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HEXAGON TRANSPORTATION CONSULTANTS, INC.

1849 Fortune Drive and 2400 Ringwood Avenue

Transportation Analysis

Prepared for:

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November 9, 2022

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Executive Summary

This report presents the results of the transportation analysis conducted for the proposed Trade Zone Boulevard Technology Park located at 1849 Fortune Drive and 2400 Ringwood Avenue in San Jose, California. The project site is currently occupied by an existing 88,000-s.f. office building located at 2400 Ringwood Avenue and a vacant 55,000-s.f. building located at 1849 Fortune Drive. The proposed project would demolish the two existing buildings and construct a 522,194-s.f. data center and 136,573 s.f. of manufacturing space. Parking for each of the buildings will be provided by a five-level 339-space parking garage. The entire site will be secured with a gate including each of the project access points.

Vehicular access to the parking garage will be provided via a right-in-only driveway and a right-out-only driveway along Trade Zone Boulevard. The right-out only driveway along Trade Zone Boulevard also will provide ingress and egress from a PG&E substation and its access gates. Two additional driveways – one along Ringwood Avenue and the other along Fortune Drive – would serve as entrance and exit for trucks only.

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 Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2020*, the City of Milpitas guidelines, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2020*, 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 and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

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. The LTA supplements the CEQA VMT analysis and provides analysis for use by the City of San Jose in identifying potential improvement of the transportation system with a focus on improving multi-modal travel. The LTA is

required per the City of San Jose Transportation Policy, however, the operational deficiencies identified as part of the LTA are not considered impacts per CEQA guidelines.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose Transportation Analysis Handbook identifies screening criteria that determine 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 project site is located within the Berryessa/International Business Park (BIBP) planned growth area. However, the existing area VMT per employee of 15.08 is above the baseline VMT per employee threshold of 14.37. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (15.07 per employee) would exceed the impact threshold of 14.37 VMT per employee, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact. Per the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. Based on preliminary direction from City staff, the project will be required to implement the following multi-modal facility improvements to reduce the project's VMT impact to less than significant levels.

- Provide Pedestrian Network Improvements for Active Transportation (Tier 2): Implement pedestrian improvements both on-site and in the surrounding area. Improving the pedestrian connections encourages people to walk instead of drive and reduces VMT. The project will be required to remove the pork-chop islands or provide raised crosswalks at the southwest and southeast corners of the Ringwood Avenue/Trade Zone Boulevard intersection. These improvements will require signal modification and the coordination between the Cities of San Jose and Milpitas and VTA. **and**
- Provide Traffic Calming Measures (Tier 2): Implement pedestrian/bicycle safety and traffic calming measures both on-site in the surrounding neighborhood. Providing traffic calming measures promotes walking and biking as an alternative to driving. The project will be required to construct a raised median island for the existing left-turn pockets along the westbound direction on Trade Zone Boulevard to improve pedestrian safety and access. These improvements will require coordination with the City of Milpitas and VTA.

The measures are consistent with the City's improvement planline at Trade Zone Boulevard and Ringwood Avenue. The implementation of Tier 2 measures described above would reduce the VMT generated by the project to 14.47 per employee, which is still more than the established threshold of 14.37 VMT per employee. The project's VMT could be reduced to 14.26 per employee with the implementation of the following Travel Demand Management (TDM) measure. It should be noted that the TDM measure may be incorporated within a TDM plan for the project which may include additional TDM measures.

- Telecommuting and Alternative Work Schedules: Encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods. This strategy reduces commute trips, thereby reducing VMT. At a minimum, the measure would require that 10% of employees work a 4/40 work week schedule (10-hour workdays for four days a week).

The applicant will need to work with the City to ensure the measures are feasible or identify other multi-modal improvements and/or TDM measures deemed appropriate for the development plan and uses of the site. Therefore, the ultimate mitigation measures may differ from those identified below so long as the measures meet the required 4.7 percent reduction in VMT and are approved by City staff.

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 per the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated for *Transit Employment Center* uses. This designation is applied to areas planned for intensive job growth because of their importance as employment districts to the City and a high degree of access to transit and other facilities and services. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development, or industrial use on upper floors; as well as wholly office, research and development, or industrial projects.

Since the *Transit Employment Center* designation allows industrial uses, the proposed industrial project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis completed as part of the LTA 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 included the analysis of AM and PM peak-hour traffic conditions for 8 existing signalized intersections and one existing unsignalized intersections within the Cities of San Jose and Milpitas.

Trip Generation

After applying the ITE trip rates, appropriate trip reductions, and existing site trip credits, it is estimated that the project would generate an additional 205 daily vehicle trips, with 90 trips (54 inbound and 36 outbound) occurring during the AM peak hour and 41 trips (21 inbound and 20 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The results of the level of service analysis show that the added net trips as a result of the proposed project would not have an adverse effect on intersection operations under background plus project conditions during both the AM and PM peak hours at any of the study intersections based on the applicable guidelines.

US-101/Oakland/Mabury Transportation Development

Any project that would add trips through the identified Policy Interchange Intersections is required to participate in the TDP program. The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that a project would add to the interchange. Note that the signalized intersections of Oakland Road/US 101 (S), Oakland Road/US 101 (N), Oakland Road/Commercial Street, Mabury Road/US 101 (E), and Mabury Road/US 101 (W) make up the "Policy Interchange Intersections". However, the proposed project is not projected to add any trips to the Policy Interchange Intersections during the PM peak hour and thus will not be required to pay the US 101/Oakland/Mabury TDP TIF.

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended to improve access to the project site and on-site circulation:

- Ingress and egress from the PG&E substation gates will be provided via the right-turn only exit driveway along Trade Zone Boulevard. Signage noting ingress for substation vehicles only (no vehicular access) should be placed at the right-turn out driveway. The infrequent use of the substation access points will have minimal effect on driveway operations.
- The new median island along Trade Zone Boulevard should be constructed to extend past the project's exit driveway to prohibit left-turns from the project driveway.
- The project driveways along Fortune Drive and Trade Zone Boulevard/Ringwood Avenue should be free and clear of obstructions ensuring a minimum clear sight distance of 250 and 305 feet along Fortune Drive and Trade Zone Boulevard/Ringwood Avenue, respectively. The red curbs at the proposed driveway along Fortune Drive must be maintained or re-implemented.
- The design of the site must include adequate corner radii along all internal roadways/drive aisles, as well as driveway width, drive aisle width, parking dimensions, and signage that satisfies the City of San Jose design standards.
- The drive aisles with 90-degree parking stalls within the parking garage would need to be at least 20 feet wide for one-way operations and 26 feet wide for two-way operations.
- All-way stop controls would need to be implemented at the location on level 1 of the parking garage with conflicting traffic between vehicles entering and exiting the upper levels of the parking garage.
- Typical engineering standards require garage ramps to have no greater than a 20 percent grade, and slopes over 10% require transition slopes so that vehicles do not "bottom out".
- All curb returns along the on-site roadways should be a minimum of 30 feet to accommodate service and emergency (such as a garbage truck or fire truck) vehicle circulation.
- The gate at Fortune Drive will need to be relocated approximately 150 feet from the face of the curb to allow trucks to turn into the site.

Parking Supply

Vehicular Parking

The project is required to provide a total of 497 parking spaces based on the City's parking requirement. The project is proposing to provide a total of 339 parking spaces on-site, which would be 158 spaces less than, or a reduction of 32 percent, the City's requirement of 497 parking spaces.

In accordance with Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, which allows up to a 50% parking reduction, the 32 percent reduction could be allowed with the implementation and maintenance of a TDM plan. A separate TDM plan for the proposed project is

included in Appendix H. The TDM plan must be approved by the City of San Jose Planning Department to support a reduction in the required off-street parking.

Bicycle Parking

Based on the City's bicycle parking requirements and the total gross floor areas as calculated above in the vehicle parking section for each use, the project is required to provide 5, 6, and 23 bicycle parking spaces for the proposed data center, office, and manufacturing space, respectively, for a total of 34 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. This equates to 27 short-term bicycle parking spaces and 7 long-term bicycle parking spaces.

The project proposes a total of 38 bicycle parking spaces, consisting of 19 long-term spaces within the parking garage and 19 short-term spaces at the building entrance along Ringwood Avenue. Therefore, the proposed bicycle parking spaces will exceed the City's bicycle parking requirements and encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above. However, 8 of the 19 long-term bicycle parking spaces will need to be converted to short-term bicycle parking spaces to meet the City's requirements of 27 short-term bicycle parking spaces.

Pedestrian, Bicycle, and Transit Facilities

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.

Pedestrian and Bicycle Facilities

The site plan shows pedestrian walkways (ADA paths of travel) connecting each of the building's main entrances with the existing sidewalks along the project frontages on Trade Zone Boulevard and Ringwood Avenue and destinations outside of the project site, including the bus stops on Trade Zone Boulevard.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Brokaw Road has bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system.

Pedestrian and Bike Improvements

The planned improvements discussed below are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The San Jose Better Bike Plan 2025 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 III bike routes are planned for:

- Lundy Avenue/Trimble Road, north of Trade Zone Boulevard

Class IV protected bike lanes are planned for:

- Trade Zone Boulevard, along its entire length
- Ringwood Avenue, between Trade Zone Boulevard and Murphy Avenue
- Lundy Avenue, along its entire length
- Montague Expressway, west of Trade Zone Boulevard

The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties and benefit multiple properties. The project will however be required to provide a monetary contribution for an in-lieu fee of $121 per linear foot to construct the Class IV 7-foot protected bike lanes along the project frontages on Trade Zone Boulevard and Ringwood Avenue per the City of San Jose Better Bike Plan 2025 and Trade Zone Boulevard and Ringwood Avenue improvement planline.

Additionally, the project would be required to implement the following pedestrian/bike improvements to mitigate its VMT impact:

- The project will be required to complete signal modifications at the Ringwood Avenue/Trade Zone Boulevard intersection that include striped bike lanes adjacent to all crosswalks and the installation of corner islands.
- The project will be required to remove the pork-chop islands or provide raised crosswalks at the southwest and southeast corners of the Ringwood Avenue/Trade Zone Boulevard intersection. These improvements will require signal modification and the coordination between the Cities of San Jose and Milpitas and VTA.

The Trade Zone Boulevard Planline identifies the improvement of Trade Zone Boulevard between Montague Expressway and Capitol Avenue to a complete street. Complete streets are roadways designed to safely accommodate many different users, including people who bike, people who walk, transit riders, motorists, and emergency vehicles. The planned streetscape design for Trade Zone Boulevard includes features of Complete Streets as defined in San José's General Plan and Complete Streets Design Guidelines. The Trade Zone Boulevard Planline identifies the following complete street improvements along Trade Zone Boulevard:

- Protected Class IV bike lanes along both sides of Trade Zone Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- A Complete Streets protected intersection design for the Trade Zone Boulevard/Ringwood Avenue intersection
- Construction of a raised median with limited breaks.

Transit Facilities

The project site is served directly by VTA Frequent Bus Lines 60 and 77 and the ACE Violet Shuttle, which operates along Trade Zone Boulevard. A bus stop for these bus routes is located along the project frontage on Trade Zone Boulevard. With the convenient location of bus stops, it can be assumed that some employees of the proposed project would utilize the existing transit services. Applying an estimated three percent transit mode share, which is a conservative estimate that could be expected for the project, equates to approximately at most three new transit riders during either of the peak hours. VTA operations reports indicate that the bus routes above as well as several other bus routes in the area currently serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project

Transit Facility Improvements

The bus stop located along the project frontage includes minimal amenities with only a sign. VTA's Better Bus Stops Program is an annual program that was implemented in 2020 to improve bus stop locations throughout its network. Improvements include the implementation of shelters, information signs, metal benches, metal trash cans, and solar lighting. The improved bus stops also aim to upgrade the boarding area with wider sidewalks to accommodate the amenities and concrete bus pads. The Better Bus Stop Program has established a list of potential locations for improvement based on ridership.

The bus stop along the project frontage is included in the improvement list with the implementation of solar lighting. The project would not interfere with the planned bus stop improvements. However, it is recommended that the project work with VTA to allow for adequate space along its frontages to accommodate the future improvement of the bus stop including wider sidewalks and a bus duck-out.

Recommendation: A VTA standard 8' x 40' boarding area and a VTA standard 7' x 25' shelter pad and a 13' full back ad shelter should be installed at the existing bus stop along the project frontage. The project should include in its design, a connection between the bus stop and the pedestrian pathway or the emergency vehicle access roadway into the plaza. The final design should be coordinated between the project and VTA.

1. Introduction

This report presents the results of the transportation analysis conducted for the proposed Trade Zone Boulevard Technology Park located at 1849 Fortune Drive and 2400 Ringwood Avenue in San Jose, California. The project site is currently occupied by an existing 88,000-s.f. office building located at 2400 Ringwood Avenue and a vacant 55,000-s.f. building located at 1849 Fortune Drive. The proposed project would demolish the two existing buildings and construct a 522,194-s.f. data center and 136,573 s.f. of manufacturing space. Parking for each of the buildings will be provided by a five-level 339-space parking garage. The entire site will be secured with a gate including each of the project access points.

Vehicular access to the parking garage will be provided via a right-in-only driveway and a right-out-only driveway along Trade Zone Boulevard. The right-out only driveway along Trade Zone Boulevard also will provide ingress and egress from a PG&E substation and its access gates. Two additional driveways – one along Ringwood Avenue and the other along Fortune Drive – would serve as entrance and exit for trucks only. The project site location and site plan are shown in Figures 1 and 2, respectively.

This study was conducted for the purpose of identifying the potential transportation impacts related to the project.

Scope of Work

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2020*, the City of Milpitas guidelines, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2020*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Policies

Council Policy 5-1

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

Figure 1
Project Site Location

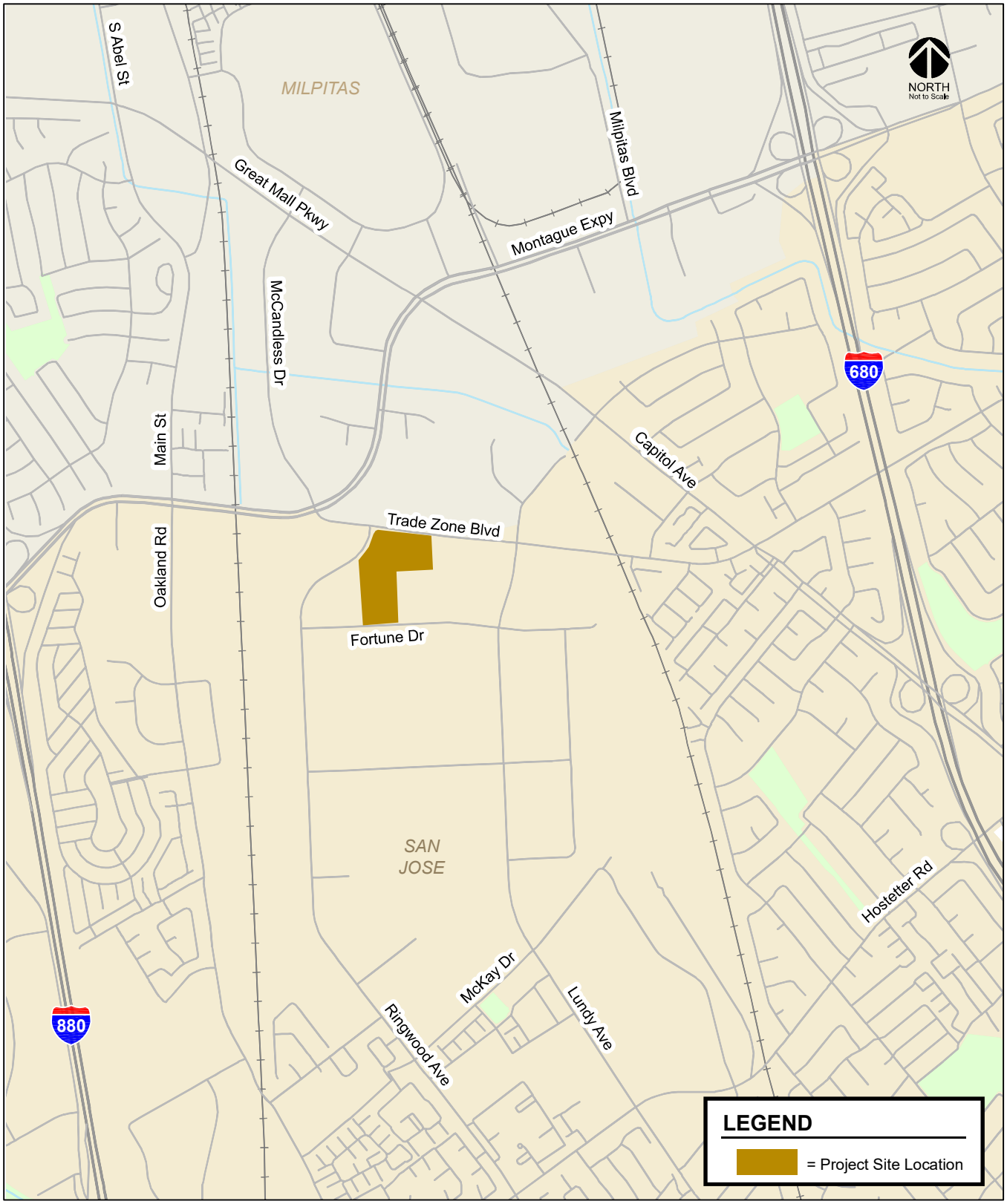
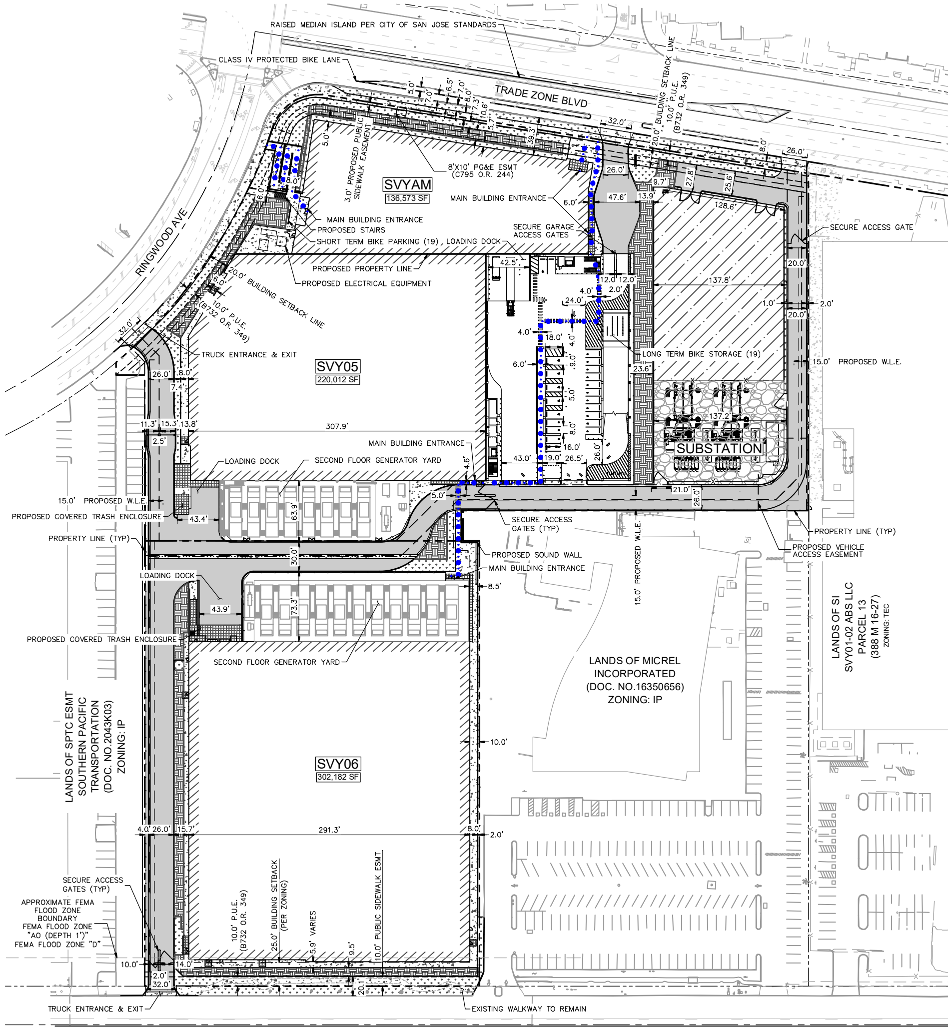


Figure 2
Project Site Plan



PROPOSED PROPERTY INFORMATION

ADDRESS: NORTH OF FORTUNE DR. LOCATED AT THE CORNER OF RINGWOOD AVE & TRADE ZONE BLVD.
APN: 224-17-009
PROJECT SIZE: ±9.78 AC
ZONING: INDUSTRIAL PARK (IP)
GENERAL PLAN DESIGNATION: TRANSIT EMPLOYMENT CENTER (TEC)

SVYAM SF: 136,573 SF
SVY05 SF: 220,012 SF
SVY06 SF: 302,182 SF

PROPOSED NUMBER OF DWELLING UNITS: 0
PROPOSED RESIDENTIAL DENSITY: 0 UNITS / ACRE

CALGREEN PARKING REQUIREMENTS

STALL TYPE	REQUIRED	PROVIDED
EV STANDARD ADA STALL	1	1
EV AMBULATORY ADA STALL	1	1
EV VAN ACCESSIBLE STALL	1	1
EV STALL	34	37
CLEAN AIR/VANPOOL STALL/EV STALL	41	44
SHORT TERM BIKE PARKING	19	19
LONG TERM BIKE PARKING	19	19

SEE ARCHITECTURAL PARKING GARAGE PLANS FOR DETAILS

CALIFORNIA BUILDING CODE PARKING REQUIREMENTS

STALL TYPE	REQUIRED	PROVIDED
STANDARD ACCESSIBLE	6	6
VAN ACCESSIBLE	2	2
TOTAL	8	8

LEGEND

- PROPERTY LINE
- CENTER LINE
- EASEMENT LINE
- SETBACK LINE
- PROPOSED FENCE
- ADA PATH OF TRAVEL
- PROPOSED BUILDING
- PROPOSED LANDSCAPING
- PROPOSED CONCRETE
- PROPOSED ASPHALT
- PROPOSED STRIPING
- PROPOSED FLOW THROUGH PLANTER
- PROPOSED GRAVEL
- PROPOSED BUILDING OVERHANG

SVYAM - PARKING SUMMARY

OCCUPANCY TYPE	REQUIRED PARKING RATIO	REQUIRED PARKING STALLS	PROPOSED MAXIMUM PARKING RATIO	PROPOSED PARKING STALLS
MANUFACTURING	1 STALL / 350 SF + 1 STALL / COMPANY VEHICLE	391	1 / 575 SF	239

SVY05 - PARKING SUMMARY

OCCUPANCY TYPE	REQUIRED PARKING RATIO	REQUIRED PARKING STALLS	PROPOSED MAXIMUM PARKING RATIO	PROPOSED PARKING STALLS
DATA CENTER	1 STALL / 250 SF OFFICE/MEETING/TECHNICIAN SPACE	43	1 STALL / 5,300 SF	42
	1 STALL / 5000 SF FLOOR AREA FOR COMPUTER EQUIPMENT SPACE	19		

SVY06 - PARKING SUMMARY

OCCUPANCY TYPE	REQUIRED PARKING RATIO	REQUIRED PARKING STALLS	PROPOSED MAXIMUM PARKING RATIO	PROPOSED PARKING STALLS
DATA CENTER	1 STALL / 250 SF OFFICE/MEETING/TECHNICIAN SPACE	41	1 STALL / 5,300 SF	58
	1 STALL / 5000 SF FLOOR AREA FOR COMPUTER EQUIPMENT SPACE	29		

TOTAL PROPOSED PARKING: 339
TOTAL REQUIRED PARKING (IP): 523
PROPOSED PARKING REDUCTION (%) : 35%

PARKING NOTE

SEE SHEET 3.2 COMPREHENSIVE SITE PLAN FOR PROPOSED PARKING GARAGE FLOOR LAYOUTS.

PROPOSED OFFSITE IMPROVEMENTS

CONSTRUCT 15' DETACHED SIDEWALK WITH CURB, GUTTER, 6.5' PARKSTRIP, AND 8' SIDEWALK ALONG TRADE ZONE BOULEVARD FRONTAGE.

CONSTRUCT AN ON-ST5REET CLASS IV PROTECTED BIKELANE THAT INCLUDES A 5' WIDE RAISED CONCRETE ISLAND AND 7' WIDE BIKELANE.

CONSTRUCT 10' ATTACHED SIDEWALK WITH CURB AND GUTTER AND TREE WELLS AT THE BACK OF CURB ALONG RINGWOOD AVENUE.

NO OFFSITE IMPROVEMENTS ARE TO BE MADE ALONG FORTUNE DRIVE.

SEE SHEETS 4.3–4.5 FOR TYPICAL FRONTAGE SECTIONS

PROPOSED SITE COVERAGE

COVERAGE TYPE	PERCENTAGE
BUILDING	46.7%
PARKING	8.2%
LANDSCAPING	9.2%
OTHER HARDSCAPE	35.9%
TOTAL	100.0%

FILE NUMBER: PD220-001

GRAPHIC SCALE IN FEET 0 25 50 100 NORTH

STACK INFRASTRUCTURE | SKS | Kimley»Horn Expect More. Experience Better.

3.1 - CONCEPTUAL PROPOSED SITE PLAN

kW mission critical engineering | PARADIGM structural engineers | CORGAN

adoption of SB 743 legislation, public agencies are now 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 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 (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 transportation policy aligns with the currently adopted General Plan which seeks to focus on 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.

General Plan Goals & Policies

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 the 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 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).;
- 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 of a project-level VMT impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for 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 Forecasting (TDF) model can be used to determine project VMT. The City's VMT tool was used to estimate VMT for employment uses proposed by the project.

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's VMT methodology also 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 the component would result in a less-than-significant VMT impact and a VMT analysis is not required. However, the proposed project will not meet all applicable VMT screening criteria as described in further detail in Chapter 3. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 3.

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.

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 were obtained from the City of San Jose, the 2018 CMP Annual Monitoring Report, and available manual turning-movement counts. New turning movement counts were not collected due to the continued effects of the COVID-19 pandemic on normal traffic conditions. Therefore, as recommended by the City of San Jose, a 1% compounded annual growth factor was applied to counts that were collected prior to the pandemic and are older than two years to estimate traffic conditions in 2022.

- ***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 added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The list of approved but not yet completed developments in Milpitas was obtained from the City of Milpitas' website. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- ***Background Plus Project Conditions.*** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the net 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 the 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, and potential cumulative transportation impacts. 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 Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the local transportation analysis (see Chapter 4).

Existing Roadway Network

Regional access to the project site is provided via I-680 and I-880. Direct access to the site is provided via Trade Zone Boulevard, Ringwood Avenue, and Fortune Drive. Other roadways in the project vicinity include Montague Expressway and Capitol Avenue. These facilities are described below.

I-680 is an eight-lane freeway (four mixed-flow lanes in each direction) in the vicinity of the site. I-680 extends northward through Alamo and southward to transition into I-280 in San Jose. Access to and from the site is provided via full interchanges at Capitol Avenue and Montague Expressway.

I-880 is an eight-lane freeway (three mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction) in the vicinity of the site. I-880 extends northward through Oakland and southward to transition into SR 17 in San Jose. Access to and from the site is provided via a full interchange at Montague Expressway.

Fortune Drive is a two-lane local street that runs in an east-west direction in the vicinity of the site. There are left-turn pockets provided at the Lundy Avenue/Fortune Drive intersection and a center turn lane provided between intersections in the study area. Fortune Drive extends westward to Ringwood Avenue and eastward to a cul-de-sac terminus. Fortune Drive includes sidewalks on the north side of the street between Lundy Avenue and the project site's western boundary and the south side for approximately 700 feet west of Lundy Avenue. Fortune Drive has a posted speed limit of 35 mph. There are no striped bike lanes or marked bike routes on the street. On-street parking is permitted on both sides of the street from 6 AM to 10 PM (no overnight parking) in the project vicinity. Vehicular access to the project site would be provided via its intersections with Ringwood Avenue and Lundy Avenue, and truck access would be provided via a driveway along Fortune Drive.

Ringwood Avenue is a two-lane local street that runs in the north-south direction in the vicinity of the site. There are left-turn pockets provided at intersections and a center turn lane provided between intersections in the study area. Ringwood Avenue extends northward to Trade Zone Boulevard and southward to Sajak Avenue. Ringwood Avenue includes a sidewalk on the east side of the street along the project's frontage. Ringwood Avenue has a posted speed limit of 40 mph. Bike lanes exist along Ringwood Avenue from Trade Zone Boulevard to Murphy Avenue. On-street parking is prohibited on both sides of the street at all times. Vehicular access to the project site would be provided via its

intersection with Trade Zone Boulevard, and truck access would be provided via a driveway along Ringwood Avenue.

Lundy Avenue is designated as a City Connector Street in the 2040 General Plan and is a four-lane divided street that runs in the north-south direction in the vicinity of the site. Lundy Avenue extends northward to Tarob Court and southward to Commodore Drive, where it transitions into King Road. Lundy Avenue provides sidewalks on both sides of the street between Fortune Drive and approximately 450 feet to the north. The sidewalk ends along the west side of the street but continues along the east side of the street to Trade Zone Boulevard. Lundy Avenue has a posted speed limit of 40 mph. Bike lanes exist along Lundy Avenue from Trade Zone Boulevard to Berryessa Road. On-street parking is prohibited on both sides of the street at all times. Access to the project site is provided via its intersections with Trade Zone Boulevard and Fortune Drive.

Trade Zone Boulevard is designated as a City Connector Street in the 2040 General Plan and is a four-lane east-west street extending from Montague Expressway in the west and to Capitol Avenue in the east, where it transitions into Cropley Avenue. There are left-turn pockets provided at intersections and a center turn lane provided between intersections in the study area between Ringwood Avenue and Lundy Avenue. It has a raised, landscaped median with left-turn pockets provided at intersections from Lundy Avenue to Capitol Avenue and from Montague Expressway to Ringwood Avenue. Trade Zone Boulevard has sidewalks on both sides of the street along the project frontage between Ringwood Avenue and Lundy Avenue and has a posted speed limit of 40 mph. On-street parking is prohibited on both sides of the street. Direct access to and from the project site would be provided via a right-in-only western driveway, a right-out-only central driveway, and a right-out-only eastern driveway along Trade Zone Boulevard.

Montague Expressway is designated as an Expressway in the 2040 General Plan and is an east-west divided arterial that extends from I-680 in the east to San Tomas Expressway in the west. Near the project site, Montague Expressway has six lanes with left-turn pockets provided at intersections. It has a posted speed limit of 45 mph near the project vicinity. On-street parking is prohibited on both sides of the street in the project vicinity. Montague Expressway provides access to the project site via its intersection with Trade Zone Boulevard.

Capitol Avenue is designated as a Grand Boulevard in the 2040 General Plan and is a north-south divided arterial that extends from Great Mall Parkway in the north to Capitol Expressway in the south. Near the project site, Capitol Avenue has two northbound lanes and three southbound lanes with left-turn pockets provided at intersections. It has at-grade train tracks in the middle of the street for the VTA light rail transit service. Capitol Avenue has a posted speed limit of 35 mph near the project vicinity. Sidewalks are provided on both sides of the street. On-street parking is prohibited on both sides of the street in the project vicinity. Capitol Avenue provides access to the project site via its intersection with Trade Zone Boulevard.

Existing Pedestrian, Bicycle, and Transit Facilities

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

Existing Pedestrian Facilities

The overall network of sidewalks and crosswalks in the study area provides limited connectivity. There are gaps in the pedestrian routes between the project site and the nearest bus stops and LRT stations on Lundy Avenue, Montague Expressway, and Capitol Avenue. Sidewalks are missing along the following street sections between the project site and the nearest bus stops and LRT stations (see Figure 3):

Figure 3
Roadway Sections Without Sidewalks

- Both sides of Fortune Drive, between Ringwood Avenue and approximately 650 feet east of Ringwood Avenue on the north side and between Ringwood Avenue and the eastern project's boundary on the south side.
- Westside of Lundy Avenue, between Trade Zone Boulevard and approximately 300 feet south of Trade Zone Boulevard.
- Both sides of Trade Zone Boulevard, between Lundy Avenue to approximately 900 feet east of Lundy Avenue
- Both sides of Ringwood Avenue, between Fortune Drive and Trade Zone Boulevard, except for approximately 300 feet on the east side of the street south of Trade Zone Boulevard

Crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections in the study area. However, there are no crosswalks on the west leg of the Ringwood Avenue/Trade Zone Boulevard intersection and the west and south legs of the Trade Zone Boulevard/Montague Expressway intersection.

Existing Bicycle Facilities

The existing bicycle facilities in the project vicinity include Class II bike lanes and Class III bike routes (see Figure 4). Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are existing streets that accommodate bicycles but are not separate from the existing travel lanes. Bike routes are typically designated only with signage or with painted shared lane markings (Sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane.

Class II striped bike lanes are present in the following street segments in the project vicinity:

- Trade Zone Boulevard between Montague Expressway and Capitol Avenue, with sharrows on westbound Trade Zone Boulevard between Montague Expressway and Ringwood Avenue
- Ringwood Avenue between Trade Zone Boulevard and Murphy Avenue
- Lundy Avenue between Trade Zone Boulevard and Berryessa Road
- McCandless Drive along its entire length
- Capitol Avenue/Great Mall Parkway along its entire length in the project vicinity

There are no designated striped bike lanes or shared bike routes on Fortune Drive. However, because Fortune Drive carries relatively low traffic volumes, it is conducive to bicycle travel and connects bicyclists to the existing bicycle facilities.

Existing Transit Services

Existing transit services in the project vicinity are provided by VTA, ACE, and BART. In the project proximity, the VTA operates one light rail line (Orange Line), two local bus routes (Routes 20 and 44), and two frequent bus routes (Routes 60 and 77) and ACE operates the Violet Shuttle. Other bus routes serving the Milpitas Transit Center located approximately 0.5 miles north of the project site include Local Routes 47, 70, and 71, Frequent Route 66, and Limited-Stop Route 104. BART operates the Orange and Green Lines with services to the Milpitas Transit Center. The existing transit services in the project vicinity are shown in Figure 5. The headways during the commute periods for these transit services are summarized in Table 1.

VTA Light Rail Service

The VTA operates the light rail transit (LRT) line system that extends from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View, Milpitas, and Sunnyvale. Service operates nearly 24 hours, every 20 minutes during much of the day.

Figure 4
Existing Bicycle Facilities

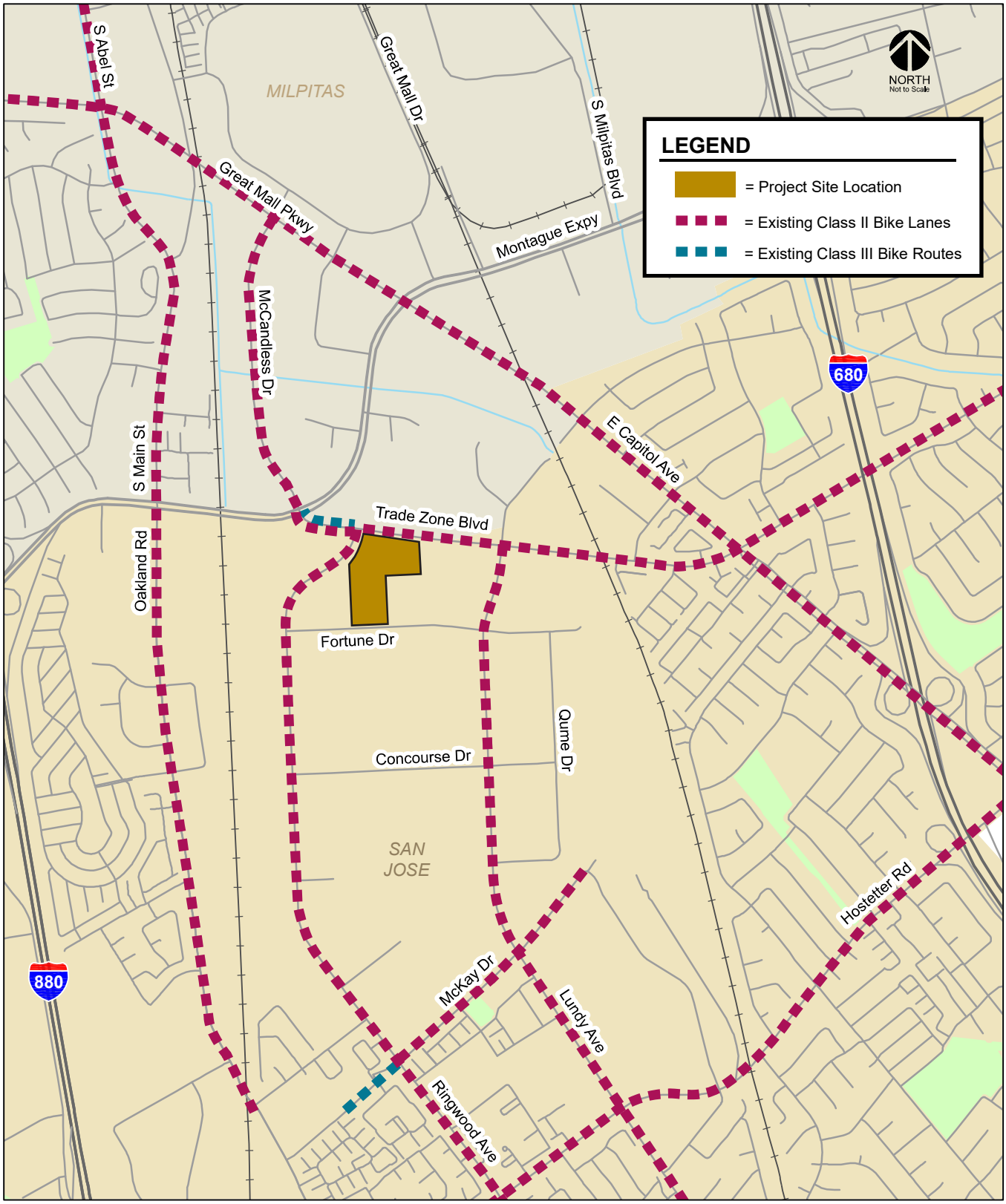


Figure 5
Existing Transit Services

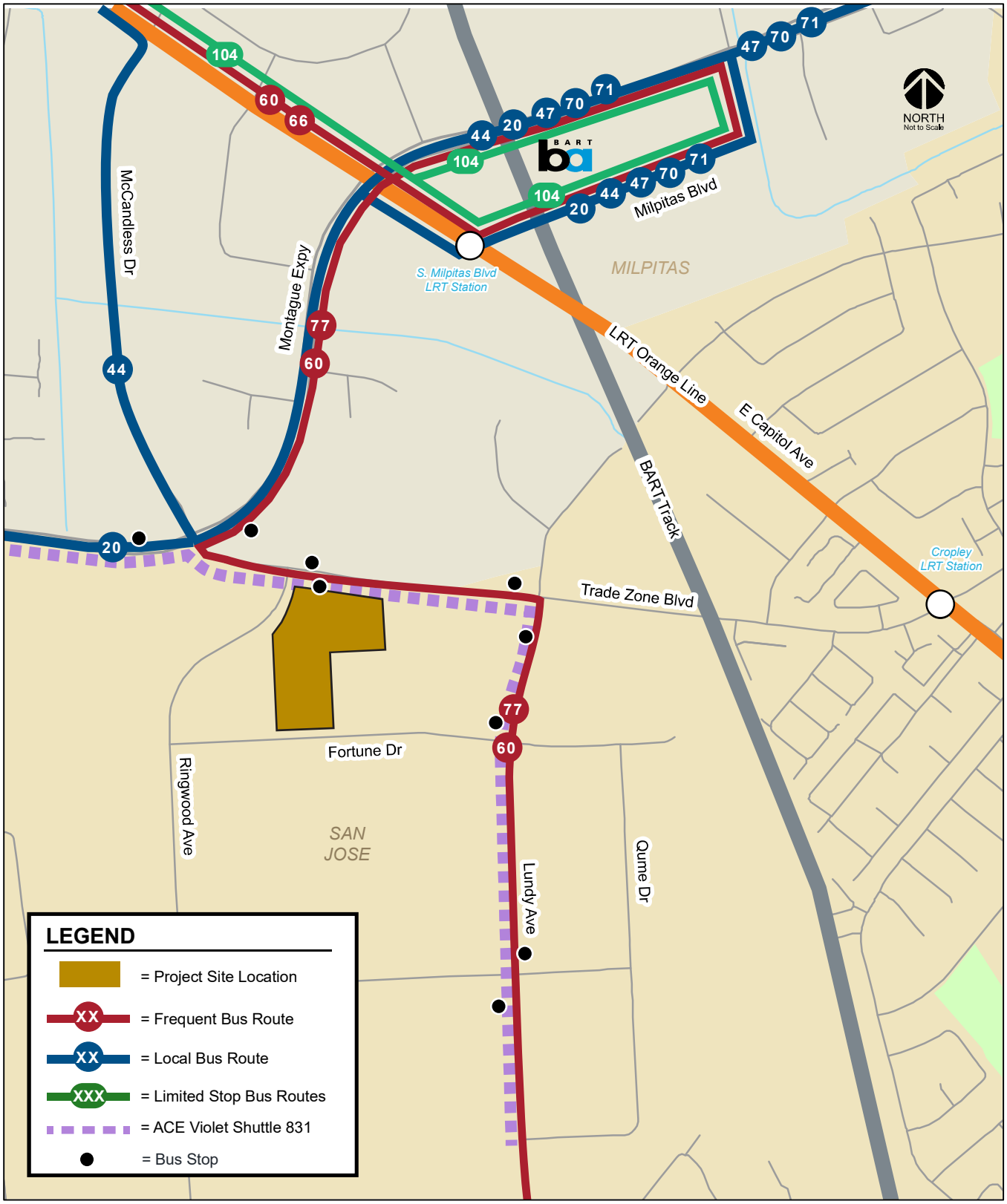


Table 1
Transit Services

Route	Route Description	Closest Stop to Project Site	Weekday Hours of Operation[1]	Headway[1]
Local Bus Route 20	Milpitas BART - Sunnyvale Transit Center	Trade Zone Blvd/Montague Exp Intersection	6:30 AM - 8:00 PM	30 min
Local Bus Route 44	Milpitas BART - McCarthy Ranch via Tasman & Alder	Trade Zone Blvd/Montague Exp Intersection	6:00 AM - 8:00 PM	30 min
Local Bus Route 47	Milpitas BART - McCarthy Ranch via Park Victoria	Milpitas Transit Center	7:00 AM - 8:30 PM	30 min
Local Bus Route 70	Milpitas BART - Eastridge via Jackson	Milpitas Transit Center	5:00 AM - 12:00 AM	30 min
Local Bus Route 71	Milpitas BART - Capitol Station	Milpitas Transit Center	5:30 AM - 10:30 PM	30 min
Frequent Bus Route 60	Milpitas BART - Winchester Station via SJC Airport	Along project's frontage on Trade Zone Blvd	5:30 AM - 12:30 AM	15 min
Frequent Bus Route 66	North Milpitas - Kaiser San Jose	Milpitas Transit Center	5:00 AM - 12:00 AM	15 min
Frequent Bus Route 77	Milpitas BART - Eastridge, via King	Along project's frontage on Trade Zone Blvd	5:30 AM - 10:00 PM	15 min
Limited-Stop Bus Route 104	Milpitas BART - Stanford Research Park	Milpitas Transit Center	6:00 AM - 8:00 AM (westbound), 4:00 PM - 6:00 PM (eastbound)	45 min AM, 30 min PM
ACE Shuttle 831	Great America ACE Amtrak Station - VTA Light Rail	Along project's frontage on Trade Zone Blvd	6:00 AM - 10:00 AM (eastbound), 3:00 PM - 6:45 PM (westbound)	60 min
LRT - Orange Line	Mountain View - Alum Rock	Capitol Avenue/Cropley Avenue Intersection	5:30 AM - 1:00 AM	20 min
BART - Green Line	North San Jose - Daly City	Milpitas Transit Center	5:00 AM - 8:30 PM	15 min
BART - Orange Line	North San Jose - Richmond	Milpitas Transit Center	5:00 AM - 2:00 AM	15 min

[1] 1. Approximate weekday operation hours and headways during peak commute periods in the project area

The Orange LRT line (Mountain View - Alum Rock) operates along Capitol Avenue in the project area. The Cropley LRT station is the closest station to the project site and is located just south of the Capitol Avenue and Cropley Avenue/Trade Zone Boulevard intersection, which is less than a one-mile walking distance from the project site. Sidewalks are present for the majority of the route, except for an approximately 800-foot segment along Trade Zone Boulevard between Lundy Avenue and just west of the BART track overcrossing, where pedestrians need to travel through parking lots of adjacent properties. Striped bike lanes exist on both sides of Lundy Avenue, Trade Zone Boulevard, and Capitol Avenue between the site and the station.

VTA Bus Service

The closest bus stop to the project site is located along the project's frontage on Trade Zone Boulevard and is served by the Frequent Bus Routes 60 and 77.

Altamont Commuter Express (ACE) Violet Shuttle

The Altamont Commuter Express (ACE) Violet Shuttle operates from Santa Clara/Great America Station to East Milpitas during weekday peak hours. Eastbound service is provided during weekday mornings and westbound service is provided during weekday afternoons. The closest shuttle stop to the project site is located along the project's frontage on Trade Zone Boulevard.

BART

BART operates the Orange and Green Lines with service to the Milpitas Transit Center located approximately 0.5 miles north of the project with approximately 15-minute headways during the commute periods.

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 an evaluation of consistency with the City of San Jose's General Plan.

CEQA Transportation Analysis Screening Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine 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 or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed 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*

Table 2 summarizes the screening criteria for each type of development project as identified in the City of San Jose Transportation Analysis Handbook. Figures 6 and 7 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.

Evaluation of Screening Criteria

Per the City of San Jose VMT screening criteria, industrial uses of 30,000 square feet or less are considered small infill projects and do not require a CEQA VMT evaluation since the VMT generated by such small projects would likely not result in a significant impact to VMT. However, the project's 245,573 of equivalent industrial s.f. do not meet this criterion. Additionally, the project site is located within the Berryessa/International Business Park (BIBP) planned growth area. However, the existing area VMT per employee of 15.08 is above the baseline VMT per employee threshold of 14.37. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Table 2
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 2020.

Figure 6
Low VMT per Capita Areas in San Jose

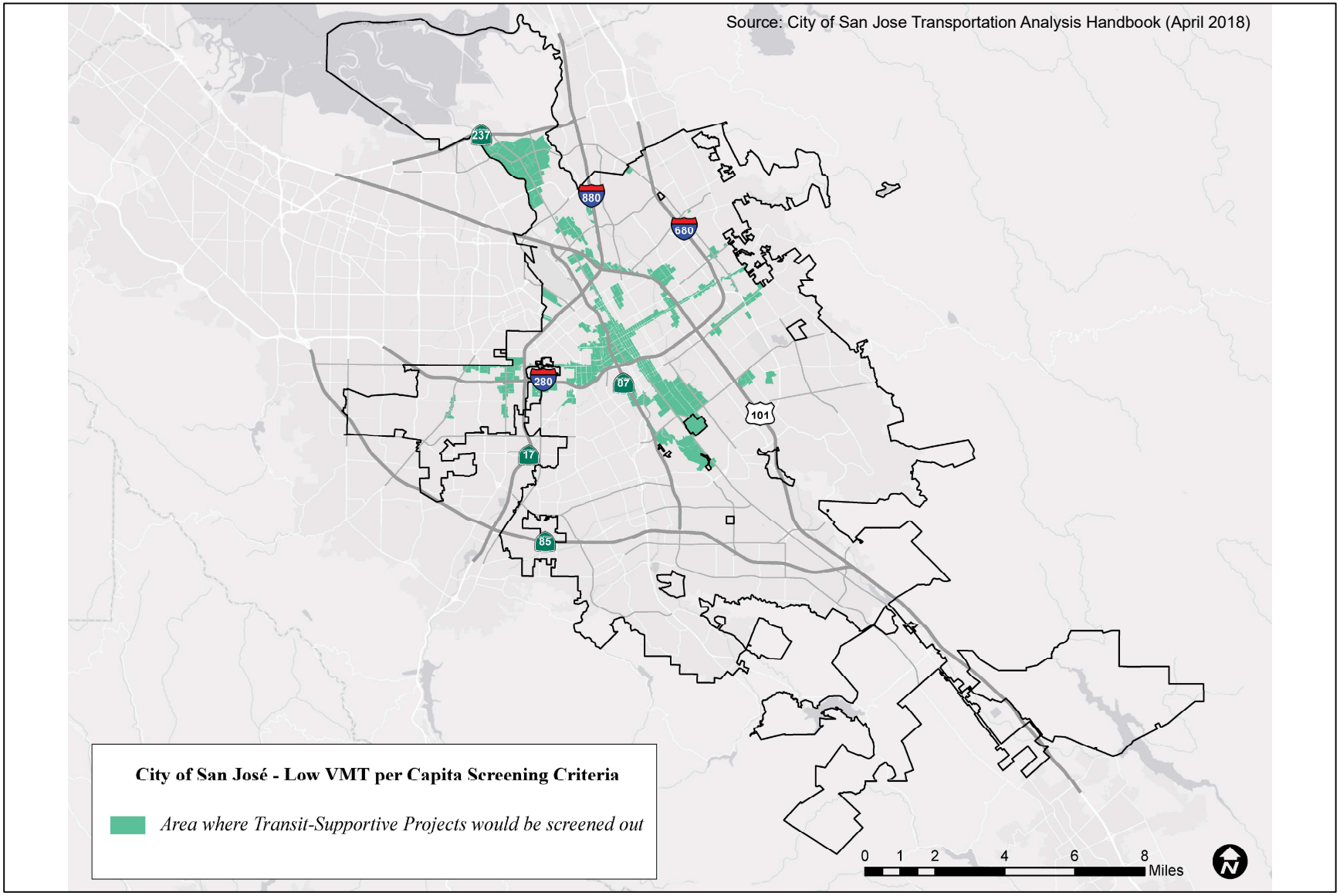
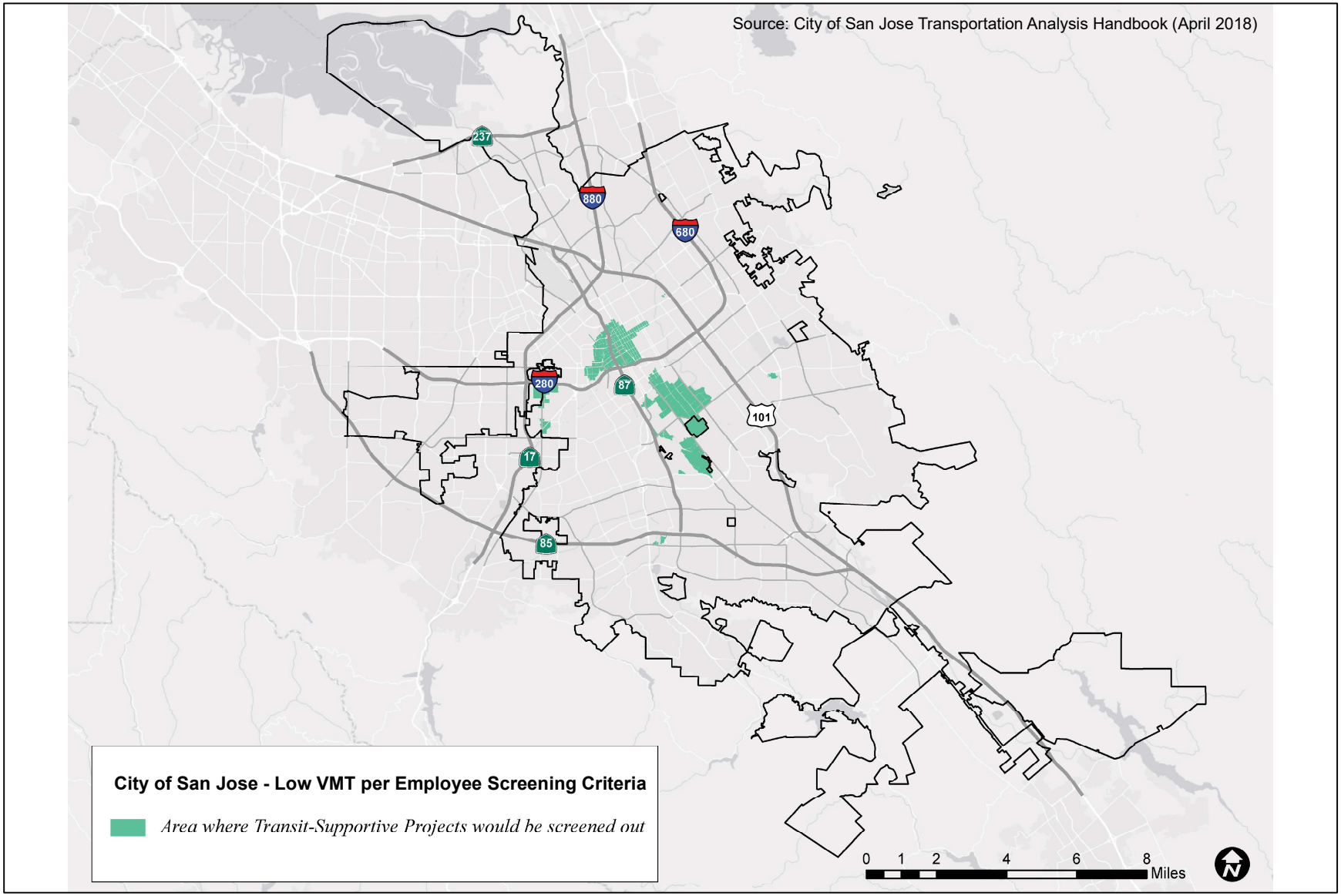


Figure 7
Low VMT per Employee Areas in San Jose



VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT were evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. 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 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.

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.

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. Non-residential and non-employment uses, such as retail and hotel uses are assessed based on their effects on total VMT.

VMT Evaluation 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 to streamline the analysis for development projects. Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT.

VMT is typically calculated for common land uses such as residential, office, and industrial developments using the City's VMT tool. The City's VMT tool is not directly applicable to land uses such as data centers that are not reflective of one of the common land uses. Therefore, as recommended by City staff, the proposed data center space was converted to an equivalent amount of manufacturing space for the purpose of projecting VMT with the VMT tool. Data center uses are similar to manufacturing uses since both land uses have minimal amounts of office space. Therefore, the number and origination/destination of daily trips generated by both manufacturing and data center uses are expected to be similar.

The proposed 522,194 s.f. of data center space was converted into an equivalent amount of manufacturing space using trip generation estimates based on trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*. Data centers typically contain small amounts of supporting office space. The office space usually comprises less than 10 to 15 percent, of the total building space. Each of the proposed data center buildings will include approximately 14,000 s.f. of office space, which equates to no more than 7 percent of the total building space. Therefore, the office space is considered as part of the overall data center space when evaluating VMT. Based on the ITE daily trip rate for Data Centers (ITE Land Use Code 160), the proposed data center space is expected to generate 517 daily trips which are equivalent to the trips estimated to be generated by 109,000 s.f. of manufacturing space. Therefore, the proposed data center is expected to have employees with trip-making characteristics that are comparable to 109,000 s.f. of manufacturing space. Table 3 presents the data center to manufacturing equivalency calculation.

Table 3
Data Center to Manufacturing Space Conversion

Land Use		Size		Daily Rate	Daily Trip
Data Center (ITE #160)		522,194	Square Feet	0.99	517
Manufacturing (ITE #140)	**Equivalent Manufacturing Space =**	**109,000**	**Square Feet**	4.75	517

Source: ITE Trip Generation Manual, 11th Edition 2021

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 greatest extent possible. The VMT evaluation 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 VMT evaluation 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.

Baseline VMT Estimates

The thresholds of significance for residential and employment 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. Figures 8 and 9 show the current VMT levels estimated by the City for residents and workers, respectively. 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 of 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.

Figure 8
VMT per Capita Heat Map in San Jose

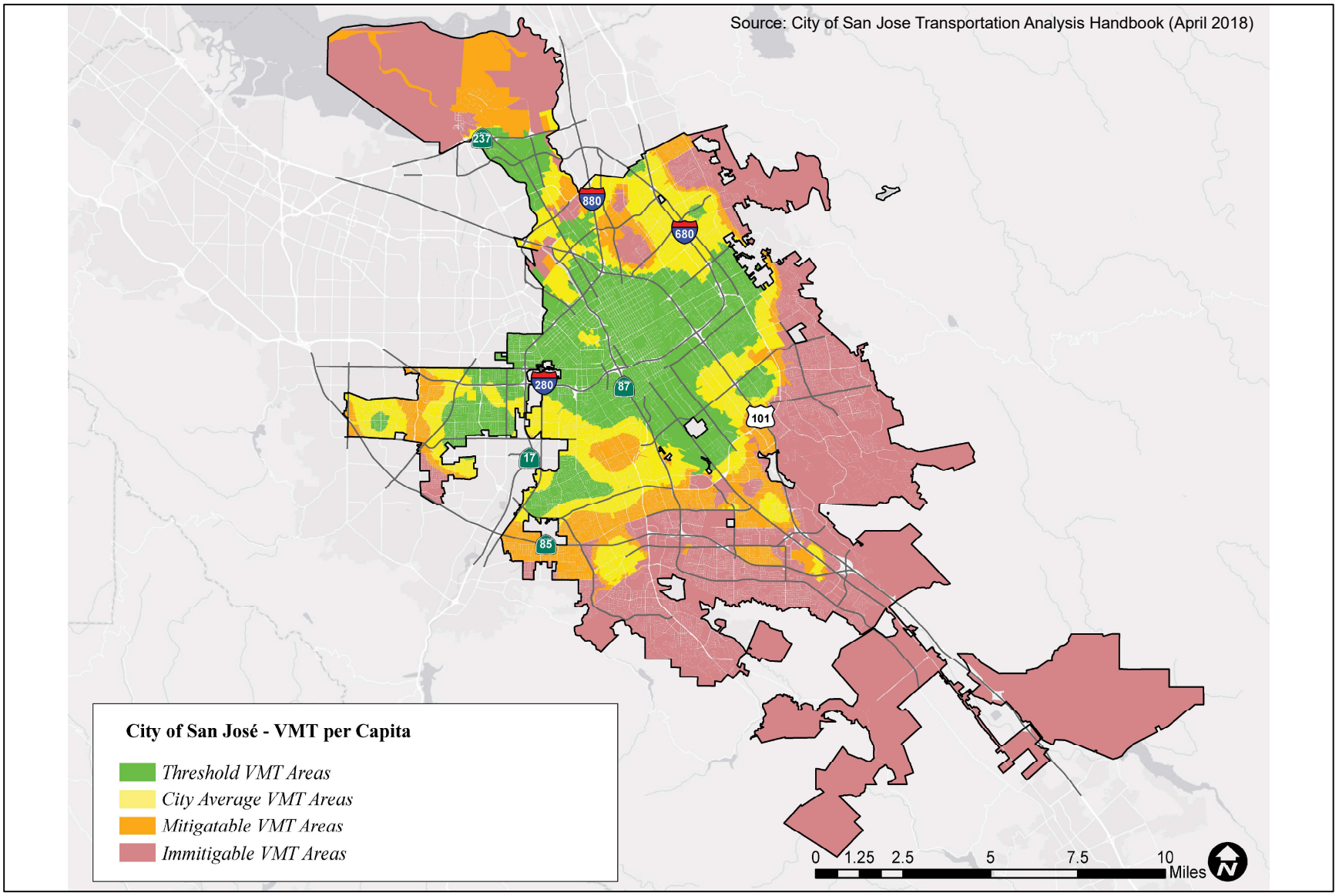
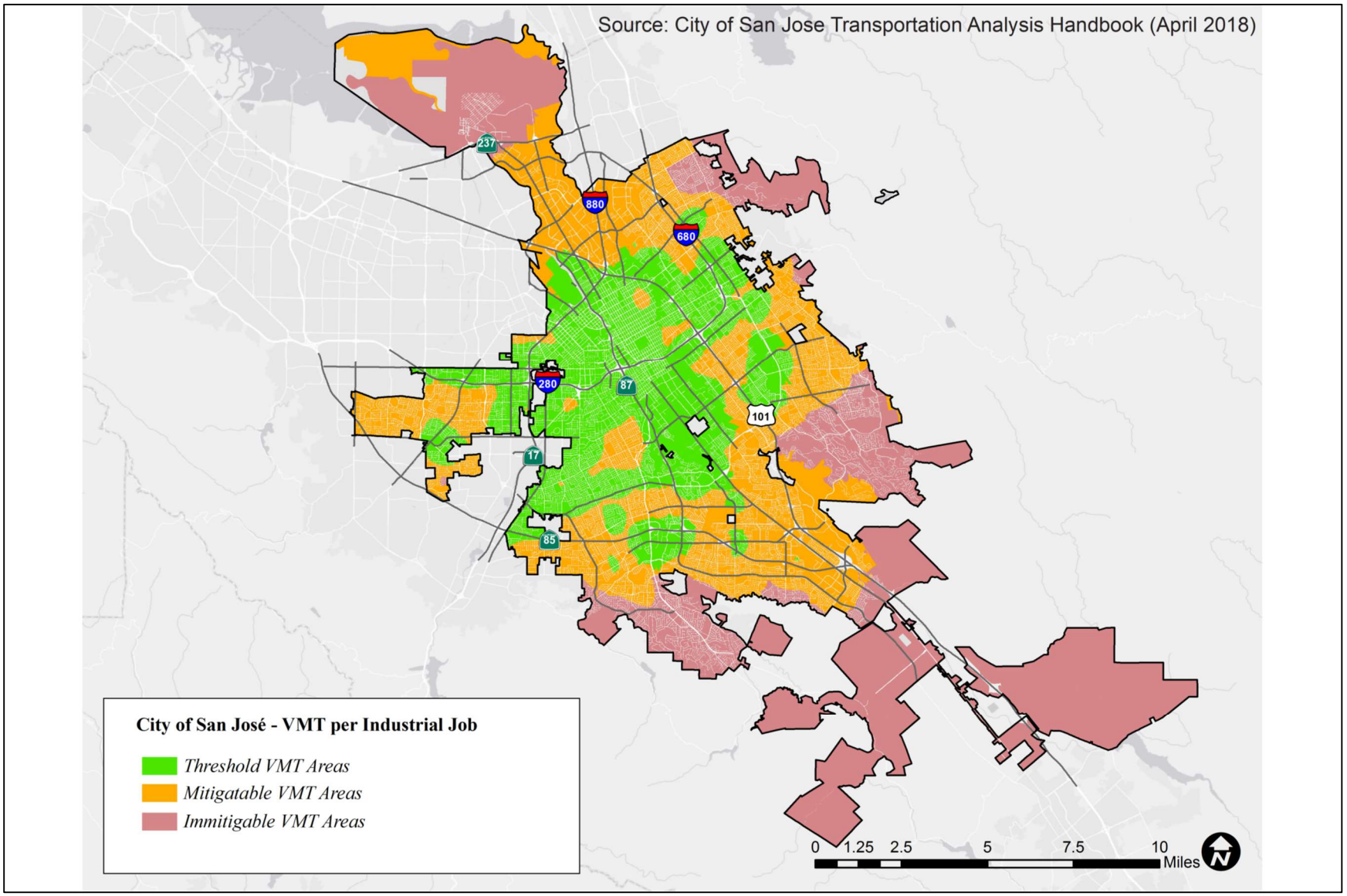


Figure 9
VMT per Industrial Employee Heat Map in San Jose



- 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. Figure 10 shows the current VMT levels estimated by the City for workers in the immediate project area.

Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap. Table 4 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. For employment uses, such as the proposed project, the applicable criteria are as follows:

Industrial Employment Uses: Projects that include general employment uses (industrial) are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee of 14.37.

VMT of Existing Land Uses

The results of the VMT analysis using the VMT Evaluation Tool indicate that the existing VMT for employment uses in the project vicinity is 15.08 per employee. As shown in Table 4, the current regional average VMT for employment uses is 14.37 per employee. Therefore, the existing VMT levels of employment uses in the project vicinity are currently more than the regional average VMT. Appendix A presents the VMT Evaluation Tool summary report for the project.

Project-Level VMT Impact Analysis

The City's Transportation Policy identifies an impact threshold for industrial projects to be the regional average per employee VMT of 14.37. Thus, the proposed project would result in a significant impact if it results in VMT that exceeds the per-employee VMT of 14.37.

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the project is projected to generate VMT per employee (15.07), which would exceed the established impact threshold. Therefore, the project will result in an impact on the transportation system based on the City's VMT impact criteria. Figure 11 shows the VMT evaluation summary generated by the City of San Jose's VMT Evaluation Tool.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (15.07 per employee) would exceed the impact threshold of 14.37 VMT per employee, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact. Per the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. Based on preliminary direction from City staff, the project will be required to implement the following multi-modal facility improvements to reduce the project's VMT impact to less than significant levels.

Figure 10
VMT per Industrial Employee Heat Map in Project Area

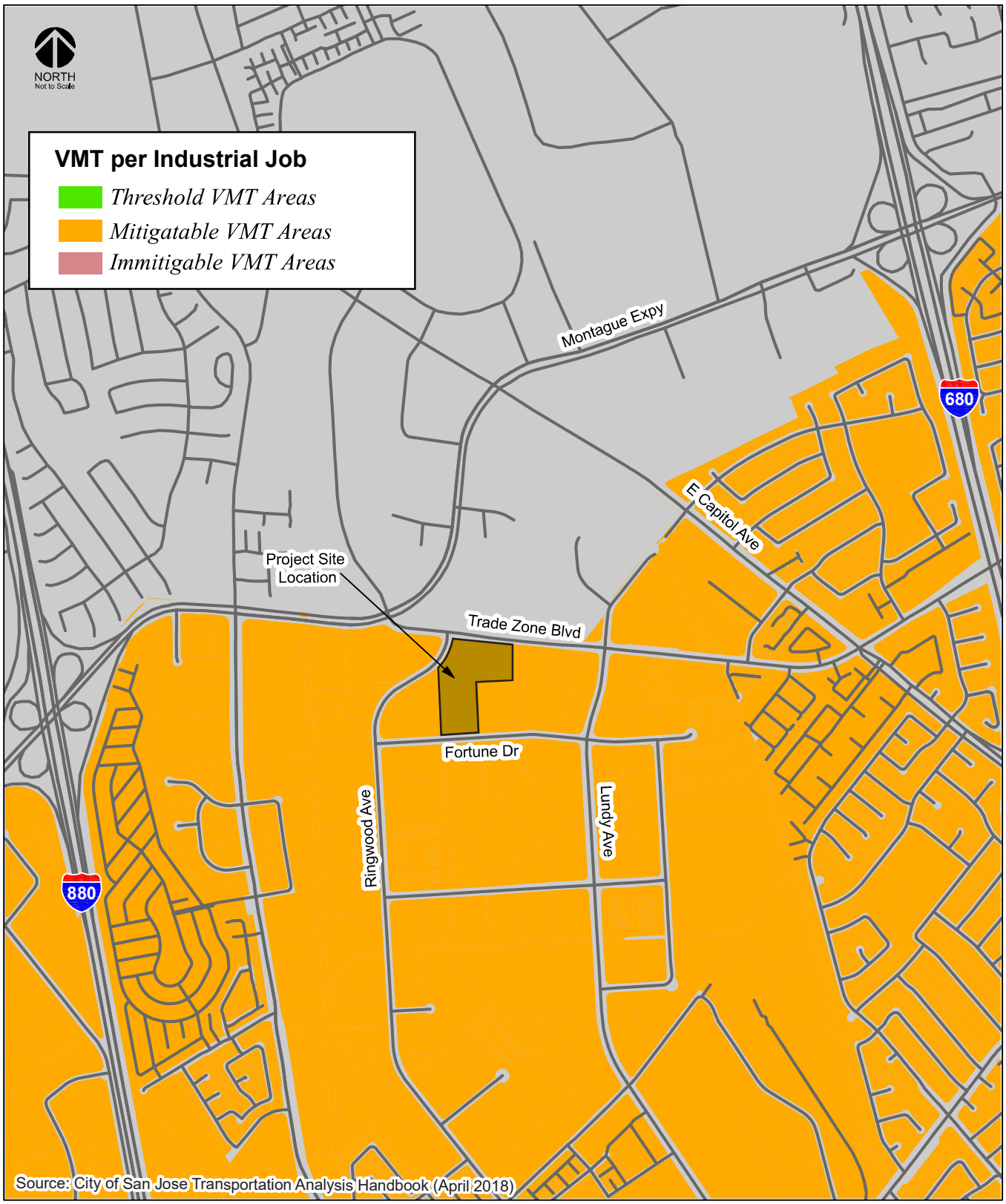


Figure 11
VMT Analysis

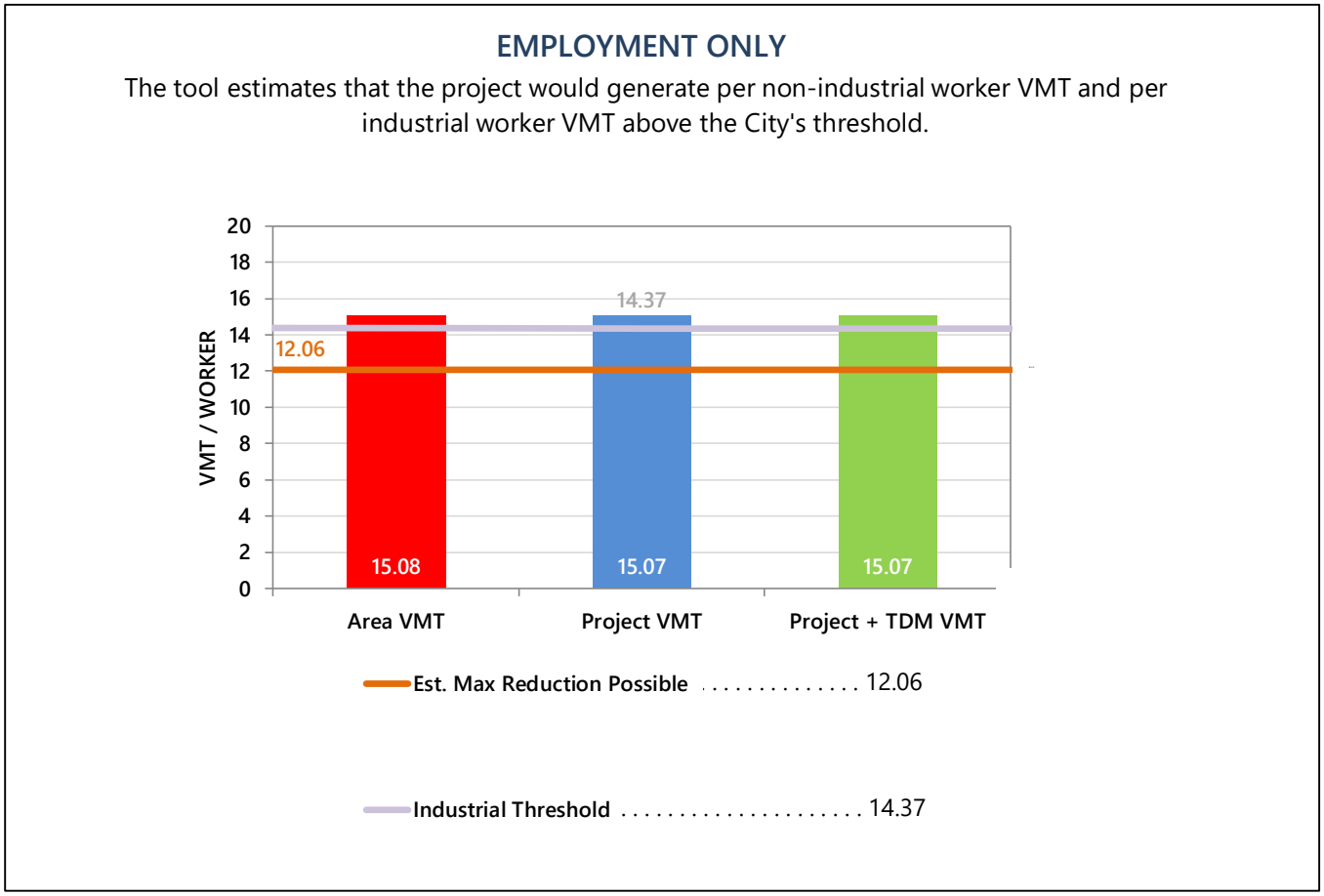


Table 4
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent OR existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail/ Hotel/ School Uses	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public Uses	In accordance with the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San José Transportation Analysis Handbook, April 2020.

- Provide Pedestrian Network Improvements for Active Transportation (Tier 2): Implement pedestrian improvements both on-site and in the surrounding area. Improving the pedestrian connections encourages people to walk instead of drive and reduces VMT. The project will be required to remove the pork-chop islands or provide raised crosswalks at the southwest and southeast corners of the Ringwood Avenue/Trade Zone Boulevard intersection. These improvements will require signal modification and the coordination between the Cities of San Jose and Milpitas and VTA. **and**
- Provide Traffic Calming Measures (Tier 2): Implement pedestrian/bicycle safety and traffic calming measures both on-site and in the surrounding neighborhood. Providing traffic calming measures promotes walking and biking as an alternative to driving. The project will be required to construct a raised median island for the existing left-turn pockets along the westbound direction on Trade Zone Boulevard to improve pedestrian safety and access. These improvements will require coordination with the City of Milpitas and VTA.

The measures are consistent with the City's improvement planline at Trade Zone Boulevard and Ringwood Avenue presented in Figure 12. The implementation of Tier 2 measures described above

would reduce the VMT generated by the project to 14.47 per employee, which is still more than the established threshold of 14.37 VMT per employee. The project's VMT could be reduced to 14.26 per employee with the implementation of the following Travel Demand Management (TDM) measure. It should be noted that the TDM measure may be incorporated within a TDM plan for the project which may include additional TDM measures.

- Telecommuting and Alternative Work Schedules: Encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods. This strategy reduces commute trips, thereby reducing VMT. At a minimum, the measure would require that 10% of employees work a 4/40 work week schedule (10-hour workdays for four days a week).

The applicant will need to work with the City to ensure the measures are feasible or identify other multi-modal improvements and/or TDM measures deemed appropriate for the development plan and uses of the site. Therefore, the ultimate mitigation measures may differ from those identified below so long as the measures meet the required 4.7 percent reduction in VMT and are approved by City staff.

Figure 13 shows the VMT evaluation summary with mitigation generated by the City's VMT Evaluation Tool. Appendix A presents the VMT Evaluation Tool summary report for the project with the mitigation measures.

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 per the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated for *Transit Employment Center* uses. This designation is applied to areas planned for intensive job growth because of their importance as employment districts to the City and a high degree of access to transit and other facilities and services. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development, or industrial use on upper floors; as well as wholly office, research and development, or industrial projects.

Since the *Transit Employment Center* designation allows industrial uses, the proposed industrial project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Figure 12
Trade Zone Boulevard and Ringwood Avenue Improvement Planline

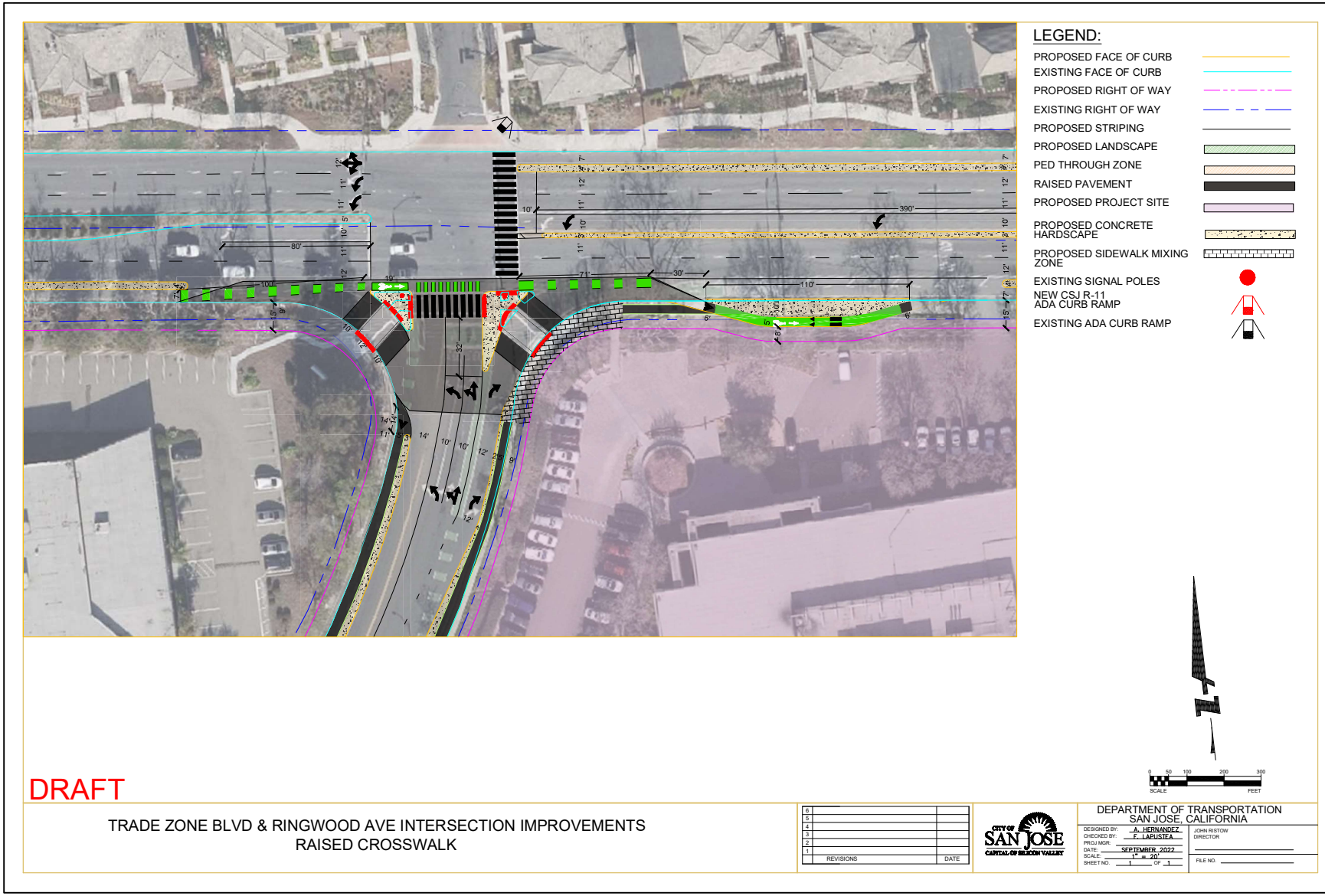
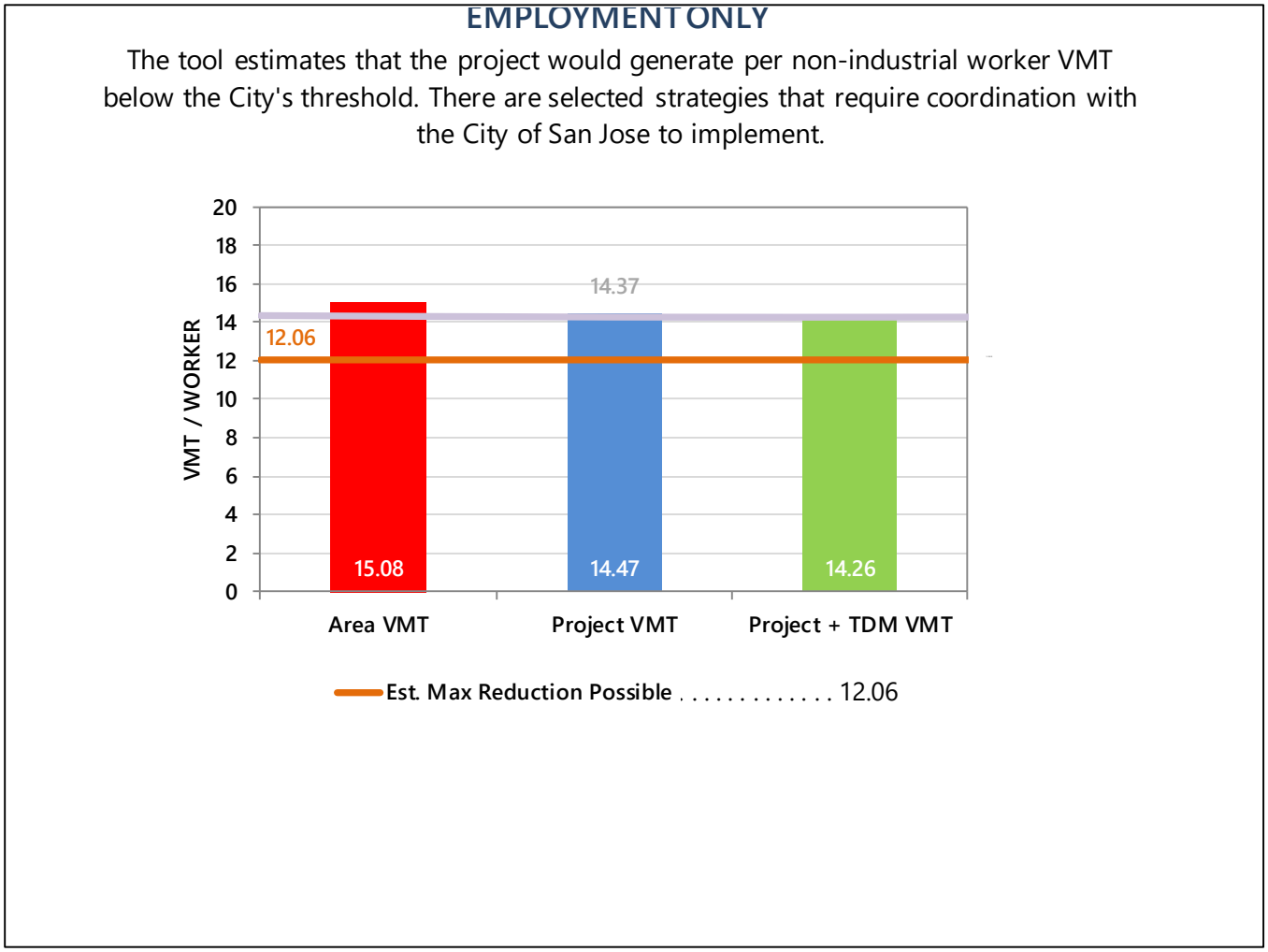


Figure 13
VMT Analysis with Mitigations



4.
Local Transportation Analysis

This chapter describes the Local Transportation Analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis for existing, background, and background plus project, any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, freeway segment capacity, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

The LTA supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA is required per the City of San Jose Transportation Policy, however, the determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter. The LTA provides supplemental analysis for use by the City of San Jose in identifying potential improvements to the transportation system with a focus on improving multi-modal travel.

Project Description

The proposed project would demolish the two existing buildings on site and construct a 522,194-s.f. data center and 136,573 s.f. of manufacturing space. Parking for each of the buildings will be provided by a five-level 339-space parking garage. The entire site will be secured with a gate including each of the project access points. Vehicular access to the parking garage will be provided via a right-in-only driveway and a right-out-only driveway along Trade Zone Boulevard. The right-out only driveway along Trade Zone Boulevard also will provide ingress and egress from a PG&E substation and its access gates. Two additional driveways – one along Ringwood Avenue and the other along Fortune Drive – would serve as entrance and exit for trucks only.

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 Data Center (Land Use #160) and Manufacturing (Land Use #140) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (2021) were applied to the proposed data center and manufacturing space, respectively, to estimate the project trips. Based on the trip generation rates, it is estimated that the project would generate a total of 1,166 daily vehicle trips, with 150 trips (102 inbound and 48 outbound) occurring during the AM peak hour and 148 trips (45 inbound and 103 outbound) occurring during the PM peak hour before any reductions.

Trip Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2020, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline (gross) trip generation described above.

Based on the 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 evaluation tool, the project site is located within a *Suburb with Multifamily Homes* place type. Based on Table 6 of the City of San Jose *Transportation Analysis Handbook*, April 2020, industrial developments within *Suburb with Multifamily Homes* areas have vehicle mode shares of 92 percent. Thus, an 8 percent reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model.

Additionally, based on the San Jose VMT Evaluation Tool, the proposed project is anticipated to generate 15.07 VMT per employee in an area that currently generates approximately 15.08 VMT per employee. Per City guidelines, every percent reduction from the existing VMT is equivalent to one percent reduction in peak-hour vehicle trips. Thus, the project trip estimates were reduced by 0.07 percent for the proposed employment uses to reflect the reduction in peak hour trips.

After applying the ITE trip rates and appropriate trip reductions, the proposed project is estimated to generate a total of 1,072 daily vehicle trips, with 138 trips (94 inbound and 44 outbound) occurring during the AM peak hour and 136 trips (41 inbound and 95 outbound) occurring during the PM peak hour.

Existing Site Trip Credit

Trips associated with the existing occupied 80,000-s.f. office building on the project site were subtracted from the estimated trips to be generated by the proposed project. The AM and PM peak-hour trips for the existing office building on-site were obtained from counts (included in Appendix B) conducted at the existing project site's driveways. Daily trips were estimated based on the average trip generation rates for General Office Building (Land Use #710) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (2021).

Based on the driveway counts and ITE's trip generation rates, it is estimated that the existing uses on the project site are generating a total of 867 daily vehicle trips, with 48 trips (40 inbound and 8 outbound) occurring during the AM peak hour and 95 trips (20 inbound and 75 outbound) occurring during the PM peak hour.

Net Project Trips

After applying the ITE trip rates, appropriate trip reductions, and existing site trip credits, it is estimated that the project would generate an additional 205 daily vehicle trips, with 90 trips (54 inbound and 36 outbound) occurring during the AM peak hour and 41 trips (21 inbound and 20 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 5.

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 14 shows the trip distribution pattern, and Figure 15 shows the assignment of project traffic on the local transportation network. Note that the project includes adjustments to the site access points. Therefore, the project trips shown in Figure 15 include negative trips that represent a redistribution of existing trips and the existing site access.

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 eight signalized intersections and one unsignalized intersection in the Cities of San Jose and Milpitas. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to an intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook.*

- 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 judgment of Public Works.

The following study intersections were selected based on the above criteria (see Figure 15).

City of San Jose Signalized Study Intersections

1. Oakland Road/Main Street and Montague Expressway *
2. Trade Zone Boulevard/McCandless Drive and Montague Expressway *
3. Ringwood Avenue and Trade Zone Boulevard
4. Lundy Avenue and Trade Zone Boulevard
5. Capitol Avenue and Trade Zone Boulevard/Cropley Avenue

Table 5
Project Trip Generation Estimates

Land Use	Reduction %	VMT Existing	VMT Project	Size	Daily Rate	Daily Trip	AM Peak Hour Rate	AM Peak Hour Split In	AM Peak Hour Split Out	AM Peak Hour Trip In	AM Peak Hour Trip Out	AM Peak Hour Trip Total	PM Peak Hour Rate	PM Peak Hour Split In	PM Peak Hour Split Out	PM Peak Hour Trip In	PM Peak Hour Trip Out	PM Peak Hour Trip Total
Proposed Land Uses																		
#160 - Data Center				522,194 Square Feet	0.99	517	0.11	55%	45%	31	26	57	0.09	30%	70%	14	33	47
#140 - Manufacturing				136,573 Square Feet	4.75	649	0.68	76%	24%	71	22	93	0.74	31%	69%	31	70	101
Location-Based Reduction [1]	*8%*					*-93*				*-8*	*-4*	*-12*				*-4*	*-8*	*-12*
VMT-Based Reduction [2]	*0.07%*	15.08	15.07			*-1*				*0*	*0*	*0*				*0*	*0*	*0*
Total Project Trips						**1,072**				**94**	**44**	**138**				**41**	**95**	**136**
Existing Land Uses																		
General Office Building[3]				80,000 Square Feet	10.84	867	--	--	--	40	8	48	--	--	--	20	75	95
Net Project Trips						**205**				**54**	**36**	**90**				**21**	**20**	**41**

Source: ITE Trip Generation Manual, 11th Edition 2021.

[1] The place type (Suburban with Multi-Family Homes Place Type) for the project site is obtained from the City of San Jose VMT Evaluation Tool (February 29, 2019). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2020). The trip reductions are based on the percent of mode share for all of the other modes of travel beside vehicle.

[2] Existing and project VMTs were estimated using the City of San Jose VMT Evaluation Tool. It is assumed that every percent reduction in VMT per-employee is equivalent to one percent reduction in peak-hour vehicle trips.

[3] Daily trips were estimated based on ITE trip rate for general office building land use #710 and AM and PM peak-hour trips were obtained from driveway counts collected on March 31, 2022.

Figure 14
Project Trip Distribution

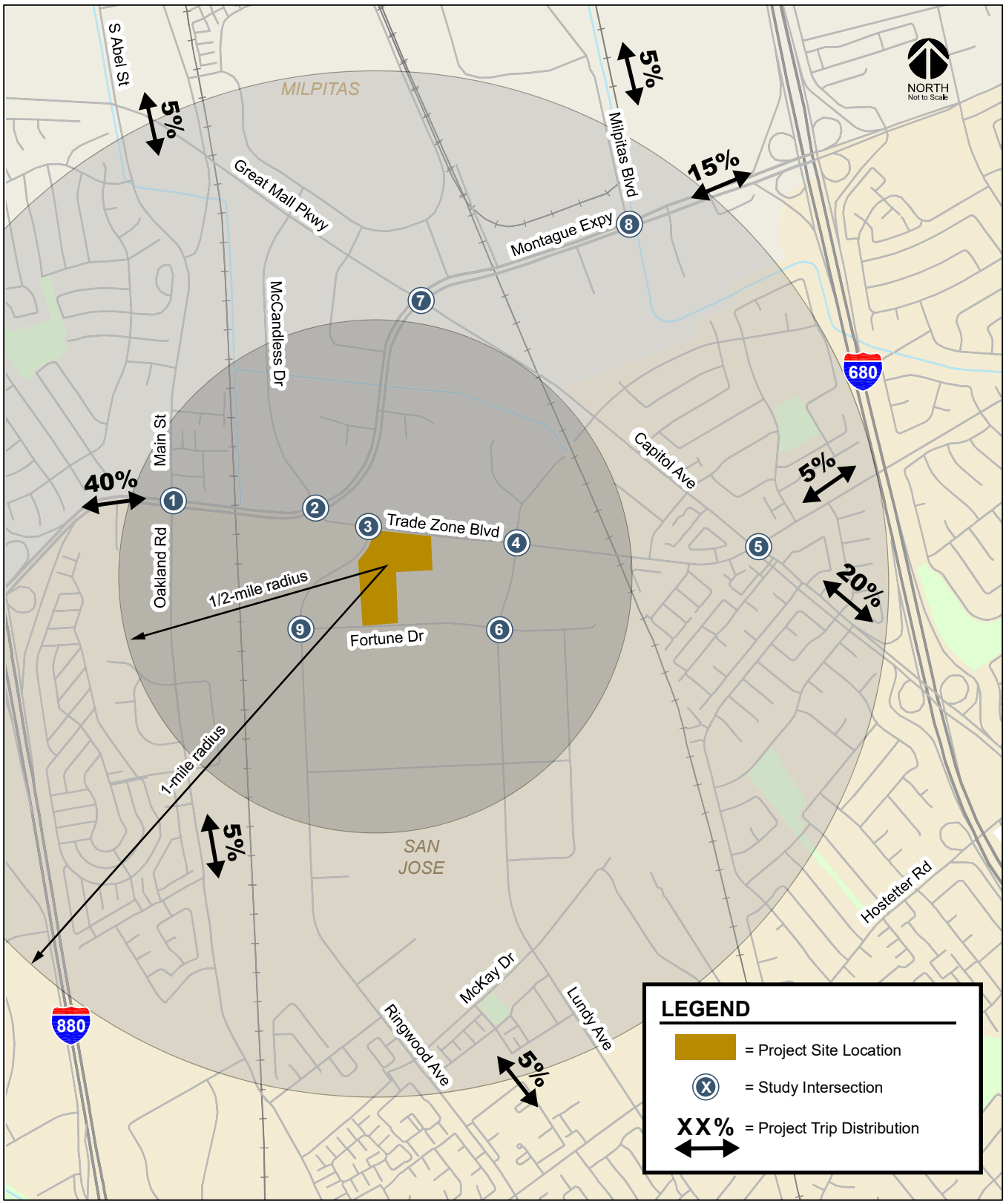
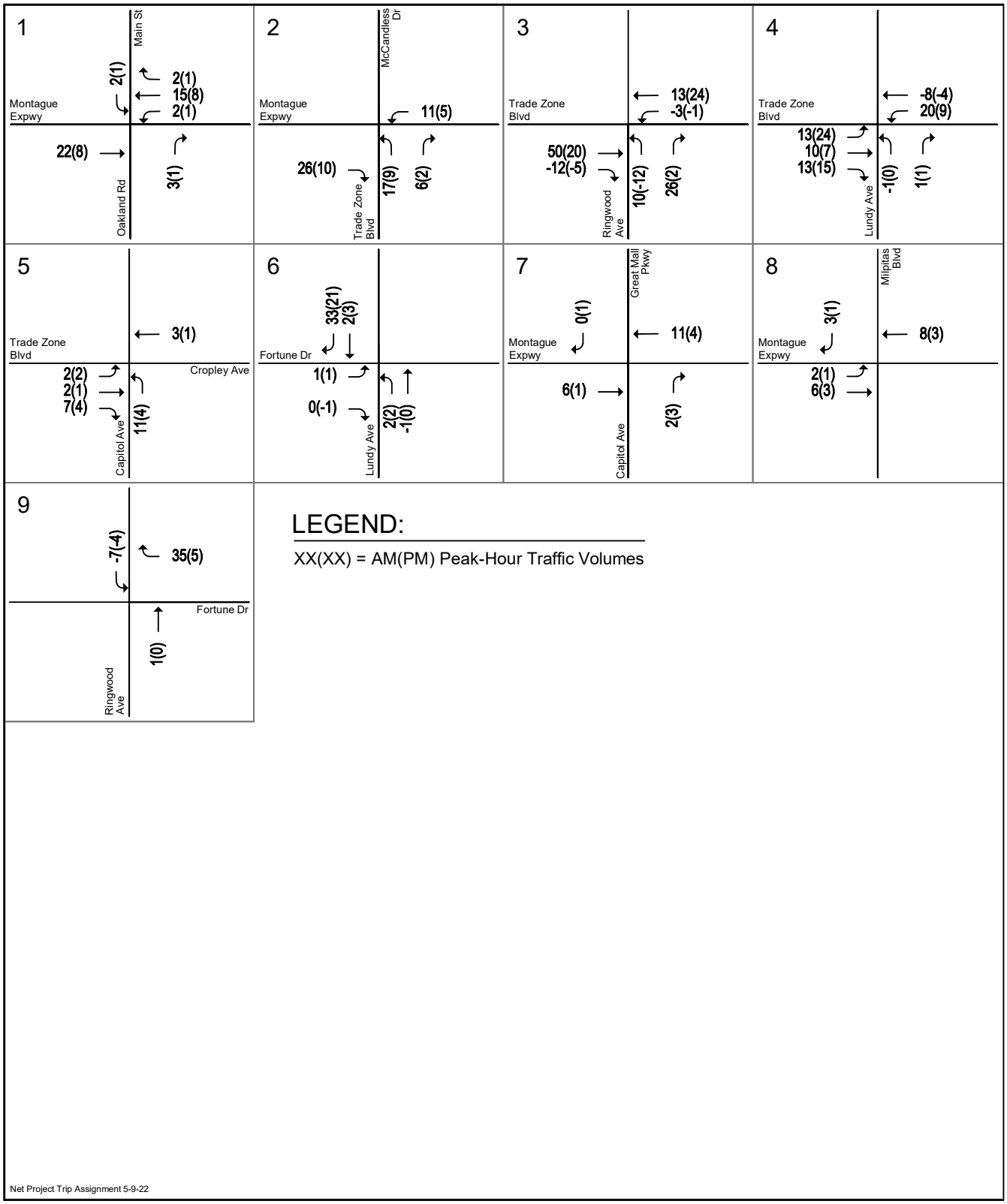


Figure 15
Net Project Trip Assignment



6. Lundy Avenue and Fortune Drive

City of Milpitas Signalized Study Intersections

7. Capitol Avenue/Great Mall Parkway and Montague Expressway *
8. Milpitas Boulevard and Montague Expressway *

City of San Jose Unsignalized Study Intersections

9. Ringwood Avenue and Fortune Drive (unsignalized)

* Denotes CMP Intersection

Data Requirements

The data required for the analysis were obtained from the City of San Jose, recently completed traffic studies in the area, the CMP, 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 in Figure 16. It is assumed in this analysis that the transportation network under background and background plus project would be the same as the existing transportation network.

Traffic Volumes

Existing Traffic Volumes

Existing peak hour traffic volumes at all study intersections were obtained from the City of San Jose, recently completed traffic studies in the area, and the CMP. Due to the current COVID-19 pandemic situation, and its effect on traffic patterns, the City of San Jose is requiring that all new traffic counts for study intersections be put on hold until further notice. Therefore, as recommended by the City of San Jose staff, a 1% compounded annual growth factor was applied to traffic counts that are older than two years to estimate general traffic conditions in 2022 without the Milpitas BART Station traffic. Additionally, all counts used in the analysis did not include traffic associated with the Milpitas BART Station because they were collected prior to the opening of the station on June 13, 2020. Thus, traffic associated with the Milpitas BART Station was obtained from the Milpitas BART Station TIA completed in 2013 by Hexagon and added to the factored counts to represent existing conditions. The counts used in the analysis for the Ringwood Avenue/Fortune Drive unsignalized intersection were extrapolated from adjacent study intersections. The existing peak-hour intersection volumes are shown in Figure 17. The traffic counts are included in Appendix B.

Background Traffic Volumes

The background traffic scenario predicts a realistic traffic condition that would occur as the approved development is built. Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). The list of approved but not yet completed developments in Milpitas

Figure 16
Existing Lane Configurations

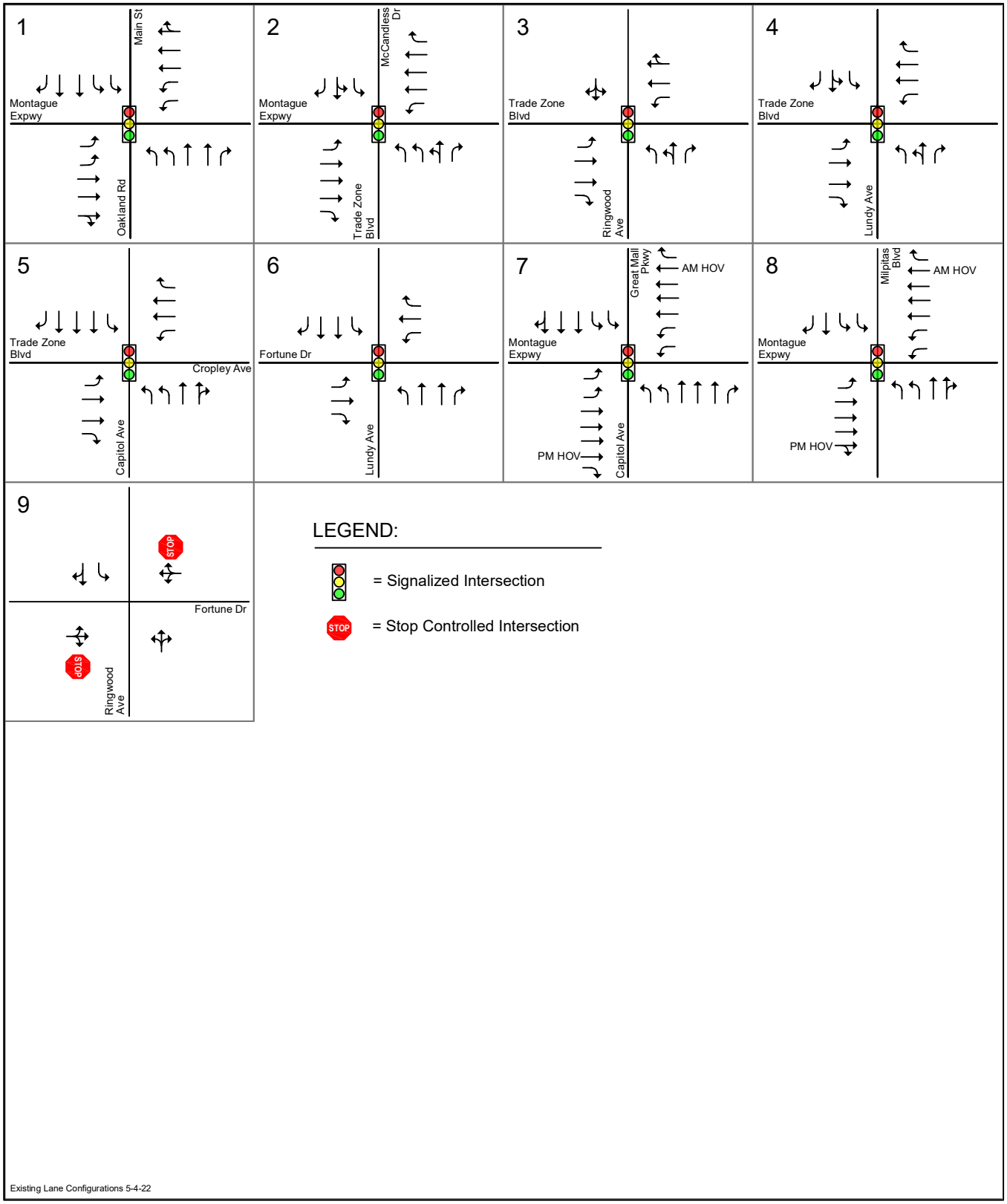
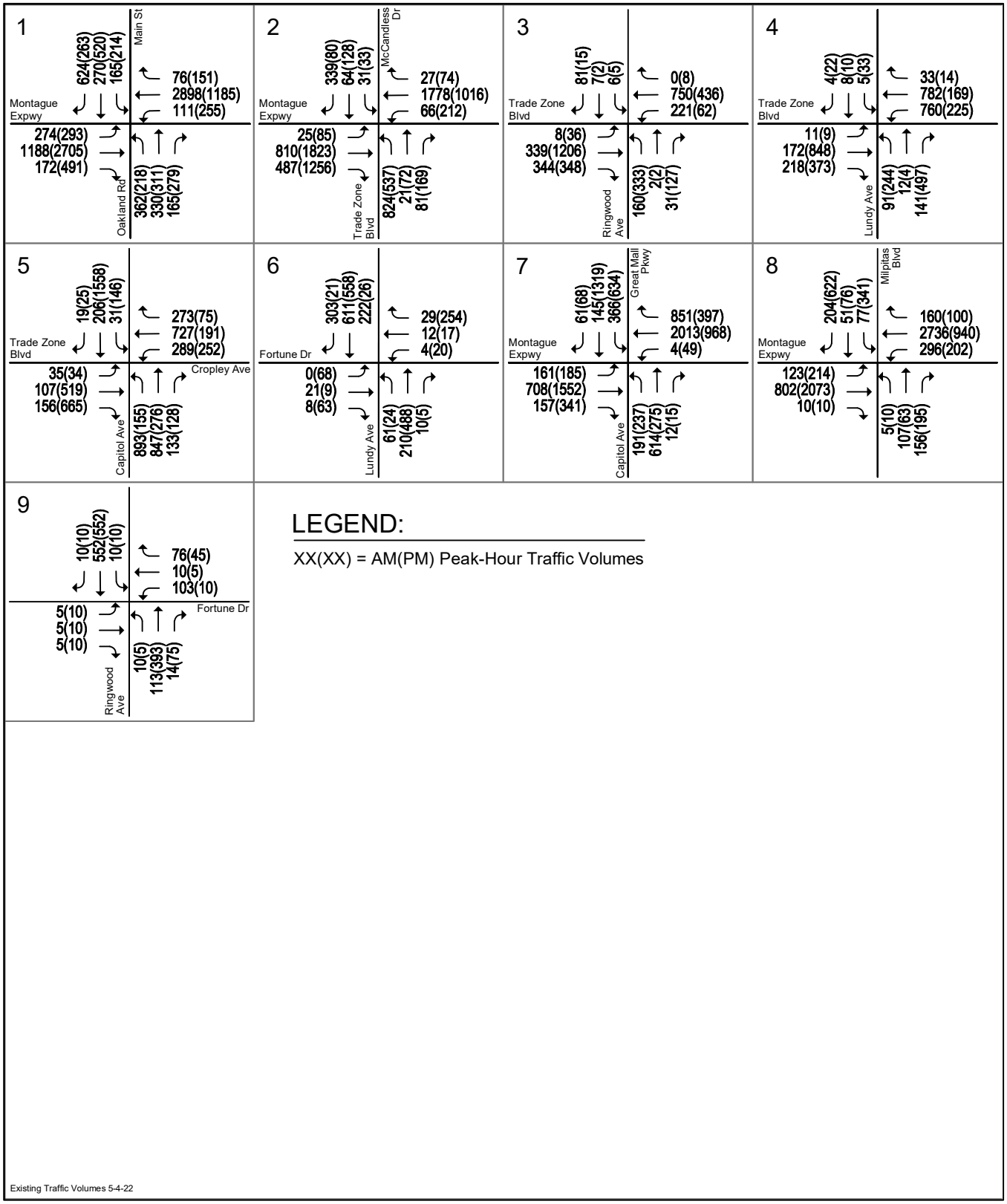


Figure 17
Existing Traffic Volumes



was obtained from the City of Milpitas' website. The approved project information is included in Appendix C. Background traffic volumes are shown in Figure 18.

Background Plus Project Traffic Volumes

Net project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 19). The traffic volumes for all components of traffic are tabulated in Appendix D.

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 6.

Table 6
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.

Signalized study intersections in the City of San Jose are subject to the City of San Jose level of service standards with the exception of intersections located within IOZs. 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. CMP-designated intersections located within IOZs are exempt from both the City of San Jose and CMP LOS standards.

Signalized CMP study intersections in the City of Milpitas are subject to CMP LOS standards.

Figure 18
Background Traffic Volumes

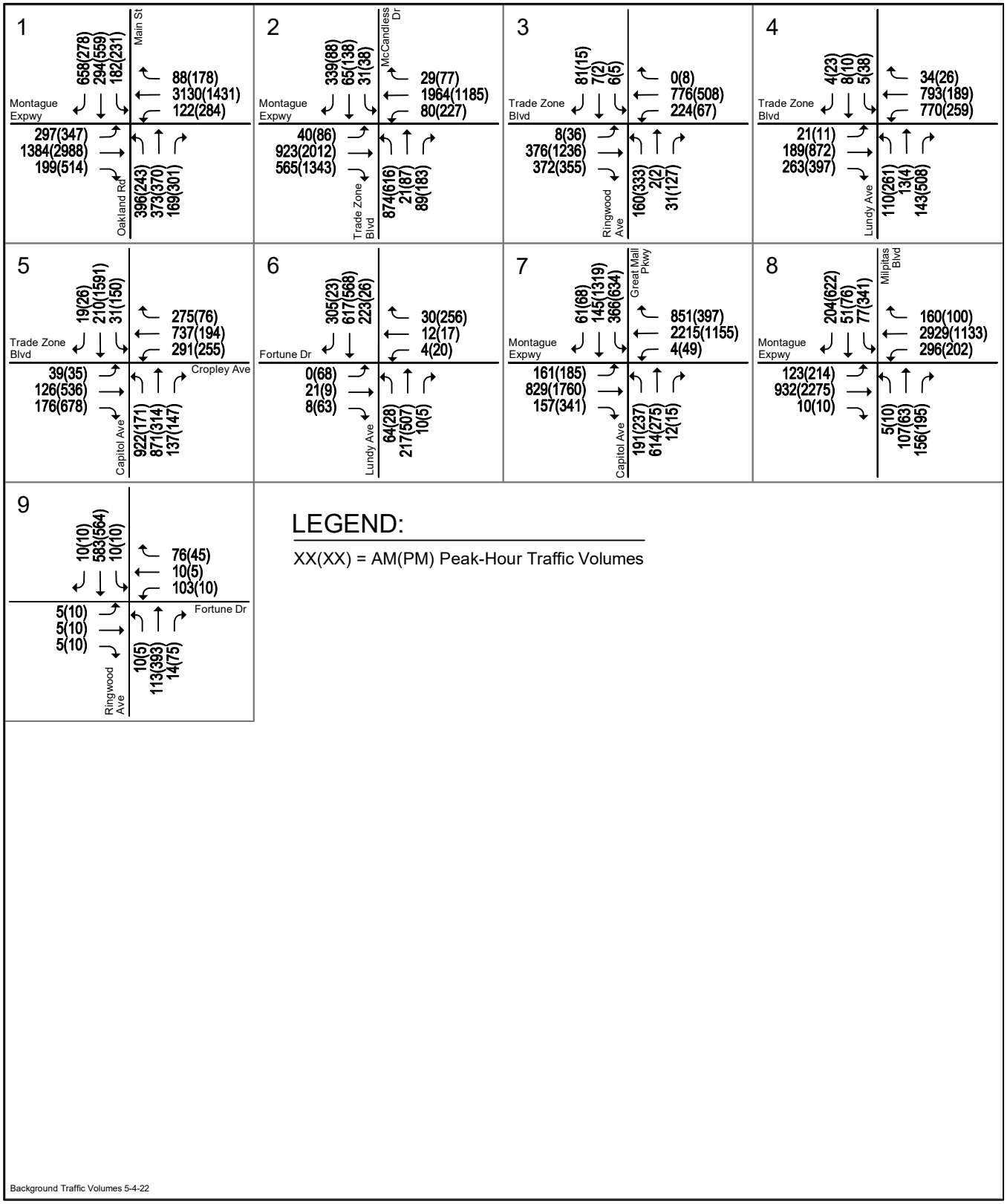
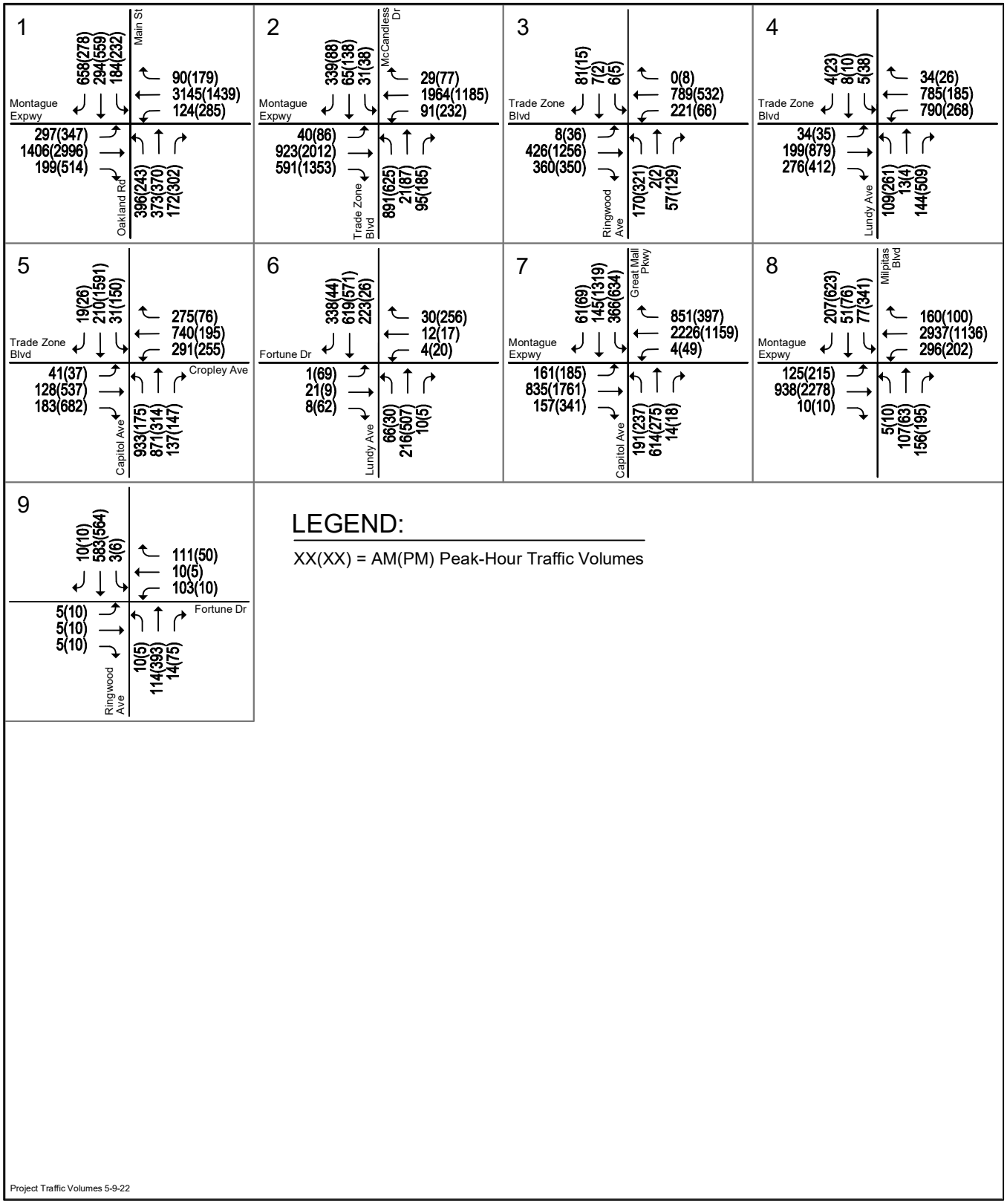


Figure 19
Background Plus Project Traffic Volumes



City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2020*, 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 causes 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 is 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 the 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.

Conformance to the CMP Standard

Based on CMP criteria, a project would fail to meet the CMP intersection standard if the additional project traffic caused one of the following during either peak hour:

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

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold is an increase in the critical V/C value by.01 or more.

An adverse intersection effect by CMP standards is said to be satisfactorily addressed when measures are implemented that would restore the intersection level of service to background conditions or better.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 7. Intersection levels of service were evaluated against the applicable level of service standards.

Existing Intersection Operation Conditions

The results of the level of service analysis show that the following three intersections are currently operating at unacceptable levels of service during at least one of the peak hours under existing conditions based on the applicable level of service standards.

1. Oakland Road/Main Street and Montague Expressway * – (AM and PM Peak Hours)
2. Trade Zone Boulevard/McCandless Drive and Montague Expressway * – (PM Peak Hour)
8. Milpitas Boulevard and Montague Expressway * – (PM Peak Hour)

* Denotes CMP Intersection

The remaining study intersections are currently operating at acceptable levels of service under existing conditions during both the AM and PM peak hours based on the applicable LOS standards. The intersection level of service calculation sheets are included in Appendix E.

Background Intersection Operation Conditions

The results of the level of service analysis show that the following two intersections are projected to operate at unacceptable levels of service during at least one of the peak hours under background conditions based on the applicable level of service standards.

1. Oakland Road/Main Street and Montague Expressway * – (AM and PM Peak Hours)
2. Trade Zone Boulevard/McCandless Drive and Montague Expressway * – (PM Peak Hour)

* Denotes CMP Intersection

The Milpitas Boulevard/Montague Expressway CMP-designated intersection's level of service would improve from an unacceptable LOS F during the PM peak hour under existing conditions to an acceptable LOS E under background conditions due to the addition of the approved trips to the through movements on Montague Expressway with low delays and thus reducing the overall weighted average delay and improving the level of service at this intersection.

The remaining study intersections are projected to operate at acceptable levels of service under background conditions during both the AM and PM peak hours based on the applicable LOS standards. The intersection level of service calculation sheets are included in Appendix E.

Background Plus Project Intersection Operation Conditions

The results of the level of service analysis show that, based on the applicable level of service standards, the same two intersections identified to operate at unacceptable levels of service under background conditions would continue to operate at the same levels of service under background plus project conditions. However, the added net trips as a result of the proposed project would not have an adverse effect on intersection operations at any of the study intersections based on the applicable guidelines. The intersection level of service calculation sheets are included in Appendix E.

Table 7
Intersection Level of Service Results

Int. #	Intersection	Location	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	Background Plus Project Incr. In Crit. Delay	Background Plus Project Incr. In Crit. V/C
1	Oakland Road/Main Street and Montague Expressway *	San Jose	D	AM	11/15/16	**74.2**	**E**	**90.9**	**F**	**91.4**	**F**	**1.0**	**0.003**
				PM	11/08/18	**72.3**	**E**	**86.1**	**F**	**86.4**	**F**	**0.5**	**0.002**
2	Trade Zone Boulevard/McCandless Drive and Montague Expressway *	San Jose	D	AM	09/17/19	46.6	D	47.2	D	47.7	D	0.3	0.004
				PM	11/08/18	**63.4**	**E**	**75.9**	**E**	**77.2**	**E**	**2.8**	**0.009**
3	Ringwood Avenue and Trade Zone Boulevard	San Jose	D	AM	09/17/19	20.3	C	20.1	C	20.3	C	0.2	0.008
				PM	09/17/19	19.7	B	19.6	B	19.4	B	-0.3	0.002
4	Lundy Avenue and Trade Zone Boulevard	San Jose	D	AM	09/13/18	22.7	C	25.7	C	27.3	C	0.6	0.016
				PM	09/13/18	29.0	C	29.6	C	29.7	C	0.0	0.003
5	Capitol Avenue and Trade Zone Boulevard/Cropley Avenue	San Jose	D	AM	01/23/18	36.5	D	36.7	D	36.7	D	0.0	0.004
				PM	01/23/18	47.2	D	48.1	D	48.3	D	0.3	0.003
6	Lundy Avenue and Fortune Drive	San Jose	D	AM	09/17/19	14.3	B	14.4	B	11.0	B	2.2	0.112
				PM	09/17/19	12.4	B	12.4	B	12.4	B	0.1	0.002
7	Capitol Avenue/Great Mall Parkway and Montague Expressway *	Milpitas	E	AM	05/23/19	45.9	D	46.1	D	46.1	D	0.0	0.001
				PM	11/08/18	50.1	D	49.8	D	49.8	D	0.0	0.001
8	Milpitas Boulevard and Montague Expressway *	Milpitas	E	AM	09/01/16	51.4	D	50.8	D	50.8	D	-0.2	0.001
				PM	11/08/18	**81.3**	**F**	77.5	E	77.5	E	-0.1	0.000

* Denotes CMP Intersection
Bold indicates unacceptable level of service.

US-101/Oakland/Mabury Transportation Development

The US-101/Oakland/Mabury Transportation Development Policy (TDP) provides for additional capacity in the immediate area of the US-101/Oakland interchange. The TDP is intended to achieve the following goals:

1. Management of traffic congestion generated by near-term new development in the vicinity of the US-101/Oakland Road interchange
2. Promotion of General Plan goals for economic development and housing; and
3. Improvement of the US-101/Oakland Road interchange and construction of the new US-101/Mabury Road interchange to accommodate new development

The US-101/Oakland interchange serves as the primary access points to regional freeway facilities in the project area. As such, the Oakland Road and Commercial Street corridors that serve the US-101/Oakland interchange currently experience traffic congestion during the peak commute hours. The TDP identified existing operations and the required improvements for future development along the US-101/Oakland Road and US-101/Mabury Road corridors. A key element of the TDP was the establishment of a traffic impact fee (TIF) program for new development in the area to fund the identified transportation network improvements.

Any project that would add trips through the identified Policy Interchange Intersections is required to participate in the TDP program. The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that a project would add to the interchange. Note that the signalized intersections of Oakland Road/US 101 (S), Oakland Road/US 101 (N), Oakland Road/Commercial Street, Mabury Road/US 101 (E), and Mabury Road/US 101 (W) make up the “Policy Interchange Intersections”. However, the proposed project is not projected to add any trips to the Policy Interchange Intersections during the PM peak hour and thus will not be required to pay the US 101/Oakland/Mabury TDP TIF.

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 hour per lane/signal cycles per hour)

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 is evaluated based on the delay experienced at the specific study turn movement.

The vehicle queue estimates and a tabulated summary of the findings are provided in Table 8. The queue length calculations are included in Appendix F.

Trade Zone Boulevard and Montague Expressway

Northbound Left-Turn

The queuing analysis indicates that the projected 95th percentile vehicle queues for the northbound left-turn pockets at the Trade Zone Boulevard and Montague Expressway intersection currently and are projected to exceed the existing vehicle storage capacity during both the AM and PM peak hours under background plus project conditions.

The northbound left-turn pockets currently provide approximately 500 feet per lane of vehicle storage, which can accommodate approximately 20 vehicles per lane. The estimated 95th percentile vehicle queues for the northbound left-turn movement are projected to be approximately 23 and 22 vehicles during the AM and PM peak hours under background conditions, respectively.

The addition of project traffic is not projected to lengthen the projected queues during the PM peak hour. However, the addition of project traffic is projected to lengthen the estimated 95th percentile vehicle queues by one vehicle during the AM peak hour under background plus project conditions.

The northbound left-turn pocket cannot be extended since the turn pockets already extend the full length between Montague Expressway and Ringwood Avenue. The queues that would exceed the current vehicle storage would be required to wait at the adjacent signalized Ringwood Avenue/Trade Zone Boulevard intersection. The signal coordination between the Ringwood Avenue/Trade Zone Boulevard and Trade Zone Boulevard/Montague Expressway intersections could be improved to reduce the queues along Trade Zone Boulevard. This improvement would require coordination between the County and the Cities of San Jose/Milpitas.

Westbound Left-Turn

The queuing analysis indicates that the projected 95th percentile vehicle queue for the westbound left-turn pocket at Trade Zone Boulevard and Montague Expressway intersection currently and are projected to exceed the existing vehicle storage capacity during the PM peak hour under background plus project conditions.

The westbound left-turn pocket currently provides approximately 250 feet of vehicle storage, which can accommodate approximately 10 vehicles. The estimated 95th percentile vehicle queue for the westbound left-turn movement is projected to be approximately 18 vehicles during the PM peak hour under background conditions.

However, the addition of project traffic is not projected to lengthen the projected westbound left-turn queue during the PM peak hour under background plus project conditions. Therefore, the project would not be required to improve the westbound left-turn deficiency.

Table 8
Queuing Analysis Summary

Measurement	Trade Zone Boulevard and Montague Expressway				Lundy Avenue and Trade Zone Boulevard				Capitol Avenue and Trade Zone Boulevard	
	Northbound Left		Westbound Left		Eastbound Left		Westbound Left		Northbound Left	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing Conditions										
Cycle Length (sec)	180	189	180	189	116	116	116	116	144	128
Lanes	3	3	1	1	1	1	1	1	2	2
Volume (vph)	926	778	66	212	11	9	760	225	893	155
Volume (vphpl)	309	259	66	212	11	9	760	225	447	78
95th %. Queue (veh/ln.)	22	20	7	17	1	1	33	12	25	6
95th %. Queue (ft./ln)[1]	550	500	175	425	25	25	825	300	625	150
Storage (ft./ ln.)	500	500	250	250	100	100	275	275	825	825
Adequate (Y/N)	**NO**	YES	YES	**NO**	YES	YES	**NO**	**NO**	YES	YES
Background Conditions										
Cycle Length (sec)	180	189	180	189	116	116	116	116	144	128
Lanes	3	3	1	1	1	1	1	1	2	2
Volume (vph)	984	886	80	227	21	11	770	259	922	171
Volume (vphpl)	328	295	80	227	21	11	770	259	461	86
95th %. Queue (veh/ln.)	23	22	8	18	2	1	33	13	26	6
95th %. Queue (ft./ln)[1]	575	550	200	450	50	25	825	325	650	150
Storage (ft./ ln.)	500	500	250	250	100	100	275	275	825	825
Adequate (Y/N)	**NO**	**NO**	YES	**NO**	YES	YES	**NO**	**NO**	YES	YES
Background Plus Project Conditions										
Cycle Length (sec)	180	189	180	189	116	116	116	116	144	128
Lanes	3	3	1	1	1	1	1	1	2	2
Volume (vph)	1007	897	91	232	34	35	790	268	933	175
Volume (vphpl)	336	299	91	232	34	35	790	268	467	88
95th %. Queue (veh/ln.)	24	22	8	18	3	3	34	14	26	6
95th %. Queue (ft./ln)[1]	600	550	200	450	75	75	850	350	650	150
Storage (ft./ ln.)	500	500	250	250	100	100	275	275	825	825
Adequate (Y/N)	**NO**	**NO**	YES	**NO**	YES	YES	**NO**	**NO**	YES	YES

Notes:
[1] Assumes 25 feet per vehicle queued

Lundy Avenue and Trade Zone Boulevard

Westbound Left-Turn

The queuing analysis indicates that the projected 95th vehicle queues for the westbound left-turn pocket at the Lundy Avenue and Trade Zone Boulevard intersection currently and are projected to exceed the existing vehicle storage capacity during both the AM and PM peak hours under background plus project conditions.

The westbound left-turn pocket currently provides approximately 275 feet of vehicle storage, which can accommodate approximately 11 vehicles. The estimated 95th percentile vehicle queues for the westbound left-turn movement are projected to be approximately 33 and 13 vehicles during the AM and PM peak hours under background conditions, respectively. The addition of project traffic is projected to lengthen the estimated 95th percentile vehicle queue by one vehicle during both the AM and PM peak hours under background plus project conditions.

Possible improvements for this left-turn pocket would include the addition of a second westbound left-turn lane and providing 425 feet of storage capacity per left-turn lane. However, this improvement would require the removal of the existing bike lanes due to the right-of-way constraint on Trade Zone Boulevard.

Possible improvements for this left-turn pocket would also include the closure of the mid-block intersection on Trade Zone Boulevard just east of Lundy Avenue and the extension of the westbound left-turn pocket to provide 850 feet of vehicle storage capacity.

Signal Warrant Analysis

The need for signalization of an unsignalized intersection is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication of whether vehicular peak hour traffic volumes are, or would be, sufficient to justify the installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Peak-hour traffic signal warrant checks were conducted for the Ringwood Avenue/Fortune Drive unsignalized study intersection. The results indicate that the projected traffic volumes at the Ringwood Avenue/Fortune Drive unsignalized study intersection would fall below the thresholds that warrant signalization during both the AM and PM peak hours under all study scenarios. The traffic signal warrant calculations are included in Appendix G.

Site Access and On-Site Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. The evaluation of site access and circulation is based on the site plan prepared by Corgan in June 2022. 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.

Site Access

Vehicular access to the project site's parking garage will be provided via a right-in-only driveway along Trade Zone Boulevard. Egress from the parking garage will be provided via a right-out only driveway along Trade Zone Boulevard. The right-out only driveway along Trade Zone Boulevard also will provide ingress and egress from a PG&E substation and its access gates. Two additional driveways – one along Ringwood Avenue and the other along Fortune Drive – would serve as entrance and exit for trucks only. All site access and exit points will be secured.

As proposed, vehicular traffic accessing the project site from westbound Trade Zone Boulevard would need to take a somewhat circuitous route by using Lundy Avenue to Fortune Drive to Ringwood Avenue to Trade Zone Boulevard to access the right-in-only western driveway because U-turns are not allowed from the westbound left-turn lane at the Ringwood Avenue/Trade Zone Boulevard intersection. An estimated 20 peak hour project trips are projected to originate from westbound Trade Zone Boulevard and be required to utilize alternative routes to access the parking garage access point on Trade Zone Boulevard. Additionally, vehicles exiting the site and bound for Montague Expressway would need to turn right onto Trade Zone Boulevard and then make a U-turn at the Lundy Avenue/Trade Zone Boulevard intersection or take the circuitous route described above and turn left at Trade Zone Boulevard.

The circuitous inbound route from the westbound direction on Trade Zone Boulevard could be avoided by switching the locations of the right-in-only driveway with the right-out-only driveway along Trade Zone Boulevard to allow inbound traffic from westbound Trade Zone Boulevard to use the existing left-turn pocket to enter the site. However, maintaining the existing left- turn access from Trade Zone Boulevard would limit potential storage capacity expansion for the westbound left-turn movement to Ringwood Avenue from Trade Zone Boulevard.

Alternatively, the driveway along Ringwood Avenue that is proposed to be restricted to trucks only could be adjusted to allow for vehicular access. The use of the Ringwood Avenue driveway would require adjustments to on-site circulation and possibly redesign of the parking garage access points. However, the use of the Ringwood Avenue driveway would result in a mixture of vehicular and truck traffic at the access point and within the project site. As designed, the site provides for a separation of truck and vehicular traffic for improved safety and security.

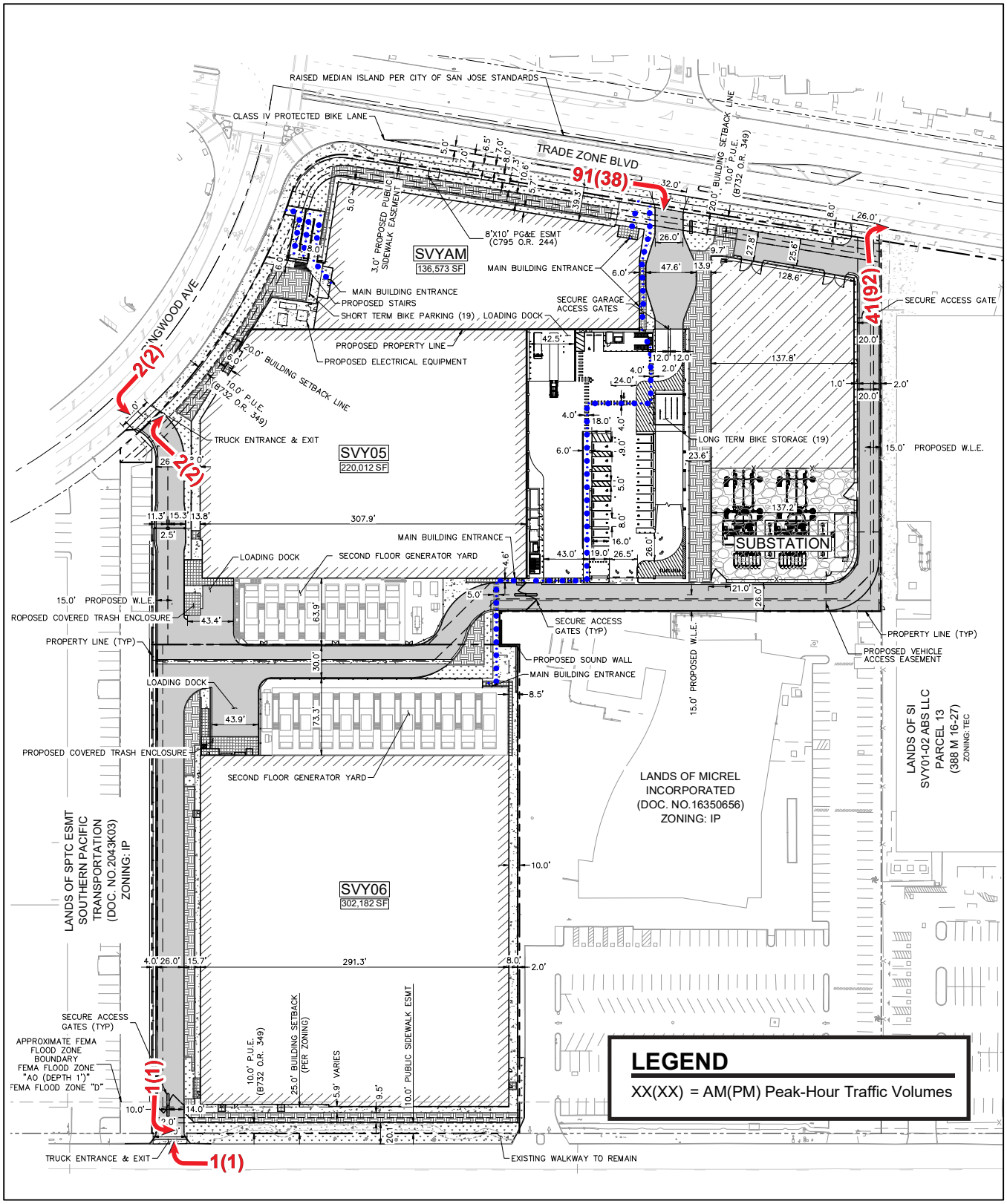
Given the complications described above and minimal number of vehicular trips that would be affected by the limited access, no adjustment of the proposed access points are recommended.

According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the typical widths for a one-way driveway and a two-way driveway serving an industrial development are 16 and 32 feet wide, respectively. This provides adequate width for vehicular ingress and egress and a reasonably short crossing distance for pedestrians. The right-in-only and right-out-only driveways along Trade Zone Boulevard are shown to be 26 feet wide on the site plan and would meet the City's requirements. The two proposed two-way driveways along Ringwood Avenue and Fortune Drive are shown to be 32 feet wide on the site plan and would meet the City's requirements.

Traffic Operations at Project Driveways

As shown in Figure 20, a maximum of 91 vehicles would enter the site at the right-in-only driveway along Trade Zone Boulevard during the AM peak hour and 92 vehicles would exit the site during the PM peak at the right-out-only driveway along Trade Zone Boulevard. The driveways along Ringwood Avenue and Fortune Drive would be used only by trucks.

Figure 20
Project Trips at Site Access Points



Left-turns out of the right-out-only driveway along Trade Zone Boulevard would not be allowed due to the close spacing with the westbound left-turn pocket at the Ringwood Avenue/Trade Zone Boulevard intersection. The proposed mitigation for the project's VMT impact would include the construction of a raised median island for the existing left-turn pockets along the westbound direction on Trade Zone Boulevard at Ringwood Avenue and the project's exit driveway to improve pedestrian safety and access. The new median island should be constructed to extend past the project's exit driveway to prohibit left-turns from the project driveway.

Due to the relatively low number of project-generated trips at the driveways along Ringwood Avenue and Fortune Drive and right-turn-only restrictions for the driveways along Trade Zone Boulevard, significant operational issues related to vehicle queuing/stacking and/or vehicle delay are not expected to occur at any of the project driveways. Field observations indicate that there was no vehicle queuing issues for the left-turn and right-turn inbound traffic at the driveway during the AM and PM peak hours.

***Recommendation**:* Ingress and egress from the PG&E substation gates will be provided via the right-turn only exit driveway along Trade Zone Boulevard. Signage noting ingress for substation vehicles only (no vehicular access) should be placed at the right-turn out driveway. The infrequent use of the substation access points will have minimal effect on driveway operations.

***Recommendation**:* The new median island along Trade Zone Boulevard should be constructed to extend past the project's exit driveway to prohibit left-turns from the project driveway. The median must be constructed to be consistent with the City's Trade Zone Boulevard improvement planline.

Sight Distance at Unsignalized Project Driveways

Adequate sight distance (sight distance triangles) in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards should be provided at the unsignalized site driveways (right-out-only driveway along Trade Zone Boulevard and the two driveways serving only trucks along Ringwood Avenue and Fortune Drive). 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. Fortune Drive and Trade Zone Boulevard/Ringwood Avenue have posted speed limits of 35 and 40 miles per hour (mph), respectively. The AASHTO stopping sight distance for facilities with posted speed limits of 35 and 40 mph is 250 and 305 feet, respectively. Thus, a driver exiting/entering the proposed project driveways on Fortune Drive and Trade Zone Boulevard/Ringwood Avenue must be able to see 250 and 305 feet in the direction with the conflicting movements, respectively. Trade Zone Boulevard and Ringwood Avenue currently prohibit any on-street parking along the project frontages.

Currently, Fortune Drive allows on-street parking on both sides of the streets from 6 AM to 10 PM (no overnight parking) in the project vicinity with the exception of the locations with red curbs including the proposed project driveway.

Based on the site plans and field observations, drivers exiting the project driveways along Fortune Drive and Trade Zone Boulevard/Ringwood Avenue would be able to see more than 250 and 305 feet in the direction of the conflicting movements, respectively. Therefore, adequate stopping sight distances would be provided at these three project driveways.

***Recommendation**:* The project driveways along Fortune Drive and Trade Zone Boulevard/Ringwood Avenue should be free and clear of obstructions to ensure a minimum clear sight distance of 250 and

305 feet along Fortune Drive and Trade Zone Boulevard/Ringwood Avenue, respectively. The red curbs at the proposed driveway along Fortune Drive must be maintained or re-implemented.

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.

Upon entering the site via the right-in-only driveway along Trade Zone Boulevard, vehicles will proceed straight to enter the parking garage and turn left at the end of the drive aisle to access the ramp to the upper four levels of the garage. There would be no dead-end aisles within the garage. Vehicles would circulate continuously in a counterclockwise direction on levels 2-5 to find parking and in a clockwise direction to exit. The drive aisles on levels 2-5 would be in one direction, and the ramps would serve both directions of traffic. On level 1, inbound vehicles turning left to access the upper parking levels would have conflicts with outbound vehicles turning left to exit the parking garage. The parking garage circulation is shown in Figure 21.

An internal roadway would bisect the site and run along the western and eastern project's boundaries connecting the driveways along Ringwood Avenue, Fortune Drive, and the right-out-only driveway along Trade Zone Boulevard. The segment of this internal roadway west of the parking garage would mainly be used by trucks accessing the loading docks at each of the three buildings. The segment east of the parking garage would be used by vehicles exiting the parking garage. To provide adequate on-site circulation for all vehicle types, including larger emergency vehicles and garbage trucks, the design of all internal roadways should adhere to the City of San Jose design standards and guidelines. The design of the site must include adequate corner radii along all internal roadways/drive aisles, as well as driveway width, drive aisle width, parking dimensions, and signage that satisfies the City of San Jose design standards.

The dimensions of the drive aisles and the slopes of the ramps within the parking garage are not shown on the site plan. Minimum widths of 16 and 26 feet are typically required for one- and two-way roadways, respectively. All internal roadways are shown on the site plan to be at least 16 feet wide for one-way segments and 26 feet wide for two-way segments and would meet the City's requirements for minimum widths.

The project would provide 90-degree parking stalls within the parking garages. Appropriate visible and/or audible warning signs should be provided at the parking garage access points to alert pedestrians and bicyclists of vehicles exiting the garage.

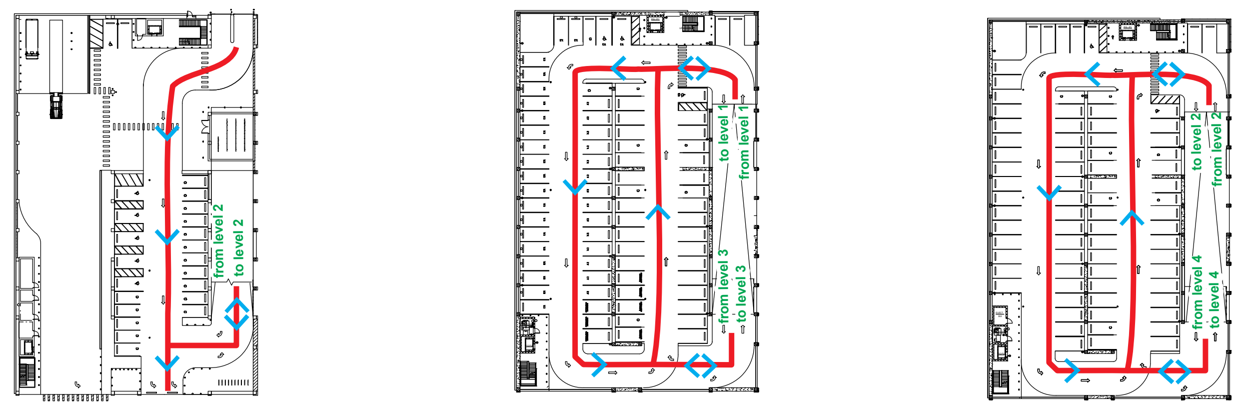
***Recommendation**:* The design of the site must include adequate corner radii along all internal roadways/drive aisles, as well as driveway width, drive aisle width, parking dimensions, and signage that satisfies the City of San Jose design standards.

***Recommendation**:* The drive aisles with 90-degree parking stalls within the parking garage would need to be at least 20 feet wide for one-way operations and 26 feet wide for two-way operations.

Recommendation: All-way stop controls would need to be implemented at the location on level 1 of the parking garage with conflicting traffic between vehicles entering and exiting the upper levels of the parking garage.

***Recommendation**:* Typical engineering standards require garage ramps to have no greater than a 20 percent grade, and slopes over 10% require transition slopes so that vehicles do not "bottom out".

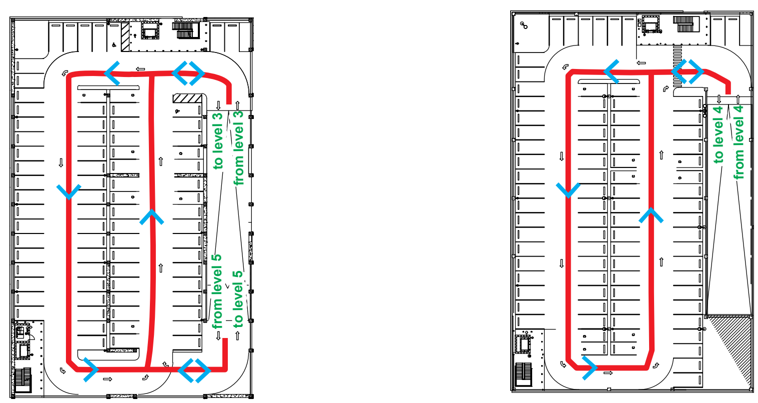
Figure 21
Parking Garage Circulation



PARKING GARAGE - LEVEL 1
1 : 30

PARKING GARAGE - LEVEL 2
1 : 30

PARKING GARAGE - LEVEL 3
1 : 30



PARKING GARAGE - LEVEL 4
1 : 30

PARKING GARAGE - LEVEL 5
1 : 30

[redacted]

TYPE	COUNT
LEVEL 01	
ADA STANDARD	4
ADA VAN	2
COMPACT	15
STANDARD	1
LEVEL 02	
ADA AMBULATORY EV	1
ADA STANDARD EV	1
ADA VAN EV	1
CLEAN AIR/EV/VAN POOL	7
COMPACT	8
STANDARD	26
STANDARD EV	34
LEVEL 03	
ADA STANDARD	2
COMPACT	7
STANDARD	67
LEVEL 04	
ADA STANDARD	2
COMPACT	7
STANDARD	69
LEVEL 05	
COMPACT	10
STANDARD	75
GRAND TOTAL	295
GRAND TOTAL WITH EV	339

FILE NUMBER: PD220-001

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3.2 - CONCEPTUAL PARKING PLAN

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Garage Gate Operations

Based on the project trip assignment, the garage entry gate located at the right-in-only driveway along Trade Zone Boulevard would have the greatest inbound demand of 91 vehicles during the AM peak hour or approximately 2 vehicles per minute on average.

The flow rate at which vehicles enter the garage during the peak hours will depend primarily on the processing ability, or service rate, of the entry gates. The project site plans do not specify the type of gate that the parking garage will utilize. However, based on previous parking design information, parking garage entry gates that utilize a transponder-style device are capable of servicing between 600 to 800 vehicles per hour or up to 13 vehicles per minute. Standard card readers or ticket machines have service rates of much less at approximately 4 to 6 vehicles per minute. Thus, the use of either the standard card reader operations or transponder devices will provide sufficient service rates to serve the projected demand at each entry gate. However, the projected flow rate at each of the project entries presumes an evenly distributed arrival rate. It is unlikely that inbound project traffic would be spread out evenly throughout the peak hour. There would likely be instances where multiple vehicles (two to three vehicles for example) would arrive at the same time in which case short queues could form at the entry gate. However, the short queue could be accommodated because the garage gate would be located approximately 100 feet from Trade Zone Boulevard, which would provide storage for approximately four vehicles.

Truck and Emergency Vehicle Access

The site plan shows that truck loading spaces are proposed to be provided at each of the three buildings on site. The proposed driveways along Ringwood Avenue and Fortune Drive will enable larger vehicles, such as garbage trucks, emergency vehicles, and delivery trucks, to access the site. However, trucks and emergency vehicles will not enter the parking garages or be able to use the driveways along Trade Zone Boulevard. A trash enclosure is proposed within the loading dock of the building along Fortune Drive, thus, the garbage truck would be able to pull into the loading dock for trash pickup. Left-turn pockets providing inbound and outbound access to/from the project site must be designed to accommodate the wider turn radii required for larger vehicles.

Truck Turning Templates for Loading Docks

Truck turning templates were completed for the three loading docks located along the internal roadway and the driveways serving as truck entrance and exit only along Ringwood Avenue and Fortune Drive.

As shown in Figure 22, WB-50 trucks representing the largest semi-trailer trucks accessing the site would be able to pull into and out of the loading docks and the project driveways along Ringwood Avenue and Fortune Drive without any issues. However, the gate at the driveway along Fortune Drive is shown to be located approximately 30 feet from the curb and will not provide sufficient storage for trucks turning into this driveway. Thus, the gate will need to be relocated approximately 150 feet back from the face of the curb to allow the trucks to turn into the site. Loading dock operations are expected to occur during the off-peak hours to minimize the conflict with peak-hour trips entering and exiting the site.

Recommendation*:* All curb returns along the on-site roadways should be a minimum of 30 feet to accommodate service and emergency (such as a garbage truck or fire truck) vehicle circulation.

Recommendation*:* The gate at Fortune Drive will need to be relocated approximately 150 feet from the face of the curb to allow trucks to turn into the site.

Figure 22
Truck Turning Templates

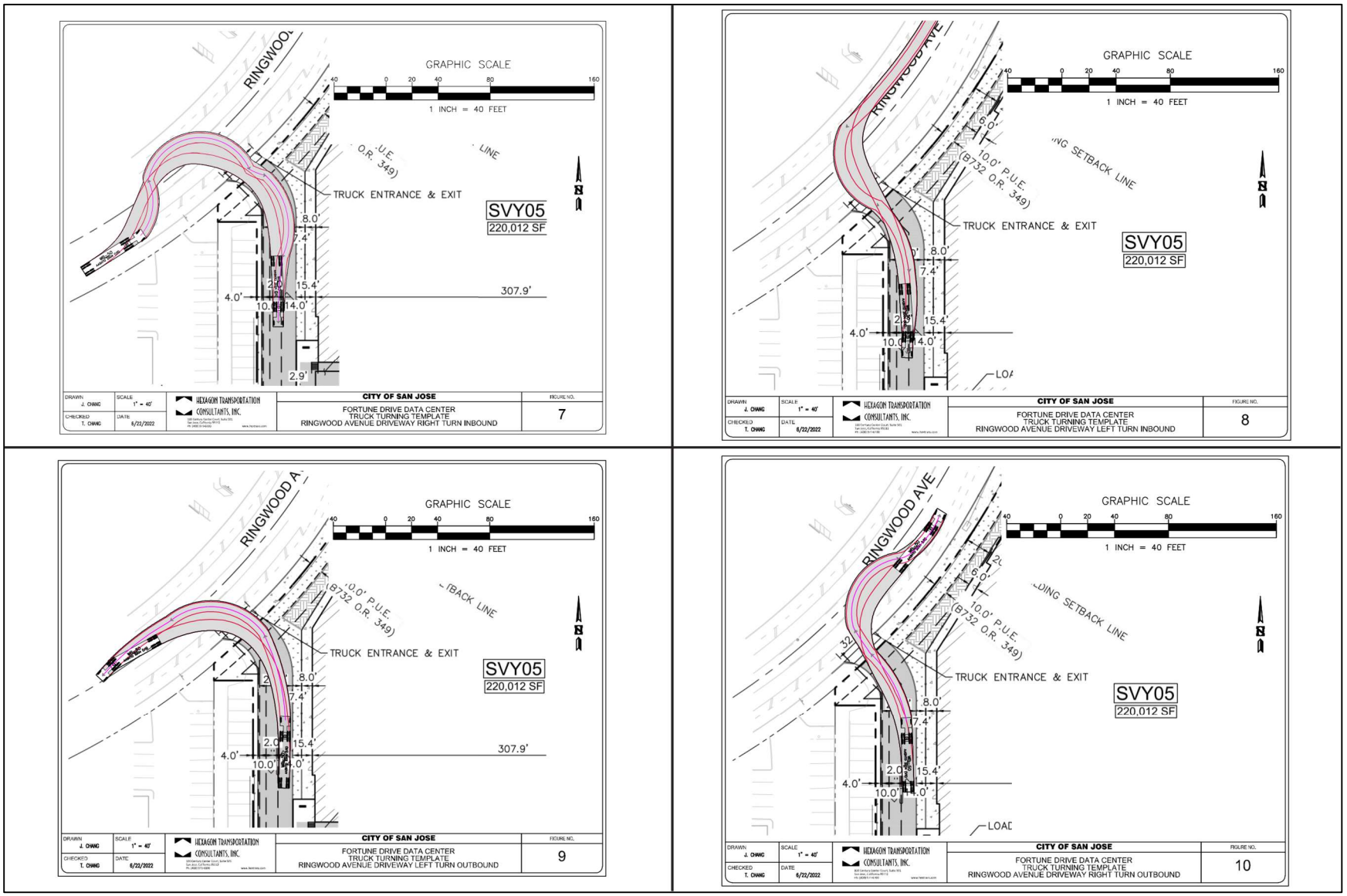


Figure 22 (Continued)
Truck Turning Templates

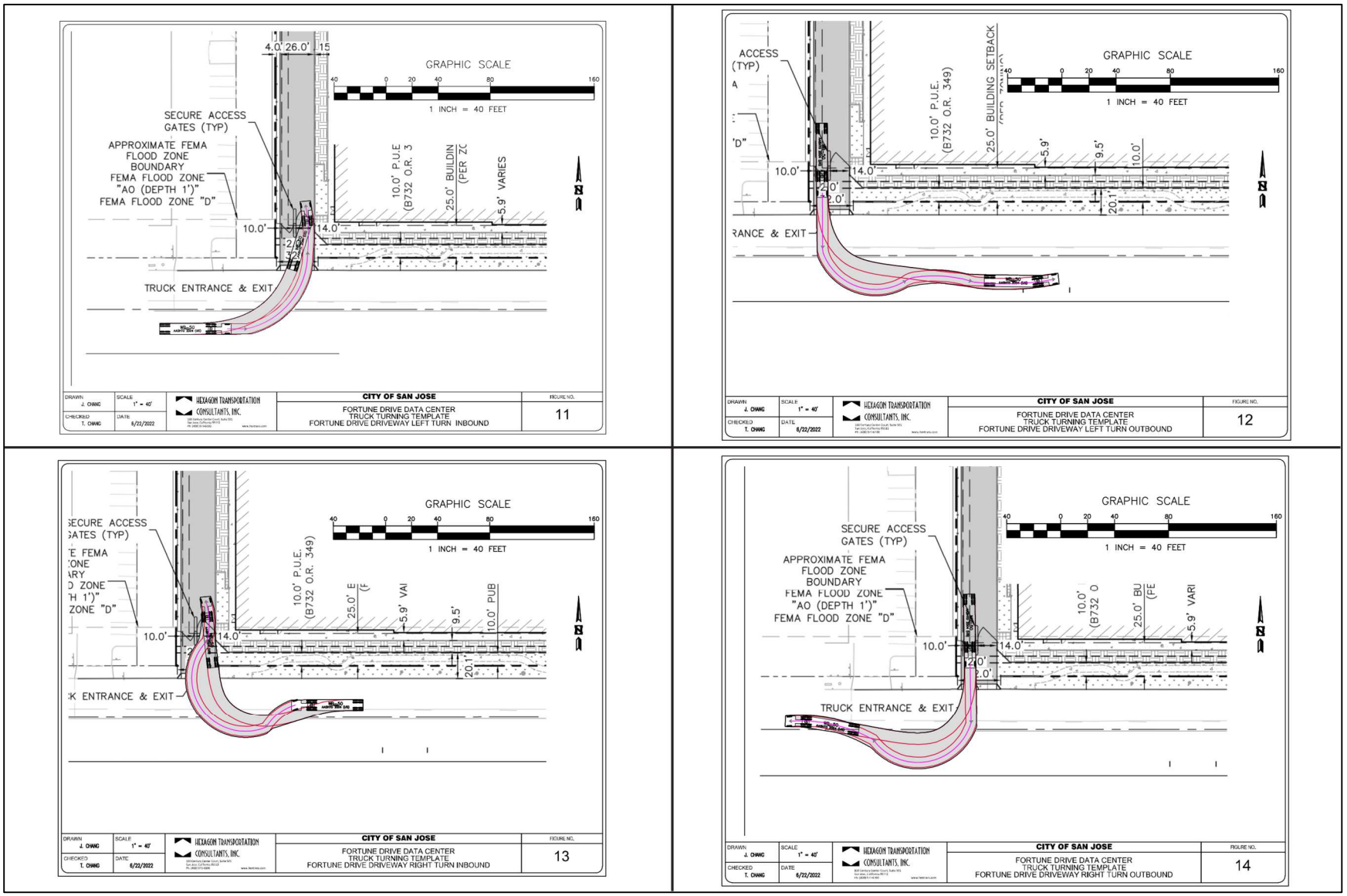


Figure 22 (Continued)
Truck Turning Templates

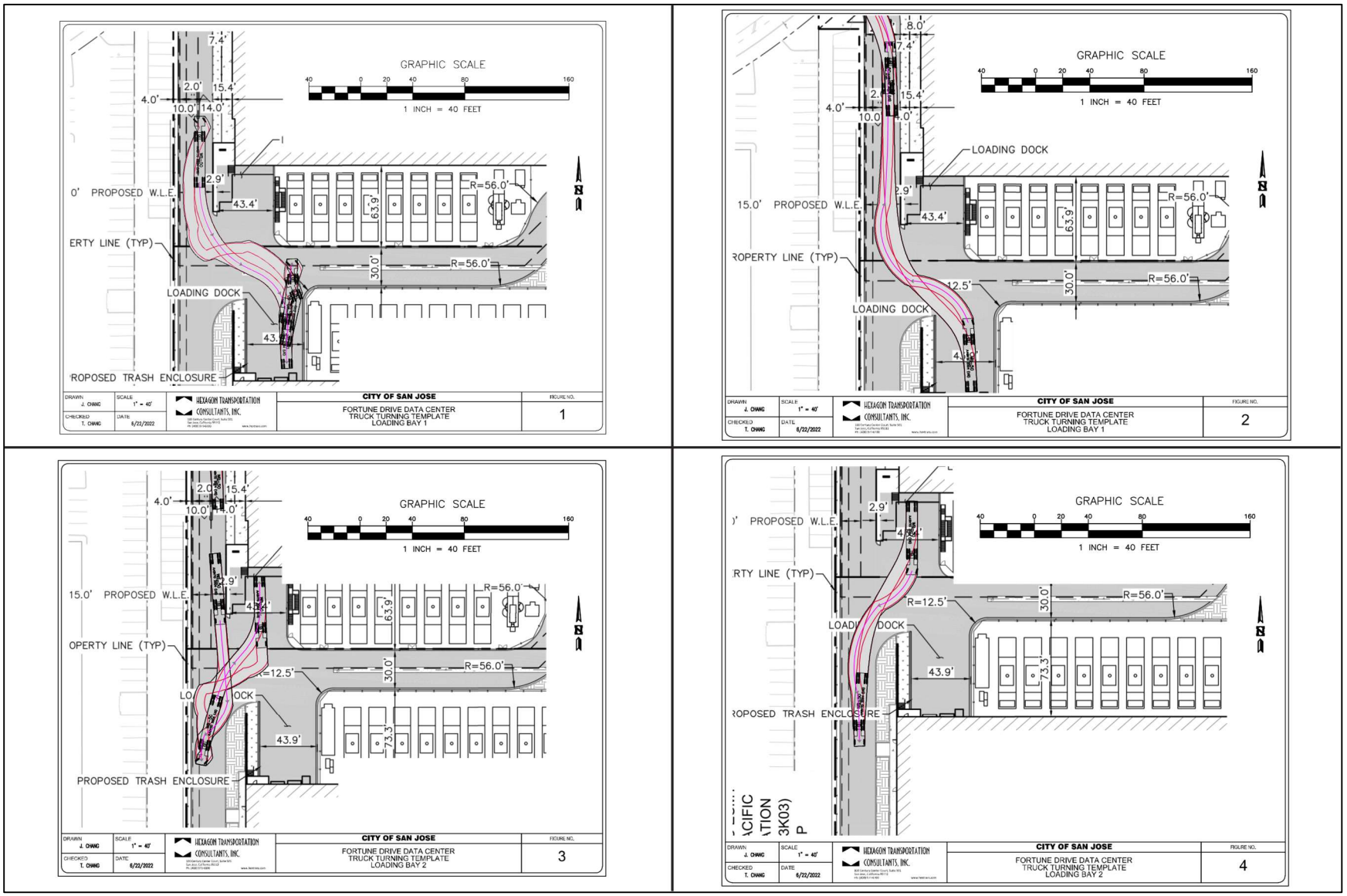
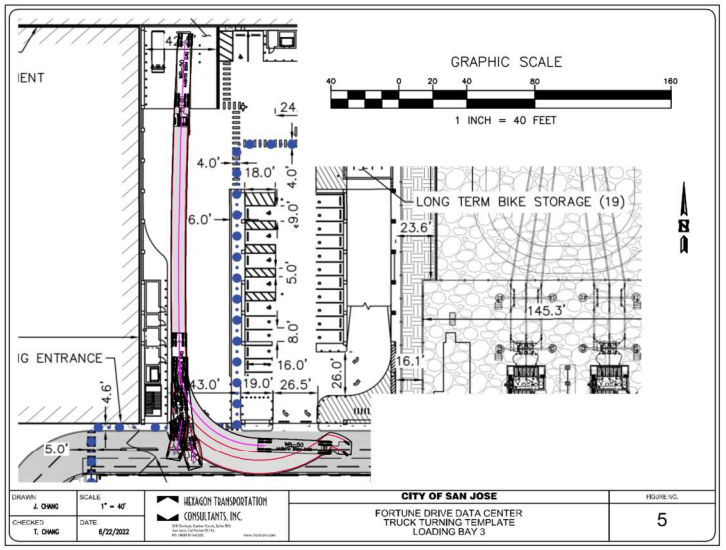
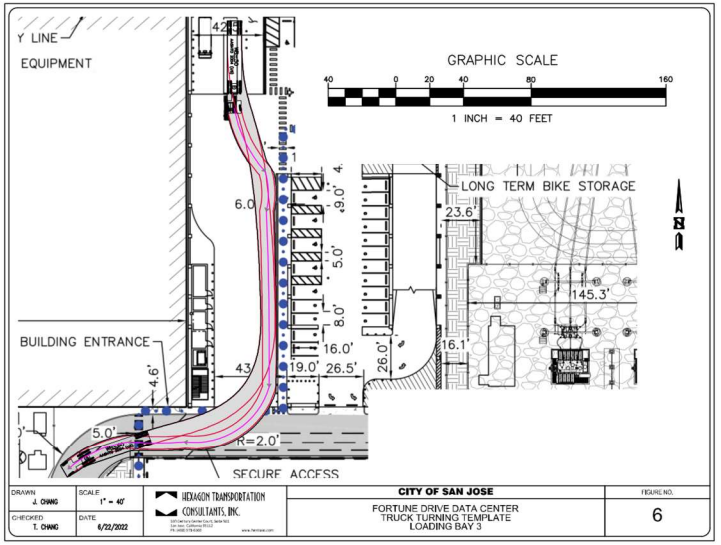


Figure 22 (Continued)
Truck Turning Templates





Parking Supply

The City of San Jose Zoning Code (Section 20.90.060) states that the proposed data center use is required to provide one off-street parking space per 250 s.f. of floor area for office space and one off-street parking space per 5,000 s.f. of floor area devoted to data center use. Additionally, the proposed manufacturing use is required to provide one off-street parking space per 350 s.f. of floor area and one off-street parking space per company vehicle. As shown in Table 9, the project is required to provide a total of 497 parking spaces based on the City's parking requirement. The project is proposing to provide a total of 339 parking spaces on-site, which would be 158 spaces less than, or a reduction of 32%, the City's requirement of 497 parking spaces.

Table 9
Required Parking

		Total (s.f.)						
Building	Proposed Use	Gross Bldg. sf.	Office /a/	Data Hall /a/	Manufacturing /b/	City's Parking Rate	Parking Spaces Required	Parking Spaces Proposed
SVYAM	Manufacturing	136,573	--	--	116,087	/c/	337	239
SVY05	Data Center	220,012	14,489	94,241	--	/d/	77	42
SVY06	Data Center	302,182	13,475	141,810	--	/d/	83	58
	Total	**658,767**	**27,964**	**236,051**	**116,087**	**Total =**	**497**	**339**

Notes
/a/ Space devoted to computer equipment space (data hall), office space, and the number of company vehicles were provided by the applicant.
/b/ According to the City's Zoning Code, "floor area" is defined as 85 percent of the "total gross floor area" of the building.
/c/ 1 space per 350 s.f. of floor area + 1 space per company vehicle
/d/ 1 space per 250 s.f. of office/meeting/technician space + 1 space per 5,000 s.f. of floor area devoted to computer equipment space

In accordance with Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, which allows up to a 50% parking reduction, the 32 percent reduction could be allowed with the implementation and maintenance of a TDM plan. A separate TDM plan is provided in Appendix H. The TDM plan must be approved by the City of San Jose Planning Department to support a reduction in the required off-street parking.

Per the 2016 California Building Code (CBC) Table 11B-208.2, projects providing 301 and 400 spaces are required to provide eight ADA parking spaces. Additionally, the requirement also states that for every six or a fraction of six required ADA parking spaces, at least one shall be a van-accessible parking space. Therefore, the project is required to provide eight ADA parking spaces, including two ADA van-accessible parking spaces to comply with ADA requirements. The project is proposing to provide eight ADA parking spaces including two van-accessible parking spaces and would meet ADA's parking requirements.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide one bicycle parking space per 5,000 s.f. of floor area of office or manufacturing space and one bicycle parking space per 50,000 s.f. of floor area devoted to computer equipment space.

Based on the City's bicycle parking requirements and the total gross floor areas as calculated above in the vehicle parking section for each use, the project is required to provide 5, 6, and 23 bicycle parking spaces for the proposed data center, office, and manufacturing space, respectively, for a total of 34 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. This equates to 27 short-term bicycle parking spaces and 7 long-term bicycle parking spaces.

The project proposes a total of 38 bicycle parking spaces, consisting of 19 long-term spaces within the parking garage and 19 short-term spaces at the building entrance along Ringwood Avenue. Therefore,

the proposed bicycle parking spaces will exceed the City's bicycle parking requirements and encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above. However, 8 of the 19 long-term bicycle parking spaces will need to be converted to short-term bicycle parking spaces to meet the City's requirements of 27 short-term bicycle parking spaces.

Construction Activities

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

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, funds are needed for transportation improvements for all transportation modes, giving first consideration to the 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.
- 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 and improve pedestrian access to and within the Urban Villages and other growth areas.

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.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities in the study area consist of sidewalks, crosswalks, pedestrian signals at signalized intersections, and bike lanes on Trade Zone Boulevard and Ringwood Avenue (see Chapter 2 for details).

The site plan shows pedestrian walkways (ADA paths of travel) connecting each of the building's main entrances with the existing sidewalks along the project frontages on Trade Zone Boulevard and Ringwood Avenue and destinations outside of the project site, including the bus stops on Trade Zone Boulevard.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Trade Zone Boulevard and Ringwood Avenue have bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system.

Pedestrian and Bike Improvements

The planned improvements discussed below are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The San Jose Better Bike Plan 2025 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 III bike routes are planned for:

- Lundy Avenue/Trimble Road, north of Trade Zone Boulevard

Class IV protected bike lanes are planned for:

- Trade Zone Boulevard, along its entire length
- Ringwood Avenue, between Trade Zone Boulevard and Murphy Avenue
- Lundy Avenue, along its entire length
- Montague Expressway, west of Trade Zone Boulevard

The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties and benefit multiple properties. The project will however be required to provide a monetary contribution for an in-lieu fee of $121 per linear foot to construct the Class IV 7-foot protected bike lanes along the project frontages on Trade Zone Boulevard and Ringwood Avenue per the City of San Jose Better Bike Plan 2025 and Trade Zone Boulevard and Ringwood Avenue improvement planline shown in Figure 12.

Additionally, the project would be required to implement the following pedestrian/bike improvements to mitigate its VMT impact:

- The project will be required to complete signal modifications at the Ringwood Avenue/Trade Zone Boulevard intersection that include striped bike lanes adjacent to all crosswalks and the installation of corner islands.

- The project will be required to remove the pork-chop islands or provide raised crosswalks at the southwest and southeast corners of the Ringwood Avenue/Trade Zone Boulevard intersection. These improvements will require signal modification and the coordination between the Cities of San Jose and Milpitas and VTA.

The Trade Zone Boulevard Planline identifies the improvement of Trade Zone Boulevard between Montague Expressway and Capitol Avenue to a complete street. Complete streets are roadways designed to safely accommodate many different users, including people who bike, people who walk, transit riders, motorists, and emergency vehicles. The planned streetscape design for Trade Zone Boulevard includes features of Complete Streets as defined in San José's General Plan and Complete Streets Design Guidelines. The Trade Zone Boulevard Planline identifies the following complete street improvements along Trade Zone Boulevard:

- Protected Class IV bike lanes along both sides of Trade Zone Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- A Complete Streets protected intersection design for the Trade Zone Boulevard/Ringwood Avenue intersection
- Construction of a raised median with limited breaks.

Transit Services

The project site is served directly by VTA Frequent Bus Lines 60 and 77 and the ACE Violet Shuttle, which operates along Trade Zone Boulevard. A bus stop for these bus routes is located along the project frontage on Trade Zone Boulevard. With the convenient location of bus stops, it can be assumed that some employees of the proposed project would utilize the existing transit services. Applying an estimated three percent transit mode share, which is a conservative estimate that could be expected for the project, equates to approximately at most three new transit riders during either of the peak hours. VTA operations reports indicate that the bus routes above as well as several other bus routes in the area currently serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project.

Transit Facility Improvements

The bus stop located along the project frontage includes minimal amenities with only a sign. VTA's Better Bus Stops Program is an annual program that was implemented in 2020 to improve bus stop locations throughout its network. Improvements include the implementation of shelters, information signs, metal benches, metal trash cans, and solar lighting. The improved bus stops also aim to upgrade the boarding area with wider sidewalks to accommodate the amenities and concrete bus pads. The Better Bus Stop Program has established a list of potential locations for improvement based on ridership.

The bus stop along the project frontage is included in the improvement list with the implementation of solar lighting. The project would not interfere with the planned bus stop improvements. However, it is recommended that the project work with VTA to allow for adequate space along its frontages to accommodate the future improvement of the bus stop including wider sidewalks and a bus duck-out.

Recommendation: A VTA standard 8' x 40' boarding area and a VTA standard 7' x 25' shelter pad and a 13' full back ad shelter should be installed at the existing bus stop along the project frontage. The project should include in its design, a connection between the bus stop and the pedestrian pathway or the emergency vehicle access roadway into the plaza. The final design should be coordinated between the project and VTA.

Freeway Segment Evaluation

Per the CMP technical guidelines, freeway segment level of service analysis shall be conducted in all segments to which the project is projected to add one percent or more to the segment capacity. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes.

Since the project is not projected to add one percent to any freeway segments in the area (see Table 10), a freeway analysis was not required per the CMP technical guidelines.

Table 10
Freeway Segment Capacity

#	Freeway	Segment	Direction	Peak Hour	Capacity				Project Trips			
					Mixed-Flow Lane		HOV Lane		Mixed-Flow Lane		HOV Lane	
					# of Lanes	Capacity (vph)	# of Lanes	Capacity (vph)	Volume (vph)	% of Capacity	Volume (vph)	% of Capacity
1	I-680	from Hostetter Road to Capitol Avenue	NB	AM	4	9,200	--	--	8	0.1	--	--
			NB	PM	4	9,200	--	--	3	0.0	--	--
2	I-680	from Capitol Avenue to Montague Expressway	NB	AM	4	9,200	--	--	0	0.0	--	--
			NB	PM	4	9,200	--	--	0	0.0	--	--
3	I-680	from Montague Expressway to Yosemite Drive	NB	AM	4	9,200	--	--	4	0.0	--	--
			NB	PM	4	9,200	--	--	2	0.0	--	--
4	I-680	from Yosemite Drive to Montague Expressway	SB	AM	4	9,200	--	--	5	0.1	--	--
			SB	PM	4	9,200	--	--	2	0.0	--	--
5	I-680	from Montague Expressway to Capitol Avenue	SB	AM	4	9,200	--	--	0	0.0	--	--
			SB	PM	4	9,200	--	--	0	0.0	--	--
6	I-680	from Capitol Avenue to Hostetter Road	SB	AM	4	9,200	--	--	5	0.1	--	--
			SB	PM	4	9,200	--	--	3	0.0	--	--
7	I-880	from East Brokaw Road to Montague Expressway	NB	AM	3	6,900	1	1,650	6	0.1	2	0.1
			NB	PM	3	6,900	1	1,650	3	0.0	0	0.0
8	I-880	from Montague Expressway to Great Mall Parkway	NB	AM	3	6,900	1	1,650	4	0.1	1	0.1
			NB	PM	3	6,900	1	1,650	3	0.0	0	0.0
9	I-880	from Great Mall Parkway to Montague Expressway	SB	AM	3	6,900	1	1,650	6	0.1	2	0.1
			SB	PM	3	6,900	1	1,650	2	0.0	1	0.1
10	I-880	from Montague Expressway to East Brokaw Road	SB	AM	3	6,900	1	1,650	4	0.1	1	0.1
			SB	PM	3	6,900	1	1,650	2	0.0	1	0.1

5. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2020*, the City of Milpitas guidelines, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2020*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose Transportation Analysis Handbook identifies screening criteria that determine 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 project site is located within the Berryessa/International Business Park (BIBP) planned growth area. However, the existing area VMT per employee of 15.08 is above the baseline VMT per employee threshold of 14.37. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (15.07 per employee) would exceed the impact threshold of 14.37 VMT per employee, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact. Per the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. Based on preliminary direction from City staff, the project will be required to implement the following multi-modal facility improvements to reduce the project's VMT impact to less than significant levels.

- Provide Pedestrian Network Improvements for Active Transportation (Tier 2): Implement pedestrian improvements both on-site and in the surrounding area. Improving the pedestrian connections encourages people to walk instead of drive and reduces VMT. The project will be required to remove the pork-chop islands or provide raised crosswalks at the southwest and southeast corners of the Ringwood Avenue/Trade Zone Boulevard intersection. These improvements will require signal modification and the coordination between the Cities of San Jose and Milpitas and VTA. **and**
- Provide Traffic Calming Measures (Tier 2): Implement pedestrian/bicycle safety and traffic calming measures both on-site and in the surrounding neighborhood. Providing traffic calming measures promotes walking and biking as an alternative to driving. The project will be required to construct a raised median island for the existing left-turn pockets along the westbound direction on Trade Zone Boulevard to improve pedestrian safety and access. These improvements will require coordination with the City of Milpitas and VTA.

The measures are consistent with the City's improvement planline at Trade Zone Boulevard and Ringwood Avenue. The implementation of Tier 2 measures described above would reduce the VMT generated by the project to 14.47 per employee, which is still more than the established threshold of 14.37 VMT per employee. The project's VMT could be reduced to 14.26 per employee with the implementation of the following Travel Demand Management (TDM) measure. It should be noted that the TDM measure may be incorporated within a TDM plan for the project which may include additional TDM measures.

- Telecommuting and Alternative Work Schedules: Encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods. This strategy reduces commute trips, thereby reducing VMT. At a minimum, the measure would require that 10% of employees work a 4/40 work week schedule (10-hour workdays for four days a week).

The applicant will need to work with the City to ensure the measures are feasible or identify other multi-modal improvements and/or TDM measures deemed appropriate for the development plan and uses of the site. Therefore, the ultimate mitigation measures may differ from those identified below so long as the measures meet the required 4.7 percent reduction in VMT and are approved by City staff.

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 per the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated for *Transit Employment Center* uses. This designation is applied to areas planned for intensive job growth because of their importance as employment districts to the City and a high degree of access to transit and other facilities and services. This designation permits development with retail and service commercial uses on the first two floors; with office, research and development, or industrial use on upper floors; as well as wholly office, research and development, or industrial projects.

Since the *Transit Employment Center* designation allows industrial uses, the proposed industrial project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

The intersection operations analysis completed as part of the LTA 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 included the analysis of AM and PM peak-hour traffic conditions for 8 existing signalized intersections and one existing unsignalized intersections within the Cities of San Jose and Milpitas.

Trip Generation

After applying the ITE trip rates, appropriate trip reductions, and existing site trip credits, it is estimated that the project would generate an additional 205 daily vehicle trips, with 90 trips (54 inbound and 36 outbound) occurring during the AM peak hour and 41 trips (21 inbound and 20 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The results of the level of service analysis show that the added net trips as a result of the proposed project would not have an adverse effect on intersection operations under background plus project conditions during both the AM and PM peak hours at any of the study intersections based on the applicable guidelines.

US-101/Oakland/Mabury Transportation Development

Any project that would add trips through the identified Policy Interchange Intersections is required to participate in the TDP program. The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that a project would add to the interchange. Note that the signalized intersections of Oakland Road/US 101 (S), Oakland Road/US 101 (N), Oakland Road/Commercial Street, Mabury Road/US 101 (E), and Mabury Road/US 101 (W) make up the “Policy Interchange Intersections”. However, the proposed project is not projected to add any trips to the Policy Interchange Intersections during the PM peak hour and thus will not be required to pay the US 101/Oakland/Mabury TDP TIF.

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended to improve access to the project site and on-site circulation:

- Ingress and egress from the PG&E substation gates will be provided via the right-turn only exit driveway along Trade Zone Boulevard. Signage noting ingress for substation vehicles only (no vehicular access) should be placed at the right-turn out driveway. The infrequent use of the substation access points will have minimal effect on driveway operations.
- The new median island along Trade Zone Boulevard should be constructed to extend past the project’s exit driveway to prohibit left-turns from the project driveway.
- The project driveways along Fortune Drive and Trade Zone Boulevard/Ringwood Avenue should be free and clear of obstructions ensuring a minimum clear sight distance of 250 and 305 feet along Fortune Drive and Trade Zone Boulevard/Ringwood Avenue, respectively. The red curbs at the proposed driveway along Fortune Drive must be maintained or re-implemented.
- The design of the site must include adequate corner radii along all internal roadways/drive aisles, as well as driveway width, drive aisle width, parking dimensions, and signage that satisfies the City of San Jose design standards.
- The drive aisles with 90-degree parking stalls within the parking garage would need to be at least 20 feet wide for one-way operations and 26 feet wide for two-way operations.

- All-way stop controls would need to be implemented at the location on level 1 of the parking garage with conflicting traffic between vehicles entering and exiting the upper levels of the parking garage.
- Typical engineering standards require garage ramps to have no greater than a 20 percent grade, and slopes over 10% require transition slopes so that vehicles do not "bottom out".
- All curb returns along the on-site roadways should be a minimum of 30 feet to accommodate service and emergency (such as a garbage truck or fire truck) vehicle circulation.
- The gate at Fortune Drive will need to be relocated approximately 150 feet from the face of the curb to allow trucks to turn into the site.

Parking Supply

Vehicular Parking

The project is required to provide a total of 497 parking spaces based on the City's parking requirement. The project is proposing to provide a total of 339 parking spaces on-site, which would be 158 spaces less than, or a reduction of 32 percent, the City's requirement of 497 parking spaces.

In accordance with Sections 20.70.330 and 20.90.220 of the San Jose Code of Ordinances, which allows up to a 50% parking reduction, the 32 percent reduction could be allowed with the implementation and maintenance of a TDM plan. A separate TDM plan for the proposed project is provided in Appendix H. The TDM plan must be approved by the City of San Jose Planning Department to support a reduction in the required off-street parking.

Bicycle Parking

Based on the City's bicycle parking requirements and the total gross floor areas as calculated above in the vehicle parking section for each use, the project is required to provide 5, 6, and 23 bicycle parking spaces for the proposed data center, office, and manufacturing space, respectively, for a total of 34 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. This equates to 27 short-term bicycle parking spaces and 7 long-term bicycle parking spaces.

The project proposes a total of 38 bicycle parking spaces, consisting of 19 long-term spaces within the parking garage and 19 short-term spaces at the building entrance along Ringwood Avenue. Therefore, the proposed bicycle parking spaces will exceed the City's bicycle parking requirements and encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above. However, 8 of the 19 long-term bicycle parking spaces will need to be converted to short-term bicycle parking spaces to meet the City's requirements of 27 short-term bicycle parking spaces.

Pedestrian, Bicycle, and Transit Facilities

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.

Pedestrian and Bicycle Facilities

The site plan shows pedestrian walkways (ADA paths of travel) connecting each of the building's main entrances with the existing sidewalks along the project frontages on Trade Zone Boulevard and

Ringwood Avenue and destinations outside of the project site, including the bus stops on Trade Zone Boulevard.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Brokaw Road has bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 and Envision 2040 General Plan, as described below, identify planned improvements to the bicycle network within the City and provide policies and goals that are intended to promote and encourage the use of multi-modal travel options and reduce the identified project impacts to the roadway system.

Pedestrian and Bike Improvements

The planned improvements discussed below are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The San Jose Better Bike Plan 2025 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 III bike routes are planned for:

- Lundy Avenue/Trimble Road, north of Trade Zone Boulevard

Class IV protected bike lanes are planned for:

- Trade Zone Boulevard, along its entire length
- Ringwood Avenue, between Trade Zone Boulevard and Murphy Avenue
- Lundy Avenue, along its entire length
- Montague Expressway, west of Trade Zone Boulevard

The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is beyond the means of the proposed project given that they may require right-of-way from adjacent properties and benefit multiple properties. The project will however be required to provide a monetary contribution for an in-lieu fee of $121 per linear foot to construct the Class IV 7-foot protected bike lanes along the project frontages on Trade Zone Boulevard and Ringwood Avenue per the City of San Jose Better Bike Plan 2025 and Trade Zone Boulevard and Ringwood Avenue improvement planline.

Additionally, the project would be required to implement the following pedestrian/bike improvements to mitigate its VMT impact:

- The project will be required to complete signal modifications at the Ringwood Avenue/Trade Zone Boulevard intersection that include striped bike lanes adjacent to all crosswalks and the installation of corner islands.
- The project will be required to remove the pork-chop islands or provide raised crosswalks at the southwest and southeast corners of the Ringwood Avenue/Trade Zone Boulevard intersection. These improvements will require signal modification and the coordination between the Cities of San Jose and Milpitas and VTA.

The Trade Zone Boulevard Planline identifies the improvement of Trade Zone Boulevard between Montague Expressway and Capitol Avenue to a complete street. Complete streets are roadways designed to safely accommodate many different users, including people who bike, people who walk, transit riders, motorists, and emergency vehicles. The planned streetscape design for Trade Zone Boulevard includes features of Complete Streets as defined in San José's General Plan and Complete Streets Design Guidelines. The Trade Zone Boulevard Planline identifies the following complete street improvements along Trade Zone Boulevard:

- Protected Class IV bike lanes along both sides of Trade Zone Boulevard. The bike lanes will be physically separated from vehicle travel lanes.
- A Complete Streets protected intersection design for the Trade Zone Boulevard/Ringwood Avenue intersection
- Construction of a raised median with limited breaks.

Transit Facilities

The project site is served directly by VTA Frequent Bus Lines 60 and 77 and the ACE Violet Shuttle, which operates along Trade Zone Boulevard. A bus stop for these bus routes is located along the project frontage on Trade Zone Boulevard. With the convenient location of bus stops, it can be assumed that some employees of the proposed project would utilize the existing transit services. Applying an estimated three percent transit mode share, which is a conservative estimate that could be expected for the project, equates to approximately at most three new transit riders during either of the peak hours. VTA operations reports indicate that the bus routes above as well as several other bus routes in the area currently serve less than ideal ridership. Therefore, the new riders due to the proposed project could be accommodated by the current available capacity of the bus service in the study area and improvement of the existing transit service would not be necessary with the project

Transit Facility Improvements

The bus stop located along the project frontage includes minimal amenities with only a sign. VTA's Better Bus Stops Program is an annual program that was implemented in 2020 to improve bus stop locations throughout its network. Improvements include the implementation of shelters, information signs, metal benches, metal trash cans, and solar lighting. The improved bus stops also aim to upgrade the boarding area with wider sidewalks to accommodate the amenities and concrete bus pads. The Better Bus Stop Program has established a list of potential locations for improvement based on ridership.

The bus stop along the project frontage is included in the improvement list with the implementation of solar lighting. The project would not interfere with the planned bus stop improvements. However, it is recommended that the project work with VTA to allow for adequate space along its frontages to accommodate the future improvement of the bus stop including wider sidewalks and a bus duck-out.

Recommendation: A VTA standard 8' x 40' boarding area and a VTA standard 7' x 25' shelter pad and a 13' full back ad shelter should be installed at the existing bus stop along the project frontage. The project should include in its design, a connection between the bus stop and the pedestrian pathway or the emergency vehicle access roadway into the plaza. The final design should be coordinated between the project and VTA.

1849 Fortune Drive and 2400 Ringwood Avenue Transportation Analysis

Technical Appendices

November 9, 2022

Appendix A
San Jose VMT Evaluation Tool Output Sheet

VMT Analysis without Mitigations

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Fortune Drive Data Center
Location: 2400 Ringwood Ave and 1849 Fortune Drive
Parcel: 24417009 Parcel Type: Suburb with Multifamily Housing

Tool Version: 2/29/2019
Date: 5/11/2022

Proposed Parking Spaces Vehicles: 339 Bicycles: 38

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:	0 KSF		
Industrial:	245.6 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 6
- With Project Density (DU/Residential Acres in half-mile buffer) 6

Increase Development Diversity
- Existing Activity Mix Index 0.87
- With Project Activity Mix Index 0.86

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) 37
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 38

Tier 2 - Multimodal Infrastructure

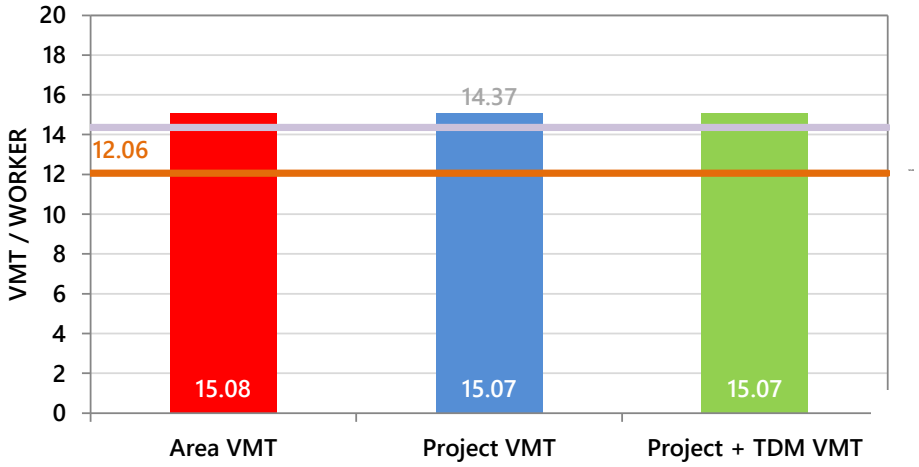
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



Est. Max Reduction Possible 12.06

Industrial Threshold 14.37

PROJECT:

Name: Fortune Drive Data Center
Location: 2400 Ringwood Ave and 1849 Fortune Drive
Parcel: 24417009 Parcel Type: Suburb with Multifamily Housing
Proposed Parking Spaces Vehicles: 339 Bicycles: 38

Tool Version: 2/29/2019
Date: 11/8/2022

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:	0 KSF		
Industrial:	245.6 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 6
- With Project Density (DU/Residential Acres in half-mile buffer) 6

Increase Development Diversity
- Existing Activity Mix Index 0.87
- With Project Activity Mix Index 0.86

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) 37
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 38

Tier 2 - Multimodal Infrastructure

Traffic Calming Measures *(In Coordination with SJ)*
- Are improvements provided beyond the development frontage? . . . . . Yes

Pedestrian Network Improvements *(In Coordination with SJ)*
- Are pedestrian improvements provided beyond the development frontage? . . . . . Yes

Tier 3 - Parking

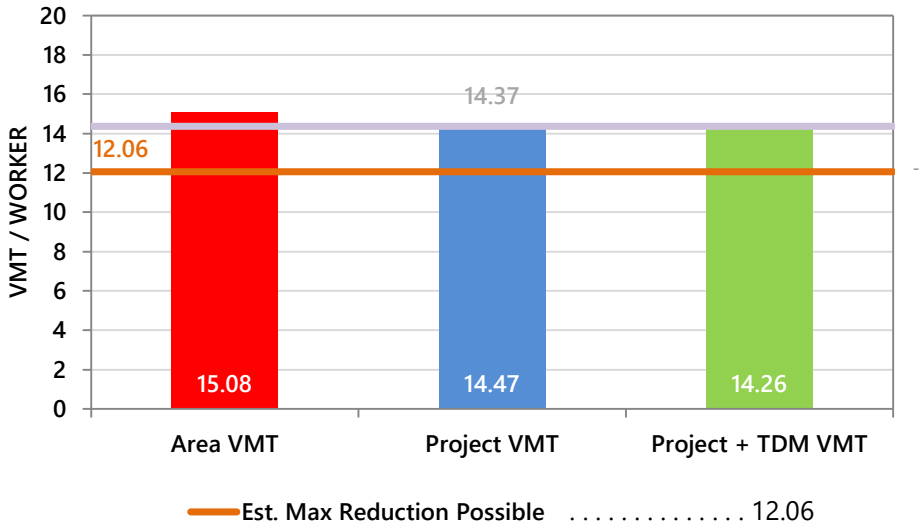
Tier 4 - TDM Programs

Telecommuting and Alternative Work Schedule Program
- Alternative Work Schedule . . . . . 4/40 Schedule
- Percent of Eligible Eemployees . . . . . 10 %

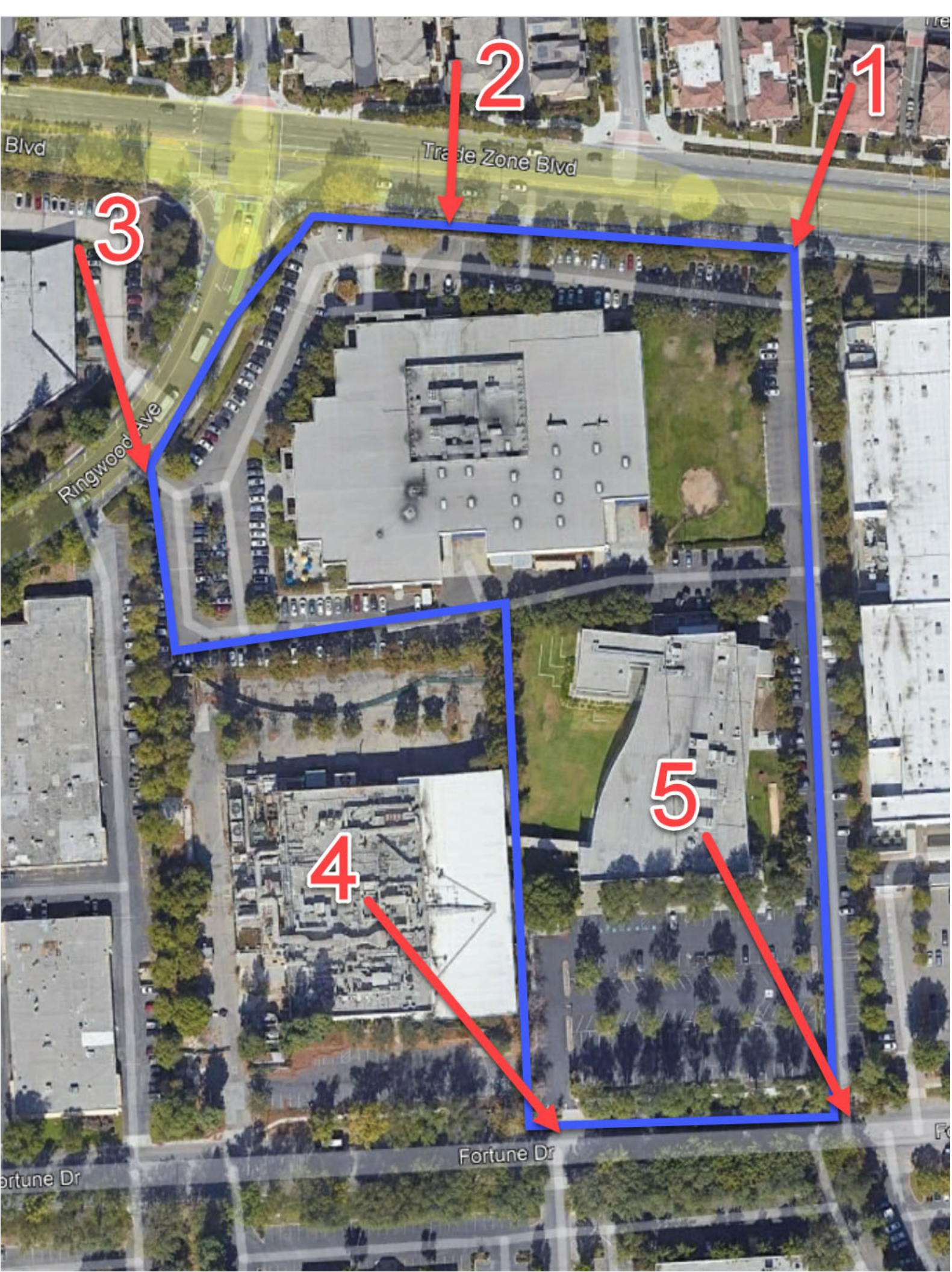
CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.



Appendix B
Traffic Counts


1
2
3
4
5
Trade Zone Blvd
Ringwood Ave
Fortune Dr

Existing Site Driveway Counts

Driveway counts were conducted on March 31, 2022
Parking counts were conducted on April 18, 2022

	Driveway 1			Driveway 2			Driveway 3			Driveway 4			Driveway 5			Total				Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		In	Out	Total
15-Minute Interval																						
7:00 AM	4	2	6	1	0	1	1	1	2	0	0	0	0	0	0	6	3	9				
7:15 AM	1	0	1	0	0	0	2	1	3	0	1	1	0	1	1	3	3	6				
7:30 AM	7	0	7	0	0	0	3	1	4	0	0	0	0	0	0	10	1	11				
7:45 AM	9	0	9	1	0	1	3	2	5	0	0	0	2	1	3	15	3	18		34	10	44
8:00 AM	4	1	5	1	0	1	0	0	0	0	0	0	1	0	1	6	1	7		34	8	42
8:15 AM	11	1	12	1	0	1	1	1	2	1	0	1	4	0	4	18	2	20		49	7	56
8:30 AM	7	0	7	0	0	0	1	2	3	0	0	0	1	1	2	9	3	12		48	9	57
8:45 AM	7	0	7	5	0	5	1	0	1	0	0	0	0	1	1	13	1	14		46	7	53
	50	4	54	9	0	9	12	8	20	1	1	2	8	4	12	80	17	97	**MAX**	**48**	**9**	**57**

	# of parked vehicles			
Building				
Olympus	262		**40**	**8**	**48**
Micro Chip (not part of project)	49		8	1	9
Total	311		48	9	57

	Driveway 1			Driveway 2			Driveway 3			Driveway 4			Driveway 5			Total				Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total		In	Out	Total
4:00 PM	1	9	10	1	2	3	2	7	9	0	1	1	2	2	4	6	21	27				
4:15 PM	2	6	8	4	1	5	4	8	12	0	1	1	0	6	6	10	22	32				
4:30 PM	1	11	12	0	4	4	1	8	9	0	2	2	1	3	4	3	28	31				
4:45 PM	2	5	7	2	2	4	0	5	5	0	2	2	1	4	5	5	18	23		24	89	113
5:00 PM	0	11	11	0	1	1	2	3	5	0	0	0	0	8	8	2	23	25		20	91	111
5:15 PM	2	4	6	0	0	0	1	1	2	0	1	1	1	1	2	4	7	11		14	76	90
5:30 PM	1	13	14	0	0	0	2	7	9	0	0	0	1	3	4	4	23	27		15	71	86
5:45 PM	2	5	7	0	0	0	1	1	2	0	0	0	0	2	2	3	8	11		13	61	74
																			MAX	**24**	**89**	**113**

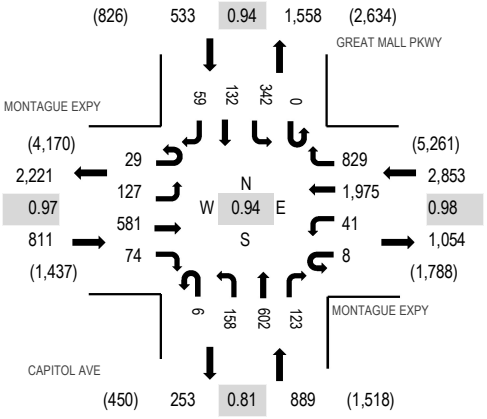
	# of parked vehicles			
Building				
Olympus	262		**20**	**75**	**95**
Micro Chip (not part of project)	49		4	14	18
Total	311		24	89	113

All Traffic Data Services Inc.

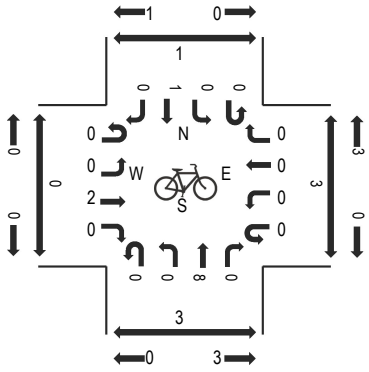
(303) 216-2439
www.alltrafficdata.net

Location: 17 CAPITOL AVE & MONTAGUE EXPY AM
Date: Thursday, May 23, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

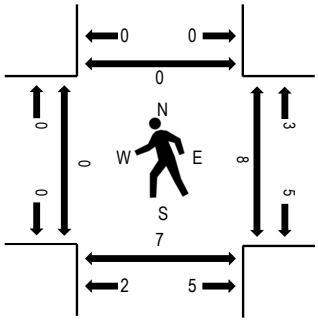
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

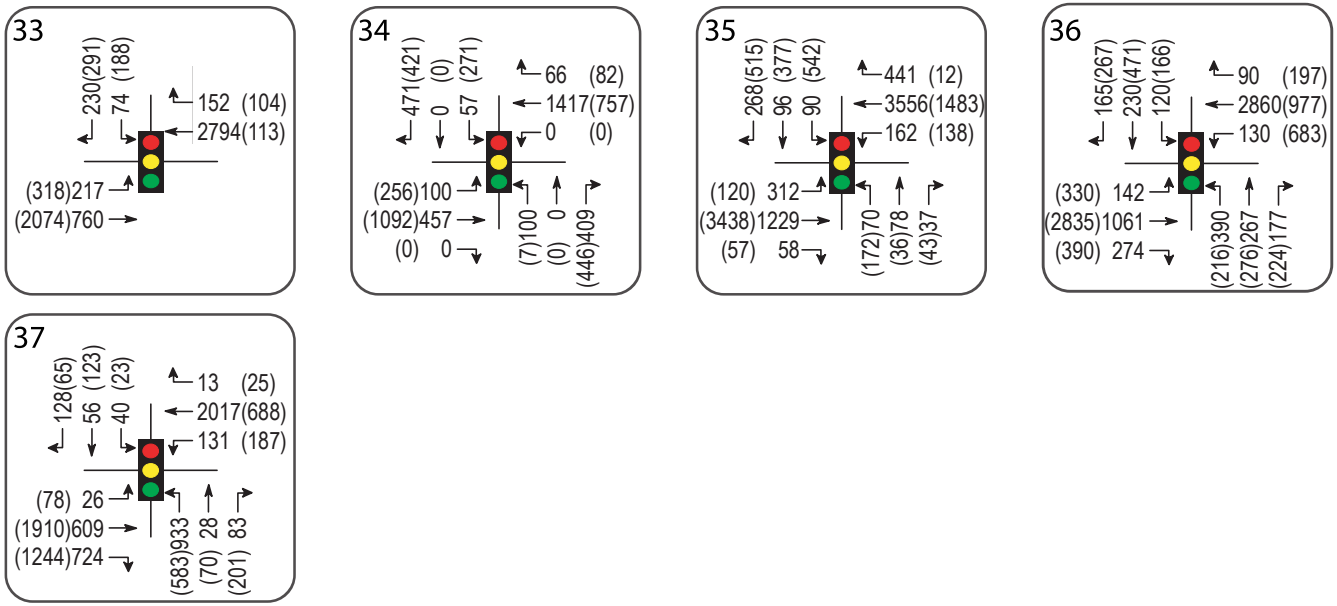
Traffic Counts - Motorized Vehicles

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				CAPITOL AVE Northbound				GREAT MALL PKWY 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	12	12	95	13	0	10	379	115	0	22	59	14	0	23	11	7	772	4,041	0	0	1	1
7:15 AM	5	8	130	11	0	8	471	146	1	43	90	15	0	25	16	8	977	4,488	1	2	0	1
7:30 AM	16	15	112	6	2	13	433	164	1	40	129	28	0	46	26	10	1,041	4,860	1	1	0	1
7:45 AM	4	37	151	15	2	8	520	193	0	37	143	27	0	70	28	16	1,251	5,086	0	3	3	0
8:00 AM	10	28	137	18	0	15	456	200	1	41	131	39	0	96	34	13	1,219	5,001	0	2	2	0
8:15 AM	6	35	148	14	5	9	505	210	4	41	201	28	0	89	40	14	1,349		0	2	2	0
8:30 AM	9	27	145	27	1	9	494	226	1	39	127	29	0	87	30	16	1,267		0	1	0	0
8:45 AM	10	24	142	15	0	24	453	190	1	27	124	35	0	67	41	13	1,166		1	4	2	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	1	9	1	0	0	22	5	0	0	0	0	0	4	0	0	42
Lights	28	122	547	70	8	39	1,912	802	6	157	596	122	0	326	129	57	4,921
Mediums	1	4	25	3	0	2	41	22	0	1	6	1	0	12	3	2	123
Total	29	127	581	74	8	41	1,975	829	6	158	602	123	0	342	132	59	5,086

Milpitas Blvd/Montague Expwy



CITY OF MILPITAS
GENERAL PLAN UPDATE

Figure 2.0-8.3 Existing Traffic Volumes

xx AM Peak Hour Volume
(xx) PM Peak Hour Volume

W-Trans

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

Appendix C
Approved Trips Inventory

AM PROJECT TRIPS

03/22/2022

Intersection of : N Capitol Av & Cropley Av & Trade Zone Bl

Traffix Node Number : 3381

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	29	24	4	0	4	0	4	18	20	2	5	2
PDC88-08-097 (3-06700) Residential CROPLEY & OLD PIEDMONT BRANCATO - 39 UNITS	0	0	0	0	0	0	0	1	0	0	5	0
TOTAL:	**29**	**24**	**4**	**0**	**4**	**0**	**4**	**19**	**20**	**2**	**10**	**2**

	LEFT	THRU	RIGHT
NORTH	0	4	0
EAST	2	10	2
SOUTH	29	24	4
WEST	4	19	20

PM PROJECT TRIPS

03/22/2022

Intersection of : N Capitol Av & Cropley Av & Trade Zone Bl

Traffix Node Number : 3381

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	16	38	19	4	33	1	1	12	13	3	2	1
PDC88-08-097 (3-06700) Residential CROPLEY & OLD PIEDMONT BRANCATO - 39 UNITS	0	0	0	0	0	0	0	5	0	0	1	0
TOTAL:	**16**	**38**	**19**	**4**	**33**	**1**	**1**	**17**	**13**	**3**	**3**	**1**

	LEFT	THRU	RIGHT
NORTH	4	33	1
EAST	3	3	1
SOUTH	16	38	19
WEST	1	17	13

AM PROJECT TRIPS

03/22/2022

Intersection of : Fortune Dr & Lundy Av

Traffix Node Number : 3531

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	3	7	0	1	6	2	0	0	0	0	0	1
TOTAL:	**3**	**7**	**0**	**1**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**1**

	LEFT	THRU	RIGHT
NORTH	1	6	2
EAST	0	0	1
SOUTH	3	7	0
WEST	0	0	0

PM PROJECT TRIPS

03/22/2022

Intersection of : Fortune Dr & Lundy Av

Traffix Node Number : 3531

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	4	19	0	0	10	2	0	0	0	0	0	2
TOTAL:	**4**	**19**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**2**

	LEFT	THRU	RIGHT
NORTH	0	10	2
EAST	0	0	2
SOUTH	4	19	0
WEST	0	0	0

AM PROJECT TRIPS

03/22/2022

Intersection of : Lundy Av & Lundy Pl & Trade Zone Bl

Traffix Node Number : 3663

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	6	1	2	0	0	0	10	17	35	10	11	1
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	0	3	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	13	0	0	0	0	0	0	0	7	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**19**	**1**	**2**	**0**	**0**	**0**	**10**	**17**	**45**	**10**	**11**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	10	11	1
SOUTH	19	1	2
WEST	10	17	45

PM PROJECT TRIPS

03/22/2022

Intersection of : Lundy Av & Lundy Pl & Trade Zone Bl

Traffix Node Number : 3663

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	8	0	11	0	0	0	0	24	11	34	20	1
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	3	0	0	0	0	0	0	0	1	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	6	0	0	0	0	0	0	0	12	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	5	0	1	2	0	0	0	0	11
TOTAL:	**17**	**0**	**11**	**5**	**0**	**1**	**2**	**24**	**24**	**34**	**20**	**12**

	LEFT	THRU	RIGHT
NORTH	5	0	1
EAST	34	20	12
SOUTH	17	0	11
WEST	2	24	24

AM PROJECT TRIPS

03/22/2022

Intersection of : Ringwood Av & Trade Zone Bl

Traffix Node Number : 3905

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	37	28	3	26	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**28**	**3**	**26**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	3	26	0
SOUTH	0	0	0
WEST	0	37	28

PM PROJECT TRIPS

03/22/2022

Intersection of : Ringwood Av & Trade Zone Bl

Traffix Node Number : 3905

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	30	7	5	72	0
TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**7**	**5**	**72**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	5	72	0
SOUTH	0	0	0
WEST	0	30	7

AM PROJECT TRIPS

03/22/2022

Intersection of : S Main St & Old Oakland Rd & Montague Ex

Traffix Node Number : 5801

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	0	0	0	6	1	3	0	0	18	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	0	0	2	0	0
NSJ LEGACY NORTH SAN JOSE	34	29	4	11	13	19	20	144	27	9	133	5
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	0	0	6	2	5	0	0	19	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	3	0	1	0	0	9	0

AM PROJECT TRIPS

03/22/2022

Intersection of : S Main St & Old Oakland Rd & Montague Ex

Traffix Node Number : 5801

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	1	0	2	4	0	0	1	0	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	13	0	4	7	0	0	3	0	0	5	7
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**34**	**43**	**4**	**17**	**24**	**34**	**23**	**157**	**27**	**11**	**184**	**12**

	LEFT	THRU	RIGHT
NORTH	17	24	34
EAST	11	184	12
SOUTH	34	43	4
WEST	23	157	27

PM PROJECT TRIPS

03/22/2022

Intersection of : S Main St & Old Oakland Rd & Montague Ex

Traffix Node Number : 5801

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	0	0	0	0	0	1	7	20	0	0	3	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	1	0	0	0	0	0	0	1	0	0
NSJ LEGACY NORTH SAN JOSE	25	49	21	10	25	13	39	169	23	28	180	22
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	0	0	0	0	0	1	6	19	0	0	2	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	0	2	8	0	0	1	0

PM PROJECT TRIPS

03/22/2022

Intersection of : S Main St & Old Oakland Rd & Montague Ex

Traffix Node Number : 5801

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	3	0	0	1	0	0	0	0	0	1	2
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	7	0	7	13	0	0	5	0	0	3	3
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**25**	**59**	**22**	**17**	**39**	**15**	**54**	**221**	**23**	**29**	**190**	**27**

	LEFT	THRU	RIGHT
NORTH	17	39	15
EAST	29	190	27
SOUTH	25	59	22
WEST	54	221	23

AM PROJECT TRIPS

03/22/2022

Intersection of : McCandless Dr & Montague Ex / Trade Zone Bl & W Montague Ex

Traffix Node Number : 5802

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	6	0	0	0	0	0	0	2	1	0	12	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	0	0	0	2	0
NSJ LEGACY NORTH SAN JOSE	22	0	8	0	1	0	15	69	65	14	105	2
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	6	0	0	0	0	0	0	3	2	0	13	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	3	0	0	0	0	0	0	0	0	0	6	0

AM PROJECT TRIPS

03/22/2022

Intersection of : McCandless Dr & Montague Ex / Trade Zone Bl & W Montague Ex

Traffix Node Number : 5802

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	0	3	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	13	0	0	0	0	0	0	0	7	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**50**	**0**	**8**	**0**	**1**	**0**	**15**	**74**	**78**	**14**	**138**	**2**

	LEFT	THRU	RIGHT
NORTH	0	1	0
EAST	14	138	2
SOUTH	50	0	8
WEST	15	74	78

PM PROJECT TRIPS

03/22/2022

Intersection of : McCandless Dr & Montague Ex / Trade Zone Bl & W Montague Ex

Traffix Node Number : 5802

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
C15-054 (3-14457) Office/Industrial 1657 ALVISO-MILPITAS ROAD 237 INDUSTRIAL CENTER/ CILKER	1	0	0	0	0	0	0	13	7	0	2	0
H14-011 (3-18810) Retail/Commercial NW CORNER OF SR 237 AND N. FIRST STREET HOMEWOOD SUITES HOTEL	0	0	0	0	0	0	0	0	0	0	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	1	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	66	8	14	5	10	8	1	96	59	15	109	3
PD13-012 (3-09684) Office/Industrial NW CORNER OF SR237 AND N. FIRST STREET SOUTH BAY	1	0	0	0	0	0	0	12	6	0	1	0
PD13-039 (3-18698) Office/Industrial NW CORNER OF NORTHECH PKWY AND DISK DR TRAMMEL CROW (R&D)												
PD14-007 (3-18698) Office/Industrial NW CORNER OF NORTECH PKWY AND DISK DR TRAMMEL CROW (MFG.)	0	0	0	0	0	0	0	5	2	0	0	0

PM PROJECT TRIPS

03/22/2022

Intersection of : McCandless Dr & Montague Ex / Trade Zone Bl & W Montague Ex

Traffix Node Number : 5802

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	3	0	0	0	0	0	0	0	1	0	0	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	6	0	0	0	0	0	0	0	12	0	0	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	2	7	0	0	0	0	0	0	0	0	0	0
TOTAL:	**79**	**15**	**14**	**5**	**10**	**8**	**1**	**127**	**87**	**15**	**113**	**3**

	LEFT	THRU	RIGHT
NORTH	5	10	8
EAST	15	113	3
SOUTH	79	15	14
WEST	1	127	87

Milpitas Approved Projectst Near Project Site

			Daily		AM Peak Hour						PM Peak Hour					
						Split		Trip				Split		Trip		
Land Use	Size		Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
720 Montague Expressway																
#822 - Strip Retail Plaza (<40k)	5,630	Square Feet	54.450	307	2.360	60%	40%	8	5	13	6.590	50%	50%	19	18	37
#221 - Multifamily Housing (Mid-Rise)	216	Dwelling Units	4.750	1,026	0.320	56%	44%	39	30	69	0.290	43%	57%	27	36	63
1256 Piper Drive																
#822 - Strip Retail Plaza (<40k)	2,937	Square Feet	54.450	160	2.360	60%	40%	4	3	7	6.590	50%	50%	10	9	19
#220 - Multifamily Housing (Low-Rise)	98	Dwelling Units	4.720	463	0.380	29%	71%	11	26	37	0.610	60%	40%	36	24	60
#222 - Multifamily Housing (High-Rise)	210	Dwelling Units	3.960	832	0.230	33%	67%	16	32	48	0.260	57%	43%	31	24	55
Total Approved Trips				**2,788**				**78**	**96**	**174**				**123**	**111**	**234**

Source: ITE Trip Generation Manual, 11th Edition 2021.

Appendix D
Volume Summary

Intersection Number: 1
Traffix Node Number: 5801
Intersection Name: Oakland Road/Main Street and Montague Expressway *
Peak Hour: AM
Count Date: 11/15/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	588	258	155	71	2744	102	147	325	357	162	957	258	6124
Factored Counts - 1% Annual Growth	625	274	165	76	2913	109	157	345	379	172	1016	274	6505
Milpitas BART Project Trips	-1	-4	0	0	-15	2	8	-15	-17	0	172	0	130
Existing Conditions	**624**	**270**	**165**	**76**	**2898**	**111**	**165**	**330**	**362**	**172**	**1188**	**274**	**6635**
Approved Project Trips													
San Jose Approved Project Trips	34	24	17	12	184	11	4	43	34	27	157	23	570
Milpitas Approved Project Trips	0	0	0	0	48	0	0	0	0	0	39	0	87
Total Approved Project Trips	34	24	17	12	232	11	4	43	34	27	196	23	657
Background Conditions	**658**	**294**	**182**	**88**	**3130**	**122**	**169**	**373**	**396**	**199**	**1384**	**297**	**7292**
Proposed Project Trips	0	0	4	2	18	2	5	0	0	0	38	0	69
Existing Credit	0	0	-2	0	-3	0	-2	0	0	0	-16	0	-23
Net Project Trips	0	0	2	2	15	2	3	0	0	0	22	0	46
Background Plus Project Conditions	**658**	**294**	**184**	**90**	**3145**	**124**	**172**	**373**	**396**	**199**	**1406**	**297**	**7338**

Intersection Number: 2
Traffix Node Number: 5802
Intersection Name: Trade Zone Boulevard/McCandless Drive and Montague Expressway *
Peak Hour: AM
Count Date: 9/17/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	330	67	30	25	1721	68	77	25	816	478	603	26	4266
Factored Counts - 1% Annual Growth	340	70	31	26	1774	71	80	26	841	493	622	27	4401
Milpitas BART Project Trips	-1	-6	0	1	4	-5	1	-5	-17	-6	188	-2	152
Existing Conditions	**339**	**64**	**31**	**27**	**1778**	**66**	**81**	**21**	**824**	**487**	**810**	**25**	**4553**
Approved Project Trips													
San Jose Approved Project Trips	0	1	0	2	138	14	8	0	50	78	74	15	380
Milpitas Approved Project Trips	0	0	0	0	48	0	0	0	0	0	39	0	87
Total Approved Project Trips	0	1	0	2	186	14	8	0	50	78	113	15	467
Background Conditions	**339**	**65**	**31**	**29**	**1964**	**80**	**89**	**21**	**874**	**565**	**923**	**40**	**5020**
Proposed Project Trips	0	0	0	0	0	20	8	0	21	46	0	0	95
Existing Credit	0	0	0	0	0	-9	-2	0	-4	-20	0	0	-35
Net Project Trips	0	0	0	0	0	11	6	0	17	26	0	0	60
Background Plus Project Conditions	**339**	**65**	**31**	**29**	**1964**	**91**	**95**	**21**	**891**	**591**	**923**	**40**	**5080**

Intersection Number: 3
Traffix Node Number: 3905
Intersection Name: Ringwood Avenue and Trade Zone Boulevard
Peak Hour: AM
Count Date: 9/17/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	78	6	5	0	748	214	30	1	155	333	345	7	1922
Factored Counts - 1% Annual Growth	81	7	6	0	771	221	31	2	160	344	356	8	1987
Milpitas BART Project Trips	0	0	0	0	-21	0	0	0	0	0	-17	0	-38
Existing Conditions	**81**	**7**	**6**	**0**	**750**	**221**	**31**	**2**	**160**	**344**	**339**	**8**	**1949**
Approved Project Trips													
San Jose Approved Project Trips	0	0	0	0	26	3	0	0	0	28	37	0	94
Milpitas Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	0	0	0	26	3	0	0	0	28	37	0	94
Background Conditions	**81**	**7**	**6**	**0**	**776**	**224**	**31**	**2**	**160**	**372**	**376**	**8**	**2043**
Proposed Project Trips	0	0	0	0	14	0	27	0	15	2	64	0	122
Existing Credit	0	0	0	0	-1	-3	-1	0	-5	-14	-14	0	-38
Net Project Trips	0	0	0	0	13	-3	26	0	10	-12	50	0	84
Background Plus Project Conditions	**81**	**7**	**6**	**0**	**789**	**221**	**57**	**2**	**170**	**360**	**426**	**8**	**2127**

Intersection Number: 4
Traffix Node Number: 3663
Intersection Name: Lundy Avenue and Trade Zone Boulevard
Peak Hour: AM
Count Date: 9/13/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	3	7	4	31	771	730	135	11	87	209	181	10	2179
Factored Counts - 1% Annual Growth	4	8	5	33	803	760	141	12	91	218	189	11	2275
Milpitas BART Project Trips	0	0	0	0	-21	0	0	0	0	0	-17	0	-38
Existing Conditions	**4**	**8**	**5**	**33**	**782**	**760**	**141**	**12**	**91**	**218**	**172**	**11**	**2237**
Approved Project Trips													
San Jose Approved Project Trips	0	0	0	1	11	10	2	1	19	45	17	10	116
Milpitas Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	0	0	1	11	10	2	1	19	45	17	10	116
Background Conditions	**4**	**8**	**5**	**34**	**793**	**770**	**143**	**13**	**110**	**263**	**189**	**21**	**2353**
Proposed Project Trips	0	0	0	0	0	23	1	0	0	15	12	14	65
Existing Credit	0	0	0	0	-8	-3	0	0	-1	-2	-2	-1	-17
Net Project Trips	0	0	0	0	-8	20	1	0	-1	13	10	13	48
Background Plus Project Conditions	**4**	**8**	**5**	**34**	**785**	**790**	**144**	**13**	**109**	**276**	**199**	**34**	**2401**

Intersection Number: 5
Traffix Node Number: 3381
Intersection Name: Capitol Avenue and Trade Zone Boulevard/Cropley Avenue
Peak Hour: AM
Count Date: 1/23/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	18	195	29	254	701	276	127	809	864	149	102	32	3556
Factored Counts - 1% Annual Growth	19	203	31	265	730	288	133	842	900	156	107	34	3708
Milpitas BART Project Trips	0	3	0	8	-3	1	0	5	-7	0	0	1	8
Existing Conditions	**19**	**206**	**31**	**273**	**727**	**289**	**133**	**847**	**893**	**156**	**107**	**35**	**3716**
Approved Project Trips													
San Jose Approved Project Trips	0	4	0	2	10	2	4	24	29	20	19	4	118
Milpitas Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	4	0	2	10	2	4	24	29	20	19	4	118
Background Conditions	**19**	**210**	**31**	**275**	**737**	**291**	**137**	**871**	**922**	**176**	**126**	**39**	**3834**
Proposed Project Trips	0	0	0	0	5	0	0	0	19	9	2	2	37
Existing Credit	0	0	0	0	-2	0	0	0	-8	-2	0	0	-12
Net Project Trips	0	0	0	0	3	0	0	0	11	7	2	2	25
Background Plus Project Conditions	**19**	**210**	**31**	**275**	**740**	**291**	**137**	**871**	**933**	**183**	**128**	**41**	**3859**

Intersection Number: 6
Traffix Node Number: 3531
Intersection Name: Lundy Avenue and Fortune Drive
Peak Hour: AM
Count Date: 9/17/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	294	593	215	28	11	3	9	203	59	7	20	0	1442
Factored Counts - 1% Annual Growth	303	611	222	29	12	4	10	210	61	8	21	0	1491
Milpitas BART Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions	**303**	**611**	**222**	**29**	**12**	**4**	**10**	**210**	**61**	**8**	**21**	**0**	**1491**
Approved Project Trips													
San Jose Approved Project Trips	2	6	1	1	0	0	0	7	3	0	0	0	20
Milpitas Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	2	6	1	1	0	0	0	7	3	0	0	0	20
Background Conditions	**305**	**617**	**223**	**30**	**12**	**4**	**10**	**217**	**64**	**8**	**21**	**0**	**1511**
Proposed Project Trips	37	2	0	0	0	0	0	0	3	0	0	1	43
Existing Credit	-4	0	0	0	0	0	0	-1	-1	0	0	0	-6
Net Project Trips	33	2	0	0	0	0	0	-1	2	0	0	1	37
Background Plus Project Conditions	**338**	**619**	**223**	**30**	**12**	**4**	**10**	**216**	**66**	**8**	**21**	**1**	**1548**

Intersection Number: 7
Traffix Node Number: 5803
Intersection Name: Capitol Avenue/Great Mall Parkway and Montague Expressway *
Peak Hour: AM
Count Date: 5/23/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	59	132	342	829	1975	49	123	602	164	74	581	156	5086
Factored Counts - 1% Annual Growth	61	136	353	855	2035	51	127	621	169	77	599	161	5245
Milpitas BART Project Trips	0	9	13	-4	-22	-47	-115	-7	22	80	109	0	39
Existing Conditions	**61**	**145**	**366**	**851**	**2013**	**4**	**12**	**614**	**191**	**157**	**708**	**161**	**5284**
Approved Project Trips													
San Jose Approved Project Trips	0	0	0	0	154	0	0	0	0	0	82	0	236
Milpitas Approved Project Trips	0	0	0	0	48	0	0	0	0	0	39	0	87
Total Approved Project Trips	0	0	0	0	202	0	0	0	0	0	121	0	323
Background Conditions	**61**	**145**	**366**	**851**	**2215**	**4**	**12**	**614**	**191**	**157**	**829**	**161**	**5607**
Proposed Project Trips	1	0	0	0	19	0	2	0	0	0	7	0	29
Existing Credit	-1	0	0	0	-8	0	0	0	0	0	-1	0	-10
Net Project Trips	0	0	0	0	11	0	2	0	0	0	6	0	19
Background Plus Project Conditions	**61**	**145**	**366**	**851**	**2226**	**4**	**14**	**614**	**191**	**157**	**835**	**161**	**5626**

Intersection Number: 8
Traffix Node Number: 5804
Intersection Name: Milpitas Boulevard and Montague Expressway *
Peak Hour: AM
Count Date: 9/1/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	230	0	74	152	2794	0	0	0	0	0	760	217	4227
Factored Counts - 1% Annual Growth	245	0	79	162	2966	0	0	0	0	0	807	231	4490
Milpitas BART Project Trips	-41	51	-2	-2	-230	296	156	107	5	10	-5	-108	237
Existing Conditions	**204**	**51**	**77**	**160**	**2736**	**296**	**156**	**107**	**5**	**10**	**802**	**123**	**4727**
Approved Project Trips													
San Jose Approved Project Trips	0	0	0	0	154	0	0	0	0	0	82	0	236
Milpitas Approved Project Trips	0	0	0	0	39	0	0	0	0	0	48	0	87
Total Approved Project Trips	0	0	0	0	193	0	0	0	0	0	130	0	323
Background Conditions	**204**	**51**	**77**	**160**	**2929**	**296**	**156**	**107**	**5**	**10**	**932**	**123**	**5050**
Proposed Project Trips	5	0	0	0	14	0	0	0	0	0	7	2	28
Existing Credit	-2	0	0	0	-6	0	0	0	0	0	-1	0	-9
Net Project Trips	3	0	0	0	8	0	0	0	0	0	6	2	19
Background Plus Project Conditions	**207**	**51**	**77**	**160**	**2937**	**296**	**156**	**107**	**5**	**10**	**938**	**125**	**5069**

Intersection Number: 9
Traffix Node Number: 9999
Intersection Name: Ringwood Avenue and Fortune Drive
Peak Hour: AM
Count Date: 1/1/22

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	10	552	10	75	10	103	14	113	10	5	5	5	912
Factored Counts - 1% Annual Growth	10	552	10	76	10	103	14	113	10	5	5	5	913
Milpitas BART Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions	**10**	**552**	**10**	**76**	**10**	**103**	**14**	**113**	**10**	**5**	**5**	**5**	**913**
Approved Project Trips													
San Jose Approved Project Trips	0	31	0	0	0	0	0	0	0	0	0	0	31
Milpitas Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	31	0	0	0	0	0	0	0	0	0	0	31
Background Conditions	**10**	**583**	**10**	**76**	**10**	**103**	**14**	**113**	**10**	**5**	**5**	**5**	**944**
Proposed Project Trips	0	0	0	39	0	0	0	1	0	0	0	0	40
Existing Credit	0	0	-7	-4	0	0	0	0	0	0	0	0	-11
Net Project Trips	0	0	-7	35	0	0	0	1	0	0	0	0	29
Background Plus Project Conditions	**10**	**583**	**3**	**111**	**10**	**103**	**14**	**114**	**10**	**5**	**5**	**5**	**973**

Intersection Number: 1
Traffix Node Number: 5801
Intersection Name: Oakland Road/Main Street and Montague Expressway *
Peak Hour: PM
Count Date: 11/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	252	508	204	145	1011	239	253	298	213	479	2586	281	6469
Factored Counts - 1% Annual Growth	263	529	213	151	1053	249	264	311	222	499	2692	293	6739
Milpitas BART Project Trips	0	-9	1	0	132	6	15	0	-4	-8	13	0	146
Existing Conditions	**263**	**520**	**214**	**151**	**1185**	**255**	**279**	**311**	**218**	**491**	**2705**	**293**	**6885**
Approved Project Trips													
San Jose Approved Project Trips	15	39	17	27	190	29	22	59	25	23	221	54	721
Milpitas Approved Project Trips	0	0	0	0	56	0	0	0	0	0	62	0	118
Total Approved Project Trips	15	39	17	27	246	29	22	59	25	23	283	54	839
Background Conditions	**278**	**559**	**231**	**178**	**1431**	**284**	**301**	**370**	**243**	**514**	**2988**	**347**	**7724**
Proposed Project Trips	0	0	2	4	38	5	2	0	0	0	16	0	67
Existing Credit	0	0	-1	-3	-30	-4	-1	0	0	0	-8	0	-47
Net Project Trips	0	0	1	1	8	1	1	0	0	0	8	0	20
Background Plus Project Conditions	**278**	**559**	**232**	**179**	**1439**	**285**	**302**	**370**	**243**	**514**	**2996**	**347**	**7744**

Intersection Number: 2
Traffix Node Number: 5802
Intersection Name: Trade Zone Boulevard/McCandless Drive and Montague Expressway *
Peak Hour: PM
Count Date: 11/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	78	124	31	71	828	202	165	71	528	1216	1715	82	5111
Factored Counts - 1% Annual Growth	82	130	33	74	862	211	172	74	550	1266	1785	86	5325
Milpitas BART Project Trips	-2	-2	0	0	154	1	-3	-2	-13	-10	38	-1	160
Existing Conditions	**80**	**128**	**33**	**74**	**1016**	**212**	**169**	**72**	**537**	**1256**	**1823**	**85**	**5485**
Approved Project Trips													
San Jose Approved Project Trips	8	10	5	3	113	15	14	15	79	87	127	1	477
Milpitas Approved Project Trips	0	0	0	0	56	0	0	0	0	0	62	0	118
Total Approved Project Trips	8	10	5	3	169	15	14	15	79	87	189	1	595
Background Conditions	**88**	**138**	**38**	**77**	**1185**	**227**	**183**	**87**	**616**	**1343**	**2012**	**86**	**6080**
Proposed Project Trips	0	0	0	0	0	9	16	0	46	20	0	0	91
Existing Credit	0	0	0	0	0	-4	-14	0	-37	-10	0	0	-65
Net Project Trips	0	0	0	0	0	5	2	0	9	10	0	0	26
Background Plus Project Conditions	**88**	**138**	**38**	**77**	**1185**	**232**	**185**	**87**	**625**	**1353**	**2012**	**86**	**6106**

Intersection Number: 3
Traffix Node Number: 3905
Intersection Name: Ringwood Avenue and Trade Zone Boulevard
Peak Hour: PM
Count Date: 9/17/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	14	1	4	7	440	60	123	1	323	337	1181	34	2525
Factored Counts - 1% Annual Growth	15	2	5	8	454	62	127	2	333	348	1217	36	2609
Milpitas BART Project Trips	0	0	0	0	-18	0	0	0	0	0	-11	0	-29
Existing Conditions	**15**	**2**	**5**	**8**	**436**	**62**	**127**	**2**	**333**	**348**	**1206**	**36**	**2580**
Approved Project Trips													
San Jose Approved Project Trips	0	0	0	0	72	5	0	0	0	7	30	0	114
Milpitas Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	0	0	0	72	5	0	0	0	7	30	0	114
Background Conditions	**15**	**2**	**5**	**8**	**508**	**67**	**127**	**2**	**333**	**355**	**1236**	**36**	**2694**
Proposed Project Trips	0	0	0	0	31	0	12	0	32	2	27	0	104
Existing Credit	0	0	0	0	-7	-1	-10	0	-44	-7	-7	0	-76
Net Project Trips	0	0	0	0	24	-1	2	0	-12	-5	20	0	28
Background Plus Project Conditions	**15**	**2**	**5**	**8**	**532**	**66**	**129**	**2**	**321**	**350**	**1256**	**36**	**2722**

Intersection Number: 4
Traffix Node Number: 3663
Intersection Name: Lundy Avenue and Trade Zone Boulevard
Peak Hour: PM
Count Date: 9/13/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	21	9	31	13	179	216	477	3	234	358	825	8	2374
Factored Counts - 1% Annual Growth	22	10	33	14	187	225	497	4	244	373	859	9	2477
Milpitas BART Project Trips	0	0	0	0	-18	0	0	0	0	0	-11	0	-29
Existing Conditions	**22**	**10**	**33**	**14**	**169**	**225**	**497**	**4**	**244**	**373**	**848**	**9**	**2448**
Approved Project Trips													
San Jose Approved Project Trips	1	0	5	12	20	34	11	0	17	24	24	2	150
Milpitas Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	0	5	12	20	34	11	0	17	24	24	2	150
Background Conditions	**23**	**10**	**38**	**26**	**189**	**259**	**508**	**4**	**261**	**397**	**872**	**11**	**2598**
Proposed Project Trips	0	0	0	0	0	10	1	0	0	35	27	31	104
Existing Credit	0	0	0	0	-4	-1	0	0	0	-20	-20	-7	-52
Net Project Trips	0	0	0	0	-4	9	1	0	0	15	7	24	52
Background Plus Project Conditions	**23**	**10**	**38**	**26**	**185**	**268**	**509**	**4**	**261**	**412**	**879**	**35**	**2650**

Intersection Number: 5
Traffix Node Number: 3381
Intersection Name: Capitol Avenue and Trade Zone Boulevard/Cropley Avenue
Peak Hour: PM
Count Date: 1/23/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	23	1481	135	71	183	241	121	256	149	641	500	32	3833
Factored Counts - 1% Annual Growth	24	1542	141	74	191	251	126	267	156	668	521	34	3995
Milpitas BART Project Trips	1	16	5	1	0	1	2	9	-1	-3	-2	0	29
Existing Conditions	**25**	**1558**	**146**	**75**	**191**	**252**	**128**	**276**	**155**	**665**	**519**	**34**	**4024**
Approved Project Trips													
San Jose Approved Project Trips	1	33	4	1	3	3	19	38	16	13	17	1	149
Milpitas Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	1	33	4	1	3	3	19	38	16	13	17	1	149
Background Conditions	**26**	**1591**	**150**	**76**	**194**	**255**	**147**	**314**	**171**	**678**	**536**	**35**	**4173**
Proposed Project Trips	0	0	0	0	2	0	0	0	8	19	5	4	38
Existing Credit	0	0	0	0	-1	0	0	0	-4	-15	-4	-2	-26
Net Project Trips	0	0	0	0	1	0	0	0	4	4	1	2	12
Background Plus Project Conditions	**26**	**1591**	**150**	**76**	**195**	**255**	**147**	**314**	**175**	**682**	**537**	**37**	**4185**

Intersection Number: 6
Traffix Node Number: 3531
Intersection Name: Lundy Avenue and Fortune Drive
Peak Hour: PM
Count Date: 9/17/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	20	541	25	246	16	19	4	473	23	61	8	66	1502
Factored Counts - 1% Annual Growth	21	558	26	254	17	20	5	488	24	63	9	68	1553
Milpitas BART Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions	**21**	**558**	**26**	**254**	**17**	**20**	**5**	**488**	**24**	**63**	**9**	**68**	**1553**
Approved Project Trips													
San Jose Approved Project Trips	2	10	0	2	0	0	0	19	4	0	0	0	37
Milpitas Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	2	10	0	2	0	0	0	19	4	0	0	0	37
Background Conditions	**23**	**568**	**26**	**256**	**17**	**20**	**5**	**507**	**28**	**63**	**9**	**68**	**1590**
Proposed Project Trips	40	5	0	0	0	0	0	0	2	0	0	1	48
Existing Credit	-19	-2	0	0	0	0	0	0	0	-1	0	0	-22
Net Project Trips	21	3	0	0	0	0	0	0	2	-1	0	1	26
Background Plus Project Conditions	**44**	**571**	**26**	**256**	**17**	**20**	**5**	**507**	**30**	**62**	**9**	**69**	**1616**

Intersection Number: 7
Traffix Node Number: 5803
Intersection Name: Capitol Avenue/Great Mall Parkway and Montague Expressway *
Peak Hour: PM
Count Date: 11/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	65	1281	606	384	933	312	166	244	75	311	1475	177	6029
Factored Counts - 1% Annual Growth	68	1334	631	400	971	325	173	254	79	324	1535	185	6279
Milpitas BART Project Trips	0	-15	3	-3	-3	-276	-158	21	158	17	17	0	-239
Existing Conditions	**68**	**1319**	**634**	**397**	**968**	**49**	**15**	**275**	**237**	**341**	**1552**	**185**	**6040**
Approved Project Trips													
San Jose Approved Project Trips	0	0	0	0	131	0	0	0	0	0	146	0	277
Milpitas Approved Project Trips	0	0	0	0	56	0	0	0	0	0	62	0	118
Total Approved Project Trips	0	0	0	0	187	0	0	0	0	0	208	0	395
Background Conditions	**68**	**1319**	**634**	**397**	**1155**	**49**	**15**	**275**	**237**	**341**	**1760**	**185**	**6435**
Proposed Project Trips	1	0	0	0	8	0	4	0	0	0	15	1	29
Existing Credit	0	0	0	0	-4	0	-1	0	0	0	-14	-1	-20
Net Project Trips	1	0	0	0	4	0	3	0	0	0	1	0	9
Background Plus Project Conditions	**69**	**1319**	**634**	**397**	**1159**	**49**	**18**	**275**	**237**	**341**	**1761**	**185**	**6444**

Intersection Number: 8
Traffix Node Number: 5804
Intersection Name: Milpitas Boulevard and Montague Expressway *
Peak Hour: PM
Count Date: 11/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	671	0	333	97	1078	9	0	0	0	0	1976	258	4422
Factored Counts - 1% Annual Growth	699	0	347	101	1122	10	0	0	0	0	2057	269	4605
Milpitas BART Project Trips	-77	76	-6	-1	-182	192	195	63	10	10	16	-55	241
Existing Conditions	**622**	**76**	**341**	**100**	**940**	**202**	**195**	**63**	**10**	**10**	**2073**	**214**	**4846**
Approved Project Trips													
San Jose Approved Project Trips	0	0	0	0	131	0	0	0	0	0	146	0	277
Milpitas Approved Project Trips	0	0	0	0	62	0	0	0	0	0	56	0	118
Total Approved Project Trips	0	0	0	0	193	0	0	0	0	0	202	0	395
Background Conditions	**622**	**76**	**341**	**100**	**1133**	**202**	**195**	**63**	**10**	**10**	**2275**	**214**	**5241**
Proposed Project Trips	2	0	0	0	6	0	0	0	0	0	14	5	27
Existing Credit	-1	0	0	0	-3	0	0	0	0	0	-11	-4	-19
Net Project Trips	1	0	0	0	3	0	0	0	0	0	3	1	8
Background Plus Project Conditions	**623**	**76**	**341**	**100**	**1136**	**202**	**195**	**63**	**10**	**10**	**2278**	**215**	**5249**

Intersection Number: 9
Traffix Node Number: 9999
Intersection Name: Ringwood Avenue and Fortune Drive
Peak Hour: PM
Count Date: 1/1/22

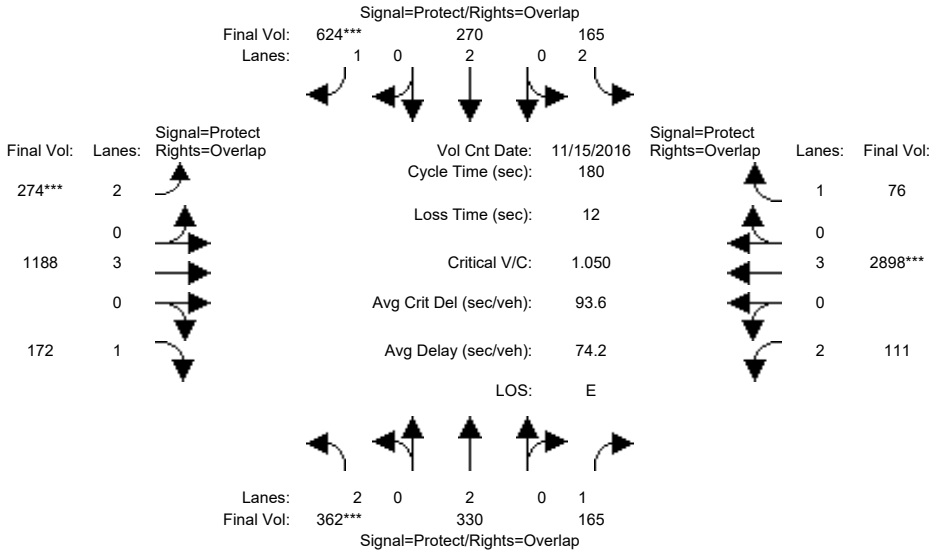
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	10	552	10	44	5	10	75	393	5	10	10	10	1134
Factored Counts - 1% Annual Growth	10	552	10	45	5	10	75	393	5	10	10	10	1135
Milpitas BART Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Conditions	**10**	**552**	**10**	**45**	**5**	**10**	**75**	**393**	**5**	**10**	**10**	**10**	**1135**
Approved Project Trips													
San Jose Approved Project Trips	0	12	0	0	0	0	0	0	0	0	0	0	12
Milpitas Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	12	0	0	0	0	0	0	0	0	0	0	12
Background Conditions	**10**	**564**	**10**	**45**	**5**	**10**	**75**	**393**	**5**	**10**	**10**	**10**	**1147**
Proposed Project Trips	0	0	0	41	0	0	0	0	0	0	0	0	41
Existing Credit	0	0	-4	-36	0	0	0	0	0	0	0	0	-40
Net Project Trips	0	0	-4	5	0	0	0	0	0	0	0	0	1
Background Plus Project Conditions	**10**	**564**	**6**	**50**	**5**	**10**	**75**	**393**	**5**	**10**	**10**	**10**	**1148**

Appendix E
Intersection Level of Service Calculations

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



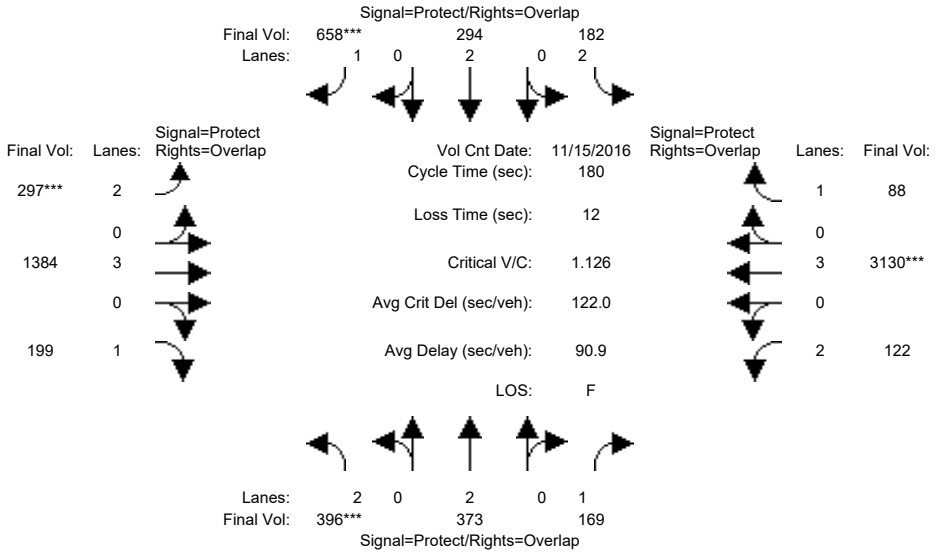
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:45-8:45												
Base Vol:	362	330	165	165	270	624	274	1188	172	111	2898	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	330	165	165	270	624	274	1188	172	111	2898	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	362	330	165	165	270	624	274	1188	172	111	2898	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	330	165	165	270	624	274	1188	172	111	2898	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	330	165	165	270	624	274	1188	172	111	2898	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	330	165	165	270	624	274	1188	172	111	2898	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.05	0.07	0.36	0.09	0.21	0.10	0.04	0.51	0.04
Crit Moves:	****					****	****				****	
Green Time:	19.7	41.1	57.2	24.8	46.2	61.1	14.9	86.0	105.7	16.1	87.2	112.0
Volume/Cap:	1.05	0.38	0.30	0.38	0.28	1.05	1.05	0.44	0.17	0.40	1.05	0.07
Delay/Veh:	142.3	59.0	46.6	71.2	53.7	110.1	152.0	31.1	17.1	78.3	78.5	13.5
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:	142.3	59.0	46.6	71.2	53.7	110.1	152.0	31.1	17.1	78.3	78.5	13.5
LOS by Move:	F	E	D	E	D	F	F	C	B	E	E	B
HCM2kAvgQ:	17	8	7	5	6	45	13	14	4	3	60	2

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



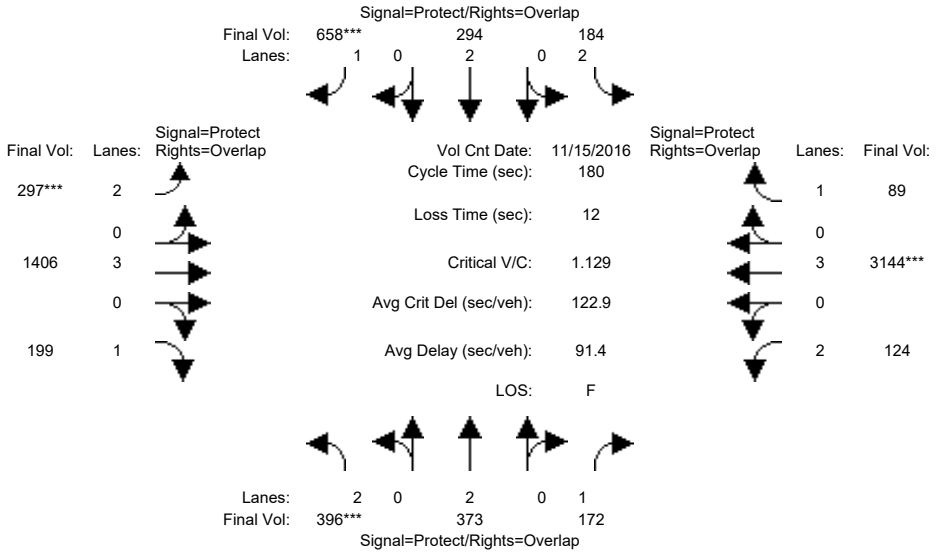
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:45-8:45												
Base Vol:	362	330	165	165	270	624	274	1188	172	111	2898	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	330	165	165	270	624	274	1188	172	111	2898	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	34	43	4	17	24	34	23	196	27	11	232	12
Initial Fut:	396	373	169	182	294	658	297	1384	199	122	3130	88
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:	396	373	169	182	294	658	297	1384	199	122	3130	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	373	169	182	294	658	297	1384	199	122	3130	88
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:	396	373	169	182	294	658	297	1384	199	122	3130	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.06	0.08	0.38	0.09	0.24	0.11	0.04	0.55	0.05
Crit Moves:	****					****	****				****	
Green Time:	20.1	41.0	55.2	24.1	45.0	60.1	15.1	88.7	108.8	14.2	87.8	111.9
Volume/Cap:	1.13	0.43	0.31	0.43	0.31	1.13	1.13	0.49	0.19	0.49	1.13	0.08
Delay/Veh:	166.5	59.9	48.2	72.3	55.0	136.9	176.1	30.7	16.0	81.0	108	13.6
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:	166.5	59.9	48.2	72.3	55.0	136.9	176.1	30.7	16.0	81.0	108	13.6
LOS by Move:	F	E	D	E	E	F	F	C	B	F	F	B
HCM2kAvgQ:	19	9	7	6	6	51	15	16	5	4	71	2

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



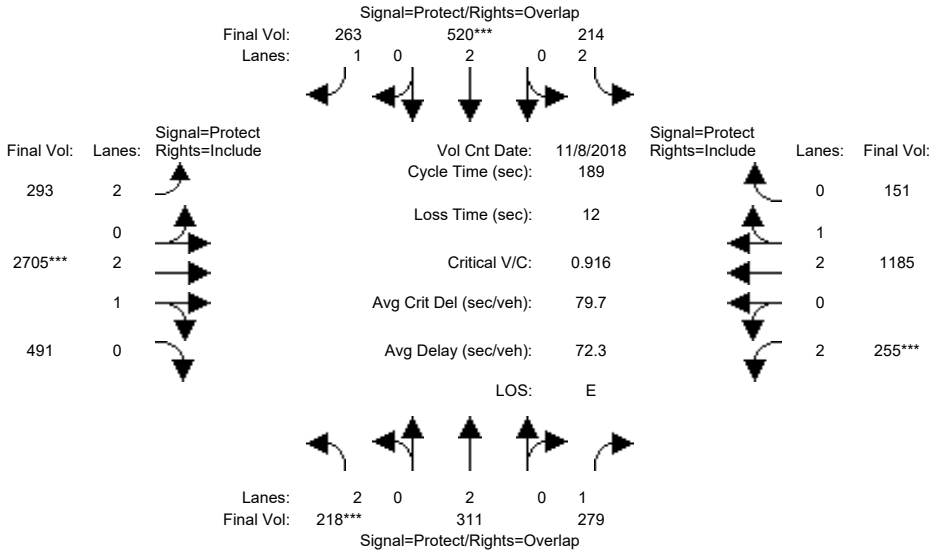
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2016 << 7:45-8:45												
Base Vol:	362	330	165	165	270	624	274	1188	172	111	2898	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	362	330	165	165	270	624	274	1188	172	111	2898	76
Added Vol:	0	0	3	2	0	0	0	22	0	2	14	1
PasserByVol:	34	43	4	17	24	34	23	196	27	11	232	12
Initial Fut:	396	373	172	184	294	658	297	1406	199	124	3144	89
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:	396	373	172	184	294	658	297	1406	199	124	3144	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	373	172	184	294	658	297	1406	199	124	3144	89
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:	396	373	172	184	294	658	297	1406	199	124	3144	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.06	0.08	0.38	0.09	0.25	0.11	0.04	0.55	0.05
Crit Moves:	****					****	****				****	
Green Time:	20.1	40.7	54.9	24.2	44.9	60.0	15.0	88.8	108.9	14.2	88.0	112.2
Volume/Cap:	1.13	0.43	0.32	0.43	0.31	1.13	1.13	0.50	0.19	0.50	1.13	0.08
Delay/Veh:	167.6	60.1	48.5	72.3	55.1	138.0	177.0	30.8	15.9	81.1	109	13.5
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:	167.6	60.1	48.5	72.3	55.1	138.0	177.0	30.8	15.9	81.1	109	13.5
LOS by Move:	F	E	D	E	E	F	F	C	B	F	F	B
HCM2kAvgQ:	19	9	8	6	6	52	15	17	5	4	71	2

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



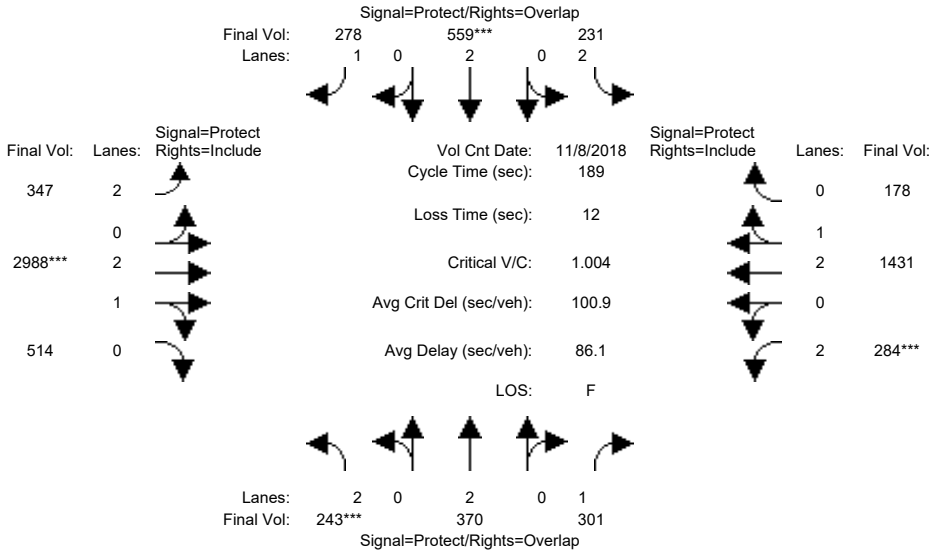
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	6.0	5.7	5.7	6.2	5.5	5.5	5.6	5.8	5.8	6.0	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	218	311	279	214	520	263	293	2705	491	255	1185	151
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:	218	311	279	214	520	263	293	2705	491	255	1185	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	311	279	214	520	263	293	2705	491	255	1185	151
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:	218	311	279	214	520	263	293	2705	491	255	1185	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	311	279	214	520	263	293	2705	491	255	1185	151
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:	218	311	279	214	520	263	293	2705	491	255	1185	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.52	0.48	2.00	2.65	0.35
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4739	860	3150	4966	633
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.16	0.07	0.14	0.15	0.09	0.57	0.57	0.08	0.24	0.24
Crit Moves:	****				****			****			****	
Green Time:	14.3	25.5	42.2	17.0	28.2	53.0	24.7	118	117.8	16.7	110	109.7
Volume/Cap:	0.92	0.61	0.71	0.76	0.92	0.54	0.71	0.92	0.92	0.92	0.41	0.41
Delay/Veh:	123.1	79.1	73.9	94.9	98.9	58.8	92.3	70.1	70.1	123.7	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.1	79.1	73.9	94.9	98.9	58.8	92.3	70.1	70.1	123.7	42.1	42.1
LOS by Move:	F	E	E	F	F	E	F	E	E	F	D	D
HCM2kAvgQ:	10	9	17	9	18	14	11	63	63	10	22	22

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



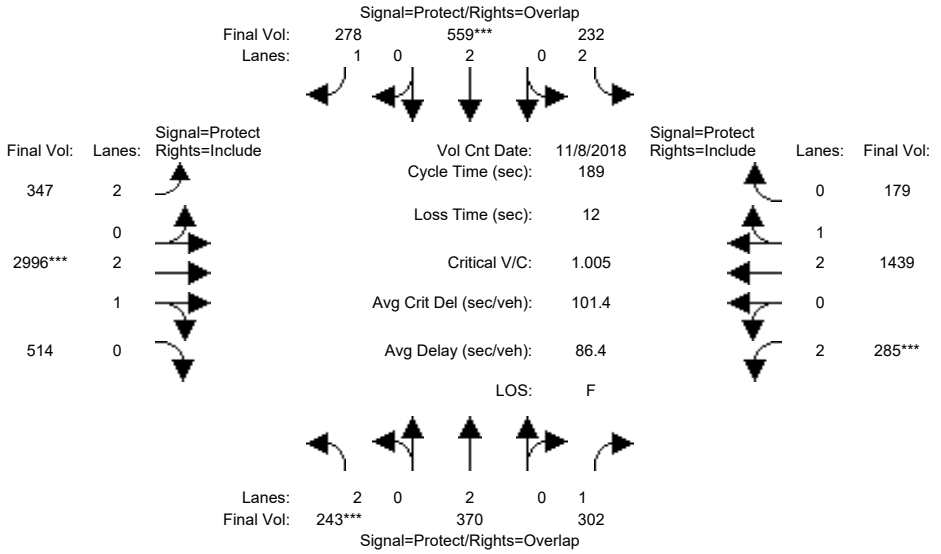
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	6.0	5.7	5.7	6.2	5.5	5.5	5.6	5.8	5.8	6.0	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	218	311	279	214	520	263	293	2705	491	255	1185	151
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:	218	311	279	214	520	263	293	2705	491	255	1185	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	25	59	22	17	39	15	54	283	23	29	246	27
Initial Fut:	243	370	301	231	559	278	347	2988	514	284	1431	178
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:	243	370	301	231	559	278	347	2988	514	284	1431	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	370	301	231	559	278	347	2988	514	284	1431	178
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:	243	370	301	231	559	278	347	2988	514	284	1431	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.54	0.46	2.00	2.66	0.34
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4777	822	3150	4980	619
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.17	0.07	0.15	0.16	0.11	0.63	0.63	0.09	0.29	0.29
Crit Moves:	****				****			****			****	
Green Time:	14.5	25.5	42.4	17.0	28.0	52.7	24.7	118	117.6	16.9	110	109.8
Volume/Cap:	1.01	0.72	0.77	0.82	0.99	0.57	0.84	1.01	1.01	1.01	0.49	0.49
Delay/Veh:	146.6	83.3	77.4	100.9	116	60.0	102.6	91.5	91.5	146.7	45.0	45.0
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:	146.6	83.3	77.4	100.9	116	60.0	102.6	91.5	91.5	146.7	45.0	45.0
LOS by Move:	F	F	E	F	F	E	F	F	F	F	D	D
HCM2kAvgQ:	12	11	19	10	20	15	14	75	75	12	27	27

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5801: MONTAGUE EXPWY/MAIN ST



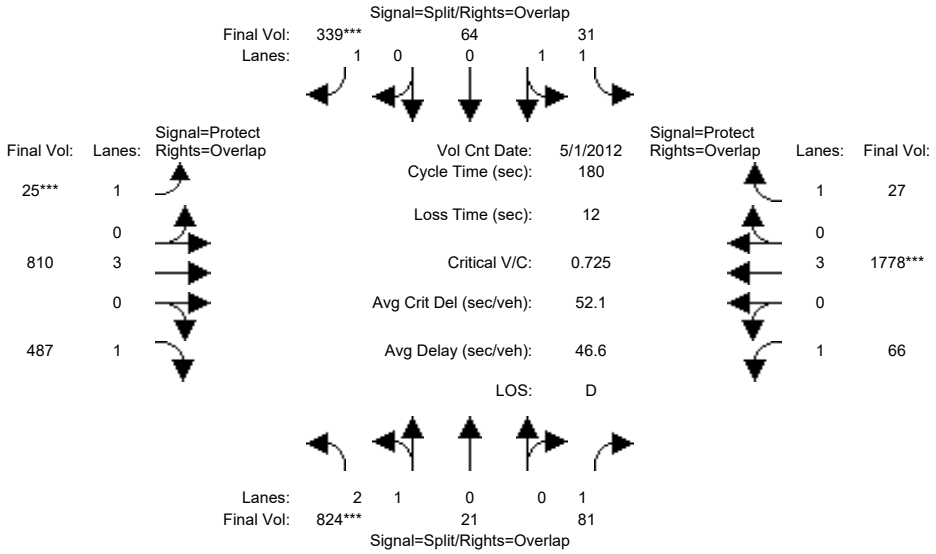
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	24	24	16	28	28	23	113	113	12	102	102
Y+R:	6.0	5.7	5.7	6.2	5.5	5.5	5.6	5.8	5.8	6.0	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	218	311	279	214	520	263	293	2705	491	255	1185	151
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:	218	311	279	214	520	263	293	2705	491	255	1185	151
Added Vol:	0	0	1	1	0	0	0	8	0	1	8	1
PasserByVol:	25	59	22	17	39	15	54	283	23	29	246	27
Initial Fut:	243	370	302	232	559	278	347	2996	514	285	1439	179
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:	243	370	302	232	559	278	347	2996	514	285	1439	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	370	302	232	559	278	347	2996	514	285	1439	179
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:	243	370	302	232	559	278	347	2996	514	285	1439	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.54	0.46	2.00	2.66	0.34
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	4779	820	3150	4980	619
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.17	0.07	0.15	0.16	0.11	0.63	0.63	0.09	0.29	0.29
Crit Moves:	****				****			****			****	
Green Time:	14.5	25.5	42.4	17.0	28.0	52.8	24.8	118	117.6	17.0	110	109.8
Volume/Cap:	1.01	0.72	0.77	0.82	0.99	0.57	0.84	1.01	1.01	1.01	0.50	0.50
Delay/Veh:	147.2	83.4	77.6	101.5	116	60.0	102.6	92.1	92.1	147.2	45.0	45.0
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:	147.2	83.4	77.6	101.5	116	60.0	102.6	92.1	92.1	147.2	45.0	45.0
LOS by Move:	F	F	E	F	F	E	F	F	F	F	D	D
HCM2kAvgQ:	12	11	19	10	20	15	14	75	75	12	27	27

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



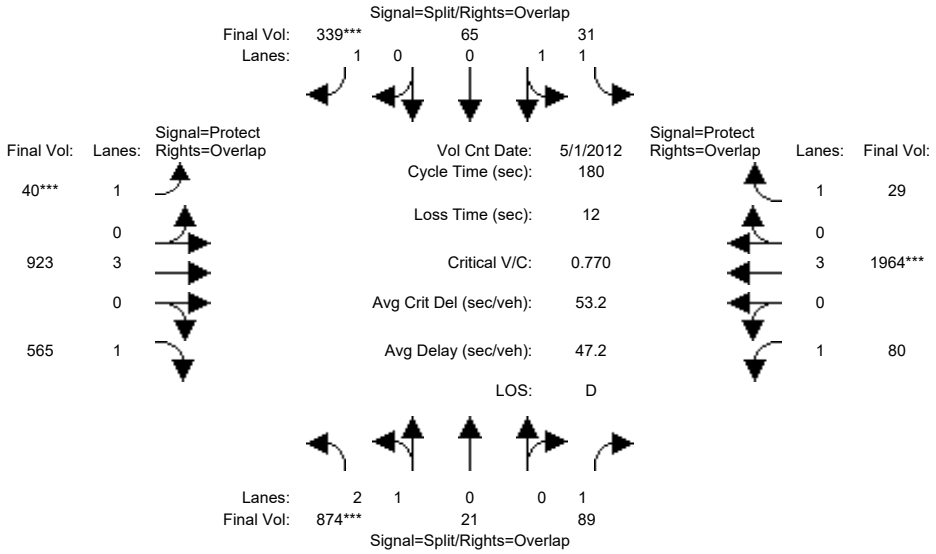
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30												
Base Vol:	824	21	81	31	64	339	25	810	487	66	1778	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	824	21	81	31	64	339	25	810	487	66	1778	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	824	21	81	31	64	339	25	810	487	66	1778	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	824	21	81	31	64	339	25	810	487	66	1778	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	824	21	81	31	64	339	25	810	487	66	1778	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	824	21	81	31	64	339	25	810	487	66	1778	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.93	0.07	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4826	123	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.05	0.02	0.03	0.19	0.01	0.14	0.28	0.04	0.31	0.02
Crit Moves:	****					****	****				****	
Green Time:	43.1	43.1	61.6	39.1	39.1	46.1	7.0	67.3	110.5	18.4	78.8	117.9
Volume/Cap:	0.71	0.71	0.14	0.08	0.16	0.76	0.37	0.38	0.45	0.37	0.71	0.02
Delay/Veh:	64.8	64.8	41.0	56.2	57.2	69.0	87.7	41.2	18.9	76.6	42.4	10.9
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:	64.8	64.8	41.0	56.2	57.2	69.0	87.7	41.2	18.9	76.6	42.4	10.9
LOS by Move:	E	E	D	E	E	E	F	D	B	E	D	B
HCM2kAvgQ:	16	16	3	1	3	20	1	10	15	4	26	1

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



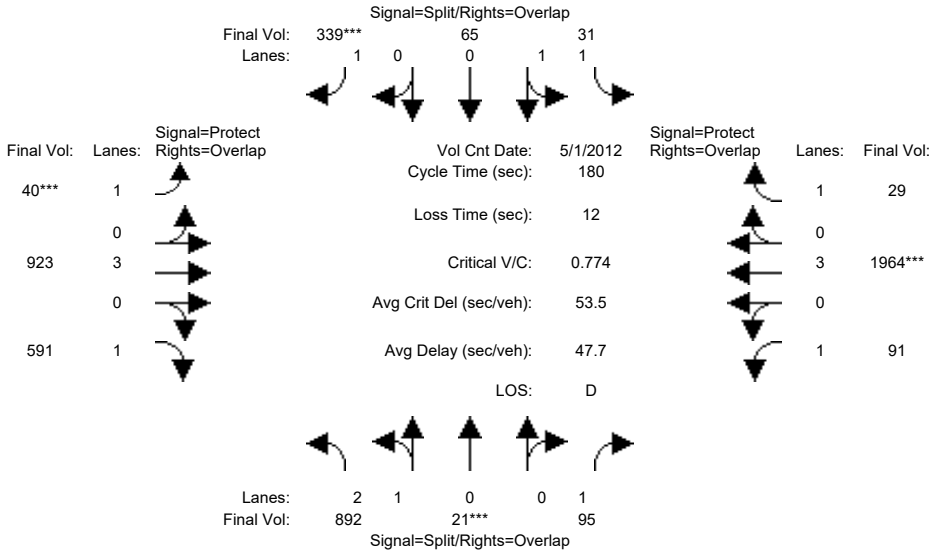
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30												
Base Vol:	824	21	81	31	64	339	25	810	487	66	1778	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	824	21	81	31	64	339	25	810	487	66	1778	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	50	0	8	0	1	0	15	113	78	14	186	2
Initial Fut:	874	21	89	31	65	339	40	923	565	80	1964	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	874	21	89	31	65	339	40	923	565	80	1964	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	874	21	89	31	65	339	40	923	565	80	1964	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	874	21	89	31	65	339	40	923	565	80	1964	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.94	0.06	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4833	116	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.05	0.02	0.03	0.19	0.02	0.16	0.32	0.05	0.34	0.02
Crit Moves:	****					****	****				****	
Green Time:	42.8	42.8	62.3	36.6	36.6	43.6	7.0	69.1	111.9	19.5	81.6	118.2
Volume/Cap:	0.76	0.76	0.15	0.09	0.17	0.80	0.59	0.42	0.52	0.42	0.76	0.03
Delay/Veh:	66.8	66.8	40.7	58.1	59.2	74.3	97.8	40.9	19.5	76.5	42.4	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:	66.8	66.8	40.7	58.1	59.2	74.3	97.8	40.9	19.5	76.5	42.4	10.8
LOS by Move:	E	E	D	E	E	E	F	D	B	E	D	B
HCM2kAvgQ:	18	18	3	1	3	20	2	12	18	4	29	1

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



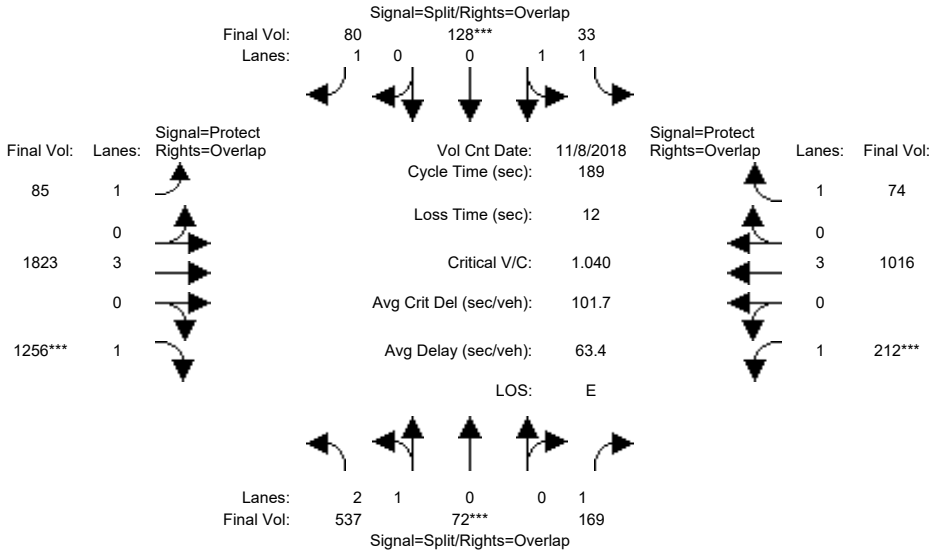
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 May 2012 << 7:30-8:30												
Base Vol:	824	21	81	31	64	339	25	810	487	66	1778	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	824	21	81	31	64	339	25	810	487	66	1778	27
Added Vol:	18	0	6	0	0	0	0	0	26	11	0	0
PasserByVol:	50	0	8	0	1	0	15	113	78	14	186	2
Initial Fut:	892	21	95	31	65	339	40	923	591	91	1964	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	892	21	95	31	65	339	40	923	591	91	1964	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	892	21	95	31	65	339	40	923	591	91	1964	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	892	21	95	31	65	339	40	923	591	91	1964	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.94	0.06	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4835	114	1750	1750	1900	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.05	0.02	0.03	0.19	0.02	0.16	0.34	0.05	0.34	0.02
Crit Moves:		****				****	****				****	
Green Time:	43.4	43.4	64.9	36.5	36.5	43.5	7.0	66.7	110.1	21.4	81.1	117.6
Volume/Cap:	0.76	0.76	0.15	0.09	0.17	0.80	0.59	0.44	0.55	0.44	0.76	0.03
Delay/Veh:	66.5	66.5	39.1	58.3	59.4	74.8	97.8	42.7	21.1	75.2	42.9	11.0
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:	66.5	66.5	39.1	58.3	59.4	74.8	97.8	42.7	21.1	75.2	42.9	11.0
LOS by Move:	E	E	D	E	E	E	F	D	C	E	D	B
HCM2kAvgQ:	18	18	4	1	3	20	2	12	20	5	29	1

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



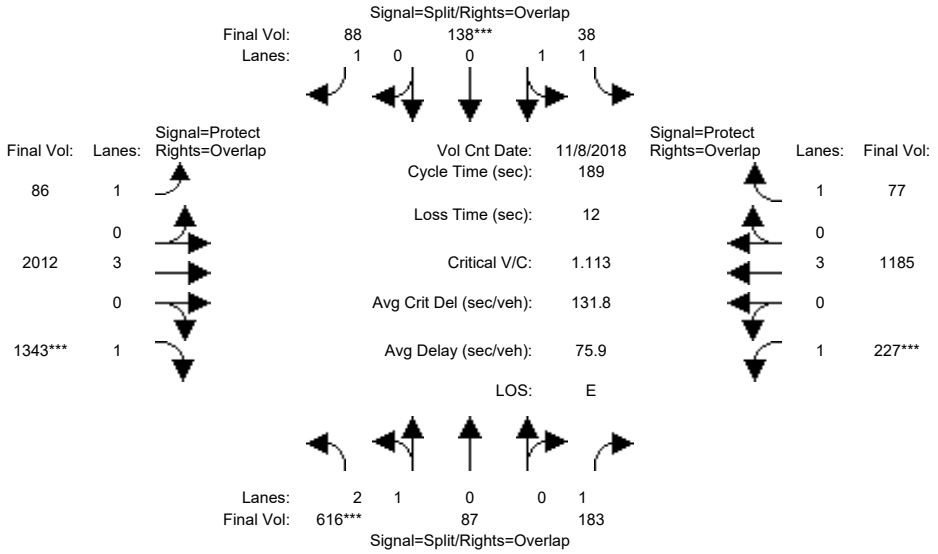
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	14	14	14	15	101	101	23	109	109
Y+R:	5.3	5.3	5.3	5.4	5.4	5.4	4.9	5.8	5.8	4.6	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	537	72	169	33	128	80	85	1823	1256	212	1016	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	72	169	33	128	80	85	1823	1256	212	1016	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	537	72	169	33	128	80	85	1823	1256	212	1016	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	537	72	169	33	128	80	85	1823	1256	212	1016	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	72	169	33	128	80	85	1823	1256	212	1016	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	537	72	169	33	128	80	85	1823	1256	212	1016	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.74	0.26	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3484	467	1750	2625	950	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.10	0.01	0.13	0.05	0.05	0.32	0.72	0.12	0.18	0.04
Crit Moves:		****			****				****	****		
Green Time:	30.0	30.0	53.0	24.1	24.1	39.0	14.9	101	131.0	23.0	108	132.1
Volume/Cap:	0.97	0.97	0.34	0.10	1.06	0.22	0.62	0.60	1.04	1.00	0.31	0.06
Delay/Veh:	107.7	108	54.6	72.9	171	62.7	92.5	39.1	82.7	143.2	28.4	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.7	108	54.6	72.9	171	62.7	92.5	39.1	82.7	143.2	28.4	14.8
LOS by Move:	F	F	D	E	F	E	F	D	F	F	C	B
HCM2kAvgQ:	15	19	8	2	11	4	5	27	83	16	13	2

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



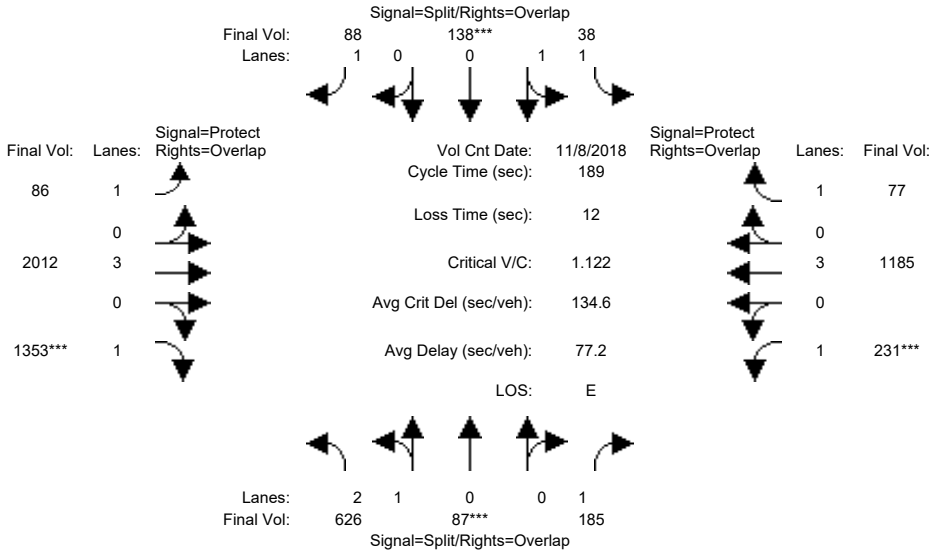
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	14	14	14	15	101	101	23	109	109
Y+R:	5.3	5.3	5.3	5.4	5.4	5.4	4.9	5.8	5.8	4.6	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	537	72	169	33	128	80	85	1823	1256	212	1016	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	72	169	33	128	80	85	1823	1256	212	1016	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	79	15	14	5	10	8	1	189	87	15	169	3
Initial Fut:	616	87	183	38	138	88	86	2012	1343	227	1185	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:	616	87	183	38	138	88	86	2012	1343	227	1185	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	87	183	38	138	88	86	2012	1343	227	1185	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:	616	87	183	38	138	88	86	2012	1343	227	1185	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.73	0.27	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3466	490	1750	2625	950	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.10	0.01	0.15	0.05	0.05	0.35	0.77	0.13	0.21	0.04
Crit Moves:	****				****				****	****		
Green Time:	30.0	30.0	53.0	24.5	24.5	39.3	14.8	101	131.0	23.0	108	132.2
Volume/Cap:	1.12	1.12	0.37	0.11	1.12	0.24	0.63	0.66	1.11	1.07	0.36	0.06
Delay/Veh:	153.0	153	55.1	72.7	190	62.7	93.3	41.3	107.7	163.2	29.7	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	153.0	153	55.1	72.7	190	62.7	93.3	41.3	107.7	163.2	29.7	14.8
LOS by Move:	F	F	E	E	F	E	F	D	F	F	C	B
HCM2kAvgQ:	19	25	9	2	12	4	5	30	95	18	16	2

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5802: MONTAGUE EXPWY/TRADE ZONE BLVD



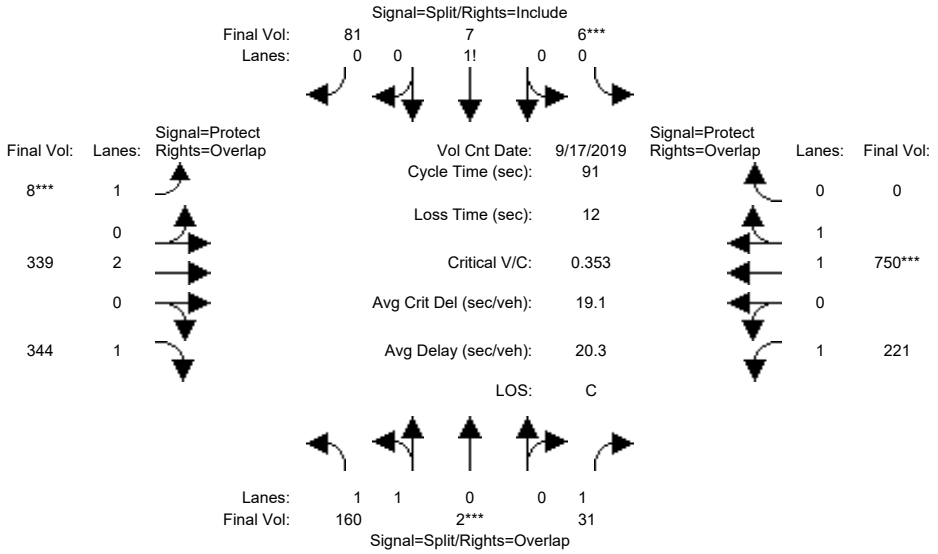
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	30	30	14	14	14	15	101	101	23	109	109
Y+R:	5.3	5.3	5.3	5.4	5.4	5.4	4.9	5.8	5.8	4.6	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	537	72	169	33	128	80	85	1823	1256	212	1016	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	72	169	33	128	80	85	1823	1256	212	1016	74
Added Vol:	10	0	2	0	0	0	0	0	10	4	0	0
PasserByVol:	79	15	14	5	10	8	1	189	87	15	169	3
Initial Fut:	626	87	185	38	138	88	86	2012	1353	231	1185	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:	626	87	185	38	138	88	86	2012	1353	231	1185	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	626	87	185	38	138	88	86	2012	1353	231	1185	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:	626	87	185	38	138	88	86	2012	1353	231	1185	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.95	0.92	1.38	0.50	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.73	0.27	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3472	482	1750	2625	950	1750	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.11	0.01	0.15	0.05	0.05	0.35	0.77	0.13	0.21	0.04
Crit Moves:		****			****				****	****		
Green Time:	30.2	30.2	53.2	24.4	24.4	39.2	14.8	101	131.2	23.0	108	132.0
Volume/Cap:	1.13	1.13	0.38	0.11	1.13	0.24	0.63	0.66	1.11	1.08	0.37	0.06
Delay/Veh:	155.5	156	55.0	72.8	193	62.9	93.3	41.3	110.1	169.1	29.7	14.9
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:	155.5	156	55.0	72.8	193	62.9	93.3	41.3	110.1	169.1	29.7	14.9
LOS by Move:	F	F	E	E	F	E	F	D	F	F	C	B
HCM2kAvgQ:	20	25	9	2	12	5	5	30	97	18	16	2

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3905: RINGWOOD AVE/TRADE ZONE BLVD



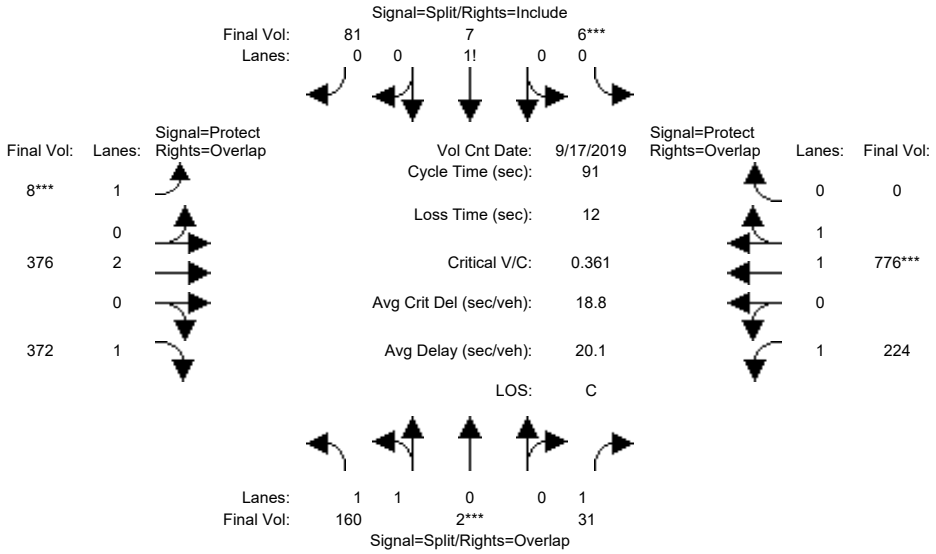
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 7:45-8:45 AM												
Base Vol:	160	2	31	6	7	81	8	339	344	221	750	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:	160	2	31	6	7	81	8	339	344	221	750	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	2	31	6	7	81	8	339	344	221	750	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:	160	2	31	6	7	81	8	339	344	221	750	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2	31	6	7	81	8	339	344	221	750	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	2	31	6	7	81	8	339	344	221	750	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.92
Lanes:	1.98	0.02	1.00	0.06	0.07	0.87	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3506	44	1750	112	130	1508	1750	3800	1750	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.05	0.05	0.05	0.00	0.09	0.20	0.13	0.20	0.00
Crit Moves:		****		****			****				****	
Green Time:	10.9	10.9	36.1	12.8	12.8	12.8	7.0	30.1	41.0	25.2	48.3	0.0
Volume/Cap:	0.38	0.38	0.04	0.38	0.38	0.38	0.06	0.27	0.44	0.46	0.38	0.00
Delay/Veh:	37.5	37.5	16.9	36.5	36.5	36.5	39.1	22.5	17.5	27.9	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	37.5	16.9	36.5	36.5	36.5	39.1	22.5	17.5	27.9	12.7	0.0
LOS by Move:	D	D	B	D	D	D	D	C	B	C	B	A
HCM2kAvgQ:	3	3	1	3	3	3	0	3	7	6	6	0

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3905: RINGWOOD AVE/TRADE ZONE BLVD



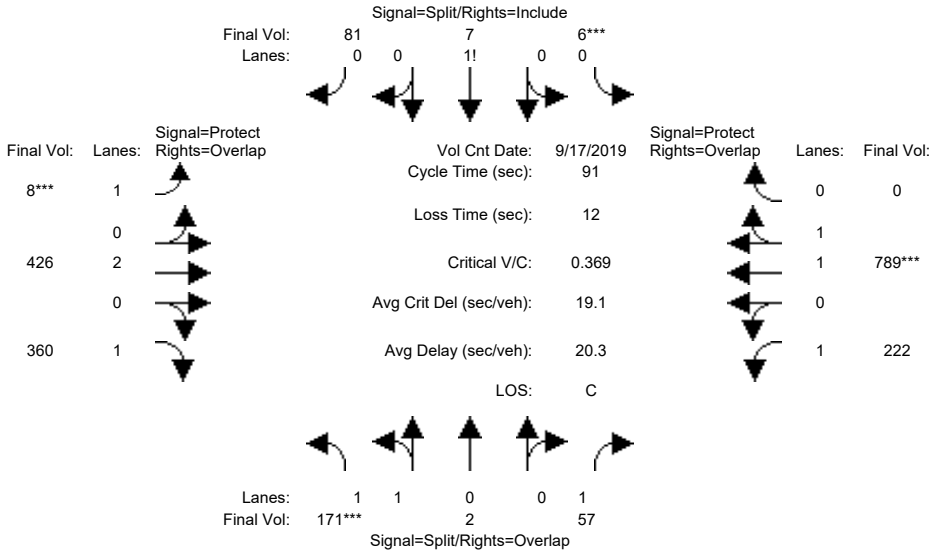
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 7:45-8:45 AM												
Base Vol:	160	2	31	6	7	81	8	339	344	221	750	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:	160	2	31	6	7	81	8	339	344	221	750	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	37	28	3	26	0
Initial Fut:	160	2	31	6	7	81	8	376	372	224	776	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:	160	2	31	6	7	81	8	376	372	224	776	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	2	31	6	7	81	8	376	372	224	776	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	2	31	6	7	81	8	376	372	224	776	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.92
Lanes:	1.98	0.02	1.00	0.06	0.07	0.87	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3506	44	1750	112	130	1508	1750	3800	1750	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.05	0.05	0.05	0.00	0.10	0.21	0.13	0.21	0.00
Crit Moves:		****		****			****				****	
Green Time:	10.6	10.6	34.9	12.5	12.5	12.5	7.0	31.6	42.2	24.2	48.9	0.0
Volume/Cap:	0.39	0.39	0.05	0.39	0.39	0.39	0.06	0.28	0.46	0.48	0.39	0.00
Delay/Veh:	37.8	37.8	17.7	36.8	36.8	36.8	39.1	21.6	17.0	28.9	12.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	37.8	17.7	36.8	36.8	36.8	39.1	21.6	17.0	28.9	12.5	0.0
LOS by Move:	D	D	B	D	D	D	D	C	B	C	B	A
HCM2kAvgQ:	3	3	1	3	3	3	0	4	7	6	7	0

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3905: RINGWOOD AVE/TRADE ZONE BLVD



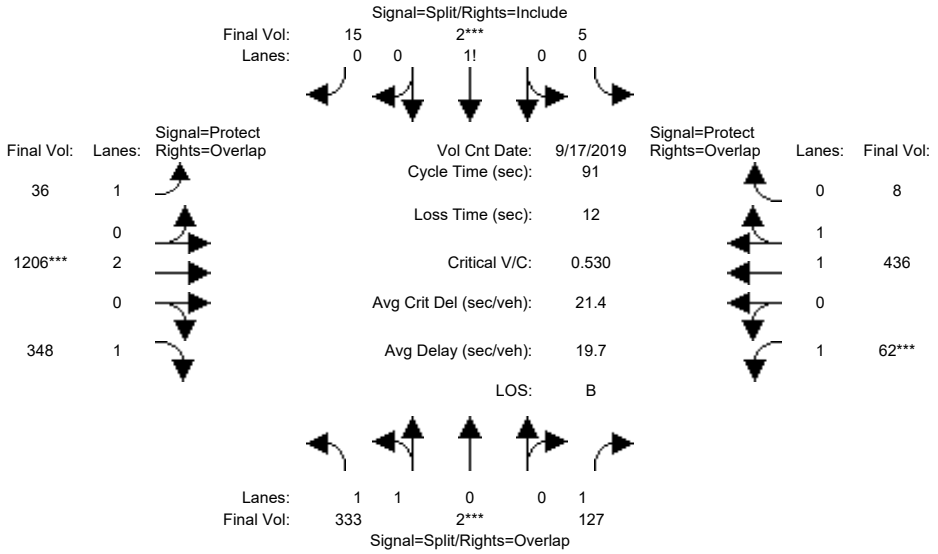
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 7:45-8:45 AM												
Base Vol:	160	2	31	6	7	81	8	339	344	221	750	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:	160	2	31	6	7	81	8	339	344	221	750	0
Added Vol:	11	0	26	0	0	0	0	50	-12	-2	13	0
PasserByVol:	0	0	0	0	0	0	0	37	28	3	26	0
Initial Fut:	171	2	57	6	7	81	8	426	360	222	789	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:	171	2	57	6	7	81	8	426	360	222	789	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	2	57	6	7	81	8	426	360	222	789	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	2	57	6	7	81	8	426	360	222	789	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.92
Lanes:	1.98	0.02	1.00	0.06	0.07	0.87	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3509	41	1750	112	130	1508	1750	3800	1750	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.05	0.05	0.05	0.00	0.11	0.21	0.13	0.21	0.00
Crit Moves:	****			****			****				****	
Green Time:	11.1	11.1	36.0	12.3	12.3	12.3	7.0	30.8	41.9	24.9	48.6	0.0
Volume/Cap:	0.40	0.40	0.08	0.40	0.40	0.40	0.06	0.33	0.45	0.46	0.40	0.00
Delay/Veh:	37.5	37.5	17.2	37.1	37.1	37.1	39.1	22.6	17.1	28.2	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	37.5	17.2	37.1	37.1	37.1	39.1	22.6	17.1	28.2	12.7	0.0
LOS by Move:	D	D	B	D	D	D	D	C	B	C	B	A
HCM2kAvgQ:	3	3	1	3	3	3	0	4	7	6	7	0

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3905: RINGWOOD AVE/TRADE ZONE BLVD



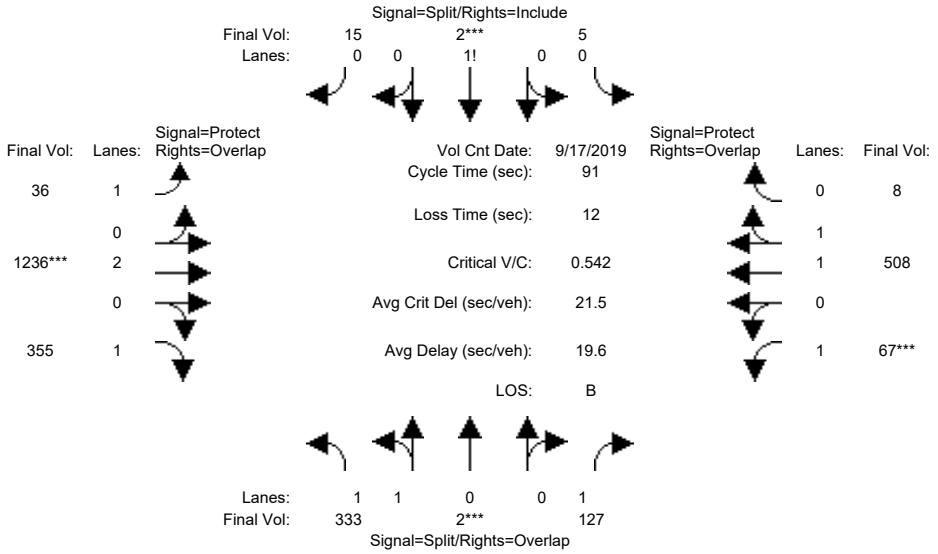
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 5:00-6:00 PM												
Base Vol:	333	2	127	5	2	15	36	1206	348	62	436	8
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:	333	2	127	5	2	15	36	1206	348	62	436	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	2	127	5	2	15	36	1206	348	62	436	8
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:	333	2	127	5	2	15	36	1206	348	62	436	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	2	127	5	2	15	36	1206	348	62	436	8
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:	333	2	127	5	2	15	36	1206	348	62	436	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.99	0.01	1.00	0.23	0.09	0.68	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3529	21	1750	398	159	1193	1750	3800	1750	1750	3633	67
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.07	0.01	0.01	0.01	0.02	0.32	0.20	0.04	0.12	0.12
Crit Moves:		****			****			****			****	
Green Time:	14.2	14.2	21.2	10.0	10.0	10.0	21.4	47.8	62.0	7.0	33.4	43.4
Volume/Cap:	0.60	0.60	0.31	0.11	0.11	0.11	0.09	0.60	0.29	0.46	0.33	0.25
Delay/Veh:	37.7	37.7	29.3	36.8	36.8	36.8	27.3	15.6	5.9	42.7	20.9	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	37.7	29.3	36.8	36.8	36.8	27.3	15.6	5.9	42.7	20.9	14.2
LOS by Move:	D	D	C	D	D	D	C	B	A	D	C	B
HCM2kAvgQ:	6	6	3	1	1	1	1	11	4	2	5	4

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3905: RINGWOOD AVE/TRADE ZONE BLVD



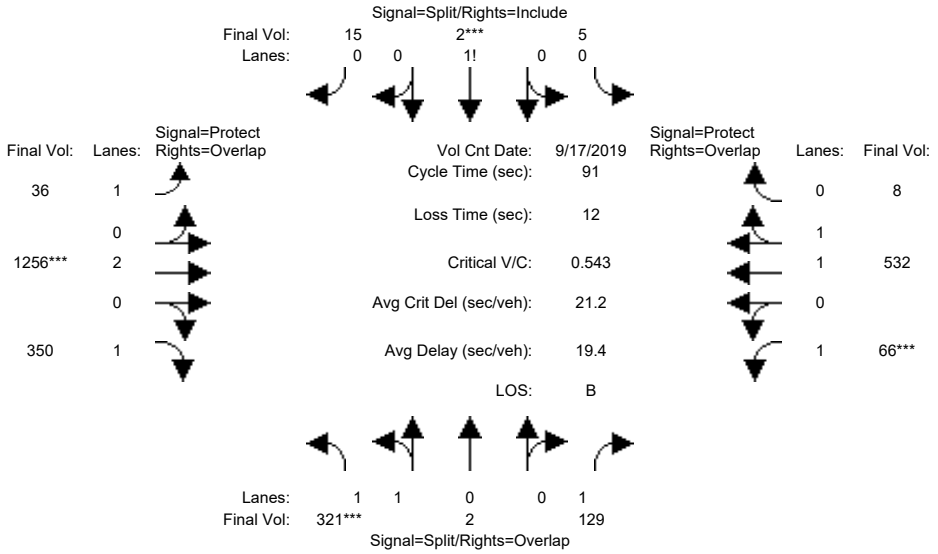
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 5:00-6:00 PM												
Base Vol:	333	2	127	5	2	15	36	1206	348	62	436	8
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:	333	2	127	5	2	15	36	1206	348	62	436	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	30	7	5	72	0
Initial Fut:	333	2	127	5	2	15	36	1236	355	67	508	8
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:	333	2	127	5	2	15	36	1236	355	67	508	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	2	127	5	2	15	36	1236	355	67	508	8
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:	333	2	127	5	2	15	36	1236	355	67	508	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.99	0.01	1.00	0.23	0.09	0.68	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3529	21	1750	398	159	1193	1750	3800	1750	1750	3643	57
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.07	0.01	0.01	0.01	0.02	0.33	0.20	0.04	0.14	0.14
Crit Moves:		****			****			****			****	
Green Time:	13.9	13.9	20.9	10.0	10.0	10.0	19.6	48.1	62.0	7.0	35.5	45.5
Volume/Cap:	0.62	0.62	0.32	0.11	0.11	0.11	0.10	0.62	0.30	0.50	0.36	0.28
Delay/Veh:	38.2	38.2	29.5	36.8	36.8	36.8	28.7	15.6	5.9	43.2	19.8	13.3
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:	38.2	38.2	29.5	36.8	36.8	36.8	28.7	15.6	5.9	43.2	19.8	13.3
LOS by Move:	D	D	C	D	D	D	C	B	A	D	B	B
HCM2kAvgQ:	6	6	3	1	1	1	1	12	4	3	5	4

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3905: RINGWOOD AVE/TRADE ZONE BLVD



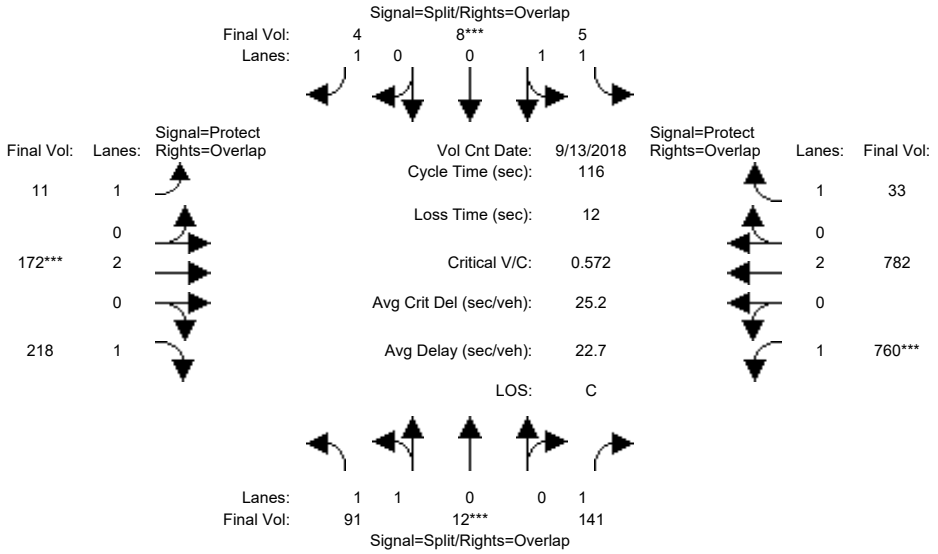
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 5:00-6:00 PM												
Base Vol:	333	2	127	5	2	15	36	1206	348	62	436	8
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:	333	2	127	5	2	15	36	1206	348	62	436	8
Added Vol:	-12	0	2	0	0	0	0	20	-5	-1	24	0
PasserByVol:	0	0	0	0	0	0	0	30	7	5	72	0
Initial Fut:	321	2	129	5	2	15	36	1256	350	66	532	8
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:	321	2	129	5	2	15	36	1256	350	66	532	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	2	129	5	2	15	36	1256	350	66	532	8
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:	321	2	129	5	2	15	36	1256	350	66	532	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.99	0.01	1.00	0.23	0.09	0.68	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3528	22	1750	398	159	1193	1750	3800	1750	1750	3645	55
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.07	0.01	0.01	0.01	0.02	0.33	0.20	0.04	0.15	0.15
Crit Moves:	****				****			****			****	
Green Time:	13.4	13.4	20.4	10.0	10.0	10.0	19.2	48.6	62.0	7.0	36.4	46.4
Volume/Cap:	0.62	0.62	0.33	0.11	0.11	0.11	0.10	0.62	0.29	0.49	0.36	0.29
Delay/Veh:	38.7	38.7	30.1	36.8	36.8	36.8	29.0	15.3	5.9	43.1	19.3	12.9
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:	38.7	38.7	30.1	36.8	36.8	36.8	29.0	15.3	5.9	43.1	19.3	12.9
LOS by Move:	D	D	C	D	D	D	C	B	A	D	B	B
HCM2kAvgQ:	6	6	3	1	1	1	1	12	4	3	5	4

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3663: LUNDY AVE/TRADE ZONE BLVD



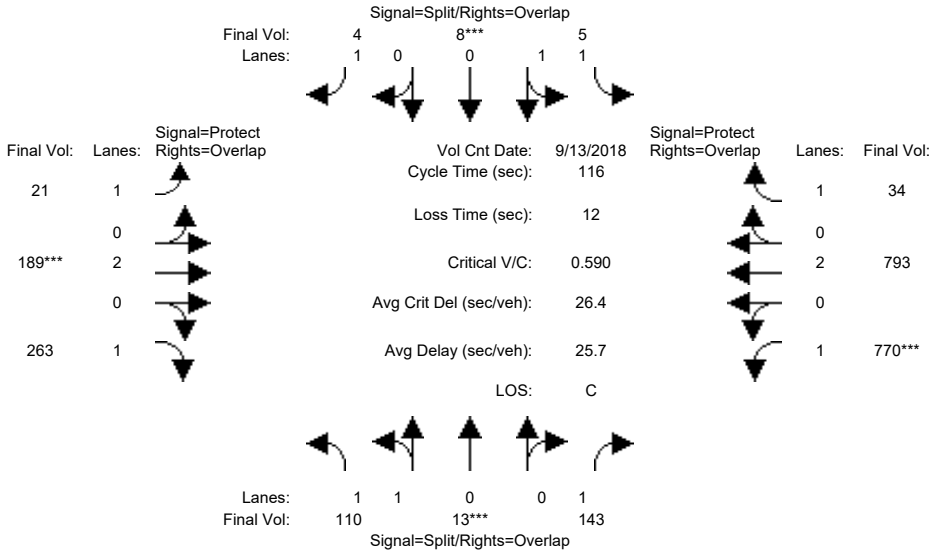
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Sep 2018 <<												
Base Vol:	91	12	141	5	8	4	11	172	218	760	782	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	12	141	5	8	4	11	172	218	760	782	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	12	141	5	8	4	11	172	218	760	782	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	12	141	5	8	4	11	172	218	760	782	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	12	141	5	8	4	11	172	218	760	782	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	12	141	5	8	4	11	172	218	760	782	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.77	0.23	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3136	414	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.08	0.00	0.00	0.00	0.01	0.05	0.12	0.43	0.21	0.02
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	84.0	10.0	10.0	29.0	19.0	10.0	20.0	74.0	65.0	75.0
Volume/Cap:	0.34	0.34	0.11	0.03	0.05	0.01	0.04	0.53	0.72	0.68	0.37	0.03
Delay/Veh:	50.5	50.5	4.8	48.6	48.7	32.7	40.8	52.3	53.7	15.2	14.3	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	50.5	4.8	48.6	48.7	32.7	40.8	52.3	53.7	15.2	14.3	7.4
LOS by Move:	D	D	A	D	D	C	D	D	D	B	B	A
HCM2kAvgQ:	2	2	2	0	0	0	0	4	9	18	7	0

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3663: LUNDY AVE/TRADE ZONE BLVD



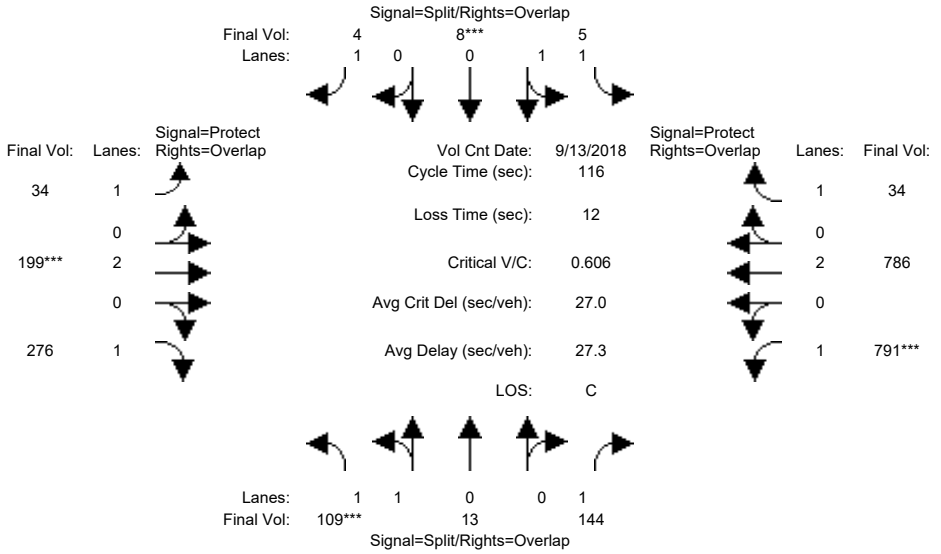
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Sep 2018 <<												
Base Vol:	91	12	141	5	8	4	11	172	218	760	782	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	12	141	5	8	4	11	172	218	760	782	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	19	1	2	0	0	0	10	17	45	10	11	1
Initial Fut:	110	13	143	5	8	4	21	189	263	770	793	34
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:	110	13	143	5	8	4	21	189	263	770	793	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	13	143	5	8	4	21	189	263	770	793	34
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:	110	13	143	5	8	4	21	189	263	770	793	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.79	0.21	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3175	375	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.08	0.00	0.00	0.00	0.01	0.05	0.15	0.44	0.21	0.02
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	84.0	10.0	10.0	28.8	18.8	10.0	20.0	74.0	65.2	75.2
Volume/Cap:	0.40	0.40	0.11	0.03	0.05	0.01	0.07	0.58	0.87	0.69	0.37	0.03
Delay/Veh:	51.0	51.0	4.8	48.6	48.7	32.8	41.3	53.5	69.8	15.4	14.2	7.3
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:	51.0	51.0	4.8	48.6	48.7	32.8	41.3	53.5	69.8	15.4	14.2	7.3
LOS by Move:	D	D	A	D	D	C	D	D	E	B	B	A
HCM2kAvgQ:	2	2	2	0	0	0	1	4	13	19	7	0

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3663: LUNDY AVE/TRADE ZONE BLVD



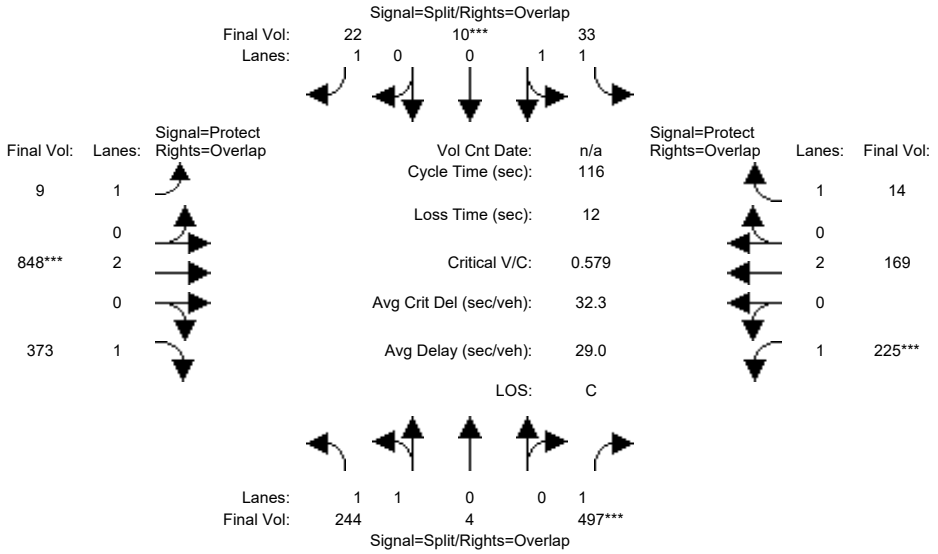
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Sep 2018 <<												
Base Vol:	91	12	141	5	8	4	11	172	218	760	782	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	12	141	5	8	4	11	172	218	760	782	33
Added Vol:	-1	0	1	0	0	0	13	10	13	21	-7	0
PasserByVol:	19	1	2	0	0	0	10	17	45	10	11	1
Initial Fut:	109	13	144	5	8	4	34	199	276	791	786	34
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:	109	13	144	5	8	4	34	199	276	791	786	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	13	144	5	8	4	34	199	276	791	786	34
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:	109	13	144	5	8	4	34	199	276	791	786	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.79	0.21	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3172	378	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.08	0.00	0.00	0.00	0.02	0.05	0.16	0.45	0.21	0.02
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.0	84.0	10.0	10.0	29.0	19.0	10.0	20.0	74.0	65.0	75.0
Volume/Cap:	0.40	0.40	0.11	0.03	0.05	0.01	0.12	0.61	0.91	0.71	0.37	0.03
Delay/Veh:	51.0	51.0	4.8	48.6	48.7	32.7	41.6	54.4	77.9	16.0	14.2	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	4.8	48.6	48.7	32.7	41.6	54.4	77.9	16.0	14.2	7.4
LOS by Move:	D	D	A	D	D	C	D	D	E	B	B	A
HCM2kAvgQ:	2	2	2	0	0	0	1	4	14	20	7	0

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3663: LUNDY AVE/TRADE ZONE BLVD



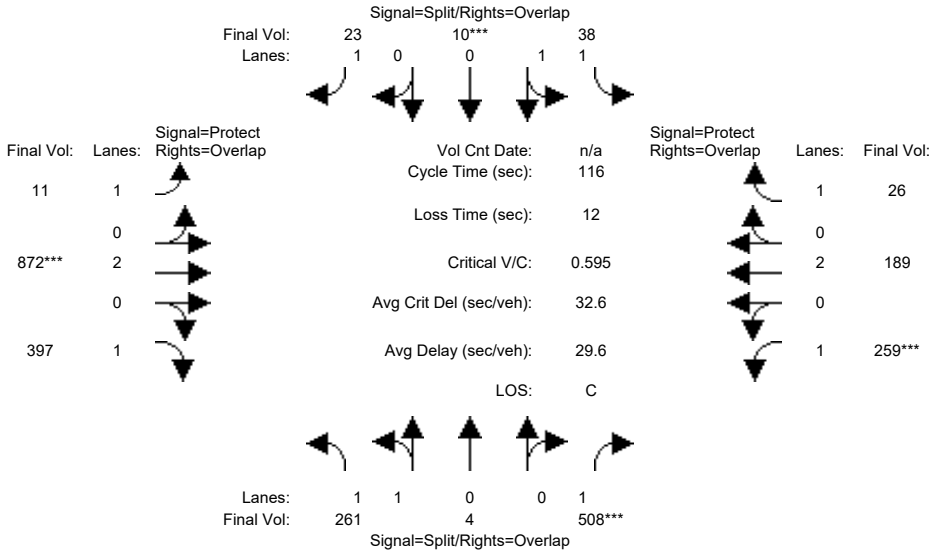
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	244	4	497	33	10	22	9	848	373	225	169	14
Growth Adj:	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:	244	4	497	33	10	22	9	848	373	225	169	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	4	497	33	10	22	9	848	373	225	169	14
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:	244	4	497	33	10	22	9	848	373	225	169	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	4	497	33	10	22	9	848	373	225	169	14
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:	244	4	497	33	10	22	9	848	373	225	169	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.97	0.03	1.00	1.54	0.46	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3493	57	1750	2724	826	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.28	0.01	0.01	0.01	0.01	0.22	0.21	0.13	0.04	0.01
Crit Moves:			****		****			****		****		
Green Time:	28.8	28.8	52.6	10.0	10.0	36.8	26.8	41.4	70.2	23.8	38.3	48.3
Volume/Cap:	0.28	0.28	0.63	0.14	0.14	0.04	0.02	0.63	0.35	0.63	0.13	0.02
Delay/Veh:	35.4	35.4	25.8	49.2	49.2	27.4	34.5	31.8	11.7	45.5	27.2	19.9
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:	35.4	35.4	25.8	49.2	49.2	27.4	34.5	31.8	11.7	45.5	27.2	19.9
LOS by Move:	D	D	C	D	D	C	C	C	B	D	C	B
HCM2kAvgQ:	4	4	14	1	1	1	0	13	7	8	2	0

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3663: LUNDY AVE/TRADE ZONE BLVD



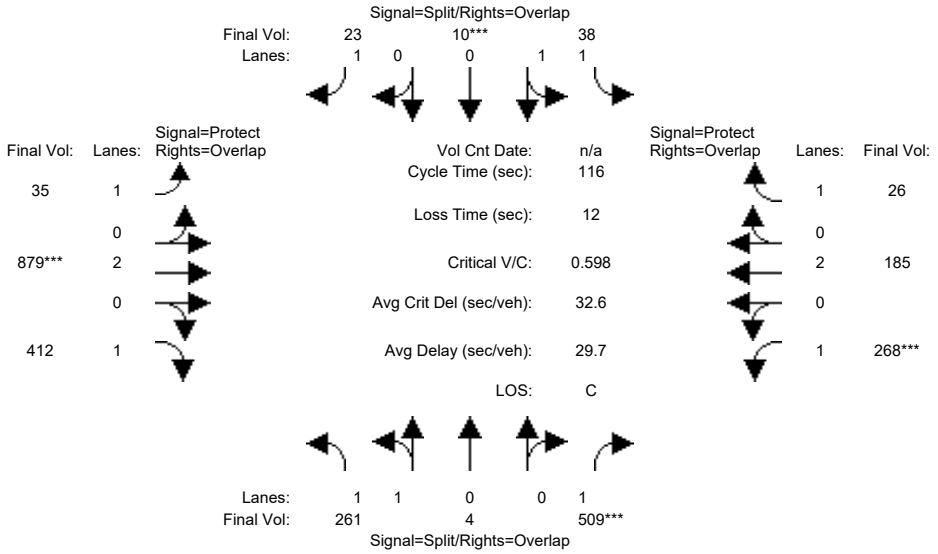
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	244	4	497	33	10	22	9	848	373	225	169	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	4	497	33	10	22	9	848	373	225	169	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	17	0	11	5	0	1	2	24	24	34	20	12
Initial Fut:	261	4	508	38	10	23	11	872	397	259	189	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	4	508	38	10	23	11	872	397	259	189	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	4	508	38	10	23	11	872	397	259	189	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	4	508	38	10	23	11	872	397	259	189	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.97	0.03	1.00	1.59	0.41	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3496	54	1750	2810	740	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.29	0.01	0.01	0.01	0.01	0.23	0.23	0.15	0.05	0.01
Crit Moves:			****		****			****		****		
Green Time:	25.7	25.7	52.5	10.0	10.0	38.1	28.1	41.5	67.2	26.8	40.2	50.2
Volume/Cap:	0.34	0.34	0.64	0.16	0.16	0.04	0.03	0.64	0.39	0.64	0.14	0.03
Delay/Veh:	38.2	38.2	26.3	49.3	49.3	26.5	33.5	32.1	13.5	43.8	26.1	19.0
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:	38.2	38.2	26.3	49.3	49.3	26.5	33.5	32.1	13.5	43.8	26.1	19.0
LOS by Move:	D	D	C	D	D	C	C	C	B	D	C	B
HCM2kAvgQ:	4	4	15	1	1	1	0	13	8	9	2	1

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3663: LUNDY AVE/TRADE ZONE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	244	4	497	33	10	22	9	848	373	225	169	14
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:	244	4	497	33	10	22	9	848	373	225	169	14
Added Vol:	0	0	1	0	0	0	24	7	15	9	-4	0
PasserByVol:	17	0	11	5	0	1	2	24	24	34	20	12
Initial Fut:	261	4	509	38	10	23	35	879	412	268	185	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	4	509	38	10	23	35	879	412	268	185	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	4	509	38	10	23	35	879	412	268	185	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	4	509	38	10	23	35	879	412	268	185	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.97	0.03	1.00	1.59	0.41	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3496	54	1750	2810	740	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.29	0.01	0.01	0.01	0.02	0.23	0.24	0.15	0.05	0.01
Crit Moves:			****		****			****		****		
Green Time:	24.8	24.8	52.4	10.0	10.0	38.5	28.5	41.6	66.4	27.6	40.7	50.7
Volume/Cap:	0.35	0.35	0.64	0.16	0.16	0.04	0.08	0.64	0.41	0.64	0.14	0.03
Delay/Veh:	39.0	39.0	26.5	49.3	49.3	26.3	33.8	32.1	14.1	43.3	25.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	39.0	26.5	49.3	49.3	26.3	33.8	32.1	14.1	43.3	25.7	18.7
LOS by Move:	D	D	C	D	D	C	C	C	B	D	C	B
HCM2kAvgQ:	4	4	15	1	1	1	1	14	9	9	2	1

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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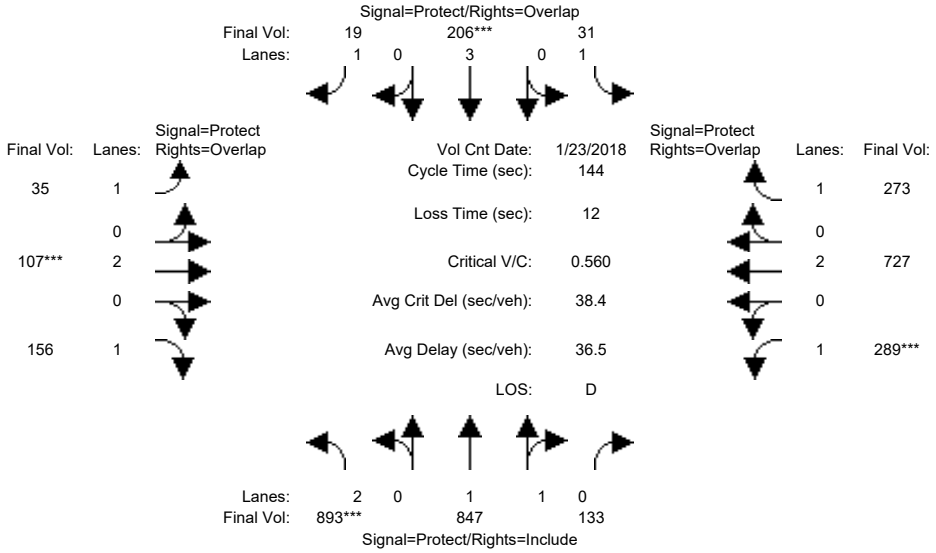
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3381: CAPITOL AVE/TRADE ZONE BLVD



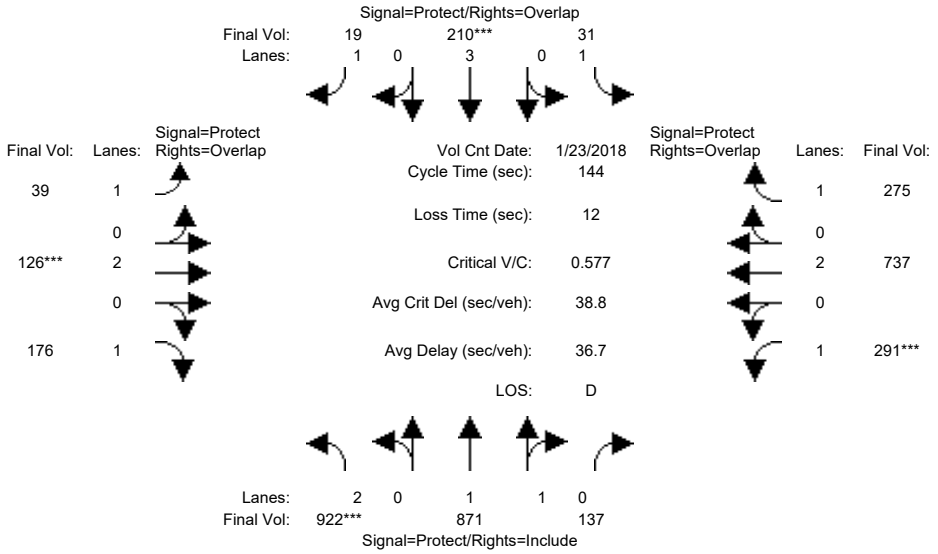
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	893	847	133	31	206	19	35	107	156	289	727	273
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:	893	847	133	31	206	19	35	107	156	289	727	273
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	893	847	133	31	206	19	35	107	156	289	727	273
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:	893	847	133	31	206	19	35	107	156	289	727	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	893	847	133	31	206	19	35	107	156	289	727	273
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:	893	847	133	31	206	19	35	107	156	289	727	273
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.72	0.28	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3197	502	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.26	0.26	0.02	0.04	0.01	0.02	0.03	0.09	0.17	0.19	0.16
Crit Moves:	****				****			****			****	
Green Time:	70.8	68.2	68.2	12.5	10.0	20.4	10.4	10.0	80.8	41.2	40.8	53.4
Volume/Cap:	0.58	0.56	0.56	0.20	0.52	0.08	0.28	0.41	0.16	0.58	0.67	0.42
Delay/Veh:	26.5	27.5	27.5	61.8	65.9	53.8	64.5	65.2	15.3	45.6	47.4	34.2
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:	26.5	27.5	27.5	61.8	65.9	53.8	64.5	65.2	15.3	45.6	47.4	34.2
LOS by Move:	C	C	C	E	E	D	E	E	B	D	D	C
HCM2kAvgQ:	17	16	16	1	3	1	2	2	3	12	15	10

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3381: CAPITOL AVE/TRADE ZONE BLVD



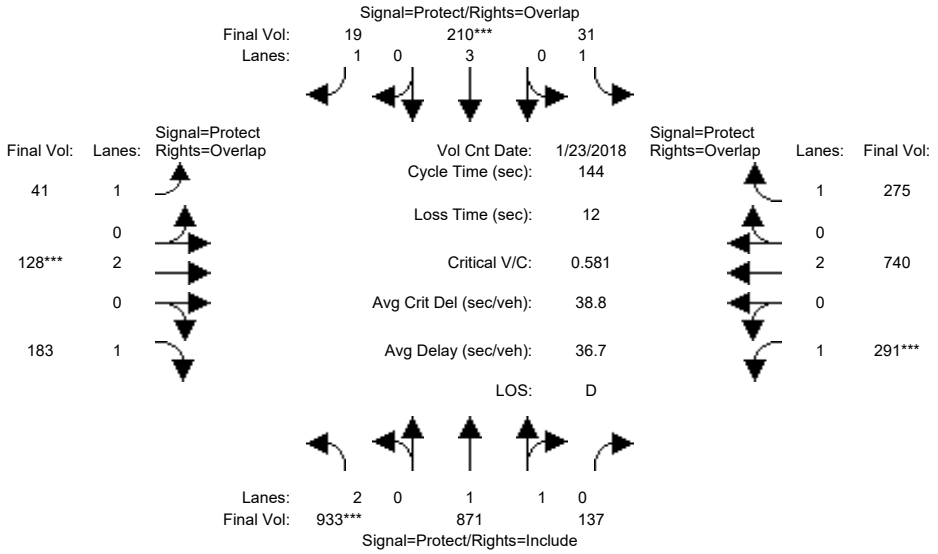
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	893	847	133	31	206	19	35	107	156	289	727	273
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:	893	847	133	31	206	19	35	107	156	289	727	273
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	29	24	4	0	4	0	4	19	20	2	10	2
Initial Fut:	922	871	137	31	210	19	39	126	176	291	737	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:	922	871	137	31	210	19	39	126	176	291	737	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	922	871	137	31	210	19	39	126	176	291	737	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:	922	871	137	31	210	19	39	126	176	291	737	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.72	0.28	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3197	503	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.27	0.27	0.02	0.04	0.01	0.02	0.03	0.10	0.17	0.19	0.16
Crit Moves:	****				****			****			****	
Green Time:	71.4	69.1	69.1	12.3	10.0	20.1	10.1	10.0	81.4	40.6	40.4	52.8
Volume/Cap:	0.59	0.57	0.57	0.21	0.53	0.08	0.32	0.48	0.18	0.59	0.69	0.43
Delay/Veh:	26.5	27.2	27.2	62.0	66.1	54.0	65.1	65.8	15.2	46.4	48.1	34.8
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:	26.5	27.2	27.2	62.0	66.1	54.0	65.1	65.8	15.2	46.4	48.1	34.8
LOS by Move:	C	C	C	E	E	D	E	E	B	D	D	C
HCM2kAvgQ:	17	16	16	1	3	1	2	3	4	12	15	10

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3381: CAPITOL AVE/TRADE ZONE BLVD



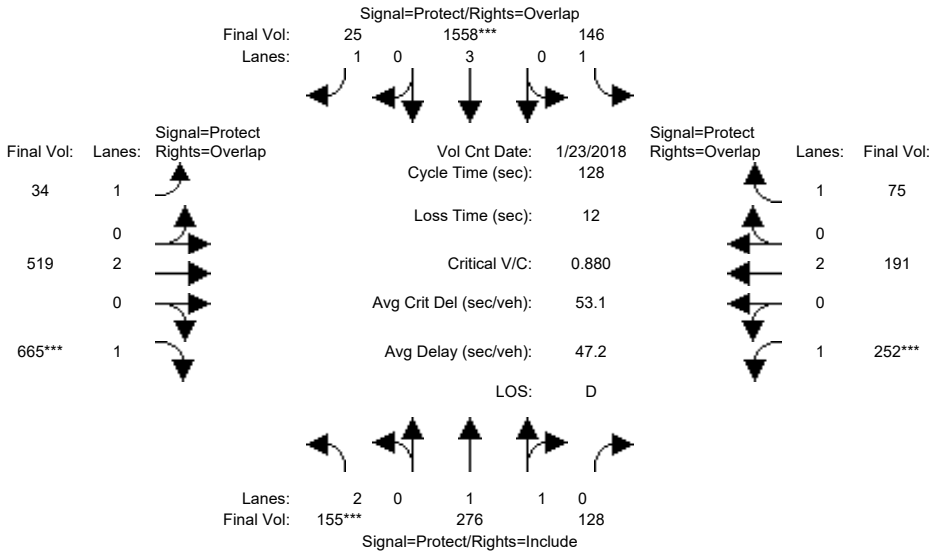
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	893	847	133	31	206	19	35	107	156	289	727	273
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:	893	847	133	31	206	19	35	107	156	289	727	273
Added Vol:	11	0	0	0	0	0	2	2	7	0	3	0
PasserByVol:	29	24	4	0	4	0	4	19	20	2	10	2
Initial Fut:	933	871	137	31	210	19	41	128	183	291	740	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:	933	871	137	31	210	19	41	128	183	291	740	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	933	871	137	31	210	19	41	128	183	291	740	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:	933	871	137	31	210	19	41	128	183	291	740	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.72	0.28	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3197	503	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.30	0.27	0.27	0.02	0.04	0.01	0.02	0.03	0.10	0.17	0.19	0.16
Crit Moves:	****				****			****		****		
Green Time:	71.7	69.4	69.4	12.4	10.0	20.0	10.0	10.0	81.7	40.3	40.2	52.6
Volume/Cap:	0.59	0.57	0.57	0.21	0.53	0.08	0.34	0.49	0.18	0.59	0.70	0.43
Delay/Veh:	26.4	27.0	27.0	61.9	66.1	54.1	65.4	65.9	15.1	46.8	48.5	34.9
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:	26.4	27.0	27.0	61.9	66.1	54.1	65.4	65.9	15.1	46.8	48.5	34.9
LOS by Move:	C	C	C	E	E	D	E	E	B	D	D	C
HCM2kAvgQ:	17	16	16	1	3	1	2	3	4	12	15	10

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3381: CAPITOL AVE/TRADE ZONE BLVD



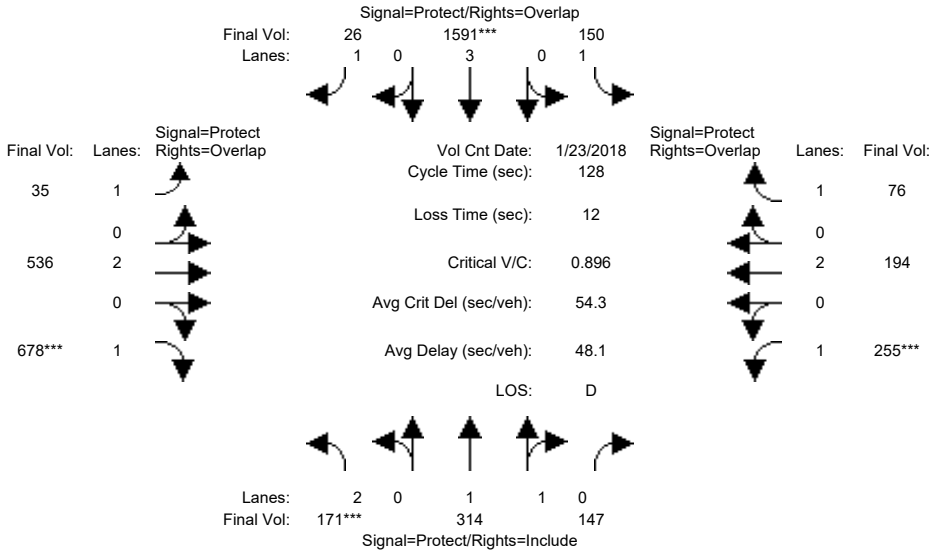
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	155	276	128	146	1558	25	34	519	665	252	191	75
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:	155	276	128	146	1558	25	34	519	665	252	191	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	276	128	146	1558	25	34	519	665	252	191	75
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:	155	276	128	146	1558	25	34	519	665	252	191	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	276	128	146	1558	25	34	519	665	252	191	75
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:	155	276	128	146	1558	25	34	519	665	252	191	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.35	0.65	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2527	1172	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.08	0.27	0.01	0.02	0.14	0.38	0.14	0.05	0.04
Crit Moves:	****				****				****	****		
Green Time:	7.2	26.6	26.6	20.3	39.8	67.9	28.1	47.3	54.5	20.9	40.2	60.5
Volume/Cap:	0.88	0.53	0.53	0.53	0.88	0.03	0.09	0.37	0.89	0.88	0.16	0.09
Delay/Veh:	96.2	45.8	45.8	51.3	47.3	14.3	39.8	29.6	47.1	77.6	31.8	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.2	45.8	45.8	51.3	47.3	14.3	39.8	29.6	47.1	77.6	31.8	18.7
LOS by Move:	F	D	D	D	D	B	D	C	D	E	C	B
HCM2kAvgQ:	6	8	8	5	20	0	1	7	27	13	3	2

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3381: CAPITOL AVE/TRADE ZONE BLVD



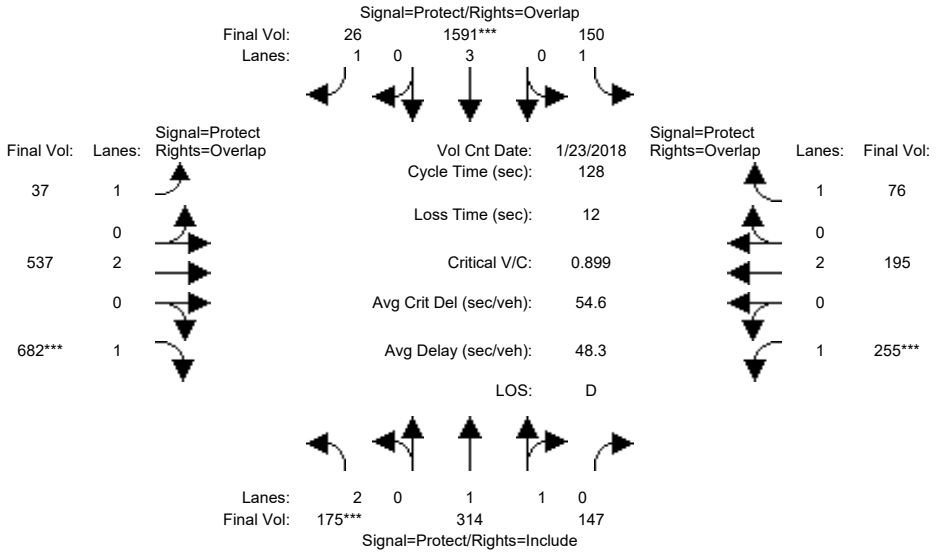
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	155	276	128	146	1558	25	34	519	665	252	191	75
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:	155	276	128	146	1558	25	34	519	665	252	191	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	16	38	19	4	33	1	1	17	13	3	3	1
Initial Fut:	171	314	147	150	1591	26	35	536	678	255	194	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	314	147	150	1591	26	35	536	678	255	194	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	314	147	150	1591	26	35	536	678	255	194	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	314	147	150	1591	26	35	536	678	255	194	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.34	0.66	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2519	1179	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.09	0.28	0.01	0.02	0.14	0.39	0.15	0.05	0.04
Crit Moves:	****				****				****	****		
Green Time:	7.8	28.2	28.2	19.4	39.9	68.0	28.1	47.5	55.3	20.8	40.2	59.6
Volume/Cap:	0.90	0.57	0.57	0.57	0.90	0.03	0.09	0.38	0.90	0.90	0.16	0.09
Delay/Veh:	97.4	45.4	45.4	53.2	48.5	14.3	39.9	29.6	47.2	80.9	31.8	19.2
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:	97.4	45.4	45.4	53.2	48.5	14.3	39.9	29.6	47.2	80.9	31.8	19.2
LOS by Move:	F	D	D	D	D	B	D	C	D	F	C	B
HCM2kAvgQ:	7	9	9	6	21	0	1	7	28	14	3	2

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3381: CAPITOL AVE/TRADE ZONE BLVD



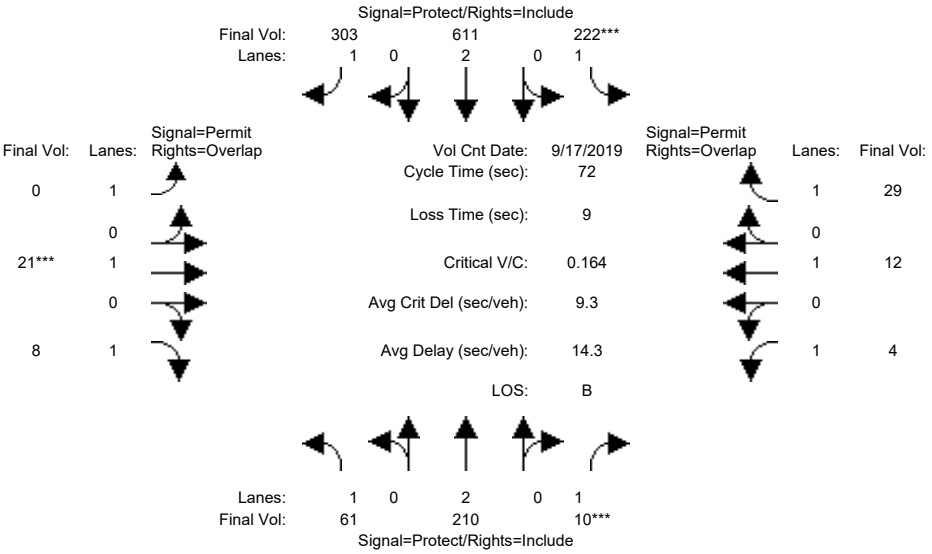
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	155	276	128	146	1558	25	34	519	665	252	191	75
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:	155	276	128	146	1558	25	34	519	665	252	191	75
Added Vol:	4	0	0	0	0	0	2	1	4	0	1	0
PasserByVol:	16	38	19	4	33	1	1	17	13	3	3	1
Initial Fut:	175	314	147	150	1591	26	37	537	682	255	195	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	314	147	150	1591	26	37	537	682	255	195	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	314	147	150	1591	26	37	537	682	255	195	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	314	147	150	1591	26	37	537	682	255	195	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.34	0.66	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2519	1179	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.09	0.28	0.01	0.02	0.14	0.39	0.15	0.05	0.04
Crit Moves:	****				****				****	****		
Green Time:	7.9	28.2	28.2	19.4	39.7	67.9	28.1	47.6	55.5	20.8	40.2	59.6
Volume/Cap:	0.90	0.56	0.56	0.56	0.90	0.03	0.10	0.38	0.90	0.90	0.16	0.09
Delay/Veh:	97.3	45.3	45.3	53.2	48.8	14.3	39.9	29.6	47.2	81.5	31.8	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.3	45.3	45.3	53.2	48.8	14.3	39.9	29.6	47.2	81.5	31.8	19.1
LOS by Move:	F	D	D	D	D	B	D	C	D	F	C	B
HCM2kAvgQ:	7	9	9	6	21	0	1	7	28	14	3	2

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3531: LUNDY AVE/FORTUNE DR



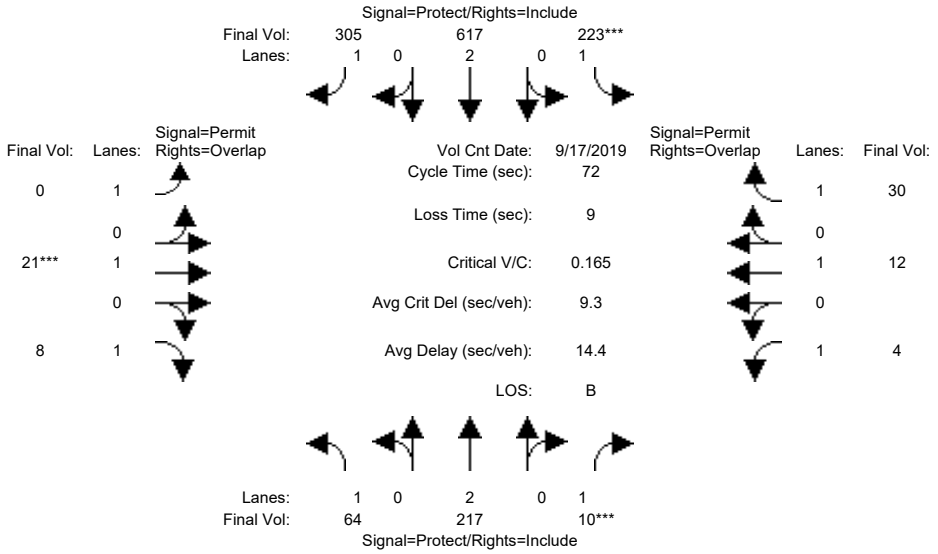
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 8:00-9:00 AM												
Base Vol:	61	210	10	222	611	303	0	21	8	4	12	29
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:	61	210	10	222	611	303	0	21	8	4	12	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	210	10	222	611	303	0	21	8	4	12	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	210	10	222	611	303	0	21	8	4	12	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	210	10	222	611	303	0	21	8	4	12	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	210	10	222	611	303	0	21	8	4	12	29
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.01	0.13	0.16	0.17	0.00	0.01	0.00	0.00	0.01	0.02
Crit Moves:			****	****				****				
Green Time:	19.1	10.0	10.0	43.0	33.9	33.9	0.0	10.0	29.1	10.0	10.0	53.0
Volume/Cap:	0.13	0.40	0.04	0.21	0.34	0.37	0.00	0.08	0.01	0.02	0.05	0.02
Delay/Veh:	20.3	28.8	26.9	6.8	12.1	12.4	0.0	27.1	12.9	26.8	26.9	2.6
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:	20.3	28.8	26.9	6.8	12.1	12.4	0.0	27.1	12.9	26.8	26.9	2.6
LOS by Move:	C	C	C	A	B	B	A	C	B	C	C	A
HCM2kAvgQ:	1	3	0	2	4	5	0	0	0	0	0	0

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3531: LUNDY AVE/FORTUNE DR



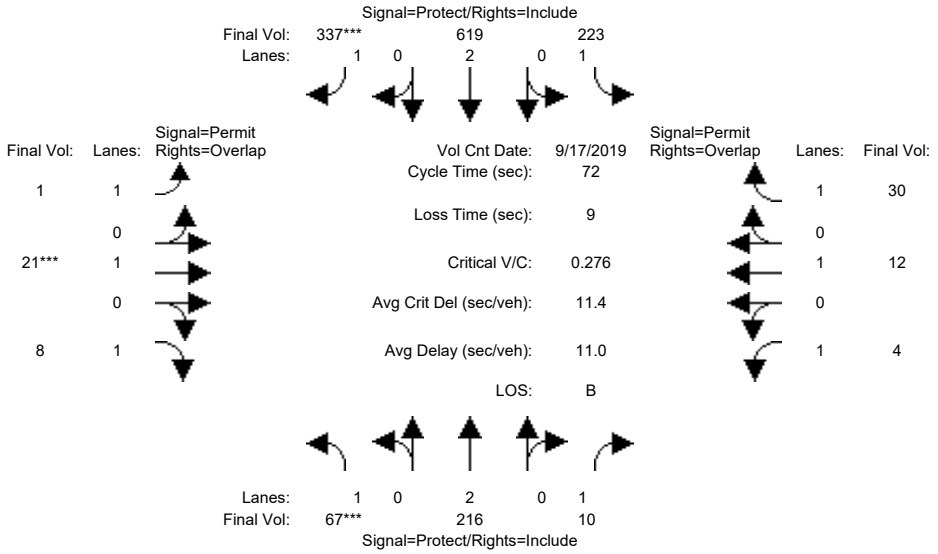
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 8:00-9:00 AM												
Base Vol:	61	210	10	222	611	303	0	21	8	4	12	29
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:	61	210	10	222	611	303	0	21	8	4	12	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	3	7	0	1	6	2	0	0	0	0	0	1
Initial Fut:	64	217	10	223	617	305	0	21	8	4	12	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	217	10	223	617	305	0	21	8	4	12	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	217	10	223	617	305	0	21	8	4	12	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	217	10	223	617	305	0	21	8	4	12	30
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.01	0.13	0.16	0.17	0.00	0.01	0.00	0.00	0.01	0.02
Crit Moves:			****	****				****				
Green Time:	19.0	10.0	10.0	43.0	34.0	34.0	0.0	10.0	29.0	10.0	10.0	53.0
Volume/Cap:	0.14	0.41	0.04	0.21	0.34	0.37	0.00	0.08	0.01	0.02	0.05	0.02
Delay/Veh:	20.4	28.8	26.9	6.8	12.1	12.4	0.0	27.1	12.9	26.8	26.9	2.6
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:	20.4	28.8	26.9	6.8	12.1	12.4	0.0	27.1	12.9	26.8	26.9	2.6
LOS by Move:	C	C	C	A	B	B	A	C	B	C	C	A
HCM2kAvgQ:	1	3	0	2	4	5	0	0	0	0	0	0

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3531: LUNDY AVE/FORTUNE DR



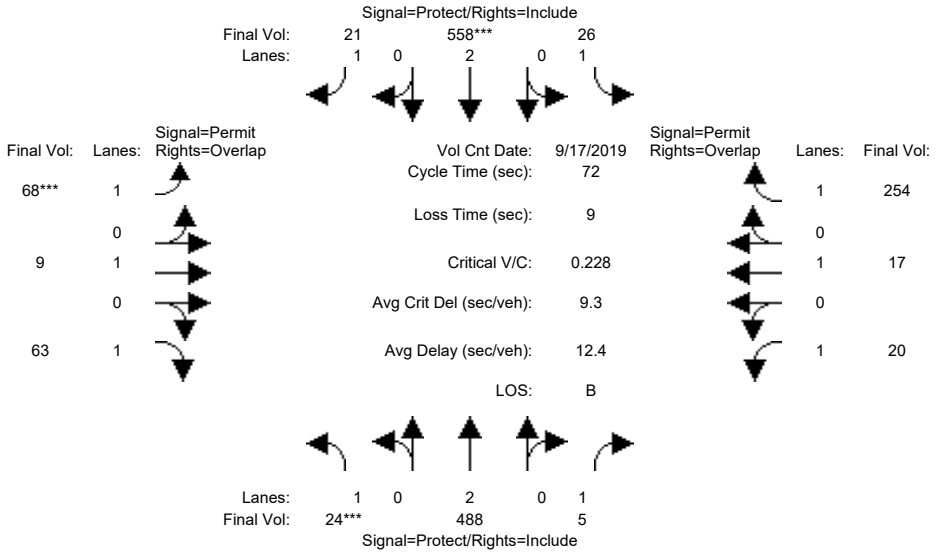
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 8:00-9:00 AM												
Base Vol:	61	210	10	222	611	303	0	21	8	4	12	29
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:	61	210	10	222	611	303	0	21	8	4	12	29
Added Vol:	3	-1	0	0	2	32	1	0	0	0	0	0
PasserByVol:	3	7	0	1	6	2	0	0	0	0	0	1
Initial Fut:	67	216	10	223	619	337	1	21	8	4	12	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	216	10	223	619	337	1	21	8	4	12	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	216	10	223	619	337	1	21	8	4	12	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	216	10	223	619	337	1	21	8	4	12	30
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.01	0.13	0.16	0.19	0.00	0.01	0.00	0.00	0.01	0.02
Crit Moves:	****					****		****				
Green Time:	8.8	27.6	27.6	25.4	44.2	44.2	10.0	10.0	18.8	10.0	10.0	35.4
Volume/Cap:	0.31	0.15	0.01	0.36	0.27	0.31	0.00	0.08	0.02	0.02	0.05	0.03
Delay/Veh:	29.7	14.5	13.8	17.7	6.5	6.8	26.7	27.1	19.8	26.8	26.9	9.5
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:	29.7	14.5	13.8	17.7	6.5	6.8	26.7	27.1	19.8	26.8	26.9	9.5
LOS by Move:	C	B	B	B	A	A	C	C	B	C	C	A
HCM2kAvgQ:	2	2	0	4	3	4	0	0	0	0	0	0

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3531: LUNDY AVE/FORTUNE DR



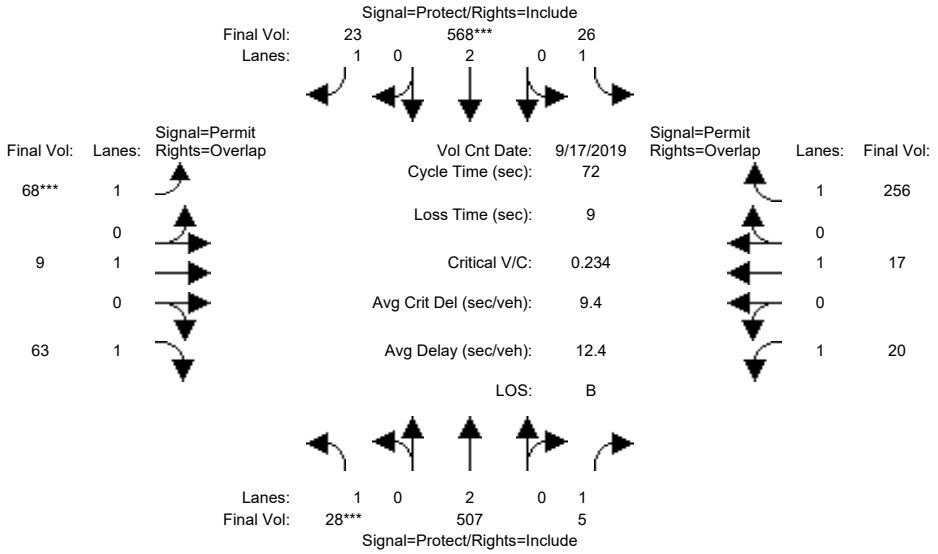
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 4:45-5:45 PM												
Base Vol:	24	488	5	26	558	21	68	9	63	20	17	254
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:	24	488	5	26	558	21	68	9	63	20	17	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	488	5	26	558	21	68	9	63	20	17	254
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:	24	488	5	26	558	21	68	9	63	20	17	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	488	5	26	558	21	68	9	63	20	17	254
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:	24	488	5	26	558	21	68	9	63	20	17	254
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.01	0.15	0.01	0.04	0.00	0.04	0.01	0.01	0.15
Crit Moves:	****				****		****					
Green Time:	7.0	30.2	30.2	21.1	44.3	44.3	11.7	11.7	18.7	11.7	11.7	32.8
Volume/Cap:	0.14	0.31	0.01	0.05	0.24	0.02	0.24	0.03	0.14	0.07	0.05	0.32
Delay/Veh:	30.1	14.1	12.2	18.3	6.3	5.4	26.7	25.4	20.6	25.6	25.5	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	14.1	12.2	18.3	6.3	5.4	26.7	25.4	20.6	25.6	25.5	12.7
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	B
HCM2kAvgQ:	1	4	0	0	3	0	2	0	1	0	0	4

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3531: LUNDY AVE/FORTUNE DR



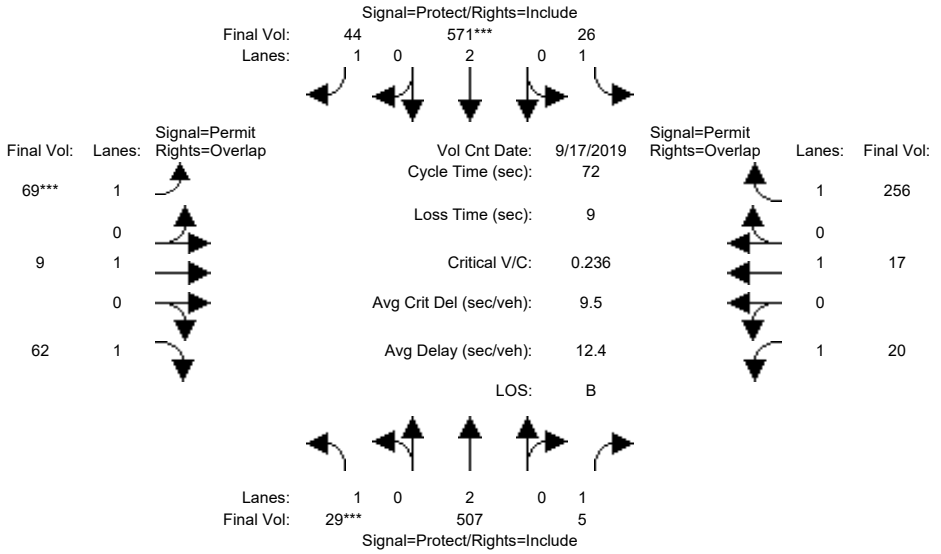
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 4:45-5:45 PM												
Base Vol:	24	488	5	26	558	21	68	9	63	20	17	254
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:	24	488	5	26	558	21	68	9	63	20	17	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	4	19	0	0	10	2	0	0	0	0	0	2
Initial Fut:	28	507	5	26	568	23	68	9	63	20	17	256
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	507	5	26	568	23	68	9	63	20	17	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	507	5	26	568	23	68	9	63	20	17	256
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	507	5	26	568	23	68	9	63	20	17	256
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.01	0.15	0.01	0.04	0.00	0.04	0.01	0.01	0.15
Crit Moves:	****				****		****					
Green Time:	7.0	30.3	30.3	21.2	44.4	44.4	11.6	11.6	18.6	11.6	11.6	32.7
Volume/Cap:	0.16	0.32	0.01	0.05	0.24	0.02	0.24	0.03	0.14	0.07	0.06	0.32
Delay/Veh:	30.3	14.1	12.1	18.2	6.3	5.4	26.8	25.5	20.7	25.8	25.7	12.8
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:	30.3	14.1	12.1	18.2	6.3	5.4	26.8	25.5	20.7	25.8	25.7	12.8
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	B
HCM2kAvgQ:	1	4	0	0	3	0	2	0	1	0	0	4

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #3531: LUNDY AVE/FORTUNE DR



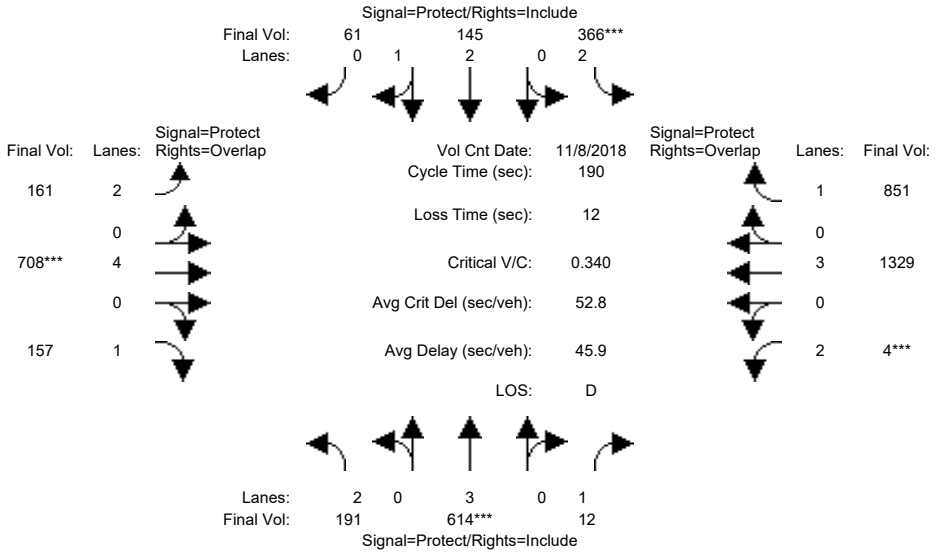
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Sep 2019 << 4:45-5:45 PM												
Base Vol:	24	488	5	26	558	21	68	9	63	20	17	254
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:	24	488	5	26	558	21	68	9	63	20	17	254
Added Vol:	1	0	0	0	3	21	1	0	-1	0	0	0
PasserByVol:	4	19	0	0	10	2	0	0	0	0	0	2
Initial Fut:	29	507	5	26	571	44	69	9	62	20	17	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	507	5	26	571	44	69	9	62	20	17	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	507	5	26	571	44	69	9	62	20	17	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	507	5	26	571	44	69	9	62	20	17	256
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.01	0.15	0.03	0.04	0.00	0.04	0.01	0.01	0.15
Crit Moves:	****				****		****					
Green Time:	7.0	30.2	30.2	21.1	44.4	44.4	11.6	11.6	18.6	11.6	11.6	32.8
Volume/Cap:	0.17	0.32	0.01	0.05	0.24	0.04	0.24	0.03	0.14	0.07	0.06	0.32
Delay/Veh:	30.3	14.1	12.2	18.3	6.3	5.5	26.8	25.5	20.6	25.7	25.6	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	14.1	12.2	18.3	6.3	5.5	26.8	25.5	20.6	25.7	25.6	12.7
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	B
HCM2kAvgQ:	1	4	0	0	3	0	2	0	1	0	0	4

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



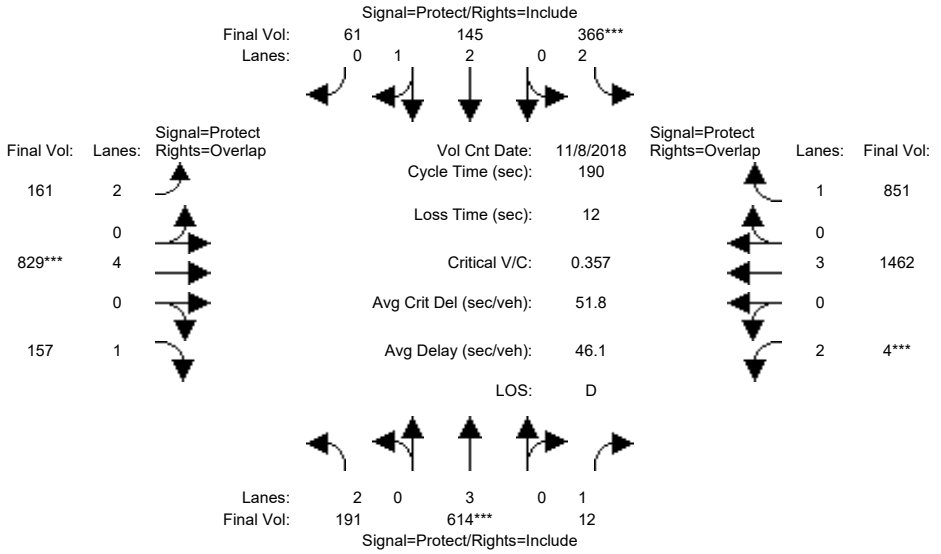
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	6.7	5.7	5.7	6.5	5.7	5.7	5.7	5.8	5.8	5.6	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	191	614	12	366	145	61	161	708	157	4	2013	851
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:	191	614	12	366	145	61	161	708	157	4	2013	851
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	614	12	366	145	61	161	708	157	4	2013	851
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	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:	191	614	12	366	145	61	161	708	157	4	1329	851
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	614	12	366	145	61	161	708	157	4	1329	851
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:	191	614	12	366	145	61	161	708	157	4	1329	851
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.08	0.92	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3940	1657	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.01	0.12	0.04	0.04	0.05	0.09	0.09	0.00	0.23	0.49
Crit Moves:		****		****				****		****		
Green Time:	13.6	39.0	39.0	42.0	67.4	67.4	24.0	77.0	90.6	20.0	73.0	115.0
Volume/Cap:	0.85	0.53	0.03	0.53	0.10	0.10	0.40	0.23	0.19	0.01	0.61	0.80
Delay/Veh:	111.6	67.7	60.5	65.9	41.1	41.1	77.1	33.0	23.0	76.2	43.3	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.6	67.7	60.5	65.9	41.1	41.1	77.1	33.0	23.0	76.2	43.3	20.7
LOS by Move:	F	E	E	E	D	D	E	C	C	E	D	C
HCM2kAvgQ:	7	10	1	11	3	3	5	5	4	0	17	30

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



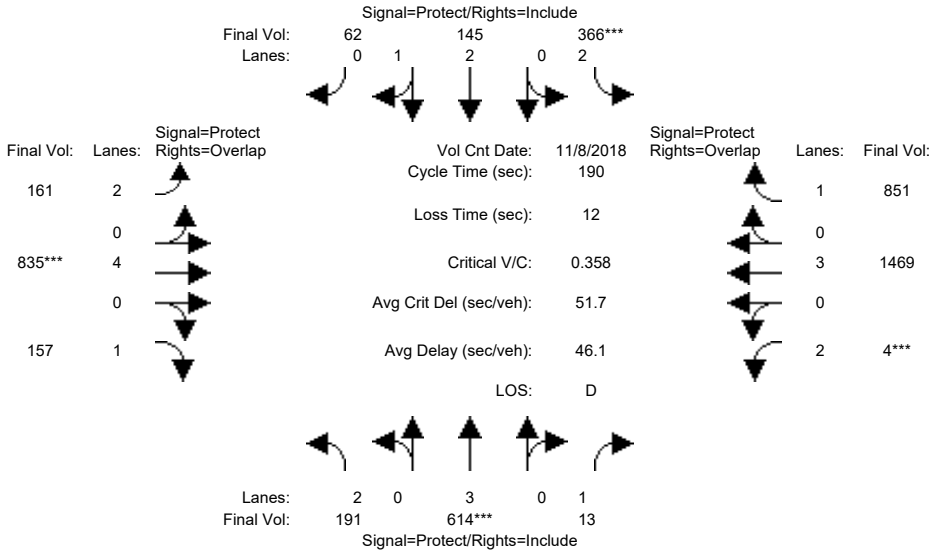
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	6.7	5.7	5.7	6.5	5.7	5.7	5.7	5.8	5.8	5.6	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	191	614	12	366	145	61	161	708	157	4	2013	851
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:	191	614	12	366	145	61	161	708	157	4	2013	851
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	121	0	0	202	0
Initial Fut:	191	614	12	366	145	61	161	829	157	4	2215	851
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	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:	191	614	12	366	145	61	161	829	157	4	1462	851
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	614	12	366	145	61	161	829	157	4	1462	851
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:	191	614	12	366	145	61	161	829	157	4	1462	851
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.08	0.92	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3940	1657	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.01	0.12	0.04	0.04	0.05	0.11	0.09	0.00	0.26	0.49
Crit Moves:		****		****				****		****		
Green Time:	13.6	39.0	39.0	42.0	67.4	67.4	24.0	77.0	90.6	20.0	73.0	115.0
Volume/Cap:	0.85	0.53	0.03	0.53	0.10	0.10	0.40	0.27	0.19	0.01	0.67	0.80
Delay/Veh:	111.6	67.7	60.5	65.9	41.1	41.1	77.1	33.6	23.0	76.2	44.9	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.6	67.7	60.5	65.9	41.1	41.1	77.1	33.6	23.0	76.2	44.9	20.7
LOS by Move:	F	E	E	E	D	D	E	C	C	E	D	C
HCM2kAvgQ:	7	10	1	11	3	3	5	6	4	0	20	30

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



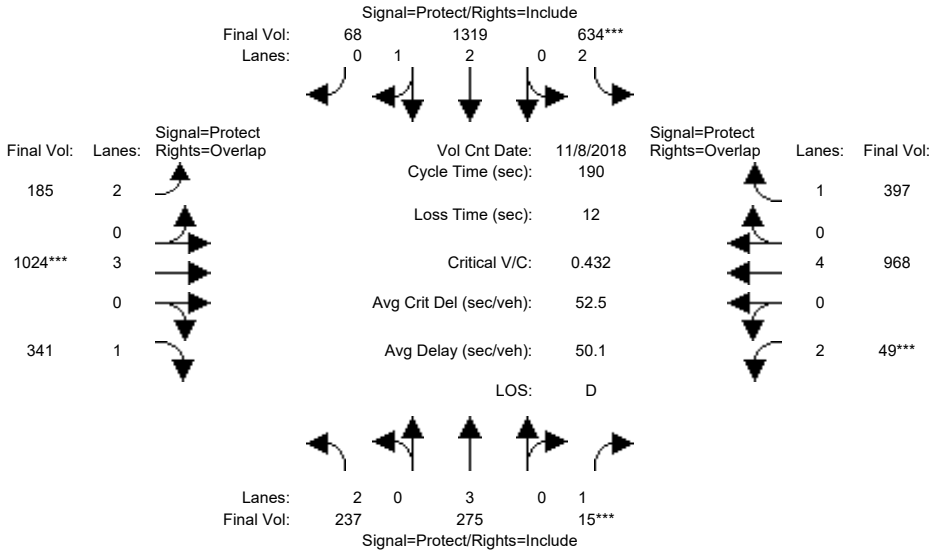
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	6.7	5.7	5.7	6.5	5.7	5.7	5.7	5.8	5.8	5.6	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	191	614	12	366	145	61	161	708	157	4	2013	851
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:	191	614	12	366	145	61	161	708	157	4	2013	851
Added Vol:	0	0	1	0	0	1	0	6	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	121	0	0	202	0
Initial Fut:	191	614	13	366	145	62	161	835	157	4	2226	851
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	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:	191	614	13	366	145	62	161	835	157	4	1469	851
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	614	13	366	145	62	161	835	157	4	1469	851
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:	191	614	13	366	145	62	161	835	157	4	1469	851
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.07	0.93	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	3921	1676	3150	7600	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.01	0.12	0.04	0.04	0.05	0.11	0.09	0.00	0.26	0.49
Crit Moves:		****		****				****		****		
Green Time:	13.6	39.0	39.0	42.0	67.4	67.4	24.0	77.0	90.6	20.0	73.0	115.0
Volume/Cap:	0.85	0.53	0.04	0.53	0.10	0.10	0.40	0.27	0.19	0.01	0.67	0.80
Delay/Veh:	111.6	67.7	60.5	65.9	41.1	41.1	77.1	33.6	23.0	76.2	45.0	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.6	67.7	60.5	65.9	41.1	41.1	77.1	33.6	23.0	76.2	45.0	20.7
LOS by Move:	F	E	E	E	D	D	E	C	C	E	D	C
HCM2kAvgQ:	7	10	1	11	3	3	5	6	4	0	20	30

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



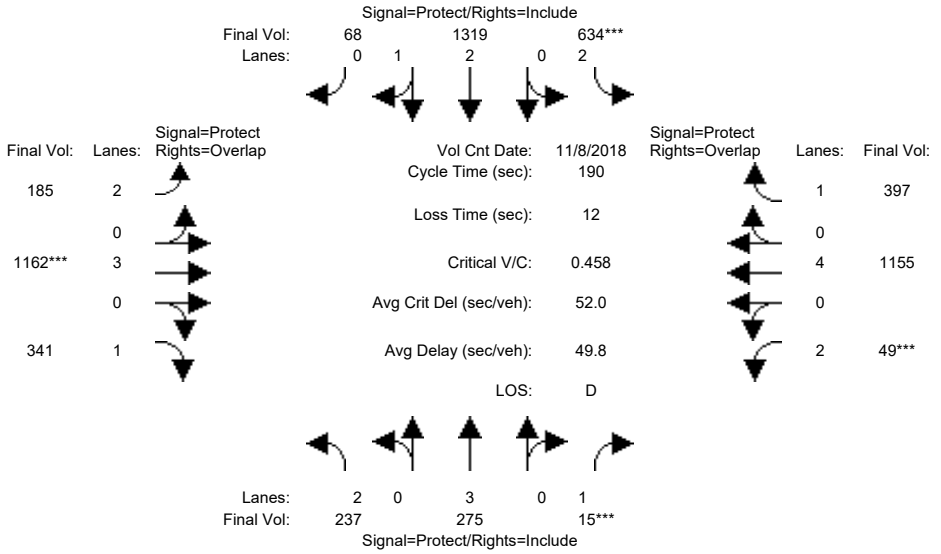
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	6.7	5.7	5.7	6.5	5.7	5.7	5.7	5.8	5.8	5.6	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	237	275	15	634	1319	68	185	1552	341	49	968	397
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:	237	275	15	634	1319	68	185	1552	341	49	968	397
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	275	15	634	1319	68	185	1552	341	49	968	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	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:	237	275	15	634	1319	68	185	1024	341	49	968	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	275	15	634	1319	68	185	1024	341	49	968	397
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:	237	275	15	634	1319	68	185	1024	341	49	968	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.85	0.15	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	5325	275	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.01	0.20	0.25	0.25	0.06	0.18	0.19	0.02	0.13	0.23
Crit Moves:			****	****				****		****		
Green Time:	16.2	35.0	35.0	46.0	64.8	64.8	24.0	77.0	93.2	20.0	73.0	119.0
Volume/Cap:	0.88	0.26	0.05	0.83	0.73	0.73	0.46	0.44	0.40	0.15	0.33	0.36
Delay/Veh:	112.5	66.6	63.8	76.0	56.3	56.3	77.9	36.5	24.2	77.5	37.7	8.9
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:	112.5	66.6	63.8	76.0	56.3	56.3	77.9	36.5	24.2	77.5	37.7	8.9
LOS by Move:	F	E	E	E	E	E	E	D	C	E	D	A
HCM2kAvgQ:	9	4	1	23	24	24	6	11	10	1	8	6

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



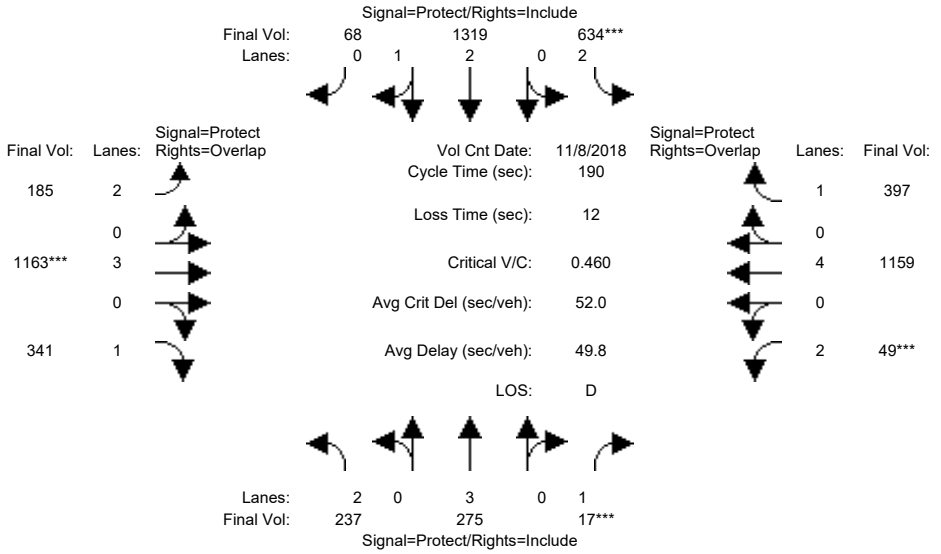
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	6.7	5.7	5.7	6.5	5.7	5.7	5.7	5.8	5.8	5.6	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	237	275	15	634	1319	68	185	1552	341	49	968	397
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:	237	275	15	634	1319	68	185	1552	341	49	968	397
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	208	0	0	187	0
Initial Fut:	237	275	15	634	1319	68	185	1760	341	49	1155	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	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:	237	275	15	634	1319	68	185	1162	341	49	1155	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	275	15	634	1319	68	185	1162	341	49	1155	397
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:	237	275	15	634	1319	68	185	1162	341	49	1155	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.85	0.15	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	5325	275	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.01	0.20	0.25	0.25	0.06	0.20	0.19	0.02	0.15	0.23
Crit Moves:			****	****				****		****		
Green Time:	16.2	35.0	35.0	46.0	64.8	64.8	24.0	77.0	93.2	20.0	73.0	119.0
Volume/Cap:	0.88	0.26	0.05	0.83	0.73	0.73	0.46	0.50	0.40	0.15	0.40	0.36
Delay/Veh:	112.5	66.6	63.8	76.0	56.3	56.3	77.9	37.7	24.2	77.5	38.8	8.9
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:	112.5	66.6	63.8	76.0	56.3	56.3	77.9	37.7	24.2	77.5	38.8	8.9
LOS by Move:	F	E	E	E	E	E	E	D	C	E	D	A
HCM2kAvgQ:	9	4	1	23	24	24	6	14	10	1	10	6

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5803: MONTAGUE EXPWY/CAPITOL AVE



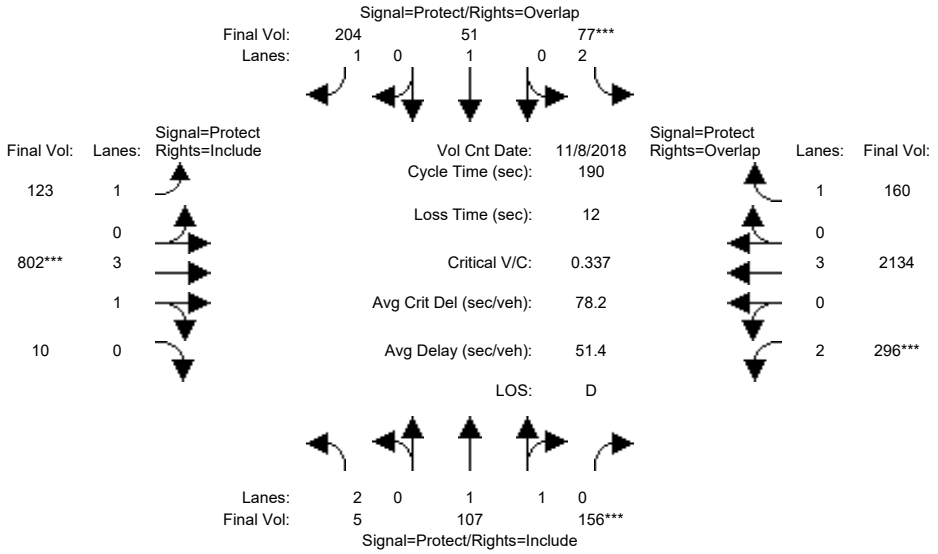
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	35	35	34	57	57	24	77	77	20	73	73
Y+R:	6.7	5.7	5.7	6.5	5.7	5.7	5.7	5.8	5.8	5.6	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	237	275	15	634	1319	68	185	1552	341	49	968	397
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:	237	275	15	634	1319	68	185	1552	341	49	968	397
Added Vol:	0	0	2	0	0	0	0	2	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	208	0	0	187	0
Initial Fut:	237	275	17	634	1319	68	185	1762	341	49	1159	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	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:	237	275	17	634	1319	68	185	1163	341	49	1159	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	275	17	634	1319	68	185	1163	341	49	1159	397
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:	237	275	17	634	1319	68	185	1163	341	49	1159	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.85	0.15	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	5325	275	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.01	0.20	0.25	0.25	0.06	0.20	0.19	0.02	0.15	0.23
Crit Moves:			****	****				****		****		
Green Time:	16.2	35.0	35.0	46.0	64.8	64.8	24.0	77.0	93.2	20.0	73.0	119.0
Volume/Cap:	0.88	0.26	0.05	0.83	0.73	0.73	0.46	0.50	0.40	0.15	0.40	0.36
Delay/Veh:	112.5	66.6	63.9	76.0	56.3	56.3	77.9	37.7	24.2	77.5	38.8	8.9
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:	112.5	66.6	63.9	76.0	56.3	56.3	77.9	37.7	24.2	77.5	38.8	8.9
LOS by Move:	F	E	E	E	E	E	E	D	C	E	D	A
HCM2kAvgQ:	9	4	1	23	24	24	6	14	10	1	10	6

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



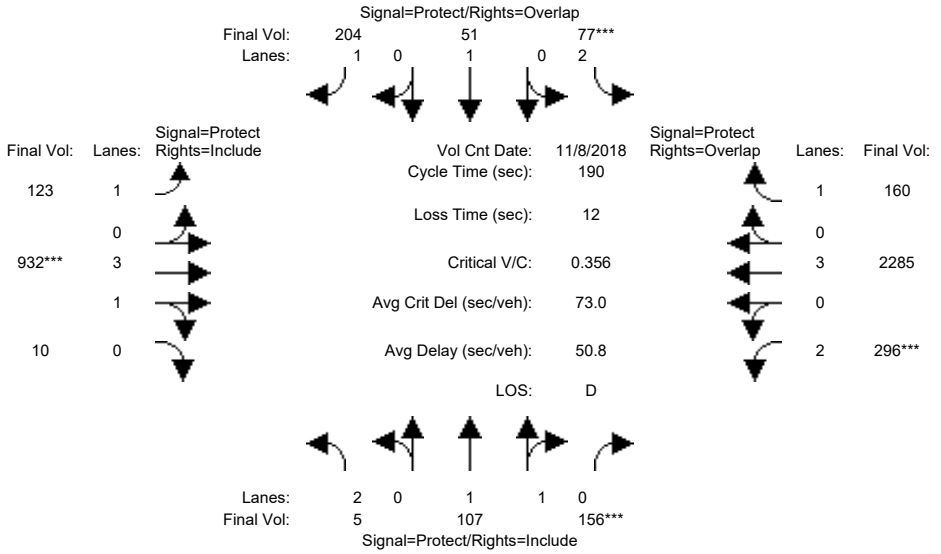
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	42	139	139	8	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	5	107	156	77	51	204	123	802	10	296	2736	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	107	156	77	51	204	123	802	10	296	2736	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	107	156	77	51	204	123	802	10	296	2736	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	107	156	77	51	204	123	802	10	296	2134	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	107	156	77	51	204	123	802	10	296	2134	160
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:	5	107	156	77	51	204	123	802	10	296	2134	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	3.95	0.05	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	7407	92	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.09	0.02	0.03	0.12	0.07	0.11	0.11	0.09	0.37	0.09
Crit Moves:			****	****				****		****		
Green Time:	9.3	15.6	15.6	7.0	13.3	60.2	47.0	139	139.0	16.4	108	115.5
Volume/Cap:	0.03	0.69	1.09	0.66	0.38	0.37	0.28	0.15	0.15	1.09	0.66	0.15
Delay/Veh:	86.2	90.0	170.3	103.9	86.3	50.6	60.1	13.6	13.6	166.6	38.0	22.8
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:	86.2	90.0	170.3	103.9	86.3	50.6	60.1	13.6	13.6	166.6	38.0	22.8
LOS by Move:	F	F	F	F	F	D	E	B	B	F	D	C
HCM2kAvgQ:	0	7	14	4	3	10	6	6	6	15	33	6

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



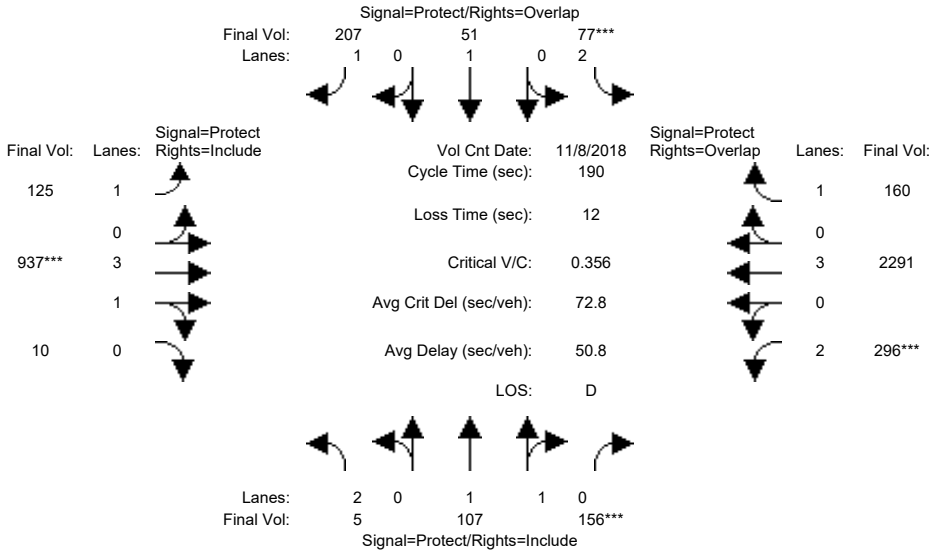
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	42	139	139	8	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	5	107	156	77	51	204	123	802	10	296	2736	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	107	156	77	51	204	123	802	10	296	2736	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	130	0	0	193	0
Initial Fut:	5	107	156	77	51	204	123	932	10	296	2929	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	107	156	77	51	204	123	932	10	296	2285	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	107	156	77	51	204	123	932	10	296	2285	160
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:	5	107	156	77	51	204	123	932	10	296	2285	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	3.96	0.04	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	7420	80	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.09	0.02	0.03	0.12	0.07	0.13	0.13	0.09	0.40	0.09
Crit Moves:			****	****				****		****		
Green Time:	9.3	15.6	15.6	7.0	13.3	60.2	47.0	139	139.0	16.4	108	115.5
Volume/Cap:	0.03	0.69	1.09	0.66	0.38	0.37	0.28	0.17	0.17	1.09	0.70	0.15
Delay/Veh:	86.2	90.0	170.3	103.9	86.3	50.6	60.1	13.9	13.9	166.6	39.9	22.8
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:	86.2	90.0	170.3	103.9	86.3	50.6	60.1	13.9	13.9	166.6	39.9	22.8
LOS by Move:	F	F	F	F	F	D	E	B	B	F	D	C
HCM2kAvgQ:	0	7	14	4	3	10	6	7	7	15	36	6

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



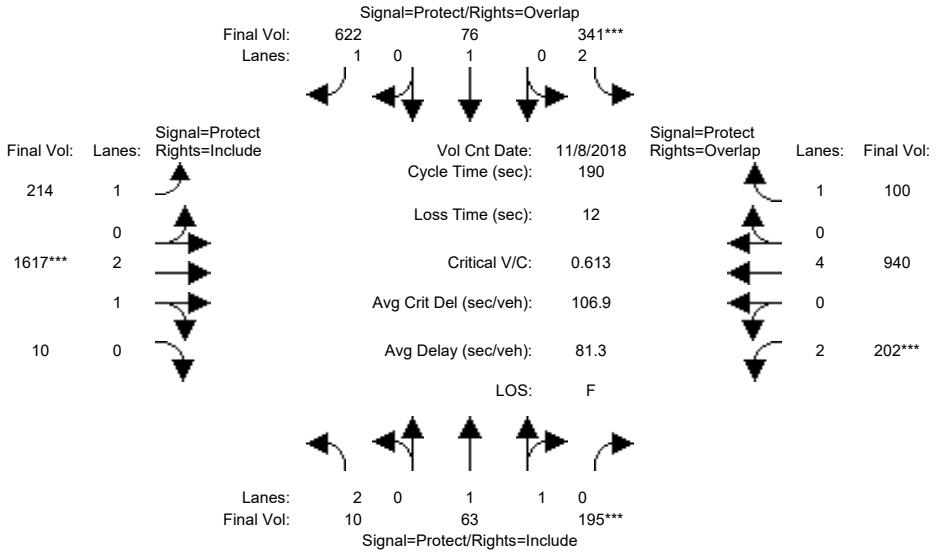
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	42	139	139	8	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	5	107	156	77	51	204	123	802	10	296	2736	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	107	156	77	51	204	123	802	10	296	2736	160
Added Vol:	0	0	0	0	0	3	2	5	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	130	0	0	193	0
Initial Fut:	5	107	156	77	51	207	125	937	10	296	2937	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	107	156	77	51	207	125	937	10	296	2291	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	107	156	77	51	207	125	937	10	296	2291	160
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:	5	107	156	77	51	207	125	937	10	296	2291	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	3.96	0.04	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	7421	79	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.09	0.02	0.03	0.12	0.07	0.13	0.13	0.09	0.40	0.09
Crit Moves:			****	****				****		****		
Green Time:	9.3	15.6	15.6	7.0	13.3	60.2	47.0	139	139.0	16.4	108	115.5
Volume/Cap:	0.03	0.69	1.09	0.66	0.38	0.37	0.29	0.17	0.17	1.09	0.70	0.15
Delay/Veh:	86.2	90.0	170.3	103.9	86.3	50.7	60.2	13.9	13.9	166.6	40.0	22.8
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:	86.2	90.0	170.3	103.9	86.3	50.7	60.2	13.9	13.9	166.6	40.0	22.8
LOS by Move:	F	F	F	F	F	D	E	B	B	F	D	C
HCM2kAvgQ:	0	7	14	4	3	10	7	7	7	15	36	6

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



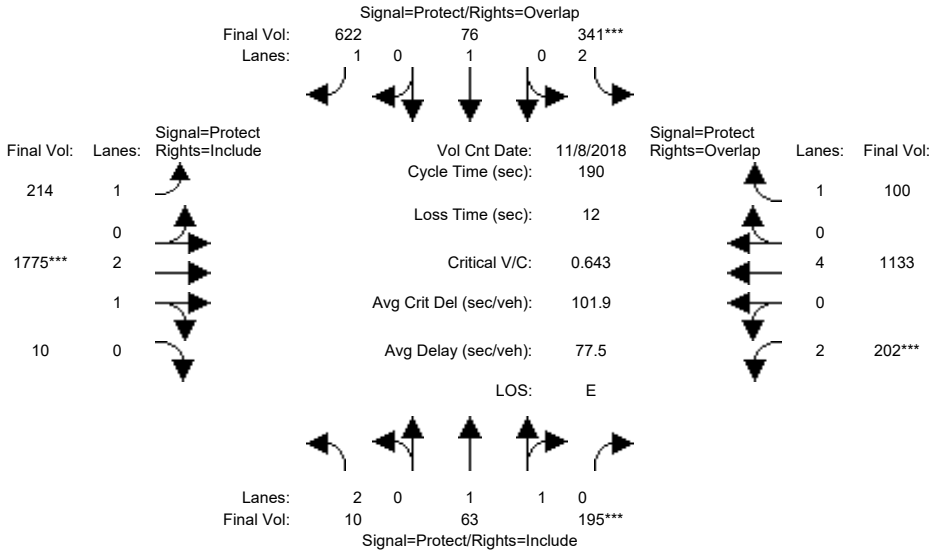
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	42	139	139	8	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	10	63	195	341	76	622	214	2073	10	202	940	100
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:	10	63	195	341	76	622	214	2073	10	202	940	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	63	195	341	76	622	214	2073	10	202	940	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	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:	10	63	195	341	76	622	214	1617	10	202	940	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	63	195	341	76	622	214	1617	10	202	940	100
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:	10	63	195	341	76	622	214	1617	10	202	940	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.98	0.02	2.00	4.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	5566	34	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.11	0.11	0.04	0.36	0.12	0.29	0.29	0.06	0.12	0.06
Crit Moves:			****	****				****		****		
Green Time:	7.0	15.3	15.3	14.9	23.2	67.9	44.7	139	139.0	8.8	103	118.0
Volume/Cap:	0.09	0.41	1.38	1.38	0.33	1.00	0.52	0.40	0.40	1.38	0.23	0.09
Delay/Veh:	88.7	83.5	289.3	283.0	77.1	95.7	66.1	17.2	17.2	299.5	29.4	20.8
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:	88.7	83.5	289.3	283.0	77.1	95.7	66.1	17.2	17.2	299.5	29.4	20.8
LOS by Move:	F	F	F	F	E	F	E	B	B	F	C	C
HCM2kAvgQ:	0	4	21	21	4	45	12	19	19	13	9	4

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



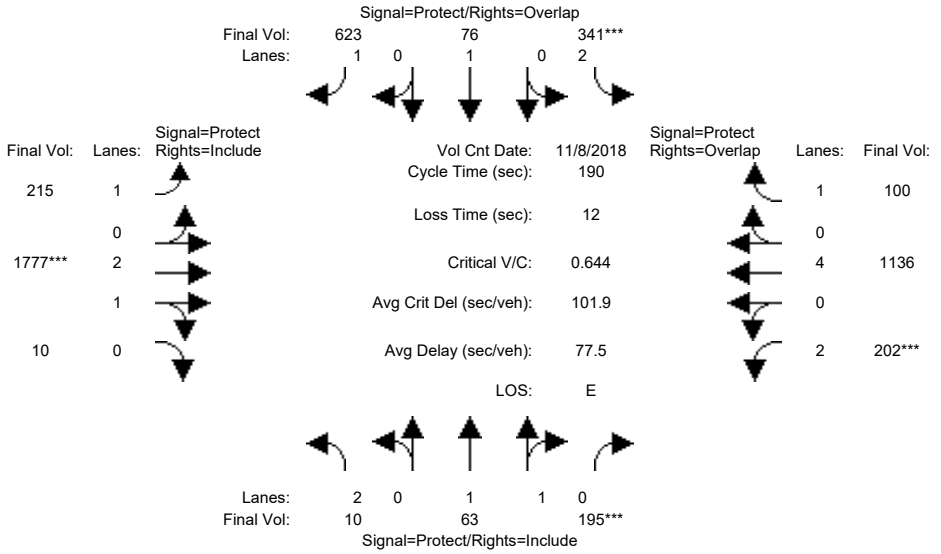
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	42	139	139	8	97	97
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	10	63	195	341	76	622	214	2073	10	202	940	100
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:	10	63	195	341	76	622	214	2073	10	202	940	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	202	0	0	193	0
Initial Fut:	10	63	195	341	76	622	214	2275	10	202	1133	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	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:	10	63	195	341	76	622	214	1775	10	202	1133	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	63	195	341	76	622	214	1775	10	202	1133	100
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:	10	63	195	341	76	622	214	1775	10	202	1133	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.98	0.02	2.00	4.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	5569	31	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.11	0.11	0.04	0.36	0.12	0.32	0.32	0.06	0.15	0.06
Crit Moves:			****	****				****		****		
Green Time:	7.0	15.3	15.3	14.9	23.2	67.9	44.7	139	139.0	8.8	103	118.0
Volume/Cap:	0.09	0.41	1.38	1.38	0.33	1.00	0.52	0.44	0.44	1.38	0.27	0.09
Delay/Veh:	88.7	83.5	289.3	283.0	77.1	95.7	66.1	17.9	17.9	299.5	30.3	20.8
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:	88.7	83.5	289.3	283.0	77.1	95.7	66.1	17.9	17.9	299.5	30.3	20.8
LOS by Move:	F	F	F	F	E	F	E	B	B	F	C	C
HCM2kAvgQ:	0	4	21	21	4	45	12	22	22	13	11	4

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

1849 FORTUNE DRIVE AND 2400 RINGWOOD AVENUE
San Jose, CA
Hexagon Transportation Consultants

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

Intersection #5804: MONTAGUE EXPWY/MILPITAS BLVD



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	42	139	139	8	97	97
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: 8 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	10	63	195	341	76	622	214	2073	10	202	940	100
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:	10	63	195	341	76	622	214	2073	10	202	940	100
Added Vol:	0	0	0	0	0	1	1	3	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	202	0	0	193	0
Initial Fut:	10	63	195	341	76	623	215	2278	10	202	1136	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	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:	10	63	195	341	76	623	215	1777	10	202	1136	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	63	195	341	76	623	215	1777	10	202	1136	100
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:	10	63	195	341	76	623	215	1777	10	202	1136	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.98	0.02	2.00	4.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	5569	31	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.11	0.11	0.04	0.36	0.12	0.32	0.32	0.06	0.15	0.06
Crit Moves:			****	****				****		****		
Green Time:	7.0	15.3	15.3	14.9	23.2	67.9	44.7	139	139.0	8.8	103	118.0
Volume/Cap:	0.09	0.41	1.38	1.38	0.33	1.00	0.52	0.44	0.44	1.38	0.28	0.09
Delay/Veh:	88.7	83.5	289.3	283.0	77.1	96.1	66.2	17.9	17.9	299.5	30.3	20.8
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:	88.7	83.5	289.3	283.0	77.1	96.1	66.2	17.9	17.9	299.5	30.3	20.8
LOS by Move:	F	F	F	F	E	F	E	B	B	F	C	C
HCM2kAvgQ:	0	4	21	21	4	45	12	22	22	13	11	4

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

Appendix F
Queue Length Calculations

Tradezone/Montague
NB
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 15.5
Percentile = 95% 22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0005	0.0006	4
0.0014	0.0020	5
0.0037	0.0057	6
0.0081	0.0139	7
0.0157	0.0296	8
0.0270	0.0565	9
0.0417	0.0982	10
0.0585	0.1567	11
0.0753	0.2320	12
0.0895	0.3215	13
0.0988	0.4203	14
0.1018	0.5221	15
0.0983	0.6204	16
0.0893	0.7097	17
0.0767	0.7863	18
0.0623	0.8486	19
0.0481	0.8968	20
0.0354	0.9322	21
0.0249	0.9571	22
0.0167	0.9738	23
0.0108	0.9846	24
0.0066	0.9912	25
0.0040	0.9952	26
0.0023	0.9974	27
0.0012	0.9987	28
0.0007	0.9993	29
0.0003	0.9997	30
0.0002	0.9998	31
0.0001	0.9999	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Tradezone/Montague
NB
AM
Background Conditions
Avg. Queue Per Lane in Veh= 16.4
Percentile = 95% 23

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0002	0.0003	4
0.0007	0.0010	5
0.0020	0.0031	6
0.0048	0.0079	7
0.0098	0.0176	8
0.0178	0.0355	9
0.0293	0.0647	10
0.0436	0.1084	11
0.0596	0.1680	12
0.0752	0.2432	13
0.0881	0.3313	14
0.0963	0.4276	15
0.0987	0.5263	16
0.0952	0.6216	17
0.0868	0.7084	18
0.0749	0.7833	19
0.0614	0.8447	20
0.0480	0.8927	21
0.0358	0.9284	22
0.0255	0.9539	23
0.0174	0.9713	24
0.0114	0.9828	25
0.0072	0.9900	26
0.0044	0.9944	27
0.0026	0.9969	28
0.0015	0.9984	29
0.0008	0.9992	30
0.0004	0.9996	31
0.0002	0.9998	32
0.0001	0.9999	33
0.0001	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Tradezone/Montague
NB
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 16.8
Percentile = 95% 24

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0002	0.0002	4
0.0006	0.0008	5
0.0016	0.0024	6
0.0038	0.0061	7
0.0080	0.0141	8
0.0149	0.0290	9
0.0250	0.0539	10
0.0381	0.0920	11
0.0534	0.1454	12
0.0690	0.2144	13
0.0828	0.2971	14
0.0927	0.3898	15
0.0973	0.4871	16
0.0962	0.5833	17
0.0898	0.6730	18
0.0794	0.7524	19
0.0667	0.8191	20
0.0533	0.8724	21
0.0407	0.9131	22
0.0297	0.9429	23
0.0208	0.9637	24
0.0140	0.9777	25
0.0090	0.9867	26
0.0056	0.9924	27
0.0034	0.9957	28
0.0020	0.9977	29
0.0011	0.9988	30
0.0006	0.9994	31
0.0003	0.9997	32
0.0002	0.9999	33
0.0001	0.9999	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Tradezone/Montague
NB
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 13.6
Percentile = 95% 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0005	0.0007	3
0.0018	0.0024	4
0.0048	0.0072	5
0.0109	0.0182	6
0.0212	0.0394	7
0.0360	0.0754	8
0.0545	0.1299	9
0.0740	0.2039	10
0.0915	0.2954	11
0.1037	0.3992	12
0.1085	0.5076	13
0.1054	0.6130	14
0.0955	0.7085	15
0.0812	0.7897	16
0.0649	0.8546	17
0.0490	0.9037	18
0.0351	0.9388	19
0.0239	0.9626	20
0.0155	0.9781	21
0.0096	0.9876	22
0.0056	0.9933	23
0.0032	0.9965	24
0.0017	0.9982	25
0.0009	0.9991	26
0.0005	0.9996	27
0.0002	0.9998	28
0.0001	0.9999	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Tradezone/Montague
NB
PM
Background Conditions
Avg. Queue Per Lane in Veh= 15.5
Percentile = 95% 22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0005	0.0006	4
0.0014	0.0020	5
0.0036	0.0056	6
0.0080	0.0136	7
0.0154	0.0290	8
0.0265	0.0555	9
0.0411	0.0966	10
0.0579	0.1545	11
0.0747	0.2292	12
0.0890	0.3182	13
0.0984	0.4166	14
0.1016	0.5183	15
0.0984	0.6167	16
0.0896	0.7063	17
0.0771	0.7834	18
0.0629	0.8463	19
0.0487	0.8950	20
0.0359	0.9309	21
0.0253	0.9562	22
0.0170	0.9732	23
0.0110	0.9842	24
0.0068	0.9910	25
0.0041	0.9950	26
0.0023	0.9973	27
0.0013	0.9986	28
0.0007	0.9993	29
0.0004	0.9997	30
0.0002	0.9998	31
0.0001	0.9999	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Tradezone/Montague
NB
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 15.7
Percentile = 95% 22

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0004	0.0005	4
0.0012	0.0017	5
0.0032	0.0049	6
0.0071	0.0120	7
0.0139	0.0259	8
0.0243	0.0502	9
0.0381	0.0883	10
0.0544	0.1427	11
0.0712	0.2139	12
0.0859	0.2998	13
0.0964	0.3962	14
0.1008	0.4970	15
0.0989	0.5959	16
0.0914	0.6873	17
0.0797	0.7670	18
0.0658	0.8328	19
0.0517	0.8844	20
0.0386	0.9231	21
0.0276	0.9506	22
0.0188	0.9694	23
0.0123	0.9817	24
0.0077	0.9894	25
0.0047	0.9941	26
0.0027	0.9968	27
0.0015	0.9983	28
0.0008	0.9992	29
0.0004	0.9996	30
0.0002	0.9998	31
0.0001	0.9999	32
0.0001	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Tradezone/Montague
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.3
Percentile = 95% 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0369	0.0369	0
0.1217	0.1586	1
0.2008	0.3594	2
0.2209	0.5803	3
0.1823	0.7626	4
0.1203	0.8829	5
0.0662	0.9490	6
0.0312	0.9802	7
0.0129	0.9931	8
0.0047	0.9978	9
0.0016	0.9994	10
0.0005	0.9998	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Tradezone/Montague
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 4.0
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0183	0.0183	0
0.0733	0.0916	1
0.1465	0.2381	2
0.1954	0.4335	3
0.1954	0.6288	4
0.1563	0.7851	5
0.1042	0.8893	6
0.0595	0.9489	7
0.0298	0.9786	8
0.0132	0.9919	9
0.0053	0.9972	10
0.0019	0.9991	11
0.0006	0.9997	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Tradezone/Montague
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.6
Percentile = 95% 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0106	0.0106	0
0.0481	0.0586	1
0.1094	0.1680	2
0.1659	0.3339	3
0.1887	0.5226	4
0.1717	0.6944	5
0.1302	0.8246	6
0.0846	0.9092	7
0.0481	0.9574	8
0.0243	0.9817	9
0.0111	0.9928	10
0.0046	0.9974	11
0.0017	0.9991	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Tradezone/Montague
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 11.1
Percentile = 95% 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0009	0.0011	2
0.0034	0.0045	3
0.0094	0.0138	4
0.0209	0.0347	5
0.0387	0.0734	6
0.0616	0.1350	7
0.0857	0.2206	8
0.1059	0.3266	9
0.1179	0.4445	10
0.1193	0.5638	11
0.1106	0.6744	12
0.0947	0.7691	13
0.0753	0.8444	14
0.0559	0.9003	15
0.0389	0.9392	16
0.0254	0.9646	17
0.0157	0.9803	18
0.0092	0.9896	19
0.0051	0.9947	20
0.0027	0.9974	21
0.0014	0.9988	22
0.0007	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Tradezone/Montague
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 11.9
Percentile = 95% 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0005	0.0006	2
0.0019	0.0024	3
0.0056	0.0081	4
0.0134	0.0214	5
0.0266	0.0480	6
0.0452	0.0932	7
0.0673	0.1605	8
0.0892	0.2497	9
0.1063	0.3559	10
0.1151	0.4711	11
0.1143	0.5854	12
0.1048	0.6902	13
0.0892	0.7794	14
0.0709	0.8503	15
0.0528	0.9031	16
0.0370	0.9401	17
0.0245	0.9646	18
0.0154	0.9800	19
0.0092	0.9892	20
0.0052	0.9944	21
0.0028	0.9972	22
0.0015	0.9987	23
0.0007	0.9994	24
0.0003	0.9997	25
0.0002	0.9999	26
0.0001	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Tradezone/Montague
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 12.2
Percentile = 95% 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0004	0.0004	2
0.0015	0.0020	3
0.0047	0.0067	4
0.0115	0.0182	5
0.0233	0.0414	6
0.0405	0.0819	7
0.0617	0.1436	8
0.0834	0.2270	9
0.1016	0.3286	10
0.1125	0.4412	11
0.1142	0.5554	12
0.1070	0.6624	13
0.0931	0.7555	14
0.0756	0.8311	15
0.0575	0.8886	16
0.0412	0.9299	17
0.0279	0.9578	18
0.0179	0.9757	19
0.0109	0.9866	20
0.0063	0.9929	21
0.0035	0.9964	22
0.0019	0.9982	23
0.0009	0.9992	24
0.0005	0.9996	25
0.0002	0.9998	26
0.0001	0.9999	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Trade Zone
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7016	0.7016	0
0.2487	0.9502	1
0.0441	0.9943	2
0.0052	0.9995	3
0.0005	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Trade Zone
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 95% 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5083	0.5083	0
0.3440	0.8523	1
0.1164	0.9686	2
0.0262	0.9949	3
0.0044	0.9993	4
0.0006	0.9999	5
0.0001	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Trade Zone
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.1
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3344	0.3344	0
0.3663	0.7007	1
0.2007	0.9013	2
0.0733	0.9746	3
0.0201	0.9947	4
0.0044	0.9991	5
0.0008	0.9999	6
0.0001	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Trade Zone
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7483	0.7483	0
0.2170	0.9653	1
0.0315	0.9967	2
0.0030	0.9998	3
0.0002	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Trade Zone
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7016	0.7016	0
0.2487	0.9502	1
0.0441	0.9943	2
0.0052	0.9995	3
0.0005	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Trade Zone
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.1
Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3238	0.3238	0
0.3651	0.6889	1
0.2059	0.8948	2
0.0774	0.9722	3
0.0218	0.9940	4
0.0049	0.9989	5
0.0009	0.9998	6
0.0001	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Trade Zone
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 24.5
Percentile = 95% 33

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0001	0.0001	8
0.0002	0.0003	9
0.0005	0.0008	10
0.0011	0.0019	11
0.0022	0.0042	12
0.0042	0.0084	13
0.0074	0.0158	14
0.0121	0.0279	15
0.0185	0.0464	16
0.0267	0.0731	17
0.0363	0.1094	18
0.0468	0.1561	19
0.0573	0.2134	20
0.0668	0.2802	21
0.0743	0.3545	22
0.0791	0.4336	23
0.0808	0.5144	24
0.0791	0.5935	25
0.0745	0.6680	26
0.0676	0.7356	27
0.0591	0.7947	28
0.0499	0.8446	29
0.0407	0.8853	30
0.0322	0.9175	31
0.0246	0.9421	32
0.0183	0.9604	33
0.0132	0.9736	34
0.0092	0.9828	35
0.0063	0.9891	36
0.0041	0.9932	37
0.0027	0.9959	38
0.0017	0.9976	39
0.0010	0.9986	40
0.0006	0.9992	41
0.0004	0.9996	42
0.0002	0.9998	43
0.0001	0.9999	44
0.0001	0.9999	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Trade Zone
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 24.8
Percentile = 95% 33

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0001	0.0001	8
0.0002	0.0003	9
0.0004	0.0007	10
0.0009	0.0016	11
0.0019	0.0035	12
0.0036	0.0071	13
0.0064	0.0136	14
0.0107	0.0242	15
0.0165	0.0408	16
0.0241	0.0649	17
0.0333	0.0982	18
0.0434	0.1416	19
0.0539	0.1955	20
0.0637	0.2591	21
0.0718	0.3309	22
0.0775	0.4084	23
0.0801	0.4885	24
0.0795	0.5679	25
0.0758	0.6438	26
0.0697	0.7135	27
0.0617	0.7752	28
0.0528	0.8280	29
0.0437	0.8717	30
0.0350	0.9067	31
0.0271	0.9338	32
0.0204	0.9542	33
0.0149	0.9691	34
0.0105	0.9796	35
0.0073	0.9869	36
0.0049	0.9918	37
0.0032	0.9949	38
0.0020	0.9970	39
0.0013	0.9982	40
0.0008	0.9990	41
0.0004	0.9994	42
0.0003	0.9997	43
0.0001	0.9998	44
0.0001	0.9999	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Trade Zone
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 25.5
Percentile = 95% 34

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0000	0.0001	8
0.0001	0.0002	9
0.0003	0.0004	10
0.0006	0.0011	11
0.0014	0.0024	12
0.0027	0.0051	13
0.0048	0.0100	14
0.0082	0.0182	15
0.0131	0.0313	16
0.0196	0.0508	17
0.0277	0.0786	18
0.0371	0.1157	19
0.0472	0.1629	20
0.0573	0.2202	21
0.0663	0.2864	22
0.0733	0.3598	23
0.0778	0.4375	24
0.0792	0.5167	25
0.0775	0.5943	26
0.0731	0.6674	27
0.0665	0.7338	28
0.0583	0.7922	29
0.0495	0.8417	30
0.0406	0.8823	31
0.0323	0.9147	32
0.0249	0.9396	33
0.0187	0.9583	34
0.0136	0.9719	35
0.0096	0.9815	36
0.0066	0.9881	37
0.0044	0.9925	38
0.0029	0.9954	39
0.0018	0.9972	40
0.0011	0.9984	41
0.0007	0.9991	42
0.0004	0.9995	43
0.0002	0.9997	44
0.0001	0.9998	45
0.0001	0.9999	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Trade Zone
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.3
Percentile = 95% 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0051	0.0059	1
0.0187	0.0245	2
0.0451	0.0696	3
0.0818	0.1514	4
0.1185	0.2699	5
0.1432	0.4132	6
0.1484	0.5615	7
0.1344	0.6960	8
0.1083	0.8043	9
0.0785	0.8828	10
0.0518	0.9345	11
0.0313	0.9658	12
0.0174	0.9832	13
0.0090	0.9923	14
0.0044	0.9966	15
0.0020	0.9986	16
0.0008	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Trade Zone
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 8.3
Percentile = 95% 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0020	0.0022	1
0.0083	0.0105	2
0.0230	0.0335	3
0.0480	0.0815	4
0.0801	0.1616	5
0.1114	0.2730	6
0.1328	0.4059	7
0.1386	0.5444	8
0.1285	0.6729	9
0.1072	0.7802	10
0.0814	0.8615	11
0.0566	0.9181	12
0.0363	0.9544	13
0.0217	0.9761	14
0.0120	0.9881	15
0.0063	0.9944	16
0.0031	0.9975	17
0.0014	0.9989	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
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0.0000	1.0000	36
0.0000	1.0000	37
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0.0000	1.0000	41
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0.0000	1.0000	45
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Lundy/Trade Zone
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.6
Percentile = 95% 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0015	0.0017	1
0.0066	0.0083	2
0.0191	0.0274	3
0.0412	0.0686	4
0.0711	0.1397	5
0.1023	0.2420	6
0.1262	0.3683	7
0.1363	0.5045	8
0.1308	0.6353	9
0.1129	0.7482	10
0.0886	0.8369	11
0.0638	0.9007	12
0.0424	0.9430	13
0.0261	0.9692	14
0.0150	0.9842	15
0.0081	0.9923	16
0.0041	0.9965	17
0.0020	0.9985	18
0.0009	0.9994	19
0.0004	0.9997	20
0.0002	0.9999	21
0.0001	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Capitol/Trade Zone
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 17.9
Percentile = 95% 25

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0003	0.0004	5
0.0008	0.0011	6
0.0020	0.0031	7
0.0044	0.0076	8
0.0088	0.0164	9
0.0158	0.0322	10
0.0257	0.0579	11
0.0383	0.0962	12
0.0526	0.1488	13
0.0672	0.2160	14
0.0801	0.2962	15
0.0896	0.3857	16
0.0942	0.4799	17
0.0936	0.5735	18
0.0880	0.6615	19
0.0787	0.7402	20
0.0670	0.8072	21
0.0545	0.8617	22
0.0423	0.9041	23
0.0315	0.9356	24
0.0226	0.9582	25
0.0155	0.9737	26
0.0103	0.9840	27
0.0066	0.9905	28
0.0040	0.9946	29
0.0024	0.9970	30
0.0014	0.9984	31
0.0008	0.9991	32
0.0004	0.9996	33
0.0002	0.9998	34
0.0001	0.9999	35
0.0001	0.9999	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Capitol/Trade Zone
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 18.4
Percentile = 95% 26

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0001	4
0.0002	0.0002	5
0.0005	0.0008	6
0.0014	0.0022	7
0.0033	0.0054	8
0.0067	0.0121	9
0.0123	0.0244	10
0.0206	0.0450	11
0.0317	0.0766	12
0.0449	0.1215	13
0.0591	0.1807	14
0.0727	0.2534	15
0.0838	0.3371	16
0.0909	0.4280	17
0.0931	0.5211	18
0.0904	0.6115	19
0.0833	0.6948	20
0.0732	0.7680	21
0.0613	0.8293	22
0.0492	0.8784	23
0.0378	0.9162	24
0.0279	0.9441	25
0.0198	0.9638	26
0.0135	0.9773	27
0.0089	0.9862	28
0.0057	0.9919	29
0.0035	0.9953	30
0.0021	0.9974	31
0.0012	0.9986	32
0.0007	0.9993	33
0.0004	0.9996	34
0.0002	0.9998	35
0.0001	0.9999	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Capitol/Trade Zone
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 18.7
Percentile = 95% 26

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0001	0.0002	5
0.0005	0.0007	6
0.0012	0.0019	7
0.0028	0.0047	8
0.0059	0.0106	9
0.0110	0.0216	10
0.0187	0.0403	11
0.0291	0.0693	12
0.0418	0.1111	13
0.0558	0.1669	14
0.0694	0.2363	15
0.0811	0.3174	16
0.0891	0.4064	17
0.0924	0.4989	18
0.0909	0.5897	19
0.0849	0.6746	20
0.0755	0.7501	21
0.0641	0.8142	22
0.0521	0.8663	23
0.0405	0.9068	24
0.0303	0.9371	25
0.0218	0.9589	26
0.0151	0.9739	27
0.0100	0.9839	28
0.0065	0.9904	29
0.0040	0.9944	30
0.0024	0.9969	31
0.0014	0.9983	32
0.0008	0.9991	33
0.0004	0.9995	34
0.0002	0.9998	35
0.0001	0.9999	36
0.0001	0.9999	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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
0.0000	1.0000	55
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0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Capitol/Trade Zone
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.8
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0625	0.0625	0
0.1732	0.2357	1
0.2402	0.4758	2
0.2220	0.6979	3
0.1539	0.8518	4
0.0854	0.9372	5
0.0395	0.9767	6
0.0156	0.9923	7
0.0054	0.9977	8
0.0017	0.9994	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
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0.0000	1.0000	37
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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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
0.0000	1.0000	49
0.0000	1.0000	50
0.0000	1.0000	51
0.0000	1.0000	52
0.0000	1.0000	53
0.0000	1.0000	54
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0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Capitol/Trade Zone
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0470	0.0470	0
0.1437	0.1907	1
0.2197	0.4104	2
0.2239	0.6343	3
0.1712	0.8055	4
0.1047	0.9101	5
0.0533	0.9635	6
0.0233	0.9868	7
0.0089	0.9957	8
0.0030	0.9987	9
0.0009	0.9997	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
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0.0000	1.0000	21
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0.0000	1.0000	37
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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
0.0000	1.0000	46
0.0000	1.0000	47
0.0000	1.0000	48
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0.0000	1.0000	52
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0.0000	1.0000	56
0.0000	1.0000	57
0.0000	1.0000	58
0.0000	1.0000	59
0.0000	1.0000	60
0.0000	1.0000	61
0.0000	1.0000	62
0.0000	1.0000	63
0.0000	1.0000	64
0.0000	1.0000	65

Capitol/Trade Zone
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0438	0.0438	0
0.1369	0.1807	1
0.2142	0.3949	2
0.2234	0.6184	3
0.1748	0.7932	4
0.1094	0.9025	5
0.0570	0.9596	6
0.0255	0.9851	7
0.0100	0.9950	8
0.0035	0.9985	9
0.0011	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
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0.0000	1.0000	29
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0.0000	1.0000	62
0.0000	1.0000	63
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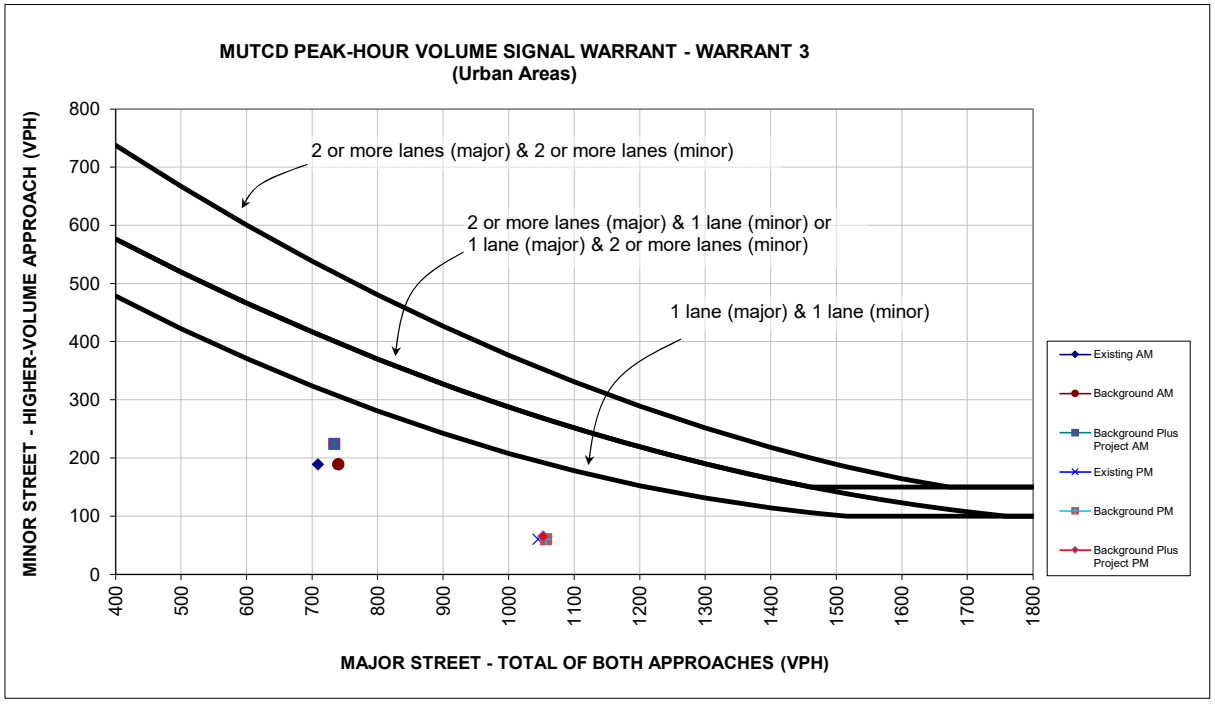
0.0000	1.0000	65

Appendix G
Signal Warrant Checks

1849 Fortune Drive and 2400 Ringwood Avenue

9 . Ringwood Avenue and Fortune Drive



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Background AM	Background Plus Project AM
Major Street - Both Approaches	Fortune Drive	X		709	740	734
Minor Street - Highest Approach	Ringwood Avenue	X		189	189	224
Maximum warrant threshold for minor street volume				320	306	308
Difference between warrant threshold & minor street volume				131	117	84
		Warrant Met?		No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Background PM	Background Plus Project PM
Major Street - Both Approaches	Fortune Drive	X		1045	1057	1053
Minor Street - Highest Approach	Ringwood Avenue	X		60	60	65
Maximum warrant threshold for minor street volume				194	190	191
Difference between warrant threshold & minor street volume				134	130	126
		Warrant Met?		No	No	No

Appendix H
TDM Plan

HEXAGON TRANSPORTATION CONSULTANTS, INC.

1849 Fortune Drive and 2400 Ringwood Avenue

Draft Transportation Demand Management (TDM) Plan

Prepared for:
DayZen

November 9, 2022

Hexagon Transportation Consultants, Inc.
Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
Gilroy, CA 95020
Hexagon Job Number: 22LD15
Phone: 408.846.7410

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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 and resulting vehicle miles traveled (VMT) to help relieve traffic congestion, parking demand, and air pollution problems. The purpose of TDM is to (1) reduce the amount of trips and resulting VMT 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 development at 1849 Fortune Drive and 2400 Ringwood Avenue to satisfy the requirements outlined in Section 20.90.220 of the San Jose Code of Ordinances, and to qualify for a proposed 32 percent reduction in required off-street parking. This TDM Plan addresses all the requirements of the City's ordinance and includes TDM measures designed to reduce the proposed project's parking demand and trips by employees.

Additionally, the Transportation Analysis dated November 9, 2022 completed for the proposed project indicates that the project would result in an impact on the transportation system based on the City's VMT impact criteria. Per the completed Transportation Analysis, the project will be required to implement the following multi-modal facility improvements to reduce the identified significant VMT impact.

- Provide Pedestrian Network Improvements for Active Transportation **and**
- Provide Traffic Calming Measures

Additionally, the project proposes to implement the following Travel Demand Management (TDM) measure to reduce the project's VMT impact to less than significant levels.

- Telecommuting and Alternative Work Schedules

Project Description

The proposed Trade Zone Boulevard Technology Park would be located at 1849 Fortune Drive and 2400 Ringwood Avenue in San Jose, California. The project site is currently occupied by an existing 88,000-s.f. office building located at 2400 Ringwood Avenue and a vacant 55,000-s.f. building located at 1849 Fortune Drive. The proposed project would demolish the two existing buildings and construct a

522,194-s.f. data center and 136,573 s.f. of manufacturing space. Parking for each of the buildings will be provided by a five-level 339-space parking garage. The entire site will be secured with a gate including each of the project access points.

Vehicular access to the parking garage will be provided via a right-in-only driveway and a right-out-only driveway along Trade Zone Boulevard. Two additional driveways – one along Ringwood Avenue and the other along Fortune Drive – would serve as entrance and exit for trucks only.

The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Location and Proximity to Transit

The project site is located within the Berryessa/International Business Park (BIBP) planned growth area.

The VTA operates the light rail transit (LRT) line system that extends from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View, Milpitas, and Sunnyvale. Service operates nearly 24 hours, every 20 minutes during much of the day. The Cropley LRT station is the closest station to the project site and is located just south of the Capitol Avenue and Cropley Avenue/Trade Zone Boulevard intersection, which is less than a one-mile walking distance from the project site. Chapter 2 describes the existing transit services in the study area.

Parking

Based on the City's parking requirements, the project is required to provide 497 off-street vehicle parking spaces for the proposed data center and manufacturing uses, before any reductions. The proposed 339 vehicle parking spaces would be 158 spaces less than, or a reduction of 32 percent from the City's requirement of 497 parking spaces.

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 is automatically allowed if the provisions of Subsections a and b are met. Due to the project site being located within a planned growth area and providing the required number of bicycle parking spaces per City code, the project would conform to Subsections 20.90.220.A.1.a and b and would be granted a vehicle parking reduction of 20 percent. Since the project is requesting a reduction in required parking of greater than 20%, the project is required to implement a minimum of three TDM measures as described under Code 20.90.220.A.1, Subsections c and d, to obtain an additional 12% reduction allowed under Code 20.90.220.A.

The proposed TDM Plan includes the following measures to support the proposed reduction in parking:

1. Transit Use Incentive Program (20.90.220.A.1.c.ii)
2. Telecommuting and Flexible Work Schedule (20.90.220.A.1.d.v) **(VMT Mitigation)**
3. On-Site Showers and Lockers (20.90.220.A.1.d.xii)

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
Project Site Location

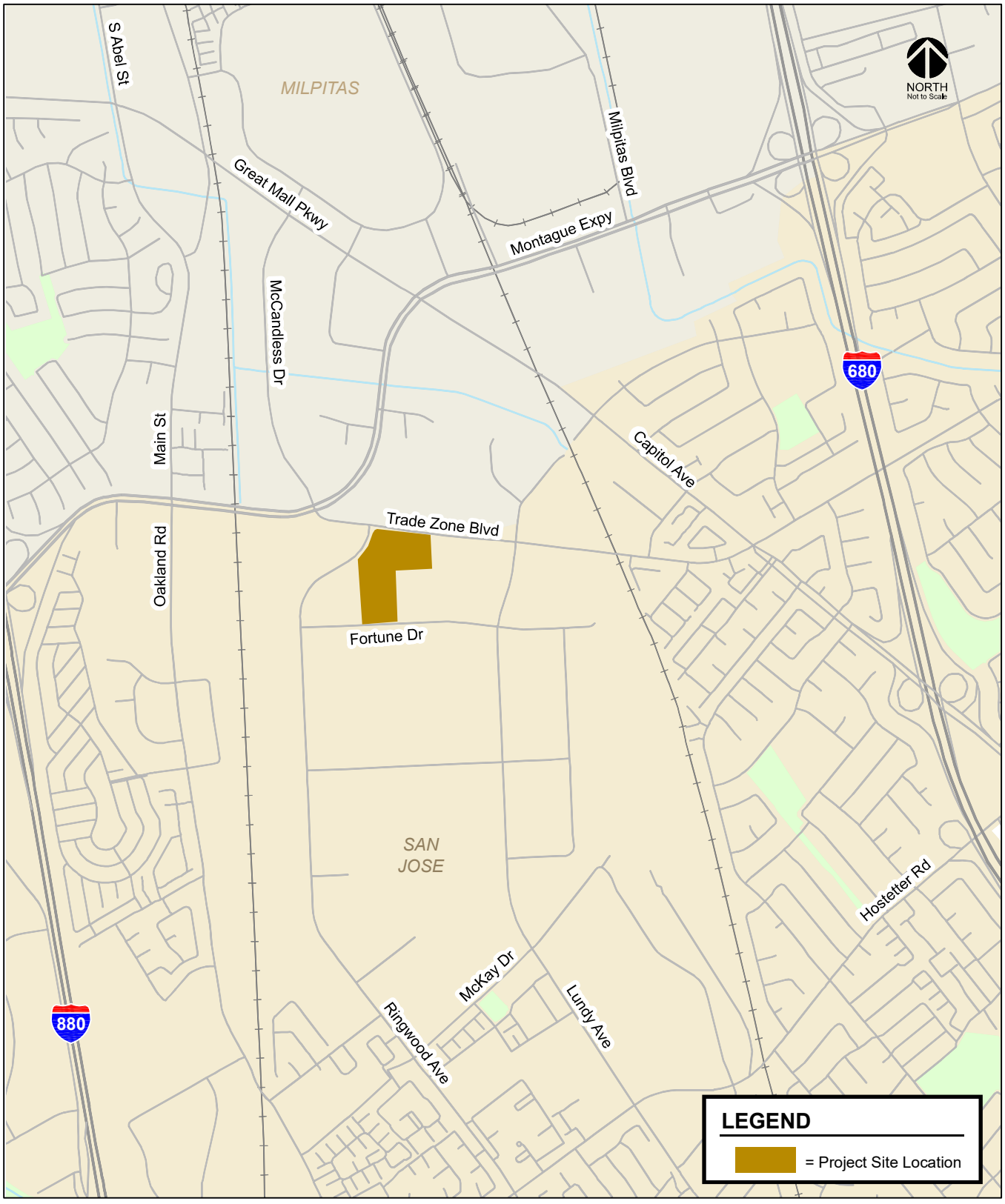
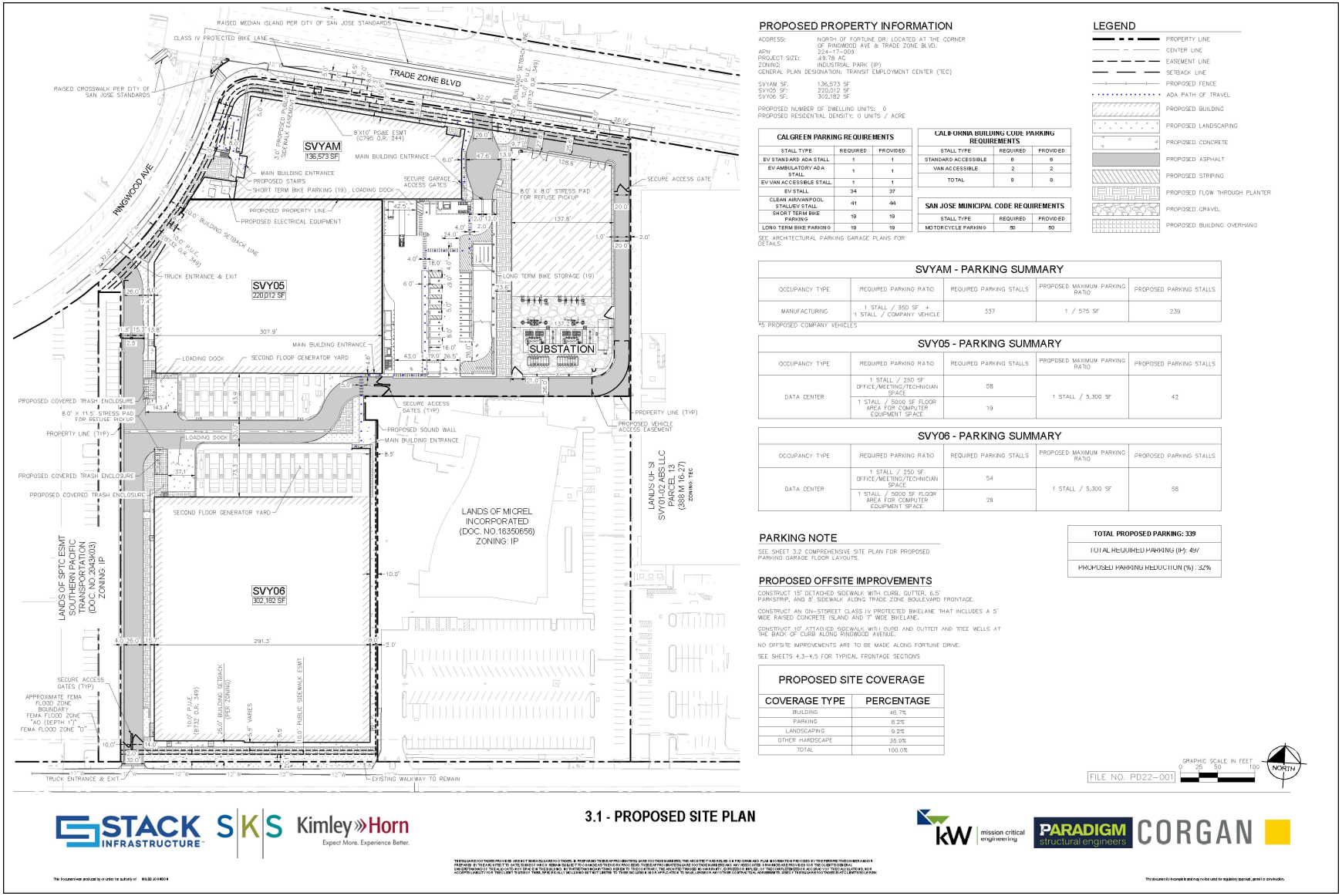


Figure 2
Project Site Plan



2. Existing Transportation Facilities and Services

Transportation facilities and services that support sustainable modes of transportation include commuter rail, buses and shuttle buses, bicycle facilities, and pedestrian facilities. This chapter describes the existing and future transit services, as well as bicycle and pedestrian facilities, in the vicinity of the project site.

Existing Bicycle and Pedestrian Facilities

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 many City streets, including designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Note that the City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more for the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if LRT and bus services are utilized in combination with bicycle commuting. The existing bicycle, pedestrian, and transit facilities in the study area are described below.

Existing Pedestrian Facilities

The overall network of sidewalks and crosswalks in the study area provides limited connectivity. There are gaps in the pedestrian routes between the project site and the nearest bus stops and LRT stations on Lundy Avenue, Montague Expressway, and Capitol Avenue. Sidewalks are missing along the following street sections between the project site and the nearest bus stops and LRT stations:

- Both sides of Fortune Drive, between Ringwood Avenue and approximately 650 feet east of Ringwood Avenue on the north side and between Ringwood Avenue and the eastern project's boundary on the south side.
- Westside of Lundy Avenue, between Trade Zone Boulevard and approximately 300 feet south of Trade Zone Boulevard.
- Both sides of Trade Zone Boulevard, between Lundy Avenue to approximately 900 feet east of Lundy Avenue

- Both sides of Ringwood Avenue, between Fortune Drive and Trade Zone Boulevard, except for approximately 300 feet on the east side of the street south of Trade Zone Boulevard

Crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections in the study area. However, there are no crosswalks on the west leg of the Ringwood Avenue/Trade Zone Boulevard intersection and the west and south legs of the Trade Zone Boulevard/Montague Expressway intersection.

Existing Bicycle Facilities

The existing bicycle facilities in the project vicinity include Class II bike lanes and Class III bike routes (see Figure 3). Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are existing streets that accommodate bicycles but are not separate from the existing travel lanes. Bike routes are typically designated only with signage or with painted shared lane markings (Sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane.

Class II striped bike lanes are present in the following street segments in the project vicinity:

- Trade Zone Boulevard between Montague Expressway and Capitol Avenue, with sharrows on westbound Trade Zone Boulevard between Montague Expressway and Ringwood Avenue
- Ringwood Avenue between Trade Zone Boulevard and Murphy Avenue
- Lundy Avenue between Trade Zone Boulevard and Berryessa Road
- McCandless Drive along its entire length
- Capitol Avenue/Great Mall Parkway along its entire length in the project vicinity

There are no designated striped bike lanes or shared bike routes on Fortune Drive. However, because Fortune Drive carries relatively low traffic volumes, it is conducive to bicycle travel and connects bicyclists to the existing bicycle facilities.

Existing Transit Service

Existing transit services in the project vicinity are provided by VTA, ACE, and BART. In the project proximity, the VTA operates one light rail line (Orange Line), two local bus routes (Routes 20 and 44), and two frequent bus routes (Routes 60 and 77) and ACE operates the Violet Shuttle. Other bus routes serving the Milpitas Transit Center located approximately 0.5 miles north of the project site include Local Routes 47, 70, and 71, Frequent Route 66, and Limited-Stop Route 104. BART operates the Orange and Green Lines with services to the Milpitas Transit Center. The existing transit services in the project vicinity are shown in Figure 4. The headways during the commute periods for these transit services are summarized in Table 1.

VTA Light Rail Service

The VTA operates the light rail transit (LRT) line system that extends from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Mountain View, Milpitas, and Sunnyvale. Service operates nearly 24 hours, every 20 minutes during much of the day.

The Orange LRT line (Mountain View - Alum Rock) operates along Capitol Avenue in the project area. The Cropley LRT station is the closest station to the project site and is located just south of the Capitol Avenue and Cropley Avenue/Trade Zone Boulevard intersection, which is less than a one-mile walking distance from the project site. Sidewalks are present for the majority of the route, except for an approximately 800-foot segment along Trade Zone Boulevard between Lundy Avenue and just west of the BART track overcrossing, where pedestrians need to travel through parking lots of adjacent

Figure 3
Existing Bicycle Facilities

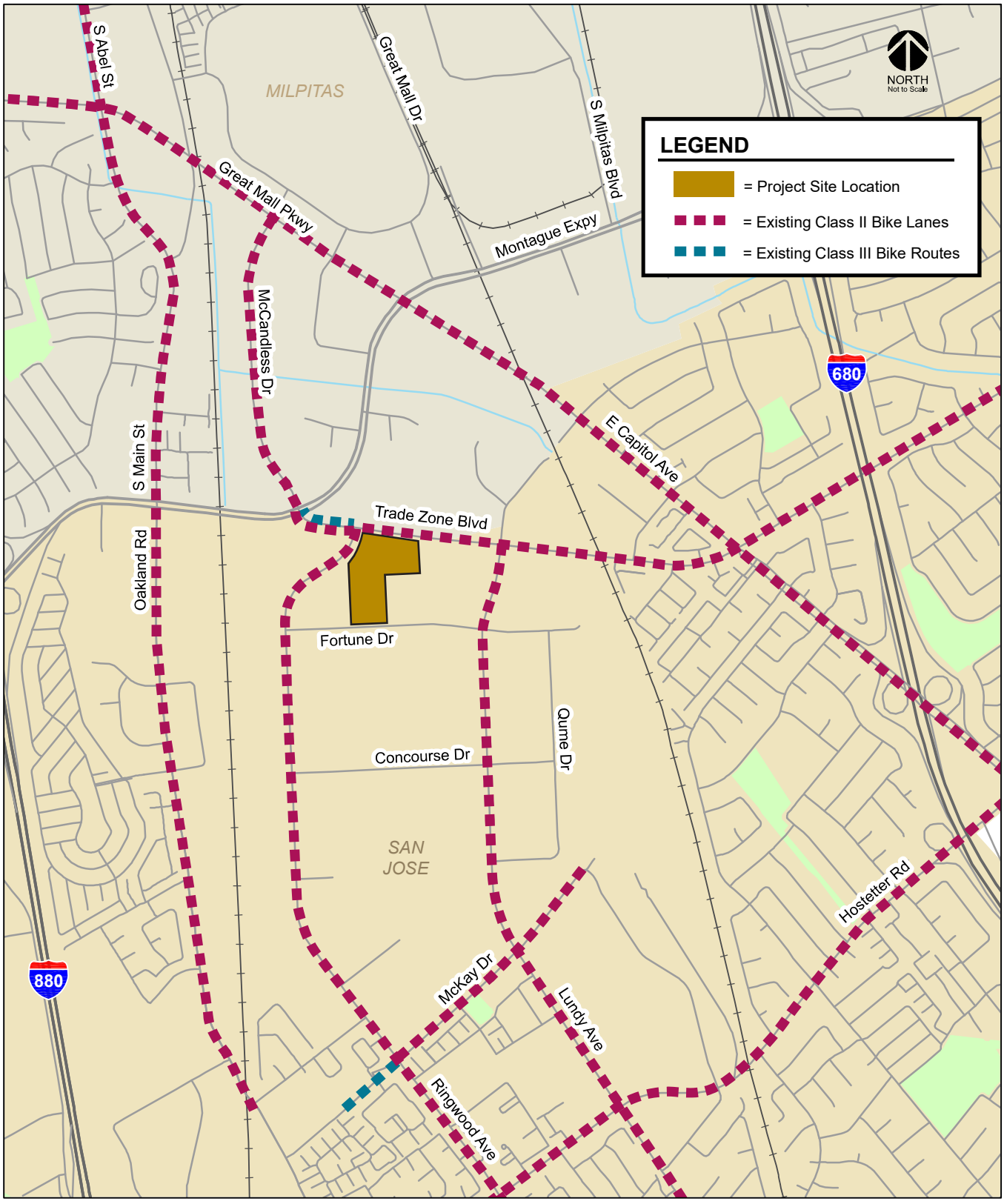


Figure 4
Existing Transit Facilities

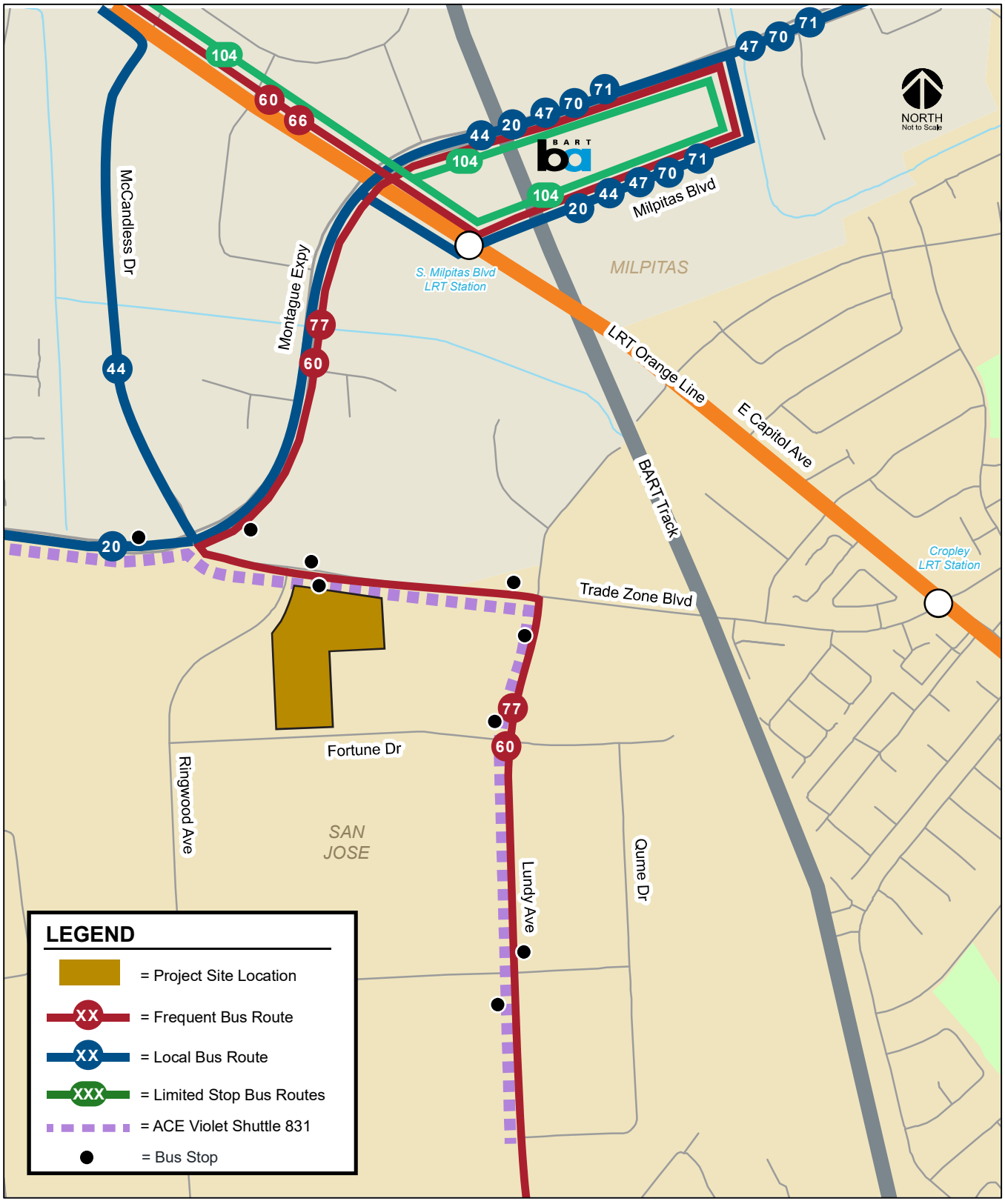


Table 1
Transit Services

Route	Route Description	Closest Stop to Project Site	Weekday Hours of Operation[1]	Headway[1]
Local Bus Route 20	Milpitas BART - Sunnyvale Transit Center	Trade Zone Blvd/Montague Exp Intersection	6:30 AM - 8:00 PM	30 min
Local Bus Route 44	Milpitas BART - McCarthy Ranch via Tasman & Alder	Trade Zone Blvd/Montague Exp Intersection	6:00 AM - 8:00 PM	30 min
Local Bus Route 47	Milpitas BART - McCarthy Ranch via Park Victoria	Milpitas Transit Center	7:00 AM - 8:30 PM	30 min
Local Bus Route 70	Milpitas BART - Eastridge via Jackson	Milpitas Transit Center	5:00 AM - 12:00 AM	30 min
Local Bus Route 71	Milpitas BART - Capitol Station	Milpitas Transit Center	5:30 AM - 10:30 PM	30 min
Frequent Bus Route 60	Milpitas BART - Winchester Station via SJC Airport	Along project's frontage on Trade Zone Blvd	5:30 AM - 12:30 AM	15 min
Frequent Bus Route 66	North Milpitas - Kaiser San Jose	Milpitas Transit Center	5:00 AM - 12:00 AM	15 min
Frequent Bus Route 77	Milpitas BART - Eastridge, via King	Along project's frontage on Trade Zone Blvd	5:30 AM - 10:00 PM	15 min
Limited-Stop Bus Route 104	Milpitas BART - Stanford Research Park	Milpitas Transit Center	6:00 AM - 8:00 AM (westbound), 4:00 PM - 6:00 PM (eastbound)	45 min AM, 30 min PM
ACE Shuttle 831	Great America ACE Amtrak Station - VTA Light Rail	Along project's frontage on Trade Zone Blvd	6:00 AM - 10:00 AM (eastbound), 3:00 PM - 6:45 PM (westbound)	60 min
LRT - Orange Line	Mountain View - Alum Rock	Capitol Avenue/Cropley Avenue Intersection	5:30 AM - 1:00 AM	20 min
BART - Green Line	North San Jose - Daly City	Milpitas Transit Center	5:00 AM - 8:30 PM	15 min
BART - Orange Line	North San Jose - Richmond	Milpitas Transit Center	5:00 AM - 2:00 AM	15 min

[1] 1. Approximate weekday operation hours and headways during peak commute periods in the project area

properties. Striped bike lanes exist on both sides of Lundy Avenue, Trade Zone Boulevard, and Capitol Avenue between the site and the station.

VTA Bus Service

The closest bus stop to the project site is located along the project's frontage on Trade Zone Boulevard and is served by the Frequent Bus Routes 60 and 77.

Altamont Commuter Express (ACE) Violet Shuttle

The Altamont Commuter Express (ACE) Violet Shuttle operates from Santa Clara/Great America Station to East Milpitas during weekday peak hours. Eastbound service is provided during weekday mornings and westbound service is provided during weekday afternoons. The closest shuttle stop to the project site is located along the project's frontage on Trade Zone Boulevard.

BART

BART operates the Orange and Green Lines with service to the Milpitas Transit Center located approximately 0.5 miles north of the project with approximately 15-minute headways during the commute periods.

3. VMT Impacts and Mitigation Measures

Per the VMT analysis completed for the project, the mitigation of the project's impacts to VMT will include both physical multi-modal improvements to the transportation system and implementation of TDM measures. Therefore, the project also will be required to complete annual TDM monitoring to ensure that its peak hour trip cap as established by the City is not exceeded. The project's impacts on VMT and required mitigation are discussed below.

Project VMT Impacts and Mitigation Measures

Per Council Policy 5-1, the effects of the proposed project on VMT were evaluated in the Transportation Analysis dated November 9, 2022 using the methodology outlined in the City's *Transportation Analysis Handbook*. The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the project is located within a high-VMT area for industrial employment, and it is projected to generate VMT per industrial employee which would exceed the City's established VMT impact threshold. Therefore, the project would result in an impact on the transportation system based on the City's VMT impact criteria.

Project Impact: Since the VMT generated by the project (15.07 per employee) would exceed the impact threshold of 14.37 VMT per employee, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

Mitigation Measures: Per the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. Per the completed Transportation Analysis, the project will be required to implement the following multi-modal facility improvements to reduce the project's VMT impact:

- Provide Pedestrian Network Improvements for Active Transportation: Implement pedestrian improvements both on-site and in the surrounding area. Improving the pedestrian connections encourages people to walk instead of drive and reduces VMT. The project will be required to remove the pork-chop islands or provide raised crosswalks at the southwest and southeast corners of the Ringwood Avenue/Trade Zone Boulevard intersection. These improvements will require signal modification and the coordination between the Cities of San Jose and Milpitas and VTA. **and**

- Provide Traffic Calming Measures: Implement pedestrian/bicycle safety and traffic calming measures both on-site in the surrounding neighborhood. Providing traffic calming measures promotes walking and biking as an alternative to driving. The project will be required to construct a raised median island for the existing left-turn pockets along the westbound direction on Trade Zone Boulevard to improve pedestrian safety and access. These improvements will require coordination with the City of Milpitas and VTA.

The implementation of multi-modal facility improvements described above would reduce the VMT generated by the project to 14.47 per employee, which is still more than the established threshold of 14.37 VMT per employee. The project's VMT could be reduced to less than significant levels with the implementation of the following Travel Demand Management (TDM) measure:

- Telecommuting and Alternative Work Schedules: Encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of peak congestion periods. This strategy reduces commute trips, thereby reducing VMT. At a minimum, the measure would require that 10% of employees work a 4/40 work week schedule (10-hour workdays for four days a week).

4.
Compliance with the City Parking Code

This chapter describes the City of San Jose's parking requirements and allowable parking reductions as outlined in Section 20.90.220 of the San Jose Code of Ordinances. The proposed parking supply and the project's conformance with the City Parking Code are also described.

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 is automatically allowed if the provisions of Subsections a and b are met. A reduction of up to 50 percent may be authorized if the project conforms to the requirements specified in Subsections a and b, and implements 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 following sections describe how the project would comply with the City Parking Code.

Vehicle Parking Requirement

The City of San Jose Zoning Code (Section 20.90.060) states that the proposed data center use is required to provide one off-street parking space per 250 s.f. of floor area for office space and one off-street parking space per 5,000 s.f. of floor area devoted to data center use. Additionally, the proposed manufacturing use is required to provide one off-street parking space per 350 s.f. of floor area and one off-street parking space per company vehicle. As shown in Table 1, the project is required to provide a total of 497 parking spaces based on the City's parking requirement. The project is proposing to provide a total of 339 parking spaces on-site, which would be 158 spaces less than, or a reduction of 32%, the City's requirement of 497 parking spaces.

Table 1
Required Parking

		Total (s.f.)						
Building	Proposed Use	Gross Bldg. sf.	Office /a/	Data Hall /a/	Manufacturing /b/	City's Parking Rate	Parking Spaces Required	Parking Spaces Proposed
SVYAM	Manufacturing	136,573	--	--	116,087	/c/	337	239
SVY05	Data Center	220,012	14,489	94,241	--	/d/	77	42
SVY06	Data Center	302,182	13,475	141,810	--	/d/	83	58
	Total	**658,767**	**27,964**	**236,051**	**116,087**	**Total =**	**497**	**339**

Notes
/a/ Space devoted to computer equipment space (data hall), office space, and the number of company vehicles were provided by the applicant.
/b/ According to the City's Zoning Code, "floor area" is defined as 85 percent of the "total gross floor area" of the building.
/c/ 1 space per 350 s.f. of floor area + 1 space per company vehicle
/d/ 1 space per 250 s.f. of office/meeting/technician space + 1 space per 5,000 s.f. of floor area devoted to computer equipment space

Reduction Due to Location near Transit and Bicycle Parking

As stated under Section 20.90.220.A.1, Subsections a and b, a 20 percent reduction in required off-street vehicle parking spaces is allowed for projects that meet the City's bicycle parking requirements and are located within a planned growth area. The project will meet these requirements as described below:

Location and Proximity to Transit (Subsection A)

The project site is located within the Berryessa/International Business Park (BIBP) planned growth area. Therefore, the project would conform to Subsection 20.90.220.A.1.a.

Bicycle Parking Requirement

According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), the project is required to provide one bicycle parking space per 5,000 s.f. of floor area of office or manufacturing space and one bicycle parking space per 50,000 s.f. of floor area devoted to computer equipment space.

Based on the City's bicycle parking requirements and the total gross floor areas as calculated above in the vehicle parking section for each use, the project is required to provide 5, 6, and 23 bicycle parking spaces for the proposed data center, office, and manufacturing space, respectively, for a total of 34 bicycle parking spaces. Of the required bicycle parking, City standards require that at least 80 percent be short-term bicycle spaces and at most 20 percent be secured long-term bicycle spaces. This equates to 27 short-term bicycle parking spaces and 7 long-term bicycle parking spaces.

The project proposes a total of 38 bicycle parking spaces, consisting of 19 long-term spaces within the parking garage and 19 short-term spaces at the building entrance along Ringwood Avenue. Therefore, the proposed bicycle parking spaces will exceed the City's bicycle parking requirements and encourage the use of non-auto modes of travel and minimize the demand for on-site parking described above. However, 8 of the 19 long-term bicycle parking spaces will need to be converted to short-term bicycle parking spaces to meet the City's requirements of 27 short-term bicycle parking spaces.

Due to the project site being located within a planned growth area and assuming the required number of bicycle parking spaces per City code would be provided, the project would conform to Subsections 20.90.220.A.1.a and b and would be granted a vehicle parking reduction of 20 percent.

With the 20% reduction discussed above, the project would still require an additional 12% reduction in on-site parking spaces. Since the project is requesting a reduction in required parking of greater than 20%, the project also would be required to implement a minimum of three TDM measures as described under Code 20.90.220.A.1, Subsections c and d, to obtain the maximum 50% reduction allowed under Code 20.90.220.A. The project's proposed TDM measures are described in the following chapter.

5. Recommended TDM Measures

This chapter describes TDM measures recommended for the proposed project, including services that promote sustainable modes of transportation. The specific TDM measures that are recommended for the project are described below and are based on the required VMT mitigation and parking reduction measures specified in Subsections 20.90.220.A.1.c and d of the San Jose Code of Ordinances, which will achieve a 32 percent parking reduction with implementation of a comprehensive TDM plan. Additionally, the project needs to ensure that the TDM plan will be maintained for the life of the project, which is in compliance with Subsection 20.90.220.A.1.e.

It should be noted that a tenant(s) for the development have yet to be identified. The tenant(s) occupying the proposed facility (to be determined later) could propose and maintain additional TDM measures. Therefore, the project developer will work with the City to communicate and maintain additional TDM measures deemed appropriate for the proposed project.

Proposed TDM Measures

Transit Use Incentive Program (20.90.220.A.1.c.ii)

The future tenant(s) will develop a transit use incentive program for employees. Transit subsidies are an extremely effective means of encouraging workers to use transit rather than drive. There are a number of ways to structure a financial incentive for transit usage. Employers can cover a portion or the total monthly cost of transit for those employees who take transit through a pre-tax benefit, or purchase transit passes themselves and distribute them to employees, or offer a universal transit pass program.

Universal transit pass programs are different from financial incentives in that an employer purchases a pass for all employees, regardless of whether they currently ride transit or not. These passes typically provide unlimited transit rides on local or regional transit providers for a low monthly fee; a fee that is lower than the individual cost to purchase a pass as a bulk discount is given. Such programs are a more cost-effective option for employers with regards to reducing vehicle trips and parking demand as compared to purchasing individual passes.

One option that can be pursued for this project is providing one free annual VTA SmartPass per employee. The SmartPass is loaded onto a Clipper card and will allow for unlimited rides on VTA-operated buses (with the exception of Express routes) and light rail services. The VTA SmartPass is deeply discounted below the standard fares, making it an attractive low-cost benefit to employers.

Telecommuting and Flexible Work Schedule (Subsection 20.90.220.A.1.d.v)

The project will include high-speed internet connections and provide flexible work schedules for employees to facilitate telecommunicating. Telecommunicating is an effective TDM strategy the enables employees to work from home and thereby reduce the number of commute trips to and from the project site. Employees can use on-line meeting services to work remotely from home reducing vehicle trips. Flexible work schedules for employees also is a required mitigation measure for the project's VMT impacts.

On-Site Showers and Lockers (Subsection 20.90.220.A.1.d.xii)

The project will include on-site shower facilities with changing rooms and lockers to serve all employees.

Showers and changing facilities can encourage employees to move more and incorporate fitness into their daily routines. Providing showers enables active commuters to arrive early and prepare for the day without hygienic concerns. This approach is consistent with the goals of the City's General Plan, which aim to encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled.

Summary of TDM Measures

The proposed TDM Plan includes the following measures, however additional measures could be implemented by a prospective tenant:

1. Transit Use Incentive Program (20.90.220.A.1.c.ii)
2. Telecommuting and Flexible Work Schedule (20.90.220.A.1.d.v) **(VMT Mitigation)**
3. On-Site Showers and Lockers (20.90.220.A.1.d.xii)

6. TDM Implementation and Monitoring

The primary purpose of the TDM plan is to reduce the VMT generated by the project and parking demand by up to 32 percent. Per Section 20.90.220 of the San Jose Code of Ordinances, monitoring will be necessary to ensure that the TDM measures are effective and continue to be successfully implemented.

Implementation

The project applicant must submit this TDM Plan to the City of San Jose and will be responsible for ensuring that the TDM elements are incorporated into the project. After the development is constructed and occupied, the project applicant needs to identify a TDM coordinator. It is assumed that the property manager for the project would be responsible for implementing the ongoing TDM measures. If the TDM coordinator changes for any reason, the City and tenants should be notified of the name and contact information of the new designated TDM coordinator.

Monitoring and Reporting

The TDM plan will need to be re-evaluated annually for the life of the project. The designated TDM coordinator will consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring will include the following components:

- Annual Vehicle Trip Generation Counts
- Annual Vehicle Parking Counts
- Annual Mode Share Survey
- Annual Monitoring Report

Annual Vehicle Trip Generation Counts

Annual trip generation counts must demonstrate the vehicle trips generated by the project are within 10% of an established peak hour trip cap and must be prepared by a traffic engineer. The peak hour trip cap will be based on the project's estimated gross project trips consisting of 138 gross AM peak-hour trips and 136 gross PM peak-hour trips. The gross project trips are identified in the project's Transportation Analysis dated November 9, 2022. If the counts show the project trip generation is

higher than expected, then the TDM Plan may need to be altered or enhanced. If the project is not in conformance with the peak hour trip cap, the project may add additional TDM measures to lower the project's trip generation and meet the trip cap.

Annual Vehicle Parking Counts

Annual parking counts should be conducted by a third party on a typical weekday (Tuesday, Wednesday, or Thursday). Counts of the number of parked vehicles and vacant spaces should be conducted between 10:00 AM and 3:00 PM. The goal of the TDM Plan is to avoid parking spillover. Thus, if the counts show that parking spaces are less than fully occupied (i.e., counts show one or more vacant spaces), it can be assumed that all parking demand is being accommodated on site, and the TDM Plan is effective. If parking spaces are 100 percent occupied, then spillover is likely occurring and the TDM Plan may need to be enhanced with additional TDM measures to ensure that the parking demand is being addressed by the project without the burden being placed on outside entities.

Annual Mode Share Survey

The annual survey would provide qualitative data regarding employee perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The annual survey would also provide quantitative data regarding the number of employees who utilize alternative modes of transportation (e.g., bike-to-work) to commute to work, including the frequency of use. The mode share survey results would measure the relative effectiveness of individual program components and facilitate the design of possible program enhancements.

Annual Monitoring Report

The property manager should submit annual reports to the City of San Jose for three years, and then upon request of the Zoning Administrator for the life of the project with the following information:

- Findings of the trip generation and vehicle parking counts and mode share surveys, including the reduction in parking demand.
- Effectiveness of individual program components from the annual mode share survey.
- A description of the TDM programs and services that were offered to tenants in the preceding year, with an explanation of any changes or new programs offered or planned.