HEXAGON TRANSPORTATION CONSULTANTS, INC.

Bellarmine College Preparatory Master Plan Update

Local Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of the local transportation analysis (LTA) conducted for the Bellarmine College Preparatory (BCP) Master Plan Update in San Jose, California. The project proposes renovations to and redevelopment of the existing 17.64-acre school campus. The proposed Master Plan Update would allow for renovations and replacement of existing academic and administrative facilities. Furthermore, while the proposed Master Plan Update would not generate any new vehicle trips, the project would redesign the existing driveway and campus entry on West Hedding Street.

Upon the completion of the approved Bellarmine Parking Structure project, which is estimated to be complete in June 2023, the project site will contain 837 parking spaces, including 461 surface parking and 376 spaces located within a four-level above-grade parking garage. With implementation of the Master Plan Update project, 155 spaces would be removed for a total of 682 parking spaces on site.

This study was conducted for the purpose of identifying operational issues related to the Master Plan Update improvements. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study is limited to a local transportation analysis (LTA). The LTA includes an analysis of intersection operations, vehicle queuing, site access, on-site circulation, pedestrian, bicycle, and transit access.

Screening for VMT Analysis

Currently, BCP has an enrollment of 1,650 students and 180 faculty and staff members. The current PD Zoning development standards allow a maximum capacity enrollment of 1,750 students, with up to 210 faculty and staff. Because BCP is not proposing an increase in enrollment beyond the previously approved maximum capacity, the project would not affect the vehicle miles travelled (VMT) generated by the school. Therefore, the project is consistent with the Envision San Jose 2040 General Plan and no CEQA transportation analysis (i.e., VMT analysis) is required.

Local Transportation Analysis

Reassignment of BCP Trips for Master Plan Improvements

While the Bellarmine College Preparatory Master Plan Update will not generate any new trips beyond that allowed under the current maximum capacity enrollment, it will alter the school's access points on Hedding Street and change school traffic patterns. Thus, BCP trips were reassigned according to the recommended traffic pattern. Specifically, BCP trips that turn left from the Hedding Frontage Road to Elm Street and then turn left from southbound Elm Street to eastbound Hedding Street were reassigned to turn right from the northbound Elm Street approach to Hedding Street. In addition, inbound traffic that

currently turns right from eastbound Hedding Street onto Elm Street was reassigned to instead turn right at the Matthewson Hall lot driveway. Lastly, traffic that currently exits the Matthewson Hall lot driveway onto Hedding Street during the peak hours before and after school was reassigned to the corresponding right-turn movement on the north and south legs of the Elm/Hedding intersection.

The existing gate that separates the private and public sections of the Hedding Frontage Road would remain open during the daytime and early evening hours. This would allow outbound BCP traffic to exit via the existing route under the Hedding Street overpass or the new route circling through the lot to the driveway on the south leg of Elm Street.

Intersection Traffic Operations

The study intersections are all under side-street stop control and not subject to any level of service standard. The recommended school traffic pattern to be implemented under the Master Plan Update project would substantially reduce vehicle delay at all study intersections. While the stop-controlled approaches at two study intersections would operate at LOS D or better with the project, the southbound Elm Street approach at West Hedding Street would continue to operate at LOS E during the AM peak hour. Restricting the southbound approach to right turns only would further reduce the delay and achieve LOS D or better, however the southbound Elm Street approach must allow vehicles to access to both directions on Hedding Street since it serves outbound trips generated by the Vermont-McKendrie neighborhood as well as BCP trips. Furthermore, signalization is not warranted given the low number of left turns on southbound Elm Street.

Other Transportation Items

The analysis of site access, on-site circulation, drop-off and pick-up operations, and multimodal access resulted in the following recommendations.

- Use a “right-lane closed ahead” (C20) sign on a type 2 barricade and traffic delineators to block the right-turn movement from eastbound Hedding Street to southbound Elm Street during peak periods immediately before and after school. (All inbound BCP trips arriving via Hedding Street would enter the campus from the driveway immediately adjacent to Matthewson Hall.)
- Use traffic delineators to prevent traffic from circulating through the parking aisle adjacent to Berchmans Hall and exiting from the Matthewson Hall lot driveway during peak periods immediately before and after school.
- Use traffic delineators to direct traffic exiting the Matthewson Hall lot across Elm Street to the main Hedding Street parking lot during peak periods immediately before and after school.
- Direct traffic at both designated student loading zones during the peak 20 minutes immediately before and after school to ensure vehicles use the entire loading zone to improve the efficiency of the drop-off and pick-up operations.
- The City of San Jose will require BCP to coordinate with VTA and the City to construct the Central Bikeway along the project frontage or provide a fair-share contribution towards this planned improvement.

1. Introduction

This report presents the results of the local transportation analysis (LTA) conducted for the Bellarmine College Preparatory (BCP) Master Plan Update in San Jose, California (see Figure 1). The project proposes renovations to and redevelopment of the existing 17.64-acre school campus. The proposed Master Plan Update would allow for the following renovations and replacement of existing academic and administrative facilities (see Figure 2):

- Demolish Wade Hall and construct a new 44,000 square foot academic building
- Demolish O'Donnell Hall and construct a new 23,000 square foot administrative/academic building
- Relocate Berchmans Hall
- Renovate the existing Liccardo Center building
- Renovate the existing Matthewson Hall
- Redesign the existing driveway and campus entry on West Hedding Street

Upon the completion of the approved Bellarmine Parking Structure project, which is estimated to be complete in June 2023, the project site will contain 837 parking spaces, including 461 surface parking and 376 spaces located within a four-level above-grade parking garage. With implementation of the Master Plan Update project, 155 spaces would be removed for a total of 682 parking spaces on site.

Currently, BCP has an enrollment of 1,650 students with 180 faculty and staff members. The current PD Zoning development standards allow a maximum capacity enrollment of 1,750 students, with up to 210 faculty and staff. The proposed Master Plan Update would not result in a change in the previously approved maximum student enrollment or staffing. However, the Plan would alter the school's access to and from Hedding Street.

A new parking structure is currently under construction at the southwest corner of Emory Street and Stockton Avenue. The effect on school traffic patterns related to the new parking garage and the planned decrease in surface parking within the main campus lot, the O'Donnell Hall lot, and Elm Street has been evaluated previously and documented in a separate report. Thus, this study was conducted for the purpose of identifying operational issues related to the school's access points on Hedding and Elm Streets, on-site circulation within the parking lots adjacent to Hedding Street, and pedestrian, bicycle, and transit facilities along Hedding Street upon buildout of the Master Plan. Based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the *Transportation Analysis Handbook,* the study is limited to a local transportation analysis (LTA).

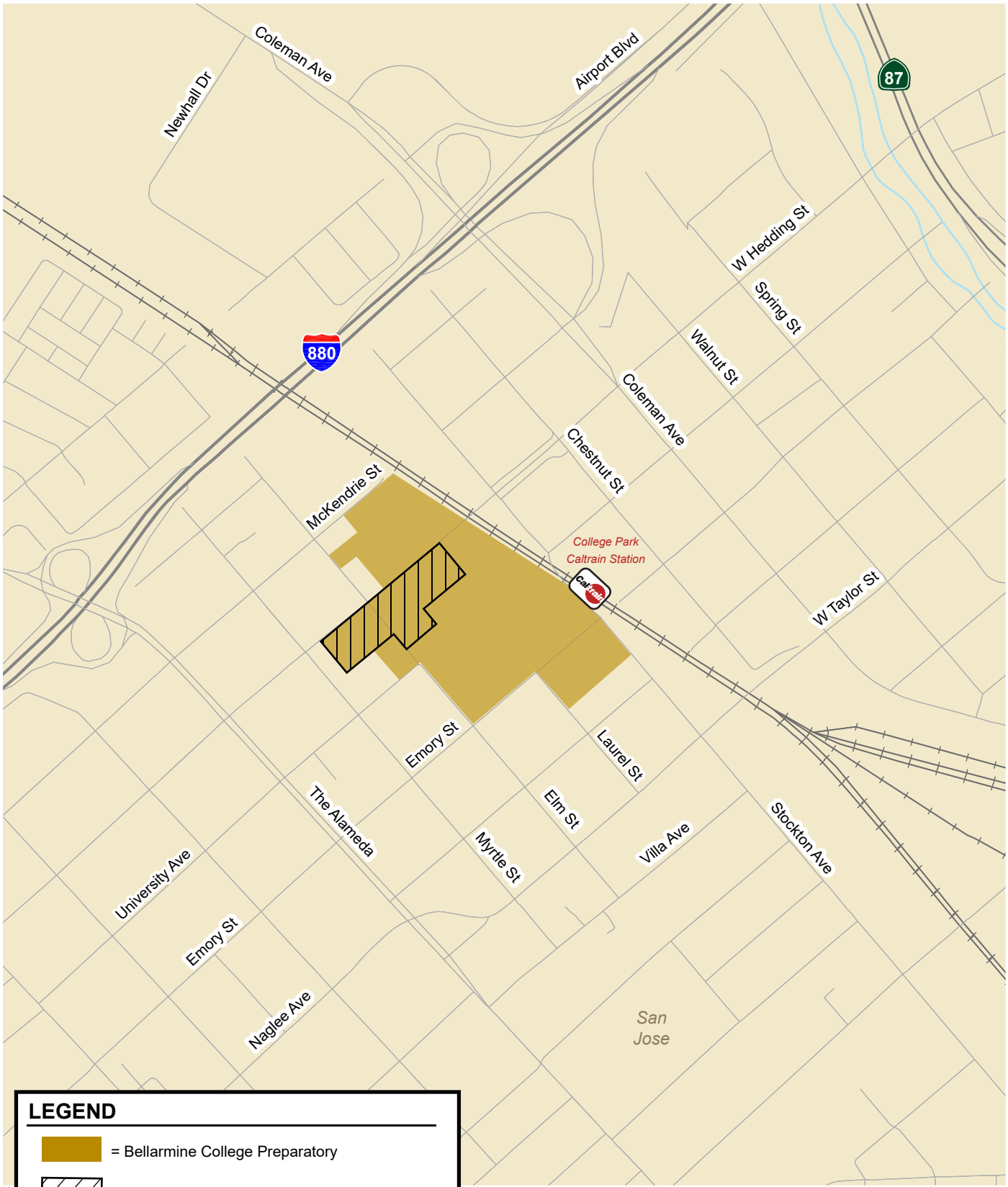
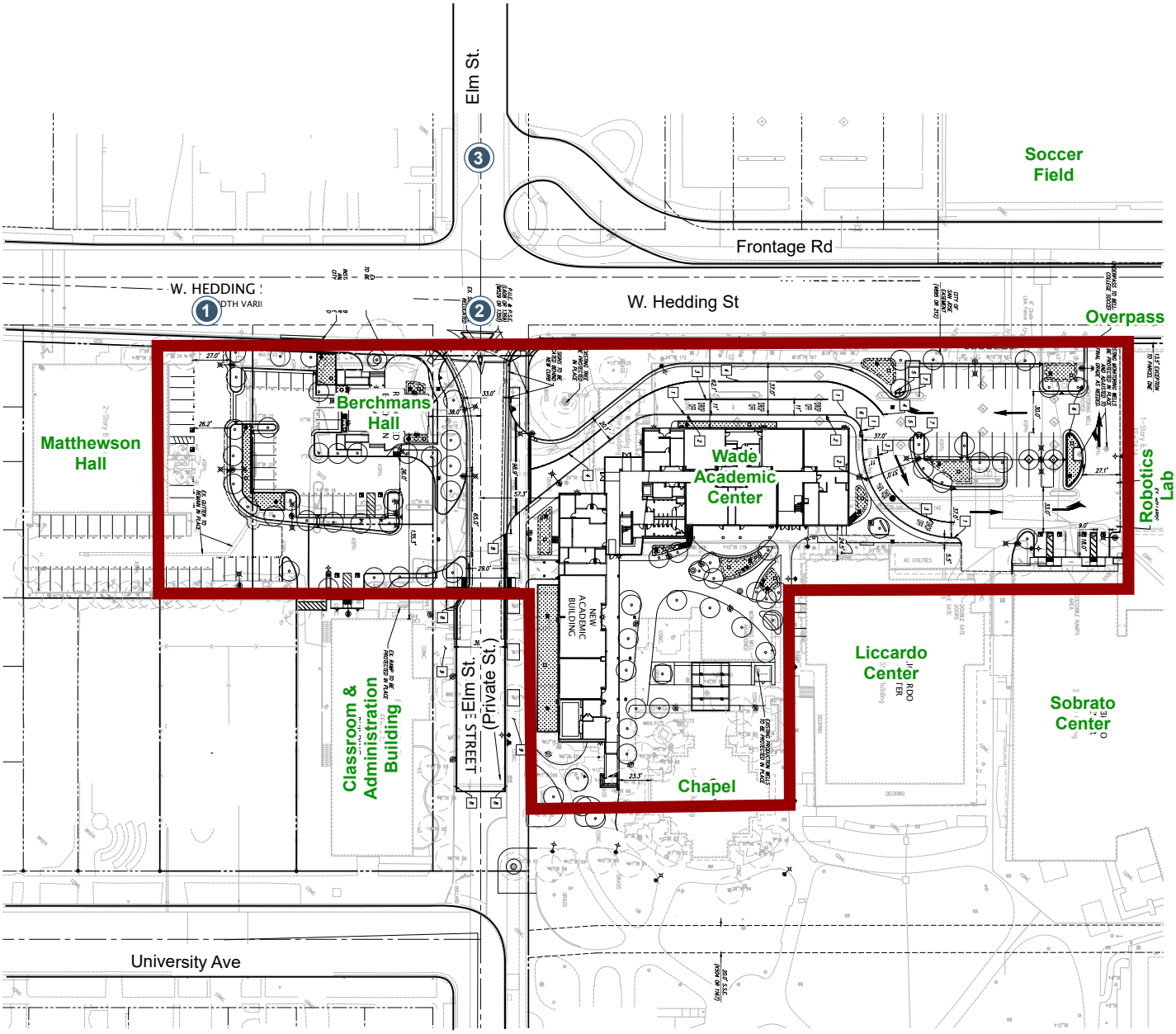


Figure 1
Site Location

NORTH
Not to Scale



LEGEND

= Proposed Master Plan Updates Improvements

= Study Intersection

Figure 2
Site Plan and Study Intersections

NORTH
Not to Scale

Transportation Analysis Policies

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

In adherence to SB 743, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on VMT instead of LOS. The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses.

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

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

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund, or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);

- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development be designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages auto use (TR-8.2);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);

- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis

The Master Plan Update would replace existing academic and administrative facilities with new buildings, reconfigure the campus entrances on Hedding Street, and redesign internal vehicular circulation within the parking lots adjacent to Hedding Street. The Master Plan is designed to support the previously approved maximum student enrollment and to improve vehicle circulation to and from the school. Compared to the 837 parking spaces that would be provided on campus upon the completion of the approved Bellarmine Parking Structure project, the Master Plan would remove 155 spaces for a total of 682 parking spaces on site.

Currently, BCP has an enrollment of 1,650 students with 180 faculty and staff members. The current PD Zoning development standards allow a maximum capacity enrollment of 1,750 students, with up to 210 faculty and staff. Because BCP is not proposing an increase in enrollment beyond the previously approved maximum capacity, the Master Plan Update would not affect the vehicle miles travelled (VMT) generated by the school. Therefore, the project is consistent with the Envision San Jose 2040 General Plan and no CEQA transportation analysis (i.e., VMT analysis) is required. The project is not expected to generate any new vehicle trips, thus, a Congestion Management Program (CMP) traffic analysis based on the Santa Clara Valley Transportation Authority (VTA) Guidelines is not required.

However, the proposed modifications to access and on-site circulation would alter the school traffic patterns causing more vehicle trips at some intersections and fewer trips at other locations. Therefore, a Local Transportation Analysis to assess the effects of the proposed project on the key intersections in the immediate vicinity of the school was conducted to identify potential operational issues that may arise due to the project, as described below.

Local Transportation Analysis Scope

A local transportation analysis (LTA) identifies potential adverse operational effects 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.

As part of the LTA, a project is typically required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site. The Master Plan project is not expected to meet the 10-trip threshold at any signalized intersections. City of San Jose staff may also require an intersection LOS analysis of other intersections at their discretion based on engineering judgement. In consultation with the City of San Jose, a list of study intersections was developed to include locations that would

experience changes in school traffic patterns. The LTA comprises an analysis of the following three unsignalized intersections (see Figure 2):

Study Intersections:

1. Matthewson Hall Driveway and West Hedding Street
2. Elm Street and West Hedding Street
3. Elm Street and West Hedding Frontage Road

Traffic conditions at the study intersections were analyzed for the weekday AM and school PM peak hours. The weekday AM peak hour for both school trips and commute traffic is generally between 7:00 and 9:00 AM. The weekday school PM peak hour occurs between 1:30 and 3:30 PM. In addition, the intersection of Elm Street and West Hedding Street also was evaluated for the weekday PM peak commute hour, which typically is between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing weekday AM, school PM, and commute PM peak-hour traffic volumes were obtained from new manual turning-movement counts conducted in November 2022. Adjustments were made to the 2022 count volumes to reflect traffic conditions prior to the COVID pandemic. The study intersections were evaluated with a level of service analysis using the TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology.
- ***Background Conditions*****.** Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed developments and trips associated with increasing the BCP enrollment from the current level (1,650 students) to the maximum capacity enrollment (1,750 students). The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). In addition, background conditions reflect the redistribution of school trips resulting from the new BCP parking garage and the planned reduction in surface parking elsewhere on campus.
- ***Background Plus Project Conditions.*** The BCP Master Plan would alter the school's access to and from Hedding Street. The existing and approved BCP trips were reassigned based on the proposed changes in the school driveways and parking lots along Hedding and Elm Streets. Intersection level of service calculations were conducted to estimate the operating levels of the study intersections during the AM, school PM, and commute PM peak hours under Background Plus Project conditions.

The LTA also includes a vehicle queuing analysis, an analysis of site access, on-site circulation, pedestrian, bicycle, and transit facilities.

Intersection Operations Analysis Methodology

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

Data Requirements

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

- existing traffic volumes
- intersection lane configurations

- intersection traffic control devices
- approved trip inventory (ATI) volumes

Analysis Methodologies and Level of Service Standards

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

Unsignalized Intersections

The City of San Jose does not have a level of service standard for unsignalized intersections. The unsignalized study intersections were analyzed for operational purposes. Level of service analysis at unsignalized intersections is generally used to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes and delays are evaluated to determine if the existing intersection control is appropriate.

Peak-hour levels of motor vehicle delay at the unsignalized study intersections were estimated using the method described in Chapter 17 of the *2000 Highway Capacity Manual*. With this method, operations are defined by the average control delay per vehicle (measured in seconds) for each movement that must yield the right-of-way. All of the study intersections are side-street controlled intersections (two-way or one-way stop control). The control delay (and LOS) at side-street controlled intersections is reported for the approach with the highest delay. The correlation between average delay and level of service is shown in Table 1.

Table 1
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at study intersections where the school generates a noteworthy number of trips to the left-turn movements. Similar to the intersection level of service analysis, the intersection queuing analysis is presented for informational purposes only. The City of San Jose has not defined a policy related to queuing. Vehicle

queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

- $P(x = n)$ = probability of "n" vehicles in queue per lane
- n = number of vehicles in the queue per lane
- λ = average # of vehicles in the queue per lane (vehicles per hour per lane * average delay per vehicle (seconds)/3,600 seconds per hour)

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

The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur 95 percent of the time. In other words, a queue length larger than the 95th percentile queue would occur 5 percent of the time. Therefore, left-turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for an unsignalized movement.

Report Organization

This report has a total of four chapters. Chapter 2 describes existing transportation conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 describes the local transportation analysis including operations of study intersections, the methods used to estimate traffic volumes with the Master Plan Update, the project's effects on the transportation system, and an analysis of other transportation issues including queuing, site access and circulation, pedestrian, bike, and transit facilities. Chapter 4 presents the conclusions of the transportation analysis.

2. Existing Transportation Conditions

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

Existing Roadway Network

Regional access to the BCP campus is provided by SR 87 and I-880. These facilities are described below.

I-880 is a north-south freeway that extends from San Jose in the south to Oakland in the north. I-880 is a six-lane freeway in the project vicinity. I-880 provides site access via full interchanges at Coleman Avenue and The Alameda.

SR 87 is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. SR 87 provides access to US 101 and I-280/I-680. Access to the project site to and from SR 87 is provided via a full interchange at Taylor Street.

Local access to the BCP campus is provided via The Alameda, Coleman Avenue, Taylor Street, Hedding Street, Stockton Avenue, Elm Street, and Emory Street. These facilities are described below.

The Alameda is primarily a four-lane north-south grand boulevard per the 2040 General Plan that extends from Santa Clara University eastward through Downtown San Jose, ultimately becoming Santa Clara Street. The Alameda provides full access to I-880 via a cloverleaf interchange. In the vicinity of the project site, The Alameda has continuous sidewalks on both sides of the street and on-street parking. The posted speed limit on The Alameda is 35 mph. The Alameda provides access to the project site via Hedding Street and Taylor Street.

Coleman Avenue is a four- to six-lane city connector street per the 2040 General Plan that extends from De La Cruz Boulevard in Santa Clara to North Market Street. In the vicinity of the project site, Coleman Avenue is a four- to six-lane facility. North of Hedding Street, Coleman Avenue has three lanes in each direction with a posted speed limit of 40 mph. Coleman Avenue narrows from three lanes to two lanes in each direction with the speed limit reduced to 35 mph between Hedding Street and Taylor Street, and then widens back to three lanes in the southbound direction south of Taylor Street were the speed limit increases again to 40 mph. Bike lanes are present along most sections of Coleman Avenue except for the segment between Hedding Street and Taylor Street where on-street parking is allowed along both sides of the street. Coleman Avenue has continuous sidewalks along

both sides of the street. Coleman Avenue provides access to the BCP campus via Hedding Street and Taylor Street.

Taylor Street/Naglee Avenue is a four-lane city connector street per the 2040 General Plan that runs in a southwest-northeast direction. Taylor Street extends eastward from The Alameda to US 101. On the other side of The Alameda, Taylor Street becomes Naglee Avenue, which extends westward to Bascom Avenue where it meets Forest Avenue. Taylor Street has sidewalks along both sides of the street and also has on-street parking along most sections of the street. Taylor Street provides access to the school via Stockton Avenue. The posted speed limit on Taylor Street is 35 mph.

Hedding Street is generally an east-west on-street primary bicycle facility per the 2040 General Plan that extends from Winchester Boulevard in Santa Clara to US 101 in San Jose. The cross section on Hedding Street varies from one to two lanes in each direction with standard or buffered bike lanes and on-street parking permitted in some locations. Adjacent to the BCP campus, Hedding Street has one lane in each direction with buffered bike lanes without on-street parking. The speed limit on Hedding Street is 35 mph and sidewalks are present on both sides of the street. Hedding Street has two driveways the provide direct access to and from the BCP Mathewson Hall parking lot. Hedding Street also provides indirect access to and from the BCP campus via Elm Street.

Stockton Avenue is a two-lane north-south local street that serves as the eastern boundary of the new BCP parking garage currently under construction. Stockton Avenue extends north from Taylor Street to the College Park Caltrain station, where it connects to Emory Street. The posted speed limit on Stockton Avenue is 30 mph. Sidewalks and bike lanes are present along both sides of the street. On-street parking is allowed on Stockton Avenue. Stockton Avenue will provide direct access to the new garage.

Elm Street is a two-lane local street extending from Villa Avenue in the south and terminating near I-880 in the north. Elm Street has sidewalks and on-street parking along both sides of the street. Elm Street is a private street within the Bellarmine College Preparatory School campus (between Hedding Street and University Avenue) and is closed to through traffic at University Avenue. It provides direct access to the Mathewson Hall parking lot and the main BCP parking lot south of Hedding Street as well as student parking lots north of and under Hedding Street. The posted speed limit on Elm Street is 25 mph.

Emory Street is a two-lane local street running in an east-west orientation through the College Park neighborhood. It begins at its intersection with Stockton Avenue and terminates near O'Connor Hospital. In the vicinity of the school campus, sidewalks are present and on-street parking is permitted along both sides of Emory Street. There is a gate that blocks vehicular traffic on Emory Street east of Laurel Street except in the case of emergencies. Emory Street functions as a one-way westbound street between Stockton Avenue and the entrance to the Wrestling Building parking lot where the new parking garage is currently being built. This segment of Emory Street, which is a private street owned by BCP, has a student loading zone along the north side and angled parking on the south side of the street.

Existing Pedestrian, Bicycle and Transit Facilities

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

Existing Pedestrian Facilities

A complete network of sidewalks and crosswalks is found along the roadways in the school area. Hedding Street lacks a sidewalk on the north side of the street on the overcrossing above the railroad (between Chestnut Street and Elm Street). All other streets in the vicinity of the school campus have sidewalks on both sides of the street.

Crosswalks are found at the unsignalized study intersections on Elm Street. The intersection of Elm Street and Hedding Street has crosswalks on the north and south legs (Elm Street) and a high-visibility crosswalk with a rectangular rapid-flashing beacon on the east leg to facilitate pedestrian crossings of Hedding Street. There is also a crosswalk on the east leg of the Elm Street/Hedding Frontage Road intersection. The existing pedestrian facilities provide good connectivity between the main school campus, BCP parking facilities on the north side of Hedding Street, and the surrounding land uses and transit stops in the study area.

Existing Bicycle Facilities

Class II or IIB bicycle facilities (bike lanes or buffered bike lanes) are provided along Hedding Street and Stockton Avenue in the study area. Bike lanes are also provided along most sections of Coleman Avenue except for the segment between Hedding Street and Taylor Street.

The Guadalupe River Trail is located about one mile east of the school campus. It is available for use by bicyclists and pedestrians. The Guadalupe River trail connects with the bike lanes on both sides of Hedding Street. The bicycle facilities are shown on Figure 3.

The school provides 112 short-term secured bicycle parking spaces in 7 bike racks located adjacent the Schott Athletic Center on Emory Street. The existing bike parking would be adequate to accommodate the maximum enrollment with a bike mode share of six percent for students (1,750*.06=105) and three percent for faculty/staff (210*.03=6).

Existing Transit Services

Existing transit services in the study area are provided by the VTA and Caltrain (see Figure 4).

VTA Bus Service

Local Route 22 provides service between the Palo Alto Transit Center and the Eastridge Transit Center in San Jose. In the vicinity of the project area, Route 22 operates along The Alameda 21 hours per day (from 5 AM to 2 AM) with 15-minute headways during the peak commute hours. The bus stop closest to the project site is at the intersection of Taylor Street/Naglee Street and The Alameda.

Local Route 61 runs from Good Samaritan Hospital to the Piedmont Hills area of east San Jose and operates from 6:00 AM to 10:00 PM with 30-minute headways during the weekday commute periods. Route 61 operates along Taylor Street in the vicinity of the school campus with bus stops at Stockton Avenue/Taylor Street and Elm Street/Taylor Street.

Express Route 522 provides service between the Palo Alto Transit Center and the Eastridge Transit Center in San Jose. Route 522 operates on The Alameda from 6:30 AM to 10:30 PM with 15-20 minute headways during the weekday. The closest bus stop to the project site is located near the intersection of Taylor Street/Naglee Street and The Alameda.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The College Park Caltrain Station is located across the street from the new BCP parking garage currently under

Figure 3
Existing Bicycle Facilities

Figure 4
Existing Transit Services

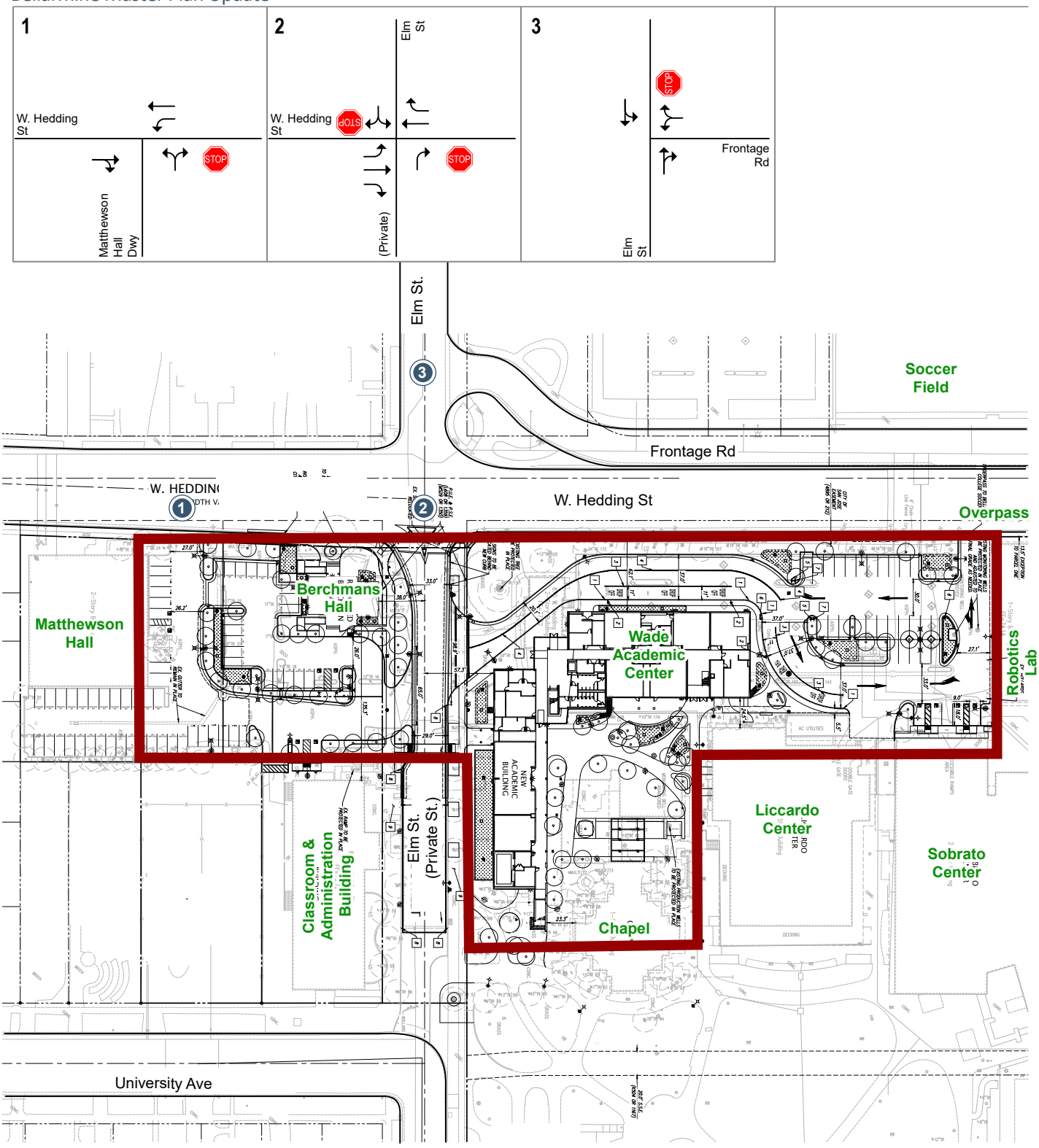
construction at the corner of Emory Street and Stockton Avenue. Caltrain stops at the College Park Station four times a day, Monday-Friday. There is one northbound train and one southbound train serving the College Park station before school, and there is one train going in each direction after school as well. Bellarmine offers discounted Caltrain passes to students and provides free shuttle service to Diridon Station twice each afternoon so that students can catch a train home after an afternoon practice or other obligations.

BCP Bus Transport Service

In 2022-23, BCP launched its inaugural student busing transportation program. This fee-based service is operated through First Student and requires pre-registration. One bus route serves the Almaden and Blossom Valley neighborhoods while a second route serves the Cambrian and Willow Glen neighborhoods.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5.



LEGEND

= Proposed Master Plan Updates Improvements

= Study Intersection

Figure 5
Existing Lane Configurations

3. Local Transportation Analysis

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis, a review of site access, queuing, on-site circulation, pedestrian, bike, and transit facilities.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of intersections in the project vicinity. The City of San Jose does not have a level of service standard for unsignalized intersections; thus, the analysis is provided for informational purposes.

Information required for the intersection operations analysis is presented in this section.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

New manual turning-movement counts at the study intersections were conducted for the AM and PM peak periods of school traffic (7-9 AM and 1:30-3:30 PM) in November 2022 (see Appendix A). The intersection of Elm Street and Hedding Street also was counted during the PM peak commute period (4-6 PM). There are no recent pre-pandemic traffic counts at the study intersections. Thus, new counts also were conducted at the nearby intersection of The Alameda and Hedding Street during the AM and PM peak commute periods (7-9 AM and 4-6 PM) and compared to available pre-pandemic (2018) count data at the same intersection. The results indicate that the 2022 count volumes are much lower than the 2018 count volumes, especially for those movements in the peak directions. The existing (2022) count volumes at the study intersections were adjusted to represent typical traffic conditions prior to the pandemic. It is assumed that Bellarmine College Preparatory is currently generating vehicle trips at approximately the same rate as it did prior to the pandemic since classes are held in person and the enrollment is the same. Therefore, turning movements that provide direct access to and from BCP were not adjusted.

Furthermore, traffic patterns to and from the school have been temporarily disrupted due to the construction of the new parking garage on Emory Street. The wrestling lot where the garage is being constructed and the student drop-off and pick-up area on Emory Street are temporarily unavailable. Thus, some BCP parents may have diverted to the student loading area within the main campus lot on Hedding Street. However, to encourage staff and students to use alternative modes, the school is providing carpool incentives to employees, selling discounted transit passes to students, and offering bus transportation to and from select South San Jose neighborhoods for a fee. In addition, to compensate for the lost surface parking on campus during construction of the garage, the school

has obtained parking for some employees at the Aramark lot on McKendrie Street. While November 2022 counts at the intersection of Stockton Avenue and Taylor Street show that fewer BCP trips use Stockton Avenue, it is uncertain how many vehicle trips may have temporarily diverted to the school's access points on Hedding Street and how many BCP vehicle trips have been eliminated due to students and staff choosing to use alternative modes of transportation. It is likely that the traffic volume accessing the school from Hedding Street will be lower than reflected in the 2022 counts once the new parking garage and adjacent student loading zone on Emory Street are available. However, to be conservative, no adjustments were made to account for trips that have temporarily diverted to the BCP Main parking lot on Hedding Street during the construction of the BCP parking garage.

The existing peak-hour intersection volumes after adjustments to reflect pre-pandemic conditions are shown graphically on Figure 6.

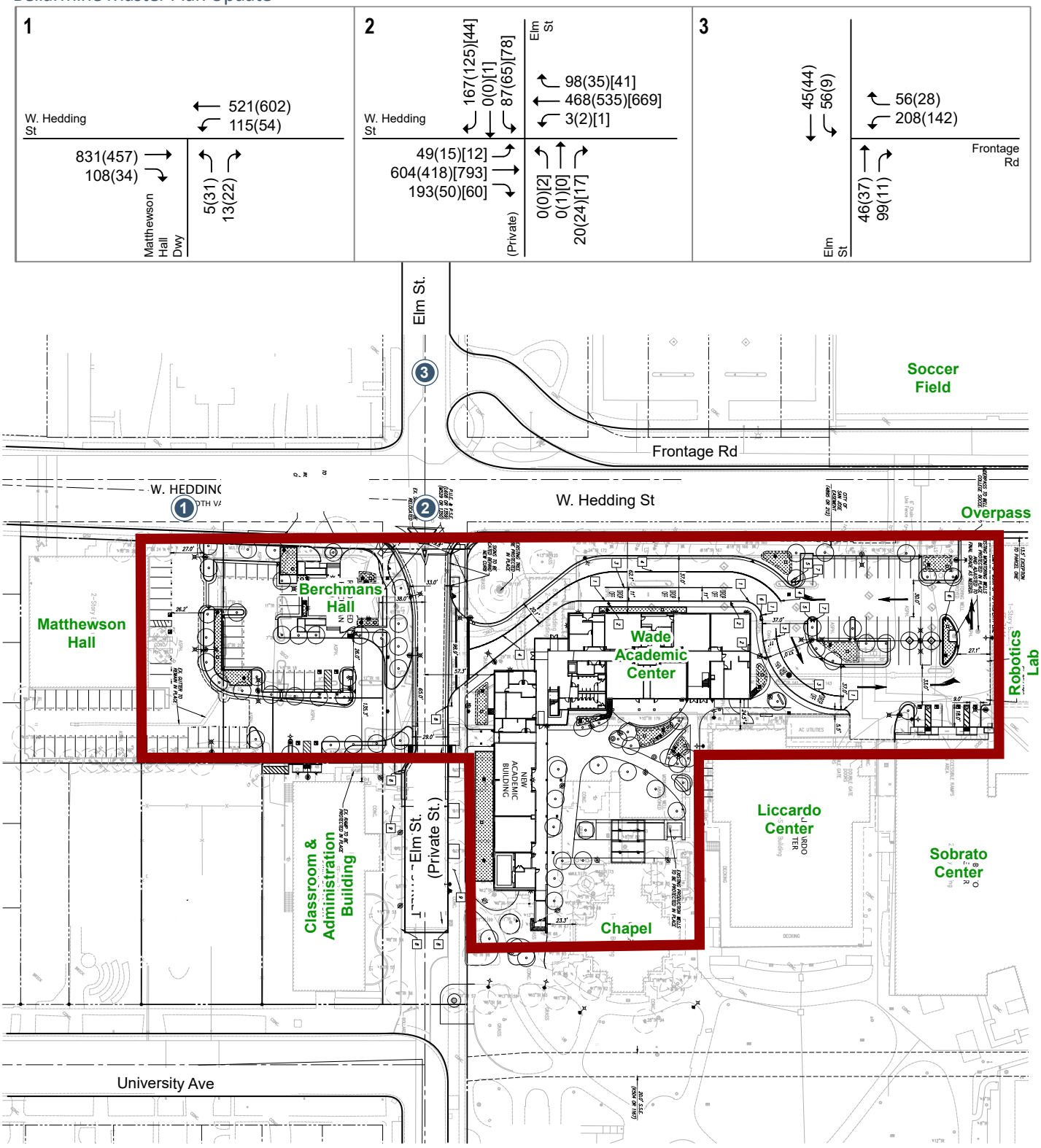
Background Traffic Volumes

Background conditions reflect traffic conditions expected upon maximum capacity enrollment and completion of the new BCP parking garage. Background conditions also reflect traffic generated by other approved developments in the vicinity. Background peak-hour traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet completed or occupied developments. The approved projects are listed as part of the Approved Trips Inventory (ATI) provided by the City of San Jose (see Appendix B). The City does not track ATI for unsignalized intersections. Therefore, the ATI at the unsignalized study intersections on Hedding Street were extrapolated from the ATI at the nearby intersection of The Alameda and West Hedding Street. Trips associated with increasing the BCP enrollment from the current level (1,650 students) to the maximum capacity enrollment (1,750 students) (see Table 2) and the redistribution of school trips resulting from the new parking garage and the planned reduction in surface parking elsewhere on campus were obtained from the BCP Parking Garage LTA. The ATI and BCP approved trips were added to the existing AM and PM peak hour volumes to obtain traffic volumes for background conditions. The background peak-hour intersection volumes are shown graphically on Figure 7.

Table 2
Bellarmine College Preparatory Approved Trip Generation Estimates

Land Use	Size	Daily Rate[1]	Daily Trips	AM Peak Hour				PM Peak Hour			
				Rate[1]	In	Out	Total	Rate[1]	In	Out	Total
Maximum Capacity											
Bellarmine College Preparatory[2]	1,750 Students	2.03	3,553	0.52	610	300	910	0.14	118	127	245
Existing											
Bellarmine College Preparatory[2]	1,650 Students	2.03	(3,350)	0.52	(575)	(283)	(858)	0.14	(111)	(120)	(231)
Net New Project Trips			**203**		**35**	**17**	**52**		**7**	**7**	**14**

Notes
[1] Rate expressed in trips per student.
[2] Daily and peak-hour trip generation rates for the Bellarmine College Preparatory are based on the ITE's *Trip Generation Manual, 10th Edition* rates for Land Use Code 530 "High School."



LEGEND

= Proposed Master Plan Updates Improvements

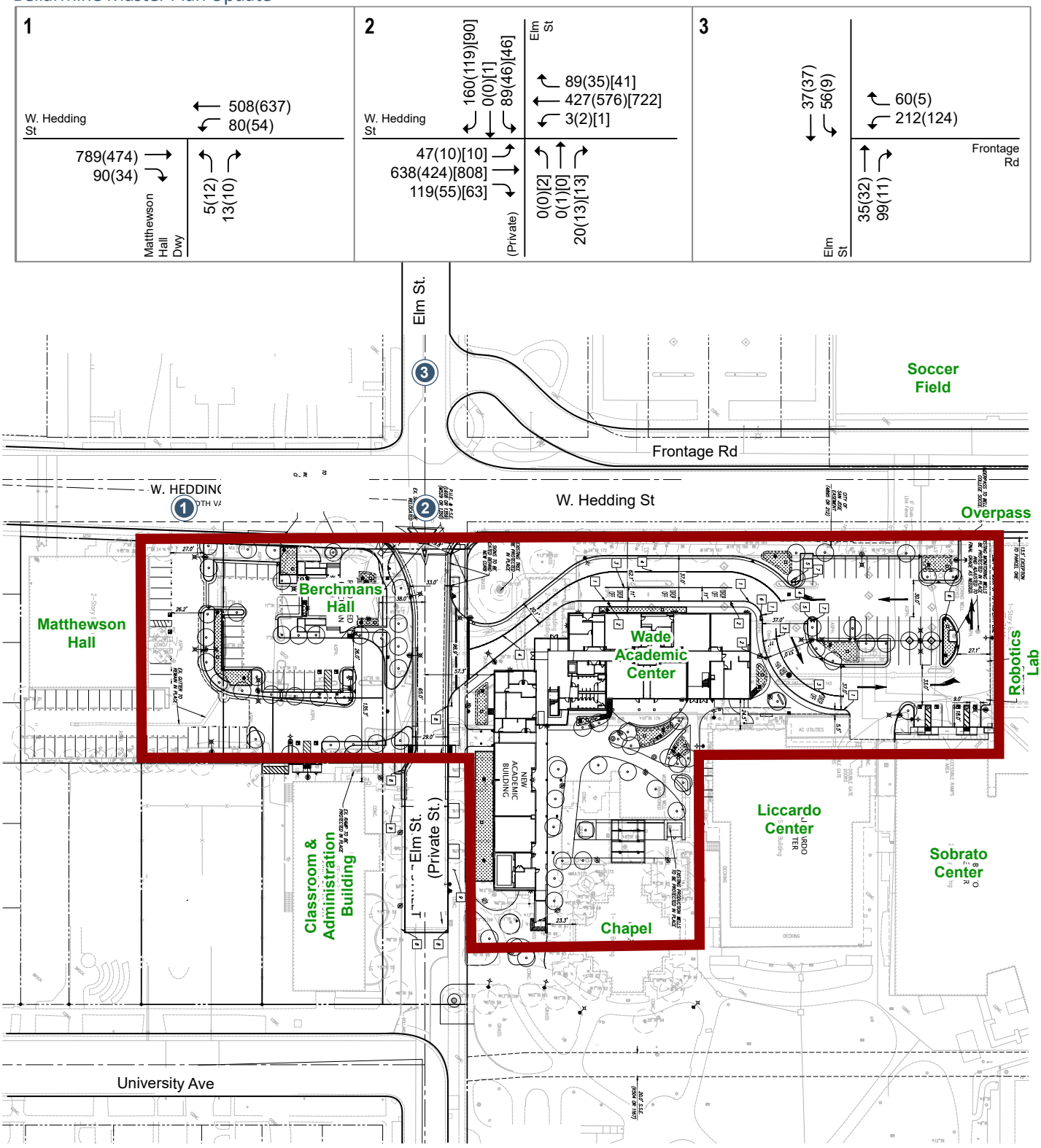
= Study Intersection

XX(XX)[XX] = AM(School PM)[Commute PM] Peak-Hour Traffic Volumes

Figure 6
Existing Traffic Volumes

HEXAGON

NORTH
Not to Scale



LEGEND

= Proposed Master Plan Updates Improvements

= Study Intersection

XX(XX)[XX] = AM(School PM)[Commute PM] Peak-Hour Traffic Volumes

Figure 7
Background Traffic Volumes

HEXAGON

NORTH
Not to Scale

Reassignment of BCP Trips for Master Plan Improvements

The Bellarmine College Preparatory Master Plan Update will alter the school's access points on Hedding Street and change school traffic patterns. Figure 8 shows the recommended school traffic pattern to be implemented during the peak hours immediately before and after school under the proposed Master Plan Update project.

While there are currently two driveways for the Mathewson Hall lot on Hedding Street, the project would eliminate the eastern driveway. Furthermore, a "right-lane closed ahead" (C20) sign on a type 2 barricade and traffic delineators would be used to block the right-turn movement from eastbound Hedding Street to southbound Elm Street. Thus, all inbound BCP trips arriving on Hedding Street would enter the campus from the driveway immediately adjacent to Matthewson Hall. This change would maximize the available on-site queue storage space and prevent queues from extending onto Hedding Street. Furthermore, preventing BCP trips from entering via Elm Street would prevent conflicts with traffic that entered via the Matthewson Hall lot driveway.

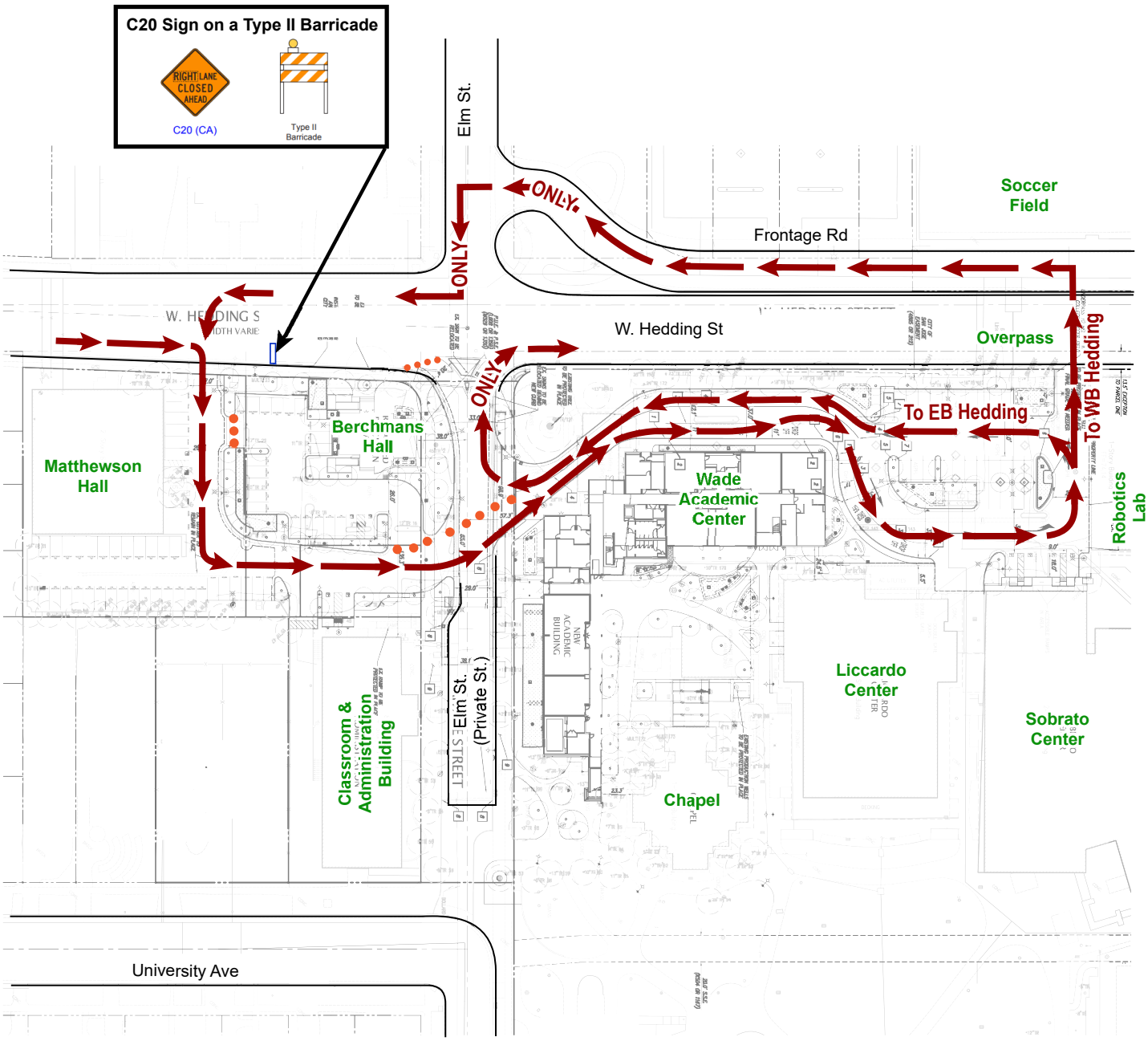
Traffic delineators are also recommended to prevent traffic from circulating through the parking aisle adjacent to Berchmans Hall and exiting from the Matthewson Hall lot driveway on to Hedding Street. Instead, traffic that enters the Matthewson Hall lot from Hedding Street will be directed across Elm Street to the main Hedding Street parking lot adjacent to the new Wade Academic Center. Parents will drop off and pick up students in the designated areas adjacent to Wade Academic Center and Liccardo Center. Vehicles bound for westbound Hedding Street will then follow the existing traffic pattern by proceeding under the Hedding Street overpass, turning left on the Hedding Frontage Road, left onto Elm Street, and finally right on to Hedding Street. Alternatively, for vehicles bound for eastbound Hedding Street, the Master Plan Update project will allow vehicles to turn left adjacent to the Robotics Lab, circulate back through the main Hedding Street lot, turn right onto Elm Street, and finally right again onto Hedding Street. The new traffic pattern will preclude the need for BCP traffic to turn left onto Hedding Street from the north Elm Street approach. This unsignalized left-turn movement is currently a major source of delay within the study area. Traffic from the Vermont-McKendrie neighborhood north of West Hedding Street would continue to be permitted to turn left onto Hedding Street from Elm Street. However, the new school traffic pattern would substantially reduce the left turns at the Elm/Hedding intersection, resulting in improved traffic flow and a reduction in delays and queues.

It should be noted that the traffic delineators shown on Figure 8 would only be needed during the peak hours of school traffic. During all other time periods, including the PM peak commute period, BCP traffic is substantially lower such that fewer controls are required. During these off-peak periods, traffic would be able to enter and exit the Matthewson Hall lot via the driveway on Hedding Street or the driveway on Elm Street. Likewise, BCP traffic could access the campus by turning right onto Elm Street and then entering either the Matthewson Hall lot or the main Hedding Street lot from Elm Street.

The existing gate that separates the private and public sections of the Hedding Frontage Road would remain open during the daytime and early evening hours.[1] This would allow outbound BCP traffic to exit via the existing route under the Hedding Street overpass or the new route circling through the lot to the driveway on the south leg of Elm Street.

The BCP trips under background conditions were reassigned according to the recommended traffic pattern shown on Figure 8. Specifically, BCP trips that turn left from the Hedding Frontage Road to

[1] The gate is closed during nighttime hours (11 PM to 6 AM) for security reasons.



LEGEND

= Traffic Pattern for Student Drop-Off / Pick-Up

= Traffic Cones

Figure 8
Recommended Traffic Pattern During Peak Hours Before and After School

NORTH
Not to Scale

Elm Street and then turn left from southbound Elm Street to eastbound Hedding Street were reassigned to turn right from the northbound Elm Street approach to Hedding Street. In addition, inbound traffic that currently turns right from eastbound Hedding Street onto Elm Street was reassigned to instead turn right at the Matthewson Hall lot driveway. Lastly, traffic that currently exits the Matthewson Hall lot driveway onto Hedding Street during the peak hours before and after school was reassigned to the corresponding right-turn movement on the north and south legs of the Elm/Hedding intersection.

Background Plus Project Traffic Volumes

The background plus project traffic volumes, which reflect the reassignment of BCP trips associated with the proposed Master Plan Improvements, are shown on Figure 9.

Intersection Traffic Operations

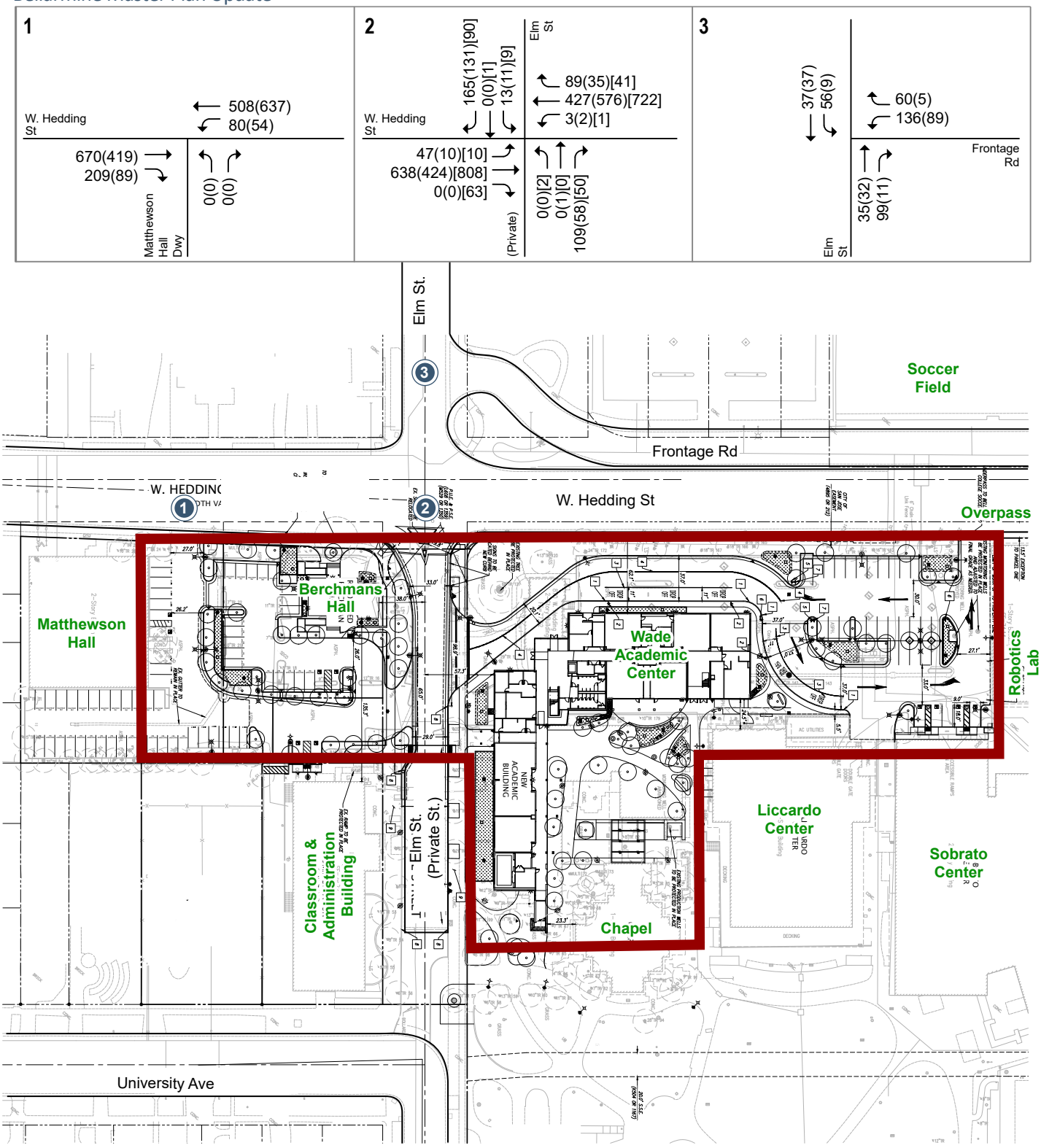
Intersection levels of service were evaluated at the three unsignalized study intersections. Like other schools, traffic generated by BCP experiences intense peaking within the peak hour. Thus, peak-hour factors from the existing traffic counts were used in the level of service analysis to reflect traffic conditions during the peak 15-minute period within the peak hour. The results of the analysis show that the two study intersections on Hedding Street are currently operating with high delay for the stop-controlled movements (LOS E or F) during all time periods analyzed (see Table 3). While the level of service analysis shows that the intersection of Elm Street and the West Hedding Frontage Road currently operates at LOS D or better during the peak hours, the intersection is adversely affected by queues that spill back from the Elm/Hedding intersection and delay vehicles waiting to turn from the Frontage Road onto Elm Street.

Table 3
Intersection Level of Service Summary

				Existing		Background No Project		Background with Project	
#	Intersection	Peak Hour	Count Date	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS
1	Matthewson Hall Driveway and	AM	11/03/22	**85.1**	**F**	**56.1**	**F**	13.2	B
	West Hedding Street	School PM	11/03/22	**41.5**	**E**	28.7	D	8.8	A
2	Elm Street and	AM	11/03/22	**271.3**	**F**	**244.0**	**F**	**45.7**	**E**
	West Hedding Street	School PM	11/03/22	**74.4**	**F**	**49.0**	**E**	28.1	D
		Commute PM	11/03/22	**55.3**	**F**	**76.9**	**F**	30.9	D
3	Elm Street and	AM	11/03/22	27.3	D	25.7	D	16.8	C
	West Hedding Frontage Road	School PM	11/03/22	12.9	B	11.6	B	10.7	B

Under background conditions, the delay would be slightly less for some stop-controlled movements because the new BCP parking garage on Emory Street is expected to result in fewer BCP trips accessing the school via Hedding Street. However, both of the study intersections on Hedding Street would continue to operate at a poor level of service during one or more peak hour periods.

Under background plus project conditions, the recommended school traffic pattern to be implemented under the Master Plan Update project would substantially reduce vehicle delay at all study intersections. With one exception, the stop-controlled movements at all study intersections are expected to operate at LOS D or better during all analysis time periods. The only exception is the



LEGEND

= Proposed Master Plan Updates Improvements

= Study Intersection

XX(XX)[XX] = AM(School PM)[Commute PM] Peak-Hour Traffic Volumes

Figure 9
Background Plus Project Traffic Volumes

southbound Elm Street approach at West Hedding Street, which would continue to operate at LOS E during the AM peak hour. The poor level of service at this stop-controlled approach is due to the small number of left-turn trips generated by the Vermont-McKendrie neighborhood north of West Hedding Street. While vehicles attempting to exit the neighborhood by turning left onto Hedding Street would continue to experience lengthy delays during the AM peak hour, the BCP Master Plan Update project would reduce delays on this approach by approximately 40 to 80 percent compared to existing conditions. Restricting the southbound approach to right turns only would further reduce the delay and achieve LOS D or better, however the southbound Elm Street approach must allow vehicles to access to both directions on Hedding Street since it serves outbound trips generated by the Vermont-McKendrie neighborhood as well as BCP trips. Furthermore, signalization is not warranted given the low number of left-turns on Elm Street. The detailed intersection level of service calculation sheets are included in Appendix C.

Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis for the left-turn movement from westbound Hedding Street into the Matthewson Hall lot driveway. Hedding Street has a two-way left-turn lane at this intersection. The available queue storage for the westbound left-turn into the Matthewson Hall lot driveway is approximately 150 feet, which is sufficient space for six vehicles to queue in the two-way left-turn lane without blocking turns to or from Elm Street. To reflect the intense peaking of school traffic, the traffic volumes used in the queuing analysis are double the peak-hour volume projected for that scenario. Thus, the analysis is conservative in that it approximates queuing conditions during the peak 15-minute period within the peak hour. The queuing analysis shows that the 95th percentile vehicle queue (maximum queue) for the left-turn from westbound Hedding Street into the Matthewson Hall lot driveway would not exceed the available turn lane storage under any scenario (see Table 4).

Table 4
Queuing Analysis

Analysis Scenario	Elm Street and Matthewson Hall lot dwy WBL AM	Elm Street and Matthewson Hall lot dwy WBL School PM
Existing		
Delay[1] (sec)	15.2	8.7
Volume[2] (vph)	230	108
Number of lanes	1	1
Volume (vphpl)	230	108
95th %. Queue (veh/ln)	3	1
95th %. Queue[3] (ft/ln)	75	25
Storage (ft/ln)	150	150
Adequate (Y/N)	Y	Y
Background		
Delay[1] (sec)	13.2	8.8
Volume[2] (vph)	160	108
Number of lanes	1	1
Volume (vphpl)	160	108
95th %. Queue (veh/ln)	2	1
95th %. Queue[3] (ft/ln)	50	25
Storage (ft/ln)	150	150
Adequate (Y/N)	Y	Y
Background Plus Project		
Delay[1] (sec)	13.2	8.8
Volume[2] (vph)	160	108
Number of lanes	1	1
Volume (vphpl)	160	108
95th %. Queue (veh/ln)	2	1
95th %. Queue[3] (ft/ln)	50	25
Storage (ft/ln)	150	150
Adequate (Y/N)	Y	Y

Notes:
WBL = westbound left-turn movement
[1] Delay (seconds/vehicle) for subject movement
[2] To reflect the intense peaking of school traffic, volume used in the queuing analysis is double the projected peak-hour volume.
[3] Assumes 25 feet per vehicle queued.

Site Access and On-Site Circulation

The site access and on-site circulation evaluations of the proposed new parking garage are based on the site plan prepared by Devcon Construction dated 4/26/2023 (see Figure 2 in Chapter 1). The project would eliminate one of the site driveways on Hedding Street and modify the internal circulation within the Matthewson Hall lot and the main Hedding Street lot. The site plan also shows modifications to the triangular shaped raised island at the south leg of the Elm/Hedding intersection. The Master Plan Update project would not modify any other roadways. Site access was evaluated to determine the adequacy of the site driveways with regard to traffic volume and vehicle queues.

Vehicular access to the Matthewson Hall lot would be provided by one full-access driveway on West Hedding Street and one driveway on Elm Street. The main Hedding Street parking lot would be served by a two-way driveway on Elm Street and a one-way (outbound only) driveway that leads to the Hedding Frontage Road on the north side of the Hedding Street overpass. The driveway widths would vary with a minimum dimension of 26 feet for the one-way driveway and a minimum of 27 feet for the two-way driveway on Hedding Street. The driveways on Elm Street also would vary in width with a maximum width of 49 feet due to the skew of the driveway and the need to accommodate emergency vehicle access at this location. Within the main Hedding lot, the Elm Street driveway would narrow to a 20-foot-wide drive aisle before widening again to 37 feet to accommodate a student loading area adjacent to the new Wade Academic Center. The 20-foot width is the minimum width required for emergency vehicle access and is sufficient to accommodate two-way traffic flow. The site plan shows that a centerline would be painted on this drive aisle to facilitate two-way traffic flow given the narrow width.

Both the Matthewson Hall lot and the main Hedding lot would have 90-degree parking spaces with typical aisle widths of 26 to 33 feet adjacent to parking. The drive aisle widths meet the City's design guidelines for two-way aisles with full-size parking spaces. Turning templates for a San Jose fire truck entering and exiting the project driveways on Hedding Street and Elm Street and circulating within the surface parking lots are shown in Appendix D. Furthermore, turning templates for a variety of vehicle types and sizes including passenger vehicles, SU-40 trucks, small 22-foot buses, and large 45-foot commuter buses are also shown in Appendix D. The aisle widths and turn radii would be adequate to allow passenger vehicles and small buses to circulate the site with ease in their own lane. Trucks and large buses would temporarily infringe into the outbound lane when turning into the Hedding lot from Elm Street. This is not expected to cause any issues because there would be very few large vehicles of this size, and because drivers of these vehicles could wait for outbound vehicles to clear the driveway before turning into the lot.

Internal circulation within these surface parking lots is generally logical, however the Matthewson Hall lot would have one dead-end aisle at the southwest corner of the site. The stalls within the dead-end parking aisle would be reserved for faculty/staff to preclude the chance that a vehicle would need to back out of the aisle when all spaces are occupied. Similarly, the parking spaces in the aisle adjacent to Berchman Hall also would be reserved for faculty/staff since access to this aisle would be blocked by traffic delineators during the peak periods immediately before and after school. The remaining spaces in the Matthewson Hall lot would be designated for use by visitors.

Drop-off and Pick-up

Bellarmine College Preparatory students begin classes at 8:45 AM and end at 2:30 PM most days. Upon completion of the Master Plan Update project, the school will once again have two designated student loading zones – one in the main parking lot on the south side of Hedding Street and one

adjacent to the gymnasium on Emory Street[2]. Observations conducted prior to the initiation of work on the parking garage found significant queuing and congestion at these locations every morning immediately before school begins. The outflow of students is less peaked in the afternoon because many other students remain on campus after class to participate in extracurricular activities.

Hexagon recommends operational measures to improve the efficiency of the student loading zone within the main Hedding Street lot as described below.

The student loading zone in the main parking lot on the south side of Hedding Street was observed before and after school. The school's current traffic pattern encourages parents to turn onto southbound Elm Street from Hedding Street and then turn left into the main parking lot where students are dropped off along the curb adjacent to Wade Hall and the Liccardo Center. Vehicles then proceed eastbound past the Sobrato Center, turn north and cross under Hedding Street, and then travel westbound along the north side of Hedding Street before turning left onto Elm Street.

There is a raised island that prevents left turns to and from the south leg of Elm Street at Hedding Street. Thus, vehicles westbound on Hedding Street travel past Elm Street, enter the two-way left-turn lane and turn left into the faculty parking lot adjacent to Mathewson Hall. Some parents traveling eastbound on Hedding Street enter at the same driveway west of Elm Street and proceed southbound through the lot, turn left, and travel eastbound adjacent to O'Donnell Hall and then cross Elm Street to enter the main parking lot to access the designated drop-off and pick-up location.

Parents often form two lanes of traffic eastbound through the main parking lot. While most students load and unload adjacent to the curb on the right, some students unload and load from the left lane. Observations show that most parents stop and drop off students adjacent to Wade Hall (west of the crosswalk). During peak periods, short vehicle queues (less than five vehicles) extended onto Hedding Street in each direction but did not significantly affect the flow of through traffic.

The BCP site plan shows a designated loading area adjacent to the new Wade Academic Center and adjacent to Liccardo Center for a total of approximately 200 feet of student loading area. The site plans shows that the sidewalk would wrap around the Wade Academic Center and be extended in front of the Liccardo Center so that it is adjacent the full length of the student loading area. It is recommended that Bellarmine staff actively direct traffic during the peak 20 minutes immediately before and after school. Staff should encourage parents to use the full length of the loading zone for drop off and pick up including the curb areas adjacent the east side of Wade Academic Center and adjacent to Liccardo Center. The location of building entrances along the south side of the Wade Academic Center will naturally lead students to use the pedestrian pathway between the Wade Academic Center and the Liccardo Center as they walk between the parking lot and the interior of the campus. This will in turn further encourage parents to pull forward to the far end of the loading zone when dropping off and picking up students. Increasing the efficiency of the student loading zone could significantly reduce the queues on Hedding Street. Furthermore, improvements to the function of the on-campus loading zones could reduce the number of parents that disregard the schools designated traffic pattern and use neighborhood streets to drop off and pick up students.

Observations also show that occasionally the operation of the student loading zone in the main parking lot is impeded by queues of vehicles waiting to exit the parking lot due to traffic delays to vehicles turning left onto Elm Street and turning left from Elm Street onto Hedding Street. There is a sign directing all Bellarmine traffic to turn left onto Elm Street when exiting. This turn restriction is

[2] The Emory Street loading area is currently closed due to the construction of the new parking garage adjacent to Emory Street. The discussion of drop-off and pick-up operations within the Hedding Street parking lot reflects conditions expected to occur upon completion of the new parking garage when Emory Street is again used for student loading.

intended to reduce the number of BCP trips using the residential streets north of Hedding Street. However, during the morning peak period before school, this westbound left-turn movement onto Elm Street experiences delay due to a spillback of vehicle queues from the Elm/Hedding intersection as well as from vehicles that turn left from southbound Elm Street to access the student parking areas north of and under Hedding Street. The recommended new school traffic pattern would reduce left turns from southbound Elm Street to eastbound Hedding Street, which in turn would reduce the delay and queues for outbound BCP traffic along the Hedding Frontage Road.

Pedestrian, Bike, Transit Access

The site plan shows a continuous network of sidewalks in the vicinity of the Master Plan Update improvements with good connectivity to the rest of the BCP campus. The project would construct/replace sidewalk along the project frontage on the south side of Hedding Street and on both sides of Elm Street south of Hedding Street, which is the private street within the BCP campus. Furthermore, the project would add a crosswalk at the main Hedding Street lot driveway on the east side of Elm Street to facilitate pedestrians walking between the main BCP campus and the BCP soccer field and the adjacent parking lot north of Hedding Street.

The proposed Master Plan Update improvements would not interfere with the design or operation of the existing bicycle and transit facilities. Furthermore, because the school is not proposing to increase the enrollment above the maximum allowed under the current PD Zoning, the project is not expected to generate any new bicycle or transit trips. The project frontage on West Hedding Street is along a planned east-west bicycle “superhighway” called the Central Bikeway. The City of San Jose will require BCP to coordinate with VTA and the City to construct the Central Bikeway along the project frontage or provide a fair-share contribution towards this planned improvement.

4. Conclusions

This report presents the results of the local transportation analysis (LTA) conducted for the Bellarmine College Preparatory (BCP) Master Plan Update in San Jose, California (see Figure 1). The project proposes renovations to and redevelopment of the existing 17.64-acre school campus. The proposed Master Plan Update would allow for renovations and replacement of existing academic and administrative facilities. Furthermore, the project would redesign the existing driveway and campus entry on West Hedding Street.

Upon the completion of the approved Bellarmine Parking Structure project, which is estimated to be complete in June 2023, the project site will contain 837 parking spaces, including 461 surface parking and 376 spaces located within a four-level above-grade parking garage. With implementation of the Master Plan Update project, 155 spaces would be removed for a total of 682 parking spaces on site.

Currently, BCP has an enrollment of 1,650 students with 180 faculty and staff members. The current PD Zoning development standards allow a maximum capacity enrollment of 1,750 students, with up to 210 faculty and staff. The proposed Master Plan Update would not result in a change in the previously approved maximum student enrollment or staffing. However, the Plan would alter the school's access to and from Hedding Street.

A new parking structure is currently under construction at the southwest corner of Emory Street and Stockton Avenue. The effect on school traffic patterns related to the new parking garage and the planned decrease in surface parking within the main campus lot, the O'Donnell Hall lot, and Elm Street has been evaluated previously and documented in a separate report. Thus, this study was conducted for the purpose of identifying operational issues related to the school's access points on Hedding and Elm Streets, on-site circulation within the parking lots adjacent to Hedding Street, and pedestrian, bicycle, and transit facilities along Hedding Street upon buildout of the Master Plan. Because BCP is not proposing an increase in enrollment beyond the previously approved maximum capacity, the project would not affect the vehicle miles travelled (VMT) generated by the school. Therefore, the project is consistent with the Envision San Jose 2040 General Plan and no CEQA transportation analysis (i.e., VMT analysis) is required.

Local Transportation Analysis

Reassignment of BCP Trips for Master Plan Improvements

While the Bellarmine College Preparatory Master Plan Update will not generate any new trips beyond that allowed under the current maximum capacity enrollment, it will alter the school's access points on Hedding Street and change school traffic patterns. The BCP trips were reassigned according to the recommended traffic pattern. Specifically, BCP trips that turn left from the Hedding Frontage Road to Elm Street and then turn left from southbound Elm Street to eastbound Hedding Street were reassigned

to turn right from the northbound Elm Street approach to Hedding Street. In addition, inbound traffic that currently turns right from eastbound Hedding Street onto Elm Street was reassigned to instead turn right at the Matthewson Hall lot driveway. Lastly, traffic that currently exits the Matthewson Hall lot driveway onto Hedding Street during the peak hours before and after school was reassigned to the corresponding right-turn movement on the north and south legs of the Elm/Hedding intersection.

The existing gate that separates the private and public sections of the Hedding Frontage Road would remain open during the daytime and early evening hours. This would allow outbound BCP traffic to exit via the existing route under the Hedding Street overpass or the new route circling through the lot to the driveway on the south leg of Elm Street.

Intersection Traffic Operations

The study intersections are all under side-street stop control and not subject to any level of service standard. The recommended school traffic pattern to be implemented under the Master Plan Update project would substantially reduce vehicle delay at all study intersections. While the stop-controlled approaches at two study intersections would operate at LOS D or better with the project, the southbound Elm Street approach at West Hedding Street would continue to operate at LOS E during the AM peak hour. Restricting the southbound approach to right turns only would further reduce the delay and achieve LOS D or better, however the southbound Elm Street approach must allow vehicles to access to both directions on Hedding Street since it serves outbound trips generated by the Vermont-McKendrie neighborhood as well as BCP trips. Furthermore, signalization is not warranted given the low number of left-turns on Elm Street.

Other Transportation Items

The analysis of site access, on-site circulation, drop-off and pick-up operations, and multimodal access resulted in the following recommendations.

- Use a “right-lane closed ahead” (C20) sign on a type 2 barricade and traffic delineators to block the right-turn movement from eastbound Hedding Street to southbound Elm Street during peak periods immediately before and after school. (All inbound BCP trips arriving via Hedding Street would enter the campus from the driveway immediately adjacent to Matthewson Hall.)
- Use traffic delineators to prevent traffic from circulating through the parking aisle adjacent to Berchmans Hall and exiting from the Matthewson Hall lot driveway during peak periods immediately before and after school.
- Use traffic delineators to direct traffic exiting the Matthewson Hall lot across Elm Street to the main Hedding Street parking lot during peak periods immediately before and after school.
- Direct traffic at both designated student loading zones during the peak 20 minutes immediately before and after school to ensure vehicles use the entire loading zone to improve the efficiency of the drop-off and pick-up operations.
- The City of San Jose will require BCP to coordinate with VTA and the City to construct the Central Bikeway along the project frontage or provide a fair-share contribution towards this planned improvement.

Bellarmine College Preparatory Master Plan Update LTA
Technical Appendices

April 28, 2023

Appendix A
New Traffic Counts

(303) 216-2439
www.alltrafficdata.net

Location: 1 O'DONNELL HALL LOT DRIVEWAY & W HEDDING ST AM

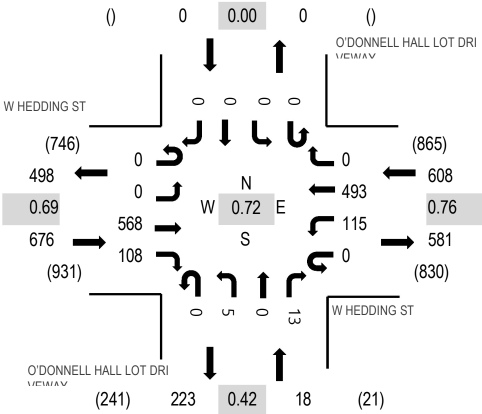
Date: Thursday, November 3, 2022

Peak Hour: 07:40 AM - 08:40 AM

Peak 15-Minutes: 08:10 AM - 08:25 AM

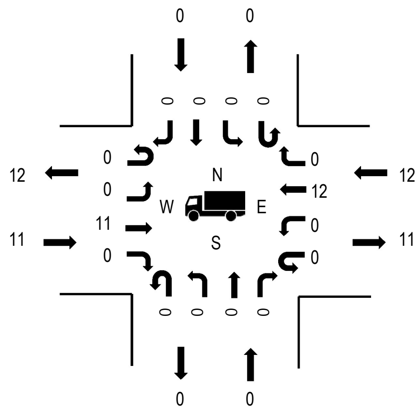
Peak Hour

Motorized Vehicles



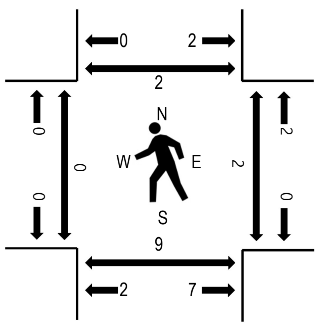
Note: Total study counts contained in parentheses.

Heavy Vehicles

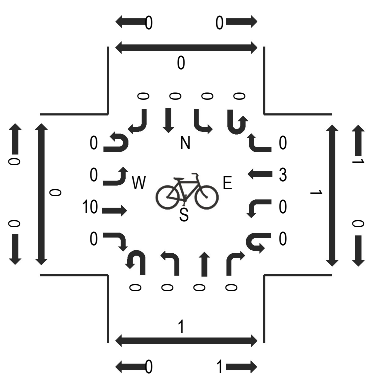


	HV%	PHF
EB	1.6%	0.69
WB	2.0%	0.76
NB	0.0%	0.42
SB	0.0%	0.00
All	1.8%	0.72

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	O'DONNELL HALL LOT DRIVEWAY Northbound				W HEDDING ST Eastbound				O'DONNELL HALL LOT DRIVEWAY Southbound				W HEDDING ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	0	0	0	0	10	0	0	0	0	0	0	1	24	0	35	632
7:05 AM	0	0	0	0	0	0	10	1	0	0	0	0	0	1	15	0	27	722
7:10 AM	0	0	0	0	0	0	15	0	0	0	0	0	0	0	18	0	33	814
7:15 AM	0	0	0	0	0	0	13	2	0	0	0	0	0	0	14	0	29	927
7:20 AM	0	0	0	0	0	0	27	0	0	0	0	0	0	5	20	0	52	1,049
7:25 AM	0	0	0	0	0	0	15	0	0	0	0	0	0	0	16	0	31	1,150
7:30 AM	0	0	0	0	0	0	26	1	0	0	0	0	0	1	23	0	51	1,260
7:35 AM	0	1	0	0	0	0	22	1	0	0	0	0	0	2	33	0	59	1,301
7:40 AM	0	0	0	0	0	0	35	2	0	0	0	0	0	7	30	0	74	1,302
7:45 AM	0	0	0	0	0	0	31	3	0	0	0	0	0	9	25	0	68	1,270
7:50 AM	0	0	0	0	0	0	44	4	0	0	0	0	0	4	31	0	83	1,257
7:55 AM	0	0	0	1	0	0	44	3	0	0	0	0	0	8	34	0	90	1,222
8:00 AM	0	0	0	2	0	0	53	10	0	0	0	0	0	13	47	0	125	1,185
8:05 AM	0	0	0	1	0	0	50	14	0	0	0	0	0	11	43	0	119	
8:10 AM	0	0	0	1	0	0	59	16	0	0	0	0	0	11	59	0	146	
8:15 AM	0	0	0	1	0	0	68	22	0	0	0	0	0	11	49	0	151	
8:20 AM	0	0	0	2	0	0	66	15	0	0	0	0	0	15	55	0	153	
8:25 AM	0	2	0	3	0	0	58	9	0	0	0	0	0	19	50	0	141	
8:30 AM	0	3	0	2	0	0	38	6	0	0	0	0	0	4	39	0	92	
8:35 AM	0	0	0	0	0	0	22	4	0	0	0	0	0	3	31	0	60	
8:40 AM	0	1	0	0	0	0	24	0	0	0	0	0	0	0	17	0	42	
8:45 AM	0	0	0	1	0	0	31	1	0	0	0	0	0	0	22	0	55	
8:50 AM	0	0	0	0	0	0	33	1	0	0	0	0	0	1	13	0	48	
8:55 AM	0	0	0	0	0	0	22	0	0	0	0	0	0	0	31	0	53	
Count Total	0	7	0	14	0	0	816	115	0	0	0	0	0	126	739	0	1,817	
Peak Hour	0	5	0	13	0	0	568	108	0	0	0	0	0	115	493	0	1,302	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

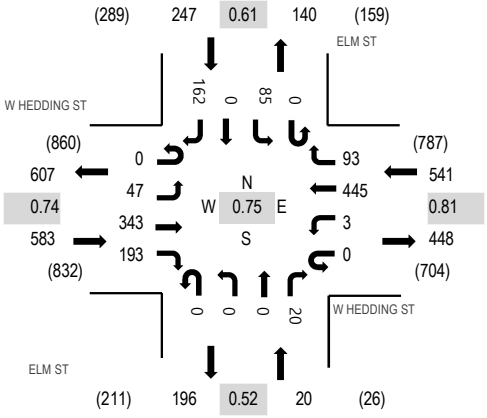
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	2	2	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	3	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	1	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	2	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	4	4	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	2	0	5	7	7:35 AM	0	0	0	1	1	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	1	0	0	1	2
7:45 AM	0	1	0	3	4	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1
7:50 AM	0	3	0	0	3	7:50 AM	0	1	0	0	1	7:50 AM	0	0	0	1	1
7:55 AM	0	1	0	1	2	7:55 AM	0	0	0	1	1	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	0	1	8:00 AM	1	0	1	0	2
8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1
8:10 AM	0	1	0	3	4	8:10 AM	0	0	0	0	0	8:10 AM	2	0	0	0	2
8:15 AM	0	1	0	0	1	8:15 AM	0	2	0	0	2	8:15 AM	0	0	1	0	1
8:20 AM	0	2	0	0	2	8:20 AM	0	3	0	0	3	8:20 AM	1	0	0	0	1
8:25 AM	0	1	0	2	3	8:25 AM	0	1	0	1	2	8:25 AM	2	0	0	1	3
8:30 AM	0	0	0	2	2	8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	0	0
8:35 AM	0	1	0	0	1	8:35 AM	0	2	0	0	2	8:35 AM	1	0	0	0	1
8:40 AM	0	0	0	3	3	8:40 AM	0	1	0	1	2	8:40 AM	0	0	0	0	0
8:45 AM	0	1	0	4	5	8:45 AM	0	0	0	0	0	8:45 AM	2	0	2	1	5
8:50 AM	0	1	0	0	1	8:50 AM	0	0	0	1	1	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	1	2	8:55 AM	0	0	0	2	2
Count Total	0	15	0	36	51	Count Total	0	12	0	7	19	Count Total	12	0	4	6	22
Peak Hour	0	11	0	12	23	Peak Hour	0	10	0	3	13	Peak Hour	10	0	2	3	15

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

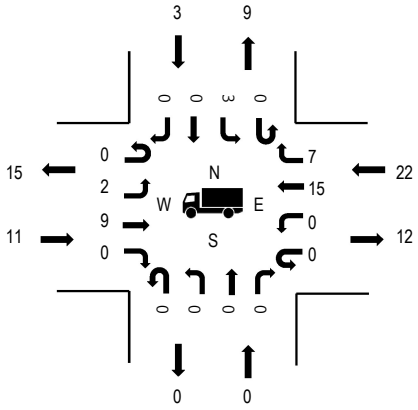
Location: 2 ELM ST & W HEDDING ST AM
Date: Thursday, November 3, 2022
Peak Hour: 07:35 AM - 08:35 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

Motorized Vehicles



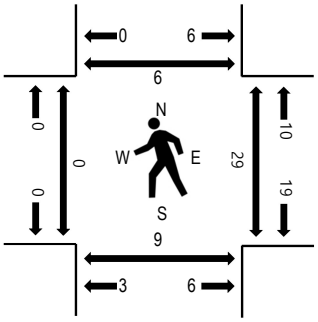
Heavy Vehicles



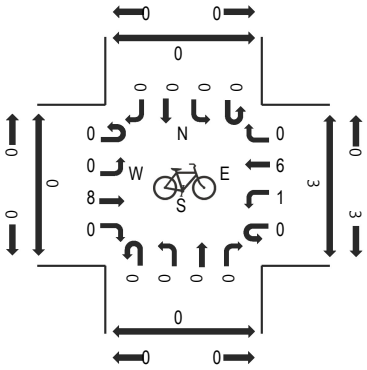
	HV%	PHF
EB	1.9%	0.74
WB	4.1%	0.81
NB	0.0%	0.52
SB	1.2%	0.61
All	2.6%	0.75

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ELM ST Northbound				W HEDDING ST Eastbound				ELM ST Southbound				W HEDDING ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	0	1	0	1	10	0	0	2	0	3	0	0	21	0	38	700
7:05 AM	0	0	0	0	0	1	9	0	0	1	0	3	0	0	14	0	28	793
7:10 AM	0	0	0	1	0	1	13	1	0	2	0	2	0	0	15	1	36	888
7:15 AM	0	0	0	0	0	0	13	0	0	2	0	0	0	0	16	2	33	994
7:20 AM	0	0	0	0	0	0	21	6	0	2	0	4	0	0	20	3	56	1,118
7:25 AM	0	0	0	0	0	1	14	0	0	5	0	1	0	0	13	1	35	1,223
7:30 AM	0	0	0	0	0	0	20	5	0	0	0	1	0	0	23	3	52	1,333
7:35 AM	0	0	0	0	0	0	19	4	0	2	0	3	0	0	33	5	66	1,391
7:40 AM	0	0	0	3	0	1	27	7	0	3	0	4	0	0	32	3	80	1,389
7:45 AM	0	0	0	0	0	4	20	7	0	7	0	1	0	0	34	4	77	1,350
7:50 AM	0	0	0	1	0	7	25	12	0	5	0	6	0	0	28	6	90	1,330
7:55 AM	0	0	0	1	0	5	20	20	0	7	0	11	0	0	33	12	109	1,288
8:00 AM	0	0	0	1	0	7	21	26	0	7	0	11	0	0	48	10	131	1,234
8:05 AM	0	0	0	1	0	4	20	27	0	10	0	14	0	1	41	5	123	
8:10 AM	0	0	0	1	0	5	30	25	0	7	0	23	0	0	44	7	142	
8:15 AM	0	0	0	2	0	4	39	25	0	6	0	19	0	0	45	17	157	
8:20 AM	0	0	0	2	0	5	41	21	0	6	0	31	0	1	39	15	161	
8:25 AM	0	0	0	2	0	4	41	17	0	8	0	23	0	1	42	7	145	
8:30 AM	0	0	0	6	0	1	40	2	0	17	0	16	0	0	26	2	110	
8:35 AM	0	0	0	3	0	1	21	0	0	3	0	1	0	0	35	0	64	
8:40 AM	0	0	0	0	0	0	24	0	0	2	0	2	0	0	12	1	41	
8:45 AM	0	0	0	0	0	0	32	0	0	2	0	0	0	0	22	1	57	
8:50 AM	0	0	1	0	0	0	31	1	0	1	0	1	0	0	13	0	48	
8:55 AM	0	0	0	0	0	0	21	2	0	0	0	2	0	0	29	1	55	
Count Total	0	0	1	25	0	52	572	208	0	107	0	182	0	3	678	106	1,934	
Peak Hour	0	0	0	20	0	47	343	193	0	85	0	162	0	3	445	93	1,391	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

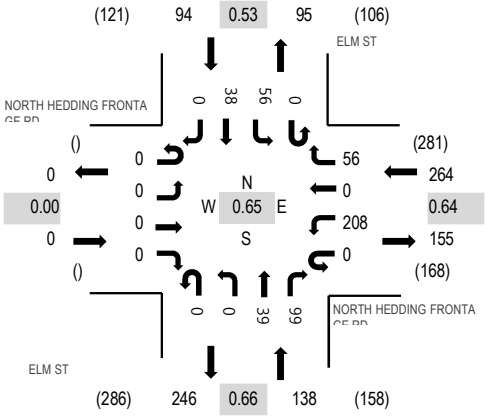
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	1	2	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	1	1	2	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	1	3	4	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	1	2	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	1	0	1
7:30 AM	0	0	1	3	4	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	2	0	5	7	7:35 AM	0	0	0	1	1	7:35 AM	0	0	0	0	0
7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0	7:40 AM	3	0	0	2	5
7:45 AM	0	1	0	4	5	7:45 AM	0	0	0	2	2	7:45 AM	1	0	0	2	3
7:50 AM	0	2	0	0	2	7:50 AM	0	1	0	0	1	7:50 AM	1	0	0	2	3
7:55 AM	0	1	0	1	2	7:55 AM	0	0	0	1	1	7:55 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0	8:00 AM	0	1	0	0	1	8:00 AM	1	0	0	1	2
8:05 AM	0	0	0	1	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	1	1	2
8:10 AM	0	1	0	4	5	8:10 AM	0	0	0	1	1	8:10 AM	1	0	1	1	3
8:15 AM	0	1	1	1	3	8:15 AM	0	2	0	0	2	8:15 AM	0	0	1	1	2
8:20 AM	0	2	0	3	5	8:20 AM	0	3	0	0	3	8:20 AM	0	0	3	7	10
8:25 AM	0	1	0	3	4	8:25 AM	0	1	0	1	2	8:25 AM	2	0	0	14	16
8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	0	0
8:35 AM	0	1	1	2	4	8:35 AM	0	2	0	0	2	8:35 AM	1	0	0	0	1
8:40 AM	0	0	1	0	1	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	1	1	3	5	8:45 AM	0	1	0	0	1	8:45 AM	1	0	3	2	6
8:50 AM	0	1	0	0	1	8:50 AM	0	0	0	1	1	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	1	2	8:55 AM	0	0	0	2	2
Count Total	0	14	11	37	62	Count Total	0	12	0	9	21	Count Total	11	0	10	36	57
Peak Hour	0	11	3	22	36	Peak Hour	0	8	0	7	15	Peak Hour	9	0	6	32	47

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

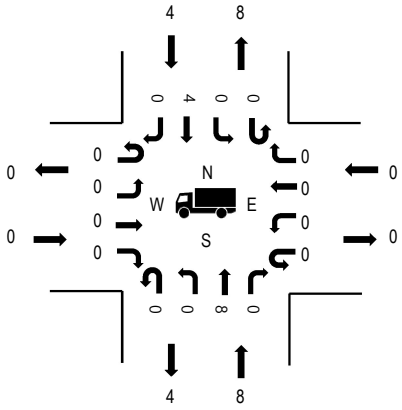
Location: 3 ELM ST & NORTH HEDDING FRONTAGE RD AM
Date: Thursday, November 3, 2022
Peak Hour: 07:35 AM - 08:35 AM
Peak 15-Minutes: 08:10 AM - 08:25 AM

Peak Hour

Motorized Vehicles



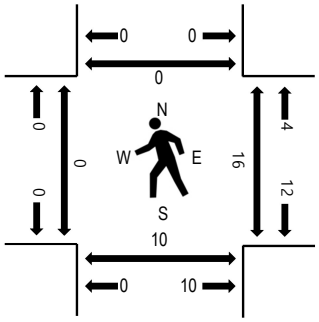
Heavy Vehicles



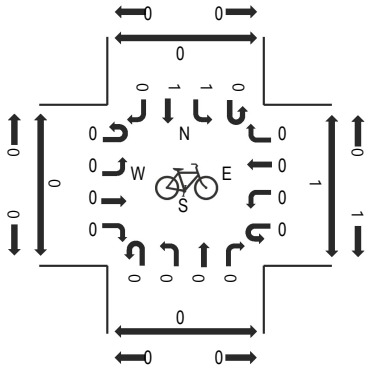
	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.64
NB	5.8%	0.66
SB	4.3%	0.53
All	2.4%	0.65

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ELM ST Northbound				NORTH HEDDING FRONTAGE RD Eastbound				ELM ST Southbound				NORTH HEDDING FRONTAGE RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	4	0	0	6	156
7:05 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	202
7:10 AM	0	0	0	2	0	0	0	0	0	0	3	0	0	2	0	0	7	255
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	304
7:20 AM	0	0	3	2	0	0	0	0	1	1	4	0	0	2	0	1	14	370
7:25 AM	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	8	421
7:30 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	461
7:35 AM	0	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	10	496
7:40 AM	0	0	1	4	0	0	0	0	0	1	1	0	0	5	0	0	12	493
7:45 AM	0	0	2	6	0	0	0	0	0	4	4	0	0	5	0	0	21	486
7:50 AM	0	0	4	8	0	0	0	0	0	3	2	0	0	8	0	3	28	468
7:55 AM	0	0	5	12	0	0	0	0	0	3	5	0	0	12	0	4	41	443
8:00 AM	0	0	4	13	0	0	0	0	0	8	1	0	0	18	0	8	52	404
8:05 AM	0	0	1	6	0	0	0	0	0	10	3	0	0	22	0	14	56	
8:10 AM	0	0	4	9	0	0	0	0	0	7	5	0	0	25	0	6	56	
8:15 AM	0	0	5	17	0	0	0	0	0	15	4	0	0	19	0	9	69	
8:20 AM	0	0	6	11	0	0	0	0	0	3	7	0	0	31	0	7	65	
8:25 AM	0	0	7	7	0	0	0	0	0	2	1	0	0	28	0	3	48	
8:30 AM	0	0	0	2	0	0	0	0	0	0	2	0	0	32	0	2	38	
8:35 AM	0	0	1	1	0	0	0	0	0	0	3	0	0	1	0	1	7	
8:40 AM	1	0	0	0	0	0	0	0	0	0	2	0	0	1	0	1	5	
8:45 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3	
8:50 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	
8:55 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2	
Count Total	1	0	46	111	0	0	0	0	1	57	63	0	0	222	0	59	560	
Peak Hour	0	0	39	99	0	0	0	0	0	56	38	0	0	208	0	56	496	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

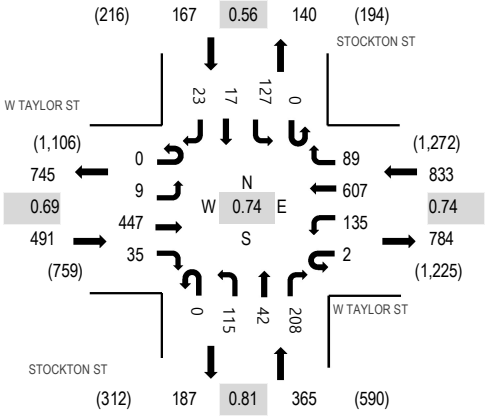
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	2	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	1	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	1	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	2	2
7:50 AM	1	0	0	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	1	1
7:55 AM	0	0	0	0	0	7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	1	0	0	0	1
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	1	0	0	0	1
8:10 AM	1	0	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	2	0	0	1	3
8:15 AM	1	0	1	0	2	8:15 AM	0	0	0	0	0	8:15 AM	1	0	0	1	2
8:20 AM	2	0	0	0	2	8:20 AM	0	0	0	0	0	8:20 AM	5	0	0	1	6
8:25 AM	2	0	0	0	2	8:25 AM	0	0	1	0	1	8:25 AM	0	0	0	10	10
8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	1	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	1	0	1	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	0	0	8:45 AM	2	0	0	1	3
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	2	2
Count Total	9	0	11	0	20	Count Total	0	0	2	0	2	Count Total	12	0	0	20	32
Peak Hour	8	0	4	0	12	Peak Hour	0	0	2	0	2	Peak Hour	10	0	0	17	27

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

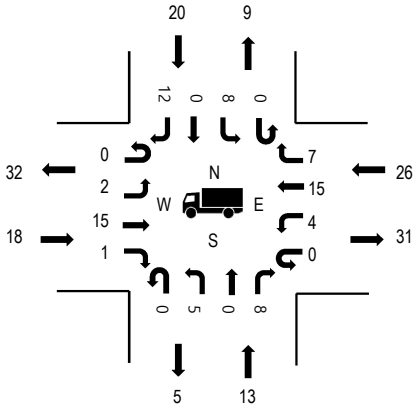
Location: 4 STOCKTON ST & W TAYLOR ST AM
Date: Thursday, November 3, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour

Motorized Vehicles



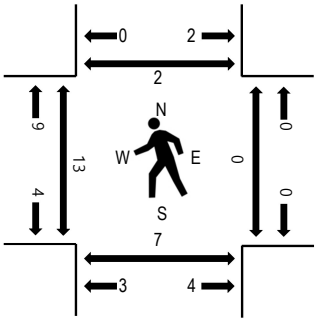
Heavy Vehicles



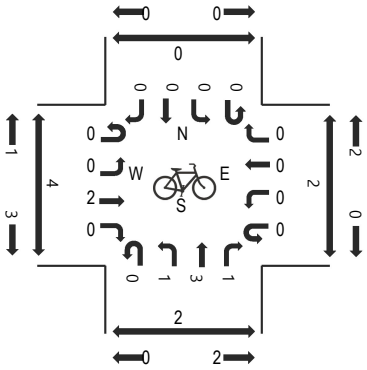
	HV%	PHF
EB	3.7%	0.69
WB	3.1%	0.74
NB	3.6%	0.81
SB	12.0%	0.56
All	4.1%	0.74

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	STOCKTON ST Northbound				W TAYLOR ST Eastbound				STOCKTON ST Southbound				W TAYLOR ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	5	0	10	0	0	5	3	0	1	0	0	1	5	24	5	59	1,078
7:05 AM	0	4	0	8	0	0	16	5	0	4	0	0	0	8	19	8	72	1,158
7:10 AM	0	4	1	7	0	0	22	0	0	2	0	0	0	1	25	2	64	1,247
7:15 AM	0	3	0	13	0	0	14	4	0	7	0	0	0	7	23	4	75	1,355
7:20 AM	0	7	0	12	0	0	19	2	0	3	1	0	0	8	23	7	82	1,499
7:25 AM	0	0	0	11	0	0	33	3	0	4	1	0	0	8	26	4	90	1,639
7:30 AM	0	2	2	23	0	0	21	3	0	2	1	1	0	6	30	1	92	1,738
7:35 AM	0	3	3	13	0	1	18	3	0	2	1	0	0	5	24	3	76	1,770
7:40 AM	0	4	0	13	0	0	21	2	0	1	2	2	0	9	30	4	88	1,819
7:45 AM	0	9	3	16	0	0	23	2	0	6	2	2	0	8	38	3	112	1,856
7:50 AM	0	6	0	20	0	0	27	2	0	5	2	2	0	11	50	6	131	1,834
7:55 AM	0	11	2	25	0	2	22	1	0	6	0	3	0	15	46	4	137	1,792
8:00 AM	0	9	3	15	0	2	25	3	0	4	0	1	0	14	58	5	139	1,759
8:05 AM	0	10	6	18	0	0	21	4	0	17	0	3	0	14	59	9	161	
8:10 AM	0	14	8	15	0	1	35	4	0	16	4	1	0	13	48	13	172	
8:15 AM	0	14	9	10	0	1	52	3	0	15	2	2	0	5	91	15	219	
8:20 AM	0	19	8	16	0	0	52	4	0	22	0	4	0	17	62	18	222	
8:25 AM	0	9	2	15	0	0	62	3	0	23	5	2	0	9	51	8	189	
8:30 AM	0	5	0	17	0	2	42	4	0	9	2	1	0	8	28	6	124	
8:35 AM	0	5	1	16	0	1	44	4	0	2	0	0	0	15	37	0	125	
8:40 AM	0	4	0	25	0	0	42	1	0	2	0	2	2	6	39	2	125	
8:45 AM	0	3	0	23	0	2	14	1	0	0	3	2	2	15	24	1	90	
8:50 AM	0	6	0	17	0	1	28	0	0	1	2	2	2	7	23	0	89	
8:55 AM	0	5	1	22	0	2	24	1	0	2	1	1	0	7	36	2	104	
Count Total	0	161	49	380	0	15	682	62	0	156	29	31	7	221	914	130	2,837	
Peak Hour	0	115	42	208	0	9	447	35	0	127	17	23	2	135	607	89	1,856	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	1	0	2	3	7:00 AM	1	0	0	0	1	7:00 AM	2	2	0	0	4
7:05 AM	3	2	2	2	9	7:05 AM	0	0	0	0	0	7:05 AM	0	1	0	0	1
7:10 AM	1	1	1	2	5	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	1	0	2	1	4	7:15 AM	1	0	0	0	1	7:15 AM	1	0	0	0	1
7:20 AM	1	1	1	6	9	7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	0	0
7:25 AM	0	0	2	5	7	7:25 AM	0	1	0	1	2	7:25 AM	0	1	0	1	2
7:30 AM	2	1	2	3	8	7:30 AM	0	0	0	0	0	7:30 AM	1	2	0	0	3
7:35 AM	1	1	1	3	6	7:35 AM	0	0	0	0	0	7:35 AM	0	2	0	0	2
7:40 AM	0	2	1	3	6	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	3	1	4	7:45 AM	0	0	0	0	0	7:45 AM	1	1	0	0	2
7:50 AM	2	4	3	2	11	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	1	1	4	3	9	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	2	1	2	5	8:00 AM	0	0	0	0	0	8:00 AM	1	0	0	0	1
8:05 AM	2	0	0	2	4	8:05 AM	1	2	0	0	3	8:05 AM	1	3	0	1	5
8:10 AM	0	1	1	2	4	8:10 AM	1	0	0	0	1	8:10 AM	0	3	0	0	3
8:15 AM	0	0	1	5	6	8:15 AM	0	0	0	0	0	8:15 AM	3	3	0	0	6
8:20 AM	0	1	1	1	3	8:20 AM	1	0	0	0	1	8:20 AM	1	1	2	0	4
8:25 AM	1	3	2	4	10	8:25 AM	1	0	0	0	1	8:25 AM	0	5	0	1	6
8:30 AM	2	2	1	1	6	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	3	4	0	1	8	8:35 AM	1	0	0	0	1	8:35 AM	0	1	0	0	1
8:40 AM	2	0	3	2	7	8:40 AM	0	0	0	0	0	8:40 AM	2	0	0	0	2
8:45 AM	0	3	3	3	9	8:45 AM	0	0	0	0	0	8:45 AM	1	1	0	0	2
8:50 AM	4	2	4	2	12	8:50 AM	0	1	0	0	1	8:50 AM	1	0	0	0	1
8:55 AM	1	3	1	3	8	8:55 AM	0	1	0	0	1	8:55 AM	0	0	0	0	0
Count Total	27	35	40	61	163	Count Total	8	5	0	1	14	Count Total	15	26	2	3	46
Peak Hour	13	18	20	26	77	Peak Hour	5	2	0	0	7	Peak Hour	9	17	2	2	30

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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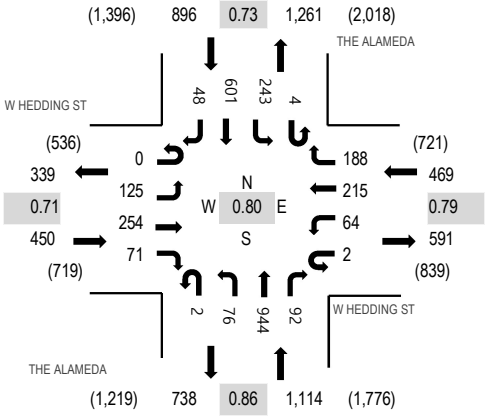
Location: 5 THE ALAMEDA & W HEDDING ST AM
Date: Thursday, November 3, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:10 AM - 08:25 AM

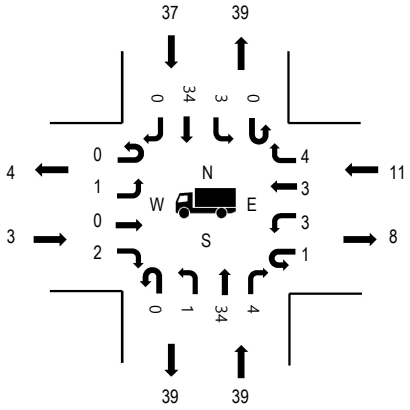
Peak Hour

Motorized Vehicles



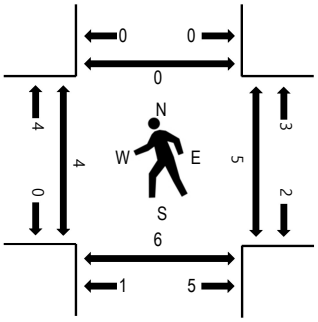
Note: Total study counts contained in parentheses.

Heavy Vehicles

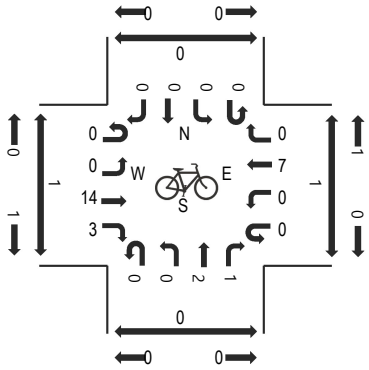


	HV%	PHF
EB	0.7%	0.71
WB	2.3%	0.79
NB	3.5%	0.86
SB	4.1%	0.73
All	3.1%	0.80

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	THE ALAMEDA Northbound				W HEDDING ST Eastbound				THE ALAMEDA Southbound				W HEDDING ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	2	36	1	0	5	4	4	0	3	27	2	0	3	6	10	103	1,763
7:05 AM	0	1	35	1	0	7	5	0	0	4	26	2	0	1	7	6	95	1,894
7:10 AM	0	2	38	6	0	6	5	3	0	1	24	4	0	0	3	14	106	2,065
7:15 AM	0	3	45	1	0	7	10	3	0	3	26	1	0	1	10	6	116	2,253
7:20 AM	0	3	51	3	0	9	16	4	0	7	42	4	0	2	4	4	149	2,455
7:25 AM	0	0	55	1	0	5	14	5	0	2	31	1	0	4	17	4	139	2,614
7:30 AM	0	2	44	2	0	10	16	3	0	2	26	5	0	5	10	8	133	2,745
7:35 AM	0	4	55	7	0	6	11	1	0	5	31	1	0	7	15	10	153	2,836
7:40 AM	1	4	61	4	0	3	18	3	1	6	51	3	0	4	14	8	181	2,921
7:45 AM	0	4	78	8	0	7	17	7	0	12	54	2	0	7	14	8	218	2,929
7:50 AM	0	2	56	9	0	10	17	2	0	17	37	4	0	2	14	5	175	2,877
7:55 AM	0	3	60	5	0	2	22	4	1	19	38	0	0	4	24	13	195	2,883
8:00 AM	0	11	52	6	0	18	14	6	1	28	51	7	0	3	23	14	234	2,849
8:05 AM	0	4	66	11	0	6	13	4	0	38	66	7	0	11	23	17	266	
8:10 AM	1	7	92	8	0	9	25	8	0	27	60	6	0	9	22	20	294	
8:15 AM	1	7	90	9	0	11	46	7	0	30	66	9	0	8	18	16	318	
8:20 AM	0	8	88	10	0	12	22	4	0	34	64	6	0	6	20	34	308	
8:25 AM	0	7	89	9	0	17	31	9	1	17	45	3	1	3	13	25	270	
8:30 AM	0	7	80	4	0	9	21	7	1	10	35	3	0	5	21	21	224	
8:35 AM	0	11	110	8	0	13	17	8	0	1	35	1	1	5	19	9	238	
8:40 AM	0	5	83	5	0	11	9	5	0	10	50	0	0	1	4	6	189	
8:45 AM	0	6	44	7	0	7	22	5	0	5	44	5	0	1	15	5	166	
8:50 AM	0	3	63	4	0	5	19	3	2	13	41	3	0	7	16	2	181	
8:55 AM	1	2	62	2	0	9	13	3	0	5	35	6	0	3	11	9	161	
Count Total	4	108	1,533	131	0	204	407	108	7	299	1,005	85	2	102	343	274	4,612	
Peak Hour	2	76	944	92	0	125	254	71	4	243	601	48	2	64	215	188	2,929	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

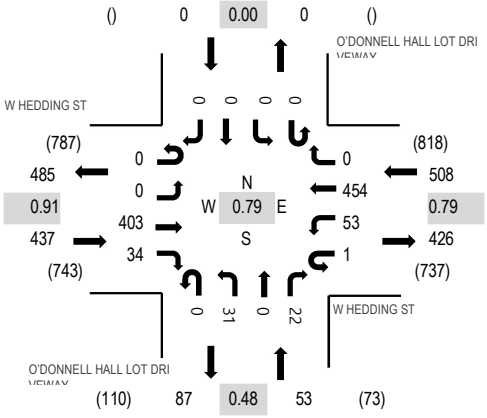
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	1	0	3	0	4	7:00 AM	0	0	0	1	1	7:00 AM	0	2	0	0	2
7:05 AM	2	0	1	2	5	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	1	0	2	1	4	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	3	0	1	2	6	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	2	2	5	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	3	0	0	2	5	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	2	1	4	2	9	7:30 AM	0	0	1	0	1	7:30 AM	0	0	0	0	0
7:35 AM	2	1	5	4	12	7:35 AM	0	0	0	1	1	7:35 AM	0	1	0	0	1
7:40 AM	5	0	2	2	9	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	3	3
7:45 AM	4	1	4	3	12	7:45 AM	0	0	0	0	0	7:45 AM	0	1	0	0	1
7:50 AM	2	0	2	0	4	7:50 AM	0	1	0	1	2	7:50 AM	0	1	0	0	1
7:55 AM	7	0	5	1	13	7:55 AM	0	1	0	1	2	7:55 AM	0	0	0	0	0
8:00 AM	1	0	1	0	2	8:00 AM	0	1	0	0	1	8:00 AM	0	0	0	0	0
8:05 AM	2	0	3	0	5	8:05 AM	0	0	0	0	0	8:05 AM	2	2	0	1	5
8:10 AM	2	0	4	3	9	8:10 AM	1	1	0	0	2	8:10 AM	0	0	0	1	1
8:15 AM	1	0	2	0	3	8:15 AM	1	2	0	1	4	8:15 AM	0	0	0	0	0
8:20 AM	3	0	5	0	8	8:20 AM	0	4	0	0	4	8:20 AM	3	0	0	0	3
8:25 AM	2	0	3	0	5	8:25 AM	1	4	0	1	6	8:25 AM	0	1	0	0	1
8:30 AM	4	1	2	2	9	8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	1	1
8:35 AM	7	1	1	2	11	8:35 AM	0	2	0	2	4	8:35 AM	0	0	0	1	1
8:40 AM	4	0	5	0	9	8:40 AM	0	1	0	0	1	8:40 AM	1	0	0	2	3
8:45 AM	2	3	3	0	8	8:45 AM	0	1	0	0	1	8:45 AM	0	0	0	0	0
8:50 AM	3	0	4	2	9	8:50 AM	1	0	0	1	2	8:50 AM	0	2	0	0	2
8:55 AM	4	0	2	1	7	8:55 AM	0	1	0	1	2	8:55 AM	0	0	0	0	0
Count Total	68	8	66	31	173	Count Total	4	19	1	11	35	Count Total	6	10	0	9	25
Peak Hour	39	3	37	11	90	Peak Hour	3	17	0	7	27	Peak Hour	6	5	0	6	17

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 O'DONNELL HALL LOT DRIVEWAY & W HEDDING ST Noon
Date: Thursday, November 3, 2022
Peak Hour: 02:25 PM - 03:25 PM
Peak 15-Minutes: 02:45 PM - 03:00 PM

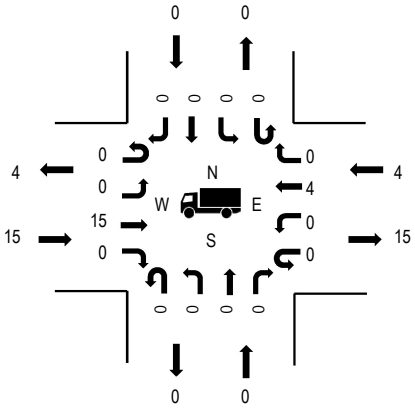
Peak Hour

Motorized Vehicles



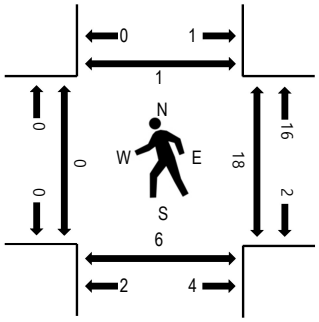
Note: Total study counts contained in parentheses.

Heavy Vehicles

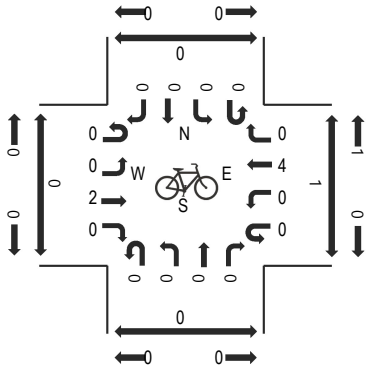


	HV%	PHF
EB	3.4%	0.91
WB	0.8%	0.79
NB	0.0%	0.48
SB	0.0%	0.00
All	1.9%	0.79

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	O'DONNELL HALL LOT DRIVEWAY Northbound				W HEDDING ST Eastbound				O'DONNELL HALL LOT DRIVEWAY Southbound				W HEDDING ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
1:30 PM	0	0	0	0	0	0	18	0	0	0	0	0	0	1	17	0	36	599
1:35 PM	0	1	0	0	0	0	27	0	0	0	0	0	0	3	14	0	45	631
1:40 PM	0	0	0	0	0	0	27	0	0	0	0	0	0	0	22	0	49	647
1:45 PM	0	0	0	1	0	0	25	0	0	0	0	0	0	0	20	0	46	681
1:50 PM	0	2	0	0	0	0	18	0	0	0	0	0	0	0	28	0	48	759
1:55 PM	0	2	0	1	0	0	20	0	0	0	0	0	0	1	21	0	45	813
2:00 PM	0	1	0	0	0	0	32	0	0	0	0	0	2	0	28	0	63	857
2:05 PM	0	2	0	0	0	0	17	1	0	0	0	0	0	1	25	0	46	865
2:10 PM	0	2	0	0	0	0	22	1	0	0	0	0	0	2	23	0	50	910
2:15 PM	0	0	0	0	0	0	25	0	0	0	0	0	0	2	27	0	54	938
2:20 PM	0	1	0	0	0	0	29	1	0	0	0	0	0	2	21	0	54	970
2:25 PM	0	0	0	0	0	0	31	2	0	0	0	0	0	2	28	0	63	998
2:30 PM	0	1	0	1	0	0	34	3	0	0	0	0	0	2	27	0	68	
2:35 PM	0	0	0	2	0	0	34	2	0	0	0	0	0	1	22	0	61	
2:40 PM	0	2	0	4	0	0	29	2	0	0	0	0	0	4	42	0	83	
2:45 PM	0	11	0	6	0	0	35	5	0	0	0	0	0	9	58	0	124	
2:50 PM	0	5	0	3	0	0	38	3	0	0	0	0	0	3	50	0	102	
2:55 PM	0	0	0	0	0	0	35	6	0	0	0	0	0	6	42	0	89	
3:00 PM	0	3	0	1	0	0	23	5	0	0	0	0	0	4	35	0	71	
3:05 PM	0	3	0	4	0	0	34	2	0	0	0	0	1	6	41	0	91	
3:10 PM	0	0	0	0	0	0	32	2	0	0	0	0	0	7	37	0	78	
3:15 PM	0	2	0	1	0	0	38	2	0	0	0	0	0	6	37	0	86	
3:20 PM	0	4	0	0	0	0	40	0	0	0	0	0	0	3	35	0	82	
3:25 PM	0	1	0	6	0	0	41	2	0	0	0	0	0	6	44	0	100	
Count Total	0	43	0	30	0	0	704	39	0	0	0	0	3	71	744	0	1,634	
Peak Hour	0	31	0	22	0	0	403	34	0	0	0	0	1	53	454	0	998	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
1:30 PM	0	2	0	0	2	1:30 PM	0	0	0	1	1	1:30 PM	0	0	0	1	1
1:35 PM	0	0	0	0	0	1:35 PM	0	0	0	0	0	1:35 PM	0	0	0	0	0
1:40 PM	0	1	0	1	2	1:40 PM	0	1	0	0	1	1:40 PM	0	0	1	0	1
1:45 PM	0	2	0	1	3	1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	0	0
1:50 PM	0	0	0	2	2	1:50 PM	0	1	0	0	1	1:50 PM	0	0	1	0	1
1:55 PM	0	4	0	0	4	1:55 PM	0	0	0	0	0	1:55 PM	0	0	3	0	3
2:00 PM	0	4	0	1	5	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	0	1	0	0	1	2:05 PM	0	1	0	0	1	2:05 PM	1	0	0	2	3
2:10 PM	0	1	0	0	1	2:10 PM	0	0	0	0	0	2:10 PM	0	0	1	1	2
2:15 PM	0	2	0	0	2	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	3	3
2:20 PM	0	2	0	1	3	2:20 PM	0	0	0	1	1	2:20 PM	0	0	0	0	0
2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	1	1	2:25 PM	0	0	0	0	0
2:30 PM	0	3	0	0	3	2:30 PM	0	0	0	0	0	2:30 PM	1	0	0	1	2
2:35 PM	0	2	0	0	2	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	2	2
2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0	2:40 PM	1	0	0	0	1
2:45 PM	0	0	0	0	0	2:45 PM	0	2	0	1	3	2:45 PM	1	0	0	1	2
2:50 PM	0	2	0	1	3	2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0
2:55 PM	0	1	0	0	1	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	4	4
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	1	1	3:00 PM	1	0	0	1	2
3:05 PM	0	1	0	1	2	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	2	2
3:10 PM	0	0	0	1	1	3:10 PM	0	0	0	0	0	3:10 PM	0	0	1	1	2
3:15 PM	0	4	0	0	4	3:15 PM	0	0	0	0	0	3:15 PM	1	0	0	2	3
3:20 PM	0	2	0	1	3	3:20 PM	0	0	0	1	1	3:20 PM	1	0	0	5	6
3:25 PM	0	2	0	0	2	3:25 PM	0	1	0	2	3	3:25 PM	1	0	0	0	1
Count Total	0	36	0	10	46	Count Total	0	6	0	8	14	Count Total	8	0	7	26	41
Peak Hour	0	15	0	4	19	Peak Hour	0	2	0	4	6	Peak Hour	6	0	1	19	26

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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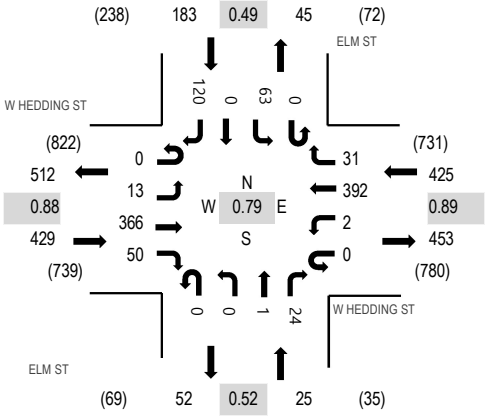
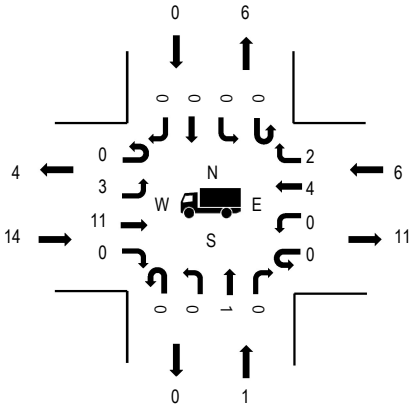
Location: 2 ELM ST & W HEDDING ST Noon
Date: Thursday, November 3, 2022
Peak Hour: 02:25 PM - 03:25 PM
Peak 15-Minutes: 02:40 PM - 02:55 PM

Peak Hour

Motorized Vehicles



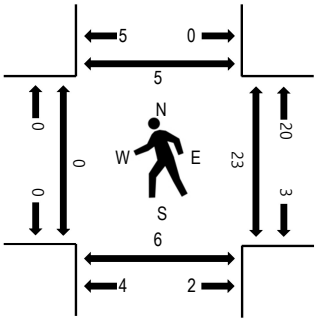
Heavy Vehicles



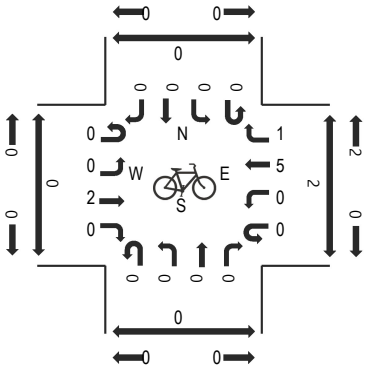
	HV%	PHF
EB	3.3%	0.88
WB	1.4%	0.89
NB	4.0%	0.52
SB	0.0%	0.49
All	2.0%	0.79

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ELM ST Northbound				W HEDDING ST Eastbound				ELM ST Southbound				W HEDDING ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
1:30 PM	0	0	0	1	0	0	14	3	0	3	0	3	0	1	16	1	42	641
1:35 PM	0	0	1	0	0	0	28	0	0	8	0	1	0	0	15	5	58	671
1:40 PM	0	0	0	1	0	2	23	1	0	3	0	0	0	0	22	0	52	681
1:45 PM	0	0	0	1	0	0	25	0	0	0	1	2	0	0	18	1	48	727
1:50 PM	0	0	0	0	0	1	18	0	0	2	0	2	0	0	26	2	51	805
1:55 PM	0	0	0	0	0	1	20	1	0	0	0	1	0	0	22	0	45	866
2:00 PM	0	1	0	1	0	1	31	2	0	2	0	2	0	0	27	0	67	916
2:05 PM	0	0	0	0	0	0	16	1	0	0	0	1	0	0	25	3	46	924
2:10 PM	0	0	0	1	0	0	21	1	0	2	0	2	0	0	23	1	51	974
2:15 PM	0	0	0	0	0	0	22	3	0	2	0	0	0	0	29	0	56	1,001
2:20 PM	0	0	0	1	0	0	28	0	0	2	0	3	0	0	20	5	59	1,032
2:25 PM	0	0	0	0	0	0	26	5	0	2	0	2	0	1	28	2	66	1,062
2:30 PM	0	0	0	1	0	4	27	5	0	5	0	3	0	0	25	2	72	
2:35 PM	0	0	0	0	0	1	33	2	0	2	0	3	0	0	20	7	68	
2:40 PM	0	0	1	2	0	1	28	3	0	11	0	8	0	0	39	5	98	
2:45 PM	0	0	0	3	0	1	37	3	0	13	0	35	0	0	32	2	126	
2:50 PM	0	0	0	6	0	0	38	5	0	7	0	23	0	0	30	3	112	
2:55 PM	0	0	0	3	0	1	30	3	0	8	0	8	0	0	40	2	95	
3:00 PM	0	0	0	4	0	1	20	4	0	4	0	9	0	0	32	1	75	
3:05 PM	0	0	0	3	0	1	28	10	0	4	0	15	0	0	34	1	96	
3:10 PM	0	0	0	0	0	2	26	4	0	0	0	6	0	0	37	3	78	
3:15 PM	0	0	0	1	0	0	34	4	0	2	0	4	0	0	39	3	87	
3:20 PM	0	0	0	1	0	1	39	2	0	5	0	4	0	1	36	0	89	
3:25 PM	0	0	0	2	0	1	43	3	0	6	0	7	0	0	42	2	106	
Count Total	0	1	2	32	0	19	655	65	0	93	1	144	0	3	677	51	1,743	
Peak Hour	0	0	1	24	0	13	366	50	0	63	0	120	0	2	392	31	1,062	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

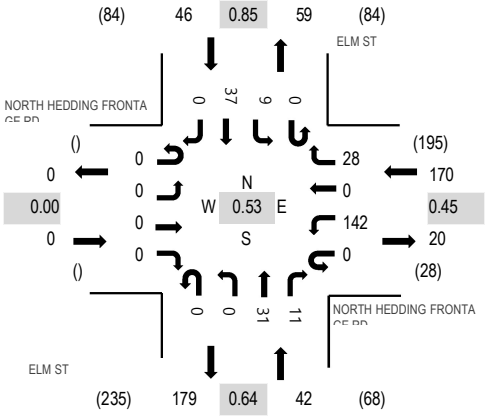
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
1:30 PM	0	1	0	0	1	1:30 PM	0	0	0	2	2	1:30 PM	0	0	0	1	1
1:35 PM	0	1	1	0	2	1:35 PM	0	0	0	0	0	1:35 PM	0	0	0	0	0
1:40 PM	0	1	0	0	1	1:40 PM	0	1	0	0	1	1:40 PM	0	0	0	0	0
1:45 PM	0	2	0	1	3	1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	0	0
1:50 PM	0	0	0	1	1	1:50 PM	0	1	0	0	1	1:50 PM	0	0	0	0	0
1:55 PM	0	4	0	0	4	1:55 PM	0	0	0	0	0	1:55 PM	0	0	0	0	0
2:00 PM	1	4	0	0	5	2:00 PM	0	0	0	0	0	2:00 PM	1	0	0	0	1
2:05 PM	0	1	0	1	2	2:05 PM	0	1	0	0	1	2:05 PM	0	0	0	2	2
2:10 PM	0	1	1	0	2	2:10 PM	0	0	0	0	0	2:10 PM	0	0	2	2	4
2:15 PM	0	2	0	0	2	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	3	3
2:20 PM	0	2	1	1	4	2:20 PM	0	0	0	2	2	2:20 PM	0	0	0	0	0
2:25 PM	0	1	0	0	1	2:25 PM	0	0	0	1	1	2:25 PM	0	0	0	0	0
2:30 PM	0	3	0	0	3	2:30 PM	0	0	0	0	0	2:30 PM	1	0	0	1	2
2:35 PM	0	1	0	0	1	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	1	0	0	0	1	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	3	3
2:45 PM	0	0	0	0	0	2:45 PM	0	2	0	1	3	2:45 PM	3	0	0	1	4
2:50 PM	0	2	0	1	3	2:50 PM	0	0	0	1	1	2:50 PM	0	0	0	3	3
2:55 PM	0	1	0	1	2	2:55 PM	0	0	0	0	0	2:55 PM	0	0	1	5	6
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	1	1	3:00 PM	1	0	0	1	2
3:05 PM	0	1	0	2	3	3:05 PM	0	0	0	1	1	3:05 PM	0	0	0	2	2
3:10 PM	0	0	0	1	1	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	1	1
3:15 PM	0	3	0	0	3	3:15 PM	0	0	0	0	0	3:15 PM	0	0	1	1	2
3:20 PM	0	2	0	1	3	3:20 PM	0	0	0	1	1	3:20 PM	1	0	3	7	11
3:25 PM	0	2	0	0	2	3:25 PM	0	1	0	2	3	3:25 PM	1	0	0	0	1
Count Total	2	35	3	10	50	Count Total	0	6	0	12	18	Count Total	8	0	7	33	48
Peak Hour	1	14	0	6	21	Peak Hour	0	2	0	6	8	Peak Hour	6	0	5	25	36

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 ELM ST & NORTH HEDDING FRONTAGE RD Noon
Date: Thursday, November 3, 2022
Peak Hour: 02:25 PM - 03:25 PM
Peak 15-Minutes: 02:40 PM - 02:55 PM

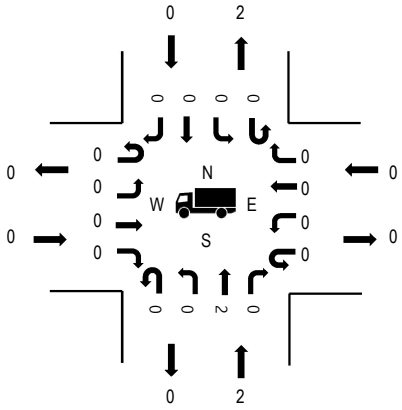
Peak Hour

Motorized Vehicles



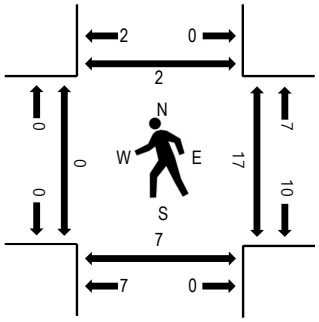
Note: Total study counts contained in parentheses.

Heavy Vehicles

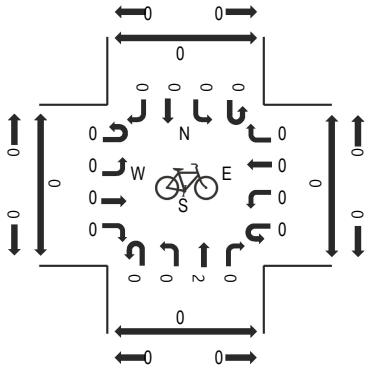


	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.45
NB	4.8%	0.64
SB	0.0%	0.85
All	0.8%	0.53

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ELM ST Northbound				NORTH HEDDING FRONTAGE RD Eastbound				ELM ST Southbound				NORTH HEDDING FRONTAGE RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
1:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0	1	7	80
1:35 PM	0	0	5	1	0	0	0	0	0	0	7	0	0	2	0	0	15	85
1:40 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	84
1:45 PM	0	0	2	1	0	0	0	0	0	0	2	0	0	1	0	0	6	101
1:50 PM	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	6	153
1:55 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	1	5	190
2:00 PM	0	0	1	0	0	0	0	0	0	0	2	0	0	2	0	2	7	205
2:05 PM	0	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	4	218
2:10 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	5	236
2:15 PM	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	246
2:20 PM	0	0	5	0	0	0	0	0	0	1	4	0	0	1	0	0	11	256
2:25 PM	0	0	1	2	0	0	0	0	0	0	3	0	0	1	0	0	7	258
2:30 PM	0	0	5	1	0	0	0	0	0	0	5	0	0	1	0	0	12	
2:35 PM	0	0	6	2	0	0	0	0	0	0	4	0	0	2	0	0	14	
2:40 PM	0	0	2	2	0	0	0	0	0	1	3	0	0	10	0	3	21	
2:45 PM	0	0	4	1	0	0	0	0	0	0	6	0	0	42	0	5	58	
2:50 PM	0	0	3	0	0	0	0	0	0	0	5	0	0	27	0	8	43	
2:55 PM	0	0	1	0	0	0	0	0	0	1	2	0	0	14	0	2	20	
3:00 PM	0	0	1	1	0	0	0	0	0	1	4	0	0	11	0	2	20	
3:05 PM	0	0	2	0	0	0	0	0	0	1	4	0	0	13	0	2	22	
3:10 PM	0	0	3	2	0	0	0	0	0	2	1	0	0	6	0	1	15	
3:15 PM	0	0	2	0	0	0	0	0	0	2	0	0	0	6	0	3	13	
3:20 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	9	0	2	13	
3:25 PM	0	0	3	0	0	0	0	0	0	0	4	0	0	8	0	1	16	
Count Total	0	0	50	18	0	0	0	0	1	10	73	0	0	162	0	33	347	
Peak Hour	0	0	31	11	0	0	0	0	0	9	37	0	0	142	0	28	258	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

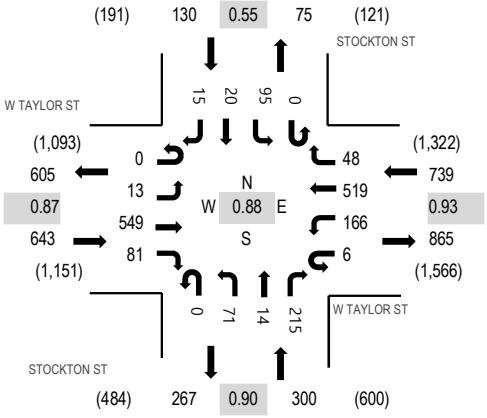
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0	1:30 PM	0	0	0	0	0
1:35 PM	0	0	1	0	1	1:35 PM	0	0	0	0	0	1:35 PM	0	0	0	0	0
1:40 PM	0	0	0	0	0	1:40 PM	0	0	0	0	0	1:40 PM	0	0	0	0	0
1:45 PM	1	0	0	0	1	1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	0	0
1:50 PM	0	0	0	0	0	1:50 PM	0	0	0	0	0	1:50 PM	0	0	0	0	0
1:55 PM	1	0	0	0	1	1:55 PM	0	0	0	0	0	1:55 PM	0	0	0	0	0
2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	1	0	0	0	1	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	0	1	0	1	2:10 PM	0	0	0	0	0	2:10 PM	2	0	0	0	2
2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	1	0	1	0	2	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0
2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	1	1
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	3	3
2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0	2:45 PM	2	0	1	2	5
2:50 PM	0	0	0	0	0	2:50 PM	1	0	0	0	1	2:50 PM	0	0	0	3	3
2:55 PM	0	0	0	0	0	2:55 PM	1	0	0	0	1	2:55 PM	1	0	0	2	3
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	3	3
3:05 PM	2	0	0	0	2	3:05 PM	0	0	0	0	0	3:05 PM	0	0	1	0	1
3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	1	1
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	1	0	0	0	1
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	3	0	0	2	5
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	1	1
Count Total	6	0	3	0	9	Count Total	2	0	0	0	2	Count Total	9	0	2	18	29
Peak Hour	2	0	0	0	2	Peak Hour	2	0	0	0	2	Peak Hour	7	0	2	17	26

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

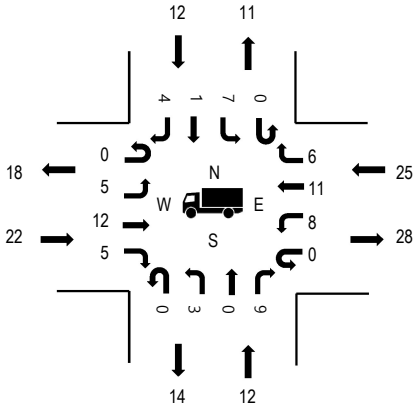
Location: 4 STOCKTON ST & W TAYLOR ST Noon
Date: Thursday, November 3, 2022
Peak Hour: 02:25 PM - 03:25 PM
Peak 15-Minutes: 02:40 PM - 02:55 PM

Peak Hour

Motorized Vehicles



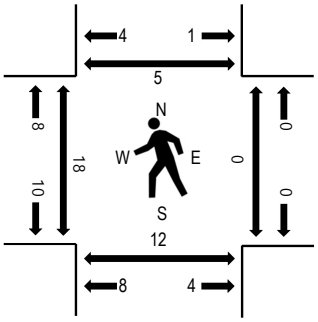
Heavy Vehicles



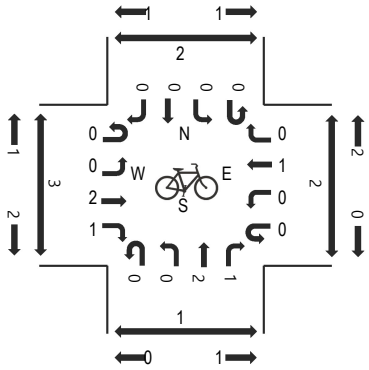
	HV%	PHF
EB	3.4%	0.87
WB	3.4%	0.93
NB	4.0%	0.90
SB	9.2%	0.55
All	3.9%	0.88

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	STOCKTON ST Northbound				W TAYLOR ST Eastbound				STOCKTON ST Southbound				W TAYLOR ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
1:30 PM	0	4	0	14	0	0	32	3	0	3	0	2	0	14	27	4	103	1,404
1:35 PM	0	11	0	30	0	3	31	9	0	4	2	1	0	11	15	1	118	1,425
1:40 PM	0	6	0	25	0	1	36	6	0	2	0	0	0	11	31	1	119	1,450
1:45 PM	0	6	1	20	0	0	38	2	0	1	0	1	0	8	30	1	108	1,499
1:50 PM	0	4	0	23	0	0	30	5	0	2	0	2	0	16	26	2	110	1,562
1:55 PM	0	5	1	14	0	0	35	2	0	2	0	0	1	11	35	0	106	1,625
2:00 PM	0	4	3	13	0	1	37	6	0	1	0	1	0	14	32	2	114	1,671
2:05 PM	0	9	1	17	0	1	28	1	0	7	2	0	0	14	30	2	112	1,685
2:10 PM	0	3	0	17	0	1	40	5	0	4	2	3	0	7	50	2	134	1,730
2:15 PM	0	9	0	16	0	1	35	7	0	3	1	0	1	13	28	6	120	1,752
2:20 PM	0	5	0	15	0	1	43	2	0	2	0	3	0	14	33	5	123	1,776
2:25 PM	0	1	2	16	0	2	42	3	0	1	5	0	2	14	43	6	137	1,812
2:30 PM	0	6	0	17	0	1	29	7	0	6	1	0	0	7	45	5	124	
2:35 PM	0	6	4	24	0	1	42	7	0	4	0	0	1	12	40	2	143	
2:40 PM	0	8	1	15	0	0	45	2	0	7	4	2	0	16	60	8	168	
2:45 PM	0	5	1	16	0	4	51	9	0	18	3	6	0	16	40	2	171	
2:50 PM	0	6	1	17	0	0	55	11	0	17	2	2	1	13	44	4	173	
2:55 PM	0	8	1	17	0	1	46	9	0	6	1	1	1	16	40	5	152	
3:00 PM	0	7	0	17	0	1	38	6	0	10	2	2	0	4	38	3	128	
3:05 PM	0	6	1	21	0	0	44	8	0	9	0	0	0	13	51	4	157	
3:10 PM	0	5	0	20	0	2	44	9	0	9	1	2	1	16	46	1	156	
3:15 PM	0	8	1	23	0	1	47	4	0	7	1	0	0	19	29	4	144	
3:20 PM	0	5	2	12	0	0	66	6	0	1	0	0	0	20	43	4	159	
3:25 PM	0	7	1	16	0	1	54	11	0	8	0	2	1	18	63	3	185	
Count Total	0	144	21	435	0	23	988	140	0	134	27	30	9	317	919	77	3,264	
Peak Hour	0	71	14	215	0	13	549	81	0	95	20	15	6	166	519	48	1,812	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
1:30 PM	1	1	3	3	8	1:30 PM	1	0	0	0	1	1:30 PM	0	1	0	0	1
1:35 PM	3	5	4	3	15	1:35 PM	0	0	0	0	0	1:35 PM	3	0	0	0	3
1:40 PM	0	1	1	3	5	1:40 PM	1	0	0	0	1	1:40 PM	0	1	2	0	3
1:45 PM	3	1	1	1	6	1:45 PM	0	0	0	0	0	1:45 PM	0	0	0	0	0
1:50 PM	3	1	2	2	8	1:50 PM	0	0	0	0	0	1:50 PM	1	2	0	0	3
1:55 PM	0	0	0	2	2	1:55 PM	0	0	0	0	0	1:55 PM	1	0	0	1	2
2:00 PM	0	2	0	1	3	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	3	1	3	1	8	2:05 PM	0	0	0	0	0	2:05 PM	0	1	2	0	3
2:10 PM	0	6	1	2	9	2:10 PM	0	0	0	0	0	2:10 PM	0	2	0	0	2
2:15 PM	1	3	1	5	10	2:15 PM	1	0	0	0	1	2:15 PM	1	1	1	1	4
2:20 PM	0	1	2	6	9	2:20 PM	0	0	0	0	0	2:20 PM	3	1	0	0	4
2:25 PM	1	2	0	2	5	2:25 PM	0	1	0	0	1	2:25 PM	0	0	0	0	0
2:30 PM	2	2	1	0	5	2:30 PM	0	2	0	0	2	2:30 PM	1	3	0	0	4
2:35 PM	1	3	0	0	4	2:35 PM	0	0	0	0	0	2:35 PM	0	1	0	0	1
2:40 PM	0	0	2	5	7	2:40 PM	0	0	0	0	0	2:40 PM	2	0	1	0	3
2:45 PM	1	2	1	2	6	2:45 PM	0	0	0	0	0	2:45 PM	3	1	0	0	4
2:50 PM	1	0	1	3	5	2:50 PM	0	0	0	0	0	2:50 PM	1	5	1	0	7
2:55 PM	0	7	1	4	12	2:55 PM	0	0	0	0	0	2:55 PM	3	4	2	0	9
3:00 PM	2	3	3	1	9	3:00 PM	1	0	0	0	1	3:00 PM	1	2	0	0	3
3:05 PM	1	2	1	2	6	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	1	4	5	3:10 PM	1	0	0	0	1	3:10 PM	1	0	0	1	2
3:15 PM	2	0	1	0	3	3:15 PM	1	0	0	1	2	3:15 PM	0	2	3	1	6
3:20 PM	1	1	0	2	4	3:20 PM	0	0	0	0	0	3:20 PM	1	3	0	0	4
3:25 PM	0	1	1	2	4	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
Count Total	26	45	31	56	158	Count Total	6	3	0	1	10	Count Total	22	30	12	4	68
Peak Hour	12	22	12	25	71	Peak Hour	3	3	0	1	7	Peak Hour	13	21	7	2	43

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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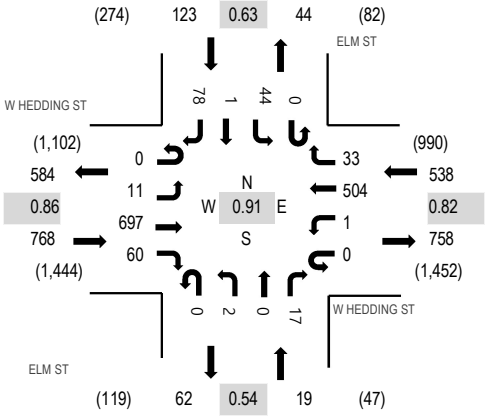
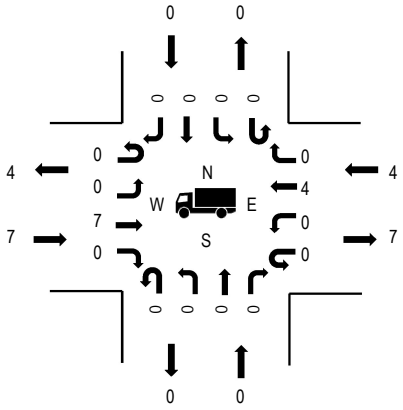
Location: 2 ELM ST & W HEDDING ST PM
Date: Thursday, November 3, 2022
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:40 PM - 05:55 PM

Peak Hour

Motorized Vehicles



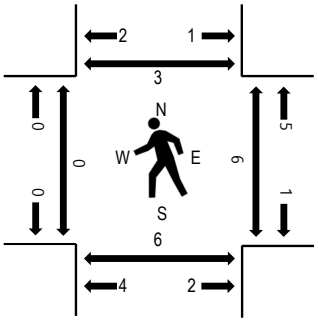
Heavy Vehicles



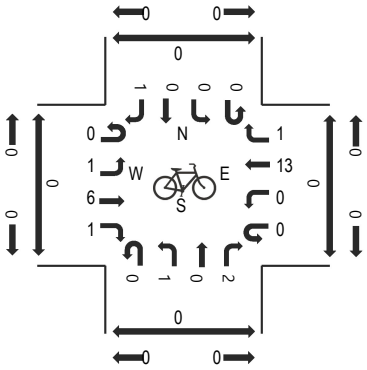
	HV%	PHF
EB	0.9%	0.86
WB	0.7%	0.82
NB	0.0%	0.54
SB	0.0%	0.63
All	0.8%	0.91

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ELM ST Northbound				W HEDDING ST Eastbound				ELM ST Southbound				W HEDDING ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	0	0	3	0	1	49	8	0	2	0	4	0	0	24	0	91	1,307
4:05 PM	0	0	0	5	0	2	40	7	0	6	0	11	0	0	33	1	105	1,319
4:10 PM	0	0	0	4	0	1	68	6	0	2	0	5	0	0	47	2	135	1,315
4:15 PM	0	0	0	4	0	0	55	2	0	2	0	8	0	0	31	1	103	1,309
4:20 PM	0	0	0	1	0	0	63	6	0	4	0	8	0	0	35	2	119	1,325
4:25 PM	0	0	0	1	0	0	57	4	0	3	0	4	0	0	27	4	100	1,340
4:30 PM	0	0	0	2	0	1	66	5	0	6	0	9	0	0	33	2	124	1,362
4:35 PM	0	0	0	2	0	2	50	3	0	10	0	16	0	0	43	2	128	1,357
4:40 PM	0	0	0	2	0	0	43	5	0	9	0	11	0	0	40	3	113	1,347
4:45 PM	0	0	0	1	0	2	45	4	0	1	0	3	0	0	42	4	102	1,379
4:50 PM	0	0	1	1	0	1	32	5	0	7	0	9	0	0	32	3	91	1,408
4:55 PM	0	0	0	1	0	1	40	2	0	7	0	4	0	0	39	2	96	1,441
5:00 PM	0	0	0	1	0	1	43	4	0	4	0	5	0	0	43	2	103	1,448
5:05 PM	0	0	0	1	0	1	49	1	0	3	0	3	0	0	39	4	101	
5:10 PM	0	0	0	0	0	1	62	3	0	5	0	4	0	0	53	1	129	
5:15 PM	0	0	0	0	0	0	49	5	0	0	0	3	0	0	60	2	119	
5:20 PM	0	0	0	1	0	1	63	9	0	2	0	6	0	0	51	1	134	
5:25 PM	0	2	0	3	0	0	59	7	0	5	0	14	0	0	27	5	122	
5:30 PM	0	0	0	1	0	2	47	6	0	4	0	6	0	0	51	2	119	
5:35 PM	0	0	0	3	0	0	62	5	0	2	1	5	0	0	35	5	118	
5:40 PM	0	0	0	3	0	1	72	5	0	9	0	13	0	0	39	3	145	
5:45 PM	0	0	0	0	0	1	69	4	0	3	0	6	0	0	46	2	131	
5:50 PM	0	0	0	1	0	2	65	4	0	5	0	9	0	0	33	5	124	
5:55 PM	0	0	0	3	0	1	57	7	0	2	0	4	0	1	27	1	103	
Count Total	0	2	1	44	0	22	1,305	117	0	103	1	170	0	1	930	59	2,755	
Peak Hour	0	2	0	17	0	11	697	60	0	44	1	78	0	1	504	33	1,448	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	3	0	0	3	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	0	1	4:05 PM	0	0	0	4	4	4:05 PM	0	0	1	3	4
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	2	2	4:15 PM	0	0	1	2	3
4:20 PM	0	1	0	0	1	4:20 PM	0	2	0	0	2	4:20 PM	0	0	0	0	0
4:25 PM	0	1	0	0	1	4:25 PM	0	1	0	0	1	4:25 PM	0	0	0	1	1
4:30 PM	0	4	0	0	4	4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	3	3
4:35 PM	0	2	0	1	3	4:35 PM	0	1	0	3	4	4:35 PM	1	0	0	0	1
4:40 PM	0	1	0	0	1	4:40 PM	0	0	0	0	0	4:40 PM	1	0	2	2	5
4:45 PM	0	1	0	0	1	4:45 PM	0	1	0	0	1	4:45 PM	0	0	1	0	1
4:50 PM	0	1	0	0	1	4:50 PM	0	0	0	1	1	4:50 PM	0	0	0	0	0
4:55 PM	0	1	0	1	2	4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	3	3
5:00 PM	0	1	0	0	1	5:00 PM	0	1	1	1	3	5:00 PM	2	0	0	0	2
5:05 PM	0	1	0	0	1	5:05 PM	0	2	0	2	4	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	1	1	0	1	3	5:10 PM	0	0	0	0	0
5:15 PM	0	2	0	0	2	5:15 PM	0	2	0	2	4	5:15 PM	0	0	0	0	0
5:20 PM	0	1	0	0	1	5:20 PM	0	2	0	1	3	5:20 PM	1	0	0	3	4
5:25 PM	0	0	0	1	1	5:25 PM	0	0	0	2	2	5:25 PM	0	0	0	2	2
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1	5:30 PM	2	0	0	0	2
5:35 PM	0	2	0	0	2	5:35 PM	1	0	0	2	3	5:35 PM	1	0	0	0	1
5:40 PM	0	0	0	0	0	5:40 PM	1	0	0	1	2	5:40 PM	0	0	0	1	1
5:45 PM	0	0	0	3	3	5:45 PM	0	0	0	1	1	5:45 PM	0	0	1	0	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	2	0	2
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	24	0	6	30	Count Total	3	13	1	26	43	Count Total	8	0	8	20	36
Peak Hour	0	7	0	4	11	Peak Hour	3	8	1	14	26	Peak Hour	6	0	3	6	15

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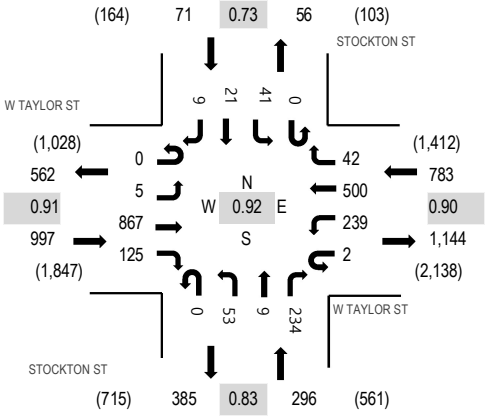
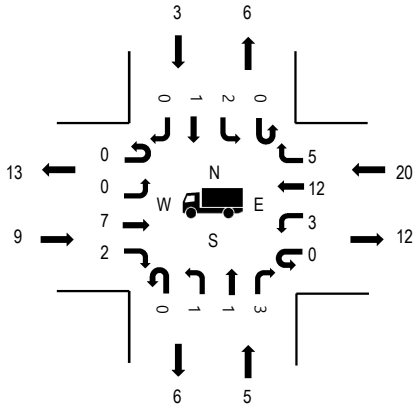
Location: 4 STOCKTON ST & W TAYLOR ST PM
Date: Thursday, November 3, 2022
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:35 PM - 05:50 PM

Peak Hour

Motorized Vehicles



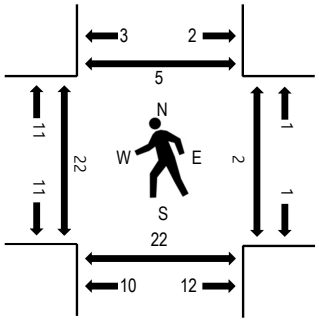
Heavy Vehicles



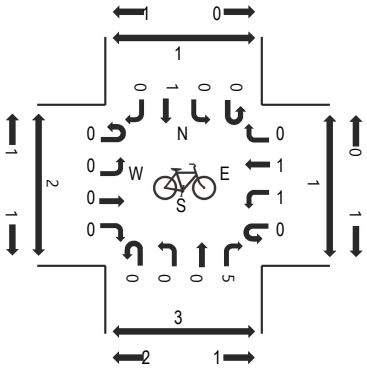
	HV%	PHF
EB	0.9%	0.91
WB	2.6%	0.90
NB	1.7%	0.83
SB	4.2%	0.73
All	1.7%	0.92

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	STOCKTON ST Northbound				W TAYLOR ST Eastbound				STOCKTON ST Southbound				W TAYLOR ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	6	1	13	0	1	60	11	0	5	2	0	0	20	31	1	151	1,837
4:05 PM	0	8	2	20	0	0	58	2	0	3	6	2	0	13	24	6	144	1,847
4:10 PM	0	4	0	14	0	1	62	15	0	7	2	0	0	9	31	2	147	1,885
4:15 PM	0	6	1	19	0	0	68	13	0	8	2	2	0	17	33	6	175	1,906
4:20 PM	0	2	0	11	0	0	65	5	0	4	0	1	1	17	39	2	147	1,892
4:25 PM	0	7	0	18	0	1	59	6	0	7	0	0	1	16	34	1	150	1,933
4:30 PM	0	7	0	10	0	0	59	9	0	6	5	1	0	19	38	4	158	1,942
4:35 PM	0	7	3	18	0	1	71	11	0	2	0	1	0	13	21	3	151	1,955
4:40 PM	0	4	0	17	0	0	61	11	0	5	1	2	0	24	47	3	175	2,017
4:45 PM	0	2	1	15	0	0	55	4	0	2	3	0	0	19	36	0	137	2,027
4:50 PM	0	4	1	18	0	0	74	8	0	3	1	3	1	15	27	3	158	2,077
4:55 PM	0	3	0	23	0	0	48	11	0	3	1	3	0	19	30	3	144	2,117
5:00 PM	0	4	0	17	0	0	55	9	0	1	2	3	0	22	45	3	161	2,147
5:05 PM	0	3	0	19	0	0	82	6	0	2	1	0	0	19	43	7	182	
5:10 PM	0	5	1	10	0	0	81	6	0	2	2	0	0	23	36	2	168	
5:15 PM	0	5	0	24	0	0	62	7	0	5	2	0	1	20	33	2	161	
5:20 PM	0	6	3	29	0	0	70	12	0	4	1	0	0	18	43	2	188	
5:25 PM	0	7	1	16	0	0	62	7	0	4	0	4	0	21	35	2	159	
5:30 PM	0	5	2	19	0	0	70	11	0	2	2	1	0	14	42	3	171	
5:35 PM	0	3	1	18	0	1	77	18	0	0	4	1	0	22	62	6	213	
5:40 PM	0	3	1	16	0	1	78	10	0	5	2	0	1	19	47	2	185	
5:45 PM	0	4	0	30	0	0	73	16	0	4	2	0	0	19	35	4	187	
5:50 PM	0	6	0	15	0	1	77	10	0	6	2	0	0	24	50	7	198	
5:55 PM	0	2	0	21	0	2	80	13	0	6	1	0	0	18	29	2	174	
Count Total	0	113	18	430	0	9	1,607	231	0	96	44	24	5	440	891	76	3,984	
Peak Hour	0	53	9	234	0	5	867	125	0	41	21	9	2	239	500	42	2,147	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

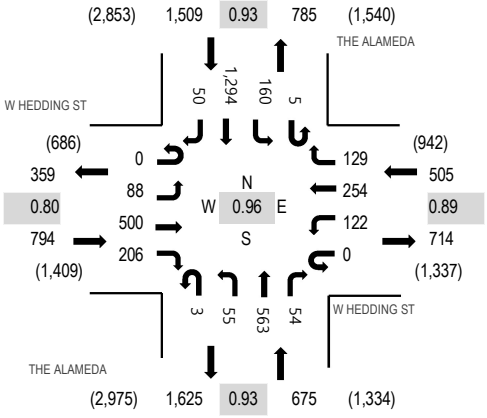
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	1	2	0	1	4	4:00 PM	0	0	0	0	0	4:00 PM	2	2	2	0	6
4:05 PM	0	0	0	3	3	4:05 PM	0	0	0	0	0	4:05 PM	3	0	0	0	3
4:10 PM	0	1	1	2	4	4:10 PM	0	0	0	1	1	4:10 PM	1	6	2	0	9
4:15 PM	1	1	2	1	5	4:15 PM	2	0	0	0	2	4:15 PM	1	4	0	1	6
4:20 PM	0	1	1	2	4	4:20 PM	1	0	0	0	1	4:20 PM	5	3	0	0	8
4:25 PM	0	1	0	5	6	4:25 PM	0	0	0	0	0	4:25 PM	0	8	0	0	8
4:30 PM	1	3	0	0	4	4:30 PM	0	0	0	0	0	4:30 PM	0	1	2	0	3
4:35 PM	0	0	0	1	1	4:35 PM	0	0	0	0	0	4:35 PM	0	1	1	0	2
4:40 PM	0	2	2	3	7	4:40 PM	0	0	0	0	0	4:40 PM	0	0	1	0	1
4:45 PM	1	0	0	1	2	4:45 PM	0	0	0	0	0	4:45 PM	0	0	5	0	5
4:50 PM	1	2	1	0	4	4:50 PM	0	0	0	0	0	4:50 PM	4	3	0	0	7
4:55 PM	0	0	0	2	2	4:55 PM	1	0	0	0	1	4:55 PM	1	2	0	0	3
5:00 PM	0	1	0	3	4	5:00 PM	0	0	0	0	0	5:00 PM	3	2	0	0	5
5:05 PM	0	0	1	2	3	5:05 PM	0	0	0	0	0	5:05 PM	3	1	0	0	4
5:10 PM	0	1	1	1	3	5:10 PM	0	0	0	0	0	5:10 PM	0	1	0	0	1
5:15 PM	1	2	0	2	5	5:15 PM	1	0	1	0	2	5:15 PM	1	3	1	0	5
5:20 PM	2	0	1	1	4	5:20 PM	2	0	0	0	2	5:20 PM	1	2	0	0	3
5:25 PM	0	0	0	1	1	5:25 PM	0	0	0	1	1	5:25 PM	2	1	0	0	3
5:30 PM	1	1	0	0	2	5:30 PM	1	0	0	0	1	5:30 PM	3	4	0	0	7
5:35 PM	0	1	0	4	5	5:35 PM	0	0	0	0	0	5:35 PM	1	2	2	0	5
5:40 PM	1	0	0	4	5	5:40 PM	0	0	0	1	1	5:40 PM	3	0	2	2	7
5:45 PM	0	2	0	1	3	5:45 PM	1	0	0	0	1	5:45 PM	2	2	0	0	4
5:50 PM	0	0	0	1	1	5:50 PM	0	0	0	0	0	5:50 PM	3	3	1	0	7
5:55 PM	0	1	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	3	3	0	1	7
Count Total	10	22	10	41	83	Count Total	9	0	1	3	13	Count Total	42	54	19	4	119
Peak Hour	5	9	3	20	37	Peak Hour	5	0	1	2	8	Peak Hour	25	24	6	3	58

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

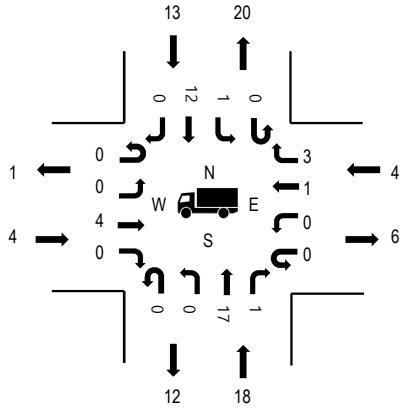
Location: 5 THE ALAMEDA & W HEDDING ST PM
Date: Thursday, November 3, 2022
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

Peak Hour

Motorized Vehicles



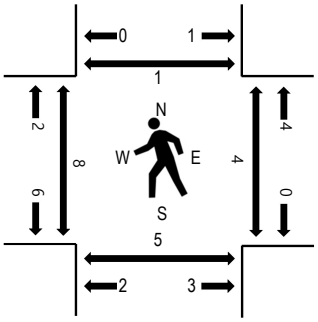
Heavy Vehicles



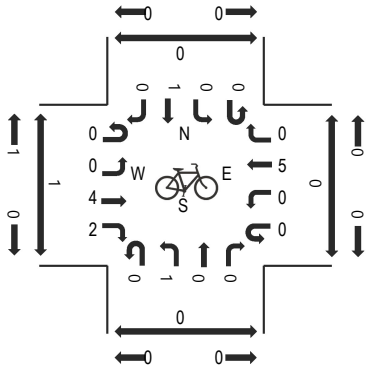
	HV%	PHF
EB	0.5%	0.80
WB	0.8%	0.89
NB	2.7%	0.93
SB	0.9%	0.93
All	1.1%	0.96

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	THE ALAMEDA Northbound				W HEDDING ST Eastbound				THE ALAMEDA Southbound				W HEDDING ST Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	3	54	6	0	2	30	14	0	19	81	7	0	6	12	1	235	3,055
4:05 PM	0	3	45	13	0	6	33	15	0	7	84	2	0	5	19	17	249	3,083
4:10 PM	1	4	45	5	0	5	41	9	0	21	95	4	0	4	24	16	274	3,127
4:15 PM	0	6	40	1	0	4	37	12	0	17	107	4	0	6	20	12	266	3,145
4:20 PM	0	2	59	4	0	4	29	18	0	20	118	5	0	8	22	9	298	3,188
4:25 PM	1	4	42	2	0	5	41	7	1	19	86	6	0	6	10	5	235	3,192
4:30 PM	2	6	36	4	0	12	38	15	2	17	85	3	0	6	10	7	243	3,240
4:35 PM	1	3	53	1	0	3	40	11	0	11	73	3	0	12	29	16	256	3,280
4:40 PM	0	1	33	2	0	7	45	12	0	7	93	2	0	14	24	14	254	3,331
4:45 PM	0	8	53	1	0	8	27	13	0	15	89	4	0	3	22	11	254	3,370
4:50 PM	0	2	46	4	0	5	19	8	0	7	109	8	0	6	20	11	245	3,408
4:55 PM	1	6	53	3	0	5	23	12	0	13	95	5	1	7	14	8	246	3,451
5:00 PM	0	1	39	4	0	8	29	15	1	13	116	7	0	10	17	3	263	3,483
5:05 PM	0	9	45	4	0	1	35	17	0	16	107	5	0	8	33	13	293	
5:10 PM	1	2	46	6	0	6	39	11	0	13	116	6	0	9	26	11	292	
5:15 PM	0	3	61	5	0	9	34	12	0	8	132	2	0	7	20	16	309	
5:20 PM	1	5	51	5	0	3	48	5	0	13	109	5	0	14	31	12	302	
5:25 PM	0	3	37	1	0	7	45	18	0	10	113	4	0	9	20	16	283	
5:30 PM	0	3	47	5	0	6	32	24	1	12	96	8	0	18	20	11	283	
5:35 PM	0	10	46	8	0	14	65	25	0	12	87	4	0	9	20	7	307	
5:40 PM	0	4	54	3	0	6	45	26	1	20	93	5	0	15	9	12	293	
5:45 PM	0	7	43	4	0	5	46	16	1	16	115	2	0	8	18	11	292	
5:50 PM	0	5	54	4	0	11	41	16	1	11	109	1	0	11	16	8	288	
5:55 PM	1	3	40	5	0	12	41	21	0	16	101	1	0	4	24	9	278	
Count Total	9	103	1,122	100	0	154	903	352	8	333	2,409	103	1	205	480	256	6,538	
Peak Hour	3	55	563	54	0	88	500	206	5	160	1,294	50	0	122	254	129	3,483	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	2	0	2	0	4	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	7	0	1	0	8	4:05 PM	0	0	0	4	4	4:05 PM	1	0	0	0	1
4:10 PM	2	0	1	0	3	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	3	0	3	4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	1	1
4:20 PM	0	0	4	0	4	4:20 PM	0	2	0	1	3	4:20 PM	0	0	0	0	0
4:25 PM	2	1	3	1	7	4:25 PM	1	0	0	0	1	4:25 PM	0	2	0	0	2
4:30 PM	2	1	0	0	3	4:30 PM	1	1	0	0	2	4:30 PM	0	0	0	0	0
4:35 PM	0	0	2	1	3	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	2	2	4:40 PM	0	1	0	0	1
4:45 PM	3	1	2	0	6	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	1	1
4:50 PM	0	0	2	0	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	2	0	3	0	5	4:55 PM	0	1	0	1	2	4:55 PM	0	1	0	1	2
5:00 PM	3	0	0	0	3	5:00 PM	0	1	0	0	1	5:00 PM	0	1	0	0	1
5:05 PM	3	1	1	0	5	5:05 PM	0	0	0	1	1	5:05 PM	1	1	0	0	2
5:10 PM	0	0	0	0	0	5:10 PM	0	1	0	1	2	5:10 PM	0	1	0	0	1
5:15 PM	2	2	2	0	6	5:15 PM	0	2	0	1	3	5:15 PM	0	2	0	0	2
5:20 PM	1	0	2	0	3	5:20 PM	0	2	0	0	2	5:20 PM	0	1	0	0	1
5:25 PM	1	0	0	1	2	5:25 PM	0	0	0	0	0	5:25 PM	1	2	0	0	3
5:30 PM	1	0	1	0	2	5:30 PM	1	0	1	1	3	5:30 PM	0	0	1	0	1
5:35 PM	2	1	2	0	5	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	1	1
5:40 PM	1	0	3	0	4	5:40 PM	0	0	0	0	0	5:40 PM	3	1	0	2	6
5:45 PM	3	0	0	3	6	5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	1	1
5:50 PM	1	0	1	0	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	1	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	38	7	37	6	88	Count Total	3	10	1	14	28	Count Total	6	13	1	7	27
Peak Hour	18	4	13	4	39	Peak Hour	1	6	1	5	13	Peak Hour	5	9	1	4	19

Appendix B
Approved Trips Inventory (ATI)

AM PROJECT TRIPS

10/18/2022

Intersection of : W Hedding St & The Alameda

Traffix Node Number : 3057

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	0	0	0	0	0	0	0	0	0	0	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	1	5	0	10	23	7	0	1	1
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	7	0	0	1	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	1	0	0	17	0	0	0	0	0	0	0
TOTAL:	**0**	**1**	**0**	**1**	**22**	**0**	**10**	**30**	**7**	**0**	**2**	**1**

	LEFT	THRU	RIGHT
NORTH	1	22	0
EAST	0	2	1
SOUTH	0	1	0
WEST	10	30	7

PM PROJECT TRIPS

10/18/2022

Intersection of : W Hedding St & The Alameda

Traffix Node Number : 3057

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	3	32	1	2	37	5	3	6	2	4	11	5
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	7	0	4	8	2	4	12	6
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
PDC98-12-104OFF (3-02626) Retail/Commercial W/S COLEMAN BET NEWHALL AND BROKAW FMC	0	0	0	0	0	0	0	1	0	0	10	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	16	0	0	2	0	0	0	0	0	0	0
TOTAL:	**3**	**48**	**1**	**2**	**46**	**5**	**7**	**15**	**4**	**8**	**33**	**11**

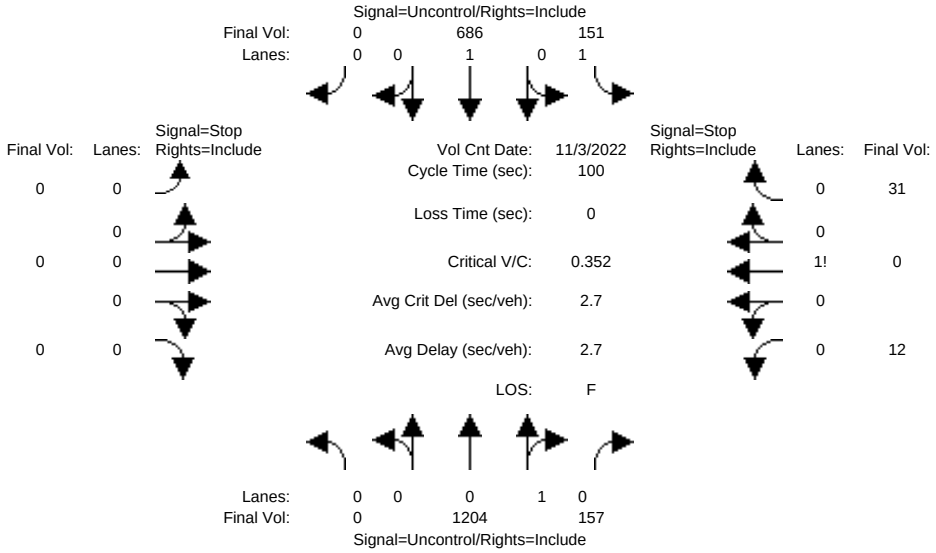
	LEFT	THRU	RIGHT
NORTH	2	46	5
EAST	8	33	11
SOUTH	3	48	1
WEST	7	15	4

Appendix C
Intersection Level of Service Calculations

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

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

Intersection #1: W. Hedding St & Matthewson Hall Dwy



Street Name:	W. Hedding St						Matthewson Hall Dwy					
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: 3 Nov 2022 << 7:40 - 8:40 AM												
Base Vol:	0	831	108	115	521	0	0	0	0	5	0	13
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	831	108	115	521	0	0	0	0	5	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	831	108	115	521	0	0	0	0	5	0	13
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:	0.69	0.69	0.69	0.76	0.76	0.76	1.00	1.00	1.00	0.42	0.42	0.42
PHF Volume:	0	1204	157	151	686	0	0	0	0	12	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1204	157	151	686	0	0	0	0	12	0	31
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1370	xxxx	xxxxx	xxxx	xxxx	xxxxx	2280	2282	1294
Potent Cap.:	xxxx	xxxx	xxxxx	508	xxxx	xxxxx	xxxx	xxxx	xxxxx	44	40	201
Move Cap.:	xxxx	xxxx	xxxxx	504	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	28	199
Volume/Cap:	xxxx	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	0.00	0.16
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	15.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
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	84	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	85.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			85.1		
ApproachLOS:	*			*			*			F		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 W. Hedding St & Matthewson Hall Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Initial Vol:	0	831	108	115	521	0	0	0	0	5	0	13
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			85.1		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=18]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1593]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1 W. Hedding St & Matthewson Hall Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Initial Vol:	0	831	108	115	521	0	0	0	0	5	0	13

Major Street Volume: 1575
Minor Approach Volume: 18
Minor Approach Volume Threshold: 128

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

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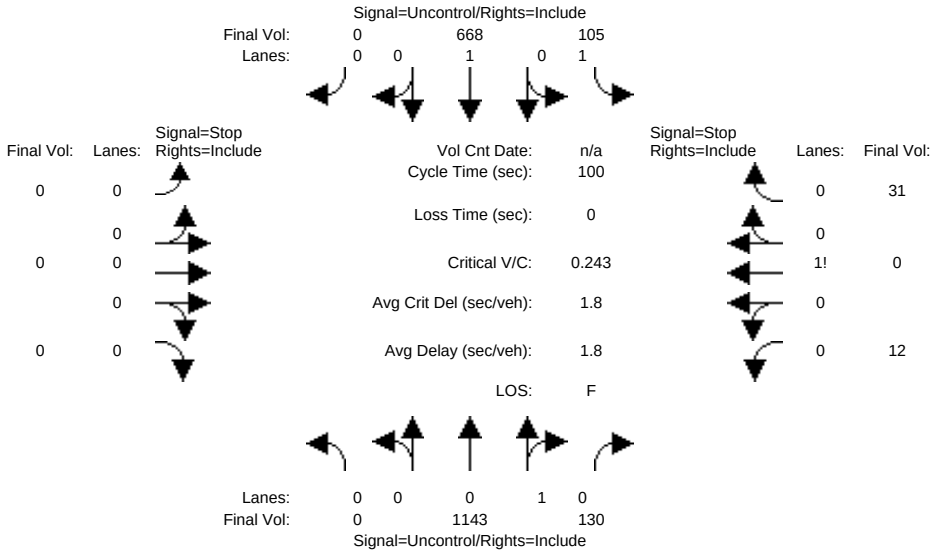
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #1: W. Hedding St & Matthewson Hall Dwy



Street Name:	W. Hedding St						Matthewson Hall Dwy					
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	831	108	115	521	0	0	0	0	5	0	13
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	831	108	115	521	0	0	0	0	5	0	13
Added Vol:	0	-73	-18	-35	-16	0	0	0	0	0	0	0
ATI:	0	31	0	0	3	0	0	0	0	0	0	0
Initial Fut:	0	789	90	80	508	0	0	0	0	5	0	13
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:	0.69	0.69	0.69	0.76	0.76	0.76	1.00	1.00	1.00	0.42	0.42	0.42
PHF Volume:	0	1143	130	105	668	0	0	0	0	12	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1143	130	105	668	0	0	0	0	12	0	31
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1283	xxxx	xxxxx	xxxx	xxxx	xxxxx	2097	2099	1220
Potent Cap.:	xxxx	xxxx	xxxxx	548	xxxx	xxxxx	xxxx	xxxx	xxxxx	58	53	222
Move Cap.:	xxxx	xxxx	xxxxx	544	xxxx	xxxxx	xxxx	xxxx	xxxxx	49	42	220
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.00	0.14
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
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	112	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	56.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			56.1		
ApproachLOS:	*			*			*			F		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 W. Hedding St & Matthewson Hall Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Initial Vol:	0	789	90	80	508	0	0	0	0	5	0	13
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			56.1		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=18]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1485]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1 W. Hedding St & Matthewson Hall Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Initial Vol:	0	789	90	80	508	0	0	0	0	5	0	13

Major Street Volume: 1467
Minor Approach Volume: 18
Minor Approach Volume Threshold: 153

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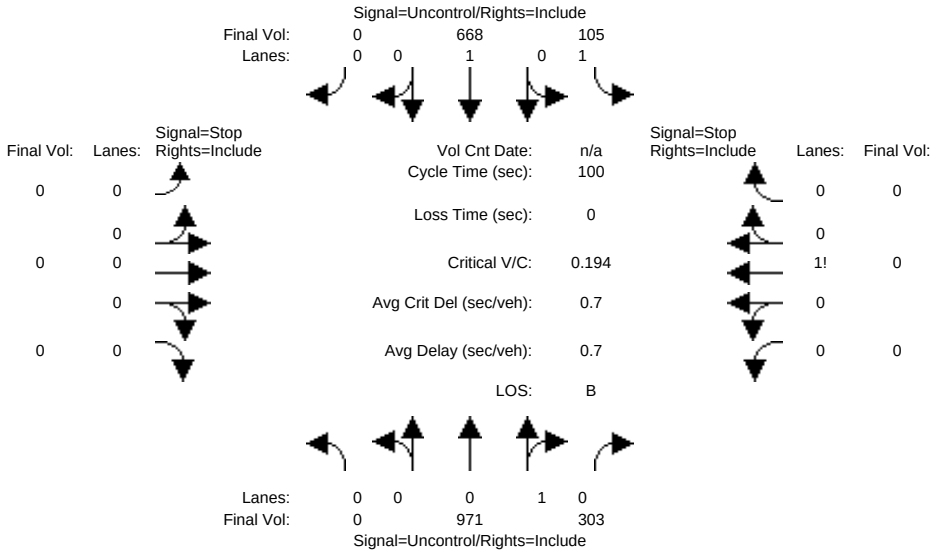
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #1: W. Hedding St & Matthewson Hall Dwy



Street Name:	W. Hedding St						Matthewson Hall Dwy					
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	789	90	80	508	0	0	0	0	5	0	13
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	789	90	80	508	0	0	0	0	5	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	-119	119	0	0	0	0	0	0	-5	0	-13
Initial Fut:	0	670	209	80	508	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.76	0.76	0.76	1.00	1.00	1.00	0.42	0.42	0.42
PHF Volume:	0	971	303	105	668	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	971	303	105	668	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1283	xxxx	xxxxx	xxxx	xxxx	xxxxx	2010	2012	1133
Potent Cap.:	xxxx	xxxx	xxxxx	548	xxxx	xxxxx	xxxx	xxxx	xxxxx	66	60	249
Move Cap.:	xxxx	xxxx	xxxxx	544	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	48	247
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
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	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 W. Hedding St & Matthewson Hall Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	1 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Initial Vol:	0	670	209	80	508	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 W. Hedding St & Matthewson Hall Dwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	1 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Initial Vol:	0	670	209	80	508	0	0	0	0	0	0	0

Major Street Volume: 1467
Minor Approach Volume: 0
Minor Approach Volume Threshold: 153

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

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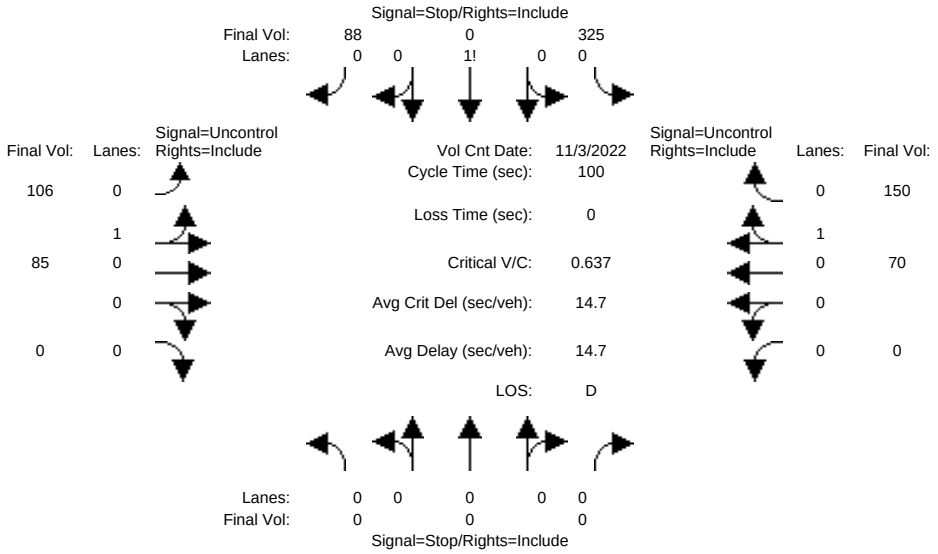
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #4: Hedding Frontage Rd & Elm St




```
Street Name:        Hedding Frontage Rd                    Elm St
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: 3 Nov 2022 << 7:35 - 8:35 AM
Base Vol:       0    0    0   208    0   56    56   45    0      0   46   99
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    0    0    0   208    0   56    56   45    0      0   46   99
Added Vol:      0    0    0     0    0    0     0    0    0      0    0    0
ATI:            0    0    0     0    0    0     0    0    0      0    0    0
Initial Fut:    0    0    0   208    0   56    56   45    0      0   46   99
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  0.64 0.64 0.64  0.53 0.53 0.53   0.66 0.66 0.66
PHF Volume:     0    0    0   325    0   88   106   85    0      0   70  150
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
FinalVolume:    0    0    0   325    0   88   106   85    0      0   70  150
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   467  457   161   236 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   558  503   890  1343 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   511  454   878  1325 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.64 0.00  0.10  0.08 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  560 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  6.3 xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 27.3 xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    D     *     A    *     *     *    *     *
ApproachDel:    xxxxxx             27.3           xxxxxx           xxxxxx
ApproachLOS:         *                D                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #4 Hedding Frontage Rd & Elm St
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	208	0	56	56	45	0	0	46	99
ApproachDel:	xxxxxx			27.3			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=264]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=510]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Hedding Frontage Rd & Elm St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	208	0	56	56	45	0	0	46	99

Major Street Volume: 246
Minor Approach Volume: 264
Minor Approach Volume Threshold: 593

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

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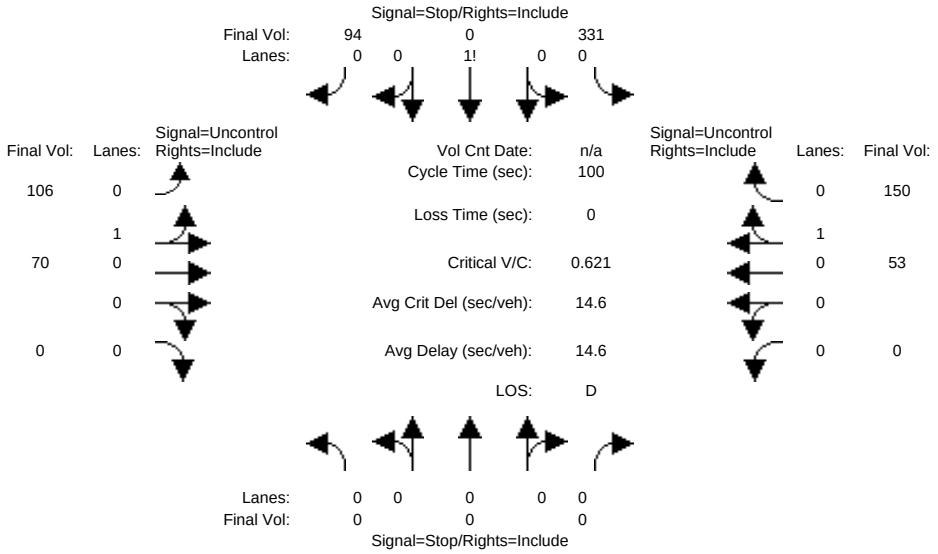
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #4: Hedding Frontage Rd & Elm St



Street Name:	Hedding Frontage Rd						Elm St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	208	0	56	56	45	0	0	46	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	208	0	56	56	45	0	0	46	99
Added Vol:	0	0	0	4	0	4	0	-8	0	0	-11	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	212	0	60	56	37	0	0	35	99
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	0.64	0.64	0.64	0.53	0.53	0.53	0.66	0.66	0.66
PHF Volume:	0	0	0	331	0	94	106	70	0	0	53	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	331	0	94	106	70	0	0	53	150
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	435	425	144	219	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	582	524	909	1362	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	533	474	897	1344	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.62	0.00	0.10	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	585	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	6.1	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	25.7	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			25.7			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Hedding Frontage Rd & Elm St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	212	0	60	56	37	0	0	35	99
ApproachDel:	xxxxxx			25.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=272]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=499]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Hedding Frontage Rd & Elm St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	212	0	60	56	37	0	0	35	99

Major Street Volume: 227
Minor Approach Volume: 272
Minor Approach Volume Threshold: 615

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

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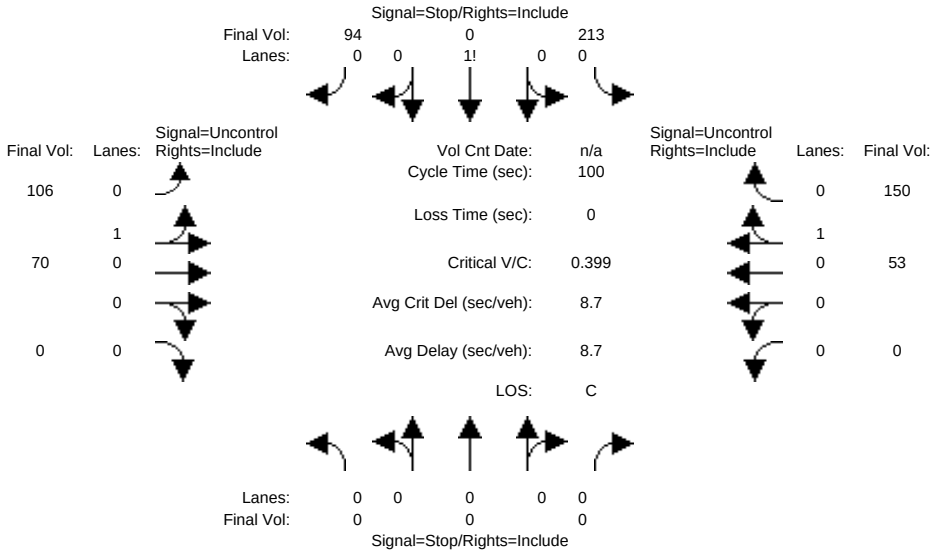
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #4: Hedding Frontage Rd & Elm St



Street Name:	Hedding Frontage Rd						Elm St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	212	0	60	56	37	0	0	35	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	212	0	60	56	37	0	0	35	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	-76	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	136	0	60	56	37	0	0	35	99
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	0.64	0.64	0.64	0.53	0.53	0.53	0.66	0.66	0.66
PHF Volume:	0	0	0	213	0	94	106	70	0	0	53	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	213	0	94	106	70	0	0	53	150
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	435	425	144	219	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	582	524	909	1362	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	533	474	897	1344	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.40	0.00	0.10	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	609	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	16.8	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			16.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Hedding Frontage Rd & Elm St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	136	0	60	56	37	0	0	35	99
ApproachDel:	xxxxxx			16.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=196]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=423]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

****

Intersection #4 Hedding Frontage Rd & Elm St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	136	0	60	56	37	0	0	35	99

Major Street Volume: 227
Minor Approach Volume: 196
Minor Approach Volume Threshold: 615

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

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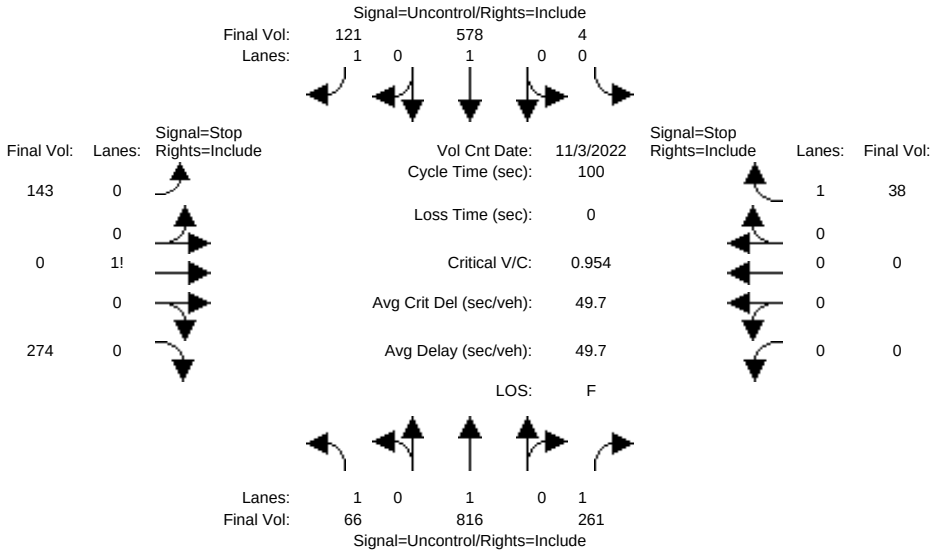
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #25: HEDDING/ELM



Street Name:	W HEDDING ST						ELM ST					
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: 3 Nov 2022 << 7:35 - 8:35 AM												
Base Vol:	49	604	193	3	468	98	87	0	167	0	0	20
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:	49	604	193	3	468	98	87	0	167	0	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	604	193	3	468	98	87	0	167	0	0	20
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:	0.74	0.74	0.74	0.81	0.81	0.81	0.61	0.61	0.61	0.52	0.52	0.52
PHF Volume:	66	816	261	4	578	121	143	0	274	0	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	66	816	261	4	578	121	143	0	274	0	0	38
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	705	xxxx	xxxxx	1086	xxxx	xxxxx	1718	1810	584	xxxx	xxxx	854
Potent Cap.:	903	xxxx	xxxxx	650	xxxx	xxxxx	71	80	515	xxxx	xxxx	361
Move Cap.:	898	xxxx	xxxxx	645	xxxx	xxxxx	58	72	513	xxxx	xxxx	350
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	171	xxxxx	85	194	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	0.01	xxxx	xxxx	0.95	0.00	0.53	xxxx	xxxx	0.11
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4
Control Del:	9.3	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.6
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	280	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	23.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	271	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			271.3			16.6		
ApproachLOS:	*			*			F			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #25 HEDDING/ELM

****


```
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  1    0  1  0  0  1    0  0  1! 0  0    0  0  0  0  1
Initial Vol:   49  604   193     3  468    98    87    0   167     0    0    20
ApproachDel:    xxxxxx           xxxxxx            271.3            16.6
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=19.1]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=254]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1689]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1689]
   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 #25 HEDDING/ELM
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  1    0  1  0  0  1    0  0  1! 0  0    0  0  0  0  1
Initial Vol:   49  604   193     3  468    98    87    0   167     0    0    20
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              1415
Minor Approach Volume:            254
Minor Approach Volume Threshold: 165
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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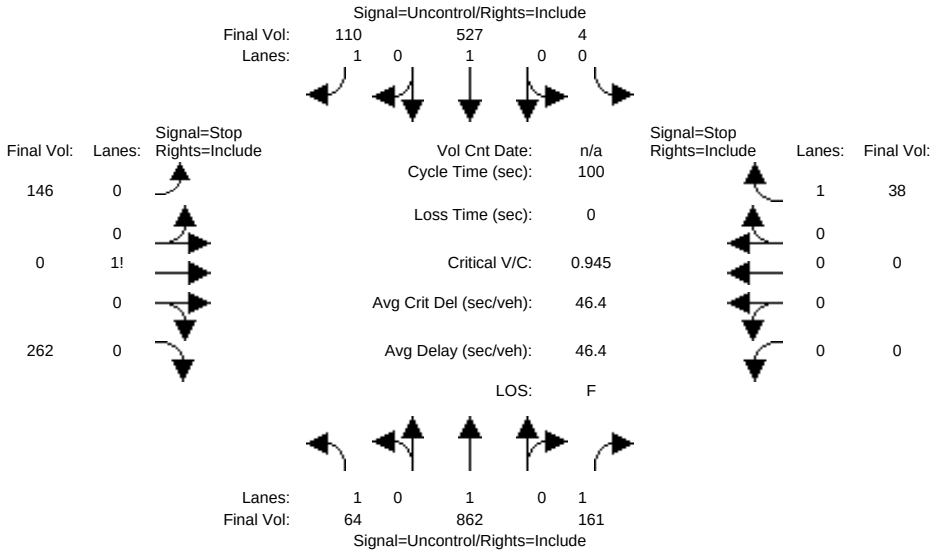

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #25: HEDDING/ELM



Street Name:	W HEDDING ST						ELM ST					
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:	49	604	193	3	468	98	87	0	167	0	0	20
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:	49	604	193	3	468	98	87	0	167	0	0	20
Added Vol:	-2	3	-74	0	-44	-9	2	0	-7	0	0	0
ATI:	0	31	0	0	3	0	0	0	0	0	0	0
Initial Fut:	47	638	119	3	427	89	89	0	160	0	0	20
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:	0.74	0.74	0.74	0.81	0.81	0.81	0.61	0.61	0.61	0.52	0.52	0.52
PHF Volume:	64	862	161	4	527	110	146	0	262	0	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	64	862	161	4	527	110	146	0	262	0	0	38
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	643	xxxx	xxxxx	1032	xxxx	xxxxx	1658	1700	533	xxxx	xxxx	900
Potent Cap.:	951	xxxx	xxxxx	681	xxxx	xxxxx	79	93	551	xxxx	xxxx	340
Move Cap.:	947	xxxx	xxxxx	676	xxxx	xxxxx	64	85	548	xxxx	xxxx	329
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	154	186	xxxxx	105	197	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	0.01	xxxx	xxxx	0.95	0.00	0.48	xxxx	xxxx	0.12
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4
Control Del:	9.1	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	17.4
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	C
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	287	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	22.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	244	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			244.0			17.4		
ApproachLOS:	*			*			F			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0 1		0 1 0	0 1		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	47	638	119	3	427	89	89	0	160	0	0	20
ApproachDel:	xxxxxx			xxxxxx			244.0			17.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=16.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=249]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1592]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=20]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1592]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0 1		0 1 0	0 1		0 0 1!	0 0		0 0 0	0 1	
Initial Vol:	47	638	119	3	427	89	89	0	160	0	0	20

Major Street Volume: 1323
Minor Approach Volume: 249
Minor Approach Volume Threshold: 188

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

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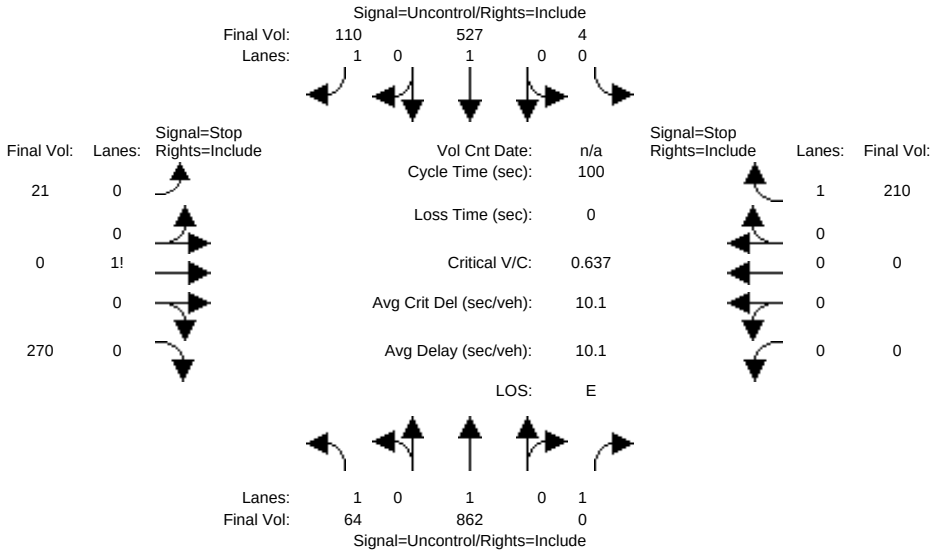
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #25: HEDDING/ELM



Street Name:	W HEDDING ST						ELM ST					
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:	47	638	119	3	427	89	89	0	160	0	0	20
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:	47	638	119	3	427	89	89	0	160	0	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	-119	0	0	0	-76	0	5	0	0	89
Initial Fut:	47	638	0	3	427	89	13	0	165	0	0	109
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:	0.74	0.74	0.74	0.81	0.81	0.81	0.61	0.61	0.61	0.52	0.52	0.52
PHF Volume:	64	862	0	4	527	110	21	0	270	0	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	64	862	0	4	527	110	21	0	270	0	0	210
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	643	xxxx	xxxxx	871	xxxx	xxxxx	1664	1539	533	xxxx	xxxx	900
Potent Cap.:	951	xxxx	xxxxx	782	xxxx	xxxxx	78	117	551	xxxx	xxxx	340
Move Cap.:	947	xxxx	xxxxx	777	xxxx	xxxxx	26	107	548	xxxx	xxxx	329
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	68	216	xxxxx	101	197	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	0.00	xxxx	xxxx	0.31	0.00	0.49	xxxx	xxxx	0.64
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	4.1
Control Del:	9.1	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	33.3
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	D
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	361	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	7.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	45.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			45.7			33.3		
ApproachLOS:	*			*			E			D		

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

Peak Hour Delay Signal Warrant Report

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Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Lanes:	1	0 1	0 1	0	1 0	0 1	0	0 1!	0 0	0	0 0	0 1			
Initial Vol:	47	638	0	3	427	89	13	0	165	0	0	109			
ApproachDel:	xxxxxx			xxxxxx			45.7			33.3					

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=178]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1491]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=109]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1491]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign					
Lanes:	1	0 1	0 1	0	1 0	0 1	0	0 1!	0 0	0	0 0	0 1			
Initial Vol:	47	638	0	3	427	89	13	0	165	0	0	109			

Major Street Volume: 1204
Minor Approach Volume: 178
Minor Approach Volume Threshold: 221

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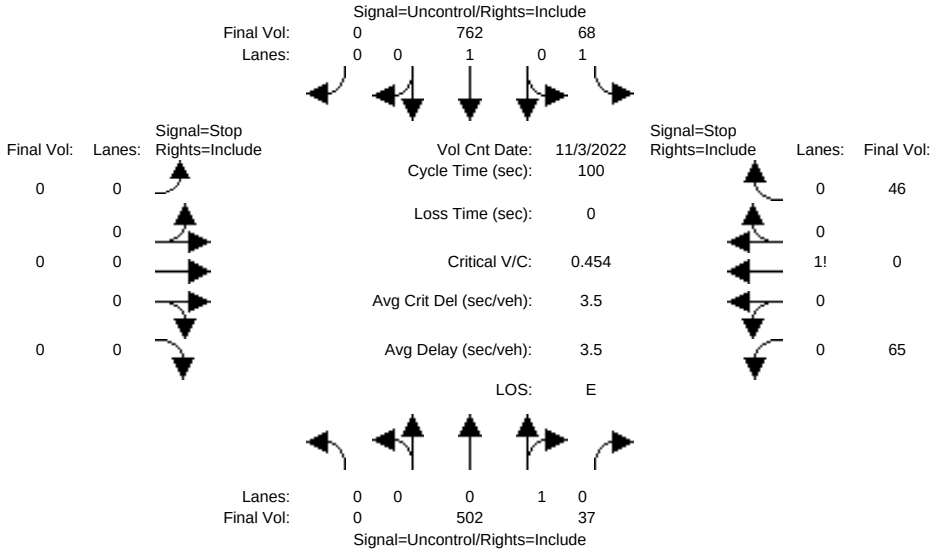
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #1: W. Hedding St & Matthewson Hall Dwy



Street Name:	W. Hedding St						Matthewson Hall Dwy					
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: 3 Nov 2022 << 2:25 - 3:25 PM												
Base Vol:	0	457	34	54	602	0	0	0	0	31	0	22
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	457	34	54	602	0	0	0	0	31	0	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	457	34	54	602	0	0	0	0	31	0	22
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:	0.91	0.91	0.91	0.79	0.79	0.79	1.00	1.00	1.00	0.48	0.48	0.48
PHF Volume:	0	502	37	68	762	0	0	0	0	65	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	502	37	68	762	0	0	0	0	65	0	46
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	546	xxxx	xxxxx	xxxx	xxxx	xxxxx	1426	1427	545
Potent Cap.:	xxxx	xxxx	xxxxx	1034	xxxx	xxxxx	xxxx	xxxx	xxxxx	151	137	542
Move Cap.:	xxxx	xxxx	xxxxx	1029	xxxx	xxxxx	xxxx	xxxx	xxxxx	142	127	531
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.45	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	205	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	41.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			41.5		
ApproachLOS:	*			*			*			E		

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

Peak Hour Delay Signal Warrant Report

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Intersection #1 W. Hedding St & Matthewson Hall Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Initial Vol:	0	457	34	54	602	0	0	0	0	31	0	22
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			41.5		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=53]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1200]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

****

Intersection #1 W. Hedding St & Matthewson Hall Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Initial Vol:	0	457	34	54	602	0	0	0	0	31	0	22

Major Street Volume: 1147
Minor Approach Volume: 53
Minor Approach Volume Threshold: 238

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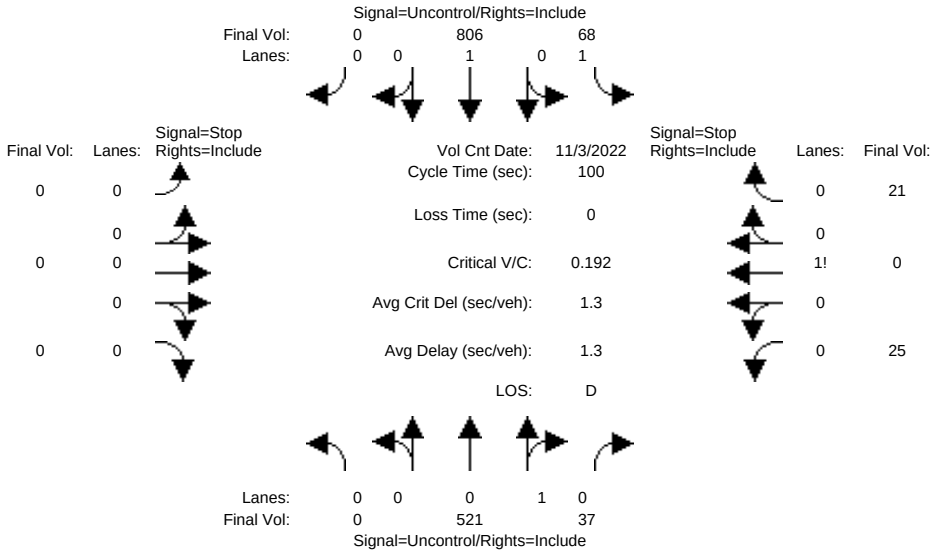
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #1: W. Hedding St & Matthewson Hall Dwy



Street Name:	W. Hedding St						Matthewson Hall Dwy					
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: 3 Nov 2022 << 2:25 - 3:25 PM												
Base Vol:	0	457	34	54	602	0	0	0	0	31	0	22
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	457	34	54	602	0	0	0	0	31	0	22
Added Vol:	0	4	0	0	-3	0	0	0	0	-19	0	-12
ATI:	0	13	0	0	38	0	0	0	0	0	0	0
Initial Fut:	0	474	34	54	637	0	0	0	0	12	0	10
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:	0.91	0.91	0.91	0.79	0.79	0.79	1.00	1.00	1.00	0.48	0.48	0.48
PHF Volume:	0	521	37	68	806	0	0	0	0	25	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	521	37	68	806	0	0	0	0	25	0	21
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	564	xxxx	xxxxx	xxxx	xxxx	xxxxx	1489	1490	564
Potent Cap.:	xxxx	xxxx	xxxxx	1017	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	125	529
Move Cap.:	xxxx	xxxx	xxxxx	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	130	116	519
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	197	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	28.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			28.7		
ApproachLOS:	*			*			*			D		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 W. Hedding St & Matthewson Hall Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Initial Vol:	0	474	34	54	637	0	0	0	0	12	0	10
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			28.7		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1221]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

****

Intersection #1 W. Hedding St & Matthewson Hall Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Initial Vol:	0	474	34	54	637	0	0	0	0	12	0	10

Major Street Volume: 1199
Minor Approach Volume: 22
Minor Approach Volume Threshold: 222

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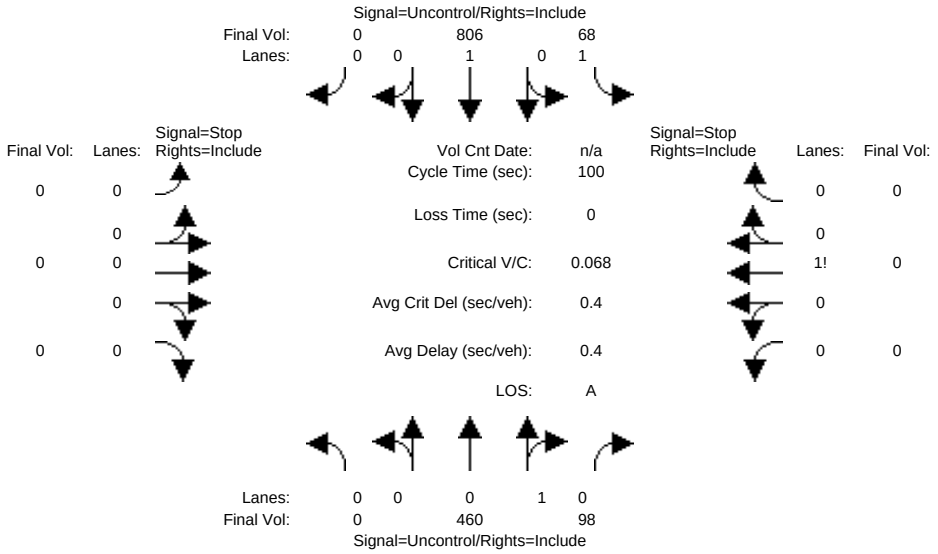
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #1: W. Hedding St & Matthewson Hall Dwy



Street Name:	W. Hedding St						Matthewson Hall Dwy					
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	474	34	54	637	0	0	0	0	12	0	10
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	474	34	54	637	0	0	0	0	12	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	-55	55	0	0	0	0	0	0	-12	0	-10
Initial Fut:	0	419	89	54	637	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.79	0.79	0.79	1.00	1.00	1.00	0.48	0.48	0.48
PHF Volume:	0	460	98	68	806	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	460	98	68	806	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	564	xxxx	xxxxx	xxxx	xxxx	xxxxx	1458	1459	533
Potent Cap.:	xxxx	xxxx	xxxxx	1017	xxxx	xxxxx	xxxx	xxxx	xxxxx	144	130	550
Move Cap.:	xxxx	xxxx	xxxxx	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	136	121	539
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #1 W. Hedding St & Matthewson Hall Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	1 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Initial Vol:	0	419	89	54	637	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1 W. Hedding St & Matthewson Hall Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	1 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Initial Vol:	0	419	89	54	637	0	0	0	0	0	0	0

Major Street Volume: 1199
Minor Approach Volume: 0
Minor Approach Volume Threshold: 222

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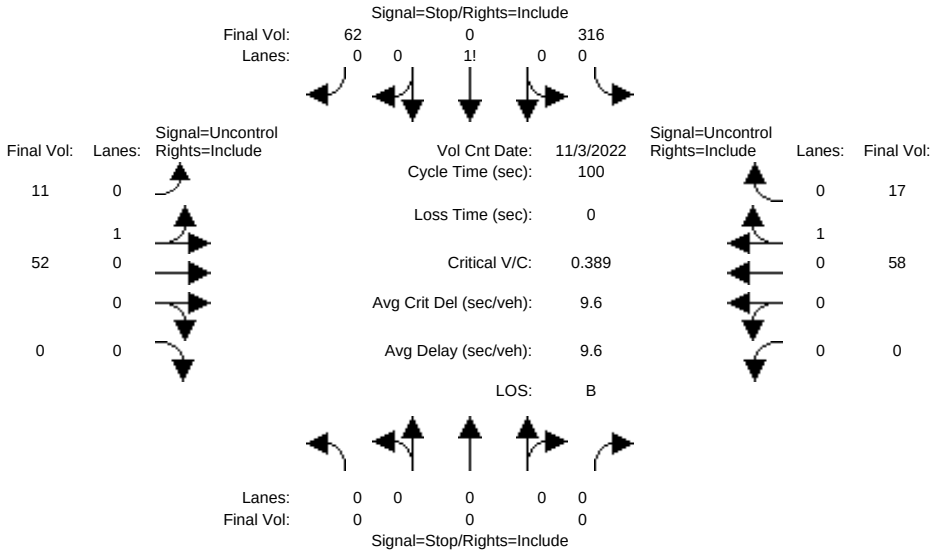
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #4: Hedding Frontage Rd & Elm St



Street Name:	Hedding Frontage Rd						Elm St					
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: 3 Nov 2022 << 2:25 - 3:25 PM												
Base Vol:	0	0	0	142	0	28	9	44	0	0	37	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	142	0	28	9	44	0	0	37	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	142	0	28	9	44	0	0	37	11
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	0.45	0.45	0.45	0.85	0.85	0.85	0.64	0.64	0.64
PHF Volume:	0	0	0	316	0	62	11	52	0	0	58	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	316	0	62	11	52	0	0	58	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	163	156	85	92	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	832	739	979	1515	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	811	724	964	1494	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.39	0.00	0.06	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	833	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.9	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.9			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Hedding Frontage Rd & Elm St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	142	0	28	9	44	0	0	37	11
ApproachDel:	xxxxxx			12.9			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=170]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=271]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Hedding Frontage Rd & Elm St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	142	0	28	9	44	0	0	37	11

Major Street Volume: 101
Minor Approach Volume: 170
Minor Approach Volume Threshold: 831

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

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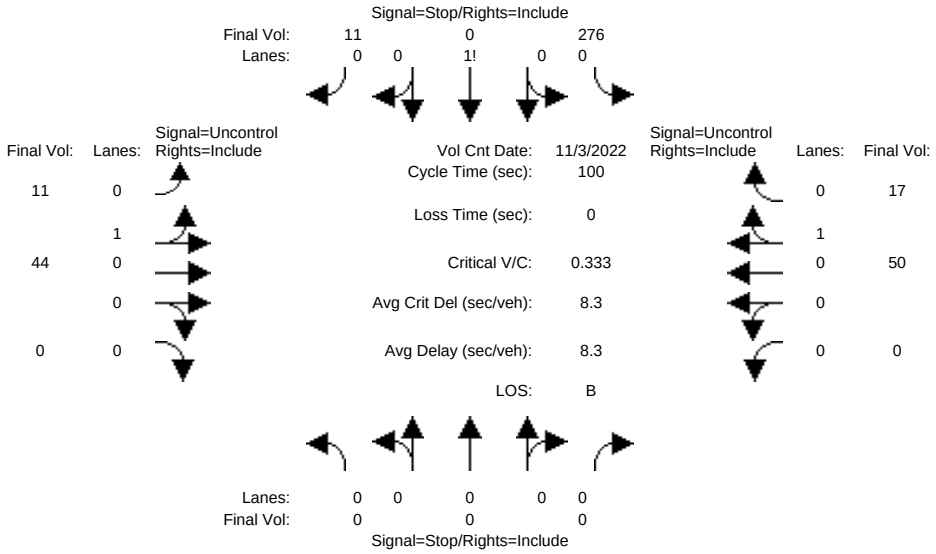
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #4: Hedding Frontage Rd & Elm St



Street Name:	Hedding Frontage Rd						Elm St					
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: 3 Nov 2022 << 2:25 - 3:25 PM												
Base Vol:	0	0	0	142	0	28	9	44	0	0	37	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	142	0	28	9	44	0	0	37	11
Added Vol:	0	0	0	-18	0	-23	0	-7	0	0	-5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	124	0	5	9	37	0	0	32	11
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	0.45	0.45	0.45	0.85	0.85	0.85	0.64	0.64	0.64
PHF Volume:	0	0	0	276	0	11	11	44	0	0	50	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	276	0	11	11	44	0	0	50	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	147	140	78	84	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	850	754	989	1525	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	828	739	973	1504	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	833	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Hedding Frontage Rd & Elm St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	124	0	5	9	37	0	0	32	11
ApproachDel:	xxxxxx			11.6			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=129]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=218]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

****

Intersection #4 Hedding Frontage Rd & Elm St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	124	0	5	9	37	0	0	32	11

Major Street Volume: 89
Minor Approach Volume: 129
Minor Approach Volume Threshold: 865

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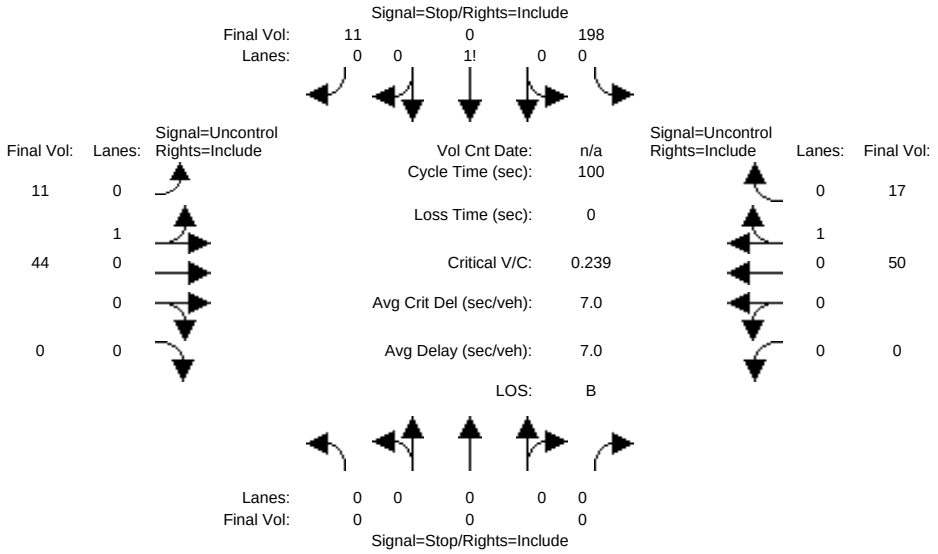
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #4: Hedding Frontage Rd & Elm St



Street Name:	Hedding Frontage Rd						Elm St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	124	0	5	9	37	0	0	32	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	124	0	5	9	37	0	0	32	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	-35	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	89	0	5	9	37	0	0	32	11
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	0.45	0.45	0.45	0.85	0.85	0.85	0.64	0.64	0.64
PHF Volume:	0	0	0	198	0	11	11	44	0	0	50	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	198	0	11	11	44	0	0	50	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	147	140	78	84	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	850	754	989	1525	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	828	739	973	1504	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	835	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4 Hedding Frontage Rd & Elm St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	89	0	5	9	37	0	0	32	11
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=94]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=183]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

****

Intersection #4 Hedding Frontage Rd & Elm St

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Initial Vol:	0	0	0	89	0	5	9	37	0	0	32	11

Major Street Volume: 89
Minor Approach Volume: 94
Minor Approach Volume Threshold: 865

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

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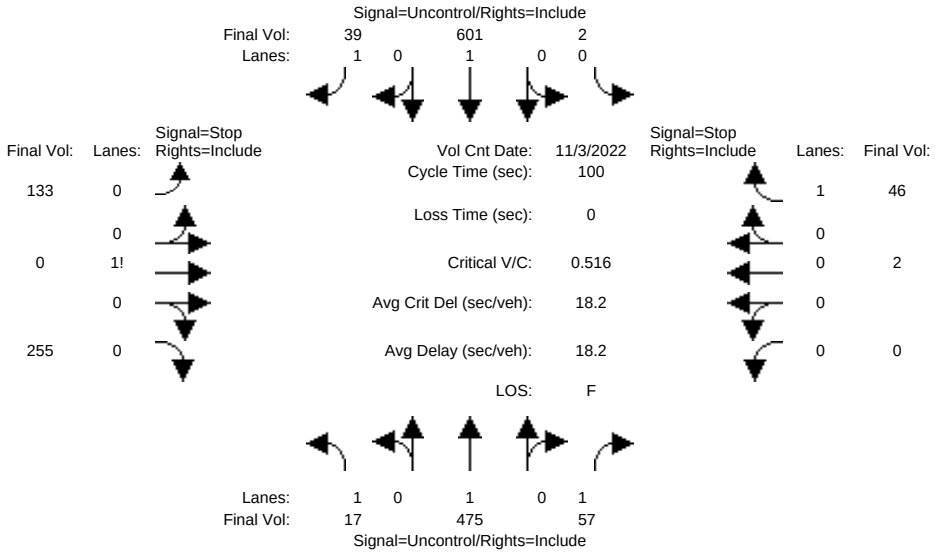
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #25: HEDDING/ELM



Street Name:	W HEDDING ST						ELM ST					
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: 3 Nov 2022 << 2:25 - 3:25 PM												
Base Vol:	15	418	50	2	535	35	65	0	125	0	1	24
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:	15	418	50	2	535	35	65	0	125	0	1	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	418	50	2	535	35	65	0	125	0	1	24
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:	0.88	0.88	0.88	0.89	0.89	0.89	0.49	0.49	0.49	0.52	0.52	0.52
PHF Volume:	17	475	57	2	601	39	133	0	255	0	2	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	475	57	2	601	39	133	0	255	0	2	46
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	643	xxxx	xxxxx	555	xxxx	xxxxx	1175	1198	610	xxxx	1180	503
Potent Cap.:	951	xxxx	xxxxx	1026	xxxx	xxxxx	170	187	498	xxxx	192	573
Move Cap.:	949	xxxx	xxxxx	1006	xxxx	xxxxx	151	180	494	xxxx	184	559
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	283	302	xxxxx	141	301	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.47	0.00	0.52	xxxx	0.01	0.08
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.9	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	394	xxxxx	xxxx	xxxx	541
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	11.7	xxxxx	xxxxx	xxxx	0.3
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	74.4	xxxxx	xxxxx	xxxx	12.3
Shared LOS:	*	*	*	A	*	*	*	F	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			74.4			12.3		
ApproachLOS:	*			*			F			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0 1		0 1 0	0 1		0 0 1!	0 0		0 0 0	1 0	
Initial Vol:	15	418	50	2	535	35	65	0	125	0	1	24
ApproachDel:	xxxxxx			xxxxxx			74.4			12.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=190]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1270]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1270]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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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 #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0 1		0 1 0	0 1		0 0 1!	0 0		0 0 0	1 0	
Initial Vol:	15	418	50	2	535	35	65	0	125	0	1	24

Major Street Volume: 1055
Minor Approach Volume: 190
Minor Approach Volume Threshold: 266

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

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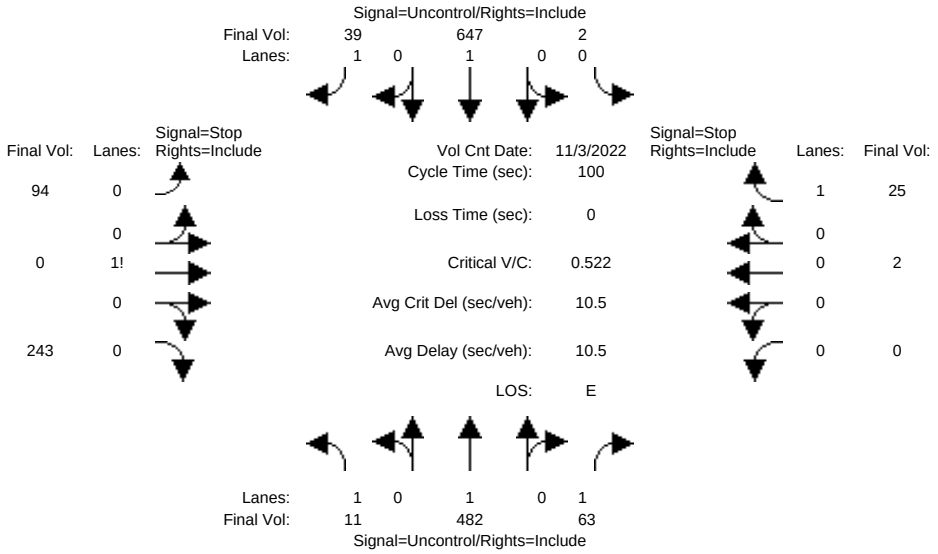
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #25: HEDDING/ELM



Street Name:	W HEDDING ST						ELM ST					
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: 3 Nov 2022 << 2:25 - 3:25 PM												
Base Vol:	15	418	50	2	535	35	65	0	125	0	1	24
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:	15	418	50	2	535	35	65	0	125	0	1	24
Added Vol:	-5	-7	5	0	3	0	-19	0	-6	0	0	-11
ATI:	0	13	0	0	38	0	0	0	0	0	0	0
Initial Fut:	10	424	55	2	576	35	46	0	119	0	1	13
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:	0.88	0.88	0.88	0.89	0.89	0.89	0.49	0.49	0.49	0.52	0.52	0.52
PHF Volume:	11	482	63	2	647	39	94	0	243	0	2	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	482	63	2	647	39	94	0	243	0	2	25
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	690	xxxx	xxxxx	567	xxxx	xxxxx	1209	1245	656	xxxx	1222	510
Potent Cap.:	914	xxxx	xxxxx	1015	xxxx	xxxxx	161	176	469	xxxx	181	568
Move Cap.:	912	xxxx	xxxxx	995	xxxx	xxxxx	150	169	465	xxxx	175	554
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	283	293	xxxxx	136	294	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.33	0.00	0.52	xxxx	0.01	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	394	xxxxx	xxxx	xxxx	521
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	8.2	xxxxx	xxxxx	xxxx	0.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	49.0	xxxxx	xxxxx	xxxx	12.3
Shared LOS:	*	*	*	A	*	*	*	E	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			49.0			12.3		
ApproachLOS:	*			*			E			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0 1		0 0 1	0 0 1!		0 0 0	0 0 1				
Initial Vol:	10	424	55	2	576	35	46	0	119	0	1	13
ApproachDel:	xxxxxx			xxxxxx			49.0			12.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=165]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1281]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][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=14]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1281]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0 1		0 0 1	0 0 1!		0 0 0	0 0 1				
Initial Vol:	10	424	55	2	576	35	46	0	119	0	1	13

Major Street Volume: 1102
Minor Approach Volume: 165
Minor Approach Volume Threshold: 251

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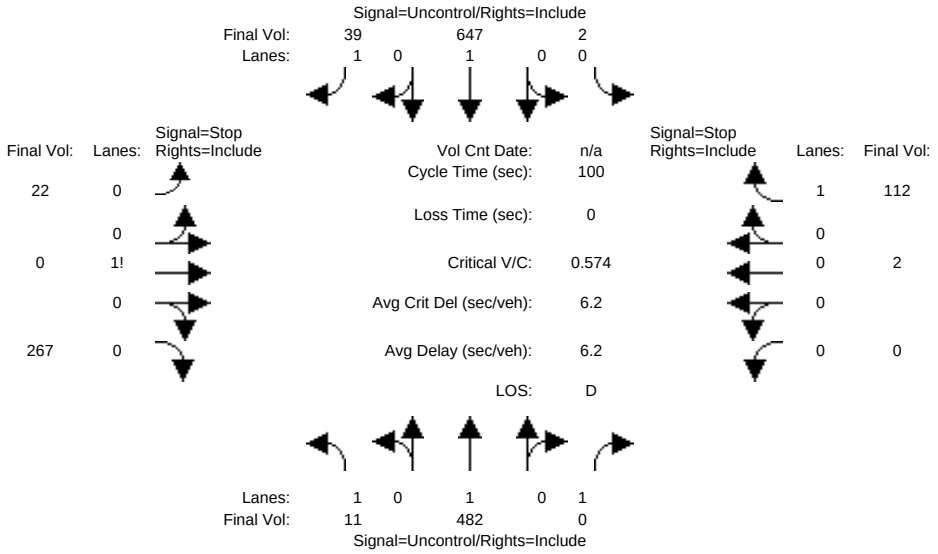
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #25: HEDDING/ELM



Street Name:	W HEDDING ST						ELM ST					
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:	10	424	55	2	576	35	46	0	119	0	1	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	424	55	2	576	35	46	0	119	0	1	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	-55	0	0	0	-35	0	12	0	0	45
Initial Fut:	10	424	0	2	576	35	11	0	131	0	1	58
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:	0.88	0.88	0.88	0.89	0.89	0.89	0.49	0.49	0.49	0.52	0.52	0.52
PHF Volume:	11	482	0	2	647	39	22	0	267	0	2	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	482	0	2	647	39	22	0	267	0	2	112
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	4.0	3.3
Capacity Module:												
Cnflict Vol:	690	xxxx	xxxxx	505	xxxx	xxxxx	1221	1182	656	xxxx	1222	510
Potent Cap.:	914	xxxx	xxxxx	1070	xxxx	xxxxx	158	191	469	xxxx	181	568
Move Cap.:	912	xxxx	xxxxx	1050	xxxx	xxxxx	123	184	465	xxxx	175	554
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	250	306	xxxxx	120	294	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.09	0.00	0.57	xxxx	0.01	0.20
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	436	xxxxx	xxxx	xxxx	546
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	4.7	xxxxx	xxxxx	xxxx	0.8
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	28.1	xxxxx	xxxxx	xxxx	13.3
Shared LOS:	*	*	*	A	*	*	*	D	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			28.1			13.3		
ApproachLOS:	*			*			D			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0 1		0 1 0	0 1		0 0 1!	0 0		0 0 0	1 0	
Initial Vol:	10	424	0	2	576	35	11	0	131	0	1	58
ApproachDel:	xxxxxx			xxxxxx			28.1			13.3		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=142]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1248]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=59]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1248]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0 1		0 1 0	0 1		0 0 1!	0 0		0 0 0	1 0	
Initial Vol:	10	424	0	2	576	35	11	0	131	0	1	58

Major Street Volume: 1047
Minor Approach Volume: 142
Minor Approach Volume Threshold: 269

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

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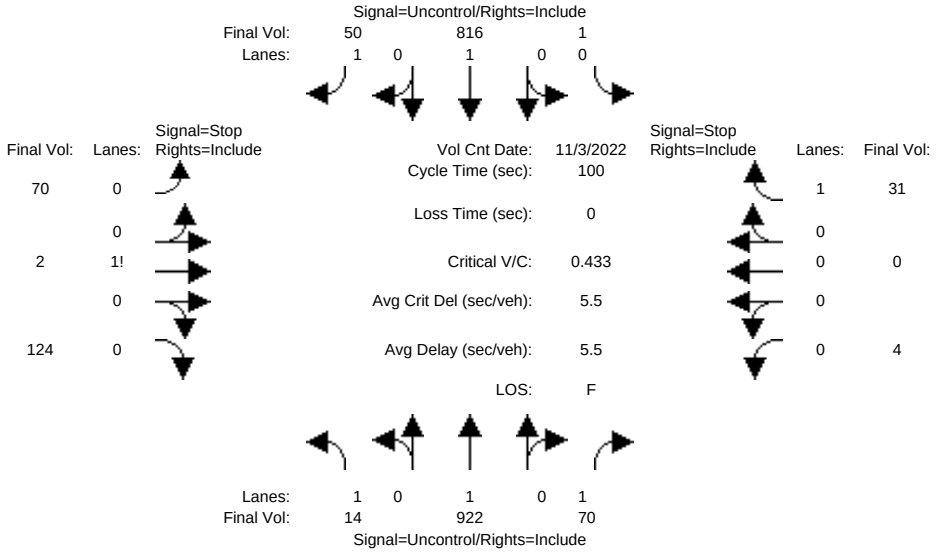
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #25: HEDDING/ELM



Street Name:	W HEDDING ST						ELM ST					
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: 3 Nov 2022 << 5:00 - 6:00 PM												
Base Vol:	12	793	60	1	669	41	44	1	78	2	0	17
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:	12	793	60	1	669	41	44	1	78	2	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	793	60	1	669	41	44	1	78	2	0	17
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:	0.86	0.86	0.86	0.82	0.82	0.82	0.63	0.63	0.63	0.54	0.54	0.54
PHF Volume:	14	922	70	1	816	50	70	2	124	4	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	922	70	1	816	50	70	2	124	4	0	31
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	869	xxxx	xxxxx	1015	xxxx	xxxxx	1827	1864	825	1885	1844	950
Potent Cap.:	784	xxxx	xxxxx	691	xxxx	xxxxx	60	74	376	55	76	318
Move Cap.:	782	xxxx	xxxxx	678	xxxx	xxxxx	53	71	373	34	73	311
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	161	185	xxxxx	125	187	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.43	0.01	0.33	0.03	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	252	xxxxx	xxxx	269	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	5.7	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	55.3	xxxxx	xxxxx	20.4	xxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			55.3			20.4		
ApproachLOS:	*			*			F			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0 1		0 1 0	0 1		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	12	793	60	1	669	41	44	1	78	2	0	17
ApproachDel:	xxxxxx			xxxxxx			55.3			20.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=123]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1718]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1718]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0 1		0 1 0	0 1		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	12	793	60	1	669	41	44	1	78	2	0	17

Major Street Volume: 1576
Minor Approach Volume: 123
Minor Approach Volume Threshold: 128

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

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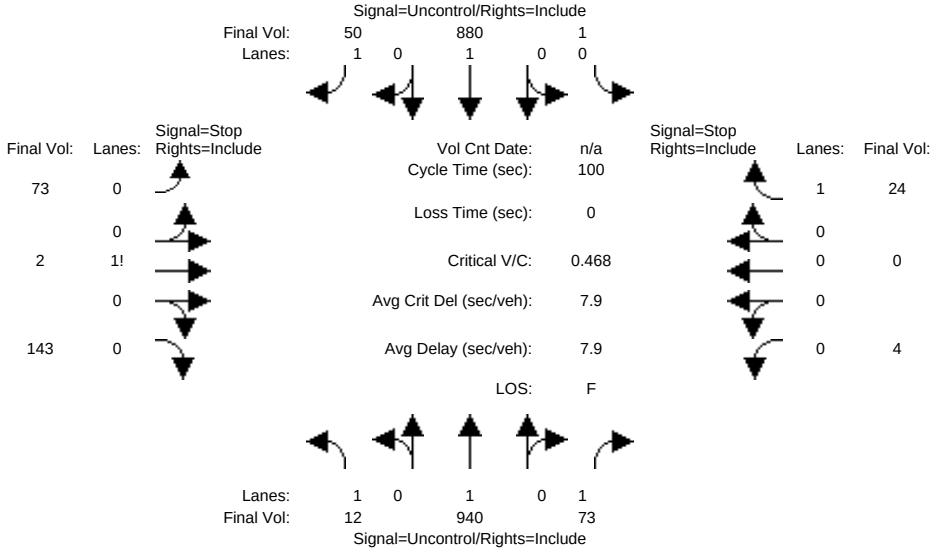
City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #25: HEDDING/ELM



Street Name:	W HEDDING ST						ELM ST					
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:	12	793	60	1	669	41	52	1	92	2	0	17
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:	12	793	60	1	669	41	52	1	92	2	0	17
Added Vol:	-2	-3	3	0	1	0	-6	0	-2	0	0	-4
ATI:	0	18	0	0	52	0	0	0	0	0	0	0
Initial Fut:	10	808	63	1	722	41	46	1	90	2	0	13
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:	0.86	0.86	0.86	0.82	0.82	0.82	0.63	0.63	0.63	0.54	0.54	0.54
PHF Volume:	12	940	73	1	880	50	73	2	143	4	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	940	73	1	880	50	73	2	143	4	0	24
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	933	xxxx	xxxxx	1036	xxxx	xxxxx	1902	1945	889	1972	1922	968
Potent Cap.:	742	xxxx	xxxxx	679	xxxx	xxxxx	53	66	345	47	68	311
Move Cap.:	740	xxxx	xxxxx	666	xxxx	xxxxx	48	63	342	26	65	304
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	156	176	xxxxx	106	178	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.47	0.01	0.42	0.04	0.00	0.08
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.9	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	243	xxxxx	xxxx	243	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	7.6	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	76.9	xxxxx	xxxxx	21.7	xxxxx
Shared LOS:	*	*	*	B	*	*	*	F	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			76.9			21.7		
ApproachLOS:	*			*			F			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #25 HEDDING/ELM

****

```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  1    0  1  0  0  1    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   10  808    63     1  722    41    46    1    90     2    0    13
ApproachDel:    xxxxxx           xxxxxx             76.9             21.7
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.9]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=137]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1797]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=15]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1797]
   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 #25 HEDDING/ELM
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        1  0  1  0  1    0  1  0  0  1    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   10  808    63     1  722    41    46    1    90     2    0    13
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1645
Minor Approach Volume:           137
Minor Approach Volume Threshold: 113
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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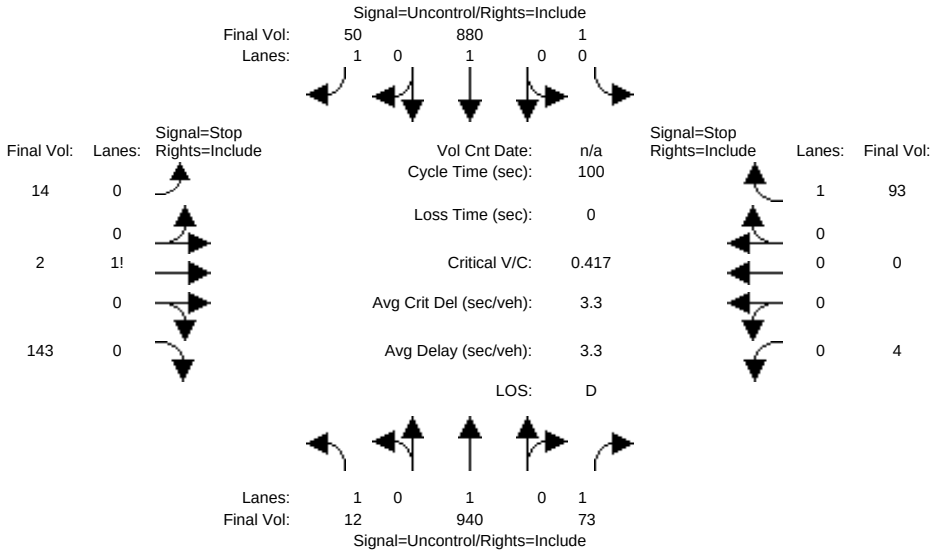

City of San Jose
Citywide Traffix Database
(updated December 1, 2016)

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

Intersection #25: HEDDING/ELM



Street Name:	W HEDDING ST						ELM ST					
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:	10	808	63	1	722	41	46	1	90	2	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	808	63	1	722	41	46	1	90	2	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Proj Trips:	0	0	0	0	0	0	-37	0	0	0	0	37
Initial Fut:	10	808	63	1	722	41	9	1	90	2	0	50
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:	0.86	0.86	0.86	0.82	0.82	0.82	0.63	0.63	0.63	0.54	0.54	0.54
PHF Volume:	12	940	73	1	880	50	14	2	143	4	0	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	940	73	1	880	50	14	2	143	4	0	93
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	933	xxxx	xxxxx	1036	xxxx	xxxxx	1937	1945	889	1972	1922	968
Potent Cap.:	742	xxxx	xxxxx	679	xxxx	xxxxx	50	66	345	47	68	311
Move Cap.:	740	xxxx	xxxxx	666	xxxx	xxxxx	34	63	342	26	65	304
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	124	176	xxxxx	106	178	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.11	0.01	0.42	0.04	0.00	0.30
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.9	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	293	xxxxx	xxxx	283	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	3.0	xxxxx	xxxxx	1.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	30.9	xxxxx	xxxxx	24.1	xxxxx
Shared LOS:	*	*	*	B	*	*	*	D	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			30.9			24.1		
ApproachLOS:	*			*			D			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0 1		0 1 0	0 1		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	10	808	63	1	722	41	9	1	90	2	0	50
ApproachDel:	xxxxxx			xxxxxx			30.9			24.1		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=100]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1797]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=52]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1797]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

****

Intersection #25 HEDDING/ELM

****

Future Volume Alternative: Peak Hour Warrant NOT Met

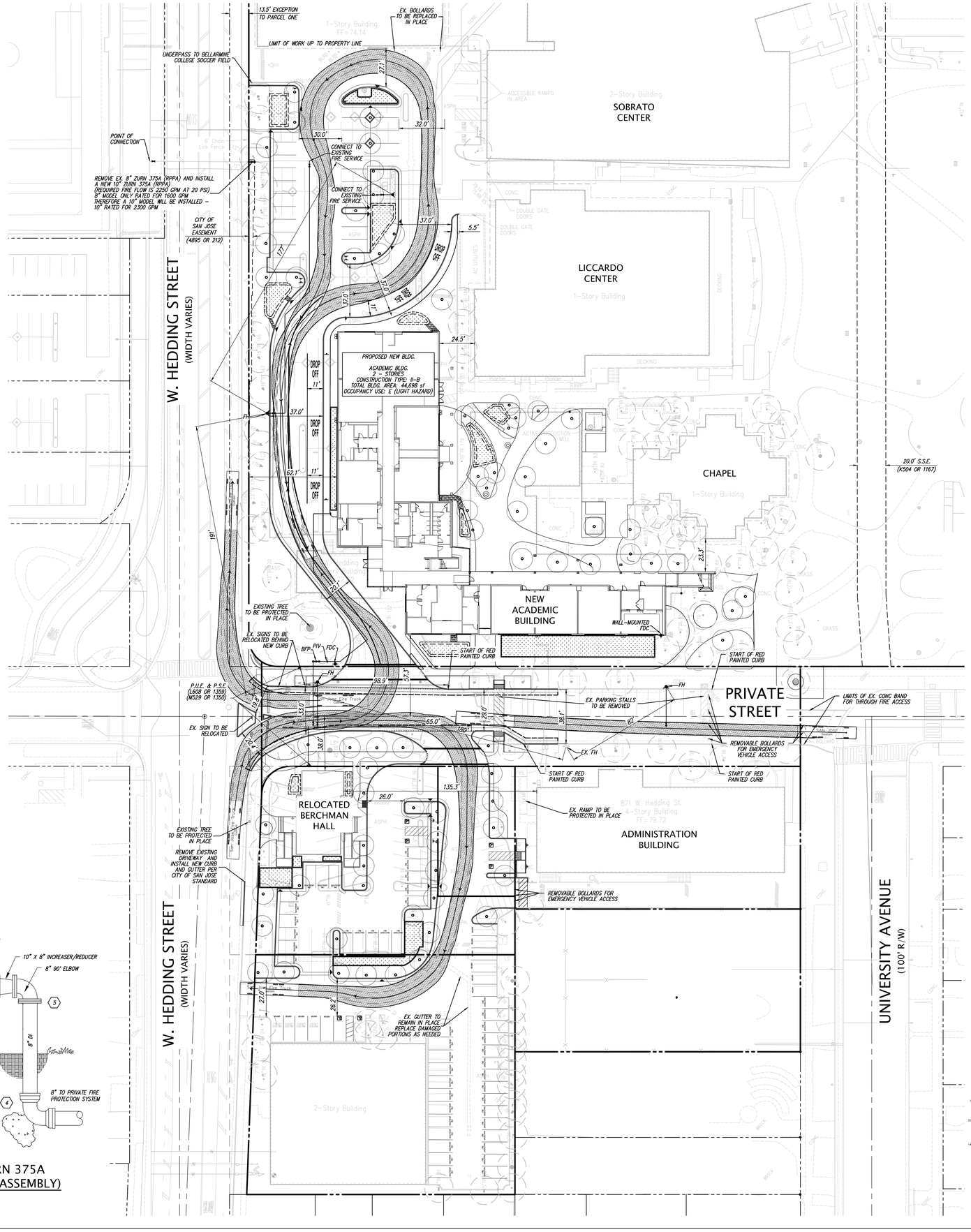
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 1	0 1		0 1 0	0 1		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	10	808	63	1	722	41	9	1	90	2	0	50

Major Street Volume: 1645
Minor Approach Volume: 100
Minor Approach Volume Threshold: 113

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
Vehicle Turning Templates



0 15 30 60 90

Scale 1" = 30'

The Fire Consultants, Inc. 11-1421 January 17, 2023

Fire Flow for New Academic Building at Bellarmine Preparatory School
500 W Hedding Street, San Jose, CA

Project includes two stories above grade, Type II-B construction
Group E high school classroom building with associated Group B offices
Sprinkler protected throughout per 2022 NFPA 13 as adopted by SJFD.

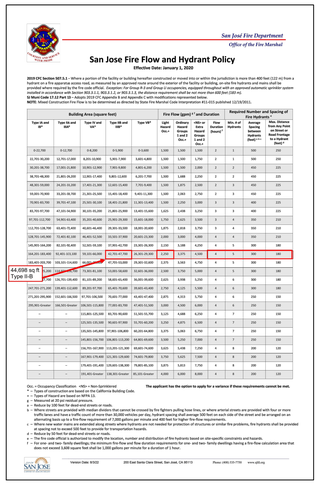
Available water supply: TBD
Required fire flow: 2250 gpm at 20 psi residual pressure (see table below for calculation)

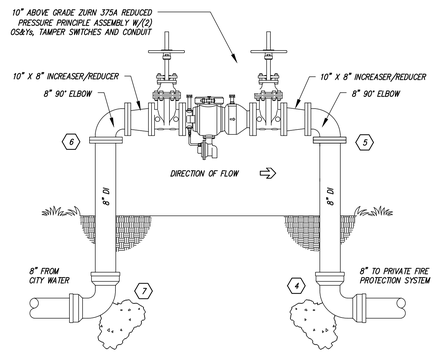
Description	Requirement
Minimum fire flow requirements based on the 2022 CFC Appendix B as adopted by SJ Muni Code Chapter 17.12	2,250 gpm for 4 hours
Light Hazard sprinkler demand (0.10 gpm/sq ft over 1,500 sq ft) for classrooms	150 gpm 30% safety factor assigned to sprinkler flow for hydraulic adjustment
Total sprinkler demand	195 gpm total sprinkler demand
Inside/outside combined hose requirement for hazard classification identified above, from NFPA 13 (2022) Table 19.2.3.1.2 for hydraulically designed systems.	100 gpm
Total required (higher of sprinklers and hose or fire flow)	2,350 gpm

Per CFC Appendix C Table C105.1 as adopted by the San Jose Fire Flow and Hydrant Policy, there needs to be a minimum of 5 hydrants with an average spacing of 300 ft, and 200 feet for dead-end roads, for the duration of 4 hours. The maximum distance from any point on the street or road frontage to a hydrant is 150 feet, and 130 feet for dead-end roads. Although only 2,250 gpm is being required, each (any) hydrant shall be capable of delivering at least 1,000 gpm at 20 psi on its own.

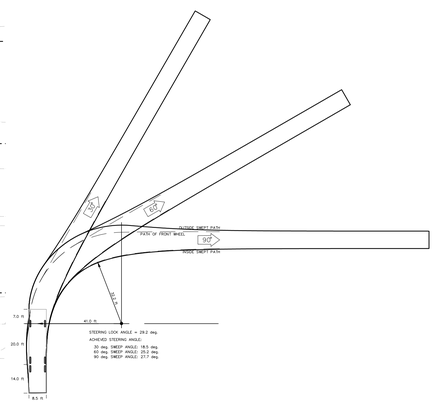
Prepared by:

Krystyna E. Gavin, P.E.





NEW CONFIGURATION AT ZURN 375A
(REDUCED PRESSURE PRINCIPLE ASSEMBLY)
NOT TO SCALE



BELLARMINE COLLEGE PREPARATORY
NEW ACADEMIC BUILDING
960 W. Hedding St. San Jose, CA

DEVCON CONSTRUCTION INCORPORATED
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Milpitas, California 95035
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San Jose, CA 95126
(408)454-3425

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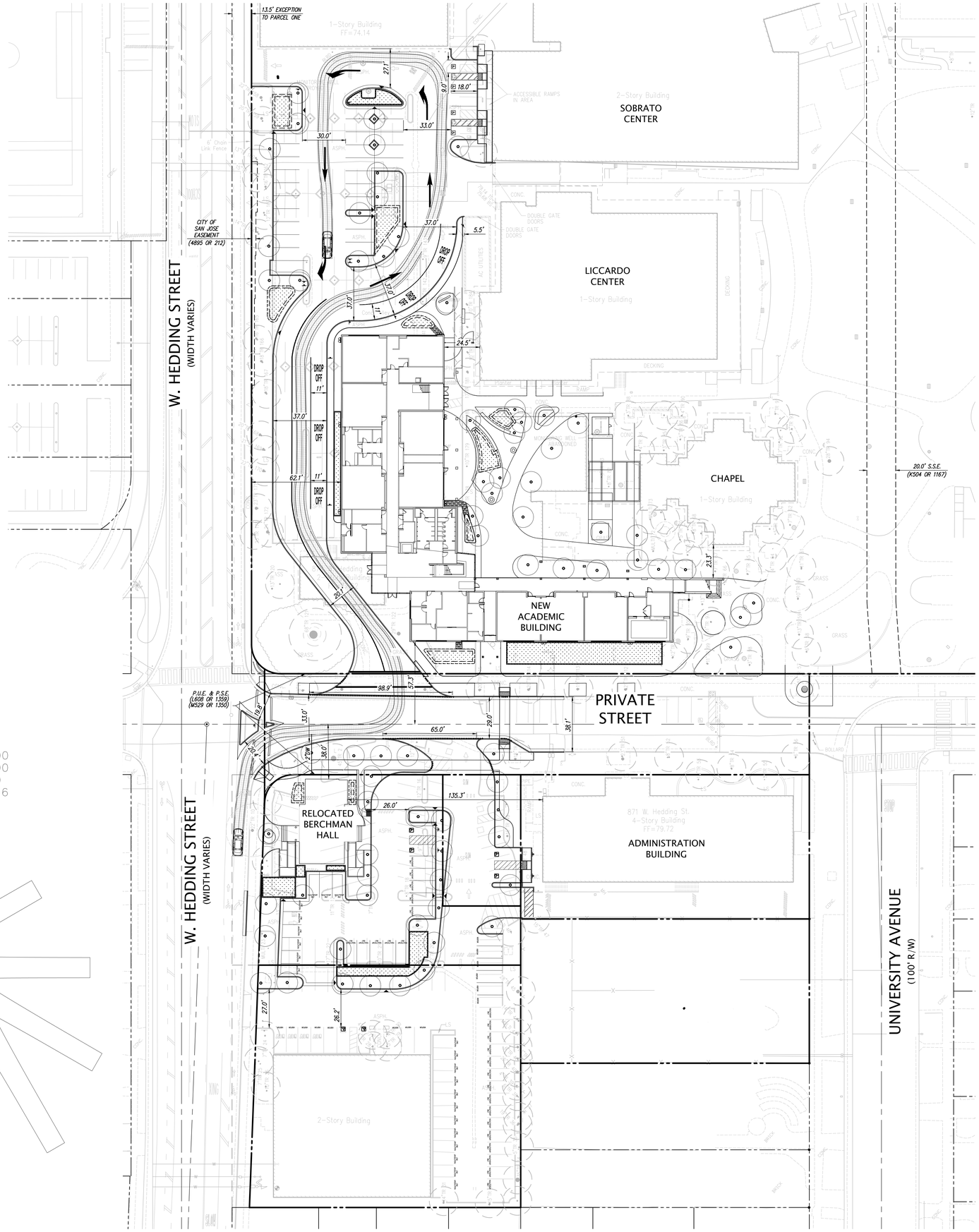
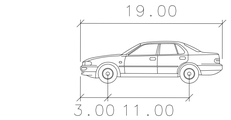
NO.	DATE	DESCRIPTION	BY
1	12/01/22	PD PERMIT SUBMITTAL	STAFF
2	02/07/23	PD PERMIT RESUBMITTAL #1	STAFF
3	02/28/23	PD PERMIT RESUBMITTAL #2	STAFF
4	04/26/23	PD PERMIT RESUBMITTAL #3	STAFF

SITE FIRE ACCESS PLAN

JOB NO. A21080-2
DATE: 04/26/2023
DRAWN: CB
CHECKED: MK
ISSUE: PD PERMIT SUBMITTAL

SHEET NO.
C3.1
OF 9 SHEETS





P

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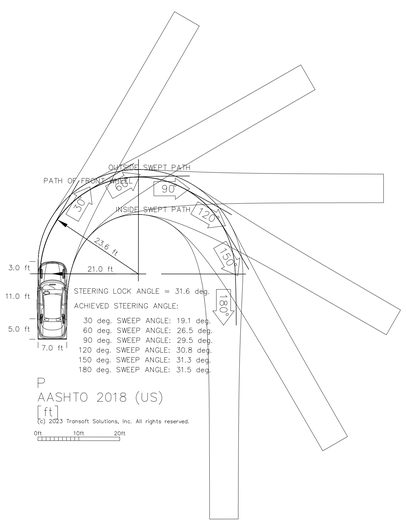
Steering Angle	:31.6



P
AASHTO 2018 (US)
[ft]

0m 10m 20m

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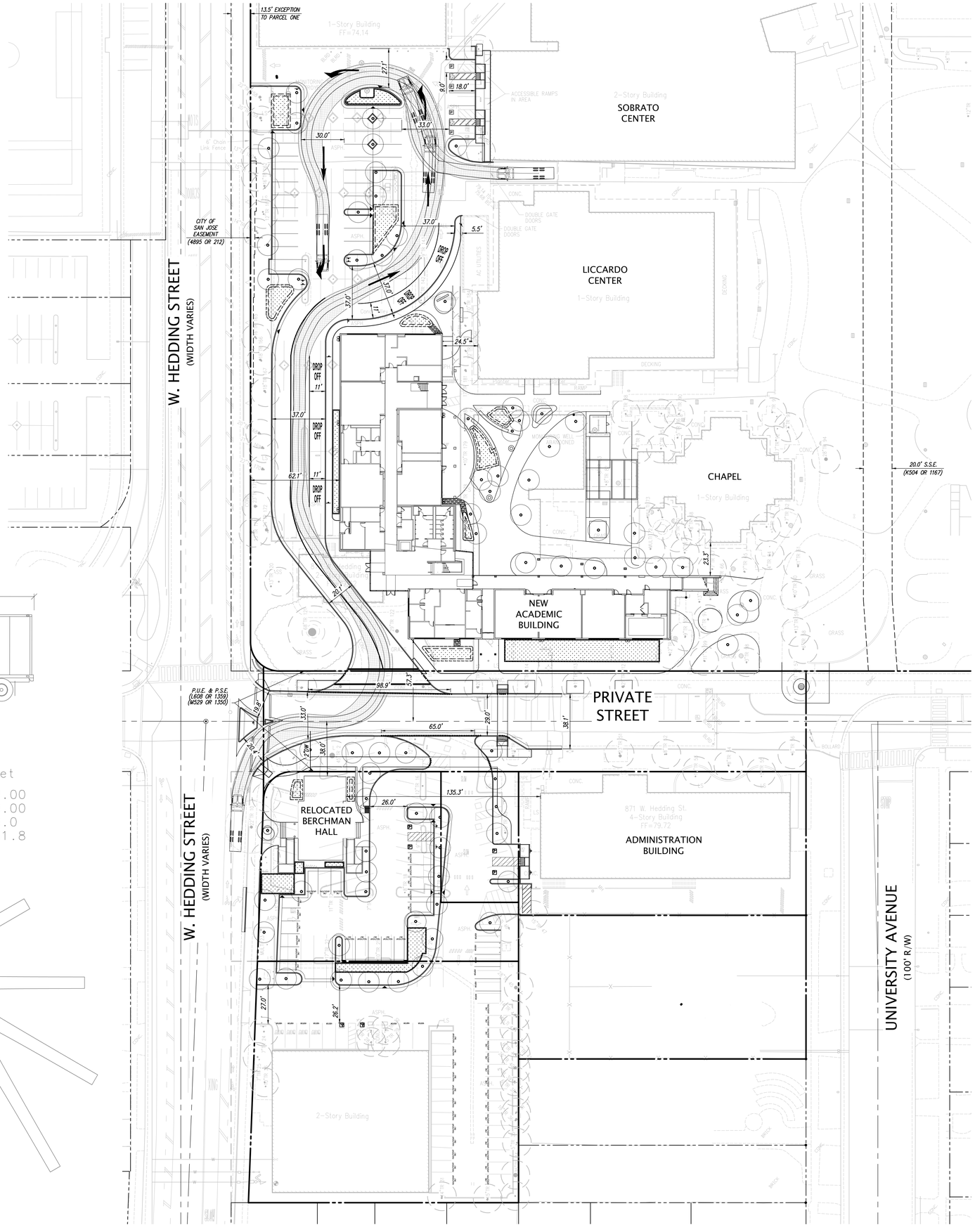
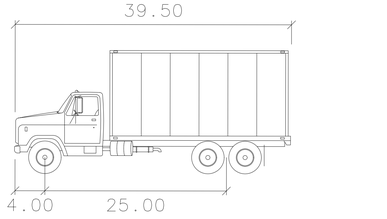
2	02/07/23	PD PERMIT RESUBMITTAL #1	STAFF
3	02/28/23	PD PERMIT RESUBMITTAL #2	STAFF

VEHICULAR ACCESS EXHIBIT – PASSENGER VEHICLE

JOB NO. A21080-2	SHEET NO.
DATE: 04/26/2023	
DRAWN: CB	
CHECKED: MK	
ISSUE: PD PERMIT SUBMITTAL	OF 9 SHEETS





SU-40

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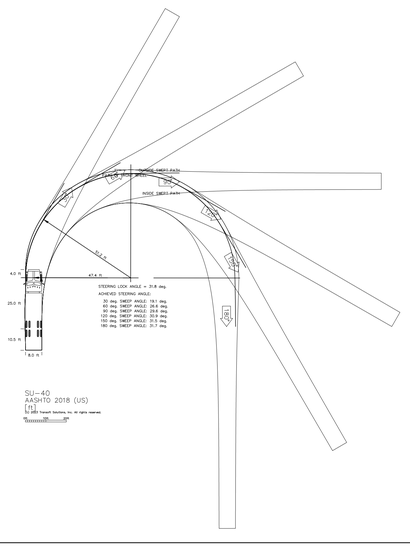

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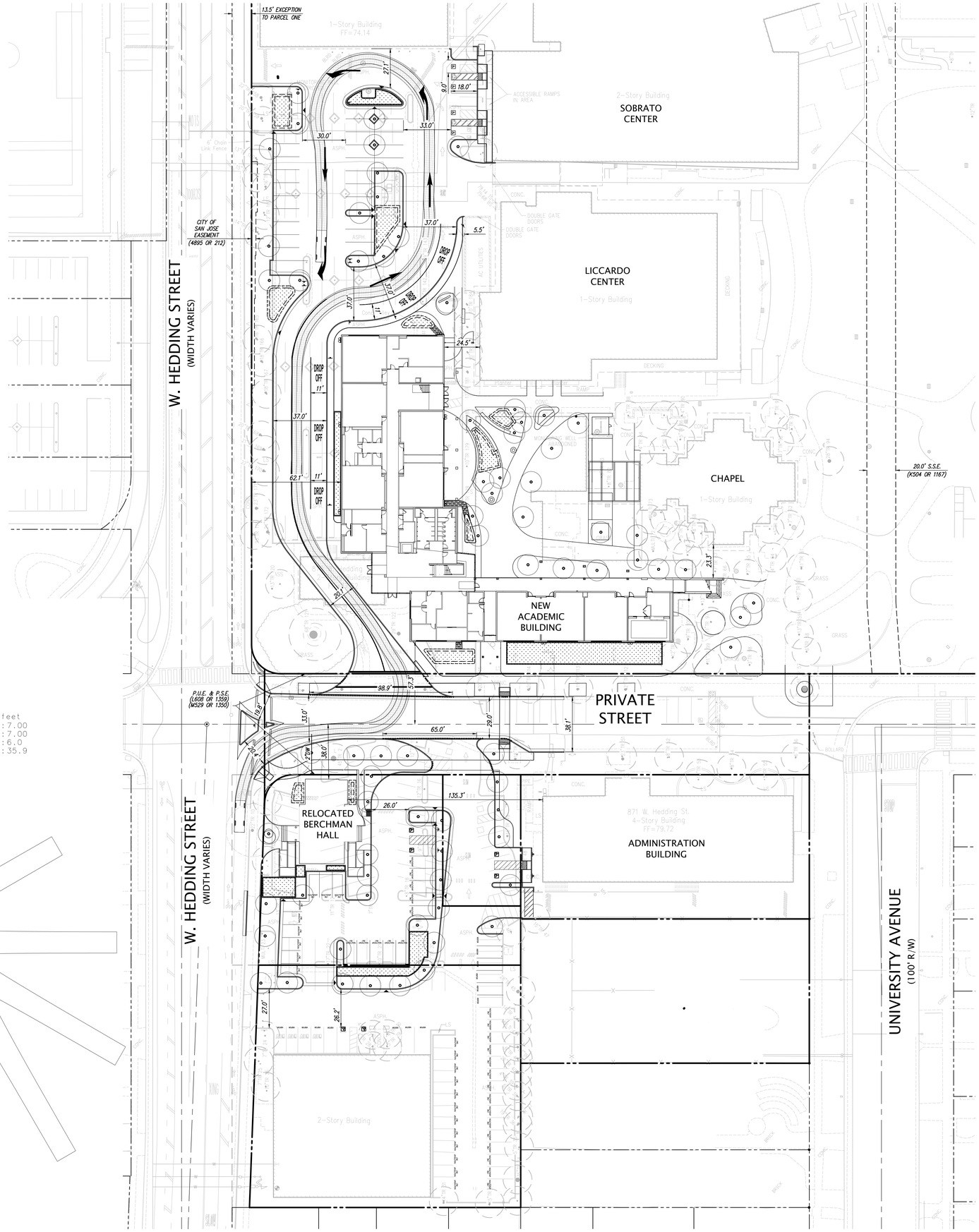
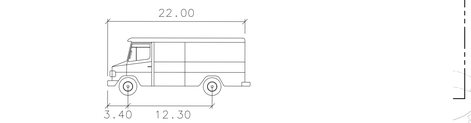
2	02/07/23	PD PERMIT RESUBMITTAL #1	STAFF
3	02/28/23	PD PERMIT RESUBMITTAL #2	STAFF

VEHICULAR ACCESS EXHIBIT – SU-40 TRUCK

JOB NO. A21080-2	SHEET NO.
DATE: 04/26/2023	
DRAWN: CB	
CHECKED: MK	
ISSUE: PD PERMIT SUBMITTAL	OF 9 SHEETS





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Track	:7.00
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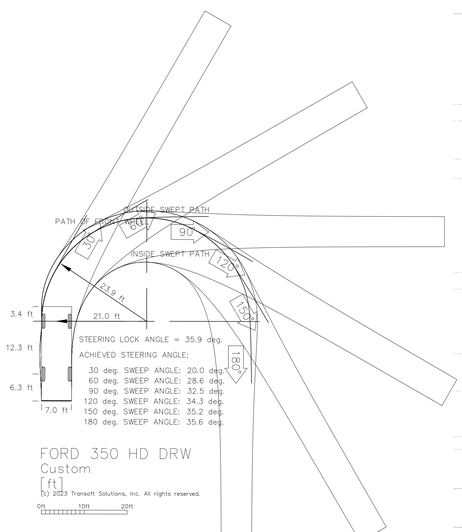

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BELLARMINE COLLEGE PREPARATORY

NEW ACADEMIC BUILDING

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NO.	DATE	DESCRIPTION	BY
1	12/01/22	PD PERMIT SUBMITTAL	STAFF
2	02/07/23	PD PERMIT RESUBMITTAL #1	STAFF
3	02/28/23	PD PERMIT RESUBMITTAL #2	STAFF

VEHICULAR ACCESS EXHIBIT – FORD 350

JOB NO. A21080-2	SHEET NO.
DATE: 04/26/2023	
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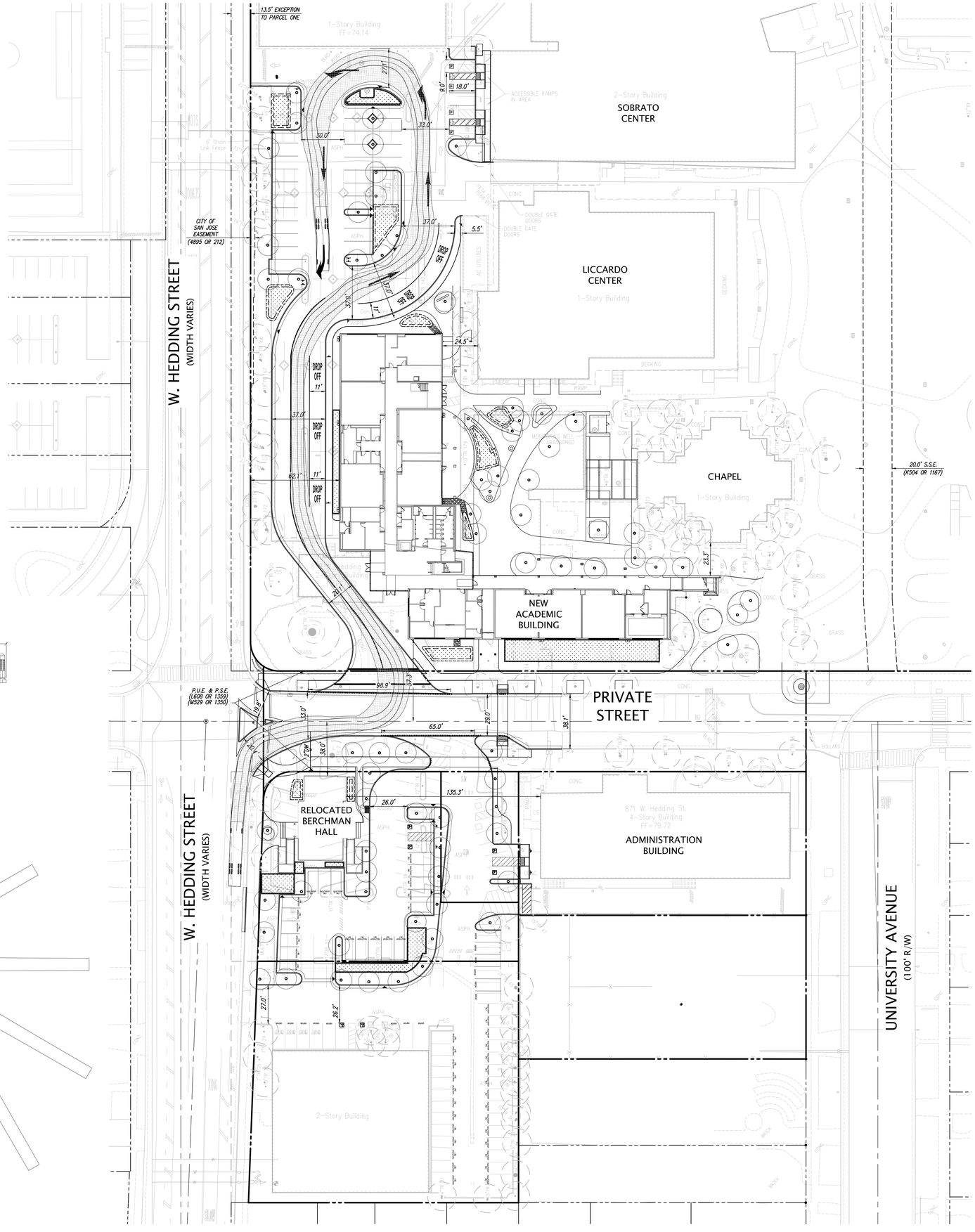
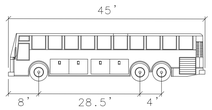
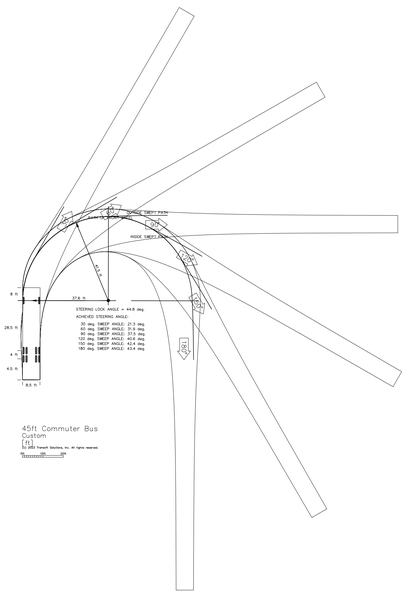
CHECKED: MK	
ISSUE: PD PERMIT SUBMITTAL	OF 9 SHEETS





45ft Commuter Bus

	feet
Width	:8.50
Track	:8.50
Lock to Lock Time	:6.0
Steering Angle	:44.8



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TGP

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(415)433-4672

CEQA

David J. Powers & Associates, Inc.
1871 The Alameda, Suite 200
San Jose, CA 95126
(408)454-3425

REVISIONS

NO.	DATE	DESCRIPTION	BY
1	12/01/22	PD PERMIT SUBMITTAL	STAFF
2	02/07/23	PD PERMIT RESUBMITTAL #1	STAFF
3	02/28/23	PD PERMIT RESUBMITTAL #2	STAFF

VEHICULAR ACCESS EXHIBIT – SHUTTLE

JOB NO. A21080-2	SHEET NO.
DATE: 04/26/2023	
DRAWN: CB	
CHECKED: MK	
ISSUE: PD PERMIT SUBMITTAL	OF 9 SHEETS

Z:\2021\A21080-2\DWG\ENTITLEMENTS\EXHIBITS\A21080-2-PD-BUS EXHIBIT.dwg 4-24-23 02:32:27 PM dking