HEXAGON TRANSPORTATION CONSULTANTS, INC.

615 Stockton Avenue Hotel Development

Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed 615 Stockton Avenue hotel development. The 0.59-acre project site is comprised of two parcels (APN 261-07-001 and 261-07-068) located at the northwest corner of the intersection of Stockton Avenue and Schiele Avenue in the City of San José. The project site is currently occupied by a vacant 4,426 square-foot light industrial building and a single-family historic home that is currently being used by a business. The project as proposed consists of a 120-room hotel with a 1,500 s.f. retail food market and bar-lounge intended to serve hotel guests, however both will be accessible to the public. In addition, the existing historic home will be re-located on-site and used for Back of House (BOH) operations for the hotel. Access to a drop-off/pick-up zone and parking garage is proposed to be provided via one two-way driveway and one outbound-only driveway on Stockton Avenue. A total of 65 self-parking spaces will be provided within two below-ground parking levels. There will be no vehicular access provided to the re-located home and the current business use of the home will be removed. Therefore, the re-location of the home will result in a reduction in trips currently generated by the project site. However, no reduction in trips are applied to the trip estimates of the proposed project since the current trips associated with the home are minimal.

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool.

Local Transportation Analysis Scope

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The proposed hotel project would meet the City's screening criteria and a CEQA-level transportation analysis that evaluates the proposed hotel's effects on VMT is not required.

Cumulative (GP Consistency) Evaluation

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

The proposed project will be consistent with General Plan policy TR-3.3 that states:

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

The project is consistent with the General Plan goals and policies for the following reasons:

- The project site is adjacent to a bus stop and bicycle lanes on Stockton Avenue.
- The project site is in close proximity to the College Park Caltrain Station that is located approximately 0.3-mile north of the project site at the northern end of Stockton Avenue. The project site also is located approximately one mile from the Diridon Transit Center at Cahill Street.
- The project would increase the employment density in the project area

Therefore, the proposed project would be consistent with the *Envision San José 2040 General Plan*. Thus, the project would be considered as 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

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for two signalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

After applying the ITE trip rates, and appropriate trip reductions, it is estimated that the project would generate an additional 1,277 daily vehicle trips, with 64 trips (37 inbound and 27 outbound) occurring during the AM peak hour and 76 trips (37 inbound and 39 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The operations analysis shows all study intersections are projected to operate at acceptable levels of service, based on the City of San Jose intersection operations standard of LOS D, under background and background plus project conditions during both the AM and PM peak hours.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Conclusions and Recommendations

The following are the findings and recommendations made based on the analysis of the proposed site access, on-site circulation, and proposed on-site parking.

On-Site Circulation

Recommendation: The two-way drive aisle in the drop-off/pick-up area will provide only one inbound lane and will not allow for the storage of vehicles without blocking the lane. A short-term check-in parking area should be provided for guests who will not use valet service.

Recommendation: The project site plan does not indicate the slope of the ramps providing access to the parking levels. Should the ramp be designed with a slope greater than 10%, the proposed ramp design should incorporate a transition slope based on typical engineering standards.

Recommendation: Adequate turn-around space for U-turning vehicles should be provided adjacent to the dead-end drive aisle within the second below-ground parking level.

Recommendation: It is recommended that a physical device, such as covex mirrors, be installed at the sharp inbound and outbound right turns at the base of the ramps at each parking level in an effort to aid circulation and reduce vehicular conflict at the garage's constraint point.

Truck Access and Circulation

Recommendation: The project will be required to provide five off-street loading spaces to meet City requirements. However, it is recommended that the project applicant work with City staff to reduce the required loading spaces and determine the feasibility of providing a propossed timed loading zone along the project's frontage on Stockton Avenue.

Parking Supply

The project will need to submit and have approved a TDM plan for a total parking reduction of 50 percent. The TDM plan will need to include at least three TDM measures specified in Subsections c and d of Section 20.90.220.A.1.

1. Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed 615 Stockton Avenue hotel development. The 0.59-acre project site is comprised of two parcels (APN 261-07-001 and 261-07-068) located at the northwest corner of the intersection of Stockton Avenue and Schiele Avenue in the City of San José. The project site is currently occupied by a vacant 4,426 square-foot light industrial building and a single-family historic home that is currently being used by a business. The project as proposed consists of a 120-room hotel with a 1,500 s.f. retail food market and bar-lounge intended to serve hotel guests, however both will be accessible to the public. In addition, the existing historic home will be re-located on-site and used for Back of House (BOH) operations for the hotel. Access to a drop-off/pick-up zone and parking garage is proposed to be provided via one two-way driveway and one outbound-only driveway on Stockton Avenue. A total of 65 self-parking spaces will be provided within two below-ground parking levels. There will be no vehicular access provided to the re-located home and the current business use of the home will be removed. Therefore, the re-location of the home will result in a reduction in trips currently generated by the project site. However, no reduction in trips are applied to the trip estimates of the proposed project since the current trips associated with the home are minimal. The project site location and surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2018*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Policies

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies will soon be required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service.

In adherence to SB 743, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service

Figure 1
Site Location

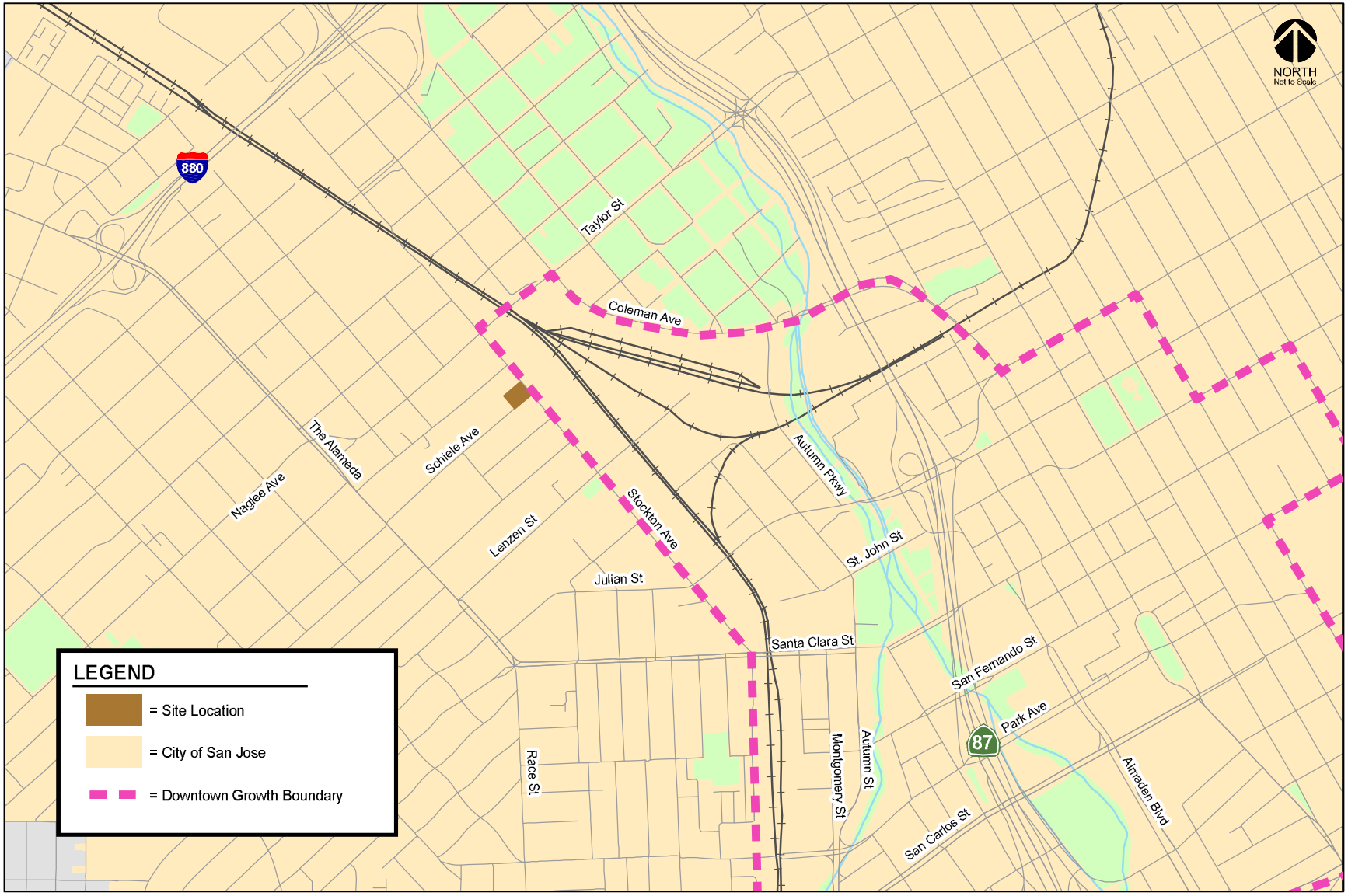
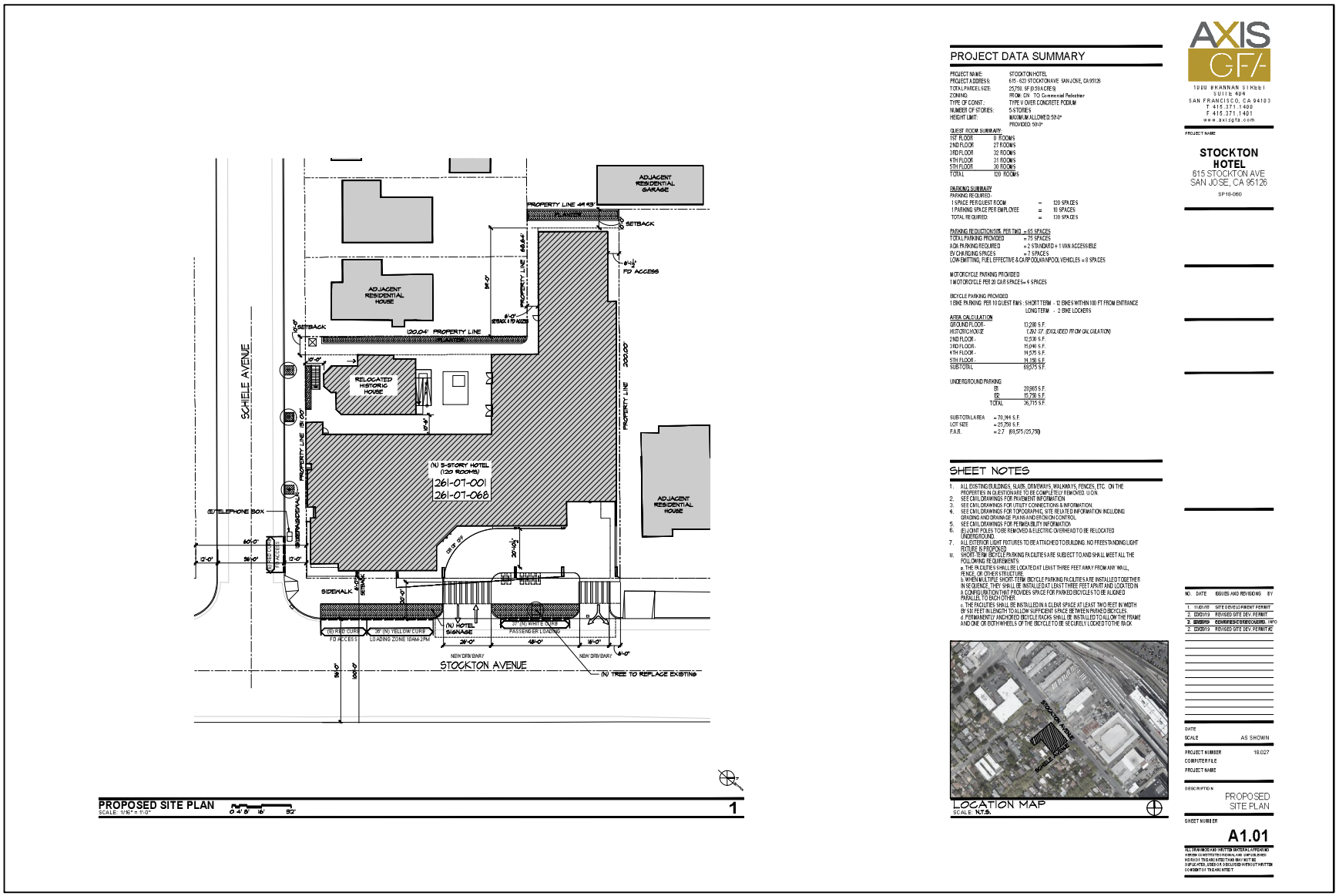


Figure 2
Proposed Site Plan



(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. The new transportation policy aligns with the currently adopted General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- 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 Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);
- 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);

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

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists a project-level VMT impact analysis using the City's VMT tool.

VMT Analysis

The City of San Jose's Transportation Analysis Policy 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 established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees.

The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figure 3 and Figure 4 show the current VMT levels estimated by the City for residents and workers, respectively, based on the locations of residences and jobs. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's residential and employee thresholds of 10.12 VMT per capita and 12.21 per employee. The thresholds are calculated by subtracting 15 percent from the citywide average of 11.91 VMT per capita and regional average of 14.37 per employee.
- Yellow-filled areas are parcels with existing VMT between the residential and employee thresholds and the city-wide average of 11.91 VMT per capita and regional average 14.37 VMT per employee.
- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated.

Screening for VMT Analysis

The City's VMT methodology includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or

Figure 3
VMT per Capita Heat Map in San Jose

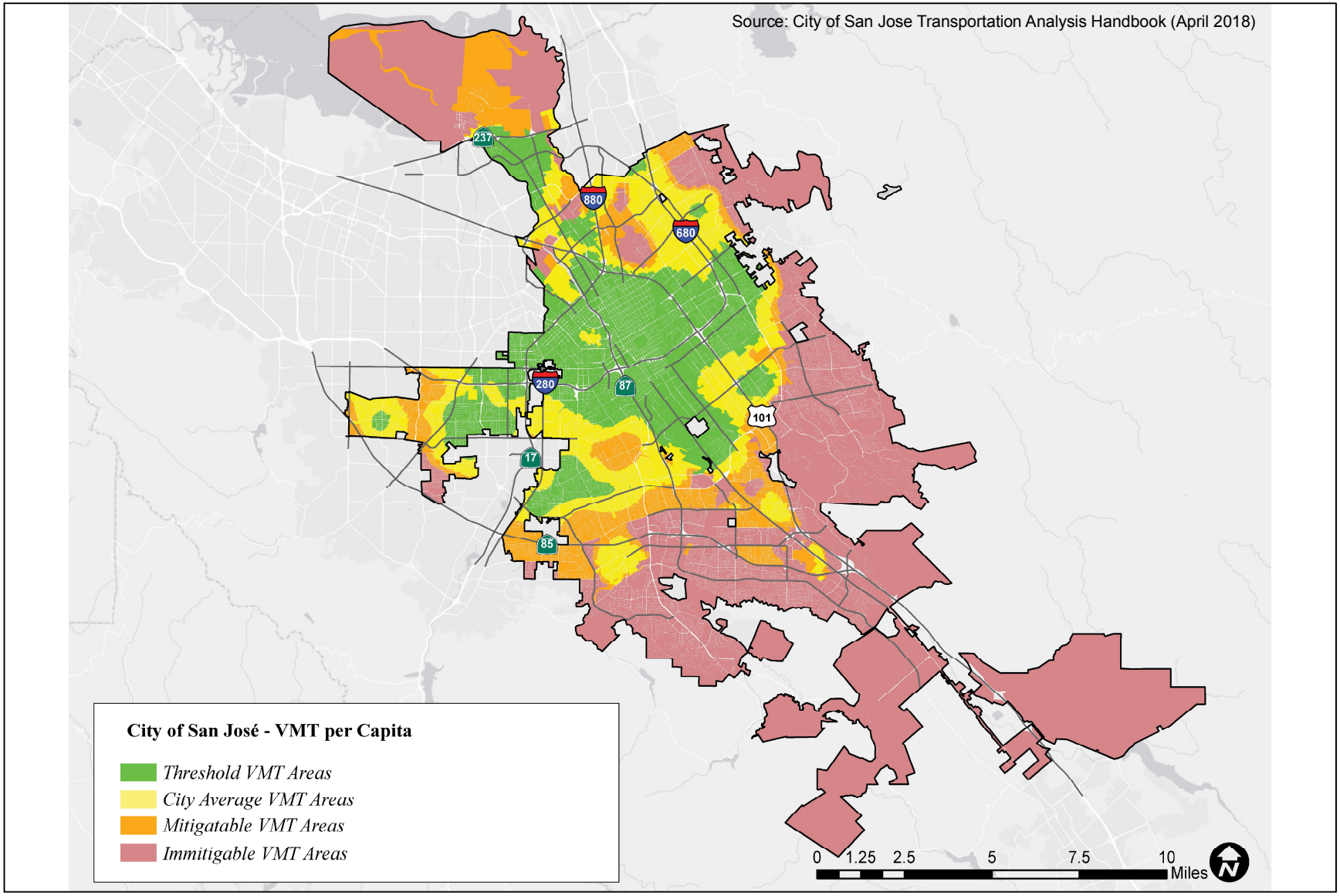
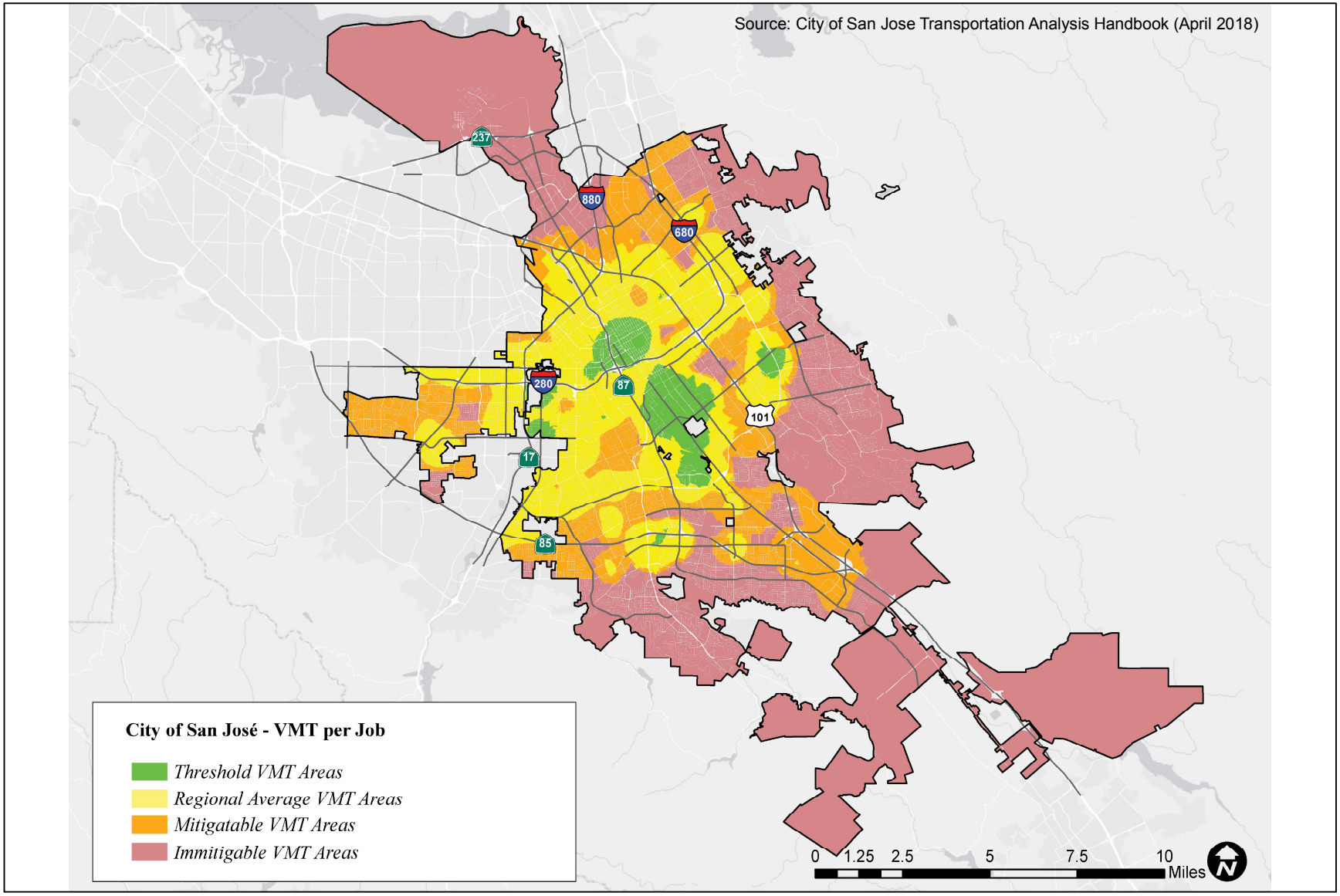


Figure 4
VMT per Job Heat Map in San Jose



the component would result in a less-than-significant VMT impact and a VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail
(3) local-serving public facilities
(4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
(5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Figure 5 and Figure 6 identify areas within the City that currently have low VMT levels estimated by the City for residents and workers, respectively, for which transit supportive development located within a priority growth area would be screened out of the evaluation of VMT. Table 1 summarizes the screening criteria that must be considered for each type of development project as identified in the City of San Jose Transportation Analysis Handbook.

For the purpose of VMT evaluation, hotel rooms are converted to equivalent retail space to provide an estimate of trip-making characteristics (number and length of trips). Per the City of San Jose VMT screening criteria, retail projects of 100,000 square feet or less are considered local-serving. Based on the hotel rooms to retail space conversion, the proposed hotel project is expected to generate traffic equivalent to 12,779 square feet of retail space. Therefore, the proposed hotel will be less than the 100,000 s.f. retail threshold screening criterion for local-serving retail and does not require a detailed CEQA transportation analysis, as described in further detail in Chapter 3. However, for informational purposes, a VMT evaluation for the project is included in this study.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

Intersection Operations Analysis

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

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. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Intersection operations conditions were evaluated for the following scenarios:

- ***Existing Conditions***. Existing AM and PM peak hour traffic volumes at all study intersections were obtained from the City of San Jose and previously completed traffic studies.

  Background Conditions. Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The approved project traffic was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI) and by the City of Santa Clara in the form of a list of projects.

Figure 5
Low VMT per Capita Areas in San Jose

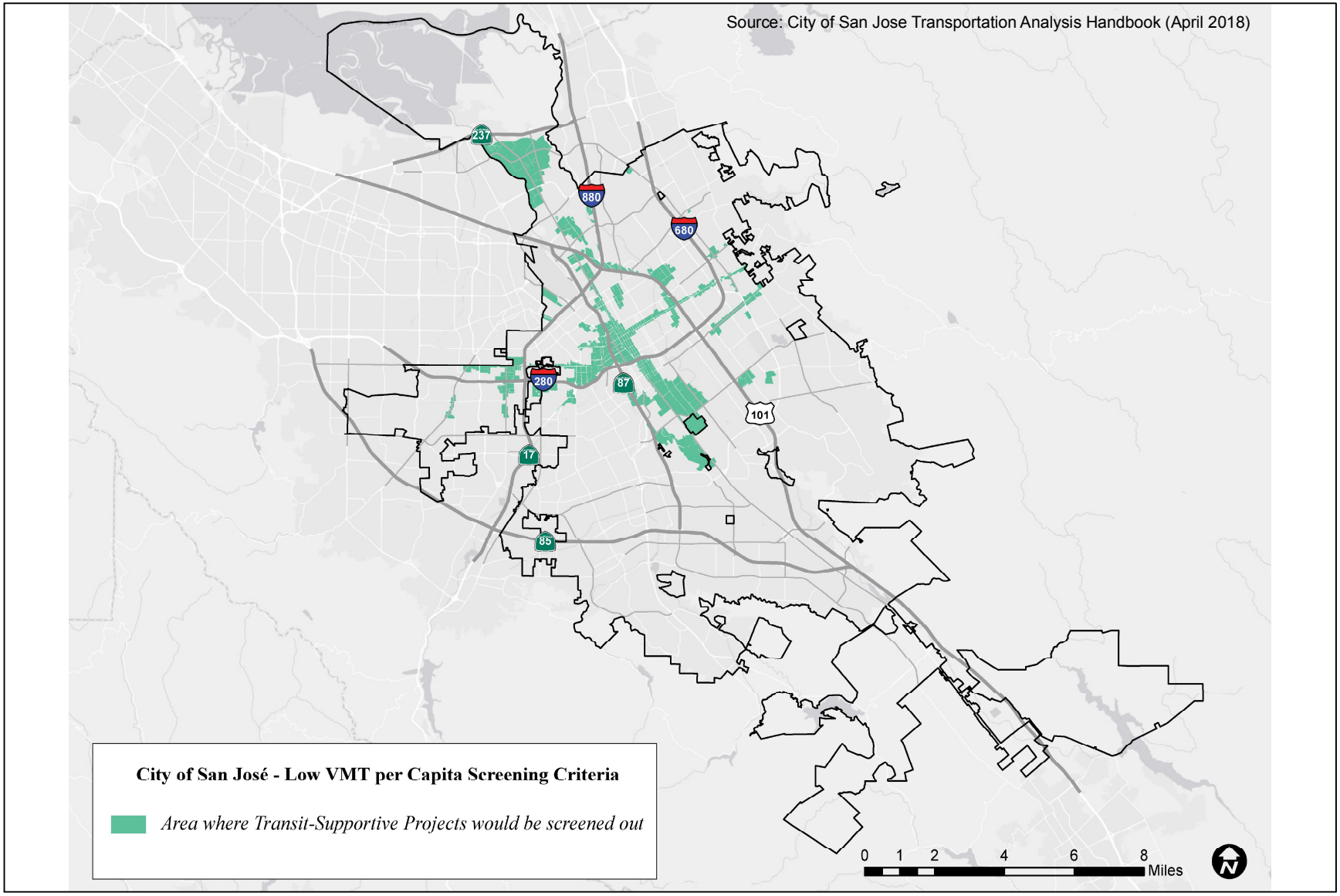


Figure 6
Low VMT per Job Areas in San Jose

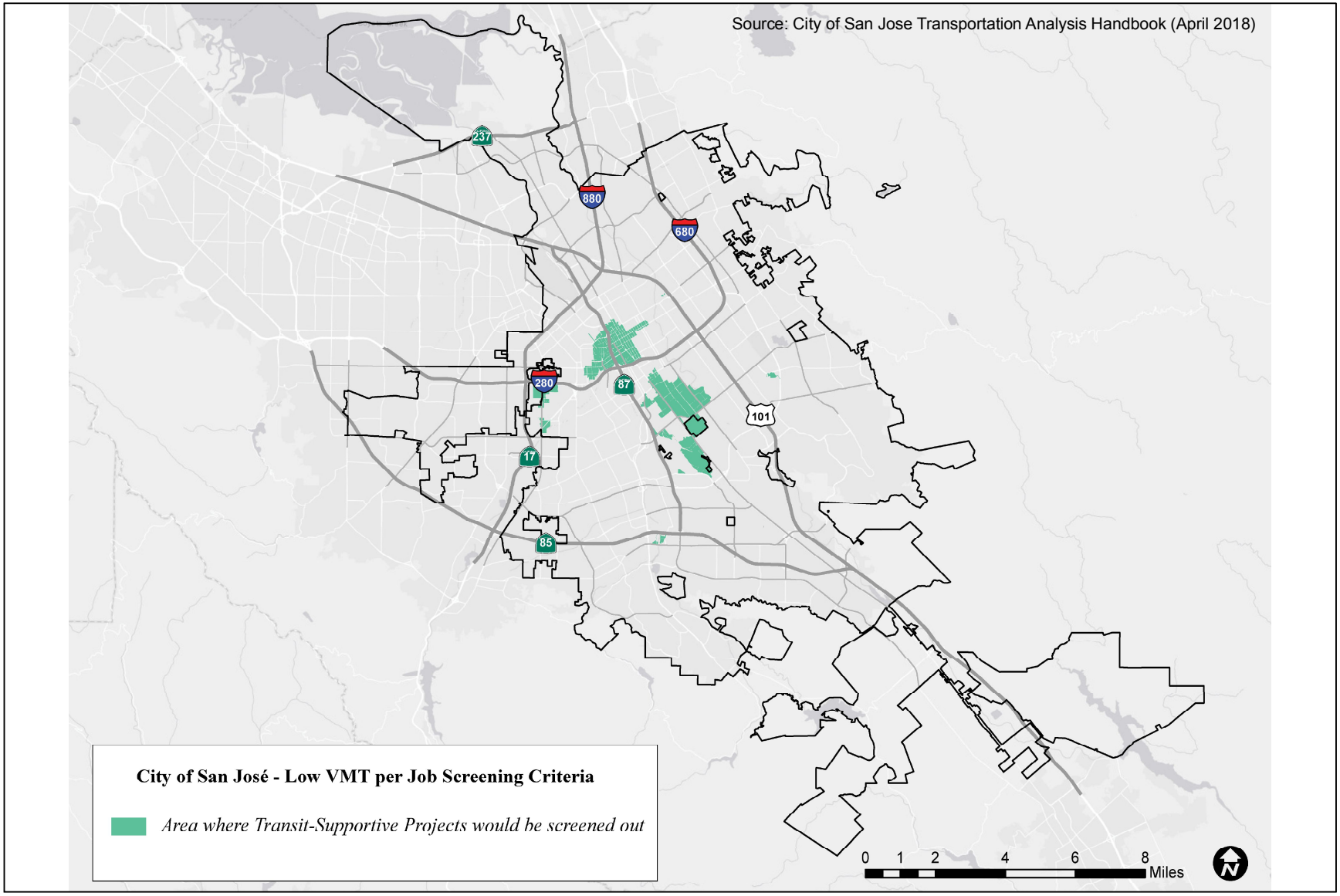


Table 1
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; AND • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has 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 • **Parking:** o No more than the minimum number of parking spaces required; o 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 • **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Transportation Demand Management (TDM):** If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; AND • **Parking:** o No more than the minimum number of parking spaces required; o 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 • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2018.

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

The LTA also includes a vehicle queuing analysis, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, mitigation measures to reduce the VMT impact,. Chapter 4 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic 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 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

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 services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via I-880 and I-280. These facilities are described below.

I-880 is a six-lane freeway in the vicinity of the site. It extends north to Oakland and south to I-280 in San Jose, at which point it makes a transition into SR 17 to Santa Cruz. Access to the project site is provided via its interchange at The Alameda.

State Route 87 connects from SR-85 in south San Jose to US-101 near the San Jose International Airport. SR-87 provides two mixed-flow lanes and one HOV lane in both directions of travel. Access to and from the site is provided via ramps at Taylor Street.

Local access to the site is provided by Stockton Avenue, Julian Street, Taylor Street, The Alameda (SR 82), and Schiele Avenue. These roadways are described below.

Stockton Avenue is generally a two-lane north-south street that runs between the College Park Caltrain Station and The Alameda. Land uses along Stockton Avenue are generally commercial and residential on the west side and industrial on the east side. The posted speed limit is 30 mph. Bike lanes are provided along both sides of Stockton Avenue along its entire extent and parking is provided on both sides in most areas. Sidewalks are located on both sides of the street in the study area. Stockton Avenue runs along the east project frontage and provides direct access to the project site via two driveways.

Julian Street is a two-lane east-west street between The Alameda and Montgomery Street that transitions to a four-lane street east of Montgomery Street. Land uses along Julian Street are generally commercial and industrial. The posted speed limit is 30 mph. A sidewalk is present only along the north side of Julian Street between Stockton Avenue and Montgomery Street. An interchange with SR-87 is located east of Almaden Boulevard. Access to the project site is provided via Stockton Avenue

Taylor Street is an east-west four-lane street located north of the project site. It transitions to and continues as Naglee Avenue west of The Alameda. East of The Alameda, Taylor Street extends to US-101 where it transitions into Mabury Road. Land uses along Taylor Street are residential and commercial west of Stockton Avenue and east of First Street; between Stockton Avenue and First Street, uses are generally industrial and offices. Bike lanes are provided between Walnut Street and First Street. Site access is provided via its intersection with Stockton Avenue.

The Alameda (State Route 82) is generally a four-lane north-south arterial, designated as a Grand Boulevard in the General Plan, that runs from Santa Clara University to Stockton Avenue where it becomes Santa Clara Street and extends through downtown. The City of San Jose identifies Grand Boulevards as major transportation corridors in the City accommodating moderate to high volumes of through traffic within and beyond the City and where transit has a priority over other modes of transportation. Land uses located along The Alameda are generally commercial. The Alameda has a raised median island and left-turn pockets at all signalized intersections and select unsignalized intersections. The posted speed limit is 35 mph. Sidewalks are provided on both sides in the study area and crosswalks are available at all signalized intersections and at most unsignalized intersections. Site access is provided via Stockton Avenue.

Schiele Avenue is a two-lane east-west local street that runs between Stockton Avenue and The Alameda, where it transitions to Fremont Street. Land uses along Schiele Avenue are generally residential. Sidewalks are provided on both sides in the study area. Schiele Avenue runs along the south project frontage.

Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally-sensitive transportation system that balances the need 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 near the project site consist mostly of sidewalks along the streets in the study area. Sidewalks are found along both sides of all streets near the project site including Stockton Avenue. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at all signalized study intersections.

Pedestrian generators in the project vicinity include the Bellarmine College Preparatory High School and the College Park Caltrain station approximately 0.3-mile to the north along Stockton Avenue, the San Jose Market Center 0.5-mile to the east on Coleman Avenue, and the SAP Center 0.8-mile to the south on Santa Clara Street. Existing sidewalks along Stockton Avenue, Taylor Street, and the north side of Julian Street, provide pedestrian connections between the project site and pedestrian destinations in the project vicinity. There are no sidewalks provided along the south side of Julian Street between Stockton Avenue and Montgomery Street.

Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Bicycle Facilities

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.

- Stockton Avenue, along its entire length
- Julian Street, between The Alameda and Stockton Avenue
- The Alameda/Santa Clara Street, east of Stockton Avenue
- Autumn Street, south of Santa Clara Street
- Race Street, north of Park Avenue and south of The Alameda
- Coleman Avenue, between Taylor Street and Santa Teresa Street
- Taylor Street, east of Walnut Street

- Hedding Street, along its entire length

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

- The Alameda, between Hedding Street and Stockton Avenue

Although none of the residential streets near the project site (including Schiele Avenue) provide bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage. The existing bicycle facilities are shown in Figure 7.

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. The nearest access point to the Guadalupe River Trail is provided via a trailhead at the Guadalupe River Park accessible from Taylor Street, approximately 0.6-mile east from the project site.

Ford GoBike Bike Share

The City of San Jose participates in the Ford GoBike bike share program that allows users to rent and return bicycles at various locations. Bike share bikes can only be rented and returned at designated stations throughout and surrounding the downtown area. The nearest bike share station is located approximately 0.55-mile from the project site, at the northeast corner of the Morrison Avenue/Julian Street intersection.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The College Park Caltrain station is located approximately 0.3-mile north of the project site at the northern end of Stockton Avenue. The project site also is located approximately one mile from the Diridon Transit Center at Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. These transit services are described below. The transit stations and local VTA bus lines near the project site are shown on Figure 8.

VTA Bus Service

The VTA bus lines that operate within the study area are listed in Table 2, including their terminus points, closest scheduled stop, and commute hour headways. Local routes 61 and 62 stop approximately 700 feet north of the project at the Stockton Avenue/Taylor Street intersection.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day. The Mountain View–Winchester LRT line is accessible from the Diridon Transit Center. A transfer point to the Alum Rock–Santa Teresa line is provided at the Convention Center station.

Figure 7
Existing Bicycle Facilities

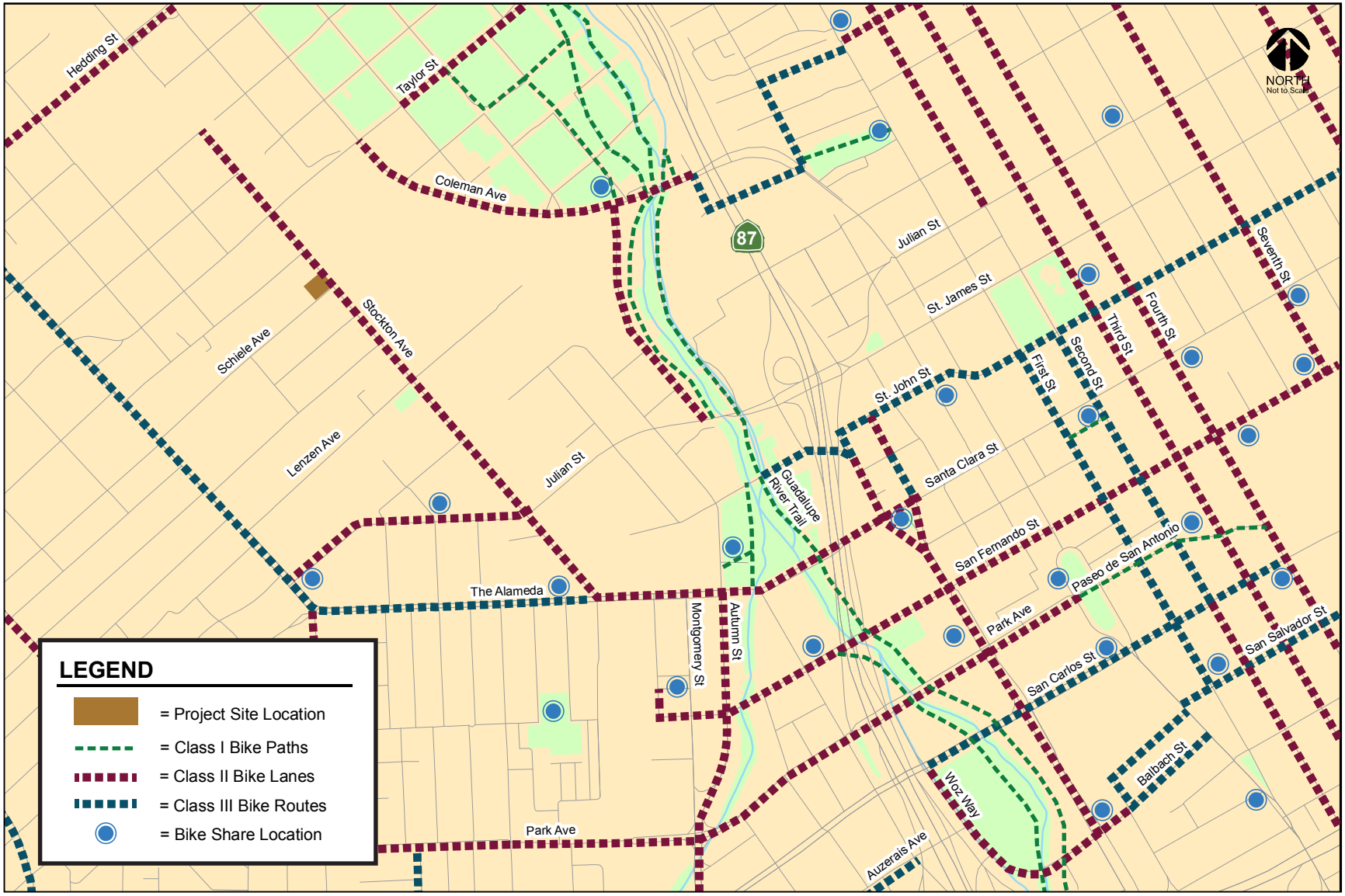


Figure 8
Existing Transit Services

Table 2
Existing Transit Services

Transit Service	Route Description	Nearest Stop	Headway[1]
VTA Local Route 22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	The Alameda and Schiele Avenue/Fremont Street	15 min
VTA Local Route 61	Good Samaritan Hospital to Sierra & Piedmont via Bascom	Stockton Avenue and Taylor Street	30 min
VTA Local Route 62	Good Samaritan Hospital to Sierra & Piedmont via Union	Stockton Avenue and Taylor Street	30 min
VTA Limited Stop Route 304	South San Jose to Sunnyvale Transit Center via Arques	Coleman Avenue and Taylor Street	30 - 50 min
VTA Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	The Alameda and Taylor Street	10 - 18 min

Notes:
[1] Approximate headways during peak commute periods in the project area.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday.

The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Ford GoBike bike share docks. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:31 AM and 1:38 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stop at the Diridon Station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station eight times during the weekdays between approximately 7:38 AM and 11:55 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:40 AM and 7:15 PM.

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and cumulative transportation impacts.

VMT Analysis Methodology

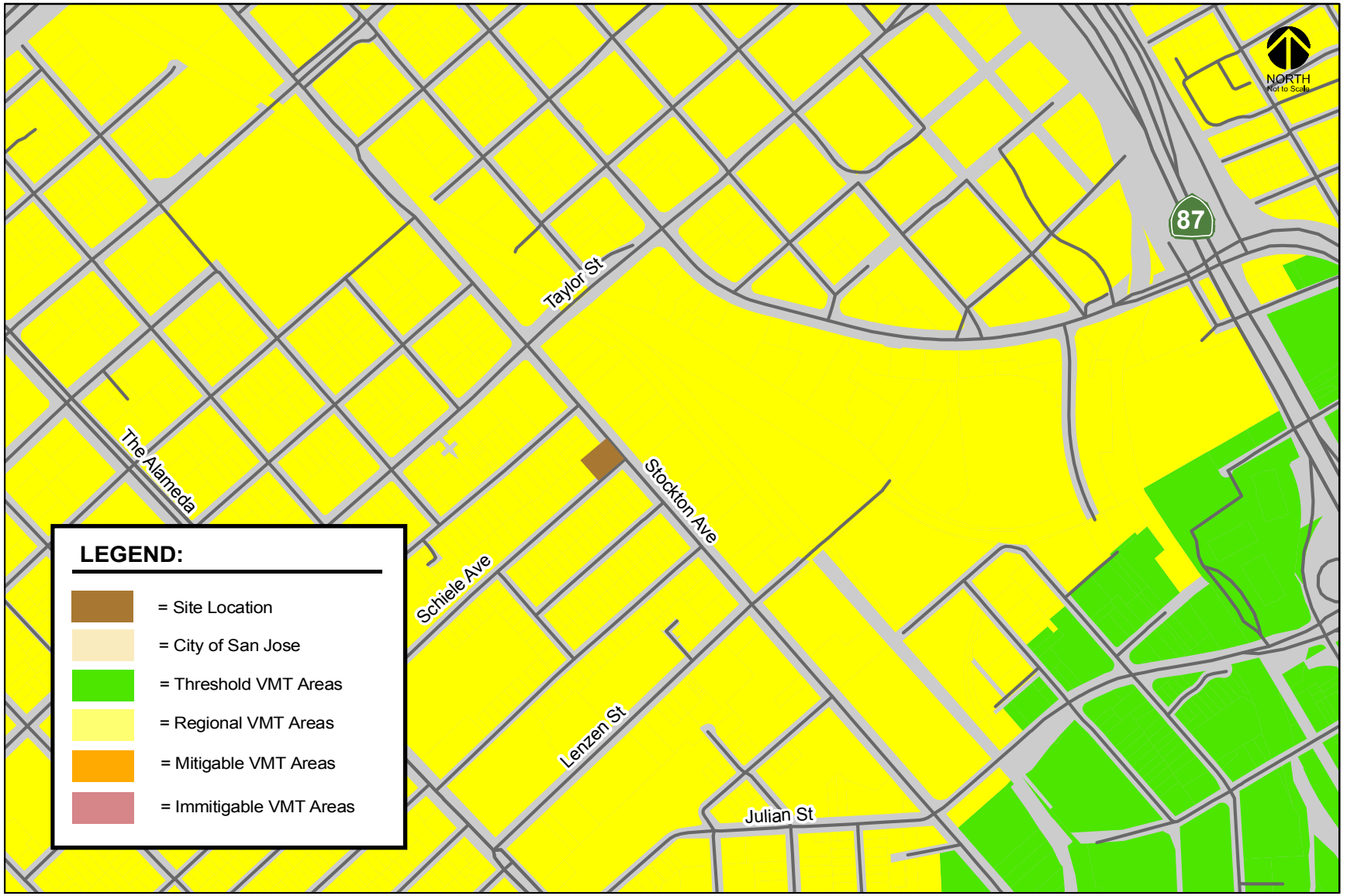
Per Council Policy 5-1, the effects of the proposed project on VMT was evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

VMT Sketch Tool

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool (sketch tool) to streamline the analysis for development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Model can be used to determine project VMT. Because the proposed project is relatively small and would not significantly alter existing traffic patterns, the sketch tool is used to estimate the project VMT and determine whether the project would result in a significant VMT impact.

Based on the assessor's parcel number (APN) of a project, the sketch tool identifies the existing average VMT per capita and VMT per employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the sketch tool calculates the project VMT. Projects located in areas where the existing VMT is greater than the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible. Figure 9 shows the current VMT levels estimated by the City for workers in the immediate project area.

Figure 9
VMT per Job Heat Map in Project Area



Based on the project location, type of development, project description, and proposed trip reduction measures, the sketch tool calculates the project VMT. However, the City's VMT Evaluation Tool is limited to the evaluation of four general land use categories: residential, office, industrial, and retail. Thus, the use of the sketch tool for the evaluation of land uses other than the four general land uses described above, such as the proposed hotel, requires the conversion of the proposed land use to an equivalent amount (based on trip generation characteristics) of residential units, office space, industrial space, or retail space.

Since the characteristics of the proposed hotel would have similar trip generating characteristics to retail space, the proposed hotel was converted into an equivalent amount of retail space based on trip generation estimates derived utilizing trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* (2017). Based on the ITE daily trip rate for business hotel (ITE Land Use Code 312), the proposed 120-room hotel is estimated to generate 482 daily trips, which is equivalent to the trips estimated to be generated by approximately 12,779 s.f. of retail space. Therefore, for the purpose of this study, approximately 12,779 s.f. of retail space was assumed as part of the proposed project. Table 3 presents the retail equivalency calculation.

Table 3
Equivalent Retail Space

Land Use	ITE Land Use Code		Size	Daily Rate	Daily Trip
Business Hotel	312		120 Rooms	4.02	482.40
Shopping Center	820	**Equivalent Retail Space =**	**12,779 Square Feet**	37.75	482.40
Source: ITE Trip Generation Manual, 10th Edition 2017					

The sketch tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the sketch tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses.
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians,
3. Parking measures that discourage personal motorized vehicle-trips, and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location.

As discussed previously, hotel rooms are converted to equivalent retail space to provide an estimate of trip-making characteristics (number and length of trips) for the purpose of VMT evaluation. Based on the hotel rooms to retail space conversion, the proposed hotel project is expected to generate traffic equivalent to approximately 12,800 square feet of retail space.

Per the City of San Jose VMT screening criteria, retail projects of 100,000 square feet or less are considered local-serving. Therefore, the proposed hotel does not require a detailed CEQA VMT analysis.

Cumulative (GP Consistency) Evaluation

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

The proposed project will be consistent with General Plan policy TR-3.3 that states:

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

The project is consistent with the General Plan goals and policies for the following reasons:

- The project site is adjacent to a bus stop and bicycle lanes on Stockton Avenue.
- The project site is in close proximity to the College Park Caltrain Station that is located approximately 0.3-mile north of the project site at the northern end of Stockton Avenue. The project site also is located approximately one mile from the Diridon Transit Center at Cahill Street.
- The project would increase the employment density in the project area

Therefore, the proposed project would be consistent with the *Envision San José 2040 General Plan*. Thus, the project would be considered as 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

4. Local Transportation Analysis

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for existing, background, and background plus project scenarios, any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

Project Description

The project site is currently occupied by a vacant 4,426 square-foot light industrial building and a single-family historic home that is currently being used by a business. The project as proposed consists of a 120-room hotel with a 1,500 s.f. retail food market and bar-lounge intended to serve hotel guests, however both will be accessible to the public. In addition, the existing historic home will be re-located on-site and used for Back of House (BOH) operations for the hotel. Access to a drop-off/pick-up zone and parking garage is proposed to be provided via one two-way driveway and one outbound-only driveway on Stockton Avenue. A total of 65 self-parking spaces will be provided within two below-ground parking levels. There will be no vehicular access provided to the re-located home and the current business use of the home will be removed.

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

Proposed Project Trips

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates. The average trip generation rates for Hotel (Land Use 310) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* (2017) was applied to the proposed hotel project. As described in the Trip Generation Manual, the Hotel land use includes supporting facilities such as restaurants and cocktail lounges.

Therefore, the estimated project trips using the Hotel land use rate includes trips generated by the proposed retail food market and bar-lounge.

Trip Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2018, Section 4.8, "Intersection Operations Analysis"), the project is eligible for reductions from the baseline (gross) trip generation described above. Based on the 2018 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 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 a designated urban area with low access to transit. Urban low-transit is characterized as an area with good accessibility, low vacancy, and middle-aged housing stock. Developments within urban low-transit areas have a vehicle mode share of 87%. Thus, a 13% reduction was applied to the trips estimated to be generated by the proposed project.

An existing historic home on-site is currently occupied by a business and is proposed to be relocated within the project site. There will be no vehicular access provided to the re-located home and the current business use of the home will be removed. Therefore, the re-location of the home will result in a reduction in trips currently generated by the project site. However, no reduction in trips are applied to the trip estimates of the proposed project since the current trips associated with the home are minimal.

Net Project Trips

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate an additional 1,277 daily vehicle trips, with 64 trips (37 inbound and 27 outbound) occurring during the AM peak hour and 76 trips (37 inbound and 39 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 4.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway location. Figure 10 shows the trip distribution pattern, and Figure 11 shows the net trip assignment of project traffic on the local transportation network.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for three signalized intersections and one unsignalized intersection within the City of San Jose. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to a signalized intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook.*

Table 4
Project Trip Generation Estimates

Land Use	ITE Land Use Code	Location	% Reduction	Size	Daily		AM Peak Hour						PM Peak Hour					
							Pk-Hr	Split		Trip			Pk-Hr	Split		Trip		
					Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Use																		
Hotel[1]	310			120 Occupied Rooms	12.230	1,468	0.620	58%	42%	43	31	74	0.730	49%	51%	43	45	88
Location Based Reduction[2]		*Urban Low-Transit*	*13%*			*-191*				*-6*	*-4*	*-10*				*-6*	*-6*	*-12*
Net Project Trips						**1,277**				**37**	**27**	**64**				**37**	**39**	**76**

Notes:
[1] Source: ITE *Trip Generation Manual*, 10th Edition 2017
[2] The project site is located within an urban low-transit area based on the City of San Jose VMT Evaluation Tool (March 14, 2018). The trip reductions are based on the percent of mode share for all of the other modes of travel besides vehicle.

Figure 10
Project Trip Distribution

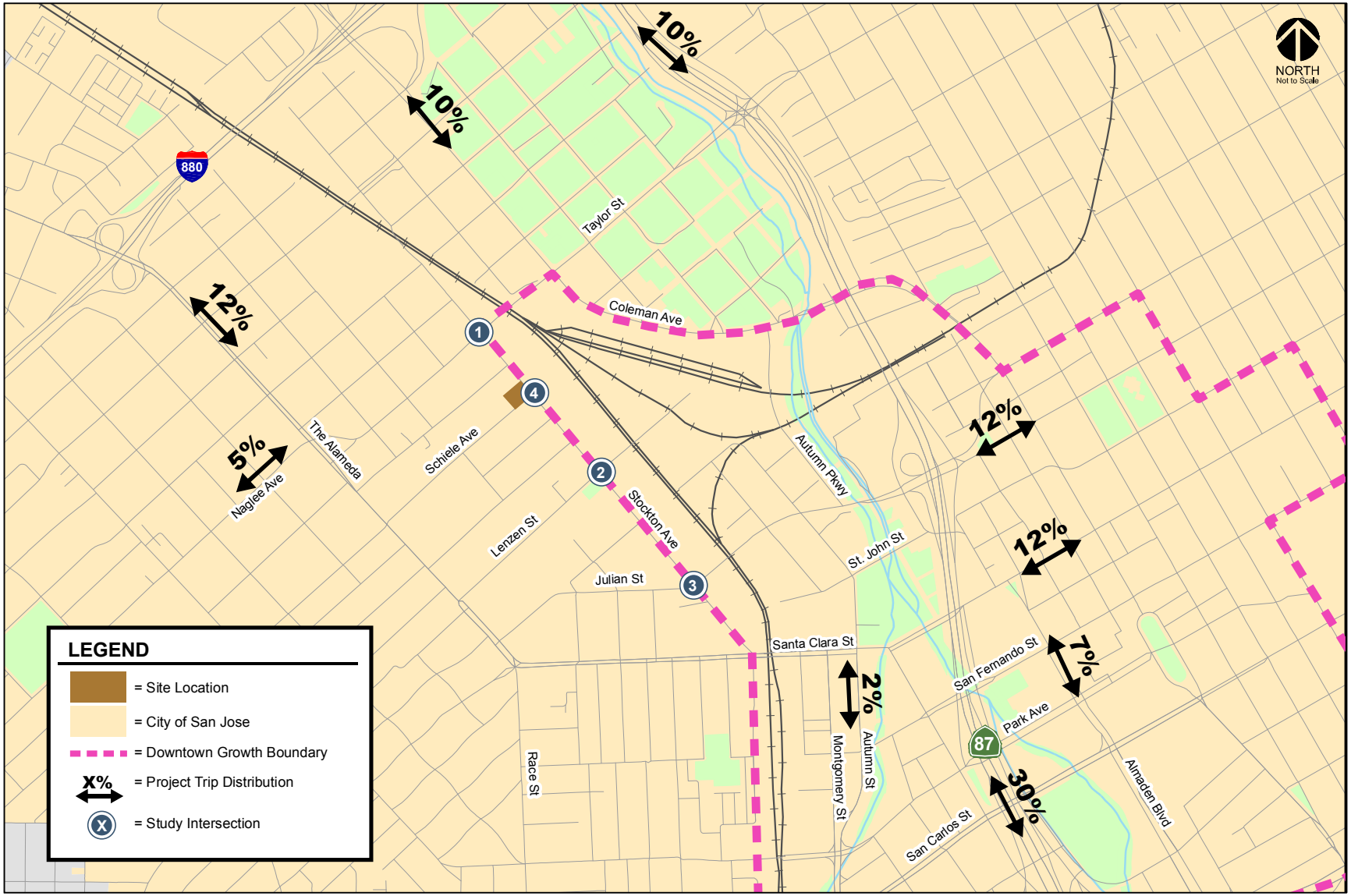
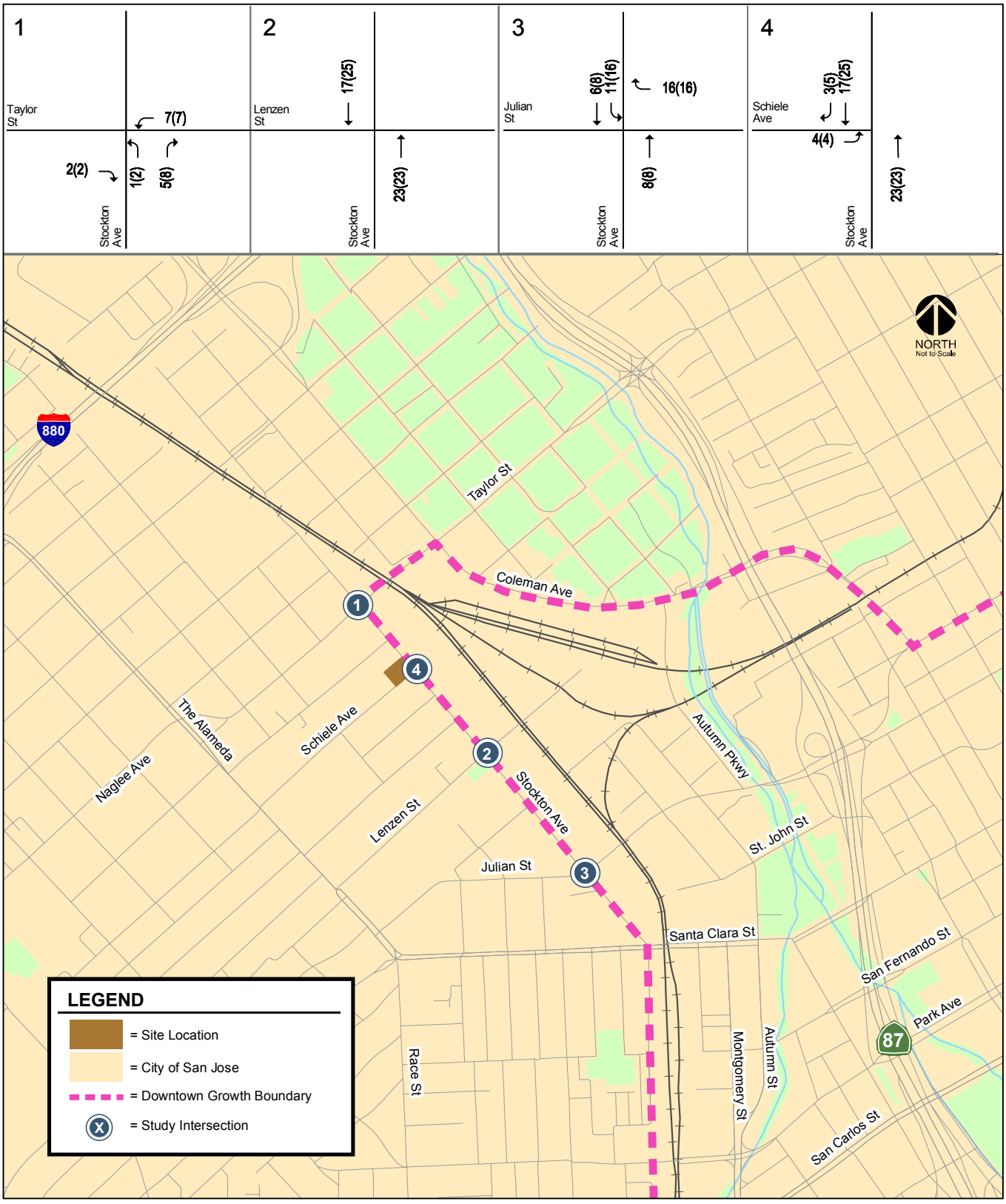


Figure 11
Net Project Trip Assignment



- Within a ½-mile buffer from the project's property line;
- Outside a ½-mile buffer but within a one-mile buffer from the project AND currently operating at D or worse;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- Outside the City limits with the potential to be affected by the project, per the transportation standards of the corresponding external jurisdiction;
- With the potential to be affected by the project, per engineering judgement of Public Works.

Based on the above criteria, the following City of San Jose study intersections were selected and are shown in Figure 12.

1. Stockton Street and Taylor Street
2. Stockton Avenue and Lenzen Street
3. Stockton Avenue and Julian Street
4. Stockton Avenue and Schiele Avenue

Data Requirements

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

- existing traffic volumes
- existing lane configurations
- signal timing and phasing
- approved project trips

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 13. It is assumed in this analysis that the transportation network under background, background plus project, and cumulative plus project conditions would be the same as the existing transportation network.

Traffic Volumes

Existing Conditions

Existing peak hour traffic volumes at all study intersections were obtained from the City of San Jose and supplemented with new manual turning-movement counts conducted in September 2018. The existing peak-hour intersection volumes are shown on Figure 14. Intersection turning-movement counts conducted for this analysis are presented in Appendix B. Peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix D.

Future Conditions

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's Approved Trips Inventory (ATI) database. The background traffic scenario predicts a realistic traffic condition that would occur as approved development is built. Background traffic volumes are shown in Figure 15. Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 16).

The approved and pending project information are included in Appendix C. The approved trips, proposed project trips and traffic volumes for all components of traffic are tabulated in Appendix D.

Figure 12
Site Location and Study Intersections

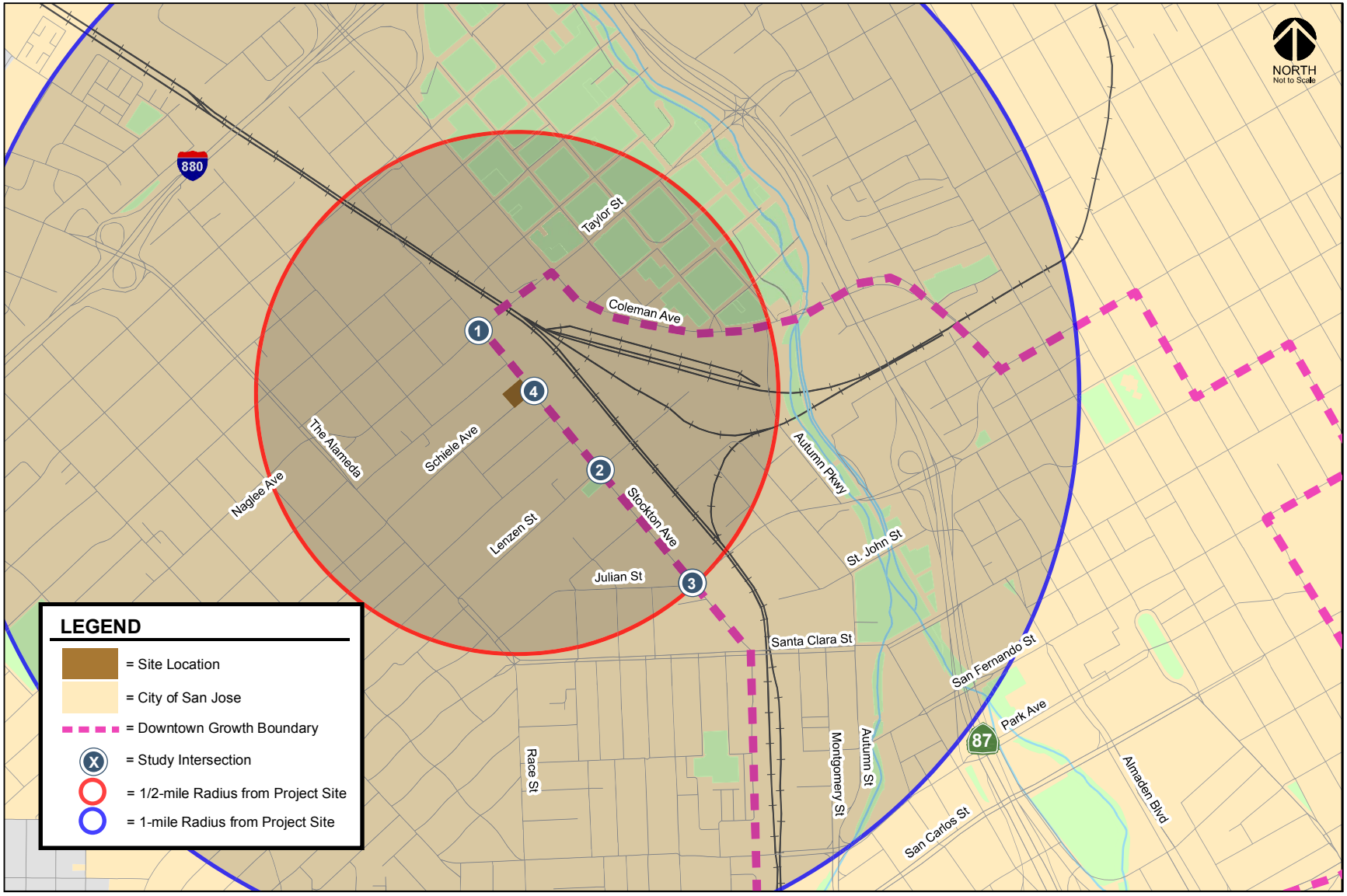


Figure 13
Existing Lane Configurations

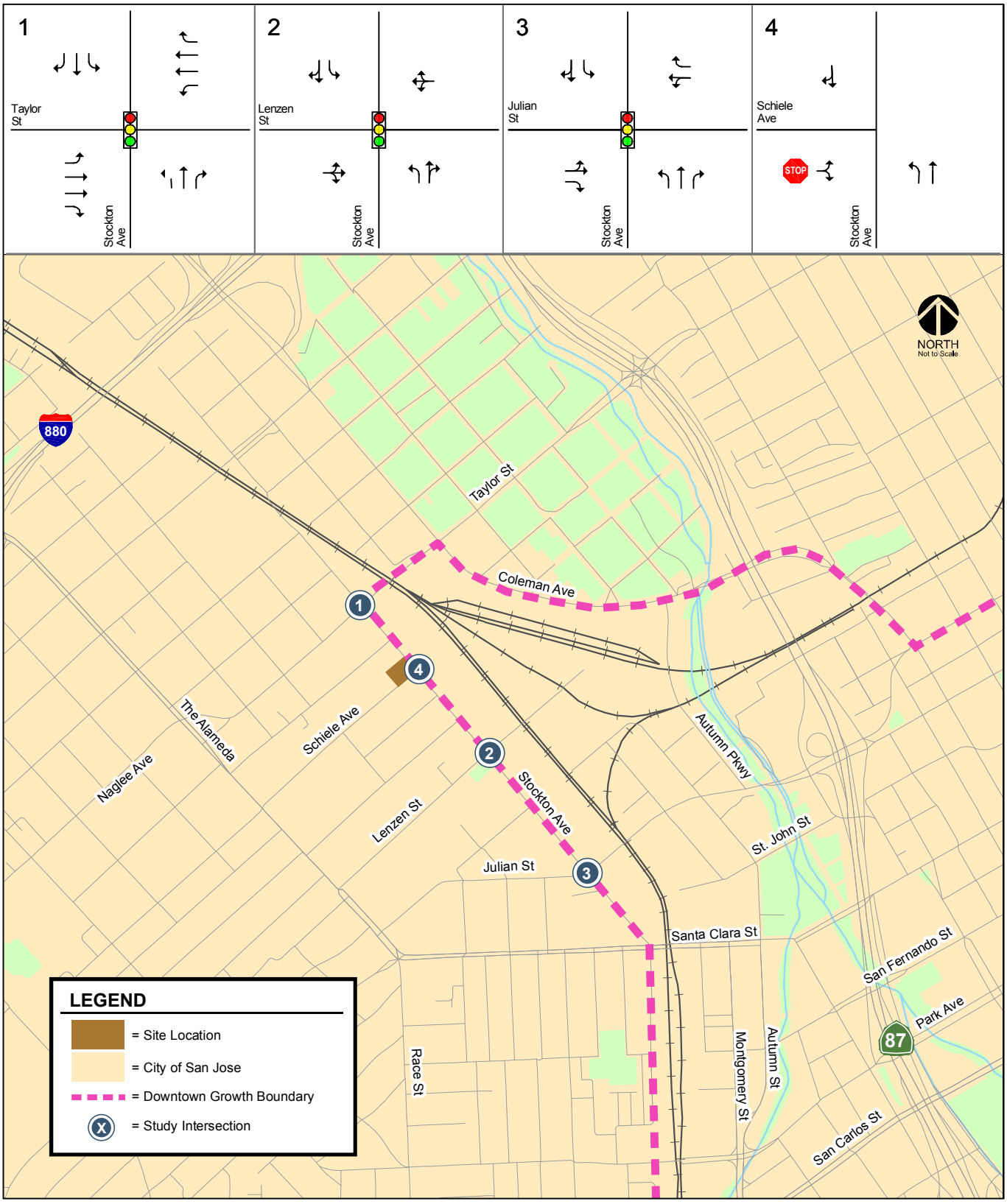


Figure 14
Existing Traffic Volumes

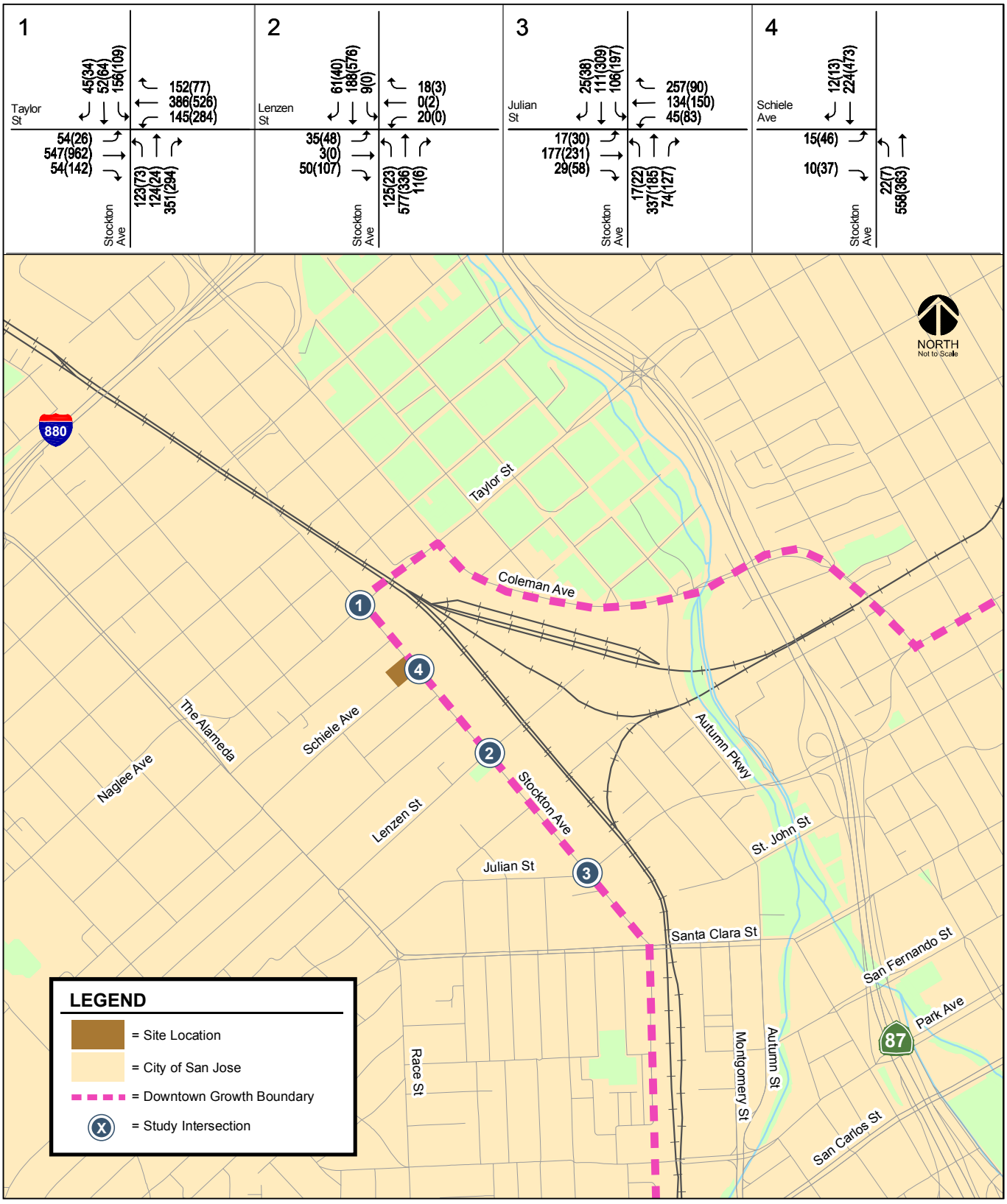


Figure 15
Background Traffic Volumes

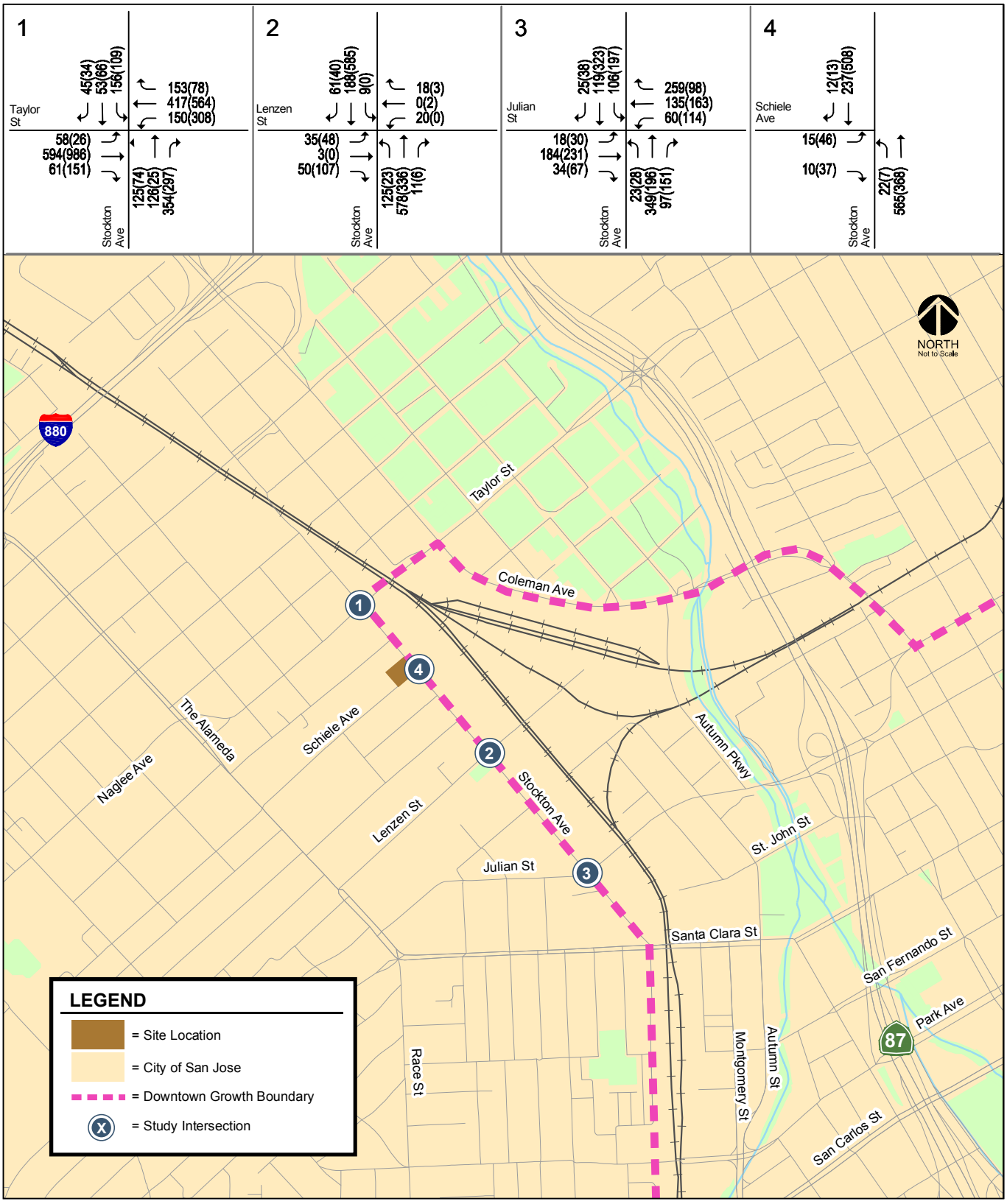
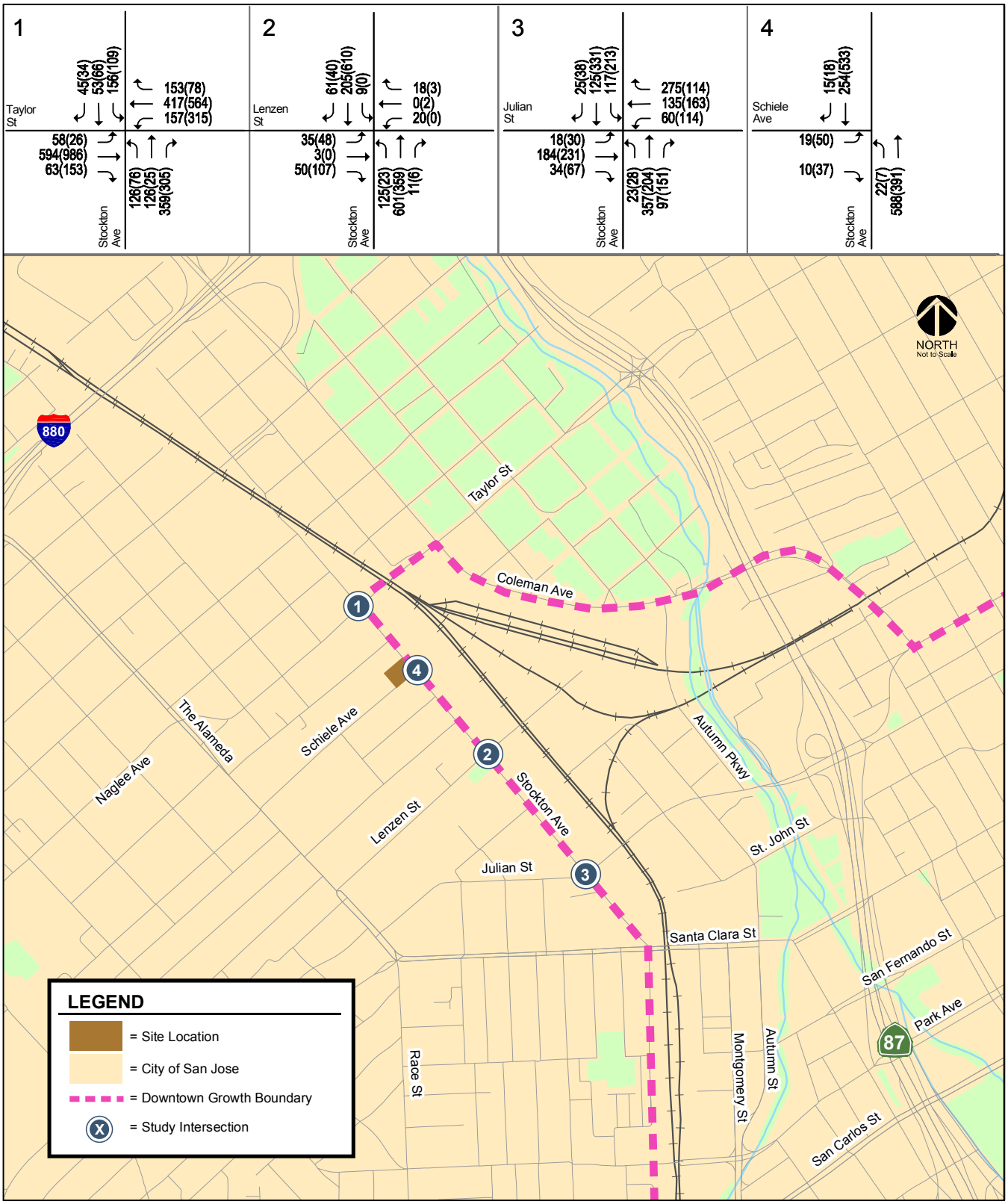


Figure 16
Background Plus Project Traffic Volumes



Level of Service Standards and Analysis Methodologies

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.

All study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 5.

The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy.

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2018*, an adverse effect on intersection operations occurs 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 or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

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

An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

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

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 6.

Table 5
Signalized Intersection Level of Service Definitions Based on Control Delay

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

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines* , Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Existing Intersection Operation Conditions

Intersection levels of service were evaluated against applicable City of San Jose operations standards. The results of the level of service analysis show all study intersections currently operate at an acceptable LOS C or better during both the AM and PM peak hours, based on the City of San Jose intersection operations standard of LOS D. The level of service calculation sheets are included in Appendix E.

Future Intersection Operation Conditions

The operations analysis shows all study intersections are projected to operate at acceptable levels of service, based on the City of San Jose intersection operations standard of LOS D, under background and background plus project conditions during both the AM and PM peak hours. The intersection level of service calculation sheets are included in Appendix E.

Table 6
Intersection Levels of Service Results

Study Number	Intersection	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Stockton Avenue and Taylor Street	D	AM	09/19/18	29.0	C	29.0	C	29.0	C	0.0	0.003
			PM	09/19/18	26.2	C	26.5	C	26.6	C	0.3	0.006
2	Stockton Avenue and Lenzen Avenue	D	AM	11/01/16	14.1	B	14.1	B	13.9	B	-0.1	0.014
			PM	11/01/16	12.1	B	12.0	B	11.9	B	0.0	0.015
3	Stockton Avenue and Julian Street	D	AM	09/19/18	31.5	C	31.5	C	31.8	C	0.5	0.012
			PM	09/19/18	33.1	C	33.9	C	34.1	C	0.1	0.005

Bold indicates unacceptable level of service.

Intersection Queuing Analysis

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

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

Where:

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

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

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

Table 7).

The following three left-turn movements were examined as part of the queuing analysis for this project:

- Westbound left-turn at the intersection of Stockton Avenue and Taylor Street
- Southbound left-turn at the intersection of Stockton Avenue and Julian Street
- Northbound left-turn at the intersection of Stockton Avenue and Schiele Avenue

The results of the queuing analysis indicate that the existing storage capacities at the three study locations currently are and would continue to be adequate to accommodate the projected queue lengths under existing and background conditions (see Table 7). Furthermore, the addition of project traffic to the study locations is not projected to result in an increase in the 95th percentile queue length at any of the study locations of more than one vehicle.

Table 7
Queuing Analysis Summary

Measurement	Stockton/ Taylor		Stockton/ Julian		Stockton/ Schiele	
	WBL AM	WBL PM	SBL AM	SBL PM	NBL AM	NBL PM
Existing Conditions						
Cycle/Delay[1] (sec)	95	95	95	95	7.7	8.3
Lanes	1	1	1	1	1	1
Volume (vph)	145	284	106	197	22	7
Volume (vphpl)	145	284	106	197	22	7
Avg. Queue (veh/ln.)	4	7	3	5	0	0
Avg. Queue[2] (ft./ln)	96	187	70	130	1	0
95th %. Queue (veh/ln.)	7	12	6	9	1	1
95th %. Queue (ft./ln)	175	300	150	225	25	25
Storage (ft./ ln.)	600	600	250	250	225	225
Adequate (Y/N)	YES	YES	YES	YES	YES	YES
Background Conditions						
Cycle/Delay[1] (sec)	95	95	95	95	7.8	8.4
Lanes	1	1	1	1	1	1
Volume (vph)	150	308	106	197	22	7
Volume (vphpl)	150	308	106	197	22	7
Avg. Queue (veh/ln.)	4	8	3	5	0	0
Avg. Queue[2] (ft./ln)	99	203	70	130	1	0
95th %. Queue (veh/ln.)	7	13	6	9	1	1
95th %. Queue (ft./ln)	175	325	150	225	25	25
Storage (ft./ ln.)	600	600	250	250	225	225
Adequate (Y/N)	YES	YES	YES	YES	YES	YES
Background Plus Project Conditions						
Cycle/Delay[1] (sec)	95	95	95	95	7.8	8.5
Lanes	1	1	1	1	1	1
Volume (vph)	157	315	117	213	22	7
Volume (vphpl)	157	315	117	213	22	7
Avg. Queue (veh/ln.)	4	8	3	6	0	0
Avg. Queue[2] (ft./ln)	104	208	77	141	1	0
95th %. Queue (veh/ln.)	8	13	6	10	1	1
95th %. Queue (ft./ln)	200	325	150	250	25	25
Storage (ft./ ln.)	600	600	250	250	225	225
Adequate (Y/N)	YES	YES	YES	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

Site Access and On-Site Circulation

The evaluation of site access and circulation is based on the April 15, 2019 site plan prepared by Axis/GFA. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles. The site plan is shown on Figure 17.

Project Driveway Design

Vehicular access to the project's drop-off/pick-up zone and below-ground parking levels would be provided via a two-way driveway located approximately 120 feet north of Schiele Avenue and a one-lane outbound driveway located at the northeast corner of the project site (approximately 75 feet north of the inbound driveway). The parking levels will provide self-parking spaces, in addition to valet parking spaces. As shown on the site plan, the northern driveway will meet the City's minimum 16-foot width for one-way driveways and the southern driveway will meet the minimum 26-foot width for two-way driveways. A 37-foot passenger loading zone (white curb) is proposed along the Stockton Avenue frontage between the two project driveways. The project should work with the City to verify the proposed loading zone at implementation phase.

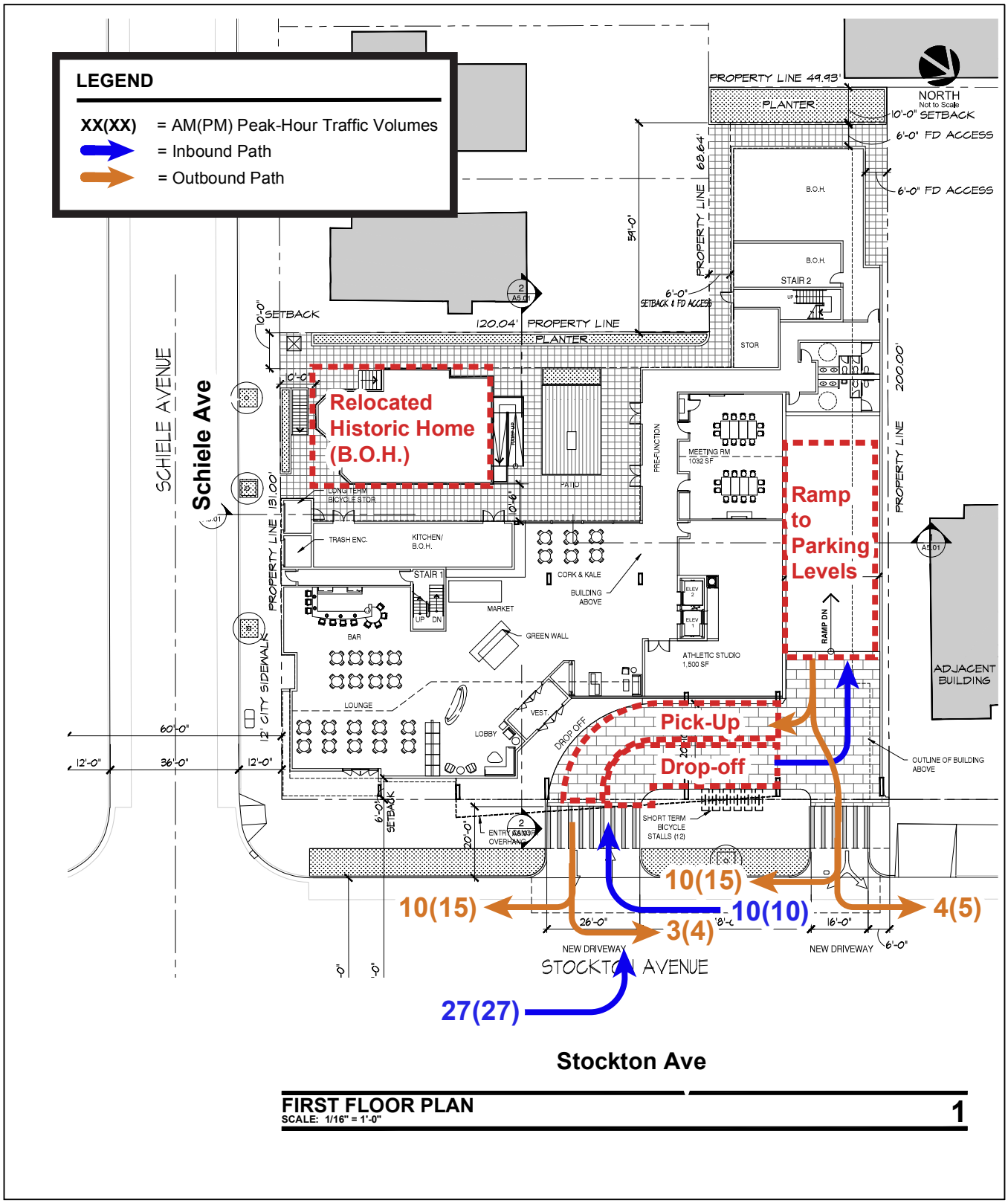
Sight Distance

Adequate sight distance will be required at the project driveways along Stockton Avenue. The project access points should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Stockton Avenue. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Adequate sight distance (sight distance triangles) should be provided at the project driveway in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Stockton Avenue has a posted speed limit of 30 miles per hour (mph). The AASHTO stopping sight distance for a facility with a posted speed limit of 30 mph is 200 feet. Thus, a driver exiting the proposed project driveways on Stockton Avenue must be able to see 200 feet north or south along Stockton Avenue in order to stop and avoid a collision.

Based on the project site plan and observations in the field, vehicles exiting the outbound-only project driveway and the two-way driveway on Stockton Avenue would be able to see approaching traffic on southbound Stockton Avenue at least 250 feet to the north at the intersection of Stockton Avenue with Villa Avenue. The outbound-only driveway and two-way driveway will be located approximately 195 feet and 120 feet north, respectively, of the Stockton Avenue/Schiele Avenue intersection. However, drivers would have full view of northbound traffic on Stockton Avenue at the Stockton Avenue/Schiele Avenue intersection and vehicle speeds will be less than 25 mph when completing turn-movements through the intersection (i.e. left-turns from Schiele Avenue to northbound Stockton Avenue). Therefore, the sight distance from the proposed driveway locations to the Stockton Avenue/Schiele Avenue intersection should be adequate.

Figure 17
Project Trips at Site Driveways



Project Driveway Operations

Based on the project trip generation and trip assignment, it is estimated that a maximum of 39 outbound trips (during the PM peak hour) and 37 inbound trips (during the AM and PM peak-hours) would enter and exit the site at the project driveway. The estimated project trips at the project driveway is shown on Figure 17.

An existing two-way left-turn lane along Stockton Avenue provides approximately 75 feet of storage space between the inbound project driveway and Schiele Avenue for inbound vehicles from northbound Stockton Avenue.. As shown on Figure 17, 27 inbound vehicles are projected to make a left-turn from the northbound Stockton Avenue during the AM and PM peak-hours, or approximately one vehicle every two minutes. Conflicting peak hour southbound traffic flow along Stockton Avenue at the project driveway is fairly light, 269 AM and 551 PM trips. In addition, the Stockton Avenue approaches at the Schiele Avenue intersection are uncontrolled, therefore a southbound queue from Schiele will not restrict traffic from entering the project driveway. Given the projected arrival rate of vehicles and minimal conflicting southbound traffic volumes on Stockton Avenue, the northbound left-turn queue into the project driveway is not expected to exceed the storage capacity of approximately three vehicles in the existing two-way left-turn lane.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards. In general, the proposed site plan would provide vehicle traffic with adequate connectivity through the drop-off/pick-up zone and parking garage. All drive aisles at the ground-floor level are shown to provide two-way access and must provide a minimum 26-foot width to meet City standards.

Guests may choose to self-park or use valet service. The on-site drop-off/pick-up zone is located along a drive aisle parallel to Stockton Avenue, between the two project driveways. As shown on Figure 17, guests will enter the drive aisle and either proceed to the parking garage entrance or drop-off their vehicle for valet service. Guests choosing to self-park and valets will proceed along the drive aisle and make a left-turn into the parking garage. Guests will retrieve their vehicle at the pick-up zone and exit via the two-way driveway. The outbound-only (north) driveway will be used by guests who self-parked and by vehicles that do not access the parking garage (i.e. taxis).

Operations within the entry drive aisle will depend on the proposed guest check-in procedure and valet parking operations. Based on the project trip generation, an estimated maximum of 37 inbound vehicles will arrive during the AM and PM peak-hours and approximately 39 outbound vehicles will leave during the PM peak hour. The proposed width of the drive aisle will not allow for the storage of vehicles. Therefore, vehicles will need to be parked by valets as soon as guests arrive, to prevent queueing within the drive aisle and back onto Stockton Avenue. The drive aisle provides storage space for three vehicles; any additional inbound vehicles will back out onto Stockton Avenue. Therefore, it is recommended that a minimum of three to four valet staff be present during the peak arrival/departure periods for the hotel. A short-term check-in parking area also should be provided for guests who do not use valet service (self-parking). The short-term parking spaces may be installed where the bicycle parking is currently proposed on the site plan (between the drive aisle and the sidewalk), and the bicycle parking relocated elsewhere on the site. Similarly, the outbound drive aisle will be one lane and will not allow for the storage of vehicles without blocking the outbound lane. Therefore, vehicles should not be retrieved in advance of guests being present at the valet area.

Vehicles exiting the below-ground parking level may experience limited sight access where the parking level entrance intersects the two-way entry drive aisle. A speed bump may be installed within the outbound lane of the garage entrance to encourage outbound vehicles to slow down and prevent conflicts between vehicles entering and exiting the garage.

Parking Garage Design

As shown on Figure 18, the project would provide 90-degree parking stalls within the two below-ground parking levels. The City's standard minimum width for two-way drive aisles is 26 feet. This allows sufficient room for vehicles to back out of the parking spaces. The site plan indicates that the drive aisles on the ramps and aisles with parking on at least one side of the drive aisle will be 26 feet wide on each of the parking levels and would therefore meet City standards. A 20-foot wide drive aisle width is provided along drive aisles on each parking level that do not have parking along either side of the drive aisle.

Typical engineering standards require garage ramps to have no greater than a 20 percent grade, and slopes over 10% requires transition slopes so that vehicles do not "bottom out". The project site plan does not indicate the slope of the ramps providing access to the parking levels. Should the ramp be designed with a slope greater than 10%, the proposed ramp design should incorporate a transition slope based on typical engineering standards

Parking Garage Circulation

A continuous two-way drive aisle runs throughout each of the two below-ground parking levels terminating at the second below-ground parking level as a dead-end. However, the drive aisle does not loop around on each level. Therefore, all vehicles must park at a parking space or perform a U-turn to exit the parking structure. The site plan should be adjusted to provide adequate turn-around space for U-turning vehicles adjacent to the dead-end drive aisle. This adjustment will require the removal or relocation of planned parking spaces.

Larger vehicles may have difficulty navigating the sharp inbound and outbound right turns at the base of the ramps at each parking level, resulting in vehicles encroaching upon the opposing lane to complete the turn. Thus, it is recommended that a physical device be installed at the sharp turn within the parking garage in an effort to aid circulation and reduce vehicular conflict at the garage's constraint point. Such devices could include convex mirrors to assist drivers with the blind turn while turning around the corner and signage.

Truck and Emergency Vehicle Access

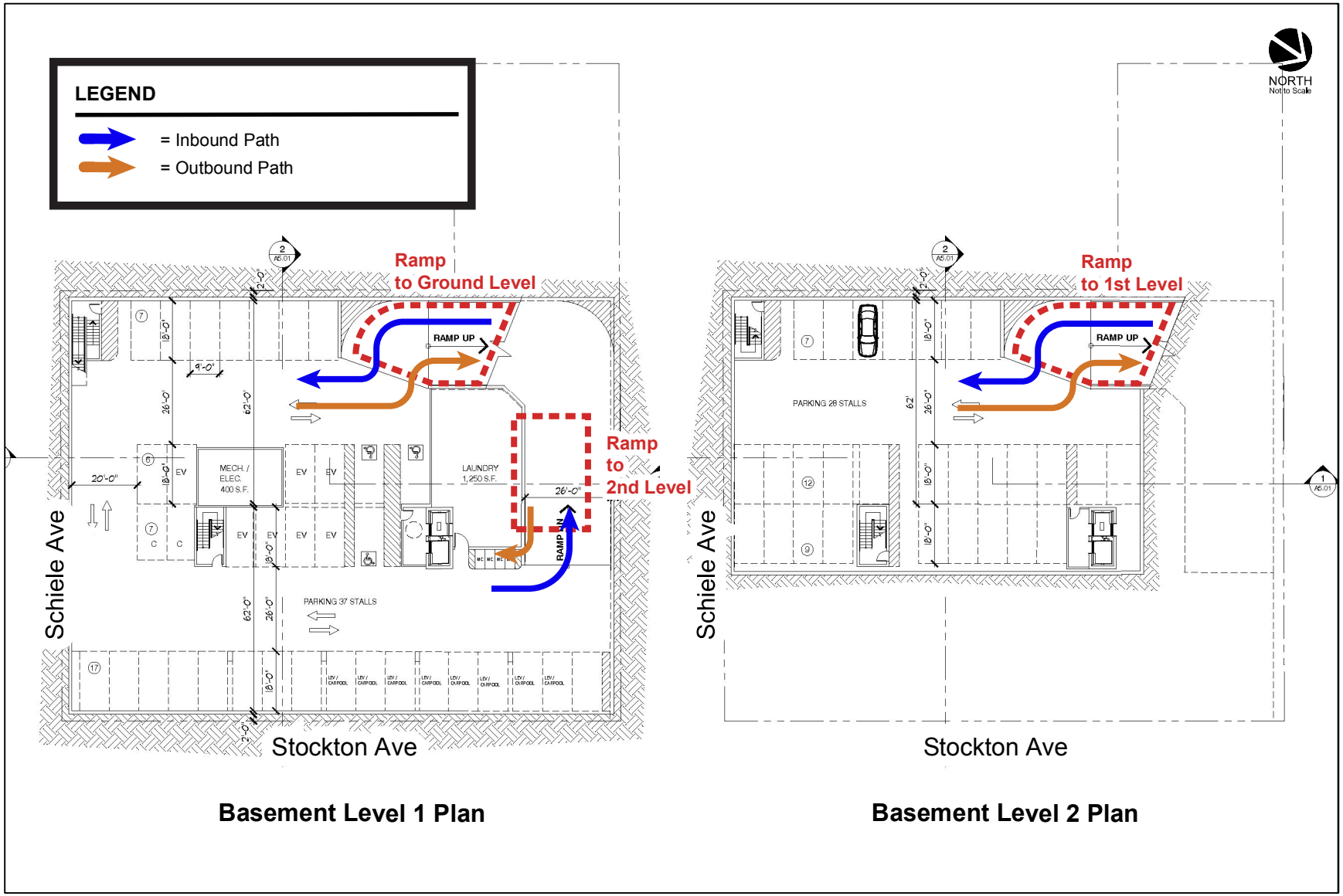
Larger vehicles, such as delivery trucks, garbage trucks, and emergency trucks, would not have access to the parking garage. All truck loading activities will occur along Stockton Avenue.

Loading Spaces

According to the City of San Jose Zoning Regulations (20.90.410), the proposed hotel is required to provide a minimum of one off-street loading space, plus one additional such loading space for each twenty thousand square feet of floor area. The proposed hotel is estimated to have a floor area of approximately 70,144 s.f. not including the below-ground parking levels. Therefore, the project is required to provide five off-street loading spaces to meet City requirements. However, five loading spaces seems excessive for the proposed hotel use. One to two off-street loading spaces may be adequate. The project applicant should work with City staff to identify the required off-street spaces.

The loading spaces should not be located within the below-ground parking level given that delivery trucks will not enter the parking level. It is also likely that delivery trucks will not be able to maneuver into and out of the parking level using the provided drive aisle width. Any loading spaces provided within the parking level would only be adequate for delivery vans, pick-up trucks, and passenger-type vehicles. In lieu of providing off-street loading spaces, an existing 65-foot on-street loading zone located directly across the east project frontage along the east side of Stockton Avenue may be used

Figure 18
Parking Garage Circulation



for truck deliveries. Additionally, the project proposes a timed 36-foot freight loading zone (10AM to 2PM) along the Stockton Avenue frontage. The project should work with the City to verify the proposed loading zone at implementation phase.

Recommended Site Access and On-Site Circulation Improvements

Recommendation: The two-way entry drive aisle will provide one inbound lane and will not allow for the storage of vehicles without blocking the inbound lane. A short-term check-in parking area should be provided for guests who do not use valet service.

Recommendation: The project site plan does not indicate the slope of the ramps providing access to the parking levels. Should the ramp be designed with a slope greater than 10%, the proposed ramp design should incorporate a transition slope based on typical engineering standards.

Recommendation: Adequate turn-around space for U-turning vehicles should be provided adjacent to the dead-end drive aisle within the second below-ground parking level.

Recommendation: It is recommended that a physical device, such as convex mirrors, be installed at the sharp inbound and outbound right turns at the base of the ramps at each parking level in an effort to aid circulation and reduce vehicular conflict at the garage's constraint point.

Recommendation: The project will be required to provide five off-street loading spaces to meet City requirements. However, it is recommended that the project applicant work with City staff to reduce the required loading spaces and determine the feasibility of providing the proposed timed loading zone along the project's frontage on Stockton Avenue.

Parking Supply

The City of San Jose Zoning Code (Section 20.90.060) requires one parking space per guest room or suite; plus one parking space per employee for hotel developments.

The project as proposed would construct 120 hotel rooms. An estimated, 10 employees could be on-site during any one shift. Based on the City's parking requirements, the project would be required to provide a total of 130 parking spaces.

The project is proposing to provide a total of 65 parking spaces, which represents a 50 percent reduction from the required number of parking spaces. According to Section 20.90.220.A.1 of the San Jose Parking Code, the City of San Jose Planning Director may reduce the required number of parking spaces for a project by up to 50 percent. A reduction in the required off-street vehicle parking spaces of up to 20 percent may be authorized if the project conforms to the transit and bicycle requirements specified in Subsections a and b:

a. *The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220G.; and*
b. *The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.*

The project site is located approximately 1,500 feet south of the College Park Caltrain station and 700 feet south of bus stops along Taylor Street. As described below, the project will provide bicycle parking that exceeds the City's minimum requirements. Therefore, the proposed hotel is eligible for a 20 percent parking reduction and the required parking would be reduced to 104 spaces. However, the proposed parking for the project requires a reduction of the number of parking spaces by an additional 39 spaces, or approximately 30 percent of the original 130 required parking spaces, to meet the City's

parking requirement. Therefore, the project will need to submit and have approved a TDM plan for a total parking reduction of 50 percent. The TDM plan will need to include at least three TDM measures specified in Subsections c and d of Section 20.90.220.A.1.

Per the 2016 California Building Code (CBC) Table 11B-208.2, three ADA accessible spaces are required for projects with 51 to 75 parking spaces. Of the required accessible parking spaces, one van accessible space is required. The site plans indicate three accessible spaces within the second below-ground parking level.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-210), the project is required to provide bicycle parking for the hotel rooms at a rate of one bicycle parking space plus one bicycle parking space per ten guest rooms. This equates to a total requirement of 13 bicycle parking spaces. Of the required bicycle parking, City standards require that 80 percent be short-term bicycle spaces and 20 percent be secured long-term bicycle spaces. Therefore, the proposed hotel is required to provide at least 11 short-term bicycle parking spaces and at most two long-term parking spaces. The City's definition of short-term and long-term bicycle parking is described below.

City of San Jose Long-Term and Short-Term Bicycle Parking

Long-term bicycle parking facilities are secure bicycle storage facilities for tenants of a building that fully enclose and protect bicycles and may include:

- A covered, access-controlled enclosure such as a fenced and gated area with short-term bicycle parking facilities,
- An access-controlled room with short-term bicycle parking facilities, and
- Individual bicycle lockers that securely enclose one bicycle per locker.

Short-term bicycle parking facilities are accessible and usable by visitors, guests, or business patrons and may include:

- Permanently anchored bicycle racks,
- Covered, lockable enclosures with permanently anchored racks for bicycles,
- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

The site plan indicates that on-site bicycle racks will provide space for 12 bicycles and long-term bicycle storage will accommodate two bicycles. Therefore, the project will provide bicycle parking that exceeds the City's minimum requirements.

Bicycle racks will be located along the east project frontage between the drop-off drive aisle and Stockton Avenue sidewalk. Hotel guests will be required to walk from the hotel entrance to the Stockton Avenue sidewalk and cross at the two-way project driveway to access the bicycle racks.

Pedestrian, Bicycle, and Transit Analysis

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

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more by the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if a bikeshare program is implemented by the hotel and bus and rail transit services (including Caltrain) are utilized in combination with bicycle commuting.

Pedestrian Facilities

Pedestrian facilities near the project site consist mostly of sidewalks along the streets in the study area. Sidewalks are found along both sides of all streets near the project site including Stockton Avenue. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at all signalized study intersections.

Pedestrian generators in the project vicinity include the Bellarmine College Preparatory High School and the College Park Caltrain station approximately 0.3-mile to the north along Stockton Avenue, the San Jose Market Center 0.5-mile to the east on Coleman Avenue, and the SAP Center 0.8-mile to the south on Santa Clara Street. Existing sidewalks along Stockton Avenue, Taylor Street, and the north side of Julian Street, provide pedestrian connections between the project site and pedestrian destinations in the project vicinity. There are no sidewalks provided along the south side of Julian Street between Stockton Avenue and Montgomery Street.

Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details).

The bikeways within the vicinity of the project site would remain unchanged under project conditions. There are bike lanes provided along Stockton Avenue, including the segment along the project's frontage, and a bike route is provided along The Alameda south of Hedding Street. Although none of the residential streets near the project site (including Schiele Avenue) provide bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage.

As previously described, the City's General Plan identifies the bicycle commute mode split target as 15 percent or more by the year 2040. This calculates to approximately six and five new bicycle trips during

the AM and PM peak hours, respectively. This level of bicycle mode share is a reasonable goal for the project.

Bicycle and Pedestrian Facility Improvements

The Envision 2040 General Plan identifies the following goals in regards to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The planned improvements discussed below are intended to reduce the identified project impacts to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements are beyond the means of the proposed project given that they may require right-of-way from adjacent properties. The project could be required to make a fair-share contribution towards the cost of the improvements since the identified improvements would be of benefit to the project.

The San Jose Bike Plan 2020 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class II bike lanes are planned for:

- Taylor Street, between Walnut Street and The Alameda
- Coleman Avenue, north of Taylor Street

Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The College Park Caltrain station is located approximately 0.3-mile north of the project site at the northern end of Stockton Avenue. The project site also is located approximately one mile from the Diridon Transit Center at Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center (see Chapter 2 for details). The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

5. Conclusions and Recommendations

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's *Transportation Analysis Handbook 2018*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The proposed hotel project would meet the City's screening criteria and a CEQA-level transportation analysis that evaluates the proposed hotel's effects on VMT is not required.

Cumulative (GP Consistency) Evaluation

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

The proposed project will be consistent with General Plan policy TR-3.3 that states:

- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.

The project is consistent with the General Plan goals and policies for the following reasons:

- The project site is adjacent to a bus stop and bicycle lanes on Stockton Avenue.

- The project site is in close proximity to the College Park Caltrain Station that is located approximately 0.3-mile north of the project site at the northern end of Stockton Avenue. The project site also is located approximately one mile from the Diridon Transit Center at Cahill Street.
- The project would increase the employment density in the project area

Therefore, the proposed project would be consistent with the *Envision San José 2040 General Plan*. Thus, the project would be considered as 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

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for two signalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

After applying the ITE trip rates, and appropriate trip reductions, it is estimated that the project would generate an additional 1,277 daily vehicle trips, with 64 trips (37 inbound and 27 outbound) occurring during the AM peak hour and 76 trips (37 inbound and 39 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The operations analysis shows all study intersections are projected to operate at acceptable levels of service, based on the City of San Jose intersection operations standard of LOS D, under background and background plus project conditions during both the AM and PM peak hours.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Conclusions and Recommendations

The following are the findings and recommendations made based on the analysis of the proposed site access, on-site circulation, and proposed on-site parking.

On-Site Circulation

Recommendation: The two-way entry drive aisle will provide one inbound lane and will not allow for the storage of vehicles without blocking the inbound lane. A short-term check-in parking area should be provided for guests who do not use valet service.

Recommendation: The project site plan does not indicate the slope of the ramps providing access to the parking levels. Should the ramp be designed with a slope greater than 10%, the proposed ramp design should incorporate a transition slope based on typical engineering standards.

Recommendation: Adequate turn-around space for U-turning vehicles should be provided adjacent to the dead-end drive aisle within the second below-ground parking level.

Recommendation: It is recommended that a physical device, such as convex mirrors, be installed at the sharp inbound and outbound right turns at the base of the ramps at each parking level in an effort to aid circulation and reduce vehicular conflict at the garage's constraint point.

Truck Access and Circulation

Recommendation: The project will be required to provide five off-street loading spaces to meet City requirements. However, it is recommended that the project applicant work with City staff to reduce the required loading spaces. In lieu of on-site loading spaces, the project proposes a timed 36-foot freight loading zone (10AM to 2PM) along the Stockton Avenue frontage.

Parking Supply

The project will need to submit and have approved a TDM plan for a total parking reduction of 50 percent. The TDM plan will need to include at least three TDM measures specified in Subsections c and d of Section 20.90.220.A.1.

615 Stockton Avenue Hotel Development TA

Technical Appendices

May 23, 2019

Appendix A
San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 615 Stockton Avenue Hotel Development
Location: 615 Stockton Avenue
Parcel: 26107001 Parcel Type: Urban Low Transit

Tool Version: 3/14/2018
Date: 10/17/2018

Proposed Parking: Vehicles: 0 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	12.78 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 8
- With Project Density (DU/Residential Acres in half-mile buffer) 8

Increase Development Diversity
- Existing Activity Mix Index 0.89
- With Project Activity Mix Index 0.89

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

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 20
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 20

Tier 2 - Multimodal Infrastructure

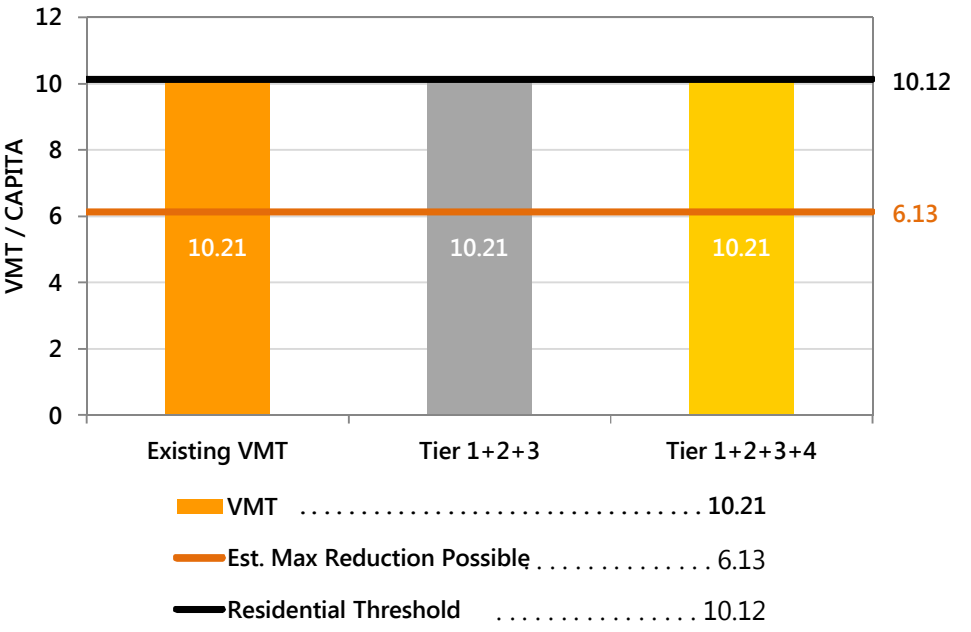
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

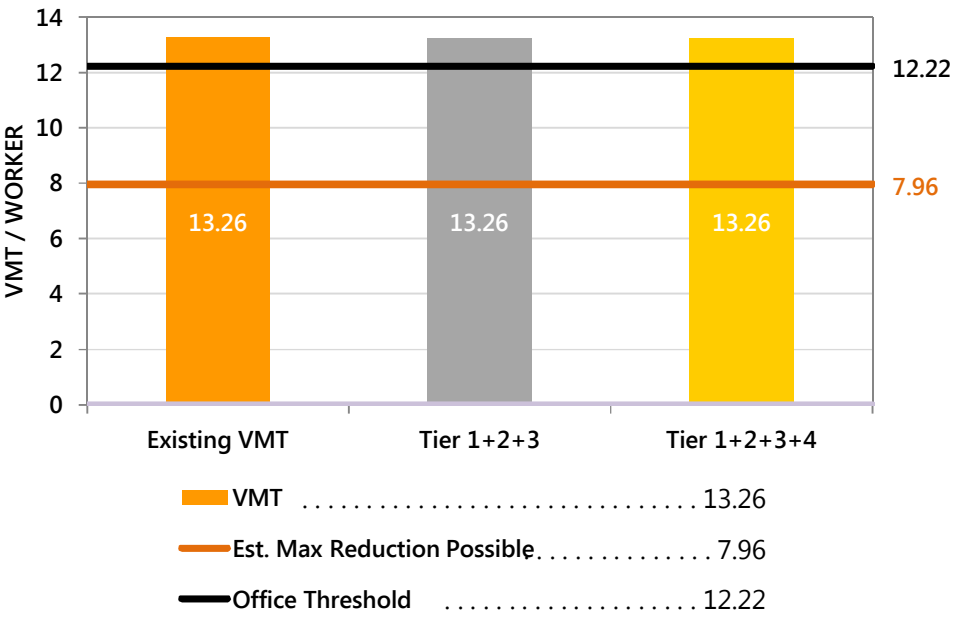
RESIDENTIAL ONLY

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



EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT above the City's threshold.



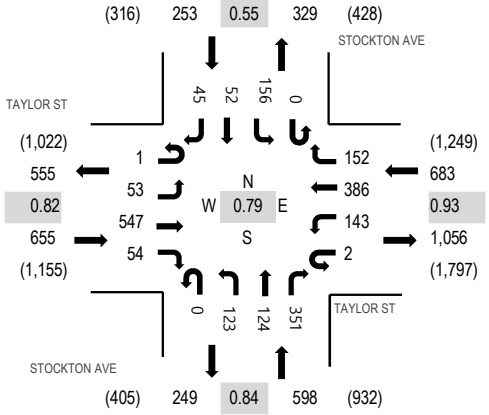
Appendix B
Traffic Counts

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

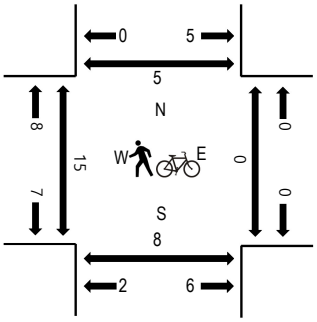
Location: 1 STOCKTON AVE & TAYLOR ST AM
Date: Wednesday, September 19, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				STOCKTON AVE Northbound				STOCKTON AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	74	8	2	18	71	20	0	16	2	54	0	11	3	3	282	1,735	2	0	1	2
7:15 AM	0	6	92	10	1	24	121	33	0	20	11	40	0	12	3	2	375	2,148	1	0	1	2
7:30 AM	0	13	100	15	0	33	100	32	0	27	29	77	0	27	6	10	469	2,189	4	0	2	4
7:45 AM	0	18	127	15	0	35	101	65	0	31	47	99	0	37	19	15	609	2,145	5	0	1	0
8:00 AM	0	20	173	15	1	44	110	46	0	41	37	94	0	75	25	14	695	1,917	0	0	0	0
8:15 AM	1	2	147	9	1	31	75	9	0	24	11	81	0	17	2	6	416		5	0	1	1
8:30 AM	0	2	145	11	0	33	103	8	0	20	2	83	0	13	5	0	425		2	0	1	2
8:45 AM	0	3	143	6	0	34	91	7	0	19	5	62	0	9	1	1	381		3	0	0	0

Peak Rolling Hour Flow Rates

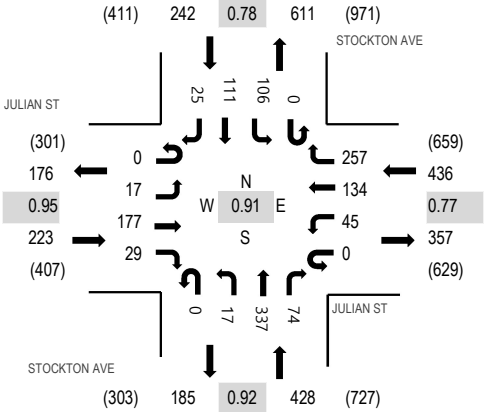
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	4	0	1	1	3	0	10	1	1	23
Lights	1	53	533	52	2	140	376	145	0	119	122	335	0	140	51	43	2,112
Mediums	0	0	12	2	0	3	10	3	0	3	1	13	0	6	0	1	54
Total	1	53	547	54	2	143	386	152	0	123	124	351	0	156	52	45	2,189

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

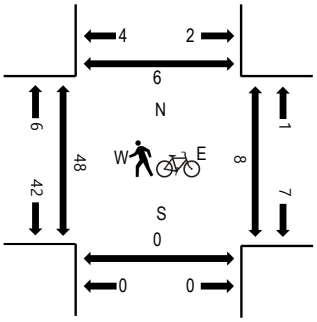
Location: 2 STOCKTON AVE & JULIAN ST AM
Date: Wednesday, September 19, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	JULIAN ST Eastbound				JULIAN ST Westbound				STOCKTON AVE Northbound				STOCKTON AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	18	3	0	5	19	32	0	5	41	7	0	13	13	5	168	1,049	1	0	0	1
7:15 AM	0	2	31	4	0	2	25	32	0	3	55	16	0	12	17	6	205	1,238	4	1	0	1
7:30 AM	0	1	43	7	0	5	39	54	0	3	83	20	0	28	22	4	309	1,329	17	2	0	3
7:45 AM	0	7	48	6	0	11	35	95	0	2	91	14	0	22	31	5	367	1,269	7	4	0	0
8:00 AM	0	5	40	8	0	13	27	70	0	5	93	18	0	29	38	11	357	1,155	7	0	0	1
8:15 AM	0	4	46	8	0	16	33	38	0	7	70	22	0	27	20	5	296		17	1	0	1
8:30 AM	0	6	51	3	0	9	16	22	0	7	64	15	0	31	19	6	249		12	0	0	1
8:45 AM	0	7	41	11	0	9	28	24	0	1	68	17	0	20	23	4	253		5	0	0	1

Peak Rolling Hour Flow Rates

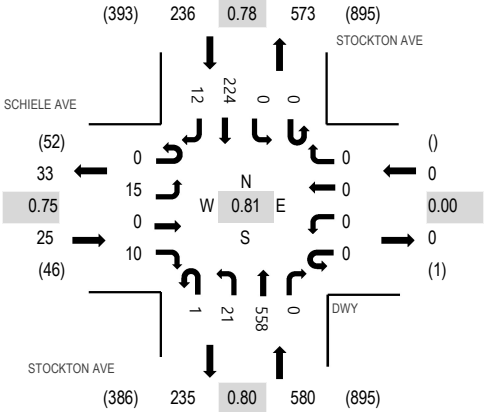
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	3	0	0	0	0	0	2	0	0	8
Lights	0	17	170	28	0	42	129	246	0	17	327	74	0	94	109	25	1,278
Mediums	0	0	5	1	0	3	4	8	0	0	10	0	0	10	2	0	43
Total	0	17	177	29	0	45	134	257	0	17	337	74	0	106	111	25	1,329

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

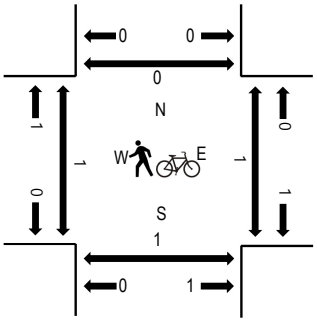
Location: 3 STOCKTON AVE & DWY AM
Date: Wednesday, September 19, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SCHIELE AVE Eastbound				DWY Westbound				STOCKTON AVE Northbound				STOCKTON AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	0	2	0	0	0	0	0	2	54	0	0	0	29	1	90	653	0	0	0	0
7:15 AM	0	3	0	3	0	0	0	0	0	0	73	0	0	0	40	1	120	802	0	0	0	0
7:30 AM	0	3	0	3	0	0	0	0	1	4	120	0	0	0	50	2	183	841	0	0	0	0
7:45 AM	0	3	0	6	0	0	0	0	0	8	174	0	0	0	66	3	260	804	0	0	0	0
8:00 AM	0	5	0	0	0	0	0	0	0	2	155	0	0	0	72	5	239	681	0	0	0	0
8:15 AM	0	4	0	1	0	0	0	0	0	7	109	0	0	0	36	2	159		1	0	1	0
8:30 AM	0	5	0	3	0	0	0	0	0	1	98	0	0	0	33	6	146		0	0	0	0
8:45 AM	0	2	0	1	0	0	0	0	0	4	83	0	2	1	40	4	137		0	0	0	0

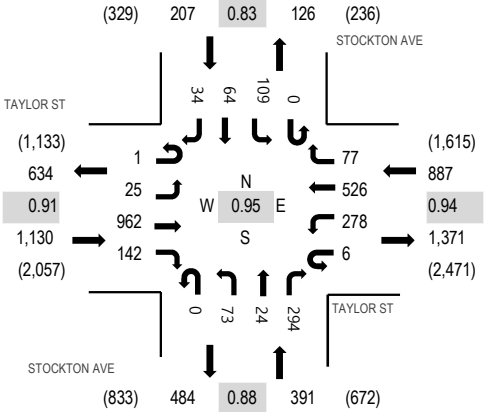
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4
Lights	0	15	0	10	0	0	0	0	0	21	539	0	0	0	218	12	815
Mediums	0	0	0	0	0	0	0	0	1	0	16	0	0	0	5	0	22
Total	0	15	0	10	0	0	0	0	1	21	558	0	0	0	224	12	841

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

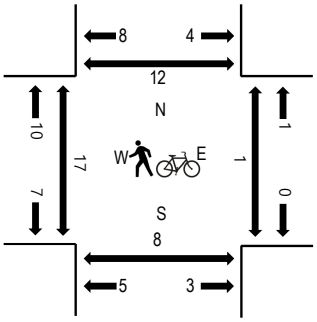
Location: 1 STOCKTON AVE & TAYLOR ST PM
Date: Wednesday, September 19, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TAYLOR ST Eastbound				TAYLOR ST Westbound				STOCKTON AVE Northbound				STOCKTON AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	189	34	0	70	98	20	0	16	5	63	0	17	16	6	539	2,058	4	0	4	0
4:15 PM	0	3	194	20	2	48	88	17	0	10	3	55	0	12	13	4	469	2,160	4	0	2	0
4:30 PM	0	6	216	15	0	53	111	14	0	12	4	54	0	14	6	4	509	2,326	5	1	1	4
4:45 PM	1	5	219	20	1	49	135	22	0	9	6	44	0	20	5	5	541	2,503	5	0	2	2
5:00 PM	0	5	219	40	2	65	127	33	0	16	3	86	0	28	12	5	641	2,615	1	1	3	4
5:15 PM	0	9	210	32	2	66	127	16	0	25	8	78	0	32	15	15	635		6	0	1	2
5:30 PM	0	5	270	36	0	74	145	17	0	15	9	64	0	24	18	9	686		2	0	4	0
5:45 PM	1	6	263	34	2	73	127	11	0	17	4	66	0	25	19	5	653		4	0	0	3

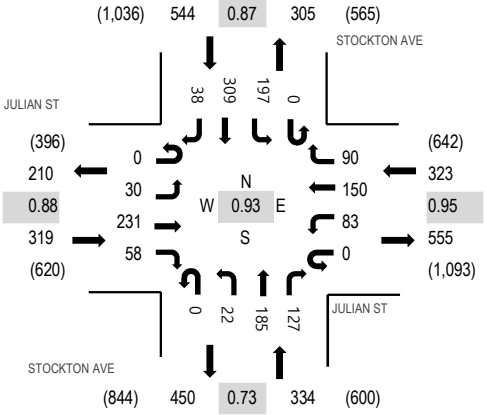
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3
Lights	1	23	948	140	6	269	522	71	0	72	22	292	0	106	60	34	2,566
Mediums	0	2	14	2	0	9	4	4	0	1	2	2	0	2	4	0	46
Total	1	25	962	142	6	278	526	77	0	73	24	294	0	109	64	34	2,615

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

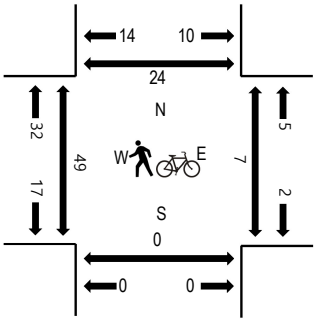
Location: 2 STOCKTON AVE & JULIAN ST PM
Date: Wednesday, September 19, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	JULIAN ST Eastbound				JULIAN ST Westbound				STOCKTON AVE Northbound				STOCKTON AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	8	63	10	0	22	35	21	0	0	37	23	0	61	82	6	368	1,378	5	0	0	3
4:15 PM	0	5	53	14	0	15	25	21	0	6	43	24	0	31	51	10	298	1,404	5	0	0	1
4:30 PM	0	7	70	11	0	24	34	30	0	9	21	39	0	53	63	9	370	1,515	11	1	0	5
4:45 PM	0	8	48	4	0	32	37	23	0	3	36	25	0	48	66	12	342	1,506	7	0	0	1
5:00 PM	0	7	67	17	0	20	36	21	0	7	35	25	0	71	80	8	394	1,520	10	0	0	3
5:15 PM	0	7	48	13	0	26	37	29	0	5	74	35	0	45	81	9	409		12	4	0	8
5:30 PM	0	11	59	16	0	18	43	15	0	4	30	32	0	44	78	11	361		11	2	0	4
5:45 PM	0	5	57	12	0	19	34	25	0	6	46	35	0	37	70	10	356		11	1	0	8

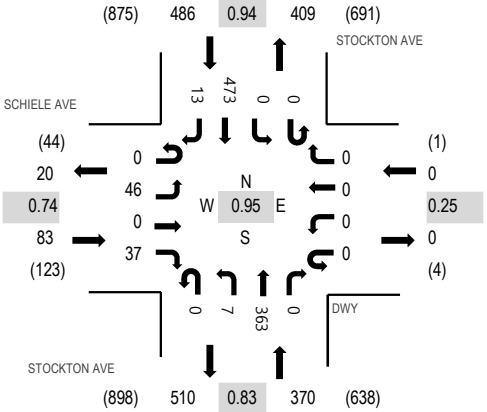
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	30	229	57	0	83	150	90	0	22	184	125	0	197	304	37	1,508
Mediums	0	0	1	1	0	0	0	0	0	0	1	2	0	0	5	1	11
Total	0	30	231	58	0	83	150	90	0	22	185	127	0	197	309	38	1,520

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

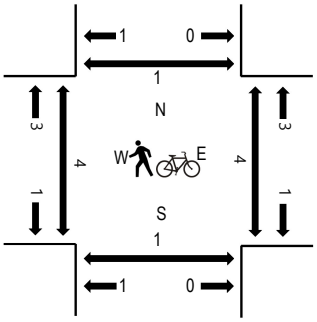
Location: 3 STOCKTON AVE & DWY PM
Date: Wednesday, September 19, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	SCHIELE AVE Eastbound				DWY Westbound				STOCKTON AVE Northbound				STOCKTON AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	9	0	3	0	0	0	0	0	3	77	1	0	0	121	2	216	698	1	0	0	0
4:15 PM	0	6	0	1	0	0	0	0	1	1	61	1	0	0	87	6	164	714	2	1	0	0
4:30 PM	0	4	0	6	0	0	0	0	0	2	66	0	1	1	71	6	157	798	1	3	0	0
4:45 PM	0	3	0	8	0	0	0	1	0	1	54	0	0	1	90	3	161	863	4	1	0	0
5:00 PM	0	14	0	14	0	0	0	0	0	1	88	0	0	0	110	5	232	939	2	2	0	0
5:15 PM	0	11	0	9	0	0	0	0	0	2	110	0	0	0	111	5	248		0	0	0	0
5:30 PM	0	12	0	4	0	0	0	0	0	2	78	0	0	0	125	1	222		1	1	1	1
5:45 PM	0	9	0	10	0	0	0	0	0	2	87	0	0	0	127	2	237		1	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	46	0	37	0	0	0	0	0	6	359	0	0	0	462	13	923
Mediums	0	0	0	0	0	0	0	0	0	1	4	0	0	0	11	0	16
Total	0	46	0	37	0	0	0	0	0	7	363	0	0	0	473	13	939

Appendix C
Approved Trips Inventory

Intersection of: JULIAN/STOCKTON

Traffix Node Number: 3608

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	3	0	0	0	0	1	7	0	0	1	2
PDC15-010 138 STOCKTON AVENUE	6	9	23	0	8	0	0	0	5	15	0	0
TOTAL:	**6**	**12**	**23**	**0**	**8**	**0**	**1**	**7**	**5**	**15**	**1**	**2**

	LEFT	THRU	RIGHT
NORTH	0	8	0
EAST	15	1	2
SOUTH	6	12	23
WEST	1	7	5

Intersection of: JULIAN/STOCKTON

Traffix Node Number: 3608

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	1	0	0	0	0	0	0	0	4	13	8
PDC15-010 138 STOCKTON AVENUE	6	10	24	0	14	0	0	0	9	27	0	0
TOTAL:	**6**	**11**	**24**	**0**	**14**	**0**	**0**	**0**	**9**	**31**	**13**	**8**

	LEFT	THRU	RIGHT
NORTH	0	14	0
EAST	31	13	8
SOUTH	6	11	24
WEST	0	0	9

Intersection of: LENZEN/STOCKTON

Traffix Node Number: 3645

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	1	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

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

Intersection of: LENZEN/STOCKTON

Traffix Node Number: 3645

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	0	0	0	0	9	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	9	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

Intersection of: STOCKTON/TAYLOR

Traffix Node Number: 3817

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	2	2	3	0	1	0	4	43	7	5	9	1
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	0	0	0	0	0	0	4	0	0	22	0
TOTAL:	**2**	**2**	**3**	**0**	**1**	**0**	**4**	**47**	**7**	**5**	**31**	**1**

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	5	31	1
SOUTH	2	2	3
WEST	4	47	7

Intersection of: STOCKTON/TAYLOR

Traffix Node Number: 3817

Permit No. / Description / Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ NORTH SAN JOSE	1	1	3	0	2	0	0	22	9	24	23	1
PDC98-12-104OFF FMC W/S COLEMAN BET NEWHALL AND BROKAW	0	0	0	0	0	0	0	2	0	0	15	0
TOTAL:	**1**	**1**	**3**	**0**	**2**	**0**	**0**	**24**	**9**	**24**	**38**	**1**

	LEFT	THRU	RIGHT
NORTH	0	2	0
EAST	24	38	1
SOUTH	1	1	3
WEST	0	24	9

Appendix D
Volume Summary

Intersection Number: 1
Traffix Node Number: 3817
Intersection Name: Stockton Avenue and Taylor Street
Peak Hour: AM
Count Date: 9/19/18

	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	**45**	**52**	**156**	**152**	**386**	**145**	**351**	**124**	**123**	**54**	**547**	**54**	**2189**
ATI	0	1	0	1	31	5	3	2	2	7	47	4	103
Background Conditions	**45**	**53**	**156**	**153**	**417**	**150**	**354**	**126**	**125**	**61**	**594**	**58**	**2292**
Proposed Project Trips	0	0	0	0	0	7	5	0	1	2	0	0	15
Background Plus Project Conditions	**45**	**53**	**156**	**153**	**417**	**157**	**359**	**126**	**126**	**63**	**594**	**58**	**2307**

Intersection Number: 2
Traffix Node Number: 3645
Intersection Name: Stockton Avenue and Lenzen Avenue
Peak Hour: AM
Count Date: 11/1/16

	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	**61**	**188**	**9**	**18**	**0**	**20**	**11**	**577**	**125**	**50**	**3**	**35**	**1097**
ATI	0	0	0	0	0	0	0	1	0	0	0	0	1
Background Conditions	**61**	**188**	**9**	**18**	**0**	**20**	**11**	**578**	**125**	**50**	**3**	**35**	**1098**
Proposed Project Trips	0	17	0	0	0	0	0	23	0	0	0	0	40
Background Plus Project Conditions	**61**	**205**	**9**	**18**	**0**	**20**	**11**	**601**	**125**	**50**	**3**	**35**	**1138**

Intersection Number: 3
Traffix Node Number: 3608
Intersection Name: Stockton Avenue and Julian Street
Peak Hour: AM
Count Date: 9/19/18

	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	**25**	**111**	**106**	**257**	**134**	**45**	**74**	**337**	**17**	**29**	**177**	**17**	**1329**
ATI	0	8	0	2	1	15	23	12	6	5	7	1	80
Background Conditions	**25**	**119**	**106**	**259**	**135**	**60**	**97**	**349**	**23**	**34**	**184**	**18**	**1409**
Proposed Project Trips	0	6	11	16	0	0	0	8	0	0	0	0	41
Background Plus Project Conditions	**25**	**125**	**117**	**275**	**135**	**60**	**97**	**357**	**23**	**34**	**184**	**18**	**1450**

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: Stockton Avenue and Schiele Avenue
Peak Hour: AM
Count Date: 9/19/18

	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	**12**	**224**	**0**	**0**	**0**	**0**	**0**	**558**	**22**	**10**	**0**	**15**	**841**
ATI	0	13	0	0	0	0	0	7	0	0	0	0	20
Background Conditions	**12**	**237**	**0**	**0**	**0**	**0**	**0**	**565**	**22**	**10**	**0**	**15**	**861**
Proposed Project Trips	3	17	0	0	0	0	0	23	0	0	0	4	47
Background Plus Project Conditions	**15**	**254**	**0**	**0**	**0**	**0**	**0**	**588**	**22**	**10**	**0**	**19**	**908**

Intersection Number: 1
Traffix Node Number: 3817
Intersection Name: Stockton Avenue and Taylor Street
Peak Hour: PM
Count Date: 9/19/18

	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	**34**	**64**	**109**	**77**	**526**	**284**	**294**	**24**	**73**	**142**	**962**	**26**	**2615**
ATI	0	2	0	1	38	24	3	1	1	9	24	0	103
Background Conditions	**34**	**66**	**109**	**78**	**564**	**308**	**297**	**25**	**74**	**151**	**986**	**26**	**2718**
Proposed Project Trips	0	0	0	0	0	7	8	0	2	2	0	0	19
Background Plus Project Conditions	**34**	**66**	**109**	**78**	**564**	**315**	**305**	**25**	**76**	**153**	**986**	**26**	**2737**

Intersection Number: 2
Traffix Node Number: 3645
Intersection Name: Stockton Avenue and Lenzen Avenue
Peak Hour: PM
Count Date: 11/1/16

	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	**40**	**576**	**0**	**3**	**2**	**0**	**6**	**336**	**23**	**107**	**0**	**48**	**1141**
ATI	0	9	0	0	0	0	0	0	0	0	0	0	9
Background Conditions	**40**	**585**	**0**	**3**	**2**	**0**	**6**	**336**	**23**	**107**	**0**	**48**	**1150**
Proposed Project Trips	0	25	0	0	0	0	0	23	0	0	0	0	48
Background Plus Project Conditions	**40**	**610**	**0**	**3**	**2**	**0**	**6**	**359**	**23**	**107**	**0**	**48**	**1198**

Intersection Number: 3
Traffix Node Number: 3608
Intersection Name: Stockton Avenue and Julian Street
Peak Hour: PM
Count Date: 9/19/18

	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	**38**	**309**	**197**	**90**	**150**	**83**	**127**	**185**	**22**	**58**	**231**	**30**	**1520**
ATI	0	14	0	8	13	31	24	11	6	9	0	0	116
Background Conditions	**38**	**323**	**197**	**98**	**163**	**114**	**151**	**196**	**28**	**67**	**231**	**30**	**1636**
Proposed Project Trips	0	8	16	16	0	0	0	8	0	0	0	0	48
Background Plus Project Conditions	**38**	**331**	**213**	**114**	**163**	**114**	**151**	**204**	**28**	**67**	**231**	**30**	**1684**

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: Stockton Avenue and Schiele Avenue
Peak Hour: PM
Count Date: 9/19/18

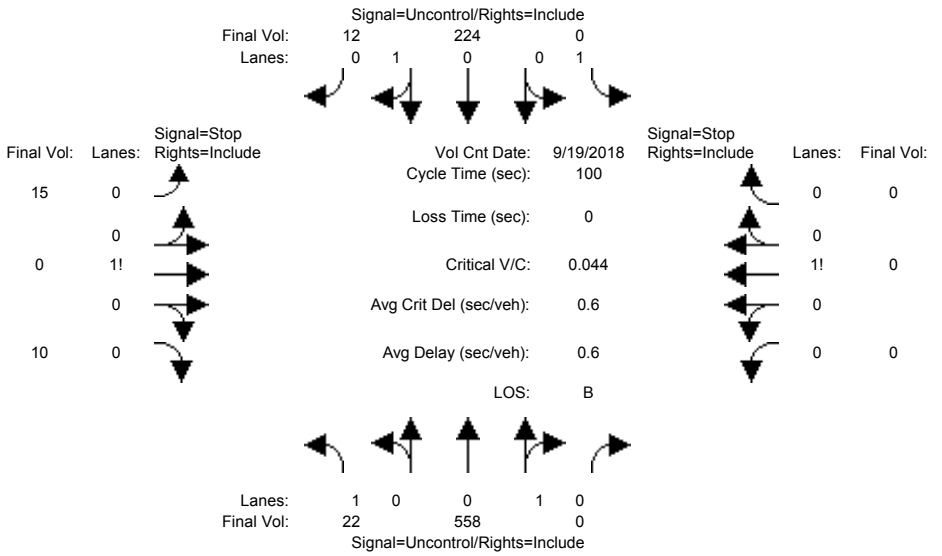
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**13**	**473**	**0**	**0**	**0**	**0**	**0**	**363**	**7**	**37**	**0**	**46**	**939**
ATI	0	35	0	0	0	0	0	5	0	0	0	0	40
Background Conditions	**13**	**508**	**0**	**0**	**0**	**0**	**0**	**368**	**7**	**37**	**0**	**46**	**979**
Proposed Project Trips	5	25	0	0	0	0	0	23	0	0	0	4	57
Background Plus Project Conditions	**18**	**533**	**0**	**0**	**0**	**0**	**0**	**391**	**7**	**37**	**0**	**50**	**1036**

Appendix E
Intersection Level of Service Calculations

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #4: Stockton/Schiele



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 19 Sep 2018 <<												
Base Vol:	22	558	0	0	224	12	15	0	10	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:	22	558	0	0	224	12	15	0	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	558	0	0	224	12	15	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	558	0	0	224	12	15	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	558	0	0	224	12	15	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	236	xxxx	xxxxx	xxxx	xxxx	xxxxx	832	832	230	837	838	558
Potent Cap.:	1343	xxxx	xxxxx	xxxx	xxxx	xxxxx	342	307	814	288	305	533
Move Cap.:	1343	xxxx	xxxxx	xxxx	xxxx	xxxxx	338	302	814	281	300	533
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.01	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	441	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.7			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Stockton/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	22	558	0	0	224	12	15	0	10	0	0	0
ApproachDel:	xxxxxx			xxxxxx			13.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=841]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Stockton/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	22	558	0	0	224	12	15	0	10	0	0	0

Major Street Volume: 816
Minor Approach Volume: 25
Minor Approach Volume Threshold: 355

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

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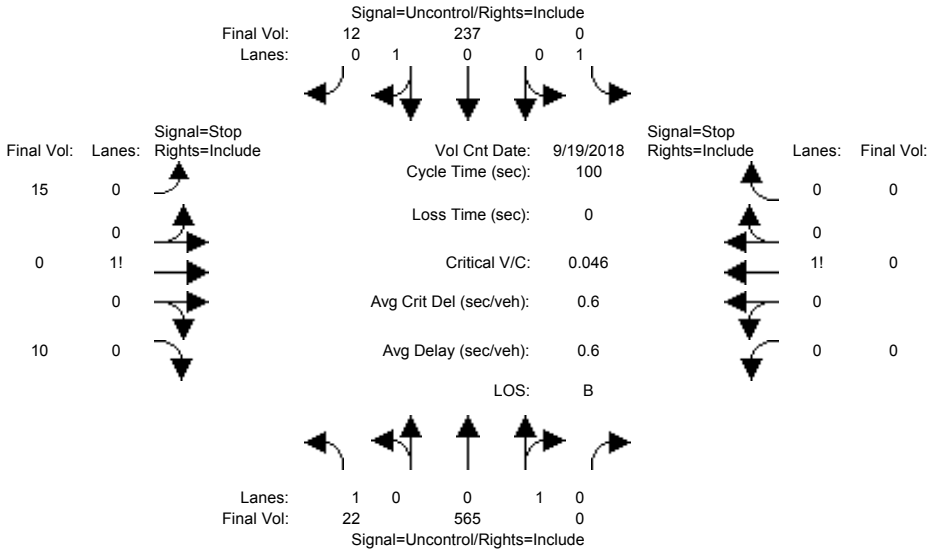
615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #4: Stockton/Schiele



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 19 Sep 2018 <<												
Base Vol:	22	558	0	0	224	12	15	0	10	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:	22	558	0	0	224	12	15	0	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	7	0	0	13	0	0	0	0	0	0	0
Initial Fut:	22	565	0	0	237	12	15	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	565	0	0	237	12	15	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	565	0	0	237	12	15	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	249	xxxx	xxxxx	xxxx	xxxx	xxxxx	852	852	243	857	858	565
Potent Cap.:	1328	xxxx	xxxxx	xxxx	xxxx	xxxxx	333	299	801	280	297	528
Move Cap.:	1328	xxxx	xxxxx	xxxx	xxxx	xxxxx	328	294	801	273	292	528
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	430	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Stockton/Schiele

****

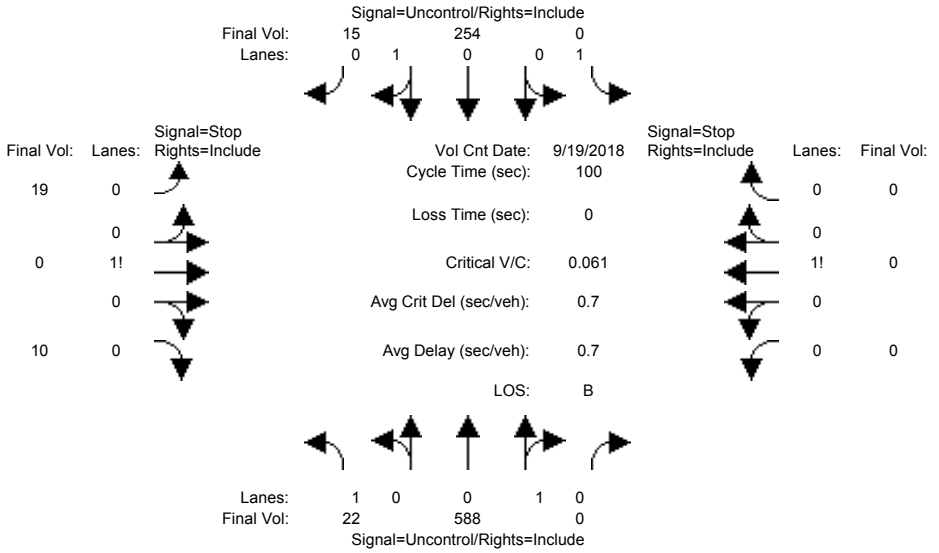
Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   22  565     0     0  237    12    15    0    10     0    0     0
ApproachDel:    xxxxxx           xxxxxx             13.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=861]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Stockton/Schiele
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   22  565     0     0  237    12    15    0    10     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             836
Minor Approach Volume:           25
Minor Approach Volume Threshold: 347
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #4: Stockton/Schiele



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 19 Sep 2018 <<												
Base Vol:	22	558	0	0	224	12	15	0	10	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:	22	558	0	0	224	12	15	0	10	0	0	0
Added Vol:	0	23	0	0	17	3	4	0	0	0	0	0
ATI:	0	7	0	0	13	0	0	0	0	0	0	0
Initial Fut:	22	588	0	0	254	15	19	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	588	0	0	254	15	19	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	588	0	0	254	15	19	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	269	xxxx	xxxxx	xxxx	xxxx	xxxxx	894	894	262	899	901	588
Potent Cap.:	1306	xxxx	xxxxx	xxxx	xxxx	xxxxx	314	283	782	262	280	513
Move Cap.:	1306	xxxx	xxxxx	xxxx	xxxx	xxxxx	310	278	782	256	275	513
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.01	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	392	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.9			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Stockton/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	22	588	0	0	254	15	19	0	10	0	0	0
ApproachDel:	xxxxxx			xxxxxx			14.9			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=29]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=908]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Stockton/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	22	588	0	0	254	15	19	0	10	0	0	0

Major Street Volume: 879
Minor Approach Volume: 29
Minor Approach Volume Threshold: 329

SIGNAL WARRANT DISCLAIMER
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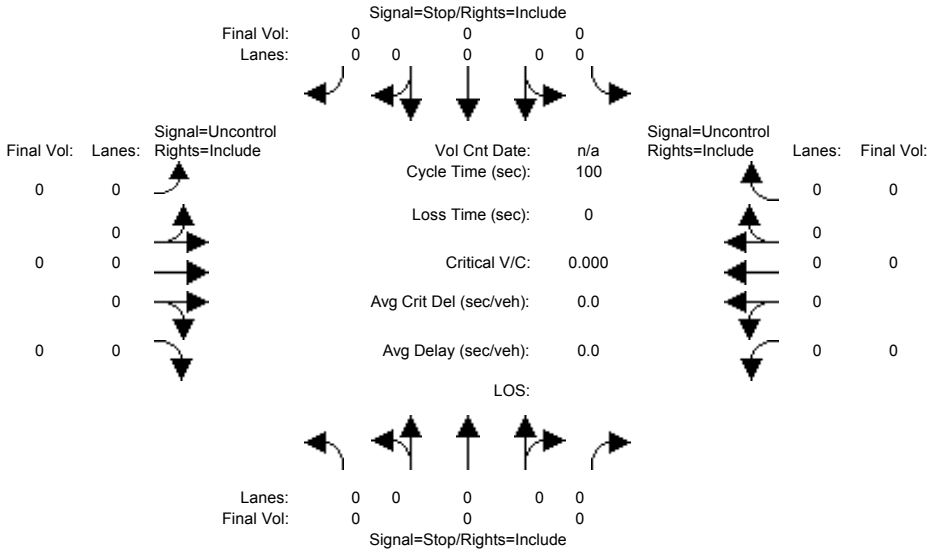
615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #5: The Alameda/Schiele



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 The Alameda/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0 0		0 0	0 0 0		0 0	0 0 0		0 0	0 0 0	
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

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

****

Intersection #5 The Alameda/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER
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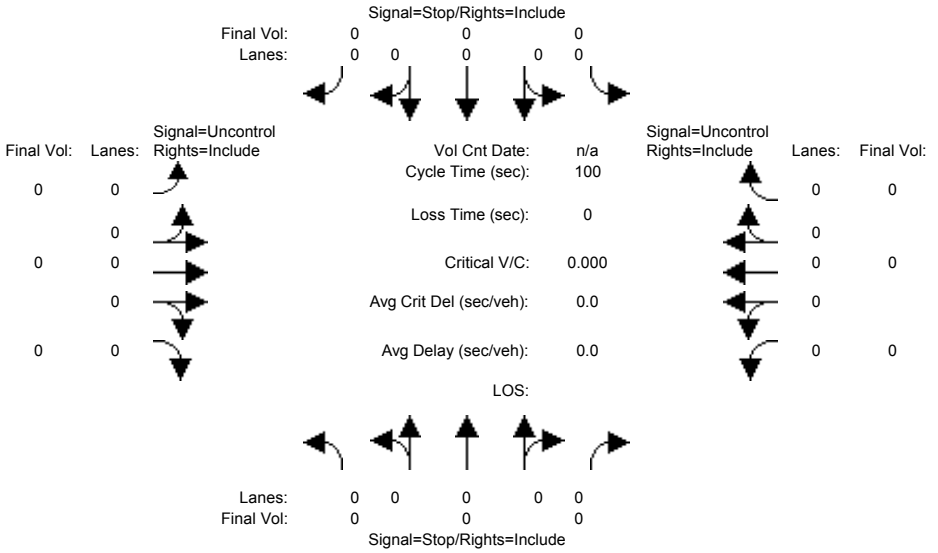
615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #5: The Alameda/Schiele



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 The Alameda/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

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

****

Intersection #5 The Alameda/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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

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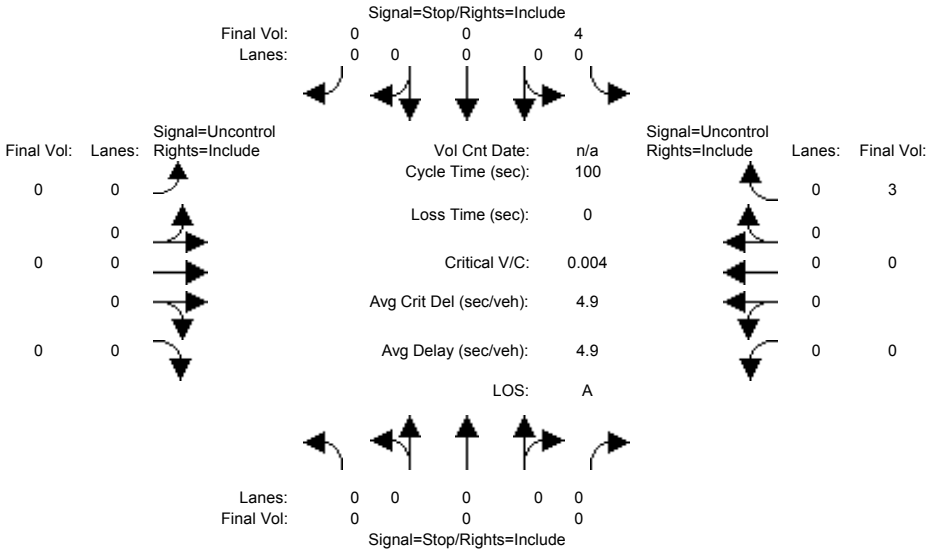
615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #5: The Alameda/Schiele



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	4	0	0	0	0	0	0	0	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	0	0	0	0	0	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:	0	0	0	4	0	0	0	0	0	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	0	0	0	0	0	0	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 The Alameda/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1 0	0 0	0	0 0	0 0	0	0 0	0 0	1
Initial Vol:	0	0	0	4	0	0	0	0	0	0	0	3
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=7]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

****

Intersection #5 The Alameda/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1 0	0 0	0	0 0	0 0	0	0 0	0 0	1
Initial Vol:	0	0	0	4	0	0	0	0	0	0	0	3

Major Street Volume: 3
Minor Approach Volume: 4
Minor Approach Volume Threshold: 1769

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

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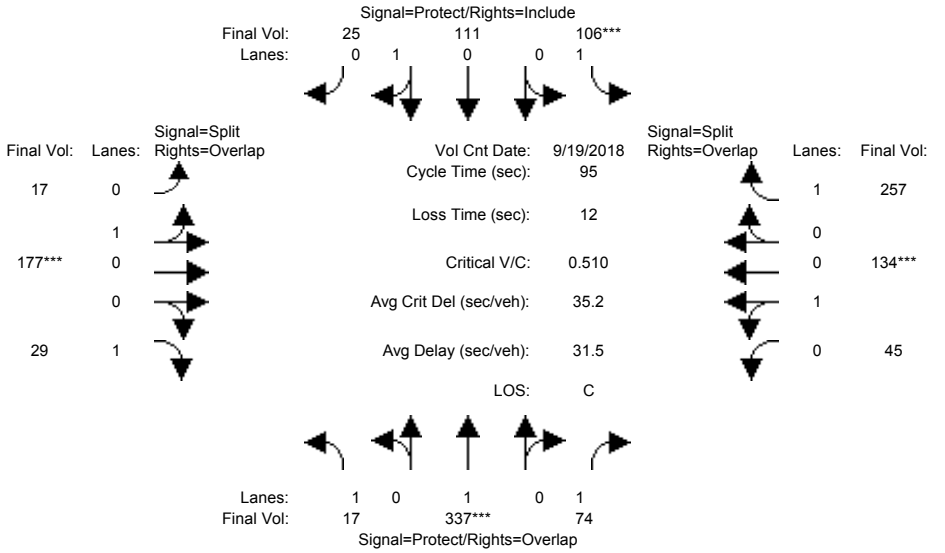
615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3608: JULIAN/STOCKTON



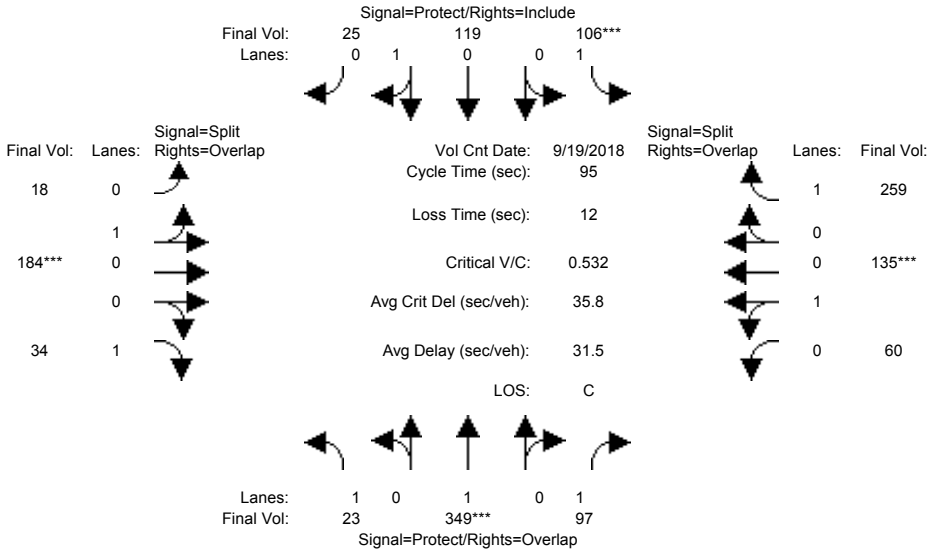
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2018 << 7:30-8:30												
Base Vol:	17	337	74	106	111	25	17	177	29	45	134	257
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:	17	337	74	106	111	25	17	177	29	45	134	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	337	74	106	111	25	17	177	29	45	134	257
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:	17	337	74	106	111	25	17	177	29	45	134	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	337	74	106	111	25	17	177	29	45	134	257
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:	17	337	74	106	111	25	17	177	29	45	134	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.82	0.18	0.09	0.91	1.00	0.25	0.75	1.00
Final Sat.:	1750	1900	1750	1750	1469	331	158	1642	1750	453	1347	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.04	0.06	0.08	0.08	0.11	0.11	0.02	0.10	0.10	0.15
Crit Moves:		****		****				****			****	
Green Time:	18.3	33.1	51.6	11.3	26.1	26.1	20.1	20.1	38.4	18.5	18.5	29.8
Volume/Cap:	0.05	0.51	0.08	0.51	0.28	0.28	0.51	0.51	0.04	0.51	0.51	0.47
Delay/Veh:	31.6	27.3	10.5	47.9	28.4	28.4	37.9	37.9	17.3	39.4	39.4	29.0
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:	31.6	27.3	10.5	47.9	28.4	28.4	37.9	37.9	17.3	39.4	39.4	29.0
LOS by Move:	C	C	B	D	C	C	D	D	B	D	D	C
HCM2kAvgQ:	0	8	1	3	3	3	6	6	1	5	5	7

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3608: JULIAN/STOCKTON



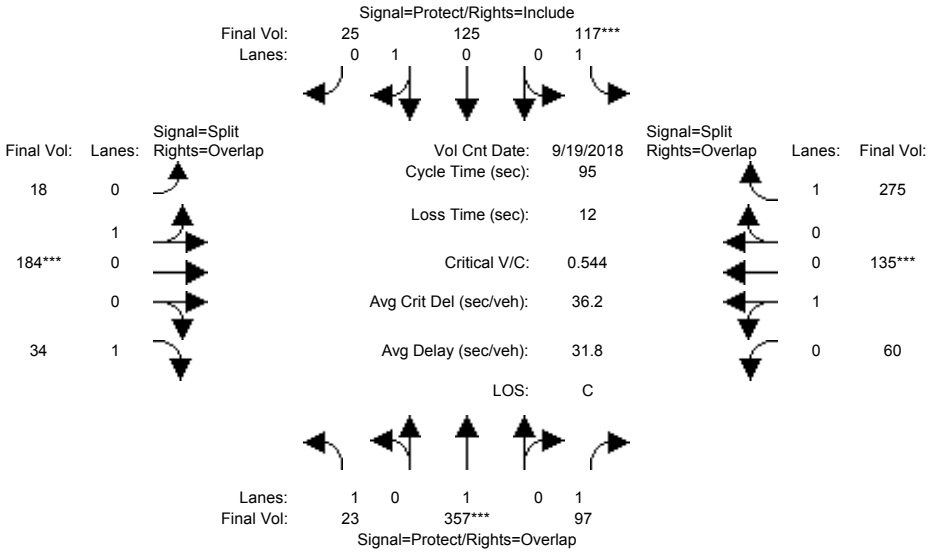
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2018 << 7:30-8:30												
Base Vol:	17	337	74	106	111	25	17	177	29	45	134	257
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:	17	337	74	106	111	25	17	177	29	45	134	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	12	23	0	8	0	1	7	5	15	1	2
Initial Fut:	23	349	97	106	119	25	18	184	34	60	135	259
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	349	97	106	119	25	18	184	34	60	135	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	349	97	106	119	25	18	184	34	60	135	259
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	349	97	106	119	25	18	184	34	60	135	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	0.09	0.91	1.00	0.31	0.69	1.00
Final Sat.:	1750	1900	1750	1750	1487	312	160	1640	1750	554	1246	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.06	0.06	0.08	0.08	0.11	0.11	0.02	0.11	0.11	0.15
Crit Moves:		****		****				****			****	
Green Time:	18.0	32.8	52.1	10.8	25.7	25.7	20.0	20.0	38.0	19.3	19.3	30.2
Volume/Cap:	0.07	0.53	0.10	0.53	0.30	0.30	0.53	0.53	0.05	0.53	0.53	0.47
Delay/Veh:	32.1	28.0	10.4	49.5	29.1	29.1	38.6	38.6	17.6	39.2	39.2	28.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	28.0	10.4	49.5	29.1	29.1	38.6	38.6	17.6	39.2	39.2	28.8
LOS by Move:	C	C	B	D	C	C	D	D	B	D	D	C
HCM2kAvgQ:	1	8	1	3	3	3	6	6	1	6	6	7

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3608: JULIAN/STOCKTON



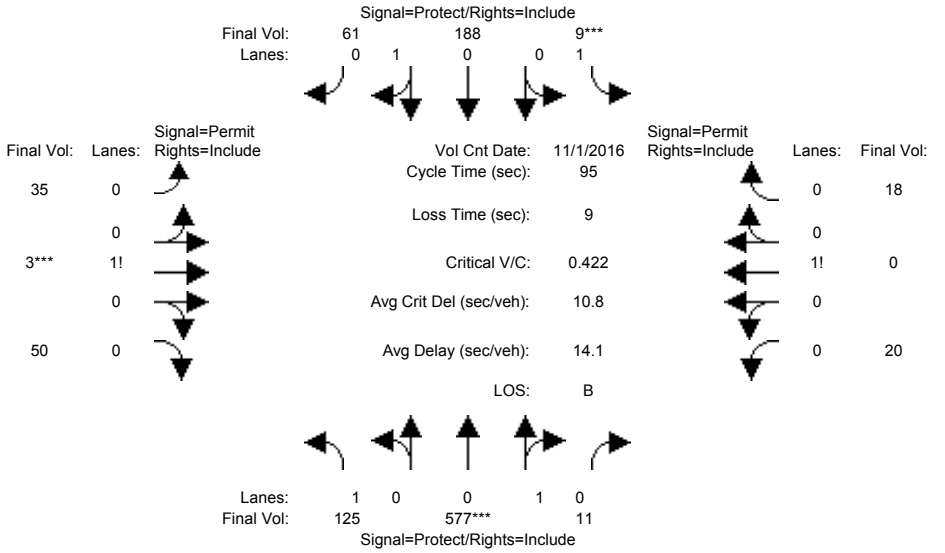
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2018 << 7:30-8:30												
Base Vol:	17	337	74	106	111	25	17	177	29	45	134	257
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:	17	337	74	106	111	25	17	177	29	45	134	257
Added Vol:	0	8	0	11	6	0	0	0	0	0	0	16
ATI:	6	12	23	0	8	0	1	7	5	15	1	2
Initial Fut:	23	357	97	117	125	25	18	184	34	60	135	275
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	357	97	117	125	25	18	184	34	60	135	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	357	97	117	125	25	18	184	34	60	135	275
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	357	97	117	125	25	18	184	34	60	135	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	0.09	0.91	1.00	0.31	0.69	1.00
Final Sat.:	1750	1900	1750	1750	1500	300	160	1640	1750	554	1246	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.06	0.07	0.08	0.08	0.11	0.11	0.02	0.11	0.11	0.16
Crit Moves:		****		****				****			****	
Green Time:	18.3	32.8	51.7	11.7	26.2	26.2	19.6	19.6	37.9	18.9	18.9	30.6
Volume/Cap:	0.07	0.54	0.10	0.54	0.30	0.30	0.54	0.54	0.05	0.54	0.54	0.49
Delay/Veh:	31.8	28.3	10.6	48.7	28.8	28.8	39.3	39.3	17.6	40.0	40.0	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	28.3	10.6	48.7	28.8	28.8	39.3	39.3	17.6	40.0	40.0	28.9
LOS by Move:	C	C	B	D	C	C	D	D	B	D	D	C
HCM2kAvgQ:	1	9	1	4	4	4	6	6	1	6	6	7

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3645: LENZEN/STOCKTON



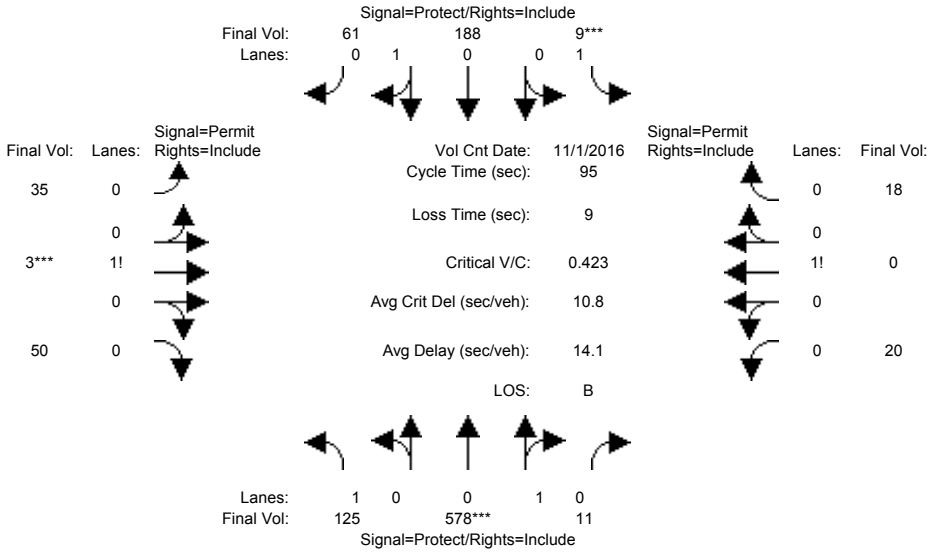
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2016 << 7:45-8:45												
Base Vol:	125	577	11	9	188	61	35	3	50	20	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	577	11	9	188	61	35	3	50	20	0	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	577	11	9	188	61	35	3	50	20	0	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:	125	577	11	9	188	61	35	3	50	20	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	577	11	9	188	61	35	3	50	20	0	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:	125	577	11	9	188	61	35	3	50	20	0	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	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.98	0.02	1.00	0.76	0.24	0.40	0.03	0.57	0.53	0.00	0.47
Final Sat.:	1750	1766	34	1750	1359	441	696	60	994	921	0	829
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.01	0.14	0.14	0.05	0.05	0.05	0.02	0.00	0.02
Crit Moves:		****		****				****				
Green Time:	26.2	68.5	68.5	7.0	49.2	49.2	10.5	10.5	10.5	10.5	0.0	10.5
Volume/Cap:	0.26	0.45	0.45	0.07	0.27	0.27	0.45	0.45	0.45	0.20	0.00	0.20
Delay/Veh:	27.1	5.8	5.8	41.2	12.9	12.9	41.2	41.2	41.2	38.9	0.0	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	5.8	5.8	41.2	12.9	12.9	41.2	41.2	41.2	38.9	0.0	38.9
LOS by Move:	C	A	A	D	B	B	D	D	D	D	A	D
HCM2kAvgQ:	3	7	7	0	4	4	3	3	3	1	0	1

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3645: LENZEN/STOCKTON



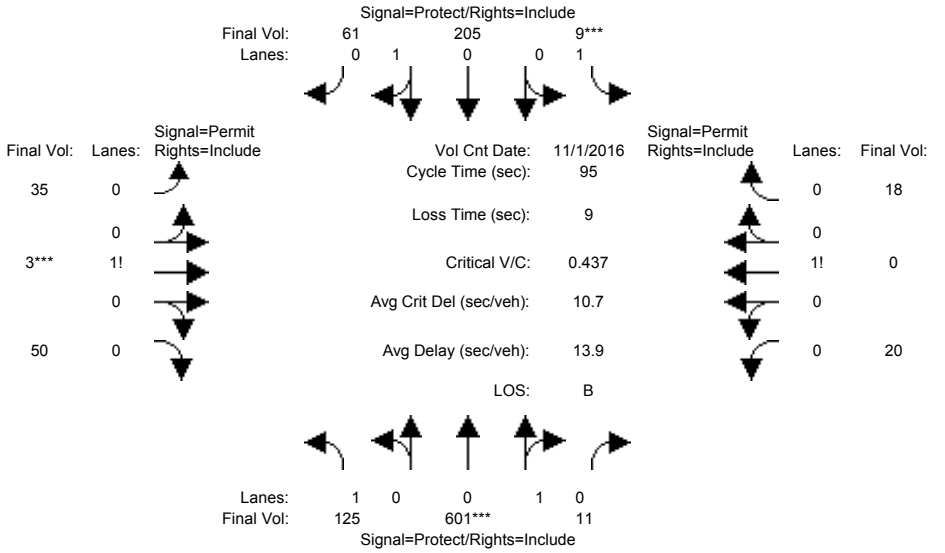
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2016 << 7:45-8:45												
Base Vol:	125	577	11	9	188	61	35	3	50	20	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	577	11	9	188	61	35	3	50	20	0	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	578	11	9	188	61	35	3	50	20	0	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:	125	578	11	9	188	61	35	3	50	20	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	578	11	9	188	61	35	3	50	20	0	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:	125	578	11	9	188	61	35	3	50	20	0	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	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.98	0.02	1.00	0.76	0.24	0.40	0.03	0.57	0.53	0.00	0.47
Final Sat.:	1750	1766	34	1750	1359	441	696	60	994	921	0	829
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.33	0.01	0.14	0.14	0.05	0.05	0.05	0.02	0.00	0.02
Crit Moves:		****		****				****				
Green Time:	26.2	68.5	68.5	7.0	49.2	49.2	10.5	10.5	10.5	10.5	0.0	10.5
Volume/Cap:	0.26	0.45	0.45	0.07	0.27	0.27	0.45	0.45	0.45	0.20	0.00	0.20
Delay/Veh:	27.1	5.8	5.8	41.2	12.9	12.9	41.2	41.2	41.2	38.9	0.0	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	5.8	5.8	41.2	12.9	12.9	41.2	41.2	41.2	38.9	0.0	38.9
LOS by Move:	C	A	A	D	B	B	D	D	D	D	A	D
HCM2kAvgQ:	3	7	7	0	4	4	3	3	3	1	0	1

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3645: LENZEN/STOCKTON



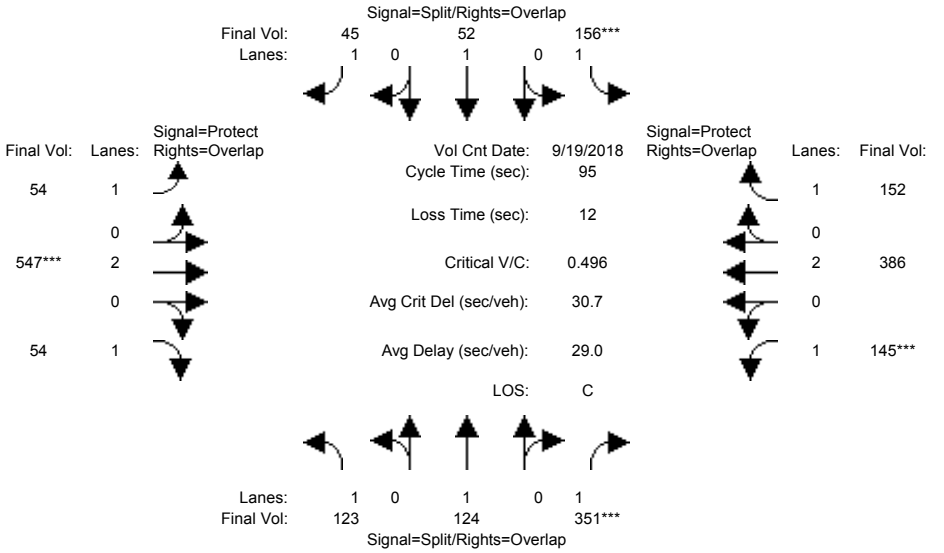
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2016 << 7:45-8:45												
Base Vol:	125	577	11	9	188	61	35	3	50	20	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	577	11	9	188	61	35	3	50	20	0	18
Added Vol:	0	23	0	0	17	0	0	0	0	0	0	0
ATI:	0	1	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	601	11	9	205	61	35	3	50	20	0	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:	125	601	11	9	205	61	35	3	50	20	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	601	11	9	205	61	35	3	50	20	0	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:	125	601	11	9	205	61	35	3	50	20	0	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	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.98	0.02	1.00	0.77	0.23	0.40	0.03	0.57	0.53	0.00	0.47
Final Sat.:	1750	1768	32	1750	1387	413	696	60	994	921	0	829
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.01	0.15	0.15	0.05	0.05	0.05	0.02	0.00	0.02
Crit Moves:		****		****				****				
Green Time:	25.2	68.8	68.8	7.0	50.6	50.6	10.2	10.2	10.2	10.2	0.0	10.2
Volume/Cap:	0.27	0.47	0.47	0.07	0.28	0.28	0.47	0.47	0.47	0.20	0.00	0.20
Delay/Veh:	27.9	5.7	5.7	41.2	12.3	12.3	41.7	41.7	41.7	39.2	0.0	39.2
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:	27.9	5.7	5.7	41.2	12.3	12.3	41.7	41.7	41.7	39.2	0.0	39.2
LOS by Move:	C	A	A	D	B	B	D	D	D	D	A	D
HCM2kAvgQ:	3	8	8	0	4	4	3	3	3	1	0	1

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3817: STOCKTON/TAYLOR



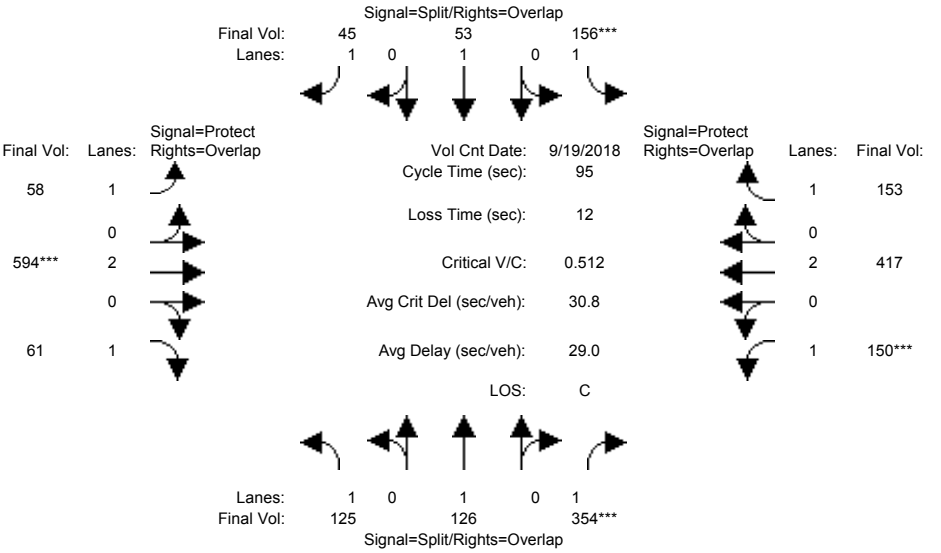
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2018 << 7:20-8:20												
Base Vol:	123	124	351	156	52	45	54	547	54	145	386	152
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:	123	124	351	156	52	45	54	547	54	145	386	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	124	351	156	52	45	54	547	54	145	386	152
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:	123	124	351	156	52	45	54	547	54	145	386	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	124	351	156	52	45	54	547	54	145	386	152
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:	123	124	351	156	52	45	54	547	54	145	386	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.20	0.09	0.03	0.03	0.03	0.14	0.03	0.08	0.10	0.09
Crit Moves:			****	****				****		****		
Green Time:	22.5	22.5	38.4	17.1	17.1	34.9	17.9	27.6	50.1	15.9	25.5	42.6
Volume/Cap:	0.30	0.28	0.50	0.50	0.15	0.07	0.16	0.50	0.06	0.50	0.38	0.19
Delay/Veh:	31.5	31.1	23.6	40.6	33.8	19.7	33.4	29.6	11.1	41.9	29.3	16.4
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:	31.5	31.1	23.6	40.6	33.8	19.7	33.4	29.6	11.1	41.9	29.3	16.4
LOS by Move:	C	C	C	D	C	B	C	C	B	D	C	B
HCM2kAvgQ:	3	3	8	5	1	1	1	7	1	5	5	3

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3817: STOCKTON/TAYLOR



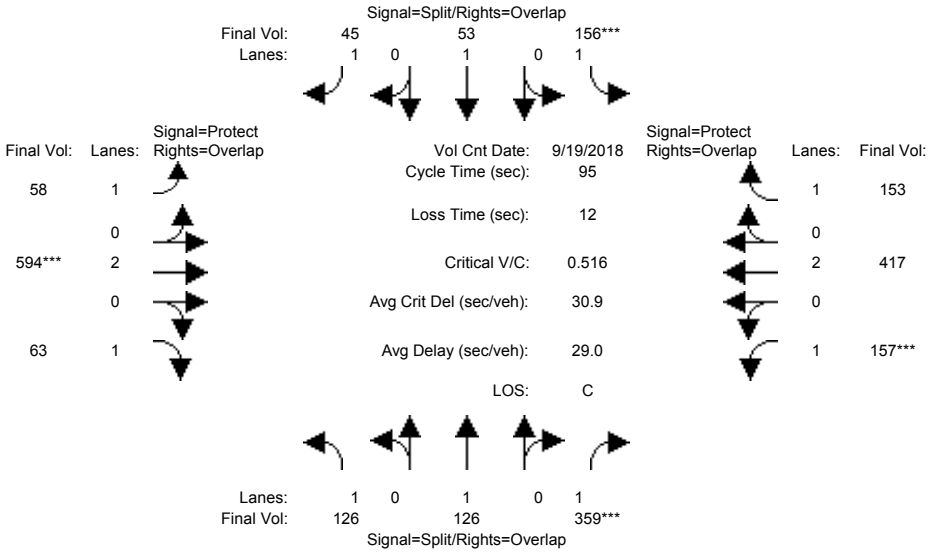
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2018 << 7:20-8:20												
Base Vol:	123	124	351	156	52	45	54	547	54	145	386	152
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:	123	124	351	156	52	45	54	547	54	145	386	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	2	3	0	1	0	4	47	7	5	31	1
Initial Fut:	125	126	354	156	53	45	58	594	61	150	417	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	126	354	156	53	45	58	594	61	150	417	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	126	354	156	53	45	58	594	61	150	417	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	126	354	156	53	45	58	594	61	150	417	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.20	0.09	0.03	0.03	0.03	0.16	0.03	0.09	0.11	0.09
Crit Moves:			****	****				****		****		
Green Time:	21.6	21.6	37.5	16.5	16.5	34.5	18.0	29.0	50.6	15.9	26.8	43.4
Volume/Cap:	0.31	0.29	0.51	0.51	0.16	0.07	0.17	0.51	0.07	0.51	0.39	0.19
Delay/Veh:	32.6	32.1	24.5	41.6	34.4	20.0	33.4	28.8	10.9	42.3	28.5	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	32.1	24.5	41.6	34.4	20.0	33.4	28.8	10.9	42.3	28.5	15.9
LOS by Move:	C	C	C	D	C	B	C	C	B	D	C	B
HCM2kAvgQ:	3	3	9	5	1	1	2	7	1	5	5	3

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3817: STOCKTON/TAYLOR



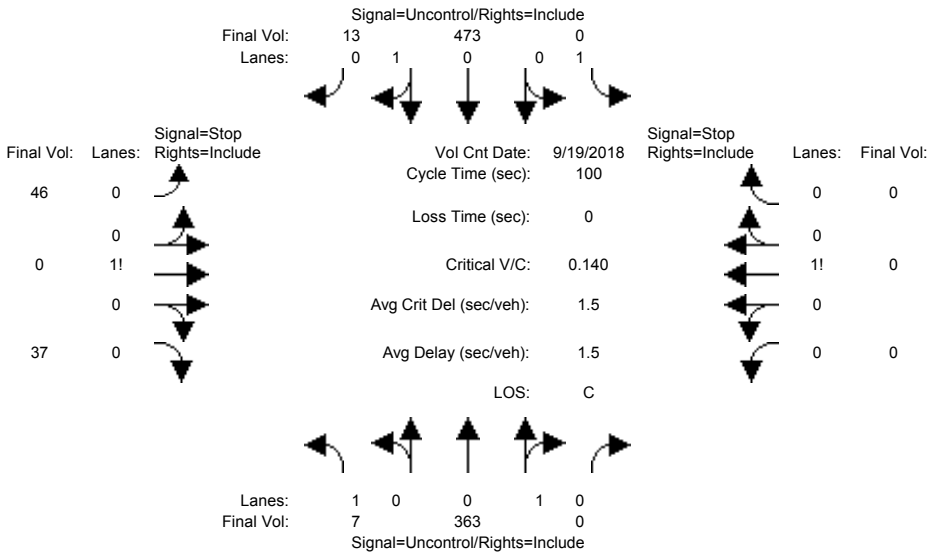
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2018 << 7:20-8:20												
Base Vol:	123	124	351	156	52	45	54	547	54	145	386	152
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:	123	124	351	156	52	45	54	547	54	145	386	152
Added Vol:	1	0	5	0	0	0	0	0	2	7	0	0
ATI:	2	2	3	0	1	0	4	47	7	5	31	1
Initial Fut:	126	126	359	156	53	45	58	594	63	157	417	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	126	359	156	53	45	58	594	63	157	417	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	126	359	156	53	45	58	594	63	157	417	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	126	359	156	53	45	58	594	63	157	417	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.21	0.09	0.03	0.03	0.03	0.16	0.04	0.09	0.11	0.09
Crit Moves:			****	****				****		****		
Green Time:	21.3	21.3	37.8	16.4	16.4	34.6	18.2	28.8	50.1	16.5	27.1	43.5
Volume/Cap:	0.32	0.30	0.52	0.52	0.16	0.07	0.17	0.52	0.07	0.52	0.38	0.19
Delay/Veh:	33.0	32.4	24.4	41.8	34.5	19.9	33.2	29.0	11.2	41.7	28.3	15.8
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:	33.0	32.4	24.4	41.8	34.5	19.9	33.2	29.0	11.2	41.7	28.3	15.8
LOS by Move:	C	C	C	D	C	B	C	C	B	D	C	B
HCM2kAvgQ:	3	3	9	5	1	1	2	8	1	5	5	3

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #4: Stockton/Schiele



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 19 Sep 2018 <<												
Base Vol:	7	363	0	0	473	13	46	0	37	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:	7	363	0	0	473	13	46	0	37	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	363	0	0	473	13	46	0	37	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	363	0	0	473	13	46	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	363	0	0	473	13	46	0	37	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	486	xxxx	xxxxx	xxxx	xxxx	xxxxx	857	857	480	875	863	363
Potent Cap.:	1087	xxxx	xxxxx	xxxx	xxxx	xxxxx	331	297	590	272	295	686
Move Cap.:	1087	xxxx	xxxxx	xxxx	xxxx	xxxxx	329	295	590	254	293	686
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.06	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	410	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.0			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Stockton/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	7	363	0	0	473	13	46	0	37	0	0	0
ApproachDel:	xxxxxx			xxxxxx			16.0			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=83]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=939]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #4 Stockton/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	7	363	0	0	473	13	46	0	37	0	0	0

Major Street Volume: 856
Minor Approach Volume: 83
Minor Approach Volume Threshold: 338

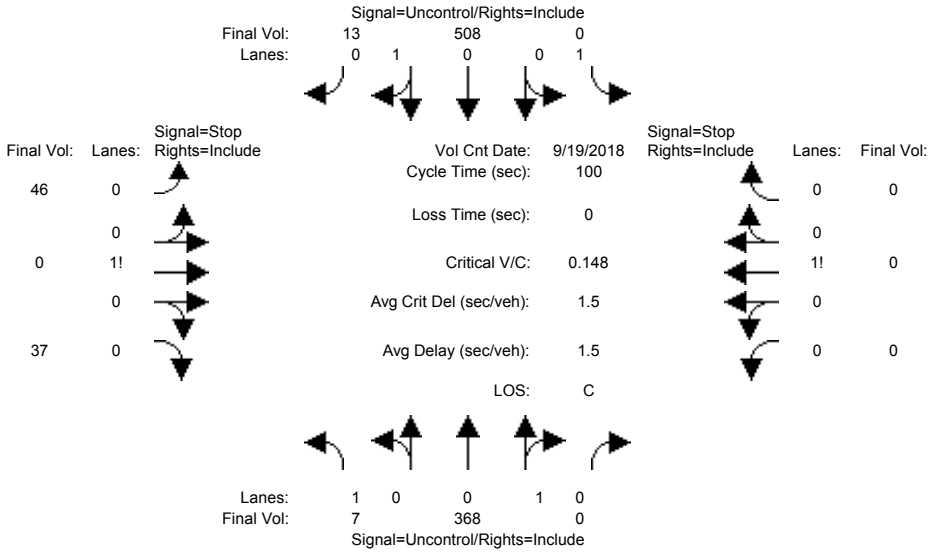
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #4: Stockton/Schiele



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 19 Sep 2018 <<												
Base Vol:	7	363	0	0	473	13	46	0	37	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:	7	363	0	0	473	13	46	0	37	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	5	0	0	35	0	0	0	0	0	0	0
Initial Fut:	7	368	0	0	508	13	46	0	37	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	368	0	0	508	13	46	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	368	0	0	508	13	46	0	37	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	521	xxxx	xxxxx	xxxx	xxxx	xxxxx	897	897	515	915	903	368
Potent Cap.:	1056	xxxx	xxxxx	xxxx	xxxx	xxxxx	313	282	564	256	279	682
Move Cap.:	1056	xxxx	xxxxx	xxxx	xxxx	xxxxx	312	280	564	238	277	682
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.07	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	389	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.7			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #4 Stockton/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	7	368	0	0	508	13	46	0	37	0	0	0
ApproachDel:	xxxxxx			xxxxxx			16.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=83]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=979]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Stockton/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	7	368	0	0	508	13	46	0	37	0	0	0

Major Street Volume: 896
Minor Approach Volume: 83
Minor Approach Volume Threshold: 323

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

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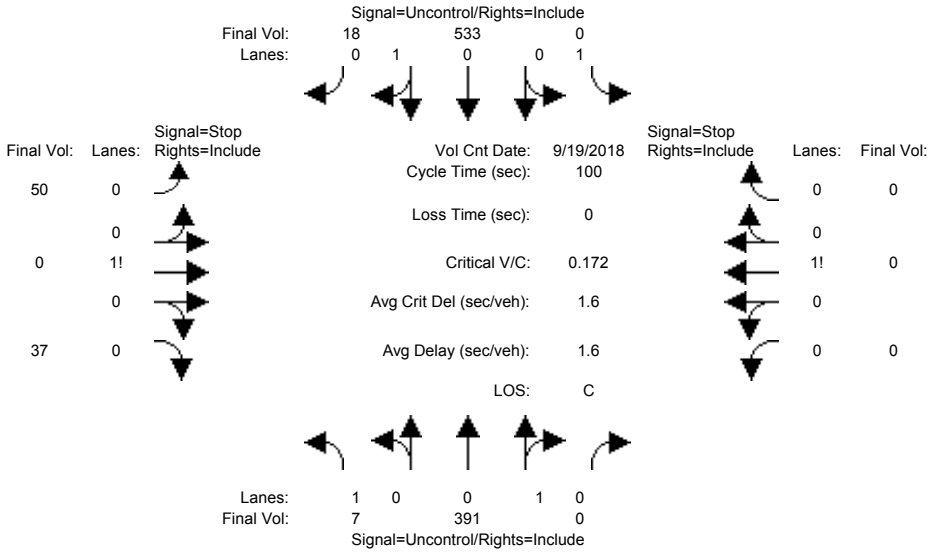
615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #4: Stockton/Schiele



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 19 Sep 2018 <<												
Base Vol:	7	363	0	0	473	13	46	0	37	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:	7	363	0	0	473	13	46	0	37	0	0	0
Added Vol:	0	23	0	0	25	5	4	0	0	0	0	0
ATI:	0	5	0	0	35	0	0	0	0	0	0	0
Initial Fut:	7	391	0	0	533	18	50	0	37	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	391	0	0	533	18	50	0	37	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	391	0	0	533	18	50	0	37	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	551	xxxx	xxxxx	xxxx	xxxx	xxxxx	947	947	542	966	956	391
Potent Cap.:	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	292	263	544	236	260	662
Move Cap.:	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	291	261	544	219	258	662
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.07	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	363	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.0			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Stockton/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    7  391     0     0  533    18    50    0    37     0    0     0
ApproachDel:    xxxxxx           xxxxxx             18.0           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=87]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1036]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #4 Stockton/Schiele
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  0  1  0    1  0  0  1  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:    7  391     0     0  533    18    50    0    37     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             949
Minor Approach Volume:           87
Minor Approach Volume Threshold: 303
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```
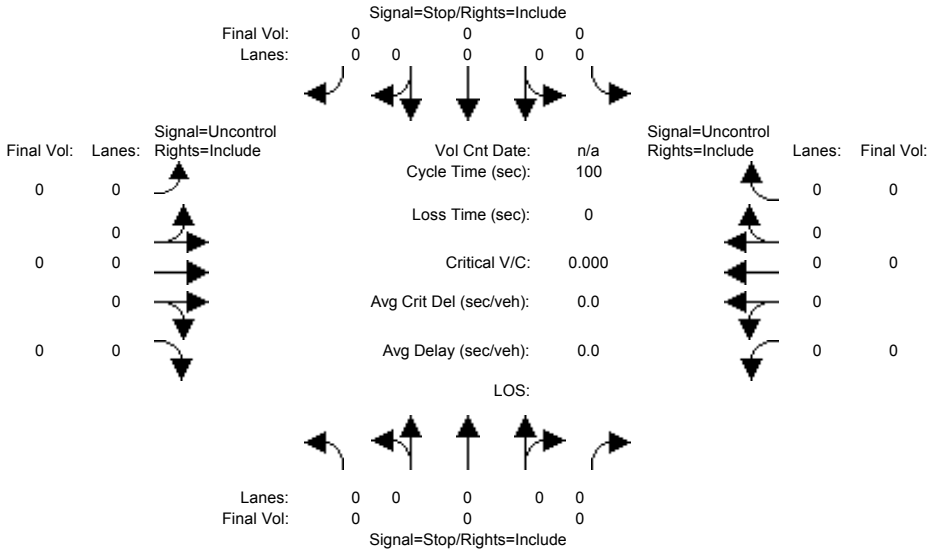


615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #5: The Alameda/Schiele



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:		0.0			0.0			0.0			0.0	
ApproachLOS:												

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 The Alameda/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

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

****

Intersection #5 The Alameda/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER
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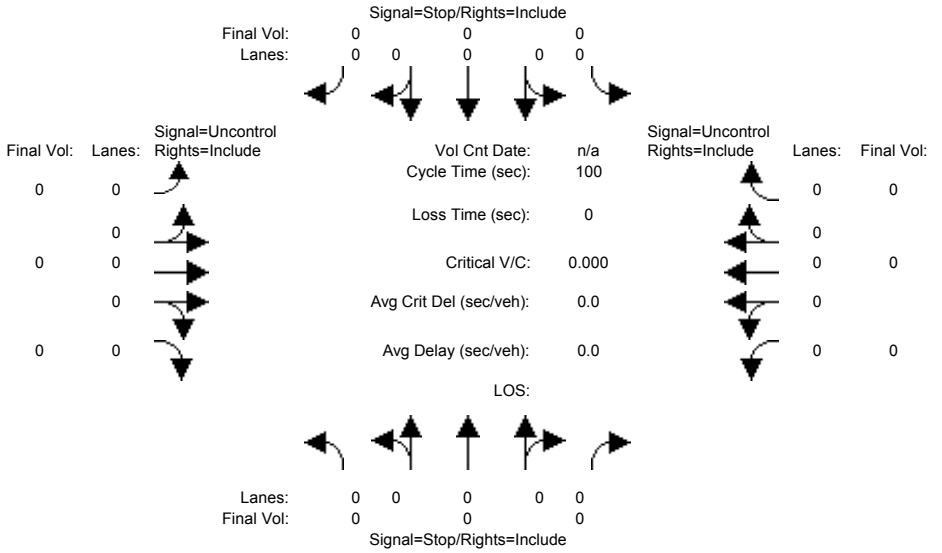
615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #5: The Alameda/Schiele



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 The Alameda/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ApproachDel:	0.0			0.0			0.0			0.0		

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

****

Intersection #5 The Alameda/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Major Street Volume: 0
Minor Approach Volume: 0
Minor Approach Volume Threshold: +Inf

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

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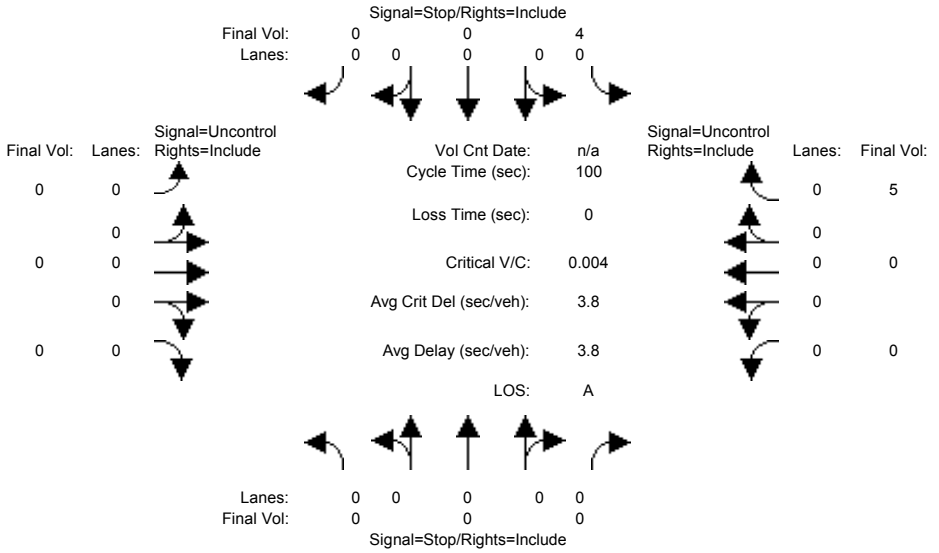
615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #5: The Alameda/Schiele



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	4	0	0	0	0	0	0	0	5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	0	0	0	0	0	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	0	0	0	0	0	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	0	0	0	0	0	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #5 The Alameda/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0 0		1 0	0 0 0		0 0	0 0 0		0 0	0 0 0	1
Initial Vol:	0	0	0	4	0	0	0	0	0	0	0	5
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=9]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #5 The Alameda/Schiele

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0 0		1 0	0 0 0		0 0	0 0 0		0 0	0 0 0	1
Initial Vol:	0	0	0	4	0	0	0	0	0	0	0	5

Major Street Volume: 5
Minor Approach Volume: 4
Minor Approach Volume Threshold: 1632

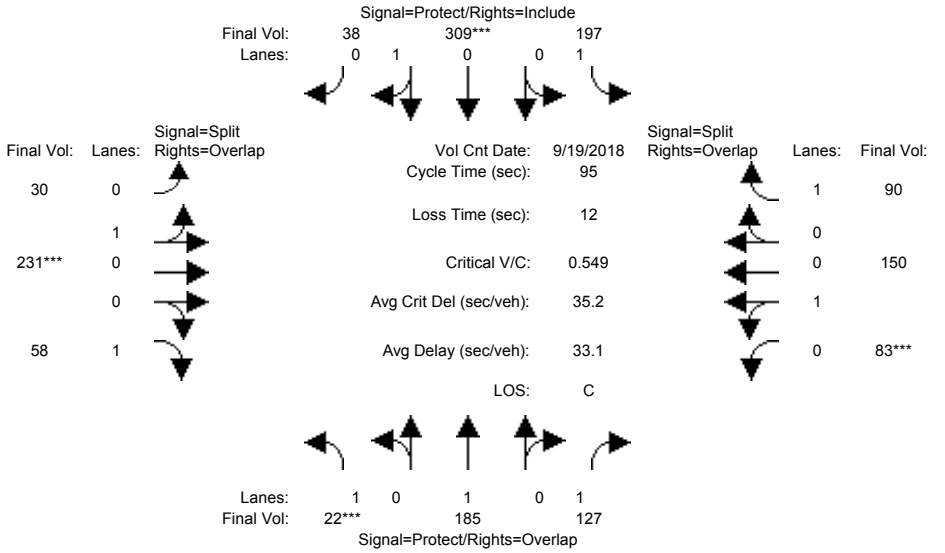
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3608: JULIAN/STOCKTON



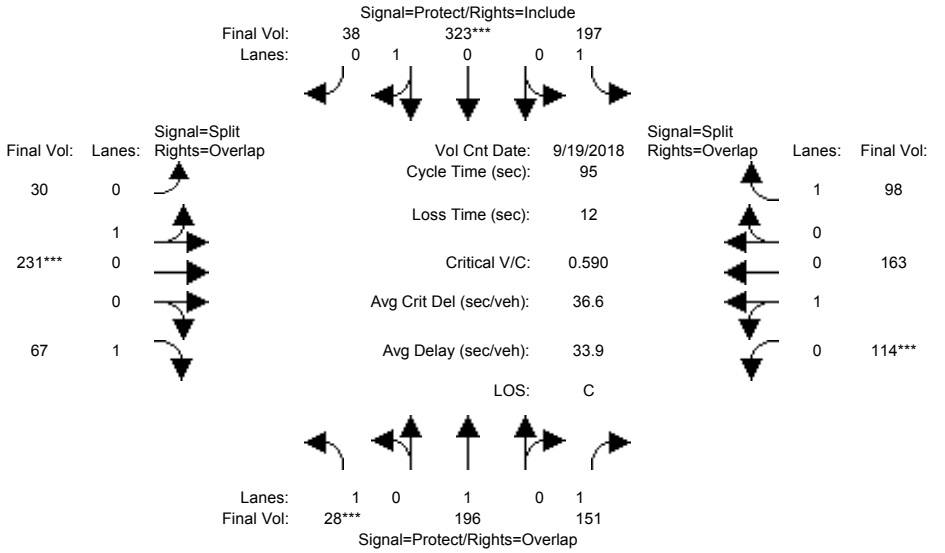
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2018 << 4:30-5:30												
Base Vol:	22	185	127	197	309	38	30	231	58	83	150	90
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:	22	185	127	197	309	38	30	231	58	83	150	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	185	127	197	309	38	30	231	58	83	150	90
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:	22	185	127	197	309	38	30	231	58	83	150	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	185	127	197	309	38	30	231	58	83	150	90
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:	22	185	127	197	309	38	30	231	58	83	150	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	0.11	0.89	1.00	0.36	0.64	1.00
Final Sat.:	1750	1900	1750	1750	1603	197	207	1593	1750	641	1159	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.07	0.11	0.19	0.19	0.15	0.15	0.03	0.13	0.13	0.05
Crit Moves:	****				****			****			****	
Green Time:	7.0	18.5	39.6	19.8	31.4	31.4	23.6	23.6	30.6	21.1	21.1	40.9
Volume/Cap:	0.17	0.50	0.17	0.54	0.58	0.58	0.58	0.58	0.10	0.58	0.58	0.12
Delay/Veh:	44.1	38.8	17.9	39.1	30.6	30.6	36.9	36.9	23.0	39.2	39.2	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	38.8	17.9	39.1	30.6	30.6	36.9	36.9	23.0	39.2	39.2	16.6
LOS by Move:	D	D	B	D	C	C	D	D	C	D	D	B
HCM2kAvgQ:	1	5	2	6	9	9	8	8	1	7	7	2

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3608: JULIAN/STOCKTON



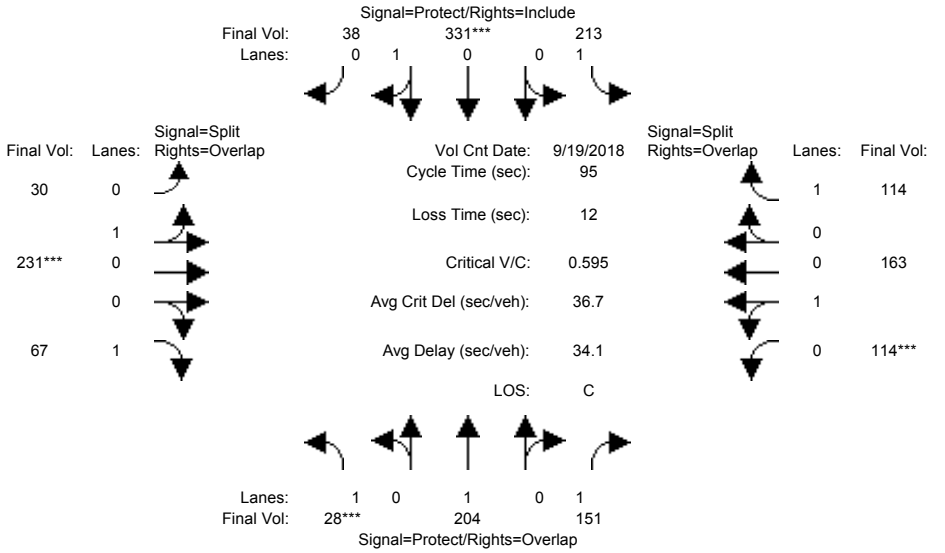
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2018 << 4:30-5:30												
Base Vol:	22	185	127	197	309	38	30	231	58	83	150	90
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:	22	185	127	197	309	38	30	231	58	83	150	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	11	24	0	14	0	0	0	9	31	13	8
Initial Fut:	28	196	151	197	323	38	30	231	67	114	163	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	196	151	197	323	38	30	231	67	114	163	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	196	151	197	323	38	30	231	67	114	163	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	196	151	197	323	38	30	231	67	114	163	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	0.11	0.89	1.00	0.41	0.59	1.00
Final Sat.:	1750	1900	1750	1750	1611	189	207	1593	1750	741	1059	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.09	0.11	0.20	0.20	0.15	0.15	0.04	0.15	0.15	0.06
Crit Moves:	****				****			****			****	
Green Time:	7.0	18.1	41.5	19.4	30.5	30.5	22.1	22.1	29.1	23.4	23.4	42.8
Volume/Cap:	0.22	0.54	0.20	0.55	0.62	0.62	0.62	0.62	0.13	0.62	0.62	0.12
Delay/Veh:	45.3	40.4	17.0	39.9	32.4	32.4	39.6	39.6	24.3	38.4	38.4	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	40.4	17.0	39.9	32.4	32.4	39.6	39.6	24.3	38.4	38.4	15.5
LOS by Move:	D	D	B	D	C	C	D	D	C	D	D	B
HCM2kAvgQ:	1	6	3	6	10	10	8	8	2	8	8	2

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3608: JULIAN/STOCKTON



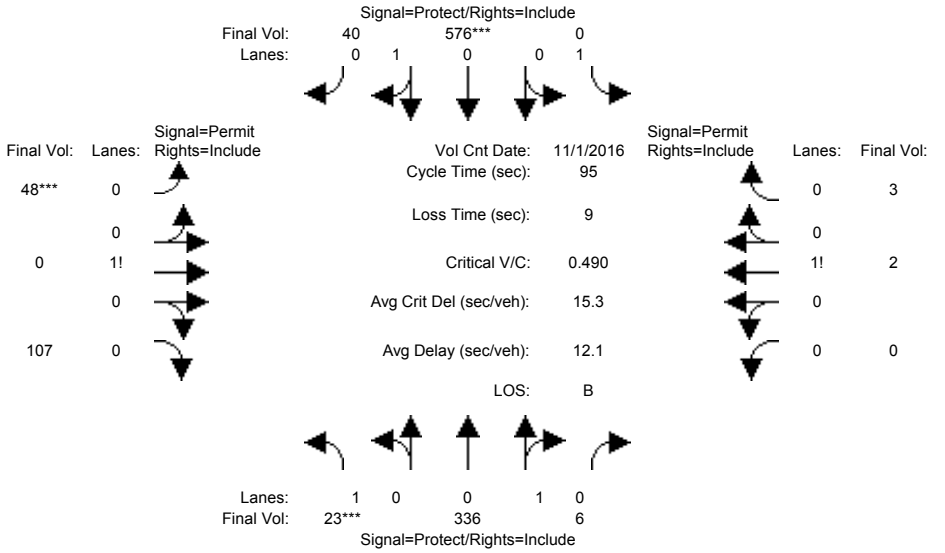
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2018 << 4:30-5:30												
Base Vol:	22	185	127	197	309	38	30	231	58	83	150	90
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:	22	185	127	197	309	38	30	231	58	83	150	90
Added Vol:	0	8	0	16	8	0	0	0	0	0	0	16
ATI:	6	11	24	0	14	0	0	0	9	31	13	8
Initial Fut:	28	204	151	213	331	38	30	231	67	114	163	114
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:	28	204	151	213	331	38	30	231	67	114	163	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	204	151	213	331	38	30	231	67	114	163	114
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:	28	204	151	213	331	38	30	231	67	114	163	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	0.11	0.89	1.00	0.41	0.59	1.00
Final Sat.:	1750	1900	1750	1750	1615	185	207	1593	1750	741	1059	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.09	0.12	0.21	0.21	0.15	0.15	0.04	0.15	0.15	0.07
Crit Moves:	****				****			****		****		
Green Time:	7.0	17.8	41.0	20.1	30.9	30.9	21.9	21.9	28.9	23.2	23.2	43.4
Volume/Cap:	0.22	0.57	0.20	0.57	0.63	0.63	0.63	0.63	0.13	0.63	0.63	0.14
Delay/Veh:	45.3	41.8	17.4	39.9	32.3	32.3	40.0	40.0	24.4	38.8	38.8	15.4
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:	45.3	41.8	17.4	39.9	32.3	32.3	40.0	40.0	24.4	38.8	38.8	15.4
LOS by Move:	D	D	B	D	C	C	D	D	C	D	D	B
HCM2kAvgQ:	1	6	3	6	10	10	8	8	2	8	8	2

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3645: LENZEN/STOCKTON



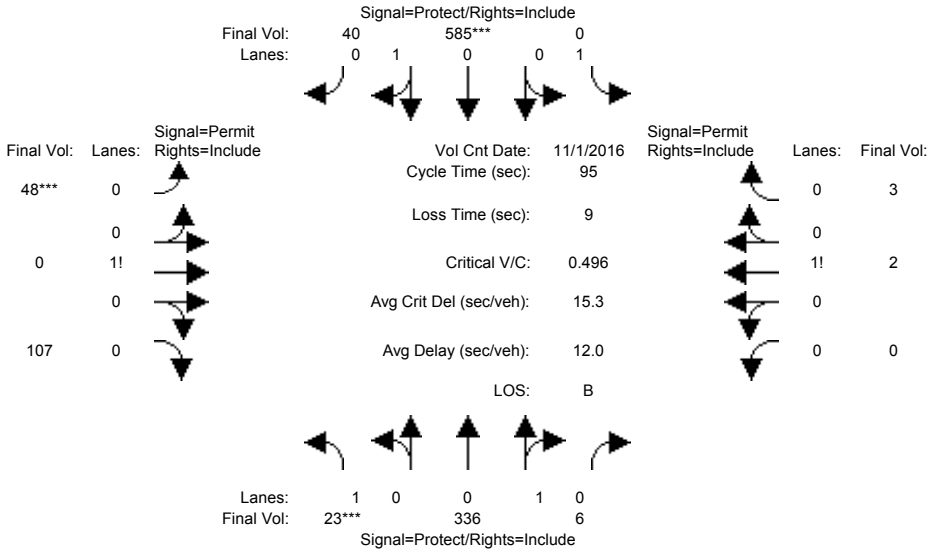
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2016 << 5:00-6:00												
Base Vol:	23	336	6	0	576	40	48	0	107	0	2	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:	23	336	6	0	576	40	48	0	107	0	2	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	336	6	0	576	40	48	0	107	0	2	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:	23	336	6	0	576	40	48	0	107	0	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	336	6	0	576	40	48	0	107	0	2	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:	23	336	6	0	576	40	48	0	107	0	2	3
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	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.98	0.02	1.00	0.94	0.06	0.31	0.00	0.69	0.00	0.40	0.60
Final Sat.:	1750	1768	32	1750	1683	117	542	0	1208	0	720	1080
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.00	0.34	0.34	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	69.8	69.8	0.0	62.8	62.8	16.2	0.0	16.2	0.0	16.2	16.2
Volume/Cap:	0.18	0.26	0.26	0.00	0.52	0.52	0.52	0.00	0.52	0.00	0.02	0.02
Delay/Veh:	42.0	4.2	4.2	0.0	8.7	8.7	37.4	0.0	37.4	0.0	32.8	32.8
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:	42.0	4.2	4.2	0.0	8.7	8.7	37.4	0.0	37.4	0.0	32.8	32.8
LOS by Move:	D	A	A	A	A	A	D	A	D	A	C	C
HCM2kAvgQ:	1	3	3	0	10	10	5	0	5	0	0	0

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3645: LENZEN/STOCKTON



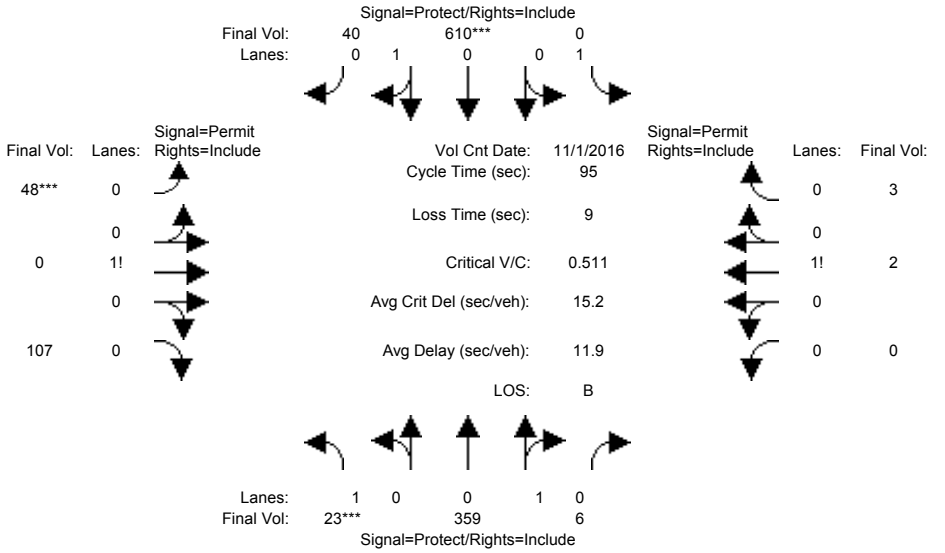
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2016 << 5:00-6:00												
Base Vol:	23	336	6	0	576	40	48	0	107	0	2	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:	23	336	6	0	576	40	48	0	107	0	2	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	9	0	0	0	0	0	0	0
Initial Fut:	23	336	6	0	585	40	48	0	107	0	2	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:	23	336	6	0	585	40	48	0	107	0	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	336	6	0	585	40	48	0	107	0	2	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:	23	336	6	0	585	40	48	0	107	0	2	3
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	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.98	0.02	1.00	0.94	0.06	0.31	0.00	0.69	0.00	0.40	0.60
Final Sat.:	1750	1768	32	1750	1685	115	542	0	1208	0	720	1080
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.00	0.35	0.35	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	69.9	69.9	0.0	62.9	62.9	16.1	0.0	16.1	0.0	16.1	16.1
Volume/Cap:	0.18	0.26	0.26	0.00	0.52	0.52	0.52	0.00	0.52	0.00	0.02	0.02
Delay/Veh:	42.0	4.2	4.2	0.0	8.7	8.7	37.7	0.0	37.7	0.0	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	4.2	4.2	0.0	8.7	8.7	37.7	0.0	37.7	0.0	32.9	32.9
LOS by Move:	D	A	A	A	A	A	D	A	D	A	C	C
HCM2kAvgQ:	1	3	3	0	10	10	5	0	5	0	0	0

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3645: LENZEN/STOCKTON



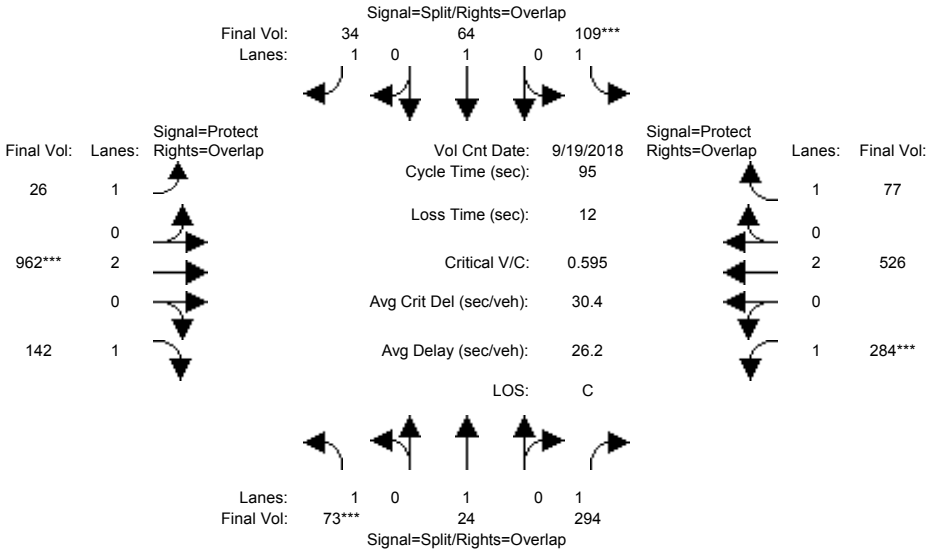
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2016 << 5:00-6:00												
Base Vol:	23	336	6	0	576	40	48	0	107	0	2	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:	23	336	6	0	576	40	48	0	107	0	2	3
Added Vol:	0	23	0	0	25	0	0	0	0	0	0	0
ATI:	0	0	0	0	9	0	0	0	0	0	0	0
Initial Fut:	23	359	6	0	610	40	48	0	107	0	2	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:	23	359	6	0	610	40	48	0	107	0	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	359	6	0	610	40	48	0	107	0	2	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:	23	359	6	0	610	40	48	0	107	0	2	3
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	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	0.98	0.02	1.00	0.94	0.06	0.31	0.00	0.69	0.00	0.40	0.60
Final Sat.:	1750	1770	30	1750	1689	111	542	0	1208	0	720	1080
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.00	0.36	0.36	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	70.4	70.4	0.0	63.4	63.4	15.6	0.0	15.6	0.0	15.6	15.6
Volume/Cap:	0.18	0.27	0.27	0.00	0.54	0.54	0.54	0.00	0.54	0.00	0.02	0.02
Delay/Veh:	42.0	4.1	4.1	0.0	8.7	8.7	38.5	0.0	38.5	0.0	33.3	33.3
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:	42.0	4.1	4.1	0.0	8.7	8.7	38.5	0.0	38.5	0.0	33.3	33.3
LOS by Move:	D	A	A	A	A	A	D	A	D	A	C	C
HCM2kAvgQ:	1	4	4	0	11	11	5	0	5	0	0	0

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3817: STOCKTON/TAYLOR



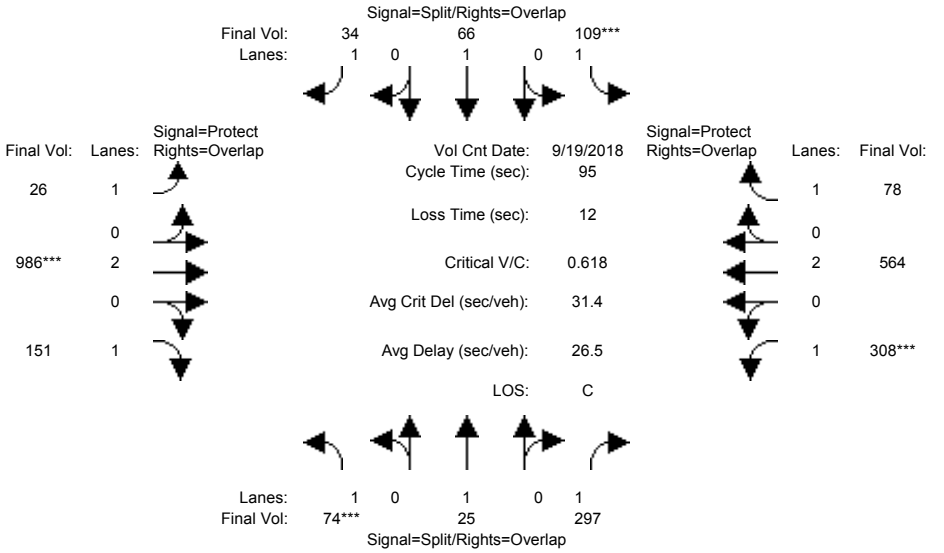
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2018 << 4:50-5:50												
Base Vol:	73	24	294	109	64	34	26	962	142	284	526	77
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:	73	24	294	109	64	34	26	962	142	284	526	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	24	294	109	64	34	26	962	142	284	526	77
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:	73	24	294	109	64	34	26	962	142	284	526	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	24	294	109	64	34	26	962	142	284	526	77
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:	73	24	294	109	64	34	26	962	142	284	526	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.17	0.06	0.03	0.02	0.01	0.25	0.08	0.16	0.14	0.04
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	34.6	10.0	10.0	31.9	21.9	38.4	48.4	24.6	41.1	51.1
Volume/Cap:	0.40	0.12	0.46	0.59	0.32	0.06	0.06	0.63	0.16	0.63	0.32	0.08
Delay/Veh:	46.0	39.7	25.5	53.8	43.5	21.6	28.9	24.5	12.8	37.5	18.3	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	39.7	25.5	53.8	43.5	21.6	28.9	24.5	12.8	37.5	18.3	10.8
LOS by Move:	D	D	C	D	D	C	C	C	B	D	B	B
HCM2kAvgQ:	3	1	7	4	2	1	1	12	2	9	5	1

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3817: STOCKTON/TAYLOR



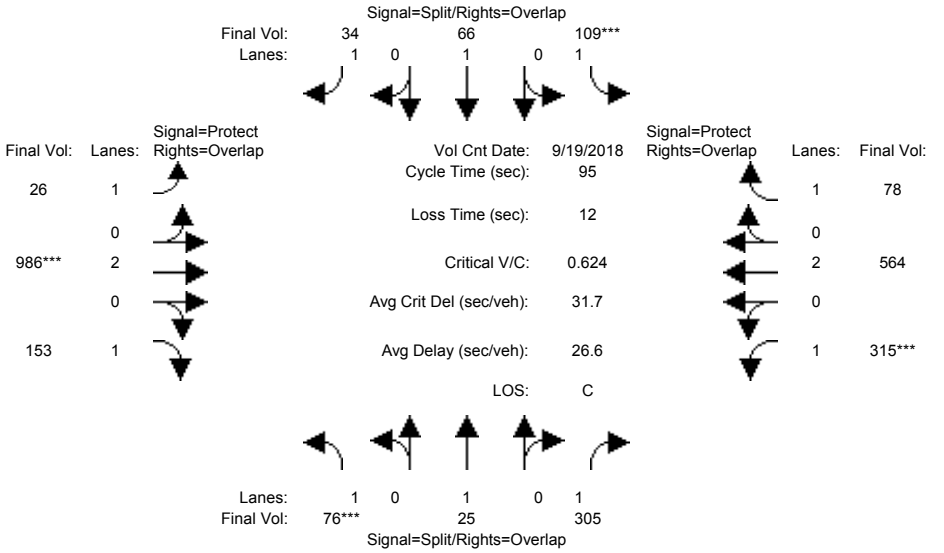
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2018 << 4:50-5:50												
Base Vol:	73	24	294	109	64	34	26	962	142	284	526	77
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:	73	24	294	109	64	34	26	962	142	284	526	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	1	3	0	2	0	0	24	9	24	38	1
Initial Fut:	74	25	297	109	66	34	26	986	151	308	564	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	25	297	109	66	34	26	986	151	308	564	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	25	297	109	66	34	26	986	151	308	564	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	25	297	109	66	34	26	986	151	308	564	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.17	0.06	0.03	0.02	0.01	0.26	0.09	0.18	0.15	0.04
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	35.5	10.0	10.0	30.9	20.9	37.5	47.5	25.5	42.1	52.1
Volume/Cap:	0.40	0.13	0.45	0.59	0.33	0.06	0.07	0.66	0.17	0.66	0.33	0.08
Delay/Veh:	46.1	39.8	24.7	53.8	43.8	22.3	29.7	25.7	13.4	37.9	17.8	10.3
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:	46.1	39.8	24.7	53.8	43.8	22.3	29.7	25.7	13.4	37.9	17.8	10.3
LOS by Move:	D	D	C	D	D	C	C	C	B	D	B	B
HCM2kAvgQ:	3	1	7	4	2	1	1	12	3	10	5	1

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

615 Stockton Avenue Hotel
San Jose
Hexagon Transportation Consultants, Inc.

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

Intersection #3817: STOCKTON/TAYLOR



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: 19 Sep 2018 << 4:50-5:50												
Base Vol:	73	24	294	109	64	34	26	962	142	284	526	77
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:	73	24	294	109	64	34	26	962	142	284	526	77
Added Vol:	2	0	8	0	0	0	0	0	2	7	0	0
ATI:	1	1	3	0	2	0	0	24	9	24	38	1
Initial Fut:	76	25	305	109	66	34	26	986	153	315	564	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	25	305	109	66	34	26	986	153	315	564	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	25	305	109	66	34	26	986	153	315	564	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	25	305	109	66	34	26	986	153	315	564	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.17	0.06	0.03	0.02	0.01	0.26	0.09	0.18	0.15	0.04
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	35.8	10.0	10.0	30.9	20.9	37.2	47.2	25.8	42.1	52.1
Volume/Cap:	0.41	0.13	0.46	0.59	0.33	0.06	0.07	0.66	0.18	0.66	0.33	0.08
Delay/Veh:	46.4	39.8	24.7	53.8	43.8	22.3	29.7	26.1	13.6	37.8	17.8	10.3
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:	46.4	39.8	24.7	53.8	43.8	22.3	29.7	26.1	13.6	37.8	17.8	10.3
LOS by Move:	D	D	C	D	D	C	C	C	B	D	B	B
HCM2kAvgQ:	3	1	7	4	2	1	1	13	3	10	5	1

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

Appendix F
Queue Length Calculations

Stockton/Taylor
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.8
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0218	0.0218	0
0.0834	0.1052	1
0.1595	0.2647	2
0.2034	0.4681	3
0.1946	0.6627	4
0.1489	0.8116	5
0.0950	0.9066	6
0.0519	0.9585	7
0.0248	0.9834	8
0.0106	0.9939	9
0.0040	0.9980	10
0.0014	0.9994	11
0.0004	0.9998	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Taylor
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 4.0
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0191	0.0191	0
0.0756	0.0947	1
0.1496	0.2443	2
0.1974	0.4417	3
0.1953	0.6370	4
0.1546	0.7916	5
0.1020	0.8936	6
0.0577	0.9513	7
0.0285	0.9799	8
0.0126	0.9924	9
0.0050	0.9974	10
0.0018	0.9992	11
0.0006	0.9998	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Taylor
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.1
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0159	0.0159	0
0.0658	0.0816	1
0.1362	0.2179	2
0.1882	0.4060	3
0.1949	0.6009	4
0.1615	0.7624	5
0.1115	0.8739	6
0.0660	0.9399	7
0.0342	0.9741	8
0.0157	0.9898	9
0.0065	0.9963	10
0.0025	0.9988	11
0.0008	0.9996	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Taylor
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.5
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0042	0.0047	1
0.0156	0.0203	2
0.0390	0.0594	3
0.0731	0.1325	4
0.1096	0.2420	5
0.1369	0.3789	6
0.1465	0.5255	7
0.1373	0.6627	8
0.1143	0.7770	9
0.0857	0.8627	10
0.0584	0.9211	11
0.0365	0.9575	12
0.0210	0.9786	13
0.0112	0.9898	14
0.0056	0.9954	15
0.0026	0.9981	16
0.0012	0.9992	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Taylor
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 8.1
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0024	0.0027	1
0.0098	0.0124	2
0.0264	0.0389	3
0.0537	0.0925	4
0.0873	0.1798	5
0.1182	0.2980	6
0.1373	0.4353	7
0.1394	0.5747	8
0.1259	0.7006	9
0.1024	0.8030	10
0.0756	0.8786	11
0.0512	0.9299	12
0.0320	0.9619	13
0.0186	0.9805	14
0.0101	0.9905	15
0.0051	0.9957	16
0.0024	0.9981	17
0.0011	0.9992	18
0.0005	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Taylor
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.3
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0020	0.0023	1
0.0085	0.0108	2
0.0235	0.0343	3
0.0488	0.0831	4
0.0812	0.1643	5
0.1125	0.2767	6
0.1335	0.4103	7
0.1388	0.5490	8
0.1282	0.6772	9
0.1065	0.7837	10
0.0805	0.8642	11
0.0558	0.9200	12
0.0357	0.9556	13
0.0212	0.9768	14
0.0117	0.9885	15
0.0061	0.9946	16
0.0030	0.9976	17
0.0014	0.9990	18
0.0006	0.9996	19
0.0003	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.8
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0610	0.0610	0
0.1706	0.2316	1
0.2386	0.4701	2
0.2224	0.6926	3
0.1556	0.8481	4
0.0870	0.9351	5
0.0406	0.9757	6
0.0162	0.9919	7
0.0057	0.9976	8
0.0018	0.9993	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 2.8
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0610	0.0610	0
0.1706	0.2316	1
0.2386	0.4701	2
0.2224	0.6926	3
0.1556	0.8481	4
0.0870	0.9351	5
0.0406	0.9757	6
0.0162	0.9919	7
0.0057	0.9976	8
0.0018	0.9993	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0456	0.0456	0
0.1408	0.1865	1
0.2174	0.4039	2
0.2238	0.6276	3
0.1727	0.8004	4
0.1067	0.9070	5
0.0549	0.9619	6
0.0242	0.9861	7
0.0093	0.9954	8
0.0032	0.9986	9
0.0010	0.9996	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.2
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0055	0.0055	0
0.0287	0.0342	1
0.0746	0.1089	2
0.1294	0.2382	3
0.1681	0.4064	4
0.1748	0.5812	5
0.1514	0.7326	6
0.1125	0.8451	7
0.0731	0.9182	8
0.0422	0.9604	9
0.0219	0.9823	10
0.0104	0.9927	11
0.0045	0.9972	12
0.0018	0.9990	13
0.0007	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 5.2
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0055	0.0055	0
0.0287	0.0342	1
0.0746	0.1089	2
0.1294	0.2382	3
0.1681	0.4064	4
0.1748	0.5812	5
0.1514	0.7326	6
0.1125	0.8451	7
0.0731	0.9182	8
0.0422	0.9604	9
0.0219	0.9823	10
0.0104	0.9927	11
0.0045	0.9972	12
0.0018	0.9990	13
0.0007	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.6
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0036	0.0036	0
0.0204	0.0240	1
0.0572	0.0812	2
0.1072	0.1884	3
0.1506	0.3390	4
0.1693	0.5083	5
0.1586	0.6670	6
0.1274	0.7943	7
0.0895	0.8838	8
0.0559	0.9397	9
0.0314	0.9711	10
0.0161	0.9872	11
0.0075	0.9947	12
0.0033	0.9980	13
0.0013	0.9993	14
0.0005	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Schiele
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9540	0.9540	0
0.0449	0.9989	1
0.0011	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Schiele
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9535	0.9535	0
0.0454	0.9989	1
0.0011	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Schiele
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9535	0.9535	0
0.0454	0.9989	1
0.0011	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Schiele
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9840	0.9840	0
0.0159	0.9999	1
0.0001	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Schiele
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9838	0.9838	0
0.0161	0.9999	1
0.0001	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Schiele
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9836	0.9836	0
0.0163	0.9999	1
0.0001	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
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HEXAGON TRANSPORTATION CONSULTANTS, INC.

615 Stockton Hotel

Draft Transportation Demand Management (TDM) Plan

Prepared for:

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April 22, 2019

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1. Introduction

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single–occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purpose of TDM is to (1) reduce the amount of trips generated by new development; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for sustainable transportation usage; (3) reduce the parking demand generated by new development and allow for a reduction in parking supply; and (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved.

This TDM plan has been prepared for the proposed hotel located at 615 Stockton Avenue to satisfy the requirements outlined in Section 20.90.220 of the San Jose Code of Ordinances. These ordinances allow developments to use up to a maximum of 50 percent parking reduction, so long as the following requirements are met:

- The reduction in parking will not adversely affect surrounding projects
- The reduction in parking will not rely upon or reduce the public parking supply
- The project provides a detailed TDM plan and demonstrates that the TDM program can be maintained indefinitely

This TDM Plan addresses all the requirements of the City's ordinance and includes a broad range of TDM measures designed to reduce the trips, Vehicle Miles Traveled by employees and guests, and parking demand of the hotel. This Plan includes a shuttle service to the airport, on-site bicycles for guest use, an on-site transportation coordinator, a transit subsidy program for employees, and financial incentives for employees who bike or walk to work.

Project Description

The proposed 615 Stockton Avenue Hotel is located at the northwest corner of the intersection of Stockton Avenue and Schiele Avenue. The project site is currently occupied by a vacant 4,426 square-foot light industrial building and a single-family home. The project as proposed consists of a 120-room hotel. The project as proposed consists of a 120-room hotel. The hotel is proposed to include a 1,500 s.f. retail food market and bar-lounge intended to serve hotel guests, however both will be accessible to the public. Access to a drop-off/pick-up zone and parking garage is proposed to be provided via one two-way driveway and one outbound-only driveway on Stockton Avenue. A total of 65 valet- and self-parking spaces will be provided within two below-ground parking levels. The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Per the City of San Jose Municipal Code (Chapter 20.90.060) hotel land uses are required to provide one space per hotel room or suite plus one space per employee. Based on the City's parking requirements and an estimated 10 hotel employees during any single shift, the project is required to provide a total of 130 off-street parking spaces. The project is proposing a total of 65 parking spaces, which is a 50 percent reduction from the normal parking code.

A fee will be charged for on-site parking for guests of the hotel. Upon checkout, hotel guests will be charged for parking based upon the duration of time their respective vehicle utilized the parking garage.

Location and Proximity to Transit

The location of a project within or adjacent to a central business district promotes pedestrian and bicycle travel in a high-density area of complementary land uses. The project site is located adjacent to the Downtown area and is a short walk or bicycle ride from numerous complementary land uses.

The College Park Caltrain station is located approximately 0.3-mile (1,500 feet) north of the project site at the northern end of Stockton Avenue. Additionally, the project is located approximately one mile from the Diridon Transit Center at Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Chapter 2 describes the existing transit services in the study area.

Report Organization

The remainder of this report is divided into two chapters. Chapter 2 describes the transportation facilities and services in the vicinity of the project site. Chapter 3 describes the TDM measures that would be implemented for the proposed project, including the program for implementing and monitoring the TDM plan.

Figure 1
Site Location

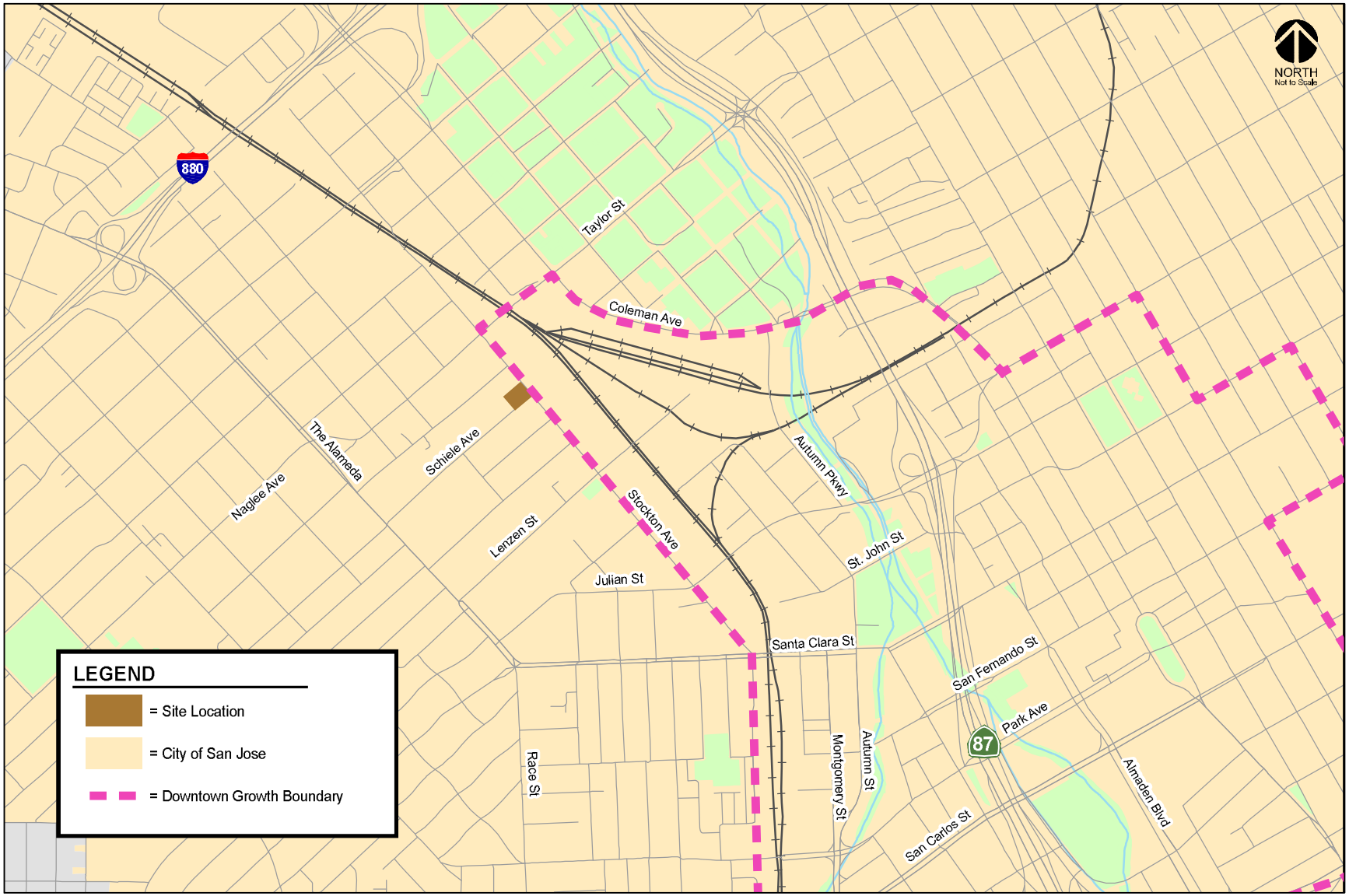
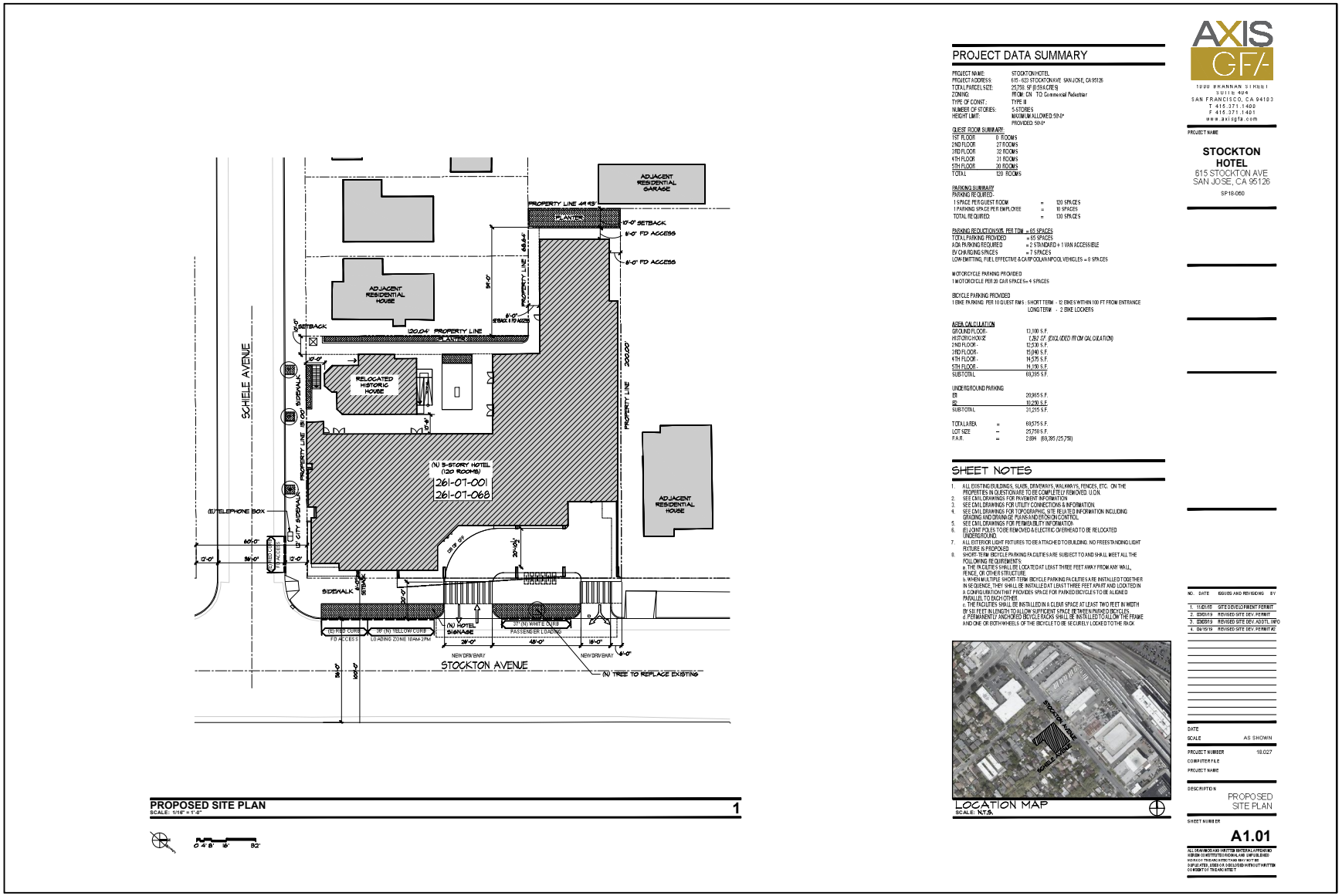


Figure 2
Site Plan



2. Existing Transportation Facilities

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the project site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via I-880 and I-280. These facilities are described below.

I-880 is a six-lane freeway in the vicinity of the site. It extends north to Oakland and south to I-280 in San Jose, at which point it makes a transition into SR 17 to Santa Cruz. Access to the project site is provided via its interchange at The Alameda.

State Route 87 connects from SR-85 in south San Jose to US-101 near the San Jose International Airport. SR-87 provides two mixed-flow lanes and one HOV lane in both directions of travel. Access to and from the site is provided via ramps at Taylor Street.

Local access to the site is provided by Stockton Avenue, Julian Street, Taylor Street, The Alameda (SR 82), and Schiele Avenue. These roadways are described below.

Stockton Avenue is generally a two-lane north-south street that runs between the College Park Caltrain Station and The Alameda. Land uses along Stockton Avenue are generally commercial and residential on the west side and industrial on the east side. The posted speed limit is 30 mph. Bike lanes are provided along both sides of Stockton Avenue along its entire extent and parking is provided on both sides in most areas. Sidewalks are located on both sides of the street in the study area. Stockton Avenue runs along the east project frontage and provides direct access to the project site.

Julian Street is a two-lane east-west street between The Alameda and Montgomery Street that transitions to a four-lane street east of Montgomery Street. Land uses along Julian Street are generally commercial and industrial. The posted speed limit is 30 mph. A sidewalk is present only along the north side of Julian Street between Stockton Avenue and Montgomery Street. An interchange with SR-87 is located east of Almaden Boulevard. Access to the project site is provided via Stockton Avenue

Taylor Street is an east-west four-lane street located north of the project site. It transitions to and continues as Naglee Avenue west of The Alameda. East of The Alameda, Taylor Street extends to US-101 where it transitions into Mabury Road. Land uses along Taylor Street are residential and commercial west of Stockton Avenue and east of First Street; between Stockton Avenue and First Street, uses are generally industrial and offices. Bike lanes are provided between Walnut Street and First Street. Site access is provided via its intersection with Stockton Avenue.

The Alameda (State Route 82) is generally a four-lane north-south arterial, designated as a Grand Boulevard in the General Plan, that runs from Santa Clara University to Stockton Avenue where it becomes Santa Clara Street and extends through downtown. The City of San Jose identifies Grand

Boulevards as major transportation corridors in the City accommodating moderate to high volumes of through traffic within and beyond the City and where transit has a priority over other modes of transportation. Land uses located along The Alameda are generally commercial. The Alameda has a raised median island and left-turn pockets at all signalized intersections and select unsignalized intersections. The posted speed limit is 35 mph. Sidewalks are provided on both sides in the study area and crosswalks are available at all signalized intersections and at most unsignalized intersections. Site access is provided via Stockton Avenue.

Schiele Avenue is a two-lane east-west local street that runs between Stockton Avenue and The Alameda, where it transitions to Fremont Street. Land uses along Schiele Avenue are generally residential. Sidewalks are provided on both sides in the study area. Schiele Avenue runs along the south project frontage. Site access is provided via Stockton Avenue.

Existing Bicycle Facilities

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.

- Stockton Avenue, along its entire length
- Julian Street, between The Alameda and Stockton Avenue
- The Alameda/Santa Clara Street, east of Stockton Avenue
- Autumn Street, south of Santa Clara Street
- Race Street, north of Park Avenue and south of The Alameda
- Coleman Avenue, between Taylor Street and Santa Teresa Street
- Taylor Street, east of Walnut Street
- Hedding Street, along its entire length

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

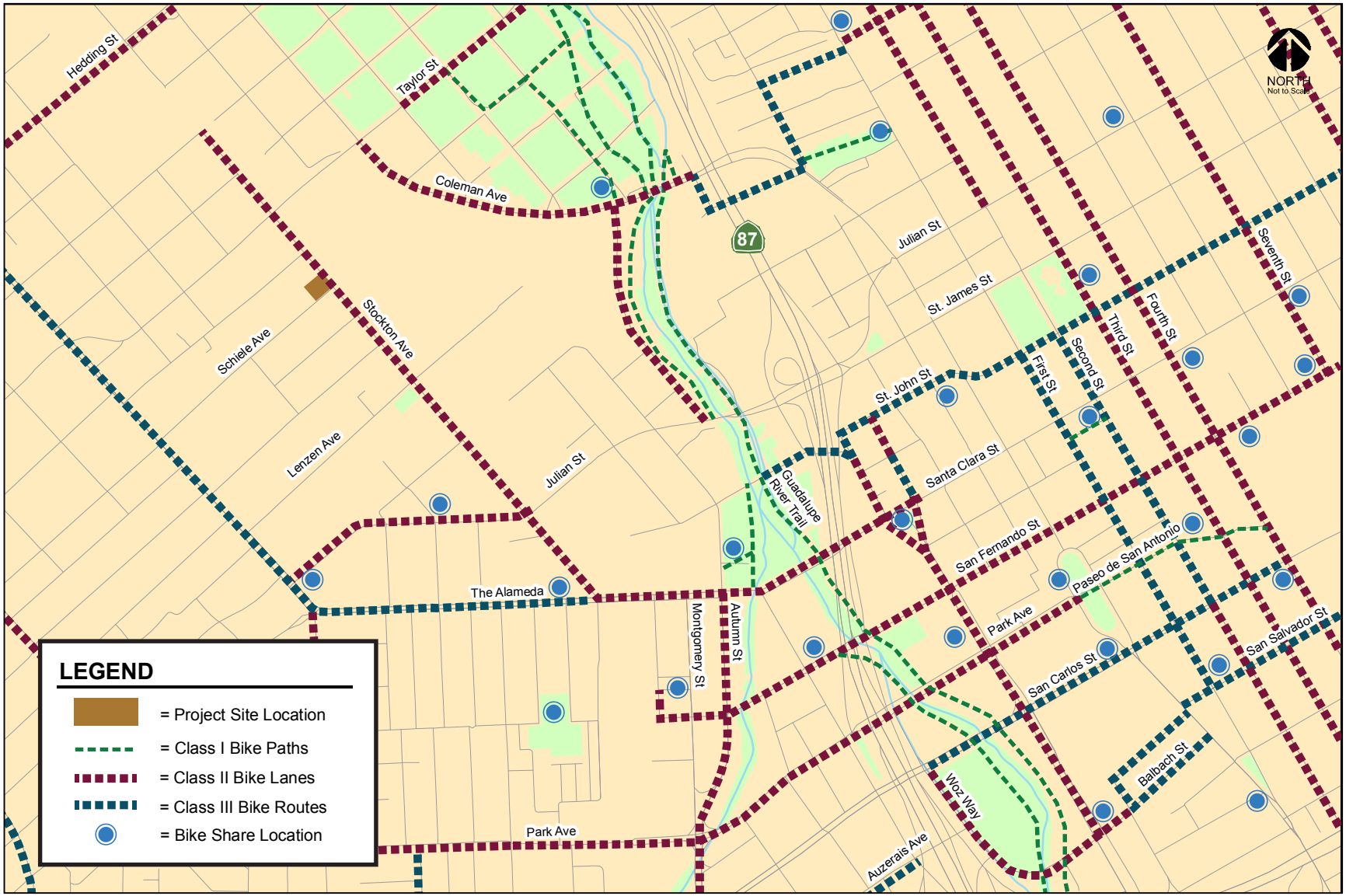
- The Alameda, between Hedding Street and Stockton Avenue

Although none of the residential streets near the project site (including Schiele Avenue) provide bike lanes or are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage. The existing bicycle facilities are shown in Figure 3.

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. The nearest access point to the Guadalupe River Trail is provided via a trailhead at the Guadalupe River Park accessible from Taylor Street, approximately 0.6-mile east from the project site.

Figure 3
Existing Bicycle Facilities



Ford GoBike Bike Share

The City of San Jose participates in the Ford GoBike bike share program that allows users to rent and return bicycles at various locations. Bike share bikes can only be rented and returned at designated stations throughout and surrounding the downtown area. The nearest bike share station is located approximately 0.55-mile from the project site, at the northeast corner of the Morrison Avenue/Julian Street intersection.

Existing Pedestrian Facilities

Pedestrian facilities near the project site consist mostly of sidewalks along the streets in the study area. Sidewalks are found along both sides of all streets near the project site including Stockton Avenue. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at all signalized study intersections.

Pedestrian generators in the project vicinity include the Bellarmine College Preparatory High School and the College Park Caltrain station approximately 0.3-mile to the north along Stockton Avenue, the San Jose Market Center 0.5-mile to the east on Coleman Avenue, and the SAP Center 0.8-mile to the south on Santa Clara Street. Existing sidewalks along Stockton Avenue, Taylor Street, and the north side of Julian Street, provide pedestrian connections between the project site and pedestrian destinations in the project vicinity. There are no sidewalks provided along the south side of Julian Street between Stockton Avenue and Montgomery Street.

Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Transit Service

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The College Park Caltrain station is located approximately 0.3-mile north of the project site at the northern end of Stockton Avenue. The project site also is located approximately one mile from the Diridon Transit Center at Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. These transit services are described below. The transit stations and local VTA bus lines near the project site are shown on Figure 4.

VTA Bus Service

The VTA bus lines that operate within the study area are listed in Table 3, including their terminus points, closest scheduled stop, and commute hour headways. Local routes 61 and 62 stop approximately 700 feet north of the project at the Stockton Avenue/Taylor Street intersection.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day. The Mountain View–Winchester LRT line is accessible from the Diridon Transit Center. A transfer point to the Alum Rock–Santa Teresa line is provided at the Convention Center station.

Figure 4
Existing Transit Services

Table 1
Existing Transit Services

Transit Service	Route Description	Nearest Stop	Headway[1]
VTA Local Route 22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	The Alameda and Schiele Avenue/Fremont Street	15 min
VTA Local Route 61	Good Samaritan Hospital to Sierra & Piedmont via Bascom	Stockton Avenue and Taylor Street	30 min
VTA Local Route 62	Good Samaritan Hospital to Sierra & Piedmont via Union	Stockton Avenue and Taylor Street	30 min
VTA Limited Stop Route 304	South San Jose to Sunnyvale Transit Center via Arques	Coleman Avenue and Taylor Street	30 - 50 min
VTA Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	The Alameda and Taylor Street	10 - 18 min

Notes:
[1] Approximate headways during peak commute periods in the project area.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday.

The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Ford GoBike bike share docks. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:31 AM and 1:38 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stop at the Diridon Station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station eight times during the weekdays between approximately 7:38 AM and 11:55 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:40 AM and 7:15 PM.

2. TDM Plan

The TDM measures for the project were developed based on the parking reduction requirements outlined in Section 20.90.220 of the San Jose Code of Ordinances and were geared to meeting the 50 percent parking reduction that the project needs.

Implementation of the proposed TDM measures would encourage future guests taking alternative transportation modes (transit, bicycle, and airport shuttle) to further reduce the SOV trips and parking demand generated by the project.

City of San Jose Parking Code

According to Section 20.90.220.A.1 of the San Jose Parking Code, a reduction in the required off-street vehicle parking spaces of up to 20 percent may be authorized if the project conforms to the transit and bicycle requirements specified in Subsections a and b. For any reduction in the required off-street parking spaces that is more than 20 percent, the project will be required to implement at least three TDM measures specified in Subsections c and d. Section 20.90.220.A.1 is outlined below.

Section 20.90.220.A.1 – Reduction in Required Off-street Parking Spaces

A. Alternative transportation.

1. *A reduction in the required off-street vehicle parking spaces of up to fifty percent may be authorized with a development permit or a development exception if no development permit is required, for structures or uses that conform to all of the following and implement a total of at least three transportation demand management (TDM) measures as specified in the following provisions:*
    a. *The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a Neighborhood Business District, or as an Urban Village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220G.; and*
    b. *The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.*
    c. *For any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least one of the following measures:*
        i. *Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-*

share parking at the most desirable onsite locations at the ratio set forth in the development permit or development exception considering type of use; or

ii. Develop a transit use incentive program for employees and tenants, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement).

d. In addition to the requirements above in Section 20.90.220.A.1.c. for any reduction in the required off-street parking spaces that is more than twenty percent, the project shall be required to implement a transportation demand management (TDM) program that contains but is not limited to at least two of the following measures:

i. Implement a carpool/vanpool or car-share program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool or car-share vehicles, etc. and assign car pool, van pool and car-share parking at the most desirable on-site locations; or

ii. Develop a transit use incentive program for employees, such as on-site distribution of passes or subsidized transit passes for local transit system (participation in the region-wide Clipper Card or VTA EcoPass system will satisfy this requirement); or

iii. Provide preferential parking with charging facility for electric or alternatively-fueled vehicles; or

iv. Provide a guaranteed ride home program; or

v. Implement telecommuting and flexible work schedules; or

vi. Implement parking cash-out program for employees (non-driving employees receive transportation allowance equivalent to the value of subsidized parking); or

vii. Implement public information elements such as designation of an on-site TDM manager and education of employees regarding alternative transportation options; or

viii. Make available transportation during the day for emergency use by employees who commute on alternate transportation. (This service may be provided by access to company vehicles for private errands during the workday and/or combined with contractual or pre-paid use of taxicabs, shuttles, or other privately provided transportation); or

ix. Provide shuttle access to Caltrain stations; or

x. Provide or contract for on-site or nearby child-care services; or

xi. Incorporate on-site support services (food service, ATM, drycleaner, gymnasium, etc. where permitted in zoning districts); or

xii. Provide on-site showers and lockers; or

xiii. Provide a bicycle-share program or free use of bicycles on-site that is available to all tenants of the site; or

xiv. Unbundled parking; and

e. For any project that requires a TDM program:

i. The decision maker for the project application shall first find in addition to other required findings that the project applicant has demonstrated that it can maintain the TDM program for the life of the project, and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use; and

ii. The decision maker for the project application also shall first find that the project applicant will provide replacement parking either on-site or off-site

within reasonable walking distance for the parking required if the project fails to maintain a TDM program.

Compliance with the City Parking Code

The City of San Jose Zoning Code (Section 20.90.060) indicates the following off-street parking requirements for hotel developments:

- One parking space per guest room or suite; plus one parking space per employee

The project as proposed would construct 120 hotel rooms. Approximately 10 employees would be on-site during any one shift. Based on the City's parking requirements, the project would be required to provide a total of 130 parking spaces. The project is proposing to provide a total of 65 parking spaces, which represents a 50 percent reduction from the required number of parking spaces. Therefore, the project must conform to Code 20.90.220.A.1, Subsections a and b, for a 20 percent reduction in off-street parking spaces.

Proximity to Transit (Subsection A)

The project site is located approximately 1,500 feet south of the College Park Caltrain station and 700 feet south of bus stops along Taylor Street. The project will conform to Subsection 20.90.220.A.1.a.

Bicycle Parking Requirement (Subsection B)

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-210), the project is required to provide bicycle parking for the hotel rooms at a rate of one bicycle parking space plus one bicycle parking space per ten guest rooms. This equates to a total requirement of 13 bicycle parking spaces. The site plan indicates that on-site bicycle racks will provide space for 12 bicycles and long-term bicycle storage will accommodate two bicycles. Therefore, the project will provide bicycle parking that exceeds the City's minimum requirements and the project would comply with Subsection 20.90.220.A.1.b.

The project will conform to Subsections 20.90.220.A.1.a and b and will be granted a parking reduction of 20 percent. Therefore, the required parking would be reduced to 104 spaces. However, the project will need to lower the required number of parking spaces by an additional 39 spaces, or 30 percent of the original 130 required parking spaces, to meet the City's parking requirement. Therefore, the proposed project will need to satisfy Subsections c and d of Section 20.90.220.A for a total parking reduction of 50 percent.

The TDM measures that would be implemented for the project are described in the following section based on the TDM measures specified in Subsections 20.90.220.A.1.c and d. Additionally, the project would include specific measures to ensure that the TDM plan would be maintained for the life of the project, which is in compliance with Subsection 20.90.220.A.1.e.

Proposed TDM Measures

The TDM measures to be implemented for the 615 Stockton Avenue Hotel project include design features, programs, and services that promote sustainable modes of transportation and reduce the roadway and parking demand that would be generated by the project. Such measures encourage walking, biking, and use of transit. For the proposed project, the included TDM measures are described below.

Passenger Loading Zone

The proposed project includes a 37-foot curbside passenger loading zone along the Stockton Avenue hotel frontage between the two project driveways. This design would facilitate the use of taxis, private vehicle transport, and rideshare services (e.g., Uber, Lyft, and Wingz) for guests to access the hotel without cars. With the option of accessing the hotel through these ridesharing services and without a car, the need for a parking space would be reduced.

Guest Shuttle Services

The proposed project would offer free shuttles to guests. The shuttle destinations would be determined based on guest preferences. It is initially thought that shuttles would serve the Mineta International Airport, College Park Caltrain Station, Diridon Transit Station, and downtown in San Jose. Since the proposed project is a hotel, a portion of the guests would likely be traveling through the airport. With the option of using the free shuttle, the need for a car and a parking space would be reduced. Mineta International Airport is approximately three miles driving distance from the proposed project.

On-Site Bicycle Share Program

The proposed project would provide on-site bicycles for visitors to share. The bicycles would be stored in a secured common space that can be checked out by guests. Local destinations throughout Downtown and the SAP Center are a short bicycle ride away from the proposed project. Inclusion of a bike share program would likely reduce the need for guests to use a car.

On-Site Car-Share Program

The proposed project would provide on-site access to a car-sharing service such as Zipcars for hotel employees and guests. Vehicles will be located on-site allowing hotel employees and guests to come and go at their convenience. Vehicles can be reserved prior to visiting the hotel.

Free VTA Eco Passes

The proposed project would offer free annual VTA Eco Passes for employees for the life of the project. Eco Passes would give employees unlimited rides on VTA Bus, light rail transit (LRT), and Express Bus service seven days a week. Eco Pass is deeply discounted below the standard fares, making it an attractive low-cost benefit to employees.

Financial Incentives for Biking or Walking to Work (Employees Only)

In order to encourage employees of the proposed project to use alternative modes to get to work, a parking cash-out program for employees would be established. Employees who walk or bike to work at least four days per week would be eligible to receive a financial incentive for doing so. Employees who request a parking cash-out for bicycling or walking to work would not be eligible to receive subsidized annual VTA Eco Passes.

Participating employees would not be allowed to park in the project's parking garage on a daily basis. However, since there may be times when employees who primarily commute using alternative modes of transportation need to drive to work, employees who receive a financial incentive for biking or walking to work (or who receive subsidized transit passes) should be allowed to park in the garage on such occasions. The maximum number of times those individuals may park in the garage could be set at twice a month, or some similar limit based on employee feedback from annual Employee Surveys.

The amount of the financial incentive for walking or biking to work would be $50 per month. The Federal Bike Commuter Benefit allows employees to receive up to $20 per month tax-free. The balance of $30 for bicyclists and the full $50 for those who regularly walk to work would be considered taxable

income to employees. (Although transit and vanpool subsidies up to $255 per month are exempt from federal income taxes, the Federal Bike Commuter Benefit is limited to $20 per month.)

Parking cash-out is a state law in California, but the state law only applies to employers with 50 employees or more who lease their parking and where parking costs can be separated out as a line item on their lease. Because the proposed hotel would not have 50 employees, we note that the state law does not apply to this project. The parking cash-out program is voluntarily included as an element of this TDM Plan.

On-Site TDM Coordinator and Services

The proposed project would provide an on-site TDM coordinator, who would be responsible for implementing and managing the TDM plan. The TDM coordinator would be a point of contact for guests and employees should TDM-related questions arise, and would be responsible for ensuring that guests are aware of all transportation options and how to fully utilize the TDM plan. The TDM coordinator would provide the following services and functions to ensure the TDM plan runs smoothly:

- Provide guests information at the time of check-in. The process would include information about public transit services, ridesharing services (e.g., Uber, Lyft, and Wingz), bicycle maps, the on-site bicycle-share program, the on-site car-sharing program and the guest shuttle.
- A summary of the transportation options offered to all guests and employees.
- Manage the on-site bicycle-share program to ensure the bicycles remain in good condition.
- Manage the on-site car-share program to ensure the vehicles are used in the manner intended by the car-sharing service.
- Provide information to employees about subsidized transit passes and the financial incentive programs for employees who bike or walk to work.
- Conduct parking surveys annually to track actual parking demand and determine whether additional TDM measures, or another parking solution, is needed.

TDM Implementation and Monitoring

As previously stated, the primary purpose of the TDM plan is to reduce the proposed project's parking demand by 50 percent. Per Section 20.90.220.A.1.e of San Jose Code of Ordinances, monitoring progress would be necessary to ensure that the TDM measures are effective and continue to be successfully implemented.

The future hotel operator would be responsible for ensuring that the TDM trip reduction measures are implemented.

The TDM plan would need to be re-evaluated annually for the life of the project. If it is determined that the 50 percent parking reduction is not being achieved (i.e., the on-site parking garage reaches full capacity), additional TDM measures would need to be introduced to ensure that the parking demand is being addressed by the project without the burden being placed on outside entities.

Conclusions

The TDM measures to be implemented by the project include planning and design measures related to the attributes of the site location, the site design, and on-site amenities. Such measures encourage walking, biking, and use of transit. The TDM plan includes the following measures:

- Design features – Entrance passenger zone
- Guest Shuttle services
- On-site bicycles for guest use

- On-site access to car-share vehicles for hotel employees and guests
- Free annual VTA Eco Pass for employees
- Financial Incentives for employees who bike or walk to work
- On-site TDM coordinator and services