Appendix G:
Transportation Supporting Information

THIS PAGE INTENTIONALLY LEFT BLANK

Transportation Analysis Report

2323-2391 Moorpark Avenue

(H20-035) (T20-029)

City of San Jose, California

June 19, 2022

TJKM

Contents

Tables

Figures

Appendices

EXECUTIVE SUMMARY

This report summarizes the results of the Transportation Analysis (TA) conducted for the proposed Residential development located at 2323-2391 Moorpark Avenue in the City of San Jose. The proposed project will replace the existing residential development of 7 single-family detached units and 23 multi-family units and construct 41 residential units that include 33 three-bedroom townhomes and 8 two-bedroom flats that are three stories high and 17 ADU units.

The proposed project is located on Moorpark Avenue at the north of the T-intersection of Moorpark Avenue and Turner Avenue. Access to the project site is proposed to be provided via two two-way driveways on Central Way.

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed development. The evaluation of transportation impacts of the project follow the standards and methodologies established in the City of San Jose's Transportation Analysis Handbook and set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy and Transportation Analysis Handbook, the proposed project requires a CEQA transportation analysis and a local transportation analysis (LTA) to address potential operational impacts due to the project.

The report also includes evaluations and recommendations concerning project site access and on-site circulation for vehicles, bicycles, and pedestrians; evaluation of on-site vehicle parking supply; passenger and commercial loading spaces; and garbage/trash facilities.

CEQA Transportation Impacts

Vehicle Miles Traveled Analysis

Based on the Vehicle Miles Traveled (VMT) analysis screening criteria in the Transportation Analysis Handbook 2018 to determine conformance to Council Policy 5-1, the proposed project does not meet the City's residential project screening criteria. Based on the VMT Evaluation tool, the existing residential area VMT is 9.62 per capita. The project VMT is 9.5 per capita, which is below the City's residential threshold of 10.12. Therefore, the proposed project does not have a VMT impact. However, a Local Transportation Analysis (LTA) was conducted to identify operation issues due to the project.

Local Transportation Analysis

Project Trip Generation

The proposed project is expected to generate five new daily trips in the a.m. and p.m. peak hours. The proposed trip generation includes discounts for location based mode share adjustments and existing on-site uses.

Intersection Traffic Operations

The results of the intersection level of service (LOS) analysis shows that the study intersection operates within standards of the City of San Jose LOS D or better during the a.m. and p.m. peak hours. Thus, the project would not have any adverse effects at the study intersection.

Pedestrian, Bicycle and Transit Adverse Effects

The proposed project does not conflict with existing and planned pedestrian or bicycle facilities. The proposed project will add very few trips to the existing transit facilities, which can be accommodated by the existing transit capacity. Therefore, the project would not have adverse effects on the pedestrian, bicycle and transit facilities in the study area.

On-Site Circulation

TJKM examined the project site plan in order to evaluate the adequacy of on-site vehicle circulation including emergency vehicles. Based on the evaluation, the proposed on-site vehicle circulation is adequate and should not result in any traffic operations issues.

Sight Distance Analysis

According to the Caltrans Highway Design Manual (HDM), Chapter 200, 2020, the required minimum stopping sight distance for design speed of 35 mph (Moorpark Avenue) is 250 feet. The line of sight for vehicles exiting the driveways and vehicles traveling eastbound/westbound on Moorpark Avenue is clear and visible.

Parking Analysis

Based on the City's requirements, 106 parking spaces are required. The project proposes 107 standard parking spaces and 12 bicycle parking spaces. Therefore, the proposed number of off-street parking spaces should satisfy the parking needs for the project.

Conformance to the Interstate 280/Winchester Boulevard Transportation Development Policy

The Interstate 280/Winchester Boulevard Transportation Development Policy (TDP) outlines the partial funding for the implementation of a new westbound off-ramp from I-280 to Winchester Boulevard via a traffic impact fee imposed on the proposed development. The proposed project is not expected to generate any p.m. peak hour trips. Therefore, the impact on planned I-280/Winchester Boulevard Interchange is none.

Construction Operations

The proposed residential development project would consist of 41 multi-family units and 17 ADU units. TJKM recommends the project notify surrounding residents and businesses of the construction schedule prior to beginning the site modifications and that the construction team covers any debris or materials kept on-site to limit air pollution in the neighborhood. With the recommendations, the construction of the proposed project is expected to have a less-than-significant impact on the project study area.

INTRODUCTION

This report summarizes the results of the CEQA transportation analysis and local transportation analysis for the proposed Residential development to be located at 2323-2391 Moorpark Avenue, at the north of the T-intersection of Moorpark Avenue and Turner Avenue, in the City of San Jose. The proposed project would consist of 41 residential units that include 33 three-bedroom townhomes and 8 two-bedroom flats that are three stories high and 17 ADU units. The proposed project will replace the existing residential development of 7 single-family detached units and 23 multi-family units. Access to the project site is proposed to be provided via two two-way driveways on Central Way.

Figure 1 illustrates the study intersections and the vicinity map of the proposed project. **Figure 2** illustrates the Santa Clara County boundary map. **Figure 3** shows the proposed project site plan.

The purpose of this study is to identify the potential transportation impacts related to the proposed development. The evaluation of potential project impacts follow the standards and methodologies set forth by the City of San Jose in its Transportation Analysis Handbook, adopted in April 2020. Based on the City of San Jose's Transportation Analysis Policy and Transportation Analysis Handbook, the TA report for the project requires a local transportation analysis (LTA).

TRANSPORTATION POLICIES

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 (Steinberg) into law and started a process that changes transportation impact analysis as part of California Environmental Quality Act (CEQA) compliance. SB 743 directed the California Office of Planning and Research (OPR) to establish new CEQA guidance for jurisdictions that removes automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion from CEQA transportation analysis. Rather, vehicle-miles traveled (VMT), or other measures that "promote[s] the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses," shall be used as a basis for determining significant transportation impacts in California. The intent of the change is to appropriately balance the needs of congestion management with statewide goals related to infill development, the promotion of public health through active transportation, and the reduction of greenhouse gas emissions.

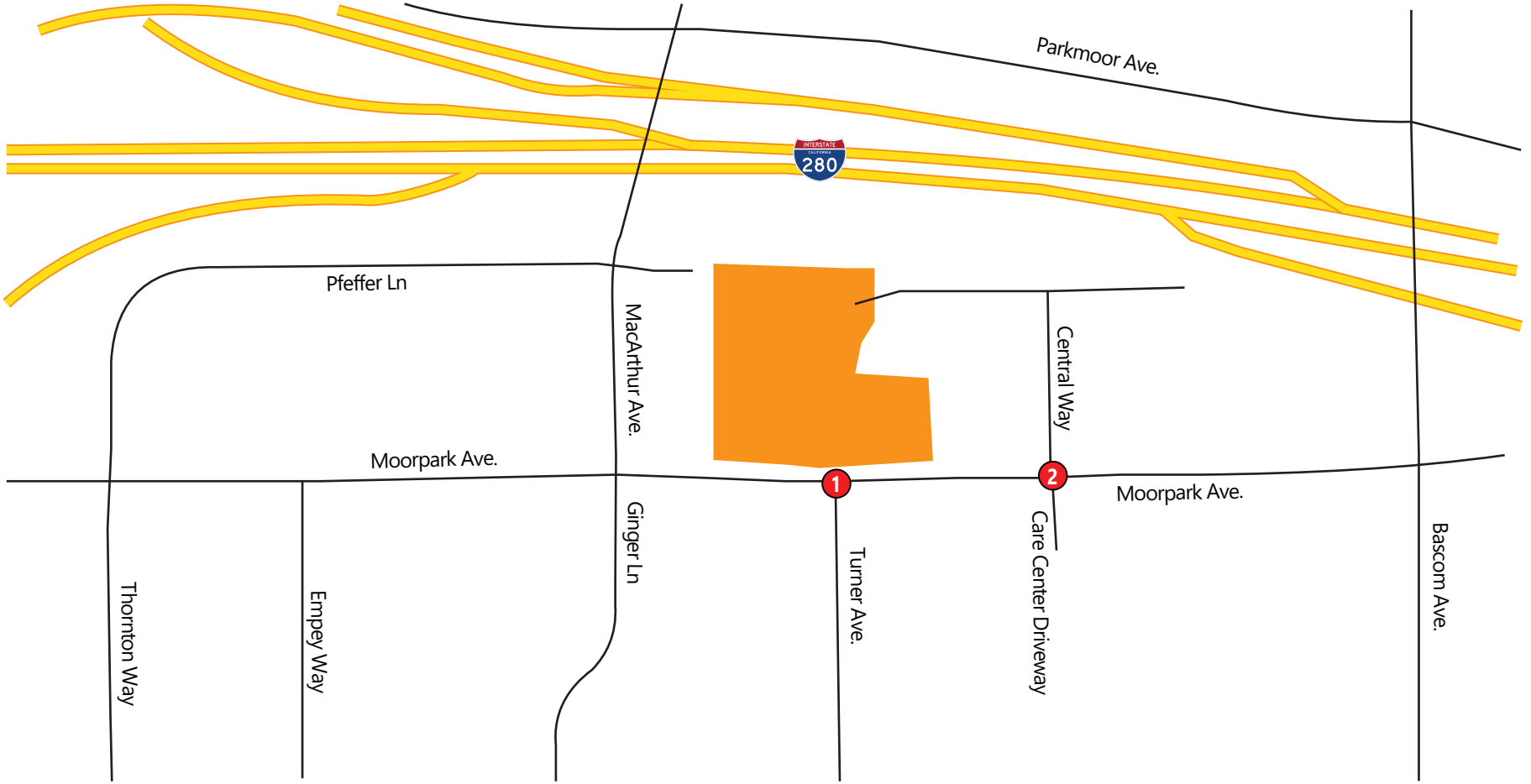
In alignment with State of California Senate Bill 743 (SB 743), the City of San Jose's Transportation Impact Policy, Council Policy 5-3 has been replaced with a new Transportation Analysis policy, Council Policy 5-1. The new transportation policy establishes the thresholds for transportation impacts under CEQA, removing Level of Service (LOS) and replacing with VMT. The new transportation analysis policy came into effect on March 29, 2018.

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

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

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

Figure 1: Vicinity Map



LEGEND

- Project Site
- Study Intersection

Figure 2: Boundary Map

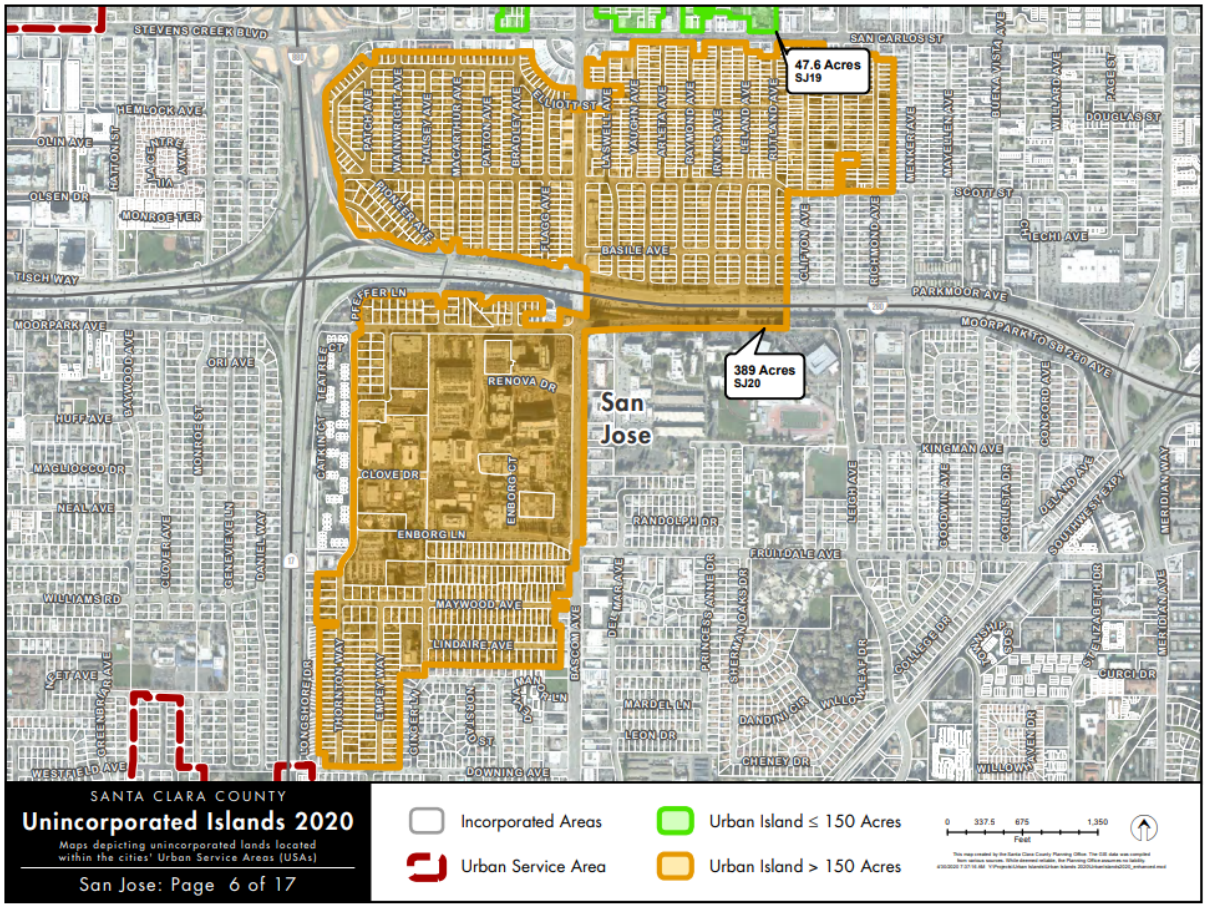
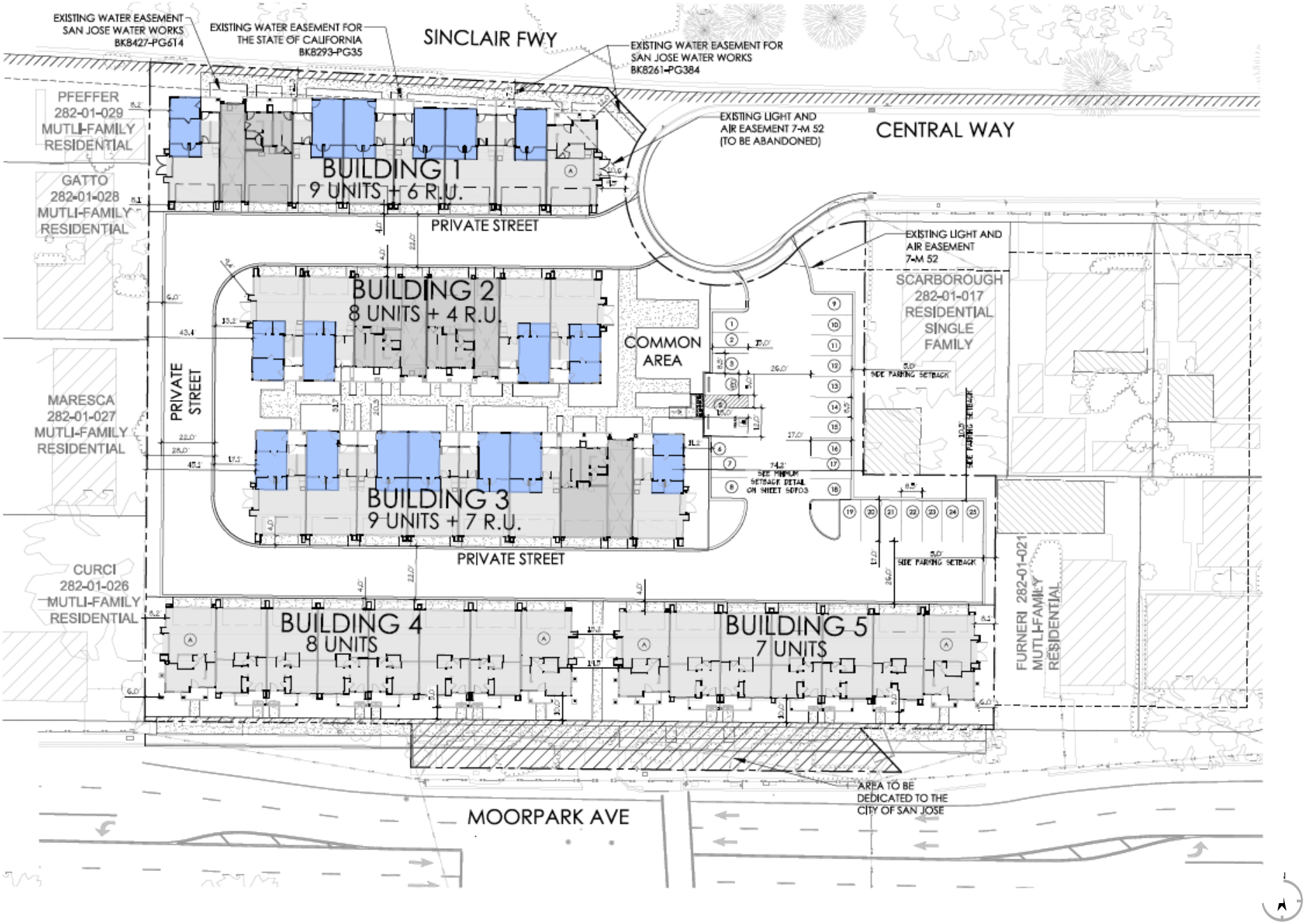


Figure 3: Project Site Plan



CEQA Transportation Analysis Scope

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. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. The tool estimates a project's VMT and compares it to the appropriate thresholds of significance based on the project location and type of development.

The threshold of significance for the proposed project, as established in the Transportation Analysis Policy, is based on the existing regional average VMT level for employment uses. **Figure 4** represents the VMT heat map for workers in the City of San Jose and also zoomed in figure of the employee VMT heat map with the project location identified. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance.

Local Transportation Analysis Scope

A Local Transportation Analysis (LTA) identifies transportation operational issues that may arise due to a development project, evaluates the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project, and supplements the VMT analysis.

TJKM evaluated traffic conditions at one study intersection during the a.m. and p.m. peak hours for a typical weekday. The peak periods observed were between 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m. The highest single one hour recorded for each period was used in the analysis. The study intersection is selected in consultation with the City of San Jose staff. The study intersections and associated traffic controls are as follows:

1. Turner Avenue/Moorpark Avenue
2. Central Way/Moorpark Avenue

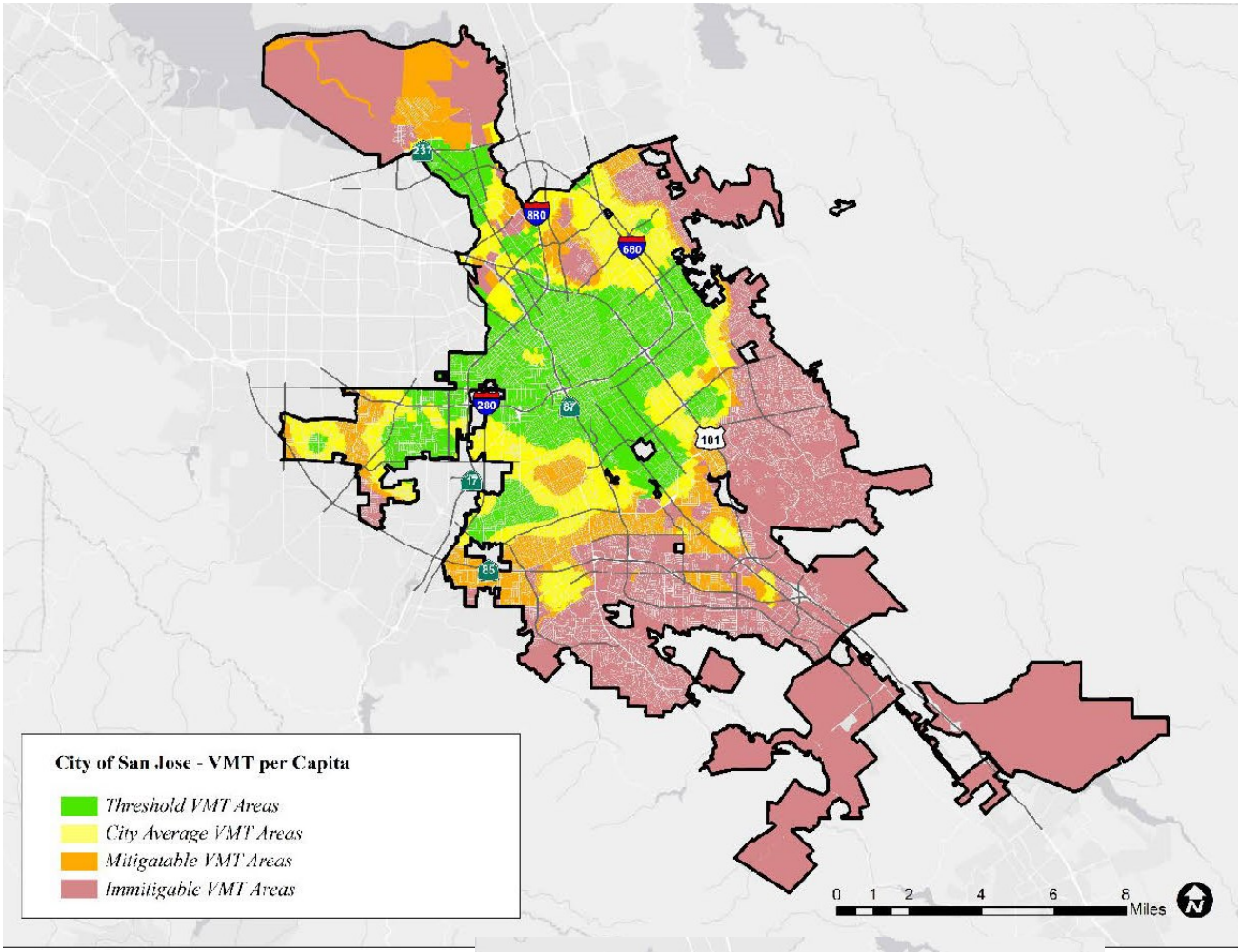
TJKM conducted turning movement counts at the intersection of Central Way/Moorpark Avenue on March 25, 2021. Turning Movement Counts for the intersection of Turner Avenue/Moorpark Avenue is provided by the City of San Jose staff.

This study addresses the following two traffic scenarios:

- **Existing Conditions** – This scenario evaluates the study intersections based on existing traffic volumes, lane geometry and traffic controls.
- **Background (Existing plus Approved Projects) Conditions** – This scenario is identical to the Existing Conditions, but with the addition of traffic from approved and pending developments within the vicinity of the proposed project.

Figure 5 illustrates the ½ mile, and 1-mile buffer radius map showing study intersections from the project's property line.

Figure 4: Vehicles Miles Travelled Heat Map for Residents in the City of San Jose



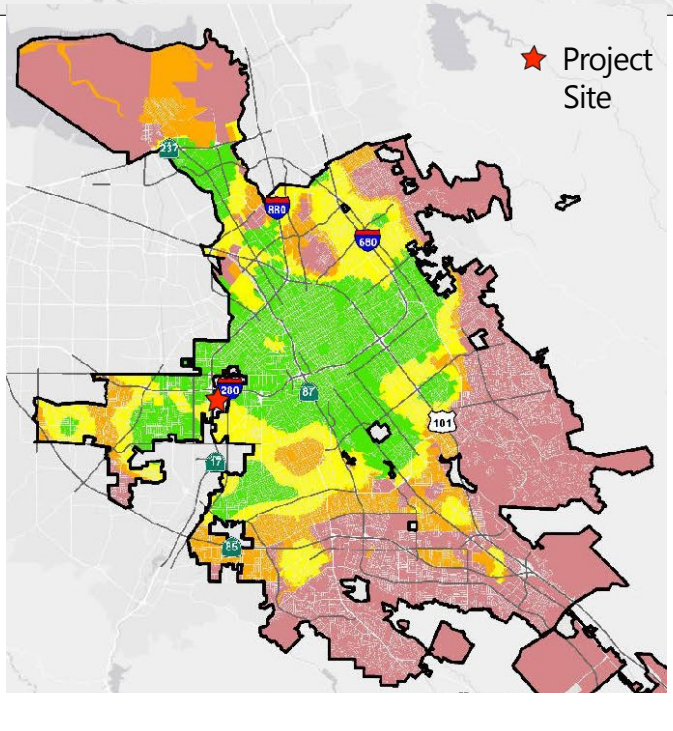
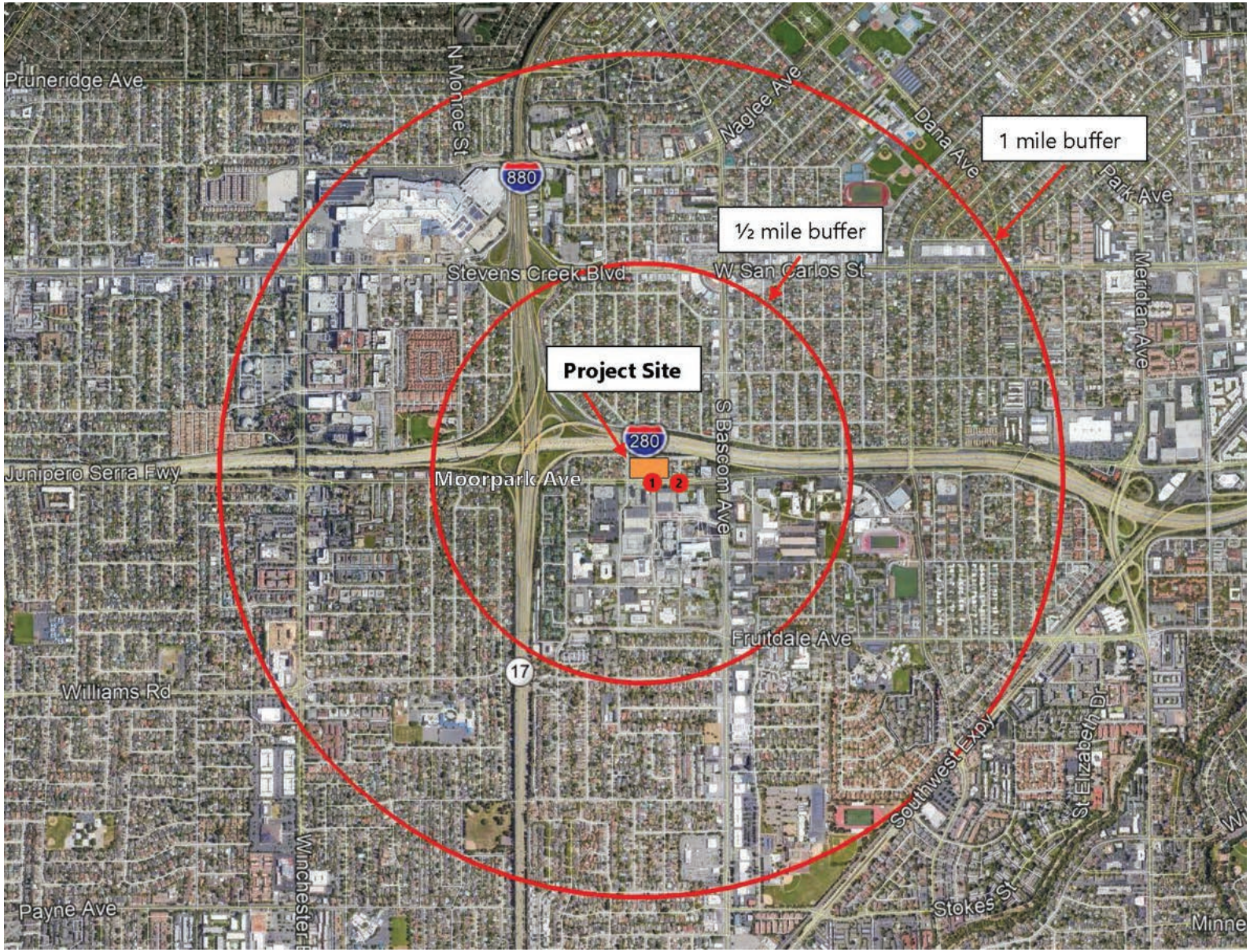


Figure 5: LTA Map



LEGEND

- Project Site
- Study Intersection

VMT Analysis Methodology

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 of the project.

The total VMT for the region with and without the project is calculated. The difference between the two scenarios is the net change in total VMT that is attributable to the project.

VMT analysis is used to evaluate the project's VMT levels against the appropriate thresholds of significance established in Council Policy 5-1. **Table 1** presents the screening criteria for projects that are expected to result in less-than-significant VMT impacts based on project description, characteristics, and/or location as per the City of San Jose guidelines.

The proposed project does not meet the City's residential project screening criteria and performed a VMT analysis. When a project does not meet the screening criteria described in **Table 1** below, a detailed CEQA transportation analysis will be required. **Table 2** presents the thresholds of significance for development projects, as established by the City of San Jose Council Policy 5-1.

Table 1: Vehicles Mile Traveled - Screening Criteria

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 or per-employee VMT is less than or equal to the threshold of significance for the land use; AND **Transit-Supporting Project Density:** 1) Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; 2) Minimum of 35 units per acre for residential projects or components; 3) 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:** 1) No more than the minimum number of parking spaces required 2) 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.

Type	Screening Criteria
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-Supporting Project Density:** 1) Minimum of 35 units per acre for residential projects or components; 2) 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:** 1) No more than the minimum number of parking spaces required; 2) 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.

The projects that require a detailed CEQA transportation analysis will use one of the two methods for assessing a project's VMT generation (Project VMT), if applicable: (1) San José VMT Evaluation Tool and (2) San José Travel Demand Model.

Table 2: Vehicle Miles Traveled - Threshold of Significance

Project Types	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

Intersection Operations Analysis Methodology

Traffic conditions at the study intersections were evaluated using level of service (LOS). LOS is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the best operating conditions (free-flow) and F the worst (severely congested flow with high delays). Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets in urban areas.

Signalized Intersections

The study intersections under traffic signal control was analyzed using the 2000 Highway Capacity Manual (HCM) Operations Methodology for signalized intersections described in Chapter 16 (HCM 2000). This methodology determines LOS based on average control delay per vehicle for the overall intersection during peak hour intersection operating conditions. LOS methodology is approved by VTA, and adopted by the City of San Jose. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections was calculated using TRAFFIX 8.0 analysis software and was correlated to a LOS designation as shown in **Appendix A**. The LOS methodology is described for signalized intersections in detail in **Appendix A**.

Adverse Intersection Operation Effects

Signalized Intersections

According to City of San Jose standards, a projected-generated increase in traffic is considered to have an adverse intersection operation effects if it meets either of the following criteria:

- At a signalized study intersection located outside the downtown area, the project would cause the existing or future background LOS to degrade to worse than LOS D (i.e., to LOS E or F).
- The LOS at a study intersection is an unacceptable 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 (V/C) ratio to increase by 0.01 or more.
- The LOS at a study intersection is an unacceptable LOS E or F under Background Conditions and the addition of project trips causes both decrease in average critical delay AND an increase in the critical V/C ratio of 0.010 or more.

The City of San Jose considers an adverse impact to be satisfactorily mitigated when the measure implemented would restore LOS to Background Conditions or better. All proposed mitigation must also include a feasibility analysis, which includes an aerial photograph showing all buildings and right-of-way lines overlaid with the proposed mitigation.

EXISTING CONDITIONS

This section describes the existing conditions of the transportation system within the study area of the project. It presents the vehicle miles traveled (VMT) of the existing land uses in the proximity of the project and describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities.

EXISTING SETTING AND ROADWAY SYSTEM

Important roadways adjacent to the project site are discussed below:

Interstate 280 (I-280) is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project site. I-280 extends northward through San Francisco and southward through San Jose. Access to and from the site is provided via the I-280 ramps on Moorpark Avenue and Parkmoor Avenue.

State Route 17 (SR-17) is an eight-lane freeway in the vicinity of the project site. SR-17 extends northward through San Jose and turns into Interstate 880 (I-880) at the interchange with I-280 near the project site. SR-17 extends southward through Santa Cruz. Access to and from the site is provided via the interchange of I-880 and Stevens Creek Boulevard in the north and the interchange of SR-17 and Hamilton Avenue in south.

Moorpark Avenue is an east-west roadway classified as a City Connector Street as per San Jose General Plan and extends from Lawrence Expressway to Kingman Avenue. It is four-lanes wide throughout most of the study area; it narrows to two lanes between Menker Avenue and Kingman Avenue. Moorpark Avenue turns into one-way street between South Bascom Avenue and Menker Avenue and accommodates only eastbound traffic. As per the site plan, Moorpark Avenue provides indirect access to the project site through Central Way for vehicular traffic and direct access to the project site for pedestrian traffic through a walkway. The posted speed limit is 35 mph.

South Bascom Avenue within the project vicinity is a six lane, north-south roadway classified as a Main Street in San Jose General Plan. South Bascom Avenue extends from E Mozart Avenue to Steven Creek Boulevard, where it turn into North Bascom Avenue. The speed limit along S Bascom Avenue is 35 mph.

MacArthur Avenue/Ginger Lane within the project vicinity is a two lane, north-south roadway. MacArthur Avenue extends from Stevens Creek Boulevard to Moorpark Avenue, where it turn into Ginger Lane and extends between Moorpark Avenue and Enborg Lane. The speed limit along MacArthur Avenue and Ginger Lane is 25 mph.

Turner Avenue is a two lane, north-south Street that extends between Moorpark Avenue and Clover Drive.

Central Way is a two lane, north-south/east-west cul-de-sac that currently has inlet and outlet on Moorpark Avenue. Central Way provides direct access to project site.

EXISTING PEDESTRIAN FACILITIES

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities and services.

Pedestrian facilities include crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities.

In the project vicinity, signalized intersections are equipped with countdown pedestrian signal heads. The Bascom Avenue and Moorpark Avenue intersection has crosswalks on all legs except the north leg. The Moorpark Avenue and Turner Avenue intersection has crosswalks on the south and east legs. The Moorpark Avenue and Ginger Lane-MacArthur Avenue intersection has crosswalks on all the legs. The project site has adequate accessibility via Central Way. There are continuous sidewalks present on Moorpark Avenue along both sides near the project site. There is adequate street lighting in the vicinity.

There are two bus stops in the immediate vicinity of the project site. One stop is located on Moorpark Avenue/Thornton Way, and the second stop is located on Ginger Lane/Middle Drive. Both bus stops are located at an approximately 0.3 mile (5 minutes of walking) distance from the project site and accessible to and from the project site via existing sidewalks and crosswalks along Moorpark Avenue. The existing pedestrian facilities in the study area are shown in **Figure 6.**

EXISTING BICYCLE FACILITIES

Bicycle facilities include the following:

- Bike Paths (Class I) – Paved trails that are separated from roadways
- Bike Lanes (Class II) – Lanes on roadways designated for use by bicycles through striping, pavement legends and signs
- Bike Routes (Class III) – Designated roadways for bicycle use by signs or other markings which may or may not include additional pavement width for cyclists
- Bike Boulevard (Class III) - Bike Boulevards are basic bike routes on calmer streets that are enhanced with additional elements to increase comfort for people bicycling. These element include crossing enhancements and traffic calming features such as speed humps, bulb outs, or traffic diverters
- Separated Bike Lanes (Class IV) - Separated bike lanes, also known as cycle tracks or protected bike lanes, are a dedicated bikeway that combines the user experience of a multi-use path but are located on a street. They are physically distinct from the sidewalk and separated from motor vehicle traffic by a physical object such as parking, a curb, or posts

The nearest Class II bicycle facility in project vicinity runs on Moorpark Avenue, west of Pfeffer Lane/ Thornton Way.

The City of San Jose Better Bike Plan 2025 dated October, 2020, describes a list of existing and proposed bicycle facilities in the City. According to the bike plan, Class IV protected bike lanes are proposed on

Moorpark Avenue between Winchester Boulevard and South Bascom Avenue, and Bascom Avenue between W Hedding Street and Fruitdale Avenue. Class III Bike Boulevard is proposed on Thornton Avenue between Moorpark Avenue and Downing Avenue. The proposed bicycle facilities will provide adequate connectivity between the proposed project site and the adjacent residential neighborhoods. The existing bicycle facilities in the study area are shown in **Figure 6.**

Existing Transit Facilities

The VTA operates bus service and light rail services in the City of San Jose. The proposed project site is served by VTA local bus Route 25 at bus stops located along both Moorpark Avenue and Ginger Lane, and Route 61 with the nearest bus stop located on South Bascom Avenue. This routes run on weekdays and weekends. The existing transit facilities are shown in **Figure 6**. **Table 3** describes the services and frequency during the week and weekend for VTA bus routes.

Table 3: Existing Transit Services

Route	From	To	Weekdays		Weekends	
			Operating Hours	Headway (minutes)	Operating Hours	Headway (minutes)
25	Alum Rock Station (Bay 3)	Stelling & Stevens Creek	5:31 a.m.–10:40 p.m.	15-35	5:46 a.m.–10:00 p.m.	20-35
61	Good Samaritan Hospital	Sierra & Piedmont	5:23 a.m.–9:56 p.m.	20-45	6:57 a.m.–7:53 p.m.	30

Source: VTA website

Existing Peak Hour Traffic Volumes

The existing operations at the study intersections are evaluated for the highest one-hour volumes during weekday morning and evening peak periods. The peak periods observed were between 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m. The highest single one hour recorded for each period was used in the analysis. TJKM collected the turning movement counts on March 25, 2021 for the intersection of Central Way/Moorpark Avenue. The turning movement counts of the intersection of Turner Avenue/Moorpark Avenue were collected in 2016, which is forecasted to 2021 using a compounded growth factor of 1% as per the City of San Jose guidelines. Regarding Turner Avenue/Moorpark Avenue intersection, it should be noted that the first westbound lane from the center is restricted to through movements only. Left-turn movements from the lane are permitted only for emergency vehicles.

Appendix B includes all the datasheets for the collected vehicular traffic counts. **Figure 7** illustrates the existing conditions lane geometry, traffic control, and peak hour traffic volumes at the study intersections.

Field Observations

Field observations within the immediate vicinity of the proposed project and at the study intersections were conducted to observe overall transportation characteristics.

The peak vehicular traffic direction on Moorpark Avenue is eastbound during the a.m. and p.m. peak hour. No queuing issues or spillovers were observed at the intersections on Central Way/Moorpark Avenue and

Turner Avenue/Moorpark Avenue. The pedestrian and bicycle activity during the peak hours was moderate.

Sidewalks are present along Moorpark Avenue along both sides near the project area except between Turner Avenue and Central Way, where a paved sidewalk is available only on the south of Moorpark Avenue.

There are two bus stops in the immediate vicinity of the project site. The first bus stop is located west of the project site on Moorpark Avenue, and the second bus stop is located southwest on Ginger Lane. Both bus stops are 5 min walk (0.3 miles) from the project site and accessible via existing sidewalks.

A Class II bike facility is provided on Moorpark Avenue, west of Pfeffer Lane/Thornton Way.

Figure 6: Existing Pedestrian, Bicycle and Transit Facilities

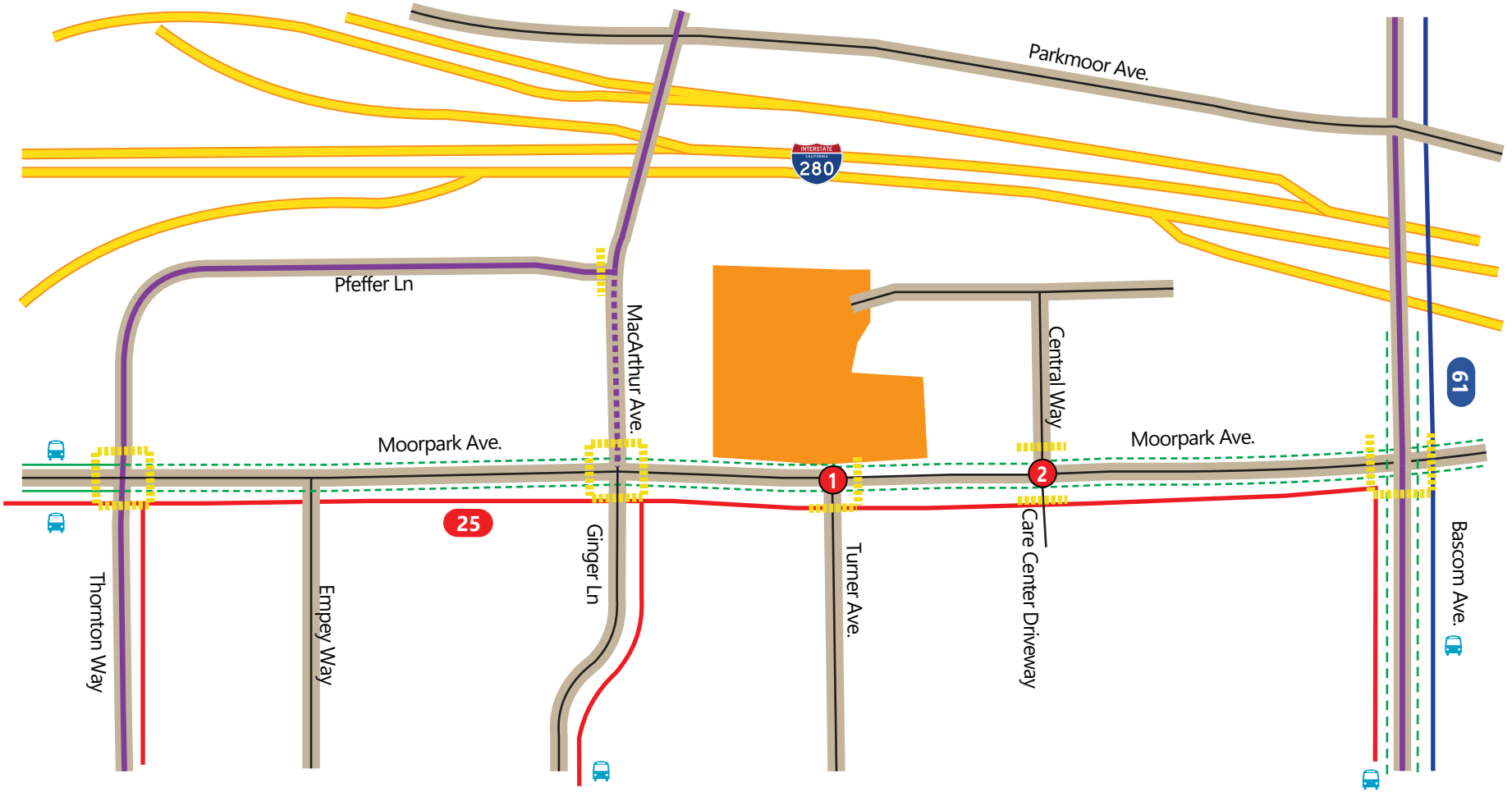
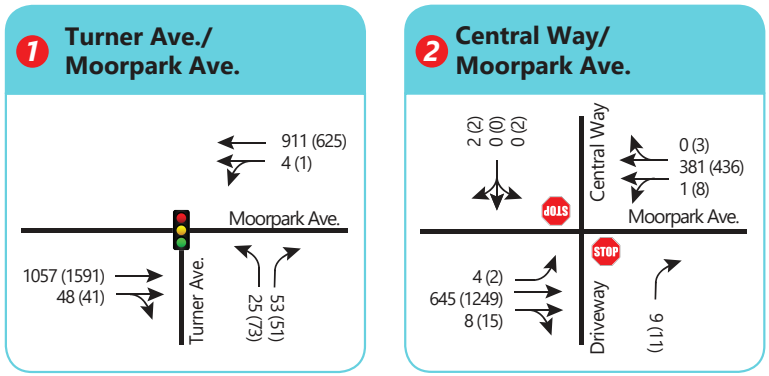
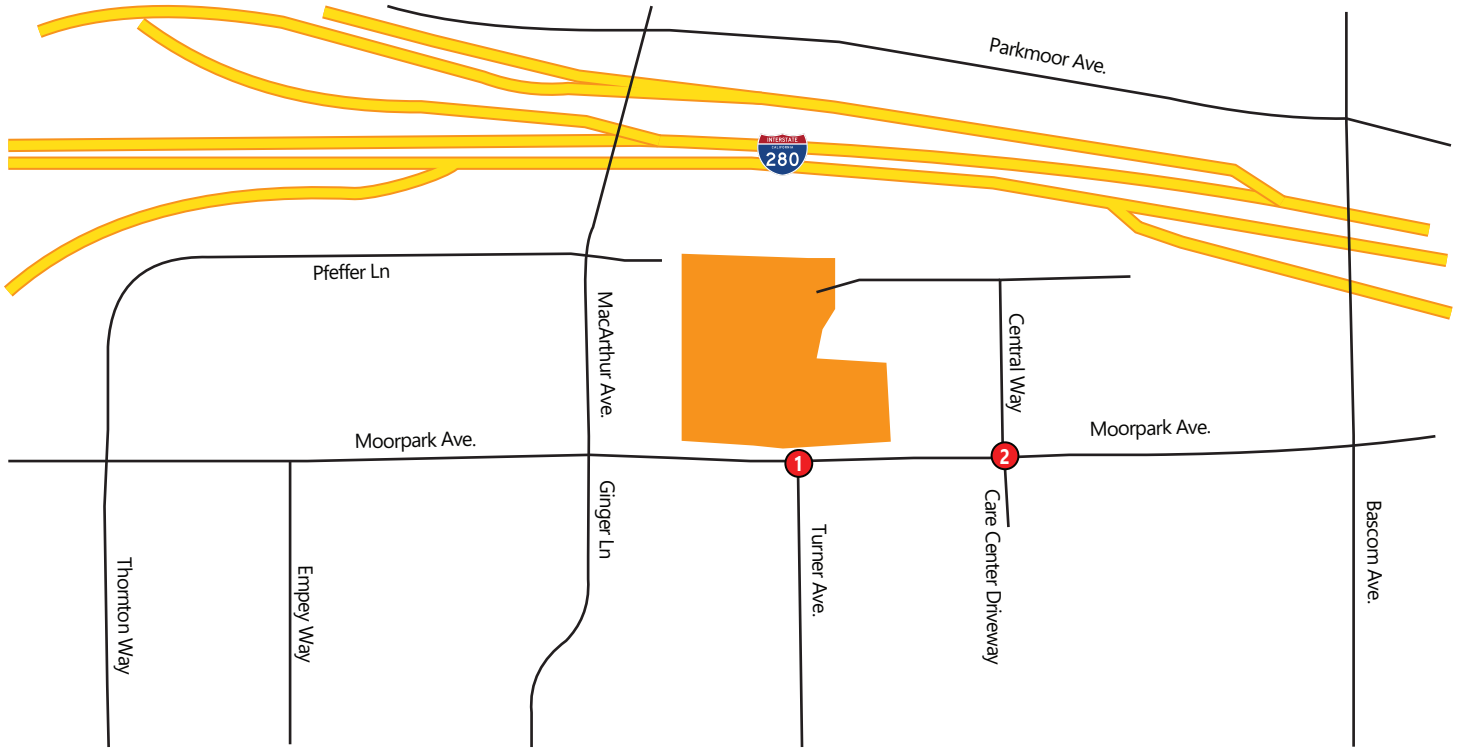


Figure 7: Existing Conditions Lane Geometry, Controls and Traffic Volume





LEGEND

XX	AM Peak Hour Volumes		Project Site		Traffic Signal
(XX)	PM Peak Hour Volumes	X	Study Intersection	STOP	Stop Sign

INTERSECTION TRAFFIC OPERATIONS – EXISTING CONDITIONS

The existing operations of the study intersections were evaluated for the highest one-hour volume during the weekday morning and evening peak periods. A peak hour factor of 1.00 was used at the study intersections for the existing conditions analysis. The results of the LOS analysis using the TRAFFIX software program for Existing Conditions are summarized in **Table 4**. **Figure 7** illustrates the existing vehicle turning movement volumes at the study intersection.

Under this scenario, the study intersection operates within applicable jurisdictional standards of the City of San Jose Level of Service (LOS D) or better during the a.m. and p.m. peak hours. LOS worksheets are provided in **Appendix C**.

It should be noted that the LOS summary results presented in **Table 4** are based on an isolated intersection analysis method adopted by the City of San Jose.

Table 4: Intersection Level of Service Analysis – Existing Conditions

City ID #	Intersection	Control	Peak Hour[1]	Existing Conditions			
				Average Delay[2]	LOS[3]	Critical V/C[4]	Critical Delay[5]
1	Turner Avenue/Moorpark Avenue	Signal	AM	16.3	B	0.641	30.1
			PM	15.1	B	0.759	25.7
2	Moorpark Avenue/Central Way	Two Way Stop	AM	13.4	B	...	...
			PM	18.2	C	...	...

Notes:
[1]AM – morning peak hour, PM – evening peak hour
[2]Average intersection delay expressed in seconds per vehicle for signalized intersections.
[3]LOS = Level of Service
[4]Critical V/C - Critical Volume-to-Capacity ratio
[5]Critical delay is expressed in seconds per vehicle for signalized intersections.

CEQA TRANSPORTATION ANALYSIS

PROJECT LEVEL VMT IMPACT ANALYSIS

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San José VMT Evaluation Tool to assess a project's potential VMT based on the project's description, location, and attributes. For larger projects with regional traffic, the City's Travel Demand Model can be used to determine project VMT. Because the proposed project is small and would generate local traffic, the VMT Evaluation Tool is used to estimate the project VMT and determine whether the project would result in a significant VMT impact.

TJKM used the City of San Jose VMT Evaluation Tool to estimate the VMT from the proposed project. For the office, residential and industrial land uses, the VMT Evaluation Tool can measure the VMT of each land use. The VMT analysis evaluates the project's VMT against the appropriate thresholds of significance established in Council Policy 5-1.

The City of San Jose VMT evaluation tool requires the user to input the Assessor's Parcel Number (APN) of the project. The VMT Evaluation Tool would retrieve from a built-in database the average VMT per capita and VMT per employee for existing buildings within the ½-mile buffer of the project (Existing VMT). Existing VMT is the current VMT generation for existing buildings in the area and is a base point for calculating Project VMT.

Using Existing VMT as the base point, the VMT Evaluation Tool calculates Project VMT through an evaluation of project description. Projects located in areas where Existing VMT is above the established threshold are referred to as being in "high-VMT areas." Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce Project VMT to the extent possible.

Figures 8 and 9 illustrates the City of San Jose VMT Evaluation Tool results showing the existing VMT within the project is area is 9.62 and the built project VMT is 9.5. The City's threshold of significance is 10.12. Therefore, the proposed project does not have a VMT impact. However, a local transportation analysis (LTA) was conducted.

Figure 8: City of San Jose VMT Screening Tool Report

Project VMT without Mitigation

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	2323-2391 Moorpark Avenue TIS	Tool Version:	2/29/2019
Location:	2323 Moorpark Avenue, San Jose, CA	Date:	6/19/2022
Parcel:	28201022 Parcel Type: Urban Low Transit		

Proposed Parking Spaces Vehicles: 107 Bicycles: 12

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	58 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	58 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	10
With Project Density (DU/Residential Acres in half-mile buffer)	10

Increase Development Diversity

Existing Activity Mix Index	0.61
With Project Activity Mix Index	0.60

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)	36
With Project Density (Jobs/Commercial Acres in half-mile buffer)	36

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

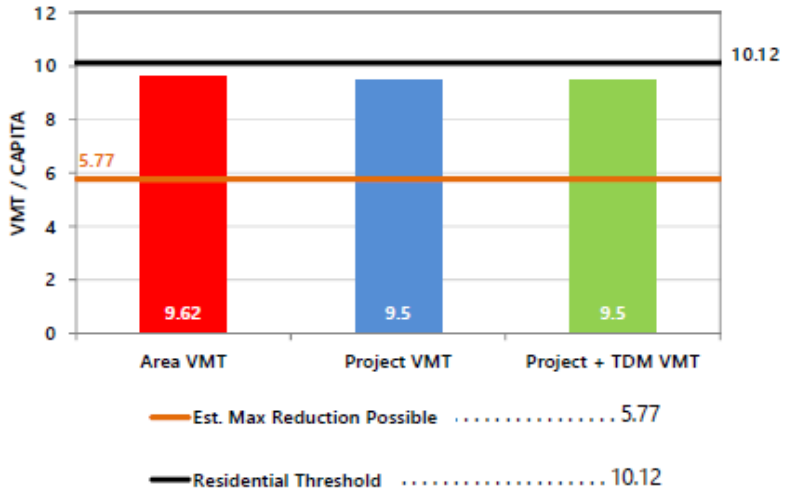
Figure 9: City of San Jose VMT Screening Tool Report- Residential

Project VMT without Mitigation

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

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



LOCAL TRANSPORTATION ANALYSIS

PROJECT TRIP GENERATION

TJKM developed estimated project trip generation for the proposed project based on published trip generation rates from the ITE publication *Trip Generation* (10th *Edition).* Based on ITE Trip Generation (10th Edition), the existing residential development generates 234 daily trips, including 15 trips during a.m. peak hour and 20 trips during p.m. peak hour. These trips are deducted from the trip generation of the proposed project. In addition, TJKM applied trip discounts to the proposed project trip generation that are consistent with the City of San Jose and VTA Traffic Analysis Guidelines in terms of development densities and location-based mode share adjustments in consultation with the City of San Jose staff.

TJKM used published trip rates for the ITE land use Multifamily Housing (Mid-Rise) (ITE Code 221) and Multifamily Housing (Low-Rise) (ITE Code 220) for the proposed project. **Table 5** shows the net trip generation expected to be generated by the proposed project. The proposed project is expected to generate five new weekday a.m. and p.m. peak hour trips after applying location-based mode share adjustments and crediting for the existing residential development.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution is a process that determines in what proportion vehicles would be expected to travel between the project site and various destinations outside the project study area. Assignment determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution.

Project access will be provided via two full access driveways along the Central Way frontage. Existing driveways are located along Moorpark Avenue and Central Way. The proposed project is not expected to generate new trips. However, the existing trips would be re-routed from Moorpark Avenue towards Central Way. **Figures 10a & 10b** shows the existing & proposed trip distribution and assignment.

Table 5: Project Trip Generation

Trip Generation for a Multifamily Residential Development at 2323-2391 Moorpark Avenue, San Jose,CA																
	Size		*Daily*		*AM Peak*						*PM Peak*					
			Rate	*Trips*	*Rate*	*In %*	*Out %*	*In*	*Out*	*Total*	*Rate*	*In %*	*Out %*	*In*	*Out*	*Total*
Proposed Land Use																
Multifamily Housing (Mid-Rise) (ITE Code 221)[3]	41	d.u.	5.44	223	0.36	26	74	4	11	15	0.44	61	39	11	7	18
Multifamily Housing (Low-Rise) (ITE Code 220)[2]	17	d.u.	7.32	124	0.46	23	77	2	6	8	0.56	63	37	6	4	10
				347				6	17	23				17	11	28
Local-Based Mode Share Reduction[4]				*45*				*1*	*2*	*3*				*2*	*1*	*3*
Proposed Total				**302**				**5**	**15**	**20**				**15**	**10**	**25**
Existing Land Use																
Single Family Detached Housing (ITE Code 210)[1]	7	du	9.44	66	0.74	25	75	1	4	5	0.99	63	37	4	3	7
Multifamily Housing (Low-Rise) (ITE Code 220)[2]	23	d.u.	7.32	168	0.46	23	77	2	8	10	0.56	63	37	8	5	13
Existing Land Use Total Trips				**234**				**3**	**12**	**15**				**12**	**8**	**20**
Total Net Trips				**68**				**2**	**3**	**5**				**3**	**2**	**5**

Notes

ITE Trip Generation Manual, 10th Edition, 2017

d.u-Dwelling Units

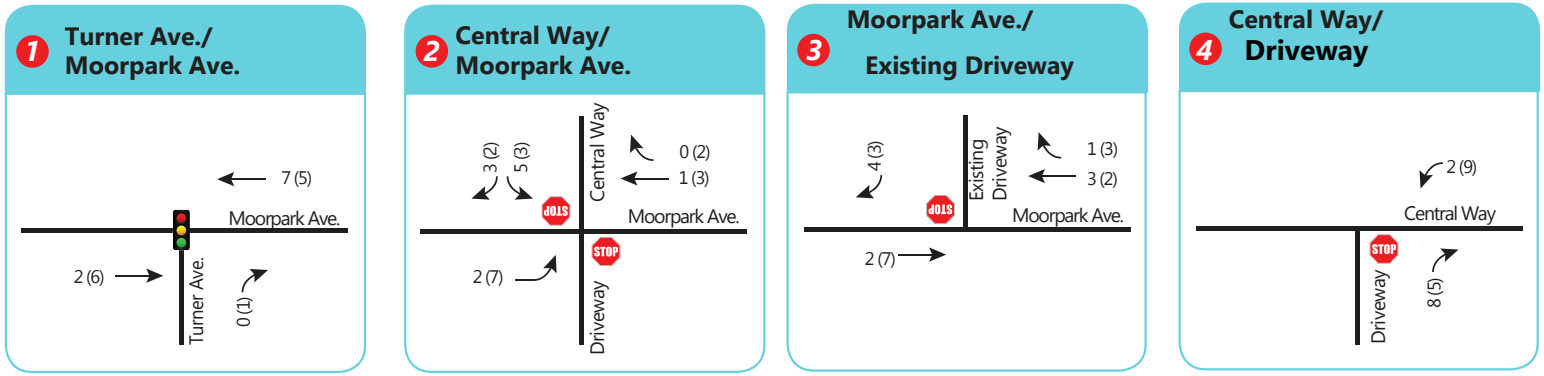
[1]Single Family Detached Housing (ITE Land Use Code 210) vehicle trip rates are based upon number of dwelling units.

[2]Multifamily Housing (Low-Rise) (ITE Land Use Code 220) vehicle trip rates are based upon number of dwelling units.

[3]Multifamily Housing (Mid-Rise) (ITE Land Use Code 221) vehicle trip rates are based upon number of dwelling units.

[4]Location based Mode Share Adjustments: Based on VMT Evaluation Tool. 13 percent reduction for Urban Low Transit for residential land use.

Figure 10a: Existing Trip Distribution & Assignment



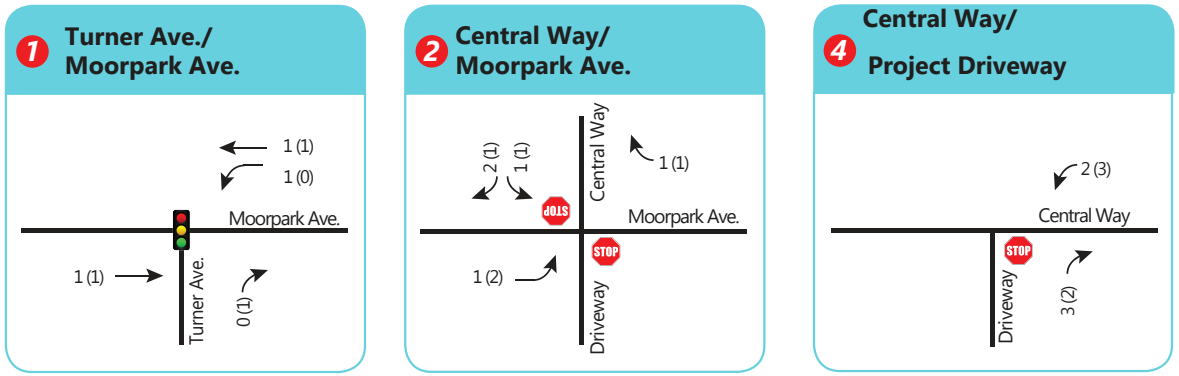
LEGEND

XX	AM Peak Hour Trips		Project Site		Traffic Signal
(XX)	PM Peak Hour Trips	X	Study Intersection	STOP	Stop Sign

XX% Trip Distribution

N

Figure 10b: Proposed Trip Distribution & Assignment



LEGEND

XX	AM Peak Hour Trips		Project Site		Traffic Signal	XX%	Trip Distribution
(XX)	PM Peak Hour Trips	X	Study Intersection	STOP	Stop Sign		

BACKGROUND (EXISTING PLUS APPROVED PROJECTS) CONDITIONS

This scenario is similar to Existing Conditions, but with the addition of traffic from approved and pending developments located within the immediate vicinity of the project. The City of San Jose staff provided the Approved Trips Inventory (ATI), which represents the traffic volumes generated by projects that are approved but not yet constructed. ATI volumes were added to the Existing Conditions volumes to project the peak hour turning movements at the study intersections under Background Conditions. The ATI sheets are included in **Appendix D**.

Figure 11 shows projected turning movement volumes at the study intersections for Background Conditions for both a.m. and p.m. peak hours. A peak hour factor of 1.00 was used at the study intersections for the Background Conditions analysis.

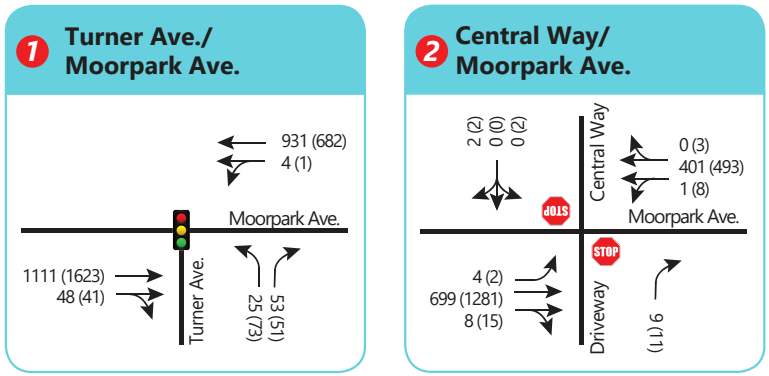
The results of intersection level of service analysis for Background Conditions are summarized in **Table 6**. Detailed calculation sheets for Background Conditions (Existing plus Approved Projects) are provided in **Appendix D**. Under this scenario, the study intersection operates within applicable jurisdictional standards of the City of San Jose Level of Service (LOS D) or better during the a.m. and p.m. peak hours.

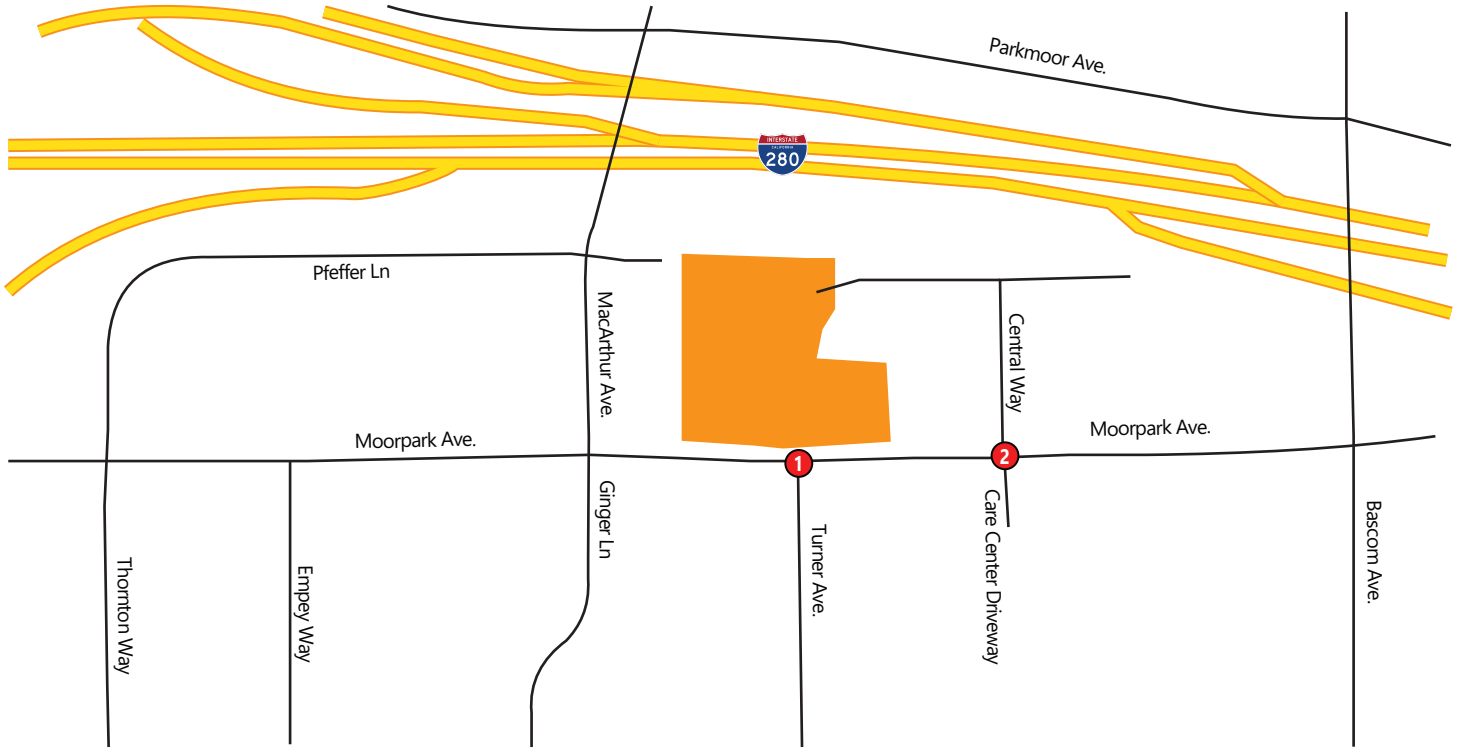
Table 6: Intersection Level of Service Analysis – Background (Existing plus Approved Projects) Conditions

No.	Intersection	Control	Peak Hour[1]	Existing Conditions			
				Average Delay[2]	LOS[3]	Critical V/C[4]	Critical Delay[5]
1	Turner Avenue/Moorpark Avenue	Signal	AM	16.6	B	0.664	30.7
			PM	16.1	B	0.787	27.6
2	Moorpark Avenue/Central Way	Two Way Stop	AM	14.1	B	…	…
			PM	19.8	C	…	…

Notes:
[1]AM – morning peak hour, PM – evening peak hour
[2]Average intersection delay expressed in seconds per vehicle for signalized intersections.
[3]LOS = Level of Service
[4]Critical V/C - Critical Volume-to-Capacity ratio
[5]Critical delay is expressed in seconds per vehicle for signalized intersections.

Figure 11: Background Conditions Lane Geometry, Controls and Traffic Volume





LEGEND

XX	AM Peak Hour Volumes		Project Site		Traffic Signal
(XX)	PM Peak Hour Volumes	X	Study Intersection	STOP	Stop Sign

BACKGROUND PLUS PROJECT CONDITIONS

This scenario is identical to Background Conditions, but with the addition of projected traffic from the proposed development.

The results for intersection level of service analysis for Background plus Project Conditions are summarized in **Table 7**. The results for Background Conditions are included for comparison purposes, along with the projected increases in critical delay and critical V/C ratios. Detailed calculation sheets for Background plus Project Conditions are provided in **Appendix D**. **Figure 12** shows projected turning movement volumes at the study intersections for Background plus Project Conditions.

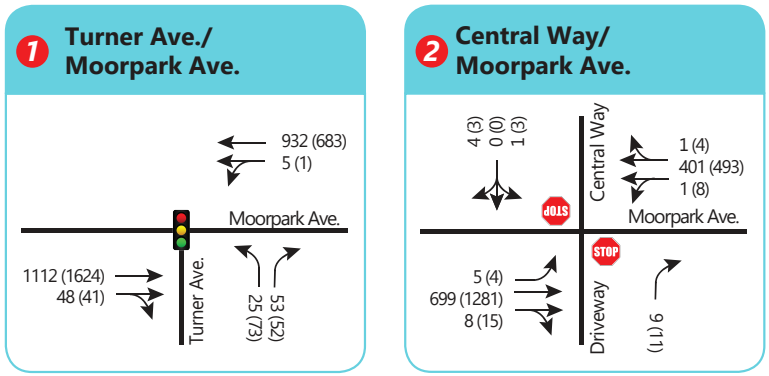
Under this scenario, all the study intersections operate within standards of the City of San Jose. Based on the City of San Jose LOS standards, the project would not have any adverse effects at the study intersections.

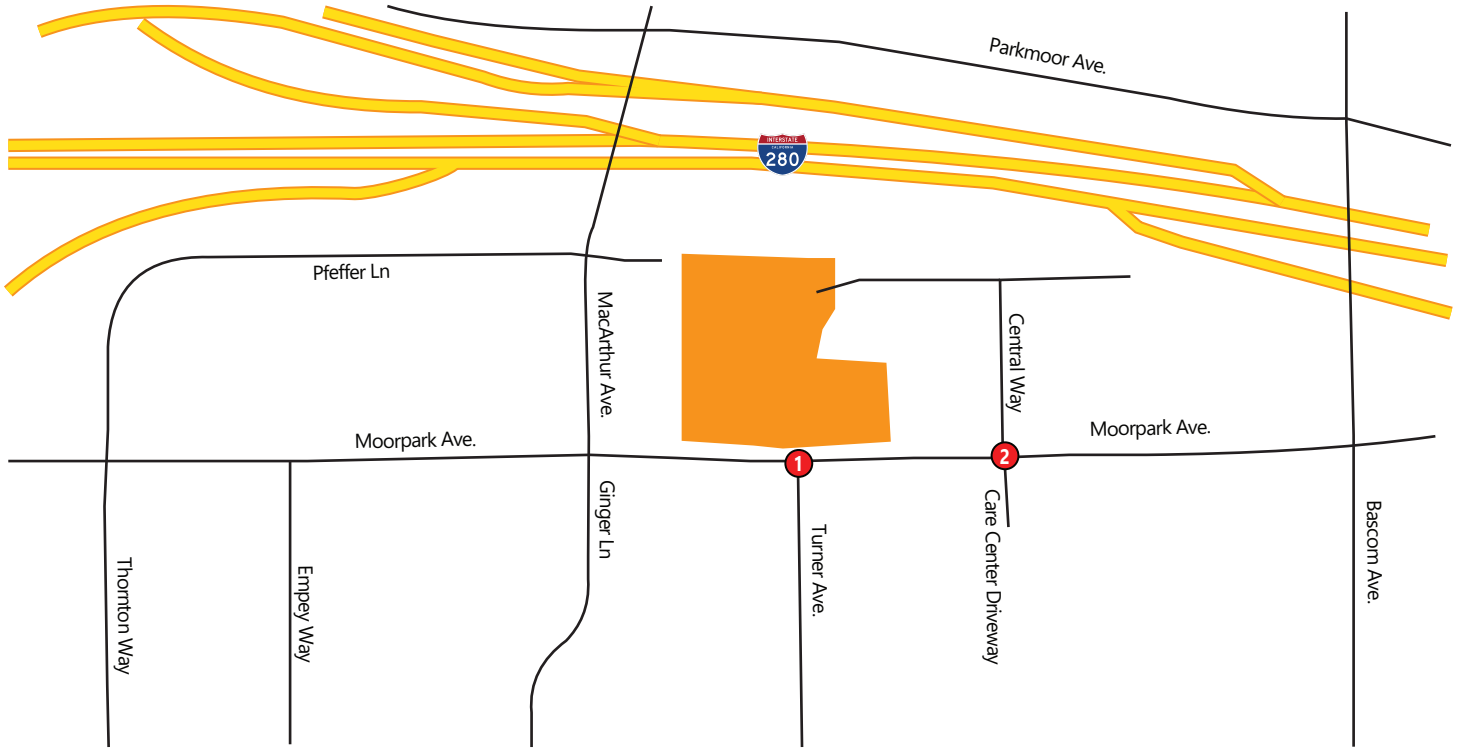
Table 7: Intersection Level of Service Analysis – Background plus Project Conditions

#	Intersection	Control	Peak Hour[1]	Background Conditions			Background plus Project Conditions			Δ in Critical V/C[5]	Δ in Critical Delay[6]
				Average Delay[2]	LOS[3]	Average Critical Delay[4]	Average Delay[2]	LOS[3]	Average Critical Delay[4]		
1	Turner Avenue/Moorpark Avenue	Signal	AM	16.6	B	30.7	16.6	B	30.7	0.001	0.000
			PM	16.1	B	27.6	16.2	B	27.6	0.001	0.000
2	Moorpark Avenue/Central Way	Two Way Stop	AM	10.6	B	…	11.1	B	…	…	…
			PM	19.8	C	…	20.1	C	…	…	…

Notes:
[1]AM – morning peak hour, PM – evening peak hour
[2]Average intersection delay expressed in seconds per vehicle for signalized intersections and all-way stop controlled intersections.
[3]LOS = Level of Service
[4]Average critical delay is expressed in seconds per vehicle for signalized and all-way stop controlled intersections
[5]Change in critical volume to capacity ratio between Background and Background plus Project Conditions
[6]Change in average critical movement delay between Background and Background plus Project Conditions

Figure 12: Background plus Project Conditions Lane Geometry, Controls and Traffic Volume





LEGEND

XX	AM Peak Hour Volumes		Project Site		Traffic Signal
(XX)	PM Peak Hour Volumes	X	Study Intersection	STOP	Stop Sign

QUEUING AND DRIVEWAY ANALYSIS

QUEUING ANALYSIS AT STUDY INTERSECTIONS

TJKM conducted a vehicle queuing and storage analysis for all exclusive left turn or right-turn pockets at the study intersection where project traffic is added under Existing plus Approved Projects Conditions. The 95th percentile (maximum) queues were analyzed using the HCM 2000 Queue methodology contained in TRAFFIX software. Detailed calculations are included in the LOS appendices corresponding to each analysis scenario. **Table 8** summarizes the 95th percentile queue lengths at the study intersections under Background and Background plus Project Conditions scenarios.

At Turner Avenue/Moorpark Avenue, the queue length for the northbound left-turn is overflowing the available storage length for background conditions. However, there is no significant change in queue length under existing plus approved project conditions.

At Central Way/Moorpark Avenue: Based on the trip generation table, the existing residential development generates 15 weekday a.m. peak hour trips (3 inbound trips, 12 outbound trips) and 20 weekday p.m. peak hour trips (12 inbound trips, 8 outbound trips). The proposed project is expected to generate five new weekday a.m., and p.m. peak hour trips. Out of total existing trips, 45% percent of the trips were using the Central Way/Moorpark Avenue intersection to access the project. This traffic pattern will be same as for the proposed project. Hence, the eastbound left-turn pocket storage length is sufficient for the queue length of both existing and background conditions.

Table 8: 95th Percentile Queue Length (in feet)

No.	Intersection Name	Lane Group	Storage Length	Background Conditions		Background plus Project Conditions	
				AM	PM	AM	PM
1	Turner Avenue/Moorpark Avenue	NBL	50	**52**	**134**	**52**	**134**
		NBR	50	**57**	**56**	**56**	**57**
2	Moorpark Avenue/Central Way	EBL	50	25	25	25	25

ADDITIONAL ANALYSIS

The following sections provide additional analyses of other transportation issues associated with the project site, including:

- Site access
- On-site circulation
- Sight distance analysis
- Parking analysis

SITE ACCESS AND ON-SITE CIRCULATION

This section analyzes site access and internal circulation for vehicles, pedestrians and bicycles based on the site plan presented in **Figure 2** (dated March 31,2021). TJKM reviewed internal and external access for the project site for vehicles, pedestrians, and bicycles.

Vehicle Access

Site access would be provided via two driveways along the Central Way frontage. The east-west driveway is 26-foot wide and north-south driveway is 26-feet wide. The proposed project is not expected to generate new weekday a.m. and p.m. peak hour trips based on the trip generation table. Based on the evaluation, the driveways are expected to be adequate for passenger vehicles accessing the site. In addition, the 95th percentile queueing at the outbound approach of the project driveway is expected to be minimal.

TJKM also examined the project site plan (**Figure 2**) in order to evaluate the adequacy of on-site circulation for vehicles, garbage trucks, and emergency vehicles.. All circulation aisles are 20-26 feet wide and accommodate two-way travel. The turning radii appear to be adequate for the garbage and delivery trucks. Garbage collection from all residential units will be accommodated through a curbside garbage pickup on-site. Residents would need to wheel out garbage bins along their residential for pick-up. The trash bins would likely be placed in front of parking garages on designated garbage collection days. The trash bins should be removed immediately after garbage pickup as to not inhibit access to the residential parking garage during the morning and evening peak commute hours. Emergency vehicles can access the project via the proposed driveway on Central Way. Overall, the proposed on-site vehicle circulation is adequate and should not result in any significant operational issues on City streets. Turning radii analysis is located in **Appendix E.**

There are no conflicts observed with vehicles on the eastern driveway with shrubbery. The driveway outline has been shown in a revised site plan. It is recommended that any landscape near the project driveways remain maintained and lower than 30 inches, or the City standard, to eliminate any obstructions upon exiting the project site.

Pedestrian Access

Site access to the pedestrians is also provided via Moorpark Avenue through a single concrete walkway. In the project vicinity, all signalized intersections are equipped with countdown pedestrian signal heads. Turner Avenue/Moorpark Avenue intersection has crosswalks on south and east legs. The project site has

adequate accessibility via Central Way and Moorpark Avenue. There are continuous sidewalks present on Moorpark Avenue along both sides within the project vicinity except between Turner Drive and Central Way, where a paved sidewalk is available only on the south of Moorpark Avenue. There is adequate street lighting in the vicinity. All the bus stops are accessible to and from the project site via existing sidewalks and crosswalks within the vicinity of the project site.

The project would not have an adverse effect on the existing or planned pedestrian facilities in the immediate project vicinity. The existing project area had driveways fronting on Moorpark Avenue. The proposed project will only have vehicle access from Central Way, allowing for continuous sidewalk along Moorpark Avenue. The project proposes to dedicate a portion of the project site to provide pedestrian connectivity along the project frontage on Moorpark Avenue. The proposed improvements by project applicant as shown in the site plan, would comply with City of San Jose requirements.

Bicycle Access

In terms of bicycle access to the project site, the nearest Class II bicycle facility in the project vicinity runs on Moorpark Avenue, west of Pfeffer Lane/ Thornton Way. The City of San Jose Better Bike Plan 2025 dated October, 2020, describes a list of existing and proposed bicycle facilities in the City. According to the bike plan, Class IV protected bike lanes are proposed on Moorpark Avenue between Winchester Boulevard and South Bascom Avenue, and Bascom Avenue between West Hedding Street and Fruitdale Avenue which will provide adequate bicycle connectivity between the proposed project site and the adjacent residential neighborhoods. The proposed project will provide "voluntary contribution" for the implementation of future Class IV bike lanes along Moorpark Avenue as per the City of San Jose standards. An impact on bicyclists occurs if the proposed project disrupts existing bicycle facilities; or conflicts or creates inconsistencies with adopted bicycle system plans, guidelines, and policies. The project would not have an adverse effect on the existing or planned bicycle facilities in the immediate project vicinity.

Transit

The proposed project will add very few trips to the existing transit services, which can be accommodated by the existing transit capacity. The project would not have an adverse effect on the existing transit facilities in the immediate project vicinity.

Sight Distance Analysis

Sight distance is evaluated to determine if a driver will have adequate visibility to enter a roadway safely without resulting in a conflict with traffic already on the roadway. The project access points should be free and clear of any obstructions that would materially and adversely affect sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on adjacent roadways. The proposed project driveways are at the west end of Central Way cul-de-sac. Cul-de-sacs reduce the number of motor vehicle accidents compared to grid based roadways, and generally encouraged safer driving practices. The Central Way cul-de-sac is wide and enough for vehicles to easily maneuver in and out of driveways and service and emergency vehicles to turn around. There are no conflicts observed turning into and out of the project driveways. According to the Highway Design

Manual (HDM), Chapter 200, July 2020, the required minimum stopping sight distance for a design speed of 35 mph (Moorpark Avenue) should be 250 feet. The distance between the intersection of Turner Avenue/Moorpark Avenue and Central Way/Moorpark Avenue is approximately 330 feet. The line of sight for vehicles exiting the driveways and vehicles traveling eastbound/westbound on Moorpark Avenue is clear and visible.

PARKING

Based on the project site plan dated March 31,2021 (**Figure 2**), 107 parking spaces are provided, in which 82 spaces are the garage parking, and 25 spaces are the open guest parking. The City of San Jose Municipal Code (Section 20.90.60/Table 20-210) requires a minimum of 2.6 parking spaces per 3-bedrooms residential dwelling unit with a two-car garage and 2.5 parking spaces per 2-bedrooms residential dwelling unit with a two-car garage. Hence, the proposed project would require 106 parking spaces. For bicycle parking, a minimum requirement is 1 parking space per 4 living unit. Therefore, 12 bicycle parking spaces are required and proposed. The proposed number of car and bicycle parking spaces is adequate.

PROJECT'S CONFORMANCE TO THE INTERSTATE 280/WINCHESTER BOULEVARD TRANSPORTATION DEVELOPMENT POLICY

The Interstate 280/Winchester Boulevard Transportation Development Policy (TDP) outlines the partial funding for the implementation of a new westbound off-ramp from I-280 to Winchester Boulevard via a traffic impact fee imposed on the proposed development that is within the area boundaries specified in the San Jose Municipal Code (SJMC 14.34.020.D) and projected to generate vehicle trips utilizing the planned improvement.

The purpose of this TDP is to alleviate traffic congestion associated with the anticipated intensification of development in the vicinity of the interchange and to provide more direct access from I-280 northbound to West San Jose Urban Village areas and surrounding areas.

The proposed project is not expected to generate new p.m. peak hour trips as per the trip generation. Therefore, the project has no impact on the planned I-280/Winchester Boulevard Interchange.

STREET REALIGNMENT AND SIGNAL MODIFICATION

To enhance street realignment along Moorpark Avenue, and to be consistent with City of San Jose adopted goals, it is recommended that the project should configure the Moorpark Avenue and Turner Avenue intersection by signal modification with the relocation/replacement of the existing signal poles due to the curb line shift that matches with the existing Moorpark alignment to the east and west. This improvement will provide pedestrian connectivity and safety along Moorpark Avenue. The Moorpark Avenue and Turner Avenue intersection improvements may also include vehicle detection, signal timing changes, implementation of a dedicated westbound left-turn pocket, curb and sidewalk enhancements, new signalized crosswalk for the west leg of the intersection and ADA compliancy. The project is located in County of Santa Clara unincorporated island, will require coordination with County of Santa Clara to

determine the necessary requirements for signal modification at Moorpark Avenue/Turner Avenue intersection.

CONCLUSIONS

CEQA Transportation Impacts

Project Vehicle Miles Traveled (VMT)

Based on the Vehicle Miles Traveled (VMT) analysis screening criteria in the Transportation Analysis Handbook 2018 to determine conformance to Council Policy 5-1, the proposed project does not meet the City's residential project screening criteria. Based on the VMT analysis summary tool, the City's residential VMT threshold is 10.12; the project VMT is 9.5. Because the project VMT is below the residential VMT threshold, the proposed project does not have a VMT impact.

Local Transportation Analysis

Project Trip Generation

The proposed project will generate five new daily trips during the a.m. and p.m. peak hour trips. The proposed trip generation includes discounts for location based mode share adjustments and the existing residential uses at the project site.

Intersection Traffic Operations

The results of the intersection level of service analysis show that all the study intersections operate within standards of the City of San Jose Level of Service (LOS D) or better during the a.m. and p.m. peak hours. Thus, the project would not have any adverse effects at the study intersections.

Pedestrian, Bicycle and Transit Adverse Effects

The proposed project does not conflict with existing and planned pedestrian or bicycle facilities. The proposed project will add very few trips to the existing transit facilities, which can be accommodated by the existing transit capacity. Therefore, the project would not have adverse effects on the pedestrian, bicycle and transit facilities in the study area.

On-Site Circulation

TJKM examined the project site plan in order to evaluate the adequacy of on-site vehicle circulation including emergency vehicles. Based on the evaluation, the proposed on-site vehicle circulation is adequate and should not result in any traffic operations issues.

Parking

Based on the City's requirements, 106 parking spaces are required. The project proposes 107 standard parking spaces. Therefore, the proposed number of off-street parking spaces should satisfy the parking needs for the project.

Appendix A – Level of Service Methodology

LEVEL OF SERVICE METHODOLOGY

LEVEL OF SERVICE

The description and procedures for calculating capacity and level of service are found in Transportation Research Board, *Highway Capacity Manual 2000*. *Highway Capacity Manual 2000* represents the latest research on capacity and quality of service for transportation facilities.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst. Each level of service represents a range of operating conditions and the driver's perception of these conditions. Safety is not included in the measures that establish service levels.

A general description of service levels for various types of facilities is shown in Table A-I.

Table A-I

Level of Service Description

Facility Type	**Uninterrupted Flow**	**Interrupted Flow**
	Freeways Multi-lane Highways Two-lane Highways Urban Streets	Signalized Intersections Unsignalized Intersections Two-way Stop Control All-way Stop Control
LOS		
A	Free-flow	Very low delay.
B	Stable flow. Presence of other users noticeable.	Low delay.
C	Stable flow. Comfort and convenience starts to decline.	Acceptable delay.
D	High density stable flow.	Tolerable delay.
E	Unstable flow.	Limit of acceptable delay.
F	Forced or breakdown flow.	Unacceptable delay

Source: *Highway Capacity Manual 2000*

Urban Streets

The term "urban streets" refers to urban arterials and collectors, including those in downtown areas.

Arterial streets are roads that primarily serve longer through trips. However, providing access to abutting commercial and residential land uses is also an important function of arterials.

Collector streets provide both land access and traffic circulation within residential, commercial and industrial areas. Their access function is more important than that of arterials, and unlike arterials their operation is not always dominated by traffic signals.

Downtown streets are signalized facilities that often resemble arterials. They not only move through traffic but also provide access to local businesses for passenger cars, transit buses, and trucks. Pedestrian conflicts and lane obstructions created by stopping or standing buses, trucks and parking vehicles that cause turbulence in the traffic flow are typical of downtown streets.

The speed of vehicles on urban streets is influenced by three main factors, street environment, interaction among vehicles and traffic control. As a result, these factors also affect quality of service.

The street environment includes the geometric characteristics of the facility, the character of roadside activity and adjacent land uses. Thus, the environment reflects the number and width of lanes, type of median, driveway density, spacing between signalized intersections, existence of parking, level of pedestrian activity and speed limit.

The interaction among vehicles is determined by traffic density, the proportion of trucks and buses, and turning movements. This interaction affects the operation of vehicles at intersections and, to a lesser extent, between signals.

Traffic control (including signals and signs) forces a portion of all vehicles to slow or stop. The delays and speed changes caused by traffic control devices reduce vehicle speeds, however, such controls are needed to establish right-of-way.

The average travel speed for through vehicles along an urban street is the determinant of the operating level of service. The travel speed along a segment, section or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections.

Level-of-service A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.

Level-of-service B describes reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.

Level-of-service C describes stable operations, however, ability to maneuver and change lanes in midblock location may be more restricted than at level-of-service B. Longer queues, adverse signal coordination, or both may contribute to lower travel speeds.

Level-of-service D borders on a range in which in which small increases in flow may cause substantial increases in delay and decreases in travel speed. Level-of-service D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors.

Level-of-service E is characterized by significant delays and lower travel speeds. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level-of-service F is characterized by urban street flow at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

The methodology to determine level of service stratifies urban streets into four classifications. The classifications are complex, and are related to functional and design categories. Table A-II describes the functional and design categories, while Table A-III relates these to the urban street classification.

Once classified, the urban street is divided into segments for analysis. An urban street segment is a one-way section of street encompassing a series of blocks or links terminating at a signalized intersection. Adjacent segments of urban streets may be combined to form larger street sections, provided that the segments have similar demand flows and characteristics.

Levels of service are related to the average travel speed of vehicles along the urban street segment or section.

Travel times for existing conditions are obtained by field measurements. The maximum-car technique is used. The vehicle is driven at the posted speed limit unless impeded by actual traffic conditions. In the maximum-car technique, a safe level of vehicular operation is maintained by observing proper following distances and by changing speeds at reasonable rates of acceleration and deceleration. The maximum-car technique provides the best base for measuring traffic performance.

An observer records the travel time and locations and duration of delay. The beginning and ending points are the centers of intersections. Delays include times waiting in queues at signalized intersections. The travel speed is determined by dividing the length of the segment by the travel time. Once the travel speed on the arterial is determined, the level of service is found by comparing the speed to the criteria in Table A-IV. Level-of-service criteria vary for the different classifications of urban street, reflecting differences in driver expectations.

Table A-II

Functional and Design Categories for Urban Streets

Criterion	Functional Category	
	Principal Arterial	**Minor Arterial**
Mobility function	Very important	Important
Access function	Very minor	Substantial
Points connected	Freeways, important activity centers, major traffic generators	Principal arterials
Predominant trips served	Relatively long trips between major points and through trips entering, leaving, and passing through city	Trips of moderate length within relatively small geographical areas

Criterion	Design Category			
	High-Speed	**Suburban**	**Intermediate**	**Urban**
Driveway access density	Very low density	Low density	Moderate density	High density
Arterial type	Multilane divided; undivided or two-lane with shoulders	Multilane divided: undivided or two-lane with shoulders	Multilane divided or undivided; one way, two lane	Undivided one way; two way, two or more lanes
Parking	No	No	Some	Usually
Separate left-turn lanes	Yes	Yes	Usually	Some
Signals per mile	0.5 to 2	1 to 5	4 to 10	6 to 12
Speed limits	45 to 55 mph	40 to 45 mph	30 to 40 mph	25 to 35 mph
Pedestrian activity	Very little	Little	Some	Usually
Roadside development	Low density	Low to medium density	Medium to moderate density	High density

Source: *Highway Capacity Manual 2000*

Table A-III

Urban Street Class based on Function and Design Categories

Design Category	Functional Category	
	Principal Arterial	**Minor Arterial**
High-Speed	I	Not applicable
Suburban	II	II
Intermediate	II	III or IV
Urban	III or IV	IV

Source: *Highway Capacity Manual 2000*

Table A-IV

Urban Street Levels of Service by Class

Urban Street Class	I	II	III	IV
Range of Free Flow Speeds (mph)	45 to 55	35 to 45	30 to 35	25 to 35
Typical Free Flow Speed (mph)	50	40	33	30
Level of Service	**Average Travel Speed (mph)**			
A	>42	>35	>30	>25
B	>34	>28	>24	>19
C	>27	>22	>18	>13
D	>21	>17	>14	>9
E	>16	>13	>10	>7
F	≤16	≤13	≤10	≤7

Source: *Highway Capacity Manual 2000*

Interrupted Flow

One of the more important elements limiting, and often interrupting the flow of traffic on a highway is the intersection. Flow on an interrupted facility is usually dominated by points of fixed operation such as traffic signals, stop and yield signs. These all operate quite differently and have differing impacts on overall flow.

Signalized Intersections

The capacity of a highway is related primarily to the geometric characteristics of the facility, as well as to the composition of the traffic stream on the facility. Geometrics are a fixed, or non-varying, characteristic of a facility.

At the signalized intersection, an additional element is introduced into the concept of capacity: time allocation. A traffic signal essentially allocates time among conflicting traffic movements seeking use of the same physical space. The way in which time is allocated has a significant impact on the operation of the intersection and on the capacity of the intersection and its approaches.

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.,* in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, level of service criteria for traffic signals are stated in terms of average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the ratio of green time to cycle length and the volume to capacity ratio for the lane group.

For each intersection analyzed the average control delay per vehicle per approach is determined for the peak hour. A weighted average of control delay per vehicle is then determined for the intersection. A level of service designation is given to the control delay to better describe the level of operation. A

description of levels of service for signalized intersections can be found in Table A-V.

Table A-V

Description of Level of Service for Signalized Intersections

Level of Service	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase doe not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: *Highway Capacity Manual 2000*

The use of control delay, which may also be referred to as signal delay, was introduced in the 1997 update to the *Highway Capacity Manual*, and represents a departure from previous updates. In the third edition, published in 1985 and the 1994 update to the third edition, delay only included stopped delay. Thus, the level of service criteria listed in Table A-V differs from earlier criteria.

Unsignalized Intersections

The current procedures on unsignalized intersections were first introduced in the 1997 update to the *Highway Capacity Manual* and represent a revision of the methodology published in the 1994 update to the 1985 *Highway Capacity Manual*. The revised procedures use control delay as a measure of effectiveness to determine level of service. Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.,* in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Control delay is the increased time of travel for a vehicle approaching and passing through an unsignalized intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection.

Two-Way Stop Controlled Intersections

Two-way stop controlled intersections in which stop signs are used to assign the right-of-way, are the most prevalent type of intersection in the United States. At two-way stop-controlled intersections the stop-controlled approaches are referred as the minor street approaches and can be either public streets or private driveways. The approaches that are not controlled by stop signs are referred to as the major street approaches.

The capacity of movements subject to delay are determined using the "critical gap" method of capacity analysis. Expected average control delay based on movement volume and movement capacity is calculated. A level of service designation is given to the expected control delay for each minor movement. Level of service is not defined for the intersection as a whole. Control delay is the increased time of travel for a vehicle approaching and passing through a stop-controlled intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection. A description of levels of service for two-way stop-controlled intersections is found in Table A-VI.

Table A-VI

Description of Level of Service for Two-Way Stop Controlled Intersections

Level of Service	Description
A	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
B	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
C	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

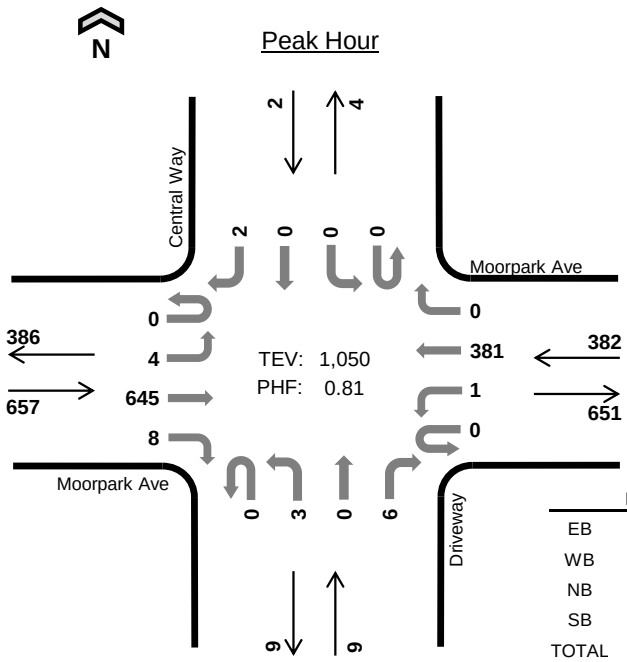
Source: *Highway Capacity Manual 2000*

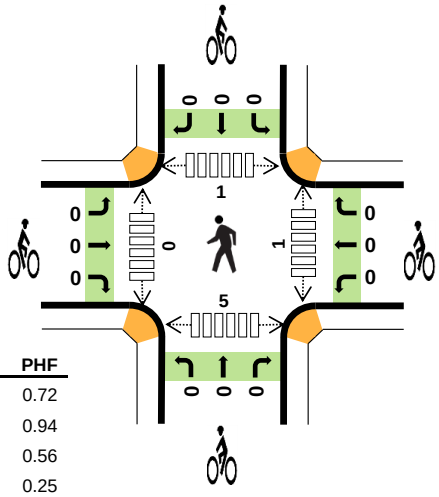
Appendix B –Traffic Counts Sheets

Central Way
Moorpark Ave

Date: 03-25-2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour





	HV %:	PHF
EB	2.1%	0.72
WB	1.3%	0.94
NB	0.0%	0.56
SB	0.0%	0.25
TOTAL	1.8%	0.81

Two-Hour Count Summaries

Interval Start		Moorpark Ave Eastbound				Moorpark Ave Westbound				Driveway Northbound				Central Way Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	78	3	0	1	61	1	0	2	0	0	0	0	0	0	146	0
7:15 AM		0	0	85	4	0	0	102	0	0	0	0	1	0	0	0	1	193	0
7:30 AM		**0**	**0**	**225**	**4**	**0**	**0**	**93**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**326**	0
7:45 AM		**0**	**0**	**181**	**3**	**0**	**1**	**101**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**290**	955
8:00 AM		**0**	**1**	**120**	**1**	**0**	**0**	**90**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**213**	1,022
8:15 AM		**0**	**3**	**119**	**0**	**0**	**0**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**221**	**1,050**
8:30 AM		1	4	153	0	0	0	93	0	0	0	0	3	0	0	0	0	254	978
8:45 AM		0	6	134	1	0	1	97	0	0	1	0	3	0	0	0	0	243	931
Count Total		1	14	1,095	16	0	3	734	1	0	6	0	13	0	0	0	3	1,886	0
Peak Hour	**All**	**0**	**4**	**645**	**8**	**0**	**1**	**381**	**0**	**0**	**3**	**0**	**6**	**0**	**0**	**0**	**2**	**1,050**	**0**
	HV	**0**	**0**	**13**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**
	HV%	**-**	**0%**	**2%**	**13%**	**-**	**0%**	**1%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	3	1	1	0	*5*	0	0	0	0	*0*	0	0	2	0	*2*
7:15 AM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	1	*1*
7:30 AM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
7:45 AM	**4**	**1**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**5**	**1**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	*2*
8:15 AM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**3**	***4***
8:30 AM	5	2	0	0	*7*	1	0	0	0	*1*	0	0	0	2	*2*
8:45 AM	4	2	0	0	*6*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	28	11	1	0	*40*	1	0	0	0	*1*	1	0	3	9	*13*
Peak Hour	**14**	**5**	**0**	**0**	***19***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**5**	***7***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Moorpark Ave Eastbound				Moorpark Ave Westbound				Driveway Northbound				Central Way Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0
7:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0
7:30 AM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0
7:45 AM	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	16
8:00 AM	**0**	**0**	**4**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	17
8:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**19**
8:30 AM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	23
8:45 AM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	24
Count Total	0	0	27	1	0	0	11	0	0	1	0	0	0	0	0	0	40	0
Peak Hour	**0**	**0**	**13**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**

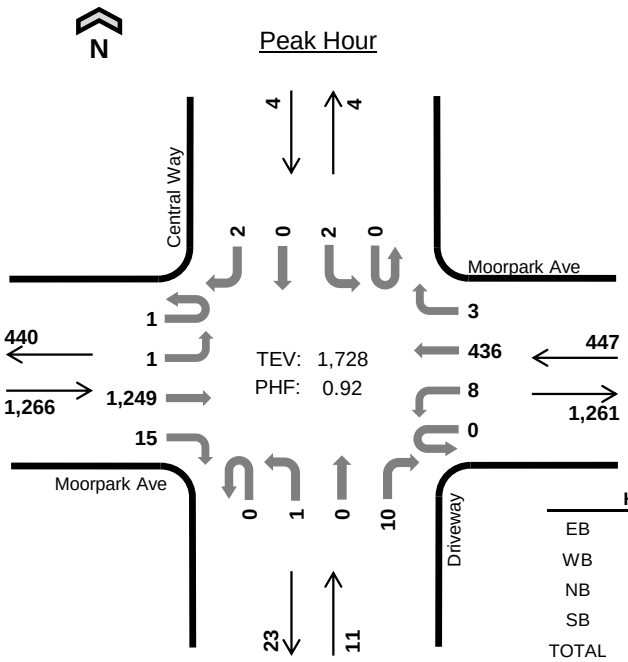
Two-Hour Count Summaries - Bikes

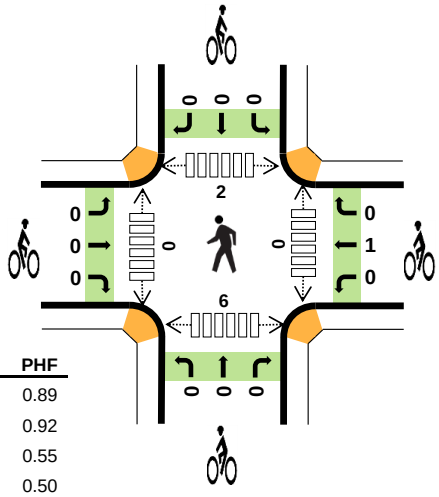
Interval Start	Moorpark Ave Eastbound			Moorpark Ave Westbound			Driveway Northbound			Central Way Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Central Way
Moorpark Ave

Date: 03-25-2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	0.7%	0.89
WB	0.0%	0.92
NB	0.0%	0.55
SB	0.0%	0.50
TOTAL	0.5%	0.92

Two-Hour Count Summaries

Interval Start		Moorpark Ave Eastbound				Moorpark Ave Westbound				Driveway Northbound				Central Way Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		2	2	298	5	0	0	105	1	0	0	0	4	0	0	0	1	418	0
4:15 PM		0	0	270	6	0	1	108	0	0	3	0	5	0	1	0	0	394	0
4:30 PM		**0**	**0**	**343**	**3**	**0**	**4**	**101**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**455**	0
4:45 PM		**1**	**0**	**277**	**7**	**0**	**1**	**109**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**398**	1,665
5:00 PM		**0**	**1**	**351**	**4**	**0**	**0**	**109**	**0**	**0**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**471**	1,718
5:15 PM		**0**	**0**	**278**	**1**	**0**	**3**	**117**	**2**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**404**	**1,728**
5:30 PM		0	1	320	1	0	2	102	0	0	2	0	5	0	1	0	0	434	1,707
5:45 PM		0	1	265	3	0	3	100	1	0	1	0	3	0	0	0	1	378	1,687
Count Total		3	5	2,402	30	0	14	851	5	0	7	0	27	0	4	0	4	3,352	0
Peak Hour	**All**	**1**	**1**	**1,249**	**15**	**0**	**8**	**436**	**3**	**0**	**1**	**0**	**10**	**0**	**2**	**0**	**2**	**1,728**	**0**
	HV	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**
	HV%	**0%**	**0%**	**1%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**-**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	1	0	0	*6*	0	0	0	1	*1*	0	0	0	1	*1*
4:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	1	*1*
4:30 PM	**3**	**0**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	*3*
4:45 PM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	*2*
5:00 PM	**3**	**0**	**0**	**0**	***3***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**1**	**2**	*3*
5:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	4	1	0	0	*5*	0	0	0	0	*0*	0	0	0	3	*3*
5:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	2	*2*
Count Total	20	3	0	0	*23*	0	1	0	1	*2*	0	0	2	13	*15*
Peak Hour	**9**	**0**	**0**	**0**	***9***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**2**	**6**	***8***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Moorpark Ave Eastbound				Moorpark Ave Westbound				Driveway Northbound				Central Way Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6	0
4:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	0
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	13
5:00 PM	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	10
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**
5:30 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	11
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
Count Total	0	0	20	0	0	0	3	0	0	0	0	0	0	0	0	0	23	0
Peak Hour	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**

Two-Hour Count Summaries - Bikes

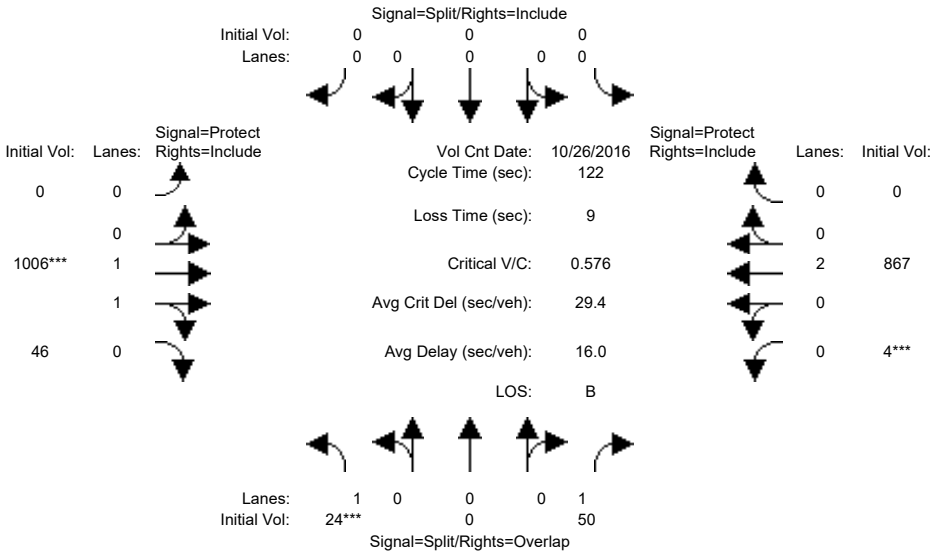
Interval Start	Moorpark Ave Eastbound			Moorpark Ave Westbound			Driveway Northbound			Central Way Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	1
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	1	0	0	0	0	0	0	1	2	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #4016: MOORPARK/TURNER



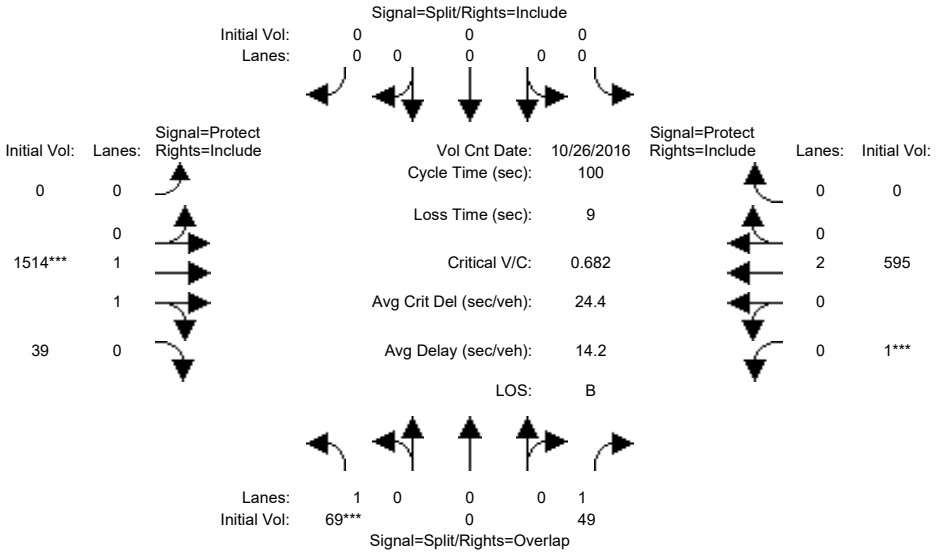
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2016 << 7:30-8:29												
Base Vol:	24	0	50	0	0	0	0	1006	46	4	867	0
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:	24	0	50	0	0	0	0	1006	46	4	867	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:	24	0	50	0	0	0	0	1006	46	4	867	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	50	0	0	0	0	1006	46	4	867	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:	24	0	50	0	0	0	0	1006	46	4	867	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.91	0.09	0.01	1.99	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3538	162	17	3683	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.28	0.28	0.24	0.24	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	56.7	0.0	0.0	0.0	0.0	56.3	56.3	46.7	103	0.0
Volume/Cap:	0.17	0.00	0.06	0.00	0.00	0.00	0.00	0.62	0.62	0.62	0.28	0.00
Delay/Veh:	54.6	0.0	18.2	0.0	0.0	0.0	0.0	26.4	26.4	32.4	2.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	0.0	18.2	0.0	0.0	0.0	0.0	26.4	26.4	32.4	2.2	0.0
LOS by Move:	D-	A	B-	A	A	A	A	C	C	C-	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	15	15	14	3	0

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

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #4016: MOORPARK/TURNER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2016 << 5:00-6:01												
Base Vol:	69	0	49	0	0	0	0	1514	39	1	595	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	0	49	0	0	0	0	1514	39	1	595	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	0	49	0	0	0	0	1514	39	1	595	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	49	0	0	0	0	1514	39	1	595	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	0	49	0	0	0	0	1514	39	1	595	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.95	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.95	0.05	0.01	1.99	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3607	93	6	3694	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.42	0.42	0.16	0.16	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	32.5	0.0	0.0	0.0	0.0	58.5	58.5	22.5	81.0	0.0
Volume/Cap:	0.39	0.00	0.09	0.00	0.00	0.00	0.00	0.72	0.72	0.72	0.20	0.00
Delay/Veh:	48.7	0.0	23.8	0.0	0.0	0.0	0.0	16.9	16.9	41.1	2.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	0.0	23.8	0.0	0.0	0.0	0.0	16.9	16.9	41.1	2.3	0.0
LOS by Move:	D	A	C	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	3	0	1	0	0	0	0	18	18	10	2	0

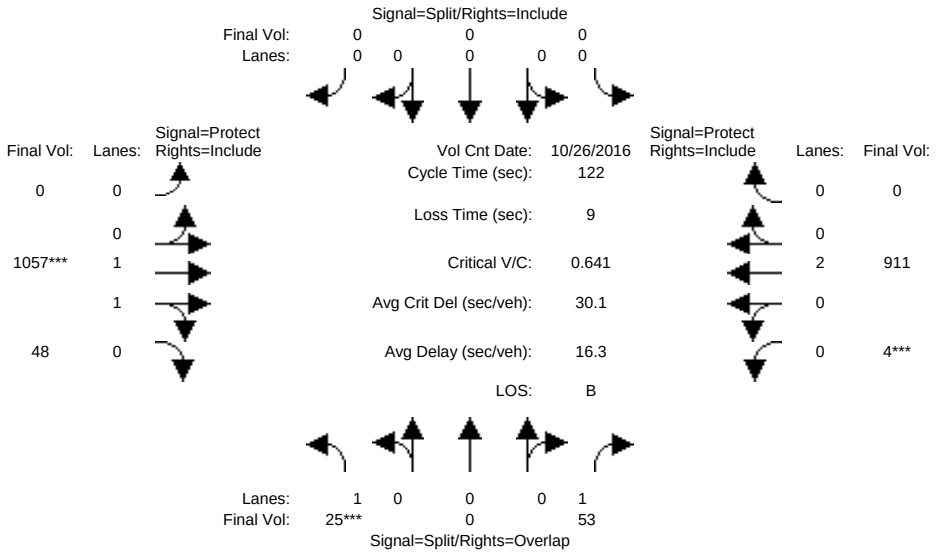
Note: Queue reported is the number of cars per lane.

Appendix C – Existing Conditions Intersections Level of Service Worksheets

2323-2391 Moorpark Avenue Traffic Study
City of San Jose, CA

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

Intersection #1: Moorpark Avenue/Turner Avenue



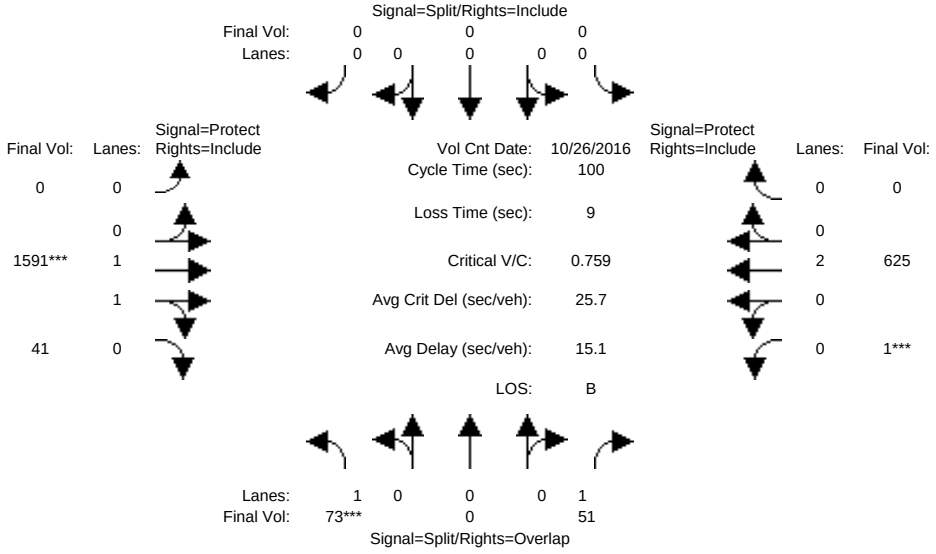
Street Name:	Turner Avenue						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2016 << 7:30 AM to 8:30 AM												
Base Vol:	25	0	53	0	0	0	0	1057	48	4	911	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:	25	0	53	0	0	0	0	1057	48	4	911	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:	25	0	53	0	0	0	0	1057	48	4	911	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	53	0	0	0	0	1057	48	4	911	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:	25	0	53	0	0	0	0	1057	48	4	911	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.90	0.90	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.91	0.09	0.01	1.99	0.00
Final Sat.:	1661	0	1486	0	0	0	0	3326	151	15	3486	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.32	0.32	0.26	0.26	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.08	0.00	0.46	0.00	0.00	0.00	0.00	0.46	0.46	0.38	0.84	0.00
Volume/Cap:	0.18	0.00	0.08	0.00	0.00	0.00	0.00	0.69	0.69	0.69	0.31	0.00
Delay/Veh:	52.8	0.0	18.3	0.0	0.0	0.0	0.0	27.0	27.0	33.2	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	18.3	0.0	0.0	0.0	0.0	27.0	27.0	33.2	2.1	0.0
LOS by Move:	D	A	B	A	A	A	A	C	C	C	A	A
HCM2k95thQ:	52	0	56	0	0	0	0	758	746	677	193	0

Note: Queue reported is the distance per lane in feet.

2323-2391 Moorpark Avenue Traffic Study
City of San Jose, CA

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

Intersection #1: Moorpark Avenue/Turner Avenue



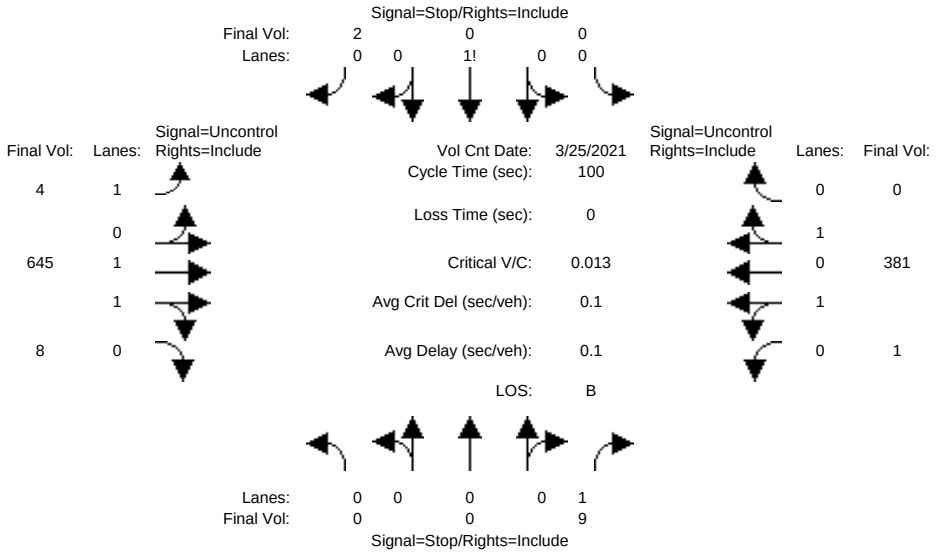
Street Name:	Turner Avenue						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Oct 2016 << 5.00 PM to 6.00 PM												
Base Vol:	73	0	51	0	0	0	0	1591	41	1	625	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:	73	0	51	0	0	0	0	1591	41	1	625	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:	73	0	51	0	0	0	0	1591	41	1	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	0	51	0	0	0	0	1591	41	1	625	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:	73	0	51	0	0	0	0	1591	41	1	625	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.90	0.90	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.95	0.05	0.01	1.99	0.00
Final Sat.:	1661	0	1486	0	0	0	0	3398	88	6	3496	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.47	0.47	0.18	0.18	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.10	0.00	0.32	0.00	0.00	0.00	0.00	0.59	0.59	0.22	0.81	0.00
Volume/Cap:	0.44	0.00	0.11	0.00	0.00	0.00	0.00	0.80	0.80	0.80	0.22	0.00
Uniform Del:	42.4	0.0	23.7	0.0	0.0	0.0	0.0	16.1	16.1	36.7	2.2	0.0
IncremntDel:	1.9	0.0	0.1	0.0	0.0	0.0	0.0	2.3	2.3	5.8	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	44.2	0.0	23.8	0.0	0.0	0.0	0.0	18.4	18.4	42.5	2.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	0.0	23.8	0.0	0.0	0.0	0.0	18.4	18.4	42.5	2.2	0.0
LOS by Move:	D	A	C	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	134	0	57	0	0	0	0	925	911	523	122	0

Note: Queue reported is the distance per lane in feet.

2323-2391 Moorpark Avenue Traffic Study
City of San Jose, CA

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

Intersection #2: Moorpark Avenue/Central Way



Street Name:	Central Way						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 25 Mar 2021 << 7:30 AM to 8:30 AM												
Base Vol:	0	0	9	0	0	2	4	645	8	1	381	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	9	0	0	2	4	645	8	1	381	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	9	0	0	2	4	645	8	1	381	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	9	0	0	2	4	645	8	1	381	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	327	xxxx	xxxx	191	381	xxxx	xxxxx	653	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	675	xxxx	xxxx	825	1174	xxxx	xxxxx	936	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	675	xxxx	xxxx	825	1174	xxxx	xxxxx	936	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.0	xxxx	xxxx	0.2	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.4	xxxxx	xxxx	9.4	8.1	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	A	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	10.4			9.4			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Moorpark Avenue/Central Way

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 1	1 0 1 1 0	0 1 0 1 0
Initial Vol:	0 0 9	0 0 2	4 645 8	1 381 0
ApproachDel:	10.4	9.4	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1050]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1050]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #2 Moorpark Avenue/Central Way

****

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 0 0 1	1 0 1 1 0	0 1 0 1 0
Initial Vol:	0 0 9	0 0 2	4 645 8	1 381 0

Major Street Volume: 1039
Minor Approach Volume: 9
Minor Approach Volume Threshold: 272

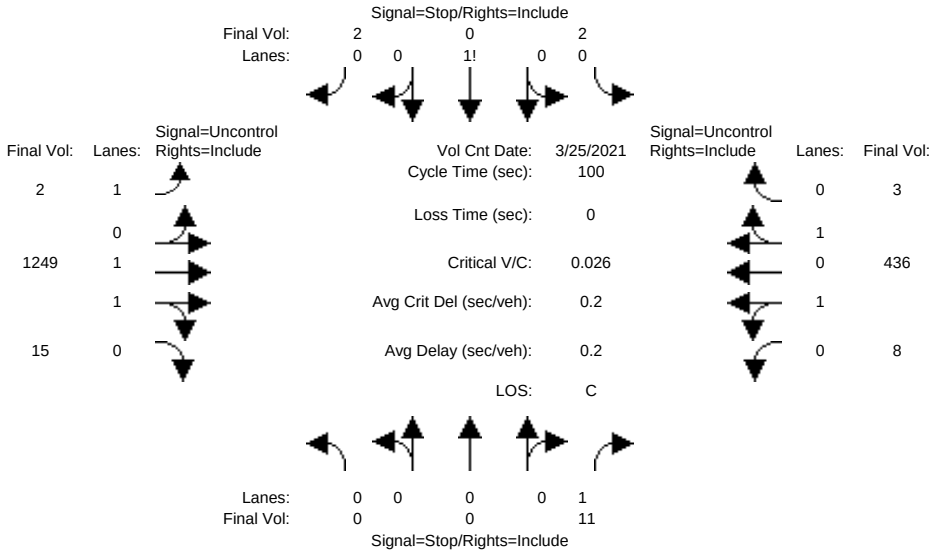
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

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

2323-2391 Moorpark Avenue Traffic Study
City of San Jose, CA

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

Intersection #2: Moorpark Avenue/Central Way




```
Street Name:            Central Way                     Moorpark Avenue
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 25 Mar 2021 << 4:30 PM to 5:30 PM
Base Vol:       0    0    11     2    0     2     2 1249    15     8  436     3
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0    11     2    0     2     2 1249    15     8  436     3
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0    11     2    0     2     2 1249    15     8  436     3
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0    11     2    0     2     2 1249    15     8  436     3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   638  1084 1730   222   441 xxxx xxxxx  1270 xxxx xxxxx
Potent Cap.: xxxx xxxx   424   174   89   788  1130 xxxx xxxxx   554 xxxx xxxxx
Move Cap.:   xxxx xxxx   422   167   87   787  1128 xxxx xxxxx   551 xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.03  0.01 0.00  0.00  0.00 xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   2.0  xxxx xxxx xxxxx   0.1 xxxx xxxxx   1.1 xxxx xxxxx
Control Del:xxxxx xxxx  13.8 xxxxx xxxx xxxxx   8.2 xxxx xxxxx  11.6 xxxx xxxxx
LOS by Move:    *    *     B     *    *     *     A    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  276 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.0 xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 18.3 xxxxx xxxxx xxxx xxxxx  11.6 xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     *    *     *     B    *     *
ApproachDel:      13.8             18.3           xxxxxx           xxxxxx
ApproachLOS:         B               C                *                *
Note: Queue reported is the distance per lane in feet.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 Moorpark Avenue/Central Way
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



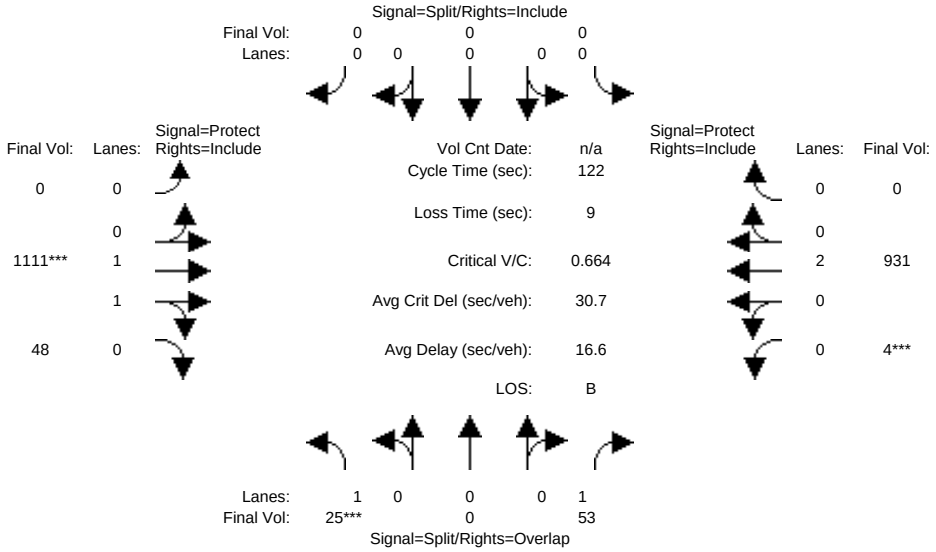
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  1! 0  0    1  0  1  1  0    0  1  0  1  0
Initial Vol:    0    0    11     2    0     2     2 1249    15     8  436     3
ApproachDel:      13.8             18.3           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1728]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1728]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Moorpark Avenue/Central Way
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  1! 0  0    1  0  1  1  0    0  1  0  1  0
Initial Vol:    0    0    11     2    0     2     2 1249    15     8  436     3
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1713
Minor Approach Volume:           11
Minor Approach Volume Threshold: 99 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

Appendix D – Background and Background plus Project Conditions Intersections Level of Service Worksheet

2323-2391 Moorpark Avenue Traffic Study
City of San Jose, CA

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

Intersection #1: Moorpark Avenue/Turner Avenue



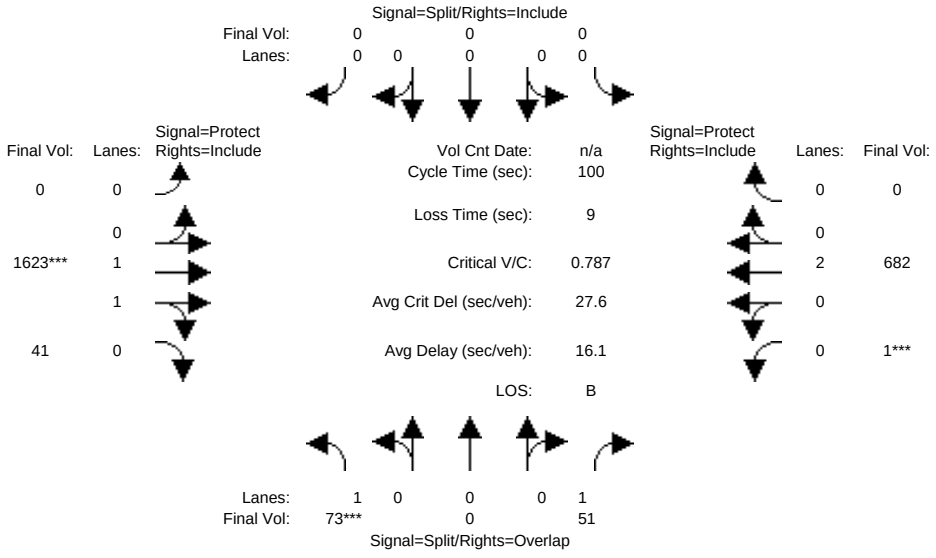
Street Name:	Turner Avenue						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	0	53	0	0	0	0	1111	48	4	931	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:	25	0	53	0	0	0	0	1111	48	4	931	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:	25	0	53	0	0	0	0	1111	48	4	931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	53	0	0	0	0	1111	48	4	931	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:	25	0	53	0	0	0	0	1111	48	4	931	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.90	0.90	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.92	0.08	0.01	1.99	0.00
Final Sat.:	1661	0	1486	0	0	0	0	3334	144	15	3486	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.33	0.33	0.27	0.27	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.08	0.00	0.46	0.00	0.00	0.00	0.00	0.47	0.47	0.38	0.84	0.00
Volume/Cap:	0.18	0.00	0.08	0.00	0.00	0.00	0.00	0.71	0.71	0.71	0.32	0.00
Uniform Del:	52.2	0.0	18.6	0.0	0.0	0.0	0.0	25.8	25.8	32.5	2.0	0.0
IncremntDel:	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.8	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	52.8	0.0	18.7	0.0	0.0	0.0	0.0	27.3	27.3	34.3	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	18.7	0.0	0.0	0.0	0.0	27.3	27.3	34.3	2.1	0.0
LOS by Move:	D	A	B	A	A	A	A	C	C	C	A	A
HCM2k95thQ:	52	0	57	0	0	0	0	803	791	705	198	0

Note: Queue reported is the distance per lane in feet.

2323-2391 Moorpark Avenue Traffic Study
City of San Jose, CA

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

Intersection #1: Moorpark Avenue/Turner Avenue



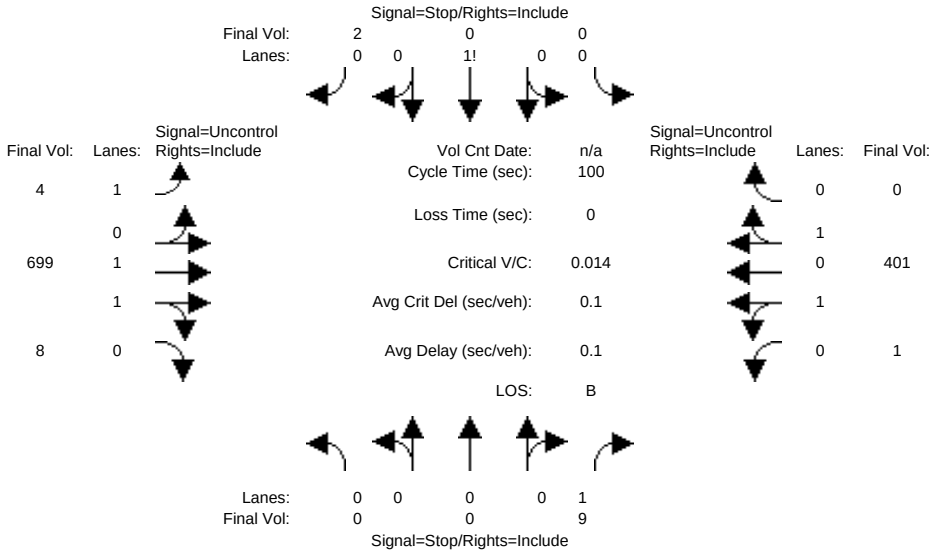
Street Name:	Turner Avenue						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	0	51	0	0	0	0	1623	41	1	682	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:	73	0	51	0	0	0	0	1623	41	1	682	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:	73	0	51	0	0	0	0	1623	41	1	682	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	0	51	0	0	0	0	1623	41	1	682	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:	73	0	51	0	0	0	0	1623	41	1	682	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.90	0.90	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.95	0.05	0.01	1.99	0.00
Final Sat.:	1661	0	1486	0	0	0	0	3400	86	5	3496	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.48	0.48	0.20	0.20	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.10	0.00	0.33	0.00	0.00	0.00	0.00	0.58	0.58	0.23	0.81	0.00
Volume/Cap:	0.44	0.00	0.10	0.00	0.00	0.00	0.00	0.83	0.83	0.83	0.24	0.00
Uniform Del:	42.4	0.0	22.9	0.0	0.0	0.0	0.0	17.3	17.3	36.4	2.2	0.0
IncremntDel:	1.9	0.0	0.1	0.0	0.0	0.0	0.0	3.1	3.1	7.1	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	44.2	0.0	23.0	0.0	0.0	0.0	0.0	20.3	20.3	43.5	2.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	0.0	23.0	0.0	0.0	0.0	0.0	20.3	20.3	43.5	2.3	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	D	A	A
HCM2k95thQ:	134	0	56	0	0	0	0	992	977	575	135	0

Note: Queue reported is the distance per lane in feet.

2323-2391 Moorpark Avenue Traffic Study
City of San Jose, CA

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

Intersection #2: Moorpark Avenue/Central Way



Street Name:	Central Way						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	9	0	0	2	4	699	8	1	401	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	9	0	0	2	4	699	8	1	401	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	9	0	0	2	4	699	8	1	401	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	9	0	0	2	4	699	8	1	401	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	354	761	1118	201	401	xxxx	xxxxx	707	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	649	298	209	813	1154	xxxx	xxxxx	894	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	649	293	208	813	1154	xxxx	xxxxx	894	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.00	0.00	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.6	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	813	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	A	*	*	*	*	A	*	*
ApproachDel:	10.6			9.4			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Moorpark Avenue/Central Way

****

Base Volume Alternative: Peak Hour Warrant NOT Met

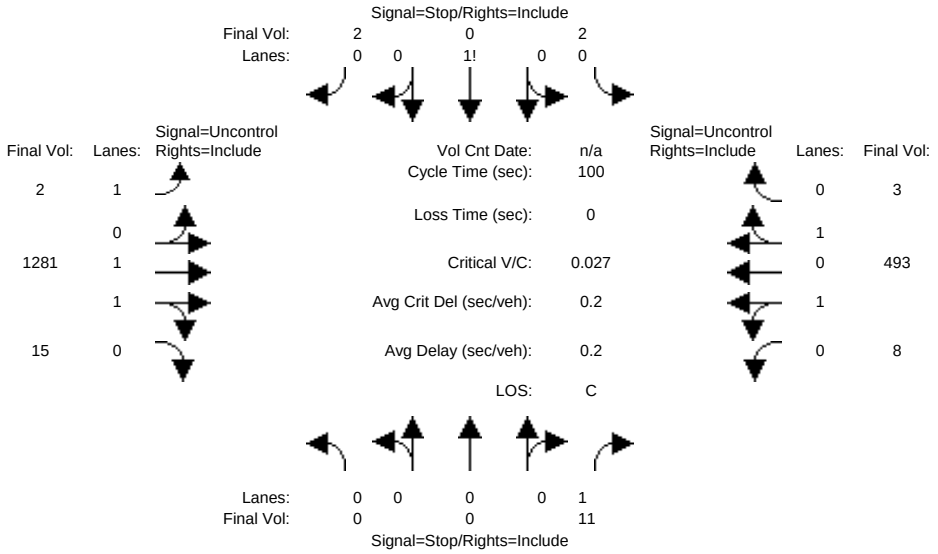
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  1! 0  0    1  0  1  1  0    0  1  0  1  0
Initial Vol:    0    0     9     0    0     2     4  699     8     1  401     0
ApproachDel:      10.6              9.4           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1124]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=2]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1124]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Moorpark Avenue/Central Way
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|--------------||--------------||--------------||--------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  1! 0  0    1  0  1  1  0    0  1  0  1  0
Initial Vol:    0    0     9     0    0     2     4  699     8     1  401     0
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             1113
Minor Approach Volume:           9
Minor Approach Volume Threshold: 248
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

2323-2391 Moorpark Avenue Traffic Study
City of San Jose, CA

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

Intersection #2: Moorpark Avenue/Central Way



Street Name:	Central Way						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	11	2	0	2	2	1281	15	8	493	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	11	2	0	2	2	1281	15	8	493	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	11	2	0	2	2	1281	15	8	493	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	11	2	0	2	2	1281	15	8	493	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	654	1157	1819	250	498	xxxx	xxxxx	1302	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	414	154	79	756	1076	xxxx	xxxxx	539	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	412	148	77	755	1075	xxxx	xxxxx	536	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	0.01	0.00	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.1	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.0	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	11.8	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	247	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	19.8	xxxxx	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	B	*	*
ApproachDel:	14.0			19.8			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Moorpark Avenue/Central Way

****

Base Volume Alternative: Peak Hour Warrant NOT Met

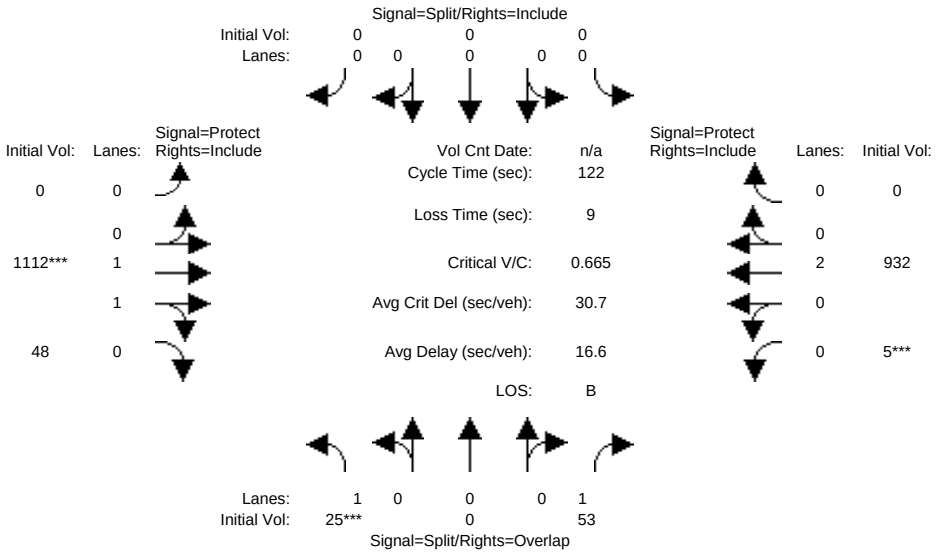
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R

```
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  1! 0  0    1  0  1  1  0    0  1  0  1  0
Initial Vol:    0    0    11     2    0     2     2 1281    15     8  493     3
ApproachDel:      14.0             19.8           xxxxxx           xxxxxx
------------|--------------||--------------||--------------||--------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1817]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=4]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1817]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Moorpark Avenue/Central Way
********************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|--------------||--------------||--------------||--------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  1! 0  0    1  0  1  1  0    0  1  0  1  0
Initial Vol:    0    0    11     2    0     2     2 1281    15     8  493     3
------------|--------------||--------------||--------------||--------------|
Major Street Volume:             1802
Minor Approach Volume:           11
Minor Approach Volume Threshold: 82 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

2323-2391 Moorpark Avenue Traffic Study
City of San Jose, CA

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

Intersection #1: Moorpark Avenue/Turner Avenue



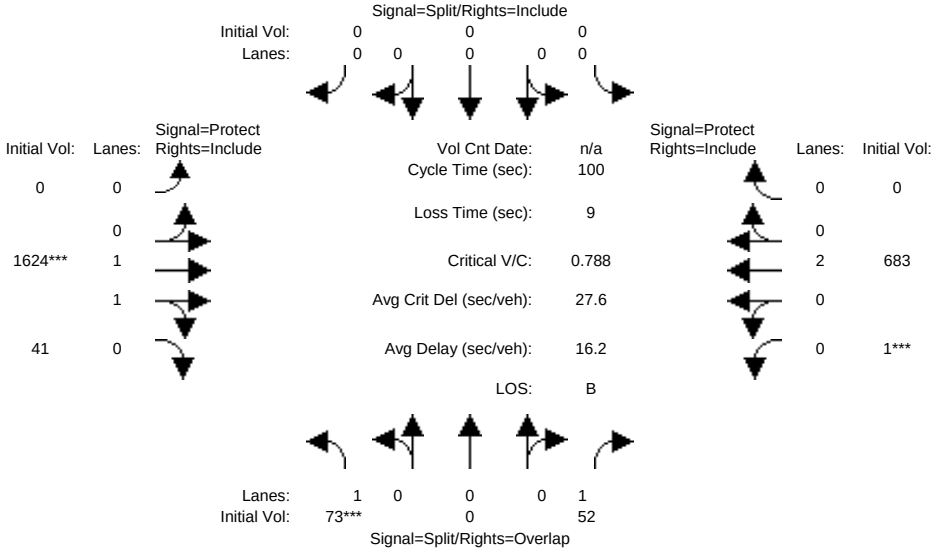
Street Name:	Turner Avenue						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	0	53	0	0	0	0	1111	48	4	931	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:	25	0	53	0	0	0	0	1111	48	4	931	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	0	0	0	0	1	0	1	1	0
Initial Fut:	25	0	53	0	0	0	0	1112	48	5	932	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:	25	0	53	0	0	0	0	1112	48	5	932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	53	0	0	0	0	1112	48	5	932	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:	25	0	53	0	0	0	0	1112	48	5	932	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.90	0.90	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.92	0.08	0.01	1.99	0.00
Final Sat.:	1661	0	1486	0	0	0	0	3334	144	19	3483	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.33	0.33	0.27	0.27	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.08	0.00	0.46	0.00	0.00	0.00	0.00	0.47	0.47	0.38	0.84	0.00
Volume/Cap:	0.18	0.00	0.08	0.00	0.00	0.00	0.00	0.71	0.71	0.71	0.32	0.00
Uniform Del:	52.2	0.0	18.6	0.0	0.0	0.0	0.0	25.9	25.9	32.4	2.0	0.0
IncremntDel:	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.5	1.9	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	52.8	0.0	18.6	0.0	0.0	0.0	0.0	27.4	27.4	34.3	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	0.0	18.6	0.0	0.0	0.0	0.0	27.4	27.4	34.3	2.1	0.0
LOS by Move:	D	A	B	A	A	A	A	C	C	C	A	A
HCM2k95thQ:	52	0	56	0	0	0	0	805	792	707	199	0

Note: Queue reported is the distance per lane in feet.

2323-2391 Moorpark Avenue Traffic Study
City of San Jose, CA

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

Intersection #1: Moorpark Avenue/Turner Avenue



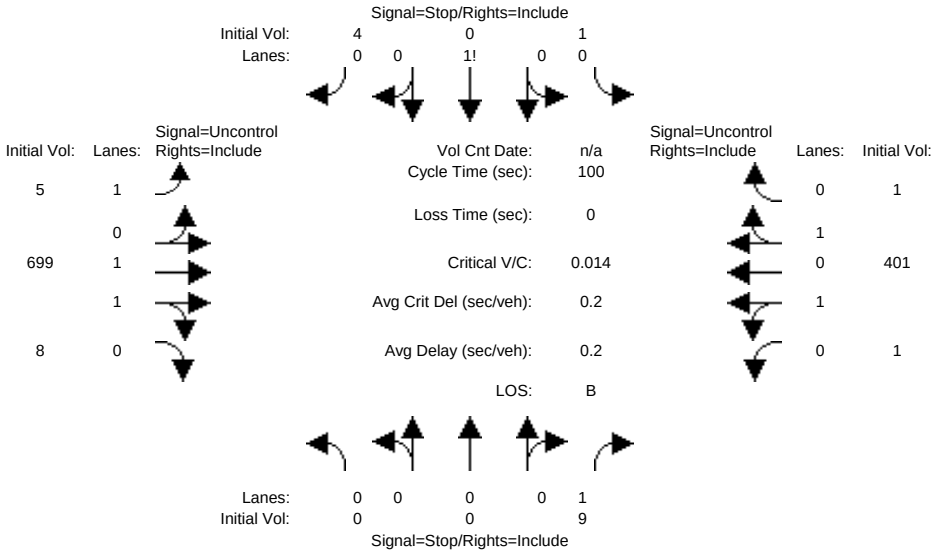
Street Name:	Turner Avenue						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	73	0	51	0	0	0	0	1623	41	1	682	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:	73	0	51	0	0	0	0	1623	41	1	682	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	1	0	0	0	0	1	0	0	1	0
Initial Fut:	73	0	52	0	0	0	0	1624	41	1	683	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:	73	0	52	0	0	0	0	1624	41	1	683	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	0	52	0	0	0	0	1624	41	1	683	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:	73	0	52	0	0	0	0	1624	41	1	683	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.90	0.90	0.92	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.95	0.05	0.01	1.99	0.00
Final Sat.:	1661	0	1486	0	0	0	0	3400	86	5	3496	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.48	0.48	0.20	0.20	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.10	0.00	0.34	0.00	0.00	0.00	0.00	0.57	0.57	0.24	0.81	0.00
Volume/Cap:	0.44	0.00	0.10	0.00	0.00	0.00	0.00	0.83	0.83	0.83	0.24	0.00
Uniform Del:	42.4	0.0	22.9	0.0	0.0	0.0	0.0	17.3	17.3	36.4	2.2	0.0
IncremntDel:	1.9	0.0	0.1	0.0	0.0	0.0	0.0	3.1	3.1	7.2	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	44.2	0.0	23.0	0.0	0.0	0.0	0.0	20.4	20.4	43.5	2.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	0.0	23.0	0.0	0.0	0.0	0.0	20.4	20.4	43.5	2.3	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	D	A	A
HCM2k95thQ:	134	0	57	0	0	0	0	994	978	576	135	0

Note: Queue reported is the distance per lane in feet.

2323-2391 Moorpark Avenue Traffic Study
City of San Jose, CA

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

Intersection #2: Moorpark Avenue/Central Way



Street Name:	Central Way						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	9	0	0	2	4	699	8	1	401	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	9	0	0	2	4	699	8	1	401	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	1	0	2	1	0	0	0	0	1
Initial Fut:	0	0	9	1	0	4	5	699	8	1	401	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	9	1	0	4	5	699	8	1	401	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	9	1	0	4	5	699	8	1	401	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	354	763	1121	201	402	xxxx	xxxxx	707	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	649	297	208	813	1153	xxxx	xxxxx	894	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	649	292	207	813	1153	xxxx	xxxxx	894	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	0.00	0.00	0.00	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.6	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	599	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	A	*	*
ApproachDel:	10.6			11.1			xxxxx			xxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Moorpark Avenue/Central Way

****

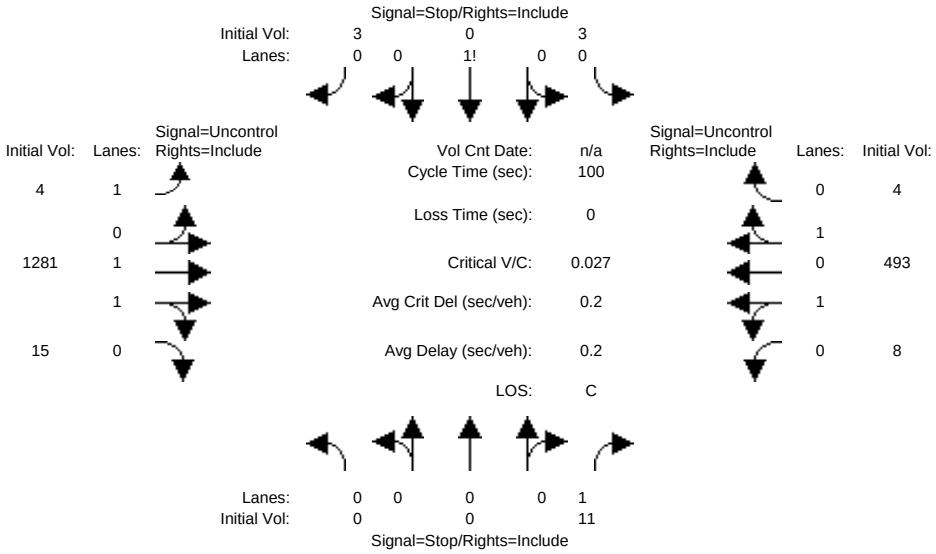
Future Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  1! 0  0    1  0  1  1  0    0  1  0  1  0
Initial Vol:    0    0     9     1    0     4     5  699     8     1  401     1
ApproachDel:      10.6             11.1           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1129]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=5]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1129]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Moorpark Avenue/Central Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  1! 0  0    1  0  1  1  0    0  1  0  1  0
Initial Vol:    0    0     9     1    0     4     5  699     8     1  401     1
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1115
Minor Approach Volume:           9
Minor Approach Volume Threshold: 247
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

2323-2391 Moorpark Avenue Traffic Study
City of San Jose, CA

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

Intersection #2: Moorpark Avenue/Central Way



Street Name:	Central Way						Moorpark Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	11	2	0	2	2	1281	15	8	493	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	11	2	0	2	2	1281	15	8	493	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project Tri:	0	0	0	1	0	1	2	0	0	0	0	1
Initial Fut:	0	0	11	3	0	3	4	1281	15	8	493	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	11	3	0	3	4	1281	15	8	493	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	11	3	0	3	4	1281	15	8	493	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	654	1162	1823	251	499	xxxx	xxxxx	1302	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	414	153	78	755	1075	xxxx	xxxxx	539	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	412	146	76	754	1074	xxxx	xxxxx	536	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	0.02	0.00	0.00	0.00	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	2.1	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.0	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	11.8	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	A	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	245	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	20.1	xxxxx	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	B	*	*
ApproachDel:	14.0			20.1			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

****

Intersection #2 Moorpark Avenue/Central Way

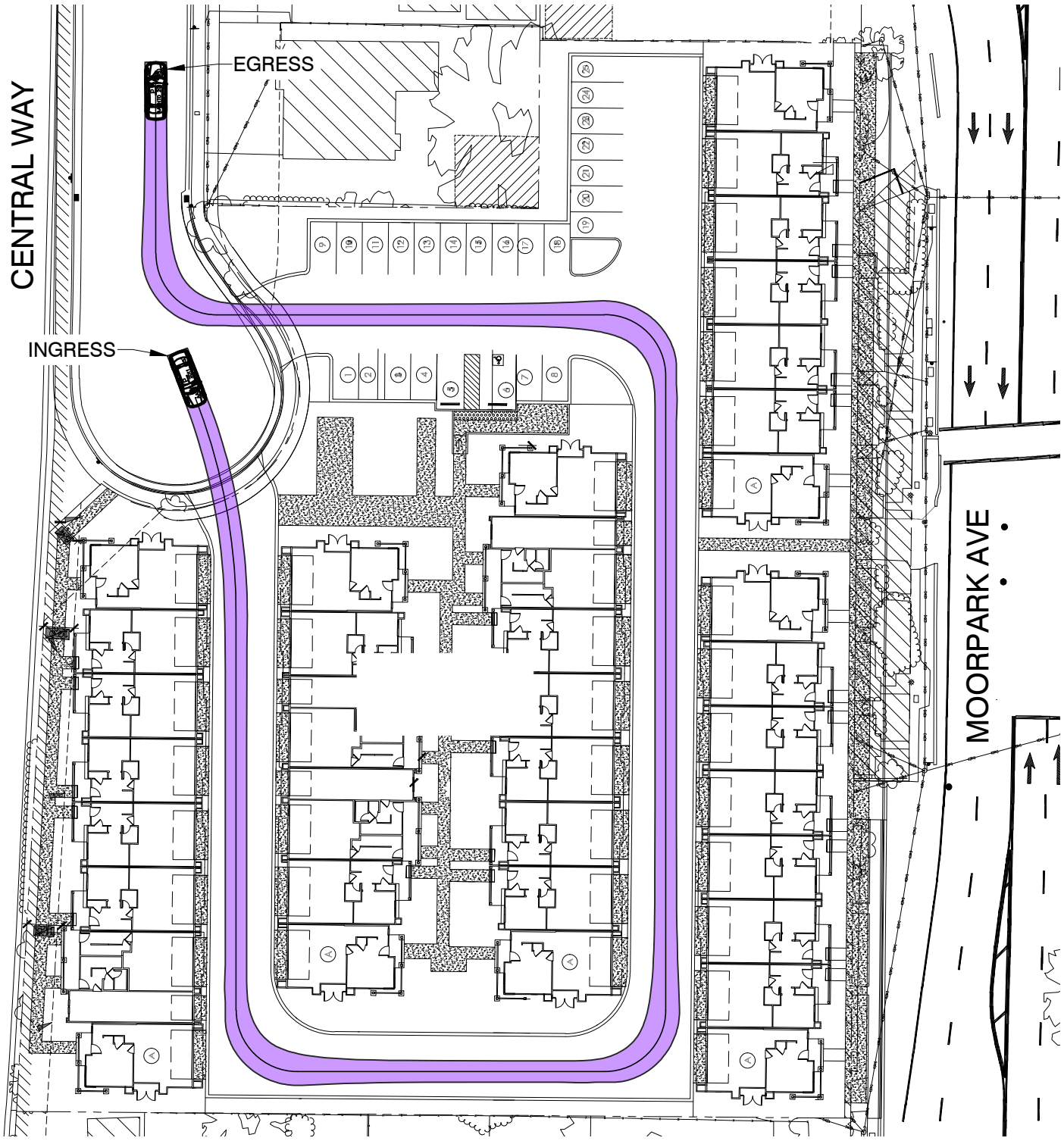
****

Future Volume Alternative: Peak Hour Warrant NOT Met

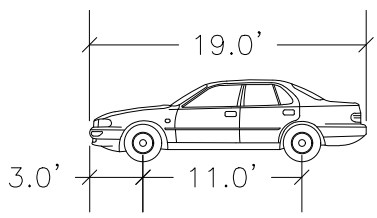
```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  1! 0  0    1  0  1  1  0    0  1  0  1  0
Initial Vol:    0    0    11     3    0     3     4 1281    15     8  493     4
ApproachDel:      14.0             20.1           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1822]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1822]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 Moorpark Avenue/Central Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  1! 0  0    1  0  1  1  0    0  1  0  1  0
Initial Vol:    0    0    11     3    0     3     4 1281    15     8  493     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1805
Minor Approach Volume:           11
Minor Approach Volume Threshold: 81 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

Appendix E – Turning Radii Analysis Templates

TJKM 4305 Hacienda Drive, Suite 550 Pleasanton, CA 94588 tjkm@tjkm.com



VEHICLE SIDE PROFILE



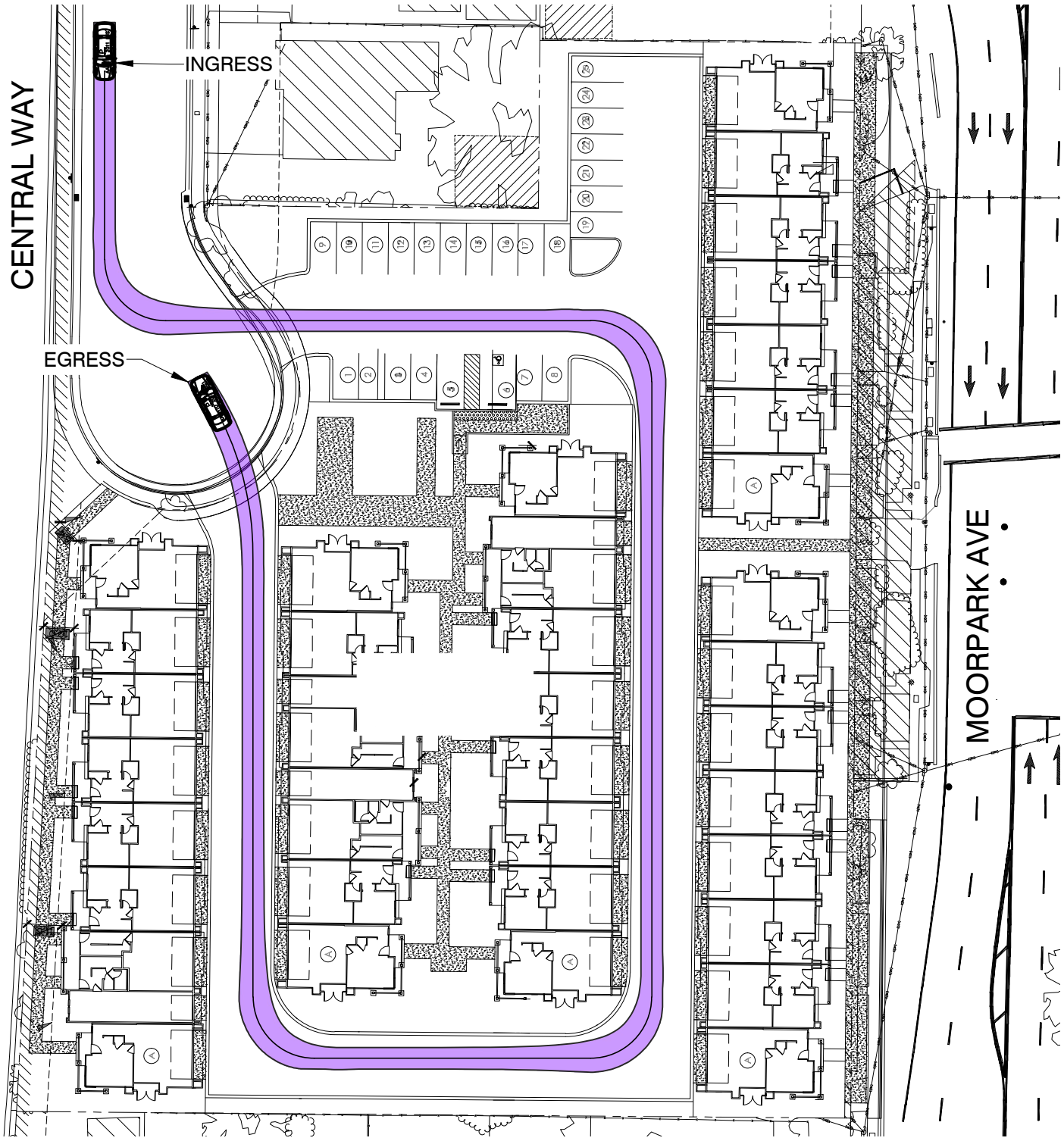
P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

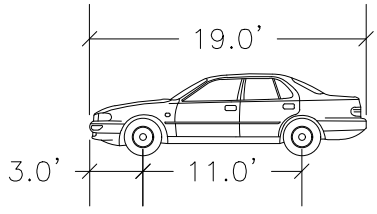
Figure 1A

JULY 2021

TJKM 4305 Hacienda Drive, Suite 550 Pleasanton, CA 94588 tjkm@tjkm.com



VEHICLE SIDE PROFILE



P

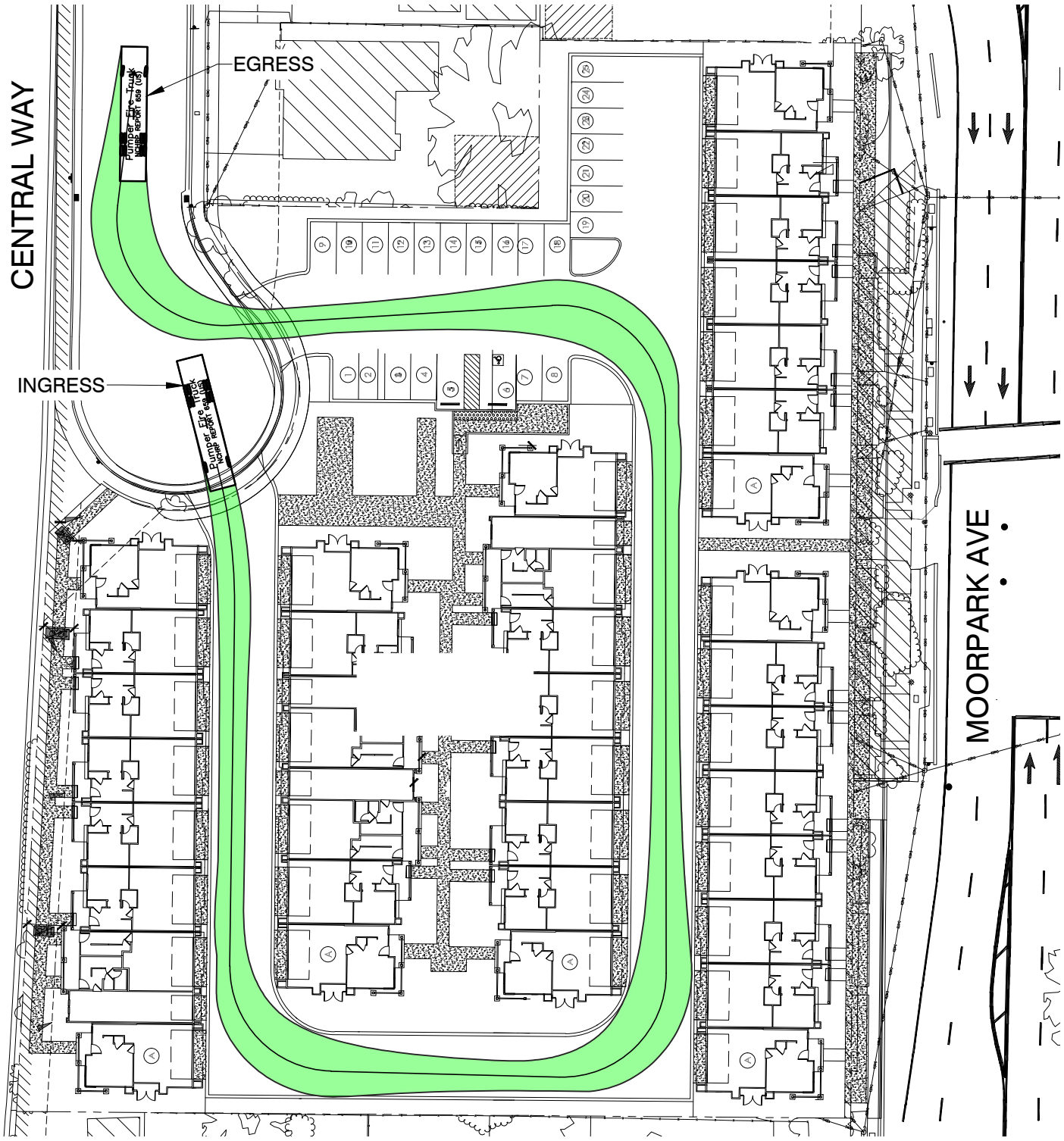
	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

Figure 1B

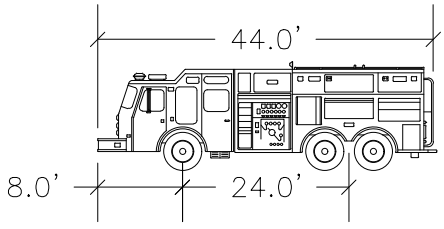
JULY 2021

Moorpark Apartments: Emergency Vehicle Turning Analysis

TJKM
4305 Hacienda Drive, Suite 550
Pleasanton, CA 94588
tjkm@tjkm.com



VEHICLE SIDE PROFILE



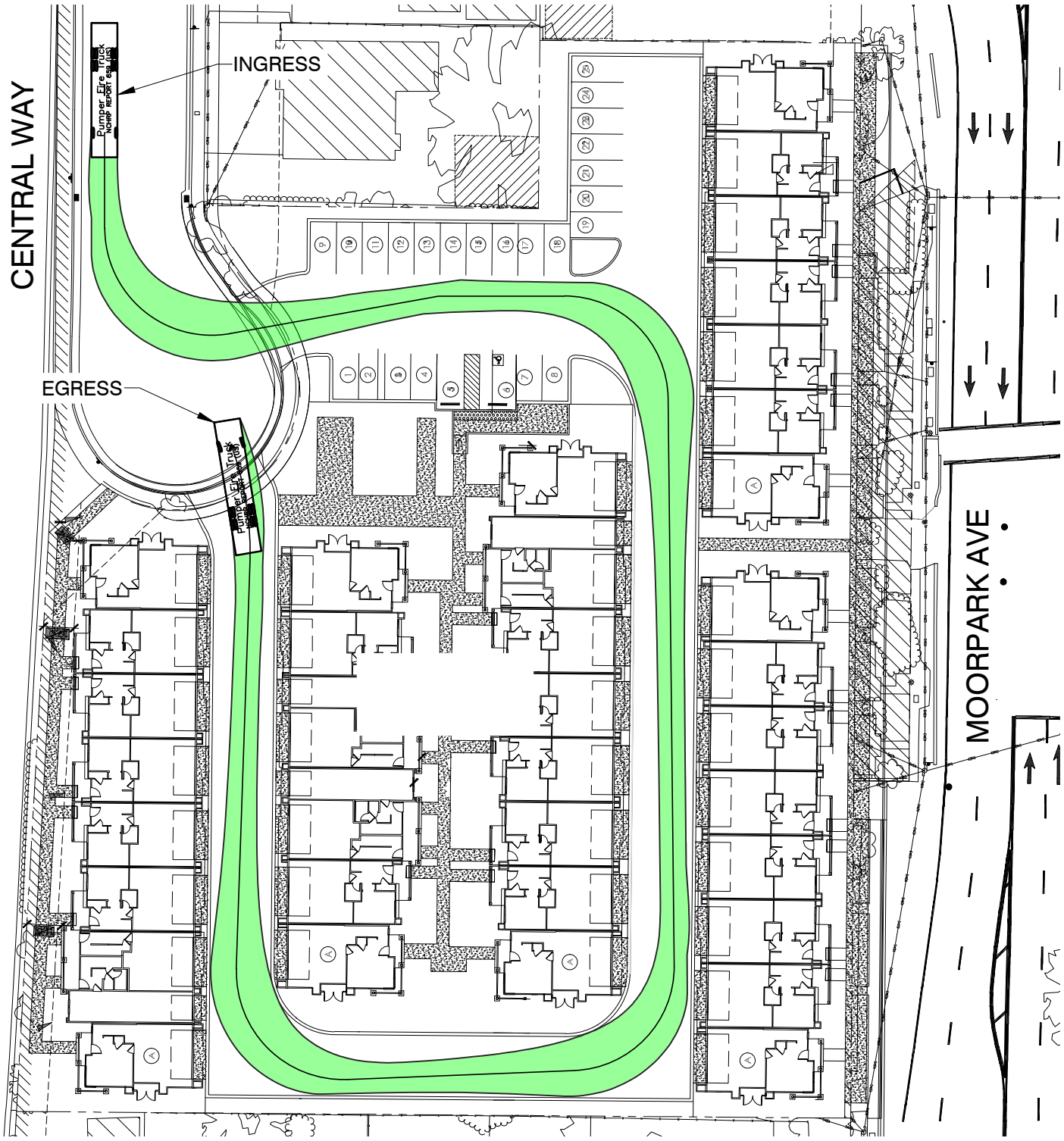
Pumper Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

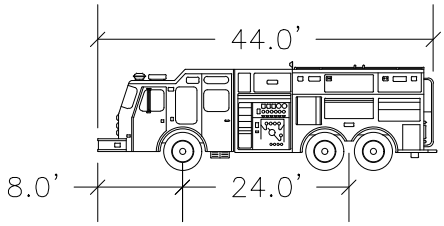
Figure 2A

JULY 2021

TJKM 4305 Hacienda Drive, Suite 550 Pleasanton, CA 94588 tjkm@tjkm.com



VEHICLE SIDE PROFILE



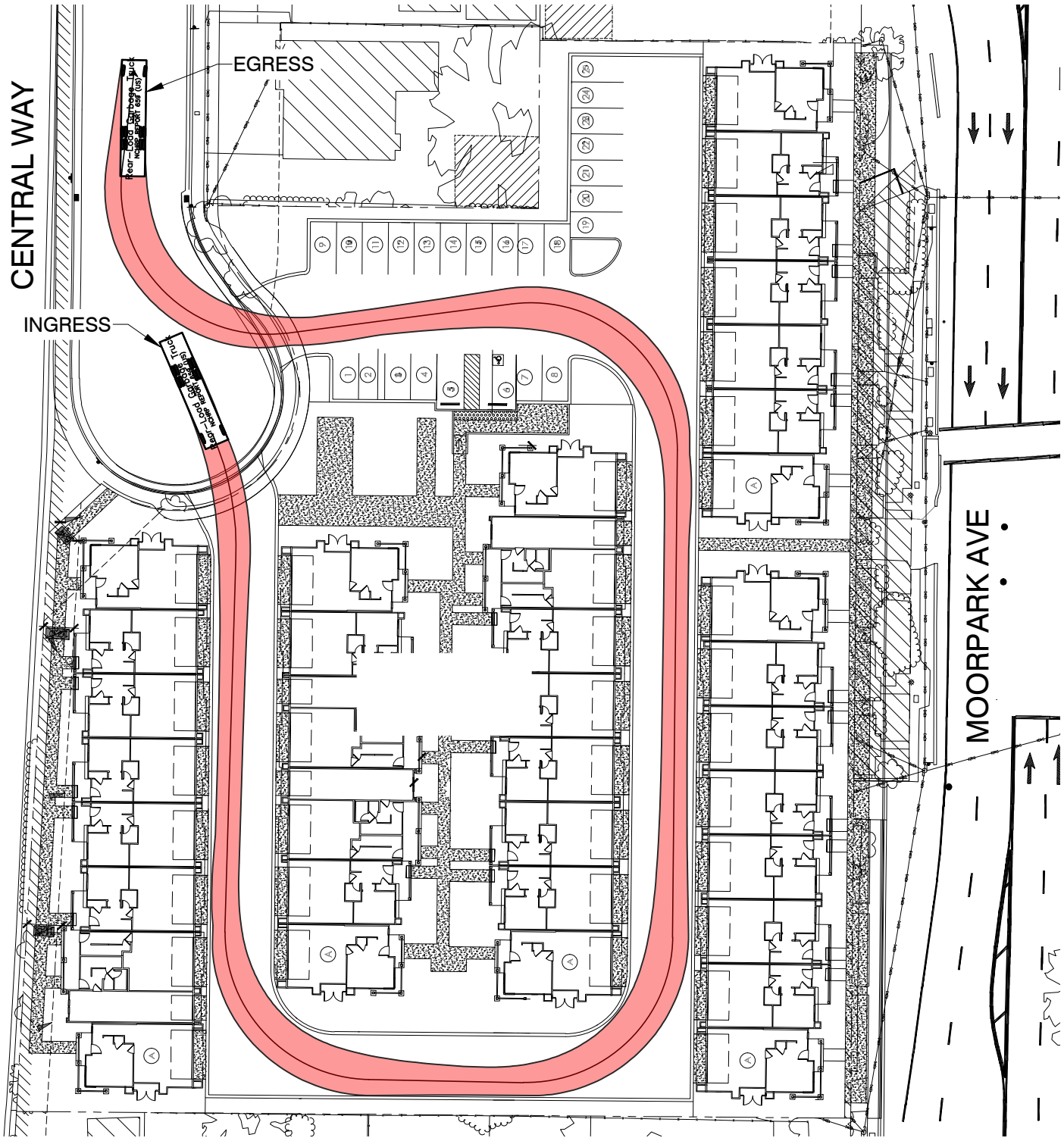
Pumper Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

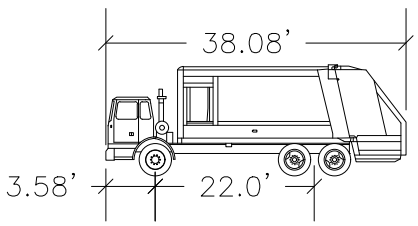
Figure 2B

JULY 2021

TJKM 4305 Hacienda Drive, Suite 550
Pleasanton, CA 94588
tjkm@tjkm.com



VEHICLE SIDE PROFILE



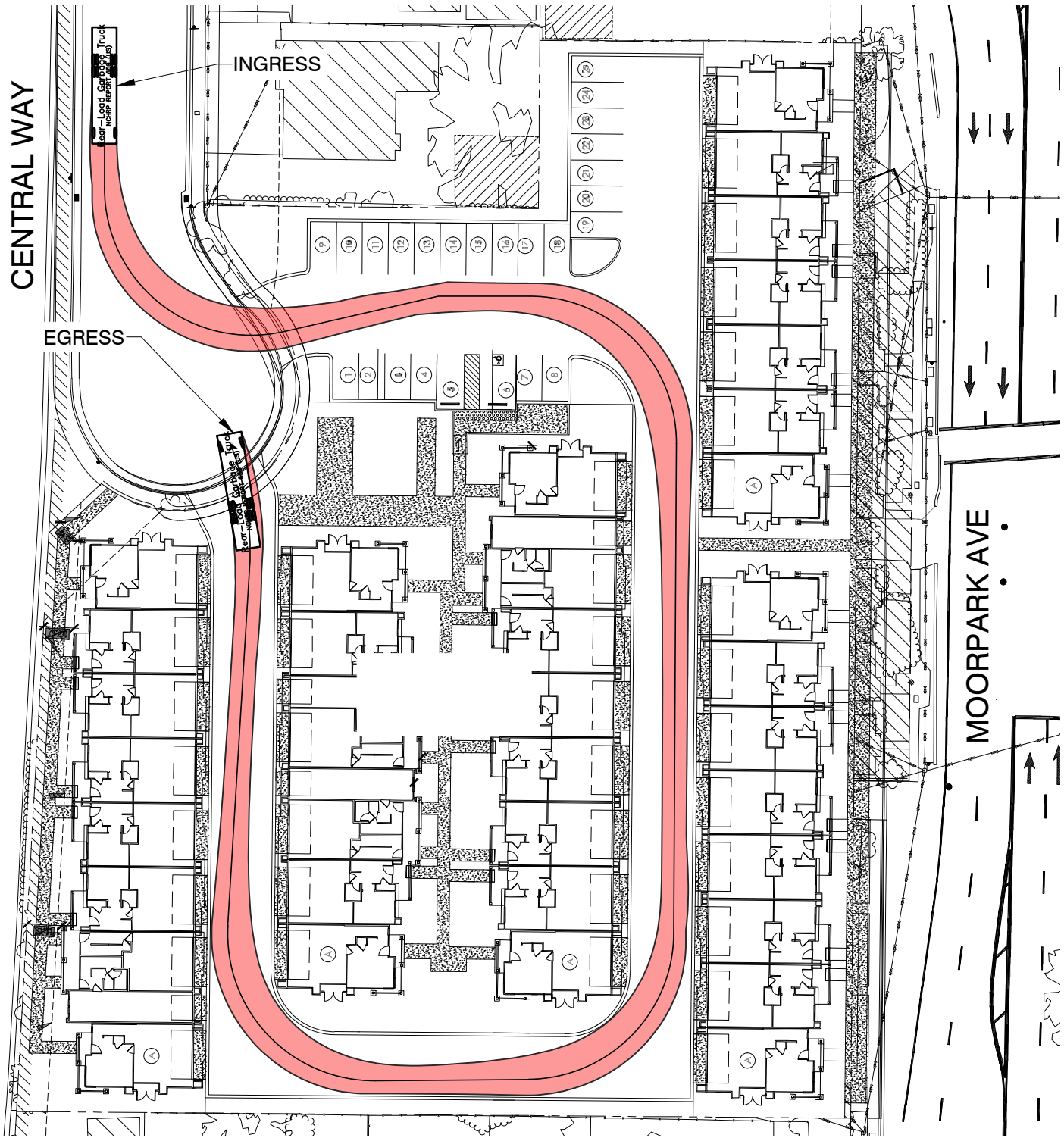
Rear–Load Garbage Truck

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 27.4

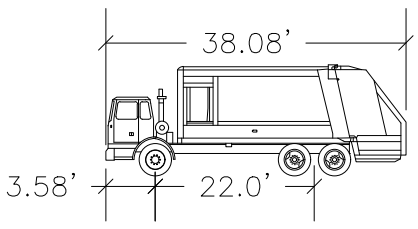
Figure 3A

JULY 2021

TJKM 4305 Hacienda Drive, Suite 550 Pleasanton, CA 94588 tjkm@tjkm.com



VEHICLE SIDE PROFILE



Rear-Load Garbage Truck

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 27.4

Figure 3B

JULY 2021