HEXAGON TRANSPORTATION CONSULTANTS, INC.

210 Baypointe Parkway Residential

Local Transportation Analysis

Prepared for:

David J. Powers & Associates, Inc.

March 10, 2023

Hexagon Transportation Consultants, Inc.
Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112
Hexagon Job Number: 22BJ09
Phone: 408.971.6100
Client: David J. Powers & Associates, Inc.

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Executive Summary

This report presents the results of the transportation analysis conducted for a proposed residential project at 210 Baypointe Parkway in San Jose, California. The project would demolish the existing office building on-site and construct 334 multi-family residential units, including 42 townhomes and 292 apartment units. The apartment building would provide 332 parking spaces. Each townhome would provide two parking spaces in a private garage. Access to the townhomes would be provided via one driveway on Baypointe Parkway and one driveway on the private street located on the southeast side of the project site. Access to the apartments would be provided via a single driveway on Baypointe Parkway.

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed development. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook,* adopted in April 2020. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a non-CEQA local transportation analysis (LTA).

The LTA analyzes AM and PM peak hour traffic conditions for six signalized intersections in the vicinity of the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit services and bicycle and pedestrian access.

Vehicle Miles Traveled (VMT) Analysis

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project. The residential project meets the residential screening criteria set forth in the City's *Transportation Analysis Handbook.* Therefore, the project is exempt from preparing a detailed VMT analysis.

Project Trip Generation

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions, the proposed project is estimated to generate 1,283 new daily vehicle trips, with 88 new trips (46 inbound and 42 outbound) occurring during the AM peak hour and 90 new trips (43 inbound and 47 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

Based on the City of San Jose and VTA signalized intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

Other Transportation Issues

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

Recommendations

- The project should establish no parking zones (at least 15 feet of red curb) immediately adjacent to the driveway serving the apartments to ensure adequate sight distance is provided.
- The project should assign the on-site parking spaces to individual residential units to avoid operational issues at the dead-end drive aisles.
- The project should install convex mirrors at all blind corners within the parking garage to ensure good driver visibility.
- The project should verify the height limit of the parking slider system would accommodate all possible resident vehicle types: passenger cars, trucks, SUVs and vans.
- Future apartment building staff should coordinate with residents wishing to use the loading space on the private street so that no conflicts would occur with garbage collection activity.
- The project should maintain the no parking zones (no parking signage) along Baypointe Parkway to ensure adequate sight distance is provided at the townhome driveway.
- The project should provide a $30,000 monetary contribution toward the future enhanced pedestrian crosswalk near the northerly limits of the project along the Baypointe Parkway frontage that would connect to the future public park.
- The project should provide a fair-share monetary contribution of $92,880 toward the future Class IV separated bikeway improvements that are planned along Baypointe Parkway as described in the San Jose Better Bike Plan 2025.

1. Introduction

This report presents the results of the transportation analysis conducted for a proposed residential project at 210 Baypointe Parkway in San Jose, California (see Figure 1). The project would demolish the existing office building on-site and construct 334 multi-family residential units, including 42 townhomes and 292 apartment units. The apartment building would provide 332 parking spaces. Each townhome would provide two parking spaces in a private garage. Access to the townhomes would be provided via one driveway on Baypointe Parkway and one driveway on the private street located on the southeast side of the project site. Access to the apartments would be provided via a single driveway on Baypointe Parkway. The project site plan is shown on Figure 2.

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed development. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook,* adopted in April 2020. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a non-CEQA local transportation analysis (LTA).

Transportation Policies

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

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

The project site is located within the North San Jose Employment Area (i.e., planned growth area), according to the Envision San Jose 2040 General Plan. The general plan identifies the project site as being located in a transit employment residential overlay. This designation promotes efficient use of land to provide high-density residential development to support nearby industrial employment centers.

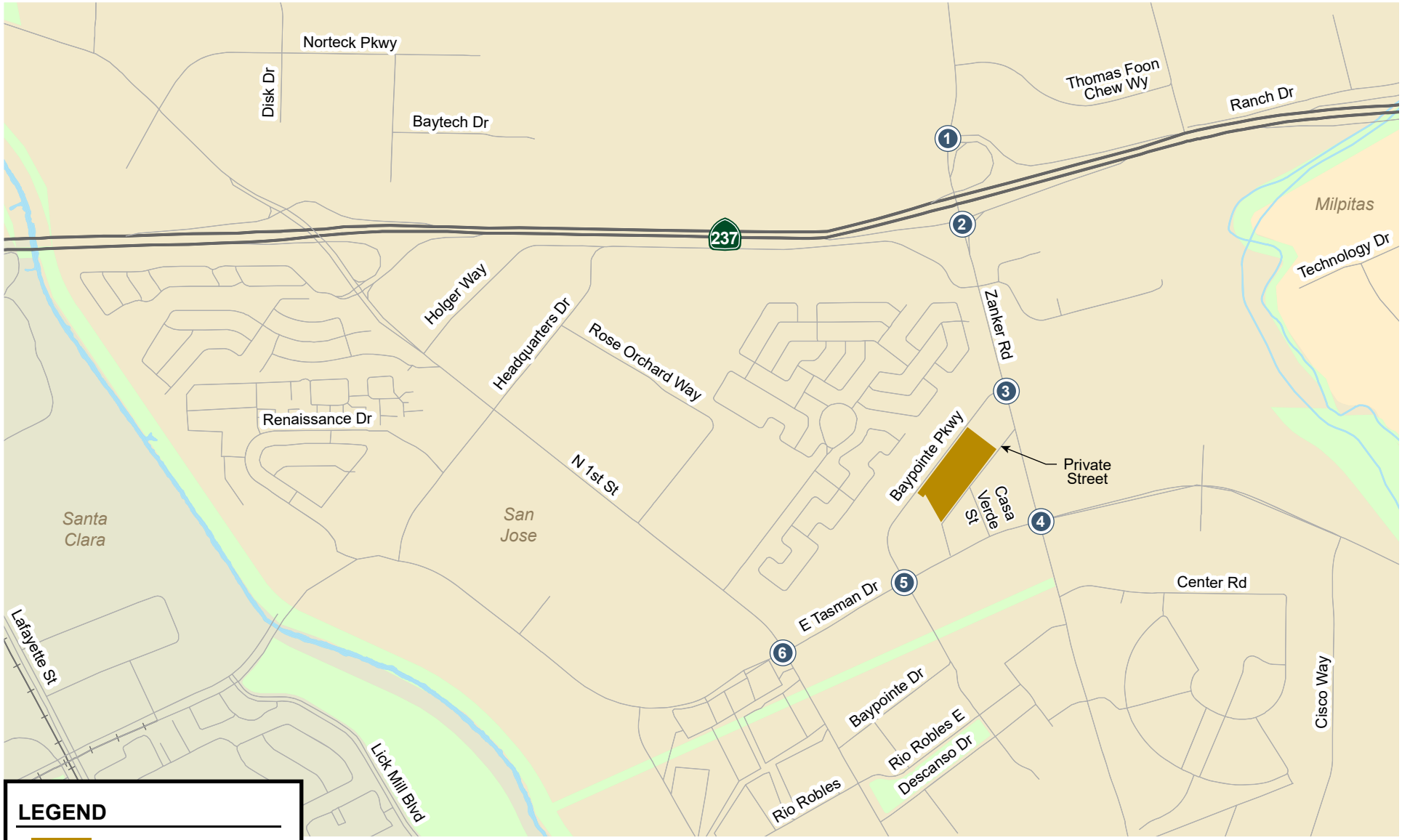


Figure 1
Site Location and Study Intersections

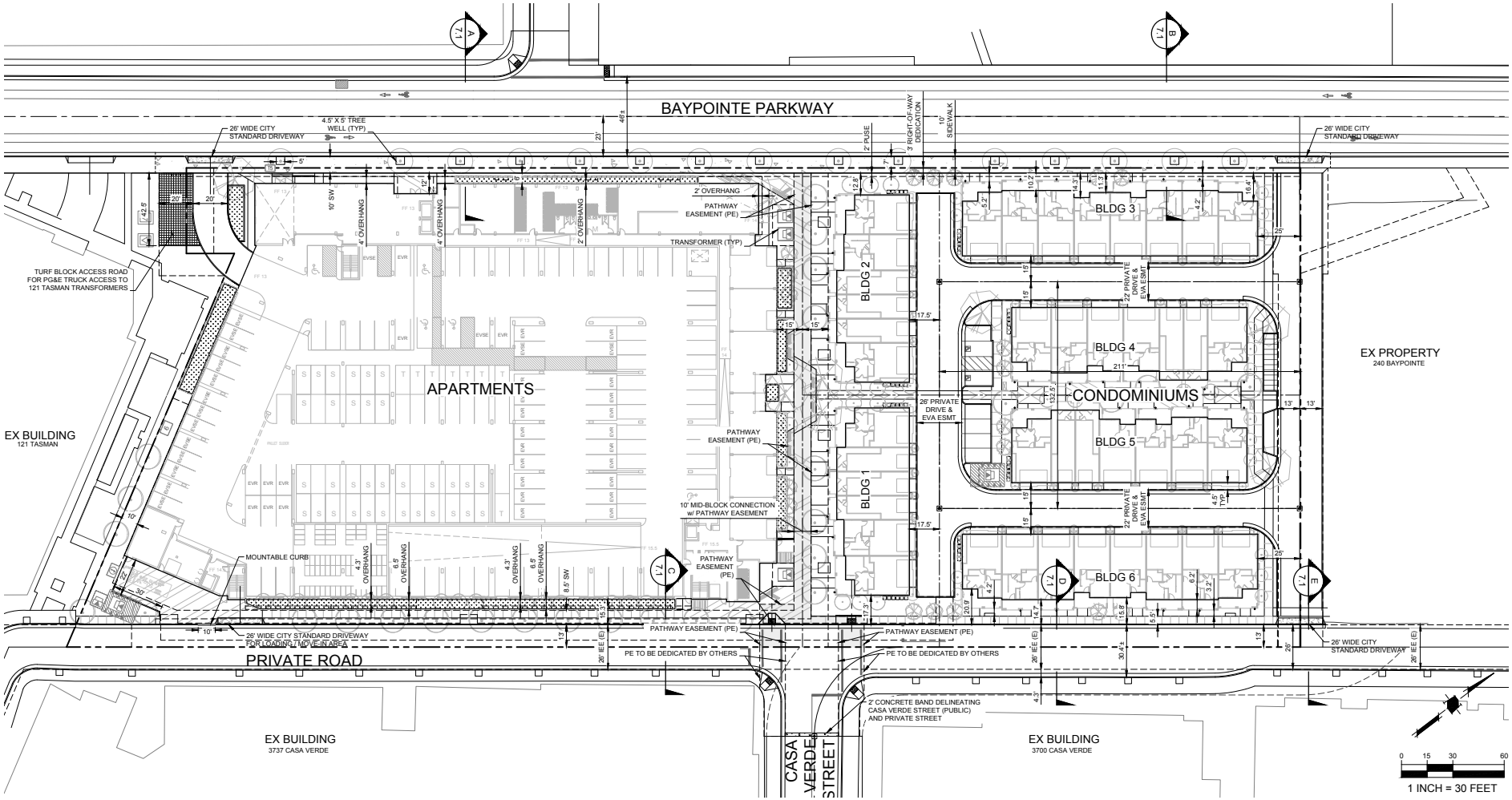


Figure 2
Site Plan

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

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);

- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around transit hubs and stations to facilitate the use of transit services (TR-8.1);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Exemption

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle-trips with one end within the project.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects with local traffic. The tool estimates a project's VMT and compares it to the

appropriate thresholds of significance based on the project location (i.e., assessor's parcel number) and type of development.

Figure 3 shows the current VMT levels estimated by the City for residents based on the locations of residences. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the yellow-colored areas are estimated to have VMT levels at the City average. The orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction strategies that would reduce the project VMT to the extent possible. The project is subject to the VMT screening criteria as described below.

Screening Criteria for VMT Analysis Exemption

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project.

The City's screening criteria set forth in the *Transportation Analysis Handbook* for residential projects and local-serving retail projects are described below.

Screening Criteria for Residential Projects

1. **Planned Growth Areas**: Located within a Planned Growth Area as defined in the Envision San Jose 2040 General Plan; and
2. **High-Quality Transit**: Located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor; and
3. **Low VMT Areas**: Located in an area in which the per-capita VMT is less than or equal to the CEQA significance threshold for the land use; and
4. **Transit-Supporting Project Density**:
   - Minimum of 35 units per acre for residential projects or components;
   - If located in a Planned Growth Area with a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; and
5. **Parking**:
   - No more than the minimum number of parking spaces required;
   - If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; and
6. **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.

The project would meet all the above criteria as follows:

- Is located within a Planned Growth Area (based on VMT Evaluation Tool) = Criterion 1 met;
- Is located within ½-mile of high-quality transit (Baypointe LRT Station) = Criterion 2 met;
- Is located in an area in which the per-capita VMT is less than or equal to the CEQA significance threshold = Criterion 3 met;
- Would have a residential density of 78.6 DU/AC (334 DU / 4.25 AC = 78.6 DU/AC) = Criterion 4 met;
- Would provide the minimum amount of parking required = Criterion 5 met; and
- Would not negatively impact transit, bike or ped infrastructure = Criterion 6 met.

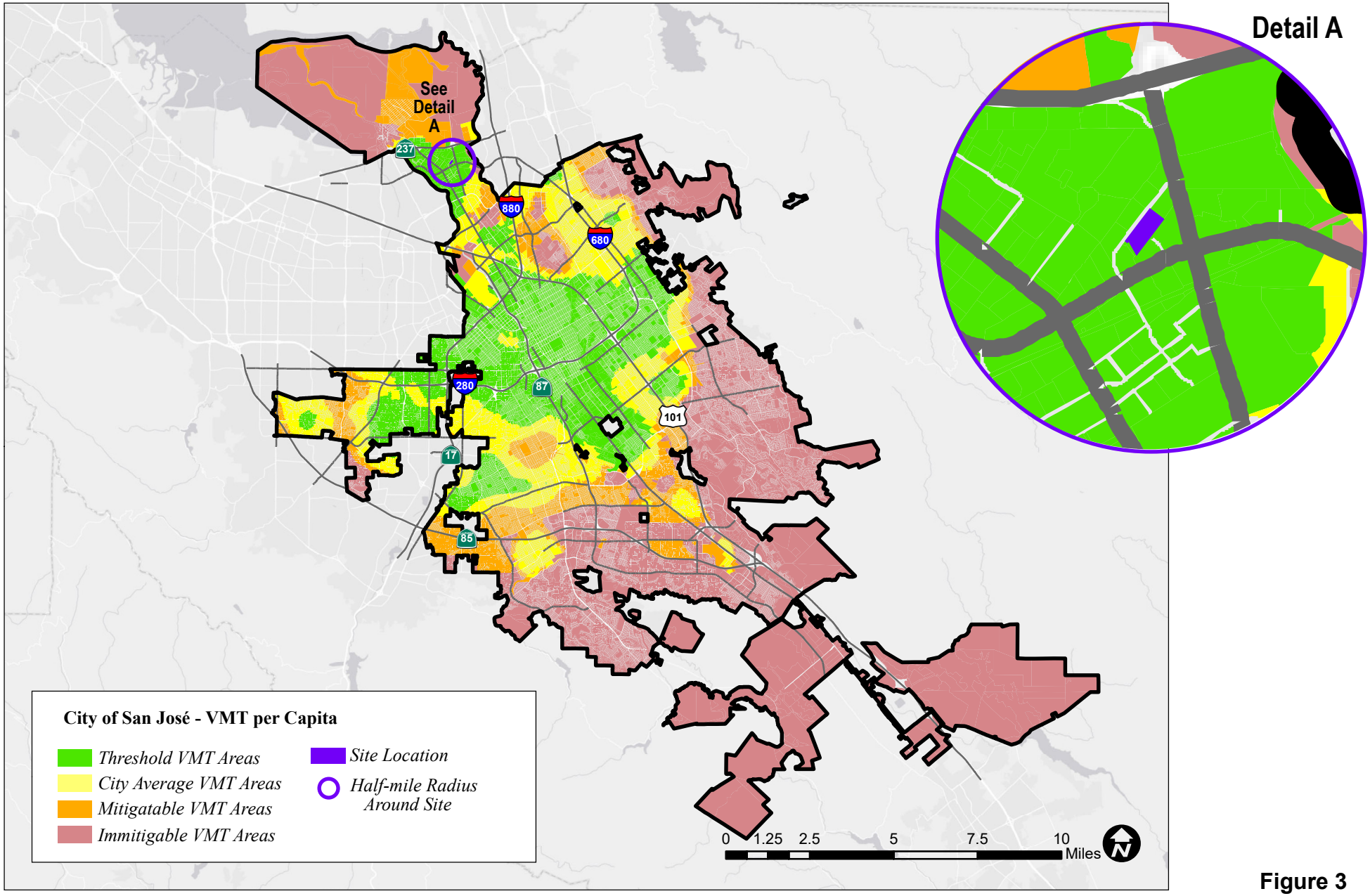


Figure 3
VMT Heat Map for Residents in San Jose

Since the project would meet the residential screening criteria, no CEQA Transportation Analysis (i.e., VMT analysis) is required. Although the project is exempt from a VMT analysis, a Local Transportation Analysis (LTA) must be prepared to identify potential operational issues that may arise due to the project. Projects must also demonstrate consistency with the Envision San Jose 2040 General Plan, as described below.

Cumulative Analysis (Compliance with the General Plan)

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

According to the Envision San Jose 2040 General Plan, the project site is located within the North San Jose Employment Area. Within the North San Jose Employment Area, the site is identified with a Transit Employment Residential Overlay, which permits residential uses with a minimum average density of 75 DU/AC.

The proposed project at 210 Baypointe Parkway consists of a high-density transit-oriented residential development (78.6 DU/AC development density). The project site is located within walking distance of the Baypointe LRT Station. The project is consistent with the General Plan and would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis Scope

The non-CEQA Local Transportation Analysis (LTA) supplements the VMT analysis by identifying potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, on-site circulation, vehicle queuing, and transit, bicycle, and pedestrian facilities in the proximate area of the project. As part of the LTA, a project is generally required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook,* a list of study intersections is then developed for the LTA. Note, however, that signalized intersections that do not meet all the criteria may still be added to the list of study intersections at the City's discretion. Unsignalized intersections may also be added; though, unlike signalized intersections, unsignalized intersections typically are not evaluated for level of service.

The LTA analyzes AM and PM peak hour traffic conditions for the following six intersections:

1. Zanker Road (North) and SR 237 Ramps (CMP)
2. Zanker Road (South) and SR 237 Ramps (CMP)
3. Zanker Road and Baypointe Parkway
4. Zanker Road and Tasman Drive
5. Baypointe Parkway & Tasman Drive
6. North First Street and Tasman Drive

The list of study intersections was approved by City of San Jose staff. Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak hour traffic volumes for the signalized study intersections were obtained from 2014, 2015, 2016, 2018, and 2022 turning movement counts. The 2014-2018 counts were provided by the City of San Jose, previous traffic studies in the area, and the 2018 CMP Annual Monitoring Report. Although new 2022 peak hour counts were collected for all the signalized study intersections, all but one count are lower than the historical counts. For the one study intersection where the prior count is less than the new count (AM peak hour count at Zanker Road North and SR 237 Ramps), the new count was used. For the other intersections, a 1% annual growth factor was applied to the historical counts to represent Year 2022 traffic volumes.
- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed or occupied developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The ATI sheets are contained in Appendix A.
- ***Background Plus Project Conditions.*** Project conditions reflect traffic volumes with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional trips generated by the project.

Intersection Operations Analysis Methodology

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

Data Requirements

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

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

Analysis Methodologies and Level of Service Standards

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

City of San Jose Signalized Intersections

The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay

time for all vehicles at the intersection. The City of San Jose level of service standard for the City's signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 1.

CMP Signalized Intersections

Since TRAFFIX is the designated level of service methodology for the CMP and the City of San Jose, the CMP study intersections are not analyzed separately, but rather is among the signalized intersections analyzed using TRAFFIX. The only difference between the City of San Jose and CMP analyses is that the CMP level of service standard for signalized intersections is LOS E or better.

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

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

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

Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook, 2020*, an adverse effect on signalized intersection operations would occur if for either peak hour:

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

For CMP intersections, an adverse effect on signalized intersection operations would occur if for either peak hour:

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

The exception to the thresholds listed as #2 above is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

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

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

Intersection Vehicle Queuing Analysis

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

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

Where:

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

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

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

Report Organization

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

2. Existing Transportation Conditions

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

Existing Roadway Network

Regional access to the project site is provided via SR 237. Local access to the project site is provided via Tasman Drive, Zanker Road, North First Street, and Baypointe Parkway. These facilities are described below.

SR 237 is a six-lane freeway within the vicinity of the study area that extends west to El Camino Real and east to I-880 in Milpitas. Two of the six lanes (one in each direction) are designated as HOV/Toll lanes. A toll lane is provided in the westbound direction between I-880 and North First Street. The freeway terminates at I-880 and transitions to Calaveras Boulevard into Milpitas. Access to the site is provided via its interchanges with Zanker Road and N. First Street.

Tasman Drive is an east/west roadway that extends from Lawrence Expressway to I-880 and is designated a Grand Boulevard in the City's General Plan. The roadway is generally a four-lane facility in the North San Jose area but widens to six-lanes east of McCarthy Boulevard to I-880 in Milpitas. East of I-880, the roadway transitions to Great Mall Parkway into Milpitas. The Santa Clara Valley Transportation Authority (VTA) Light Rail Transit (LRT) system operates within the median between the cities of Sunnyvale and Milpitas. Tasman Drive has a posted speed limit of 40 mph. On-street parking is prohibited in the project vicinity. Tasman Drive includes sidewalks along most segments and crosswalks at signalized intersections. On-street bicycle facilities are provided in the study area and extend into Milpitas to the east and Sunnyvale to the west. Access to the project site is provided via its intersections with Baypointe Parkway and Zanker Road.

N. First Street is a north-south arterial that extends from Downtown San Jose to North San Jose with the VTA light rail transit service running within the median. In the project vicinity, N. First Street has four lanes and a posted speed limit of 25 mph. N. First Street is designated a Grand Boulevard in the City's General Plan. No parking is allowed along N. First Street. Sidewalks are provided along both sides with crosswalks at signalized intersections near the project vicinity. Class II bike lanes are provided along both sides of the street between E. Brokaw Road and Michigan Avenue. N. First Street provides access to the project site via its intersection with Tasman Drive.

Zanker Road is a north-south oriented City Connector Street that extends from SR 237 to the north to Old Bayshore Road to the south. In the vicinity of the project site, Zanker Road is two lanes in each direction with landscaped medians and has a posted speed limit of 45 mph. Parking is prohibited along

both sides of the street. Sidewalks are provided along both sides of the street. Class II bike lanes exist between Holger Way and Old Bayshore Highway. Zanker Road provides access via its intersections with Baypointe Parkway and Tasman Drive.

Baypointe Parkway is a two-lane undivided street that extends from Zanker Road in the north to near the North Park Apartment Homes in the south. Baypointe Parkway has a posted speed limit of 35 mph and curb parking is allowed on both sides of the street. Sidewalks and striped bike lanes are present on both sides of the street. Baypointe Parkway provides direct access to the garage for the apartment building and to the private street for the townhomes.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 4.

Existing Pedestrian, Bicycle and Transit Facilities

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

Existing Pedestrian Facilities

Pedestrian facilities in the project area consist primarily of sidewalks along the streets and crosswalks with pedestrian signal heads at intersections. Sidewalks are found along all previously described local roadways in the study area. The existing network of sidewalks and crosswalks provides adequate connectivity for pedestrians between the project site and other surrounding land uses and transit stops. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area with the exception of the following intersection legs:

- East leg of the Baypointe Parkway & Tasman Driver intersection
- North, east, and south legs of Zanker Road (south) & SR 237 Ramps
- East and south legs of Zanker Road (north) & SR 237 Ramps

Curb ramps with truncated domes are also provided at all crosswalks for the intersections near the site. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

Existing Bicycle Facilities

Bicycle facilities in the project area are shown on Figure 5 and described below.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- Zanker Road, south of SR 237
- Baypointe Parkway, north of Tasman Drive
- Tasman Drive, within the City of San Jose limits (and extending into Sunnyvale to the west and Milpitas to the east)
- First Street, from Alviso to Brokaw Road

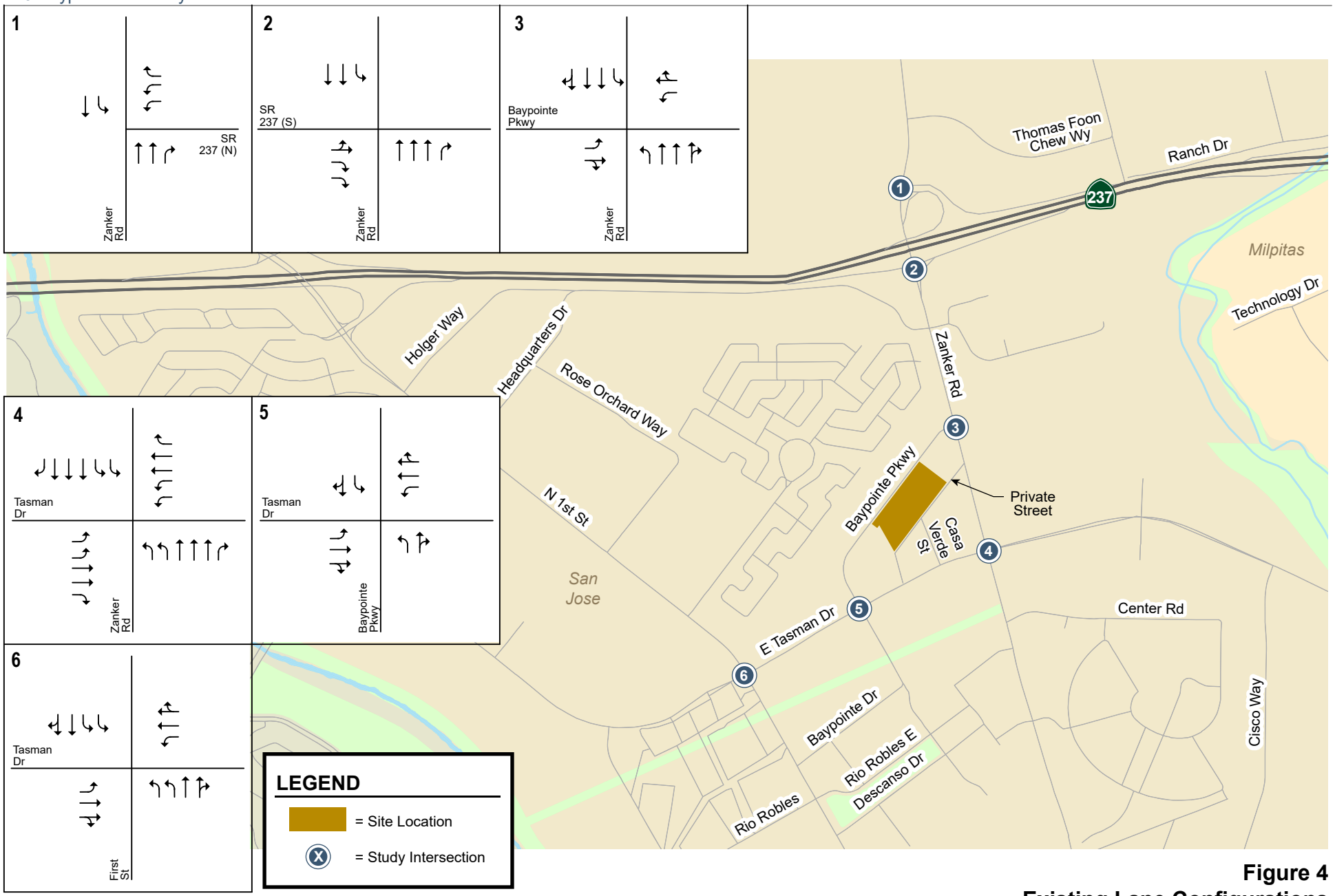


Figure 4
Existing Lane Configurations

Figure 5
Existing Bicycle Facilities

NORTH
Not to Scale

Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via trailheads on Tasman Drive, approximately 1 mile west of the project site.

Existing Transit Services

Existing transit service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by two light rail lines and Local Bus Route 59 (see Figure 6). Access to light rail is located at Baypointe Station. Local Route 59 has its terminus at the intersection of Baypointe Parkway/Tasman Drive, which is also the location of Baypointe Station.

Local Route 59 provides service between Stevens Creek & Saratoga and Baypointe Station via Alviso. Route 59 operates along Tasman Drive and First Street in the project study area, with 30-minute headways during the weekday peak commute hours. Bus stops are located on Tasman Drive, approximately 700 feet west of the project site.

Light Rail Orange Line provides service between Mountain View and Alum Rock. The Orange Line operates every 15 minutes during the weekday peak commute hours. Access to light rail is via Baypointe Station, located approximately 700 feet west of the project site.

Light Rail Blue Line provides service between Baypointe and Santa Teresa. The Blue Line operates every 15 minutes during the weekday peak commute hours. Access to light rail is via Baypointe Station, located approximately 700 feet west of the project site.

Observed Existing Traffic Conditions

Traffic conditions were observed in the field during the weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak traffic periods to identify any existing operational deficiencies occurring within an approximately ½-mile radius of the project site. Overall, the study intersections operated well during both the weekday AM and PM peak commute periods. No noteworthy operational issues were observed during the field observation periods.

Figure 6
Existing Transit Services

3. Local Transportation Analysis

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

Intersection Operations Analysis

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

Project Trip Estimates

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

Trip Generation

Trips generated by any new development are typically estimated based on counts of existing developments of the same land use type. A compilation of typical trip generation rates can be found in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual.* Project trip generation was estimated by applying to the sizes and uses of the proposed development the appropriate trip generation rates obtained from the ITE *Trip Generation Manual, 11th Edition* (2021).

Trips that would be generated by the project were estimated using the ITE average trip rates for "Multifamily Housing Low-Rise Close to Rail Transit" (ITE Land Use 220) and "Multifamily Housing Mid-Rise Close to Rail Transit" (ITE Land Use 221) located in a General Urban/Suburban setting. These rates were used because the condominiums would have a height of three stories or less, the apartment building would have a height of between 3 and 10 floors, and both residential components of the project would be situated within a ½-mile walk of the Baypointe LRT Station.

Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2020, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline trip generation described above. The applicable trip adjustments and reductions are described below. Note that the existing building to be removed was assumed to be vacant in order to provide a conservative estimate of new trips (i.e., no existing trip credits were applied).

Location-Based Trip Adjustment

Based on the 2020 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located as per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the tool, the project site is located within the place type "Suburban with Multifamily Homes". Therefore, the baseline project trips were adjusted to reflect the corresponding mode share. Residential developments within Suburban with Multifamily Homes areas have a vehicle mode share of 88% (according to Table 6 of the City's *Transportation Analysis Handbook*). Thus, a 12% reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the Travel Demand Model. The 12% trip reduction is based on the percent mode share for other modes of travel besides motor vehicles.

Project-Specific Residential Trip Reduction

According to the *Transportation Analysis Handbook*, the VMT reduction resulting from the project characteristics and implementing any VMT reduction strategies in the evaluation tool should be included as part of the trip generation estimates. It is assumed that every percent reduction in VMT per capita is equivalent to one percent reduction in peak hour vehicle trips. The VMT Evaluation Tool calculated an 8% external trip reduction. This trip reduction reflects the project characteristics including increases in residential density for the site.

Net Project Trips

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions described above, the proposed project is estimated to generate 1,283 new daily vehicle trips, with 88 new trips (46 inbound and 42 outbound) occurring during the AM peak hour and 90 new trips (43 inbound and 47 outbound) occurring during the PM peak hour (see Table 2).

Table 2
Project Trip Generation Estimates

				AM Peak Hour				PM Peak Hour			
Land Use	Size	Daily Rate	Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Condominiums [1]	42 DU	4.72	198	0.38	5	11	16	0.61	16	10	26
Apartments [1]	292 DU	4.75	1,387	0.32	52	41	93	0.29	37	48	85
Gross Project Trips:			*1585*		*57*	*52*	*109*		*53*	*58*	*111*
Location-Based Vehicle Mode Share (12%) [2]			*(190)*		*(7)*	*(6)*	*(13)*		*(6)*	*(7)*	*(13)*
Project-Specific Trip Reduction (8%) [3]			*(112)*		*(4)*	*(4)*	*(8)*		*(4)*	*(4)*	*(8)*
Total Net Project Trips:			**1,283**		**46**	**42**	**88**		**43**	**47**	**90**

Notes:
[1] Trip generation based on avg. rates contained in the *ITE Trip Generation Manual, 11th Edition* , for Multifamily Housing Low-Rise (Land Use 220) and Multifamily Housing Mid-Rise (Land Use 221) located close to transit in a General Urban/Suburban setting. Rates expressed in trips per DU.
[2] A 12% reduction was applied to the project based on the location-based vehicle mode share % outputs (Table 6 of TA Handbook) produced from the San Jose Travel Demand Model for place type: Suburban with Multifamily Housing.
[3] An 8% reduction was applied to the residential component of the project based on the external trip adjustments obtained from the City's VMT Evaluation Tool due to the increased residential density for the site as a result of the project.

Trip Distribution and Assignment

The trip distribution patterns for the project were estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM commute patterns, the locations of complementary land uses, and freeway access points. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution patterns. Figure 7 shows the project trip distribution pattern and trip assignment.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the signalized study intersections were obtained from 2014, 2015, 2016, 2018, and 2022 turning movement counts. The 2014-2018 counts were provided by the City of San Jose, previous traffic studies in the area, and the 2018 CMP Annual Monitoring Report. Although new 2022 peak hour counts were collected for all the signalized study intersections, all but one count are lower than the historical counts. For the one study intersection where the prior count is less than the new count (AM peak hour count at Zanker Road North and SR 237 Ramps), the new count was used. For the other intersections, a 1% annual growth factor was applied to the historical counts to represent Year 2022 traffic volumes. This procedure was approved by the City of San Jose at the onset of the study. The existing peak hour intersection volumes are shown on Figure 8.

Background Traffic Volumes

Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed or occupied developments. The added traffic from approved but not yet completed or occupied developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The ATI sheets are contained in Appendix A. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The background peak-hour intersection volumes are shown on Figure 9.

Background Plus Project Traffic Volumes

Project peak hour trips were added to background peak hour traffic volumes to obtain background plus project peak hour traffic volumes (see Figure 10).

Traffic volumes for all traffic scenarios are tabulated in Appendix B.

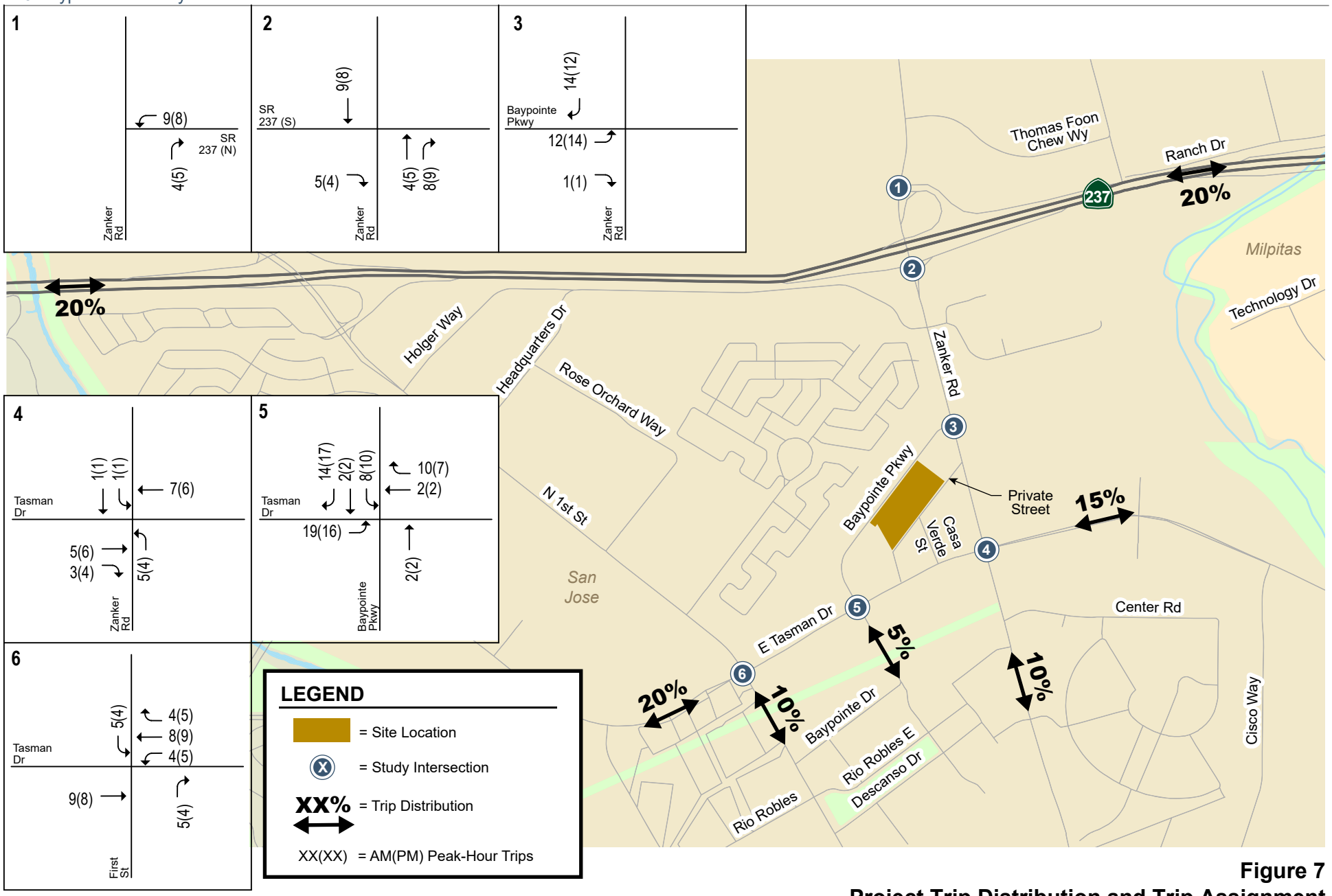


Figure 7
Project Trip Distribution and Trip Assignment

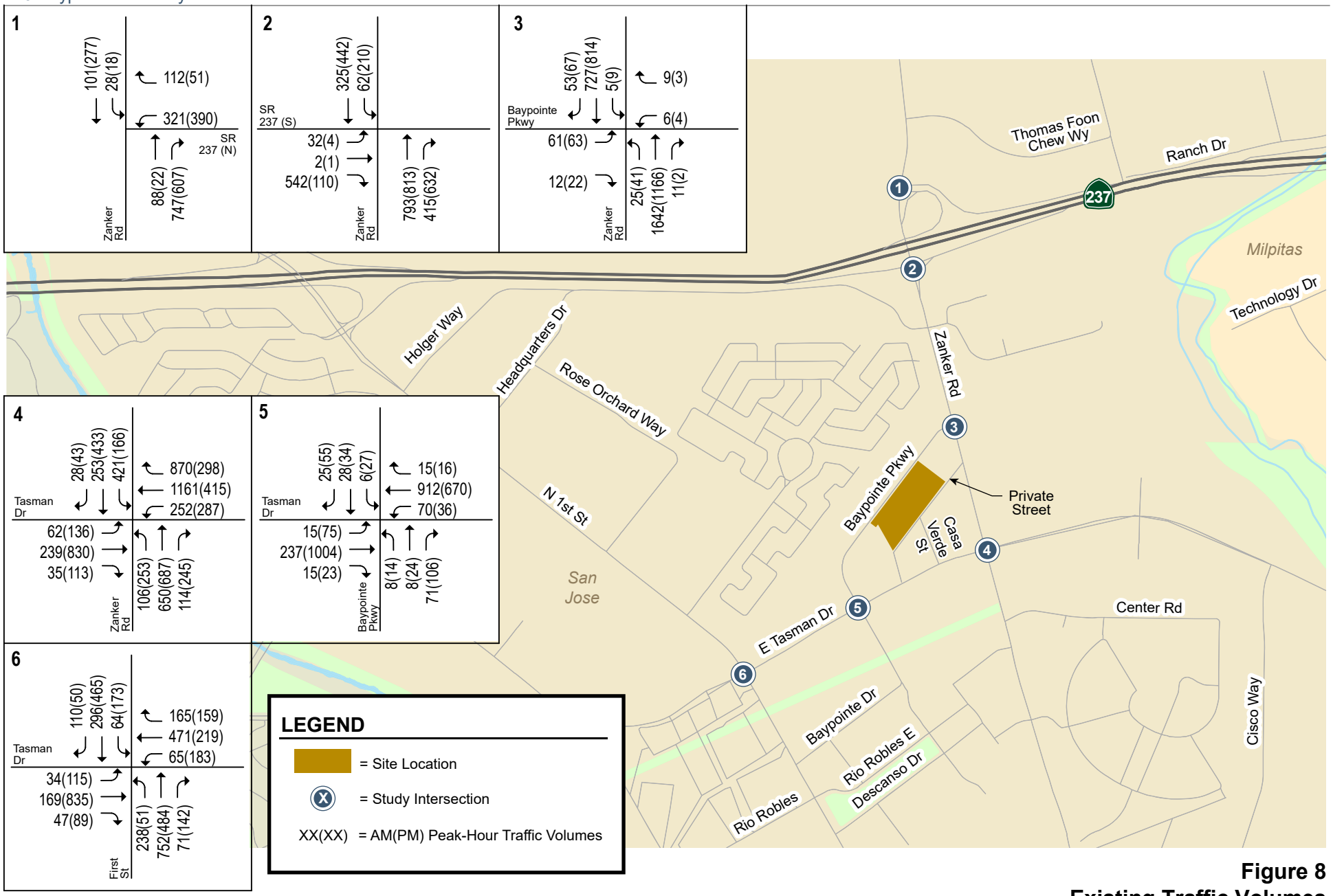


Figure 8
Existing Traffic Volumes

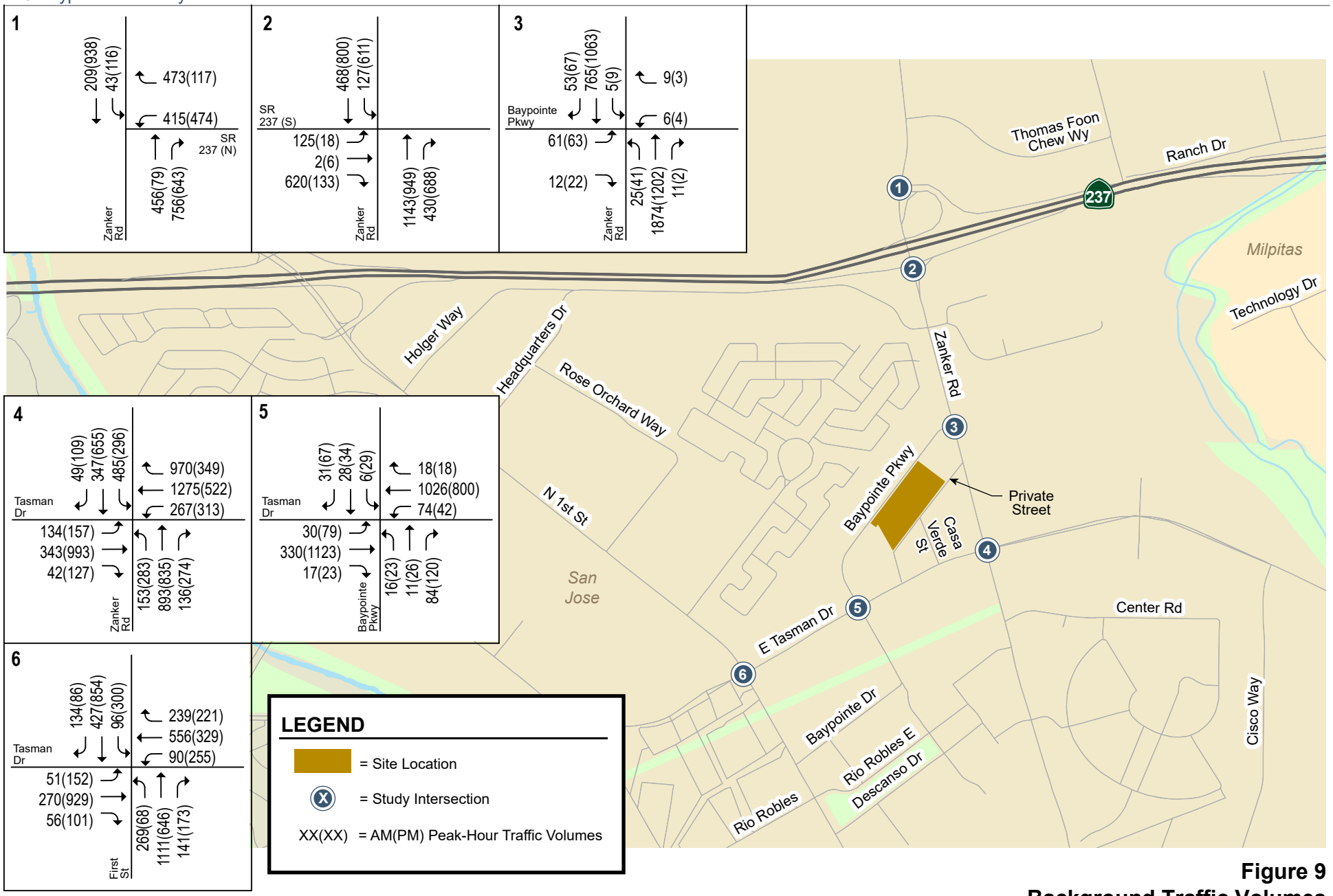


Figure 9
Background Traffic Volumes

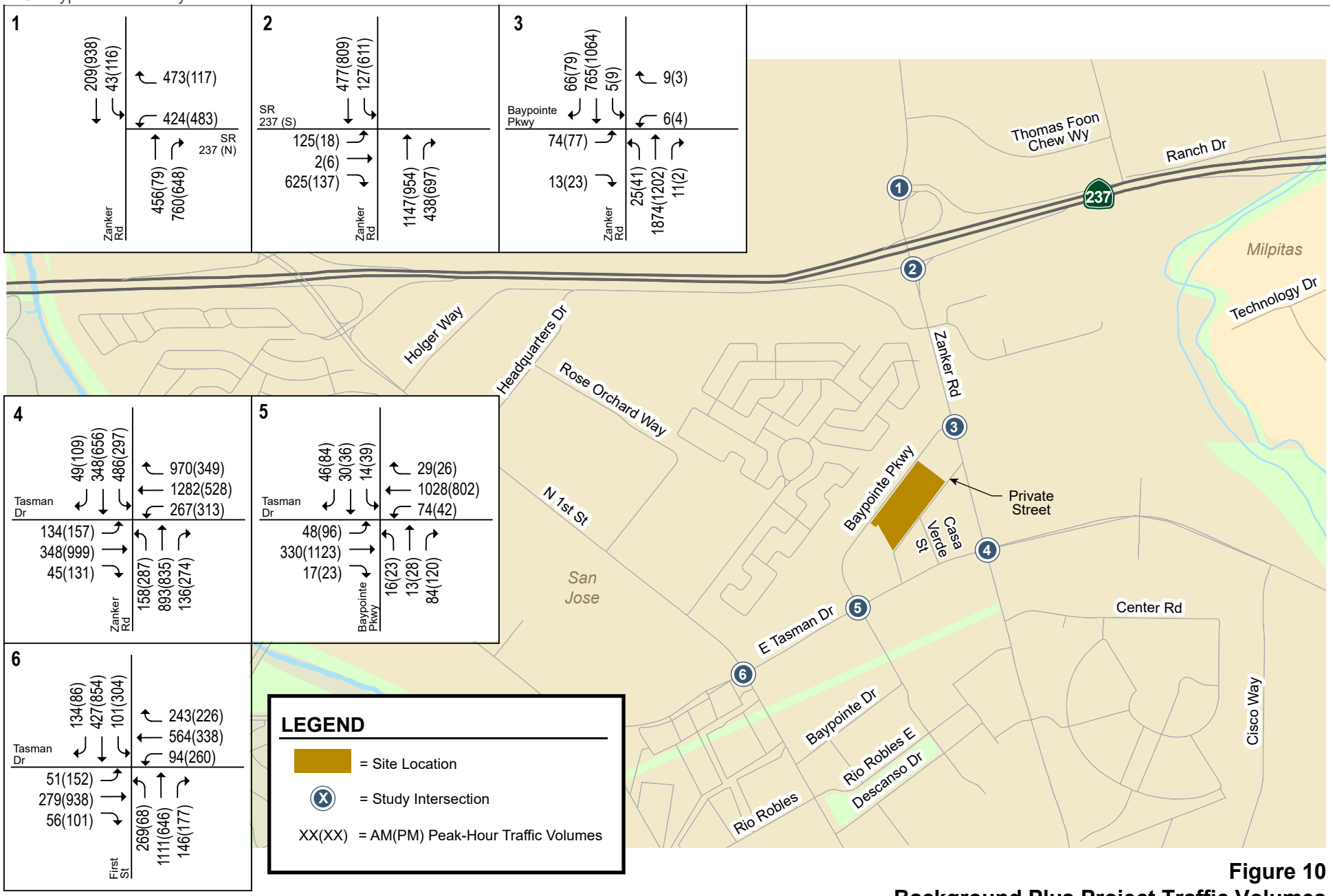


Figure 10
Background Plus Project Traffic Volumes

Signalized Intersection Traffic Operations

Signalized intersection levels of service were evaluated against the standards of the City of San Jose and VTA (for CMP intersections). The results of the analysis show that all the signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions (see Table 3). The detailed intersection level of service calculation sheets are included in Appendix C.

Table 3
Intersection Level of Service Summary

				Existing		Background		Background Plus Project			
#	Intersection	Peak Hour	Count Date	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Crit. Delay (sec)	Incr. in Critical V/C
1	Zanker Road (North) & SR 237 Ramps (CMP)	AM	10/11/22	10.7	B	13.3	B	13.3	B	0.0	0.000
		PM	11/1/18	11.6	B	15.5	B	15.6	B	0.2	0.003
2	Zanker Road (South) & SR 237 Ramps (CMP)	AM	10/12/16	15.0	B	15.9	B	15.9	B	0.0	0.003
		PM	11/1/18	11.9	B	16.1	B	16.1	B	0.0	0.001
3	Zanker Road & Baypointe Parkway	AM	10/7/14	13.6	B	13.3	B	14.1	B	1.0	0.008
		PM	10/7/14	15.9	B	15.3	B	16.4	B	1.3	0.009
4	Zanker Road & Tasman Drive	AM	3/6/18	35.2	D	41.2	D	41.2	D	0.0	0.000
		PM	3/6/18	39.8	D	42.2	D	42.2	D	0.0	0.002
5	Baypointe Parkway & Tasman Drive	AM	11/3/15	17.9	B	19.0	B	20.4	C	1.7	0.024
		PM	11/3/15	21.8	C	22.2	C	23.5	C	1.2	0.013
6	North First Street & Tasman Drive	AM	9/15/15	29.7	C	30.4	C	30.5	C	0.3	0.004
		PM	9/15/15	35.2	D	39.3	D	39.5	D	0.3	0.006

Intersection Queuing Analysis

The intersection queuing analysis (see Table 4) is based on vehicle queuing for left-turn movements at intersections near the project site where the project would add a noteworthy number of trips (10 or more). Based on the project trip generation and trip distribution pattern, the Zanker Road/Baypointe Parkway and Baypointe Parkway/Tasman Drive intersections were evaluated as part of the queuing analysis for this project. The project would not add a noteworthy number of trips to any other study intersection. Locations where queue storage is insufficient are described below.

Zanker Road & Baypointe Parkway

The existing eastbound left-turn lane storage length is approximately 125 feet, including the striping plus the taper. The project would add 13 vehicles during the AM peak hour and 14 vehicles during the PM peak hour to the eastbound left-turn movement. The 95th percentile eastbound left-turn vehicle queues under existing and background conditions are 100 feet during the AM peak hour and 125 feet during the PM peak hour. The addition of project generated trips would increase the 95th percentile vehicle queue length during the AM peak hour by one vehicle and would not increase the 95th percentile vehicle queue length during the PM peak hour. Thus, the eastbound left-turn lane would continue to provide adequate vehicle storage under background plus project conditions during both the AM and PM peak hours.

Table 4
Intersection Queuing Analysis Summary

	Zanker Road & Baypointe Parkway		Baypointe Parkway & Tasman Drive		
	EBL		EBL		SBL
Measurement	AM	PM	AM	PM	PM
Existing					
Cycle/Delay [1] (sec)	114	114	116	116	116
Volume (vphpl)	61	63	15	75	27
95th %. Queue (veh/ln.)	4	5	2	5	3
95th %. Queue (ft./ln) [2]	100	125	50	125	75
Storage (ft./ ln.)	125	125	200	200	125
Adequate (Y/N)	Y	Y	Y	Y	Y
Background					
Cycle/Delay [1] (sec)	114	114	116	116	116
Volume (vphpl)	61	63	30	79	29
95th %. Queue (veh/ln.)	4	5	3	5	3
95th %. Queue (ft./ln) [2]	100	125	75	125	75
Storage (ft./ ln.)	125	125	200	200	125
Adequate (Y/N)	Y	Y	Y	Y	Y
Background Plus Project					
Cycle/Delay [1] (sec)	114	114	116	116	116
Volume (vphpl)	74	77	48	96	39
95th %. Queue (veh/ln.)	5	5	4	6	3
95th %. Queue (ft./ln) [2]	125	125	100	150	75
Storage (ft./ ln.)	125	125	200	200	125
Adequate (Y/N)	Y	Y	Y	Y	Y

Notes:
EBL = eastbound left-turn movement, SBL = southbound left-turn movement
[1] Vehicle queue calculations based on cycle length.
[2] Assumes 25 Feet Per Vehicle Queued.

Site Access and On-Site Circulation

The site access evaluation is based on the January 26, 2023 site plan prepared by KTGY Architecture & Planning (see Figure 2). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, geometric design, sight distance, and operations (e.g., queuing and delay). On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles. Access to the apartment building and townhomes would utilize different driveways. To avoid confusion, the discussion of site access and on-site circulation for the two components of the project are described separately below.

A 10-foot-wide midblock connection (i.e., pedestrian plaza) bisecting the apartment building and the townhomes would be provided for pedestrians. The site plan shows new ADA compliant curb ramps and crosswalks would be provided at the intersection of Casa Verde Street and the private street.

Apartment Building

Driveway Design and Operations

A two-way driveway on Baypointe Parkway would provide ingress and egress for the proposed parking garage serving the apartment building. The driveway on Baypointe Parkway is shown to be 26 feet wide, and the garage entrance would be 20 feet wide. According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the typical width for a two-way driveway that serves a multi-family residential development is 26 feet wide. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. The proposed 26-foot wide driveway on Baypointe Parkway would meet the City's design standard, and the 20-foot wide garage entrance would be adequate to serve residents and visitors of the apartments.

The project-generated trips that are estimated to occur at the project driveway to the apartment building are 42 inbound trips and 33 outbound trips during the AM peak hour and 30 inbound trips and 39 outbound trips during the PM peak hour (see Figure 11). This equates to approximately one vehicle trip every 90 seconds for the inbound movement and one vehicle trip every 2 minutes for the outbound movement during the AM peak hour, and one vehicle trip every 2 minutes for the inbound movement and one vehicle trip every 90 seconds for the outbound movement PM peak hour. Due to the low number of AM and PM peak hour project-generated trips and the low traffic volumes on Baypointe Parkway adjacent to the site, operational issues related to vehicle queueing and/or delays are not expected to occur at the project driveway serving the parking garage.

The City typically requires developments to provide adequate on-site stacking space for at least two inbound vehicles (40 to 50 feet) between the face of curb and any entry gates or on-site drive aisles or parking spaces. This prevents vehicles from queuing onto the street and blocking traffic. The length of the project driveway into the parking garage measures approximately 80 feet to the first drive aisle.

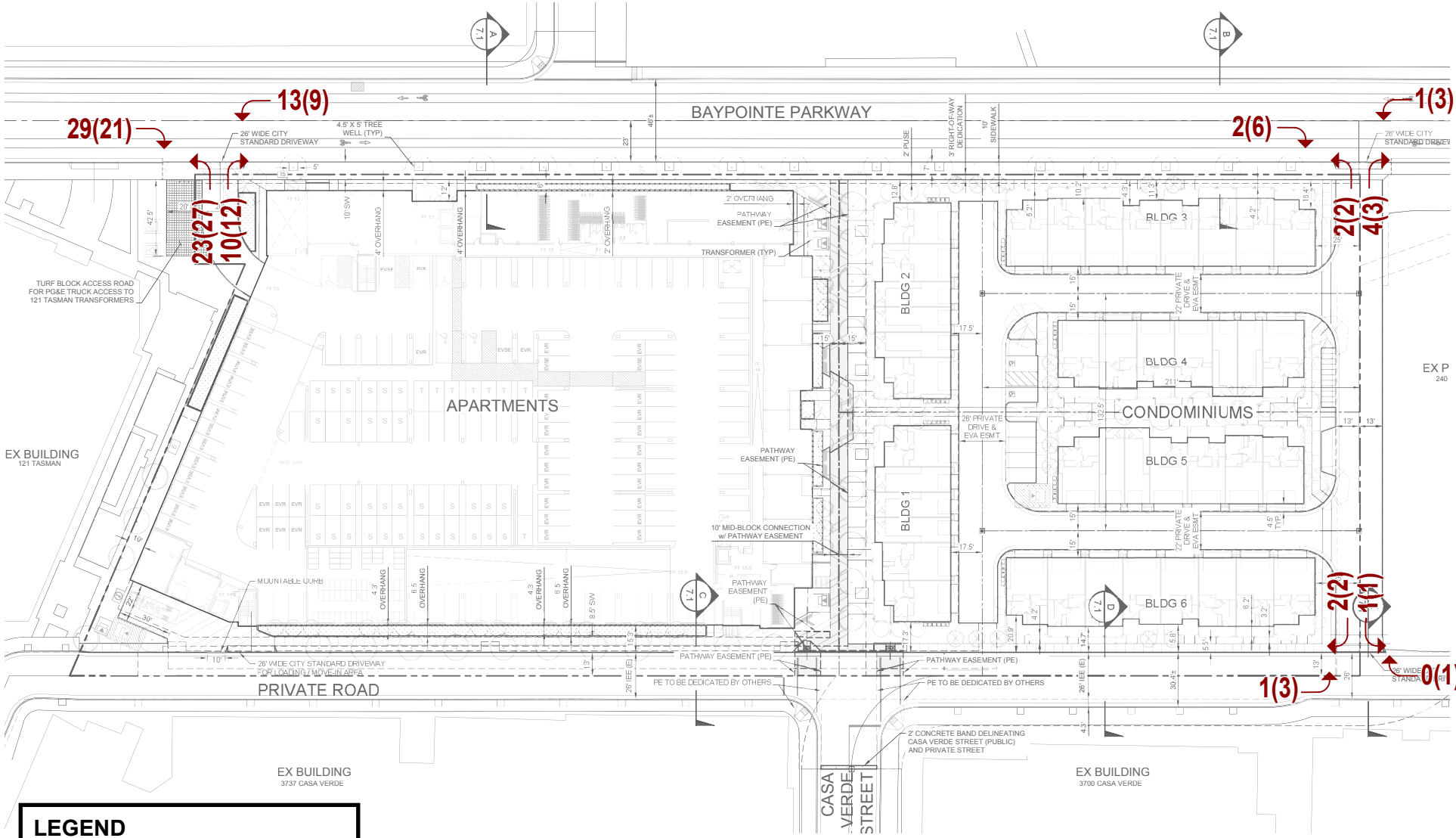
Sight Distance

The roadway curvature, street trees, and parking along Baypointe Parkway west of the driveway entrance limit the direct line of sight to approximately 230 feet. Additionally, the site plan shows street trees would be added along the project frontage on Baypointe Parkway. The street trees should be planted and maintained to ensure their canopies are at least 6 feet off the ground so that the vision of exiting drivers is not blocked.

Street parking is currently allowed along the project frontage on Baypointe Parkway, west of the apartment building driveway. Therefore, no parking zones (red curb) should be established immediately adjacent to the project driveway to ensure adequate sight distance is provided.

Recommendation: Establish no parking zones (red curb) between the driveway serving the apartments and the existing driveway to the left/west (approximately 40 feet) to ensure adequate sight distance is provided.

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For Baypointe Parkway, which has a speed limit of 35 mph, the Caltrans stopping sight distance is 300 feet (based on a design speed of 40 mph). This means that a driver must be able to see 300 feet down Baypointe Parkway to locate a sufficient gap to turn out of the project driveway. This also gives drivers traveling along Baypointe Parkway adequate time to react to vehicles exiting the project driveway.



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 11
Trips at Project Driveways

NORTH
Not to Scale

As previously discussed, the roadway curvature west of the project driveway limits the direct line of sight from a stopped vehicle in the driveway to a vehicle traveling along eastbound Baypointe Parkway to approximately 230 feet. However, due to the horizontal curvature along Baypointe Parkway, vehicles are currently traveling less than the posted speed limit around the curve (based on field observations), which reduces the sight distance requirement. Based on a design speed of 30 mph, the sight distance requirement is reduced to 200 feet. Thus, it is estimated that adequate sight distance would be provided at the project driveway. Note also that the existing residential driveway situated about 40 feet west of the proposed project driveway operates adequately and has even less sight distance.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines. Access to the parking garage would be provided via a two-way driveway along Baypointe Parkway.

The City's standard minimum width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking spaces. According to the site plan, the two-way drive aisles containing 90-degree parking in the apartment building garage measure 24 feet wide. However, City staff have confirmed that the 24-foot-wide drive aisles would be adequate to serve the project. Note that a 24-foot drive aisle width is consistent with other similar residential projects in San Jose where reduced drive aisles widths were allowed.

Vehicular circulation within the parking garage would be adequate; however, the site plan shows three dead-end drive aisles on both parking levels with no additional turnaround space provided. The dead-end drive aisles would not be problematic if the parking spaces are assigned to individual residential units.

Recommendation: Assign the on-site parking spaces to individual residential units to avoid operational issues at the dead-end drive aisles.

Recommendation: Install convex mirrors at all blind corners within the parking garage to ensure good driver visibility.

Parking Slider System and Parking Stall Dimensions

The project proposes a two-level parking garage with a parking slider system (lateral movement within one level) on both levels of the parking garage. The vehicle slider parking system would allow for tandem storage of vehicles by enabling the parking spaces to be shifted horizontally. Comprised of multiple parking spaces including one open space, the vehicle slider would present an open parking space that, once occupied, would automatically shift inward or rotate, presenting another open space. This system would allow residents to retrieve their vehicles without the need to move the other accompanying vehicles.

The City of San Jose Zoning Code does not specify standard dimensions for mechanical-slider parking systems. However, the project site plan shows the mechanical parking stalls would measure approximately 8.5 feet wide by 17 feet long (equivalent to a uniform-size car space). The standard (non-mechanical) parking spaces on the site plan are also shown to measure 8.5 feet wide by 17 feet long. The site plan shows 8 ADA accessible parking stalls measuring 9 feet wide by 18 feet long, including three van accessible stalls. As proposed, the standard parking and slider parking space dimensions (length and width) would meet the City of San Jose and ADA parking requirements. Although not indicated on the site plan provided, it is assumed that the height limit of the parking slider system would accommodate passenger cars and most trucks, SUVs and vans.

Recommendation: Verify the height limit of the parking slider system would accommodate all possible resident vehicle types: passenger cars, trucks, SUVs and vans.

Truck Access and Circulation

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

Residential Move-In and General Loading Operations

The site plan shows a loading space along the south side of the building that would be accessed via the existing private street. The driveway for the loading space is shown to be 26 feet in width, which meets the City's standard. However, the driveway does not line up well with the loading space. To address the alignment issue, the project is proposing mountable curb to provide adequate access to the loading space. A SU-30 truck turning template for the loading space is provided in Appendix D.

According to the City of San Jose Zoning Regulations, the off-street loading space must be no less than 10 feet wide by 30 feet long by 15 feet high, exclusive of driveways for ingress and egress and maneuvering areas. According to the site plan, the loading space would be 22 feet wide by 30 feet long (measured from the end of the loading space to the driveway flare). Since the loading space would be located outside the building, adequate overhead clearance would be provided. Thus, the loading space would meet the City's minimum requirements for loading space dimensions.

One of the two trash rooms is located adjacent to the loading space and would be used for garbage collection activities. Therefore, residents who wish to use the loading space would need to coordinate with future building staff to ensure that move-in/move-out activities do not conflict with garbage collection activities.

Recommendation: Future apartment building staff should coordinate with residents wishing to use the loading space so that no conflicts would occur with garbage collection activity.

Garbage Collection

The site plan shows two trash rooms located along the south side of the apartment building. As described above, one trash room is located near the southwest corner. Garbage collection for this trash room could occur in the loading space. Alternatively, trash bins could be wheeled out onto the private street for collection. The second trash room is located near the southeast corner of the apartment building. Trash bins would need to be moved to the on-site loading space or wheeled out to the private street for pickup. Since the site plan does not show a trash management plan, the project applicant should coordinate with the waste company to determine the most appropriate method and location for garbage collection.

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road, requires a minimum of 6 feet clearance from the property line along all sides of the building, and requires a minimum of 13 feet 6 inches of vertical clearance to enter a parking structure. According to the site plan, the project appears to meet the first two fire access requirements. Since all portions of the building are within 150 feet of a fire department access road, access to the parking garage is not needed for emergency vehicles.

Townhomes/Condominiums

Driveway Design and Operations

The townhomes would be accessed via two driveways: one on Baypointe Parkway (north driveway) and one on the private street (south driveway). The proposed driveways are shown to be 26 feet wide, which is acceptable as described in the City's design guidelines.

The project-generated trips that are estimated to occur at the driveways to the townhomes are 4 inbound trips and 9 outbound trips during the AM peak hour and 13 inbound trips and 8 outbound trips during the PM peak hour split between the north and south driveways (see Figure 11). Due to the very low number of AM and PM peak hour project-generated trips and the low traffic volumes on Baypointe Parkway and the private street adjacent to the site, operational issues related to vehicle queueing and/or delays are not expected to occur at the project driveways.

Sight Distance

There are no existing landscaping, roadway curvature, or other visual obstructions along the project frontage that would obscure sight distance at the project driveways. Parking is prohibited adjacent to the driveway to the townhomes along Baypointe Parkway. The site plan shows street trees would be added along the project frontage along Baypointe Parkway, west of the driveway. The street trees should be planted and maintained so that their canopies are at least 6 feet off the ground so that the vision of exiting drivers is not blocked.

Recommendation: Maintain the no parking zones (no parking signage) along Baypointe Parkway to ensure adequate sight distance is provided at the townhome driveway.

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For Baypointe Parkway, which has a speed limit of 35 mph, the Caltrans stopping sight distance is 300 feet (based on a design speed of 40 mph). This means that a driver must be able to see 350 feet down Baypointe Parkway to locate a sufficient gap to turn out of the project driveway. This also gives drivers traveling along Baypointe Parkway adequate time to react to vehicles exiting the project driveway. Drivers exiting the project driveway onto Baypointe Parkway can see at least 350 feet in both directions. Therefore, it can be concluded that sight distance is adequate for the townhome driveway along Baypointe Parkway.

There is no posted speed limit along the private street. Assuming a speed limit of 25 mph (design speed of 30 mph), the Caltrans stopping sight distance is 200 feet. Parking is prohibited along the side of the street where the driveway is located. The site plan shows street trees along the project frontage along the private street. Like Baypointe Parkway, the street trees along the private street should be planted and maintained so that their canopies are at least 6 feet off the ground so that the vision of exiting drivers is not blocked.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines. Access to the townhomes would be provided via one two-way driveway on Baypointe Parkway and one two-way driveway on the private street. The project would construct internal drive aisles that would provide access to the townhomes. A ground level two-car garage is proposed for each townhome unit, and several surface parking spaces are proposed for guests.

The City's standard minimum width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. The guest parking spaces are located along a 26-foot wide drive aisle. This allows sufficient room for vehicles to back out of the parking spaces. The remaining drive aisles that access the individual townhome units would not contain parking and measure 22 feet in width, providing adequate width for two-way circulation.

Parking Stall Dimensions

Seven guest parking spaces with two ADA accessible parking spaces are proposed for the townhomes, including one van accessible space. The parking spaces measure 9 feet wide by 18 feet long, which would meet the City of San Jose and ADA requirements for parking space dimensions.

Truck Access and Circulation

The project site plan for the townhomes was reviewed for truck access including delivery and moving trucks, garbage trucks and emergency vehicles. The turning templates (see Appendix D) show that SU-30 type trucks could adequately access the site and navigate through the site. Note that although SU-30 trucks would require the full width of the driveways when entering and exiting the site, this situation is common for large trucks at residential driveways.

Garbage Collection

Trash bins would be stored within each individual unit. Trash bins would need to be wheeled to the drive aisles on garbage collection days.

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line along all sides of the building. According to the site plan, the project would meet the fire access requirements.

Parking

The project's off-street parking requirements for automobiles, motorcycles and bicycles are based on the City of San Jose parking standards (*San Jose Municipal Code Chapter 20.90, Tables 20-210 and 20-250*).

Apartment Vehicle Parking

The City of San Jose's off-street parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-210) for multiple dwellings with all open parking are as follows: 1.25 parking spaces for studio and one-bedroom units, 1.7 parking spaces for two-bedroom units, and 2.0 parking spaces for three-bedroom units. Based on the City's off-street parking requirements and prior to applying any relevant parking reductions, the 292-unit apartment component of the project, which would consist of 209 one-bedroom units, 77 two-bedroom units, and 6 three-bedroom units, would require a total of 405 parking spaces as follows: (209 DU x 1.25)+(77 DU x 1.7)+(6 DU x 2) = 404.15 = 405 spaces.

Residential Parking Reduction for Proximity to a Major Transit Station

Since the project site is located within 2,000 feet of the Baypointe Light Rail Station, the project qualifies for a 20 percent reduction in the City's parking requirement. After applying a 20 percent parking reduction, the project would be required to provide a total of 324 residential parking spaces (404.15 x 0.8 = 323.32 = 324 spaces).

Proposed Residential Parking Supply

The project is proposing to provide 332 residential parking spaces, including 9 guest spaces, within the parking garage. As proposed, the number of parking spaces provided would meet the City's residential parking requirement.

Electric Vehicle Parking Requirements

Per the San Jose Municipal Code (Section 24.10.200), new multifamily dwellings must provide 100 percent electric vehicle (EV) Capable parking spaces, including at least 10 percent EVSE Spaces (EVSE = Electric Vehicle Supply Equipment) and 20 percent EV Ready Spaces. The site plan indicates a total of 102 EV spaces (34 EVSE spaces and 68 EVR spaces) would be provided. The project developer has indicated that the on-site parking spaces would satisfy the City of San Jose's EV parking space requirements.

Motorcycle Parking

The City requires one motorcycle parking space for every four residential units of multifamily housing (per Chapter 20.90, Table 20-250 of the City's Zoning Code). This equates to 73 residential motorcycle spaces. The site plan indicates that 73 motorcycle parking spaces would be provided.

Bicycle Parking

The City requires one bicycle parking space for every four residential units (per Chapter 20.90, Table 20-210 of the City's Zoning Code). Thus, the project is required to provide a total of 73 bicycle parking spaces.

According to the site plan, the project is proposing to provide a total of 164 ground level bicycle parking spaces, which would exceed the City's bicycle parking requirements. The site plan shows a bike room with 122 long-term bicycle parking spaces along Baypointe Parkway and a second bike room along the private street with 24 long-term bicycle parking spaces. 18 short-term bicycle parking spaces (bike racks) would also be provided.

Townhome Vehicle Parking

The City of San Jose's off-street parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-210) for one family dwellings are two covered parking spaces per unit. The site plan indicates that a two-car garage would be provided on the ground level of each townhome. Note that the project is proposing to provide 8 guest parking spaces: 7 spaces centrally located on-site and 1 space along the private driveway that would connect Baypointe Parkway and the private street. In addition, the project is proposing to provide 11 motorcycle parking spaces along the private driveway.

Construction Activities

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

Neighborhood Interface

The project does not propose to alter the existing roadway network in the vicinity of the project site. The project would reconstruct/widen a private drive aisle that would connect Baypointe Parkway and the private street. There are no anticipated changes to existing vehicular travel patterns or usage of roadways. Baypointe Parkway provides a connection between two major arterials (Tasman Drive and Zanker Road). While it is possible some cut-through traffic is present along the street, most vehicles are expected to remain on the major arterials as the travel time is similar.

Pedestrian, Bicycle and Transit Evaluation

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

Pedestrian and Bicycle Facilities

Pedestrian Facilities

A complete network of sidewalks and crosswalks is found within the project study area. Crosswalks with pedestrian signal heads are located at all the signalized intersections in the study area. The existing pedestrian facilities provide adequate connectivity between the project site and nearby bus stops and other points of interest.

The site plan indicates that the existing sidewalk and curb along the project frontage on Baypointe Parkway and the private street would be reconstructed. The site plan shows a 10-foot-wide attached sidewalk with tree wells along the frontage on Baypointe Parkway. The site plan indicates that a 5.0 to 8.5-foot-wide sidewalk would be constructed along the private street frontage. On the private street, the street trees are shown between the sidewalk and the private street along the apartment building frontage. Along the townhome building frontage, the street trees are shown between the building and the sidewalk. The sidewalks would provide direct access to the lobby and leasing office of the apartment building. Additionally, a separate entrance to the primary bike room is located along the Baypointe Parkway frontage. Two pedestrian plazas are proposed near the northeast and southeast corners of the apartment building.

The proposed pedestrian facilities provide adequate access to nearby points of interest and transit stops. Based on the existing and proposed sidewalks, pedestrians could access Tasman Drive and the Baypointe Station. However, since residents of both the apartment building and the townhomes could utilize site entrances on the private street to access Tasman Drive more directly via Casa Verde Street, the project plans to provide crosswalks and ADA compliant directional curb ramps at the intersection of Casa Verde Street and the private street. Crosswalks at the intersection would be beneficial for residents of both the apartment building and the townhomes as it would provide a safe way to walk from the project site to storefronts and transit stops along Tasman Drive. It would also benefit the existing residents in the area. The site plan shows the new directional curb ramps on the project side of the private street would line up with the existing curb ramps on the south side of the street, and the crosswalks (two on the private street and one on Casa Verde Street) would connect the curb ramps. These improvements may require some coordination with the adjacent private property owner.

City staff have indicated that the project would be required to provide a $30,000 monetary contribution toward a future enhanced pedestrian crosswalk near the northerly limits of the project along the Baypointe Parkway frontage that would connect to a future public park. The enhanced crosswalk, which would consist of bulbouts with rectangular rapid flashing beacons, would decrease the time and length pedestrians need to cross the street and would increase pedestrian safety.

Recommendation: Provide a $30,000 monetary contribution toward the future enhanced pedestrian crosswalk near the northerly limits of the project along the Baypointe Parkway frontage that would connect to the future public park.

Bicycle Facilities

The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. Existing bicycle facilities in the study area consist of Class II striped and buffered bike lanes in the immediate vicinity of the project site.

City staff have indicated that the project would be required to provide a fair-share monetary contribution toward the future Class IV protected bike lanes that are planned along the Baypointe Parkway frontage as identified in the San Jose Better Bikeway Plan 2025. Based on a cost of $144 per linear foot (source: City of San Jose Department of Public Works), the project's total fair-share contribution would equate to $92,880, based on the project having 645 linear feet of frontage ($144 x 645 linear feet = $92,880).

Recommendation: Provide a fair-share monetary contribution of $92,880 toward the future Class IV separated bikeway improvements that are planned along Baypointe Parkway as described in the San Jose Better Bike Plan 2025.

Short-term bike parking is shown on the site plan near the entrance to the building lobby, as well as near the pedestrian plazas near the northwest and southwest corners of the apartment building. Long-term bike parking would be provided in a bike room accessible from Baypointe Parkway or a secondary bike room located near the southeast corner of the apartment building.

Pedestrian and Bicycle Access to Schools

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

- Abram Agnew Elementary School, located 0.8-mile walk to the southeast on Zanker Road
- Dolores Huerta Middle School, located 0.6-mile walk to the southeast on Zanker Road
- Kathleen MacDonald High School, located 0.5-mile walk to the southeast on Zanker Road

Safe pedestrian access to both schools is provided via a continuous network of sidewalks in the study area. Crosswalks with pedestrian signal heads are provided at all the signalized intersections. Curb ramps are provided at all intersections along the routes between the project site and the schools, though not all meet current ADA design standards.

Bicycle facilities in the area connect the project site to the schools. However, it should be noted that Zanker Road carries relatively high volume and speeds so younger students may be hesitant to bike to school. According to San Jose Better Bike Plan 2025, Class IV protected bike lanes are planned along Tasman Drive and Zanker Road, which would provide a safer bicycle route to schools when the bicycle facilities are improved.

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

Transit Services

Existing bus service in the project vicinity is provided by the Santa Clara Valley Transportation Authority (VTA). The project area is served by light rail and local bus route 59. All transit options are available at Baypointe Station, located approximately 700 feet southwest of the project site. The light rail station and the existing bus stop for Route 59 are easily accessible via the network of sidewalks and crosswalks along Baypointe Parkway and the private street.

Since the project site is served by two light rail lines and one bus route, it is reasonable to assume that some residents would utilize transit service. It is estimated that the small increase in transit demand generated by the project could be accommodated by the current available ridership capacity of light rail and the VTA bus service.

4. Conclusions

This report presents the results of the transportation analysis conducted for a proposed residential project at 210 Baypointe Parkway in San Jose, California. The project would demolish the existing office building on-site and construct 334 multi-family residential units, including 42 townhomes and 292 apartment units. The apartment building would provide 332 parking spaces. Each townhome would provide two parking spaces in a private garage. Access to the townhomes would be provided via one driveway on Baypointe Parkway and one driveway on the private street located on the southeast side of the project site. Access to the apartments would be provided via a single driveway on Baypointe Parkway.

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed development. The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook,* adopted in April 2020. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study includes a non-CEQA local transportation analysis (LTA).

The LTA analyzes AM and PM peak hour traffic conditions for six signalized intersections in the vicinity of the project site. The LTA also includes an analysis of site access, on-site circulation, parking, vehicle queuing, and effects to transit services and bicycle and pedestrian access.

Vehicle Miles Traveled (VMT) Analysis

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but are typically required to provide a Local Transportation Analysis (LTA) to identify potential operational issues that may arise due to the project. The residential project meets the residential screening criteria set forth in the City's *Transportation Analysis Handbook.* Therefore, the project is exempt from preparing a detailed VMT analysis.

Project Trip Generation

After applying the appropriate ITE trip rates and applicable trip adjustments and reductions, the proposed project is estimated to generate 1,283 new daily vehicle trips, with 88 new trips (46 inbound and 42 outbound) occurring during the AM peak hour and 90 new trips (43 inbound and 47 outbound) occurring during the PM peak hour.

Intersection Traffic Operations

Based on the City of San Jose and VTA signalized intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.

Other Transportation Issues

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

Recommendations

- The project should establish no parking zones (at least 15 feet of red curb) immediately adjacent to the driveway serving the apartments to ensure adequate sight distance is provided.
- The project should assign the on-site parking spaces to individual residential units to avoid operational issues at the dead-end drive aisles.
- The project should install convex mirrors at all blind corners within the parking garage to ensure good driver visibility.
- The project should verify the height limit of the parking slider system would accommodate all possible resident vehicle types: passenger cars, trucks, SUVs and vans.
- Future apartment building staff should coordinate with residents wishing to use the loading space on the private street so that no conflicts would occur with garbage collection activity.
- The project should maintain the no parking zones (no parking signage) along Baypointe Parkway to ensure adequate sight distance is provided at the townhome driveway.
- The project should provide a $30,000 monetary contribution toward the future enhanced pedestrian crosswalk near the northerly limits of the project along the Baypointe Parkway frontage that would connect to the future public park.
- The project should provide a fair-share monetary contribution of $92,880 toward the future Class IV separated bikeway improvements that are planned along Baypointe Parkway as described in the San Jose Better Bike Plan 2025.

210 Baypointe Parkway Residential LTA

Technical Appendices

Appendix A
San Jose Approved Trips Inventory (ATI)

AM PROJECT TRIPS

09/29/2022

Intersection of : WB 237 From Zanker Rp & Zanker Rd

Traffix Node Number : 3030

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	323	0	15	84	0	0	0	0	0	0	287
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	16	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	0	0	12	0	0
NSJ LEGACY NORTH SAN JOSE	0	1	9	0	0	0	0	0	0	66	0	6
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	30	0	0	19	0	0	0	0	0	0	46
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												

AM PROJECT TRIPS

09/29/2022

Intersection of : WB 237 From Zanker Rp & Zanker Rd

Traffix Node Number : 3030

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	14	0	0	5	0	0	0	0	0	0	22
TOTAL:	**0**	**368**	**9**	**15**	**108**	**0**	**0**	**0**	**0**	**94**	**0**	**361**

	LEFT	THRU	RIGHT
NORTH	15	108	0
EAST	94	0	361
SOUTH	0	368	9
WEST	0	0	0

PM PROJECT TRIPS

09/29/2022

Intersection of : WB 237 From Zanker Rp & Zanker Rd

Traffix Node Number : 3030

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	50	0	98	554	0	0	0	0	0	0	44
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	0	0	0	0	0	0	0	0	1	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	0	0	0	0	0	0	0	3	0	0
NSJ LEGACY NORTH SAN JOSE	0	2	36	0	2	0	0	0	0	80	0	13
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	3	0	0	73	0	0	0	0	0	0	5
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												

PM PROJECT TRIPS

09/29/2022

Intersection of : WB 237 From Zanker Rp & Zanker Rd

Traffix Node Number : 3030

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	2	0	0	32	0	0	0	0	0	0	4
TOTAL:	**0**	**57**	**36**	**98**	**661**	**0**	**0**	**0**	**0**	**84**	**0**	**66**

	LEFT	THRU	RIGHT
NORTH	98	661	0
EAST	84	0	66
SOUTH	0	57	36
WEST	0	0	0

AM PROJECT TRIPS

09/29/2022

Intersection of : EB 237 From Zanker Rp & EB 237 To Zanker Rp & Zanker Rd

Traffix Node Number : 3031

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	232	0	47	38	0	92	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	3	0	0	16	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	7	0	0	12	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	64	15	4	68	0	1	0	78	0	0	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	30	0	11	7	0	0	0	0	0	0	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												

AM PROJECT TRIPS

09/29/2022

Intersection of : EB 237 From Zanker Rp & EB 237 To Zanker Rp & Zanker Rd

Traffix Node Number : 3031

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	14	0	3	2	0	0	0	0	0	0	0
TOTAL:	**0**	**350**	**15**	**65**	**143**	**0**	**93**	**0**	**78**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	65	143	0
EAST	0	0	0
SOUTH	0	350	15
WEST	93	0	78

PM PROJECT TRIPS

09/29/2022

Intersection of : EB 237 From Zanker Rp & EB 237 To Zanker Rp & Zanker Rd

Traffix Node Number : 3031

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	36	0	306	248	0	14	0	0	0	0	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	16	0	0	1	0	0	0	2	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	12	0	0	3	0	0	0	3	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	67	56	32	65	0	0	5	18	0	0	0
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	3	0	44	29	0	0	0	0	0	0	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												

PM PROJECT TRIPS

09/29/2022

Intersection of : EB 237 From Zanker Rp & EB 237 To Zanker Rp & Zanker Rd

Traffix Node Number : 3031

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	2	0	19	12	0	0	0	0	0	0	0
TOTAL:	**0**	**136**	**56**	**401**	**358**	**0**	**14**	**5**	**23**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	401	358	0
EAST	0	0	0
SOUTH	0	136	56
WEST	14	5	23

AM PROJECT TRIPS

09/29/2022

Intersection of : N 1st St & E Tasman Dr & W Tasman Dr

Traffix Node Number : 3518

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	30	0	0	0	0	24	0	5	4	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	12	0	0	0	0	0	0	3	0	0
NSJ LEGACY NORTH SAN JOSE	31	100	28	17	67	18	6	77	9	17	81	21
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	157	0	7	39	0	0	0	0	0	0	28
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	77	0	2	12	0	0	0	0	0	0	13

AM PROJECT TRIPS

09/29/2022

Intersection of : N 1st St & E Tasman Dr & W Tasman Dr

Traffix Node Number : 3518

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-016 (3-18303) Retail/Commercial 0 GOLD STREET MARRIOTT RESIENCE INN	0	0	0	0	0	0	0	0	0	0	0	0
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	25	0	6	13	6	11	0	0	0	0	12
TOTAL:	**31**	**359**	**70**	**32**	**131**	**24**	**17**	**101**	**9**	**25**	**85**	**74**

	LEFT	THRU	RIGHT
NORTH	32	131	24
EAST	25	85	74
SOUTH	31	359	70
WEST	17	101	9

PM PROJECT TRIPS

09/29/2022

Intersection of : N 1st St & E Tasman Dr & W Tasman Dr

Traffix Node Number : 3518

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	5	0	0	0	0	4	0	32	26	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H89-01-008 (3-08288) LEGACY TASMAN & ZANKER (SW/C) OFC 88,433;IND 88433, WHSE	0	0	3	0	0	0	0	0	0	12	0	0
NSJ LEGACY NORTH SAN JOSE	17	79	23	59	111	12	14	90	12	28	84	29
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	17	0	27	154	0	0	0	0	0	0	3
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	14	0	12	69	0	0	0	0	0	0	2

PM PROJECT TRIPS

09/29/2022

Intersection of : N 1st St & E Tasman Dr & W Tasman Dr

Traffix Node Number : 3518

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC15-016 (3-18303) Retail/Commercial 0 GOLD STREET MARRIOTT RESIENCE INN	0	0	0	0	0	0	0	0	0	0	0	0
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	52	0	29	55	24	23	0	0	0	0	28
TOTAL:	**17**	**162**	**31**	**127**	**389**	**36**	**37**	**94**	**12**	**72**	**110**	**62**

	LEFT	THRU	RIGHT
NORTH	127	389	36
EAST	72	110	62
SOUTH	17	162	31
WEST	37	94	12

AM PROJECT TRIPS

09/29/2022

Intersection of : E Tasman Dr & Zanker Rd

Traffix Node Number : 3821

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	140	0	6	23	9	55	0	0	0	0	37
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	3	0	0	22	0	0	0	0	2	0	0
NSJ LEGACY NORTH SAN JOSE	38	77	22	55	45	12	17	92	5	13	71	43
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	6	16	0	3	4	0	0	5	2	0	21	14
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	3	7	0	0	0	0	0	1	0	0	10	6

AM PROJECT TRIPS

09/29/2022

Intersection of : E Tasman Dr & Zanker Rd

Traffix Node Number : 3821

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	0	0	0	0	0	0	6	0	0	12	0
TOTAL:	**47**	**243**	**22**	**64**	**94**	**21**	**72**	**104**	**7**	**15**	**114**	**100**

	LEFT	THRU	RIGHT
NORTH	64	94	21
EAST	15	114	100
SOUTH	47	243	22
WEST	72	104	7

PM PROJECT TRIPS

09/29/2022

Intersection of : E Tasman Dr & Zanker Rd

Traffix Node Number : 3821

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	22	0	39	150	59	8	0	0	0	0	6
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H83-01-001 (3-12093) Office/Industrial JUNCTION AV, N/O PLUMERIA ULTRATECH STEPPER - ORIGINAL APPROVED TRIPS	0	22	2	0	3	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	29	101	27	71	47	7	13	104	6	26	76	43
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	1	2	0	14	16	0	0	21	6	0	2	2
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	1	0	6	6	0	0	9	2	0	1	0

PM PROJECT TRIPS

09/29/2022

Intersection of : E Tasman Dr & Zanker Rd

Traffix Node Number : 3821

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC16-013 (3-06800) Retail/Commercial N. FIRST ST. BETWEEN GOLD STREET AND SR 237 TOP GOLF	0	0	0	0	0	0	0	29	0	0	28	0
TOTAL:	**30**	**148**	**29**	**130**	**222**	**66**	**21**	**163**	**14**	**26**	**107**	**51**

	LEFT	THRU	RIGHT
NORTH	130	222	66
EAST	26	107	51
SOUTH	30	148	29
WEST	21	163	14

AM PROJECT TRIPS

09/29/2022

Intersection of : Baypointe Dr & Baypointe Py & E Tasman Dr

Traffix Node Number : 3864

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	8	3	13	0	0	6	15	93	2	4	114	3
TOTAL:	**8**	**3**	**13**	**0**	**0**	**6**	**15**	**93**	**2**	**4**	**114**	**3**

	LEFT	THRU	RIGHT
NORTH	0	0	6
EAST	4	114	3
SOUTH	8	3	13
WEST	15	93	2

PM PROJECT TRIPS

09/29/2022

Intersection of : Baypointe Dr & Baypointe Py & E Tasman Dr

Traffix Node Number : 3864

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	9	2	14	2	0	12	4	119	0	6	130	2
TOTAL:	**9**	**2**	**14**	**2**	**0**	**12**	**4**	**119**	**0**	**6**	**130**	**2**

	LEFT	THRU	RIGHT
NORTH	2	0	12
EAST	6	130	2
SOUTH	9	2	14
WEST	4	119	0

AM PROJECT TRIPS

09/29/2022

Intersection of : Baypointe Py & Zanker Rd

Traffix Node Number : 3952

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	232	0	0	38	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**232**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	38	0
EAST	0	0	0
SOUTH	0	232	0
WEST	0	0	0

PM PROJECT TRIPS

09/29/2022

Intersection of : Baypointe Py & Zanker Rd

Traffix Node Number : 3952

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	36	0	0	248	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL:	**0**	**36**	**0**	**0**	**249**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	249	0
EAST	0	0	0
SOUTH	0	36	0
WEST	0	0	0

Appendix B
Volume Spreadsheets

Intersection Number: 1
Traffix Node Number: 3030
Intersection Name: Zanker Road & SR 237 (North)
Peak Hour: AM
Count Date: 10/11/22
Date of Analysis: 10/24/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	101	28	112	0	321	747	88	0	0	0	0	1397
Approved Project Trips													
ATI	0	108	15	361	0	94	9	368	0	0	0	0	955
Total Approved Trips	0	108	15	361	0	94	9	368	0	0	0	0	955
Background Conditions	0	209	43	473	0	415	756	456	0	0	0	0	2352
Project Trips	0	0	0	0	0	9	4	0	0	0	0	0	13
Existing + Project	0	101	28	112	0	330	751	88	0	0	0	0	1410
Background + Project	0	209	43	473	0	424	760	456	0	0	0	0	2365

Intersection Number: 2
Traffix Node Number: 3031
Intersection Name: Zanker Road & SR 237 (South)
Peak Hour: AM
Count Date: 10/12/16
Date of Analysis: 10/24/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions[1]	0	325	62	0	0	0	415	793	0	542	2	32	2171
Approved Project Trips													
ATI	0	143	65	0	0	0	15	350	0	78	0	93	744
Total Approved Trips	0	143	65	0	0	0	15	350	0	78	0	93	744
Background Conditions	0	468	127	0	0	0	430	1143	0	620	2	125	2915
Project Trips	0	9	0	0	0	0	8	4	0	5	0	0	26
Existing + Project	0	334	62	0	0	0	423	797	0	547	2	32	2197
Background + Project	0	477	127	0	0	0	438	1147	0	625	2	125	2941

[1] Existing Volumes include a 1%/year growth rate from Count Date to Year 2022.

Intersection Number: 3
Traffix Node Number: 3952
Intersection Name: Zanker Road & Baypointe Parkway
Peak Hour: AM
Count Date: 10/07/14
Date of Analysis: 10/24/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions[1]	53	727	5	9	0	6	11	1642	25	12	0	61	2551
Approved Project Trips													
ATI	0	38	0	0	0	0	0	232	0	0	0	0	270
Total Approved Trips	0	38	0	0	0	0	0	232	0	0	0	0	270
Background Conditions	53	765	5	9	0	6	11	1874	25	12	0	61	2821
Project Trips	13	0	0	0	0	0	0	0	0	1	0	13	27
Existing + Project	66	727	5	9	0	6	11	1642	25	13	0	74	2578
Background + Project	66	765	5	9	0	6	11	1874	25	13	0	74	2848

[1] Existing Volumes include a 1%/year growth rate from Count Date to Year 2022.

Intersection Number: 4
Traffix Node Number: 3821
Intersection Name: Zanker Road & Tasman Drive
Peak Hour: AM
Count Date: 03/06/18
Date of Analysis: 10/24/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions[1]	28	253	421	870	1161	252	114	650	106	35	239	62	4191
Approved Project Trips													
ATI	21	94	64	100	114	15	22	243	47	7	104	72	903
Total Approved Trips	21	94	64	100	114	15	22	243	47	7	104	72	903
Background Conditions	49	347	485	970	1275	267	136	893	153	42	343	134	5094
Project Trips	0	1	1	0	7	0	0	0	5	3	5	0	22
Existing + Project	28	254	422	870	1168	252	114	650	111	38	244	62	4213
Background + Project	49	348	486	970	1282	267	136	893	158	45	348	134	5116

[1] Existing Volumes include a 1%/year growth rate from Count Date to Year 2022.

Intersection Number: 5
Traffix Node Number: 3864
Intersection Name: Baypointe Parkway & Tasman Drive
Peak Hour: AM
Count Date: 11/03/15
Date of Analysis: 10/24/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions[1]	25	28	6	15	912	70	71	8	8	15	237	15	1410
Approved Project Trips													
ATI	6	0	0	3	114	4	13	3	8	2	93	15	261
Total Approved Trips	6	0	0	3	114	4	13	3	8	2	93	15	261
Background Conditions	31	28	6	18	1026	74	84	11	16	17	330	30	1671
Project Trips	15	2	8	11	2	0	0	2	0	0	0	18	58
Existing + Project	40	30	14	26	914	70	71	10	8	15	237	33	1468
Background + Project	46	30	14	29	1028	74	84	13	16	17	330	48	1729

[1] Existing Volumes include a 1%/year growth rate from Count Date to Year 2022.

Intersection Number: 6
Traffix Node Number: 3518
Intersection Name: First Street & Tasman Drive
Peak Hour: AM
Count Date: 09/15/15
Date of Analysis: 10/24/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions[1]	110	296	64	165	471	65	71	752	238	47	169	34	2482
Approved Project Trips													
ATI	24	131	32	74	85	25	70	359	31	9	101	17	958
Total Approved Trips	24	131	32	74	85	25	70	359	31	9	101	17	958
Background Conditions	134	427	96	239	556	90	141	1111	269	56	270	51	3440
Project Trips	0	0	5	4	8	4	5	0	0	0	9	0	35
Existing + Project	110	296	69	169	479	69	76	752	238	47	178	34	2517
Background + Project	134	427	101	243	564	94	146	1111	269	56	279	51	3475

[1] Existing Volumes include a 1%/year growth rate from Count Date to Year 2022.

Intersection Number: 1
Traffix Node Number: 3030
Intersection Name: Zanker Road & SR 237 (North)
Peak Hour: PM
Count Date: 11/01/18
Date of Analysis: 10/24/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions[1]	0	277	18	51	0	390	607	22	0	0	0	0	1365
Approved Project Trips													
ATI	0	661	98	66	0	84	36	57	0	0	0	0	1002
Total Approved Trips	0	661	98	66	0	84	36	57	0	0	0	0	1002
Background Conditions	0	938	116	117	0	474	643	79	0	0	0	0	2367
Project Trips	0	0	0	0	0	9	5	0	0	0	0	0	14
Existing + Project	0	277	18	51	0	399	612	22	0	0	0	0	1379
Background + Project	0	938	116	117	0	483	648	79	0	0	0	0	2381

[1] Existing Volumes include a 1%/year growth rate from Count Date to Year 2022.

Intersection Number: 2
Traffix Node Number: 3031
Intersection Name: Zanker Road & SR 237 (South)
Peak Hour: PM
Count Date: 11/01/18
Date of Analysis: 10/24/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions[1]	0	442	210	0	0	0	632	813	0	110	1	4	2212
Approved Project Trips													
ATI	0	358	401	0	0	0	56	136	0	23	5	14	993
Total Approved Trips	0	358	401	0	0	0	56	136	0	23	5	14	993
Background Conditions	0	800	611	0	0	0	688	949	0	133	6	18	3205
Project Trips	0	9	0	0	0	0	9	5	0	4	0	0	27
Existing + Project	0	451	210	0	0	0	641	818	0	114	1	4	2239
Background + Project	0	809	611	0	0	0	697	954	0	137	6	18	3232

[1] Existing Volumes include a 1%/year growth rate from Count Date to Year 2022.

Intersection Number: 3
Traffix Node Number: 3952
Intersection Name: Zanker Road & Baypointe Parkway
Peak Hour: PM
Count Date: 10/07/14
Date of Analysis: 10/24/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions[1]	67	814	9	3	0	4	2	1166	41	22	0	63	2191
Approved Project Trips													
ATI	0	249	0	0	0	0	0	36	0	0	0	0	285
Total Approved Trips	0	249	0	0	0	0	0	36	0	0	0	0	285
Background Conditions	67	1063	9	3	0	4	2	1202	41	22	0	63	2476
Project Trips	12	1	0	0	0	0	0	0	0	1	0	14	28
Existing + Project	79	815	9	3	0	4	2	1166	41	23	0	77	2219
Background + Project	79	1064	9	3	0	4	2	1202	41	23	0	77	2504

[1] Existing Volumes include a 1%/year growth rate from Count Date to Year 2022.

Intersection Number: 4
Traffix Node Number: 3821
Intersection Name: Zanker Road & Tasman Drive
Peak Hour: PM
Count Date: 03/06/18
Date of Analysis: 10/24/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions[1]	43	433	166	298	415	287	245	687	253	113	830	136	3906
Approved Project Trips													
ATI	66	222	130	51	107	26	29	148	30	14	163	21	1007
Total Approved Trips	66	222	130	51	107	26	29	148	30	14	163	21	1007
Background Conditions	109	655	296	349	522	313	274	835	283	127	993	157	4913
Project Trips	0	1	1	0	6	0	0	0	4	4	6	0	22
Existing + Project	43	434	167	298	421	287	245	687	257	117	836	136	3928
Background + Project	109	656	297	349	528	313	274	835	287	131	999	157	4935

[1] Existing Volumes include a 1%/year growth rate from Count Date to Year 2022.

Intersection Number: 5
Traffix Node Number: 3864
Intersection Name: Baypointe Parkway & Tasman Drive
Peak Hour: PM
Count Date: 11/03/15
Date of Analysis: 10/24/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions[1]	55	34	27	16	670	36	106	24	14	23	1004	75	2084
Approved Project Trips													
ATI	12	0	2	2	130	6	14	2	9	0	119	4	300
Total Approved Trips	12	0	2	2	130	6	14	2	9	0	119	4	300
Background Conditions	67	34	29	18	800	42	120	26	23	23	1123	79	2384
Project Trips	17	2	10	8	2	0	0	2	0	0	0	17	58
Existing + Project	72	36	37	24	672	36	106	26	14	23	1004	92	2142
Background + Project	84	36	39	26	802	42	120	28	23	23	1123	96	2442

[1] Existing Volumes include a 1%/year growth rate from Count Date to Year 2022.

Intersection Number: 6
Traffix Node Number: 3518
Intersection Name: First Street & Tasman Drive
Peak Hour: PM
Count Date: 09/15/15
Date of Analysis: 10/24/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions[1]	50	465	173	159	219	183	142	484	51	89	835	115	2965
Approved Project Trips													
ATI	36	389	127	62	110	72	31	162	17	12	94	37	1149
Total Approved Trips	36	389	127	62	110	72	31	162	17	12	94	37	1149
Background Conditions	86	854	300	221	329	255	173	646	68	101	929	152	4114
Project Trips	0	0	4	5	9	5	4	0	0	0	9	0	36
Existing + Project	50	465	177	164	228	188	146	484	51	89	844	115	3001
Background + Project	86	854	304	226	338	260	177	646	68	101	938	152	4150

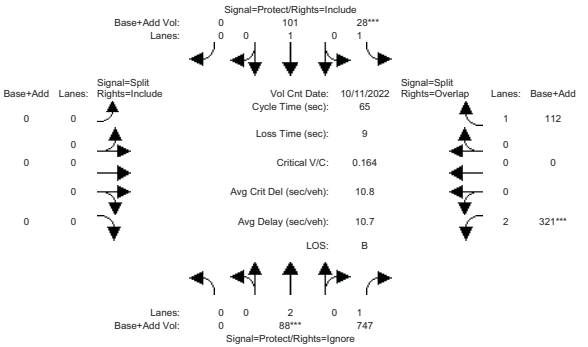
[1] Existing Volumes include a 1%/year growth rate from Count Date to Year 2022.

Appendix C
Intersection Level of Service Calculations

210 Baypointe Parkway
San Jose, CA

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

Intersection #1: 237/ZANKER (N)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10	0		0	0	0		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 11 Oct 2022 << 8:00-9:00																
Base Vol:	0	88	747		28	101	0		0	0	0		321	0	112	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	88	747		28	101	0		0	0	0		321	0	112	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	88	747		28	101	0		0	0	0		321	0	112	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	88	0		28	101	0		0	0	0		321	0	112	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	88	0		28	101	0		0	0	0		321	0	112	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	88	0		28	101	0		0	0	0		321	0	112	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92	
Lanes:	0.00	2.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3800	1750		1750	1900	0		0	0	0		3150	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.02	0.00		0.02	0.05	0.00		0.00	0.00	0.00		0.10	0.00	0.06	
Crit Moves:		****			****								****			
Green Time:	0.0	10.0	0.0		7.0	17.0	0.0		0.0	0.0	0.0		39.0	0.0	46.0	
Volume/Cap:	0.00	0.15	0.00		0.15	0.20	0.00		0.00	0.00	0.00		0.17	0.00	0.09	
Delay/Veh:	0.0	23.9	0.0		26.7	18.9	0.0		0.0	0.0	0.0		5.8	0.0	3.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	23.9	0.0		26.7	18.9	0.0		0.0	0.0	0.0		5.8	0.0	3.0	
LOS by Move:	A	C	A		C	B	A		A	A	A		A	A	A	
HCM2k95thQ:	0	2	0		1	3	0		0	0	0		4	0	2	

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

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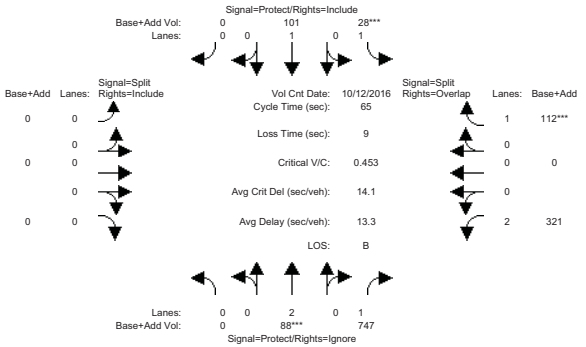
210 Baypointe Parkway
San Jose, CA

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

Intersection #1: 237/ZANKER (N)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10	0		0	0	0		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Oct 2016 << 7:55-8:55																
Base Vol:	0	88	747		28	101	0		0	0	0		321	0	112	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	88	747		28	101	0		0	0	0		321	0	112	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	368	9		15	108	0		0	0	0		94	0	361	
Initial Fut:	0	456	756		43	209	0		0	0	0		415	0	473	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	456	0		43	209	0		0	0	0		415	0	473	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	456	0		43	209	0		0	0	0		415	0	473	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	456	0		43	209	0		0	0	0		415	0	473	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92	
Lanes:	0.00	2.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3800	1750		1750	1900	0		0	0	0		3150	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.12	0.00		0.02	0.11	0.00		0.00	0.00	0.00		0.13	0.00	0.27	
Crit Moves:		****			****										****	
Green Time:	0.0	20.8	0.0		7.0	27.8	0.0		0.0	0.0	0.0		28.2	0.0	35.2	
Volume/Cap:	0.00	0.37	0.00		0.23	0.26	0.00		0.00	0.00	0.00		0.30	0.00	0.50	
Delay/Veh:	0.0	17.3	0.0		27.1	12.1	0.0		0.0	0.0	0.0		12.1	0.0	9.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	17.3	0.0		27.1	12.1	0.0		0.0	0.0	0.0		12.1	0.0	9.8	
LOS by Move:	A	B	A		C	B	A		A	A	A		B	A	A	
HCM2k95thQ:	0	7	0		2	6	0		0	0	0		7	0	13	

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

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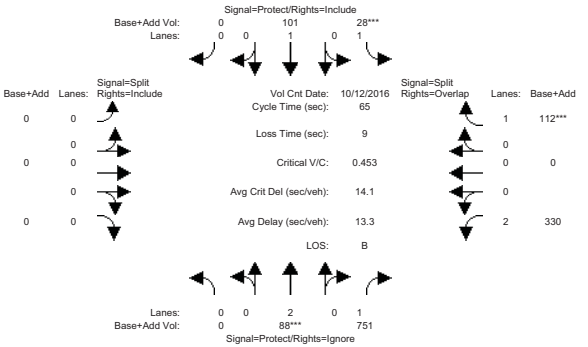
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project AM

Intersection #1: 237/ZANKER (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:55-8:55												
Base Vol:	0	88	747	28	101	0	0	0	0	321	0	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	88	747	28	101	0	0	0	0	321	0	112
Added Vol:	0	0	4	0	0	0	0	0	0	9	0	0
PasserByVol:	0	368	9	15	108	0	0	0	0	94	0	361
Initial Fut:	0	456	760	43	209	0	0	0	0	424	0	473
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	456	0	43	209	0	0	0	0	424	0	473
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	456	0	43	209	0	0	0	0	424	0	473
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	456	0	43	209	0	0	0	0	424	0	473
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.02	0.11	0.00	0.00	0.00	0.00	0.13	0.00	0.27
Crit Moves:		****		****								****
Green Time:	0.0	20.8	0.0	7.0	27.8	0.0	0.0	0.0	0.0	28.2	0.0	35.2
Volume/Cap:	0.00	0.37	0.00	0.23	0.26	0.00	0.00	0.00	0.00	0.31	0.00	0.50
Delay/Veh:	0.0	17.3	0.0	27.1	12.1	0.0	0.0	0.0	0.0	12.2	0.0	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	0.0	27.1	12.1	0.0	0.0	0.0	0.0	12.2	0.0	9.8
LOS by Move:	A	B	A	C	B	A	A	A	A	B	A	A
HCM2k95thQ:	0	7	0	2	6	0	0	0	0	7	0	13

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

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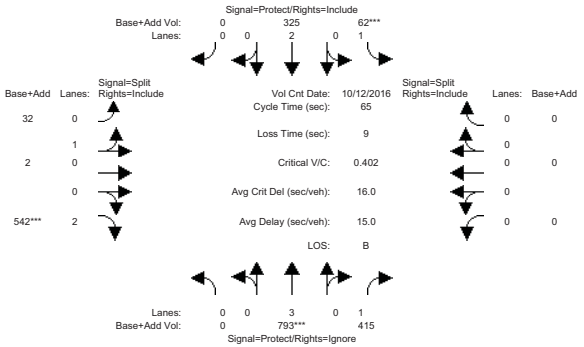
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #2: 237/ZANKER (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 8:00-9:00												
Base Vol:	0	793	415	62	325	0	32	2	542	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	793	415	62	325	0	32	2	542	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	793	415	62	325	0	32	2	542	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	793	0	62	325	0	32	2	542	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	793	0	62	325	0	32	2	542	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	793	0	62	325	0	32	2	542	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.94	0.06	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1694	106	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.04	0.09	0.00	0.02	0.02	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	0.0	21.9	0.0	7.0	28.9	0.0	27.1	27.1	27.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.41	0.00	0.33	0.19	0.00	0.05	0.05	0.41	0.00	0.00	0.00
Delay/Veh:	0.0	16.7	0.0	27.9	11.0	0.0	11.3	11.3	13.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.7	0.0	27.9	11.0	0.0	11.3	11.3	13.6	0.0	0.0	0.0
LOS by Move:	A	B	A	C	B	A	B	B	B	A	A	A
HCM2k95thQ:	0	8	0	3	4	0	1	1	10	0	0	0

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

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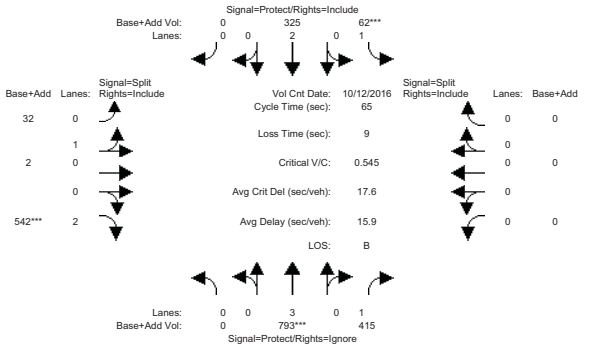
210 Baypointe Parkway
San Jose, CA

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

Intersection #2: 237/ZANKER (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Oct 2016 << 8:00-9:00																
Base Vol:	0	793	415		62	325	0		32	2	542		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	793	415		62	325	0		32	2	542		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	350	15		65	143	0		93	0	78		0	0	0	
Initial Fut:	0	1143	430		127	468	0		125	2	620		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1143	0		127	468	0		125	2	620		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1143	0		127	468	0		125	2	620		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1143	0		127	468	0		125	2	620		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.95	0.95	0.83		0.92	1.00	0.92	
Lanes:	0.00	3.00	1.00		1.00	2.00	0.00		0.98	0.02	2.00		0.00	0.00	0.00	
Final Sat.:	0	5700	1750		1750	3800	0		1772	28	3150		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.00		0.07	0.12	0.00		0.07	0.07	0.20		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green Time:	0.0	23.9	0.0		8.6	32.5	0.0		23.5	23.5	23.5		0.0	0.0	0.0	
Volume/Cap:	0.00	0.55	0.00		0.55	0.25	0.00		0.20	0.20	0.55		0.00	0.00	0.00	
Delay/Veh:	0.0	16.6	0.0		29.0	9.3	0.0		14.4	14.4	17.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	16.6	0.0		29.0	9.3	0.0		14.4	14.4	17.1		0.0	0.0	0.0	
LOS by Move:	A	B	A		C	A	A		B	B	B		A	A	A	
HCM2k95thQ:	0	11	0		5	5	0		4	4	13		0	0	0	

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

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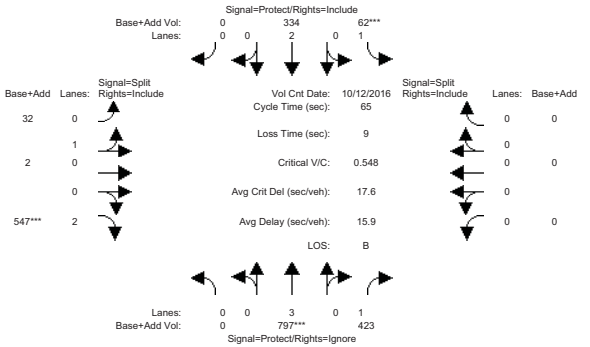
210 Baypointe Parkway
San Jose, CA

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

Intersection #2: 237/ZANKER (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Oct 2016 << 8:00-9:00																
Base Vol:	0	793	415		62	325	0		32	2	542		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	793	415		62	325	0		32	2	542		0	0	0	
Added Vol:	0	4	8		0	9	0		0	0	5		0	0	0	
PasserByVol:	0	350	15		65	143	0		93	0	78		0	0	0	
Initial Fut:	0	1147	438		127	477	0		125	2	625		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1147	0		127	477	0		125	2	625		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1147	0		127	477	0		125	2	625		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1147	0		127	477	0		125	2	625		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.95	0.95	0.83		0.92	1.00	0.92	
Lanes:	0.00	3.00	1.00		1.00	2.00	0.00		0.98	0.02	2.00		0.00	0.00	0.00	
Final Sat.:	0	5700	1750		1750	3800	0		1772	28	3150		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.20	0.00		0.07	0.13	0.00		0.07	0.07	0.20		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green Time:	0.0	23.9	0.0		8.6	32.5	0.0		23.5	23.5	23.5		0.0	0.0	0.0	
Volume/Cap:	0.00	0.55	0.00		0.55	0.25	0.00		0.19	0.19	0.55		0.00	0.00	0.00	
Delay/Veh:	0.0	16.6	0.0		29.1	9.4	0.0		14.4	14.4	17.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	16.6	0.0		29.1	9.4	0.0		14.4	14.4	17.1		0.0	0.0	0.0	
LOS by Move:	A	B	A		C	A	A		B	B	B		A	A	A	
HCM2k95thQ:	0	12	0		5	5	0		4	4	13		0	0	0	

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

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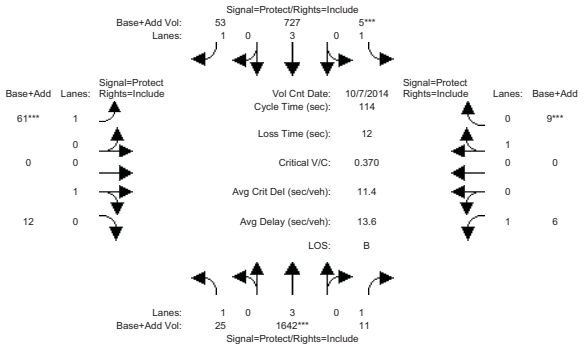
210 Baypointe Parkway
San Jose, CA

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

Intersection #3: BAYPOINTE/ZANKER



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 7 Oct 2014 << 8:00-9:00																
Base Vol:	25	1642	11		5	727	53		61	0	12		6	0	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	1642	11		5	727	53		61	0	12		6	0	9	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	25	1642	11		5	727	53		61	0	12		6	0	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	25	1642	11		5	727	53		61	0	12		6	0	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	1642	11		5	727	53		61	0	12		6	0	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	25	1642	11		5	727	53		61	0	12		6	0	9	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.95		0.92	1.00	0.95	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	1750	5700	1750		1750	5700	1750		1750	0	1800		1750	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.29	0.01		0.00	0.13	0.03		0.03	0.00	0.01		0.00	0.00	0.01	
Crit Moves:		****			****				****							****
Green Time:	26.9	75.8	75.8		7.0	55.9	55.9		9.2	0.0	9.2		17.3	0.0	10.0	
Volume/Cap:	0.06	0.43	0.01		0.05	0.26	0.06		0.43	0.00	0.08		0.02	0.00	0.06	
Delay/Veh:	34.0	9.3	6.4		51.2	17.2	15.4		59.4	0.0	49.6		41.3	0.0	48.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.0	9.3	6.4		51.2	17.2	15.4		59.4	0.0	49.6		41.3	0.0	48.4	
LOS by Move:	C	A	A		D	B	B		E	A	D		D	A	D	
HCM2k95thQ:	2	16	0		0	10	2		6	0	1		1	0	1	

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

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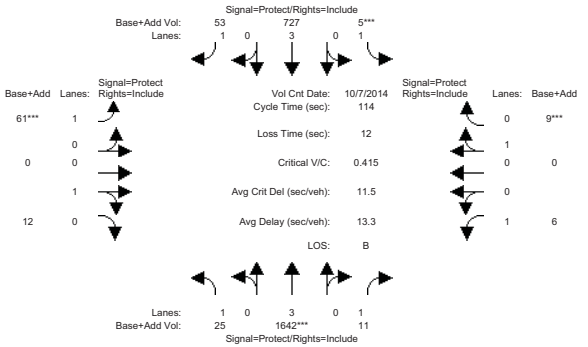
210 Baypointe Parkway
San Jose, CA

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

Intersection #3: BAYPOINTE/ZANKER



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 7 Oct 2014 << 8:00-9:00																
Base Vol:	25	1642	11		5	727	53		61	0	12		6	0	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	1642	11		5	727	53		61	0	12		6	0	9	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	232	0		0	38	0		0	0	0		0	0	0	
Initial Fut:	25	1874	11		5	765	53		61	0	12		6	0	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	25	1874	11		5	765	53		61	0	12		6	0	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	1874	11		5	765	53		61	0	12		6	0	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	25	1874	11		5	765	53		61	0	12		6	0	9	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.95		0.92	1.00	0.95	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	1750	5700	1750		1750	5700	1750		1750	0	1800		1750	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.33	0.01		0.00	0.13	0.03		0.03	0.00	0.01		0.00	0.00	0.01	
Crit Moves:		****			****				****							****
Green Time:	26.3	76.9	76.9		7.0	57.5	57.5		8.1	0.0	8.1		16.4	0.0	10.0	
Volume/Cap:	0.06	0.49	0.01		0.05	0.27	0.06		0.49	0.00	0.09		0.02	0.00	0.06	
Delay/Veh:	34.5	9.5	6.1		51.2	16.4	14.6		63.9	0.0	50.9		42.1	0.0	48.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.5	9.5	6.1		51.2	16.4	14.6		63.9	0.0	50.9		42.1	0.0	48.4	
LOS by Move:	C	A	A		D	B	B		E	A	D		D	A	D	
HCM2k95thQ:	2	18	0		0	10	2		6	0	1		1	0	1	

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

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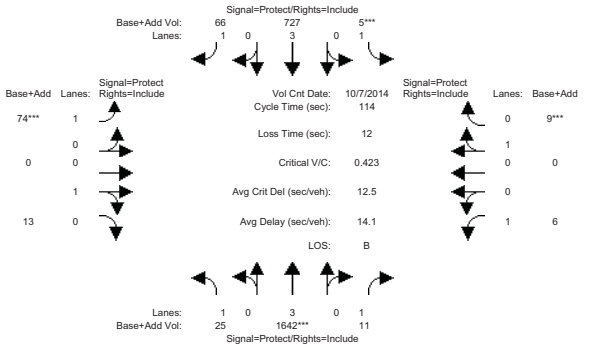
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project AM

Intersection #3: BAYPOINTE/ZANKER



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 7 Oct 2014 << 8:00-9:00																
Base Vol:	25	1642	11		5	727	53		61	0	12		6	0	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	1642	11		5	727	53		61	0	12		6	0	9	
Added Vol:	0	0	0		0	0	13		13	0	1		0	0	0	
PasserByVol:	0	232	0		0	38	0		0	0	0		0	0	0	
Initial Fut:	25	1874	11		5	765	66		74	0	13		6	0	9	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	25	1874	11		5	765	66		74	0	13		6	0	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	1874	11		5	765	66		74	0	13		6	0	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	25	1874	11		5	765	66		74	0	13		6	0	9	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.95		0.92	1.00	0.95	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	1750	5700	1750		1750	5700	1750		1750	0	1800		1750	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.33	0.01		0.00	0.13	0.04		0.04	0.00	0.01		0.00	0.00	0.01	
Crit Moves:		****				****			****							****
Green Time:	25.8	75.3	75.3		7.0	56.5	56.5		9.7	0.0	9.7		17.6	0.0	10.0	
Volume/Cap:	0.06	0.50	0.01		0.05	0.27	0.08		0.50	0.00	0.08		0.02	0.00	0.06	
Delay/Veh:	34.9	10.3	6.6		51.2	17.0	15.3		61.2	0.0	49.2		41.0	0.0	48.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.9	10.3	6.6		51.2	17.0	15.3		61.2	0.0	49.2		41.0	0.0	48.4	
LOS by Move:	C	B	A		D	B	B		E	A	D		D	A	D	
HCM2k95thQ:	2	19	0		0	10	3		7	0	1		1	0	1	

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

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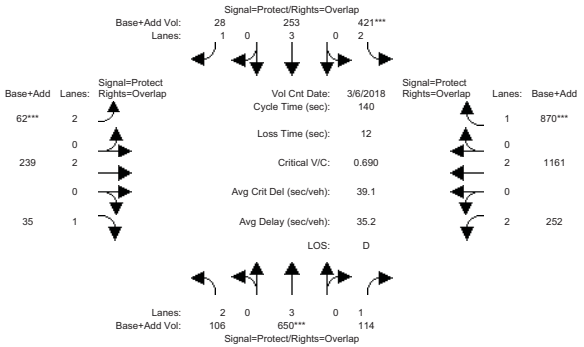
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4: TASMAN/ZANKER



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 6 Mar 2018 << 8:00-9:00AM																
Base Vol:	106	650	114		421	253	28		62	239	35		252	1161	870	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	106	650	114		421	253	28		62	239	35		252	1161	870	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	106	650	114		421	253	28		62	239	35		252	1161	870	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	106	650	114		421	253	28		62	239	35		252	1161	870	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	650	114		421	253	28		62	239	35		252	1161	870	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	106	650	114		421	253	28		62	239	35		252	1161	870	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3150	5700	1750		3150	5700	1750		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.11	0.07		0.13	0.04	0.02		0.02	0.06	0.02		0.08	0.31	0.50	
Crit Moves:		****				****			****							****
Green Time:	20.2	22.6	64.3		26.5	28.8	35.8		7.0	37.2	57.4		41.7	72.0	98.4	
Volume/Cap:	0.23	0.71	0.14		0.71	0.22	0.06		0.39	0.24	0.05		0.27	0.59	0.71	
Delay/Veh:	53.3	58.1	22.0		57.0	46.3	39.4		66.1	40.4	24.9		37.7	24.3	14.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.3	58.1	22.0		57.0	46.3	39.4		66.1	40.4	24.9		37.7	24.3	14.2	
LOS by Move:	D	E	C		E	D	D		E	D	C		D	C	B	
HCM2k95thQ:	5	18	6		21	6	2		3	8	2		10	30	40	

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

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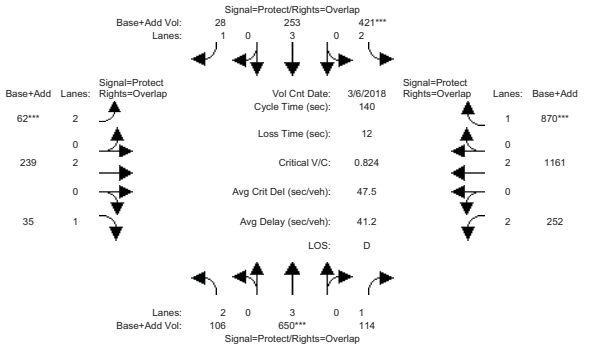
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #4: TASMAN/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Mar 2018 << 8:00-9:00AM												
Base Vol:	106	650	114	421	253	28	62	239	35	252	1161	870
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	650	114	421	253	28	62	239	35	252	1161	870
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	47	243	22	64	94	21	72	104	7	15	114	100
Initial Fut:	153	893	136	485	347	49	134	343	42	267	1275	970
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	893	136	485	347	49	134	343	42	267	1275	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	893	136	485	347	49	134	343	42	267	1275	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	893	136	485	347	49	134	343	42	267	1275	970
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.08	0.15	0.06	0.03	0.04	0.09	0.02	0.08	0.34	0.55
Crit Moves:		****		****			****					****
Green Time:	21.7	26.6	63.0	26.2	31.0	38.3	7.2	38.8	60.5	36.4	68.0	94.2
Volume/Cap:	0.31	0.82	0.17	0.82	0.27	0.10	0.82	0.33	0.06	0.33	0.69	0.82
Delay/Veh:	52.9	59.7	23.0	63.9	45.3	38.1	93.4	40.4	23.1	42.1	29.0	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	59.7	23.0	63.9	45.3	38.1	93.4	40.4	23.1	42.1	29.0	21.7
LOS by Move:	D	E	C	E	D	D	F	D	C	D	C	C
HCM2k95thQ:	7	26	7	25	8	3	8	11	2	11	36	54

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

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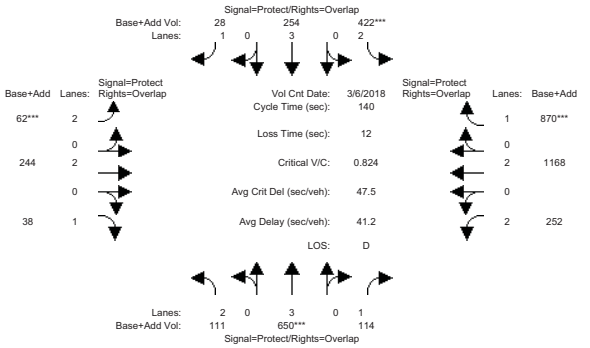
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project AM

Intersection #4: TASMAN/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Mar 2018 << 8:00-9:00AM												
Base Vol:	106	650	114	421	253	28	62	239	35	252	1161	870
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	650	114	421	253	28	62	239	35	252	1161	870
Added Vol:	5	0	0	1	1	0	0	5	3	0	7	0
PasserByVol:	47	243	22	64	94	21	72	104	7	15	114	100
Initial Fut:	158	893	136	486	348	49	134	348	45	267	1282	970
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	893	136	486	348	49	134	348	45	267	1282	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	893	136	486	348	49	134	348	45	267	1282	970
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	893	136	486	348	49	134	348	45	267	1282	970
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.08	0.15	0.06	0.03	0.04	0.09	0.03	0.08	0.34	0.55
Crit Moves:		****		****			****					****
Green Time:	21.8	26.6	62.7	26.2	31.0	38.3	7.2	39.0	60.8	36.1	68.0	94.2
Volume/Cap:	0.32	0.82	0.17	0.82	0.28	0.10	0.82	0.33	0.06	0.33	0.70	0.82
Delay/Veh:	52.9	59.7	23.2	63.9	45.3	38.1	93.4	40.3	23.0	42.3	29.2	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	59.7	23.2	63.9	45.3	38.1	93.4	40.3	23.0	42.3	29.2	21.7
LOS by Move:	D	E	C	E	D	D	F	D	C	D	C	C
HCM2k95thQ:	7	26	7	25	8	3	8	11	2	11	36	54

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

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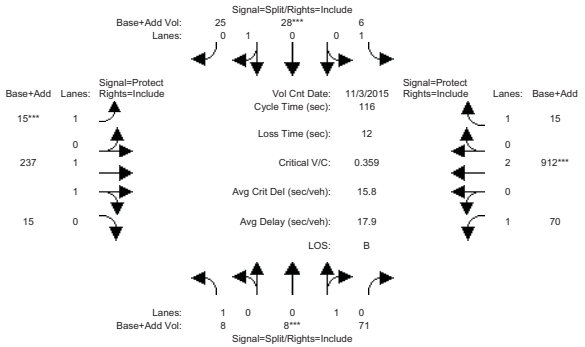
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5: BAYPOINTE/TASMAN



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:30-8:30																
Base Vol:	8		8	71	6		28	25	15		237	15	70		912	15
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	8		8	71	6		28	25	15		237	15	70		912	15
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	8		8	71	6		28	25	15		237	15	70		912	15
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	8		8	71	6		28	25	15		237	15	70		912	15
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	8		8	71	6		28	25	15		237	15	70		912	15
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	8		8	71	6		28	25	15		237	15	70		912	15
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		0.95	0.95	0.92		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		0.10	0.90	1.00		0.53	0.47	1.00		1.88	0.12	1.00		2.00	1.00
Final Sat.:	1750		182	1618	1750		951	849	1750		3480	220	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.00		0.04	0.04	0.00		0.03	0.03	0.01		0.07	0.07	0.04		0.24	0.01
Crit Moves:			****				****		****						****	
Green Time:	13.5		13.5	13.5	10.0		10.0	10.0	7.0		47.4	47.4	33.2		73.5	73.5
Volume/Cap:	0.04		0.38	0.38	0.04		0.34	0.34	0.14		0.17	0.17	0.14		0.38	0.01
Delay/Veh:	45.6		48.6	48.6	48.7		51.2	51.2	52.3		21.8	21.8	30.9		10.3	7.8
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	45.6		48.6	48.6	48.7		51.2	51.2	52.3		21.8	21.8	30.9		10.3	7.8
LOS by Move:	D		D	D	D		D	D	D		C	C	C		B	A
HCM2k95thQ:	1		6	6	0		4	4	1		6	6	4		14	0

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

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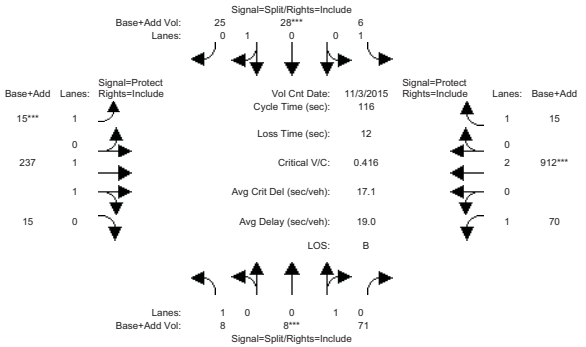
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #5: BAYPOINTE/TASMAN



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:30-8:30																
Base Vol:	8		8	71	6		28	25	15		237	15	70		912	15
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	8		8	71	6		28	25	15		237	15	70		912	15
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	8		3	13	0		0	6	15		93	2	4		114	3
Initial Fut:	16		11	84	6		28	31	30		330	17	74		1026	18
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	16		11	84	6		28	31	30		330	17	74		1026	18
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	16		11	84	6		28	31	30		330	17	74		1026	18
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	16		11	84	6		28	31	30		330	17	74		1026	18
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		0.95	0.95	0.92		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		0.12	0.88	1.00		0.47	0.53	1.00		1.90	0.10	1.00		2.00	1.00
Final Sat.:	1750		208	1592	1750		854	946	1750		3519	181	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.01		0.05	0.05	0.00		0.03	0.03	0.02		0.09	0.09	0.04		0.27	0.01
Crit Moves:			****				****		****						****	
Green Time:	14.2		14.2	14.2	10.0		10.0	10.0	7.0		48.5	48.5	31.2		72.8	72.8
Volume/Cap:	0.07		0.43	0.43	0.04		0.38	0.38	0.28		0.22	0.22	0.16		0.43	0.02
Delay/Veh:	45.2		48.5	48.5	48.7		51.6	51.6	53.6		21.7	21.7	32.5		11.2	8.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	45.2		48.5	48.5	48.7		51.6	51.6	53.6		21.7	21.7	32.5		11.2	8.1
LOS by Move:	D		D	D	D		D	D	D		C	C	C		B	A
HCM2k95thQ:	1		7	7	0		5	5	2		8	8	4		17	1

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

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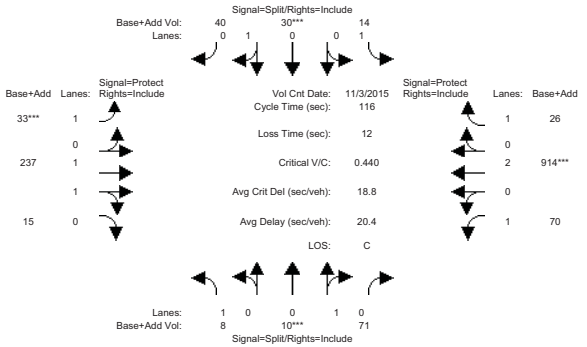
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project AM

Intersection #5: BAYPOINTE/TASMAN



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 7:30-8:30																
Base Vol:	8		8	71	6		28	25	15		237	15	70		912	15
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	8		8	71	6		28	25	15		237	15	70		912	15
Added Vol:	0		2	0	8		2	15	18		0	0	0		2	11
PasserByVol:	8		3	13	0		0	6	15		93	2	4		114	3
Initial Fut:	16		13	84	14		30	46	48		330	17	74		1028	29
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	16		13	84	14		30	46	48		330	17	74		1028	29
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	16		13	84	14		30	46	48		330	17	74		1028	29
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	16		13	84	14		30	46	48		330	17	74		1028	29
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.92		0.95	0.95	0.92		0.98	0.95	0.92		1.00	0.92
Lanes:	1.00		0.13	0.87	1.00		0.39	0.61	1.00		1.90	0.10	1.00		2.00	1.00
Final Sat.:	1750		241	1559	1750		711	1089	1750		3519	181	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.01		0.05	0.05	0.01		0.04	0.04	0.03		0.09	0.09	0.04		0.27	0.02
Crit Moves:			****				****		****						****	
Green Time:	14.2		14.2	14.2	11.1		11.1	11.1	7.2		47.8	47.8	30.8		71.4	71.4
Volume/Cap:	0.07		0.44	0.44	0.08		0.44	0.44	0.44		0.23	0.23	0.16		0.44	0.03
Delay/Veh:	45.2		48.6	48.6	48.0		51.3	51.3	55.2		22.2	22.2	32.8		11.9	8.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	45.2		48.6	48.6	48.0		51.3	51.3	55.2		22.2	22.2	32.8		11.9	8.7
LOS by Move:	D		D	D	D		D	D	E		C	C	C		B	A
HCM2k95thQ:	1		8	8	1		6	6	4		8	8	4		17	1

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

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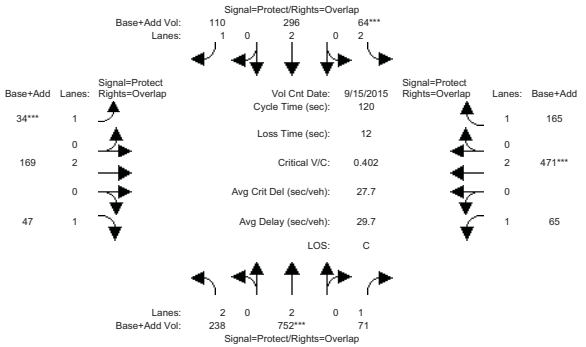
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #6: FIRST/TASMAN



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 15 Sep 2015 << 8:00-9:00																
Base Vol:	238		752	71	64		296	110	34		169	47	65		471	165
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	238		752	71	64		296	110	34		169	47	65		471	165
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	238		752	71	64		296	110	34		169	47	65		471	165
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	238		752	71	64		296	110	34		169	47	65		471	165
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	238		752	71	64		296	110	34		169	47	65		471	165
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	238		752	71	64		296	110	34		169	47	65		471	165
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	2.00		2.00	1.00	2.00		2.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	3150		3800	1750	3150		3800	1750	1750		3800	1750	1750		3800	1750
Capacity Analysis Module:																
Vol/Sat:	0.08		0.20	0.04	0.02		0.08	0.06	0.02		0.04	0.03	0.04		0.12	0.09
Crit Moves:			****				****		****						****	
Green Time:	30.8		57.8	75.6	7.0		34.0	41.0	7.0		25.4	56.2	17.8		36.2	43.2
Volume/Cap:	0.29		0.41	0.06	0.35		0.28	0.18	0.33		0.21	0.06	0.25		0.41	0.26
Delay/Veh:	36.1		20.2	8.6	55.5		33.6	27.9	56.2		39.1	17.4	45.7		33.6	27.4
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	36.1		20.2	8.6	55.5		33.6	27.9	56.2		39.1	17.4	45.7		33.6	27.4
LOS by Move:	D		C	A	E		C	C	E		D	B	D		C	C
HCM2k95thQ:	8		16	2	4		8	6	3		5	2	4		13	9

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

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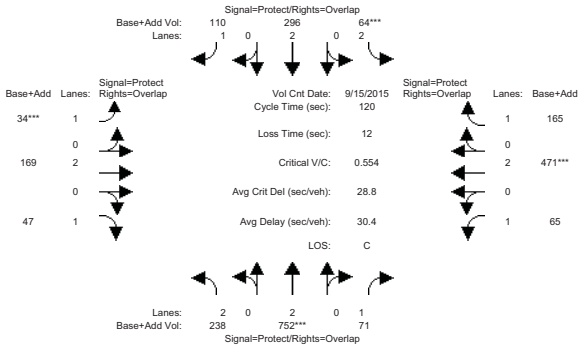
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #6: FIRST/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Sep 2015 << 8:00-9:00												
Base Vol:	238	752	71	64	296	110	34	169	47	65	471	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	752	71	64	296	110	34	169	47	65	471	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	31	359	70	32	131	24	17	101	9	25	85	74
Initial Fut:	269	1111	141	96	427	134	51	270	56	90	556	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	1111	141	96	427	134	51	270	56	90	556	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1111	141	96	427	134	51	270	56	90	556	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	1111	141	96	427	134	51	270	56	90	556	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.08	0.03	0.11	0.08	0.03	0.07	0.03	0.05	0.15	0.14
Crit Moves:		****		****			****				****	
Green Time:	30.1	62.6	78.4	7.0	39.6	46.6	7.0	22.6	52.6	15.8	31.4	38.4
Volume/Cap:	0.34	0.56	0.12	0.52	0.34	0.20	0.50	0.38	0.07	0.39	0.56	0.43
Delay/Veh:	37.1	19.7	7.9	57.6	30.5	24.5	58.6	42.9	19.6	48.8	39.1	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	19.7	7.9	57.6	30.5	24.5	58.6	42.9	19.6	48.8	39.1	32.7
LOS by Move:	D	B	A	E	C	C	E	D	B	D	D	C
HCM2k95thQ:	10	24	4	6	11	7	5	9	3	6	16	14

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

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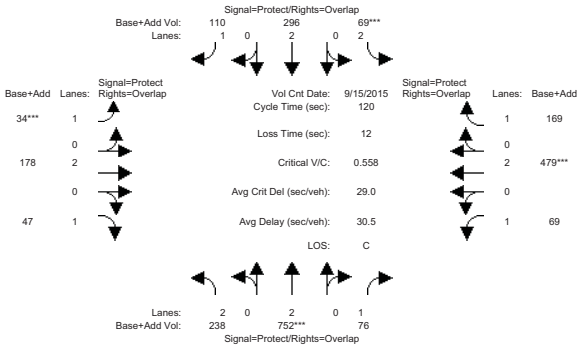
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project AM

Intersection #6: FIRST/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Sep 2015 << 8:00-9:00												
Base Vol:	238	752	71	64	296	110	34	169	47	65	471	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	752	71	64	296	110	34	169	47	65	471	165
Added Vol:	0	0	5	5	0	0	0	9	0	4	8	4
PasserByVol:	31	359	70	32	131	24	17	101	9	25	85	74
Initial Fut:	269	1111	146	101	427	134	51	279	56	94	564	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	1111	146	101	427	134	51	279	56	94	564	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1111	146	101	427	134	51	279	56	94	564	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	1111	146	101	427	134	51	279	56	94	564	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.08	0.03	0.11	0.08	0.03	0.07	0.03	0.05	0.15	0.14
Crit Moves:		****		****			****				****	
Green Time:	29.9	62.3	78.3	7.0	39.4	46.4	7.0	22.7	52.7	15.9	31.7	38.7
Volume/Cap:	0.34	0.56	0.13	0.55	0.34	0.20	0.50	0.39	0.07	0.41	0.56	0.43
Delay/Veh:	37.2	19.9	8.0	58.5	30.7	24.6	58.6	42.9	19.5	48.9	38.9	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	19.9	8.0	58.5	30.7	24.6	58.6	42.9	19.5	48.9	38.9	32.6
LOS by Move:	D	B	A	E	C	C	E	D	B	D	D	C
HCM2k95thQ:	10	25	4	6	11	7	5	9	3	7	16	14

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

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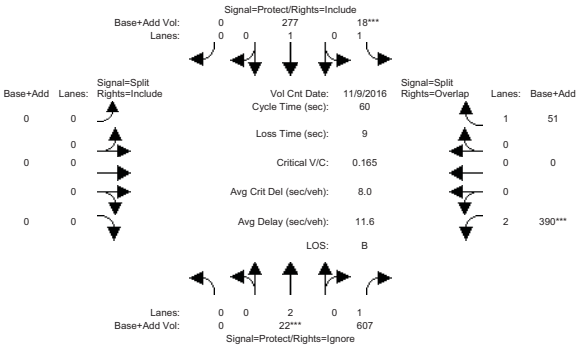
210 Baypointe Parkway
San Jose, CA

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

Intersection #1: 237/ZANKER (N)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10	0		0	0	0		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Nov 2016 << 5:00-6:00																
Base Vol:	0	22	607		18	277	0		0	0	0		390	0	51	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	22	607		18	277	0		0	0	0		390	0	51	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	22	607		18	277	0		0	0	0		390	0	51	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	22	0		18	277	0		0	0	0		390	0	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	22	0		18	277	0		0	0	0		390	0	51	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	22	0		18	277	0		0	0	0		390	0	51	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92	
Lanes:	0.00	2.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3800	1750		1750	1900	0		0	0	0		3150	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.01	0.00		0.01	0.15	0.00		0.00	0.00	0.00		0.12	0.00	0.03	
Crit Moves:		****			****								****			
Green Time:	0.0	10.0	0.0		7.0	17.0	0.0		0.0	0.0	0.0		34.0	0.0	41.0	
Volume/Cap:	0.00	0.03	0.00		0.09	0.51	0.00		0.00	0.00	0.00		0.22	0.00	0.04	
Delay/Veh:	0.0	21.0	0.0		23.8	18.9	0.0		0.0	0.0	0.0		6.5	0.0	3.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	21.0	0.0		23.8	18.9	0.0		0.0	0.0	0.0		6.5	0.0	3.1	
LOS by Move:	A	C	A		C	B	A		A	A	A		A	A	A	
HCM2k95thQ:	0	0	0		1	10	0		0	0	0		5	0	1	

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

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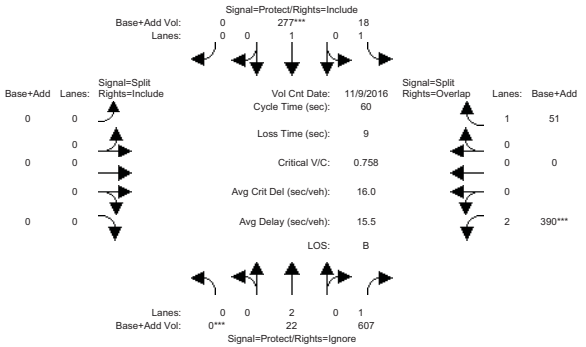
210 Baypointe Parkway
San Jose, CA

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

Intersection #1: 237/ZANKER (N)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10	0		0	0	0		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Nov 2016 << 5:00-6:00																
Base Vol:	0	22	607		18	277	0		0	0	0		390	0	51	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	22	607		18	277	0		0	0	0		390	0	51	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	57	36		98	661	0		0	0	0		84	0	66	
Initial Fut:	0	79	643		116	938	0		0	0	0		474	0	117	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	79	0		116	938	0		0	0	0		474	0	117	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	79	0		116	938	0		0	0	0		474	0	117	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	79	0		116	938	0		0	0	0		474	0	117	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92	
Lanes:	0.00	2.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3800	1750		1750	1900	0		0	0	0		3150	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.02	0.00		0.07	0.49	0.00		0.00	0.00	0.00		0.15	0.00	0.07	
Crit Moves:	****					****							****			
Green Time:	0.0	23.0	0.0		16.1	39.1	0.0		0.0	0.0	0.0		11.9	0.0	28.0	
Volume/Cap:	0.00	0.05	0.00		0.25	0.76	0.00		0.00	0.00	0.00		0.76	0.00	0.14	
Delay/Veh:	0.0	11.7	0.0		17.5	10.0	0.0		0.0	0.0	0.0		28.0	0.0	9.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	11.7	0.0		17.5	10.0	0.0		0.0	0.0	0.0		28.0	0.0	9.2	
LOS by Move:	A	B	A		B	A	A		A	A	A		C	A	A	
HCM2k95thQ:	0	1	0		4	24	0		0	0	0		13	0	3	

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

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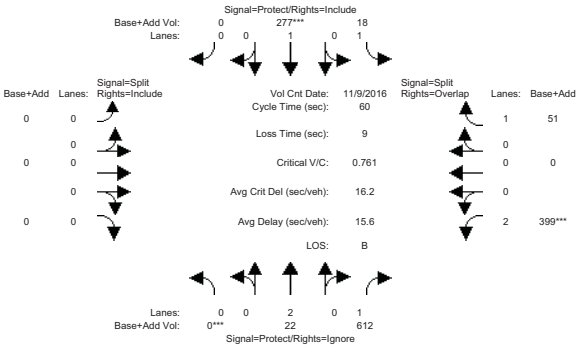
210 Baypointe Parkway
San Jose, CA

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

Intersection #1: 237/ZANKER (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Nov 2016 << 5:00-6:00												
Base Vol:	0	22	607	18	277	0	0	0	0	390	0	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	22	607	18	277	0	0	0	0	390	0	51
Added Vol:	0	0	5	0	0	0	0	0	0	9	0	0
PasserByVol:	0	57	36	98	661	0	0	0	0	84	0	66
Initial Fut:	0	79	648	116	938	0	0	0	0	483	0	117
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	79	0	116	938	0	0	0	0	483	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	79	0	116	938	0	0	0	0	483	0	117
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	79	0	116	938	0	0	0	0	483	0	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	1900	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.07	0.49	0.00	0.00	0.00	0.00	0.15	0.00	0.07
Crit Moves:	****				****					****		
Green Time:	0.0	22.9	0.0	16.0	38.9	0.0	0.0	0.0	0.0	12.1	0.0	28.1
Volume/Cap:	0.00	0.05	0.00	0.25	0.76	0.00	0.00	0.00	0.00	0.76	0.00	0.14
Delay/Veh:	0.0	11.7	0.0	17.5	10.2	0.0	0.0	0.0	0.0	28.0	0.0	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.7	0.0	17.5	10.2	0.0	0.0	0.0	0.0	28.0	0.0	9.2
LOS by Move:	A	B	A	B	B	A	A	A	A	C	A	A
HCM2k95thQ:	0	1	0	4	25	0	0	0	0	14	0	3

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

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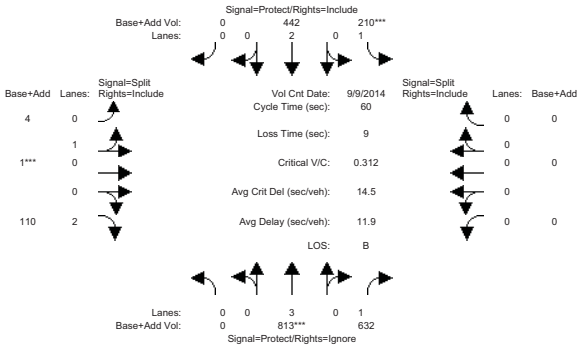
210 Baypointe Parkway
San Jose, CA

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

Intersection #2: 237/ZANKER (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Sep 2014 << 5:00-6:00												
Base Vol:	0	813	632	210	442	0	4	1	110	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	813	632	210	442	0	4	1	110	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	813	632	210	442	0	4	1	110	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	813	0	210	442	0	4	1	110	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	813	0	210	442	0	4	1	110	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	813	0	210	442	0	4	1	110	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	0.80	0.20	2.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	3800	0	1440	360	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.12	0.12	0.00	0.00	0.00	0.03	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	0.0	22.3	0.0	18.7	41.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.00	0.38	0.17	0.00	0.02	0.02	0.21	0.00	0.00	0.00
Delay/Veh:	0.0	14.0	0.0	16.6	3.4	0.0	20.9	20.9	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.0	0.0	16.6	3.4	0.0	20.9	20.9	21.8	0.0	0.0	0.0
LOS by Move:	A	B	A	B	A	A	C	C	C	A	A	A
HCM2k95thQ:	0	7	0	6	3	0	0	0	3	0	0	0

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

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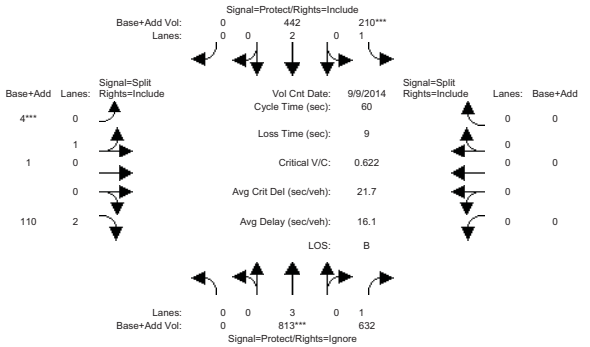
210 Baypointe Parkway
San Jose, CA

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

Intersection #2: 237/ZANKER (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Sep 2014 << 5:00-6:00																
Base Vol:	0	813	632		210	442	0		4	1	110		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	813	632		210	442	0		4	1	110		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	136	56		401	358	0		14	5	23		0	0	0	
Initial Fut:	0	949	688		611	800	0		18	6	133		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	949	0		611	800	0		18	6	133		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	949	0		611	800	0		18	6	133		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	949	0		611	800	0		18	6	133		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.95	0.95	0.83		0.92	1.00	0.92	
Lanes:	0.00	3.00	1.00		1.00	2.00	0.00		0.75	0.25	2.00		0.00	0.00	0.00	
Final Sat.:	0	5700	1750		1750	3800	0		1350	450	3150		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.00		0.35	0.21	0.00		0.01	0.01	0.04		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	0.0	13.2	0.0		27.8	41.0	0.0		10.0	10.0	10.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.75	0.00		0.75	0.31	0.00		0.08	0.08	0.25		0.00	0.00	0.00	
Delay/Veh:	0.0	24.5	0.0		17.4	3.9	0.0		21.2	21.2	22.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	24.5	0.0		17.4	3.9	0.0		21.2	21.2	22.0		0.0	0.0	0.0	
LOS by Move:	A	C	A		B	A	A		C	C	C		A	A	A	
HCM2k95thQ:	0	11	0		18	6	0		1	1	3		0	0	0	

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

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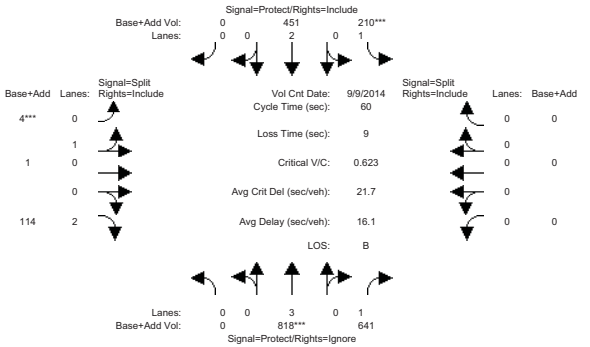
210 Baypointe Parkway
San Jose, CA

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

Intersection #2: 237/ZANKER (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 9 Sep 2014 << 5:00-6:00																
Base Vol:	0	813	632		210	442	0		4	1	110		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	813	632		210	442	0		4	1	110		0	0	0	
Added Vol:	0	5	9		0	9	0		0	0	4		0	0	0	
PasserByVol:	0	136	56		401	358	0		14	5	23		0	0	0	
Initial Fut:	0	954	697		611	809	0		18	6	137		0	0	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	954	0		611	809	0		18	6	137		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	954	0		611	809	0		18	6	137		0	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	954	0		611	809	0		18	6	137		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.95	0.95	0.83		0.92	1.00	0.92	
Lanes:	0.00	3.00	1.00		1.00	2.00	0.00		0.75	0.25	2.00		0.00	0.00	0.00	
Final Sat.:	0	5700	1750		1750	3800	0		1350	450	3150		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.00		0.35	0.21	0.00		0.01	0.01	0.04		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	0.0	13.3	0.0		27.7	41.0	0.0		10.0	10.0	10.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.76	0.00		0.76	0.31	0.00		0.08	0.08	0.26		0.00	0.00	0.00	
Delay/Veh:	0.0	24.5	0.0		17.5	3.9	0.0		21.2	21.2	22.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	24.5	0.0		17.5	3.9	0.0		21.2	21.2	22.0		0.0	0.0	0.0	
LOS by Move:	A	C	A		B	A	A		C	C	C		A	A	A	
HCM2k95thQ:	0	11	0		18	6	0		1	1	3		0	0	0	

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

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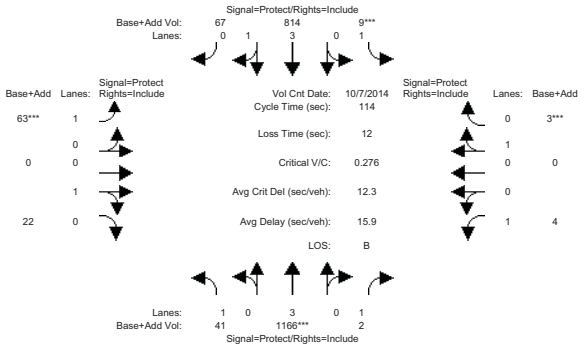
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #3: BAYPOINTE/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Oct 2014 << 5:00-6:00												
Base Vol:	41	1166	2	9	814	67	63	0	22	4	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1166	2	9	814	67	63	0	22	4	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1166	2	9	814	67	63	0	22	4	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1166	2	9	814	67	63	0	22	4	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1166	2	9	814	67	63	0	22	4	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1166	2	9	814	67	63	0	22	4	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.95
Lanes:	1.00	3.00	1.00	1.00	3.68	0.32	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	6929	570	1750	0	1800	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.00	0.01	0.12	0.12	0.04	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					****
Green Time:	27.2	72.3	72.3	7.0	52.1	52.1	12.7	0.0	12.7	18.9	0.0	10.0
Volume/Cap:	0.10	0.32	0.00	0.08	0.26	0.26	0.32	0.00	0.11	0.01	0.00	0.02
Delay/Veh:	34.3	9.8	7.6	52.0	19.2	19.2	51.0	0.0	46.6	39.8	0.0	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	9.8	7.6	52.0	19.2	19.2	51.0	0.0	46.6	39.8	0.0	47.7
LOS by Move:	C	A	A	D	B	B	D	A	D	D	A	D
HCM2k95thQ:	3	12	0	1	9	9	5	0	2	0	0	0

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

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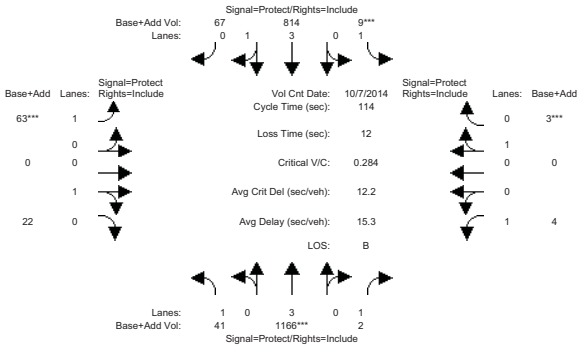
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3: BAYPOINTE/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Oct 2014 << 5:00-6:00												
Base Vol:	41	1166	2	9	814	67	63	0	22	4	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1166	2	9	814	67	63	0	22	4	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	36	0	0	249	0	0	0	0	0	0	0
Initial Fut:	41	1202	2	9	1063	67	63	0	22	4	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1202	2	9	1063	67	63	0	22	4	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1202	2	9	1063	67	63	0	22	4	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1202	2	9	1063	67	63	0	22	4	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.95	0.92	1.00	0.95
Lanes:	1.00	3.00	1.00	1.00	3.75	0.25	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	7055	445	1750	0	1800	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.00	0.01	0.15	0.15	0.04	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****			****					****
Green Time:	23.0	72.6	72.6	7.0	56.6	56.6	12.4	0.0	12.4	18.7	0.0	10.0
Volume/Cap:	0.12	0.33	0.00	0.08	0.30	0.30	0.33	0.00	0.11	0.01	0.00	0.02
Delay/Veh:	37.8	9.8	7.5	52.0	17.3	17.3	51.6	0.0	47.0	40.0	0.0	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	9.8	7.5	52.0	17.3	17.3	51.6	0.0	47.0	40.0	0.0	47.7
LOS by Move:	D	A	A	D	B	B	D	A	D	D	A	D
HCM2k95thQ:	3	12	0	1	11	11	5	0	2	0	0	0

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

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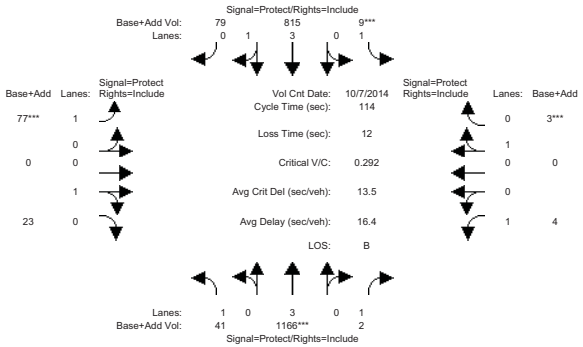
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project PM

Intersection #3: BAYPOINTE/ZANKER



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 7 Oct 2014 << 5:00-6:00																
Base Vol:	41	1166	2		9	814	67		63	0	22		4	0	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	41	1166	2		9	814	67		63	0	22		4	0	3	
Added Vol:	0	0	0		0	1	12		14	0	1		0	0	0	
PasserByVol:	0	36	0		0	249	0		0	0	0		0	0	0	
Initial Fut:	41	1202	2		9	1064	79		77	0	23		4	0	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	41	1202	2		9	1064	79		77	0	23		4	0	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	1202	2		9	1064	79		77	0	23		4	0	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	41	1202	2		9	1064	79		77	0	23		4	0	3	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.99	0.95		0.92	1.00	0.95		0.92	1.00	0.95	
Lanes:	1.00	3.00	1.00		1.00	3.71	0.29		1.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	1750	5700	1750		1750	6981	518		1750	0	1800		1750	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.21	0.00		0.01	0.15	0.15		0.04	0.00	0.01		0.00	0.00	0.00	
Crit Moves:		****			****				****						****	
Green Time:	22.2	70.3	70.3		7.0	55.1	55.1		14.7	0.0	14.7		20.4	0.0	10.0	
Volume/Cap:	0.12	0.34	0.00		0.08	0.32	0.32		0.34	0.00	0.10		0.01	0.00	0.02	
Delay/Veh:	38.6	10.9	8.4		52.0	18.2	18.2		49.4	0.0	44.7		38.6	0.0	47.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.6	10.9	8.4		52.0	18.2	18.2		49.4	0.0	44.7		38.6	0.0	47.7	
LOS by Move:	D	B	A		D	B	B		D	A	D		D	A	D	
HCM2k95thQ:	3	12	0		1	12	12		6	0	2		0	0	0	

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

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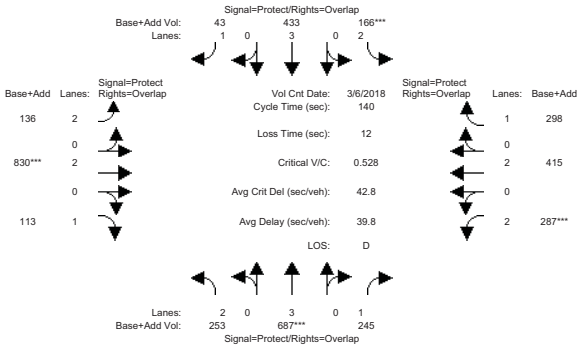
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #4: TASMAN/ZANKER



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 6 Mar 2018 << 4:45-5:45PM																
Base Vol:	253	687	245		166	433	43		136	830	113		287	415	298	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	253	687	245		166	433	43		136	830	113		287	415	298	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	253	687	245		166	433	43		136	830	113		287	415	298	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	253	687	245		166	433	43		136	830	113		287	415	298	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	253	687	245		166	433	43		136	830	113		287	415	298	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	253	687	245		166	433	43		136	830	113		287	415	298	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92		0.83	1.00	0.92	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3150	5700	1750		3150	5700	1750		3150	3800	1750		3150	3800	1750	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.12	0.14		0.05	0.08	0.02		0.04	0.22	0.06		0.09	0.11	0.17	
Crit Moves:		****			****					****			****			
Green Time:	23.6	32.0	56.1		14.0	22.3	46.8		24.5	57.9	81.5		24.2	57.6	71.6	
Volume/Cap:	0.48	0.53	0.35		0.53	0.48	0.07		0.25	0.53	0.11		0.53	0.27	0.33	
Delay/Veh:	53.3	47.8	29.5		61.6	53.9	31.8		50.0	31.1	13.1		53.7	27.3	20.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.3	47.8	29.5		61.6	53.9	31.8		50.0	31.1	13.1		53.7	27.3	20.4	
LOS by Move:	D	D	C		E	D	C		D	C	B		D	C	C	
HCM2k95thQ:	12	17	15		9	12	3		6	23	5		14	11	15	

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

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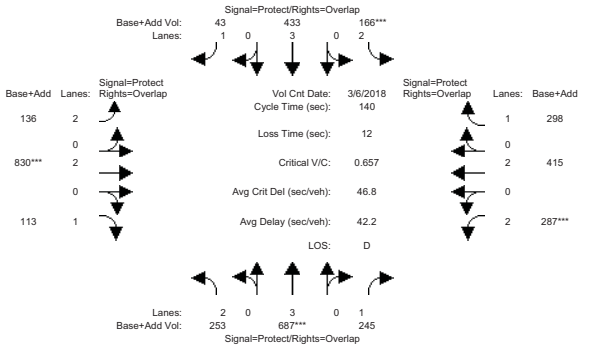
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #4: TASMAN/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Mar 2018 << 4:45-5:45PM												
Base Vol:	253	687	245	166	433	43	136	830	113	287	415	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	687	245	166	433	43	136	830	113	287	415	298
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	30	148	29	130	222	66	21	163	14	26	107	51
Initial Fut:	283	835	274	296	655	109	157	993	127	313	522	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	835	274	296	655	109	157	993	127	313	522	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	835	274	296	655	109	157	993	127	313	522	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	283	835	274	296	655	109	157	993	127	313	522	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.16	0.09	0.11	0.06	0.05	0.26	0.07	0.10	0.14	0.20
Crit Moves:		****		****				****		****		
Green Time:	22.5	31.2	52.3	20.0	28.7	49.2	20.5	55.6	78.1	21.2	56.3	76.3
Volume/Cap:	0.56	0.66	0.42	0.66	0.56	0.18	0.34	0.66	0.13	0.66	0.34	0.37
Delay/Veh:	55.6	50.8	33.0	60.3	50.6	31.5	54.1	35.5	14.8	59.4	29.1	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	50.8	33.0	60.3	50.6	31.5	54.1	35.5	14.8	59.4	29.1	18.3
LOS by Move:	E	D	C	E	D	C	D	D	B	E	C	B
HCM2k95thQ:	14	21	17	15	16	7	7	29	5	16	14	17

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

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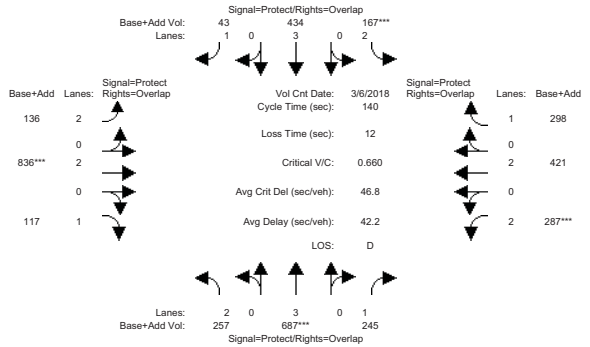
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project PM

Intersection #4: TASMAN/ZANKER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Mar 2018 << 4:45-5:45PM												
Base Vol:	253	687	245	166	433	43	136	830	113	287	415	298
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	687	245	166	433	43	136	830	113	287	415	298
Added Vol:	4	0	0	1	1	0	0	6	4	0	6	0
PasserByVol:	30	148	29	130	222	66	21	163	14	26	107	51
Initial Fut:	287	835	274	297	656	109	157	999	131	313	528	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	835	274	297	656	109	157	999	131	313	528	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	835	274	297	656	109	157	999	131	313	528	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	835	274	297	656	109	157	999	131	313	528	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.16	0.09	0.12	0.06	0.05	0.26	0.07	0.10	0.14	0.20
Crit Moves:		****		****				****		****		
Green Time:	22.6	31.1	52.2	20.0	28.5	48.9	20.3	55.8	78.4	21.1	56.5	76.6
Volume/Cap:	0.56	0.66	0.42	0.66	0.56	0.18	0.34	0.66	0.13	0.66	0.34	0.36
Delay/Veh:	55.7	50.9	33.1	60.4	50.8	31.8	54.3	35.4	14.7	59.5	29.0	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	50.9	33.1	60.4	50.8	31.8	54.3	35.4	14.7	59.5	29.0	18.2
LOS by Move:	E	D	C	E	D	C	D	D	B	E	C	B
HCM2k95thQ:	14	21	17	16	17	7	7	29	6	16	14	17

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

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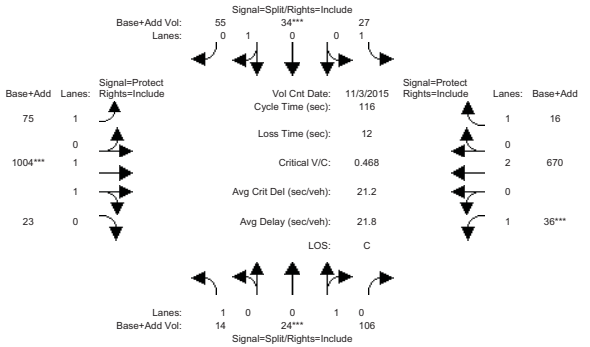
210 Baypointe Parkway
San Jose, CA

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

Intersection #5: BAYPOINTE/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	14	24	106	27	34	55	75	1004	23	36	670	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	24	106	27	34	55	75	1004	23	36	670	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	24	106	27	34	55	75	1004	23	36	670	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	24	106	27	34	55	75	1004	23	36	670	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	24	106	27	34	55	75	1004	23	36	670	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	24	106	27	34	55	75	1004	23	36	670	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.18	0.82	1.00	0.38	0.62	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1750	332	1468	1750	688	1112	1750	3617	83	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.02	0.05	0.05	0.04	0.28	0.28	0.02	0.18	0.01
Crit Moves:		****			****			****			****	
Green Time:	17.5	17.5	17.5	12.0	12.0	12.0	19.0	67.4	67.4	7.0	55.5	55.5
Volume/Cap:	0.05	0.48	0.48	0.15	0.48	0.48	0.26	0.48	0.48	0.34	0.37	0.02
Delay/Veh:	42.2	46.4	46.4	47.7	51.0	51.0	42.9	14.2	14.2	54.2	19.3	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	46.4	46.4	47.7	51.0	51.0	42.9	14.2	14.2	54.2	19.3	16.0
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	1	10	10	2	7	7	5	19	19	3	14	1

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

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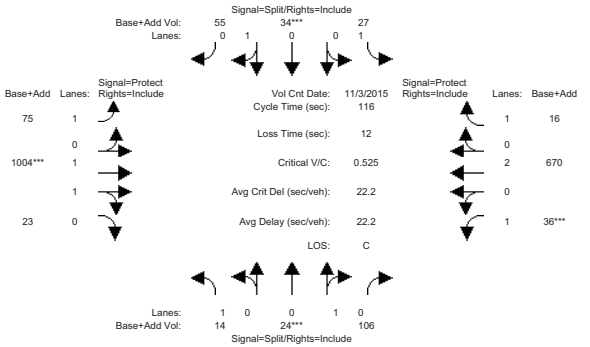
210 Baypointe Parkway
San Jose, CA

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

Intersection #5: BAYPOINTE/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	14	24	106	27	34	55	75	1004	23	36	670	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	24	106	27	34	55	75	1004	23	36	670	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	9	2	14	2	0	12	4	119	0	6	130	2
Initial Fut:	23	26	120	29	34	67	79	1123	23	42	800	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	26	120	29	34	67	79	1123	23	42	800	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	26	120	29	34	67	79	1123	23	42	800	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	26	120	29	34	67	79	1123	23	42	800	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.18	0.82	1.00	0.34	0.66	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1750	321	1479	1750	606	1194	1750	3626	74	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.02	0.06	0.06	0.05	0.31	0.31	0.02	0.21	0.01
Crit Moves:		****			****			****			****	
Green Time:	17.6	17.6	17.6	12.2	12.2	12.2	16.5	67.2	67.2	7.0	57.7	57.7
Volume/Cap:	0.09	0.53	0.53	0.16	0.53	0.53	0.32	0.53	0.53	0.40	0.42	0.02
Delay/Veh:	42.4	47.5	47.5	47.6	52.2	52.2	45.4	15.1	15.1	54.9	18.7	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	47.5	47.5	47.6	52.2	52.2	45.4	15.1	15.1	54.9	18.7	14.8
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	2	11	11	2	9	9	5	22	22	3	16	1

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

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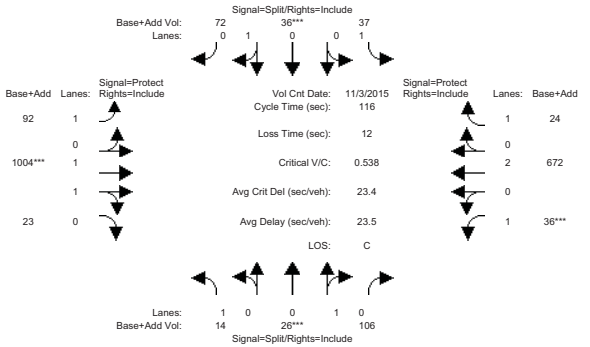
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project PM

Intersection #5: BAYPOINTE/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Nov 2015 << 5:00-6:00												
Base Vol:	14	24	106	27	34	55	75	1004	23	36	670	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	24	106	27	34	55	75	1004	23	36	670	16
Added Vol:	0	2	0	10	2	17	17	0	0	0	2	8
PasserByVol:	9	2	14	2	0	12	4	119	0	6	130	2
Initial Fut:	23	28	120	39	36	84	96	1123	23	42	802	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	28	120	39	36	84	96	1123	23	42	802	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	28	120	39	36	84	96	1123	23	42	802	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	28	120	39	36	84	96	1123	23	42	802	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	0.19	0.81	1.00	0.30	0.70	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1750	341	1459	1750	540	1260	1750	3626	74	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.02	0.07	0.07	0.05	0.31	0.31	0.02	0.21	0.01
Crit Moves:		****			****			****			****	
Green Time:	17.4	17.4	17.4	14.1	14.1	14.1	16.1	65.5	65.5	7.0	56.4	56.4
Volume/Cap:	0.09	0.55	0.55	0.18	0.55	0.55	0.39	0.55	0.55	0.40	0.43	0.03
Delay/Veh:	42.6	48.1	48.1	46.2	50.9	50.9	46.6	16.2	16.2	54.9	19.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	48.1	48.1	46.2	50.9	50.9	46.6	16.2	16.2	54.9	19.6	15.6
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	2	11	11	3	10	10	6	23	23	3	17	1

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

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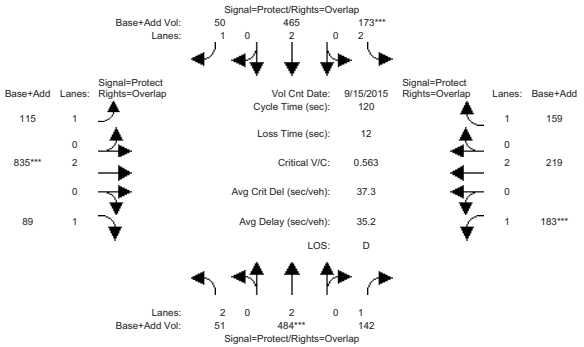
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #6: FIRST/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Sep 2015 << 5:00-6:00												
Base Vol:	51	484	142	173	465	50	115	835	89	183	219	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	484	142	173	465	50	115	835	89	183	219	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	484	142	173	465	50	115	835	89	183	219	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	484	142	173	465	50	115	835	89	183	219	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	484	142	173	465	50	115	835	89	183	219	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	484	142	173	465	50	115	835	89	183	219	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.08	0.05	0.12	0.03	0.07	0.22	0.05	0.10	0.06	0.09
Crit Moves:		****			****			****			****	
Green Time:	12.5	27.2	49.4	11.7	26.3	56.8	30.5	46.8	59.4	22.3	38.7	50.4
Volume/Cap:	0.15	0.56	0.20	0.56	0.56	0.06	0.26	0.56	0.10	0.56	0.18	0.22
Delay/Veh:	49.1	42.0	22.7	54.1	42.5	17.2	36.0	29.1	16.2	46.7	29.3	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	42.0	22.7	54.1	42.5	17.2	36.0	29.1	16.2	46.7	29.3	22.4
LOS by Move:	D	D	C	D	D	B	D	C	B	D	C	C
HCM2k95thQ:	2	16	7	9	15	2	7	22	4	13	6	8

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

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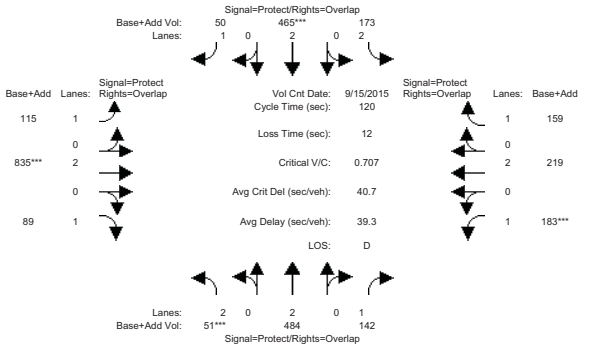
210 Baypointe Parkway
San Jose, CA

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

Intersection #6: FIRST/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Sep 2015 << 5:00-6:00												
Base Vol:	51	484	142	173	465	50	115	835	89	183	219	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	484	142	173	465	50	115	835	89	183	219	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	17	162	31	127	389	36	37	94	12	72	110	62
Initial Fut:	68	646	173	300	854	86	152	929	101	255	329	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	646	173	300	854	86	152	929	101	255	329	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	646	173	300	854	86	152	929	101	255	329	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	646	173	300	854	86	152	929	101	255	329	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.10	0.10	0.22	0.05	0.09	0.24	0.06	0.15	0.09	0.13
Crit Moves:	****				****			****		****		
Green Time:	7.0	28.1	52.1	15.8	36.9	69.0	32.1	40.2	47.2	23.9	32.0	47.8
Volume/Cap:	0.37	0.72	0.23	0.72	0.73	0.09	0.32	0.73	0.15	0.73	0.32	0.32
Delay/Veh:	55.6	45.3	21.5	56.3	39.5	11.4	35.7	37.4	23.6	52.7	35.5	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	45.3	21.5	56.3	39.5	11.4	35.7	37.4	23.6	52.7	35.5	25.2
LOS by Move:	E	D	C	E	D	B	D	D	C	D	D	C
HCM2k95thQ:	4	22	8	15	27	3	10	28	5	18	9	11

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

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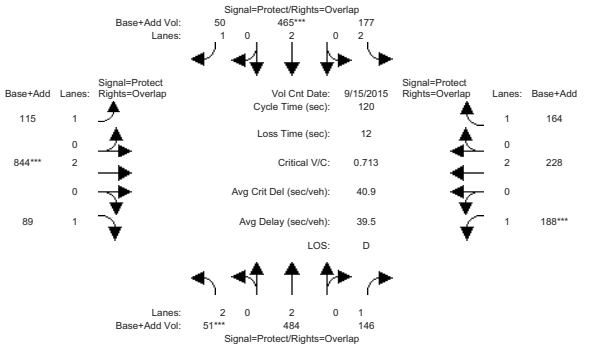
210 Baypointe Parkway
San Jose, CA

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

Intersection #6: FIRST/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Sep 2015 << 5:00-6:00												
Base Vol:	51	484	142	173	465	50	115	835	89	183	219	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	484	142	173	465	50	115	835	89	183	219	159
Added Vol:	0	0	4	4	0	0	0	9	0	5	9	5
PasserByVol:	17	162	31	127	389	36	37	94	12	72	110	62
Initial Fut:	68	646	177	304	854	86	152	938	101	260	338	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	646	177	304	854	86	152	938	101	260	338	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	646	177	304	854	86	152	938	101	260	338	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	646	177	304	854	86	152	938	101	260	338	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.10	0.10	0.22	0.05	0.09	0.25	0.06	0.15	0.09	0.13
Crit Moves:	****				****			****		****		
Green Time:	7.0	27.8	52.0	15.8	36.6	68.4	31.8	40.2	47.2	24.2	32.6	48.4
Volume/Cap:	0.37	0.73	0.23	0.73	0.74	0.09	0.33	0.74	0.15	0.74	0.33	0.32
Delay/Veh:	55.6	45.9	21.6	56.7	39.9	11.7	35.9	37.5	23.5	52.8	35.1	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	45.9	21.6	56.7	39.9	11.7	35.9	37.5	23.5	52.8	35.1	24.8
LOS by Move:	E	D	C	E	D	B	D	D	C	D	D	C
HCM2k95thQ:	4	22	9	15	27	3	10	28	5	18	9	11

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

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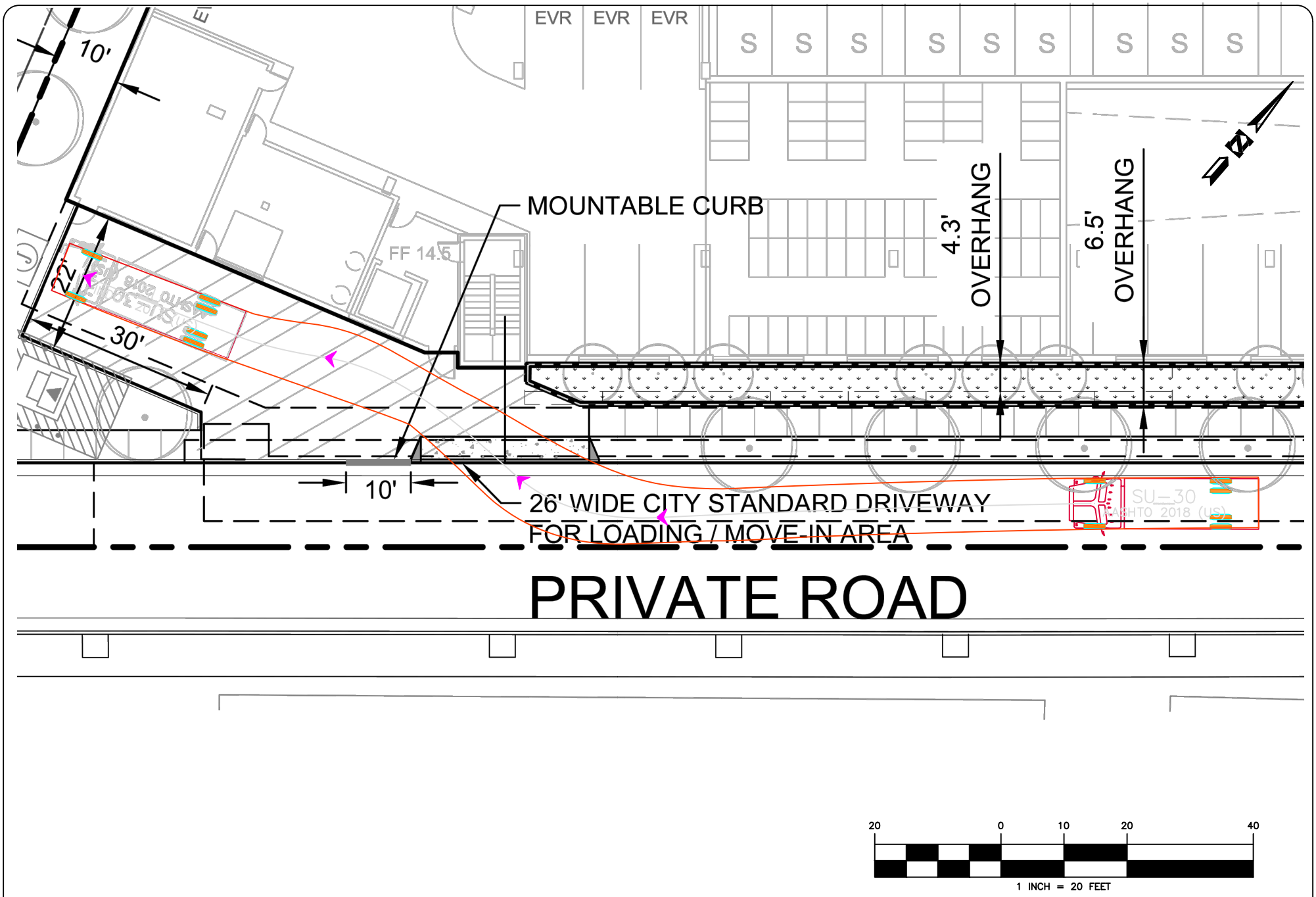
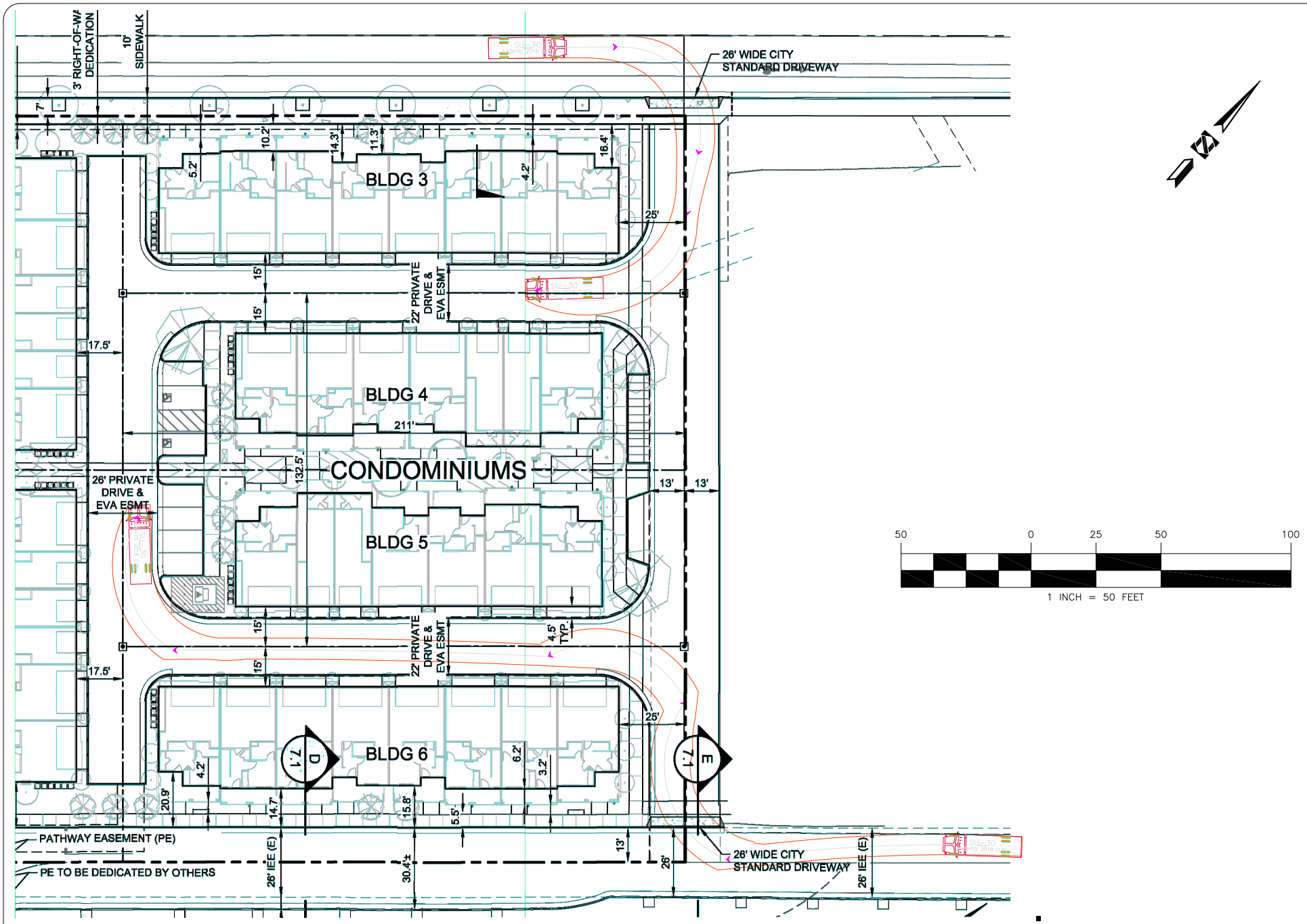
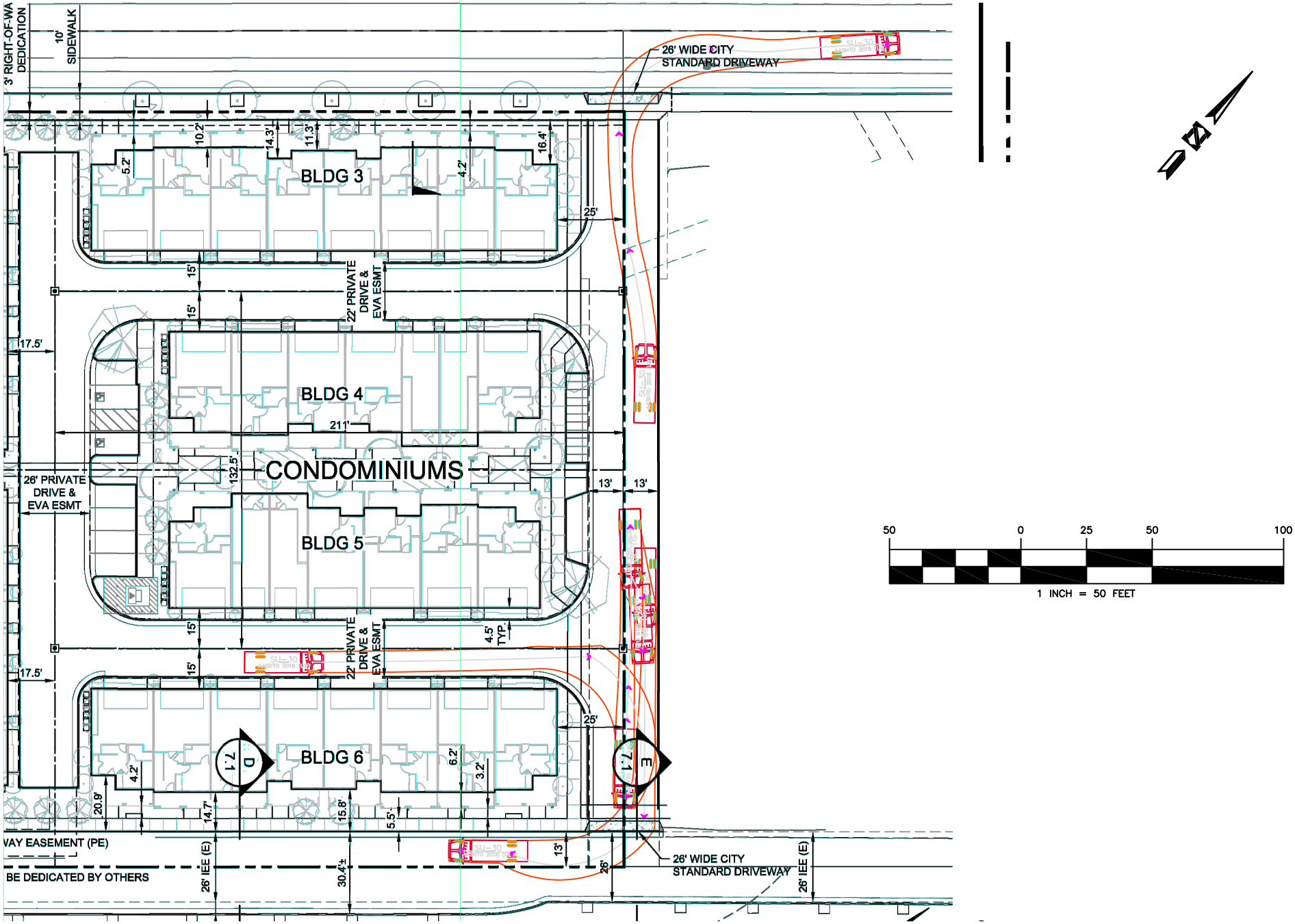
Appendix D
Truck Turning Templates



DRAWN ----	SCALE 1" = 20'	HEXAGON TRANSPORTATION CONSULTANTS, INC. 100 Century Center Court, Suite 501 San Jose, California 95112 Ph: (408) 971-6100 www.hextrans.com	**CITY OF SAN JOSE**	FIGURE NO.
CHECKED ----	DATE 03/10/2023		210 BAYPOINTE PARKWAY APARTMENT BUILDING LOADING SPACE	1



DRAWN ----	SCALE 1" = 50'	HEXAGON TRANSPORTATION CONSULTANTS, INC. 100 Century Center Court, Suite 501 San Jose, California 95112 Ph: (408) 971-6100 www.hextrans.com	**CITY OF SAN JOSE**	FIGURE NO.
CHECKED ----	DATE 03/10/2023		210 BAYPOINTE PARKWAY TOWNHOME TRUCK ACCESS AND CIRCULATION	2



DRAWN ----	SCALE 1" = 50'	HEXAGON TRANSPORTATION CONSULTANTS, INC. 100 Century Center Court, Suite 501 San Jose, California 95112 Ph: (408) 971-6100 www.hextrans.com	**CITY OF SAN JOSE**	FIGURE NO.
CHECKED ----	DATE 03/10/2023		210 BAYPOINTE PARKWAY TOWNHOME TRUCK ACCESS AND CIRCULATION	3