presents a detailed parking demand and shared parking evaluation to determine whether the proposed 4,800 commercial spaces are sufficient to meet the demand.

1.3 Project Programs Reducing Parking Demand

This section highlights the Project programs that reduce vehicle travel and associated parking demand. Specifically, this section summarizes several of the Project's TDM strategies and neighborhood parking monitoring strategies.

1.3.1 Project TDM Plan and Parking

The Project's Enhanced TDM Program, required as part of the Project's EIR mitigation measures, includes several key measures that will reduce the Project's parking demand by encouraging multimodal travel. A combination of specific and selective TDM measures that contribute to reducing parking demand include:

- Providing car share subsidies to residents;
- Allowing telecommuting for employees;
- Implementing a commute trip reduction marketing strategy;
- Operating an employer-sponsored vanpool/express buses; and
- Market-pricing on-street and off-street parking.

These TDM measures are discussed in greater detail in the Project LTA.

The Project will also contribute to several bicycle and pedestrian infrastructure improvements within and outside of the Project area. For example, Class IV protected bicycle facilities are planned along West San Fernando Street, Autumn Street, and North Montgomery Street. These facilities will

connect the Project to surrounding neighborhoods and transit stations. Additionally, sidewalk widenings, plazas, and new street trees are planned for public areas in the immediate vicinity, which will improve comfort for pedestrians and increase walkability in the Project area. Physical bicycle and pedestrian improvements like those included in the Project encourage travelers to use non-vehicular modes of travel to and from the site. As travelers choose to make more trips by bicycle and walking, driving trips and vehicle ownership will decrease, reducing parking demand as well.

Further, major transit projects are planned near the Project area. Specifically, VTA's Bart Silicon Valley Extension, Caltrain Electrification, and the Caltrain Business Plan will all contribute to greater transit connectivity for employees and residents near Diridon Station. These improvements are anticipated to substantially increase transit ridership for nearby developments, including the proposed Project. As transit connectivity improves, the need for driving and vehicle ownership will decrease such that parking demand will as well. Although these improvements are not directly associated with the Project, they will contribute to the City's mode split goal and ultimately lower the Project's need for vehicle parking.

1.3.2 Neighborhood Parking Monitoring Plan

The City requires a neighborhood traffic intrusion analysis when a project is expected to potentially result in excessive speeds, volumes, and/or parking intrusion on neighborhood streets. As the Project area develops, the Project has the potential to add traffic to residential streets in adjacent neighborhoods west of the Diridon Station, north and south of The Alameda, especially if the operations of intersections in and around the Project area deteriorate and vehicle drivers seek alternate travel routes. Additionally, with the reduced parking supply, overflow parking may also encroach into adjacent neighborhoods.

A Neighborhood Parking Monitoring Plan will be developed to identify parking intrusion management strategies that would reduce the Project's effect on nearby neighborhoods. Several policies identified in the plan that would discourage spillover parking include:

- Time limits and restrictions,
- Parking charges,
- Development of a parking benefits district,
- Urban design and signage,
- Parking enforcement, and
- Comprehensive curb lane management policy.

The Neighborhood Parking Monitoring Plan is described in greater detail in Chapter 11 of the Project LTA.

2. Parking Evaluation

This section estimates the Project's peak shared parking demand for those land uses that do not meet City parking requirements (i.e., office and hotel uses).

The Urban Land Institute (ULI) sponsored a national study in 1984 that established basic methods for analyzing parking demand in mixed-use developments and developed average parking rates by land use. Fehr & Peers staff were involved in the 2004 update of this national study sponsored by ULI. In 2020, ULI released a third update to this study to include revised parking demand rates and internalization methods. The analysis presented in this memorandum utilizes data from the updated *Shared Parking, Third Edition* report.

In the shared parking methodology, the base parking rate and daily/hourly/seasonal patterns for each land use are established, and the overall parking demand is calculated by considering the unique travel characteristics of the Project being analyzed. For land uses without large seasonal fluctuations (i.e., non-retail land uses), hourly parking demand patterns are primarily used to identify the highest parking demand for a typical weekday.

Parking demand patterns included in *Shared Parking* include data from sites nationwide. For all land uses included in the Project, local parking demand data is available and was used in this assessment. Daily/hourly/seasonal patterns from *Shared Parking* were used to calculate the shared parking demand reduction for all land uses.

First, the parking demand for the commercial uses were evaluated on their own. Then because the Project allows for shared parking with the residential uses, the parking demand for all uses were also evaluated at different levels of shared parking.

2.1 Base Parking Rate Assumptions

The City of San José developed parking requirements (i.e., the required number of parking *spaces*) to adequately meet a development's peak parking demand (i.e., the maximum number of *vehicles* parked at a site during a given time). Base parking rates were generally established to be consistent with the City's parking requirement as outlined below. The City of San José has specific parking requirements for office land uses in downtown. These requirements are intended to reflect the general mode choice shifts to non-driving modes due to the availability of transit, bicycle, and pedestrian facilities in downtown San José.

2.1.1 Parking Demand Rates for Office Uses

This assessment uses the City's parking requirement of 2.50 spaces per 1,000 square feet as the base parking rate for office uses.

2.1.2 Parking Demand Rates for Hotel Uses

This assessment uses the City's parking requirement of 0.35 spaces per room as the base parking rate for hotel uses, including standard hotel and limited-term corporate accommodations.

2.1.3 Parking Demand Rates for Residential Uses

The Project proposes to supply up to 2,360 residential spaces, which equates to 0.4 spaces per residential dwelling unit. As identified above, the Project meets the City's required parking supply requirements for residential uses. However, because residential parking demand and office parking demand peak at different times of day, sharing some or all residential parking with non-residential uses is beneficial. This assessment considers three different amounts of shared parking between residential and non-residential uses (discussed later in this memo).

This assessment also uses a base parking demand rate of 0.4 spaces per dwelling unit for residential units for residents parking in the shared parking supply.

2.2 Mode Adjustment and Noncaptive Ratio Adjustments

The ULI Shared Parking Analysis methodology includes adjustments to account for variation in the mode of travel other than single-occupancy vehicles (typically associated with TDM) and internalization that occurs when a person parks once and visits multiple land uses on the site. The mode adjustments were applied to the peak parking rates to reflect use of modes other than single-occupancy vehicles, including carpooling, bicycling, walking, and using transit. The noncaptive ratio adjustments were applied to the peak parking rates to account for internalization. **Table 2** presents a summary of the reductions discussed in this section.

Table 2: Mode Adjustments and Noncaptive Ratio Adjustments by Land Use

Land Uses	Mode Adjustment[1]	Noncaptive Ratio Adjustment[2]
Office	55% to 75%	-
Hotel	73%[3]	-
Limited-Term Corporate Accommodation		
Residential	-	15%

Notes:
1. Mode adjustments reflect reductions in parking demand due to shifting to non-SOV modes, including walking, biking, and transit.
2. Noncaptive ratio adjustments reflect reductions in parking demand due to internalization (i.e., those who park at one land use but use non-driving modes to travel to other nearby land uses).
3. ULI methodology considers hotels and limited-term corporate accommodations as the same land use, so the same adjustments were applied to both uses.

Source: Urban Land Institute; Fehr & Peers, 2020.

2.2.1 Mode Shift Adjustments for Office Uses

This section discuses mode shift adjustments related to the Project's required TDM Program as well as additional market forces, which are described in more detailed below. For this assessment, a range of mode adjustments were considered to inform the Project's parking needs at different levels of mode shift as described below:

- **55% mode shift –** the Project increases the non-SOV mode share to 55% through TDM
- **60% mode shift –** the Project increases the non-SOV mode share to 60% through TDM
- **65% mode shift –** the Project increases the non-SOV mode share to 65% through TDM
- **70% mode shift –** the Project increases the non-SOV mode share to 65% through TDM *and* market forces cause an additional 5 percentage point increase in the non-driving mode share for office uses
- **75% mode shift –** the Project increases the non-SOV mode share to 65% through TDM *and* market forces cause an additional 10 percentage point increase in the non-driving mode share for office uses

It should be noted that the 75% mode shift is consistent with the City's ultimate mode shift goal for the plan area. Consistent with *Envision 2040*, the downtown area would need to have 75% non-SOV mode split to support the citywide goal of at least 60%of commute trips completed by non-SOV alone modes.

For each of the analyzed mode shifts, the percentage was applied for all office uses to the driving adjustment in ULI's parking evaluation.

TDM Program

As discussed in **Section 1.3,** the Project will be required to meet a 65% non-SOV mode share target for office uses as part of its TDM Plan. The first three levels of mode shift for office uses assume the Project will reduce employee driving mode share entirely through the Project's TDM Plan. The TDM Plan is estimated to reduce employee driving mode share by up to 65%. Mode shifts of 50% and 55% were also assessed for informational purposes.

Market Forces

The City of San Jose's base parking rates, identified in **Section 2.1**, intend to reflect anticipated parking conditions in downtown San José. However, when comparing these parking rates to those of other high-density areas (e.g., San Francisco), we found that these rates do not fully account for the high availability of transit and low availability, and high cost, of parking, typical of an urban core. The parking analysis assumes two additional levels of mode shift (70% and 75%) that would occur due to market forces created by downtown San José's parking-constrained environment (not inclusive of the mode shifts due to parking supply assumed in the TDM plan). This concept of

market forces and its affect on parking has been applied to other recent studies, such as the *University of California San Francisco Comprehensive Parnassus Heights Plan Draft EIR* (July 2020).

The concept of market forces draws upon the scarcity and trade-offs principles of economics: how people weigh and choose suitable alternatives when the market is not providing a good/service at a cost, whether in terms of dollars, time, or both, that the user is willing to pay. In this use of market forces, we mean how people arrive at their decision of how and when to travel based on their knowledge that there is a deficit of parking as compared to the amount of people who would otherwise wish to use it free of price and time constraints. This decision of how to travel based on parking availability and cost happens every day in urban cities: most people opt for the reliability, cost, and convenience of transit as compared to driving and paying/looking for parking. In other words, market forces shape urban cores; where space is at a premium and land costs are high, comparatively taller and/or more dense land uses are generally favored at the preferred land use in conjunction with modes of transportation that allow more people to move in less space (e.g., transit, sidewalks, etc.).

In order to be conservative with respect to the amount of vehicle trips generated by the Project we presume that employees who do not drive to work due to market forces, and not already accounted for in mode shifts due to Project-required TDM, would typically shift to taxis or TNCs to commute to work; though employees could be incentivized to ride their bike or walk further distances or shift to micromobility.

One reason taxi/TNC services are attractive is that they do not require a parking space; people can travel to/from the Project site without needing to park a vehicle. It is expected that Project vehicle arrivals in the future are less likely to drive and park, and more likely to travel by taxi/TNC due to the door-to-door convenience and elimination of looking for and paying for parking in a parking constrained destination. Those who would otherwise desire to drive alone or carpool to/from the campus site would be reasonably expected to shift their travel behavior and be more likely to travel by taxi/TNC or drop-off in the future, which reflects a desire to travel by automobile – but one that is not limited by parking availability. Additional market force reductions of five and ten percentage points beyond the TDM requirement were presumed for this assessment.

As noted, the shift to taxi/TNC or drop-off would add additional vehicle trips compared to a similar scenario where travelers drive themselves to work. When someone drives to a destination, they typically generate one trip when arriving, park during their stay, and generate one trip when leaving (totaling two trips). However, using a taxi/TNC or drop-off would generate two trips when arriving and two trips when leaving (totaling four trips); although in dense urban areas, taxi/TNC drivers can typically chain trips/ride-hails, which results in shorter than average vehicle trips than would occur in the area. It should be noted that the base analysis in the TA does not account for any mode shift due to the Project TDM program, and that the LTA includes lower TDM effectiveness to be more consistent with City practices; thus any shift to taxi/TNC due to market forces would not

substantially change the conclusions of the TA and LTA because the models utilized for these analyses are conservative and assume a higher trip generation than would actually occur. In addition, passenger loading areas would experience greater demand as taxi/TNC or drop-off use increases. The proposed Project is expected to be able to meet these additional demands due to market forces. Ultimately, the Project's ability to meet its transportation demands, including parking demands, will be regularly monitored as part of the TDM Plan identified in **Section 1.3.1** and the Neighborhood Parking Monitoring Plan identified in **Section 1.3.2**. It will be Google's responsibility to adjust their parking policies (e.g., parking pricing) and TDM programs to meet their transportation obligations if spillover parking (due to a reduced parking supply) is observed.

2.2.2 Adjustments for Hotel Uses

Hotel uses include 300 rooms of publicly available hotel use and 800 rooms of limited-term corporate accommodations.

Occupants of limited-term corporate accommodations are employees or invited guests of the office use tenant who will typically fly to San José from out of town. These occupants may stay at the Project site for up to 60 days per stay, and will generally travel to the office and local retail using alternate modes. It will be cost-prohibitive for them to rent a car for their entire stay, so it is assumed these occupants will rely on taxi/TNC use or carshare to travel to and from the Project site for non-work travel. The occupants of the limited-term corporate accommodations will therefore have minimal parking needs due to this shift from driving mode.

All hotel land uses were combined for this assessment per *Shared Parking, Third Edition* recommended methods. To account for the internalization of limited-term corporate accommodations, the mode shift variable between office and hotel land uses was increased to 73% to reflect that all limited-term corporate accommodations will not require parking supply, and that all other hotel use will require parking supply (i.e., 800 limited-term corporate accommodations / 1,100 total hotel rooms = 73%). This mode shift is additive to the base mode shift already considered in *Shared Parking, Third Edition*.

Lastly, the occupants of the standard hotel are expected to use taxis/TNCs and carshare at a higher-than-average rate for off-site trips due to the site's downtown context. A 60% mode-shift reduction was applied to the base demand rate for hotels to account for the increased TNC use.

In total, the mode shift adjustments applied to hotel and limited-term corporate accommodations result in a net adjustment of 88% mode shift.

2.2.3 Adjustments for Residential Uses

The Project will increase office employment in downtown San José. As such, it is reasonable to assume a portion of residents will also work at the Project site. These employee-residents may still own vehicles at a similar rate of non-employee-residents; however, they are not expected to

commute via driving and instead opt to walk or bike via the Project's expansive bicycle and pedestrian path network. The internalization factor was obtained from the 2017 Longitudinal Employer-Household Dynamics web tool published by the Center for Economic Studies and the Census Bureau, which compiles and provides geospatial demographics data. The web tool summarized that approximately 15% of those living in the greater downtown San José area also work there. Therefore, this assessment assumes an internalization factor of 15% for residential uses (i.e., a peak period parking reduction of 15% of residential parking demand) to account for the driving patterns of employee-residents.

2.3 Shared Parking Supply Assumptions

This assessment assumes the Project will supply up to 4,800 off-street parking spaces for non-residential land uses (i.e., office and hotel) and up to 2,360 reserved off-street parking spaces for residential land uses. The Project proposes that residential parking may be made available for commercial uses. This assessment assumes three different levels of shared parking supply scenarios:

1. **No Shared Residential Parking** – Shared parking supply only includes the **4,800 off-street parking spaces** for non-residential land uses (i.e., office and hotel). Neither residential parking demand nor residential parking supply are included in this assessment.
2. **Partial Shared Residential Parking** – Shared parking supply includes the 4,800 off-street parking spaces for non-residential land uses *and* 1,000 off-street parking spaces for residential land uses, totaling **5,800 shared parking spaces**. A proportional portion of the residential parking demand (42%) is included in this assessment.
3. **Total Shared Residential Parking** – Shared parking supply includes the 4,800 off-street parking spaces for non-residential land uses *and* 2,360 off-street parking spaces for residential land uses, totaling **7,160 shared parking spaces**. All residential parking demand is included in this assessment.

2.4 Shared Parking Demand Results

Peak period parking demand was calculated for the Project using the parking rates and methods outlined above. **Attachment B** presents a detailed peak period parking demand summary for the Project under each study scenario. **Attachment C** includes a graph presenting the hourly parking demand by land use for each shared parking supply scenario at 65% mode shift to illustrate the change in parking demand over the course of a typical weekday. **Table 3** below presents the parking supply surplus or shortfall for the Project under each shared parking supply scenario and percent mode shift for office uses.

Table 3: Peak Period Parking Demand and Supply Summary

Shared Parking Scenario	Shared Residential Parking (spaces)	*Total Parking Demand Surplus or Shortfall Relative to the Proposed 4,800 Commercial Space Supply*[1]				
		75% mode shift (65% commuter choice + 10% market force)	70% mode shift (65% commuter choice + 5% market force)	65% mode shift	60% mode shift	55% mode shift
No Shared Residential Parking	0	+230	-670	-1,580	-2,480	-3,380
Partial Shared Residential Parking	1,000	+650	-250	-1,150	-2,050	-2,950
Total Shared Residential Parking	2,360	+1,200	+300	-600	-1,500	-2,400

Note:
1. A positive number indicates surplus of commercial parking and a negative number indicates a shortfall of commercial parking as compared to the 4,800 commercial spaces proposed by the Project.

Source: Fehr & Peers, 2020.

As shown in the table above, there will be a surplus of parking spaces supplied relative to demand under four scenarios analyzed (as indicated in green), and there will be a shortfall of parking spaces supplied relative to demand under the remaining 11 scenarios.

The 4,800 commercial spaces can meet the Project's parking demand under all three parking supply scenarios (i.e., at all levels of shared parking between residential and non-residential land uses). Under the No Shared Residential Parking scenario, the planned parking supply will meet the peak period parking demand when the TDM Plan effects a 65% mode shift and market forces effect an additional eight percentage point shift. Under the Partial Shared Residential Parking scenario, the planned parking supply will meet the peak period parking demand when the TDM Plan effects a 65% mode shift and market forces effect an additional six percentage point shift. Under the Total Shared Residential Parking scenario, the planned parking supply will meet the peak period parking demand when the TDM Plan effects a 65% mode shift and market forces effect an additional three percentage point shift.

Moreover, under the scenarios where there is a surplus of parking, some amount of parking may be removed while still meeting the Project's parking demand. At a 75% mode shift (65% mode shift through the TDM Plan and 10% mode shift through market forces), between 230 and 1,200 parking spaces could be removed from the commercial parking supply without creating a parking shortfall, depending on shared parking supply scenario. At 70% mode shift (65% mode shift through the TDM Plan and 5% mode shift through market forces), up to 300 parking spaces could be removed from the commercial parking supply without creating a parking shortfall under the Total Shared Residential Parking scenario.

Figure 1 below illustrates the temporal distribution of the parking demand for the 70 percent mode shift scenario that assumes no shared parking with the residential uses. As shown, the peak mid-day parking demand starts decreasing at 4:00 PM and provides an excess of nearly 3,400 parking spaces by 6:00 PM that can be used by the surrounding land uses.

Figure 1: Hourly Shared Parking Demand
(No Shared Residential Parking at 70% Mode Shift)

