APPENDIX C

TRAFFIC IMPACT ANALYSIS

Baseball Stadium in the Diridon/Arena Area

Draft Transportation Impact Analysis

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed major league baseball stadium in the Diridon/Arena Area. The baseball stadium would have a maximum seating capacity of 45,000. The ballpark site extends from San Fernando Street south to Park Avenue and from Autumn Street west to the railroad tracks. The proposed baseball stadium will include approximately 150 on-site parking spaces for players and staff. Vehicular access to the on-site parking would be provided from San Fernando Street. The project also includes the construction of a new parking garage immediately south of the ballpark, south of Park Avenue, which may include up to 1,200 parking spaces and 20,000 square feet of commercial space. Vehicular access to the proposed parking garage would be provided on Autumn Street and Park Avenue.

The proposed project would entail several changes to the existing roadway network. These improvements are necessary to accommodate the ballpark design and associated traffic. Montgomery Street, between San Fernando Street and Park Avenue would be abandoned. Otterson Street, west of Montgomery Street also would be abandoned. The segment of Autumn Street between Santa Clara Street and Park Avenue would be converted from a one-way (northbound) street to a two-way street. Likewise, the remaining segment of Montgomery Street between Santa Clara Street and San Fernando Street would be converted from a one-way (southbound) street to a two-way street. Project-sponsored improvements also include modifications to the Bird Avenue corridor from Park Avenue to I-280.

Analysis Scenarios

Traffic conditions were evaluated for the following scenarios:

> *Existing Conditions:* Existing conditions reflect the traffic volumes obtained from new manual turning-movement counts conducted in November 2005 on both a night with no event at the HP Pavilion (single-event scenario) and a night with a hockey game at the HP Pavilion (simultaneous-events scenario).

Background Conditions: Background traffic volumes were estimated by adding to existing volumes the projected volumes from approved but not yet completed developments. The background projects include the recently approved mixed-use development on the San Jose Water Company site, the KB Home project on Auzerais, and Phase 1 of the *Strategy 2000 Plan*, along with other smaller projects. Background conditions also reflect planned changes to the roadway network, including the extension of Autumn Street northward to Coleman Avenue.

Project Conditions: Traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the proposed ballpark and the changes in traffic patterns resulting from the proposed roadway network changes. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Cumulative Conditions: Cumulative conditions include traffic added by all potential development in the area. For this study the traffic generated by buildout of Downtown San Jose in accordance with the *Strategy 2000 Plan* was added to represent cumulative conditions.

The traffic analysis describes traffic conditions preceding a weekday sell-out baseball game starting at 7:00 PM. In accordance with City of San Jose policies, project impacts were analyzed for the PM peak hour, which in this case would be 5-6 PM. Since simultaneous events at the ballpark and HP Pavilion would be an infrequent occurrence, the traffic impact analysis focuses on conditions with just a ballpark event. For informational purposes, a traffic operations analysis was conducted for the 6-7 PM time period before a ball game and for simultaneous events at the ballpark and HP Pavilion.

Project Impacts on Study Intersections and Freeway Segments

Project Intersection Analysis

The intersection analysis is based on peak-hour levels of service for 18 signalized intersections. The study intersections include signalized intersections in and around the Diridon/Arena area that may be significantly impacted by the proposed project. Other intersections outside the study area, specifically to the west, were not included because based on the proposed distribution, significant increases in traffic volumes are not anticipated on these surrounding local streets. However, additional operational studies may be required after the project is operational to determine any 'spillover effects' to the surrounding neighborhoods. The trip distribution pattern, derived from San Jose Sharks hockey game attendance patternsand data, shows that the vast majority of trips would enter the study area from the surrounding freeways.

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. All of the study intersections are located within the Greater Downtown Core (defined by the area formed by Coleman Avenue/Julian Street/St. James Street to the north, Fourth Street and Civic Plaza to the east, State Route 280 to the south, and White Street/Stockton Avenue/Southern Pacific Railroad tracks to the west) which is exempt from the City of San Jose level of service policy. The policy states that the Downtown Core Area is exempt from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the Level of Service "D" Performance Criteria. Nevertheless, for this analysis, all the study intersections were evaluated following standard LOS Policy procedures in order to disclose the level of service of the surrounding signalized intersections under the project traffic conditions. The CMP study intersections were evaluated against the standards of both the City of San Jose and the County CMP. The

level of service results under project conditions show that, according to the City of San Jose's level of service standards for signalized intersections, the following two intersections would be significantly impacted by the project:

Delmas Avenue and Park Avenue

Delmas Avenue and San Fernando Street.

Proposed mitigation measures for these intersection impacts are summarized in Table ES-1. The results of the intersection analysis are listed in Table ES-2.

Table ES-1
Mitigation Measures

Intersection	Mitigation
Delmas St. and Park Ave.	Add 2nd southbound through lane
Delmas St. and San Fernando St.	Add 2nd southbound through lane

CMP Intersection Analysis

Measured against the CMP standards, none of the CMP study intersections would be significantly impacted by the proposed project.

Table ES-2
Intersection Level of Service Summary
Single-Event Scenario, 5-6PM

		Existing		Background		Project Conditions				Mitigated Project	
Intersection	Count Date	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Crit V/C Change	Ave Crit Delay Change	LOS	Ave Delay
NB SR 87 Ramps and W. Julian St.*	11/1/2005	38.3	D	42.1	D	46.1	D	0.066	3.8		
SB SR 87 Ramps and W. Julian St.*	11/1/2005	21.0	C	23.1	C	24.1	C	0.028	0.9		
NB SR 87 Ramp and Santa Clara St.*	11/1/2005	16.7	B	18.3	B	24.3	C	0.289	6.9		
NB I 280 Ramps and Bird Ave.*	11/1/2005	26.2	C	32.4	C	33.6	C	0.025	6.0		
SB I 280 Ramps and Bird Ave.*	11/1/2005	24.5	C	27.6	C	34.2	C	-0.007	3.1		
S. Autumn St. and Santa Clara St.*	11/1/2005	18.3	B	32.2	C	35.4	D	-0.053	3.9		
Bird Ave and W. San Carlos St.*	11/1/2005	36.4	D	39.8	D	41.2	D	0.024	3.2		
SR 87 and Woz Way	11/15/2005	9.8	A	10.1	B	10.3	B	0.111	-0.5		
S. Autumn St. and W. San Fernando St.	11/1/2005	10.4	B	11.3	B	34.4	C	0.255	22.4		
Bird Ave. and Auzerais Ave.	11/1/2005	24.5	C	33.5	C	33.0	C	0.012	1.0		
Delmas Ave. and Auzerais Ave.	11/1/2005	15.6	B	16.2	B	16.2	B	0.001	0.0		
Woz Way and Auzerais Ave.	11/1/2005	18.6	B	20.0	C	16.0	B	0.010	-0.1		
Delmas Ave. and Park Ave.	11/15/2005	28.1	C	160.7	F	**167.2**	**F**	**0.072**	**21.0**	E	62.8
Delmas Ave. and W. San Carlos St.	11/1/2005	20.1	C	25.1	C	26.4	C	0.050	2.2		
S. Autumn St. and Park Ave.	11/1/2005	34.8	C	37.5	D	38.5	D	0.056	2.0		
Woz Way and Park Ave.	11/1/2005	18.4	B	21.4	C	20.3	C	0.102	-1.2		
Woz Way and W. San Carlos St.	11/1/2005	20.4	C	22.3	C	23.7	C	0.115	2.0		
Delmas Ave. and W. San Fernando St.	11/1/2005	16.5	B	103.0	F	**117.9**	**F**	**0.019**	**8.0**	C	29.8

* Denotes CMP Intersection
Bold indicates a significant project impact

Project Freeway Segment Analysis

The freeway segment analysis is based on 14 directional freeway segments, which are those segments on which the project is expected to have the greatest effect. At the study freeway segments, the traffic generated by the HP Pavilion and by the ballpark is relatively low in comparison to the background commute traffic volumes, causing the peak volume with the project to occur between 5:00 and 6:00 PM. Therefore, the study freeway segments were evaluated for only the hour between 5:00 and 6:00 PM. The freeway segment analysis was performed according to CMP technical guidelines. According to the CMP's definition of significance, the project would cause a significant adverse impact on the following freeway segments:

SR 87 southbound between Coleman Avenue and Julian Street
SR 87 southbound between Julian Street and I-280
I-280 eastbound between Meridian Avenue and Bird Avenue
I-280 eastbound between Bird Avenue and SR 87

Improvements to mitigate significant project impacts on freeway segments are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way.

Cumulative Traffic Impacts

An analysis was conducted of the traffic conditions that would occur with implementation of the proposed project plus other potential development in the area. To represent other potential development, buildout of downtown San Jose under the *Strategy Plan 2000* was assumed. The added trips due to downtown buildout were taken from the *Strategy Plan 2000* traffic study. These trips were added to the simultaneous-events project scenario to represent cumulative conditions. The analysis of cumulative freeway impacts focuses on the 5:00-6:00 PM time period. The cumulative scenario includes the recommended improvements outlined in Table ES-6 but does not include any other transportation network improvements. The intersection LOS in the cumulative scenario is summarized in Table ES-3.

Cumulative Intersection Levels of Service

Table ES-6 shows that four intersections would operate worse than LOS D under cumulative conditions. All of these intersections are within the San Jose Downtown area and, thus, are exempt from the City's Level of Service policy. Three of these intersections also were shown to operate at LOS E or F in the Downtown Traffic Study. Their mitigation, as described in the downtown study, is as follows:

Julian and SR 87 NB Ramps: Implementation of the downtown study improvements would mitigate the ballpark impact at this intersection under cumulative conditions.

Delmas and Park: The mitigation in the downtown study is the addition of a second southbound through lane. This already has been assumed in this ballpark cumulative analysis, and the Level of Service still is LOS F. Further physical improvements would not be feasible or prudent. Therefore, this impact should be considered significant and unavoidable.

Bird and San Carlos: The Downtown Study showed this intersection to operate at LOS F with downtown buildout, improving to LOS E with the addition of a second northbound to westbound left turn lane. The present ballpark study includes the additional left turn lane as part of the Bird

Avenue improvements that will be completed by the project. The present ballpark study shows the same LOS E as the Downtown Study. The impact at this intersection is significant and unavoidable."

Santa Clara and the SR 87 NB Off-ramp: This intersection was not shown to operate poorly in the downtown study. The reason for the poor level of service in this ballpark study is the large number of cars that would be exiting the freeway to access parking with the assumption of simultaneous events. There are no physical improvements that are feasible at this intersection. The downtown traffic study describes a planned improvement that would increase the capacity of the I-280 off-ramp to 7th Street. This would provide an alternative route to access downtown and would reduce traffic exiting the freeway at Santa Clara Street. However, the Seventh Street ramp improvements are unfunded. Therefore, the impact to the Santa Clara and SR 87 NB Off-ramp intersection should be considered significant and unavoidable.

Cumulative Freeway Analysis

The *Downtown Strategy Plan 2000 Traffic Study* showed that of the seven freeway segments studied in this ballpark traffic study, three of them would be operating at LOS F under downtown buildout conditions: SR 87 southbound between Coleman and Julian, SR 87 southbound between Julian and I-280, and SR 87 southbound between I-280 and Alma. The ballpark would add traffic greater than one percent of capacity to the first two of these segments. Therefore, the ballpark would have a significant impact on two freeway segments under cumulative conditions. To improve these freeway segments to LOS E would require widening the freeway, which is infeasible given right-of-way constraints and costs. Therefore, these impacts should be considered significant and unavoidable.

Table ES-3
Intersection Level of Service Summary
Cumulative Conditions

Intersection	Cumulative Ave Delay	Cumulative LOS
NB SR 87 Ramps and W. Julian St.*	98.1	F
SB SR 87 Ramps and W. Julian St.*	32.9	C
NB SR 87 Ramp and Santa Clara St.*	70.0	E
NB I 280 Ramps and Bird Ave.*	35.0	D
SB I 280 Ramps and Bird Ave.*	48.8	D
S. Autumn St. and Santa Clara St.*	54.6	D
Bird Ave and W. San Carlos St.*	74.3	E
SR 87 and Woz Way	9.1	A
S. Autumn St. and W. San Fernando St.	42.2	D
Bird Ave. and Auzerais Ave.	32.1	C
Delmas Ave. and Auzerais Ave.	15.8	B
Woz Way and Auzerais Ave.	11.8	B
Delmas Ave. and Park Ave.	124.8	F
Delmas Ave. and W. San Carlos St.	30.3	C
S. Autumn St. and Park Ave.	30.5	C
Woz Way and Park Ave.	28.8	C
Woz Way and W. San Carlos St.	28.7	C
Delmas Ave. and W. San Fernando St.	52.9	D

* Denotes CMP Intersection

Operations Analysis

Tables ES-4 and ES-5 show the intersection levels of service that would occur during the 6-7 PM time period and with simultaneous events. Four intersections are likely to require operational improvements. The recommended improvements are shown in Table ES-6.

Table ES-4
Intersection Level of Service Summary
Single-Event Scenario, 6-7PM

		Existing		Background		Project Conditions		With Improvements	
Intersection	Count Date	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	LOS	Ave Delay
NB SR 87 Ramps and W. Julian St.*	11/1/2005	37.9	D	39.5	D	44.5	D		
SB SR 87 Ramps and W. Julian St.*	11/1/2005	18.6	B	19.8	B	19.7	B		
NB SR 87 Ramp and Santa Clara St.*	11/1/2005	16.7	B	17.4	B	34.7	C		
NB I 280 Ramps and Bird Ave.*	11/1/2005	25.1	C	25.6	C	25.6	C		
SB I 280 Ramps and Bird Ave.*	11/1/2005	24.1	C	24.9	C	34.7	C		
S. Autumn St. and Santa Clara St.*	11/1/2005	16.7	B	27.2	C	36.6	D		
Bird Ave and W. San Carlos St.*	11/1/2005	35.9	D	37.1	D	38.4	D		
SR 87 and Woz Way	11/15/2005	9.2	A	9.8	A	8.1	A		
S. Autumn St. and W. San Fernando St.	11/1/2005	9.7	A	10.5	B	**179.1**	**F**	D	36.6
Bird Ave. and Auzerais Ave.	11/1/2005	22.6	C	26.8	C	25.7	C		
Delmas Ave. and Auzerais Ave.	11/1/2005	15.1	B	15.4	B	15.2	B		
Woz Way and Auzerais Ave.	11/1/2005	16.5	B	18.3	B	10.3	B		
Delmas Ave. and Park Ave.	11/15/2005	22.6	C	44.0	D	**546.8**	**F**	D	50.8
Delmas Ave. and W. San Carlos St.	11/1/2005	19.2	B	23.4	C	24.3	C		
S. Autumn St. and Park Ave.	11/1/2005	33.3	C	34.3	C	**251.0**	**F**	D	51.7
Woz Way and Park Ave.	11/1/2005	18.7	B	20.9	C	19.4	B		
Woz Way and W. San Carlos St.	11/1/2005	19.4	B	20.6	C	23.7	C		
Delmas Ave. and W. San Fernando St.	11/1/2005	17.6	B	30.8	C	**115.7**	**F**	C	26.7

* Denotes CMP Intersection
Bold indicates an operational deficiency

Table ES-5
Intersection Level of Service Summary
Simultaneous-Events Scenario

		Existing		Background		Project Conditions		With Improvements	
Intersection	Count Date	Ave. Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	11/2/2005	40.7	D	43.7	D	54.2	D		
SB SR 87 Ramps and W. Julian St.*	11/2/2005	19.8	B	20.5	C	22.2	C		
NB SR 87 Ramp and Santa Clara St.*	11/2/2005	17.7	B	18.7	B	52.0	D		
NB I 280 Ramps and Bird Ave.*	11/2/2005	25.5	C	26.1	C	27.3	C		
SB I 280 Ramps and Bird Ave.*	11/2/2005	26.7	C	29.5	C	41.4	D		
S. Autumn St. and Santa Clara St.*	11/2/2005	19.1	B	32.2	C	37.8	D		
Bird Ave and W. San Carlos St.*	11/2/2005	36.4	D	37.6	D	39.2	D		
SR 87 and Woz Way	11/16/2005	8.1	A	9.5	A	7.1	A		
S. Autumn St. and W. San Fernando St.	11/2/2005	8.2	A	11.0	B	**540.1**	**F**	36.8	D
Bird Ave. and Auzerais Ave.	11/2/2005	20.9	C	25.4	C	25.4	C		
Delmas Ave. and Auzerais Ave.	11/2/2005	13.7	B	14.4	B	14.3	B		
Woz Way and Auzerais Ave.	11/2/2005	12.8	B	15.4	B	8.6	A		
Delmas Ave. and Park Ave.	11/16/2005	25.0	C	56.9	E	**760.9**	**F**	54.3	D
Delmas Ave. and W. San Carlos St.	11/2/2005	19.4	B	24.0	C	25.3	C		
S. Autumn St. and Park Ave.	11/2/2005	32.7	C	34.2	C	**595.7**	**F**	29.3	C
Woz Way and Park Ave.	11/2/2005	17.8	B	20.2	C	22.7	C		
Woz Way and W. San Carlos St.	11/2/2005	19.0	B	21.4	C	27.7	C		
Delmas Ave. and W. San Fernando St.	11/2/2005	18.9	B	35.4	D	**153.3**	**F**	29.4	C

* Denotes CMP Intersection
Bold indicates an operational deficiency

Table ES-6
Recommended Operational Improvements

Intersection	Improvement
Autumn St. and Park Ave.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space Prohibit left turns
Autumn St. and San Fernando St.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space
Delmas St. and Park Ave.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space Add 2nd southbound through lane
Delmas St. and San Fernando St.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space Add 2nd southbound through lane

Transit Impact Analysis

The project impacts on transit ridership were estimated as 1,140 persons arriving by Caltrain and 833 persons arriving by LRT for a ball game. For a simultaneous event, the HP Pavilion riders would be added: 390 persons on Caltrain and 285 persons on LRT. Therefore, the total ridership for simultaneous events would be 1,530 on Caltrain and 1,118 on LRT. While no bus riders were found in the HP Pavilion survey, it is reasonable to assume that some attendees would use a VTA bus. Caltrain can accommodate about 1,000 riders per train, and there would be 3 trains arriving in the one hour before a game. Therefore, it appears that sufficient Caltrain capacity is available. Caltrain has demonstrated the ability to add extra trains when the situation warrants, for example, to serve Giants games in San Francisco. Each LRT "train" can accommodate about 300 passengers, and there would be eight trains arriving in the one hour before a game (counting both directions). Therefore, there should be no problem accommodating the projected ridership. In summary, given the capacities of the Caltrain, LRT, and bus systems, the project would have no adverse impact on transit service.

Although not included in the analysis, a BART station is planned adjacent to the ballpark site. This is part of the planned BART extension from Fremont, through San Jose, to Santa Clara. BART service would provide another good transit option for ballpark patrons. The planned BART station is well advanced in the design stage. The station would be underground, parallel to Santa Clara Street and about one block south. A parking structure is planned adjacent to the HP Pavilion to be used jointly by BART and the Pavilion. The parking structure would include a pedestrian bridge over Santa Clara Street. A bus transit center is planned in conjunction with the BART station. There are two alternate locations being considered for the transit center: opposite the entrance to Diridon Station, or south of Diridon Station. The alternative south of the station would be precluded by the ballpark, but the location near the entrance to Diridon Station would work well with the ballpark. It would be right across the street from the ballpark entrance.

Bicycle Impact

The ballpark event schedule is projected to include mostly night games, hence the percentage of attendees arriving by bicycle is estimated to be very low. Nevertheless, bicycle racks should be provided. The proposed changes to Bird Avenue may incorporate bicycle lanes (see Chapter 12), but otherwise there is estimated to be no impact on bicycle facilities from the project.

Project Impact on Parking Facilities

The proposed baseball stadium would include limited on-site parking (approximately 150 spaces) for players and staff. The project also includes the construction of a new parking garage on an adjacent parcel (south of Park Avenue) with up to 1,200 spaces. Aside from these new parking facilities, ballpark patrons are expected to utilize existing parking garages and lots in the Diridon/Arena area and parking facilities within the downtown core area east of SR 87. There would be no parking facilities located west of the ballpark. The adequacy of the proposed and existing parking facilities was evaluated for a sell-out weekday-evening baseball game. The analysis was done with and without a concurrent event at the HP Pavilion.

Single-Event Scenario Parking

The parking demand generated by the proposed baseball stadium was estimated based on a survey of San Jose Sharks fans attending a weekday evening hockey game at the HP Pavilion. It is estimated that 90.5% of attendees to the ballpark would arrive by auto and need parking. The total parking demand generated by the proposed ballpark is estimated to be 17,258 spaces. Of this, it is estimated that off-site parking demand is 15,908 spaces. For the single-event scenario the project will rely on existing parking facilities in the Diridon/Arena area as well as garages and lots in the downtown core area east of SR 87. Within three-quarters of a mile from the ballpark, a total supply of 21,072 parking spaces currently exists to the north and east of the project site. Assuming that these spaces normally are 25% occupied in the evening without an event at the HP Pavilion, there are an estimated 15,804 available spaces for the ballpark. This is approximately equal to the estimated project parking demand. Therefore, for a typical weekday evening game without an event at the HP Pavilion, baseball fans are expected to walk a maximum of three-quarters of a mile from their parking location to the ballpark. The maximum walking distance is typical of that found at other downtown ballparks.

Simultaneous-Event Scenario Parking

An event at HP Pavilion concurrent with a baseball game would reduce the amount of parking available to the ballpark. The HP Pavilion has an agreement with the City of San Jose to guarantee the availability of a certain number of parking spaces near the arena. In order to maintain this availability, it would be necessary to monitor the parking lots and garages within 1/3 mile and ½ mile of the HP Pavilion. The City of San Jose would need to work with HP Pavilion staff to insure that the provisions of the agreement would be satisfied.

The reduction of parking available to the ballpark in the simultaneous-events scenario will mean the utilization of space in lots and garages farther than ¾ mile from the ballpark. Counting parking facilities outside this radius, but still within downtown San Jose, adds another 10,009 spaces to the inventory. The combined parking demand of the HP Pavilion and the ballpark would be about 24,000 spaces, assuming no shift in travel mode or vehicle occupancy. This demand could be met within downtown San Jose, where there are about 23,300 spaces available. In that event, some ballpark patrons would experience walk times of 20-30 minutes. Under such circumstances, it might be desirable to operate a shuttle bus from outlying parking areas to the ballpark. Alternatively, the city might wish to encourage transit usage and carpooling as a way to reduce the number of cars brought downtown.

Project Impact on Pedestrian Facilities

A pedestrian analysis was undertaken to determine whether the existing sidewalks and street crossings would be adequate to serve the ballpark. This pedestrian analysis focuses on the pedestrian flows between the parking areas and the ballpark. The pedestrian analysis was undertaken both with and without a simultaneous HP Pavilion event. Pedestrian routes to the ballpark were analyzed for the peak hour, which was determined to be the hour before the start of the game. It was estimated that 91% of the ballpark patrons would arrive by car, with the majority parking in the existing lots and garages in the greater downtown area. Although existing and planned multiuse pedestrian and bike trails would be located very near the ballpark, it is not expected that many ballpark patrons would use those facilities.

In the single-event scenario, it was assumed that all the parking lots west of SR 87 could be used for the ballpark. Nevertheless, the bulk of the peak hour pedestrian trips, approximately 16,480, would be walking from parking garages and lots east of SR 87 in this case. In the simultaneous-event scenario, it was assumed that all parking west of SR 87 would be taken by Arena patrons (except for the Ballpark Garage on Park Avenue). Thus, ballpark patrons would need to park in the lots and garages east of SR 87. In this case there would be 21,590 peak hour pedestrian trips from east of SR 87.

The majority of the garages and lots are near San Fernando and Park. These two streets also lead directly to the ballpark, so it was assumed that the majority of the pedestrians would use those two roads. It was assumed that the pedestrians would take the shortest route to the ballpark, and that they would walk directly from the garage to the ballpark.

The results of the sidewalk analysis show that the sidewalk width on most streets is adequate to handle the anticipated pedestrian flows. The exception is on Park Avenue between Autumn Street and Josefa Street, where the south side of the street does not have a sidewalk. A sidewalk of at least six feet of unobstructed width should be built on this section of Park Avenue in order to accommodate the expected pedestrian volume. None of the other sidewalks would need to be widened due to the increased pedestrian flows to or from the ballpark. While the sidewalk widths are adequate, it should be noted that the pedestrian flows could be fairly continuous in the one hour before a game and the one hour after a game. Therefore, vehicles could have difficulty accessing cross-streets and driveways along Park Avenue and San Fernando Street between Autumn Street and SR87.

Intersection Impacts

The increased pedestrian flows from the proposed ballpark also would affect operations at nearby intersections. To achieve the mitigated intersection levels of service described previously in this report, a Traffic and Parking Management Plan should be developed and changes would be required to (1) signal phasing, (2) pedestrian phase green times, (3) crosswalk widths, and (4) the size of pedestrian queuing area at corners. There are four intersections where pedestrian improvements are recommended to accommodate the increased pedestrian demand. These are described in Table ES-6.

Project Analysis on Neighborhood Streets

Neighborhood streets near the future ballpark area have been analyzed for potential traffic or parking impacts. Most ballpark patrons will use the freeway system to access downtown, rather than surface streets, because they will be coming from relatively long distances. The freeway exits generally lead to major arterials rather than to neighborhood streets. Nevertheless, some patrons living in nearby neighborhoods to the south or west would use city streets to get to the ballpark. The two neighborhood streets that have potential for increased traffic are Auzerais Avenue and Park Avenue. The other surface streets near the future ballpark, San Carlos Street, Bird Avenue and The Alameda, are major throughways and are not considered neighborhood streets. The ballpark would have the same effect on surrounding neighborhoods with or without a concurrent event at the HP Pavilion.

Park Avenue Analysis

Because the proposed new parking garage to be built along with the ballpark would have an entrance on Park Avenue, a portion of the traffic entering the garage could be expected to use Park Avenue. The garage entrance on Park Avenue is planned to accommodate only right turns; therefore, it would be accessed by cars traveling eastbound. Park also would be used by other ballpark patrons traveling to other parking lots and garages in the greater downtown area. The estimated increase in traffic volume on this portion of Park Avenue is 300 vehicles before a game and 300 vehicles after a game, for a total daily traffic increase of 600 on game days. (See Table 24.) This represents about an eight-percent increase in traffic. This is likely to represent people coming into the area on Meridian Avenue, Lincoln Avenue, West San Carlos Street, and Park Avenue. Some of these patrons would return home via West San Carlos Street because only right turns will be allowed out of the proposed Park Avenue parking garage.

The portion of Park Avenue east of Bird Avenue would be used by people exiting southbound SR 87 and driving to the proposed new parking garage, as well as people accessing the greater downtown area from neighborhoods to the south and west. It is estimated that about 345 cars would use this section of Park Avenue before a game, and the same number leaving at the end of a game.

Auzerais Avenue Analysis

Auzerais Avenue west of Bird Avenue is not expected to have an increase in project traffic. This section of Auzerais Avenue does not provide access to any of the existing or planned parking facilities. It is possible that ballpark patrons new to the area might think there is parking down Auzerais (or down other neighborhood streets), and they might drive down the street searching for it. To prevent this from happening, it is recommended that barricades or other forms of traffic control be implemented for the first few months of ballpark operation.

There would be some ballpark traffic using the section of Auzerais Avenue east of Bird Avenue. Vehicles that exit to Woz Way from northbound SR 87 could use Auzerais Avenue to get to Bird Avenue and then to the parking garage, although this is not their only route option.

Neighborhood Traffic Parking Analysis

It is not the intent of the city to rely on any on-street parking, especially west of Bird Avenue, to serve the ballpark. To prevent parking in the neighborhoods, the city may need to assist specific neighborhoods in implementing time limit or permit parking, which the city does in specific instances. Where this program is implemented, drivers can only park on-street if they have a permit, which residents and businesses can get from the city. Figure 24 shows the current residential parking permit areas in the vicinity of the project site. Nevertheless, patrons new to the area might think that there is parking available west of Bird Avenue and drive through the neighborhoods looking for parking. Therefore, initially the city could place temporary barricades at neighborhood street entrances and signs directing vehicles to parking garages to control parking and traffic in this area. Once ballpark patrons learn that parking is not available west of Bird Avenue, it may be possible to dispense with the barricades. However, it still will be necessary to continue parking enforcement to ensure that the permits and time limits are being observed. A detailed Traffic and Parking Management Plan (TPMP) should be prepared that describes initial short-term traffic controls as well as the long term traffic management. This is the same procedure that was followed for the opening of the Arena. The Arena TPMP has been refined over the years, and now Arena events do not result in substantial, recurring traffic, parking, or pedestrian problems.

Bird Avenue / Autumn Street Design

Various changes are planned for the Bird Avenue/Autumn Street corridor either as background improvements (something already planned without the ballpark) or as part of the ballpark project. The changes include the extension of Autumn Street to Coleman Avenue, the realignment of Autumn Street (and abandonment of Montgomery Street) along the ballpark site, and transportation operations improvements on Bird Avenue between I-280 and Park Avenue.

Autumn Street Extension

The San Jose General Plan has long included an extension of Autumn Street to Coleman Avenue. This extension will create a continuous north-south throughway on the west side of the greater downtown area. By tying into Coleman Avenue on the north and Bird Avenue on the south, this extension also will create a through route between the I-880 freeway interchange on Coleman Avenue and the I-280 freeway interchange on Bird Avenue. The extension is on a separate implementation track than the ballpark, so the ballpark study assumes the extension as a background improvement.

Autumn Street Realignment

In order to provide a large enough parcel of land to accommodate the ballpark, it will be necessary to abandon Montgomery Street, south of San Fernando Street, and to realign Autumn Street slightly to the east. Autumn Street and Montgomery Street currently operate as a one-way couplet, so with the ballpark it will be necessary to convert Autumn Street into a two-way street. Although this section of Autumn Street currently is under design and not finalized, it is assumed that it will have two travel lanes in each direction plus left turn lanes at intersections. Therefore, Bird Avenue will have six lanes from south of I-280 to Park Avenue, the realigned Autumn Street will have four lanes from Park Avenue to Santa Clara street, and the Autumn extension will have two lanes from Santa Clara Street to Coleman Avenue. Transitions will be necessary from the six-lane Bird Avenue to the four-lane Autumn Realignment, and from the four-lane Autumn Realignment to the two-lane Autumn Extension. The design details of these transitions have not been finalized.

Along with the Autumn Street realignment, the remaining portion of Montgomery Street, from Santa Clara Street to San Fernando Street, would be converted to two-way traffic, one lane in each direction.

The changes that constitute the Autumn Street realignment are a necessary part of implementation of the ballpark.

Bird Avenue Operational Improvements

The EIR prepared for the San Jose Downtown Strategy Plan 2000 identified Bird Avenue as needing corridor improvements to mitigate projected increases in traffic volume. The ballpark project would result in traffic increases on Bird Avenue and thereby trigger the need for corridor improvements. The Downtown EIR did not specify what the improvements should be but specified only that they be operational improvements, as opposed to improvements that would significantly increase capacity.

For the ballpark study, Bird Avenue and its operation were the subject of a focused analysis. The analysis was conducted through a field review of its physical features, compared to current standards, and observations of traffic flows during peak hours, morning and afternoon (even though the ballpark would add traffic only during the afternoon and evening). The field observations showed physical features that need upgrading and some traffic operations issues.

An improvement plan has been prepared for Bird Avenue to address all the deficiencies. Two options have been prepared to give the city flexibility for a future decision: one option with bike lanes, and one option with on-street parking. The improvement plans include the following features:

- Add a second left turn lane from southbound Bird Avenue to the southbound I-280 on-ramp.
- Realign the left turn lanes from the southbound I-280 off-ramp to northbound Bird Avenue.
- Eliminate pork-chop islands at Auzerais, San Carlos, and Park.
- Move signal poles out of the median at San Carlos
- Provide a left-turn pocket for turns into the planned parking garage from Bird Avenue
- Provide a pavement overlay and new striping on Bird Avenue from I-280 to Park.
- Rebuild the sidewalks and provide new landscaping along Bird from I-280 to Park.
- Install a new median with landscaping along Bird from I-280 to Park.
- Provide a second northbound to westbound left turn lane on Bird at San Carlos.
- Provide either bike lanes or on-street parking.

The cost of the improvements is estimated to be $3.9 million. This cost would be part of the ballpark development.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed major league baseball stadium in the Diridon/Arena Area. The baseball stadium would have a maximum seating capacity of 45,000. The ballpark site extends from San Fernando Street south to Park Avenue and from Autumn Street west to the railroad tracks. The proposed baseball stadium will include approximately 150 on-site parking spaces for players and staff. Vehicular access to the on-site parking would be provided from San Fernando Street. The project also includes the construction of a new parking garage immediately south of the ballpark, south of Park Avenue, which may include up to 1,200 parking spaces and 20,000 square feet of commercial space. Vehicular access to the proposed parking garage would be provided on Autumn Street and Park Avenue.

The proposed project would entail several changes to the existing roadway network. Montgomery Street, between San Fernando Street and Park Avenue would be abandoned. Otterson Street, west of Montgomery Street also would be abandoned. The segment of Autumn Street between Santa Clara Street and Park Avenue would be converted from a one-way (northbound) street to a two-way street. Likewise, the remaining segment of Montgomery Street between Santa Clara Street and San Fernando Street would be converted from a one-way (southbound) street to a two-way street. Project-sponsored improvements also include modifications to the Bird Avenue corridor from Park Avenue to I-280.

Scope of Study

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed project. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). The traffic analysis is based on peak-hour levels of service for 18 signalized intersections and 14 directional freeway segments. The proposed ballpark and all of the study intersections are located in the Greater Downtown Core (defined by the area formed by Coleman Avenue/Julian Street/St. James Street to the north, Fourth Street and Civic Plaza to the east, State Route 280 to the south, and White Street/Stockton Avenue/Southern Pacific Railroad tracks to the west), which is exempt from the City of San Jose Level of Service (LOS) Policy. The policy states

that the Downtown Core Area is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the Level of Service "D" Performance Criteria. Nevertheless, for this analysis, all the study intersections are evaluated following standard LOS Policy procedures in order to disclose the LOS of the surrounding signalized intersections under the project traffic conditions. The study intersections include signalized intersections in and around the Diridon/Arena area that may be significantly impacted by the proposed project due to either substandard operations under background conditions or the magnitude of project-generated trips expected at the intersection. Other intersections outside the study area, specifically to the west, were not included because based on the proposed distribution, significant increases in traffic volumes are not anticipated on these surrounding local streets. However, additional operational studies may be required after the project is operational to determine any 'spillover effects' to the surrounding neighborhoods. There would be no parking facilities located west of the ballpark. The trip distribution pattern, derived from San Jose Sharks hockey games attendance patterns and data, shows that the vast majority of trips would enter the study area from the surrounding freeways. The freeway segments analyzed include those segments on which the project is expected to have the greatest effect.

Study Intersections

The signalized study intersections are shown on Figure 1 and are as follows:

NB SR 87 Ramps and W. Julian St.*
SB SR 87 Ramps and W. Julian St.*
NB SR 87 Ramp and Santa Clara St.*
NB I 280 Ramps and Bird Ave.*
SB I 280 Ramps and Bird Ave.*
S. Autumn St. and Santa Clara St.*
S. Autumn St. and W. San Fernando St.
S. Autumn St. and Park Ave.
Bird Ave and W. San Carlos St.*
Bird Ave. and Auzerais Ave.
Delmas Ave. and W. San Fernando St.
Delmas Ave. and Park Ave.
Delmas Ave. and W. San Carlos St.
Delmas Ave. and Auzerais Ave.
Woz Way and Park Ave.
Woz Way and W. San Carlos St.
Woz Way and Auzerais Ave.
SR 87 and Woz Way

*CMP intersections.

Study Freeway Segments

The project's impacts were analyzed on the following freeway segments:

SR 87 northbound between Alma Avenue and I-280
SR 87 southbound between Alma Avenue and I-280
SR 87 northbound between I-280 and Julian Street
SR 87 southbound between I-280 and Julian Street
SR 87 northbound between Julian Street and Coleman Avenue
SR 87 southbound between Julian Street and Coleman Avenue
I-280 eastbound between Meridian Avenue and Bird Avenue

I-280 westbound between Meridian Avenue and Bird Avenue
I-280 eastbound between Bird Avenue and SR 87
I-280 eastbound between Bird Avenue and SR 87
I-280 westbound between SR 87 and 10th Street
I-280 eastbound between 10th Street and McLaughlin Avenue
I-280 westbound between 10th Street and McLaughlin Avenue

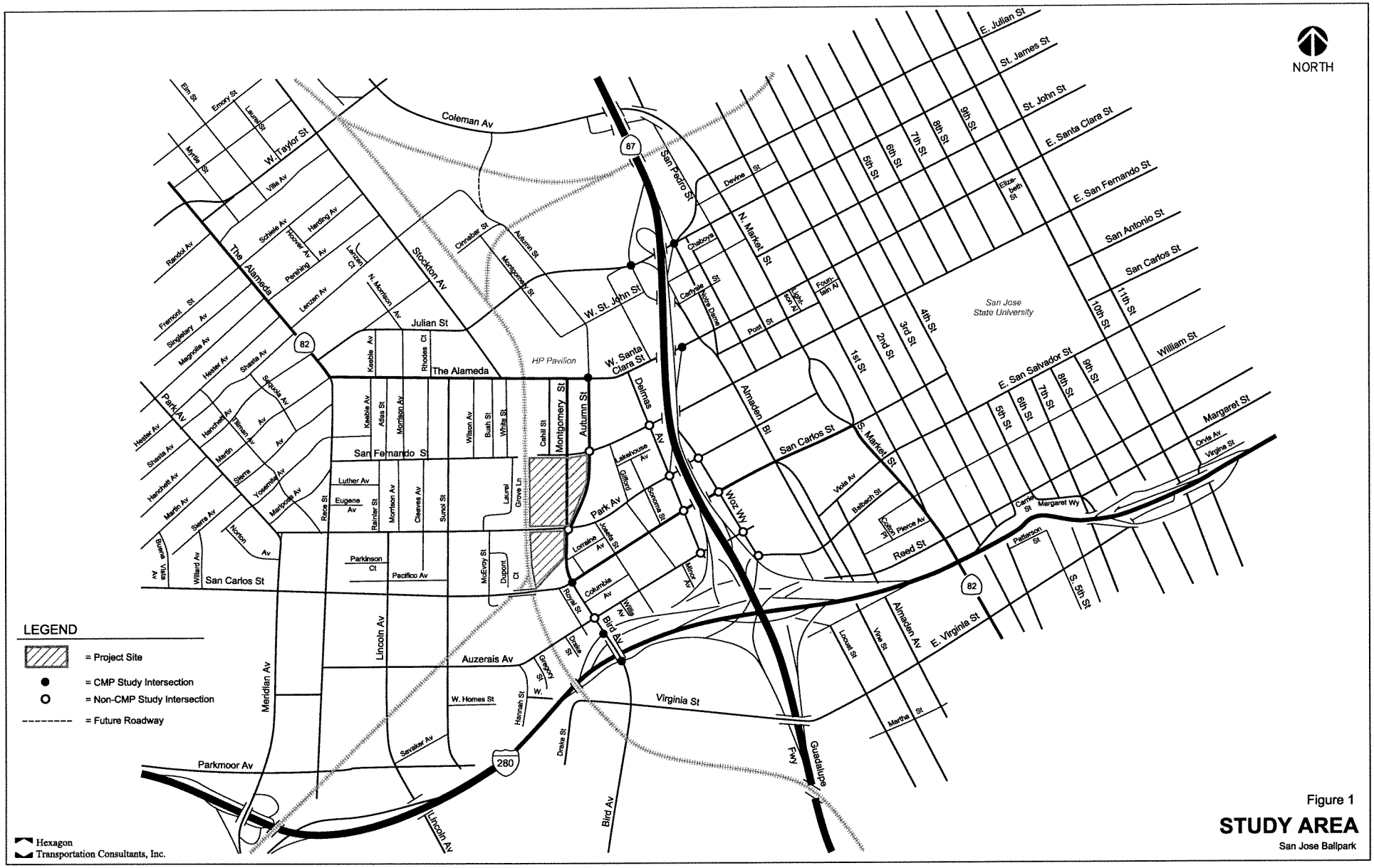

Figure 1

STUDY AREA

San Jose Ballpark

Event Scenarios

The major league baseball season and the regular national hockey league season have two weeks overlap in April and one to two weeks overlap in September/October. If the Sharks get in the playoffs, as they did in the 2003-2004 season, then the games continue through May. Based on the event history at the HP Pavilion, there are about ten large events per year, not counting Sharks games, during the baseball season. A large event is defined as having attendance of greater than 10,000 (capacity is about 17,500). During the baseball season, there are about 55 night games per year, or an average of two per week. Table 1 shows the overlap of events in 2004 and 2005 at the HP Pavilion with a typical major league baseball team. In a year with hockey playoffs, such as 2004, there might be 13 days with overlapping large events. In a non-playoff year, such as 2005, there might be five days with overlap.

The traffic analysis for the single-event scenario is based on the occurrence of a weekday evening baseball game without a simultaneous event at the HP Pavilion.

There is a possibility of the simultaneous occurrence of a baseball game or other large event at the ballpark, such as a concert, and an event at the HP Pavilion, be it a national hockey league match or a large concert or other event. The traffic analysis for the simultaneous-events scenario is based upon the occurrence of a weekday evening baseball game with a simultaneous event at the HP Pavilion.

Table 1
San Jose Ballpark Project
Simultaneous Events Analysis

		Arena Events		Ballpark	Overlapping Events	
	Month	Large	Small	Ballgames	Large	Small
2004	April	12	5	9	4	1
	May	9	8	12	2	2
	June	7	6	17	4	3
	July	5	2	13	0	0
	August	4	8	13	1	5
	September	3	1	14	1	0
	October	5	10	3	1	0
2005	April	4	8	12	1	3
	May	2	3	12	0	0
	June	1	11	17	1	5
	July	2	3	13	0	0
	August	2	6	12	1	0
	September	6	7	16	2	1
	October	7	10	0	0	0

Study Time Periods

The traffic analysis describes traffic conditions preceding a weekday sell-out baseball game starting at 7:00 PM. In the single-event scenario, traffic conditions at the study intersections were analyzed for both the hour between 5:00 and 6:00 PM and the hour between 6:00 and 7:00 PM. The two time periods evaluated reflect the peak hour of background commute traffic (typically ending at or before 6:00 PM) and the peak hour of project-generated traffic (the hour immediately preceding an event). It was determined that at the study intersections, the overall intersection volume with the project is estimated to be greatest during the hour immediately preceding a week night game (between 6:00 and 7:00 PM). Because this is the case and because hockey games start at 7:30 PM, the simultaneous-events scenario was studied for the 6:00-7:00 PM period only. The 6:00-7:00 PM time period is referred to as the Project Peak Hour. The 5:00-6:00 PM time period is referred to as the San Jose Transportation Policy (SJTP) Peak Hour.

At the study freeway segments, the traffic generated by the HP Pavilion and by the ballpark is relatively low in comparison to the background commute traffic volumes, causing the peak volume with the project to occur between 5:00 and 6:00 PM. Therefore, the study freeway segments were evaluated for only the hour between 5:00 and 6:00 PM.

The ingress period preceding a weekday evening game represents the time of highest combined traffic with the project. Traffic volumes after a weekday evening game ends or before a weekday afternoon game begins are expected to be lower than that during the time periods analyzed because background traffic volumes are substantially lower during those hours.

Scope of Study

In addition to the analysis of study intersections and freeway segment, this report includes an analysis of potential parking impacts, an evaluation of pedestrian facilities, an analysis of potential neighborhood impacts, and a discussion of project-sponsored roadway improvements on Bird Avenue.

2.
Analysis Methodologies

This chapter presents the analysis methodology, the significance criteria that define a significant project impact, the analysis scenarios, and the underlying assumptions.

Analysis Methodologies and Level of Service Standards

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

City of San Jose Signalized Intersections

All study intersections were evaluated based on the City of San Jose level of service standards. The City of San Jose level of service methodology is based on the *2000 Highway Capacity Manual* (HCM) method for signalized intersections calculated using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is the CMP-designated intersection level of service software, the City of San Jose methodology employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 2. The City's Downtown Core Policy states that the Downtown Core Area is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the Level of Service "D" Performance Criteria. Nevertheless, for this study, the intersections are evaluated following standard LOS policy procedures in order to disclose the LOS of the surrounding signalized intersections under the project traffic conditions.

CMP Intersections

The CMP study intersections were evaluated against the standards of both the City of San Jose and the County CMP. The CMP level of service methodology, TRAFFIX, is the same as that used to evaluate City of San Jose signalized intersections. The CMP level of service standard differs from the City of San Jose standard. The CMP level of service standard for signalized intersections is LOS E or better.

Table 2
Intersection Level of Service Definitions Based on Average Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay.	10.1 to 20.0
C	Higher delays may results from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop, and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	Greater than 80.0

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

Freeway Segments

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

where:

D = density, in vehicles per mile per lane (vpmpl)
V = peak hour volume, in vehicles per hour (vph)
N = number of travel lanes
S = average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 3. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV (carpool) lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments four lanes wide in both directions. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 3
Freeway Segment Level of Service Definitions Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

Source: *Congestion Management Program--Traffic Level of Service Analysis Guidelines*, Santa Clara Valley Transportation Authority, June 2003.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis there are two sets of relevant criteria for impacts at intersections. These are based on (1) the City of San Jose (CSJ) level of service standards, and (2) the CMP level of service standards. Significant impacts on freeway segments were identified based on the CMP level of service standards. Project impacts on other transportation facilities, such as pedestrian facilities and parking, were determined on the basis of engineering judgment.

City of San Jose Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or

2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

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

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

CMP Definition of Conformance

A CMP intersection is out of conformance with the acceptable LOS standard when the LOS falls below E. That is, a project is considered in violation of the CMP level of service standard when the addition of project traffic causes the intersection's level of service to deteriorate from an acceptable LOS E or better under background conditions to an unacceptable LOS F under project conditions or the level of service at the intersection is an unacceptable F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more. The CMP standard is said to be in conformance when measures are implemented that would restore intersection conditions to LOS E or better.

CMP Definition of Significant Freeway Segment Impacts

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A project is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under project conditions, or

2. The level of service on the freeway segment is an unacceptable LOS F under project conditions and the number of project trips on that segment constitutes at least one percent of capacity on that segment.

A significant freeway impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to LOS E or better conditions.

Analysis Scenarios

Traffic conditions were evaluated for the following scenarios:

Existing Conditions: Existing conditions reflect the traffic volumes obtained from new manual turning-movement counts conducted in November 2005 on both a night with no event at the HP Pavilion (single-event scenario) and a night with a hockey game at the HP Pavilion (simultaneous-events scenario).

Background Conditions: Background traffic volumes were estimated by adding to existing volumes the projected volumes from approved but not yet completed developments. The background projects include the recently approved mixed-use development on the San Jose Water Company site, the KB Home project on Auzerais, and Phase 1 of the *Strategy 2000 Plan*, along with other smaller projects. Background conditions also reflect planned changes to the roadway network, including the extension of Autumn Street northward to Coleman Avenue. For the simultaneous-events scenario, an adjustment was made to account for potential sell-out attendance at the HP Pavilion (the hockey game on the night of the traffic counts was not a sell-out). Note that this adjustment has been applied specifically to the HP Pavilion event-generated traffic only.

Project Conditions: Traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by adding to background traffic volumes the additional traffic generated by the proposed ballpark and the changes in traffic patterns resulting from the proposed roadway network changes. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Cumulative Conditions: Cumulative conditions include traffic added by all potential development in the area. For this study the traffic generated by buildout of Downtown San Jose in accordance with the *Strategy 2000 Plan* was added to represent cumulative conditions.

3.
Existing Conditions

Existing Roadway Network

Access to the proposed ballpark site is provided by the following freeways and streets.

I-280. I-280 is an 8-lane freeway running east-west through downtown San Jose. Access to the site is provided via a diamond interchange at Bird Avenue. Access to the downtown area further is provided by interchanges at Almaden Boulevard and at 7th Street.

I-880. I-880 is an 8-lane freeway running north-west of downtown San Jose. South of San Jose it becomes SR 17. Currently the Coleman Avenue interchange at I-880 is under construction to reconfigure and widen the interchange. The estimated completion date is September 2006. Access to the site is provided indirectly via interchanges at I-280, Bascom Ave., The Alameda, Coleman Ave., and First St.

SR87. SR87 is a four-lane freeway running north-south through downtown San Jose. Currently SR 87 is under construction to add HOV lanes in each direction. The estimated completion date is sometime in 2007. SR 87 provides access to the site via half interchanges at Woz Way (to/from the south)and Park Avenue (to/from the north). Access to the downtown area is further provided by a northbound off-ramp to Santa Clara Street and a full interchange at Julian Street.

Bird Avenue. Bird Avenue is a six-lane arterial street that runs north-south adjacent to the ballpark site. South of I-280, Bird Avenue transitions to a local street within a few blocks. To the north, Bird Avenue becomes Montgomery Street and Autumn Street.

Montgomery Street. Montgomery Street is a two-lane, one-way arterial street (southbound) that provides a connection from Santa Clara Street to Bird Avenue.

Autumn Street. Autumn Street completes a one-way couplet with Montgomery Street. It is a three-lane, one-way arterial street running northbound from Bird Avenue to Santa Clara Street. North of Santa Clara Street, Autumn Street is a two-way street (one lane in each direction). Autumn Street currently ends just past Julian Street, but is planned to extend to Coleman Avenue in the San Jose General Plan.

Cahill Street. Cahill Street is a short local street that connects the Diridon train station to The Alameda.

Delmas Avenue. Delmas Avenue is a collector street that runs between Santa Clara Street and Auzerais Avenue. The part south of San Fernando Street is one-way southbound. Delmas Street provides access to the southbound SR87 on-ramp at Auzerais Avenue.

Almaden Boulevard. Almaden Boulevard generally is a six-lane arterial street in the downtown area. It provides access to the downtown via a partial interchange with I-280 (access to and from the west).

Julian Street. Julian Street is an east-west arterial that traverses the north edge of downtown San Jose. It provides access to the area via an interchange with SR87. East of SR 87 Julian is generally a two-lane one-way street (westbound). The portion of Julian Street between SR87 and Market Street has been approved for realignment from a curved design to a part of the downtown grid. West of SR87, Julian Street is a two-lane, two-way street.

The Alameda. The Alameda is a four-lane arterial street generally running east-west in the vicinity of the project. It transitions into Santa Clara Street, which provides access to the site via Autumn Street.

Santa Clara Street. Santa Clara Street is a four-lane arterial street that is one of the main streets in downtown San Jose. It transitions to The Alameda to the west and provides access to the HP Pavilion.

San Fernando Street. San Fernando Street is two-lane collector street that runs along the northern boundary of the site. It provides access between downtown San Jose and the Diridon train station, where it ends.

Park Avenue. Park Avenue is a four-lane local street in the downtown area and then transitions to a two-lane designated arterial to the west. Park Avenue runs along the southern edge of the ballpark site.

San Carlos Street. San Carlos Street is a four-lane arterial street that runs between downtown San Jose and the western part of the city.

Auzerais Avenue. Auzerais Avenue is a two-lane collector street. It provides a connection between the ballpark site and the SR87 interchange at Woz Way.

Woz Way. Woz Way is a relatively short two-lane local street that parallels the east side of SR87. There is a northbound off-ramp from SR87 to Woz Way that serves the downtown area, including the ballpark site.

Existing Traffic Conditions

New manual turning-movement counts were conducted in November 2005 at all study intersections. The counts were conducted on a night with no event at the HP Pavilion. The new traffic count data are shown graphically in Figure 2 and are included in Appendix A. Appendix B contains the volume summary tables, which include the existing traffic volumes and count dates for all study intersections.

The traffic counts were used to calculate existing levels of service at the study intersections. The existing lane configurations were provided by City staff and confirmed by field observations. Table 4 shows that all the study intersections currently operate at LOS D or better, which is within the city and CMP standard.

Freeway traffic counts and level of service designations under existing conditions were obtained from the 2004 CMP Monitoring and Conformance Report. Table 5 shows that during the PM peak hour both study segments on SR87 operate at LOS F in the southbound direction, and two study segments on I-280 in the eastbound direction operate at LOS F. This is worse than the standard of LOS E.

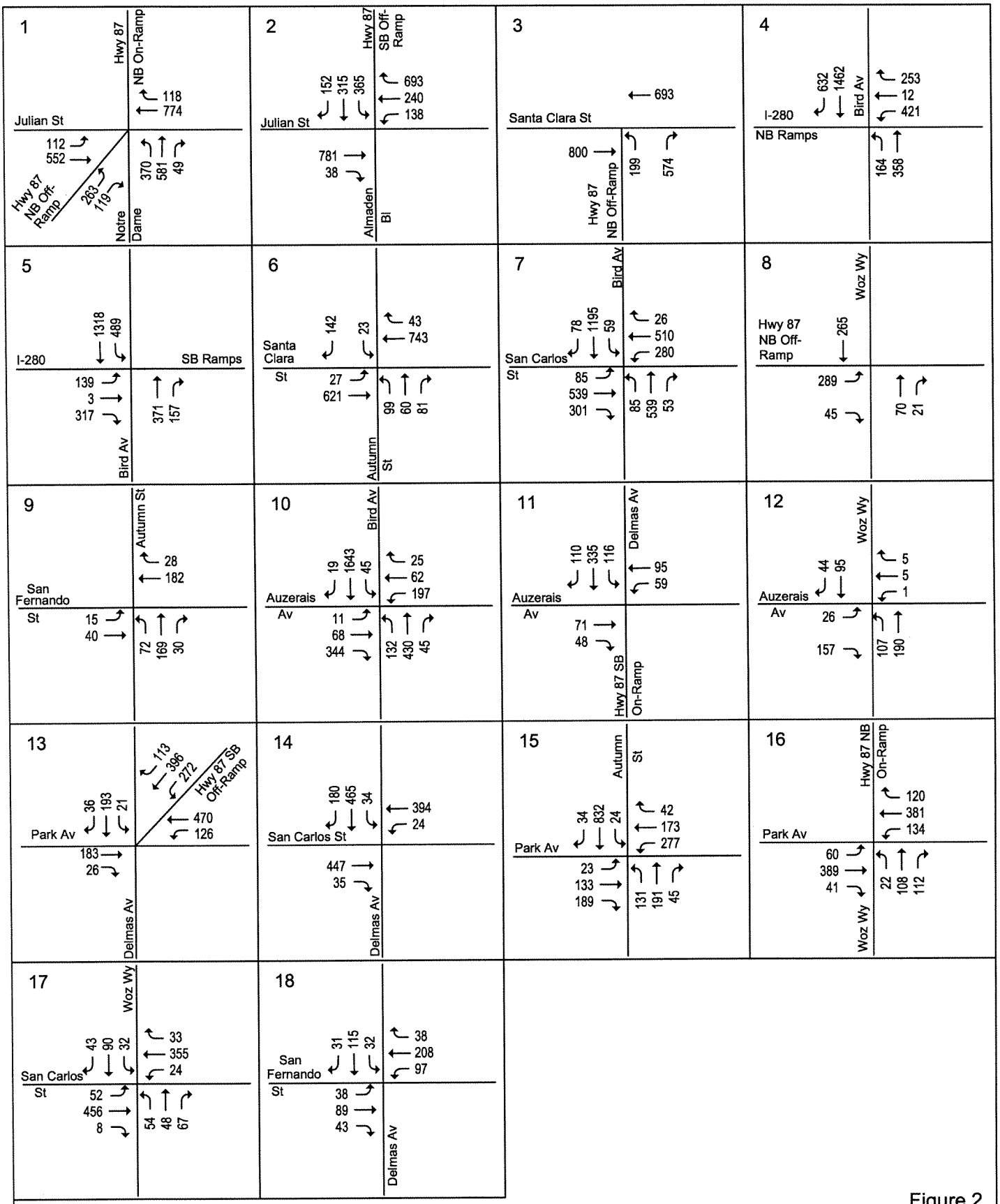

Figure 2

EXISTING TRAFFIC VOLUMES SINGLE-EVENT SCENARIO (5-6 PM)

San Jose Ballpark

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Table 4
Existing Intersection Level of Service Summary
Single-Event Scenario, 5-6PM

Intersection	Count Date	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	11/1/2005	38.3	D
SB SR 87 Ramps and W. Julian St.*	11/1/2005	21.0	C
NB SR 87 Ramp and Santa Clara St.*	11/1/2005	16.7	B
NB I 280 Ramps and Bird Ave.*	11/1/2005	26.2	C
SB I 280 Ramps and Bird Ave.*	11/1/2005	24.5	C
S. Autumn St. and Santa Clara St.*	11/1/2005	18.3	B
Bird Ave and W. San Carlos St.*	11/1/2005	36.4	D
SR 87 and Woz Way	11/15/2005	9.8	A
S. Autumn St. and W. San Fernando St.	11/1/2005	10.4	B
Bird Ave. and Auzerais Ave.	11/1/2005	24.5	C
Delmas Ave. and Auzerais Ave.	11/1/2005	15.6	B
Woz Way and Auzerais Ave.	11/1/2005	18.6	B
Delmas Ave. and Park Ave.	11/15/2005	28.1	C
Delmas Ave. and W. San Carlos St.	11/1/2005	20.1	C
S. Autumn St. and Park Ave.	11/1/2005	34.8	C
Woz Way and Park Ave.	11/1/2005	18.4	B
Woz Way and W. San Carlos St.	11/1/2005	20.4	C
Delmas Ave. and W. San Fernando St.	11/1/2005	16.5	B

* Denotes CMP Intersection

Table 5
Freeway Existing Level of Service -- PM Peak Hour

			Mixed Flow				
Freeway	Location	Dir	Lanes	Speed*	Volume	Density	LOS
SR 87	Julian St. to Coleman Ave.	NB	2	67	2,280	17.0	B
		SB	2	18	3,200	88.9	**F**
	I-280 to Julian	NB	2	67	1,880	14.0	B
		SB	2	9	2,160	120.0	**F**
	Alma Ave. to I-280	NB	2	65	4,030	31.0	D
		SB	2	16	2,980	93.1	**F**
I-280	Meridian to Bird	EB	4	26	7,380	71.0	**F**
		WB	4	36	8,060	56.0	E
	Bird to SR 87	EB	4	23	6,990	76.0	**F**
		WB	3	66	4,750	24.0	C
	SR 87 to 10th	EB	3	67	3,620	18.0	C
		WB	3	67	2,810	14.0	B
	10th to McLaughlin	EB	4	45	8,640	48.0	E
		WB	4	66	7,390	28.0	D

* Source - Santa Clara Valley Transportation Authority Congestion Management Program 2004 Monitoring and Conformance Report

Existing Transit Services

The ballpark site is adjacent to the Diridon train station, which is served by numerous bus, LRT, and commuter rail routes. These transit services are described below and shown in Figure 3.

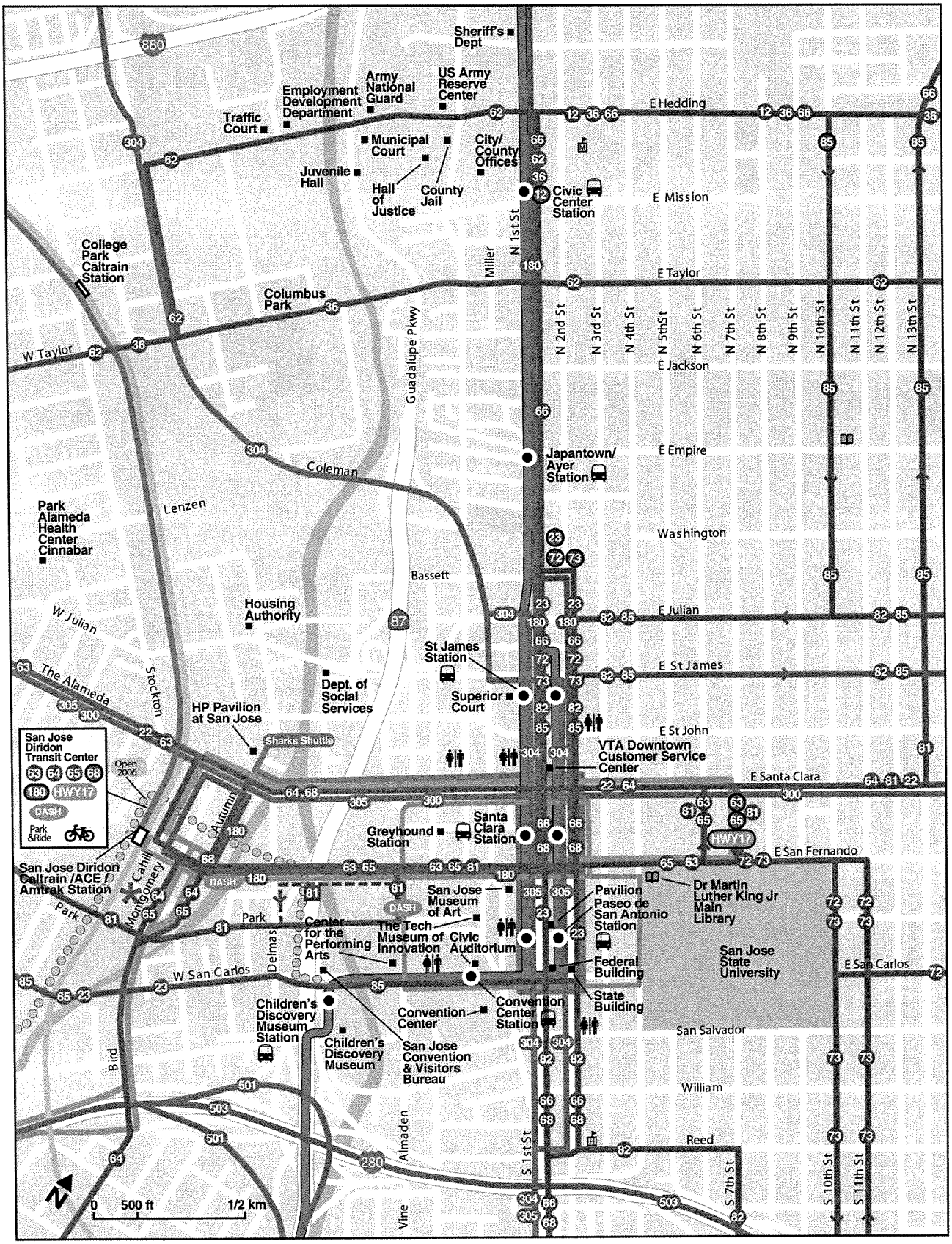
Bus Service. The Diridon station is served by six bus routes and the DASH shuttle(see Table 6). In addition, three more bus routes are only two blocks away on The Alameda. Local routes 22, 63,64, 65, and 68 provide connections throughout Santa Clara County and operate with 15 to 30 minute headways during peak hours. Routes 64 and 68 operate until around midnight, including on weekends, and Route 22 operates 24-hours a day, seven days a week. Route 180 provides express service to the Fremont BART station and operates seven days a week until midnight, generally on 30-minute headways. The Highway 17 shuttle provides express service to Santa Cruz seven days per week until 10 PM, generally on 60-minute headways. Route 305 provides express service during commute hours only. Route 522 provides express service along the same route as Route 22 weekdays and Saturdays with 15-minute headways until 8 PM. The DASH shuttle provides local service within downtown San Jose on weekdays during the daytime only (no night or weekend service).

LRT Service. The Diridon station is served by the Vasona LRT line. The Vasona Line provides service between downtown San Jose and Campbell/Los Gatos. Riders on the Guadalupe, Tasman, or Capitol LRT lines can transfer to the Vasona Line at the Convention Center station, or they could take the DASH shuttle to the ballpark from that point. The Vasona line operates until midnight seven days a week, generally on 30-minute headways.

Rail Service. The Diridon station is served by Caltrain, ACE, and AMTRAK trains. The ACE and AMTRAK services do not run at night, so they would not be an option for most ball games. Caltrain service runs seven days a week until midnight, usually on one-hour headways. Caltrain provides rail service between San Jose and San Francisco. During weekday commute hours, Caltrain also operates south to Gilroy.

Existing Bicycle Facilities

In the vicinity of the site Bird Avenue, Montgomery Street, and Autumn Street are designated bike routes (see Figure 4). There may be an opportunity to add bike lanes on Bird Avenue, as described in Chapter 6 of this report. Bike lanes recently have been added to San Fernando Street, and bike lanes are planned for Park Avenue. A multiuse pedestrian and bike trail is planned along Los Gatos Creek, which is just east of the ballpark site. Another facility in the area that might be used to access the ballpark is the multiuse trail along the Guadalupe River through downtown.



LEGEND

* = Project Site

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Figure 3

EXISTING TRANSIT SERVICES

San Jose Ballpark

Table 6
Existing Bus Routes

Location / Route	Description	Commute Hour Headways (minutes)
At Diridon Station		
63	Almaden Valley to San Jose State University	30
64	Almaden LRT Station to Penitencia Creek Transit Center	20
65	Almaden LRT Station to San Jose State University	30
68	Gilroy/Gavilan College to Diridon Station	15
180	Fremont BART Station to Diridon Station	15
HWY17	Santa Cruz/Scotts Valley to San Jose	30
DASH	Downtown Shuttle	10
On The Alameda (two blocks)		
22	Eastridge Transit Center to Palo Alto/Menlo Park	10
305	South San Jose to Downtown Mountain View	60
522	Eastridge Transit Center to Palo Alto Transit Center	15

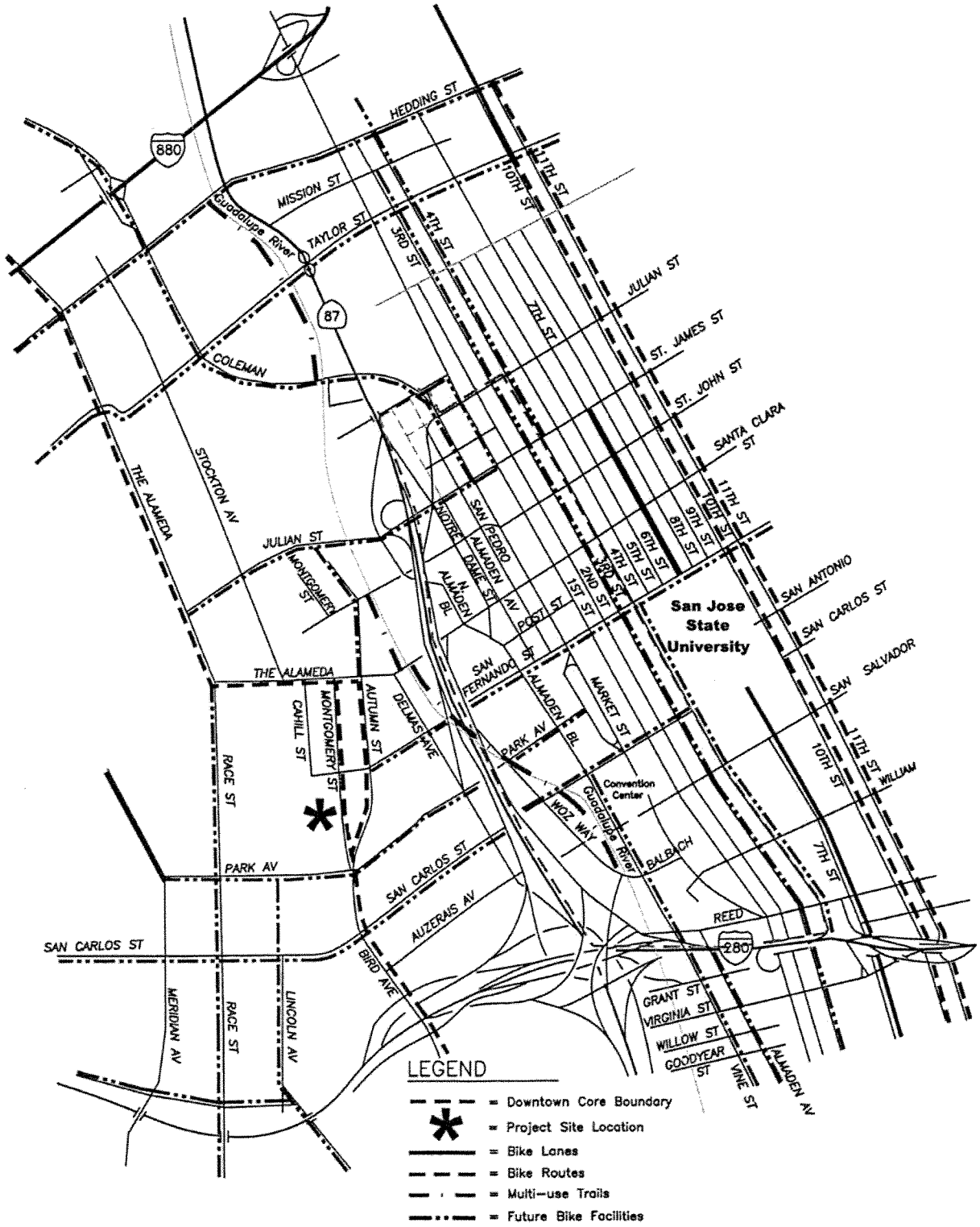

Figure 4

EXISTING BICYCLE FACILITIES

San Jose Ballpark

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4.
Background Conditions

Background Transportation Network

Background conditions assume the completion of the Autumn Street extension to Coleman Avenue. The Autumn Street extension incorporates a new crossing of the Southern Pacific railroad tracks. This crossing and the intersection of Autumn Street with Coleman Avenue currently are under construction as part of the Cousins retail center being built along Coleman Avenue. The section of roadway from the railroad crossing south to the current terminus of Autumn Street is under design. This network change will not affect the existing lane configuration at any of the study intersections. However, the new roadway connection will alter traffic patterns within the study area. The changes in existing traffic volumes caused by the Autumn Extension were estimated using the City's TRANPLAN model. Year 2000 trip tables were assigned to the roadway network without and with the planned Autumn Street extension. The model runs show that extending Autumn Street to Coleman Avenue and thereby providing a direct connection to I-880 would cause traffic to divert to Autumn Street from other parallel routes, including Stockton Avenue, The Alameda, SR 87, Market Street and North First Street. The estimated changes in turning-movement volumes at the study intersections resulting from the Autumn Street extension are shown separately in the volume summary tables provided in Appendix B. With the above exception, it is assumed in this analysis that the transportation network under background conditions would be unchanged from existing conditions.

Background Intersection Analysis

Background traffic volumes were calculated by adding to the existing volumes the traffic reassignment resulting from the planned Autumn Street Extension and the estimated traffic from approved but not yet constructed developments in the vicinity of the site. The added traffic from approved but not yet constructed developments was provided by the City in the form of the Approved Trips Inventory (ATI). The City's ATI are included in Appendix C.

Trips added from the above-described sources were added to the existing volumes in both the single-event and simultaneous-events scenarios. Thus, background traffic volumes were calculated both for the single-event and simultaneous-events scenarios.

The level of service calculations for the background scenario (Table 7) show that the following two intersections would degrade to unacceptable levels during the 5-6 PM time period: Delmas and Park (LOS F) and Delmas and San Fernando (LOS F). The reason for this degradation is the addition of trips, but not the mitigation measures, from the approved project on the Water Company site. The Water Company traffic study identified improvements for these LOS F intersections. However, since the intersections are exempt from the LOS Policy, the City may or may not require the improvements. All other study intersections, including the six CMP intersections, would operate at acceptable levels under background conditions.

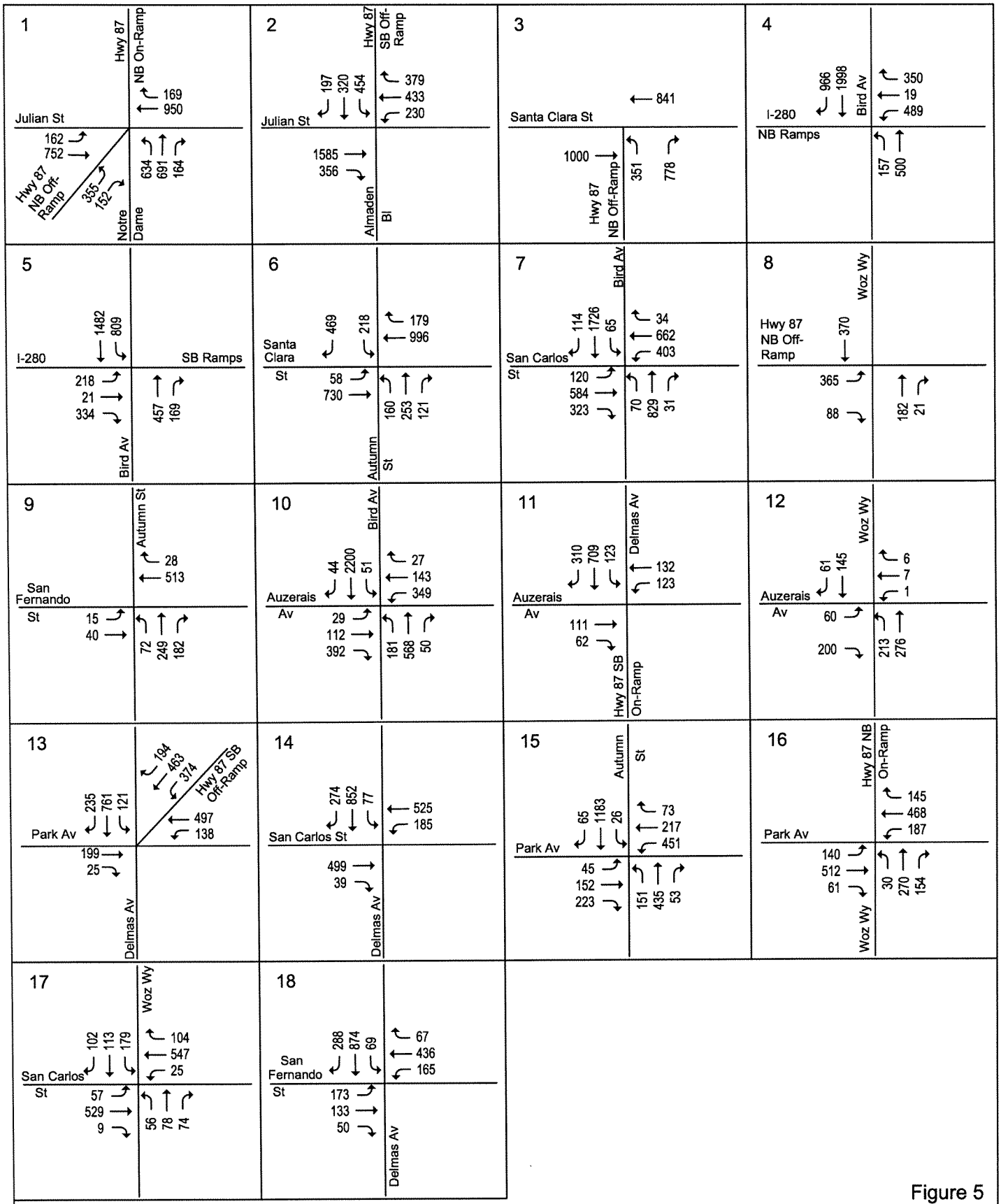

Figure 5

BACKGROUND TRAFFIC VOLUMES SINGLE-EVENT SCENARIO (5-6 PM)

San Jose Ballpark

Hexagon Transportation Consultants, Inc.

Table 7
Background Intersection Level of Service Summary
Single-Event Scenario, 5-6PM

	Existing		Background	
Intersection	Ave Delay	LOS	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	38.3	D	42.1	D
SB SR 87 Ramps and W. Julian St.*	21.0	C	23.1	C
NB SR 87 Ramp and Santa Clara St.*	16.7	B	18.3	B
NB I 280 Ramps and Bird Ave.*	26.2	C	32.4	C
SB I 280 Ramps and Bird Ave.*	24.5	C	27.6	C
S. Autumn St. and Santa Clara St.*	18.3	B	32.2	C
Bird Ave and W. San Carlos St.*	36.4	D	39.8	D
SR 87 and Woz Way	9.8	A	10.1	B
S. Autumn St. and W. San Fernando St.	10.4	B	11.3	B
Bird Ave. and Auzerais Ave.	24.5	C	33.5	C
Delmas Ave. and Auzerais Ave.	15.6	B	16.2	B
Woz Way and Auzerais Ave.	18.6	B	20.0	C
Delmas Ave. and Park Ave.	28.1	C	160.7	F
Delmas Ave. and W. San Carlos St.	20.1	C	25.1	C
S. Autumn St. and Park Ave.	34.8	C	37.5	D
Woz Way and Park Ave.	18.4	B	21.4	C
Woz Way and W. San Carlos St.	20.4	C	22.3	C
Delmas Ave. and W. San Fernando St.	16.5	B	103.0	F

* Denotes CMP Intersection

5.
Project Conditions- CSJTP Peak Hour

This chapter analyzes the impact of the project for a single event during the 5-6 PM time period. This is the scenario that complies with the analysis requirements of the City of San Jose Level of Service Policy.

Project Condition Transportation Network

The proposed project includes several changes to the existing transportation network that will affect existing traffic patterns in the study area. These improvements are necessary to accommodate the ballpark design and associated traffic. In particular, Montgomery Street, between San Fernando Street and Park Avenue would be abandoned. Otterson Street, west of Montgomery Street also would be abandoned. The segment of Autumn Street between Santa Clara Street and Park Avenue would be converted from a one-way (northbound) street to a two-way street. Likewise, the remaining segment of Montgomery Street between Santa Clara Street and San Fernando Street would also be converted from a one-way (southbound) street to a two-way street. The extension of Autumn Street north to Coleman Avenue was assumed as a background improvement. If it is not built prior to completion of the ballpark, then the Autumn Street extension would need to be part of the ballpark project.

The changes in traffic patterns associated with these network changes were estimated based on existing travel patterns in the vicinity. The change is expected to affect traffic volumes at only the following two study intersections: Autumn Street at Santa Clara Street and Autumn Street at San Fernando Street. Figure 6 presents the estimated change in background turning movement volumes at these intersections resulting from the proposed closure of a segment of Montgomery Street (and conversion to two-way flow on Autumn and Montgomery Streets). The volume summary sheets in Appendix B show the same information in tabular form.

Project-sponsored improvements also include modifications to the Bird Avenue corridor from Park Avenue to I-280. The proposed Bird Avenue improvements include the addition of a second northbound left-turn lane at the Bird/San Carlos intersection and the conversion of the third southbound through lane to a second left-turn lane at the Bird/I-280 (S) intersection. These roadway improvements are not expected to change existing traffic patterns.

The transit network under project conditions is assumed to remain unchanged. The extension of BART to the Diridon Station is currently in the planning process, but the completion date is still 10-15 years away. Therefore, the BART extension is not assumed in the analysis.

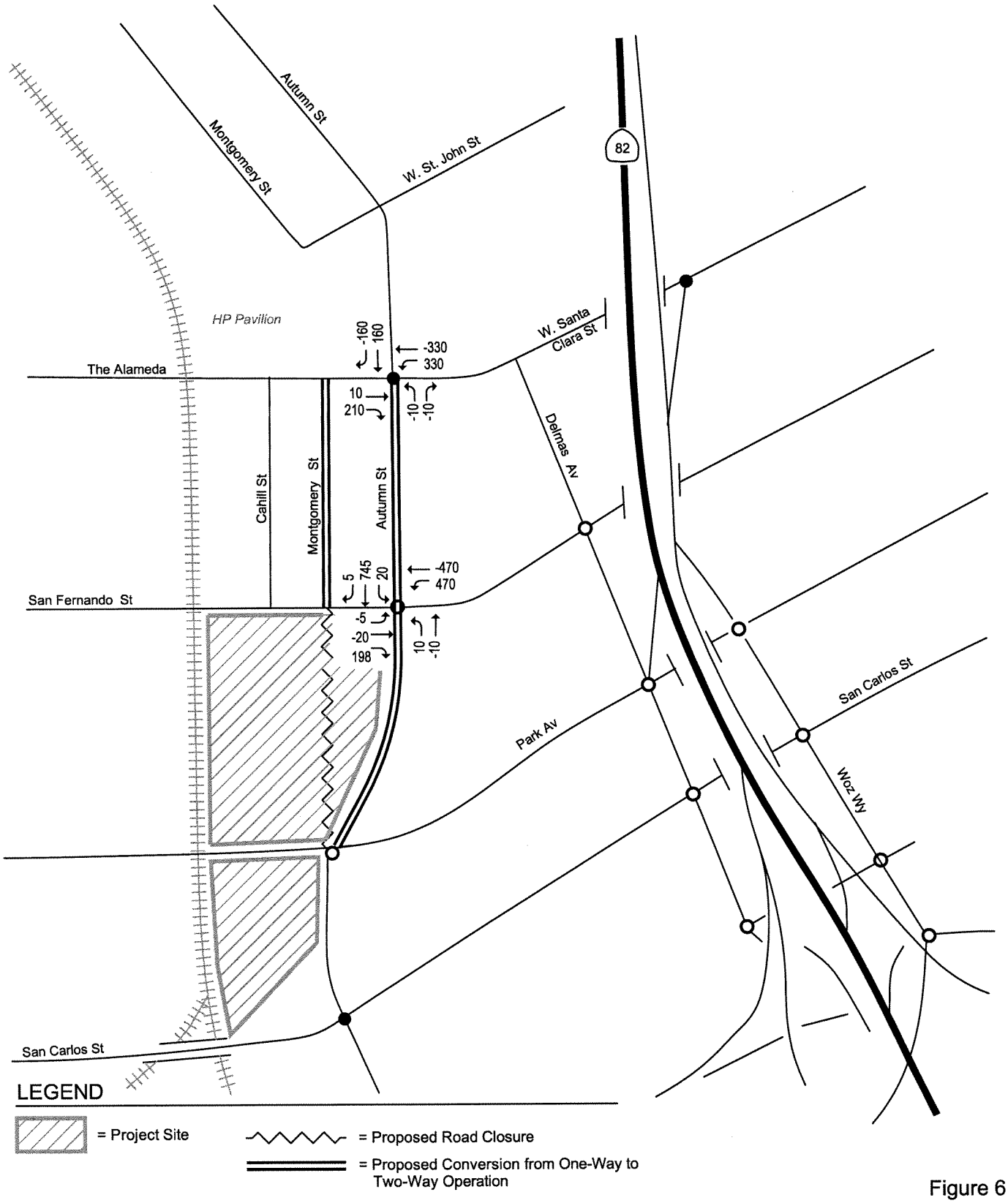

Figure 6

BACKGROUND TRIP REASSIGNMENT FOR MONTGOMERY STREET CLOSURE SINGLE-EVENT SCENARIO (5-6 PM)

San Jose Ballpark

Hexagon
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Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the two analyses time periods. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Trip Generation

Project trip generation estimates were prepared based on the stadium capacity (45,000 seats) and a no-show rate of 6 percent. The no-show rate is consistent with the actual attendance observed at other baseball stadiums during a sell-out game. Including players, coaches, staff, concession employees, and media personnel (approximately 1,560 people), the total attendance for a sell-out game is estimated to be 43,860.

The travel characteristics of fans attending a weeknight Major League Baseball game at the proposed ballpark are expected to be similar to that of fans attending a weeknight National Hockey League game at the HP Pavilion. Hexagon conducted an intercept survey of attendees at a San Jose Sharks hockey game (7:30 PM start time) on Wednesday, November 16, 2005. The survey identified the travel mode and auto occupancy (number of persons per vehicle) of over 1,400 hockey fans on their way to the game. The vast majority of fans traveled to the game in private automobiles (91.1%). Of those traveling by private auto, the average auto occupancy was 2.3 people per vehicle. Private auto trips include fans who travel directly to the parking facility (89.5%), fans who are dropped off at the game by another fan before parking in an off-site location (1.0%), and fans that are dropped off at the game by someone not attending the game (0.6%). Public transit services (CalTrain and light rail) accounted for 4.5% of the inbound trips. Note that bus service accounted for a negligible number of trips. The remaining trips included fans walking to the game (3.2%), riding in a limousine or taxi (1.1%) or bicycling (0.1%).

The planned BART extension to San Jose would have a station within one block of the HP Pavilion and the ballpark. Although BART is not assumed in this analysis, the added rail service could be expected to significantly increase transit-use.

Because the attendance at a sell-out baseball game would be several times that of a hockey game, the parking facilities used by baseball fans will include many downtown parking facilities that are more distant than those typically used by hockey fans. The longer walking times from these distant parking facilities will encourage some fans to take public transit rather than driving. Thus, it is likely that with no change in transit services, a higher percentage of baseball fans would choose public transit than currently observed for a hockey game. However, to be conservative, the baseball stadium traffic analysis assumes the same mode split and vehicle occupancy as observed for a weekday evening hockey game. Table 8 presents the project trip generation estimates during the ingress period for a weekday evening game. To be conservative, the trips generated by the existing uses on the project site that would be replaced by the baseball stadium and parking garage were not subtracted from the traffic that would be generated by the proposed ballpark.

Table 8
Project Trip Generation Estimates for a Weekday Evening Game—Ingress

Ballpark Attendance by Mode[1]		persons	Average Occupancy (persons/ vehicle)	pre-game vehicle trips in	pre-game vehicle trips out
Public Transit	4.5%	1,974	-	-	-
Charter Bus, Taxi & Limo	1.1%	482	3.0	161	161
Walk/Bicycle	3.3%	1,447	-	-	-
Drop-Off/Pick-Up	0.6%	263	2.3	114	114
Auto	90.5%	39,693	2.3	17,258	0
Total		43,860		17,533	275

[1] Total projected attendance for sold out weekday night game, including fans, team personnel, concessions employees, and media personnel.

The commercial space to be located on the ground floor of the proposed new parking garage is assumed to be occupied by ancillary uses that on game nights would be entirely supported by game attendees. Thus, the commercial space is not expected to add to the number of vehicle trips generated by the project during the pre-game period.

The percentage of baseball fans arriving within a specific time period was determined based on the arrival pattern observed for a San Jose Sharks game. Intersection turning-movement counts along major access routes were compared on a day with no event at the HP Pavilion (11/1/05) and a day with a Sharks hockey game (11/2/05) to identify the number of trips at each location generated by the hockey game and the percentage of hockey trips occurring within each hour. Based on this arrival pattern observed for a weekday evening hockey game, it is estimated that 29% of the baseball game attendees would arrive one to two hours before the game start time (5:00 to 6:00 PM) and 59% of attendees would arrive less than one hour before the game start time (6:00 – 7:00 PM). The remaining attendees are expected to arrive more than two hours before the game start time (3%) or after the game start (9%). The assumed fan arrival pattern is consistent with that observed at other baseball stadiums. For fans being dropped off at the game, the percentage of early arrivals (more than one hour before the game) is expected to be less than that of fans that drive and park. Conversely, it is assumed that 100% of players, coaches, staff, concession employees and media personnel would arrive more than two hours before the game.

Trip Distribution and Assignment

The distribution of trips generated by the proposed ballpark was estimated based on the residence zip codes of existing San Jose Sharks season ticket holders and a comparison of the existing traffic volumes on weekday evenings without and with a hockey game. A majority of project trips are expected to arrive and depart via I-280 and/or SR 87 (65%). It should be noted that the project trip distribution and assignment assumes completion of the Autumn Street extension to Coleman Avenue, which provides direct access to and from I-880. Figure 7 presents the estimated trip distribution pattern for the proposed baseball stadium.

The project trips generated by the proposed ballpark were assigned to the roadway system in accordance with the trip distribution patterns discussed above and the location and size of available parking facilities. It is assumed that the proposed new ballpark parking garage would be accessed primarily via Bird Avenue with both left and right turns allowed for inbound movements and only right turns permitted for outbound traffic. The proposed parking garage would also have right-turn only access to and from Park Avenue. Passenger drop off and pick up activities are expected to occur within the on-street parking areas on Montgomery Street just north of the project site.

Table 9 presents a breakdown of project trips by location and time period for a baseball game under the single-event scenario. The volume summary sheets provided in Appendix B show the resulting project trip assignment at each study intersection. Figure 8 graphically presents the trips generated by the proposed baseball stadium at each study intersection.

Project Traffic Volumes

Project trips generated by the proposed baseball stadium, as represented in the above project trip assignment, were added to background traffic volumes. The background traffic reassignment resulting from the roadway network changes included in the proposed project were also added to obtain traffic volumes under project conditions. Figure 9 presents the estimated intersection turning-movement volumes at each study intersection under project conditions.

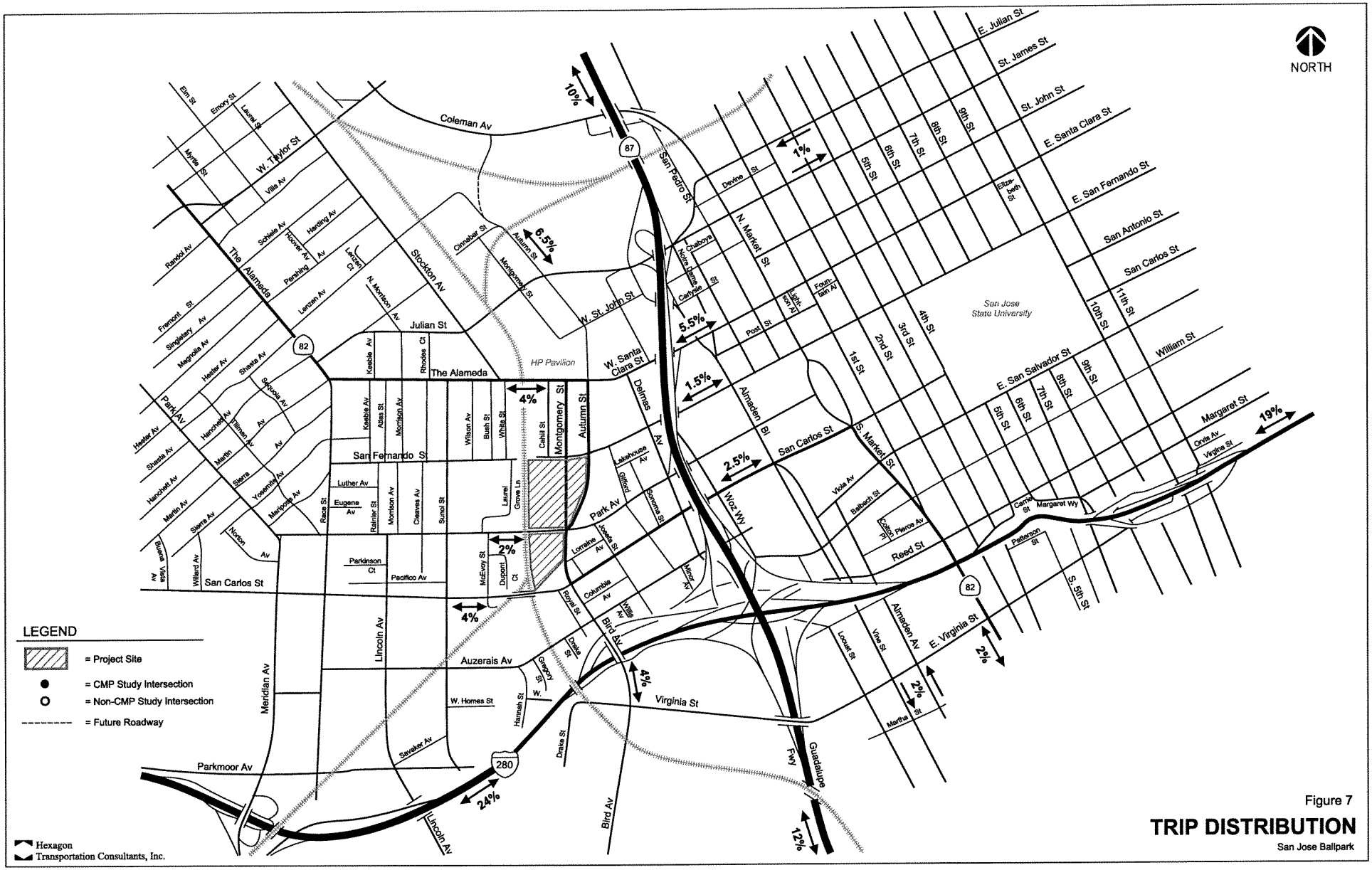


Figure 7

TRIP DISTRIBUTION

San Jose Ballpark

Table 9
Ballpark Trip Estimates by Location and Time Period — Weekday Evening Game Ingress – *Single-Event Scenario*

Destination/Time Period			pre-game vehicle trips in	pre-game vehicle trips out
On-Site Ballpark Parking	150	spaces		
prior to 5 pm	100%		150	0
5 pm - 6 pm	0%		0	0
6 pm - 7 pm	0%		0	0
after 7 pm	0%		0	0
Ballpark Parking Garage	1,200	spaces		
prior to 5 pm	7%		89	0
5 pm - 6 pm	28%		332	0
6 pm - 7 pm	56%		676	0
after 7 pm	9%		103	0
HP Pavilion Main Lot	1,422	spaces		
prior to 5 pm	3%		43	0
5 pm - 6 pm	29%		412	0
6 pm - 7 pm	59%		839	0
after 7 pm	9%		128	0
Cahill Lots 1-4	581	spaces		
prior to 5 pm	3%		17	0
5 pm - 6 pm	29%		168	0
6 pm - 7 pm	59%		343	0
after 7 pm	9%		53	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	339	spaces		
prior to 5 pm	3%		10	0
5 pm - 6 pm	29%		98	0
6 pm - 7 pm	59%		200	0
after 7 pm	9%		31	0
SJ Water Company Lots	855	spaces		
prior to 5 pm	3%		26	0
5 pm - 6 pm	29%		248	0
6 pm - 7 pm	59%		504	0
after 7 pm	9%		77	0
Akatiff & Milligan Lots	568	spaces		
prior to 5 pm	3%		17	0
5 pm - 6 pm	29%		165	0
6 pm - 7 pm	59%		335	0
after 7 pm	9%		51	0
Downtown Parking e/o SR 87	12,143	spaces		
prior to 5 pm	3%		364	0
5 pm - 6 pm	29%		3,521	0
6 pm - 7 pm	59%		7,164	0
after 7 pm	9%		1,094	0
Passenger Loading Zone				
prior to 5 pm	1%		3	3
5 pm - 6 pm	10%		28	28
6 pm - 7 pm	80%		220	220
after 7 pm	9%		25	25
Total Trips by Time Period				
prior to 5 pm	4%		718	3
5 pm - 6 pm	28%		4,972	28
6 pm - 7 pm	59%		10,281	220
after 7 pm	9%		1,562	25
Total			17,533	275

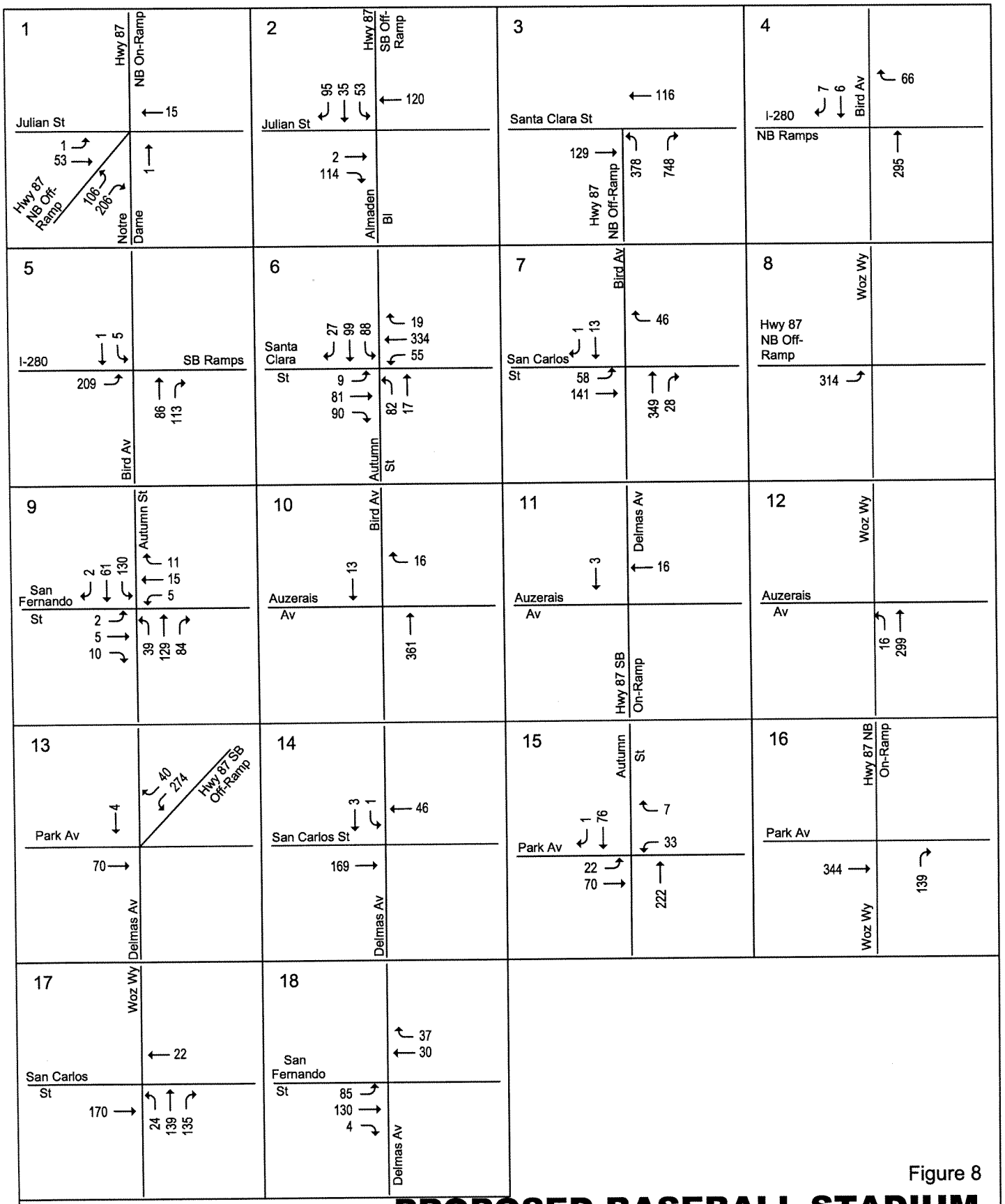


Figure 8

PROPOSED BASEBALL STADIUM-GENERATED TRIPS SINGLE-EVENT SCENARIO (5-6 PM)

San Jose Ballpark

Hexagon Transportation Consultants, Inc.

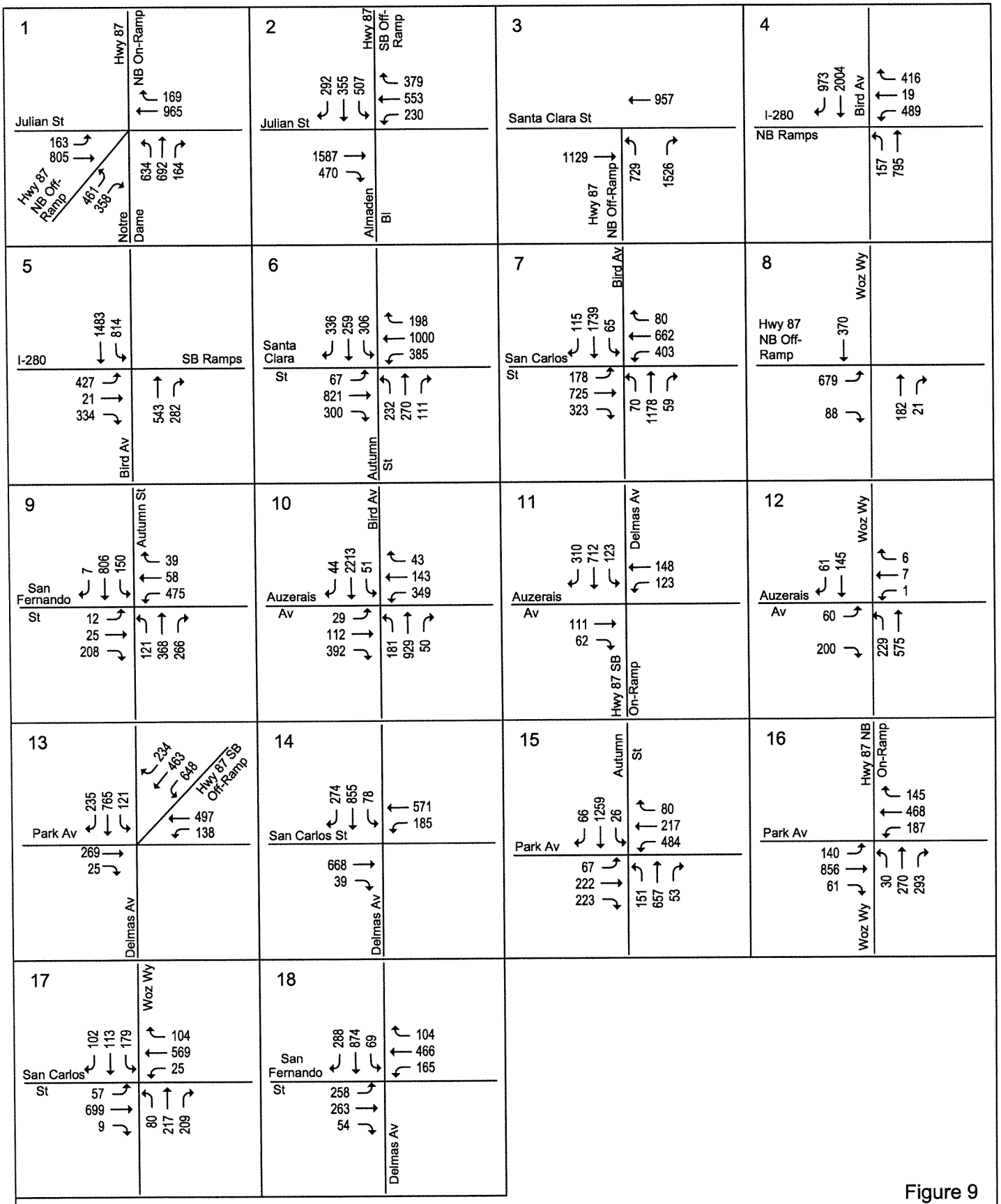


Figure 9

PROJECT TRAFFIC VOLUMES SINGLE-EVENT SCENARIO (5-6 PM)

San Jose Ballpark

Hexagon Transportation Consultants, Inc.

Intersection Level of Service Analysis

The intersection level of service results under existing, background and project scenarios for the hour from 5:00 to 6:00 PM are presented in Table 10. The level of service calculation sheets are included in Appendix D.

Table 10
Project Intersection Level of Service
Single-Event Scenario, 5-6PM

	Background		Project Conditions				Mitigated Project	
Intersection	Ave Delay	LOS	Ave Delay	LOS	Crit V/C Change	Ave Crit Delay Change	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	42.1	D	46.1	D	0.066	3.8		
SB SR 87 Ramps and W. Julian St.*	23.1	C	24.1	C	0.028	0.9		
NB SR 87 Ramp and Santa Clara St.*	18.3	B	24.3	C	0.289	6.9		
NB I 280 Ramps and Bird Ave.*	32.4	C	33.6	C	0.025	6.0		
SB I 280 Ramps and Bird Ave.*	27.6	C	34.2	C	-0.007	3.1		
S. Autumn St. and Santa Clara St.*	32.2	C	35.4	D	-0.053	3.9		
Bird Ave and W. San Carlos St.*	39.8	D	41.2	D	0.024	3.2		
SR 87 and Woz Way	10.1	B	10.3	B	0.111	-0.5		
S. Autumn St. and W. San Fernando St.	11.3	B	34.4	C	0.255	22.4		
Bird Ave. and Auzerais Ave.	33.5	C	33.0	C	0.012	1.0		
Delmas Ave. and Auzerais Ave.	16.2	B	16.2	B	0.001	0.0		
Woz Way and Auzerais Ave.	20.0	C	16.0	B	0.010	-0.1		
Delmas Ave. and Park Ave.	160.7	F	**167.2**	**F**	**0.072**	**21.0**	62.8	E
Delmas Ave. and W. San Carlos St.	25.1	C	26.4	C	0.050	2.2		
S. Autumn St. and Park Ave.	37.5	D	38.5	D	0.056	2.0		
Woz Way and Park Ave.	21.4	C	20.3	C	0.102	-1.2		
Woz Way and W. San Carlos St.	22.3	C	23.7	C	0.115	2.0		
Delmas Ave. and W. San Fernando St.	103.0	F	**117.9**	**F**	**0.019**	**8.0**	29.8	C

* Denotes CMP Intersection
Bold indicates a significant project impact

City of San Jose Intersection Analysis

All of the study intersections are located within the Greater Downtown Core, which is exempt from the City of San Jose level of service policy. The policy states that the Downtown Core Area is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the Level of Service "D" Performance Criteria. Nevertheless, for this analysis, all the study intersections were evaluated following standard LOS Policy procedures in order to disclose the level of service of the surrounding signalized intersections under the project traffic conditions.

The level of service results under project conditions show that, according to the City of San Jose's level of service standards for signalized intersections, the following two intersections would be significantly impacted by the project.

Delmas Avenue and Park Avenue

Impact: During the 5:00-6:00 PM time period this intersection already would operate at LOS F under background conditions, and the project would increase the delay by more than 4 seconds. Based on the City of San Jose's level of service impact criteria, the proposed baseball stadium would cause a significant impact at this intersection. However, this intersection is located within the Greater Downtown Core, which is exempt from the City of San Jose level of service policy.

Mitigation: The congestion at this intersection could be mitigated by adding a second southbound through lane. The recommended lane addition would require widening the curb-to-curb width by approximately 2 feet. This could be accomplished by acquiring additional right-of-way (ROW) along the east side of Delmas Avenue, or, if additional ROW can not be acquired, by removing on-street parking on the east side of Delmas Avenue. It should be noted that the same improvement was identified as a mitigation measure for the San Jose Water project.

Delmas Avenue and San Fernando Street

Impact: This intersection is expected to operate at LOS F during the 5:00 – 6:00 PM hour under background conditions. The added vehicular traffic resulting from the proposed project would cause the critical-movement delay to increase by four or more seconds and the critical V/C ratio would increase by .01 or more. Based on the City of San Jose's level of service impact criteria, the proposed baseball stadium would cause a significant impact at this intersection. However, this intersection is located within the Greater Downtown Core, which is exempt from the City of San Jose level of service policy.

Mitigation: The congestion at this intersection could be mitigated by adding a second southbound through lane. The recommended lane addition would require widening Delmas north of San Fernando by approximately 12 feet and south of San Fernando by two feet. It should be noted that the same improvement was identified as a mitigation measure for the San Jose Water project, from which ROW dedication would be required. With the recommended improvement, the average vehicular delays at this intersection would be reduced to the LOS C range during the analysis period. Based on the City's standards, the recommended improvements would satisfactorily mitigate the project impact.

CMP Intersection Analysis

Measured against the CMP standards, none of the CMP study intersections would be significantly impacted by the proposed project.

Project Freeway Segment Analysis

The study freeway segments were evaluated for only one hour—5:00 to 6:00 PM. Although the project generated traffic is expected to peak after 6:00 PM, the overall traffic volumes with the project are expected to be greatest before 6:00 PM. Traffic volumes on the study freeway segments between 5:00 and 6:00 PM were estimated for each project scenario by adding trips generated by the proposed project to existing volumes obtained from the 2004 CMP Annual Monitoring Report. The same freeway impacts would be seen with or without a concurrent Sharks game at the HP Pavilion. This is true because a Sharks game does not add much traffic to the freeways between 5:00-6:00 PM (the games start at 7:30 PM). Also, project freeway impacts are based on an absolute volume increase, which is related to freeway capacity and not freeway volume. The results of the freeway analysis are summarized in Table 11.

According to the CMP's definition of significance, the project would cause a significant adverse impact on the following freeway segments:

SR 87 southbound between Coleman Avenue and Julian Street
SR 87 southbound between Julian Street and I-280
I-280 eastbound between Meridian Avenue and Bird Avenue
I-280 eastbound between Bird Avenue and SR 87

Improvements to mitigate significant project impacts on freeway segments are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way.

Transit Impact Analysis

The project impacts on transit ridership were determined based on the mode usage data provided in the survey of a Sharks game in November 2005. The survey showed that 2.6% of attendees arrived via Caltrain and 1.9% arrived via LRT. The survey did not find anyone who arrived by VTA bus. Using a sold-out attendance figure of 43,860 for the ballpark, which includes staff, yields an estimate of 1,140 persons arriving by Caltrain and 833 persons arriving by LRT for a ball game. While no bus riders were found in the HP Pavilion survey, it is reasonable to assume that some attendees would use a VTA bus. Caltrain can accommodate about 1,000 riders per train, and there would be 3 trains arriving in the one hour before a game. Therefore, it appears that sufficient Caltrain capacity is available. Caltrain has demonstrated the ability to add extra trains when the situation warrants, for example, to serve Giants games in San Francisco. Each LRT "train" can accommodate about 300 passengers, and there would be 8 trains arriving in the one hour before a game (counting both directions). Therefore, there should be no problem accommodating the projected ridership. In summary, given the capacities of the Caltrain, LRT, and bus systems, the project would have no adverse impact on transit service.

Although not included in the analysis, a BART station is planned adjacent to the ballpark site. This is part of the planned BART extension from Fremont, through San Jose, to Santa Clara. BART service would provide another good transit option for ballpark patrons. The planned BART station is well advanced in the design stage. The station would be underground, parallel to Santa Clara Street and about one block south. A parking structure is planned adjacent to the HP Pavilion to be used jointly by BART

and the Pavilion. The parking structure would include a pedestrian bridge over Santa Clara Street. A bus transit center is planned in conjunction with the BART station. There are two alternate locations being considered for the transit center: opposite the entrance to Diridon Station, or south of Diridon Station. The alternative south of the station would be precluded by the ballpark, but the location near the entrance to Diridon Station would work well with the ballpark. It would be right across the street from the ballpark entrance.

Based on a survey of other ballparks serviced by commuter rail, the transit mode split with BART can be estimated at approximately 15%. This is substantially higher than the 5% transit share that occurs at the HP Pavilion. The 15% transit mode split could be expected to come directly out of the auto share, thereby reducing total auto trips by approximately 11%. The reduction in auto trips would result in lower volumes at the study intersections and fewer pedestrians crossing Autumn Street. The effect on pedestrian traffic would be to shift pedestrians from sidewalks east of the ballpark to the area to the north of the ballpark.

Bicycle Impact

The ballpark event schedule is projected to include mostly night games, hence the percentage of attendees arriving by bicycle is estimated to be very low. Nevertheless, bicycle racks should be provided. The proposed changes to Bird Avenue may incorporate bicycle lanes (see Chapter 12), but otherwise there is estimated to be no impact on bicycle facilities from the project.

Table 11
Project Freeway Level of Service Summary

			Existing + Project Trips					Project Trips		
			Mixed Flow					Total	Mixed Flow	
Freeway	Location	Dir	Lanes	Speed*	Volume	Density	LOS	Volume	Volume	% Capacity
SR 87	Julian St. to Coleman Ave.	NB	2	67	2,283	17.0	B	3	3	0.07
		SB	2	18	3,697	102.7	**F**	497	497	**11.30**
	I-280 to Julian	NB	2	67	2,477	18.5	C	597	597	13.57
		SB	2	9	2,474	137.4	**F**	314	314	**7.14**
	Alma Ave. to I-280	NB	2	65	4,627	35.6	D	597	597	13.57
		SB	2	16	2,983	93.2	F	3	3	0.07
I-280	Meridian to Bird	EB	4	26	8,573	82.4	**F**	1193	1193	**12.97**
		WB	4	36	8,067	56.0	E	7	7	0.08
	Bird to SR 87	EB	4	23	8,092	88.0	**F**	1102	1102	**11.98**
		WB	3	66	4,816	24.3	C	66	66	0.96
	SR 87 to 10th	EB	3	67	4,245	21.1	C	625	625	9.06
		WB	3	67	3,554	17.7	B	744	744	10.78
	10th to McLaughlin	EB	4	45	8,645	48.0	E	5	5	0.05
		WB	4	66	8,335	31.6	D	945	945	10.27

* Source - Santa Clara VTA Congestion Management Program 2004 Monitoring and Conformance Report

Bold indicates a significant adverse impact.

6.
Project Peak Hour (6-7 PM)

This chapter presents the analysis of the project during the peak hour of 6:00-7:00 PM. This time period was found to have the highest estimated project trips. Existing, Background, and Project scenarios are evaluated. The methodology used is explained, and the results of the analysis are presented.

Existing Traffic Conditions

New manual turning-movement counts were conducted in November 2005 at all study intersections. The counts were conducted on a night with no event at the HP Pavilion. The new traffic count data are shown graphically in Figure 10 and are included in Appendix A. Appendix B contains the volume summary tables, which include the existing traffic volumes and count dates for all study intersections.

The traffic counts were used to calculate existing levels of service at the study intersections. The existing lane configurations were provided by City staff and confirmed by field observations. Table 12 shows that all the study intersections currently operate at LOS D or better, which is within the city and CMP standard.

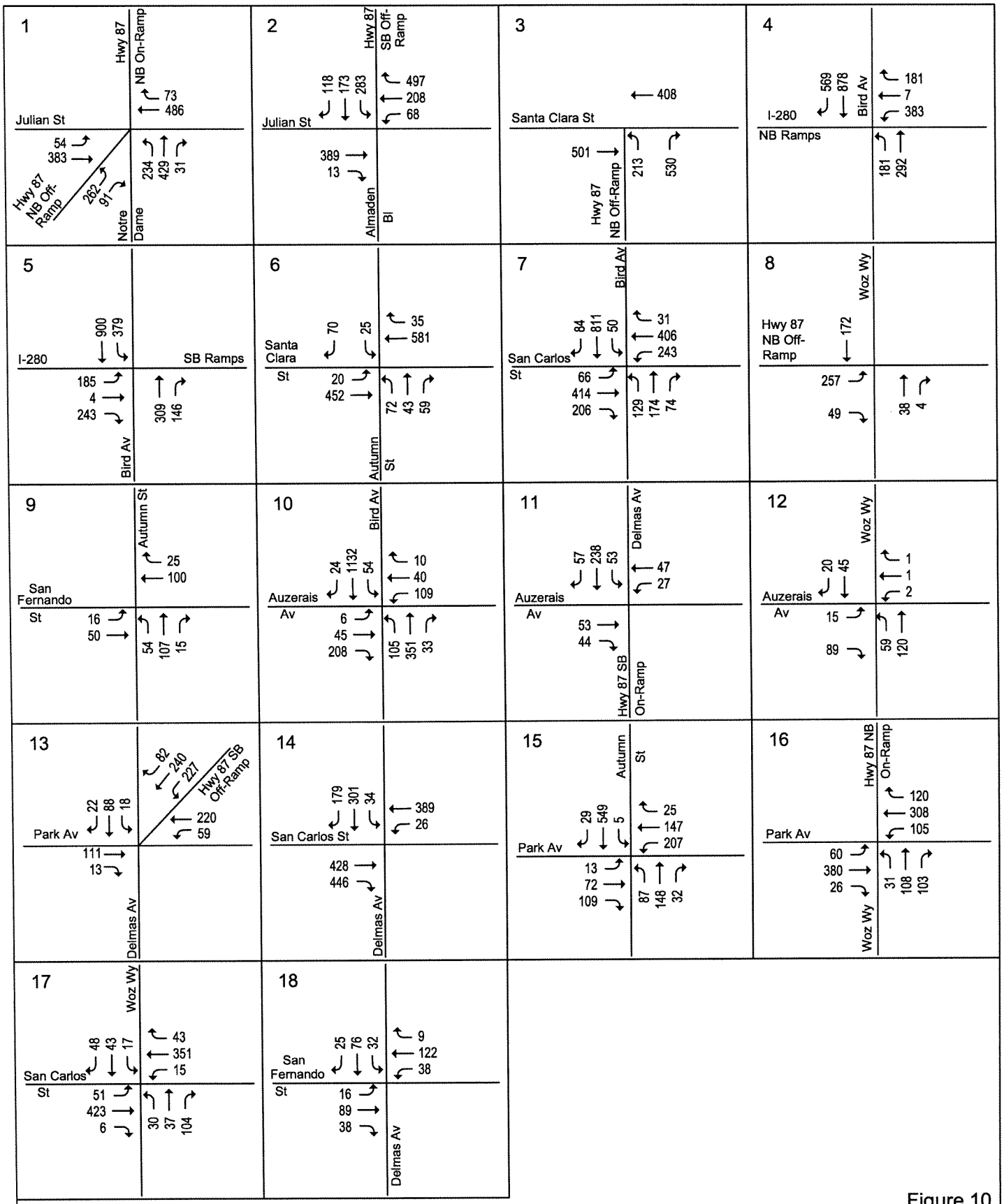


Figure 10

EXISTING TRAFFIC VOLUMES SINGLE-EVENT SCENARIO (6-7 PM)

San Jose Ballpark

Hexagon Transportation Consultants, Inc.

Table 12
Existing Intersection Level of Service Summary
Single-Event Scenario, 6-7PM

Intersection	Count Date	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	11/1/2005	37.9	D
SB SR 87 Ramps and W. Julian St.*	11/1/2005	18.6	B
NB SR 87 Ramp and Santa Clara St.*	11/1/2005	16.7	B
NB I 280 Ramps and Bird Ave.*	11/1/2005	25.1	C
SB I 280 Ramps and Bird Ave.*	11/1/2005	24.1	C
S. Autumn St. and Santa Clara St.*	11/1/2005	16.7	B
Bird Ave and W. San Carlos St.*	11/1/2005	35.9	D
SR 87 and Woz Way	11/15/2005	9.2	A
S. Autumn St. and W. San Fernando St.	11/1/2005	9.7	A
Bird Ave. and Auzerais Ave.	11/1/2005	22.6	C
Delmas Ave. and Auzerais Ave.	11/1/2005	15.1	B
Woz Way and Auzerais Ave.	11/1/2005	16.5	B
Delmas Ave. and Park Ave.	11/15/2005	22.6	C
Delmas Ave. and W. San Carlos St.	11/1/2005	19.2	B
S. Autumn St. and Park Ave.	11/1/2005	33.3	C
Woz Way and Park Ave.	11/1/2005	18.7	B
Woz Way and W. San Carlos St.	11/1/2005	19.4	B
Delmas Ave. and W. San Fernando St.	11/1/2005	17.6	B

* Denotes CMP Intersection

Background Intersection Analysis

Background traffic volumes were calculated by adding to the existing volumes the traffic reassignment resulting from the planned Autumn Street Extension and the estimated traffic from approved but not yet constructed developments in the vicinity of the site. The added traffic from approved but not yet constructed developments was provided by the City in the form of the Approved Trips Inventory (ATI). The City's ATI are included in Appendix C. A comparison of existing traffic volumes at study intersections indicated that on average traffic volumes in the 6-7 PM time period are 70% of those during the 5-6 PM time period. In the absence of definitive ATI data for the 6-7 PM time period, this multiplier was used to factor the 5-6 PM ATI data to obtain 6-7 PM ATI data. The background traffic volumes are shown graphically in Figure 11.

The level of service calculations for the background scenarios (Table 13) show that during the 6-7PM time period the level of service would be acceptable.

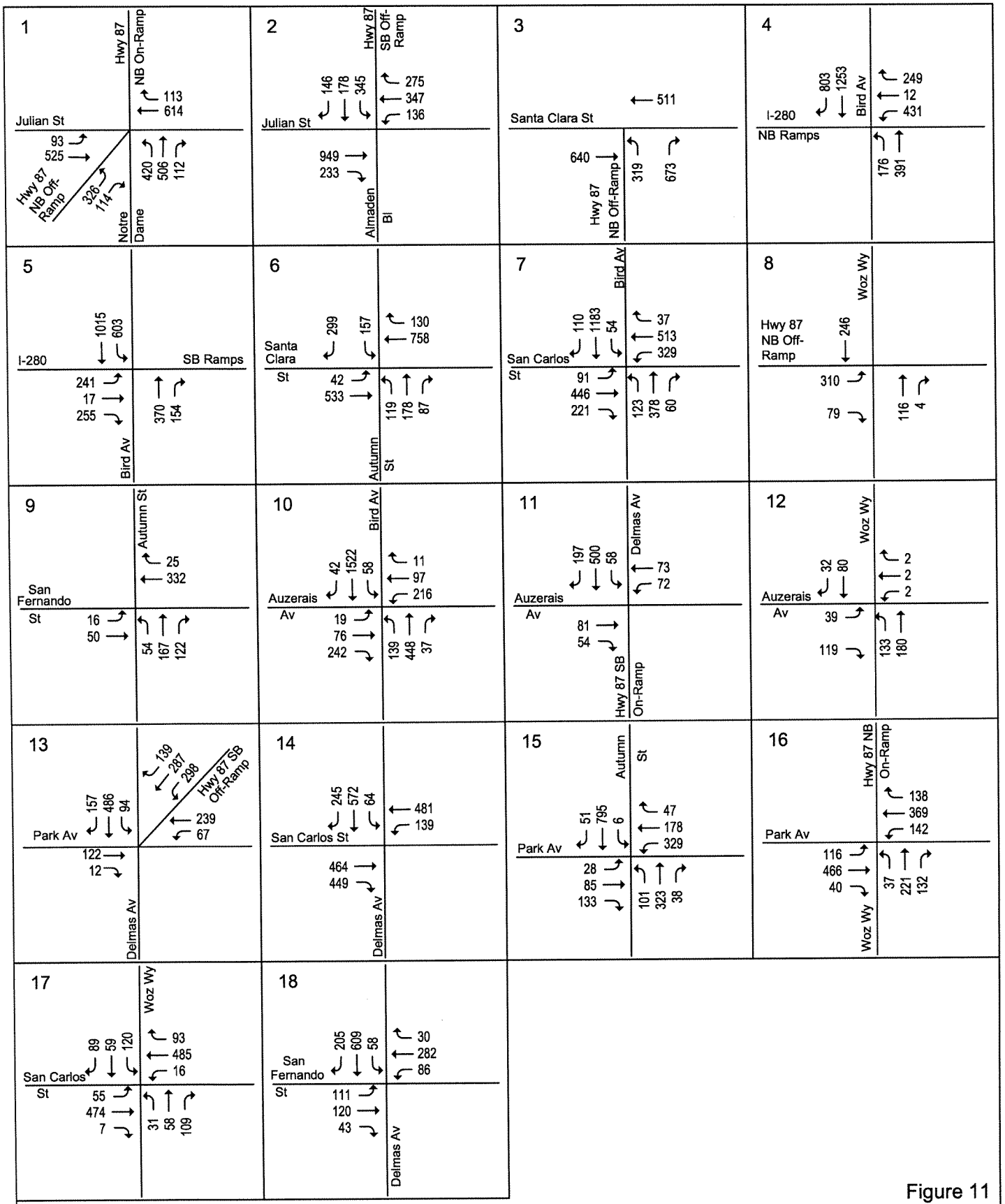


Figure 11

BACKGROUND TRAFFIC VOLUMES SINGLE-EVENT SCENARIO (6-7 PM)

San Jose Ballpark

Hexagon Transportation Consultants, Inc.

Table 13
Background Intersection Level of Service Summary
Single-Event Scenario, 6-7PM

	Existing		Background	
Intersection	Ave Delay	LOS	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	37.9	D	39.5	D
SB SR 87 Ramps and W. Julian St.*	18.6	B	19.8	B
NB SR 87 Ramp and Santa Clara St.*	16.7	B	17.4	B
NB I 280 Ramps and Bird Ave.*	25.1	C	25.6	C
SB I 280 Ramps and Bird Ave.*	24.1	C	24.9	C
S. Autumn St. and Santa Clara St.*	16.7	B	27.2	C
Bird Ave and W. San Carlos St.*	35.9	D	37.1	D
SR 87 and Woz Way	9.2	A	9.8	A
S. Autumn St. and W. San Fernando St.	9.7	A	10.5	B
Bird Ave. and Auzerais Ave.	22.6	C	26.8	C
Delmas Ave. and Auzerais Ave.	15.1	B	15.4	B
Woz Way and Auzerais Ave.	16.5	B	18.3	B
Delmas Ave. and Park Ave.	22.6	C	44.0	D
Delmas Ave. and W. San Carlos St.	19.2	B	23.4	C
S. Autumn St. and Park Ave.	33.3	C	34.3	C
Woz Way and Park Ave.	18.7	B	20.9	C
Woz Way and W. San Carlos St.	19.4	B	20.6	C
Delmas Ave. and W. San Fernando St.	17.6	B	30.8	C

* Denotes CMP Intersection

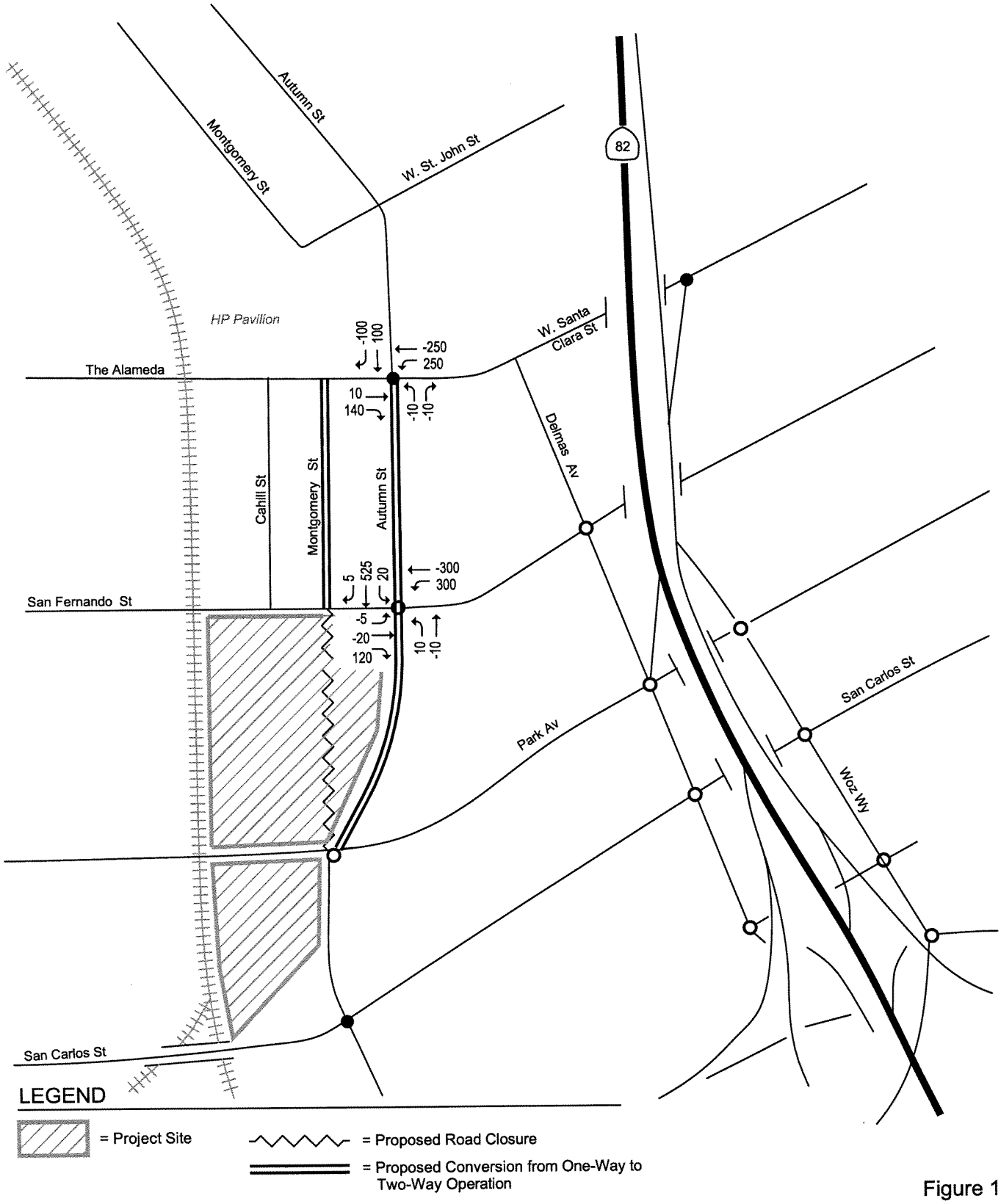


Figure 12

BACKGROUND TRIP REASSIGNMENT FOR MONTGOMERY STREET CLOSURE SINGLE-EVENT SCENARIO (6-7 PM)

San Jose Ballpark

Hexagon
Transportation Consultants, Inc.

Project Condition Transportation Network

Under the 6-7 PM single-event scenario the volumes at the intersections involved in the Montgomery Ave. closure would change; these volumes are shown graphically in Figure 12.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the two analyses time periods. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Trip Generation

Project trip generation estimates were prepared based on the stadium capacity (45,000 seats) and a no-show rate of 6 percent. The no-show rate is consistent with the actual attendance observed at other baseball stadiums during a sell-out game. Including players, coaches, staff, concession employees, and media personnel (approximately 1,560 people), the total attendance for a sell-out game is estimated to be 43,860.

The travel characteristics of fans attending a weeknight Major League Baseball game at the proposed ballpark are expected to be similar to that of fans attending a weeknight National Hockey League game at the HP Pavilion. Hexagon conducted an intercept survey of attendees at a San Jose Sharks hockey game (7:30 PM start time) on Wednesday, November 16, 2005. The survey identified the travel mode and auto occupancy (number of persons per vehicle) of over 1,400 hockey fans on their way to the game. The vast majority of fans traveled to the game in private automobiles (91.1%). Of those traveling by private auto, the average auto occupancy was 2.3 people per vehicle. Private auto trips include fans who travel directly to the parking facility (89.5%), fans who are dropped off at the game by another fan before parking in an off-site location (1.0%), and fans that are dropped off at the game by someone not attending the game (0.6%). Public transit services (CalTrain and light rail) accounted for 4.5% of the inbound trips. Note that bus service accounted for a negligible number of trips. The remaining trips included fans walking to the game (3.2%), riding in a limousine or taxi (1.1%) or bicycling (0.1%).

The planned BART extension to San Jose would have a station within one block of the HP Pavilion and the ballpark. Although BART is not assumed in this analysis, the added rail service could be expected to significantly increase transit-use.

Because the attendance at a sell-out baseball game would be several times that of a hockey game, the parking facilities used by baseball fans will include many downtown parking facilities that are more distant than those typically used by hockey fans. The longer walking times from these distant parking facilities will encourage some fans to take public transit rather than driving. Thus, it is likely that with no change in transit services, a higher percentage of baseball fans would choose public transit than currently observed for a hockey game. However, to be conservative, the baseball stadium traffic analysis assumes the same mode split and vehicle occupancy as observed for a weekday evening hockey game. Table 8 presents the project trip generation estimates during the ingress period for a weekday evening game. To be conservative, the trips generated by the existing uses on the project site that would be replaced by the baseball stadium and parking garage were not subtracted from the traffic that would be generated by the proposed ballpark.

Table 14 presents a breakdown of project trips by location and time period for a baseball game under the single event scenario. The volume summary sheets provided in Appendix B show the resulting project trip assignment at each study intersection. Figure 13 graphically presents the trips generated by the proposed baseball stadium at each study intersection.

Table 14
Ballpark Trip Estimates by Location and Time Period —
Weekday Evening Game Ingress – *Single-Event Scenario, 6-7PM*

Destination/Time Period			pre-game vehicle trips in	pre-game vehicle trips out
On-Site Ballpark Parking	150	spaces		
prior to 5 pm	100%		150	0
5 pm - 6 pm	0%		0	0
6 pm - 7 pm	0%		0	0
after 7 pm	0%		0	0
Ballpark Parking Garage	1,200	spaces		
prior to 5 pm	7%		89	0
5 pm - 6 pm	28%		332	0
6 pm - 7 pm	56%		676	0
after 7 pm	9%		103	0
HP Pavilion Main Lot	1,422	spaces		
prior to 5 pm	3%		43	0
5 pm - 6 pm	29%		412	0
6 pm - 7 pm	59%		839	0
after 7 pm	9%		128	0
Cahill Lots 1-4	581	spaces		
prior to 5 pm	3%		17	0
5 pm - 6 pm	29%		168	0
6 pm - 7 pm	59%		343	0
after 7 pm	9%		53	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	339	spaces		
prior to 5 pm	3%		10	0
5 pm - 6 pm	29%		98	0
6 pm - 7 pm	59%		200	0
after 7 pm	9%		31	0
SJ Water Company Lots	855	spaces		
prior to 5 pm	3%		26	0
5 pm - 6 pm	29%		248	0
6 pm - 7 pm	59%		504	0
after 7 pm	9%		77	0
Akatiff & Milligan Lots	568	spaces		
prior to 5 pm	3%		17	0
5 pm - 6 pm	29%		165	0
6 pm - 7 pm	59%		335	0
after 7 pm	9%		51	0
Downtown Parking e/o SR 87	12,143	spaces		
prior to 5 pm	3%		364	0
5 pm - 6 pm	29%		3,521	0
6 pm - 7 pm	59%		7,164	0
after 7 pm	9%		1,094	0
Passenger Loading Zone				
prior to 5 pm	1%		3	3
5 pm - 6 pm	10%		28	28
6 pm - 7 pm	80%		220	220
after 7 pm	9%		25	25
Total Trips by Time Period				
prior to 5 pm	4%		718	3
5 pm - 6 pm	28%		4,972	28
6 pm - 7 pm	59%		10,281	220
after 7 pm	9%		1,562	25
Total			17,533	275

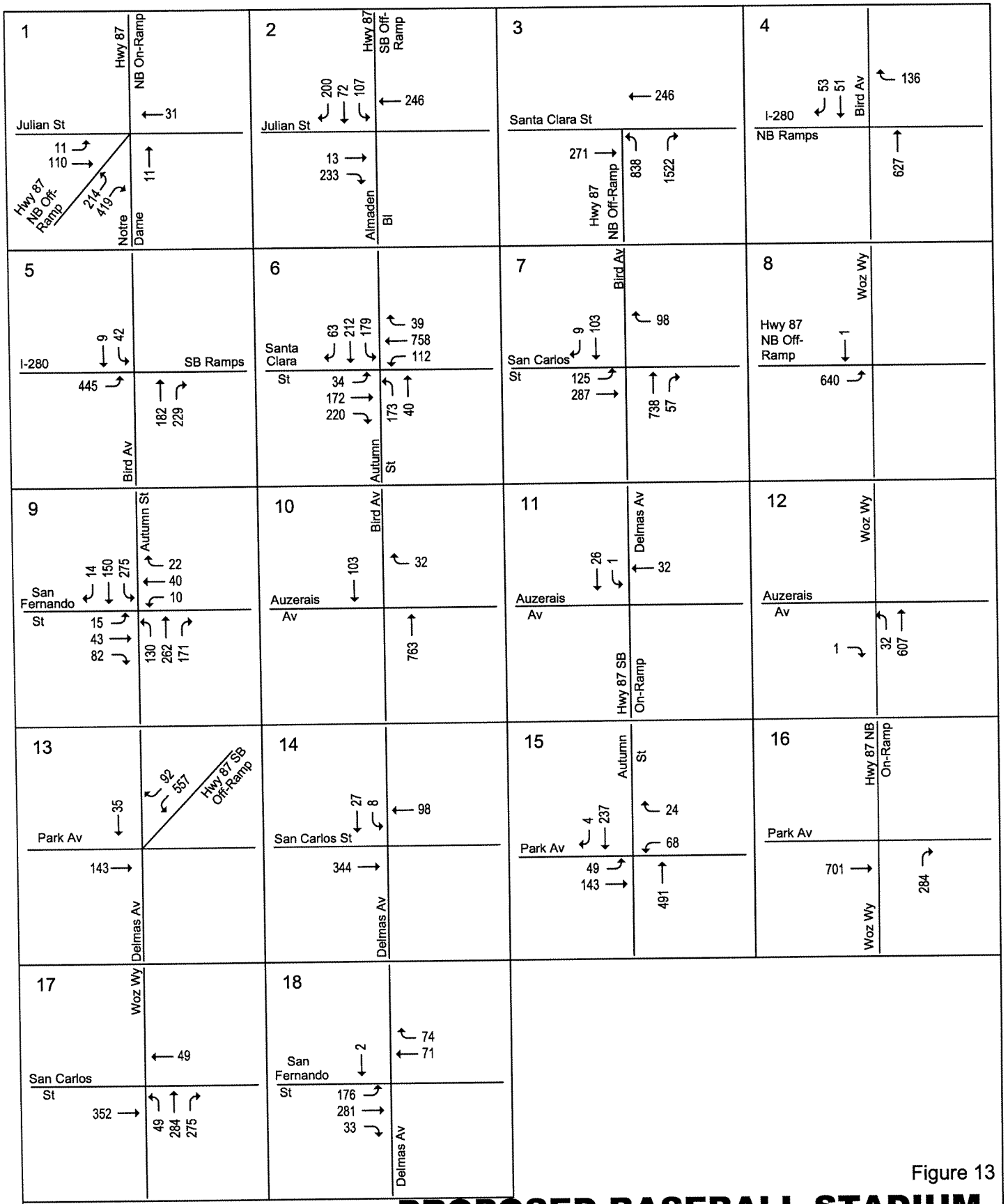


Figure 13

PROPOSED BASEBALL STADIUM-GENERATED TRIPS SINGLE-EVENT SCENARIO (6-7 PM)

San Jose Ballpark

Hexagon Transportation Consultants, Inc.

Project Traffic Volumes

Project trips generated by the proposed baseball stadium, as represented in the above project trip assignment, were added to background traffic volumes. The background traffic reassignment resulting from the roadway network changes included in the proposed project were also added to obtain traffic volumes under project conditions. Figure 14 presents the estimated intersection turning-movement volumes at each study intersection under project conditions.

Intersection Level of Service Analysis

Table 15 presents the intersection level of service results for the single-event scenario for the hour between 6:00 and 7:00 PM. The level of service calculation sheets are included in Appendix D.

Under existing, background, and project 5-6PM conditions, the study intersections are subject to few activations of the pedestrian signals. Therefore, the minimum green times used in the intersection level of service analysis were set according to the vehicular minimum green times outlined in the CMP guidelines. However, under 6-7PM project conditions, certain study intersections on Park Avenue and San Fernando Street would serve heavy pedestrian volumes during the pre- and post-game hours. At these intersections the minimum green time was based on the minimum phase time for pedestrians, which is the sum of the Walk and Flashing Don't Walk (FDW) intervals. In order to serve the projected pedestrian volumes, it would be necessary to extend the Walk interval beyond its current duration at several locations. The required length of the Walk interval was calculated based on the existing crosswalk widths and the projected pedestrian volumes. At the study intersections on Autumn Street adjacent to the baseball stadium, it would not be possible to serve the projected pedestrian flows within the existing crosswalks during the concurrent vehicle phase. At these locations a pedestrian "scramble" phase could be necessary. A scramble phase is an exclusive pedestrian phase when the signal is red for all vehicles and pedestrians may cross the streets parallel or diagonal. The use of an all-pedestrian phase was reflected in the intersection level of service calculations by increasing the lost time.

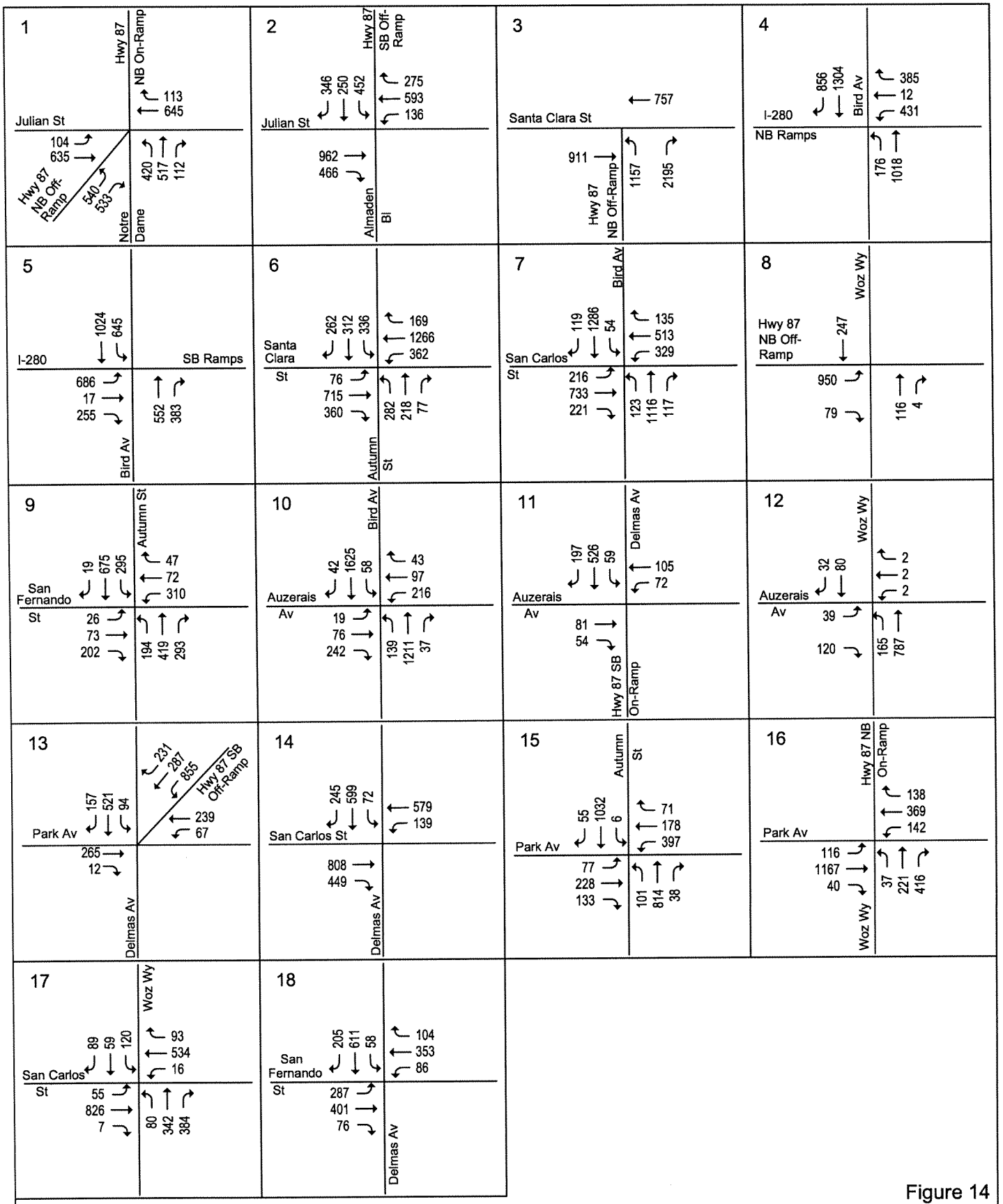


Figure 14

PROJECT TRAFFIC VOLUMES SINGLE-EVENT SCENARIO (6-7 PM)

San Jose Ballpark

Hexagon Transportation Consultants, Inc.

Table 15
Project Intersection Level of Service
Single-Event Scenario, 6-7PM

	Background		Project Conditions		With Improvements	
Intersection	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	39.5	D	44.5	D		
SB SR 87 Ramps and W. Julian St.*	19.8	B	19.7	B		
NB SR 87 Ramp and Santa Clara St.*	17.4	B	34.7	C		
NB I 280 Ramps and Bird Ave.*	25.6	C	25.6	C		
SB I 280 Ramps and Bird Ave.*	24.9	C	34.7	C		
S. Autumn St. and Santa Clara St.*	27.2	C	36.6	D		
Bird Ave and W. San Carlos St.*	37.1	D	38.4	D		
SR 87 and Woz Way	9.8	A	8.1	A		
S. Autumn St. and W. San Fernando St.	10.5	B	**179.1**	**F**	36.6	D
Bird Ave. and Auzerais Ave.	26.8	C	25.7	C		
Delmas Ave. and Auzerais Ave.	15.4	B	15.2	B		
Woz Way and Auzerais Ave.	18.3	B	10.3	B		
Delmas Ave. and Park Ave.	44.0	D	**546.8**	**F**	50.8	D
Delmas Ave. and W. San Carlos St.	23.4	C	24.3	C		
S. Autumn St. and Park Ave.	34.3	C	**251.0**	**F**	51.7	D
Woz Way and Park Ave.	20.9	C	19.4	B		
Woz Way and W. San Carlos St.	20.6	C	23.7	C		
Delmas Ave. and W. San Fernando St.	30.8	C	**115.7**	**F**	26.7	C

* Denotes CMP Intersection
Bold indicates an operational deficiency

City of San Jose Intersection Analysis

The level of service results under project conditions show that the following four intersections would be exhibit operational deficiencies.

Autumn Street and San Fernando Street

Deficiency: This intersection is expected to operate at acceptable levels (LOS D or better) during the analysis period under background conditions under the single-event scenario. The proposed ballpark would cause the intersection to degrade to LOS F. The poor level of service is due primarily to the heavy pedestrian flows generated by the project and the resulting need for a pedestrian "scramble" phase.

Improvement: This intersection could be improved by widening the crosswalks on all approaches as described in the pedestrian analysis. (See Chapter 3.) This improvement would eliminate the need for a pedestrian "scramble" phase and allow pedestrian traffic to operate during the concurrent vehicle phase. This change would allow the traffic signal to operate more efficiently reducing the average delay for vehicular traffic to acceptable levels (LOS D).

Delmas Avenue and Park Avenue

Deficiency: This intersection would be degraded to LOS F under the single-event scenario during the 6:00-7:00 PM time period.

Improvement: This intersection could be improved by adding a second southbound through lane and widening the crosswalks on selected approaches as described in the pedestrian analysis. (See Chapter 3.) The recommended lane addition would require widening the curb-to-curb width by approximately 2 feet. This could be accomplished by acquiring additional right-of-way (ROW) along the east side of Delmas Avenue, or, if additional ROW can not be acquired, by removing on-street parking on the east side of Delmas Avenue. It should be noted that the same improvement was identified as a mitigation measure for the San Jose Water project. Widening the crosswalks would reduce the minimum pedestrian timing thereby allowing the traffic signal to operate more efficiently. With the recommended improvements, the average vehicular delays at this intersection would be reduced to the LOS D range.

Autumn Street and Park Avenue

Deficiency: This intersection is expected to operate at acceptable levels (LOS D or better) during the analysis period under background conditions. The proposed ballpark would cause the intersection to degrade to LOS F during the analysis period of 6:00-7:00 PM under the single-event scenario. The poor level of service is due primarily to the heavy pedestrian flows generated by the project and the resulting need for a pedestrian "scramble" phase.

Improvement: This intersection could be improved by widening the crosswalks on all approaches as described in the pedestrian analysis. (See Chapter 3.) This improvement would eliminate

the need for a pedestrian "scramble" phase and allow pedestrian traffic to operate during the concurrent vehicle phase. This change would allow the traffic signal to operate more efficiently, reducing the average delay for vehicular traffic to acceptable levels (LOS D).

Delmas Avenue and San Fernando Street

Deficiency: The addition of project-generated trips during the 6:00 – 7:00 PM hour would cause the intersection level of service to degrade from LOS C under background conditions to LOS F under project conditions under the single-event scenario.

Improvement: This intersection could be improved by adding a second southbound through lane. The recommended lane addition would require widening Delmas north of San Fernando by approximately 12 feet and south of San Fernando by two feet. It should be noted that the same improvement was identified as a mitigation measure for the San Jose Water project, from which ROW dedication would be required. With the recommended improvement, the average vehicular delays at this intersection would be reduced to the LOS C range during the analysis period.

7.
Simultaneous Events Traffic Analysis

This chapter presents the analysis and results of the study of the project traffic in the event of the occurrence of a ballpark event simultaneous with an HP Pavilion event. Existing, Background, and Project scenarios are analyzed and the results are presented.

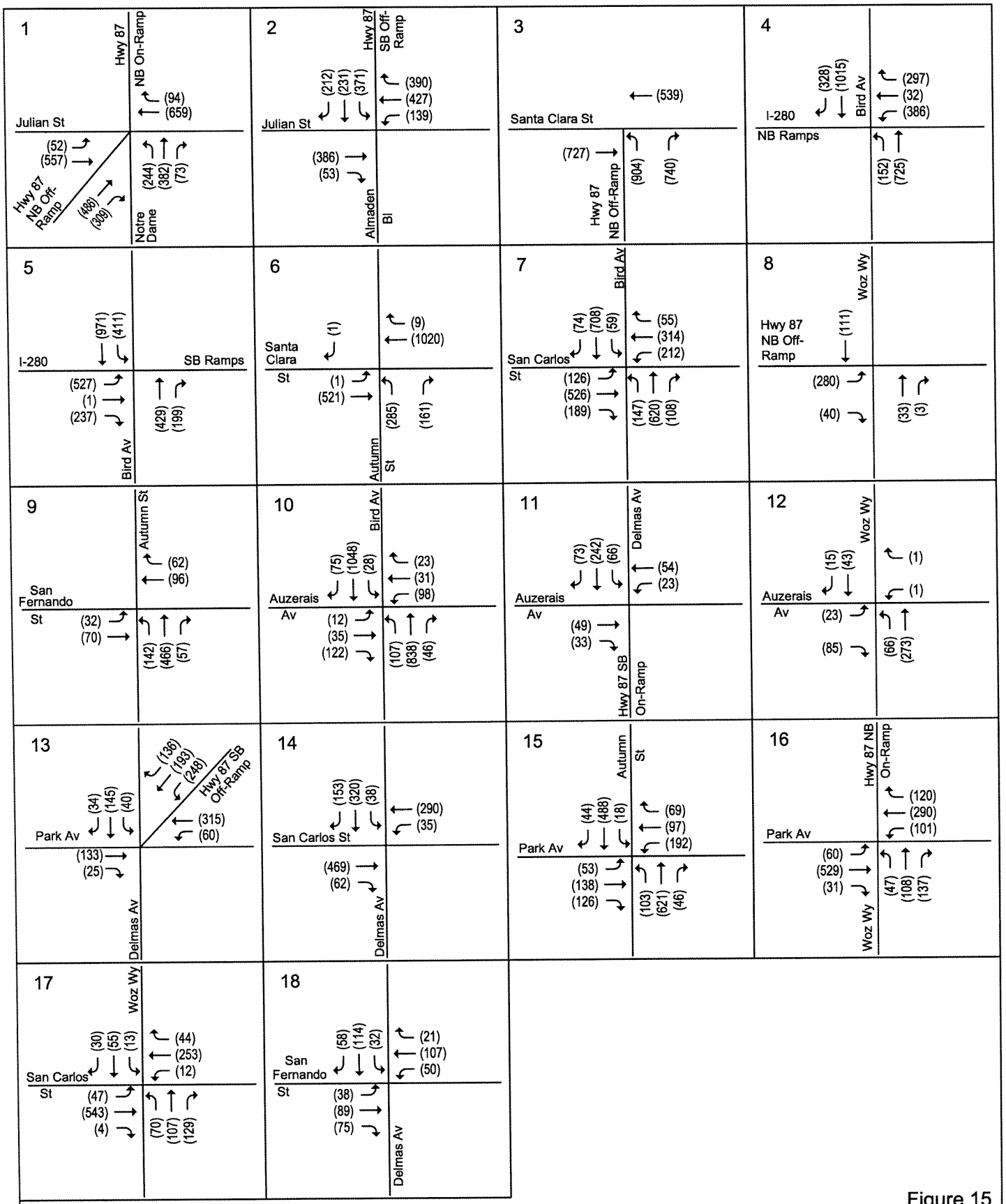
There is a possibility of the simultaneous occurrence of a baseball game and an event at the HP Pavilion, be it a national hockey league match or a large concert or other event. The traffic analysis for the simultaneous-events scenario is based upon the occurrence of a weekday evening baseball game with a simultaneous event at the HP Pavilion.

It was determined that because of the typical arrival times, the 6-7 PM time period would experience the greatest impact from ballpark traffic. Therefore, for the simultaneous-events scenario, only the 6-7 PM time period was analyzed.

Existing Traffic Conditions

New manual turning-movement counts were conducted in November 2005 at all study intersections. The counts were conducted on a night with a Sharks game at the HP Pavilion. The new traffic count data are shown graphically in Figure 15 and are included in Appendix A. Appendix B contains the volume summary tables, which include the existing traffic volumes and count dates for all study intersections.

The traffic counts were used to calculate existing levels of service at the study intersections. The existing lane configurations were provided by City staff and confirmed by field observations. Table 16 shows that all the study intersections currently operate at LOS D or better, which is within the city and CMP standard, both with and without an HP Pavilion event.



LEGEND

(XX) = (6-7 PM)

Hexagon Transportation Consultants, Inc.

Figure 15

EXISTING TRAFFIC VOLUMES SIMULTANEOUS-EVENTS SCENARIO

San Jose Ballpark

Table 16
Existing Intersection Levels of Service
Simultaneous-Events Scenario

Intersection	Count Date	Ave. Delay	LOS
NB SR 87 Ramps and W. Julian St.*	11/2/2005	40.7	D
SB SR 87 Ramps and W. Julian St.*	11/2/2005	19.8	B
NB SR 87 Ramp and Santa Clara St.*	11/2/2005	17.7	B
NB I 280 Ramps and Bird Ave.*	11/2/2005	25.5	C
SB I 280 Ramps and Bird Ave.*	11/2/2005	26.7	C
S. Autumn St. and Santa Clara St.*	11/2/2005	19.1	B
Bird Ave and W. San Carlos St.*	11/2/2005	36.4	D
SR 87 and Woz Way	11/16/2005	8.1	A
S. Autumn St. and W. San Fernando St.	11/2/2005	8.2	A
Bird Ave. and Auzerais Ave.	11/2/2005	20.9	C
Delmas Ave. and Auzerais Ave.	11/2/2005	13.7	B
Woz Way and Auzerais Ave.	11/2/2005	12.8	B
Delmas Ave. and Park Ave.	11/16/2005	25.0	C
Delmas Ave. and W. San Carlos St.	11/2/2005	19.4	B
S. Autumn St. and Park Ave.	11/2/2005	32.7	C
Woz Way and Park Ave.	11/2/2005	17.8	B
Woz Way and W. San Carlos St.	11/2/2005	19.0	B
Delmas Ave. and W. San Fernando St.	11/2/2005	18.9	B

* Denotes CMP Intersection

Background Transportation Network

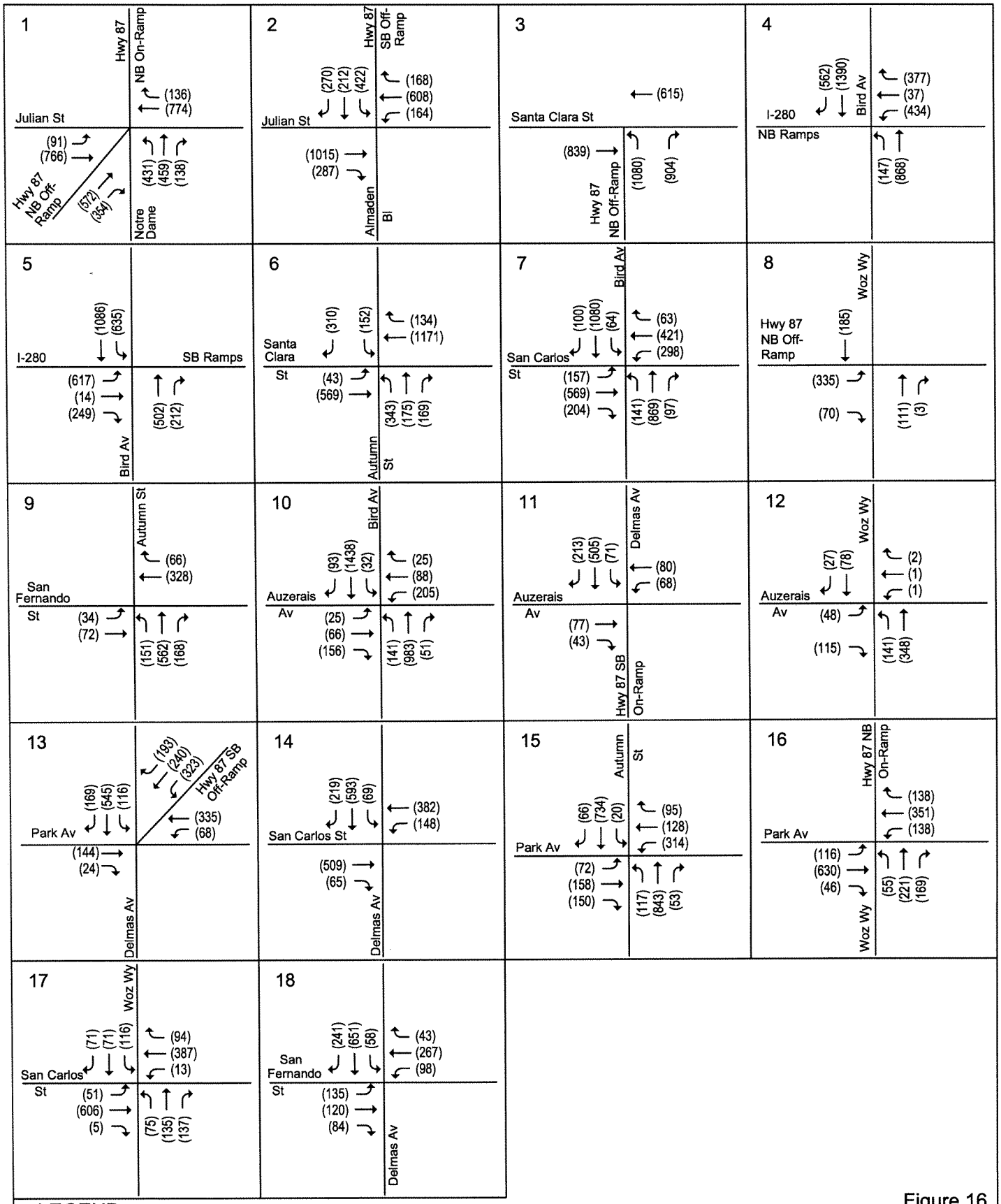
Background conditions assume the completion of the Autumn Street extension to Coleman Avenue. The Autumn Street extension incorporates a new crossing of the Southern Pacific railroad tracks. This crossing and the intersection of Autumn Street with Coleman Avenue currently are under construction as part of the Cousins retail center being built along Coleman Avenue. The section of roadway from the railroad crossing south to the current terminus of Autumn Street is under design. This network change will not affect the existing lane configuration at any of the study intersections. However, the new roadway connection will alter traffic patterns within the study area. The changes in existing traffic volumes caused the by Autumn Extension were estimated using the City's TRANPLAN model. Year 2000 trip tables were assigned to the roadway network without and with the planned Autumn Street extension. The model runs show that extending Autumn Street to Coleman Avenue and thereby providing a direct connection to I-880 would cause traffic to divert to Autumn Street from other parallel routes, including Stockton Avenue, The Alameda, SR 87, Market Street and North First Street. The estimated changes in turning-movement volumes at the study intersections resulting from the Autumn Street extension are shown separately in the volume summary tables provided in Appendix B. With the above exception, it is assumed in this analysis that the transportation network under background conditions would be unchanged from existing conditions.

Background Intersection Analysis

Background traffic volumes were calculated by adding to the existing volumes the traffic reassignment resulting from the planned Autumn Street Extension and the estimated traffic from approved but not yet constructed developments in the vicinity of the site. The added traffic from approved but not yet constructed developments was provided by the City in the form of the Approved Trips Inventory (ATI). The City's ATI are included in Appendix C.

Trips added from the above-described sources were added to the existing volumes in the simultaneous-events scenario. Thus, background traffic volumes were calculated both for the simultaneous-events scenario. These volumes are shown graphically in Figure 16.

The level of service calculations for the background scenarios (Table 17) show that all study intersections, including the six CMP intersections, would operate at acceptable levels under background conditions.



LEGEND

(XX) = (6-7 PM)

Hexagon Transportation Consultants, Inc.

Figure 16

BACKGROUND TRAFFIC VOLUMES SIMULTANEOUS-EVENTS SCENARIO

San Jose Ballpark

Table 17
Background Intersection Levels of Service
Simultaneous-Events Scenario

	Existing		Background	
Intersection	Ave Delay	LOS	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	40.7	D	43.7	D
SB SR 87 Ramps and W. Julian St.*	19.8	B	20.5	C
NB SR 87 Ramp and Santa Clara St.*	17.7	B	18.7	B
NB I 280 Ramps and Bird Ave.*	25.5	C	26.1	C
SB I 280 Ramps and Bird Ave.*	26.7	C	29.5	C
S. Autumn St. and Santa Clara St.*	19.1	B	32.2	C
Bird Ave and W. San Carlos St.*	36.4	D	37.6	D
SR 87 and Woz Way	8.1	A	9.5	A
S. Autumn St. and W. San Fernando St.	8.2	A	11.0	B
Bird Ave. and Auzerais Ave.	20.9	C	25.4	C
Delmas Ave. and Auzerais Ave.	13.7	B	14.4	B
Woz Way and Auzerais Ave.	12.8	B	15.4	B
Delmas Ave. and Park Ave.	25.0	C	56.9	E
Delmas Ave. and W. San Carlos St.	19.4	B	24.0	C
S. Autumn St. and Park Ave.	32.7	C	34.2	C
Woz Way and Park Ave.	17.8	B	20.2	C
Woz Way and W. San Carlos St.	19.0	B	21.4	C
Delmas Ave. and W. San Fernando St.	18.9	B	35.4	D

* Denotes CMP Intersection

Trip Distribution and Assignment

Figure 17 displays the intersection turning movements re-assigned due to the Montgomery Street closure caused by the project. For a ballpark event with a concurrent HP Pavilion event, it was assumed that the capacity of parking lots surrounding the HP Pavilion would be utilized by HP Pavilion patrons, and would be unavailable to Ballpark patrons. The trip distribution was changed to reflect this. Table 18 presents a breakdown of project trips by location and time period for a baseball game with a concurrent HP Pavilion event. The volume summary sheets provided in Appendix B show the resulting project trip assignment at each study intersection. Figure 18 graphically presents the trips generated by the proposed baseball stadium at each study intersection. Currently Autumn Street adjacent to the HP Pavilion is closed during many Pavilion events. This analysis assumes that Autumn Street is open during the simultaneous-events scenario. That way, patrons can make use of the Autumn Street extension to Coleman Avenue to access the area.

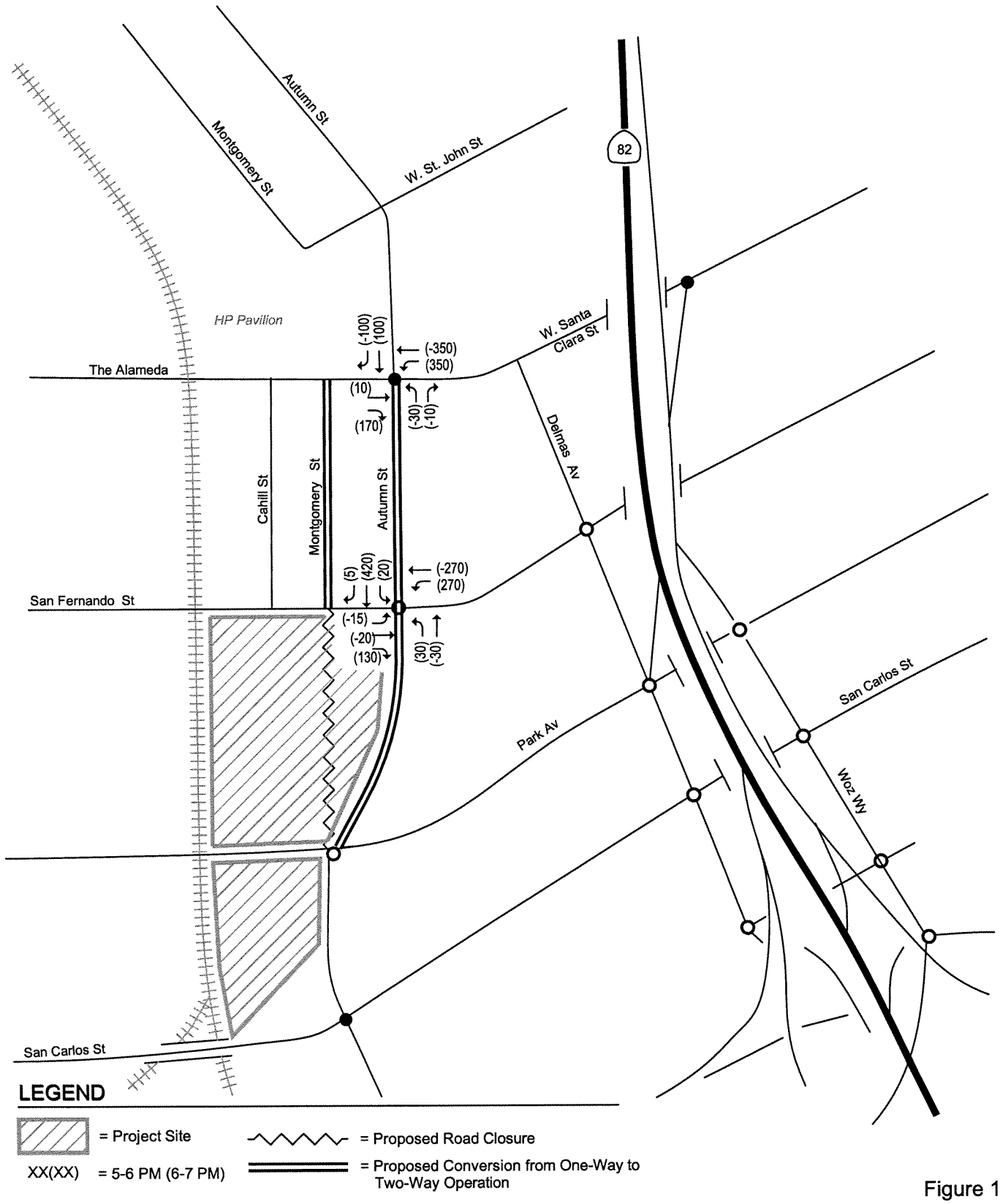


Figure 17

BACKGROUND TRIP REASSIGNMENT FOR MONTGOMERY STREET CLOSURE SIMULTANEOUS-EVENTS SCENARIO

San Jose Ballpark

Hexagon
Transportation Consultants, Inc.

Table 18
Ballpark Trip Estimates by Location and Time Period —
Weekday Evening Game Ingress – *Simultaneous-Events Scenario*

Destination/Time Period			pre-game vehicle trips in	pre-game vehicle trips out
On-Site Ballpark Parking	150	spaces		
prior to 5 pm	100%		150	0
5 pm - 6 pm	0%		0	0
6 pm - 7 pm	0%		0	0
after 7 pm	0%		0	0
Ballpark Parking Garage	1,200	spaces		
prior to 5 pm	7%		89	0
5 pm - 6 pm	28%		332	0
6 pm - 7 pm	56%		676	0
after 7 pm	9%		103	0
HP Pavilion Main Lot	1,422	spaces		
prior to 5 pm	0%		0	0
5 pm - 6 pm	0%		0	0
6 pm - 7 pm	0%		0	0
after 7 pm	0%		0	0
Cahill Lots 1-4	581	spaces		
prior to 5 pm	0%		0	0
5 pm - 6 pm	0%		0	0
6 pm - 7 pm	0%		0	0
after 7 pm	0%		0	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	339	spaces		
prior to 5 pm	0%		0	0
5 pm - 6 pm	0%		0	0
6 pm - 7 pm	0%		0	0
after 7 pm	0%		0	0
SJ Water Company Lots	855	spaces		
prior to 5 pm	0%		0	0
5 pm - 6 pm	0%		0	0
6 pm - 7 pm	0%		0	0
after 7 pm	0%		0	0
Akatiff & Milligan Lots	568	spaces		
prior to 5 pm	0%		0	0
5 pm - 6 pm	0%		0	0
6 pm - 7 pm	0%		0	0
after 7 pm	0%		0	0
Downtown Parking e/o SR 87	15,908	spaces		
prior to 5 pm	3%		478	0
5 pm - 6 pm	29%		4,612	0
6 pm - 7 pm	59%		9,385	0
after 7 pm	9%		1,433	0
Passenger Loading Zone				
prior to 5 pm	1%		3	3
5 pm - 6 pm	10%		28	28
6 pm - 7 pm	80%		220	220
after 7 pm	9%		25	25
Total Trips by Time Period				
prior to 5 pm	4%		719	3
5 pm - 6 pm	28%		4,972	28
6 pm - 7 pm	59%		10,281	220
after 7 pm	9%		1,561	25
Total			17,533	275

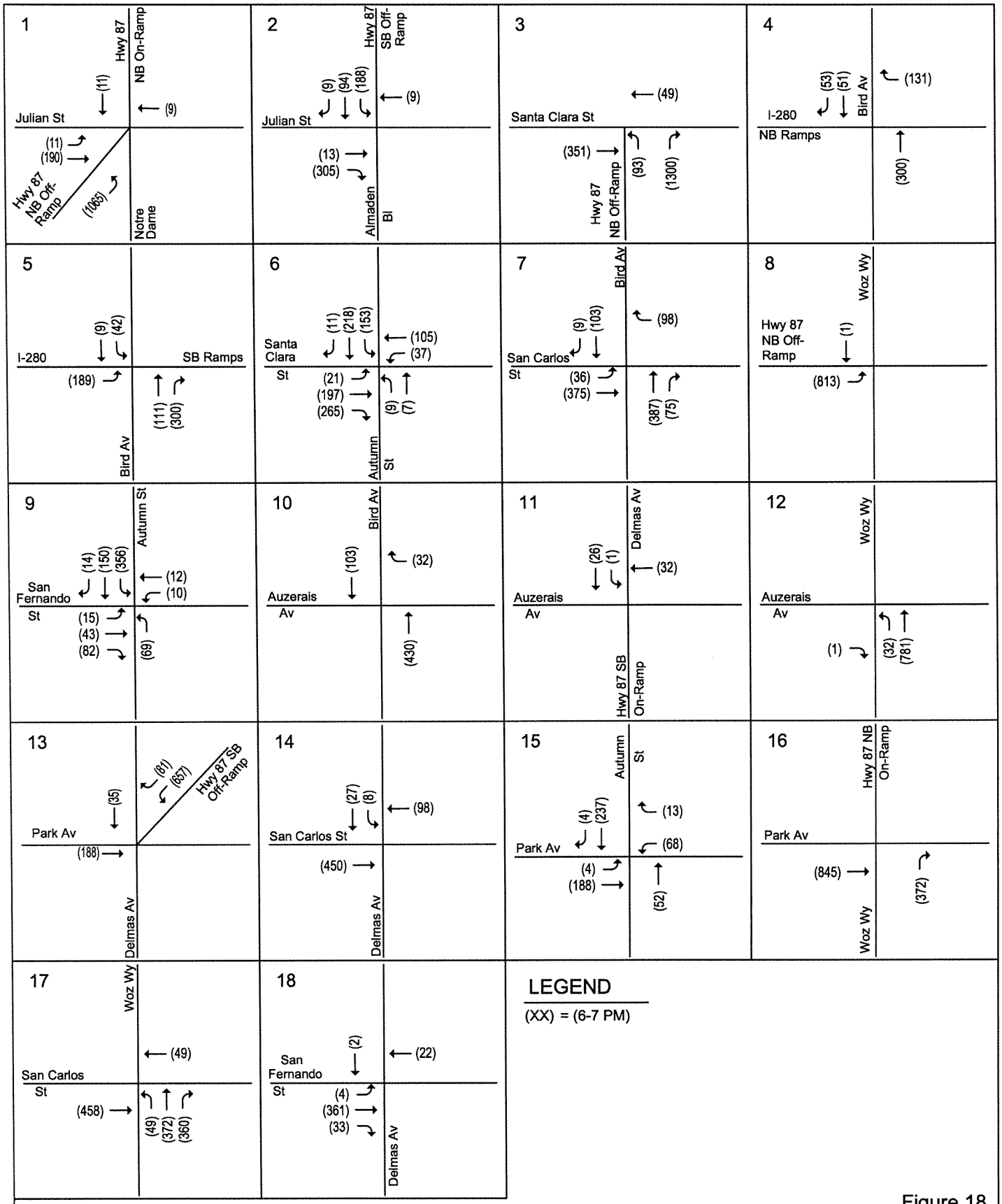


Figure 18

PROPOSED BASEBALL STADIUM-GENERATED SIMULTANEOUS-EVENTS SCENARIO

Hexagon Transportation Consultants, Inc.

San Jose Ballpark

Project Traffic Volumes

The level of service calculation sheets are included in Appendix D. Project trips generated by the proposed baseball stadium, as represented in the above project trip assignment, were added to background traffic volumes. The background traffic reassignment resulting from the roadway network changes included in the proposed project were also added to obtain traffic volumes under project conditions. Figure 19 presents the estimated intersection turning-movement volumes at each study intersection under project conditions.

Intersection Level of Service Analysis

Table 19 shows that four intersections would operate worse than LOS D under the simultaneous-events scenario. The same four intersections would operate worse than LOS D in the single-event scenario; however, the simultaneous-events scenario has more traffic, and, thus, further improvements could be necessary.

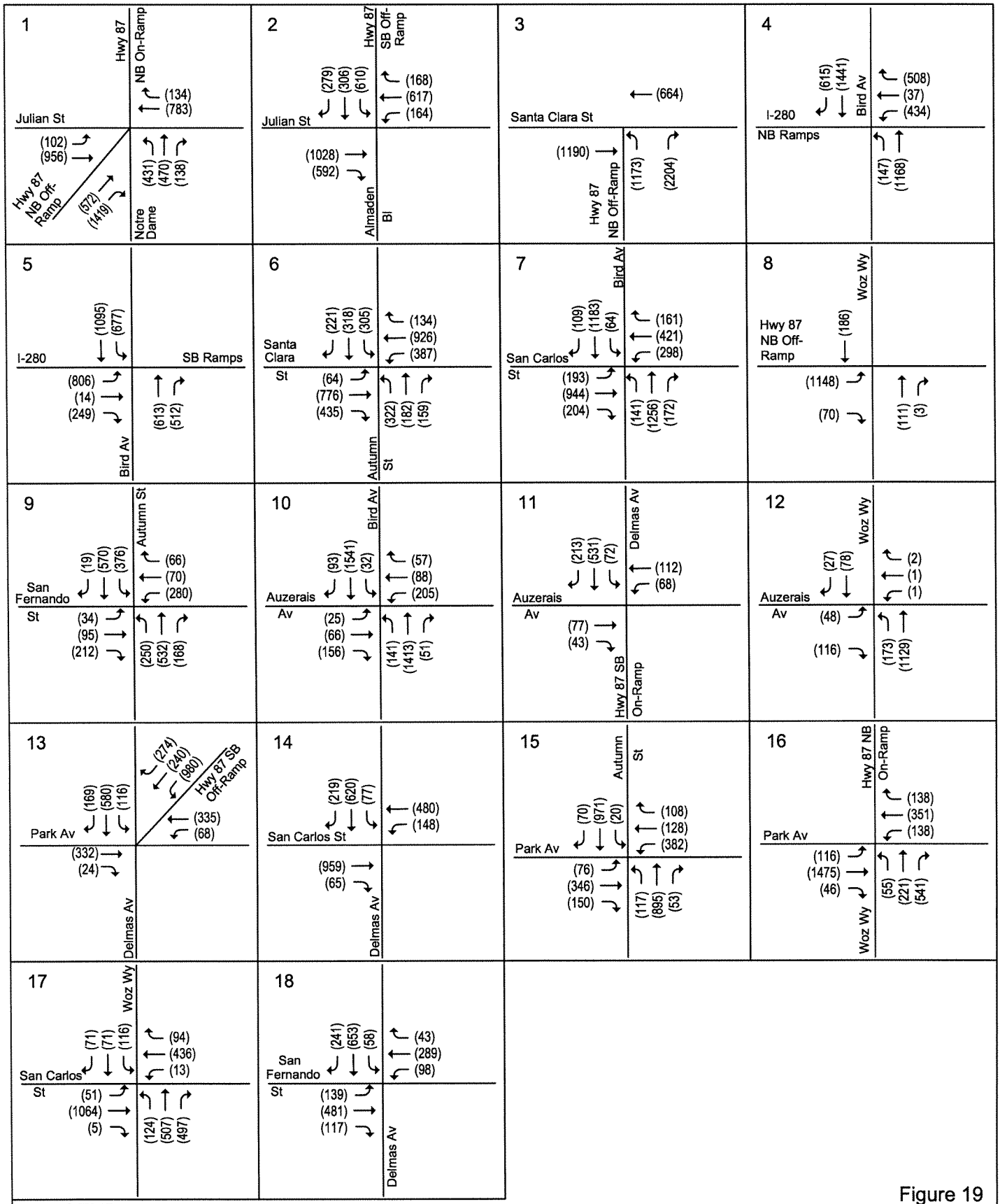


Figure 19

LEGEND

(XX) = (6-7 PM)

Hexagon Transportation Consultants, Inc.

PROJECT TRAFFIC VOLUMES SIMULTANEOUS-EVENTS SCENARIO

San Jose Ballpark

Table 19
Project Intersection Levels of Service Simultaneous-Events Scenario

Intersection	Background Ave Delay	Background LOS	Project Conditions Ave Delay	Project Conditions LOS	With Improvements Ave Delay	With Improvements LOS
NB SR 87 Ramps and W. Julian St.*	43.7	D	54.2	D		
SB SR 87 Ramps and W. Julian St.*	20.5	C	22.2	C		
NB SR 87 Ramp and Santa Clara St.*	18.7	B	52.0	D		
NB I 280 Ramps and Bird Ave.*	26.1	C	27.3	C		
SB I 280 Ramps and Bird Ave.*	29.5	C	41.4	D		
S. Autumn St. and Santa Clara St.*	32.2	C	37.8	D		
Bird Ave and W. San Carlos St.*	37.6	D	39.2	D		
SR 87 and Woz Way	9.5	A	7.1	A		
S. Autumn St. and W. San Fernando St.	11.0	B	**540.1**	**F**	36.8	D
Bird Ave. and Auzerais Ave.	25.4	C	25.4	C		
Delmas Ave. and Auzerais Ave.	14.4	B	14.3	B		
Woz Way and Auzerais Ave.	15.4	B	8.6	A		
Delmas Ave. and Park Ave.	56.9	E	**760.9**	**F**	54.3	D
Delmas Ave. and W. San Carlos St.	24.0	C	25.3	C		
S. Autumn St. and Park Ave.	34.2	C	**595.7**	**F**	29.3	C
Woz Way and Park Ave.	20.2	C	22.7	C		
Woz Way and W. San Carlos St.	21.4	C	27.7	C		
Delmas Ave. and W. San Fernando St.	35.4	D	**153.3**	**F**	29.4	C

* Denotes CMP Intersection
Bold indicates an operational deficiency

The level of service results under simultaneous-events conditions show that the following four intersections would operate worse than LOS D. Potential improvements to maintain LOS D are described below.

Autumn Street and San Fernando Street

Deficiency: The proposed ballpark would cause the intersection to degrade to LOS F with simultaneous events. The poor level of service is due primarily to the heavy pedestrian flows generated by the project and the resulting need for a pedestrian "scramble" phase..

Improvement: The operation at this intersection could be improved by widening the crosswalks on all approaches as described in the pedestrian analysis. (See Chapter 3.) This improvement would eliminate the need for a pedestrian "scramble" phase and allow pedestrian traffic to operate during the concurrent vehicle phase. This change would allow the traffic signal to operate more efficiently reducing the average delay for vehicular traffic to acceptable levels (LOS D).

Delmas Avenue and Park Avenue

Deficiency: This intersection would be degraded to LOS F under the simultaneous-events scenario.

Improvement: For the the simultaneous-events scenario, the operations at this intersection could be improved by adding a second southbound through lane and widening the crosswalks on selected approaches as described in the pedestrian analysis. (See Chapter 3.) The recommended lane addition would require widening the curb-to-curb width by approximately 2 feet. This could be accomplished by acquiring additional right-of-way (ROW) along the east side of Delmas Avenue, or, if additional ROW can not be acquired, by removing on-street parking on the east side of Delmas Avenue. It should be noted that the same improvement was identified as a mitigation measure for the San Jose Water project. Widening the crosswalks would reduce the minimum pedestrian timing thereby allowing the traffic signal to operate more efficiently. Additionally, left turns might need to be prohibited from westbound Park Avenue to southbound Delmas Avenue. Prohibition of left turns would allow more signal greentime to be devoted to the pedestrian crossing phases. With the recommended improvements, the average vehicular delays at this intersection would be reduced to the LOS D range.

Autumn Street and Park Avenue

Deficiency: This intersection is expected to operate at acceptable levels (LOS D or better under background conditions. The proposed ballpark would cause the intersection to degrade to LOS F during both analysis periods under the simultaneous-events scenario. The poor level of service is due primarily to the heavy pedestrian flows generated by the project and the resulting need for a pedestrian "scramble" phase.

Improvement: For the simultaneous-events scenario, the operations at this intersection could be improved by widening the crosswalks on all approaches as described in the pedestrian analysis. (See Chapter 3.) This improvement would eliminate the need for a pedestrian "scramble" phase and allow pedestrian traffic to operate during the concurrent vehicle

phase. Additionally, left turns might need to be prohibited on all four legs of the intersection. These changes would allow the intersection to operate at LOS D.

Delmas Avenue and San Fernando Street

Deficiency: This intersection is expected to operate at LOS F under the simultaneous-events scenario.

Improvement: The operations at this intersection could be improved by adding a second southbound through lane. The recommended lane addition would require widening Delmas north of San Fernando by approximately 12 feet and south of San Fernando by two feet. It should be noted that the same improvement was identified as a mitigation measure for the San Jose Water project, from which ROW dedication would be required. With the recommended improvement, the average vehicular delays at this intersection would be reduced to the LOS C range.

8.
Cumulative Traffic Impacts

An analysis was conducted of the traffic conditions that would occur with implementation of the proposed project plus other potential development in the area. To represent other potential development, buildout of downtown San Jose under the *Strategy 2000 Plan* was assumed. The added trips due to downtown buildout were taken from the *Strategy 2000 Plan* traffic study. These trips were added to the simultaneous-events project scenario to represent cumulative conditions. It should be noted that under the *Strategy 2000 Plan* buildout, intensified development was assumed for the ball park site: mostly residential development. This intensified development was not subtracted out. Therefore, the cumulative scenario includes a small component of double-counted trips. The cumulative scenario analyzes the 6:00-7:00 PM time period for intersection impacts because this is when project impacts will be greatest. The downtown traffic study focused on the PM peak hour of commute traffic, which is 4:30-5:30 PM. To represent the 6:00-7:00 PM time period the downtown trips were factored by 70%, which is the relationship between the time periods found in existing traffic counts. The analysis of cumulative freeway impacts focuses on the 5:00-6:00 PM time period. The cumulative scenario includes the potential intersection improvements discussed earlier for the project but does not include any other transportation network improvements.

Intersection Levels of Service

Table 20 shows that the following four intersections would operate worse than the City of San Jose standard of LOS D under cumulative conditions: Julian and SR 87 NB Ramps (LOS F), Santa Clara and SR 87 NB Off-ramp (LOS E), Delmas and Park (LOS F), Bird and San Carlos (LOS E). All of these intersections are within the San Jose Downtown area and, thus, are exempt from the City's Level of Service policy. Three of these intersections also were shown to operate at LOS E or F in the Downtown Traffic Study. Their mitigation, as described in the downtown study, is as follows:

> **Julian and SR 87 NB Ramps**: The language from the downtown study states, "At this intersection numerous improvements have been identified. These improvements include the Autumn Street extension from Julian Street to Coleman Avenue as identified in the City's General Plan, addition of exclusive through and right-turn lanes from Notre Dame Street, addition

of an exclusive westbound right-turn lane from Julian Street, and changes to the signal phasing. The implementation of these improvements would improve intersection level of service to LOS D and E under the AM and PM peak hours, respectively. In accordance to CMP standards, this is an acceptable level of service." These same improvements would mitigate the ballpark impact at this intersection under cumulative conditions.

Delmas and Park: The mitigation in the downtown study is the addition of a second southbound through lane. This already has been assumed in this ballpark cumulative analysis, and the Level of Service still is LOS F. The reason for the LOS F operation is the amount of greentime needed for pedestrian crossings to get to the ballpark. Further physical improvements would not be feasible or prudent. Therefore, this impact should be considered significant and unavoidable. It is quite possible that under long-range conditions more ballpark and HP Pavilion attendees would use transit to access the stadiums, and pedestrian flows would be more manageable. Transit usage could be encouraged through advertising campaigns.

Bird and San Carlos: The Downtown Study showed this intersection to operate at LOS F with downtown buildout, improving to LOS E with the addition of a second northbound to westbound left turn lane. The present ballpark study includes the additional left turn lane as part of the Bird Avenue improvements that will be completed by the project. The present ballpark study shows the same LOS E as the Downtown Study for this intersection with the improvement. Since LOS E still does not meet the City's typical LOS D standard, the Downtown Study includes the following language: "this intersection would continue to operate at an unacceptable level of service during the PM peak hour. The impact at this intersection is significant and unavoidable."

The intersection of Santa Clara and the SR 87 NB Off-ramp was not shown to operate poorly in the downtown study. The reason for the poor level of service in this ballpark study is the large number of cars that would be exiting the freeway to access parking with the assumption of simultaneous events. There are no physical improvements that are feasible at this intersection. The downtown traffic study describes a planned improvement that would increase the capacity of the I-280 off-ramp to 7th Street. This would provide an alternative route to access downtown and would reduce traffic exiting the freeway at Santa Clara Street. However, the 7th Street ramp improvements are unfunded. Therefore, the impact to the Santa Clara and SR 87 NB Off-ramp intersection should be considered significant and unavoidable.

Freeway Analysis

The *Downtown Strategy Plan Traffic Study* showed that of the seven freeway segments studied in this ballpark traffic study, three of them would be operating at LOS F under downtown buildout conditions: SR 87 southbound between Coleman and Julian, SR 87 southbound between Julian and I-280, and SR 87 southbound between I-280 and Alma. The ballpark would add traffic greater than one percent of capacity to the first two of these segments. Therefore, the ballpark would have a significant impact on two freeway segments under cumulative conditions. To improve these freeway segments to LOS E would require widening the freeway, which is infeasible given right-of-way constraints and costs. Therefore, these impacts should be considered significant and unavoidable.

Table 20
Cumulative Intersection Levels of Service
Simultaneous-Events Scenario

Intersection	Ave Delay	LOS	Ave Critical Delay
NB SR 87 Ramps and W. Julian St.*	98.1	F	110.3
SB SR 87 Ramps and W. Julian St.*	32.9	C	51.3
NB SR 87 Ramp and Santa Clara St.*	70.0	E	97.6
NB I 280 Ramps and Bird Ave.*	35.0	D	56.7
SB I 280 Ramps and Bird Ave.*	48.8	D	80.3
S. Autumn St. and Santa Clara St.*	54.6	D	71.3
Bird Ave and W. San Carlos St.*	74.3	E	102.6
SR 87 and Woz Way	9.1	A	8.3
S. Autumn St. and W. San Fernando St.	42.2	D	38.8
Bird Ave. and Auzerais Ave.	32.1	C	38.9
Delmas Ave. and Auzerais Ave.	15.8	B	16.7
Woz Way and Auzerais Ave.	11.8	B	5.8
Delmas Ave. and Park Ave.	124.8	F	138.4
Delmas Ave. and W. San Carlos St.	30.3	C	34.5
S. Autumn St. and Park Ave.	30.5	C	34.7
Woz Way and Park Ave.	28.8	C	34.3
Woz Way and W. San Carlos St.	28.7	C	32.5
Delmas Ave. and W. San Fernando St.	52.9	D	65.0

* Denotes CMP Intersection

9.
Project Impacts on Parking Facilities

The proposed baseball stadium would include limited on-site parking (approximately 150 spaces) for players and staff. The project also includes the construction of a new parking garage on an adjacent parcel (south of Park Avenue) with up to 1,200 spaces. Aside from these new parking facilities, ballpark patrons are expected to utilize existing parking garages and lots in the Diridon/Arena area and parking facilities within the downtown core area east of SR 87. The adequacy of the proposed and existing parking facilities was evaluated for a sell-out weekday-evening baseball game. The analysis was done with and without a concurrent event at the HP Pavilion.

Project Parking Estimates

The parking demand generated by the proposed baseball stadium was estimated based on a survey of San Jose Sharks fans attending a weekday evening hockey game at the HP Pavilion. Table 21 presents a detailed summary of the projections. Not including fans that are dropped off at the game by someone who is not attending the game, it is estimated that 90.5% of attendees to the ballpark would arrive by auto and need parking. The auto occupancy for attendees at a weekday evening baseball game is assumed to equal that observed for a weekday evening hockey game (2.3 persons per vehicle). Based on these travel characteristics, the total parking demand generated by the proposed ballpark is estimated to be 17,258 spaces.

Ballpark Parking Facilities

Subtracting the number of parking spaces at the proposed ballpark (150) and at the proposed new ballpark parking garage (1,200) from the total ballpark parking demand (17,258 spaces) yields an estimated off-site parking demand of 15,908 spaces. As described in Chapter 5, a parking management plan will be implemented to prevent ballpark patrons from seeking parking in the residential area west of the site. Thus, for the single-event scenario the project will rely on existing parking facilities in the Diridon/Arena area as well as garages and lots in the downtown core area east of SR 87. An inventory of existing parking facilities in these areas is provided in Table 22. Figure 20

shows the location and capacity of existing off-street parking facilities. Some of the surface parking lots are approved for redevelopment with other uses. This could increase or decrease the availability of parking, although the parking is likely to increase. For example, the San Jose Water Company lots now have 800 spaces, and the approved office and residential complex would provide 3,000 spaces. Within three-quarters of a mile from the ballpark, a total supply of 21,072 parking spaces currently exists to the north and east of the project site. Hexagon and the City of San Jose conducted occupancy counts of downtown parking garages in the Fall of 2005. The counts showed that the public garages, which are free after 6pm, had occupancies of up to 50% at 7pm. Occupancy in the private garages, which are not free, was less than 5%. A reasonable assumption would be an ambient average occupancy of 25% for parking spaces downtown when there is not an event at the HP Pavilion. This calculates to 15,804 spaces available to the ballpark within ¾ mile. This is approximately equal to the estimated project parking demand. Therefore, for a typical weekday evening game without an event at the HP Pavilion, baseball fans are expected to walk a maximum of three-quarters of a mile from their parking location to the ballpark. The maximum walking distance is typical of that found at other downtown ballparks.

HP Pavilion Concurrent Event Parking Estimates

An event at HP Pavilion concurrent with a baseball game would reduce the amount of parking available to the ballpark. The HP Pavilion has an agreement with the City of San Jose to guarantee the availability of a certain number of parking spaces within 1/3 mile and within ½ mile of the arena. In order to maintain this availability, it would be necessary to monitor the parking lots and garages within that radius. The City of San Jose would need to work with HP Pavilion staff to insure that the provisions of the agreement would be satisfied.

The HP Pavilion agreement with the City of San Jose requires that there be 6,650 spaces (6,350 patron and 300 employee) available to the arena within ½ mile, and that 3,475 of these spaces be within 1/3 mile. The parking lots nearest the HP Pavilion are the HP Pavilion main lot, HP Pavilion Lot D, Cahill Lots 1-4, SJ Water Company lots, and the Akatiff & Milligan lots. These all are within 1/3 mile and have a combined capacity of 3,791 spaces (see Table 21). To satisfy the agreement, another 2,859 spaces would need to be available. These spaces could be found in the following lots and garages: Market/San Pedro garage (1,392 spaces), Comerica garage (736 spaces), and Park Center Plaza III garage (1,320 spaces).

The reduction of parking available to the ballpark in the simultaneous-events scenario will mean the utilization of space in lots and garages farther than ¾ mile from the ballpark. Counting parking facilities outside this radius, but still within downtown San Jose, adds another 10,009 spaces to the inventory (see Table 22). The combined parking demand of the HP Pavilion and the ballpark would be about 24,000 spaces, assuming no shift in travel mode or vehicle occupancy. This demand essentially could be met within downtown San Jose, where there are about 23,300 spaces available (75% of 31,081). In that event, some ballpark patrons would experience walk times of 20-30 minutes. Under such circumstances, it might be desirable to operate a shuttle bus from outlying parking areas to the ballpark. Alternatively, the city might wish to encourage transit usage and carpooling as a way to reduce the number of cars brought downtown.

Table 21
Project Parking Generation Estimates

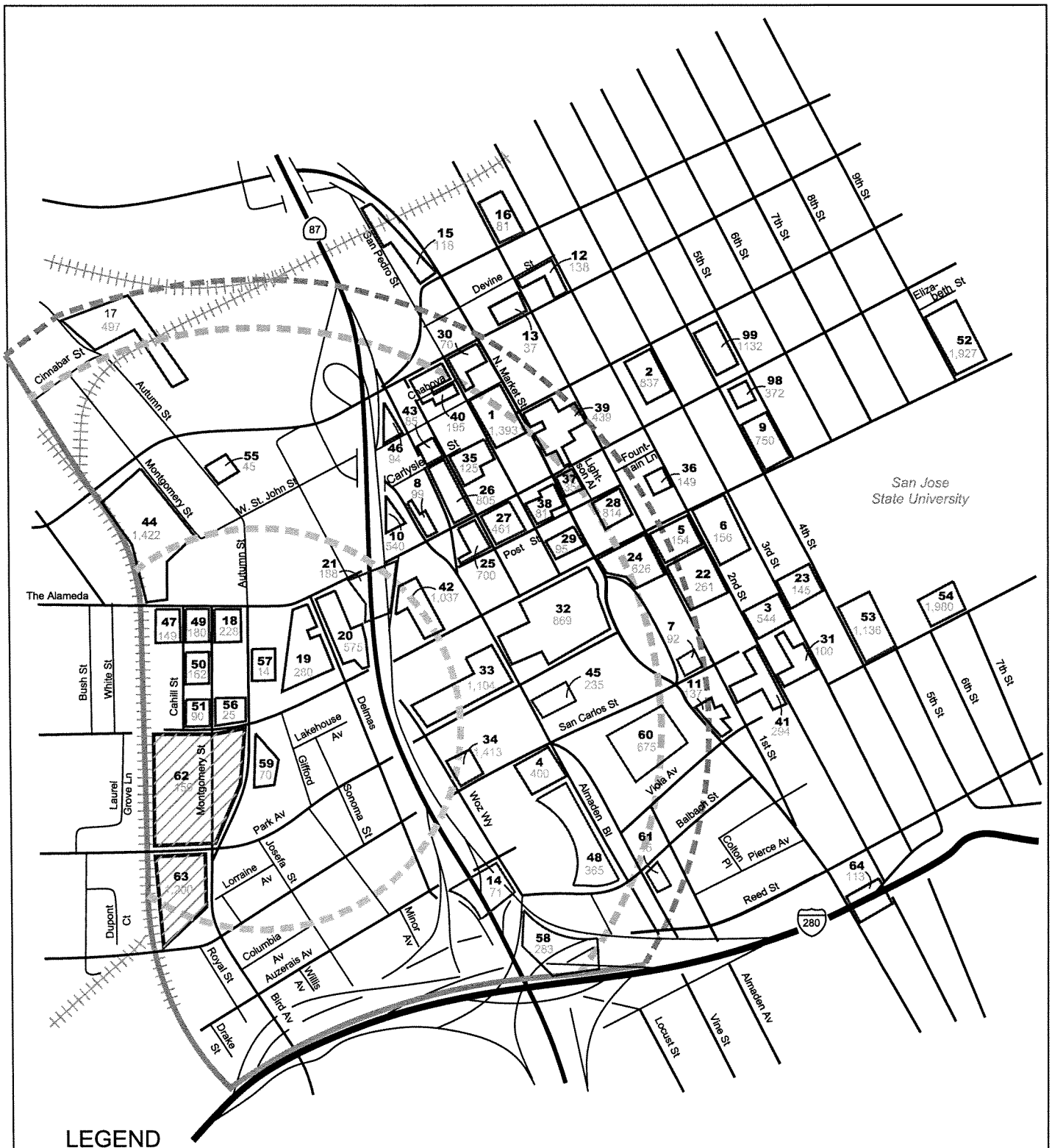
Projected Ballpark Attendance[1]		43,860
Mode Share (% / persons)		
Public Transit	4.5%	1,974
Charter Bus, Taxi & Limo	1.1%	482
Walk/Bicycle	3.3%	1,447
Drop-Off/Pick-Up	0.6%	263
Auto	90.5%	39,693
Average Vehicle Occupancy	2.30	persons/vehicle
Ballpark Parking Demand (veh)		17,258

[1] Total projected attendance for sold out weekday night game, including fans, team personnel, concessions employees, and media personnel.

Table 22
Ballpark Parking Facilities

	Facility Name	Type	Unrestricted Parking Capacity
Off-Street Parking Facilities within 1/3 Mile Radius			
18	Arena Lot D	public	228
19	San Jose Water Lot (west)	priv w/pub acc	280
20	San Jose Water Lot (east)	public	575
21	Santa Clara/87 *	public	188
42	Park Center Plaza III	priv w/pub acc	1,320
47	Cahill Lot 4	public	149
49	Cahill Lot 1	public	180
50	Cahill Lot 2	public	162
51	Cahill Lot 3	public	90
56	Palermo Lot	priv w/pub acc	25
57	Power Play Hockey Lot	priv w/pub acc	14
59	Water District Lot	priv w/pub acc	70
	Subtotal		3,281
Off-Street Parking Facilities within 2/3 Mile Radius			
1	Market/San Pedro Garage	public	1,393
4	Ernst & Young Garage	priv w/pub acc	400
10	Comerica - 333 W. Santa Clara	priv w/pub acc	736
14	Auzerais Lot *	public	71
24	Fairmont Plaza	priv w/pub acc	626
25	10 Almaden	priv w/pub acc	700
26	Opus West-225 W. Santa Clara	priv w/pub acc	805
27	160 W. Santa Clara	priv w/pub acc	461
29	95 S. Market Street	priv w/pub acc	95
32	Park Center Plaza I	priv w/pub acc	1,066
33	Adobe	priv w/pub acc	1,104
34	Riverpark	priv w/pub acc	1,413
35	San Pedro Square	priv w/pub acc	125
37	California Bank & Trust-84 W.Santa Clara	priv w/pub acc	35
38	National Lot (1 South Market St.)	priv w/pub acc	81
40	Plaza Lot (San Pedro/St. James)	priv w/pub acc	195
43	Terraine Lot	priv w/pub acc	85
44	Arena Lots A, B and C	public	1,422
45	Crowne Plaza Garage	priv w/pub acc	276
46	Notre Dame Lot (nw c/o Notre Dame/St John)	priv w/pub acc	94
48	Almaden/Woz Lot	public	365
55	Milligan Lot	priv w/pub acc	45
58	Woz/87 Lot	public	283
60	Convention Center	public	675
	Subtotal		12,551
	Subtotal Total		15,832
Off-Street Parking Facilities within 3/4 Mile Radius			
5	2nd/San Fernando (Block 2)	public	154
7	Market/San Carlos (Block 8)	public	92
11	Market/San Salvador Lot	public	137
17	Autumn St. Lot (Akatiff Lot)	priv w/pub acc	523
22	Pavilion Garage	priv w/pub acc	261
28	60 S. Market Street	priv w/pub acc	814
30	Community Towers	priv w/pub acc	70
39	Victory Parking	priv w/pub acc	439
61	Almaden/Balbach Lot	public	45
	Subtotal		2,535
	Subtotal Total		18,367
Proposed New Parking			
62	Proposed Ballpark On-Site Parking	public	150
63	Proposed Ballpark Parking Garage	public	1,200
On-Street Parking			
	Within 1/2 mile of HP Pavilion		1,355
	Total Within 3/4 Mile Radius		21,072
Off-Street Parking Facilities outside 3/4 Mile Radius			
2	Third Street Garage	public	837
3	2nd/S. Carlos Garage	public	544
6	3rd/San Fernando (Block 3)	public	156
9	4th Street Garage	public	750
12	2nd/St. James (Oaisis Lot)	public	138
13	First/St. James Lot	public	37
15	San Pedro/Bassett Lot	public	118
16	First/Julian Lot	public	81
23	Colonade (201 S. Fourth)	priv w/pub acc	145
31	Second/San Carlos(behind McDonalds)	priv w/pub acc	100
36	Fountain Alley	priv w/pub acc	149
41	Valley Title	priv w/pub acc	294
52	SJ State University 10th Street Garage	public	1,927
53	SJ State University 4th Street Garage	public	1,136
54	SJ State University 7th Street Garage	public	1,980
64	First Street and I-280 Lot	public	113
	New City Hall Garage	public	372
	City Hall Employee Garage (under construction)	public	1,132
	Subtotal		10,009
	TOTAL		**31,081**

* Temporarily unavailable.



LEGEND

= Project Site

= Garage Location

XX = Facility Number

XXXX = Facility Capacity (spaces)

= 1/3 Mile Radius

= 2/3 Mile Radius

= 3/4 Mile Radius

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Figure 20

OFF-STREET BALLPARK PARKING FACILITIES

San Jose Ballpark

10.
Project Impacts on Pedestrian Facilities

A pedestrian analysis was undertaken to determine whether the existing sidewalks and street crossings would be adequate to serve the ballpark. Pedestrian routes to the ballpark were analyzed for the peak hour, which was determined to be the hour before the start of the game based on counts at the HP Pavilion. Based on a survey of HP Pavilion patrons it was estimated that 91% of the ballpark patrons would arrive by car, with the majority parking in the existing lots and garages in the greater downtown area. Because the number of pedestrian trips and the routes would be determined by the locations of parking areas, this pedestrian analysis focuses on the pedestrian flows between the parking areas and the ballpark. The pedestrian analysis was under taken both with and without a simultaneous HP Pavilion event. Although existing and planned multiuse pedestrian and bike trails would be located very near the ballpark, it is not expected that many ballpark patrons would use those facilities.

To identify the routes of park and walk trips, the downtown parking facilities and their capacities were identified. The number of cars entering each lot or garage was estimated. Without an Arena event, it was assumed that all the parking lots west of SR 87 could be used for the ballpark. With an Arena event, it was assumed that all parking west of SR 87 would be taken by Arena patrons (except for the Ballpark Garage on Park Avenue). Thus, ballpark patrons would need to park in the lots and garages east of SR 87. Based on the HP Pavilion survey, the vehicle occupancy was assumed to average 2.3 persons per car. From that information the number of ballpark attendees for each parking garage was derived. Then the pedestrian routes were determined. It was assumed that the pedestrians would take the shortest route to the ballpark, and that they would walk directly from the garage to the ballpark. The resulting assignment of pedestrian trips at critical locations is shown in Figures 21 and 22. The pedestrian routes for an event at the ballpark can be described as follows:

1. The ballpark plans to develop a parking structure of about 1,200 spaces on Bird Avenue at Park Avenue. This would generate approximately 1,555 peak hour pedestrian trips between the new garage and the ballpark. These pedestrians would utilize the proposed pedestrian bridge crossing Park Avenue. These pedestrians are not shown on Figure 21 or 22, as they would not impact traffic on the surface streets.

2. There are five parking areas west of SR 87: the HP Pavilion main lot, Cahill lots, HP Pavilion lot D, SJ Water Company lot, and Akatiff and Milligan lots. If there is no event at the Arena, these lots could be used for ballpark parking. These lots have a combined total of nearly 3,800 parking spaces

and would generate approximately 5,110 peak hour pedestrian trips. The 1,000 pedestrians from the Akatiff and Milligan lots were assumed to walk down Autumn Street; the 1,160 pedestrians from the Water Company lots were assigned to San Fernando Street. The 2,950 pedestrians from the two HP Pavilion lots and the Cahill lots were assigned to Cahill, Montgomery and Autumn Streets. If there are simultaneous events then all of the parking west of SR 87 will be used for the HP Pavilion patrons. Therefore, for the simultaneous-events scenario the 5,110 peak hour pedestrian trips normally generated from the parking garages west of SR 87 would be coming from parking garages east of SR 87.

The bulk of the peak hour pedestrian trips, approximately 16,480, would be walking from parking garages and lots east of SR 87 during a single event at the ballpark. Under the simultaneous-events scenario there would be 21,590 peak hour pedestrian trips from east of SR 87. There are four main roads that pedestrians could use to walk from east of SR 87 to the ballpark: Santa Clara, San Fernando, Park, and San Carlos. The majority of the garages and lots are near San Fernando and Park. These two streets also lead directly to the ballpark, so it was assumed that the majority of the pedestrians would use those two roads.

To determine the impacts of these pedestrian trips, a pedestrian flow rate of 14.94 pedestrians/minute/foot of sidewalk width was assumed. The space per pedestrian was assumed to be approximately 15 square feet. These numbers were selected from the *2000 Highway Capacity Manual* and represent the uppermost limit of LOS D for pedestrian facilities. Using these assumptions, a five-foot wide sidewalk would have a capacity of approximately 4,480 pedestrians per hour.

The results of the pedestrian analysis for sidewalks are presented in Table 23, which shows the peak hourly pedestrian flow for a given street, the total width of sidewalk on both sides of the street, and the capacity of the sidewalks on both sides of the street at LOS D. The sidewalk widths by street are shown on Figure 23. Sidewalks on streets east of SR87 or north of Santa Clara Street are not expected to have any pedestrian impacts because either the sidewalks are wider, or the ballpark pedestrians will be more dispersed, or both.

The results of the sidewalk analysis show that the sidewalk width on most streets is adequate to handle the anticipated pedestrian flows. The exception is on Park Avenue between Autumn Street and Josefa Street. The south side of the street does not have a sidewalk. A sidewalk of at least six feet of unobstructed width should be built on this section of Park Avenue in order to accommodate the expected pedestrian volume. None of the other sidewalks would need to be widened due to the increased pedestrian flows to or from the ballpark. While the sidewalk widths are adequate, it should be noted that the pedestrian flows could be fairly continuous in the one hour before a game and the one hour after a game. Therefore, vehicles could have difficulty accessing cross-streets and driveways along Park Avenue and San Fernando Street between Autumn Street and SR87.

Table 23
Sidewalk Pedestrian Flows

Street	Peak Ped Volume Ballpark Event	Peak Ped Volume Simultaneous Event[1]	Approx. Sidewalk Width (ft)[2]	Sidewalk Capacity at LOS D (ped/hr)	Widening Required?
Santa Clara Street, west of SR 87	2,056	8,408	22	19,719	No
Santa Clara Street, east of SR 87	2,056	6,383	20	17,927	No
Cahill Street	2,324	2,324	26	23,305	No
Montgomery Street	625	625	20	17,927	No
Autumn Street	3,056	3,056	11	9,860	No
San Fernando Street, west of Delmas Street	7,342	8,100	13	11,652	No
San Fernando Street, east of Delmas Street	6,183	8,100	13	11,652	No
Park Avenue, west of Josefa Street	8,238	10,793	11	9,860	Yes
Park Avenue, east of Josefa Street	6,182	8,098	14	12,549	No
San Carlos Street	2,056	2,695	15	13,445	No
Josefa Street	2,056	2,695	12	10,756	No

[1] Includes HP Pavilion pedestrians
[2] Total existing sidewalk width on both sides of the street

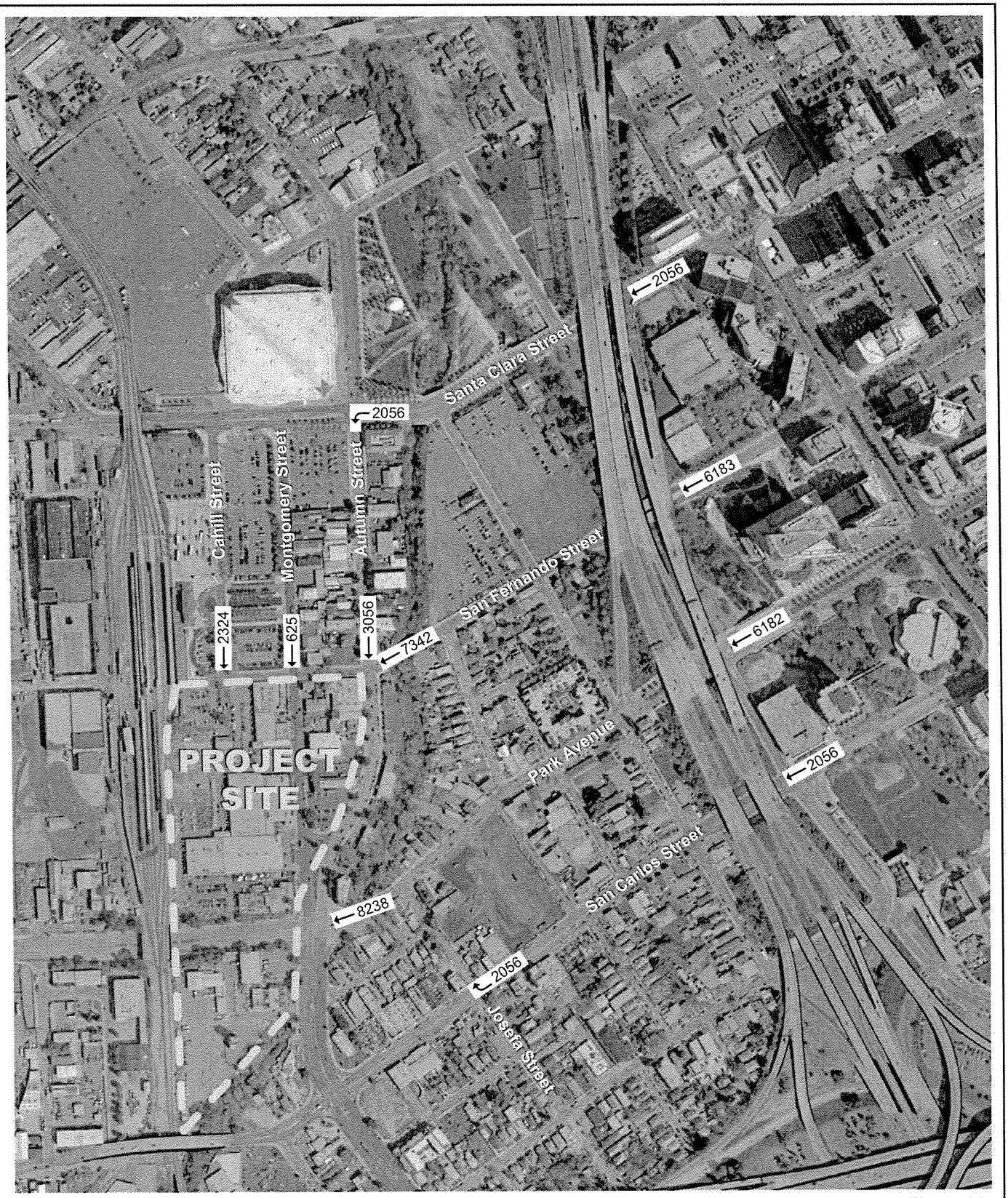

Figure 21

ESTIMATED PEDESTRIAN VOLUMES GENERATED BY THE BASEBALL STADIUM (SINGLE-EVENT SCENARIO)

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San Jose Ballpark

Figure 22

ESTIMATED PEDESTRIAN VOLUMES GENERATED BY THE BASEBALL STADIUM AND HP PAVILION (SIMULTANEOUS EVENTS SCENARIO)

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San Jose Ballpark

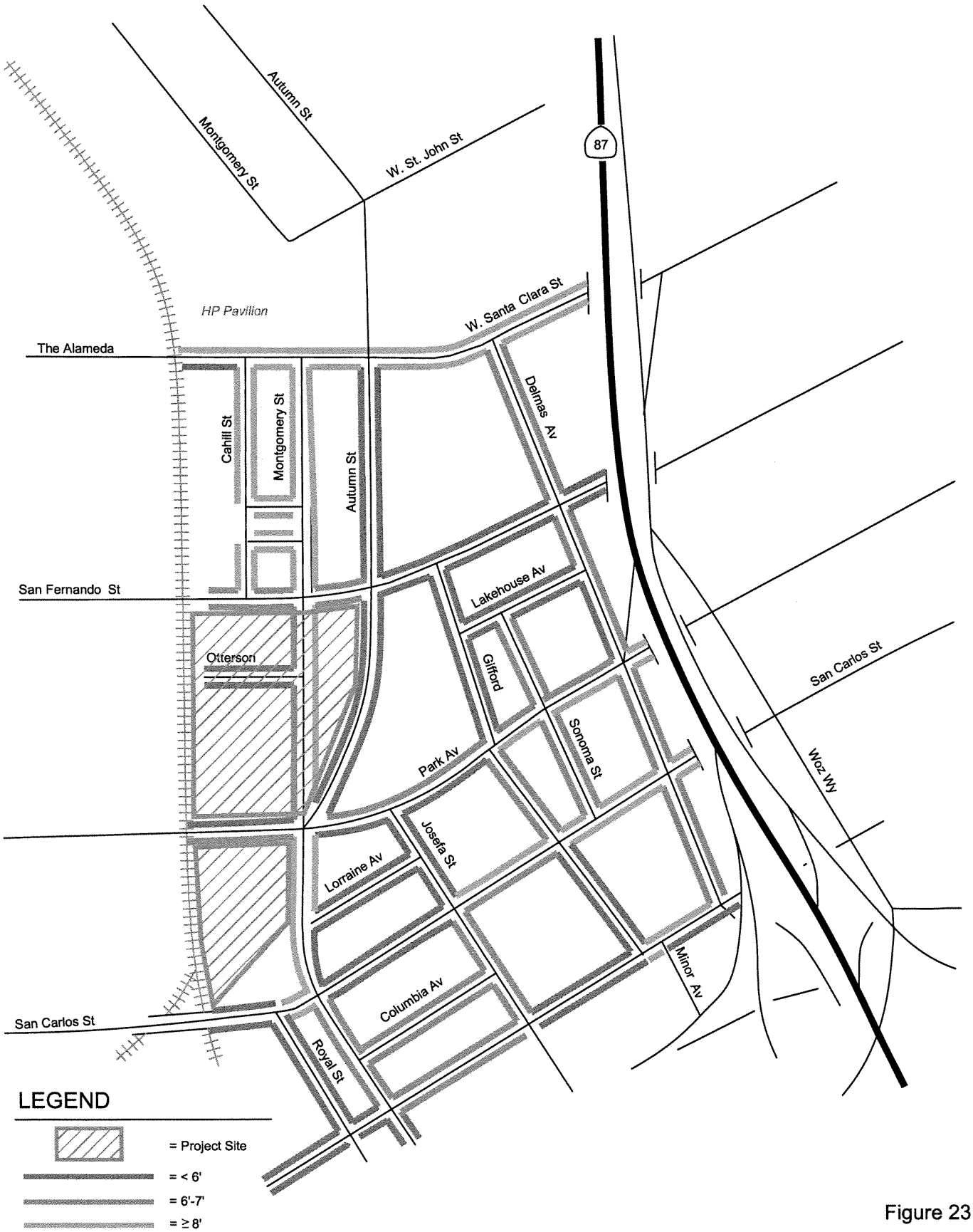


Figure 23

EXISTING SIDEWALK WIDTHS

San Jose Ballpark

Hexagon
Transportation Consultants, Inc.

The increased pedestrian flows from the proposed ballpark also would affect operations at nearby intersections. To achieve the mitigated intersection levels of service described previously in this report, a Traffic and Parking Management Plan should be developed and changes would be required to the operational aspects of some intersections. A detailed Traffic and Parking Management Plan (TPMP) should be prepared that describes initial short-term traffic controls as well as the long term traffic management. This is the same procedure that was followed for the opening of the Arena. The Arena TPMP has been refined over the years, and now Arena events do not result in substantial, recurring traffic, parking, or pedestrian access problems. Changes required at some intersections include (1) signal phasing, (2) pedestrian phase green times, (3) crosswalk widths, and (4) the size of pedestrian queuing area at corners. There are four intersections where pedestrian improvements are recommended to accommodate the increased pedestrian demand. These are described below.

- **Autumn Street and Park Avenue.** Total pedestrian crossing times (ped walk time plus ped clearance time) should be extended to between 41 seconds and 73 seconds, depending on the approach. All four crosswalks should to be widened to 20 feet. The northeast and northwest corners should provide approximately 3,600 square feet and 4,800 square feet of sidewalk space, respectively, to accommodate pedestrians waiting to cross the street. The southeast and southwest corners should provide approximately 2,400 square feet of sidewalk space to accommodate pedestrians waiting to cross the street. The recommended pedestrian queuing space on all corners could be provided by either removing the existing pork-chop islands for right turns or incorporating the space into the ballpark and parking garage sites.

  The above improvements would be sufficient for the single ballpark event. For simultaneous events with the HP Pavilion, pedestrian flows would be higher, and further changes would be necessary. To increase the length of pedestrian greentime during simultaneous events, all left turns could be prohibited and left turn signal phases eliminated. This would require coning off the left turn pockets and police control of the signal operations.

- **Autumn Street and San Fernando Street.** Total pedestrian crossing times should be extended to between 21 seconds and 49 seconds, depending on the approach. All four crosswalks should be widened to 20 feet. The northeast, northwest, and southeast corners should provide approximately 2,600 square feet of sidewalk space to accommodate pedestrians waiting to cross the street. The southwest corner should provide approximately 5,200 square feet of sidewalk space to accommodate pedestrians waiting to cross the street. On the southwest corner, the recommended pedestrian queuing space can be provided within the ballpark site. Removing the pork-chop island on the northeast corner would yield the recommended pedestrian space. On the southeast and northwest corners, the recommended pedestrian space could be gained by modifying the west and south intersection legs in conjunction with the ballpark design. This may require additional land from the ballpark site. These improvements would be sufficient for both the single ballpark event and simultaneous events.

- **Delmas Street and Park Avenue.** Total pedestrian crossing times should be extended to between 26 seconds and 46 seconds, depending on the approach. The crosswalks on the north and south legs should to be widened to 20 feet. All four corners should provide approximately 1,600 square feet of sidewalk space to accommodate pedestrians waiting to cross the street. On the northeast and southeast corners, there is ample open space to accommodate the estimated pedestrian queuing area. On the northwest and southwest corners, providing the recommended pedestrian space would require the removal of on-street parking and widening of the sidewalk areas.

  The above improvements would be sufficient for the single ballpark event. For simultaneous events with the HP Pavilion, pedestrian flows would be higher, and further changes would be necessary. To increase the length of pedestrian greentime during simultaneous events, left turns from westbound

Park to southbound Delmas could be prohibited and that left turn signal phase eliminated. This would require coning off the left turn pocket and police control of the signal operations.

- **Delmas Street and San Fernando Street.** Total pedestrian crossing times should be extended to between 16 seconds and 54 seconds, depending on the approach. Wider crosswalks are not required. The existing sidewalks provide adequate space to accommodate pedestrians waiting to cross the street (approximately 1,600 square feet on all four corners). These improvements would be sufficient for both the single ballpark event and simultaneous events.

It should be noted that the pedestrian trips to/from the parking areas east of SR 87 may have been estimated with worst-case assumptions. As previously described, the mode split data used to determine the number of ballpark vehicle, transit, and pedestrian trips were derived from patron surveys at the HP Pavilion. However, the HP Pavilion is considerably smaller than the proposed ballpark. The proposed ballpark would require more available parking spaces and, correspondingly, would draw from a larger number of parking garages within the downtown area. While there is sufficient parking available in the downtown area to accommodate the 91% drive mode share assumed for the proposed ballpark, the resulting walking distances between the parking areas and the ballpark would increase considerably from those of the HP Pavilion survey. As walking distances increase, it is possible that some ballpark patrons would find it quicker to ride transit. For this reason, it is anticipated that the mode share for transit may be greater than that observed in the HP Pavilion survey. The general effect of an increase in transit mode share would be to (1) reduce the number of ballpark vehicle trips in the downtown area, (2) reduce the number of patrons walking from the east and crossing Autumn Street, and (3) increase the number of pedestrian trips between the Diridon CalTrain/LRT station and the ballpark. The latter easily could be accommodated on the sidewalks of Cahill Street, Montgomery Street, and Autumn Street, which have the capacity to handle greater than 30,000 additional pedestrian trips per hour.

Bird Avenue is used by school children who live north of I-280 to access Gardner Elementary School, which is located south of I-280. The ballpark would add some traffic to Bird Avenue during school hours for events that occur during the day. The ballpark project includes improvements to Bird Avenue that will benefit pedestrian safety on Bird Avenue. These include eliminating free right turns at the intersections, tightening corner radii to decrease vehicle speeds and decrease pedestrian crossing distances, and upgrading the sidewalks and landscaping. Also, there is an option to add bike lanes to Bird Avenue. Chapter 12 contains further discussion of the improvements to Bird Avenue.

11.
Project Analysis on Neighborhood Streets

Neighborhood streets near the future ballpark area have been analyzed for potential traffic or parking impacts. Most ballpark patrons will use the freeway system to access downtown, rather than surface streets, because they will be coming from relatively long distances. The freeway exits generally lead to major arterials rather than to neighborhood streets. Nevertheless, some patrons living in nearby neighborhoods to the south or west would use city streets to get to the ballpark. The two neighborhood streets that have potential for increased traffic are Auzerais Avenue and Park Avenue. The other surface streets near the future ballpark, San Carlos Street, Bird Avenue and The Alameda, are major throughways and not considered neighborhood streets. The ballpark would have the same effect on surrounding neighborhoods with or without a concurrent event at the HP Pavilion.

Park Avenue Analysis

Because the proposed new parking garage to be built along with the ballpark would have an entrance on Park Avenue, a portion of the traffic entering the garage could be expected to use Park Avenue. The garage entrance on Park Avenue is planned to accommodate only right turns; therefore, it would be accessed by cars traveling eastbound. Park also would be used by other ballpark patrons traveling to other parking lots and garages in the greater downtown area. The estimated increase in traffic volume on this portion of Park Avenue is 300 vehicles before a game and 300 vehicles after a game, for a total daily traffic increase of 600 on game days. (See Table 24.) This represents about an eight-percent increase in traffic. This is likely to represent people coming into the area on Meridian Avenue, Lincoln Avenue, West San Carlos Street, and Park Avenue. Some of these patrons would return home via West San Carlos Street because only right turns will be allowed out of the proposed Park Avenue parking garage.

The portion of Park Avenue east of Bird Avenue would be used by people exiting southbound SR 87 and driving to the proposed new parking garage, as well as people accessing the greater downtown area from neighborhoods to the south and west. It is estimated that about 345 cars would use this section of Park Avenue before a game, and the same number leaving at the end of a game.

Table 24
Traffic Volumes on Neighborhood Streets

Street	Segment	Existing ADT	Added by Project
Park Avenue	west of Bird Avenue	7,100	600
	east of Bird Avenue	5,800	690
Auzerais Avenue	west of Bird Avenue	4,900	0
	east of Bird Avenue	3,700	100

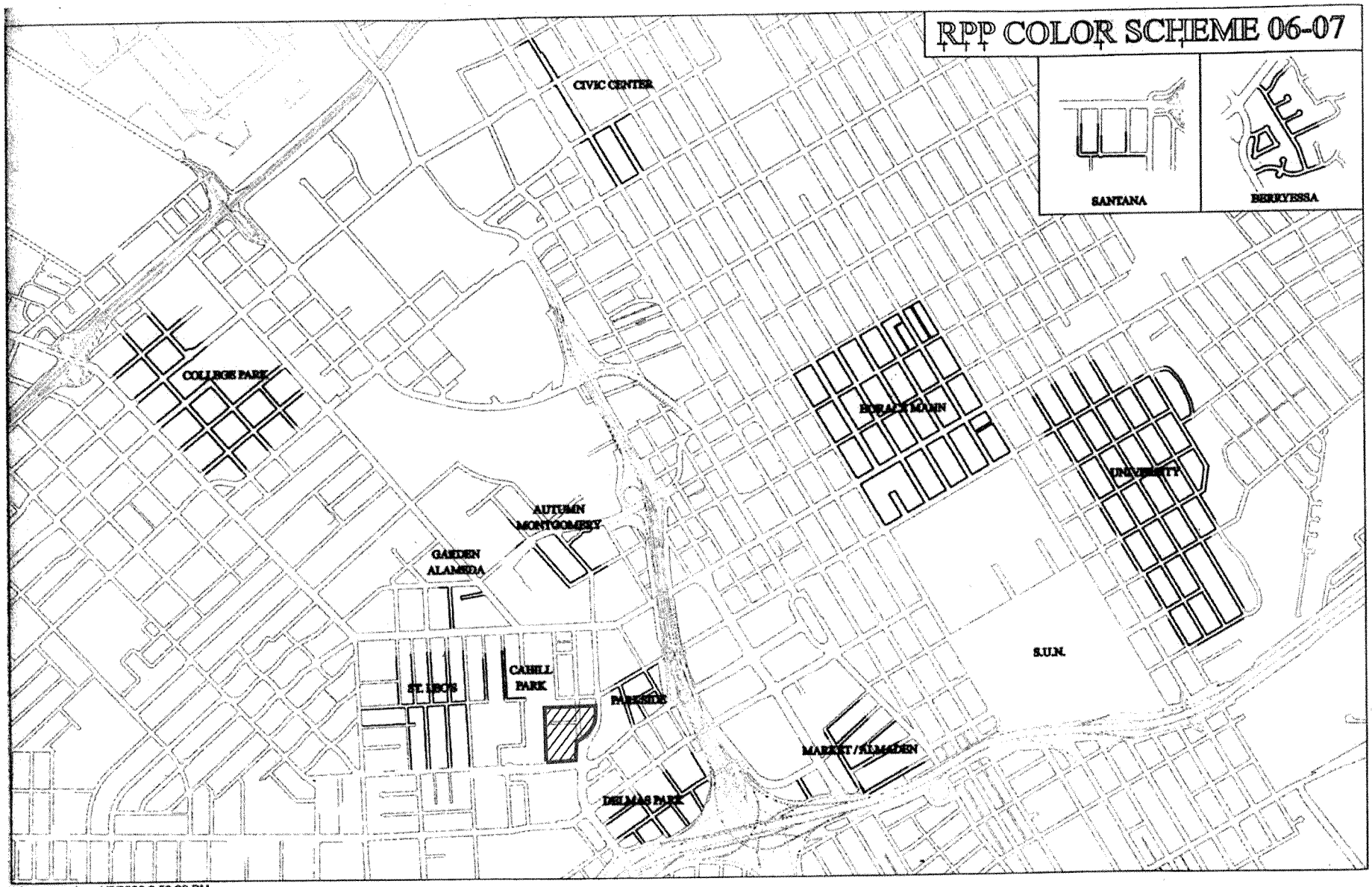
Auzerais Avenue Analysis

Auzerais Avenue west of Bird Avenue is not expected to have an increase in project traffic. This section of Auzerais Avenue does not provide access to any of the existing or planned parking facilities. It is possible that ballpark patrons new to the area might think there is parking down Auzerais (or down other neighborhood streets), and they might drive down the street searching for it. To prevent this from happening, it is recommended that barricades or other forms of traffic control be implemented for the first few months of ballpark operation.

There would be some ballpark traffic using the section of Auzerais Avenue east of Bird Avenue. Vehicles that exit to Woz Way from northbound SR 87 could use Auzerais Avenue to get to Bird Avenue and then to the parking garage, although this is not their only route option.

Parking Analysis

It is not the intent of the city to rely on any on-street parking, especially west of Bird Avenue, to serve the ballpark. To prevent parking in the neighborhoods, the city may need to assist specific neighborhoods in implementing time limit or permit parking, which the city does in specific instances. Where this program is implemented, drivers can only park on-street if they have a permit, which residents and businesses can get from the city. Figure 24 shows the current residential parking permit areas in the vicinity of the project site. Nevertheless, patrons new to the area might think that there is parking available west of Bird Avenue and drive through the neighborhoods looking for parking. Therefore, initially the city could place temporary barricades at neighborhood street entrances and signs directing vehicles to parking garages to control parking and traffic in this area. Once ballpark patrons learn that parking is not available west of Bird Avenue, it may be possible to dispense with the barricades. However, it still will be necessary to continue parking enforcement to ensure that the permits and time limits are being observed. A detailed Traffic and Parking Management Plan (TPMP) should be prepared that describes initial short-term traffic controls as well as the long term traffic management. This is the same procedure that was followed for the opening of the Arena. The Arena TPMP has been refined over the years, and now Arena events do not result in substantial, recurring traffic, parking, or pedestrian problems.



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LEGEND

= Project Site

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Figure 24

PERMIT PARKING AREAS

San Jose Ballpark

12.
Bird Avenue/Autumn Street Design

Various changes are planned for the Bird Avenue/Autumn Street corridor either as background improvements (something already planned without the ballpark) or as part of the ballpark project. The changes include the extension of Autumn Street to Coleman Avenue, the realignment of Autumn Street (and abandonment of Montgomery Street) along the ballpark site, and transportation operations improvements on Bird Avenue between I-280 and Park Avenue. These are described in detail below.

Autumn Street Extension

The San Jose General Plan has long included an extension of Autumn Street to Coleman Avenue. This extension will create a continuous north-south throughway on the west side of the greater downtown area. By tying into Coleman Avenue on the north and Bird Avenue on the south, this extension also will create a through route between the I-880 freeway interchange on Coleman Avenue and the I-280 freeway interchange on Bird Avenue. The Autumn Street extension incorporates a new crossing of the Southern Pacific railroad tracks. This crossing and the intersection of Autumn Street with Coleman Avenue currently are under construction as part of the Cousins retail center being built along Coleman Avenue. The section of roadway from the railroad crossing south to the current terminus of Autumn Street is under design. The extension will have two travel lanes: one lane in each direction. The extension is on a separate implementation track than the ballpark, so the ballpark study assumes the extension as a background improvement.

Autumn Street Realignment

In order to provide a large enough parcel of land to accommodate the ballpark, it will be necessary to abandon Montgomery Street, south of San Fernando Street, and to realign Autumn Street slightly to the east. Autumn Street and Montgomery Street currently operate as a one-way couplet, so with the ballpark it will be necessary to convert Autumn Street into a two-way street. Although this section of Autumn Street currently is under design and not finalized, it is assumed that it will have two travel lanes in each direction plus left turn lanes at intersections. Therefore, Bird Avenue will have six lanes from south of I-280 to Park Avenue, the realigned Autumn Street will have four lanes from Park Avenue to Santa Clara Street, and the Autumn extension will have two lanes from Santa Clara Street to Coleman Avenue. Transitions will be necessary from the six-lane Bird Avenue to the four-lane Autumn Realignment, and

from the four-lane Autumn Realignment to the two-lane Autumn Extension. The design details of these transitions have not been finalized.

Along with the Autumn Street realignment, the remaining portion of Montgomery Street, from Santa Clara Street to San Fernando Street, would be converted to two-way traffic, one lane in each direction. The changes that constitute the Autumn Street realignment are a necessary part of implementation of the ballpark.

Bird Avenue Operational Improvements

The EIR prepared for the San Jose Downtown Strategy Plan 2000 identified Bird Avenue as needing corridor improvements to mitigate projected increases in traffic volume. The ballpark project would result in traffic increases on Bird Avenue and thereby trigger the need for corridor improvements. The Downtown EIR did not specify what the improvements should be but specified only that they be operational improvements, as opposed to improvements that would significantly increase capacity.

For the ballpark study, Bird Avenue and its operation was the subject of a focused analysis. The analysis was conducted through a field review of its physical features, compared to current standards, and observations of traffic flows during peak hours, morning and afternoon (even though the ballpark would add traffic only during the afternoon and evening). The field observations showed physical features that need upgrading and some traffic operations issues. These are described in more detail below.

Physical Features

At the intersection of Bird and San Carlos the traffic signal equipment is of an outdated design, particularly in the fact that there are signal poles in the median. The signal needs to be modified to have longer mast arms with left turn signal heads mounted on the arms. The sidewalks along Bird Avenue are deteriorated in many places, and the sidewalk landscaping is inconsistent. The striping on the street is faded. As part of the ballpark project a new parking garage is planned at the corner of Bird and Park, with the main access point planned for Bird Avenue. It would be desirable to provide a means for inbound left turns to be made at this point because most ballpark traffic will be coming from I-280 and traveling north on Bird. Without the left turn access, many U-turns would occur at the Bird/Park intersection, which would severely degrade its operation. A left turn lane would fit within the existing median area, and there would be no need for signalization because of existing gaps in Bird Avenue traffic. Outbound left turns would not be allowed, and there would be little outbound left turn demand anyway.

Traffic Operations

Based on field observations the existing signal timing and signal coordination along Bird Avenue is very good. Therefore, it appears no upgrades are necessary in this regard. The busiest traffic movement was found to be the southbound Bird left turn to the southbound (eastbound) I-280 on-ramp in the PM peak hour. This movement has one left turn lane, which fails to clear with each signal cycle. Since there are three southbound through lanes on Bird Avenue, and not a very heavy through demand, it would be desirable to convert one of the through lanes into a left turn lane. The southbound freeway on-ramp currently has two lanes that merge into one lane. Another improvement that can be accomplished within the existing right-of-way is the addition of a second northbound to westbound left-turn lane at the Bird/San Carlos intersection. This improvement would facilitate intersection operations and reduce the vehicular delay. Another operational issue is the presence of pork-chop right turn lanes at the intersections of Bird/Auzerais, Bird/San Carlos, and Bird/Park. These right turn lanes encourage drivers to make turns without looking, and they force pedestrians to cross a portion of the street without any traffic control. It would be desirable to remove these islands, which will require the relocation of several signal poles. The last operational issue is the alignment of the left turn lane from the southbound I-280 off-ramp to

northbound Bird Avenue. This lane is significantly skewed from 90 degrees, which makes the left turn a difficult maneuver. It would be desirable to restripe the off-ramp to "square up" the intersection.

An improvement plan has been prepared for Bird Avenue to address all the deficiencies described above. Two options have been prepared to give the city flexibility for a future decision: one option with bike lanes, and one option with on-street parking. (See Figures 25-30.) The improvement plans include the following features:

- Add a second left turn lane from southbound Bird Avenue to the southbound I-280 on-ramp.
- Realign the left turn lanes from the southbound I-280 off-ramp to northbound Bird Avenue.
- Eliminate pork-chop islands at Auzerais, San Carlos, and Park.
- Move signal poles out of the median at San Carlos
- Provide a left-turn pocket for turns into the planned parking garage from Bird Avenue
- Provide a pavement overlay and new striping on Bird Avenue from I-280 to Park.
- Rebuild the sidewalks and provide new landscaping along Bird from I-280 to Park.
- Install a new median with landscaping along Bird from I-280 to Park.
- Provide a second northbound to westbound left turn lane on Bird at San Carlos.
- Provide either bike lanes or on-street parking.

The cost of the improvements is estimated to be $3.9 million. This cost would be part of the ballpark development.

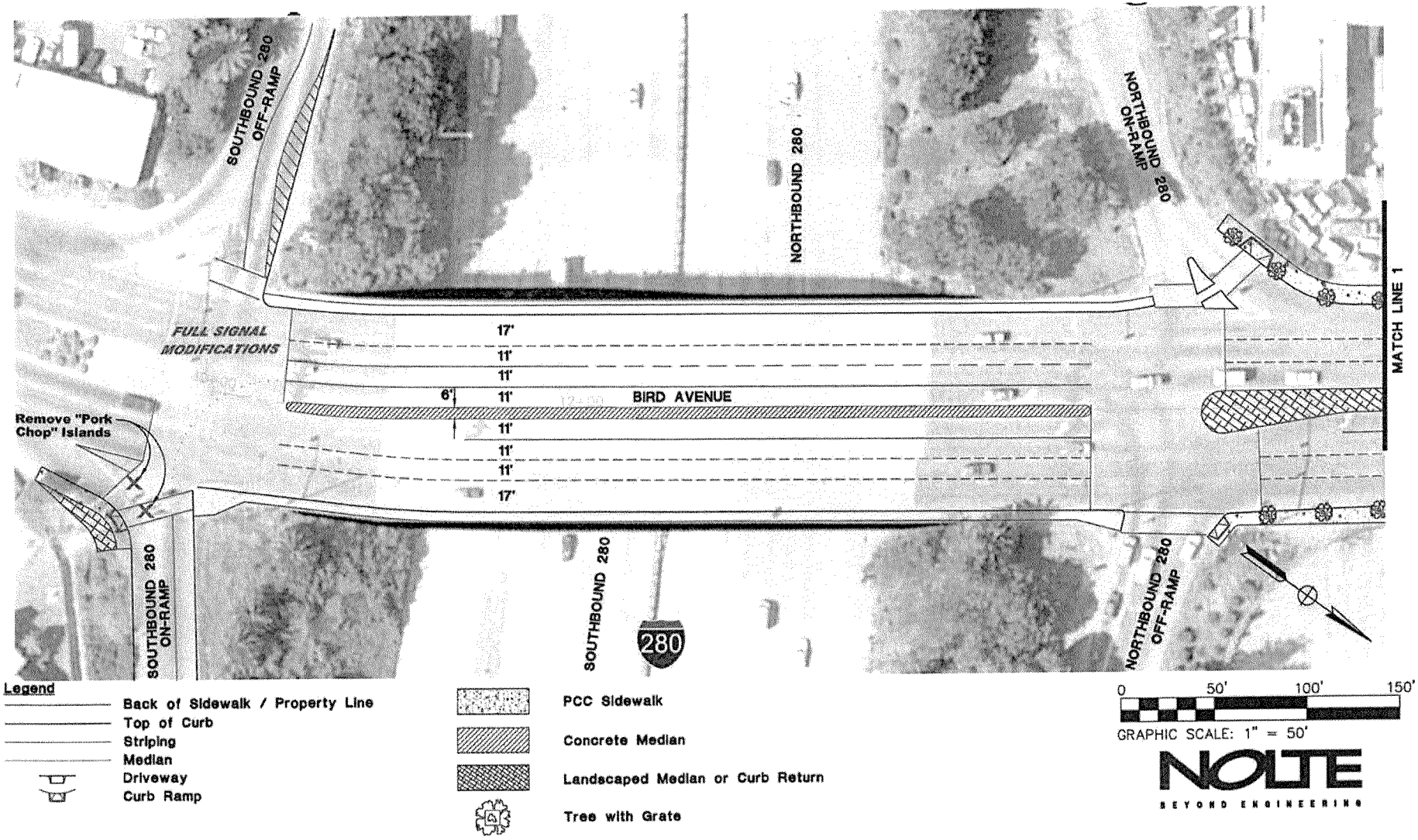
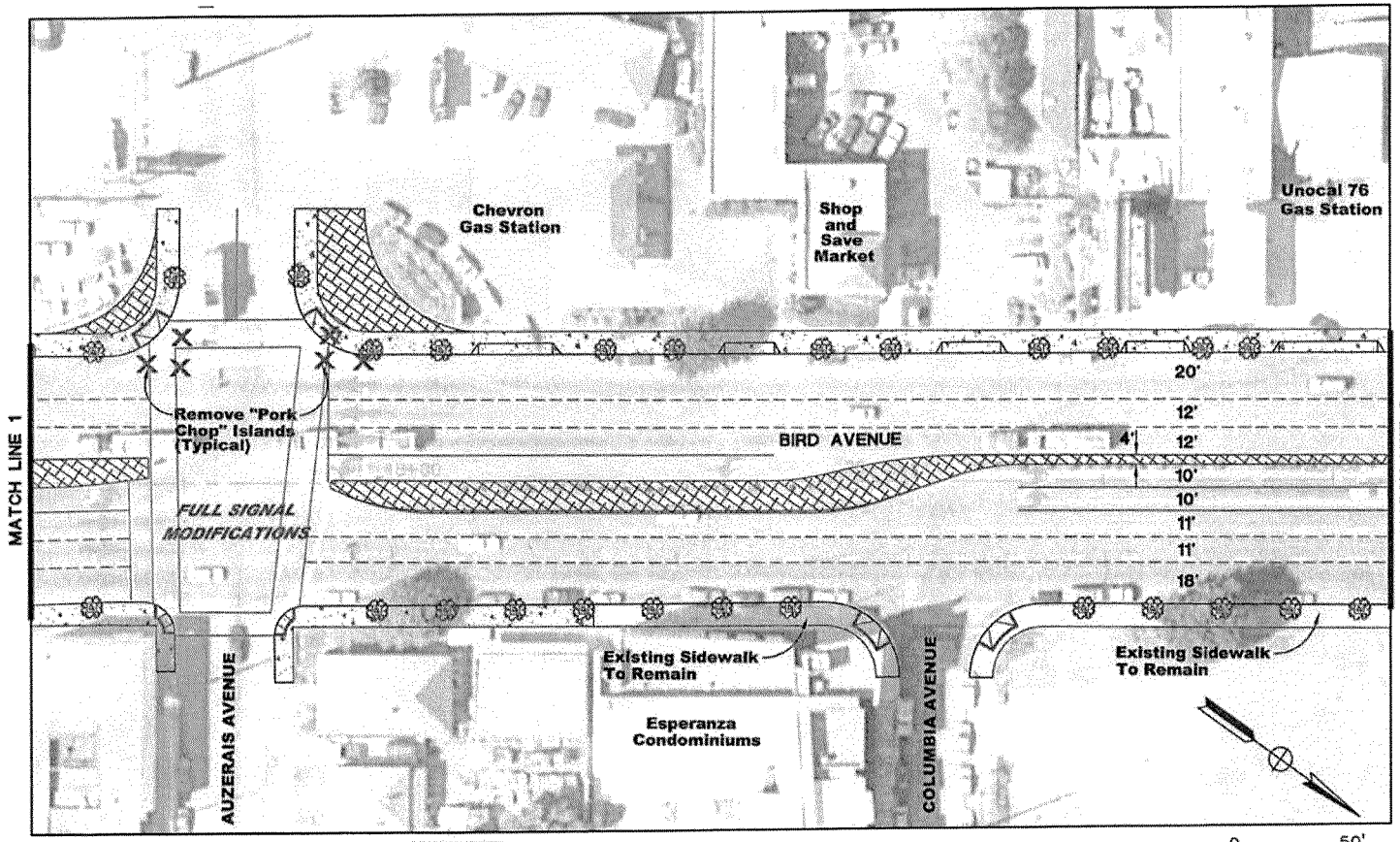


Figure 25

BIRD AVENUE IMPROVEMENTS
OPTION 1 WITH PARALLEL STREET PARKING
(Sheet 1 of 3)

Hexagon
Transportation Consultants, Inc.

San Jose Ballpark



Legend

- Back of Sidewalk / Property Line
- Top of Curb
- Striping
- Median
- Driveway
- Curb Ramp
- PCC Sidewalk
- Median
- Landscaped Median or Curb Return
- Tree with Grate

0 50' 100' 150'

GRAPHIC SCALE: 1" = 50'

NOLTE
BEYOND ENGINEERING

Figure 26

BIRD AVENUE IMPROVEMENTS
OPTION 1 WITH PARALLEL STREET PARKING
(Sheet 2 of 3)

Hexagon
Transportation Consultants, Inc.

San Jose Ballpark

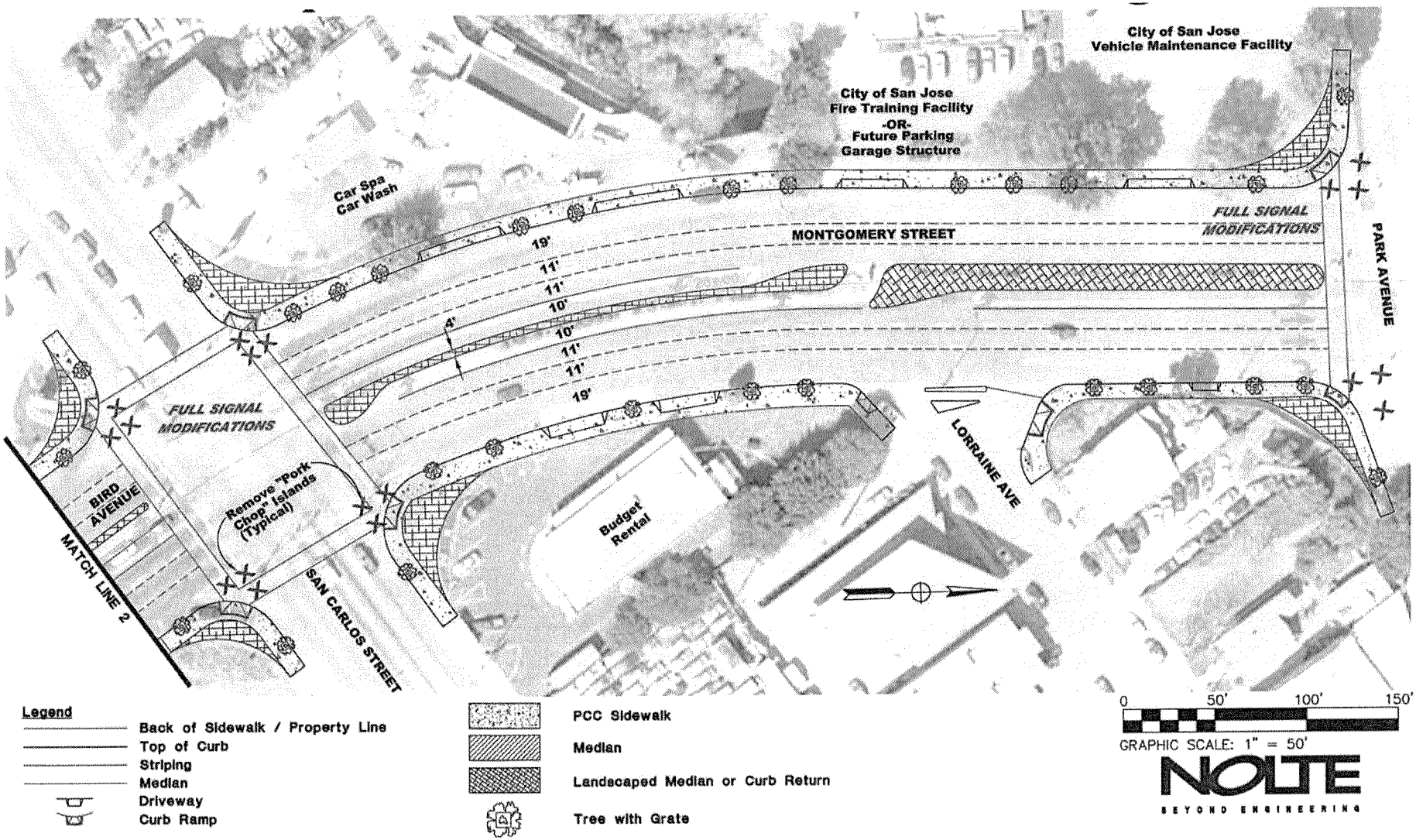
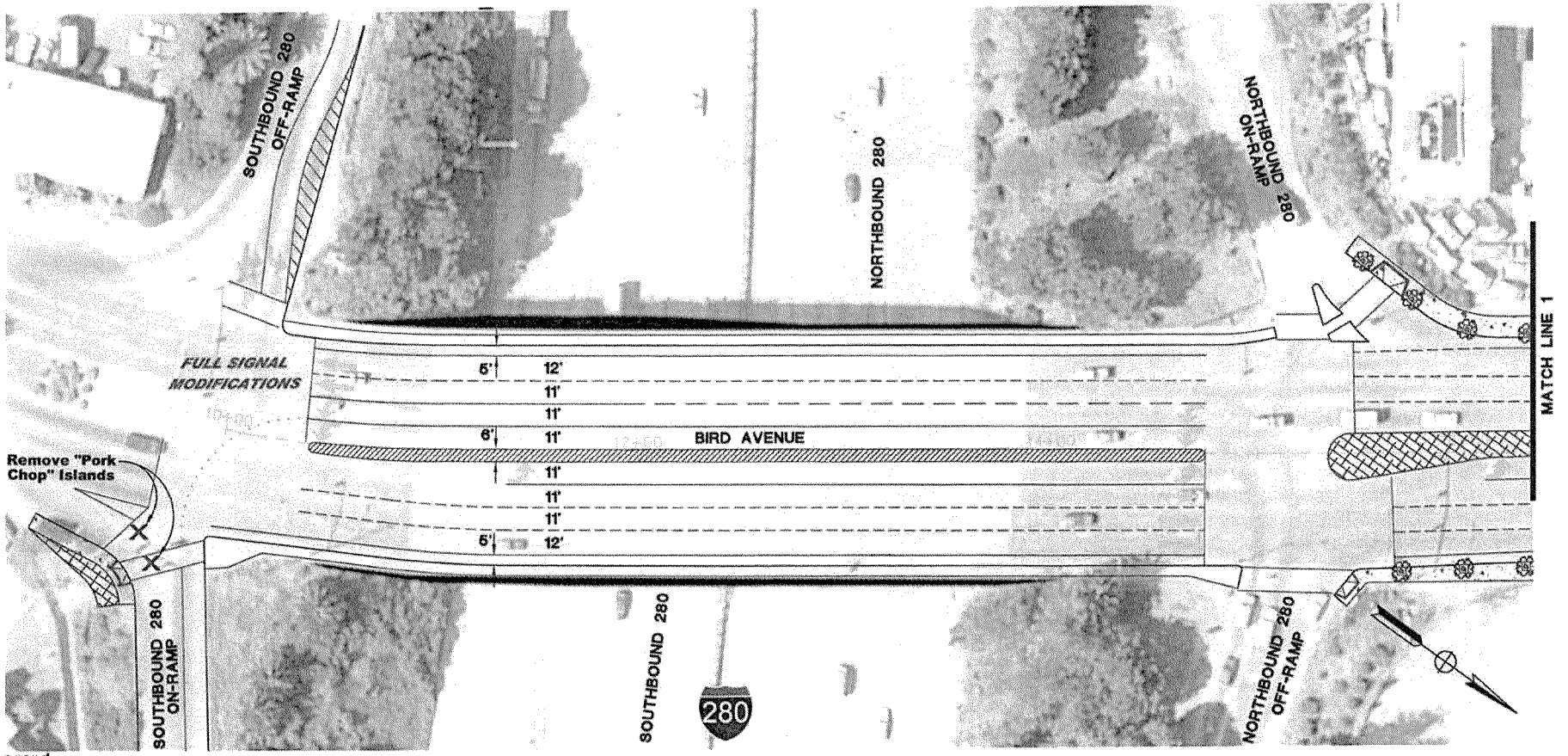


Figure 27

BIRD AVENUE IMPROVEMENTS
OPTION 1 WITH PARALLEL STREET PARKING
(Sheet 3 of 3)

Hexagon
Transportation Consultants, Inc.

San Jose Ballpark



Legend

- Back of Sidewalk / Property Line
- Top of Curb
- Striping
- Median
- Driveway
- Curb Ramp
- PCC Sidewalk
- Median
- Landscaped Median or Curb Return
- Tree with Grate

0 50' 100' 150'

GRAPHIC SCALE: 1" = 50'

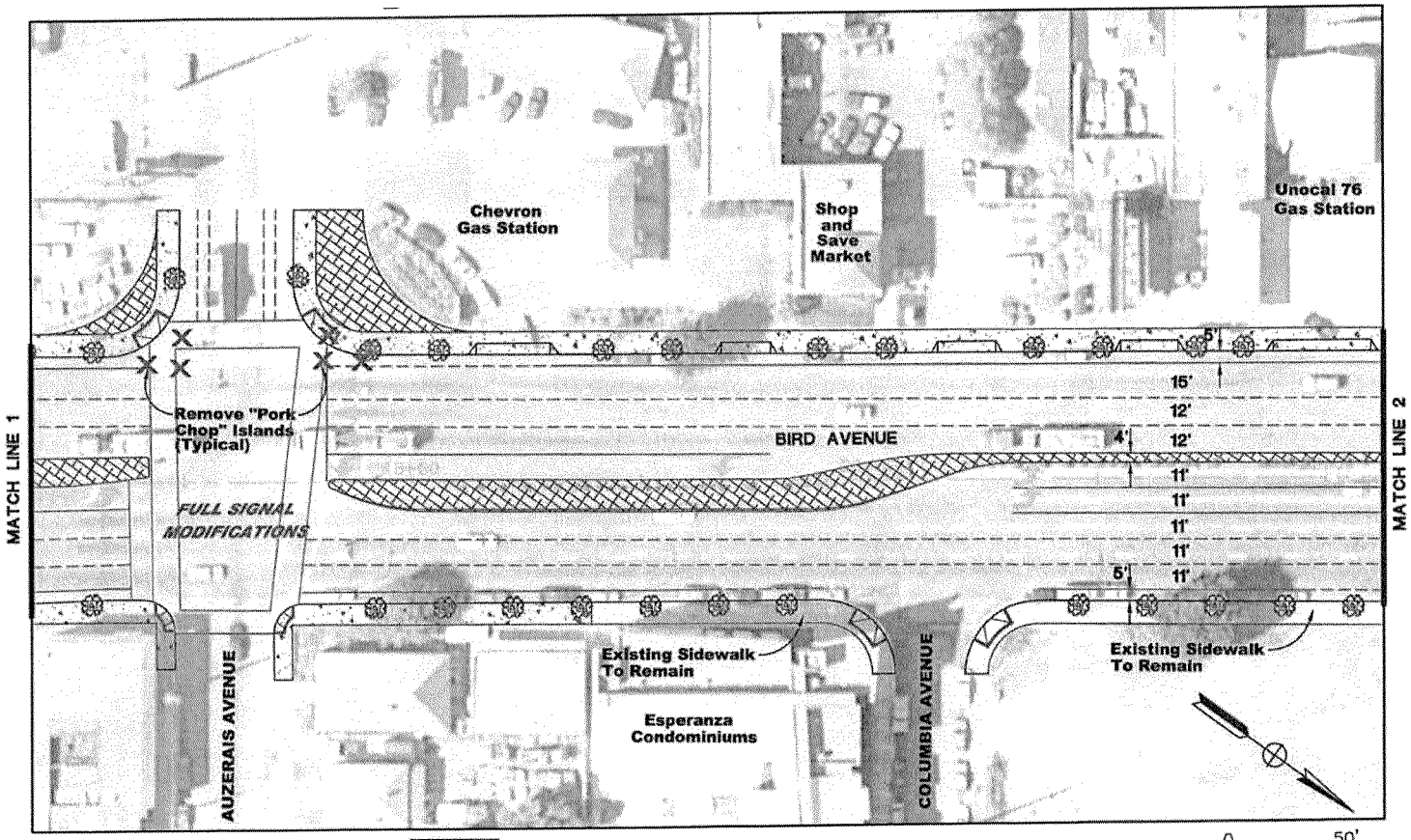
NOLTE
BEYOND ENGINEERING

Figure 28

BIRD AVENUE IMPROVEMENTS OPTION 2 WITH BIKE LANE (Sheet 1 of 3)

San Jose Ballpark

Hexagon
Transportation Consultants, Inc.



Legend

- Back of Sidewalk / Property Line
- Top of Curb
- Striping
- Median
- Driveway
- Curb Ramp
- PCC Sidewalk
- Median
- Landscaped Median or Curb Return
- Tree with Grate

0 50' 100' 150'

GRAPHIC SCALE: 1" = 50'

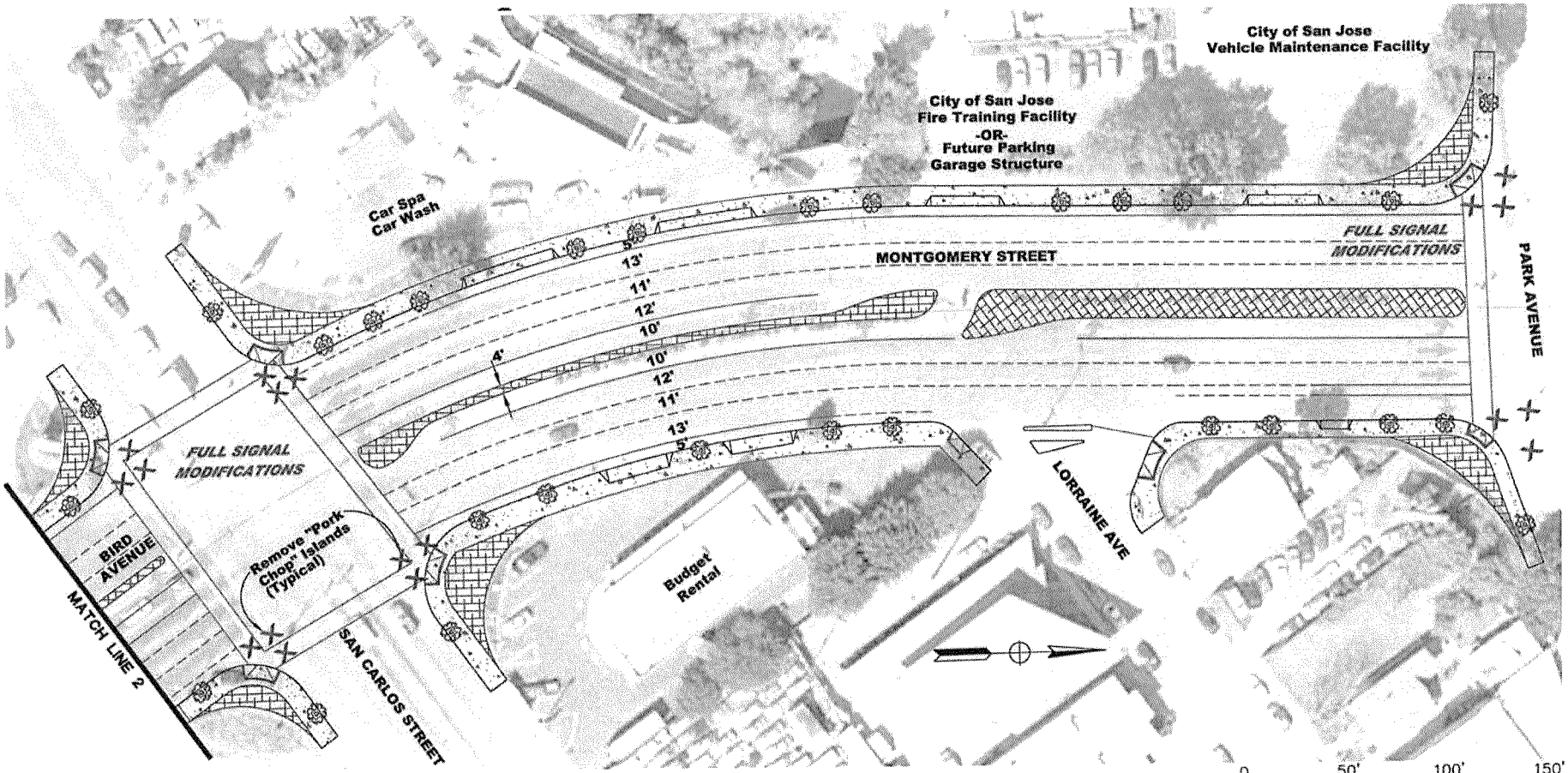
NOLTE
BEYOND ENGINEERING

Figure 29

BIRD AVENUE IMPROVEMENTS OPTION 2 WITH BIKE LANE (Sheet 2 of 3)

San Jose Ballpark

Hexagon Transportation Consultants, Inc.



Legend

- Back of Sidewalk / Property Line
- Top of Curb
- Striping
- Median
- Driveway
- Curb Ramp
- PCC Sidewalk
- Median
- Landscaped Median or Curb Return
- Tree with Grate

0 50' 100' 150'

GRAPHIC SCALE: 1" = 50'

NOLTE
BEYOND ENGINEERING

Figure 30

BIRD AVENUE IMPROVEMENTS OPTION 2 WITH BIKE LANE (Sheet 3 of 3)

San Jose Ballpark

Hexagon
Transportation Consultants, Inc.

13. Conclusion

This report presents the results of the traffic impact analysis conducted for the proposed major league baseball stadium in the Diridon/Arena Area. The baseball stadium would have a maximum seating capacity of 45,000. The ballpark site extends from San Fernando Street south to Park Avenue and from Autumn Street west to the railroad tracks. The proposed baseball stadium will include approximately 150 on-site parking spaces for players and staff. Vehicular access to the on-site parking would be provided from San Fernando Street. The project also includes the construction of a new parking garage immediately south of the ballpark, south of Park Avenue, which may include up to 1,200 parking spaces and 20,000 square feet of commercial space. Vehicular access to the proposed parking garage would be provided on Autumn Street and Park Avenue.

The proposed project would entail several changes to the existing roadway network. These improvements are necessary to accommodate the ballpark design and associated traffic. Montgomery Street, between San Fernando Street and Park Avenue would be abandoned. Otterson Street, west of Montgomery Street also would be abandoned. The segment of Autumn Street between Santa Clara Street and Park Avenue would be converted from a one-way (northbound) street to a two-way street. Likewise, the remaining segment of Montgomery Street between Santa Clara Street and San Fernando Street would be converted from a one-way (southbound) street to a two-way street. Project-sponsored improvements also include modifications to the Bird Avenue corridor from Park Avenue to I-280.

Analysis Scenarios

Traffic conditions were evaluated for the following scenarios:

Existing Conditions: Existing conditions reflect the traffic volumes obtained from new manual turning-movement counts conducted in November 2005 on both a night with no event at the HP Pavilion (single-event scenario) and a night with a hockey game at the HP Pavilion (simultaneous-events scenario).

Background Conditions: Background traffic volumes were estimated by adding to existing volumes the projected volumes from approved but not yet completed developments. The background projects include the recently approved mixed-use development on the San Jose Water

Company site, the KB Home project on Auzerais, and Phase 1 of the *Strategy 2000 Plan*, along with other smaller projects. Background conditions also reflect planned changes to the roadway network, including the extension of Autumn Street northward to Coleman Avenue.

Project Conditions: Traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the proposed ballpark and the changes in traffic patterns resulting from the proposed roadway network changes. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Cumulative Conditions: Cumulative conditions include traffic added by all potential development in the area. For this study the traffic generated by buildout of Downtown San Jose in accordance with the *Strategy 2000 Plan* was added to represent cumulative conditions.

The traffic analysis describes traffic conditions preceding a weekday sell-out baseball game starting at 7:00 PM. In accordance with City of San Jose policies, project impacts were analyzed for the PM peak hour, which in this case would be 5-6 PM. Since simultaneous events at the ballpark and HP Pavilion would be an infrequent occurrence, the traffic impact analysis focuses on conditions with just a ballpark event. For informational purposes, a traffic operations analysis was conducted for the 6-7 PM time period before a ball game and for simultaneous events at the ballpark and HP Pavilion.

Project Impacts on Study Intersections and Freeway Segments

Project Intersection Analysis

The intersection analysis is based on peak-hour levels of service for 18 signalized intersections. The study intersections include signalized intersections in and around the Diridon/Arena area that may be significantly impacted by the proposed project. Other intersections outside the study area, specifically to the west, were not included because based on the proposed distribution, significant increases in traffic volumes are not anticipated on these surrounding local streets. However, additional operational studies may be required after the project is operational to determine any 'spillover effects' to the surrounding neighborhoods. The trip distribution pattern, derived from San Jose Sharks hockey game attendance pattern and data, shows that the vast majority of trips would enter the study area from the surrounding freeways.

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. All of the study intersections are located within the Greater Downtown Core (defined by the area formed by Coleman Avenue/Julian Street/St. James Street to the north, Fourth Street and Civic Plaza to the east, State Route 280 to the south, and White Street/Stockton Avenue/Southern Pacific Railroad tracks to the west) which is exempt from the City of San Jose level of service policy. The policy states that the Downtown Core Area is exempt from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the Level of Service "D" Performance Criteria. Nevertheless, for this analysis, all the study intersections were evaluated following standard LOS Policy procedures in order to disclose the level of service of the surrounding signalized intersections under the project traffic conditions. The CMP study intersections were evaluated against the standards of both the City of San Jose and the County CMP. The level of service results under project conditions show that, according to the City of San Jose's level of service standards for signalized intersections, the following two intersections would be significantly impacted by the project:

Delmas Avenue and Park Avenue

Delmas Avenue and San Fernando Street.

Proposed mitigation measures for these intersection impacts are summarized in Table C-1. The results of the intersection analysis are listed in Table C-2.

Table C-1
Mitigation Measures

Intersection	Mitigation
Delmas St. and Park Ave.	Add 2nd southbound through lane
Delmas St. and San Fernando St.	Add 2nd southbound through lane

CMP Intersection Analysis

Measured against the CMP standards, none of the CMP study intersections would be significantly impacted by the proposed project.

Table C-2
Intersection Level of Service Summary
Single-Event Scenario, 5-6PM

		Existing		Background		Project Conditions				Mitigated Project	
Intersection	Count Date	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Crit V/C Change	Ave Crit Delay Change	LOS	Ave Delay
NB SR 87 Ramps and W. Julian St.*	11/1/2005	38.3	D	42.1	D	46.1	D	0.066	3.8		
SB SR 87 Ramps and W. Julian St.*	11/1/2005	21.0	C	23.1	C	24.1	C	0.028	0.9		
NB SR 87 Ramp and Santa Clara St.*	11/1/2005	16.7	B	18.3	B	24.3	C	0.289	6.9		
NB I 280 Ramps and Bird Ave.*	11/1/2005	26.2	C	32.4	C	33.6	C	0.025	6.0		
SB I 280 Ramps and Bird Ave.*	11/1/2005	24.5	C	27.6	C	34.2	C	-0.007	3.1		
S. Autumn St. and Santa Clara St.*	11/1/2005	18.3	B	32.2	C	35.4	D	-0.053	3.9		
Bird Ave and W. San Carlos St.*	11/1/2005	36.4	D	39.8	D	41.2	D	0.024	3.2		
SR 87 and Woz Way	11/15/2005	9.8	A	10.1	B	10.3	B	0.111	-0.5		
S. Autumn St. and W. San Fernando St.	11/1/2005	10.4	B	11.3	B	34.4	C	0.255	22.4		
Bird Ave. and Auzerais Ave.	11/1/2005	24.5	C	33.5	C	33.0	C	0.012	1.0		
Delmas Ave. and Auzerais Ave.	11/1/2005	15.6	B	16.2	B	16.2	B	0.001	0.0		
Woz Way and Auzerais Ave.	11/1/2005	18.6	B	20.0	C	16.0	B	0.010	-0.1		
Delmas Ave. and Park Ave.	11/15/2005	28.1	C	160.7	F	**167.2**	**F**	**0.072**	**21.0**	E	62.8
Delmas Ave. and W. San Carlos St.	11/1/2005	20.1	C	25.1	C	26.4	C	0.050	2.2		
S. Autumn St. and Park Ave.	11/1/2005	34.8	C	37.5	D	38.5	D	0.056	2.0		
Woz Way and Park Ave.	11/1/2005	18.4	B	21.4	C	20.3	C	0.102	-1.2		
Woz Way and W. San Carlos St.	11/1/2005	20.4	C	22.3	C	23.7	C	0.115	2.0		
Delmas Ave. and W. San Fernando St.	11/1/2005	16.5	B	103.0	F	**117.9**	**F**	**0.019**	**8.0**	C	29.8

* Denotes CMP Intersection
Bold indicates a significant project impact

Project Freeway Segment Analysis

The freeway segment analysis is based on 14 directional freeway segments, which are those segments on which the project is expected to have the greatest effect. At the study freeway segments, the traffic generated by the HP Pavilion and by the ballpark is relatively low in comparison to the background commute traffic volumes, causing the peak volume with the project to occur between 5:00 and 6:00 PM. Therefore, the study freeway segments were evaluated for only the hour between 5:00 and 6:00 PM. The freeway segment analysis was performed according to CMP technical guidelines. According to the CMP's definition of significance, the project would cause a significant adverse impact on the following freeway segments:

SR 87 southbound between Coleman Avenue and Julian Street
SR 87 southbound between Julian Street and I-280
I-280 eastbound between Meridian Avenue and Bird Avenue
I-280 eastbound between Bird Avenue and SR 87

Improvements to mitigate significant project impacts on freeway segments are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way.

Cumulative Traffic Impacts

An analysis was conducted of the traffic conditions that would occur with implementation of the proposed project plus other potential development in the area. To represent other potential development, buildout of downtown San Jose under the *Strategy Plan 2000* was assumed. The added trips due to downtown buildout were taken from the *Strategy Plan 2000* traffic study. These trips were added to the simultaneous-events project scenario to represent cumulative conditions. The analysis of cumulative freeway impacts focuses on the 5:00-6:00 PM time period. The cumulative scenario includes the recommended improvements outlined in Table C-6 but does not include any other transportation network improvements. The intersection LOS in the cumulative scenario is summarized in Table C-3.

Cumulative Intersection Levels of Service

Table C-6 shows that four intersections would operate worse than LOS D under cumulative conditions. All of these intersections are within the San Jose Downtown area and, thus, are exempt from the City's Level of Service policy. Three of these intersections also were shown to operate at LOS E or F in the Downtown Traffic Study. Their mitigation, as described in the downtown study, is as follows:

Julian and SR 87 NB Ramps: Implementation of the downtown study improvements would mitigate the ballpark impact at this intersection under cumulative conditions.

Delmas and Park: The mitigation in the downtown study is the addition of a second southbound through lane. This already has been assumed in this ballpark cumulative analysis, and the Level of Service still is LOS F. Further physical improvements would not be feasible or prudent. Therefore, this impact should be considered significant and unavoidable.

Bird and San Carlos: The Downtown Study showed this intersection to operate at LOS F with downtown buildout, improving to LOS E with the addition of a second northbound to westbound left turn lane. The present ballpark study includes the additional left turn lane as part of the Bird

Avenue improvements that will be completed by the project. The present ballpark study shows the same LOS E as the Downtown Study. The impact at this intersection is significant and unavoidable."

Santa Clara and the SR 87 NB Off-ramp: This intersection was not shown to operate poorly in the downtown study. The reason for the poor level of service in this ballpark study is the large number of cars that would be exiting the freeway to access parking with the assumption of simultaneous events. There are no physical improvements that are feasible at this intersection. The downtown traffic study describes a planned improvement that would increase the capacity of the I-280 off-ramp to 7th Street. This would provide an alternative route to access downtown and would reduce traffic exiting the freeway at Santa Clara Street. However, the 7th Street ramp improvements are unfunded. Therefore, the impact to the Santa Clara and SR 87 NB Off-ramp intersection should be considered significant and unavoidable.

Cumulative Freeway Analysis

The *Downtown Strategy Plan Traffic Study* showed that of the seven freeway segments studied in this ballpark traffic study, three of them would be operating at LOS F under downtown buildout conditions: SR 87 southbound between Coleman and Julian, SR 87 southbound between Julian and I-280, and SR 87 southbound between I-280 and Alma. The ballpark would add traffic greater than one percent of capacity to the first two of these segments. Therefore, the ballpark would have a significant impact on two freeway segments under cumulative conditions. To improve these freeway segments to LOS E would require widening the freeway, which is infeasible given right-of-way constraints and costs. Therefore, these impacts should be considered significant and unavoidable.

Table C-3
Intersection Level of Service Summary
Cumulative Conditions

	Cumulative	
Intersection	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	98.1	F
SB SR 87 Ramps and W. Julian St.*	32.9	C
NB SR 87 Ramp and Santa Clara St.*	70.0	E
NB I 280 Ramps and Bird Ave.*	35.0	D
SB I 280 Ramps and Bird Ave.*	48.8	D
S. Autumn St. and Santa Clara St.*	54.6	D
Bird Ave and W. San Carlos St.*	74.3	E
SR 87 and Woz Way	9.1	A
S. Autumn St. and W. San Fernando St.	42.2	D
Bird Ave. and Auzerais Ave.	32.1	C
Delmas Ave. and Auzerais Ave.	15.8	B
Woz Way and Auzerais Ave.	11.8	B
Delmas Ave. and Park Ave.	124.8	F
Delmas Ave. and W. San Carlos St.	30.3	C
S. Autumn St. and Park Ave.	30.5	C
Woz Way and Park Ave.	28.8	C
Woz Way and W. San Carlos St.	28.7	C
Delmas Ave. and W. San Fernando St.	52.9	D

* Denotes CMP Intersection

Operations Analysis

Tables C-4 and C-5 show the intersection levels of service that would occur during the 6-7 PM time period and with simultaneous events. Four intersections are likely to require operational improvements. The recommended improvements are shown in Table C-6.

Table C-4
Intersection Level of Service Summary
Single-Event Scenario, 6-7PM

		Existing		Background		Project Conditions		With Improvements	
Intersection	Count Date	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	LOS	Ave Delay
NB SR 87 Ramps and W. Julian St.*	11/1/2005	37.9	D	39.5	D	44.5	D		
SB SR 87 Ramps and W. Julian St.*	11/1/2005	18.6	B	19.8	B	19.7	B		
NB SR 87 Ramp and Santa Clara St.*	11/1/2005	16.7	B	17.4	B	34.7	C		
NB I 280 Ramps and Bird Ave.*	11/1/2005	25.1	C	25.6	C	25.6	C		
SB I 280 Ramps and Bird Ave.*	11/1/2005	24.1	C	24.9	C	34.7	C		
S. Autumn St. and Santa Clara St.*	11/1/2005	16.7	B	27.2	C	36.6	D		
Bird Ave and W. San Carlos St.*	11/1/2005	35.9	D	37.1	D	38.4	D		
SR 87 and Woz Way	11/15/2005	9.2	A	9.8	A	8.1	A		
S. Autumn St. and W. San Fernando St.	11/1/2005	9.7	A	10.5	B	**179.1**	**F**	D	36.6
Bird Ave. and Auzerais Ave.	11/1/2005	22.6	C	26.8	C	25.7	C		
Delmas Ave. and Auzerais Ave.	11/1/2005	15.1	B	15.4	B	15.2	B		
Woz Way and Auzerais Ave.	11/1/2005	16.5	B	18.3	B	10.3	B		
Delmas Ave. and Park Ave.	11/15/2005	22.6	C	44.0	D	**546.8**	**F**	D	50.8
Delmas Ave. and W. San Carlos St.	11/1/2005	19.2	B	23.4	C	24.3	C		
S. Autumn St. and Park Ave.	11/1/2005	33.3	C	34.3	C	**251.0**	**F**	D	51.7
Woz Way and Park Ave.	11/1/2005	18.7	B	20.9	C	19.4	B		
Woz Way and W. San Carlos St.	11/1/2005	19.4	B	20.6	C	23.7	C		
Delmas Ave. and W. San Fernando St.	11/1/2005	17.6	B	30.8	C	**115.7**	**F**	C	26.7

* Denotes CMP Intersection
Bold indicates an operational deficiency

Table C-5
Intersection Level of Service Summary
Simultaneous-Events Scenario

		Existing		Background		Project Conditions		With Improvements	
Intersection	Count Date	Ave. Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	11/2/2005	40.7	D	43.7	D	54.2	D		
SB SR 87 Ramps and W. Julian St.*	11/2/2005	19.8	B	20.5	C	22.2	C		
NB SR 87 Ramp and Santa Clara St.*	11/2/2005	17.7	B	18.7	B	52.0	D		
NB I 280 Ramps and Bird Ave.*	11/2/2005	25.5	C	26.1	C	27.3	C		
SB I 280 Ramps and Bird Ave.*	11/2/2005	26.7	C	29.5	C	41.4	D		
S. Autumn St. and Santa Clara St.*	11/2/2005	19.1	B	32.2	C	37.8	D		
Bird Ave and W. San Carlos St.*	11/2/2005	36.4	D	37.6	D	39.2	D		
SR 87 and Woz Way	11/16/2005	8.1	A	9.5	A	7.1	A		
S. Autumn St. and W. San Fernando St.	11/2/2005	8.2	A	11.0	B	**540.1**	**F**	36.8	D
Bird Ave. and Auzerais Ave.	11/2/2005	20.9	C	25.4	C	25.4	C		
Delmas Ave. and Auzerais Ave.	11/2/2005	13.7	B	14.4	B	14.3	B		
Woz Way and Auzerais Ave.	11/2/2005	12.8	B	15.4	B	8.6	A		
Delmas Ave. and Park Ave.	11/16/2005	25.0	C	56.9	E	**760.9**	**F**	54.3	D
Delmas Ave. and W. San Carlos St.	11/2/2005	19.4	B	24.0	C	25.3	C		
S. Autumn St. and Park Ave.	11/2/2005	32.7	C	34.2	C	**595.7**	**F**	29.3	C
Woz Way and Park Ave.	11/2/2005	17.8	B	20.2	C	22.7	C		
Woz Way and W. San Carlos St.	11/2/2005	19.0	B	21.4	C	27.7	C		
Delmas Ave. and W. San Fernando St.	11/2/2005	18.9	B	35.4	D	**153.3**	**F**	29.4	C

* Denotes CMP Intersection
Bold indicates an operational deficiency

Table C-6
Recommended Operational Improvements

Intersection	Improvement
Autumn St. and Park Ave.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space Prohibit left turns
Autumn St. and San Fernando St.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space
Delmas St. and Park Ave.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space Add 2nd southbound through lane
Delmas St. and San Fernando St.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space Add 2nd southbound through lane

Transit Impact Analysis

The project impacts on transit ridership were estimated as 1,140 persons arriving by Caltrain and 833 persons arriving by LRT for a ball game. For a simultaneous event, the HP Pavilion riders would be added: 390 persons on Caltrain and 285 persons on LRT. Therefore, the total ridership for simultaneous events would be 1,530 on Caltrain and 1,118 on LRT. While no bus riders were found in the HP Pavilion survey, it is reasonable to assume that some attendees would use a VTA bus. Caltrain can accommodate about 1,000 riders per train, and there would be 3 trains arriving in the one hour before a game. Therefore, it appears that sufficient Caltrain capacity is available. Caltrain has demonstrated the ability to add extra trains when the situation warrants, for example, to serve Giants games in San Francisco. Each LRT "train" can accommodate about 300 passengers, and there would be 8 trains arriving in the one hour before a game (counting both directions). Therefore, there should be no problem accommodating the projected ridership. In summary, given the capacities of the Caltrain, LRT, and bus systems, the project would have no adverse impact on transit service.

Although not included in the analysis, a BART station is planned adjacent to the ballpark site. This is part of the planned BART extension from Fremont, through San Jose, to Santa Clara. BART service would provide another good transit option for ballpark patrons. The planned BART station is well advanced in the design stage. The station would be underground, parallel to Santa Clara Street and about

one block south. A parking structure is planned adjacent to the HP Pavilion to be used jointly by BART and the Pavilion. The parking structure would include a pedestrian bridge over Santa Clara Street. A bus transit center is planned in conjunction with the BART station. There are two alternate locations being considered for the transit center: opposite the entrance to Diridon Station, or south of Diridon Station. The alternative south of the station would be precluded by the ballpark, but the location near the entrance to Diridon Station would work well with the ballpark. It would be right across the street from the ballpark entrance.

Bicycle Impact

The ballpark event schedule is projected to include mostly night games, hence the percentage of attendees arriving by bicycle is estimated to be very low. Nevertheless, bicycle racks should be provided. The proposed changes to Bird Avenue may incorporate bicycle lanes (see Chapter 12), but otherwise there is estimated to be no impact on bicycle facilities from the project.

Project Impact on Parking Facilities

The proposed baseball stadium would include limited on-site parking (approximately 150 spaces) for players and staff. The project also includes the construction of a new parking garage on an adjacent parcel (south of Park Avenue) with up to 1,200 spaces. Aside from these new parking facilities, ballpark patrons are expected to utilize existing parking garages and lots in the Diridon/Arena area and parking facilities within the downtown core area east of SR 87. There would be no parking facilities located west of the ballpark. The adequacy of the proposed and existing parking facilities was evaluated for a sell-out weekday-evening baseball game. The analysis was done with and without a concurrent event at the HP Pavilion.

Single-Event Scenario Parking

The parking demand generated by the proposed baseball stadium was estimated based on a survey of San Jose Sharks fans attending a weekday evening hockey game at the HP Pavilion. It is estimated that 90.5% of attendees to the ballpark would arrive by auto and need parking. The total parking demand generated by the proposed ballpark is estimated to be 17,258 spaces. Of this, it is estimated that off-site parking demand is 15,908 spaces. For the single-event scenario the project will rely on existing parking facilities in the Diridon/Arena area as well as garages and lots in the downtown core area east of SR 87. Within three-quarters of a mile from the ballpark, a total supply of 21,072 parking spaces currently exists to the north and east of the project site. Assuming that these spaces normally are 25% occupied in the evening without an event at the HP Pavilion, there are an estimated 15,804 available spaces for the ballpark. This is approximately equal to the estimated project parking demand. Therefore, for a typical weekday evening game without an event at the HP Pavilion, baseball fans are expected to walk a maximum of three-quarters of a mile from their parking location to the ballpark. The maximum walking distance is typical of that found at other downtown ballparks.

Simultaneous-Event Scenario Parking

An event at HP Pavilion concurrent with a baseball game would reduce the amount of parking available to the ballpark. The HP Pavilion has an agreement with the City of San Jose to guarantee the availability of a certain number of parking spaces near the arena. In order to maintain this availability, it would be necessary to monitor the parking lots and garages within 1/3 mile and ½ mile of the HP Pavilion. The

City of San Jose would need to work with HP Pavilion staff to insure that the provisions of the agreement would be satisfied.

The reduction of parking available to the ballpark in the simultaneous-events scenario will mean the utilization of space in lots and garages farther than ¾ mile from the ballpark. Counting parking facilities outside this radius, but still within downtown San Jose, adds another 10,009 spaces to the inventory. The combined parking demand of the HP Pavilion and the ballpark would be about 24,000 spaces, assuming no shift in travel mode or vehicle occupancy. This demand could be met within downtown San Jose, where there are about 23,300 spaces available. In that event, some ballpark patrons would experience walk times of 20-30 minutes. Under such circumstances, it might be desirable to operate a shuttle bus from outlying parking areas to the ballpark. Alternatively, the city might wish to encourage transit usage and carpooling as a way to reduce the number of cars brought downtown.

Project Impact on Pedestrian Facilities

A pedestrian analysis was undertaken to determine whether the existing sidewalks and street crossings would be adequate to serve the ballpark. This pedestrian analysis focuses on the pedestrian flows between the parking areas and the ballpark. The pedestrian analysis was undertaken both with and without a simultaneous HP Pavilion event. Pedestrian routes to the ballpark were analyzed for the peak hour, which was determined to be the hour before the start of the game. It was estimated that 91% of the ballpark patrons would arrive by car, with the majority parking in the existing lots and garages in the greater downtown area. Although existing and planned multiuse pedestrian and bike trails would be located very near the ballpark, it is not expected that many ballpark patrons would use those facilities.

In the single-event scenario, it was assumed that all the parking lots west of SR 87 could be used for the ballpark. Nevertheless, the bulk of the peak hour pedestrian trips, approximately 16,480, would be walking from parking garages and lots east of SR 87 in this case. In the simultaneous-event scenario, it was assumed that all parking west of SR 87 would be taken by Arena patrons (except for the Ballpark Garage on Park Avenue). Thus, ballpark patrons would need to park in the lots and garages east of SR 87. In this case there would be 21,590 peak hour pedestrian trips from east of SR 87.

The majority of the garages and lots are near San Fernando and Park. These two streets also lead directly to the ballpark, so it was assumed that the majority of the pedestrians would use those two roads. It was assumed that the pedestrians would take the shortest route to the ballpark, and that they would walk directly from the garage to the ballpark.

The results of the sidewalk analysis show that the sidewalk width on most streets is adequate to handle the anticipated pedestrian flows. The exception is on Park Avenue between Autumn Street and Josefa Street, where the south side of the street does not have a sidewalk. A sidewalk of at least six feet of unobstructed width should be built on this section of Park Avenue in order to accommodate the expected pedestrian volume. None of the other sidewalks would need to be widened due to the increased pedestrian flows to or from the ballpark. While the sidewalk widths are adequate, it should be noted that the pedestrian flows could be fairly continuous in the one hour before a game and the one hour after a game. Therefore, vehicles could have difficulty accessing cross-streets and driveways along Park Avenue and San Fernando Street between Autumn Street and SR87.

Intersection Impacts

The increased pedestrian flows from the proposed ballpark also would affect operations at nearby intersections. To achieve the mitigated intersection levels of service described previously in this report, a Traffic and Parking Management Plan should be developed and changes would be required to (1) signal

phasing, (2) pedestrian phase green times, (3) crosswalk widths, and (4) the size of pedestrian queuing area at corners. There are four intersections where pedestrian improvements are recommended to accommodate the increased pedestrian demand. These are described in Table ES-6.

Project Analysis on Neighborhood Streets

Neighborhood streets near the future ballpark area have been analyzed for potential traffic or parking impacts. Most ballpark patrons will use the freeway system to access downtown, rather than surface streets, because they will be coming from relatively long distances. The freeway exits generally lead to major arterials rather than to neighborhood streets. Nevertheless, some patrons living in nearby neighborhoods to the south or west would use city streets to get to the ballpark. The two neighborhood streets that have potential for increased traffic are Auzerais Avenue and Park Avenue. The other surface streets near the future ballpark, San Carlos Street, Bird Avenue and The Alameda, are major throughways and are not considered neighborhood streets. The ballpark would have the same effect on surrounding neighborhoods with or without a concurrent event at the HP Pavilion.

Park Avenue Analysis

Because the proposed new parking garage to be built along with the ballpark would have an entrance on Park Avenue, a portion of the traffic entering the garage could be expected to use Park Avenue. The garage entrance on Park Avenue is planned to accommodate only right turns; therefore, it would be accessed by cars traveling eastbound. Park also would be used by other ballpark patrons traveling to other parking lots and garages in the greater downtown area. The estimated increase in traffic volume on this portion of Park Avenue is 300 vehicles before a game and 300 vehicles after a game, for a total daily traffic increase of 600 on game days. (See Table 24.) This represents about an eight-percent increase in traffic. This is likely to represent people coming into the area on Meridian Avenue, Lincoln Avenue, West San Carlos Street, and Park Avenue. Some of these patrons would return home via West San Carlos Street because only right turns will be allowed out of the proposed Park Avenue parking garage.

The portion of Park Avenue east of Bird Avenue would be used by people exiting southbound SR 87 and driving to the proposed new parking garage, as well as people accessing the greater downtown area from neighborhoods to the south and west. It is estimated that about 345 cars would use this section of Park Avenue before a game, and the same number leaving at the end of a game.

Auzerais Avenue Analysis

Auzerais Avenue west of Bird Avenue is not expected to have an increase in project traffic. This section of Auzerais Avenue does not provide access to any of the existing or planned parking facilities. It is possible that ballpark patrons new to the area might think there is parking down Auzerais (or down other neighborhood streets), and they might drive down the street searching for it. To prevent this from happening, it is recommended that barricades or other forms of traffic control be implemented for the first few months of ballpark operation.

There would be some ballpark traffic using the section of Auzerais Avenue east of Bird Avenue. Vehicles that exit to Woz Way from northbound SR 87 could use Auzerais Avenue to get to Bird Avenue and then to the parking garage, although this is not their only route option.

Neighborhood Traffic Parking Analysis

It is not the intent of the city to rely on any on-street parking, especially west of Bird Avenue, to serve the ballpark. To prevent parking in the neighborhoods, the city may need to assist specific neighborhoods in

implementing time limit or permit parking, which the city does in specific instances. Where this program is implemented, drivers can only park on-street if they have a permit, which residents and businesses can get from the city. Figure 24 shows the current residential parking permit areas in the vicinity of the project site. Nevertheless, patrons new to the area might think that there is parking available west of Bird Avenue and drive through the neighborhoods looking for parking. Therefore, initially the city could place temporary barricades at neighborhood street entrances and signs directing vehicles to parking garages to control parking and traffic in this area. Once ballpark patrons learn that parking is not available west of Bird Avenue, it may be possible to dispense with the barricades. However, it still will be necessary to continue parking enforcement to ensure that the permits and time limits are being observed. A detailed Traffic and Parking Management Plan (TPMP) should be prepared that describes initial short-term traffic controls as well as the long term traffic management. This is the same procedure that was followed for the opening of the Arena. The Arena TPMP has been refined over the years, and now Arena events do not result in substantial, recurring traffic, parking, or pedestrian problems.

Bird Avenue / Autumn Street Design

Various changes are planned for the Bird Avenue/Autumn Street corridor either as background improvements (something already planned without the ballpark) or as part of the ballpark project. The changes include the extension of Autumn Street to Coleman Avenue, the realignment of Autumn Street (and abandonment of Montgomery Street) along the ballpark site, and transportation operations improvements on Bird Avenue between I-280 and Park Avenue.

Autumn Street Extension

The San Jose General Plan has long included an extension of Autumn Street to Coleman Avenue. This extension will create a continuous north-south throughway on the west side of the greater downtown area. By tying into Coleman Avenue on the north and Bird Avenue on the south, this extension also will create a through route between the I-880 freeway interchange on Coleman Avenue and the I-280 freeway interchange on Bird Avenue. The extension is on a separate implementation track than the ballpark, so the ballpark study assumes the extension as a background improvement.

Autumn Street Realignment

In order to provide a large enough parcel of land to accommodate the ballpark, it will be necessary to abandon Montgomery Street, south of San Fernando Street, and to realign Autumn Street slightly to the east. Autumn Street and Montgomery Street currently operate as a one-way couplet, so with the ballpark it will be necessary to convert Autumn Street into a two-way street. Although this section of Autumn Street currently is under design and not finalized, it is assumed that it will have two travel lanes in each direction plus left turn lanes at intersections. Therefore, Bird Avenue will have six lanes from south of I-280 to Park Avenue, the realigned Autumn Street will have four lanes from Park Avenue to Santa Clara street, and the Autumn extension will have two lanes from Santa Clara Street to Coleman Avenue. Transitions will be necessary from the six-lane Bird Avenue to the four-lane Autumn Realignment, and from the four-lane Autumn Realignment to the two-lane Autumn Extension. The design details of these transitions have not been finalized.

Along with the Autumn Street realignment, the remaining portion of Montgomery Street, from Santa Clara Street to San Fernando Street, would be converted to two-way traffic, one lane in each direction. The changes that constitute the Autumn Street realignment are a necessary part of implementation of the ballpark.

Bird Avenue Operational Improvements

The EIR prepared for the San Jose Downtown Strategy Plan 2000 identified Bird Avenue as needing corridor improvements to mitigate projected increases in traffic volume. The ballpark project would result in traffic increases on Bird Avenue and thereby trigger the need for corridor improvements. The Downtown EIR did not specify what the improvements should be but specified only that they be operational improvements, as opposed to improvements that would significantly increase capacity.

For the ballpark study, Bird Avenue and its operation were the subject of a focused analysis. The analysis was conducted through a field review of its physical features, compared to current standards, and observations of traffic flows during peak hours, morning and afternoon (even though the ballpark would add traffic only during the afternoon and evening). The field observations showed physical features that need upgrading and some traffic operations issues.

An improvement plan has been prepared for Bird Avenue to address all the deficiencies. Two options have been prepared to give the city flexibility for a future decision: one option with bike lanes, and one option with on-street parking. The improvement plans include the following features:

- Add a second left turn lane from southbound Bird Avenue to the southbound I-280 on-ramp.
- Realign the left turn lanes from the southbound I-280 off-ramp to northbound Bird Avenue.
- Eliminate pork-chop islands at Auzerais, San Carlos, and Park.
- Move signal poles out of the median at San Carlos
- Provide a left-turn pocket for turns into the planned parking garage from Bird Avenue
- Provide a pavement overlay and new striping on Bird Avenue from I-280 to Park.
- Rebuild the sidewalks and provide new landscaping along Bird from I-280 to Park.
- Install a new median with landscaping along Bird from I-280 to Park.
- Provide a second northbound to westbound left turn lane on Bird at San Carlos.
- Provide either bike lanes or on-street parking.

The cost of the improvements is estimated to be $3.9 million. This cost would be part of the ballpark development.

Baseball Stadium in the Diridon/Arena Area

Technical Appendices

Hexagon Transportation Consultants, Inc.

February 16, 2005

Appendix A

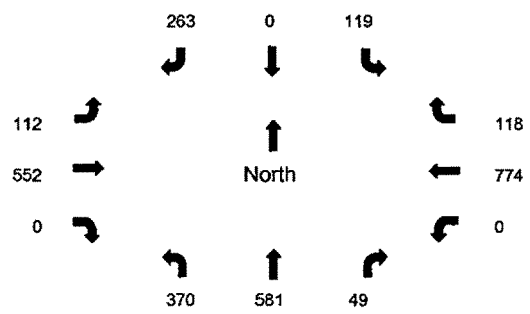
Traffic Count Data

NOV 1 Peak-Hour Volume Count Worksheet

Date: 11/1/2005
Counter: Brandon and Alia
Intersection Name: Julian and 87 Northbound Ramps
Weather: Clear

	87 NB Off-ramp North Approach			Julian East Approach			Notre Dame - One Way South Approach			Julian West Approach				
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	73	0	30	34	230	0	14	189	138	0	195	30	933	933
5:30 PM	136	0	64	66	464	0	23	322	232	0	313	60	1680	747
5:45 PM	201	0	94	98	627	0	34	439	302	0	404	88	2287	607
6:00 PM	263	0	119	118	774	0	49	581	370	0	552	112	2938	651
6:15 PM	335	0	140	140	926	0	55	711	459	0	695	121	3582	644
6:30 PM	391	0	157	155	1049	0	65	800	505	0	755	135	4012	430
6:45 PM	462	0	175	177	1162	0	71	925	557	0	857	149	4535	523
7:00 PM	525	0	210	191	1260	0	80	1010	604	0	935	166	4981	446
7:15 PM	611	0	225	206	1335	0	87	1103	661	0	1026	177	5431	450
7:30 PM	703	0	247	218	1417	0	94	1162	704	0	1104	192	5841	410
7:45 PM	746	0	261	236	1474	0	99	1236	729	0	1153	202	6136	295
8:00 PM	785	0	276	252	1519	0	105	1295	769	0	1199	211	6411	275

Peak Hour													Hourly Totals
5:00 - 6:00	263	0	119	118	774	0	49	581	370	0	552	112	2938
5:15 - 6:15	262	0	110	106	696	0	41	522	321	0	500	91	2649
5:30 - 6:30	255	0	93	89	585	0	42	478	273	0	442	75	2332
5:45 - 6:45	261	0	81	79	535	0	37	486	255	0	453	61	2248
6:00 - 7:00	262	0	91	73	486	0	31	429	234	0	383	54	2043
6:15 - 7:15	276	0	85	66	409	0	32	392	202	0	331	56	1849
6:30 - 7:30	312	0	90	63	368	0	29	362	199	0	349	57	1829
6:45 - 7:45	284	0	86	59	312	0	28	311	172	0	296	53	1601
7:00 - 8:00	260	0	66	61	259	0	25	285	165	0	264	45	1430
Peak Volumes:	**263**	**0**	**119**	**118**	**774**	**0**	**49**	**581**	**370**	**0**	**552**	**112**	**2938**

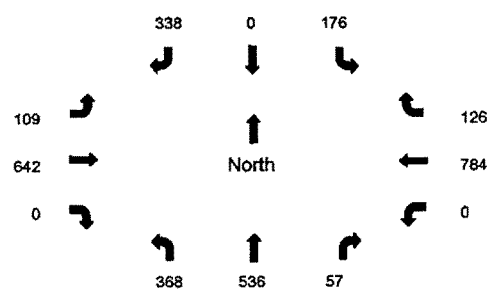


NOV 2 Peak-Hour Volume Count Worksheet

Date: 11/2/2005
Counter: Brandon and Alia
Intersection Name: Julian and 87 Northbound Ramps
Weather: Clear

	87 NB Off-ramp North Approach			Julian East Approach			Notre Dame - One Way South Approach			Julian West Approach				
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	67	0	49	29	227	0	13	141	97	0	136	43	802	802
5:30	143	0	99	66	447	0	23	286	195	0	298	59	1616	814
5:45	238	0	132	99	630	0	39	405	279	0	457	85	2364	748
6:00	338	0	176	126	784	0	57	536	368	0	642	109	3136	772
6:15	462	0	230	150	949	0	69	647	441	0	796	125	3869	733
6:30	573	0	299	169	1126	0	86	742	506	0	947	144	4592	723
6:45	698	0	377	194	1268	0	113	829	561	0	1085	149	5274	682
7:00	824	0	485	220	1443	0	130	918	612	0	1199	161	5992	718
7:15	955	0	578	235	1576	0	141	1005	656	0	1305	167	6618	626
7:30	1045	0	642	255	1693	0	152	1072	692	0	1392	178	7121	503
7:45	1118	0	676	271	1789	0	161	1140	738	0	1460	185	7538	417
8:00	1157	0	696	286	1843	0	169	1197	768	0	1507	188	7811	273

Peak Hour													Hourly Totals
5:00 - 6:00	338	0	176	126	784	0	57	536	368	0	642	109	3136
5:15 - 6:15	395	0	181	121	722	0	56	506	344	0	660	82	3067
5:30 - 6:30	430	0	200	103	679	0	63	456	311	0	649	85	2976
5:45 - 6:45	460	0	245	95	638	0	74	424	282	0	628	64	2910
6:00 - 7:00	486	0	309	94	659	0	73	382	244	0	557	52	2856
6:15 - 7:15	493	0	348	85	627	0	72	358	215	0	509	42	2749
6:30 - 7:30	472	0	343	86	567	0	66	330	186	0	445	34	2529
6:45 - 7:45	420	0	299	77	521	0	48	311	177	0	375	36	2264
7:00 - 8:00	333	0	211	66	400	0	39	279	156	0	308	27	1819
Peak Volumes:	**338**	**0**	**176**	**126**	**784**	**0**	**57**	**536**	**368**	**0**	**642**	**109**	**3136**

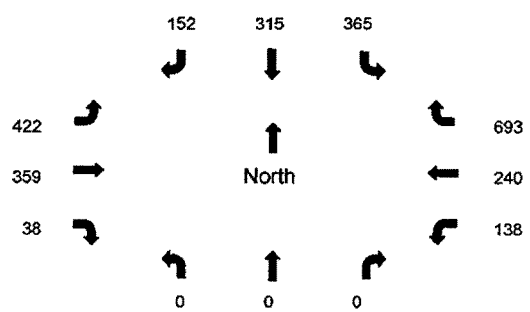


NOV 1 Peak-Hour Volume Count Worksheet

Date: 11/1/2005
Counter: Patti and Ryan
Intersection Name: Julian and 87 Southbound Ramps
Weather: Clear

	87 SB Off-ramp North Approach			W. Julian East Approach			North Almaden Blvd - One Way South Approach			W. Julian West Approach				
Start Time	Right	Thru	Left	Ramp	Thru	Left	Right	Thru	Left	Right	Thru	Ramp	Totals	
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15	14	55	62	183	56	34	0	0	0	9	109	130	652	652
5:30	67	159	161	396	113	75	0	0	0	20	228	287	1506	854
5:45	118	229	257	562	178	108	0	0	0	26	293	354	2125	619
6:00	152	315	365	693	240	138	0	0	0	38	359	422	2722	597
6:15	201	392	480	868	296	165	0	0	0	40	422	487	3351	629
6:30	233	427	525	979	354	172	0	0	0	41	450	523	3704	353
6:45	254	463	603	1100	408	182	0	0	0	43	465	535	4053	349
7:00	270	488	648	1190	448	206	0	0	0	51	557	613	4471	418
7:15	309	500	702	1303	480	216	0	0	0	55	591	660	4816	345
7:30	327	510	744	1385	533	229	0	0	0	58	619	691	5096	280
7:45	339	514	769	1450	558	245	0	0	0	68	661	745	5349	253
8:00	350	522	801	1524	576	258	0	0	0	69	686	774	5560	211

Peak Hour													Hourly Totals
5:00 - 6:00	152	315	365	693	240	138	0	0	0	38	359	422	2722
5:15 - 6:15	187	337	418	685	240	131	0	0	0	31	313	357	2699
5:30 - 6:30	166	268	364	583	241	97	0	0	0	21	222	236	2198
5:45 - 6:45	136	234	346	538	230	74	0	0	0	17	172	181	1928
6:00 - 7:00	118	173	283	497	208	68	0	0	0	13	198	191	1749
6:15 - 7:15	108	108	222	435	184	51	0	0	0	15	169	173	1465
6:30 - 7:30	94	83	219	406	179	57	0	0	0	17	169	168	1392
6:45 - 7:45	85	51	166	350	150	63	0	0	0	25	196	210	1296
7:00 - 8:00	80	34	153	334	128	52	0	0	0	18	129	161	1089
Peak Volumes:	**152**	**315**	**365**	**693**	**240**	**138**	**0**	**0**	**0**	**38**	**359**	**422**	**2722**

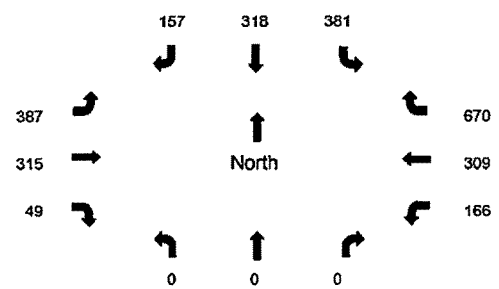


NOV 2 Peak-Hour Volume Count Worksheet

Date: 11/2/2005
Counter: Patti and Ryan
Intersection Name: Julian and 87 Southbound Ramps
Weather: Clear

	87 Off-ramp North Approach			W. Julian St. East Approach			N. Almaden - One Way South Approach			W. Julian St. West Approach				
Start Time	Right	Thru	Left	Ramp	Thru	Left	Right	Thru	Left	Right	Thru	Ramp	Totals	
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15	32	59	70	161	77	49	0	0	0	15	98	130	691	691
5:30	73	161	174	358	190	102	0	0	0	23	178	238	1497	806
5:45	118	222	275	501	241	131	0	0	0	36	271	338	2133	636
6:00	157	318	381	670	309	166	0	0	0	49	315	387	2752	619
6:15	200	405	506	801	399	196	0	0	0	62	378	458	3405	653
6:30	241	483	609	903	498	230	0	0	0	72	427	499	3962	557
6:45	304	521	697	972	608	266	0	0	0	85	471	539	4463	501
7:00	369	549	752	1060	736	305	0	0	0	102	509	579	4961	498
7:15	433	576	817	1125	887	352	0	0	0	121	546	618	5475	514
7:30	511	597	884	1205	1018	378	0	0	0	129	588	662	5972	497
7:45	563	603	922	1272	1085	400	0	0	0	140	612	700	6297	325
8:00	579	608	954	1314	1127	410	0	0	0	144	635	732	6503	206

Peak Hour													Hourly Totals
5:00 - 6:00	157	318	381	670	309	166	0	0	0	49	315	387	2752
5:15 - 6:15	168	346	436	640	322	147	0	0	0	47	280	328	2714
5:30 - 6:30	168	322	435	545	308	128	0	0	0	49	249	261	2465
5:45 - 6:45	186	299	422	471	367	135	0	0	0	49	200	201	2330
6:00 - 7:00	212	231	371	390	427	139	0	0	0	53	194	192	2209
6:15 - 7:15	233	171	311	324	488	156	0	0	0	59	168	160	2070
6:30 - 7:30	270	114	275	302	520	148	0	0	0	57	161	163	2010
6:45 - 7:45	259	82	225	300	477	134	0	0	0	55	141	161	1834
7:00 - 8:00	210	59	202	254	391	105	0	0	0	42	126	153	1542
Peak Volumes:	**157**	**318**	**381**	**670**	**309**	**166**	**0**	**0**	**0**	**49**	**315**	**387**	**2752**

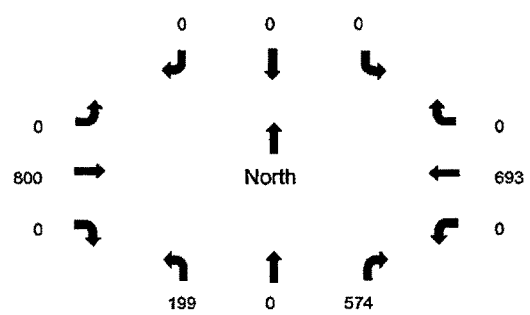


NOV 1 Peak-Hour Volume Count Worksheet

Date: 11/1/2005
Counter: Kris and Chris
Intersection Name: Santa Clara and 87 Northbound Offramp
Weather: Clear

	Street Name North Approach			Santa Clara East Approach			87 NB Offamp South Approach			Santa Clara West Approach				
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	203	0	125	0	47	0	199	0	574	574
5:30 PM	0	0	0	0	382	0	261	0	86	0	375	0	1104	530
5:45 PM	0	0	0	0	544	0	384	0	141	0	576	0	1645	541
6:00 PM	0	0	0	0	693	0	574	0	199	0	800	0	2266	621
6:15 PM	0	0	0	0	808	0	658	0	225	0	910	0	2601	335
6:30 PM	0	0	0	0	913	0	786	0	286	0	1081	0	3066	465
6:45 PM	0	0	0	0	1013	0	946	0	345	0	1207	0	3511	445
7:00 PM	0	0	0	0	1101	0	1104	0	412	0	1301	0	3918	407
7:15 PM	0	0	0	0	1175	0	1297	0	476	0	1422	0	4370	452
7:30 PM	0	0	0	0	1241	0	1431	0	508	0	1489	0	4669	299
7:45 PM	0	0	0	0	1292	0	1514	0	534	0	1551	0	4891	222
8:00 PM	0	0	0	0	1341	0	1584	0	563	0	1610	0	5098	207

Peak Hour													Hourly Totals
5:00 - 6:00	0	0	0	0	693	0	574	0	199	0	800	0	2266
5:15 - 6:15	0	0	0	0	605	0	533	0	178	0	711	0	2027
5:30 - 6:30	0	0	0	0	531	0	525	0	200	0	706	0	1962
5:45 - 6:45	0	0	0	0	469	0	562	0	204	0	631	0	1866
6:00 - 7:00	0	0	0	0	408	0	530	0	213	0	501	0	1652
6:15 - 7:15	0	0	0	0	367	0	639	0	251	0	512	0	1769
6:30 - 7:30	0	0	0	0	328	0	645	0	222	0	408	0	1603
6:45 - 7:45	0	0	0	0	279	0	568	0	189	0	344	0	1380
7:00 - 8:00	0	0	0	0	240	0	480	0	151	0	309	0	1180
Peak Volumes:	**0**	**0**	**0**	**0**	**693**	**0**	**574**	**0**	**199**	**0**	**800**	**0**	**2266**

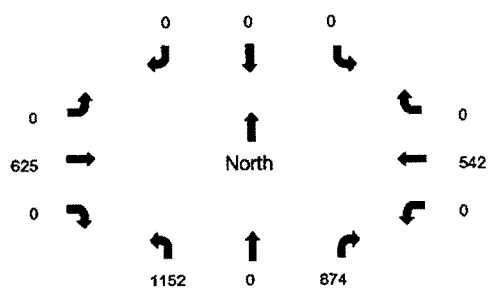


NOV 2 Peak-Hour Volume Count Worksheet

Date: 11/2/2005
Counter: Kris and Chris
Intersection Name: Santa Clara and 87 Northbound Offramp
Weather: Clear

	Street Name North Approach			Santa Clara East Approach			87 NB Off-ramp South Approach			Santa Clara West Approach				
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	204	0	106	0	50	0	227	0	587	587
5:30	0	0	0	0	357	0	238	0	112	0	411	0	1118	531
5:45	0	0	0	0	563	0	453	0	217	0	657	0	1890	772
6:00	0	0	0	0	719	0	589	0	308	0	838	0	2454	564
6:15	0	0	0	0	870	0	746	0	443	0	1043	0	3102	648
6:30	0	0	0	0	993	0	893	0	583	0	1219	0	3688	586
6:45	0	0	0	0	1121	0	1025	0	828	0	1396	0	4370	682
7:00	0	0	0	0	1258	0	1329	0	1212	0	1565	0	5364	994
7:15	0	0	0	0	1402	0	1585	0	1576	0	1707	0	6270	906
7:30	0	0	0	0	1535	0	1767	0	1735	0	1844	0	6881	611
7:45	0	0	0	0	1635	0	1890	0	1814	0	1936	0	7275	394
8:00	0	0	0	0	1709	0	1981	0	1902	0	2028	0	7620	345

Peak Hour													Hourly Totals
5:00 - 6:00	0	0	0	0	719	0	589	0	308	0	838	0	2454
5:15 - 6:15	0	0	0	0	666	0	640	0	393	0	816	0	2515
5:30 - 6:30	0	0	0	0	636	0	655	0	471	0	808	0	2570
5:45 - 6:45	0	0	0	0	558	0	572	0	611	0	739	0	2480
6:00 - 7:00	0	0	0	0	539	0	740	0	904	0	727	0	2910
6:15 - 7:15	0	0	0	0	532	0	839	0	1133	0	664	0	3168
6:30 - 7:30	0	0	0	0	542	0	874	0	1152	0	625	0	3193
6:45 - 7:45	0	0	0	0	514	0	865	0	986	0	540	0	2905
7:00 - 8:00	0	0	0	0	451	0	652	0	690	0	463	0	2256
Peak Volumes:	**0**	**0**	**0**	**0**	**542**	**0**	**874**	**0**	**1152**	**0**	**625**	**0**	**3193**

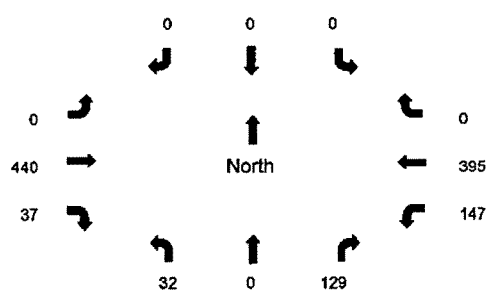


NOV 1 Peak-Hour Volume Count Worksheet

Date: 11/1/2005
Counter: Kevin
Intersection Name: Woz and Park
Weather: Clear

	x North Approach			Park East Approach			Woz South Approach			Park West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	80	20	20	0	0	10	80	0
5:30 PM	0	0	0	0	170	48	42	0	4	21	162	0
5:45 PM	0	0	0	0	286	92	75	0	8	33	272	0
6:00 PM	0	0	0	0	381	134	112	0	22	41	389	0
6:15 PM	0	0	0	0	484	173	143	0	30	53	494	0
6:30 PM	0	0	0	0	565	195	171	0	36	58	602	0
6:45 PM	0	0	0	0	624	219	192	0	44	65	689	0
7:00 PM	0	0	0	0	689	239	215	0	53	67	769	0
7:15 PM	0	0	0	0	732	247	238	0	60	71	857	0
7:30 PM	0	0	0	0	770	279	256	0	66	78	930	0
7:45 PM	0	0	0	0	792	288	278	0	73	82	1011	0
8:00 PM	0	0	0	0	814	303	292	0	81	85	1079	0

Peak Hour													Hourly Totals
5:00 - 6:00	0	0	0	0	381	134	112	0	22	41	389	0	1079
5:15 - 6:15	0	0	0	0	404	153	123	0	30	43	414	0	1167
5:30 - 6:30	0	0	0	0	395	147	129	0	32	37	440	0	1180
5:45 - 6:45	0	0	0	0	338	127	117	0	36	32	417	0	1067
6:00 - 7:00	0	0	0	0	308	105	103	0	31	26	380	0	953
6:15 - 7:15	0	0	0	0	248	74	95	0	30	18	363	0	828
6:30 - 7:30	0	0	0	0	205	84	85	0	30	20	328	0	752
6:45 - 7:45	0	0	0	0	168	69	86	0	29	17	322	0	691
7:00 - 8:00	0	0	0	0	125	64	77	0	28	18	310	0	622
Peak Volumes:	**0**	**0**	**0**	**0**	**395**	**147**	**129**	**0**	**32**	**37**	**440**	**0**	**1180**

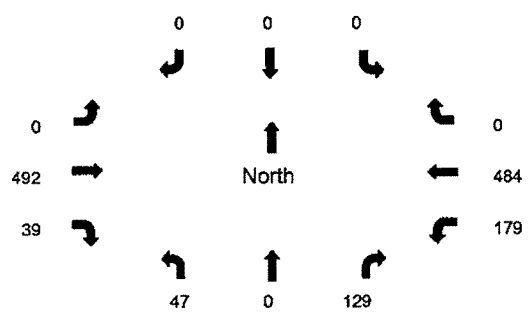


NOV 2 Peak-Hour Volume Count Worksheet

Date: 11/2/2005
Counter: Heath and Raymond
Intersection Name: Woz and Park
Weather: Clear

	x North Approach			Park East Approach			Woz South Approach			Park West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	125	46	30	0	11	15	114	0
5:30 PM	0	0	0	0	256	99	67	0	29	26	229	0
5:45 PM	0	0	0	0	377	146	102	0	38	31	363	0
6:00 PM	0	0	0	0	484	179	129	0	47	39	492	0
6:15 PM	0	0	0	0	573	216	161	0	57	54	623	0
6:30 PM	0	0	0	0	651	240	187	0	65	60	759	0
6:45 PM	0	0	0	0	714	264	227	0	78	68	888	0
7:00 PM	0	0	0	0	774	280	266	0	94	70	1021	0
7:15 PM	0	0	0	0	826	305	309	0	101	73	1122	0
7:30 PM	0	0	0	0	862	321	329	0	115	75	1223	0
7:45 PM	0	0	0	0	901	344	337	0	127	80	1280	0
8:00 PM	0	0	0	0	927	355	358	0	131	81	1334	0

Peak Hour													Hourly Totals
5:00 - 6:00	0	0	0	0	484	179	129	0	47	39	492	0	1370
5:15 - 6:15	0	0	0	0	448	170	131	0	46	39	509	0	1343
5:30 - 6:30	0	0	0	0	395	141	120	0	36	34	530	0	1256
5:45 - 6:45	0	0	0	0	337	118	125	0	40	37	525	0	1182
6:00 - 7:00	0	0	0	0	290	101	137	0	47	31	529	0	1135
6:15 - 7:15	0	0	0	0	253	89	148	0	44	19	499	0	1052
6:30 - 7:30	0	0	0	0	211	81	142	0	50	15	464	0	963
6:45 - 7:45	0	0	0	0	187	80	110	0	49	12	392	0	830
7:00 - 8:00	0	0	0	0	153	75	92	0	37	11	313	0	681
Peak Volumes:	**0**	**0**	**0**	**0**	**484**	**179**	**129**	**0**	**47**	**39**	**492**	**0**	**1370**

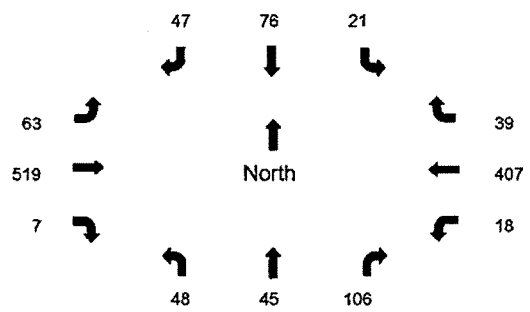


NOV 1 Peak-Hour Volume Count Worksheet

Date: 11/1/2005
Counter: Alvan and Raymond
Intersection Name: Woz and San Carlos
Weather: Clear

	San Carlos North Approach			Woz East Approach			San Carlos South Approach			Woz West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	15	18	13	5	78	5	14	8	9	3	67	13
5:30 PM	20	43	20	12	186	11	33	23	22	4	187	19
5:45 PM	36	73	29	16	269	19	62	33	33	7	315	36
6:00 PM	43	90	32	33	355	24	67	48	54	8	456	52
6:15 PM	59	108	40	42	454	27	126	58	62	9	587	64
6:30 PM	67	119	41	51	593	29	139	68	70	11	706	82
6:45 PM	80	128	47	61	659	32	159	76	74	12	803	95
7:00 PM	91	133	49	76	706	39	171	85	84	14	879	103
7:15 PM	94	140	55	98	754	40	183	99	91	15	964	109
7:30 PM	103	144	60	125	791	46	202	111	95	15	1026	118
7:45 PM	108	151	60	144	832	54	230	122	106	15	1077	128
8:00 PM	110	157	61	159	876	58	245	125	108	17	1118	132

Peak Hour													Hourly Totals
5:00 - 6:00	43	90	32	33	355	24	67	48	54	8	456	52	1262
5:15 - 6:15	44	90	27	37	376	22	112	50	53	6	520	51	1388
5:30 - 6:30	47	76	21	39	407	18	106	45	48	7	519	63	1396
5:45 - 6:45	44	55	18	45	390	13	97	43	41	5	488	59	1298
6:00 - 7:00	48	43	17	43	351	15	104	37	30	6	423	51	1168
6:15 - 7:15	35	32	15	56	300	13	57	41	29	6	377	45	1006
6:30 - 7:30	36	25	19	74	198	17	63	43	25	4	320	36	860
6:45 - 7:45	28	23	13	83	173	22	71	46	32	3	274	33	801
7:00 - 8:00	19	24	12	83	170	19	74	40	24	3	239	29	736
Peak Volumes:	**47**	**76**	**21**	**39**	**407**	**18**	**106**	**45**	**48**	**7**	**519**	**63**	**1396**

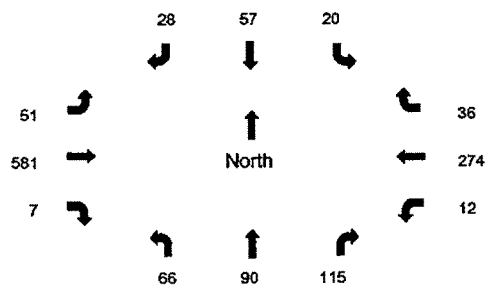


NOV 2 Peak-Hour Volume Count Worksheet

Date: 11/2/2005
Counter: Alvan and Dianne
Intersection Name: Woz and San Carlos
Weather: Clear

	Woz North Approach			San Carlos East Approach			Woz South Approach			San Carlos West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	22	25	16	8	89	3	19	12	12	2	116	11
5:30 PM	33	67	33	13	166	7	34	52	24	3	252	25
5:45 PM	44	81	35	16	235	11	64	68	32	4	347	38
6:00 PM	52	92	42	20	327	13	85	86	48	7	479	52
6:15 PM	62	117	47	31	399	15	120	106	62	9	630	68
6:30 PM	68	129	53	44	441	18	156	128	89	9	789	77
6:45 PM	72	138	55	52	509	23	179	158	98	11	928	89
7:00 PM	82	147	55	64	580	25	214	193	118	11	1022	99
7:15 PM	91	150	57	73	649	26	233	225	141	14	1121	113
7:30 PM	96	155	57	93	710	32	253	247	148	16	1161	126
7:45 PM	99	157	62	114	746	36	267	263	155	17	1229	139
8:00 PM	104	157	63	129	778	38	279	269	163	17	1264	153

Peak Hour													Hourly Totals
5:00 - 6:00	52	92	42	20	327	13	85	86	48	7	479	52	1303
5:15 - 6:15	40	92	31	23	310	12	101	94	50	7	514	57	1331
5:30 - 6:30	35	62	20	31	275	11	122	76	65	6	537	52	1292
5:45 - 6:45	28	57	20	36	274	12	115	90	66	7	581	51	1337
6:00 - 7:00	30	55	13	44	253	12	129	107	70	4	543	47	1307
6:15 - 7:15	29	33	10	42	250	11	113	119	79	5	491	45	1227
6:30 - 7:30	28	26	4	49	269	14	97	119	59	7	372	49	1093
6:45 - 7:45	27	19	7	62	237	13	88	105	57	6	301	50	972
7:00 - 8:00	22	10	8	65	198	13	65	76	45	6	242	54	804
Peak Volumes:	**28**	**57**	**20**	**36**	**274**	**12**	**115**	**90**	**66**	**7**	**581**	**51**	**1337**

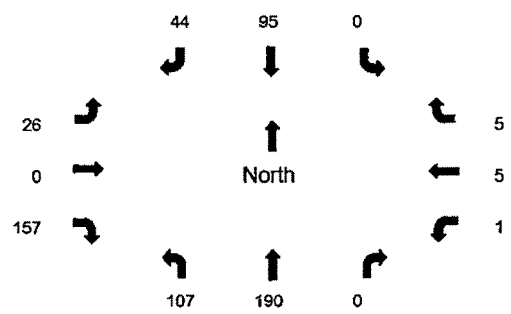


NOV 1 Peak-Hour Volume Count Worksheet

Date: 11/1/2005
Counter: Dianne and Joy
Intersection Name: Woz and Auzerais
Weather: Clear

	Woz North Approach			Auzerais (Museum) East Approach			Woz South Approach			Auzerais West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	14	20	0	3	1	0	0	43	23	32	0	7
5:30 PM	22	43	0	3	2	0	0	81	51	76	0	16
5:45 PM	32	71	0	4	4	1	0	126	86	124	0	21
6:00 PM	44	95	0	5	5	1	0	190	107	157	0	26
6:15 PM	50	113	0	5	6	3	0	234	138	187	0	30
6:30 PM	54	125	0	6	6	3	0	254	149	208	0	34
6:45 PM	59	136	0	6	6	3	0	280	162	228	0	39
7:00 PM	64	140	0	6	6	3	0	310	166	246	0	41
7:15 PM	69	145	0	6	6	4	0	344	178	255	0	44
7:30 PM	73	147	0	6	6	4	0	384	186	261	0	45
7:45 PM	78	153	0	6	6	4	0	428	192	264	0	49
8:00 PM	82	160	0	6	6	4	0	446	198	266	0	51

Peak Hour													Hourly Totals
5:00 - 6:00	44	95	0	5	5	1	0	190	107	157	0	26	630
5:15 - 6:15	36	93	0	2	5	3	0	191	115	155	0	23	623
5:30 - 6:30	32	82	0	3	4	3	0	173	98	132	0	18	545
5:45 - 6:45	27	65	0	2	2	2	0	154	76	104	0	18	450
6:00 - 7:00	20	45	0	1	1	2	0	120	59	89	0	15	352
6:15 - 7:15	19	32	0	1	0	1	0	110	40	68	0	14	285
6:30 - 7:30	19	22	0	0	0	1	0	130	37	53	0	11	273
6:45 - 7:45	19	17	0	0	0	1	0	148	30	36	0	10	261
7:00 - 8:00	18	20	0	0	0	1	0	136	32	20	0	10	237
Peak Volumes:	**44**	**95**	**0**	**5**	**5**	**1**	**0**	**190**	**107**	**157**	**0**	**26**	**630**

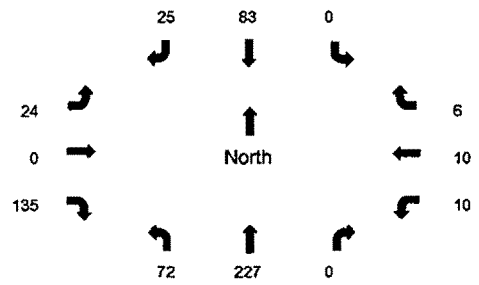


NOV 2 Peak-Hour Volume Count Worksheet

Date: 11/2/2005
Counter: Dianne and Joy
Intersection Name: Woz and Auzerais
Weather: Clear

	Woz North Approach			Auzerais(Museum) East Approach			Woz South Approach			Auzerais West Approach		
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5	26	0	1	0	0	0	34	26	33	0	4
5:30 PM	10	45	0	4	1	1	0	86	47	62	0	10
5:45 PM	19	72	0	7	7	8	0	134	62	98	0	17
6:00 PM	22	89	0	7	10	9	0	191	83	127	0	21
6:15 PM	30	109	0	7	10	10	0	261	98	168	0	28
6:30 PM	32	116	0	7	10	10	0	300	110	193	0	34
6:45 PM	35	128	0	7	10	10	0	377	133	204	0	42
7:00 PM	37	132	0	8	10	10	0	464	149	212	0	44
7:15 PM	39	136	0	8	10	10	0	541	168	234	0	50
7:30 PM	42	144	0	8	10	10	0	587	178	253	0	53
7:45 PM	44	148	0	8	10	10	0	623	188	272	0	55
8:00 PM	47	150	0	8	10	10	0	648	202	295	0	58

Peak Hour													Hourly Totals
5:00 - 6:00	22	89	0	7	10	9	0	191	83	127	0	21	559
5:15 - 6:15	25	83	0	6	10	10	0	227	72	135	0	24	592
5:30 - 6:30	22	71	0	3	9	9	0	214	63	131	0	24	546
5:45 - 6:45	16	56	0	0	3	2	0	243	71	106	0	25	522
6:00 - 7:00	15	43	0	1	0	1	0	273	66	85	0	23	507
6:15 - 7:15	9	27	0	1	0	0	0	280	70	66	0	22	475
6:30 - 7:30	10	28	0	1	0	0	0	287	68	60	0	19	473
6:45 - 7:45	9	20	0	1	0	0	0	246	55	68	0	13	412
7:00 - 8:00	10	18	0	0	0	0	0	184	53	83	0	14	362
Peak Volumes:	**25**	**83**	**0**	**6**	**10**	**10**	**0**	**227**	**72**	**135**	**0**	**24**	**592**

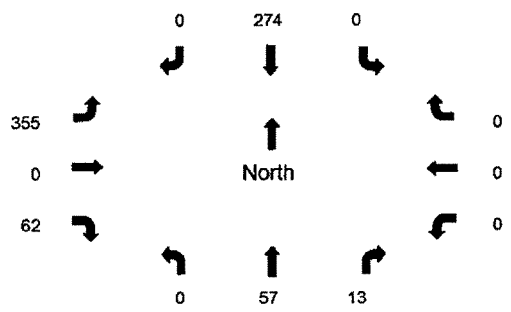


NOV 15 Peak-Hour Volume Count Worksheet

Date: 11/15/2005 No Hockey
Counter: Kris and Chris
Intersection Name: Woz and 87 NB Offramp
Weather: Clear

	Woz North Approach			Street Name East Approach			Woz South Approach			87 Offramp West Approach				
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	45	0	0	0	0	8	20	0	2	0	40	115	115
5:30 PM	0	119	0	0	0	0	12	38	0	10	0	116	295	180
5:45 PM	0	194	0	0	0	0	17	58	0	28	0	208	505	210
6:00 PM	0	265	0	0	0	0	21	70	0	45	0	289	690	185
6:15 PM	0	319	0	0	0	0	21	77	0	64	0	395	876	186
6:30 PM	0	367	0	0	0	0	22	90	0	77	0	479	1035	159
6:45 PM	0	420	0	0	0	0	24	101	0	84	0	518	1147	112
7:00 PM	0	437	0	0	0	0	25	108	0	94	0	546	1210	63
7:15 PM	0	457	0	0	0	0	27	115	0	99	0	577	1275	65
7:30 PM	0	474	0	0	0	0	28	120	0	102	0	597	1321	46
7:45 PM	0	486	0	0	0	0	28	122	0	107	0	613	1356	35
8:00 PM	0	509	0	0	0	0	29	133	0	117	0	636	1424	68

Peak Hour													Hourly Totals
5:00 - 6:00	0	265	0	0	0	0	21	70	0	45	0	289	690
5:15 - 6:15	0	274	0	0	0	0	13	57	0	62	0	355	761
5:30 - 6:30	0	248	0	0	0	0	10	52	0	67	0	363	740
5:45 - 6:45	0	226	0	0	0	0	7	43	0	56	0	310	642
6:00 - 7:00	0	172	0	0	0	0	4	38	0	49	0	257	520
6:15 - 7:15	0	138	0	0	0	0	6	38	0	35	0	182	399
6:30 - 7:30	0	107	0	0	0	0	6	30	0	25	0	118	286
6:45 - 7:45	0	66	0	0	0	0	4	21	0	23	0	95	209
7:00 - 8:00	0	72	0	0	0	0	4	25	0	23	0	90	214
Peak Volumes:	**0**	**274**	**0**	**0**	**0**	**0**	**13**	**57**	**0**	**62**	**0**	**355**	**761**

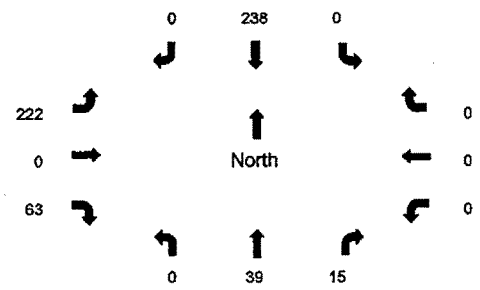


NOV 16 Peak-Hour Volume Count Worksheet

Date: 11/16/2005 Hockey
Counter: Kris and Chris
Intersection Name: Woz and 87 NB Offramp
Weather: Clear

	Woz North Approach			Street Name East Approach			Woz South Approach			87 Offramp West Approach				
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Totals	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	55	0	0	0	0	2	17	0	3	0	30	107	107
5:30 PM	0	129	0	0	0	0	6	28	0	11	0	81	255	148
5:45 PM	0	199	0	0	0	0	13	30	0	48	0	140	430	175
6:00 PM	0	267	0	0	0	0	15	49	0	61	0	184	576	146
6:15 PM	0	293	0	0	0	0	17	56	0	66	0	252	684	108
6:30 PM	0	339	0	0	0	0	17	63	0	80	0	314	813	129
6:45 PM	0	366	0	0	0	0	18	80	0	90	0	413	967	154
7:00 PM	0	378	0	0	0	0	18	82	0	101	0	464	1043	76
7:15 PM	0	404	0	0	0	0	18	94	0	109	0	528	1153	110
7:30 PM	0	413	0	0	0	0	18	101	0	119	0	585	1236	83
7:45 PM	0	423	0	0	0	0	19	113	0	125	0	633	1313	77
8:00 PM	0	431	0	0	0	0	19	124	0	132	0	668	1374	61

Peak Hour													Hourly Totals
5:00 - 6:00	0	267	0	0	0	0	15	49	0	61	0	184	576
5:15 - 6:15	0	238	0	0	0	0	15	39	0	63	0	222	577
5:30 - 6:30	0	210	0	0	0	0	11	35	0	69	0	233	558
5:45 - 6:45	0	167	0	0	0	0	5	50	0	42	0	273	537
6:00 - 7:00	0	111	0	0	0	0	3	33	0	40	0	280	467
6:15 - 7:15	0	111	0	0	0	0	1	38	0	43	0	276	469
6:30 - 7:30	0	74	0	0	0	0	1	38	0	39	0	271	423
6:45 - 7:45	0	57	0	0	0	0	1	33	0	35	0	220	346
7:00 - 8:00	0	53	0	0	0	0	1	42	0	31	0	204	331
Peak Volumes:	**0**	**238**	**0**	**0**	**0**	**0**	**15**	**39**	**0**	**63**	**0**	**222**	**577**



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File Name : 8PMFINAL
Site Code : 00000008
Start Date : 11/01/2005
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Groups Printed- Unshifted

	DELMAS AVE Southbound					SAN FERNANDO ST Westbound					Northbound					SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	9	29	0	0	38	7	26	20	0	53	0	0	0	0	0	8	0	9	0	17	108
05:15 PM	9	28	0	0	37	15	66	38	0	119	0	0	0	0	0	18	0	7	0	25	181
05:30 PM	6	22	0	0	28	5	81	19	0	105	0	0	0	0	0	12	0	8	0	20	153
05:45 PM	7	36	0	0	43	11	35	20	0	66	0	0	0	0	0	5	0	14	0	19	128
Total	31	115	0	0	146	38	208	97	0	343	0	0	0	0	0	43	0	38	0	81	570
06:00 PM	10	36	0	0	46	2	40	16	0	58	0	0	0	0	0	3	0	2	0	5	109
06:15 PM	8	17	0	0	25	5	38	5	0	48	0	0	0	0	0	21	0	6	0	27	100
06:30 PM	5	13	0	0	18	1	28	9	0	38	0	0	0	0	0	3	0	4	0	7	63
06:45 PM	2	10	0	0	12	1	16	8	0	25	0	0	0	0	0	11	0	4	0	15	52
Total	25	76	0	0	101	9	122	38	0	169	0	0	0	0	0	38	0	16	0	54	324
07:00 PM	2	13	0	0	15	1	14	11	0	26	0	0	0	0	0	9	0	4	0	13	54
07:15 PM	2	9	0	0	11	1	6	5	0	12	0	0	0	0	0	13	0	3	0	16	39
07:30 PM	3	4	0	0	7	2	4	8	0	14	0	0	0	0	0	9	0	5	0	14	35
07:45 PM	2	9	0	0	11	2	9	8	0	19	0	0	0	0	0	10	0	6	0	16	46
Total	9	35	0	0	44	6	33	32	0	71	0	0	0	0	0	41	0	18	0	59	174
Grand Total	65	226	0	0	291	53	363	167	0	583	0	0	0	0	0	122	0	72	0	194	1068
Apprch %	22.3	77.7	0.0	0.0		9.1	62.3	28.6	0.0		0.0	0.0	0.0	0.0		62.9	0.0	37.1	0.0		
Total %	6.1	21.2	0.0	0.0	27.2	5.0	34.0	15.6	0.0	54.6	0.0	0.0	0.0	0.0	0.0	11.4	0.0	6.7	0.0	18.2	

	DELMAS AVE Southbound					SAN FERNANDO ST Westbound					Northbound					SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	32	122	0	0	154	33	222	93	0	348	0	0	0	0	0	38	0	31	0	69	571
Percent	20.8	79.2	0.0	0.0		9.5	63.8	26.7	0.0		0.0	0.0	0.0	0.0		55.1	0.0	44.9	0.0		
05:15 Volume	9	28	0	0	37	15	66	38	0	119	0	0	0	0	0	18	0	7	0	25	181
Peak Factor																					0.789
High Int.	06:00 PM					05:15 PM					4:45:00 PM					05:15 PM					
Volume	10	36	0	0	46	15	66	38	0	119	0	0	0	0	0	18	0	7	0	25	
Peak Factor					0.837					0.731										0.690	

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	DELMAS AVE Southbound					SAN FERNANDO ST Westbound					Northbound					SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	1	36	0	0	37	3	46	20	0	69	0	0	0	0	0	16	0	7	0	23	129
05:15 PM	7	42	0	0	49	6	49	17	0	72	0	0	0	0	0	17	0	7	0	24	145
05:30 PM	17	37	0	0	54	9	55	15	0	79	0	0	0	0	0	13	0	3	0	16	149
05:45 PM	6	32	0	0	38	2	41	13	0	56	0	0	0	0	0	11	0	5	0	16	110
Total	31	147	0	0	178	20	191	65	0	276	0	0	0	0	0	57	0	22	0	79	533
06:00 PM	8	25	0	0	33	3	24	9	0	36	0	0	0	0	0	7	0	6	0	13	82
06:15 PM	13	27	0	0	40	4	27	4	0	35	0	0	0	0	0	27	0	13	0	40	115
06:30 PM	26	44	0	0	70	7	26	23	0	56	0	0	0	0	0	22	0	8	0	30	156
06:45 PM	11	18	0	0	29	7	30	14	0	51	0	0	0	0	0	19	0	11	0	30	110
Total	58	114	0	0	172	21	107	50	0	178	0	0	0	0	0	75	0	38	0	113	463
07:00 PM	10	17	0	0	27	7	23	6	0	36	0	0	0	0	0	19	0	36	0	55	118
07:15 PM	15	21	0	0	36	6	23	11	0	40	0	0	0	0	0	23	0	27	0	50	126
07:30 PM	19	15	0	0	34	9	29	12	0	50	0	0	0	0	0	15	0	19	0	34	118
07:45 PM	21	19	0	0	40	8	35	9	0	52	0	0	0	0	0	19	0	25	0	44	136
Total	65	72	0	0	137	30	110	38	0	178	0	0	0	0	0	76	0	107	0	183	498
Grand Total	154	333	0	0	487	71	408	153	0	632	0	0	0	0	0	208	0	167	0	375	1494
Apprch %	31.6	68.4	0.0	0.0		11.2	64.6	24.2	0.0		0.0	0.0	0.0	0.0		55.5	0.0	44.5	0.0		
Total %	10.3	22.3	0.0	0.0	32.6	4.8	27.3	10.2	0.0	42.3	0.0	0.0	0.0	0.0	0.0	13.9	0.0	11.2	0.0	25.1	

	DELMAS AVE Southbound					SAN FERNANDO ST Westbound					Northbound					SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	31	147	0	0	178	20	191	65	0	276	0	0	0	0	0	57	0	22	0	79	533
Percent	17.4	82.6	0.0	0.0		7.2	69.2	23.6	0.0		0.0	0.0	0.0	0.0		72.2	0.0	27.8	0.0		
05:30 Volume	17	37	0	0	54	9	55	15	0	79	0	0	0	0	0	13	0	3	0	16	149
Peak Factor																					0.894
High Int.	05:30 PM					05:30 PM					4:45:00 PM					05:15 PM					
Volume	17	37	0	0	54	9	55	15	0	79	0	0	0	0	0	17	0	7	0	24	
Peak Factor					0.824					0.873										0.823	

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	DELMAS AVE Southbound					I-87 SB OFF-RAMP From Northeast				PARK AVE Westbound					Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Bear Right	Bear Left	Hard Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	22	91	13	0	126	32	95	56	183	0	162	56	0	218	0	0	0	0	0	13	58	0	0	71	598
05:15 PM	3	48	7	0	58	28	82	55	165	0	143	32	0	175	0	0	0	0	0	5	41	0	0	46	444
05:30 PM	7	32	0	0	39	24	115	74	213	0	95	18	0	113	0	0	0	0	0	6	41	0	0	47	412
05:45 PM	4	22	1	0	27	29	104	87	220	0	70	20	0	90	0	0	0	0	0	2	43	0	0	45	382
Total	36	193	21	0	250	113	396	272	781	0	470	126	0	596	0	0	0	0	0	26	183	0	0	209	1836
06:00 PM	12	26	11	0	49	17	88	70	175	0	81	19	0	100	0	0	0	0	0	5	37	0	0	42	366
06:15 PM	1	14	1	0	16	14	65	59	138	0	61	13	0	74	0	0	0	0	0	1	41	0	0	42	270
06:30 PM	3	25	1	0	29	34	47	59	140	0	47	16	0	63	0	0	0	0	0	6	15	0	0	21	253
06:45 PM	6	23	5	0	34	17	40	39	96	0	31	11	0	42	0	0	0	0	0	1	18	0	0	19	191
Total	22	88	18	0	128	82	240	227	549	0	220	59	0	279	0	0	0	0	0	13	111	0	0	124	1080
07:00 PM	4	18	3	0	25	17	38	40	95	0	38	10	0	48	0	0	0	0	0	4	18	0	0	22	190
07:15 PM	5	25	2	1	33	17	19	36	72	0	27	18	0	45	0	0	0	0	0	2	11	0	0	13	163
07:30 PM	1	32	0	0	33	19	26	31	76	0	14	13	0	27	0	0	0	0	0	5	15	0	0	20	156
07:45 PM	1	12	1	0	14	16	15	28	59	0	20	8	0	28	0	0	0	0	0	4	10	0	0	14	115
Total	11	87	6	1	105	69	98	135	302	0	99	49	0	148	0	0	0	0	0	15	54	0	0	69	624
Grand Total	69	368	45	1	483	264	734	634	1632	0	789	234	0	1023	0	0	0	0	0	54	348	0	0	402	3540
Apprch %	14.3	76.2	9.3	0.2		16.2	45.0	38.8		0.0	77.1	22.9	0.0		0.0	0.0	0.0	0.0		13.4	86.6	0.0	0.0		
Total %	1.9	10.4	1.3	0.0	13.6	7.5	20.7	17.9	46.1	0.0	22.3	6.6	0.0	28.9	0.0	0.0	0.0	0.0	0.0	1.5	9.8	0.0	0.0	11.4	

	DELMAS AVE Southbound					I-87 SB OFF-RAMP From Northeast				PARK AVE Westbound					Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Bear Right	Bear Left	Hard Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																									
Intersection	05:00 PM																								
Volume	36	193	21	0	250	113	396	272	781	0	470	126	0	596	0	0	0	0	0	26	183	0	0	209	1836
Percent	14.4	77.2	8.4	0.0		14.5	50.7	34.8		0.0	78.9	21.1	0.0		0.0	0.0	0.0	0.0		12.4	87.6	0.0	0.0		
05:00 Volume	22	91	13	0	126	32	95	56	183	0	162	56	0	218	0	0	0	0	0	13	58	0	0	71	598
Peak Factor																									0.768

High Int.	05:00 PM					05:45 PM				05:00 PM					4:45:00 PM					05:00 PM				
Volume	22	91	13	0	126	29	104	87	220	0	162	56	0	218	0	0	0	0	0	13	58	0	0	71
Peak Factor					0.496				0.888					0.683										0.736

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File Name : 1PMFINAL
Site Code : 00000001
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	DELMAS AVE Southbound					I-87 SB OFF-RAMP From Northeast				PARK AVE Westbound					Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Bear Right	Bear Left	Hard Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	3	43	10	0	56	20	78	54	152	0	114	17	0	131	0	0	0	0	0	7	27	0	0	34	373
05:15 PM	5	46	5	0	56	17	103	91	211	0	114	22	0	136	0	0	0	0	0	10	46	0	0	56	459
05:30 PM	8	38	2	0	48	23	95	90	208	0	123	23	0	146	0	0	0	0	0	7	46	0	0	53	455
05:45 PM	5	40	5	0	50	24	112	85	221	0	86	15	0	101	0	0	0	0	0	14	39	0	0	53	425
Total	21	167	22	0	210	84	388	320	792	0	437	77	0	514	0	0	0	0	0	38	158	0	0	196	1712
06:00 PM	7	27	14	0	48	31	86	81	198	0	79	12	0	91	0	0	0	0	0	3	25	0	0	28	365
06:15 PM	5	37	10	0	52	31	41	46	118	0	89	15	0	104	0	0	0	0	0	6	35	0	0	41	315
06:30 PM	10	31	9	0	50	21	34	57	112	0	81	21	0	102	0	0	0	0	0	11	42	0	0	53	317
06:45 PM	12	50	7	0	69	53	32	64	149	0	66	12	0	78	0	0	0	0	0	5	31	0	0	36	332
Total	34	145	40	0	219	136	193	248	577	0	315	60	0	375	0	0	0	0	0	25	133	0	0	158	1329
07:00 PM	13	37	3	0	53	47	48	71	166	0	60	30	0	90	0	0	0	0	0	10	29	0	0	39	348
07:15 PM	17	40	8	0	65	32	30	69	131	0	58	14	0	72	0	0	0	0	0	10	48	0	0	58	326
07:30 PM	17	35	6	0	58	30	30	58	118	0	30	16	0	46	0	0	0	0	0	16	27	0	0	43	265
07:45 PM	9	31	2	0	42	25	31	49	105	0	29	12	0	41	0	0	0	0	0	12	35	0	0	47	235
Total	56	143	19	0	218	134	139	247	520	0	177	72	0	249	0	0	0	0	0	48	139	0	0	187	1174
Grand Total	111	455	81	0	647	354	720	815	1889	0	929	209	0	1138	0	0	0	0	0	111	430	0	0	541	4215
Apprch %	17.2	70.3	12.5	0.0		18.7	38.1	43.1		0.0	81.6	18.4	0.0		0.0	0.0	0.0	0.0		20.5	79.5	0.0	0.0		
Total %	2.6	10.8	1.9	0.0	15.3	8.4	17.1	19.3	44.8	0.0	22.0	5.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	2.6	10.2	0.0	0.0	12.8	

	DELMAS AVE Southbound					I-87 SB OFF-RAMP From Northeast				PARK AVE Westbound					Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Bear Right	Bear Left	Hard Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																									
Intersection	05:00 PM																								
Volume	21	167	22	0	210	84	388	320	792	0	437	77	0	514	0	0	0	0	0	38	158	0	0	196	1712
Percent	10.0	79.5	10.5	0.0		10.6	49.0	40.4		0.0	85.0	15.0	0.0		0.0	0.0	0.0	0.0		19.4	80.6	0.0	0.0		
05:15 Volume	5	46	5	0	56	17	103	91	211	0	114	22	0	136	0	0	0	0	0	10	46	0	0	56	459
Peak Factor																									0.932

High Int.	05:00 PM					05:45 PM				05:30 PM					4:45:00 PM					05:15 PM				
Volume	3	43	10	0	56	24	112	85	221	0	123	23	0	146	0	0	0	0	0	10	46	0	0	56
Peak Factor					0.938				0.896					0.880										0.875

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	DELMAS AVE Southbound					SAN CARLOS ST Westbound					Northbound					SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	32	106	11	0	149	0	103	9	0	112	0	0	0	0	0	13	95	0	0	108	369
05:15 PM	48	125	10	0	183	0	98	5	0	103	0	0	0	0	0	6	102	0	0	108	394
05:30 PM	48	136	8	0	192	0	109	2	0	111	0	0	0	0	0	5	116	0	0	121	424
05:45 PM	52	98	5	0	155	0	84	8	0	92	0	0	0	0	0	11	134	0	0	145	392
Total	180	465	34	0	679	0	394	24	0	418	0	0	0	0	0	35	447	0	0	482	1579
06:00 PM	55	97	10	0	162	0	107	4	0	111	0	0	0	0	0	13	147	0	0	160	433
06:15 PM	39	98	6	0	143	0	145	8	0	153	0	0	0	0	0	12	113	0	0	125	421
06:30 PM	50	65	8	0	123	0	70	6	0	76	0	0	0	0	0	11	80	0	0	91	290
06:45 PM	35	41	10	0	86	0	67	8	0	75	0	0	0	0	0	10	88	0	0	98	259
Total	179	301	34	0	514	0	389	26	0	415	0	0	0	0	0	46	428	0	0	474	1403
07:00 PM	27	40	5	0	72	0	45	8	0	53	0	0	0	0	0	19	61	0	0	80	205
07:15 PM	21	30	7	0	58	0	52	12	0	64	0	0	0	0	0	23	68	0	0	91	213
07:30 PM	23	20	4	0	47	0	39	9	0	48	0	0	0	0	0	18	57	0	0	75	170
07:45 PM	18	22	7	0	47	0	47	4	0	51	0	0	0	0	0	17	49	0	0	66	164
Total	89	112	23	0	224	0	183	33	0	216	0	0	0	0	0	77	235	0	0	312	752
Grand Total	448	878	91	0	1417	0	966	83	0	1049	0	0	0	0	0	158	1110	0	0	1268	3734
Apprch %	31.6	62.0	6.4	0.0		0.0	92.1	7.9	0.0		0.0	0.0	0.0	0.0		12.5	87.5	0.0	0.0		
Total %	12.0	23.5	2.4	0.0	37.9	0.0	25.9	2.2	0.0	28.1	0.0	0.0	0.0	0.0	0.0	4.2	29.7	0.0	0.0	34.0	

	DELMAS AVE Southbound					SAN CARLOS ST Westbound					Northbound					SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:30 PM																				
Volume	194	429	29	0	652	0	445	22	0	467	0	0	0	0	0	41	510	0	0	551	1670
Percent	29.8	65.8	4.4	0.0		0.0	95.3	4.7	0.0		0.0	0.0	0.0	0.0		7.4	92.6	0.0	0.0		
06:00 Volume	55	97	10	0	162	0	107	4	0	111	0	0	0	0	0	13	147	0	0	160	433
Peak Factor																					0.964
High Int.	05:30 PM					06:15 PM					4:45:00 PM					06:00 PM					
Volume	48	136	8	0	192	0	145	8	0	153	0	0	0	0	0	13	147	0	0	160	
Peak Factor					0.849					0.763										0.861	

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	DELMAS AVE Southbound					SAN CARLOS ST Westbound					Northbound					SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	45	81	5	0	131	0	104	8	0	112	0	0	0	0	0	22	119	0	0	141	384
05:15 PM	65	111	6	0	182	0	83	6	0	89	0	0	0	0	0	9	100	0	0	109	380
05:30 PM	71	93	6	0	170	0	108	12	0	120	0	0	0	0	0	15	101	0	0	116	406
05:45 PM	58	86	5	0	149	0	86	4	0	90	0	0	0	0	0	4	122	0	0	126	365
Total	239	371	22	0	632	0	381	30	0	411	0	0	0	0	0	50	442	0	0	492	1535
06:00 PM	58	84	9	0	151	0	82	15	0	97	0	0	0	0	0	16	143	0	0	159	407
06:15 PM	31	84	8	0	123	0	64	2	0	66	0	0	0	0	0	24	115	0	0	139	328
06:30 PM	34	88	11	0	133	0	74	9	0	83	0	0	0	0	0	18	122	0	0	140	356
06:45 PM	30	64	10	0	104	0	70	9	0	79	0	0	0	0	0	4	89	0	0	93	276
Total	153	320	38	0	511	0	290	35	0	325	0	0	0	0	0	62	469	0	0	531	1367
07:00 PM	32	42	11	0	85	0	89	5	0	94	0	0	0	0	0	9	92	0	0	101	280
07:15 PM	28	30	5	0	63	0	68	3	0	71	0	0	0	0	0	19	70	0	0	89	223
07:30 PM	18	25	1	0	44	0	51	7	0	58	0	0	0	0	0	12	57	0	0	69	171
07:45 PM	21	17	3	0	41	0	32	6	0	38	0	0	0	0	0	14	56	0	0	70	149
Total	99	114	20	0	233	0	240	21	0	261	0	0	0	0	0	54	275	0	0	329	823
Grand Total	491	805	80	0	1376	0	911	86	0	997	0	0	0	0	0	166	1186	0	0	1352	3725
Apprch %	35.7	58.5	5.8	0.0		0.0	91.4	8.6	0.0		0.0	0.0	0.0	0.0		12.3	87.7	0.0	0.0		
Total %	13.2	21.6	2.1	0.0	36.9	0.0	24.5	2.3	0.0	26.8	0.0	0.0	0.0	0.0	0.0	4.5	31.8	0.0	0.0	36.3	

	DELMAS AVE Southbound					SAN CARLOS ST Westbound					Northbound					SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	252	374	26	0	652	0	359	37	0	396	0	0	0	0	0	44	466	0	0	510	1558
Percent	38.7	57.4	4.0	0.0		0.0	90.7	9.3	0.0		0.0	0.0	0.0	0.0		8.6	91.4	0.0	0.0		
06:00 Volume	58	84	9	0	151	0	82	15	0	97	0	0	0	0	0	16	143	0	0	159	407
Peak Factor																					0.957
High Int.	05:15 PM					05:30 PM					4:45:00 PM					06:00 PM					
Volume	65	111	6	0	182	0	108	12	0	120	0	0	0	0	0	16	143	0	0	159	
Peak Factor					0.896					0.825										0.802	

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	DELMAS AVE Southbound					AUZERAIS AVE Westbound					Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	29	69	30	0	128	0	19	10	0	29	0	0	0	0	0	14	12	0	0	26	183
05:15 PM	28	107	32	0	167	0	26	13	0	39	0	0	0	0	0	13	16	0	0	29	235
05:30 PM	30	81	31	0	142	0	18	19	0	37	0	0	0	0	0	10	22	0	0	32	211
05:45 PM	23	78	23	0	124	0	32	17	0	49	0	0	0	0	0	11	21	0	0	32	205
Total	110	335	116	0	561	0	95	59	0	154	0	0	0	0	0	48	71	0	0	119	834
06:00 PM	14	79	17	0	110	0	20	8	0	28	0	0	0	0	0	7	15	0	0	22	160
06:15 PM	18	71	17	0	106	0	10	8	0	18	0	0	0	0	0	13	13	0	0	26	150
06:30 PM	11	48	12	0	71	0	12	5	0	17	0	0	0	0	0	13	15	0	0	28	116
06:45 PM	14	40	7	0	61	0	5	6	0	11	0	0	0	0	0	11	10	0	0	21	93
Total	57	238	53	0	348	0	47	27	0	74	0	0	0	0	0	44	53	0	0	97	519
07:00 PM	11	49	9	0	69	0	9	11	0	20	0	0	0	0	0	10	6	0	0	16	105
07:15 PM	4	58	3	0	65	0	9	3	0	12	0	0	0	0	0	13	5	0	0	18	95
07:30 PM	5	38	5	0	48	0	8	6	0	14	0	0	0	0	0	8	4	0	0	12	74
07:45 PM	6	38	3	0	47	0	5	9	0	14	0	0	0	0	0	10	2	0	0	12	73
Total	26	183	20	0	229	0	31	29	0	60	0	0	0	0	0	41	17	0	0	58	347
Grand Total	193	756	189	0	1138	0	173	115	0	288	0	0	0	0	0	133	141	0	0	274	1700
Apprch %	17.0	66.4	16.6	0.0		0.0	60.1	39.9	0.0		0.0	0.0	0.0	0.0		48.5	51.5	0.0	0.0		
Total %	11.4	44.5	11.1	0.0	66.9	0.0	10.2	6.8	0.0	16.9	0.0	0.0	0.0	0.0	0.0	7.8	8.3	0.0	0.0	16.1	

	DELMAS AVE Southbound					AUZERAIS AVE Westbound					Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	110	335	116	0	561	0	95	59	0	154	0	0	0	0	0	48	71	0	0	119	834
Percent	19.6	59.7	20.7	0.0		0.0	61.7	38.3	0.0		0.0	0.0	0.0	0.0		40.3	59.7	0.0	0.0		
05:15 Volume	28	107	32	0	167	0	26	13	0	39	0	0	0	0	0	13	16	0	0	29	235
Peak Factor																					0.887
High Int.	05:15 PM					05:45 PM					4:45:00 PM					05:30 PM					
Volume	28	107	32	0	167	0	32	17	0	49	0	0	0	0	0	10	22	0	0	32	
Peak Factor					0.840					0.786										0.930	

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	DELMAS AVE Southbound					AUZERAIS AVE Westbound					Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	16	73	24	0	113	0	18	12	0	30	0	0	0	0	0	21	15	0	0	36	179
05:15 PM	21	91	18	0	130	0	20	10	0	30	0	0	0	0	0	15	18	0	0	33	193
05:30 PM	17	88	13	0	118	0	19	9	0	28	0	0	0	0	0	8	30	0	0	38	184
05:45 PM	22	56	21	0	99	0	22	7	0	29	0	0	0	0	0	13	16	0	0	29	157
Total	76	308	76	0	460	0	79	38	0	117	0	0	0	0	0	57	79	0	0	136	713
06:00 PM	21	65	22	0	108	0	14	7	0	21	0	0	0	0	0	10	22	0	0	32	161
06:15 PM	18	67	17	0	102	0	10	4	0	14	0	0	0	0	0	5	11	0	0	16	132
06:30 PM	16	61	15	0	92	0	16	8	0	24	0	0	0	0	0	8	10	0	0	18	134
06:45 PM	18	49	12	0	79	0	14	4	0	18	0	0	0	0	0	10	6	0	0	16	113
Total	73	242	66	0	381	0	54	23	0	77	0	0	0	0	0	33	49	0	0	82	540
07:00 PM	8	42	9	0	59	0	13	2	0	15	0	0	0	0	0	7	12	0	0	19	93
07:15 PM	8	45	8	0	61	0	10	12	0	22	0	0	0	0	0	12	10	0	0	22	105
07:30 PM	5	48	2	0	55	0	8	5	0	13	0	0	0	0	0	3	1	0	0	4	72
07:45 PM	8	25	2	0	35	0	9	6	0	15	0	0	0	0	0	4	2	0	0	6	56
Total	29	160	21	0	210	0	40	25	0	65	0	0	0	0	0	26	25	0	0	51	326
Grand Total	178	710	163	0	1051	0	173	86	0	259	0	0	0	0	0	116	153	0	0	269	1579
Apprch %	16.9	67.6	15.5	0.0		0.0	66.8	33.2	0.0		0.0	0.0	0.0	0.0		43.1	56.9	0.0	0.0		
Total %	11.3	45.0	10.3	0.0	66.6	0.0	11.0	5.4	0.0	16.4	0.0	0.0	0.0	0.0	0.0	7.3	9.7	0.0	0.0	17.0	

	DELMAS AVE Southbound					AUZERAIS AVE Westbound					Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	76	308	76	0	460	0	79	38	0	117	0	0	0	0	0	57	79	0	0	136	713
Percent	16.5	67.0	16.5	0.0		0.0	67.5	32.5	0.0		0.0	0.0	0.0	0.0		41.9	58.1	0.0	0.0		
05:15 Volume	21	91	18	0	130	0	20	10	0	30	0	0	0	0	0	15	18	0	0	33	193
Peak Factor																					0.924
High Int.	05:15 PM					05:00 PM					4:45:00 PM					05:30 PM					
Volume	21	91	18	0	130	0	18	12	0	30	0	0	0	0	0	8	30	0	0	38	
Peak Factor					0.885					0.975										0.895	

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	AUTUMN ST Southbound					SANTA CLARA ST Westbound					AUTUMN ST Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	30	0	5	0	35	11	195	0	0	206	31	17	30	0	78	0	150	8	0	158	477
05:15 PM	41	0	10	0	51	14	208	0	0	222	15	16	21	0	52	0	144	6	0	150	475
05:30 PM	45	0	2	0	47	7	196	0	0	203	18	16	26	0	60	0	176	9	0	185	495
05:45 PM	26	0	6	0	32	11	144	0	0	155	17	11	22	0	50	0	151	4	0	155	392
Total	142	0	23	0	165	43	743	0	0	786	81	60	99	0	240	0	621	27	0	648	1839
06:00 PM	29	0	5	0	34	11	159	0	0	170	13	14	20	0	47	0	145	3	0	148	399
06:15 PM	18	0	4	0	22	8	156	0	0	164	22	8	19	0	49	0	140	6	0	146	381
06:30 PM	15	0	8	0	23	10	141	0	0	151	14	15	17	0	46	0	83	8	0	91	311
06:45 PM	8	0	8	0	16	6	125	0	0	131	10	6	16	0	32	0	84	3	0	87	266
Total	70	0	25	0	95	35	581	0	0	616	59	43	72	0	174	0	452	20	0	472	1357
07:00 PM	19	0	4	0	23	4	113	0	0	117	9	11	15	0	35	0	92	1	0	93	268
07:15 PM	7	0	1	0	8	2	100	0	0	102	12	4	17	0	33	0	73	2	0	75	218
07:30 PM	4	0	4	0	8	4	76	0	0	80	6	5	14	0	25	0	63	6	0	69	182
07:45 PM	6	0	2	0	8	3	67	0	0	70	11	2	14	0	27	0	48	4	0	52	157
Total	36	0	11	0	47	13	356	0	0	369	38	22	60	0	120	0	276	13	0	289	825
Grand Total	248	0	59	0	307	91	1680	0	0	1771	178	125	231	0	534	0	1349	60	0	1409	4021
Apprch %	80.8	0.0	19.2	0.0		5.1	94.9	0.0	0.0		33.3	23.4	43.3	0.0		0.0	95.7	4.3	0.0		
Total %	6.2	0.0	1.5	0.0	7.6	2.3	41.8	0.0	0.0	44.0	4.4	3.1	5.7	0.0	13.3	0.0	33.5	1.5	0.0	35.0	

	AUTUMN ST Southbound					SANTA CLARA ST Westbound					AUTUMN ST Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	142	0	23	0	165	43	743	0	0	786	81	60	99	0	240	0	621	27	0	648	1839
Percent	86.1	0.0	13.9	0.0		5.5	94.5	0.0	0.0		33.8	25.0	41.3	0.0		0.0	95.8	4.2	0.0		
05:30 Volume	45	0	2	0	47	7	196	0	0	203	18	16	26	0	60	0	176	9	0	185	495
Peak Factor																					0.929
High Int.	05:15 PM					05:15 PM					05:00 PM					05:30 PM					
Volume	41	0	10	0	51	14	208	0	0	222	31	17	30	0	78	0	176	9	0	185	
Peak Factor					0.809					0.885					0.769					0.876	

Traffic Data Service
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	AUTUMN ST Southbound					SANTA CLARA ST Westbound					AUTUMN ST Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	34	0	8	0	42	27	188	0	0	215	21	21	25	0	67	0	157	3	0	160	484
05:15 PM	43	0	5	0	48	29	226	0	0	255	15	14	36	0	65	0	181	5	0	186	554
05:30 PM	32	0	7	0	39	23	188	0	0	211	28	24	38	0	90	0	156	3	0	159	499
05:45 PM	11	0	3	0	14	3	252	0	0	255	19	5	39	0	63	0	142	6	0	148	480
Total	120	0	23	0	143	82	854	0	0	936	83	64	138	0	285	0	636	17	0	653	2017
06:00 PM	0	0	0	0	0	1	259	0	0	260	34	0	70	0	104	0	163	1	0	164	528
06:15 PM	0	0	0	0	0	2	238	0	0	240	39	0	72	0	111	0	131	0	0	131	482
06:30 PM	1	0	0	0	1	4	240	0	0	244	45	0	69	0	114	0	109	0	0	109	468
06:45 PM	0	0	0	0	0	2	283	0	0	285	43	0	74	0	117	0	118	0	0	118	520
Total	1	0	0	0	1	9	1020	0	0	1029	161	0	285	0	446	0	521	1	0	522	1998
07:00 PM	0	0	0	0	0	7	261	0	0	268	38	0	72	0	110	0	109	0	0	109	487
07:15 PM	0	0	0	0	0	2	277	0	0	279	53	0	99	0	152	0	93	0	0	93	524
07:30 PM	0	0	0	0	0	3	164	0	0	167	28	0	90	0	118	0	82	0	0	82	367
07:45 PM	0	0	0	0	0	2	153	0	0	155	27	0	31	0	58	0	58	0	0	58	271
Total	0	0	0	0	0	14	855	0	0	869	146	0	292	0	438	0	342	0	0	342	1649
Grand Total	121	0	23	0	144	105	2729	0	0	2834	390	64	715	0	1169	0	1499	18	0	1517	5664
Apprch %	84.0	0.0	16.0	0.0		3.7	96.3	0.0	0.0		33.4	5.5	61.2	0.0		0.0	98.8	1.2	0.0		
Total %	2.1	0.0	0.4	0.0	2.5	1.9	48.2	0.0	0.0	50.0	6.9	1.1	12.6	0.0	20.6	0.0	26.5	0.3	0.0	26.8	

	AUTUMN ST Southbound					SANTA CLARA ST Westbound					AUTUMN ST Northbound					THE ALAMEDA Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	86	0	15	0	101	56	925	0	0	981	96	43	183	0	322	0	642	15	0	657	2061
Percent	85.1	0.0	14.9	0.0		5.7	94.3	0.0	0.0		29.8	13.4	56.8	0.0		0.0	97.7	2.3	0.0		
05:15 Volume	43	0	5	0	48	29	226	0	0	255	15	14	36	0	65	0	181	5	0	186	554
Peak Factor																					0.930
High Int.	05:15 PM					06:00 PM					06:00 PM					05:15 PM					
Volume	43	0	5	0	48	1	259	0	0	260	34	0	70	0	104	0	181	5	0	186	
Peak Factor					0.526					0.943					0.774					0.883	

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	Southbound					SAN FERNANDO ST Westbound					AUTUMN ST Northbound					SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	0	0	0	0	0	10	35	0	0	45	10	59	26	0	95	0	13	5	0	18	158
05:15 PM	0	0	0	0	0	8	53	0	0	61	10	31	15	0	56	0	8	3	0	11	128
05:30 PM	0	0	0	0	0	4	59	0	0	63	9	43	15	0	67	0	11	4	0	15	145
05:45 PM	0	0	0	0	0	6	35	0	0	41	1	36	16	0	53	0	8	3	0	11	105
Total	0	0	0	0	0	28	182	0	0	210	30	169	72	0	271	0	40	15	0	55	536
06:00 PM	0	0	0	0	0	5	31	0	0	36	3	32	12	0	47	0	10	4	0	14	97
06:15 PM	0	0	0	0	0	8	33	0	0	41	5	29	16	0	50	0	23	2	0	25	116
06:30 PM	0	0	0	0	0	9	22	0	0	31	4	23	12	0	39	0	8	8	0	16	86
06:45 PM	0	0	0	0	0	3	14	0	0	17	3	23	14	0	40	0	9	2	0	11	68
Total	0	0	0	0	0	25	100	0	0	125	15	107	54	0	176	0	50	16	0	66	367
07:00 PM	0	0	0	0	0	3	10	0	0	13	4	29	15	0	48	0	6	3	0	9	70
07:15 PM	0	0	0	0	0	6	7	0	0	13	5	17	16	0	38	0	19	4	0	23	74
07:30 PM	0	0	0	0	0	1	2	0	0	3	3	22	12	0	37	0	9	5	0	14	54
07:45 PM	0	0	0	0	0	5	9	0	0	14	6	21	18	0	45	0	3	9	0	12	71
Total	0	0	0	0	0	15	28	0	0	43	18	89	61	0	168	0	37	21	0	58	269
Grand Total	0	0	0	0	0	68	310	0	0	378	63	365	187	0	615	0	127	52	0	179	1172
Apprch %	0.0	0.0	0.0	0.0		18.0	82.0	0.0	0.0		10.2	59.3	30.4	0.0		0.0	70.9	29.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	5.8	26.5	0.0	0.0	32.3	5.4	31.1	16.0	0.0	52.5	0.0	10.8	4.4	0.0	15.3	

	Southbound					SAN FERNANDO ST Westbound					AUTUMN ST Northbound					SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	0	0	0	0	28	182	0	0	210	30	169	72	0	271	0	40	15	0	55	536
Percent	0.0	0.0	0.0	0.0		13.3	86.7	0.0	0.0		11.1	62.4	26.6	0.0		0.0	72.7	27.3	0.0		
05:00 Volume	0	0	0	0	0	10	35	0	0	45	10	59	26	0	95	0	13	5	0	18	158
Peak Factor																					0.848
High Int.	4:45:00 PM					05:30 PM					05:00 PM					05:00 PM					
Volume	0	0	0	0	0	4	59	0	0	63	10	59	26	0	95	0	13	5	0	18	
Peak Factor										0.83					0.71					0.76	
										3					3					4	

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	Southbound					SAN FERNANDO ST Westbound					AUTUMN ST Northbound					SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	0	0	0	0	0	5	37	0	0	42	7	55	20	0	82	0	8	11	0	19	143
05:15 PM	0	0	0	0	0	10	40	0	0	50	8	55	20	0	83	0	14	9	0	23	156
05:30 PM	0	0	0	0	0	13	54	0	0	67	5	65	26	0	96	0	11	10	0	21	184
05:45 PM	0	0	0	0	0	11	31	0	0	42	4	65	34	0	103	0	6	3	0	11	156
Total	0	0	0	0	0	39	162	0	0	201	24	240	100	0	364	0	41	33	0	74	639
06:00 PM	0	0	0	0	0	16	22	0	0	38	6	102	30	0	138	0	15	7	0	22	198
06:15 PM	0	0	0	0	0	12	25	0	0	37	16	109	36	0	161	0	26	9	0	35	233
06:30 PM	0	0	0	0	0	20	30	0	0	50	15	117	35	0	167	0	19	6	0	25	242
06:45 PM	0	0	0	0	0	14	19	0	0	33	20	138	41	0	199	0	10	10	0	20	252
Total	0	0	0	0	0	62	96	0	0	158	57	466	142	0	665	0	70	32	0	102	925
07:00 PM	0	0	0	0	0	25	12	0	0	37	29	182	38	0	249	0	17	27	0	44	330
07:15 PM	0	0	0	0	0	25	25	0	0	50	21	141	27	0	189	0	21	10	0	31	270
07:30 PM	0	0	0	0	0	21	22	0	0	43	9	56	12	0	77	0	19	19	0	38	158
07:45 PM	0	0	0	0	0	26	19	0	0	45	10	55	11	0	76	0	21	12	0	33	154
Total	0	0	0	0	0	97	78	0	0	175	69	434	88	0	591	0	78	68	0	146	912
Grand Total	0	0	0	0	0	198	336	0	0	534	150	1140	330	0	1620	0	189	133	0	322	2476
Apprch %	0.0	0.0	0.0	0.0		37.1	62.9	0.0	0.0		9.3	70.4	20.4	0.0		0.0	58.7	41.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	8.0	13.6	0.0	0.0	21.6	6.1	46.0	13.3	0.0	65.4	0.0	7.6	5.4	0.0	13.0	

	Southbound					SAN FERNANDO ST Westbound					AUTUMN ST Northbound					SAN FERNANDO ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	06:30 PM																				
Volume	0	0	0	0	0	84	86	0	0	170	85	578	141	0	804	0	67	53	0	120	1094
Percent	0.0	0.0	0.0	0.0		49.4	50.6	0.0	0.0		10.6	71.9	17.5	0.0		0.0	55.8	44.2	0.0		
07:00 Volume	0	0	0	0	0	25	12	0	0	37	29	182	38	0	249	0	17	27	0	44	330
Peak Factor																					0.829
High Int.	4:45:00 PM					06:30 PM					07:00 PM					07:00 PM					
Volume	0	0	0	0	0	20	30	0	0	50	29	182	38	0	249	0	17	27	0	44	
Peak Factor										0.85					0.80					0.68	
										0					7					2	

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	MONTGOMERY ST Southbound					PARK AVE Westbound					MONTGOMERY ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	8	218	4	0	230	14	57	69	0	140	13	58	33	0	104	49	31	6	0	86	560
05:15 PM	7	250	8	0	265	8	51	71	0	130	13	40	37	0	90	48	28	7	0	83	568
05:30 PM	11	193	9	0	213	14	44	78	0	136	8	46	33	0	87	53	50	7	0	110	546
05:45 PM	8	171	3	0	182	6	21	59	0	86	11	47	28	0	86	39	24	3	0	66	420
Total	34	832	24	0	890	42	173	277	0	492	45	191	131	0	367	189	133	23	0	345	2094
06:00 PM	10	155	2	0	167	9	41	68	0	118	8	36	15	0	59	34	20	3	0	57	401
06:15 PM	9	206	0	0	215	8	29	56	0	93	10	47	23	0	80	34	16	2	0	52	440
06:30 PM	5	120	2	0	127	4	34	42	0	80	5	31	21	0	57	19	19	4	0	42	306
06:45 PM	5	68	1	0	74	4	43	41	0	88	9	34	28	0	71	22	17	4	0	43	276
Total	29	549	5	0	583	25	147	207	0	379	32	148	87	0	267	109	72	13	0	194	1423
07:00 PM	8	83	2	0	93	5	16	22	0	43	9	38	25	0	72	24	17	2	0	43	251
07:15 PM	5	79	2	0	86	3	15	25	0	43	18	28	15	0	61	9	23	2	0	34	224
07:30 PM	0	71	1	0	72	2	12	17	0	31	16	35	8	0	59	37	19	1	0	57	219
07:45 PM	0	46	2	0	48	2	8	12	0	22	7	34	15	0	56	22	14	4	0	40	166
Total	13	279	7	0	299	12	51	76	0	139	50	135	63	0	248	92	73	9	0	174	860
Grand Total	76	1660	36	0	1772	79	371	560	0	1010	127	474	281	0	882	390	278	45	0	713	4377
Apprch %	4.3	93.7	2.0	0.0		7.8	36.7	55.4	0.0		14.4	53.7	31.9	0.0		54.7	39.0	6.3	0.0		
Total %	1.7	37.9	0.8	0.0	40.5	1.8	8.5	12.8	0.0	23.1	2.9	10.8	6.4	0.0	20.2	8.9	6.4	1.0	0.0	16.3	

	MONTGOMERY ST Southbound					PARK AVE Westbound					MONTGOMERY ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection Volume	05:00 PM 34	832	24	0	890	42	173	277	0	492	45	191	131	0	367	189	133	23	0	345	2094
Percent	3.8	93.5	2.7	0.0		8.5	35.2	56.3	0.0		12.3	52.0	35.7	0.0		54.8	38.6	6.7	0.0		
05:15 Volume	7	250	8	0	265	8	51	71	0	130	13	40	37	0	90	48	28	7	0	83	568
Peak Factor																					0.922
High Int. Volume	05:15 PM 7	250	8	0	265	05:00 PM 14	57	69	0	140	05:00 PM 13	58	33	0	104	05:30 PM 53	50	7	0	110	
Peak Factor					0.840					0.879					0.882					0.784	

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	MONTGOMERY ST Southbound					PARK AVE Westbound					MONTGOMERY ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	19	236	4	0	259	8	40	78	0	126	17	66	36	0	119	34	27	8	0	69	573
05:15 PM	9	223	6	0	238	9	38	70	0	117	7	65	16	0	88	35	33	11	0	79	522
05:30 PM	9	204	6	0	219	16	47	69	0	132	9	83	26	0	118	35	33	8	0	76	545
05:45 PM	12	152	6	0	170	15	27	63	0	105	15	84	32	0	131	36	29	9	0	74	480
Total	49	815	22	0	886	48	152	280	0	480	48	298	110	0	456	140	122	36	0	298	2120
06:00 PM	10	136	3	0	149	22	31	54	0	107	12	106	33	0	151	53	44	8	0	105	512
06:15 PM	10	194	4	0	208	14	17	54	0	85	9	148	17	0	174	25	20	16	0	61	528
06:30 PM	14	88	5	0	107	18	27	48	0	93	11	124	23	0	158	18	54	13	0	85	443
06:45 PM	10	70	6	0	86	15	22	36	0	73	14	243	30	0	287	30	20	16	0	66	512
Total	44	488	18	0	550	69	97	192	0	358	46	621	103	0	770	126	138	53	0	317	1995
07:00 PM	9	76	7	0	92	15	25	29	0	69	25	231	29	0	285	32	23	15	0	70	516
07:15 PM	16	96	4	0	116	11	29	29	0	69	32	178	34	0	244	24	16	8	0	48	477
07:30 PM	5	70	2	0	77	11	19	20	0	50	3	48	30	0	81	27	17	4	0	48	256
07:45 PM	7	63	2	0	72	3	14	15	0	32	7	48	15	0	70	18	11	2	0	31	205
Total	37	305	15	0	357	40	87	93	0	220	67	505	108	0	680	101	67	29	0	197	1454
Grand Total	130	1608	55	0	1793	157	336	565	0	1058	161	1424	321	0	1906	367	327	118	0	812	5569
Apprch %	7.3	89.7	3.1	0.0		14.8	31.8	53.4	0.0		8.4	74.7	16.8	0.0		45.2	40.3	14.5	0.0		
Total %	2.3	28.9	1.0	0.0	32.2	2.8	6.0	10.1	0.0	19.0	2.9	25.6	5.8	0.0	34.2	6.6	5.9	2.1	0.0	14.6	

	MONTGOMERY ST Southbound					PARK AVE Westbound					MONTGOMERY ST Northbound					PARK AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection Volume	05:00 PM 49	815	22	0	886	48	152	280	0	480	48	298	110	0	456	140	122	36	0	298	2120
Percent	5.5	92.0	2.5	0.0		10.0	31.7	58.3	0.0		10.5	65.4	24.1	0.0		47.0	40.9	12.1	0.0		
05:00 Volume	19	236	4	0	259	8	40	78	0	126	17	66	36	0	119	34	27	8	0	69	573
Peak Factor																					0.925
High Int. Volume	05:00 PM 19	236	4	0	259	05:30 PM 16	47	69	0	132	05:45 PM 15	84	32	0	131	05:15 PM 35	33	11	0	79	
Peak Factor					0.855					0.909					0.870					0.943	

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	MONTGOMERY ST Southbound					SAN CARLOS ST Westbound					BIRD AVE Northbound					SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	14	271	11	0	296	12	107	51	0	170	14	74	34	0	122	75	120	27	0	222	810
05:15 PM	20	334	18	0	372	5	145	84	0	234	10	71	65	0	146	83	129	16	0	228	980
05:30 PM	22	346	12	0	380	3	126	62	0	191	11	82	53	0	146	71	130	21	0	222	939
05:45 PM	22	244	18	0	284	6	132	83	0	221	18	55	36	0	109	72	160	21	0	253	867
Total	78	1195	59	0	1332	26	510	280	0	816	53	282	188	0	523	301	539	85	0	925	3596
06:00 PM	25	253	19	0	297	8	96	68	0	172	16	48	31	0	95	61	132	14	0	207	771
06:15 PM	21	266	20	0	307	11	148	77	0	236	21	45	20	0	86	56	118	20	0	194	823
06:30 PM	20	161	6	0	187	3	92	46	0	141	16	45	42	0	103	42	75	16	0	133	564
06:45 PM	18	131	5	0	154	9	70	52	0	131	21	36	36	0	93	47	89	16	0	152	530
Total	84	811	50	0	945	31	406	243	0	680	74	174	129	0	377	206	414	66	0	686	2688
07:00 PM	8	109	7	0	124	5	45	40	0	90	15	63	28	0	106	40	77	10	0	127	447
07:15 PM	13	105	15	0	133	4	42	27	0	73	19	41	17	0	77	37	69	14	0	120	403
07:30 PM	9	96	10	0	115	5	36	26	0	67	12	38	21	0	71	24	54	8	0	86	339
07:45 PM	7	81	10	0	98	5	44	20	0	69	14	42	17	0	73	37	61	7	0	105	345
Total	37	391	42	0	470	19	167	113	0	299	60	184	83	0	327	138	261	39	0	438	1534
Grand Total	199	2397	151	0	2747	76	1083	636	0	1795	187	640	400	0	1227	645	1214	190	0	2049	7818
Apprch %	7.2	87.3	5.5	0.0		4.2	60.3	35.4	0.0		15.2	52.2	32.6	0.0		31.5	59.2	9.3	0.0		
Total %	2.5	30.7	1.9	0.0	35.1	1.0	13.9	8.1	0.0	23.0	2.4	8.2	5.1	0.0	15.7	8.3	15.5	2.4	0.0	26.2	

	MONTGOMERY ST Southbound					SAN CARLOS ST Westbound					BIRD AVE Northbound					SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	78	1195	59	0	1332	26	510	280	0	816	53	282	188	0	523	301	539	85	0	925	3596
Percent	5.9	89.7	4.4	0.0		3.2	62.5	34.3	0.0		10.1	53.9	35.9	0.0		32.5	58.3	9.2	0.0		
05:15 Volume	20	334	18	0	372	5	145	84	0	234	10	71	65	0	146	83	129	16	0	228	980
Peak Factor																					0.917
High Int.	05:30 PM					05:15 PM					05:15 PM					05:45 PM					
Volume	22	346	12	0	380	5	145	84	0	234	10	71	65	0	146	72	160	21	0	253	
Peak Factor					0.876					0.872					0.896					0.914	

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	MONTGOMERY ST Southbound					SAN CARLOS ST Westbound					BIRD AVE Northbound					SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	12	261	23	0	296	6	101	71	0	178	22	81	28	0	131	84	119	25	0	228	833
05:15 PM	52	329	17	0	398	5	103	70	0	178	15	65	59	0	139	72	136	21	0	229	944
05:30 PM	27	293	14	0	334	9	148	83	0	240	16	99	54	0	169	78	130	30	0	238	981
05:45 PM	22	267	7	0	296	4	100	64	0	168	19	105	36	0	160	66	152	18	0	236	860
Total	113	1150	61	0	1324	24	452	288	0	764	72	350	177	0	599	300	537	94	0	931	3618
06:00 PM	20	193	20	0	233	12	113	71	0	196	23	115	32	0	170	59	139	40	0	238	837
06:15 PM	28	240	22	0	290	9	71	40	0	120	28	139	35	0	202	51	150	27	0	228	840
06:30 PM	13	148	8	0	169	16	67	48	0	131	29	138	41	0	208	31	129	30	0	190	698
06:45 PM	13	127	9	0	149	18	63	53	0	134	28	228	39	0	295	48	108	29	0	185	763
Total	74	708	59	0	841	55	314	212	0	581	108	620	147	0	875	189	526	126	0	841	3138
07:00 PM	16	91	19	0	126	16	75	42	0	133	34	246	29	0	309	41	87	41	0	169	737
07:15 PM	9	137	13	0	159	14	49	39	0	102	31	236	36	0	303	29	67	28	0	124	688
07:30 PM	7	90	14	0	111	5	41	22	0	68	13	66	18	0	97	31	73	10	0	114	390
07:45 PM	4	79	10	0	93	4	31	25	0	60	19	60	18	0	97	32	42	9	0	83	333
Total	36	397	56	0	489	39	196	128	0	363	97	608	101	0	806	133	269	88	0	490	2148
Grand Total	223	2255	176	0	2654	118	962	628	0	1708	277	1578	425	0	2280	622	1332	308	0	2262	8904
Apprch %	8.4	85.0	6.6	0.0		6.9	56.3	36.8	0.0		12.1	69.2	18.6	0.0		27.5	58.9	13.6	0.0		
Total %	2.5	25.3	2.0	0.0	29.8	1.3	10.8	7.1	0.0	19.2	3.1	17.7	4.8	0.0	25.6	7.0	15.0	3.5	0.0	25.4	

	MONTGOMERY ST Southbound					SAN CARLOS ST Westbound					BIRD AVE Northbound					SAN CARLOS ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	121	1082	58	0	1261	30	464	288	0	782	73	384	181	0	638	275	557	109	0	941	3622
Percent	9.6	85.8	4.6	0.0		3.8	59.3	36.8	0.0		11.4	60.2	28.4	0.0		29.2	59.2	11.6	0.0		
05:30 Volume	27	293	14	0	334	9	148	83	0	240	16	99	54	0	169	78	130	30	0	238	981
Peak Factor																					0.923
High Int.	05:15 PM					05:30 PM					06:00 PM					05:30 PM					
Volume	52	329	17	0	398	9	148	83	0	240	23	115	32	0	170	78	130	30	0	238	
Peak Factor					0.792					0.815					0.938					0.988	

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	BIRD AVE Southbound					AUZERAIS AVE Westbound					BIRD AVE Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	9	377	13	0	399	6	21	45	0	72	4	107	36	0	147	103	19	0	0	122	740
05:15 PM	4	512	10	0	526	9	15	45	0	69	17	112	37	0	166	82	18	5	0	105	866
05:30 PM	3	380	16	0	399	5	13	66	0	84	16	114	34	0	164	83	18	5	0	106	753
05:45 PM	3	374	6	0	383	5	13	41	0	59	8	97	25	0	130	76	13	1	0	90	662
Total	19	1643	45	0	1707	25	62	197	0	284	45	430	132	0	607	344	68	11	0	423	3021
06:00 PM	5	318	12	0	335	3	24	28	0	55	9	85	32	0	126	60	9	3	0	72	588
06:15 PM	5	371	18	0	394	2	4	26	0	32	8	80	28	0	116	52	12	0	0	64	606
06:30 PM	6	225	12	0	243	4	7	29	0	40	9	98	21	0	128	61	12	2	0	75	486
06:45 PM	8	218	12	0	238	1	5	26	0	32	7	88	24	0	119	35	12	1	0	48	437
Total	24	1132	54	0	1210	10	40	109	0	159	33	351	105	0	489	208	45	6	0	259	2117
07:00 PM	6	156	1	0	163	6	5	22	0	33	8	90	18	0	116	35	6	2	0	43	355
07:15 PM	0	141	7	0	148	0	1	15	0	16	7	80	20	0	107	30	12	0	0	42	313
07:30 PM	1	127	11	0	139	2	6	12	0	20	7	72	32	0	111	27	5	0	0	32	302
07:45 PM	1	127	6	0	134	2	10	13	0	25	4	92	14	0	110	26	2	2	0	30	299
Total	8	551	25	0	584	10	22	62	0	94	26	334	84	0	444	118	25	4	0	147	1269
Grand Total	51	3326	124	0	3501	45	124	368	0	537	104	1115	321	0	1540	670	138	21	0	829	6407
Apprch %	1.5	95.0	3.5	0.0		8.4	23.1	68.5	0.0		6.8	72.4	20.8	0.0		80.8	16.6	2.5	0.0		
Total %	0.8	51.9	1.9	0.0	54.6	0.7	1.9	5.7	0.0	8.4	1.6	17.4	5.0	0.0	24.0	10.5	2.2	0.3	0.0	12.9	

	BIRD AVE Southbound					AUZERAIS AVE Westbound					BIRD AVE Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	19	1643	45	0	1707	25	62	197	0	284	45	430	132	0	607	344	68	11	0	423	3021
Percent	1.1	96.3	2.6	0.0		8.8	21.8	69.4	0.0		7.4	70.8	21.7	0.0		81.3	16.1	2.6	0.0		
05:15 Volume	4	512	10	0	526	9	15	45	0	69	17	112	37	0	166	82	18	5	0	105	866
Peak Factor																					0.872
High Int.	05:15 PM					05:30 PM					05:15 PM					05:00 PM					
Volume	4	512	10	0	526	5	13	66	0	84	17	112	37	0	166	103	19	0	0	122	
Peak Factor					0.811					0.845					0.914					0.867	

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	BIRD AVE Southbound					AUZERAIS AVE Westbound					BIRD AVE Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	13	374	21	0	408	6	14	38	0	58	10	102	35	0	147	44	18	1	0	63	676
05:15 PM	4	469	8	0	481	5	12	33	0	50	18	123	72	0	213	50	18	8	0	76	820
05:30 PM	5	427	6	0	438	2	9	37	0	48	18	154	53	0	225	75	15	6	0	96	807
05:45 PM	7	362	14	0	383	3	11	34	0	48	15	154	36	0	205	62	15	7	0	84	720
Total	29	1632	49	0	1710	16	46	142	0	204	61	533	196	0	790	231	66	22	0	319	3023
06:00 PM	6	297	11	0	314	4	9	31	0	44	15	144	28	0	187	42	9	3	0	54	599
06:15 PM	4	343	6	0	353	4	3	32	0	39	11	201	34	0	246	23	7	4	0	34	672
06:30 PM	18	190	4	0	212	5	3	20	0	28	10	223	19	0	252	39	12	4	0	55	547
06:45 PM	47	218	7	0	272	10	16	15	0	41	10	270	26	0	306	18	7	1	0	26	645
Total	75	1048	28	0	1151	23	31	98	0	152	46	838	107	0	991	122	35	12	0	169	2463
07:00 PM	11	143	18	0	172	1	4	19	0	24	13	286	29	0	328	19	6	4	0	29	553
07:15 PM	12	228	8	0	248	4	9	15	0	28	4	267	21	0	292	12	7	4	0	23	591
07:30 PM	1	140	7	0	148	4	5	14	0	23	2	95	19	0	116	17	2	2	0	21	308
07:45 PM	5	116	10	0	131	6	5	11	0	22	0	74	14	0	88	29	1	2	0	32	273
Total	29	627	43	0	699	15	23	59	0	97	19	722	83	0	824	77	16	12	0	105	1725
Grand Total	133	3307	120	0	3560	54	100	299	0	453	126	2093	386	0	2605	430	117	46	0	593	7211
Apprch %	3.7	92.9	3.4	0.0		11.9	22.1	66.0	0.0		4.8	80.3	14.8	0.0		72.5	19.7	7.8	0.0		
Total %	1.8	45.9	1.7	0.0	49.4	0.7	1.4	4.1	0.0	6.3	1.7	29.0	5.4	0.0	36.1	6.0	1.6	0.6	0.0	8.2	

	BIRD AVE Southbound					AUZERAIS AVE Westbound					BIRD AVE Northbound					AUZERAIS AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	29	1632	49	0	1710	16	46	142	0	204	61	533	196	0	790	231	66	22	0	319	3023
Percent	1.7	95.4	2.9	0.0		7.8	22.5	69.6	0.0		7.7	67.5	24.8	0.0		72.4	20.7	6.9	0.0		
05:15 Volume	4	469	8	0	481	5	12	33	0	50	18	123	72	0	213	50	18	8	0	76	820
Peak Factor																					0.922
High Int.	05:15 PM					05:00 PM					05:30 PM					05:30 PM					
Volume	4	469	8	0	481	6	14	38	0	58	18	154	53	0	225	75	15	6	0	96	
Peak Factor					0.689					0.879					0.878					0.831	

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	BIRD AVE Southbound					I-280 NB RAMPS Westbound					BIRD AVE Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	151	344	0	0	495	57	0	86	0	143	0	88	45	0	133	0	0	0	0	0	771
05:15 PM	169	387	0	0	556	90	3	129	0	222	0	98	50	0	148	0	0	0	0	0	926
05:30 PM	152	386	0	0	538	73	7	122	0	202	0	98	33	0	131	0	0	0	0	0	871
05:45 PM	160	345	0	0	505	33	2	84	0	119	0	74	36	0	110	0	0	0	0	0	734
Total	632	1462	0	0	2094	253	12	421	0	686	0	358	164	0	522	0	0	0	0	0	3302
06:00 PM	138	313	0	0	451	43	1	55	0	99	0	84	47	0	131	0	0	0	0	0	681
06:15 PM	181	260	0	0	441	34	2	78	0	114	0	75	40	0	115	0	0	0	0	0	670
06:30 PM	158	154	0	0	312	60	3	118	0	181	0	65	45	0	110	0	0	0	0	0	603
06:45 PM	92	151	0	0	243	44	1	132	0	177	0	68	49	0	117	0	0	0	0	0	537
Total	569	878	0	0	1447	181	7	383	0	571	0	292	181	0	473	0	0	0	0	0	2491
07:00 PM	53	186	0	0	239	44	0	84	0	128	0	62	38	0	100	0	0	0	0	0	467
07:15 PM	67	128	0	0	195	39	0	95	0	134	0	59	31	0	90	0	0	0	0	0	419
07:30 PM	38	133	0	0	171	31	0	37	0	68	0	68	45	0	113	0	0	0	0	0	352
07:45 PM	58	129	0	0	187	25	0	45	0	70	0	62	32	0	94	0	0	0	0	0	351
Total	216	576	0	0	792	139	0	261	0	400	0	251	146	0	397	0	0	0	0	0	1589
Grand Total	1417	2916	0	0	4333	573	19	1065	0	1657	0	901	491	0	1392	0	0	0	0	0	7382
Apprch %	32.7	67.3	0.0	0.0		34.6	1.1	64.3	0.0		0.0	64.7	35.3	0.0		0.0	0.0	0.0	0.0		
Total %	19.2	39.5	0.0	0.0	58.7	7.8	0.3	14.4	0.0	22.4	0.0	12.2	6.7	0.0	18.9	0.0	0.0	0.0	0.0	0.0	

	BIRD AVE Southbound					I-280 NB RAMPS Westbound					BIRD AVE Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	632	1462	0	0	2094	253	12	421	0	686	0	358	164	0	522	0	0	0	0	0	3302
Percent	30.2	69.8	0.0	0.0		36.9	1.7	61.4	0.0		0.0	68.6	31.4	0.0		0.0	0.0	0.0	0.0		
05:15 Volume	169	387	0	0	556	90	3	129	0	222	0	98	50	0	148	0	0	0	0	0	926
Peak Factor																					0.891
High Int.	05:15 PM					05:15 PM					05:15 PM					4:45:00 PM					
Volume	169	387	0	0	556	90	3	129	0	222	0	98	50	0	148						
Peak Factor					0.942					0.773					0.882						

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	BIRD AVE Southbound					I-280 NB RAMPS Westbound					BIRD AVE Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	115	308	0	0	423	42	1	67	0	110	0	89	40	0	129	0	0	0	0	0	662
05:15 PM	189	414	0	0	603	102	12	121	0	235	0	105	50	0	155	0	0	0	0	0	993
05:30 PM	150	350	0	0	500	93	4	119	0	216	0	122	40	0	162	0	0	0	0	0	878
05:45 PM	142	319	0	0	461	92	2	108	0	202	0	118	23	0	141	0	0	0	0	0	804
Total	596	1391	0	0	1987	329	19	415	0	763	0	434	153	0	587	0	0	0	0	0	3337
06:00 PM	101	309	0	0	410	59	1	89	0	149	0	142	46	0	188	0	0	0	0	0	747
06:15 PM	109	311	0	0	420	96	0	110	0	206	0	155	49	0	204	0	0	0	0	0	830
06:30 PM	54	199	0	0	253	50	13	77	0	140	0	207	23	0	230	0	0	0	0	0	623
06:45 PM	64	196	0	0	260	92	18	110	0	220	0	221	34	0	255	0	0	0	0	0	735
Total	328	1015	0	0	1343	297	32	386	0	715	0	725	152	0	877	0	0	0	0	0	2935
07:00 PM	40	153	0	0	193	56	5	63	0	124	0	271	31	0	302	0	0	0	0	0	619
07:15 PM	75	177	0	0	252	27	2	81	0	110	0	208	34	0	242	0	0	0	0	0	604
07:30 PM	55	122	0	0	177	37	0	50	0	87	0	70	24	0	94	0	0	0	0	0	358
07:45 PM	61	91	0	0	152	24	0	44	0	68	0	59	34	0	93	0	0	0	0	0	313
Total	231	543	0	0	774	144	7	238	0	389	0	608	123	0	731	0	0	0	0	0	1894
Grand Total	1155	2949	0	0	4104	770	58	1039	0	1867	0	1767	428	0	2195	0	0	0	0	0	8166
Apprch %	28.1	71.9	0.0	0.0		41.2	3.1	55.7	0.0		0.0	80.5	19.5	0.0		0.0	0.0	0.0	0.0		
Total %	14.1	36.1	0.0	0.0	50.3	9.4	0.7	12.7	0.0	22.9	0.0	21.6	5.2	0.0	26.9	0.0	0.0	0.0	0.0	0.0	

	BIRD AVE Southbound					I-280 NB RAMPS Westbound					BIRD AVE Northbound					Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:15 PM																				
Volume	582	1392	0	0	1974	346	19	437	0	802	0	487	159	0	646	0	0	0	0	0	3422
Percent	29.5	70.5	0.0	0.0		43.1	2.4	54.5	0.0		0.0	75.4	24.6	0.0		0.0	0.0	0.0	0.0		
05:15 Volume	189	414	0	0	603	102	12	121	0	235	0	105	50	0	155	0	0	0	0	0	993
Peak Factor																					0.862
High Int.	05:15 PM					05:15 PM					06:00 PM					4:45:00 PM					
Volume	189	414	0	0	603	102	12	121	0	235	0	142	46	0	188						
Peak Factor					0.818					0.853					0.859						

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	BIRD AVE Southbound					Westbound					BIRD AVE Northbound					I-280 SB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	0	299	129	0	428	0	0	0	0	0	49	96	0	0	145	59	0	24	0	83	656
05:15 PM	0	345	124	0	469	0	0	0	0	0	43	112	0	0	155	92	2	29	0	123	747
05:30 PM	0	379	115	0	494	0	0	0	0	0	34	92	0	0	126	85	1	41	0	127	747
05:45 PM	0	295	121	0	416	0	0	0	0	0	31	71	0	0	102	81	0	45	0	126	644
Total	0	1318	489	0	1807	0	0	0	0	0	157	371	0	0	528	317	3	139	0	459	2794
06:00 PM	0	261	119	0	380	0	0	0	0	0	39	97	0	0	136	65	1	36	0	102	618
06:15 PM	0	245	92	0	337	0	0	0	0	0	42	72	0	0	114	58	1	43	0	102	553
06:30 PM	0	186	91	0	277	0	0	0	0	0	35	74	0	0	109	59	0	55	0	114	500
06:45 PM	0	208	77	0	285	0	0	0	0	0	30	66	0	0	96	61	2	51	0	114	495
Total	0	900	379	0	1279	0	0	0	0	0	146	309	0	0	455	243	4	185	0	432	2166
07:00 PM	0	173	86	0	259	0	0	0	0	0	36	55	0	0	91	73	0	42	0	115	465
07:15 PM	0	136	82	0	218	0	0	0	0	0	25	56	0	0	81	65	3	26	0	94	393
07:30 PM	0	131	69	0	200	0	0	0	0	0	26	72	0	0	98	62	0	28	0	90	388
07:45 PM	0	115	65	0	180	0	0	0	0	0	31	73	0	0	104	55	1	13	0	69	353
Total	0	555	302	0	857	0	0	0	0	0	118	256	0	0	374	255	4	109	0	368	1599
Grand Total	0	2773	1170	0	3943	0	0	0	0	0	421	936	0	0	1357	815	11	433	0	1259	6559
Apprch %	0.0	70.3	29.7	0.0		0.0	0.0	0.0	0.0		31.0	69.0	0.0	0.0		64.7	0.9	34.4	0.0		
Total %	0.0	42.3	17.8	0.0	60.1	0.0	0.0	0.0	0.0	0.0	6.4	14.3	0.0	0.0	20.7	12.4	0.2	6.6	0.0	19.2	

	BIRD AVE Southbound					Westbound					BIRD AVE Northbound					I-280 SB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	1318	489	0	1807	0	0	0	0	0	157	371	0	0	528	317	3	139	0	459	2794
Percent	0.0	72.9	27.1	0.0		0.0	0.0	0.0	0.0		29.7	70.3	0.0	0.0		69.1	0.7	30.3	0.0		
05:30 Volume	0	379	115	0	494	0	0	0	0	0	34	92	0	0	126	85	1	41	0	127	747
Peak Factor																					0.935
High Int.	05:30 PM					4:45:00 PM					05:15 PM					05:30 PM					
Volume	0	379	115	0	494	0	0	0	0	0	43	112	0	0	155	85	1	41	0	127	
Peak Factor					0.914										0.852					0.904	

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	BIRD AVE Southbound					Westbound					BIRD AVE Northbound					I-280 SB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	0	302	200	0	502	0	0	0	0	0	70	116	0	0	186	70	1	34	0	105	793
05:15 PM	0	387	124	0	511	0	0	0	0	0	65	110	0	0	175	93	1	49	0	143	829
05:30 PM	0	381	135	0	516	0	0	0	0	0	44	102	0	0	146	75	4	70	0	149	811
05:45 PM	0	275	121	0	396	0	0	0	0	0	48	76	0	0	124	91	0	65	0	156	676
Total	0	1345	580	0	1925	0	0	0	0	0	227	404	0	0	631	329	6	218	0	553	3109
06:00 PM	0	264	144	0	408	0	0	0	0	0	50	107	0	0	157	75	1	96	0	172	737
06:15 PM	0	274	96	0	370	0	0	0	0	0	54	102	0	0	156	48	0	101	0	149	675
06:30 PM	0	205	93	0	298	0	0	0	0	0	55	114	0	0	169	49	0	155	0	204	671
06:45 PM	0	228	78	0	306	0	0	0	0	0	40	106	0	0	146	65	0	175	0	240	692
Total	0	971	411	0	1382	0	0	0	0	0	199	429	0	0	628	237	1	527	0	765	2775
07:00 PM	0	243	85	0	328	0	0	0	0	0	56	94	0	0	150	83	0	179	0	262	740
07:15 PM	0	146	68	0	214	0	0	0	0	0	34	68	0	0	102	78	4	95	0	177	493
07:30 PM	0	121	67	0	188	0	0	0	0	0	37	74	0	0	111	72	0	58	0	130	429
07:45 PM	0	92	67	0	159	0	0	0	0	0	36	63	0	0	99	53	0	43	0	96	354
Total	0	602	287	0	889	0	0	0	0	0	163	299	0	0	462	286	4	375	0	665	2016
Grand Total	0	2918	1278	0	4196	0	0	0	0	0	589	1132	0	0	1721	852	11	1120	0	1983	7900
Apprch %	0.0	69.5	30.5	0.0		0.0	0.0	0.0	0.0		34.2	65.8	0.0	0.0		43.0	0.6	56.5	0.0		
Total %	0.0	36.9	16.2	0.0	53.1	0.0	0.0	0.0	0.0	0.0	7.5	14.3	0.0	0.0	21.8	10.8	0.1	14.2	0.0	25.1	

	BIRD AVE Southbound					Westbound					BIRD AVE Northbound					I-280 SB RAMPS Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	0	1345	580	0	1925	0	0	0	0	0	227	404	0	0	631	329	6	218	0	553	3109
Percent	0.0	69.9	30.1	0.0		0.0	0.0	0.0	0.0		36.0	64.0	0.0	0.0		59.5	1.1	39.4	0.0		
05:15 Volume	0	387	124	0	511	0	0	0	0	0	65	110	0	0	175	93	1	49	0	143	829
Peak Factor																					0.938
High Int.	05:30 PM					4:45:00 PM					05:00 PM					05:45 PM					
Volume	0	381	135	0	516	0	0	0	0	0	70	116	0	0	186	91	0	65	0	156	
Peak Factor					0.933										0.848					0.886	

Appendix B

Volume Summary Tables

5-6pm Volumes

3013

Intersection Name:	87	& Julian (E)	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	263	119	118	774	0	49	581	370	0	552	112
Approved Trips	0	92	33	71	326	0	115	97	194	0	160	56
Existing Reassign due to Autumn Ext.	0	0	0	-20	-150	0	0	0	70	0	40	-20
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	13	0	0	0	14
Background Volumes	0	355	152	169	950	0	164	691	634	0	752	162
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	106	206	0	15	0	0	1	0	0	53	1
Project Conditions	0	461	358	169	965	0	164	692	634	0	805	163
Future Growth Conditions	0	461	358	169	965	0	164	692	634	0	805	163

3014

Intersection Name:	87	& Julian (W)	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	152	315	365	693	240	138	0	0	0	38	781	0
Approved Trips	49	24	89	-274	213	112	0	0	0	28	500	0
Existing Reassign due to Autumn Ext.	-10	-30	0	-40	-20	-20	0	0	0	290	290	0
SJ Water Project Trips w/Autumn Ext.	6	11	0	0	0	0	0	0	0	0	14	0
Background Volumes	197	320	454	379	433	230	0	0	0	356	1585	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	95	35	53	0	120	0	0	0	0	114	2	0
Project Conditions	292	355	507	379	553	230	0	0	0	470	1587	0
Future Growth Conditions	292	355	507	379	553	230	0	0	0	470	1587	0

5-6pm Volumes

3015

Intersection Name:	87	& Santa Clara	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Average	0	0	0	0	693	0	574	0	199	0	800	0
Approved Trips	0	0	0	0	188	0	204	0	20	0	104	0
Existing Reassign due to Autumn Ext.	0	0	0	0	-70	0	0	0	0	0	30	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	30	0	0	0	132	0	66	0
Background Volumes	0	0	0	0	841	0	778	0	351	0	1000	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	116	0	748	0	378	0	129	0
Project Conditions	0	0	0	0	957	0	1526	0	729	0	1129	0
Future Growth Conditions	0	0	0	0	957	0	1526	0	729	0	1129	0

3032

Intersection Name:	280	& Bird (N)	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	632	1462	0	253	12	421	0	358	164	0	0	0
Approved Trips	128	244	0	75	7	68	0	96	-7	0	0	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	206	292	0	22	0	0	0	46	0	0	0	0
Background Volumes	966	1998	0	350	19	489	0	500	157	0	0	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	7	6	0	66	0	0	0	295	0	0	0	0
Project Conditions	973	2004	0	416	19	489	0	795	157	0	0	0
Future Growth Conditions	973	2004	0	416	19	489	0	795	157	0	0	0

5-6pm Volumes

3033

Intersection Name:	280	& Bird (S)	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	1318	489	0	0	0	157	371	0	317	3	139
Approved Trips	0	133	60	0	0	0	12	75	0	17	18	44
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	31	260	0	0	0	0	11	0	0	0	35
Background Volumes	0	1482	809	0	0	0	169	457	0	334	21	218
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	1	5	0	0	0	113	86	0	0	0	209
Project Conditions	0	1483	814	0	0	0	282	543	0	334	21	427
Future Growth Conditions	0	1483	814	0	0	0	282	543	0	334	21	427

3066

Intersection Name:	Autumn	& Santa Clara	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	142	0	23	43	743	0	81	60	99	0	621	27
Approved Trips	127	0	62	71	306	0	40	93	81	0	136	31
Existing Reassign due to Autumn Ext.	200	0	120	30	-100	0	0	100	-20	0	-50	0
SJ Water Project Trips w/Autumn Ext.	0	0	13	35	47	0	0	0	0	0	23	0
Background Volumes	469	0	218	179	996	0	121	253	160	0	730	58
Reassign due to Montgomery closure	-160	160	0	0	-330	330	-10	0	-10	210	10	0
Project Trips	27	99	88	19	334	55	0	17	82	90	81	9
Project Conditions	336	259	306	198	1000	385	111	270	232	300	821	67
Future Growth Conditions	336	259	306	198	1000	385	111	270	232	300	821	67

5-6pm Volumes

3077

Intersection Name:	Bird	& San Carlos	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	78	1195	59	26	510	280	53	539	85	301	539	85
Approved Trips	25	211	6	8	107	80	8	147	5	22	45	15
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	-30	70	-20	0	0	0
SJ Water Project Trips w/Autumn Ext.	11	320	0	0	45	43	0	73	0	0	0	20
Background Volumes	114	1726	65	34	662	403	31	829	70	323	584	120
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	1	13	0	46	0	0	28	349	0	0	141	58
Project Conditions	115	1739	65	80	662	403	59	1178	70	323	725	178
Future Growth Conditions	115	1739	65	80	662	403	59	1178	70	323	725	178

3209

Intersection Name:	87	& Woz	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/15/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	265	0	0	0	0	21	70	0	45	0	289
Approved Trips	0	105	0	0	0	0	0	112	0	43	0	76
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	370	0	0	0	0	21	182	0	88	0	365
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	314
Project Conditions	0	370	0	0	0	0	21	182	0	88	0	679
Future Growth Conditions	0	370	0	0	0	0	21	182	0	88	0	679

5-6pm Volumes

3264

Intersection Name:	Autumn	& San Fernando	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	28	182	0	30	169	72	0	40	15
Approved Trips	0	0	0	0	0	0	18	0	0	0	0	0
Existing Reassign due to Autumn Ext.	0	0	0	0	100	0	0	80	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	231	0	134	0	0	0	0	0
Background Volumes	0	0	0	28	513	0	182	249	72	0	40	15
Reassign due to Montgomery closure	5	745	20	0	-470	470	0	-10	10	198	-20	-5
Project Trips	2	61	130	11	15	5	84	129	39	10	5	2
Project Conditions	7	806	150	39	58	475	266	368	121	208	25	12
Future Growth Conditions	7	806	150	39	58	475	266	368	121	208	25	12

3266

Intersection Name:	Auzerais	& Bird	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	19	1643	45	25	62	197	45	430	132	344	68	11
Approved Trips	25	194	6	2	68	18	5	70	49	48	44	13
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	363	0	0	13	134	0	68	0	0	0	5
Background Volumes	44	2200	51	27	143	349	50	568	181	392	112	29
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	13	0	16	0	0	0	361	0	0	0	0
Project Conditions	44	2213	51	43	143	349	50	929	181	392	112	29
Future Growth Conditions	44	2213	51	43	143	349	50	929	181	392	112	29

5-6pm Volumes

3267

Intersection Name:	Auzerais	& Delmas	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	110	335	116	0	95	59	0	0	0	48	71	0
Approved Trips	53	211	7	0	37	64	0	0	0	14	40	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	147	163	0	0	0	0	0	0	0	0	0	0
Background Volumes	310	709	123	0	132	123	0	0	0	62	111	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	3	0	0	16	0	0	0	0	0	0	0
Project Conditions	310	712	123	0	148	123	0	0	0	62	111	0
Future Growth Conditions	310	712	123	0	148	123	0	0	0	62	111	0

3271

Intersection Name:	Auzerais	& Woz	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	44	95	0	5	5	1	0	190	107	157	0	26
Approved Trips	17	50	0	1	2	0	0	86	106	43	0	34
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	61	145	0	6	7	1	0	276	213	200	0	60
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	299	16	0	0	0
Project Conditions	61	145	0	6	7	1	0	575	229	200	0	60
Future Growth Conditions	61	145	0	6	7	1	0	575	229	200	0	60

5-6pm Volumes

3445

Intersection Name:	Delmas	& Park	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/15/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	36	193	21	0	470	126	272	396	113	26	183	0
Approved Trips	33	138	17	0	27	12	102	67	56	-1	16	0
Existing Reassign due to Autumn Ext.	20	0	20	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	146	430	63	0	0	0	0	0	25	0	0	0
Background Volumes	235	761	121	0	497	138	374	463	194	25	199	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	4	0	0	0	0	274	0	40	0	70	0
Project Conditions	235	765	121	0	497	138	648	463	234	25	269	0
Future Growth Conditions	235	765	121	0	497	138	648	463	234	25	269	0

3446

Intersection Name:	Delmas	& San Carlos	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	180	465	34	0	394	24	0	0	0	35	447	0
Approved Trips	6	77	11	0	131	161	0	0	0	4	52	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	88	310	32	0	0	0	0	0	0	0	0	0
Background Volumes	274	852	77	0	525	185	0	0	0	39	499	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	3	1	0	46	0	0	0	0	0	169	0
Project Conditions	274	855	78	0	571	185	0	0	0	39	668	0
Future Growth Conditions	274	855	78	0	571	185	0	0	0	39	668	0

5-6pm Volumes

3709

Intersection Name:	Montgomery	& Park	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	34	832	24	42	173	277	45	191	131	189	133	23
Approved Trips	6	145	2	6	23	49	8	71	20	34	19	6
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	80	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	25	206	0	25	21	125	0	93	0	0	0	16
Background Volumes	65	1183	26	73	217	451	53	435	151	223	152	45
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	1	76	0	7	0	33	0	222	0	0	70	22
Project Conditions	66	1259	26	80	217	484	53	657	151	223	222	67
Future Growth Conditions	66	1259	26	80	217	484	53	657	151	223	222	67

3731

Intersection Name:	Park	& Woz	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	120	381	134	112	108	22	41	389	60
Approved Trips	0	0	0	25	87	53	42	162	8	20	123	17
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	63
Background Volumes	0	0	0	145	468	187	154	270	30	61	512	140
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	139	0	0	0	344	0
Project Conditions	0	0	0	145	468	187	293	270	30	61	856	140
Future Growth Conditions	0	0	0	145	468	187	293	270	30	61	856	140

5-6pm Volumes

3763

Intersection Name:	San Carlos	& Woz	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	43	90	32	33	355	24	67	48	54	8	456	52
Approved Trips	59	23	147	71	192	1	7	30	2	1	41	5
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	32	0
Background Volumes	102	113	179	104	547	25	74	78	56	9	529	57
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	22	0	135	139	24	0	170	0
Project Conditions	102	113	179	104	569	25	209	217	80	9	699	57
Future Growth Conditions	102	113	179	104	569	25	209	217	80	9	699	57

3985

Intersection Name:	Delmas	& San Fernando	
Peak Hour:	5-6pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	31	115	32	38	208	97	0	0	0	43	89	38
Approved Trips	26	80	15	8	128	68	0	0	0	7	44	1
Existing Reassign due to Autumn Ext.	0	40	0	0	100	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	231	639	22	21	0	0	0	0	0	0	0	134
Background Volumes	288	874	69	67	436	165	0	0	0	50	133	173
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	37	30	0	0	0	0	4	130	85
Project Conditions	288	874	69	104	466	165	0	0	0	54	263	258
Future Growth Conditions	288	874	69	104	466	165	0	0	0	54	263	258

6-7pm Volumes

3013

Intersection Name:	87	& Julian (E)	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	262	91	73	486	0	31	429	234	0	383	54
Approved Trips	0	64	23	50	228	0	81	68	136	0	112	39
Existing Reassign due to Autumn Ext.	0	0	0	-10	-100	0	0	0	50	0	30	-10
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	9	0	0	0	10
Background Volumes	0	326	114	113	614	0	112	506	420	0	525	93
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	214	419	0	31	0	0	11	0	0	110	11
Project Conditions	0	540	533	113	645	0	112	517	420	0	635	104
Future Growth Conditions	0	540	533	113	645	0	112	517	420	0	635	104

3014

Intersection Name:	87	& Julian (W)	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	118	173	283	497	208	68	0	0	0	13	389	0
Approved Trips	34	17	62	-192	149	78	0	0	0	20	350	0
Existing Reassign due to Autumn Ext.	-10	-20	0	-30	-10	-10	0	0	0	200	200	0
SJ Water Project Trips w/Autumn Ext.	4	8	0	0	0	0	0	0	0	0	10	0
Background Volumes	146	178	345	275	347	136	0	0	0	233	949	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	200	72	107	0	246	0	0	0	0	233	13	0
Project Conditions	346	250	452	275	593	136	0	0	0	466	962	0
Future Growth Conditions	346	250	452	275	593	136	0	0	0	466	962	0

6-7pm Volumes

3015

Intersection Name:	87	& Santa Clara	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Average	0	0	0	0	408	0	530	0	213	0	501	0
Approved Trips	0	0	0	0	132	0	143	0	14	0	73	0
Existing Reassign due to Autumn Ext.	0	0	0	0	-50	0	0	0	0	0	20	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	21	0	0	0	92	0	46	0
Background Volumes	0	0	0	0	511	0	673	0	319	0	640	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	246	0	1522	0	838	0	271	0
Project Conditions	0	0	0	0	757	0	2195	0	1157	0	911	0
Future Growth Conditions	0	0	0	0	757	0	2195	0	1157	0	911	0

3032

Intersection Name:	280	& Bird (N)	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	569	878	0	181	7	383	0	292	181	0	0	0
Approved Trips	90	171	0	53	5	48	0	67	-5	0	0	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	144	204	0	15	0	0	0	32	0	0	0	0
Background Volumes	803	1253	0	249	12	431	0	391	176	0	0	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	53	51	0	136	0	0	0	627	0	0	0	0
Project Conditions	856	1304	0	385	12	431	0	1018	176	0	0	0
Future Growth Conditions	856	1304	0	385	12	431	0	1018	176	0	0	0

6-7pm Volumes

3033

Intersection Name:	280 & Bird (S)		
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	900	379	0	0	0	146	309	0	243	4	185
Approved Trips	0	93	42	0	0	0	8	53	0	12	13	31
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	22	182	0	0	0	0	8	0	0	0	25
Background Volumes	0	1015	603	0	0	0	154	370	0	255	17	241
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	9	42	0	0	0	229	182	0	0	0	445
Project Conditions	0	1024	645	0	0	0	383	552	0	255	17	686
Future Growth Conditions	0	1024	645	0	0	0	383	552	0	255	17	686

3066

Intersection Name:	Autumn & Santa Clara		
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	70	0	25	35	581	0	59	43	72	0	452	20
Approved Trips	89	0	43	50	214	0	28	65	57	0	95	22
Existing Reassign due to Autumn Ext.	140	0	80	20	-70	0	0	70	-10	0	-30	0
SJ Water Project Trips w/Autumn Ext.	0	0	9	25	33	0	0	0	0	0	16	0
Background Volumes	299	0	157	130	758	0	87	178	119	0	533	42
Reassign due to Montgomery closure	-100	100	0	0	-250	250	-10	0	-10	140	10	0
Project Trips	63	212	179	39	758	112	0	40	173	220	172	34
Project Conditions	262	312	336	169	1266	362	77	218	282	360	715	76
Future Growth Conditions	262	312	336	169	1266	362	77	218	282	360	715	76

6-7pm Volumes

3077

Intersection Name:	Bird	& San Carlos	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	84	811	50	31	406	243	74	174	129	206	414	66
Approved Trips	18	148	4	6	75	56	6	103	4	15	32	11
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	-20	50	-10	0	0	0
SJ Water Project Trips w/Autumn Ext.	8	224	0	0	32	30	0	51	0	0	0	14
Background Volumes	110	1183	54	37	513	329	60	378	123	221	446	91
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	9	103	0	98	0	0	57	738	0	0	287	125
Project Conditions	119	1286	54	135	513	329	117	1116	123	221	733	216
Future Growth Conditions	119	1286	54	135	513	329	117	1116	123	221	733	216

3209

Intersection Name:	87	& Woz	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/15/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	172	0	0	0	0	4	38	0	49	0	257
Approved Trips	0	74	0	0	0	0	0	78	0	30	0	53
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	246	0	0	0	0	4	116	0	79	0	310
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	1	0	0	0	0	0	0	0	0	0	640
Project Conditions	0	247	0	0	0	0	4	116	0	79	0	950
Future Growth Conditions	0	247	0	0	0	0	4	116	0	79	0	950

6-7pm Volumes

3264

Intersection Name:	Autumn	& San Fernando	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	25	100	0	15	107	54	0	50	16
Approved Trips	0	0	0	0	0	0	13	0	0	0	0	0
Existing Reassign due to Autumn Ext.	0	0	0	0	70	0	0	60	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	162	0	94	0	0	0	0	0
Background Volumes	0	0	0	25	332	0	122	167	54	0	50	16
Reassign due to Montgomery closure	5	525	20	0	-300	300	0	-10	10	120	-20	-5
Project Trips	14	150	275	22	40	10	171	262	130	82	43	15
Project Conditions	19	675	295	47	72	310	293	419	194	202	73	26
Future Growth Conditions	19	675	295	47	72	310	293	419	194	202	73	26

3266

Intersection Name:	Auzerais	& Bird	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	24	1132	54	10	40	109	33	351	105	208	45	6
Approved Trips	18	136	4	1	48	13	4	49	34	34	31	9
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	254	0	0	9	94	0	48	0	0	0	4
Background Volumes	42	1522	58	11	97	216	37	448	139	242	76	19
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	103	0	32	0	0	0	763	0	0	0	0
Project Conditions	42	1625	58	43	97	216	37	1211	139	242	76	19
Future Growth Conditions	42	1625	58	43	97	216	37	1211	139	242	76	19

6-7pm Volumes

3267

Intersection Name:	Auzerais	& Delmas	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	57	238	53	0	47	27	0	0	0	44	53	0
Approved Trips	37	148	5	0	26	45	0	0	0	10	28	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	103	114	0	0	0	0	0	0	0	0	0	0
Background Volumes	197	500	58	0	73	72	0	0	0	54	81	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	26	1	0	32	0	0	0	0	0	0	0
Project Conditions	197	526	59	0	105	72	0	0	0	54	81	0
Future Growth Conditions	197	526	59	0	105	72	0	0	0	54	81	0

3271

Intersection Name:	Auzerais	& Woz	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	20	45	0	1	1	2	0	120	59	89	0	15
Approved Trips	12	35	0	1	1	0	0	60	74	30	0	24
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	32	80	0	2	2	2	0	180	133	119	0	39
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	607	32	1	0	0
Project Conditions	32	80	0	2	2	2	0	787	165	120	0	39
Future Growth Conditions	32	80	0	2	2	2	0	787	165	120	0	39

3445

Intersection Name:	Delmas	& Park	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/15/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	22	88	18	0	220	59	227	240	82	13	111	0
Approved Trips	23	97	12	0	19	8	71	47	39	-1	11	0
Existing Reassign due to Autumn Ext.	10	0	20	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	102	301	44	0	0	0	0	0	18	0	0	0
Background Volumes	157	486	94	0	239	67	298	287	139	12	122	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	35	0	0	0	0	557	0	92	0	143	0
Project Conditions	157	521	94	0	239	67	855	287	231	12	265	0
Future Growth Conditions	157	521	94	0	239	67	855	287	231	12	265	0

3446

Intersection Name:	Delmas	& San Carlos	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	179	301	34	0	389	26	0	0	0	46	428	0
Approved Trips	4	54	8	0	92	113	0	0	0	3	36	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	62	217	22	0	0	0	0	0	0	0	0	0
Background Volumes	245	572	64	0	481	139	0	0	0	49	464	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	27	8	0	98	0	0	0	0	0	344	0
Project Conditions	245	599	72	0	579	139	0	0	0	49	808	0
Future Growth Conditions	245	599	72	0	579	139	0	0	0	49	808	0

6-7pm Volumes

3709

Intersection Name:	Montgomery	& Park	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	29	549	5	25	147	207	32	148	87	109	72	13
Approved Trips	4	102	1	4	16	34	6	50	14	24	13	4
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	60	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	18	144	0	18	15	88	0	65	0	0	0	11
Background Volumes	51	795	6	47	178	329	38	323	101	133	85	28
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	4	237	0	24	0	68	0	491	0	0	143	49
Project Conditions	55	1032	6	71	178	397	38	814	101	133	228	77
Future Growth Conditions	55	1032	6	71	178	397	38	814	101	133	228	77

3731

Intersection Name:	Park	& Woz	
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	120	308	105	103	108	31	26	380	60
Approved Trips	0	0	0	18	61	37	29	113	6	14	86	12
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	44
Background Volumes	0	0	0	138	369	142	132	221	37	40	466	116
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	284	0	0	0	701	0
Project Conditions	0	0	0	138	369	142	416	221	37	40	1167	116
Future Growth Conditions	0	0	0	138	369	142	416	221	37	40	1167	116

6-7pm Volumes

3763

Intersection Name:	San Carlos & Woz		
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	48	43	17	43	351	15	104	37	30	6	423	51
Approved Trips	41	16	103	50	134	1	5	21	1	1	29	4
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	22	0
Background Volumes	89	59	120	93	485	16	109	58	31	7	474	55
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	49	0	275	284	49	0	352	0
Project Conditions	89	59	120	93	534	16	384	342	80	7	826	55
Future Growth Conditions	89	59	120	93	534	16	384	342	80	7	826	55

3985

Intersection Name:	Delmas & San Fernando		
Peak Hour:	6-7pm	Date of Analysis:	12/12/05
Scenario:		Count Date:	11/1/05
(SJ) Growth Factor:	0.003	Future Growth % Per Year	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	25	76	32	9	122	38	0	0	0	38	89	16
Approved Trips	18	56	11	6	90	48	0	0	0	5	31	1
Existing Reassign due to Autumn Ext.	0	30	0	0	70	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	162	447	15	15	0	0	0	0	0	0	0	94
Background Volumes	205	609	58	30	282	86	0	0	0	43	120	111
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	2	0	74	71	0	0	0	0	33	281	176
Project Conditions	205	611	58	104	353	86	0	0	0	76	401	287
Future Growth Conditions	205	611	58	104	353	86	0	0	0	76	401	287

3013

Intersection Name:	87	& Julian (E)		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	486	309	94	659	0	73	382	244	0	557	52
Approved Trips	0	64	23	50	228	0	81	68	136	0	112	39
Existing Reassign due to Autumn Ext.	0	0	0	-10	-130	0	-20	0	50	0	80	-10
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	9	0	0	0	10
Hockey Attndnc Factor Adjustmt	0	22	22	0	17	0	4	0	1	0	17	0
Background Volumes	0	572	354	134	774	0	138	459	431	0	766	91
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	1065	0	9	0	0	11	0	0	190	11
Project Conditions	0	572	1419	134	783	0	138	470	431	0	956	102
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	0	572	1419	134	783	0	138	470	431	0	956	102
Downtown Buildout Trips (0.75xBuildo	0	145	71	25	614	0	50	130	212	0	130	27
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	717	1490	159	1398	0	188	600	643	0	1087	129
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	0	717	1490	159	1398	0	188	600	643	0	1087	129

3014

Intersection Name:	87	& Julian (W)		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	212	231	371	390	427	139	0	0	0	53	386	0
Approved Trips	34	17	62	-192	149	78	0	0	0	20	350	0
Existing Reassign due to Autumn Ext.	10	-50	-20	-30	10	-60	0	0	0	210	270	0
SJ Water Project Trips w/Autumn Ext.	4	8	0	0	0	0	0	0	0	0	10	0
Hockey Attndnc Factor Adjustmt	9	6	9	0	22	7	0	0	0	4	0	0
Background Volumes	270	212	422	168	608	164	0	0	0	287	1015	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	9	94	188	0	9	0	0	0	0	305	13	0
Project Conditions	279	306	610	168	617	164	0	0	0	592	1028	0
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	279	306	610	168	617	164	0	0	0	592	1028	0
Downtown Buildout Trips (0.75xBuildo	47	39	47	0	351	223	0	0	0	23	326	0
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	326	344	657	168	968	387	0	0	0	615	1354	0
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	326	344	657	168	968	387	0	0	0	615	1354	0

3015

Intersection Name:	87	& Santa Clara		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Average	0	0	0	0	539	0	740	0	904	0	727	0
Approved Trips	0	0	0	0	132	0	143	0	14	0	73	0
Existing Reassign due to Autumn Ext.	0	0	0	0	-90	0	0	0	0	0	-30	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	21	0	0	0	92	0	46	0
Hockey Attndnc Factor Adjustmt	0	0	0	0	13	0	21	0	69	0	23	0
Background Volumes	0	0	0	0	615	0	904	0	1080	0	839	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	49	0	1300	0	93	0	351	0
Project Conditions	0	0	0	0	664	0	2204	0	1173	0	1190	0
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	0	0	0	0	664	0	2204	0	1173	0	1190	0
Downtown Buildout Trips (0.75xBuildo	0	0	0	0	106	0	92	0	29	0	131	0
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	0	0	0	770	0	2296	0	1202	0	1321	0
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	0	0	0	0	770	0	2296	0	1202	0	1321	0

3032

Intersection Name:	280	& Bird (N)		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	328	1015	0	297	32	386	0	725	152	0	0	0
Approved Trips	90	171	0	53	5	48	0	67	-5	0	0	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	144	204	0	15	0	0	0	32	0	0	0	0
Hockey Attndnc Factor Adjustmt	0	0	0	12	0	0	0	43	0	0	0	0
Background Volumes	562	1390	0	377	37	434	0	868	147	0	0	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	53	51	0	131	0	0	0	300	0	0	0	0
Project Conditions	615	1441	0	508	37	434	0	1168	147	0	0	0
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	615	1441	0	508	37	434	0	1168	147	0	0	0
Downtown Buildout Trips (0.75xBuildo	233	266	0	67	16	141	0	19	0	0	0	0
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	848	1707	0	575	53	576	0	1187	147	0	0	0
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	848	1707	0	575	53	576	0	1187	147	0	0	0

3033

Intersection Name:	280	& Bird (S)		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	971	411	0	0	0	199	429	0	237	1	527
Approved Trips	0	93	42	0	0	0	8	53	0	12	13	31
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	22	182	0	0	0	0	8	0	0	0	25
Hockey Attndnc Factor Adjustmt	0	0	0	0	0	0	5	12	0	0	0	34
Background Volumes	0	1086	635	0	0	0	212	502	0	249	14	617
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	9	42	0	0	0	300	111	0	0	0	189
Project Conditions	0	1095	677	0	0	0	512	613	0	249	14	806
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	0	1095	677	0	0	0	512	613	0	249	14	806
Downtown Buildout Trips (0.75xBuildo	0	116	73	0	0	0	25	44	0	36	0	23
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	1210	750	0	0	0	538	657	0	285	14	829
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	0	1210	750	0	0	0	538	657	0	285	14	829

3066

Intersection Name:	Autumn	& Santa Clara		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	1	0	0	9	1020	0	161	0	285	0	521	1
Approved Trips	89	0	43	50	214	0	28	65	57	0	95	22
Existing Reassign due to Autumn Ext.	220	0	100	50	-140	0	-30	110	-20	0	-70	20
SJ Water Project Trips w/Autumn Ext.	0	0	9	25	33	0	0	0	0	0	16	0
Hockey Attndnc Factor Adjustmt	0	0	0	0	44	0	10	0	21	0	7	0
Background Volumes	310	0	152	134	1171	0	169	175	343	0	569	43
Reassign due to Montgomery closure	-100	100	0	0	-350	350	-10	0	-30	170	10	0
Project Trips	11	218	153	0	105	37	0	7	9	265	197	21
Project Conditions	221	318	305	134	926	387	159	182	322	435	776	64
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	15	10	5	0
Mitig Project Conditions	221	318	305	134	926	387	159	182	337	445	781	64
Downtown Buildout Trips (0.75xBuildo	231	0	107	14	437	0	49	191	81	0	232	65
DT Buildout Reassign.-Montg. Closure	-40	40	0	0	-75	75	-10	0	-10	60	10	0
Cumulative Conditions	412	358	412	148	1288	462	199	373	393	495	1018	129
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	3	0	0	0
Mitig Cumulative Conditions	412	358	412	148	1288	462	199	373	411	505	1023	129

3077

Intersection Name:	Bird	& San Carlos		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	74	708	59	55	314	212	108	620	147	189	526	126
Approved Trips	18	148	4	6	75	56	6	103	4	15	32	11
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	-20	50	-10	0	0	0
SJ Water Project Trips w/Autumn Ext.	8	224	0	0	32	30	0	51	0	0	0	14
Hockey Attndnc Factor Adjustmt	0	0	1	2	0	0	3	45	0	0	11	6
Background Volumes	100	1080	64	63	421	298	97	869	141	204	569	157
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	9	103	0	98	0	0	75	387	0	0	375	36
Project Conditions	109	1183	64	161	421	298	172	1256	141	204	944	193
Project Mitig Reassignmt	0	0	5	78	10	210	0	-102	51	0	0	46
Mitig Project Conditions	109	1183	69	239	431	508	172	1154	192	204	944	239
Downtown Buildout Trips (0.75xBuildo	22	299	8	6	88	67	11	108	11	23	53	16
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	130	1482	72	167	509	365	183	1364	152	227	997	209
Mitigated Cumulative Reassignment	0	0	5	0	0	100	0	-20	20	0	0	13
Mitig Cumulative Conditions	130	1482	82	245	519	675	183	1242	223	227	997	268

3209

Intersection Name:	87	& Woz		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/16/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	111	0	0	0	0	3	33	0	40	0	280
Approved Trips	0	74	0	0	0	0	0	78	0	30	0	53
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
Hockey Attndnc Factor Adjustmt	0	0	0	0	0	0	0	0	0	0	0	2
Background Volumes	0	185	0	0	0	0	3	111	0	70	0	335
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	1	0	0	0	0	0	0	0	0	0	813
Project Conditions	0	186	0	0	0	0	3	111	0	70	0	1148
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	0	186	0	0	0	0	3	111	0	70	0	1148
Downtown Buildout Trips (0.75xBuildo	0	175	0	0	0	0	0	51	0	28	0	114
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	361	0	0	0	0	3	162	0	98	0	1262
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	0	361	0	0	0	0	3	162	0	98	0	1262

3264

Intersection Name:	Autumn	& San Fernando	
Peak Hour:	6-7pm	Date of Analysis:	1/20/06
Scenario:		Count Date:	11/2/05
(SJ) Growth Factor:	0.000	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	62	96	0	57	466	142	0	70	32
Approved Trips	0	0	0	0	0	0	13	0	0	0	0	0
Existing Reassign due to Autumn Ext.	0	0	0	0	70	0	0	60	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	162	0	94	0	0	0	0	0
Hockey Attndnc Factor Adjustmt	0	0	0	4	0	0	4	36	9	0	2	2
Background Volumes	0	0	0	66	328	0	168	562	151	0	72	34
Reassign due to Montgomery closure	5	420	20	0	-270	270	0	-30	30	130	-20	-15
Project Trips	14	150	356	0	12	10	0	0	69	82	43	15
Project Conditions	19	570	376	66	70	280	168	532	250	212	95	34
Project Mitig Reassignmt	0	-15	15	2	8	2	-6	-4	-5	0	0	0
Mitig Project Conditions	19	555	391	68	78	282	162	528	245	212	95	34
Downtown Buildout Trips (0.75xBuildo	0	0	0	70	200	0	15	93	10	0	90	50
DT Buildout Reassign.-Montg. Closure	5	140	30	0	-100	100	0	-5	5	40	-30	-20
Cumulative Conditions	24	710	406	136	170	380	183	620	265	252	155	64
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	3	0	0	0	0
Mitig Cumulative Conditions	24	695	421	138	178	382	177	619	260	252	155	64

3266

Intersection Name:	Auzerais	& Bird	
Peak Hour:	6-7pm	Date of Analysis:	1/20/06
Scenario:		Count Date:	11/2/05
(SJ) Growth Factor:	0.000	Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0	Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	75	1048	28	23	31	98	46	838	107	122	35	12
Approved Trips	18	136	4	1	48	13	4	49	34	34	31	9
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	254	0	0	9	94	0	48	0	0	0	4
Hockey Attndnc Factor Adjustmt	0	0	0	1	0	0	1	49	0	0	0	1
Background Volumes	93	1438	32	25	88	205	51	983	141	156	66	25
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	103	0	32	0	0	0	430	0	0	0	0
Project Conditions	93	1541	32	57	88	205	51	1413	141	156	66	25
Project Mitig Reassignmt	0	0	0	0	0	50	0	-51	51	0	0	0
Mitig Project Conditions	93	1541	32	57	88	255	51	1362	192	156	66	25
Downtown Buildout Trips (0.75xBuildo	11	350	14	4	13	39	12	93	35	64	21	4
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	104	1891	46	62	101	244	63	1507	176	220	87	29
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	-20	20	0	0	0
Mitig Cumulative Conditions	104	1891	46	62	101	294	63	1436	247	220	87	29

3267

Intersection Name:	Auzerais	& Delmas		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	73	242	66	0	54	23	0	0	0	33	49	0
Approved Trips	37	148	5	0	26	45	0	0	0	10	28	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	103	114	0	0	0	0	0	0	0	0	0	0
Hockey Attndnc Factor Adjustmt	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	213	505	71	0	80	68	0	0	0	43	77	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	26	1	0	32	0	0	0	0	0	0	0
Project Conditions	213	531	72	0	112	68	0	0	0	43	77	0
Project Mitig Reassignmt	50	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	263	531	72	0	112	68	0	0	0	43	77	0
Downtown Buildout Trips (0.75xBuildo	19	102	16	0	26	30	0	0	0	15	25	0
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	232	633	88	0	138	98	0	0	0	58	102	0
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	282	633	88	0	138	98	0	0	0	58	102	0

3271

Intersection Name:	Auzerais	& Woz		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	15	43	0	1	0	1	0	273	66	85	0	23
Approved Trips	12	35	0	1	1	0	0	60	74	30	0	24
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
Hockey Attndnc Factor Adjustmt	0	0	0	0	0	0	0	15	1	0	0	1
Background Volumes	27	78	0	2	1	1	0	348	141	115	0	48
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	781	32	1	0	0
Project Conditions	27	78	0	2	1	1	0	1129	173	116	0	48
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	27	78	0	2	1	1	0	1129	173	116	0	48
Downtown Buildout Trips (0.75xBuildo	37	67	0	3	5	0	0	119	69	82	0	22
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	64	145	0	5	6	1	0	1248	241	198	0	69
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	64	145	0	5	6	1	0	1248	241	198	0	69

3445

Intersection Name:	Delmas	& Park		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/16/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	34	145	40	0	315	60	248	193	136	25	133	0
Approved Trips	23	97	12	0	19	8	71	47	39	-1	11	0
Existing Reassign due to Autumn Ext.	10	0	20	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	102	301	44	0	0	0	0	0	18	0	0	0
Hockey Attndnc Factor Adjustmt	0	2	0	0	1	0	4	0	0	0	0	0
Background Volumes	169	545	116	0	335	68	323	240	193	24	144	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	35	0	0	0	0	657	0	81	0	188	0
Project Conditions	169	580	116	0	335	68	980	240	274	24	332	0
Project Mitig Reassignmt	-70	70	12	0	-125	-68	0	143	-143	0	0	0
Mitig Project Conditions	99	650	128	0	210	0	980	383	131	24	332	0
Downtown Buildout Trips (0.75xBuildo	70	291	36	0	47	19	62	127	25	0	31	0
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	240	870	152	0	382	87	1041	367	299	24	363	0
Mitigated Cumulative Reassignment	-60	60	0	0	-20	-19	0	20	-20	0	0	0
Mitig Cumulative Conditions	110	1000	164	0	237	0	1041	530	136	24	363	0

3446

Intersection Name:	Delmas	& San Carlos		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	153	320	38	0	290	35	0	0	0	62	469	0
Approved Trips	4	54	8	0	92	113	0	0	0	3	36	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	62	217	22	0	0	0	0	0	0	0	0	0
Hockey Attndnc Factor Adjustmt	0	2	0	0	0	0	0	0	0	0	4	0
Background Volumes	219	593	69	0	382	148	0	0	0	65	509	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	27	8	0	98	0	0	0	0	0	450	0
Project Conditions	219	620	77	0	480	148	0	0	0	65	959	0
Project Mitig Reassignmt	153	2	0	0	145	48	0	0	0	10	5	0
Mitig Project Conditions	372	622	77	0	625	196	0	0	0	75	964	0
Downtown Buildout Trips (0.75xBuildo	13	28	3	0	53	3	0	0	0	7	54	0
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	232	648	80	0	533	151	0	0	0	72	1013	0
Mitigated Cumulative Reassignment	80	0	0	0	20	19	0	0	0	0	0	0
Mitig Cumulative Conditions	465	650	80	0	698	218	0	0	0	82	1018	0

3709

Intersection Name:	Montgomery	& Park		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	44	488	18	69	97	192	46	621	103	126	138	53
Approved Trips	4	102	1	4	16	34	6	50	14	24	13	4
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	60	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	18	144	0	18	15	88	0	65	0	0	0	11
Hockey Attndnc Factor Adjustmt	0	0	1	4	0	0	1	47	0	0	7	4
Background Volumes	66	734	20	95	128	314	53	843	117	150	158	72
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	4	237	0	13	0	68	0	52	0	0	188	4
Project Conditions	70	971	20	108	128	382	53	895	117	150	346	76
Project Mitig Reassignmt	0	5	-20	0	30	-382	0	61	-117	0	15	-76
Mitig Project Conditions	70	976	0	108	158	-1	53	956	0	150	361	0
Downtown Buildout Trips (0.75xBuildo	13	264	5	14	49	101	17	91	43	73	40	13
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	82	1235	26	122	177	482	71	986	160	223	386	89
Mitigated Cumulative Reassignment	0	5	-6	0	0	-100	0	16	-43	0	0	-13
Mitig Cumulative Conditions	82	1245	0	122	207	0	71	1063	0	223	401	0

3731

Intersection Name:	Park	& Woz		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	120	290	101	137	108	47	31	529	60
Approved Trips	0	0	0	18	61	37	29	113	6	14	86	12
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	44
Hockey Attndnc Factor Adjustmt	0	0	0	0	0	0	3	0	2	1	15	0
Background Volumes	0	0	0	138	351	138	169	221	55	46	630	116
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	372	0	0	0	845	0
Project Conditions	0	0	0	138	351	138	541	221	55	46	1475	116
Project Mitig Reassignmt	0	0	0	0	0	58	0	0	0	0	0	0
Mitig Project Conditions	0	0	0	138	351	196	541	221	55	46	1475	116
Downtown Buildout Trips (0.75xBuildo	0	0	0	43	180	87	23	71	17	38	166	36
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	0	0	181	531	224	565	292	72	84	1641	152
Mitigated Cumulative Reassignment	0	0	0	0	0	19	0	0	0	0	0	0
Mitig Cumulative Conditions	0	0	0	181	531	301	565	292	72	84	1641	152

3763

Intersection Name:	San Carlos	& Woz		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	30	55	13	44	253	12	129	107	70	4	543	47
Approved Trips	41	16	103	50	134	1	5	21	1	1	29	4
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	22	0
Hockey Attndnc Factor Adjustmt	0	0	0	0	0	0	3	7	4	0	12	0
Background Volumes	71	71	116	94	387	13	137	135	75	5	606	51
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	49	0	360	372	49	0	458	0
Project Conditions	71	71	116	94	436	13	497	507	124	5	1064	51
Project Mitig Reassignmt	58	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	129	71	116	94	436	13	497	507	124	5	1064	51
Downtown Buildout Trips (0.75xBuildo	8	16	3	5	49	3	10	8	5	1	43	6
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	79	87	119	99	485	15	506	515	129	6	1107	56
Mitigated Cumulative Reassignment	19	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	156	87	119	99	485	15	506	515	129	6	1107	56

3985

Intersection Name:	Delmas	& San Fernando		
Peak Hour:	6-7pm		Date of Analysis:	1/20/06
Scenario:			Count Date:	11/2/05
(SJ) Growth Factor:	0.000		Future Growth % Per Yea	0.000
(SJ) Number of Months:	0.0		Number of Years to Buildout:	0.0

	Movements											
	North Approach			East Approach			South Approach			West Approach		
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	58	114	32	21	107	50	0	0	0	75	89	38
Approved Trips	18	56	11	6	90	48	0	0	0	5	31	1
Existing Reassign due to Autumn Ext.	0	30	0	0	70	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	162	447	15	15	0	0	0	0	0	0	0	94
Hockey Attndnc Factor Adjustmt	3	4	0	1	0	0	0	0	0	4	0	2
Background Volumes	241	651	58	43	267	98	0	0	0	84	120	135
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	2	0	0	22	0	0	0	0	33	361	4
Project Conditions	241	653	58	43	289	98	0	0	0	117	481	139
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	12	3	0
Mitig Project Conditions	241	653	58	43	289	98	0	0	0	129	484	139
Downtown Buildout Trips (0.75xBuildo	56	169	33	18	269	143	0	0	0	16	92	3
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	297	822	91	61	558	241	0	0	0	132	573	142
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	297	822	91	61	558	241	0	0	0	144	576	142

Appendix C

Approved Trips Inventory

(On file with City of San Jose)

Appendix D
Intersection Level of Service Calculations

San Jose Ballpark

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Existing No Hockey 5-6pm				Background No Hockey 5-6pm				Project No Hockey 5-6pm						Mit Proj No Hockey 5-6pm			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#3013	87/JULIAN (E) *	D+	38.3	0.486	40.3	D	42.1	0.675	43.8	D	46.1	0.741	+ 0.066	47.7	+ 3.8	D	46.1	0.741	47.7
#3014	87/JULIAN (W)	C+	21.0	0.450	22.7	C	23.1	0.695	25.9	C	24.1	0.723	+ 0.028	26.7	+ 0.9	C	24.1	0.723	26.7
#3015	87/SANTA CLARA	B	16.7	0.418	17.4	B-	18.3	0.543	19.1	C	24.3	0.831	+ 0.289	26.1	+ 6.9	C	24.3	0.831	26.1
#3032	280/BIRD (N)	C	26.2	0.724	29.6	C-	32.4	0.964	43.8	C-	33.6	0.988	+ 0.025	49.7	+ 6.0	C-	33.6	0.988	49.7
#3033	280/BIRD (S)	C	24.5	0.595	33.1	C	27.6	0.811	39.1	C-	34.2	0.804	- 0.007	42.2	+ 3.1	C-	34.2	0.804	42.2
#3066	AUTUMN/SANTA CLARA	B-	18.3	0.315	17.9	C-	32.2	0.744	37.1	D+	35.4	0.691	- 0.053	41.0	+ 3.9	D+	35.4	0.691	41.0
#3077	BIRD/SAN CARLOS	D+	36.4	0.622	38.6	D	39.8	0.808	43.2	D	41.2	0.832	+ 0.024	46.3	+ 3.2	D	41.5	0.851	46.7
#3209	87/WOZ	A	9.8	0.180	9.8	B+	10.1	0.237	10.1	B+	10.3	0.348	+ 0.111	9.7	- 0.5	B+	10.3	0.348	9.7
#3264	AUTUMN/SAN FERNANDO	B+	10.4	0.161	11.4	B+	11.3	0.396	11.9	C-	34.4	0.650	+ 0.255	34.2	+ 22.4	C-	34.4	0.650	34.2
#3266	AUZERAIS/BIRD	C	24.5	0.524	21.3	C-	33.5	0.843	36.9	C-	33.0	0.855	+ 0.012	37.9	+ 1.0	C-	33.0	0.855	37.9
#3267	AUZERAIS/DELMAS	B	15.6	0.247	16.3	B	16.2	0.433	17.3	B	16.2	0.434	+ 0.001	17.2	- 0.0	B	16.2	0.434	17.2
#3271	AUZERAIS/WOZ	B-	18.6	0.162	27.4	C+	20.0	0.286	30.8	B	16.0	0.296	+ 0.010	30.6	- 0.1	B	16.0	0.296	30.6
#3445	DELMAS/PARK*	C	28.1	0.670	31.7	F	160.7	1.330	215.9	F	167.2	1.402	+ 0.072	236.9	+ 21.0	E	62.8	1.049	82.0
#3446	DELMAS/SAN CARLOS	C+	20.1	0.356	20.3	C	25.1	0.628	26.0	C	26.4	0.678	+ 0.050	28.2	+ 2.2	C	26.4	0.678	28.2
#3709	MONTGOMERY/PARK	C-	34.8	0.460	36.1	D+	37.5	0.657	39.4	D+	38.5	0.714	+ 0.056	41.4	+ 2.0	D+	38.5	0.714	41.4
#3731	PARK/WOZ	B-	18.4	0.279	20.8	C+	21.4	0.450	23.5	C+	20.3	0.552	+ 0.102	22.3	- 1.2	C+	20.3	0.552	22.3
#3763	SAN CARLOS/WOZ	C+	20.4	0.283	19.2	C+	22.3	0.379	21.8	C	23.7	0.494	+ 0.115	23.7	+ 2.0	C	23.7	0.494	23.7
#3985	DELMAS/SAN FERNANDO	B	16.5	0.311	19.1	F	103.0	1.176	118.7	F	117.9	1.195	+ 0.019	126.7	+ 8.0	C	29.8	0.799	31.2

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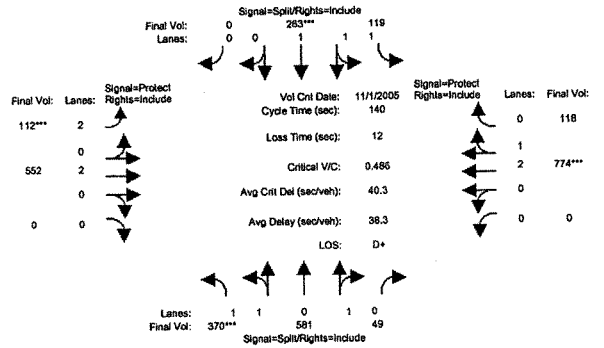
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing No Hockey 5-6pm

Intersection #3013: 87/JULIAN (E) *

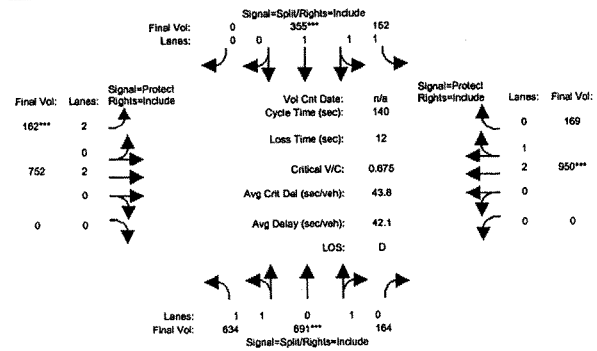


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Volume Module: >> Count Date: 1 Nov 2005 << 5-6pm												
Base Vol:	370	581	49	119	263	0	112	552	0	0	774	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	581	49	119	263	0	112	552	0	0	774	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	581	49	119	263	0	112	552	0	0	774	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	581	49	119	263	0	112	552	0	0	774	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	581	49	119	263	0	112	552	0	0	774	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	370	581	49	119	263	0	112	552	0	0	774	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.16	1.69	0.15	1.00	2.00	0.00	2.00	2.00	0.00	0.00	2.57	0.43
Final Sat.:	2036	3197	270	1750	3800	0	3150	3800	0	0	4891	746
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.07	0.07	0.00	0.04	0.15	0.00	0.00	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	52.3	52.3	52.3	19.9	19.9	0.0	10.2	55.8	0.0	0.0	45.5	45.5
Volume/Cap:	0.49	0.49	0.49	0.48	0.49	0.00	0.49	0.36	0.00	0.00	0.49	0.49
Delay/Veh:	33.8	33.8	33.8	55.7	55.8	0.0	64.0	29.8	0.0	0.0	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	33.8	33.8	55.7	55.8	0.0	64.0	29.8	0.0	0.0	38.1	38.1
HCM2kAvg:	10	11	10	5	6	0	3	8	0	0	10	10

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background No Hockey 5-6pm

Intersection #3013: 87/JULIAN (E) *

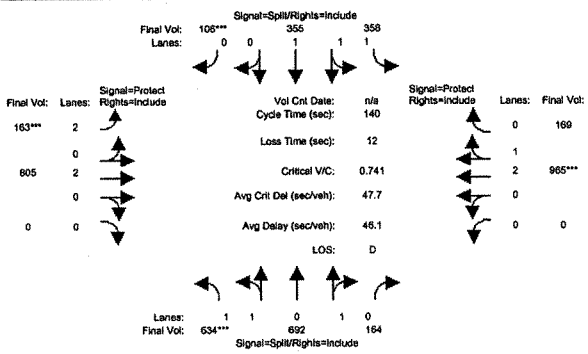


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Volume Module: 5-6pm												
Base Vol:	634	691	164	152	355	0	162	752	0	0	950	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	634	691	164	152	355	0	162	752	0	0	950	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	634	691	164	152	355	0	162	752	0	0	950	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	634	691	164	152	355	0	162	752	0	0	950	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	634	691	164	152	355	0	162	752	0	0	950	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	634	691	164	152	355	0	162	752	0	0	950	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.33	1.33	0.34	1.00	2.00	0.00	2.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	2320	2529	600	1750	3800	0	3150	3800	0	0	4777	850
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.09	0.09	0.00	0.05	0.20	0.00	0.00	0.20	0.20
Crit Moves:		****			****		****				****	
Green Time:	56.7	56.7	56.7	19.4	19.4	0.0	10.7	51.9	0.0	0.0	41.3	41.3
Volume/Cap:	0.67	0.67	0.67	0.63	0.67	0.00	0.67	0.53	0.00	0.00	0.67	0.67
Delay/Veh:	34.9	34.9	34.9	58.5	59.8	0.0	70.4	34.9	0.0	0.0	44.6	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	34.9	34.9	58.5	59.8	0.0	70.4	34.9	0.0	0.0	44.6	44.6
HCM2kAvg:	17	18	17	7	8	0	5	13	0	0	15	14

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project No Hockey 5-6pm

Intersection #3013: 87/JULIAN (E) *

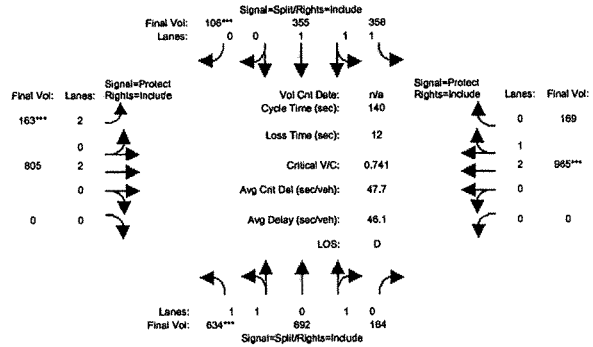


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Volume Module: 5-6pm												
Base Vol:	634	691	164	152	355	0	162	752	0	0	950	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	634	691	164	152	355	0	162	752	0	0	950	169
Added Vol:	0	1	0	206	0	106	1	53	0	0	15	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	634	692	164	358	355	106	163	805	0	0	965	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	634	692	164	358	355	106	163	805	0	0	965	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	634	692	164	358	355	106	163	805	0	0	965	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	634	692	164	358	355	106	163	805	0	0	965	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.33	1.33	0.34	1.36	1.24	0.40	2.00	2.00	0.00	0.00	2.52	0.48
Final Sat.:	2319	2531	600	2376	2356	704	3150	3800	0	0	4789	839
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.15	0.15	0.15	0.05	0.21	0.00	0.00	0.20	0.20
Crit Moves:	****					****	****				****	
Green Time:	51.7	51.7	51.7	28.5	28.5	28.5	9.8	47.9	0.0	0.0	38.1	38.1
Volume/Cap:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.62	0.00	0.00	0.74	0.74
Delay/Veh:	39.9	39.9	39.9	55.0	55.0	55.0	76.5	39.4	0.0	0.0	48.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	39.9	39.9	55.0	55.0	55.0	76.5	39.4	0.0	0.0	48.4	48.4
HCM2kAvg:	19	20	19	12	13	12	5	15	0	0	16	15

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj No Hockey 5-6pm

Intersection #3013: 87/JULIAN (E) *

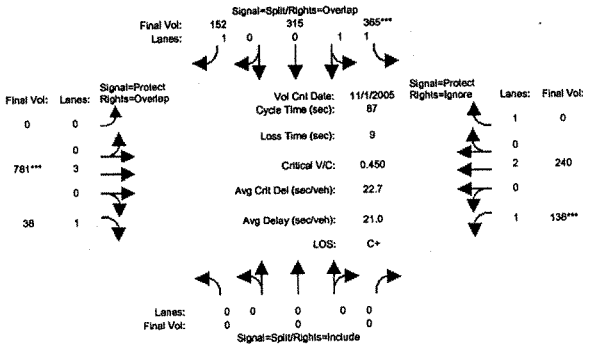


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Volume Module: 5-6pm												
Base Vol:	634	691	164	152	355	0	162	752	0	0	950	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	634	691	164	152	355	0	162	752	0	0	950	169
Added Vol:	0	1	0	206	0	106	1	53	0	0	15	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	634	692	164	358	355	106	163	805	0	0	965	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	634	692	164	358	355	106	163	805	0	0	965	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	634	692	164	358	355	106	163	805	0	0	965	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	634	692	164	358	355	106	163	805	0	0	965	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.33	1.33	0.34	1.36	1.24	0.40	2.00	2.00	0.00	0.00	2.52	0.48
Final Sat.:	2319	2531	600	2376	2356	704	3150	3800	0	0	4789	839
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.15	0.15	0.15	0.05	0.21	0.00	0.00	0.20	0.20
Crit Moves:	****					****	****				****	
Green Time:	51.7	51.7	51.7	28.5	28.5	28.5	9.8	47.9	0.0	0.0	38.1	38.1
Volume/Cap:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.62	0.00	0.00	0.74	0.74
Delay/Veh:	39.9	39.9	39.9	55.0	55.0	55.0	76.5	39.4	0.0	0.0	48.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	39.9	39.9	55.0	55.0	55.0	76.5	39.4	0.0	0.0	48.4	48.4
HCM2kAvg:	19	20	19	12	13	12	5	15	0	0	16	15

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing No Hockey 5-6pm

Intersection #3014: 87/JULIAN (W)

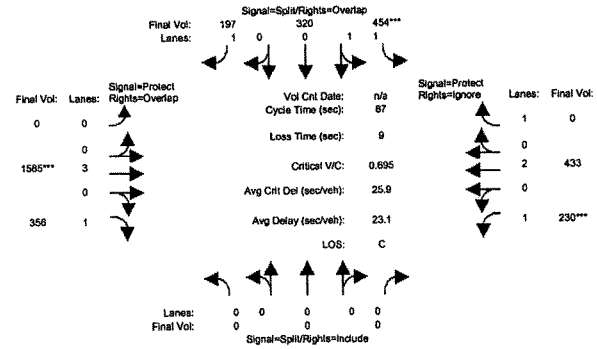


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 1 Nov 2005 << 5-6pm												
Base Vol:	0	0	0	365	315	152	0	781	38	138	240	693
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	365	315	152	0	781	38	138	240	693
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	365	315	152	0	781	38	138	240	693
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	365	315	152	0	781	38	138	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	365	315	152	0	781	38	138	240	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	365	315	152	0	781	38	138	240	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.11	0.89	1.00	0.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1950	1683	1750	0	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.09	0.00	0.14	0.02	0.08	0.06	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	36.2	36.2	36.2	0.0	26.5	26.5	15.3	41.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.45	0.21	0.00	0.45	0.07	0.45	0.13	0.00
Delay/Veh:	0.0	0.0	0.0	18.4	18.4	16.4	0.0	24.5	21.5	33.2	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.4	18.4	16.4	0.0	24.5	21.5	33.2	12.6	0.0
HCM2kAvg:	0	0	0	6	7	3	0	6	1	4	2	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background No Hockey 5-6pm

Intersection #3014: 87/JULIAN (W)

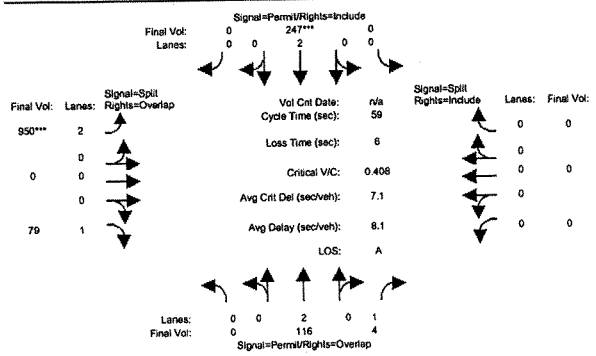


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 5-6pm												
Base Vol:	0	0	0	454	320	197	0	1585	356	230	433	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	454	320	197	0	1585	356	230	433	379
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	454	320	197	0	1585	356	230	433	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	454	320	197	0	1585	356	230	433	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	454	320	197	0	1585	356	230	433	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	454	320	197	0	1585	356	230	433	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.21	0.79	1.00	0.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	0	2122	1496	1750	0	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.11	0.00	0.28	0.20	0.13	0.11	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	26.8	26.8	26.8	0.0	34.8	34.8	16.4	51.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.70	0.37	0.00	0.70	0.51	0.70	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	28.5	28.5	23.9	0.0	22.7	20.3	39.3	8.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.5	28.5	23.9	0.0	22.7	20.3	39.3	8.3	0.0
HCM2kAvg:	0	0	0	10	11	4	0	13	7	7	3	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mil Proj No Hockey 6-7pm

Intersection #3209: 87/WOZ

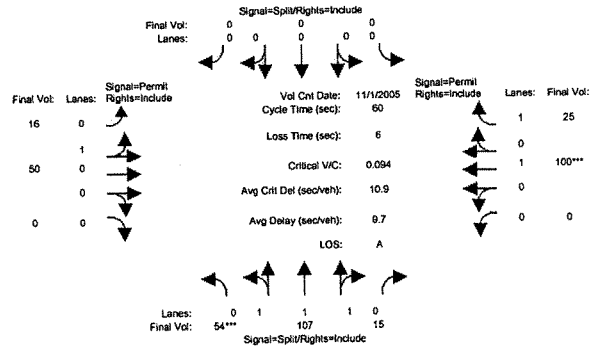


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Volume Module: 6-7pm												
Base Vol:	0	116	4	0	246	0	310	0	79	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	116	4	0	246	0	310	0	79	0	0	0
Added Vol:	0	0	0	0	1	0	640	0	0	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	116	4	0	247	0	950	0	79	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	116	4	0	247	0	950	0	79	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	116	4	0	247	0	950	0	79	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	116	4	0	247	0	950	0	79	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.07	0.00	0.30	0.00	0.05	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	10.0	10.0	0.0	10.0	0.0	43.0	0.0	43.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.18	0.01	0.00	0.38	0.00	0.41	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	0.0	21.1	20.4	0.0	22.1	0.0	3.2	0.0	2.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	20.4	0.0	22.1	0.0	3.2	0.0	2.3	0.0	0.0	0.0
HCM2kAvg:	0	1	0	0	2	0	4	0	0	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing No Hockey 6-7pm

Intersection #3264: AUTUMN/SAN FERNANDO

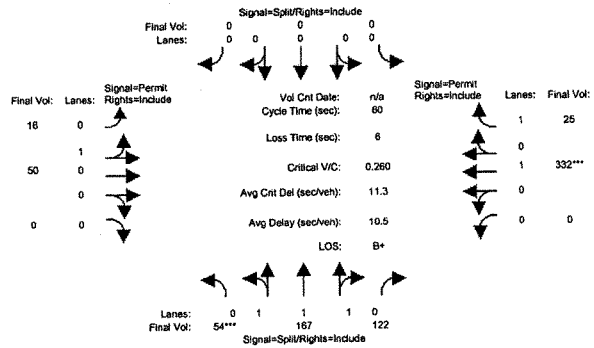


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm												
Base Vol:	54	107	15	0	0	0	16	50	0	0	100	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	107	15	0	0	0	16	50	0	0	100	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	107	15	0	0	0	16	50	0	0	100	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	107	15	0	0	0	16	50	0	0	100	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	107	15	0	0	0	16	50	0	0	100	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	107	15	0	0	0	16	50	0	0	100	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.97	1.76	0.27	0.00	0.00	0.00	0.26	0.74	0.00	0.00	1.00	1.00
Final Sat.:	1692	3353	470	0	0	0	451	1410	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.00	0.00	0.04	0.04	0.00	0.00	0.05	0.01
Crit Moves:	****										****	
Green Time:	20.4	20.4	20.4	0.0	0.0	0.0	33.6	33.6	0.0	0.0	33.6	33.6
Volume/Cap:	0.09	0.09	0.09	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.09	0.03
Delay/Veh:	13.5	13.5	13.5	0.0	0.0	0.0	6.0	6.0	0.0	0.0	6.2	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	13.5	0.0	0.0	0.0	6.0	6.0	0.0	0.0	6.2	5.9
HCM2kAvg:	1	1	1	0	0	0	1	1	0	0	1	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background No Hockey 6-7pm

Intersection #3264: AUTUMN/SAN FERNANDO

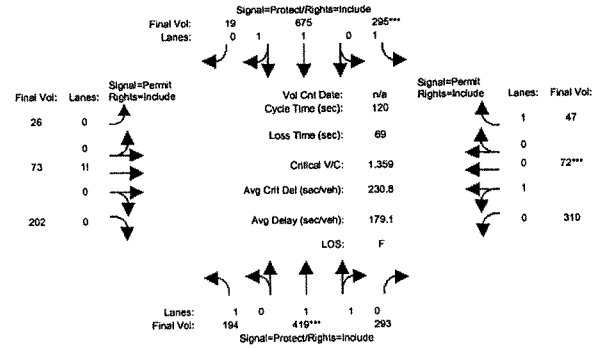


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module: 6-7pm												
Base Vol:	54	167	122	0	0	0	16	50	0	0	332	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	167	122	0	0	0	16	50	0	0	332	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	167	122	0	0	0	16	50	0	0	332	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	167	122	0	0	0	16	50	0	0	332	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	167	122	0	0	0	16	50	0	0	332	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	167	122	0	0	0	16	50	0	0	332	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.52	1.48	1.00	0.00	0.00	0.00	0.26	0.74	0.00	0.00	1.00	1.00
Final Sat.:	909	2813	1750	0	0	0	451	1410	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.07	0.00	0.00	0.00	0.04	0.04	0.00	0.00	0.17	0.01
Crit Moves:	****										****	
Green Time:	15.4	15.4	15.4	0.0	0.0	0.0	38.6	38.6	0.0	0.0	38.6	38.6
Volume/Cap:	0.23	0.23	0.27	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.27	0.02
Delay/Veh:	17.7	17.7	17.9	0.0	0.0	0.0	4.0	4.0	0.0	0.0	4.7	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	17.7	17.9	0.0	0.0	0.0	4.0	4.0	0.0	0.0	4.7	3.9
HCM2kAvg:	2	2	2	0	0	0	0	0	0	0	3	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project No Hockey 6-7pm

Intersection #3264: AUTUMN/SAN FERNANDO

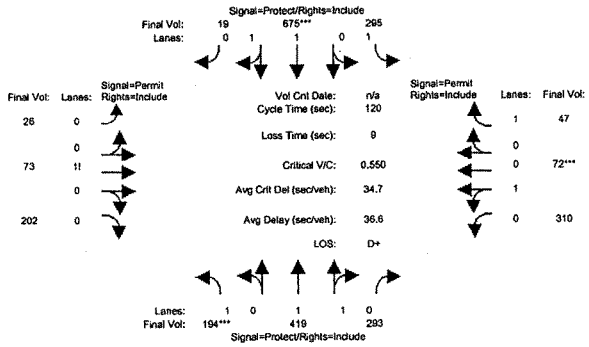


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	54	167	122	0	0	0	16	50	0	0	332	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	167	122	0	0	0	16	50	0	0	332	25
Added Vol:	130	262	171	275	150	14	15	43	82	10	40	22
Mntgm closu:	10	-10	0	20	525	5	-5	-20	120	300	-300	0
Initial Fut:	194	419	293	295	675	19	26	73	202	310	72	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	419	293	295	675	19	26	73	202	310	72	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	419	293	295	675	19	26	73	202	310	72	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	194	419	293	295	675	19	26	73	202	310	72	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.14	0.86	1.00	1.94	0.06	0.09	0.23	0.68	0.82	0.18	1.00
Final Sat.:	1750	2160	1510	1750	3687	104	154	433	1197	1442	335	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.18	0.18	0.17	0.17	0.17	0.22	0.22	0.03
Crit Moves:		****		****							****	
Green Time:	12.1	17.1	17.1	14.9	19.9	19.9	19.0	19.0	19.0	19.0	19.0	19.0
Volume/Cap:	1.10	1.36	1.36	1.36	1.10	1.10	1.07	1.07	1.07	1.36	1.36	0.17
Delay/Veh:	151.6	225	225.1	241.0	117	117.0	122.7	123	122.7	233.5	233	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	151.6	225	225.1	241.0	117	117.0	122.7	123	122.7	233.5	233	44.0
HCM2kAvg:	13	27	26	22	20	19	17	18	17	28	30	2

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj No Hockey 6-7pm

Intersection #3264: AUTUMN/SAN FERNANDO

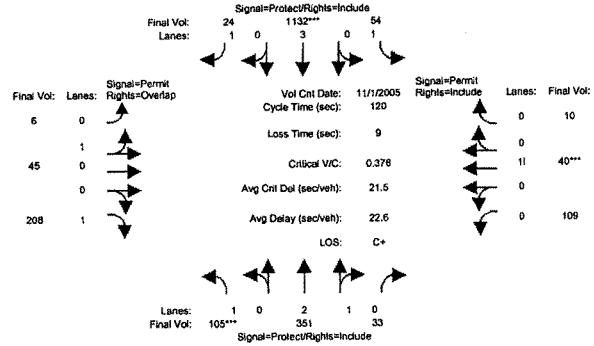


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	22	22	7	46	46	49	49	49	49	49	49
Volume Module: 6-7pm												
Base Vol:	54	167	122	0	0	0	16	50	0	0	332	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	167	122	0	0	0	16	50	0	0	332	25
Added Vol:	130	262	171	275	150	14	15	43	82	10	40	22
Mntgm closu:	10	-10	0	20	525	5	-5	-20	120	300	-300	0
Initial Fut:	194	419	293	295	675	19	26	73	202	310	72	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	419	293	295	675	19	26	73	202	310	72	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	419	293	295	675	19	26	73	202	310	72	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	194	419	293	295	675	19	26	73	202	310	72	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.14	0.86	1.00	1.94	0.06	0.09	0.23	0.68	0.82	0.18	1.00
Final Sat.:	1750	2160	1510	1750	3687	104	154	433	1197	1442	335	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.18	0.18	0.17	0.17	0.17	0.22	0.22	0.03
Crit Moves:	****				****						****	
Green Time:	16.0	33.2	33.2	28.8	46.0	46.0	49.0	49.0	49.0	49.0	49.0	49.0
Volume/Cap:	0.83	0.70	0.70	0.70	0.48	0.48	0.41	0.41	0.41	0.53	0.53	0.07
Delay/Veh:	72.3	41.2	41.2	46.9	28.2	28.2	25.6	25.6	25.6	27.5	27.5	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.3	41.2	41.2	46.9	28.2	28.2	25.6	25.6	25.6	27.5	27.5	21.6
HCM2kAvg:	9	13	12	11	10	9	8	8	8	11	11	1

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing No Hockey 6-7pm

Intersection #3266: AUZERAIS/BIRD

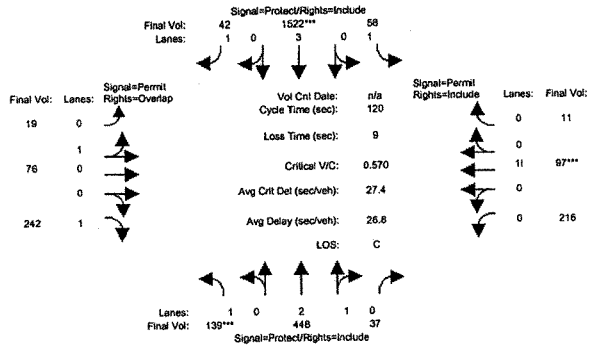


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm												
Base Vol:	105	351	33	54	1132	24	6	45	208	109	40	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	351	33	54	1132	24	6	45	208	109	40	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	351	33	54	1132	24	6	45	208	109	40	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	351	33	54	1132	24	6	45	208	109	40	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	351	33	54	1132	24	6	45	208	109	40	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	351	33	54	1132	24	6	45	208	109	40	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.72	0.28	1.00	3.00	1.00	0.13	0.87	1.00	0.70	0.24	0.06
Final Sat.:	1750	5172	486	1750	5700	1750	221	1660	1750	1224	449	112
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.07	0.03	0.20	0.01	0.03	0.03	0.12	0.09	0.09	0.09
Crit Moves:	****				****						****	
Green Time:	19.2	48.6	48.6	34.0	63.4	63.4	28.4	28.4	47.6	28.4	28.4	28.4
Volume/Cap:	0.38	0.17	0.17	0.11	0.38	0.03	0.11	0.11	0.30	0.38	0.38	0.38
Delay/Veh:	45.9	22.8	22.8	31.9	16.7	13.5	36.0	36.0	25.0	38.9	38.9	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	22.8	22.8	31.9	16.7	13.5	36.0	36.0	25.0	38.9	38.9	38.9
HCM2kAvg:	4	3	3	1	8	0	1	1	5	5	5	5

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background No Hockey 6-7pm

Intersection #3266: AUZERAIS/BIRD

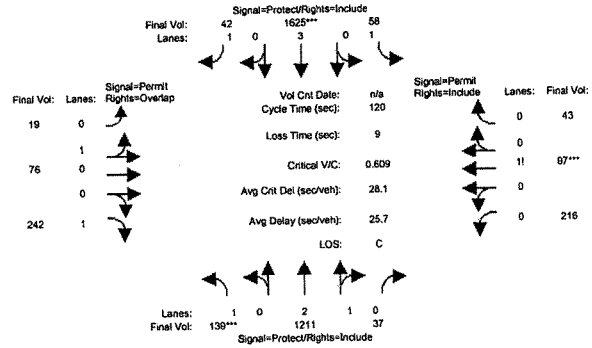


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	139	448	37	58	1522	42	19	76	242	216	97	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	448	37	58	1522	42	19	76	242	216	97	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	448	37	58	1522	42	19	76	242	216	97	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	448	37	58	1522	42	19	76	242	216	97	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	448	37	58	1522	42	19	76	242	216	97	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	139	448	37	58	1522	42	19	76	242	216	97	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.75	0.25	1.00	3.00	1.00	0.21	0.79	1.00	0.69	0.28	0.03
Final Sat.:	1750	5231	432	1750	5700	1750	374	1494	1750	1195	537	61
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.03	0.27	0.02	0.05	0.05	0.14	0.18	0.18	0.18
Crit Moves:	****				****						****	
Green Time:	16.7	43.4	43.4	29.6	56.2	56.2	38.1	38.1	54.8	38.1	38.1	38.1
Volume/Cap:	0.57	0.24	0.24	0.13	0.57	0.05	0.16	0.16	0.30	0.57	0.57	0.57
Delay/Veh:	51.5	26.8	26.8	35.4	23.4	17.4	29.6	29.6	20.8	35.5	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	26.8	26.8	35.4	23.4	17.4	29.6	29.6	20.8	35.5	35.5	35.5
HCM2kAvg:	6	4	4	2	14	1	2	3	6	10	11	10

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project No Hockey 6-7pm

Intersection #3266: AUZERAIS/BIRD

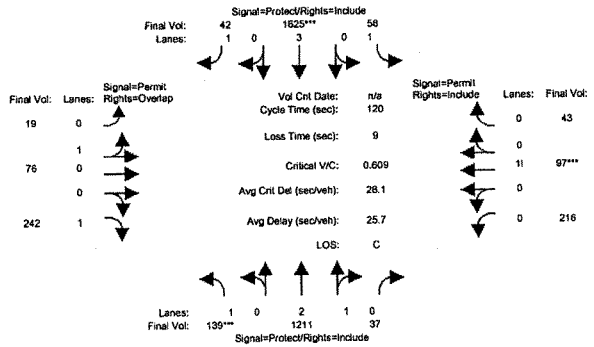


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	139	448	37	58	1522	42	19	76	242	216	97	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	448	37	58	1522	42	19	76	242	216	97	11
Added Vol:	0	763	0	0	103	0	0	0	0	0	0	32
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1211	37	58	1625	42	19	76	242	216	97	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1211	37	58	1625	42	19	76	242	216	97	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1211	37	58	1625	42	19	76	242	216	97	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	139	1211	37	58	1625	42	19	76	242	216	97	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	3.00	1.00	0.21	0.79	1.00	0.62	0.26	0.12
Final Sat.:	1750	5517	169	1750	5700	1750	374	1494	1750	1085	487	216
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.03	0.29	0.02	0.05	0.05	0.14	0.20	0.20	0.20
Crit Moves:	****				****						****	
Green Time:	15.6	56.7	56.7	15.1	56.2	56.2	39.2	39.2	54.8	39.2	39.2	39.2
Volume/Cap:	0.61	0.46	0.46	0.26	0.61	0.05	0.16	0.16	0.30	0.61	0.61	0.61
Delay/Veh:	54.0	21.5	21.5	48.1	24.2	17.4	28.8	28.8	20.7	35.8	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	21.5	21.5	48.1	24.2	17.4	28.8	28.8	20.7	35.8	35.8	35.8
HCM2kAvg:	6	10	10	2	15	1	2	2	6	11	12	11

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mil Proj No Hockey 6-7pm

Intersection #3266: AUZERAIS/BIRD

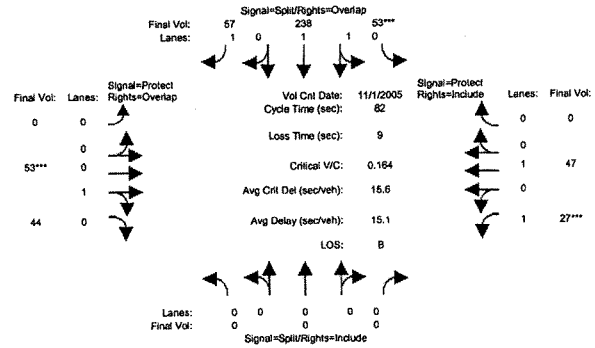


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	139	448	37	58	1522	42	19	76	242	216	97	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	448	37	58	1522	42	19	76	242	216	97	11
Added Vol:	0	763	0	0	103	0	0	0	0	0	0	32
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1211	37	58	1625	42	19	76	242	216	97	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1211	37	58	1625	42	19	76	242	216	97	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1211	37	58	1625	42	19	76	242	216	97	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	139	1211	37	58	1625	42	19	76	242	216	97	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	3.00	1.00	0.21	0.79	1.00	0.62	0.26	0.12
Final Sat.:	1750	5517	169	1750	5700	1750	374	1494	1750	1085	487	216
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.03	0.29	0.02	0.05	0.05	0.14	0.20	0.20	0.20
Crit Moves:	****				****						****	
Green Time:	15.6	56.7	56.7	15.1	56.2	56.2	39.2	39.2	54.8	39.2	39.2	39.2
Volume/Cap:	0.61	0.46	0.46	0.26	0.61	0.05	0.16	0.16	0.30	0.61	0.61	0.61
Delay/Veh:	54.0	21.5	21.5	48.1	24.2	17.4	28.8	28.8	20.7	35.8	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	21.5	21.5	48.1	24.2	17.4	28.8	28.8	20.7	35.8	35.8	35.8
HCM2kAvg:	6	10	10	2	15	1	2	2	6	11	12	11

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing No Hockey 6-7pm

Intersection #3267: AUZERAIS/DELMAS

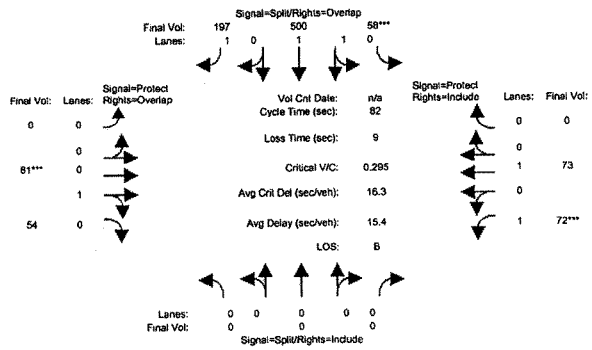


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm												
Base Vol:	0	0	0	53	238	57	0	53	44	27	47	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	53	238	57	0	53	44	27	47	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	53	238	57	0	53	44	27	47	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	53	238	57	0	53	44	27	47	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	238	57	0	53	44	27	47	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	53	238	57	0	53	44	27	47	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.39	1.61	1.00	0.00	0.53	0.47	1.00	1.00	0.00
Final Sat.:	0	0	0	681	3060	1750	0	999	830	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.03	0.00	0.05	0.05	0.02	0.02	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	38.8	38.8	38.8	0.0	26.5	26.5	7.7	34.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.16	0.07	0.00	0.16	0.16	0.16	0.06	0.00
Delay/Veh:	0.0	0.0	0.0	12.4	12.4	11.8	0.0	20.0	20.0	34.7	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.4	12.4	11.8	0.0	20.0	20.0	34.7	14.3	0.0
HCM2kAvg:	0	0	0	2	2	1	0	2	2	1	1	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background No Hockey 6-7pm

Intersection #3267: AUZERAIS/DELMAS

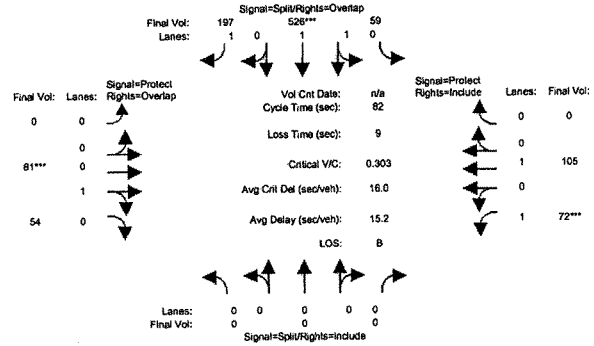


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	58	500	197	0	81	54	72	73	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	500	197	0	81	54	72	73	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	500	197	0	81	54	72	73	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	500	197	0	81	54	72	73	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	500	197	0	81	54	72	73	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	58	500	197	0	81	54	72	73	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.22	1.78	1.00	0.00	0.58	0.42	1.00	1.00	0.00
Final Sat.:	0	0	0	391	3375	1750	0	1102	735	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.11	0.00	0.07	0.07	0.04	0.04	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	41.2	41.2	41.2	0.0	20.4	20.4	11.4	31.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.22	0.00	0.30	0.30	0.30	0.10	0.00
Delay/Veh:	0.0	0.0	0.0	12.0	12.0	11.6	0.0	25.3	25.3	32.3	16.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.0	12.0	11.6	0.0	25.3	25.3	32.3	16.0	0.0
HCM2kAvg:	0	0	0	4	4	3	0	3	3	2	1	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project No Hockey 6-7pm

Intersection #3267: AUZERAIS/DELMAS

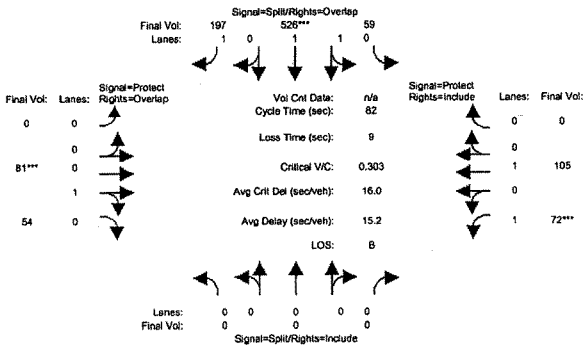


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	58	500	197	0	81	54	72	73	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	500	197	0	81	54	72	73	0
Added Vol:	0	0	0	1	26	0	0	0	0	0	32	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	59	526	197	0	81	54	72	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	59	526	197	0	81	54	72	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	59	526	197	0	81	54	72	105	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	59	526	197	0	81	54	72	105	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.22	1.78	1.00	0.00	0.58	0.42	1.00	1.00	0.00
Final Sat.:	0	0	0	380	3387	1750	0	1102	735	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.11	0.00	0.07	0.07	0.04	0.06	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	42.0	42.0	42.0	0.0	19.9	19.9	11.1	31.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.22	0.00	0.30	0.30	0.30	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	11.6	11.6	11.1	0.0	25.8	25.8	32.7	16.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.6	11.6	11.1	0.0	25.8	25.8	32.7	16.9	0.0
HCM2kAvg:	0	0	0	4	4	3	0	3	3	2	2	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj No Hockey 6-7pm

Intersection #3267: AUZERAIS/DELMAS

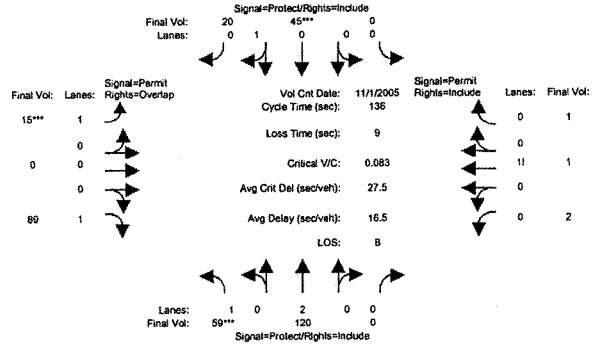


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	58	500	197	0	81	54	72	73	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	500	197	0	81	54	72	73	0
Added Vol:	0	0	0	1	26	0	0	0	0	0	32	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	59	526	197	0	81	54	72	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	59	526	197	0	81	54	72	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	59	526	197	0	81	54	72	105	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	59	526	197	0	81	54	72	105	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.22	1.78	1.00	0.00	0.58	0.42	1.00	1.00	0.00
Final Sat.:	0	0	0	380	3387	1750	0	1102	735	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.11	0.00	0.07	0.07	0.04	0.06	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	42.0	42.0	42.0	0.0	19.9	19.9	11.1	31.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.22	0.00	0.30	0.30	0.30	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	11.6	11.6	11.1	0.0	25.8	25.8	32.7	16.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.6	11.6	11.1	0.0	25.8	25.8	32.7	16.9	0.0
HCM2kAvg:	0	0	0	4	4	3	0	3	3	2	2	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing No Hockey 6-7pm

Intersection #3271: AUZERAIS/WOZ

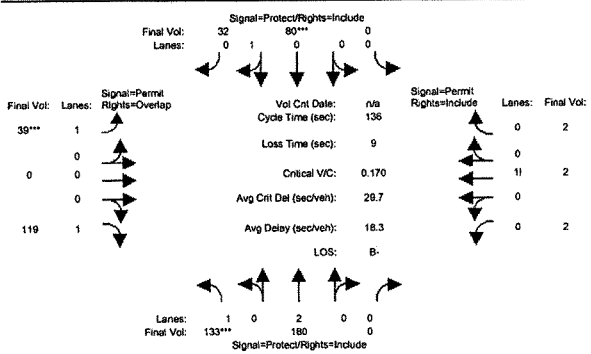


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm												
Base Vol:	59	120	0	0	45	20	15	0	89	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	120	0	0	45	20	15	0	89	2	1	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	120	0	0	45	20	15	0	89	2	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	120	0	0	45	20	15	0	89	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	120	0	0	45	20	15	0	89	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	59	120	0	0	45	20	15	0	89	2	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	0.67	0.33	1.00	0.00	1.00	0.51	0.23	0.26
Final Sat.:	1750	3800	0	0	1282	570	1750	0	1750	893	446	446
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.04	0.04	0.01	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	55.3	113	0.0	0.0	57.6	57.6	14.1	0.0	69.4	14.1	14.1	14.1
Volume/Cap:	0.08	0.04	0.00	0.00	0.08	0.08	0.08	0.00	0.10	0.02	0.02	0.02
Delay/Veh:	24.8	2.0	0.0	0.0	23.5	23.5	55.3	0.0	17.2	54.8	54.8	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	2.0	0.0	0.0	23.5	23.5	55.3	0.0	17.2	54.8	54.8	54.8
HCM2kAvg:	1	0	0	0	2	1	1	0	2	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background No Hockey 6-7pm

Intersection #3271: AUZERAIS/WOZ

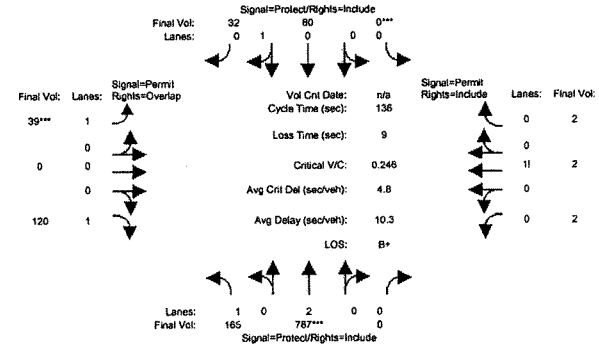


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	133	180	0	0	80	32	39	0	119	2	2	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	180	0	0	80	32	39	0	119	2	2	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	180	0	0	80	32	39	0	119	2	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	180	0	0	80	32	39	0	119	2	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	180	0	0	80	32	39	0	119	2	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	180	0	0	80	32	39	0	119	2	2	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	0.70	0.30	1.00	0.00	1.00	0.34	0.32	0.34
Final Sat.:	1750	3800	0	0	1325	530	1750	0	1750	599	599	599
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.00	0.00	0.06	0.06	0.02	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	60.8	109	0.0	0.0	48.3	48.3	17.8	0.0	78.7	17.8	17.8	17.8
Volume/Cap:	0.17	0.06	0.00	0.00	0.17	0.17	0.17	0.00	0.12	0.03	0.03	0.03
Delay/Veh:	22.6	2.8	0.0	0.0	30.2	30.2	52.9	0.0	13.0	51.5	51.5	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	2.8	0.0	0.0	30.2	30.2	52.9	0.0	13.0	51.5	51.5	51.5
HCM2kAvg:	3	1	0	0	3	3	2	0	2	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project No Hockey 6-7pm

Intersection #3271: AUZERAIS/WOZ

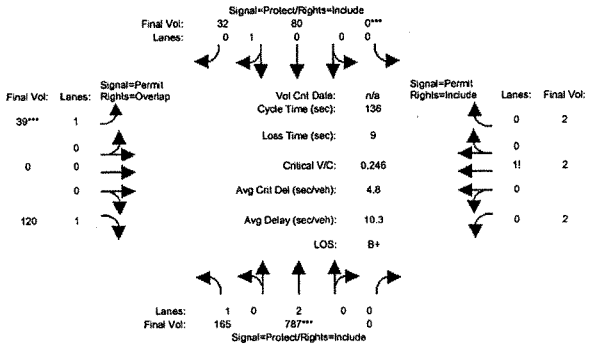


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	133	180	0	0	80	32	39	0	119	2	2	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	180	0	0	80	32	39	0	119	2	2	2
Added Vol:	32	607	0	0	0	0	0	0	1	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	787	0	0	80	32	39	0	120	2	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	787	0	0	80	32	39	0	120	2	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	787	0	0	80	32	39	0	120	2	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	165	787	0	0	80	32	39	0	120	2	2	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	0.70	0.30	1.00	0.00	1.00	0.34	0.32	0.34
Final Sat.:	1750	3800	0	0	1325	530	1750	0	1750	599	599	599
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.00	0.00	0.06	0.06	0.02	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	64.4	115	0.0	0.0	50.2	50.2	12.3	0.0	76.8	12.3	12.3	12.3
Volume/Cap:	0.20	0.25	0.00	0.00	0.16	0.16	0.25	0.00	0.12	0.04	0.04	0.04
Delay/Veh:	20.9	2.2	0.0	0.0	28.9	28.9	58.3	0.0	13.9	56.5	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	2.2	0.0	0.0	28.9	28.9	58.3	0.0	13.9	56.5	56.5	56.5
HCM2kAvg:	4	3	0	0	3	3	2	0	2	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj No Hockey 6-7pm

Intersection #3271: AUZERAIS/WOZ

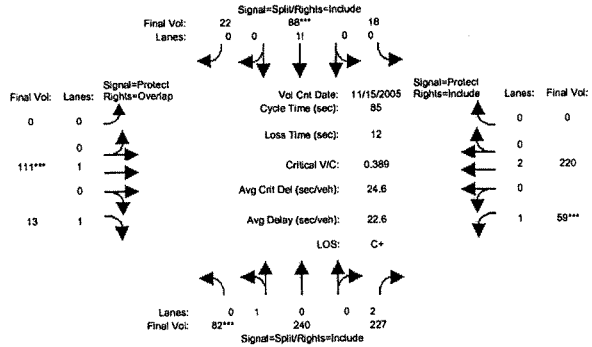


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	133	180	0	0	80	32	39	0	119	2	2	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	180	0	0	80	32	39	0	119	2	2	2
Added Vol:	32	607	0	0	0	0	0	0	1	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	787	0	0	80	32	39	0	120	2	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	787	0	0	80	32	39	0	120	2	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	787	0	0	80	32	39	0	120	2	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	165	787	0	0	80	32	39	0	120	2	2	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	0.70	0.30	1.00	0.00	1.00	0.34	0.32	0.34
Final Sat.:	1750	3800	0	0	1325	530	1750	0	1750	599	599	599
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.00	0.00	0.06	0.06	0.02	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	64.4	115	0.0	0.0	50.2	50.2	12.3	0.0	76.8	12.3	12.3	12.3
Volume/Cap:	0.20	0.25	0.00	0.00	0.16	0.16	0.25	0.00	0.12	0.04	0.04	0.04
Delay/Veh:	20.9	2.2	0.0	0.0	28.9	28.9	58.3	0.0	13.9	56.5	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	2.2	0.0	0.0	28.9	28.9	58.3	0.0	13.9	56.5	56.5	56.5
HCM2kAvg:	4	3	0	0	3	3	2	0	2	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing No Hockey 6-7pm

Intersection #3445: DELMAS/PARK*

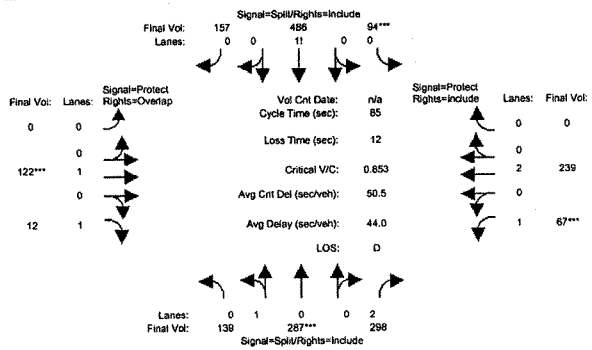


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 15 Nov 2005 << 6-7pm												
Base Vol:	82	240	227	18	88	22	0	111	13	59	220	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	240	227	18	88	22	0	111	13	59	220	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	240	227	18	88	22	0	111	13	59	220	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	240	227	18	88	22	0	111	13	59	220	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	240	227	18	88	22	0	111	13	59	220	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	240	227	18	88	22	0	111	13	59	220	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.27	0.73	2.00	0.15	0.67	0.18	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	474	1386	3150	260	1272	318	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.07	0.07	0.07	0.07	0.00	0.06	0.01	0.03	0.06	0.00
Crit Moves:	****				****			****		****		
Green Time:	37.8	37.8	37.8	15.1	15.1	15.1	0.0	12.8	50.5	7.4	20.1	0.0
Volume/Cap:	0.39	0.39	0.16	0.39	0.39	0.39	0.00	0.39	0.01	0.39	0.24	0.00
Delay/Veh:	16.2	16.2	14.2	31.6	31.6	31.6	0.0	33.5	7.0	38.4	26.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	14.2	31.6	31.6	31.6	0.0	33.5	7.0	38.4	26.4	0.0
HCM2kAvg:	5	6	2	3	3	3	0	3	0	2	2	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background No Hockey 6-7pm

Intersection #3445: DELMAS/PARK*

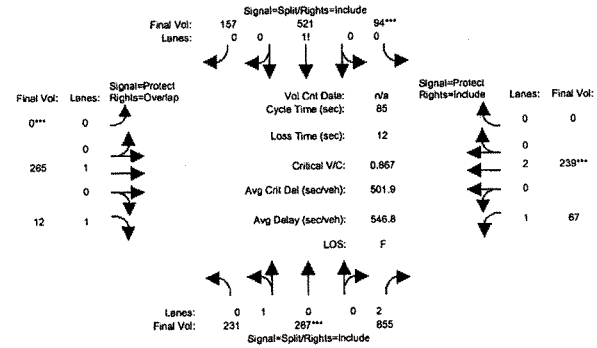


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	139	287	298	94	486	157	0	122	12	67	239	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	287	298	94	486	157	0	122	12	67	239	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	287	298	94	486	157	0	122	12	67	239	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	287	298	94	486	157	0	122	12	67	239	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	287	298	94	486	157	0	122	12	67	239	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	139	287	298	94	486	157	0	122	12	67	239	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.34	0.66	2.00	0.13	0.65	0.22	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	603	1245	3150	235	1217	393	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.09	0.40	0.40	0.40	0.00	0.06	0.01	0.04	0.06	0.00
Crit Moves:		****		****				****		****		
Green Time:	20.5	20.5	20.5	35.5	35.5	35.5	0.0	10.0	30.5	7.0	17.0	0.0
Volume/Cap:	0.96	0.96	0.39	0.96	0.96	0.96	0.00	0.55	0.02	0.46	0.31	0.00
Delay/Veh:	63.2	63.2	27.4	46.2	46.2	46.2	0.0	38.2	17.6	39.6	29.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	63.2	27.4	46.2	46.2	46.2	0.0	38.2	17.6	39.6	29.3	0.0
HCM2kAvg:	15	16	4	24	25	24	0	4	0	2	3	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project No Hockey 6-7pm

Intersection #3445: DELMAS/PARK*

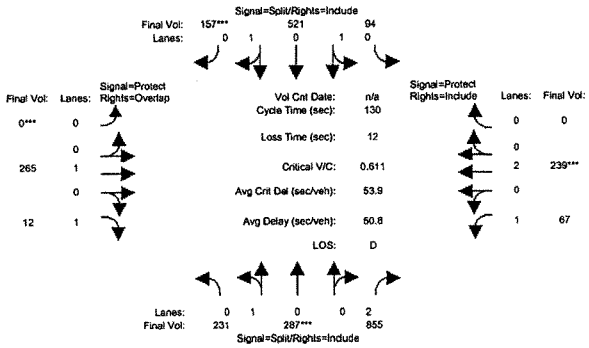


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	24	24	24	0	39	39	7	55	0
Volume Module: 6-7pm												
Base Vol:	139	287	298	94	486	157	0	122	12	67	239	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	287	298	94	486	157	0	122	12	67	239	0
Added Vol:	92	0	557	0	35	0	0	143	0	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	287	855	94	521	157	0	265	12	67	239	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	287	855	94	521	157	0	265	12	67	239	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	287	855	94	521	157	0	265	12	67	239	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	287	855	94	521	157	0	265	12	67	239	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.53	2.00	0.13	0.66	0.21	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	816	1014	3150	225	1247	376	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.27	0.42	0.42	0.42	0.00	0.14	0.01	0.04	0.06	0.00
Crit Moves:		****		****			****				****	
Green Time:	8.4	8.4	8.4	20.2	20.2	20.2	0.0	39.2	47.7	7.0	46.3	0.0
Volume/Cap:	2.86	2.86	2.74	1.76	1.76	1.76	0.00	0.30	0.01	0.46	0.12	0.00
Delay/Veh:	897.0	897	838.1	388.7	389	388.7	0.0	17.2	9.8	46.5	11.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	897.0	897	838.1	388.7	389	388.7	0.0	17.2	9.8	46.5	11.2	0.0
HCM2kAvg:	56	60	47	62	67	62	0	5	0	3	2	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj No Hockey 6-7pm

Intersection #3445: DELMAS/PARK*

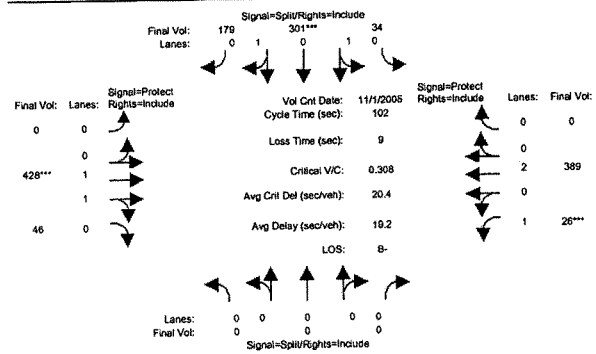


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	26	26	26	0	30	30	7	46	0
Volume Module: 6-7pm												
Base Vol:	139	287	298	94	486	157	0	122	12	67	239	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	287	298	94	486	157	0	122	12	67	239	0
Added Vol:	92	0	557	0	35	0	0	143	0	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	287	855	94	521	157	0	265	12	67	239	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	287	855	94	521	157	0	265	12	67	239	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	287	855	94	521	157	0	265	12	67	239	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	287	855	94	521	157	0	265	12	67	239	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.53	2.00	0.26	1.31	0.43	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	816	1014	3150	450	2495	752	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.27	0.21	0.21	0.21	0.00	0.14	0.01	0.04	0.06	0.00
Crit Moves:		****				****	****				****	
Green Time:	41.4	41.4	41.4	30.6	30.6	30.6	0.0	37.3	78.7	8.7	46.0	0.0
Volume/Cap:	0.89	0.89	0.85	0.89	0.89	0.89	0.00	0.49	0.01	0.57	0.18	0.00
Delay/Veh:	57.5	57.5	48.5	59.1	59.1	59.1	0.0	39.1	10.2	65.5	29.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	57.5	48.5	59.1	59.1	59.1	0.0	39.1	10.2	65.5	29.0	0.0
HCM2kAvg:	22	23	18	17	18	17	0	9	0	3	3	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing No Hockey 6-7pm

Intersection #3446: DELMAS/SAN CARLOS

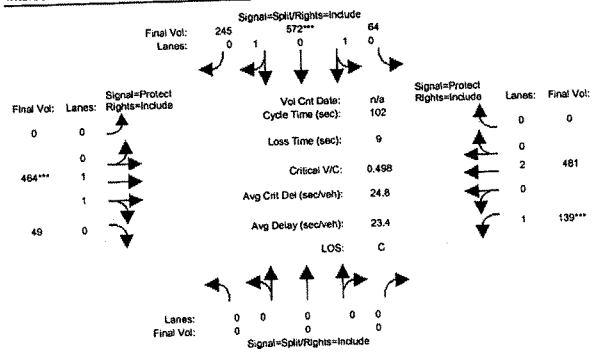


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm												
Base Vol:	0	0	0	34	301	179	0	428	46	26	389	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	301	179	0	428	46	26	389	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	34	301	179	0	428	46	26	389	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	301	179	0	428	46	26	389	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	301	179	0	428	46	26	389	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	34	301	179	0	428	46	26	389	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.14	1.13	0.73	0.00	1.79	0.21	1.00	2.00	0.00
Final Sat.:	0	0	0	243	2149	1278	0	3403	366	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.14	0.00	0.13	0.13	0.01	0.10	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	45.3	45.3	45.3	0.0	40.7	40.7	7.0	47.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.32	0.00	0.32	0.32	0.22	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	18.4	18.4	18.4	0.0	21.2	21.2	45.8	16.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.4	18.4	18.4	0.0	21.2	21.2	45.8	16.2	0.0
HCM2kAvg:	0	0	0	5	5	5	0	5	5	1	4	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background No Hockey 6-7pm

Intersection #3446: DELMAS/SAN CARLOS

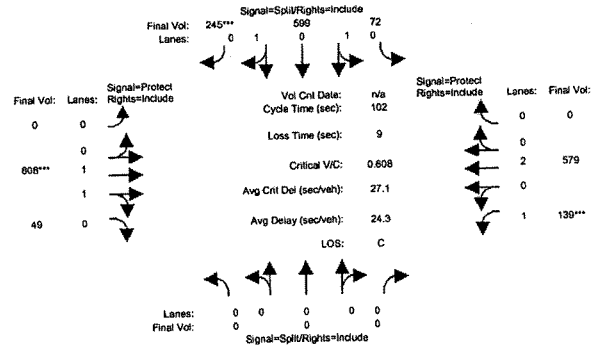


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	64	572	245	0	464	49	139	481	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	64	572	245	0	464	49	139	481	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	64	572	245	0	464	49	139	481	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	64	572	245	0	464	49	139	481	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	572	245	0	464	49	139	481	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	64	572	245	0	464	49	139	481	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.15	1.26	0.59	0.00	1.79	0.21	1.00	2.00	0.00
Final Sat.:	0	0	0	268	2395	1026	0	3409	360	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.24	0.00	0.14	0.14	0.08	0.13	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	48.9	48.9	48.9	0.0	27.9	27.9	16.3	44.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.50	0.50	0.00	0.50	0.50	0.50	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	18.4	18.4	18.4	0.0	31.6	31.6	40.5	18.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.4	18.4	18.4	0.0	31.6	31.6	40.5	18.9	0.0
HCM2kAvg:	0	0	0	9	10	9	0	7	7	5	5	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project No Hockey 6-7pm

Intersection #3446: DELMAS/SAN CARLOS

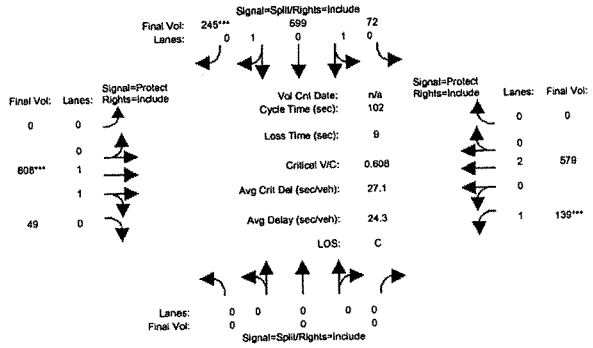


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	64	572	245	0	464	49	139	481	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	64	572	245	0	464	49	139	481	0
Added Vol:	0	0	0	8	27	0	0	344	0	0	98	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	72	599	245	0	808	49	139	579	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	599	245	0	808	49	139	579	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	599	245	0	808	49	139	579	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	72	599	245	0	808	49	139	579	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	1.27	0.56	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	0	0	0	290	2413	987	0	3565	216	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.23	0.23	0.08	0.15	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	41.6	41.6	41.6	0.0	38.0	38.0	13.3	51.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.61	0.61	0.61	0.00	0.61	0.61	0.61	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	24.5	24.5	24.5	0.0	26.7	26.7	46.5	14.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.5	24.5	24.5	0.0	26.7	26.7	46.5	14.9	0.0
HCM2kAvg:	0	0	0	11	12	11	0	11	11	5	5	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj No Hockey 6-7pm

Intersection #3446: DELMAS/SAN CARLOS

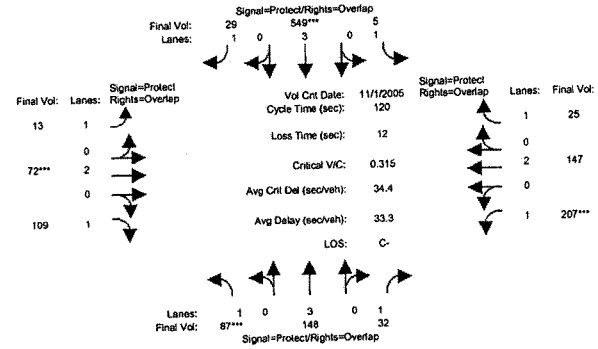


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	64	572	245	0	464	49	139	481	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	64	572	245	0	464	49	139	481	0
Added Vol:	0	0	0	8	27	0	0	344	0	0	98	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	72	599	245	0	808	49	139	579	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	599	245	0	808	49	139	579	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	599	245	0	808	49	139	579	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	72	599	245	0	808	49	139	579	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	1.27	0.56	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	0	0	0	290	2413	987	0	3565	216	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.23	0.23	0.08	0.15	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	41.6	41.6	41.6	0.0	38.0	38.0	13.3	51.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.61	0.61	0.61	0.00	0.61	0.61	0.61	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	24.5	24.5	24.5	0.0	26.7	26.7	46.5	14.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.5	24.5	24.5	0.0	26.7	26.7	46.5	14.9	0.0
HCM2kAvg:	0	0	0	11	12	11	0	11	11	5	5	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing No Hockey 6-7pm

Intersection #3709: MONTGOMERY/PARK

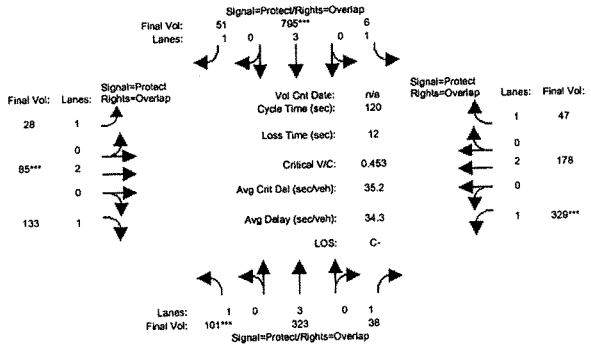


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm												
Base Vol:	87	148	32	5	549	29	13	72	109	207	147	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	148	32	5	549	29	13	72	109	207	147	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	148	32	5	549	29	13	72	109	207	147	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	148	32	5	549	29	13	72	109	207	147	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	148	32	5	549	29	13	72	109	207	147	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	87	148	32	5	549	29	13	72	109	207	147	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.02	0.00	0.10	0.02	0.01	0.02	0.06	0.12	0.04	0.01
Crit Moves:	****				****			****		****		
Green Time:	18.4	31.8	75.7	22.3	35.7	57.9	22.2	10.0	28.4	43.9	31.7	54.0
Volume/Cap:	0.32	0.10	0.03	0.02	0.32	0.03	0.04	0.23	0.26	0.32	0.15	0.03
Delay/Veh:	45.9	33.3	8.3	39.9	32.9	16.4	40.2	51.8	37.6	27.7	33.9	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	33.3	8.3	39.9	32.9	16.4	40.2	51.8	37.6	27.7	33.9	18.4
HCM2kAvg:	3	1	0	0	5	1	0	1	3	5	2	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background No Hockey 6-7pm

Intersection #3709: MONTGOMERY/PARK

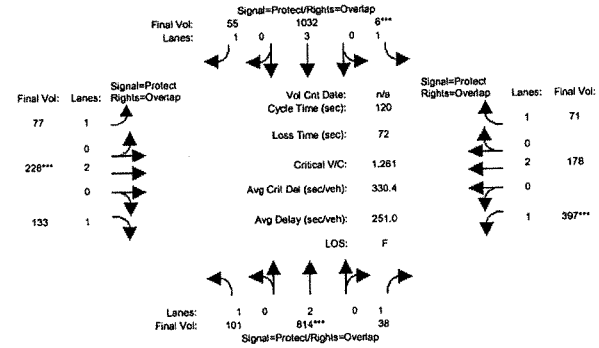


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	101	323	38	6	795	51	28	85	133	329	178	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	323	38	6	795	51	28	85	133	329	178	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	323	38	6	795	51	28	85	133	329	178	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	323	38	6	795	51	28	85	133	329	178	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	323	38	6	795	51	28	85	133	329	178	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	323	38	6	795	51	28	85	133	329	178	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.02	0.00	0.14	0.03	0.02	0.02	0.08	0.19	0.05	0.03
Crit Moves:	****				****			****		****		
Green Time:	14.7	29.5	77.3	20.7	35.5	59.3	23.8	10.0	24.7	47.8	34.0	54.7
Volume/Cap:	0.47	0.23	0.03	0.02	0.47	0.06	0.08	0.27	0.37	0.47	0.17	0.06
Delay/Veh:	50.7	36.3	7.8	41.3	34.8	15.8	39.3	52.0	41.6	27.2	32.4	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	36.3	7.8	41.3	34.8	15.8	39.3	52.0	41.6	27.2	32.4	18.3
HCM2kAvg:	4	3	0	0	8	1	1	2	4	9	2	1

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project No Hockey 6-7pm

Intersection #3709: MONTGOMERY/PARK

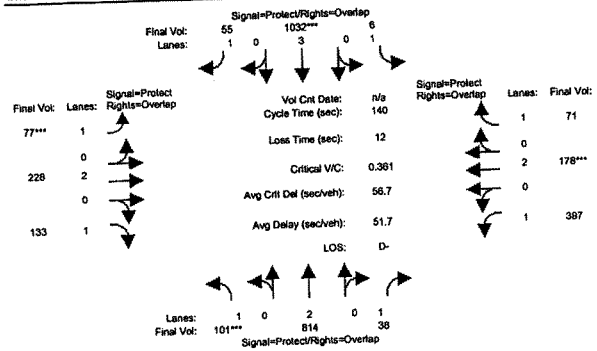


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	101	323	38	6	795	51	28	85	133	329	178	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	323	38	6	795	51	28	85	133	329	178	47
Added Vol:	0	491	0	0	237	4	49	143	0	68	0	24
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	814	38	6	1032	55	77	228	133	397	178	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	814	38	6	1032	55	77	228	133	397	178	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	814	38	6	1032	55	77	228	133	397	178	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	814	38	6	1032	55	77	228	133	397	178	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.02	0.00	0.18	0.03	0.04	0.06	0.08	0.23	0.05	0.04
Crit Moves:		****		****				****		****		
Green Time:	7.0	15.1	31.0	7.0	15.1	25.7	10.7	10.0	17.0	15.9	15.3	22.3
Volume/Cap:	0.99	1.71	0.08	0.06	1.44	0.15	0.49	0.72	0.54	1.71	0.37	0.22
Delay/Veh:	142.0	380	33.8	53.6	260	38.4	54.5	61.5	50.2	388.0	48.4	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.0	380	33.8	53.6	260	38.4	54.5	61.5	50.2	388.0	48.4	41.8
HCM2kAvg:	7	37	1	0	27	2	3	6	5	36	3	2

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj No Hockey 6-7pm

Intersection #3709: MONTGOMERY/PARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	41	41	7	41	41	7	41	41	7	73	73
Volume Module: 6-7pm												
Base Vol:	101	323	38	6	795	51	28	85	133	329	178	47
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:	101	323	38	6	795	51	28	85	133	329	178	47
Added Vol:	0	491	0	0	237	4	49	143	0	68	0	24
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	814	38	6	1032	55	77	228	133	397	178	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	814	38	6	1032	55	77	228	133	397	178	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	814	38	6	1032	55	77	228	133	397	178	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	814	38	6	1032	55	77	228	133	397	178	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.02	0.00	0.18	0.03	0.04	0.06	0.08	0.23	0.05	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.0	41.0	75.9	7.0	41.0	48.0	7.0	45.1	52.1	34.9	73.0	80.0
Volume/Cap:	1.15	0.73	0.04	0.07	0.62	0.09	0.88	0.19	0.20	0.91	0.09	0.07
Delay/Veh:	210.3	47.1	15.0	63.7	43.5	31.3	124.6	34.3	30.0	73.7	16.8	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	210.3	47.1	15.0	63.7	43.5	31.3	124.6	34.3	30.0	73.7	16.8	13.4
HCM2kAvg:	8	17	1	0	13	2	5	3	4	20	2	1

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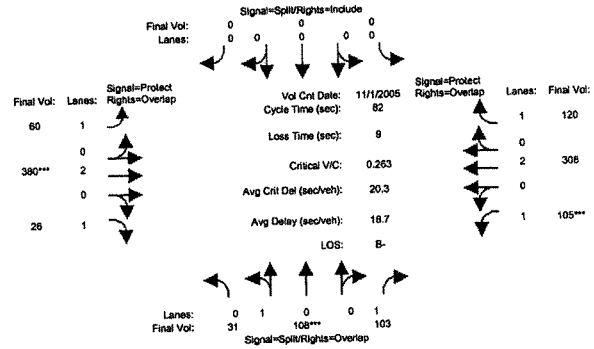
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing No Hockey 6-7pm

Intersection #3731: PARK/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm												
Base Vol:	31	108	103	0	0	0	60	380	26	105	308	120
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:	31	108	103	0	0	0	60	380	26	105	308	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	108	103	0	0	0	60	380	26	105	308	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	108	103	0	0	0	60	380	26	105	308	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	108	103	0	0	0	60	380	26	105	308	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	108	103	0	0	0	60	380	26	105	308	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.24	0.76	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	416	1449	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.06	0.00	0.00	0.00	0.03	0.10	0.01	0.06	0.08	0.07
Crit Moves:		****						****		****		
Green Time:	23.2	23.2	41.9	0.0	0.0	0.0	20.5	31.1	54.3	18.7	29.3	29.3
Volume/Cap:	0.26	0.26	0.12	0.00	0.00	0.00	0.14	0.26	0.02	0.26	0.23	0.19
Delay/Veh:	23.0	23.0	10.5	0.0	0.0	0.0	24.0	17.6	4.7	26.4	18.5	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	23.0	10.5	0.0	0.0	0.0	24.0	17.6	4.7	26.4	18.5	18.3
HCM2kAvg:	3	3	1	0	0	0	1	3	0	2	3	2

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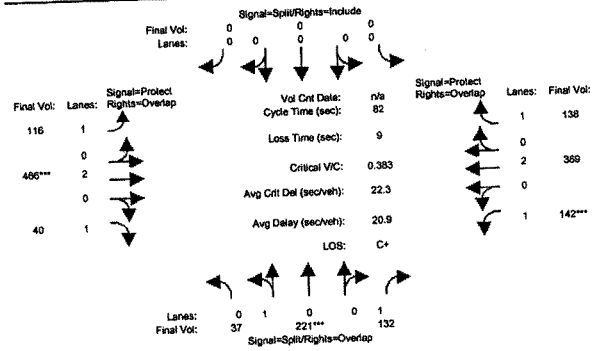
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background No Hockey 6-7pm

Intersection #3731: PARK/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	37	221	132	0	0	0	116	466	40	142	369	138
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:	37	221	132	0	0	0	116	466	40	142	369	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	221	132	0	0	0	116	466	40	142	369	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	221	132	0	0	0	116	466	40	142	369	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	221	132	0	0	0	116	466	40	142	369	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	221	132	0	0	0	116	466	40	142	369	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.15	0.85	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	269	1608	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.08	0.00	0.00	0.00	0.07	0.12	0.02	0.08	0.10	0.08
Crit Moves:		****						****		****		
Green Time:	29.4	29.4	46.8	0.0	0.0	0.0	18.0	26.2	55.6	17.4	25.6	25.6
Volume/Cap:	0.38	0.38	0.13	0.00	0.00	0.00	0.30	0.38	0.03	0.38	0.31	0.25
Delay/Veh:	19.9	19.9	8.2	0.0	0.0	0.0	27.2	21.8	4.3	28.4	21.6	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	19.9	8.2	0.0	0.0	0.0	27.2	21.8	4.3	28.4	21.6	21.3
HCM2kAvg:	5	5	2	0	0	0	3	5	0	3	4	3

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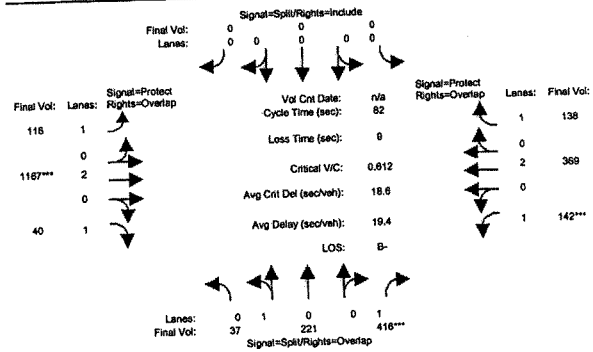
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project No Hockey 6-7pm

Intersection #3731: PARK/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	37	221	132	0	0	0	116	466	40	142	369	138
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:	37	221	132	0	0	0	116	466	40	142	369	138
Added Vol:	0	0	284	0	0	0	0	701	0	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	221	416	0	0	0	116	1167	40	142	369	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	221	416	0	0	0	116	1167	40	142	369	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	221	416	0	0	0	116	1167	40	142	369	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	221	416	0	0	0	116	1167	40	142	369	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.15	0.85	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	269	1608	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.24	0.00	0.00	0.00	0.07	0.31	0.02	0.08	0.10	0.08
Crit Moves:			****					****		****		
Green Time:	20.6	20.6	31.5	0.0	0.0	0.0	21.6	41.5	62.0	11.0	30.8	30.8
Volume/Cap:	0.55	0.55	0.62	0.00	0.00	0.00	0.25	0.61	0.03	0.61	0.26	0.21
Delay/Veh:	28.0	28.0	22.1	0.0	0.0	0.0	24.1	15.0	2.5	38.0	17.8	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	28.0	22.1	0.0	0.0	0.0	24.1	15.0	2.5	38.0	17.8	17.5
HCM2kAvg:	6	6	9	0	0	0	2	11	0	4	3	2

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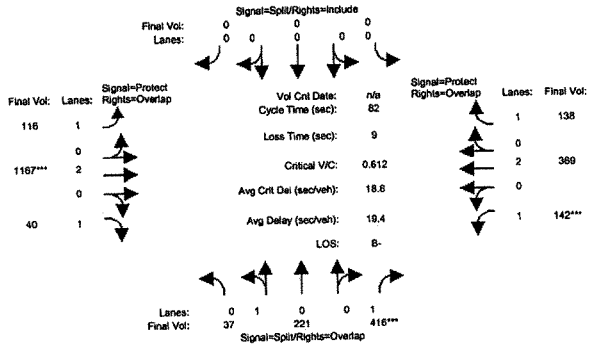
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj No Hockey 6-7pm

Intersection #3731: PARK/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	37	221	132	0	0	0	116	466	40	142	369	138
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:	37	221	132	0	0	0	116	466	40	142	369	138
Added Vol:	0	0	284	0	0	0	0	701	0	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	221	416	0	0	0	116	1167	40	142	369	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	221	416	0	0	0	116	1167	40	142	369	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	221	416	0	0	0	116	1167	40	142	369	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	221	416	0	0	0	116	1167	40	142	369	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.15	0.85	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	269	1608	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.24	0.00	0.00	0.00	0.07	0.31	0.02	0.08	0.10	0.08
Crit Moves:			****					****		****		
Green Time:	20.6	20.6	31.5	0.0	0.0	0.0	21.6	41.5	62.0	11.0	30.8	30.8
Volume/Cap:	0.55	0.55	0.62	0.00	0.00	0.00	0.25	0.61	0.03	0.61	0.26	0.21
Delay/Veh:	28.0	28.0	22.1	0.0	0.0	0.0	24.1	15.0	2.5	38.0	17.8	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	28.0	22.1	0.0	0.0	0.0	24.1	15.0	2.5	38.0	17.8	17.5
HCM2kAvg:	6	6	9	0	0	0	2	11	0	4	3	2

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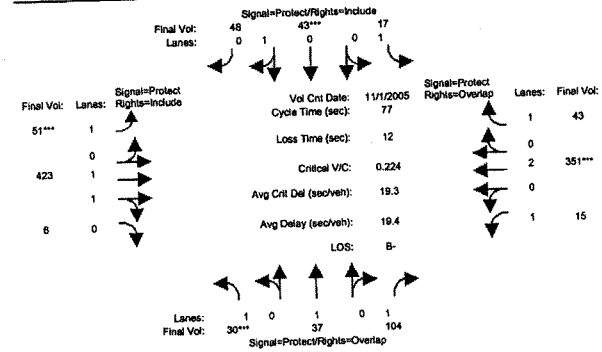
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing No Hockey 6-7pm

Intersection #3763: SAN CARLOS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm												
Base Vol:	30	37	104	17	43	48	51	423	6	15	351	43
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:	30	37	104	17	43	48	51	423	6	15	351	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	37	104	17	43	48	51	423	6	15	351	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	37	104	17	43	48	51	423	6	15	351	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	37	104	17	43	48	51	423	6	15	351	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	37	104	17	43	48	51	423	6	15	351	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	859	959	1750	3742	53	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.06	0.01	0.05	0.05	0.03	0.11	0.11	0.01	0.09	0.02
Crit Moves:	****				****		****				****	
Green Time:	7.0	14.1	31.0	9.9	16.9	16.9	9.9	24.2	24.2	16.9	31.2	41.1
Volume/Cap:	0.19	0.11	0.15	0.08	0.23	0.23	0.23	0.36	0.36	0.04	0.23	0.05
Delay/Veh:	33.0	26.4	14.7	29.7	25.0	25.0	30.7	20.6	20.6	23.7	15.1	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	26.4	14.7	29.7	25.0	25.0	30.7	20.6	20.6	23.7	15.1	8.6
HCM2kAvg:	1	1	2	0	2	2	1	4	4	0	3	0

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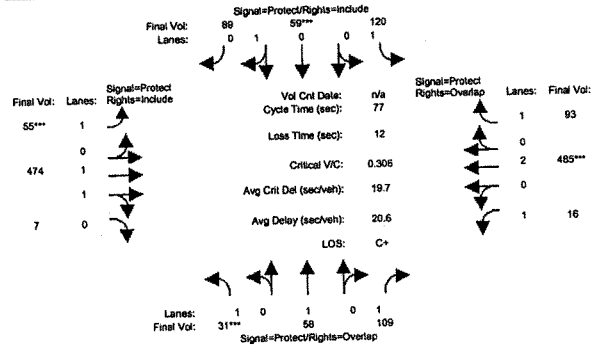
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background No Hockey 6-7pm

Intersection #3763: SAN CARLOS/WOZ

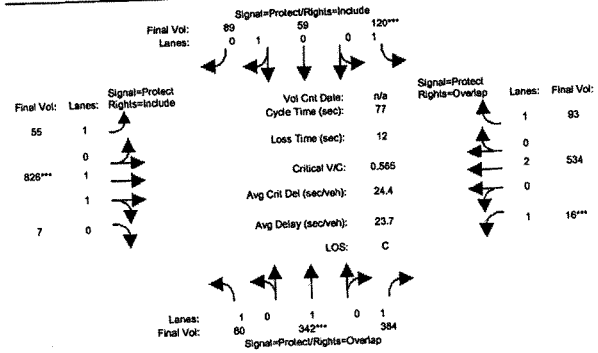


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	31	58	109	120	59	89	55	474	7	16	485	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	58	109	120	59	89	55	474	7	16	485	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	58	109	120	59	89	55	474	7	16	485	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	58	109	120	59	89	55	474	7	16	485	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	58	109	120	59	89	55	474	7	16	485	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	58	109	120	59	89	55	474	7	16	485	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	720	1087	1750	3740	55	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.06	0.07	0.08	0.08	0.03	0.13	0.13	0.01	0.13	0.05
Crit Moves:	****				****		****				****	
Green Time:	7.0	15.7	31.5	11.0	19.7	19.7	7.6	22.5	22.5	15.8	30.7	41.7
Volume/Cap:	0.19	0.15	0.15	0.48	0.32	0.32	0.32	0.43	0.43	0.04	0.32	0.10
Delay/Veh:	33.0	25.3	14.4	31.8	23.6	23.6	33.4	22.3	22.3	24.6	16.1	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	25.3	14.4	31.8	23.6	23.6	33.4	22.3	22.3	24.6	16.1	8.6
HCM2kAvg:	1	1	2	3	3	3	2	5	5	0	4	1

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project No Hockey 6-7pm

Intersection #3763: SAN CARLOS/WOZ

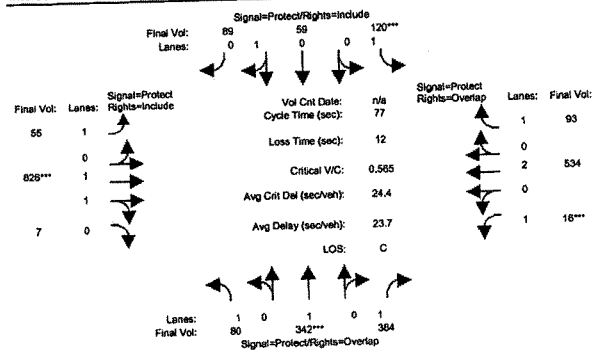


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	31	58	109	120	59	89	55	474	7	16	485	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	58	109	120	59	89	55	474	7	16	485	93
Added Vol:	49	284	275	0	0	0	0	352	0	0	49	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	342	384	120	59	89	55	826	7	16	534	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	342	384	120	59	89	55	826	7	16	534	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	342	384	120	59	89	55	826	7	16	534	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	342	384	120	59	89	55	826	7	16	534	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	720	1087	1750	3765	32	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.22	0.07	0.08	0.08	0.03	0.22	0.22	0.01	0.14	0.05
Crit Moves:		****		****				****		****		
Green Time:	12.7	22.3	29.3	8.5	18.1	18.1	13.4	27.2	27.2	7.0	20.8	29.3
Volume/Cap:	0.28	0.62	0.58	0.62	0.35	0.35	0.18	0.62	0.62	0.10	0.52	0.14
Delay/Veh:	28.7	25.9	20.2	38.8	25.0	25.0	27.4	21.5	21.5	32.4	24.4	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	25.9	20.2	38.8	25.0	25.0	27.4	21.5	21.5	32.4	24.4	15.7
HCM2kAvg:	2	8	8	4	3	3	1	9	8	0	6	1

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj No Hockey 6-7pm

Intersection #3763: SAN CARLOS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	31	58	109	120	59	89	55	474	7	16	485	93
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:	31	58	109	120	59	89	55	474	7	16	485	93
Added Vol:	49	284	275	0	0	0	0	352	0	0	49	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	342	384	120	59	89	55	826	7	16	534	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	342	384	120	59	89	55	826	7	16	534	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	342	384	120	59	89	55	826	7	16	534	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	342	384	120	59	89	55	826	7	16	534	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	720	1087	1750	3765	32	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.22	0.07	0.08	0.08	0.03	0.22	0.22	0.01	0.14	0.05
Crit Moves:		****		****				****		****		
Green Time:	12.7	22.3	29.3	8.5	18.1	18.1	13.4	27.2	27.2	7.0	20.8	29.3
Volume/Cap:	0.28	0.62	0.58	0.62	0.35	0.35	0.18	0.62	0.62	0.10	0.52	0.14
Delay/Veh:	28.7	25.9	20.2	38.8	25.0	25.0	27.4	21.5	21.5	32.4	24.4	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	25.9	20.2	38.8	25.0	25.0	27.4	21.5	21.5	32.4	24.4	15.7
HCM2kAvg:	2	8	8	4	3	3	1	9	8	0	6	1

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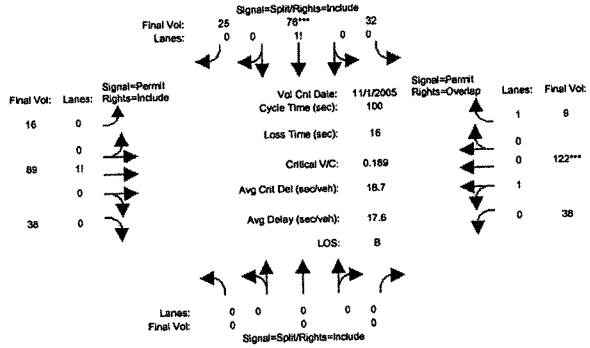
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing No Hockey 6-7pm

Intersection #3985: DELMAS/SAN FERNANDO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm												
Base Vol:	0	0	0	32	76	25	16	89	38	38	122	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	76	25	16	89	38	38	122	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	76	25	16	89	38	38	122	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	76	25	16	89	38	38	122	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	76	25	16	89	38	38	122	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	32	76	25	16	89	38	38	122	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.25	0.55	0.20	0.12	0.60	0.28	0.25	0.75	1.00
Final Sat.:	0	0	0	441	1047	344	206	1145	489	442	1420	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.07	0.08	0.08	0.08	0.09	0.09	0.01
Crit Moves:					****						****	
Green Time:	0.0	0.0	0.0	38.5	38.5	38.5	45.5	45.5	45.5	45.5	45.5	84.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.19	0.19	0.17	0.17	0.17	0.19	0.19	0.01
Delay/Veh:	0.0	0.0	0.0	21.0	21.0	21.0	16.5	16.5	16.5	16.7	16.7	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.0	21.0	21.0	16.5	16.5	16.5	16.7	16.7	1.3
HCM2kAvg:	0	0	0	3	3	3	2	3	2	3	3	0

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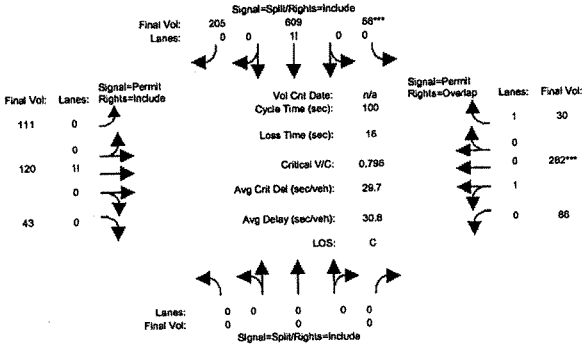
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background No Hockey 6-7pm

Intersection #3985: DELMAS/SAN FERNANDO

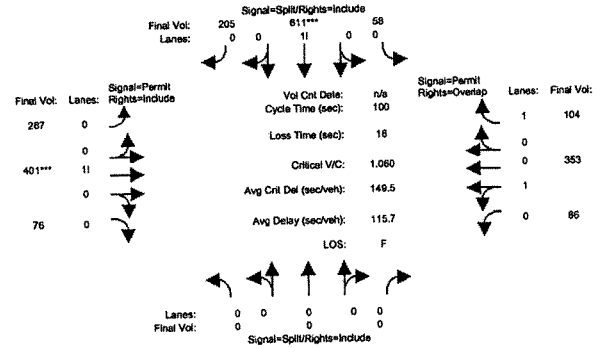


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	58	609	205	111	120	43	86	282	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	609	205	111	120	43	86	282	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	609	205	111	120	43	86	282	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	609	205	111	120	43	86	282	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	609	205	111	120	43	86	282	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	58	609	205	111	120	43	86	282	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.07	0.68	0.25	0.42	0.42	0.16	0.25	0.75	1.00
Final Sat.:	0	0	0	123	1294	435	734	794	284	435	1427	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.47	0.47	0.47	0.15	0.15	0.15	0.20	0.20	0.02
Crit Moves:				****							****	
Green Time:	0.0	0.0	0.0	59.2	59.2	59.2	24.8	24.8	24.8	24.8	24.8	84.0
Volume/Cap:	0.00	0.00	0.00	0.80	0.80	0.80	0.61	0.61	0.61	0.80	0.80	0.02
Delay/Veh:	0.0	0.0	0.0	21.8	21.8	21.8	39.3	39.3	39.3	48.5	48.5	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.8	21.8	21.8	39.3	39.3	39.3	48.5	48.5	1.3
HCM2kAvg:	0	0	0	21	23	21	8	9	8	12	13	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project No Hockey 6-7pm

Intersection #3985: DELMAS/SAN FERNANDO

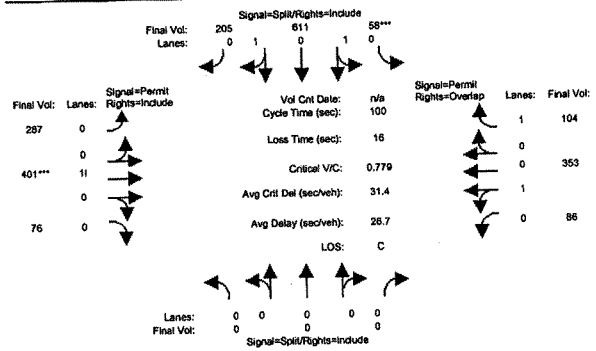


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	8	0	16	16	16	52	52	52	52	52	52
Volume Module: 6-7pm												
Base Vol:	0	0	0	58	609	205	111	120	43	86	282	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	609	205	111	120	43	86	282	30
Added Vol:	0	0	0	0	2	0	176	281	33	0	71	74
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	611	205	287	401	76	86	353	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	611	205	287	401	76	86	353	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	611	205	287	401	76	86	353	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	58	611	205	287	401	76	86	353	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.07	0.68	0.25	0.39	0.51	0.10	0.21	0.79	1.00
Final Sat.:	0	0	0	123	1295	434	686	958	182	366	1503	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.47	0.47	0.47	0.42	0.42	0.42	0.23	0.23	0.06
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	32.0	32.0	32.0	52.0	52.0	52.0	52.0	52.0	84.0
Volume/Cap:	0.00	0.00	0.00	1.47	1.47	1.47	0.80	0.80	0.80	0.45	0.45	0.07
Delay/Veh:	0.0	0.0	0.0	256.6	257	256.6	27.0	27.0	27.0	16.6	16.6	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	256.6	257	256.6	27.0	27.0	27.0	16.6	16.6	1.5
HCM2kAvg:	0	0	0	59	64	59	20	22	20	8	9	1

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mil Proj No Hockey 6-7pm

Intersection #3985: DELMAS/SAN FERNANDO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	8	0	16	16	16	54	54	54	54	54	54
Volume Module: 6-7pm												
Base Vol:	0	0	0	58	609	205	111	120	43	86	282	30
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	58	609	205	111	120	43	86	282	30
Added Vol:	0	0	0	0	2	0	176	281	33	0	71	74
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	611	205	287	401	76	86	353	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	611	205	287	401	76	86	353	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	611	205	287	401	76	86	353	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	58	611	205	287	401	76	86	353	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.14	1.36	0.50	0.39	0.51	0.10	0.21	0.79	1.00
Final Sat.:	0	0	0	246	2590	869	686	958	182	366	1503	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.24	0.42	0.42	0.42	0.23	0.23	0.06
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	30.0	30.0	30.0	54.0	54.0	54.0	54.0	54.0	84.0
Volume/Cap:	0.00	0.00	0.00	0.79	0.79	0.79	0.77	0.77	0.77	0.44	0.44	0.07
Delay/Veh:	0.0	0.0	0.0	37.7	37.7	37.7	24.1	24.1	24.1	15.2	15.2	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.7	37.7	37.7	24.1	24.1	24.1	15.2	15.2	1.5
HCM2kAvg:	0	0	0	14	14	14	19	21	19	8	8	1

San Jose Ballpark

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Existing w/Hockey 6-7pm				Background w/Hockey 6-7pm				Project w/Hockey 6-7pm						Mit Proj w/Hockey2 6-7pm			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#3013 87/JULIAN (E) *	D	40.7	0.461	41.7	D	43.7	0.598	44.3	D-	54.2	0.927	+ 0.329	55.3	+ 11.0	D-	54.2	0.927	55.3
#3014 87/JULIAN (W)	B-	19.8	0.350	21.7	C+	20.5	0.500	23.2	C+	22.2	0.766	+ 0.266	29.9	+ 6.7	C+	22.2	0.766	29.9
#3015 87/SANTA CLARA	B	17.7	0.509	18.4	B-	18.7	0.600	19.7	D-	52.0	1.077	+ 0.478	70.4	+ 50.7	D-	52.0	1.077	70.4
#3032 280/BIRD (N)	C	25.5	0.583	30.5	C	26.1	0.742	31.9	C	27.3	0.803	+ 0.061	34.4	+ 2.5	C	27.3	0.803	34.4
#3033 280/BIRD (S)	C	26.7	0.540	34.3	C	29.5	0.718	37.8	D	41.4	0.959	+ 0.242	62.1	+ 24.3	D	41.4	0.959	62.1
#3066 AUTUMN/SANTA CLARA	B-	19.1	0.485	21.0	C-	32.2	0.765	36.8	D+	37.8	0.788	+ 0.024	48.1	+ 11.3	D+	38.3	0.804	49.2
#3077 BIRD/SAN CARLOS	D+	36.4	0.520	40.2	D+	37.6	0.656	41.8	D	39.2	0.751	+ 0.095	42.1	+ 0.3	D	47.9	0.897	55.7
#3209 87/WOZ	A	8.1	0.131	7.7	A	9.5	0.173	8.9	A	7.1	0.460	+ 0.288	6.1	- 2.8	A	7.1	0.460	6.1
#3264 AUTUMN/SAN FERNANDO	A	8.2	0.194	6.6	B+	11.0	0.369	11.3	F	540.1	2.288	+ 1.919	639.2	+ 627.9	D+	36.8	0.534	34.2
#3266 AUZERAIS/BIRD	C+	20.9	0.357	22.1	C	25.4	0.552	27.7	C	25.4	0.591	+ 0.039	28.3	+ 0.6	C	27.9	0.654	32.3
#3267 AUZERAIS/DELMAS	B	13.7	0.158	14.0	B	14.4	0.289	15.2	B	14.3	0.297	+ 0.008	14.9	- 0.3	B	14.2	0.297	14.9
#3271 AUZERAIS/WOZ	B	12.8	0.088	29.7	B	15.4	0.176	30.6	A	8.6	0.348	+ 0.171	4.5	- 26.1	A	8.6	0.348	4.5
#3445 DELMAS/PARK*	C	25.0	0.468	26.7	E+	56.9	0.933	69.8	F	760.9	0.960	+ 0.027	796.8	+ 727.0	D-	54.3	0.780	58.3
#3446 DELMAS/SAN CARLOS	B-	19.4	0.329	20.8	C	24.0	0.521	25.7	C	25.3	0.662	+ 0.140	28.2	+ 2.4	C	27.8	0.745	31.4
#3709 MONTGOMERY/PARK	C-	32.7	0.295	31.2	C-	34.2	0.423	32.7	F	595.7	2.094	+ 1.672	898.9	+ 866.2	C	29.3	0.369	31.1
#3731 PARK/WOZ	B	17.8	0.315	18.7	C+	20.2	0.441	21.5	C+	22.7	0.783	+ 0.343	23.5	+ 2.0	C	23.1	0.783	23.9
#3763 SAN CARLOS/WOZ	B-	19.0	0.281	16.8	C+	21.4	0.362	20.2	C	27.7	0.737	+ 0.375	31.0	+ 10.8	C	27.7	0.737	31.0
#3985 DELMAS/SAN FERNANDO	B-	18.9	0.265	19.8	D+	35.4	0.845	32.3	F	153.3	1.088	+ 0.243	188.7	+ 156.4	C	29.4	0.792	33.5

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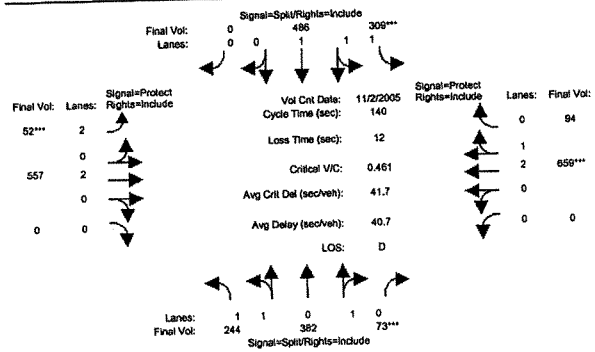
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

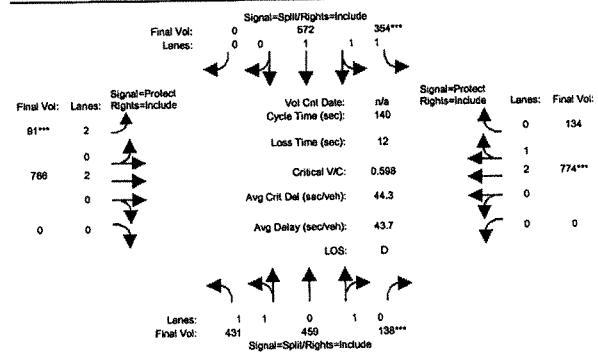
Intersection #3013: 87/JULIAN (E) *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	244	382	73	309	486	0	52	557	0	0	659	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	382	73	309	486	0	52	557	0	0	659	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	382	73	309	486	0	52	557	0	0	659	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	382	73	309	486	0	52	557	0	0	659	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	382	73	309	486	0	52	557	0	0	659	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	244	382	73	309	486	0	52	557	0	0	659	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.09	1.58	0.33	1.23	1.77	0.00	2.00	2.00	0.00	0.00	2.60	0.40
Final Sat.:	1915	2998	573	2144	3372	0	3150	3800	0	0	4936	704
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.14	0.14	0.00	0.02	0.15	0.00	0.00	0.13	0.13
Crit Moves:			****	****			****				****	
Green Time:	38.1	38.1	38.1	43.1	43.1	0.0	7.0	46.9	0.0	0.0	39.9	39.9
Volume/Cap:	0.47	0.47	0.47	0.47	0.47	0.00	0.33	0.44	0.00	0.00	0.47	0.47
Delay/Veh:	42.8	42.8	42.8	39.4	39.4	0.0	65.5	36.5	0.0	0.0	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	42.8	42.8	39.4	39.4	0.0	65.5	36.5	0.0	0.0	41.5	41.5
HCM2kAvg:	8	9	8	9	9	0	1	9	0	0	9	8

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3013: 87/JULIAN (E) *

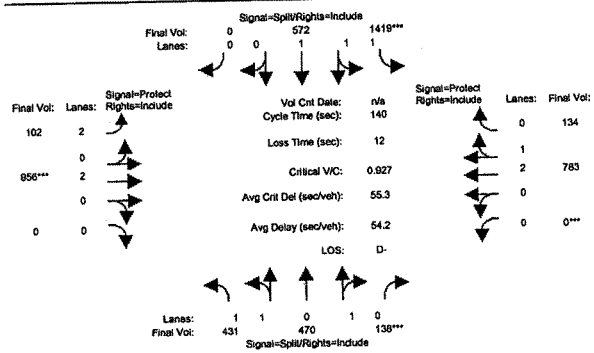


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Volume Module: 6-7pm												
Base Vol:	431	459	138	354	572	0	91	766	0	0	774	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	459	138	354	572	0	91	766	0	0	774	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	459	138	354	572	0	91	766	0	0	774	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	459	138	354	572	0	91	766	0	0	774	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	459	138	354	572	0	91	766	0	0	774	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	431	459	138	354	572	0	91	766	0	0	774	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.30	1.28	0.42	1.21	1.79	0.00	2.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	2282	2430	731	2110	3409	0	3150	3800	0	0	4798	831
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.17	0.17	0.00	0.03	0.20	0.00	0.00	0.16	0.16
Crit Moves:			****	****			****				****	
Green Time:	44.1	44.1	44.1	39.2	39.2	0.0	7.0	44.7	0.0	0.0	37.7	37.7
Volume/Cap:	0.60	0.60	0.60	0.60	0.60	0.00	0.58	0.63	0.00	0.00	0.60	0.60
Delay/Veh:	41.1	41.1	41.1	44.3	44.3	0.0	70.3	41.7	0.0	0.0	45.3	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	41.1	41.1	44.3	44.3	0.0	70.3	41.7	0.0	0.0	45.3	45.3
HCM2kAvg:	12	13	12	11	12	0	3	14	0	0	12	11

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3013: 87/JULIAN (E) *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Volume Module: 6-7pm												
Base Vol:	431	459	138	354	572	0	91	766	0	0	774	134
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:	431	459	138	354	572	0	91	766	0	0	774	134
Added Vol:	0	11	0	1065	0	0	11	190	0	0	9	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	470	138	1419	572	0	102	956	0	0	783	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	470	138	1419	572	0	102	956	0	0	783	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	470	138	1419	572	0	102	956	0	0	783	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	431	470	138	1419	572	0	102	956	0	0	783	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.29	1.30	0.41	2.00	1.00	0.00	2.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	2258	2463	723	3500	1900	0	3150	3800	0	0	4807	823
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.41	0.30	0.00	0.03	0.25	0.00	0.00	0.16	0.16
Crit Moves:			****	****				****		****		
Green Time:	28.8	28.8	28.8	61.2	61.2	0.0	8.9	38.0	0.0	0.0	29.1	29.1
Volume/Cap:	0.93	0.93	0.93	0.93	0.69	0.00	0.51	0.93	0.00	0.00	0.78	0.78
Delay/Veh:	67.5	67.5	67.5	45.0	32.4	0.0	65.6	63.5	0.0	0.0	56.1	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.5	67.5	67.5	45.0	32.4	0.0	65.6	63.5	0.0	0.0	56.1	56.1
HCM2kAvg:	18	19	18	33	20	0	3	24	0	0	14	13

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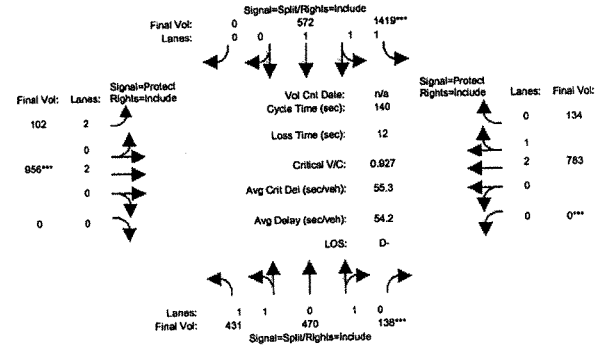
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3013: 87/JULIAN (E) *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Volume Module: 6-7pm												
Base Vol:	431	459	138	354	572	0	91	766	0	0	774	134
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:	431	459	138	354	572	0	91	766	0	0	774	134
Added Vol:	0	11	0	1065	0	0	11	190	0	0	9	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	431	470	138	1419	572	0	102	956	0	0	783	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	431	470	138	1419	572	0	102	956	0	0	783	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	470	138	1419	572	0	102	956	0	0	783	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	431	470	138	1419	572	0	102	956	0	0	783	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.29	1.30	0.41	2.00	1.00	0.00	2.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	2258	2463	723	3500	1900	0	3150	3800	0	0	4807	823
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.41	0.30	0.00	0.03	0.25	0.00	0.00	0.16	0.16
Crit Moves:			****	****				****		****		
Green Time:	28.8	28.8	28.8	61.2	61.2	0.0	8.9	38.0	0.0	0.0	29.1	29.1
Volume/Cap:	0.93	0.93	0.93	0.93	0.69	0.00	0.51	0.93	0.00	0.00	0.78	0.78
Delay/Veh:	67.5	67.5	67.5	45.0	32.4	0.0	65.6	63.5	0.0	0.0	56.1	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.5	67.5	67.5	45.0	32.4	0.0	65.6	63.5	0.0	0.0	56.1	56.1
HCM2kAvg:	18	19	18	33	20	0	3	24	0	0	14	13

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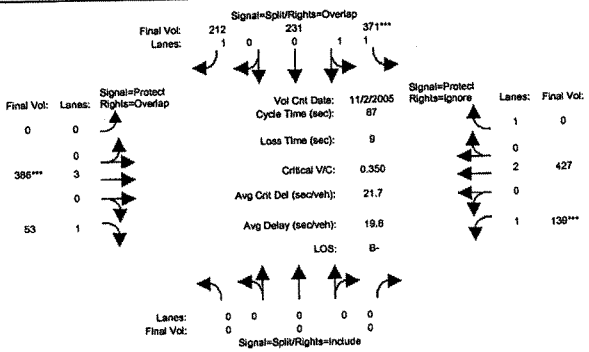
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3014: 87/JULIAN (W)

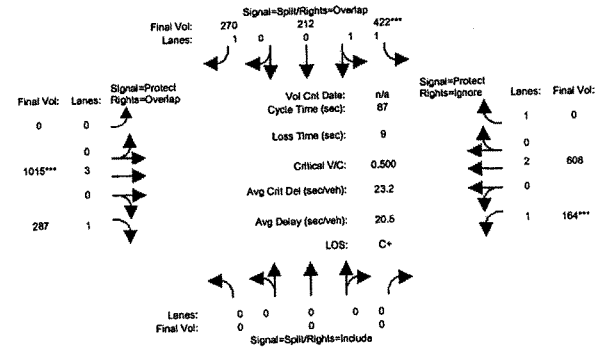


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	0	0	0	371	231	212	0	386	53	139	427	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	371	231	212	0	386	53	139	427	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	371	231	212	0	386	53	139	427	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	371	231	212	0	386	53	139	427	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	371	231	212	0	386	53	139	427	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	371	231	212	0	386	53	139	427	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.27	0.73	1.00	0.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	0	2224	1385	1750	0	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.12	0.00	0.07	0.03	0.08	0.11	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	41.4	41.4	41.4	0.0	16.8	16.8	19.7	36.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.35	0.25	0.00	0.35	0.16	0.35	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	14.4	14.4	13.7	0.0	30.6	29.4	28.8	16.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.4	14.4	13.7	0.0	30.6	29.4	28.8	16.6	0.0
HCM2kAvg:	0	0	0	5	5	3	0	3	1	3	4	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3014: 87/JULIAN (W)

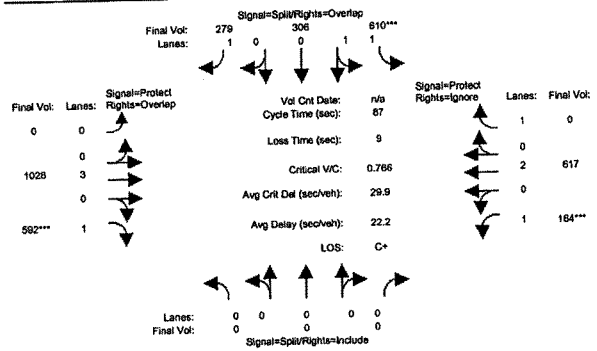


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	422	212	270	0	1015	287	164	608	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	422	212	270	0	1015	287	164	608	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	422	212	270	0	1015	287	164	608	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	422	212	270	0	1015	287	164	608	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	422	212	270	0	1015	287	164	608	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	422	212	270	0	1015	287	164	608	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.37	0.63	1.00	0.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	0	2393	1202	1750	0	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.15	0.00	0.18	0.16	0.09	0.16	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.7	30.7	30.7	0.0	31.0	31.0	16.3	47.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.50	0.44	0.00	0.50	0.46	0.50	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	22.4	22.4	22.0	0.0	22.1	22.1	32.9	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.4	22.4	22.0	0.0	22.1	22.1	32.9	10.9	0.0
HCM2kAvg:	0	0	0	7	7	6	0	7	6	5	4	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3014: 87/JULIAN (W)

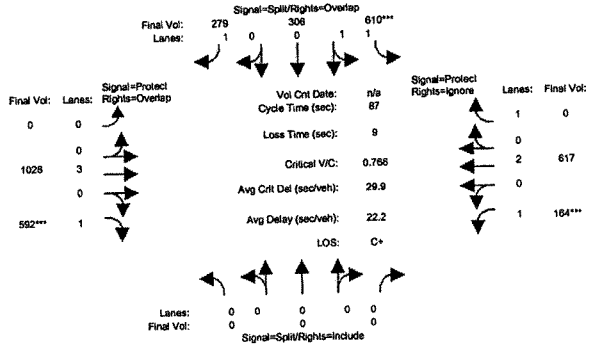


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	422	212	270	0	1015	287	164	608	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	422	212	270	0	1015	287	164	608	168
Added Vol:	0	0	0	188	94	9	0	13	305	0	9	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	610	306	279	0	1028	592	164	617	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	610	306	279	0	1028	592	164	617	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	610	306	279	0	1028	592	164	617	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	610	306	279	0	1028	592	164	617	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.37	0.63	1.00	0.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	0	2394	1201	1750	0	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.25	0.16	0.00	0.18	0.34	0.09	0.16	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	28.9	28.9	28.9	0.0	38.4	38.4	10.6	49.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.77	0.77	0.48	0.00	0.41	0.77	0.77	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	29.0	29.0	23.7	0.0	16.7	25.1	52.2	10.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.0	29.0	23.7	0.0	16.7	25.1	52.2	10.0	0.0
HCM2kAvg:	0	0	0	12	13	6	0	6	15	6	4	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3014: 87/JULIAN (W)

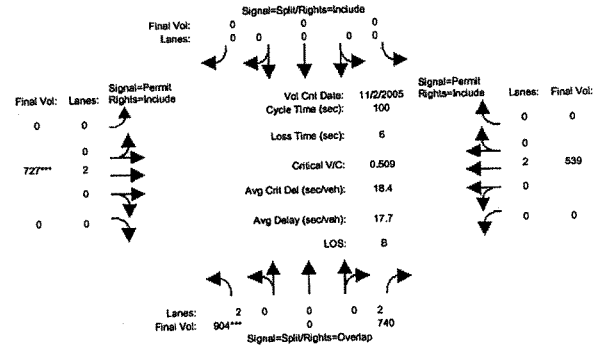


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	422	212	270	0	1015	287	164	608	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	422	212	270	0	1015	287	164	608	168
Added Vol:	0	0	0	188	94	9	0	13	305	0	9	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	610	306	279	0	1028	592	164	617	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	610	306	279	0	1028	592	164	617	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	610	306	279	0	1028	592	164	617	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	610	306	279	0	1028	592	164	617	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.37	0.63	1.00	0.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	0	2394	1201	1750	0	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.25	0.16	0.00	0.18	0.34	0.09	0.16	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	28.9	28.9	28.9	0.0	38.4	38.4	10.6	49.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.77	0.77	0.48	0.00	0.41	0.77	0.77	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	29.0	29.0	23.7	0.0	16.7	25.1	52.2	10.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.0	29.0	23.7	0.0	16.7	25.1	52.2	10.0	0.0
HCM2kAvg:	0	0	0	12	13	6	0	6	15	6	4	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3015: 87/SANTA CLARA

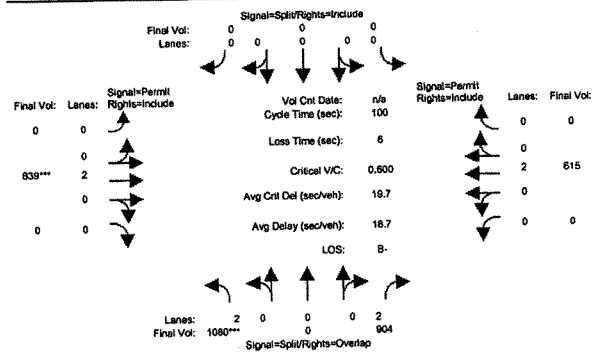


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	904	0	740	0	0	0	0	727	0	0	539	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	904	0	740	0	0	0	0	727	0	0	539	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	904	0	740	0	0	0	0	727	0	0	539	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	904	0	740	0	0	0	0	727	0	0	539	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	904	0	740	0	0	0	0	727	0	0	539	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	904	0	740	0	0	0	0	727	0	0	539	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.23	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.14	0.00
Crit Moves:	****							****				
Green Time:	56.4	0.0	56.4	0.0	0.0	0.0	0.0	37.6	0.0	0.0	37.6	0.0
Volume/Cap:	0.51	0.00	0.42	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.38	0.00
Delay/Veh:	13.6	0.0	12.6	0.0	0.0	0.0	0.0	24.4	0.0	0.0	22.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	0.0	12.6	0.0	0.0	0.0	0.0	24.4	0.0	0.0	22.9	0.0
HCM2kAvg:	9	0	7	0	0	0	0	9	0	0	6	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3015: 87/SANTA CLARA

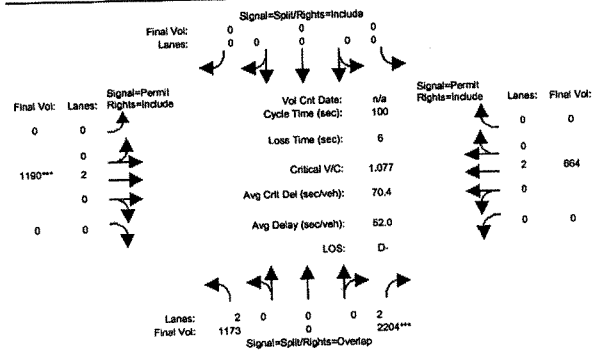


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Volume Module: 6-7pm												
Base Vol:	1080	0	904	0	0	0	0	839	0	0	615	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	0	904	0	0	0	0	839	0	0	615	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1080	0	904	0	0	0	0	839	0	0	615	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1080	0	904	0	0	0	0	839	0	0	615	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	0	904	0	0	0	0	839	0	0	615	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1080	0	904	0	0	0	0	839	0	0	615	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.29	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.16	0.00
Crit Moves:	****							****				
Green Time:	57.2	0.0	57.2	0.0	0.0	0.0	0.0	36.8	0.0	0.0	36.8	0.0
Volume/Cap:	0.60	0.00	0.50	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.44	0.00
Delay/Veh:	14.5	0.0	13.1	0.0	0.0	0.0	0.0	26.3	0.0	0.0	24.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	0.0	13.1	0.0	0.0	0.0	0.0	26.3	0.0	0.0	24.0	0.0
HCM2kAvg:	11	0	9	0	0	0	0	11	0	0	7	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3015: 87/SANTA CLARA

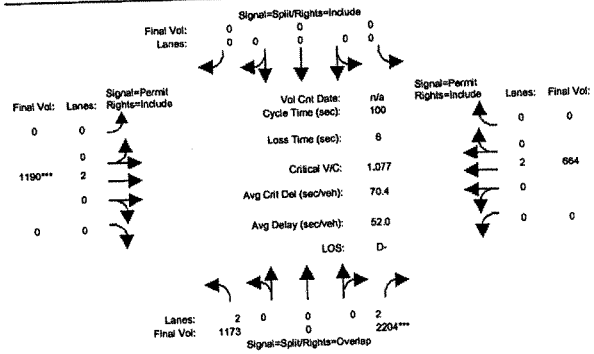


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Volume Module: 6-7pm												
Base Vol:	1080	0	904	0	0	0	0	839	0	0	615	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	0	904	0	0	0	0	839	0	0	615	0
Added Vol:	93	0	1300	0	0	0	0	351	0	0	49	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1173	0	2204	0	0	0	0	1190	0	0	664	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1173	0	2204	0	0	0	0	1190	0	0	664	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1173	0	2204	0	0	0	0	1190	0	0	664	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1173	0	2204	0	0	0	0	1190	0	0	664	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.70	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.17	0.00
Crit Moves:			****					****				
Green Time:	64.9	0.0	64.9	0.0	0.0	0.0	0.0	29.1	0.0	0.0	29.1	0.0
Volume/Cap:	0.57	0.00	1.08	0.00	0.00	0.00	0.00	1.08	0.00	0.00	0.60	0.00
Delay/Veh:	10.2	0.0	62.0	0.0	0.0	0.0	0.0	86.0	0.0	0.0	31.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	0.0	62.0	0.0	0.0	0.0	0.0	86.0	0.0	0.0	31.4	0.0
HCM2kAvg:	10	0	48	0	0	0	0	28	0	0	9	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3015: 87/SANTA CLARA

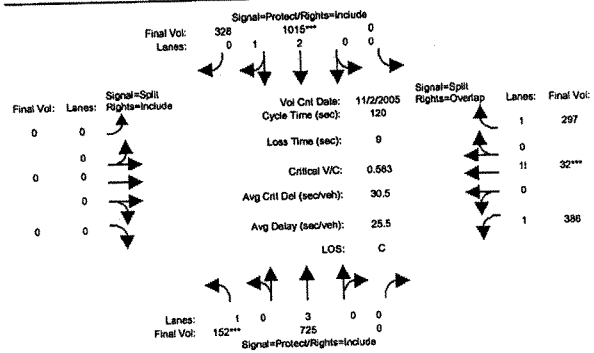


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Volume Module: 6-7pm												
Base Vol:	1080	0	904	0	0	0	0	839	0	0	615	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	0	904	0	0	0	0	839	0	0	615	0
Added Vol:	93	0	1300	0	0	0	0	351	0	0	49	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1173	0	2204	0	0	0	0	1190	0	0	664	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1173	0	2204	0	0	0	0	1190	0	0	664	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1173	0	2204	0	0	0	0	1190	0	0	664	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1173	0	2204	0	0	0	0	1190	0	0	664	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.70	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.17	0.00
Crit Moves:			****					****				
Green Time:	64.9	0.0	64.9	0.0	0.0	0.0	0.0	29.1	0.0	0.0	29.1	0.0
Volume/Cap:	0.57	0.00	1.08	0.00	0.00	0.00	0.00	1.08	0.00	0.00	0.60	0.00
Delay/Veh:	10.2	0.0	62.0	0.0	0.0	0.0	0.0	86.0	0.0	0.0	31.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	0.0	62.0	0.0	0.0	0.0	0.0	86.0	0.0	0.0	31.4	0.0
HCM2kAvg:	10	0	48	0	0	0	0	28	0	0	9	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3032: 280/BIRD (N)

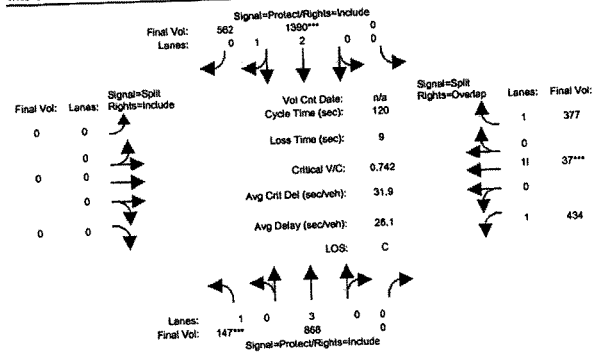


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	152	725	0	0	1015	328	0	0	0	386	32	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	725	0	0	1015	328	0	0	0	386	32	297
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	725	0	0	1015	328	0	0	0	386	32	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	725	0	0	1015	328	0	0	0	386	32	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	725	0	0	1015	328	0	0	0	386	32	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	725	0	0	1015	328	0	0	0	386	32	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.22	0.78	0.00	0.00	0.00	1.52	0.08	1.40
Final Sat.:	1750	5700	0	0	4220	1364	0	0	0	2660	151	2451
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.15	0.21	0.12
Crit Moves:	****				****						****	
Green Time:	17.9	67.4	0.0	0.0	49.5	49.5	0.0	0.0	0.0	43.6	43.6	43.6
Volume/Cap:	0.58	0.23	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.40	0.58	0.33
Delay/Veh:	50.9	13.3	0.0	0.0	27.7	27.7	0.0	0.0	0.0	28.6	31.6	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	13.3	0.0	0.0	27.7	27.7	0.0	0.0	0.0	28.6	31.6	27.7
HCM2kAvg:	6	4	0	0	13	12	0	0	0	7	12	6

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3032: 280/BIRD (N)

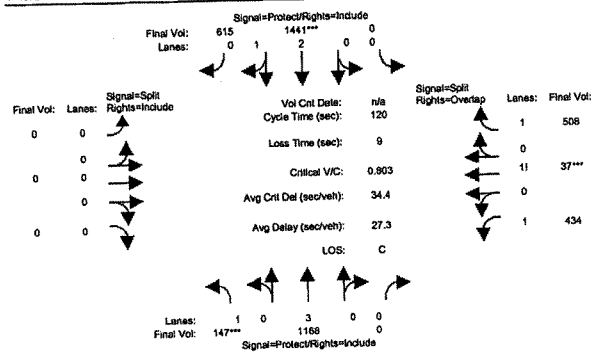


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Volume Module: 6-7pm												
Base Vol:	147	868	0	0	1390	562	0	0	0	434	37	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	868	0	0	1390	562	0	0	0	434	37	377
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	868	0	0	1390	562	0	0	0	434	37	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	868	0	0	1390	562	0	0	0	434	37	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	868	0	0	1390	562	0	0	0	434	37	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	868	0	0	1390	562	0	0	0	434	37	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.08	0.92	0.00	0.00	0.00	1.49	0.08	1.43
Final Sat.:	1750	5700	0	0	3961	1602	0	0	0	2614	147	2500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.17	0.25	0.15
Crit Moves:	****				****						****	
Green Time:	13.6	70.4	0.0	0.0	56.8	56.8	0.0	0.0	0.0	40.6	40.6	40.6
Volume/Cap:	0.74	0.26	0.00	0.00	0.74	0.74	0.00	0.00	0.00	0.49	0.74	0.45
Delay/Veh:	65.4	12.2	0.0	0.0	26.8	26.8	0.0	0.0	0.0	31.7	37.7	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	12.2	0.0	0.0	26.8	26.8	0.0	0.0	0.0	31.7	37.7	31.1
HCM2kAvg:	7	5	0	0	21	19	0	0	0	9	17	8

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3032: 280/BIRD (N)

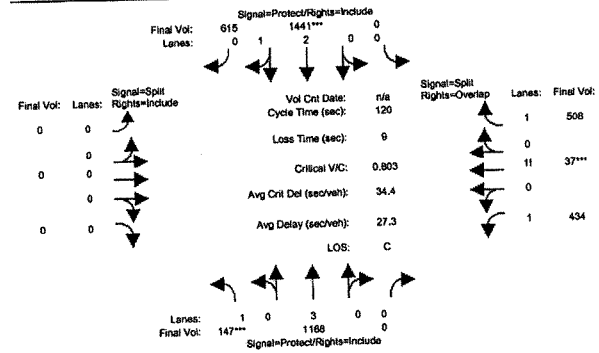


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Volume Module: 6-7pm												
Base Vol:	147	868	0	0	1390	562	0	0	0	434	37	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	868	0	0	1390	562	0	0	0	434	37	377
Added Vol:	0	300	0	0	51	53	0	0	0	0	0	131
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1168	0	0	1441	615	0	0	0	434	37	508
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1168	0	0	1441	615	0	0	0	434	37	508
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1168	0	0	1441	615	0	0	0	434	37	508
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	1168	0	0	1441	615	0	0	0	434	37	508
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.05	0.95	0.00	0.00	0.00	1.43	0.07	1.50
Final Sat.:	1750	5700	0	0	3895	1662	0	0	0	2502	128	2630
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.17	0.29	0.19
Crit Moves:	****				****						****	
Green Time:	12.6	67.9	0.0	0.0	55.3	55.3	0.0	0.0	0.0	43.1	43.1	43.1
Volume/Cap:	0.80	0.36	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.48	0.80	0.54
Delay/Veh:	74.5	14.3	0.0	0.0	29.6	29.6	0.0	0.0	0.0	30.0	38.5	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	14.3	0.0	0.0	29.6	29.6	0.0	0.0	0.0	30.0	38.5	30.8
HCM2kAvg:	7	8	0	0	24	22	0	0	0	9	20	10

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3032: 280/BIRD (N)

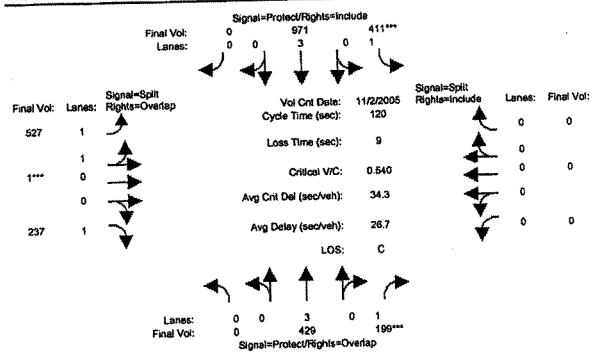


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Volume Module: 6-7pm												
Base Vol:	147	868	0	0	1390	562	0	0	0	434	37	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	868	0	0	1390	562	0	0	0	434	37	377
Added Vol:	0	300	0	0	51	53	0	0	0	0	0	131
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1168	0	0	1441	615	0	0	0	434	37	508
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1168	0	0	1441	615	0	0	0	434	37	508
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1168	0	0	1441	615	0	0	0	434	37	508
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	1168	0	0	1441	615	0	0	0	434	37	508
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.05	0.95	0.00	0.00	0.00	1.43	0.07	1.50
Final Sat.:	1750	5700	0	0	3895	1662	0	0	0	2502	128	2630
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.00	0.00	0.37	0.37	0.00	0.00	0.00	0.17	0.29	0.19
Crit Moves:	****				****						****	
Green Time:	12.6	67.9	0.0	0.0	55.3	55.3	0.0	0.0	0.0	43.1	43.1	43.1
Volume/Cap:	0.80	0.36	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.48	0.80	0.54
Delay/Veh:	74.5	14.3	0.0	0.0	29.6	29.6	0.0	0.0	0.0	30.0	38.5	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	14.3	0.0	0.0	29.6	29.6	0.0	0.0	0.0	30.0	38.5	30.8
HCM2kAvg:	7	8	0	0	24	22	0	0	0	9	20	10

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3033: 280/BIRD (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	0	429	199	411	971	0	527	1	237	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	429	199	411	971	0	527	1	237	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	429	199	411	971	0	527	1	237	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	429	199	411	971	0	527	1	237	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	429	199	411	971	0	527	1	237	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	429	199	411	971	0	527	1	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3494	7	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.11	0.23	0.17	0.00	0.15	0.15	0.14	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	25.3	25.3	52.2	77.5	0.0	33.5	33.5	33.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.36	0.54	0.54	0.26	0.00	0.54	0.54	0.48	0.00	0.00	0.00
Delay/Veh:	0.0	40.6	43.8	25.8	9.1	0.0	37.3	37.3	36.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.6	43.8	25.8	9.1	0.0	37.3	37.3	36.8	0.0	0.0	0.0
HCM2kAvg:	0	5	7	11	5	0	9	9	7	0	0	0

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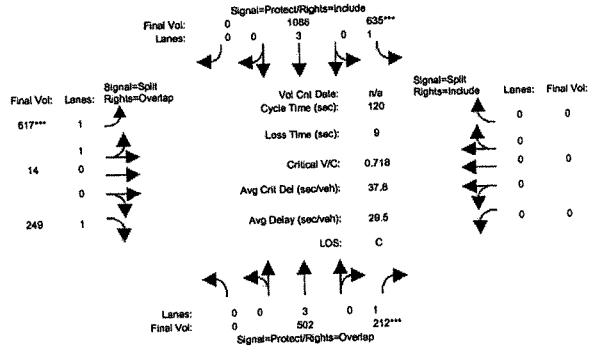
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3033: 280/BIRD (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: 6-7pm												
Base Vol:	0	502	212	635	1086	0	617	14	249	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	502	212	635	1086	0	617	14	249	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	502	212	635	1086	0	617	14	249	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	502	212	635	1086	0	617	14	249	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	502	212	635	1086	0	617	14	249	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	502	212	635	1086	0	617	14	249	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	1750	5700	0	3428	78	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.12	0.36	0.19	0.00	0.18	0.18	0.14	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	20.3	20.3	60.7	80.9	0.0	30.1	30.1	30.1	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.72	0.72	0.28	0.00	0.72	0.72	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	46.0	55.4	25.9	7.9	0.0	44.0	44.0	41.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	46.0	55.4	25.9	7.9	0.0	44.0	44.0	41.0	0.0	0.0	0.0
HCM2kAvg:	0	6	9	19	5	0	12	13	8	0	0	0

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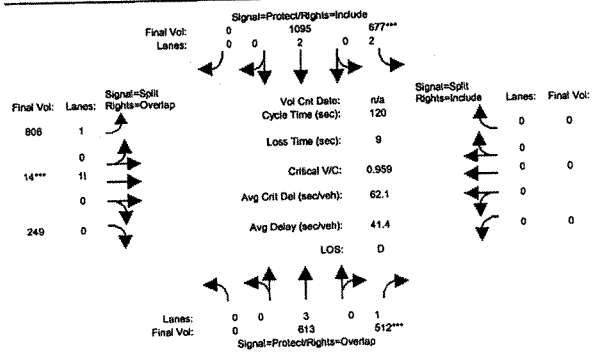
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3033: 280/BIRD (S)

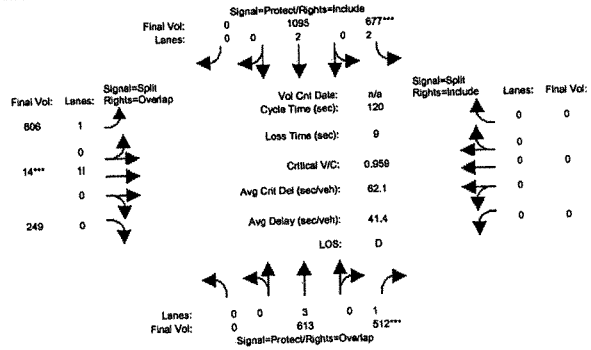


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: 6-7pm												
Base Vol:	0	502	212	635	1086	0	617	14	249	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	502	212	635	1086	0	617	14	249	0	0	0
Added Vol:	0	111	300	42	9	0	189	0	0	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	613	512	677	1095	0	806	14	249	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	613	512	677	1095	0	806	14	249	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	613	512	677	1095	0	806	14	249	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	613	512	677	1095	0	806	14	249	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.61	0.02	0.37	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2811	37	655	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.29	0.21	0.29	0.00	0.29	0.38	0.38	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	36.6	36.6	26.9	63.5	0.0	47.5	47.5	47.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.96	0.96	0.54	0.00	0.72	0.96	0.96	0.00	0.00	0.00
Delay/Veh:	0.0	32.6	69.8	70.2	19.0	0.0	32.5	53.3	53.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.6	69.8	70.2	19.0	0.0	32.5	53.3	53.3	0.0	0.0	0.0
HCM2kAvg:	0	6	24	17	13	0	17	31	29	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey/2 6-7pm

Intersection #3033: 280/BIRD (S)

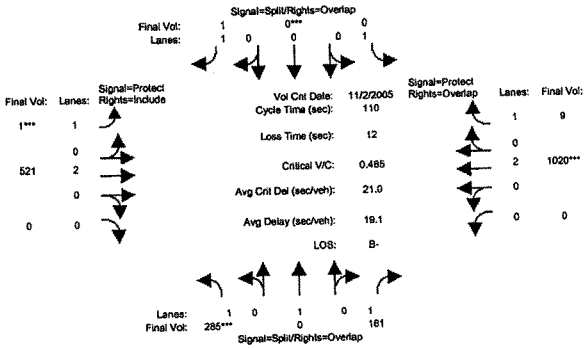


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: 6-7pm												
Base Vol:	0	502	212	635	1086	0	617	14	249	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	502	212	635	1086	0	617	14	249	0	0	0
Added Vol:	0	111	300	42	9	0	189	0	0	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	613	512	677	1095	0	806	14	249	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	613	512	677	1095	0	806	14	249	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	613	512	677	1095	0	806	14	249	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	613	512	677	1095	0	806	14	249	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.61	0.02	0.37	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2811	37	655	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.29	0.21	0.29	0.00	0.29	0.38	0.38	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	36.6	36.6	26.9	63.5	0.0	47.5	47.5	47.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.35	0.96	0.96	0.54	0.00	0.72	0.96	0.96	0.00	0.00	0.00
Delay/Veh:	0.0	32.6	69.8	70.2	19.0	0.0	32.5	53.3	53.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.6	69.8	70.2	19.0	0.0	32.5	53.3	53.3	0.0	0.0	0.0
HCM2kAvg:	0	6	24	17	13	0	17	31	29	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3066: AUTUMN/SANTA CLARA

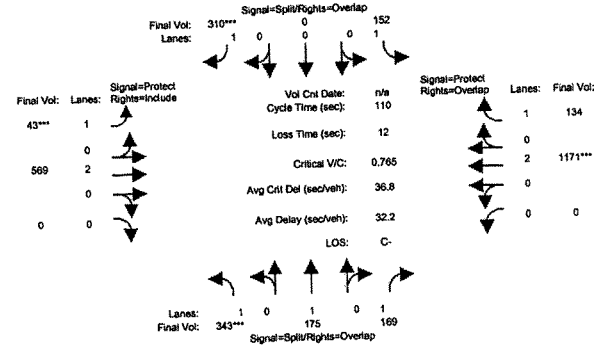


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	285	0	161	0	0	1	1	521	0	0	1020	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	0	161	0	0	1	1	521	0	0	1020	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	0	161	0	0	1	1	521	0	0	1020	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	0	161	0	0	1	1	521	0	0	1020	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	0	161	0	0	1	1	521	0	0	1020	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	285	0	161	0	0	1	1	521	0	0	1020	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.09	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.27	0.01
Crit Moves:	****				****		****				****	
Green Time:	34.4	0.0	34.4	0.0	0.0	7.0	7.0	63.6	0.0	0.0	56.6	56.6
Volume/Cap:	0.52	0.00	0.29	0.00	0.00	0.01	0.01	0.24	0.00	0.00	0.52	0.01
Delay/Veh:	32.0	0.0	28.9	0.0	0.0	48.3	48.3	11.4	0.0	0.0	17.9	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	0.0	28.9	0.0	0.0	48.3	48.3	11.4	0.0	0.0	17.9	13.0
HCM2kAvg:	8	0	4	0	0	0	0	4	0	0	11	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3066: AUTUMN/SANTA CLARA

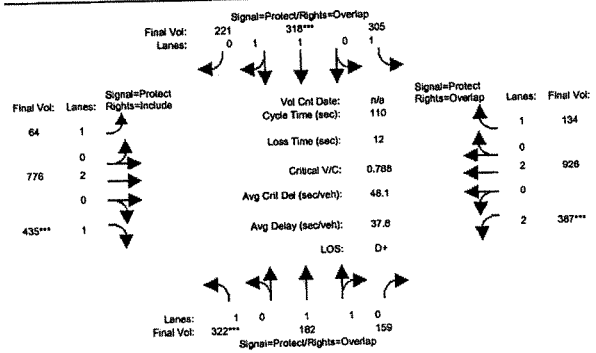


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Volume Module: 6-7pm												
Base Vol:	343	175	169	152	0	310	43	569	0	0	1171	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	175	169	152	0	310	43	569	0	0	1171	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	175	169	152	0	310	43	569	0	0	1171	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	175	169	152	0	310	43	569	0	0	1171	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	175	169	152	0	310	43	569	0	0	1171	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	343	175	169	152	0	310	43	569	0	0	1171	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	0	1750	1750	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.09	0.10	0.09	0.00	0.18	0.02	0.15	0.00	0.00	0.31	0.08
Crit Moves:	****					****	****				****	
Green Time:	28.9	28.9	28.9	16.7	0.0	23.7	7.0	52.4	0.0	0.0	45.4	62.1
Volume/Cap:	0.75	0.35	0.37	0.57	0.00	0.82	0.39	0.31	0.00	0.00	0.75	0.14
Delay/Veh:	43.8	33.4	33.6	46.3	0.0	54.5	51.7	17.8	0.0	0.0	29.4	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	33.4	33.6	46.3	0.0	54.5	51.7	17.8	0.0	0.0	29.4	11.3
HCM2kAvg:	12	5	5	6	0	12	2	6	0	0	18	2

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3066: AUTUMN/SANTA CLARA

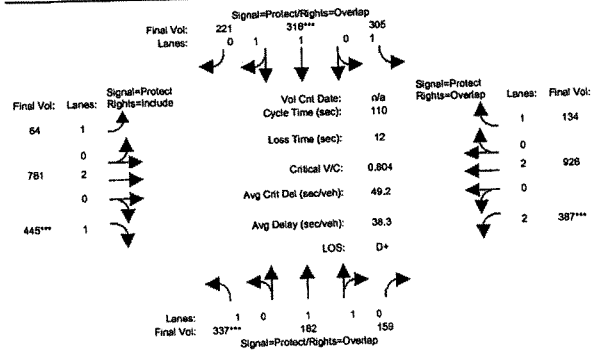


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	343	175	169	152	0	310	43	569	0	0	1171	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	175	169	152	0	310	43	569	0	0	1171	134
Added Vol:	9	7	0	153	218	11	21	197	265	37	105	0
Mntgm closu:	-30	0	-10	0	100	-100	0	10	170	350	-350	0
Initial Fut:	322	182	159	305	318	221	64	776	435	387	926	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	182	159	305	318	221	64	776	435	387	926	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	182	159	305	318	221	64	776	435	387	926	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	322	182	159	305	318	221	64	776	435	387	926	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.03	0.97	1.00	1.14	0.86	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1950	1704	1750	2166	1505	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.09	0.09	0.17	0.15	0.15	0.04	0.20	0.25	0.12	0.24	0.08
Crit Moves:	****				****				****	****		
Green Time:	25.7	16.1	33.2	30.1	20.5	31.2	10.7	34.7	34.7	17.1	41.1	71.2
Volume/Cap:	0.79	0.64	0.31	0.64	0.79	0.52	0.37	0.65	0.79	0.79	0.65	0.12
Delay/Veh:	49.5	46.8	29.7	38.0	48.8	33.5	47.9	33.6	41.8	53.0	29.6	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	46.8	29.7	38.0	48.8	33.5	47.9	33.6	41.8	53.0	29.6	7.5
HCM2kAvg:	12	7	4	10	11	8	2	12	15	8	13	2

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3066: AUTUMN/SANTA CLARA

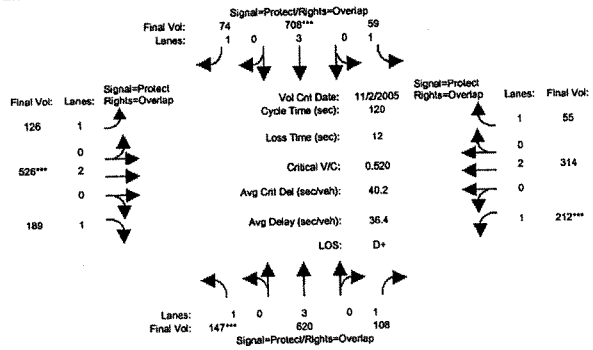


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	343	175	169	152	0	310	43	569	0	0	1171	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	175	169	152	0	310	43	569	0	0	1171	134
Added Vol:	9	7	0	153	218	11	21	197	265	37	105	0
Mntgm closu:	-15	0	-10	0	100	-100	0	15	180	350	-350	0
Initial Fut:	337	182	159	305	318	221	64	781	445	387	926	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	182	159	305	318	221	64	781	445	387	926	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	182	159	305	318	221	64	781	445	387	926	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	337	182	159	305	318	221	64	781	445	387	926	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.03	0.97	1.00	1.14	0.86	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	1950	1704	1750	2166	1505	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.09	0.17	0.15	0.15	0.04	0.21	0.25	0.12	0.24	0.08
Crit Moves:	****				****				****	****		
Green Time:	26.3	16.2	33.0	30.2	20.1	30.8	10.7	34.8	34.8	16.8	40.9	71.1
Volume/Cap:	0.80	0.63	0.31	0.63	0.80	0.53	0.38	0.65	0.80	0.80	0.66	0.12
Delay/Veh:	50.2	46.6	29.9	37.8	50.1	34.0	47.9	33.6	42.9	54.5	29.8	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	46.6	29.9	37.8	50.1	34.0	47.9	33.6	42.9	54.5	29.8	7.5
HCM2kAvg:	13	7	4	10	11	8	2	12	16	8	14	2

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3077: BIRD/SAN CARLOS

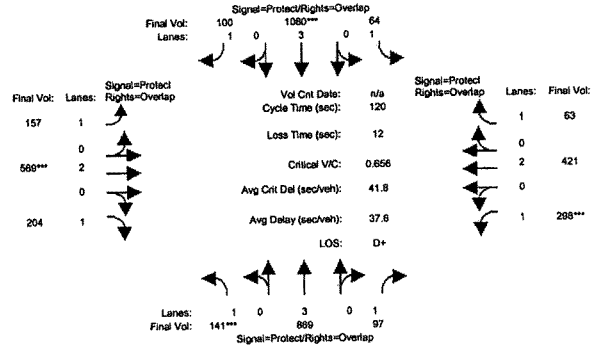


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	147	620	108	59	708	74	126	526	189	212	314	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	620	108	59	708	74	126	526	189	212	314	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	620	108	59	708	74	126	526	189	212	314	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	620	108	59	708	74	126	526	189	212	314	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	620	108	59	708	74	126	526	189	212	314	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	620	108	59	708	74	126	526	189	212	314	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.06	0.03	0.12	0.04	0.07	0.14	0.11	0.12	0.08	0.03
Crit Moves:	****				****			****		****		
Green Time:	19.4	31.3	59.3	16.8	28.7	56.5	27.8	32.0	51.4	28.0	32.2	48.9
Volume/Cap:	0.52	0.42	0.12	0.24	0.52	0.09	0.31	0.52	0.25	0.52	0.31	0.08
Delay/Veh:	47.8	37.0	16.4	46.5	40.0	17.6	38.6	38.0	22.2	41.3	35.2	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	37.0	16.4	46.5	40.0	17.6	38.6	38.0	22.2	41.3	35.2	21.8
HCM2kAvg:	6	6	2	2	8	1	4	9	4	7	5	1

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3077: BIRD/SAN CARLOS

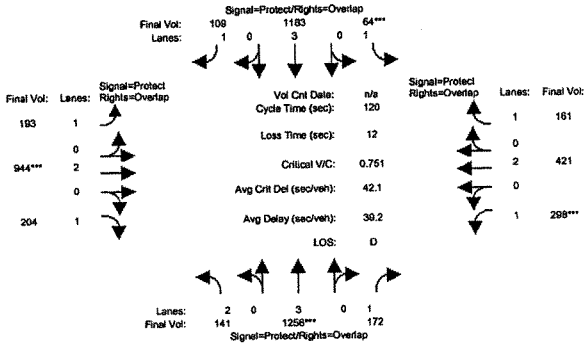


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	141	869	97	64	1080	100	157	569	204	298	421	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	869	97	64	1080	100	157	569	204	298	421	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	869	97	64	1080	100	157	569	204	298	421	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	869	97	64	1080	100	157	569	204	298	421	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	869	97	64	1080	100	157	569	204	298	421	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	869	97	64	1080	100	157	569	204	298	421	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.06	0.04	0.19	0.06	0.09	0.15	0.12	0.17	0.11	0.04
Crit Moves:	****				****			****		****		
Green Time:	14.7	35.7	66.9	13.7	34.7	60.9	26.2	27.4	42.2	31.2	32.4	46.0
Volume/Cap:	0.66	0.51	0.10	0.32	0.66	0.11	0.41	0.66	0.33	0.66	0.41	0.09
Delay/Veh:	57.3	35.2	12.5	49.8	38.4	15.5	41.0	43.8	28.9	43.1	36.3	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	35.2	12.5	49.8	38.4	15.5	41.0	43.8	28.9	43.1	36.3	23.7
HCM2kAvg:	6	9	2	2	12	2	5	10	5	11	6	1

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3077: BIRD/SAN CARLOS

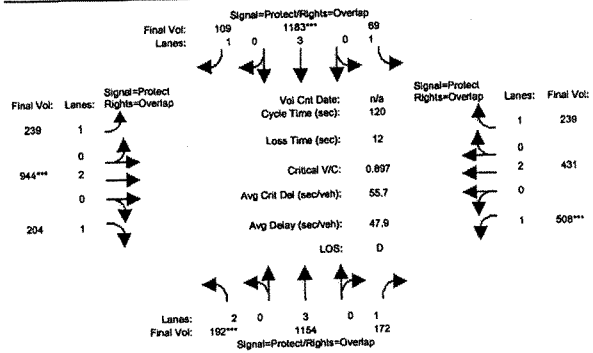


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	141	869	97	64	1080	100	157	569	204	298	421	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	869	97	64	1080	100	157	569	204	298	421	63
Added Vol:	0	387	75	0	103	9	36	375	0	0	0	98
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1256	172	64	1183	109	193	944	204	298	421	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1256	172	64	1183	109	193	944	204	298	421	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1256	172	64	1183	109	193	944	204	298	421	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	1256	172	64	1183	109	193	944	204	298	421	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.10	0.04	0.21	0.06	0.11	0.25	0.12	0.17	0.11	0.09
Crit Moves:		****		****				****		****		
Green Time:	9.2	34.8	61.7	7.0	32.6	65.7	33.0	39.3	48.4	26.9	33.2	40.2
Volume/Cap:	0.59	0.76	0.19	0.63	0.76	0.11	0.40	0.76	0.29	0.76	0.40	0.27
Delay/Veh:	57.3	40.9	15.8	66.9	42.4	13.2	36.0	38.9	24.4	51.9	35.6	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	40.9	15.8	66.9	42.4	13.2	36.0	38.9	24.4	51.9	35.6	29.5
HCM2kAvg:	3	15	3	3	15	2	6	17	5	12	6	4

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3077: BIRD/SAN CARLOS

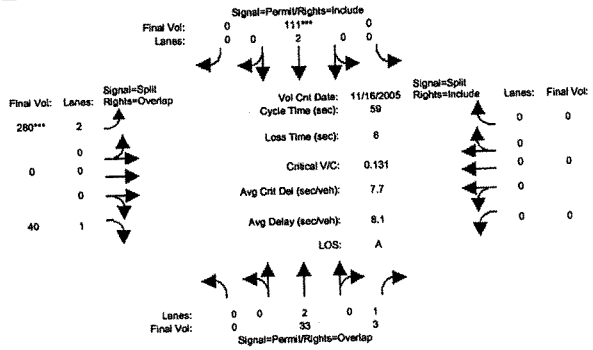


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	141	869	97	64	1080	100	157	569	204	298	421	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	869	97	64	1080	100	157	569	204	298	421	63
Added Vol:	0	387	75	0	103	9	36	375	0	0	0	98
Mntgm closu:	51	-102	0	5	0	0	46	0	0	210	10	78
Initial Fut:	192	1154	172	69	1183	109	239	944	204	508	431	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	1154	172	69	1183	109	239	944	204	508	431	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1154	172	69	1183	109	239	944	204	508	431	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	192	1154	172	69	1183	109	239	944	204	508	431	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.10	0.04	0.21	0.06	0.14	0.25	0.12	0.29	0.11	0.14
Crit Moves:	****				****			****		****		
Green Time:	8.2	27.9	66.7	8.0	27.8	67.1	39.4	33.2	41.4	38.8	32.7	40.7
Volume/Cap:	0.90	0.87	0.18	0.59	0.90	0.11	0.42	0.90	0.34	0.90	0.42	0.40
Delay/Veh:	90.4	50.9	13.2	62.0	53.1	12.5	31.9	51.9	29.5	55.6	36.1	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.4	50.9	13.2	62.0	53.1	12.5	31.9	51.9	29.5	55.6	36.1	30.8
HCM2kAvg:	6	17	3	3	17	2	7	20	6	21	7	7

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3209: 87/WOZ

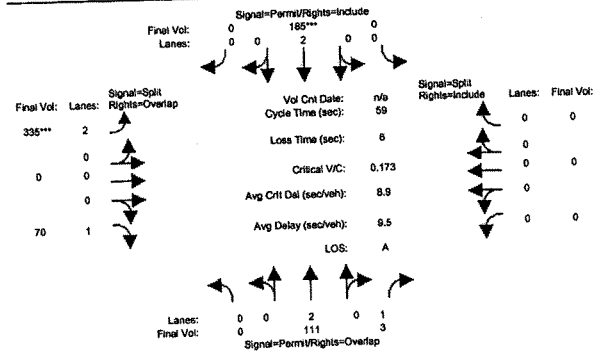


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Volume Module: >> Count Date: 16 Nov 2005 << 6-7pm												
Base Vol:	0	33	3	0	111	0	280	0	40	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	33	3	0	111	0	280	0	40	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	33	3	0	111	0	280	0	40	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	33	3	0	111	0	280	0	40	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	33	3	0	111	0	280	0	40	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	33	3	0	111	0	280	0	40	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.00	0.03	0.00	0.09	0.00	0.02	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	13.1	13.1	0.0	13.1	0.0	39.9	0.0	39.9	0.0	0.0	0.0
Volume/Cap:	0.00	0.04	0.01	0.00	0.13	0.00	0.13	0.00	0.03	0.00	0.00	0.00
Delay/Veh:	0.0	18.0	17.9	0.0	18.5	0.0	3.4	0.0	3.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.0	17.9	0.0	18.5	0.0	3.4	0.0	3.2	0.0	0.0	0.0
HCM2kAvg:	0	0	0	0	1	0	1	0	0	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3209: 87/WOZ

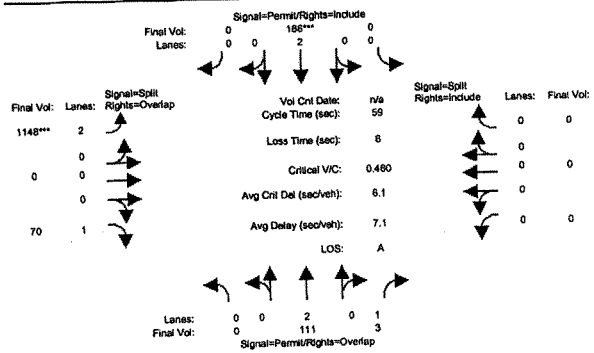


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Volume Module: 6-7pm												
Base Vol:	0	111	3	0	185	0	335	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	111	3	0	185	0	335	0	70	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	111	3	0	185	0	335	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	111	3	0	185	0	335	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	111	3	0	185	0	335	0	70	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	111	3	0	185	0	335	0	70	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.05	0.00	0.11	0.00	0.04	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	16.6	16.6	0.0	16.6	0.0	36.4	0.0	36.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.10	0.01	0.00	0.17	0.00	0.17	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	0.0	15.7	15.2	0.0	16.1	0.0	4.9	0.0	4.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.7	15.2	0.0	16.1	0.0	4.9	0.0	4.6	0.0	0.0	0.0
HCM2kAvg:	0	1	0	0	1	0	1	0	1	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3209: 87/WOZ

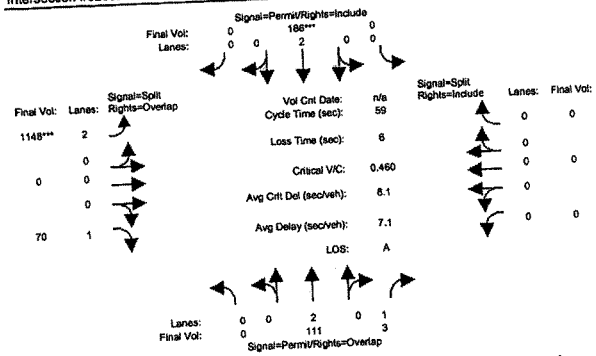


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Volume Module: 6-7pm												
Base Vol:	0	111	3	0	185	0	335	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	111	3	0	185	0	335	0	70	0	0	0
Added Vol:	0	0	0	0	1	0	813	0	0	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	111	3	0	186	0	1148	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	111	3	0	186	0	1148	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	111	3	0	186	0	1148	0	70	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	111	3	0	186	0	1148	0	70	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.05	0.00	0.36	0.00	0.04	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	10.0	10.0	0.0	10.0	0.0	43.0	0.0	43.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.01	0.00	0.29	0.00	0.50	0.00	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	21.1	20.4	0.0	21.6	0.0	3.6	0.0	2.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	20.4	0.0	21.6	0.0	3.6	0.0	2.3	0.0	0.0	0.0
HCM2kAvg:	0	1	0	0	2	0	5	0	0	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey/2 6-7pm

Intersection #3209: 87/WOZ

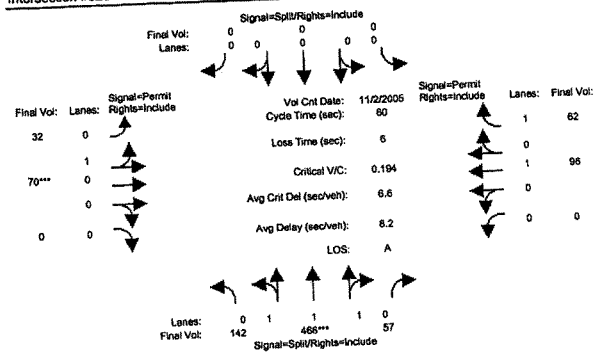


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Volume Module: 6-7pm												
Base Vol:	0	111	3	0	185	0	335	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	111	3	0	185	0	335	0	70	0	0	0
Added Vol:	0	0	0	0	1	0	813	0	0	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	111	3	0	186	0	1148	0	70	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	111	3	0	186	0	1148	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	111	3	0	186	0	1148	0	70	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	111	3	0	186	0	1148	0	70	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.00	0.00	0.05	0.00	0.36	0.00	0.04	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	10.0	10.0	0.0	10.0	0.0	43.0	0.0	43.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.17	0.01	0.00	0.29	0.00	0.50	0.00	0.05	0.00	0.00	0.00
Delay/Veh:	0.0	21.1	20.4	0.0	21.6	0.0	3.6	0.0	2.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	20.4	0.0	21.6	0.0	3.6	0.0	2.3	0.0	0.0	0.0
HCM2kAvg:	0	1	0	0	2	0	5	0	0	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3264: AUTUMN/SAN FERNANDO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	142	466	57	0	0	0	32	70	0	0	96	62
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:	142	466	57	0	0	0	32	70	0	0	96	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	466	57	0	0	0	32	70	0	0	96	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	466	57	0	0	0	32	70	0	0	96	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	466	57	0	0	0	32	70	0	0	96	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	466	57	0	0	0	32	70	0	0	96	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.68	2.05	0.27	0.00	0.00	0.00	0.33	0.67	0.00	0.00	1.00	1.00
Final Sat.:	1187	3894	476	0	0	0	580	1270	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.05	0.04
Crit Moves:		****						****				
Green Time:	37.0	37.0	37.0	0.0	0.0	0.0	17.0	17.0	0.0	0.0	17.0	17.0
Volume/Cap:	0.19	0.19	0.19	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.18	0.12
Delay/Veh:	5.0	5.0	5.0	0.0	0.0	0.0	16.5	16.5	0.0	0.0	16.4	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	5.0	5.0	0.0	0.0	0.0	16.5	16.5	0.0	0.0	16.4	16.1
HCM2kAvg:	2	2	2	0	0	0	1	2	0	0	1	1

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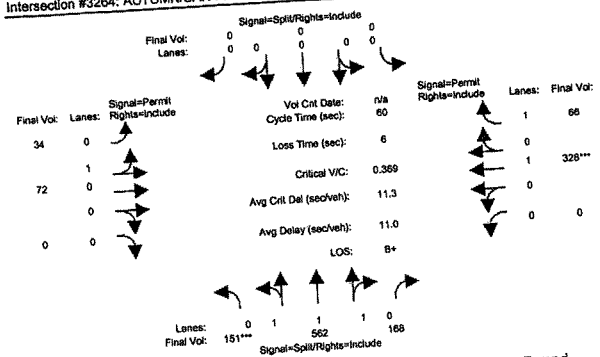
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3264: AUTUMN/SAN FERNANDO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module: 6-7pm												
Base Vol:	151	562	168	0	0	0	34	72	0	0	328	66
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:	151	562	168	0	0	0	34	72	0	0	328	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	562	168	0	0	0	34	72	0	0	328	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	562	168	0	0	0	34	72	0	0	328	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	562	168	0	0	0	34	72	0	0	328	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	151	562	168	0	0	0	34	72	0	0	328	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.54	1.86	0.60	0.00	0.00	0.00	0.34	0.66	0.00	0.00	1.00	1.00
Final Sat.:	948	3527	1054	0	0	0	593	1256	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.00	0.00	0.00	0.06	0.06	0.00	0.00	0.17	0.04
Crit Moves:	****										****	
Green Time:	25.9	25.9	25.9	0.0	0.0	0.0	28.1	28.1	0.0	0.0	28.1	28.1
Volume/Cap:	0.37	0.37	0.37	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.37	0.08
Delay/Veh:	11.6	11.6	11.6	0.0	0.0	0.0	9.1	9.1	0.0	0.0	10.5	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	11.6	0.0	0.0	0.0	9.1	9.1	0.0	0.0	10.5	8.9
HCM2kAvg:	4	4	4	0	0	0	1	1	0	0	4	1

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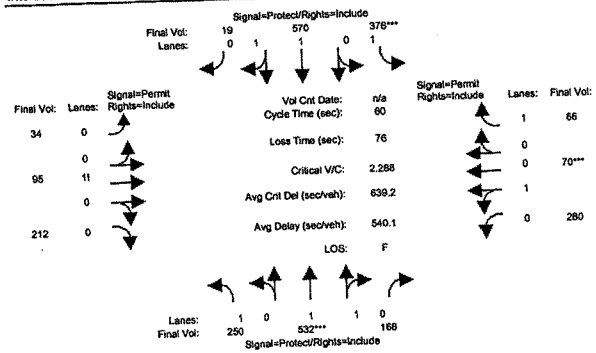
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3264: AUTUMN/SAN FERNANDO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	151	562	168	0	0	0	34	72	0	0	328	66
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:	151	562	168	0	0	0	34	72	0	0	328	66
Added Vol:	69	0	0	356	150	14	15	43	82	10	12	0
Mntgm closu:	30	-30	0	20	420	5	-15	-20	130	270	-270	0
Initial Fut:	250	532	168	376	570	19	34	95	212	280	70	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	532	168	376	570	19	34	95	212	280	70	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	532	168	376	570	19	34	95	212	280	70	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	250	532	168	376	570	19	34	95	212	280	70	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.49	0.51	1.00	1.93	0.07	0.10	0.26	0.64	0.81	0.19	1.00
Final Sat.:	1750	2830	894	1750	3667	122	178	499	1112	1422	356	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.21	0.16	0.16	0.19	0.19	0.19	0.20	0.20	0.04
Crit Moves:		****		****							****	
Green Time:	4.7	5.8	5.8	4.1	5.2	5.2	5.8	5.8	5.8	5.8	5.8	5.8
Volume/Cap:	1.81	1.94	1.94	3.16	1.81	1.81	1.96	1.96	1.96	2.03	2.03	0.39
Delay/Veh:	437.8	478	477.9	1042	422	422.3	500.0	500	500.0	528.6	529	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	437.8	478	477.9	1042	422	422.3	500.0	500	500.0	528.6	529	45.1
HCM2kAvg:	23	34	31	44	27	25	32	34	32	33	36	2

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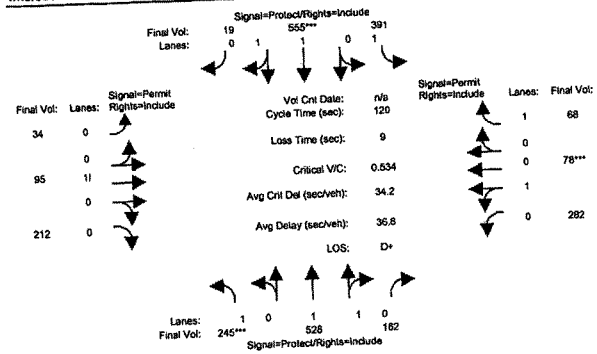
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3264: AUTUMN/SAN FERNANDO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	22	22	7	41	41	41	41	41	41	41	41
Volume Module: 6-7pm												
Base Vol:	151	562	168	0	0	0	34	72	0	0	328	66
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:	151	562	168	0	0	0	34	72	0	0	328	66
Added Vol:	69	0	0	356	150	14	15	43	82	10	12	0
Mntgm closu:	25	-34	-6	35	405	5	-15	-20	130	272	-262	2
Initial Fut:	245	528	162	391	555	19	34	95	212	282	78	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	528	162	391	555	19	34	95	212	282	78	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	528	162	391	555	19	34	95	212	282	78	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	245	528	162	391	555	19	34	95	212	282	78	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.50	0.50	1.00	1.93	0.07	0.10	0.26	0.64	0.80	0.20	1.00
Final Sat.:	1750	2850	875	1750	3664	125	178	499	1112	1395	386	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.19	0.22	0.15	0.15	0.19	0.19	0.19	0.20	0.20	0.04
Crit Moves:	****				****						****	
Green Time:	28.6	31.6	31.6	38.1	41.0	41.0	41.4	41.4	41.4	41.4	41.4	41.4
Volume/Cap:	0.59	0.70	0.70	0.70	0.44	0.44	0.55	0.55	0.55	0.59	0.59	0.11
Delay/Veh:	42.6	42.3	42.3	40.1	30.9	30.9	32.9	32.9	32.9	33.8	33.8	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.3	42.3	40.1	30.9	30.9	32.9	32.9	32.9	33.8	33.8	26.9
HCM2kAvg:	9	13	12	14	8	8	10	11	10	11	12	2

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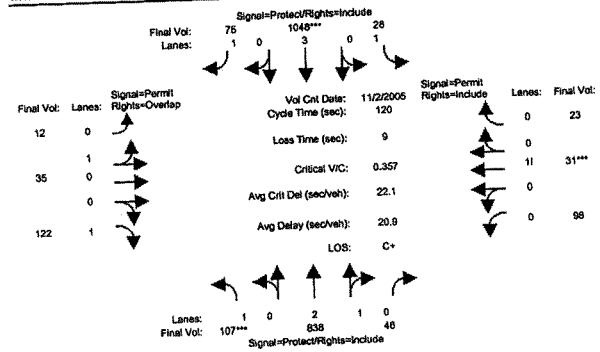
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3266: AUZERAIS/BIRD

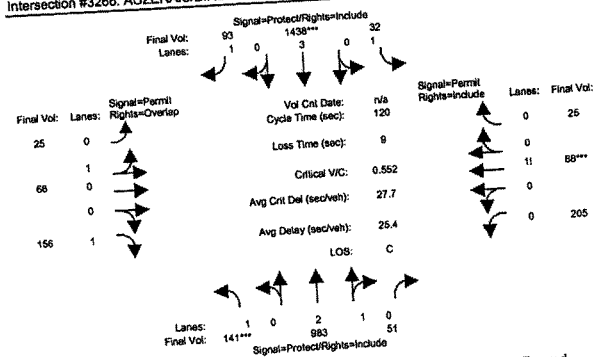


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	107	838	46	28	1048	75	12	35	122	98	31	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	838	46	28	1048	75	12	35	122	98	31	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	838	46	28	1048	75	12	35	122	98	31	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	838	46	28	1048	75	12	35	122	98	31	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	838	46	28	1048	75	12	35	122	98	31	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	838	46	28	1048	75	12	35	122	98	31	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	1.00	3.00	1.00	0.27	0.73	1.00	0.66	0.19	0.15
Final Sat.:	1750	5379	295	1750	5700	1750	475	1385	1750	1147	363	269
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.02	0.18	0.04	0.03	0.03	0.07	0.09	0.09	0.09
Crit Moves:	****				****						****	
Green Time:	20.5	59.9	59.9	22.4	61.8	61.8	28.7	28.7	49.2	28.7	28.7	28.7
Volume/Cap:	0.36	0.31	0.31	0.09	0.36	0.08	0.11	0.11	0.17	0.36	0.36	0.36
Delay/Veh:	44.6	17.9	17.9	40.4	17.4	14.8	35.7	35.7	22.5	38.5	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	17.9	17.9	40.4	17.4	14.8	35.7	35.7	22.5	38.5	38.5	38.5
HCM2kAvg:	4	6	6	1	7	1	1	1	3	5	5	5

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3266: AUZERAIS/BIRD

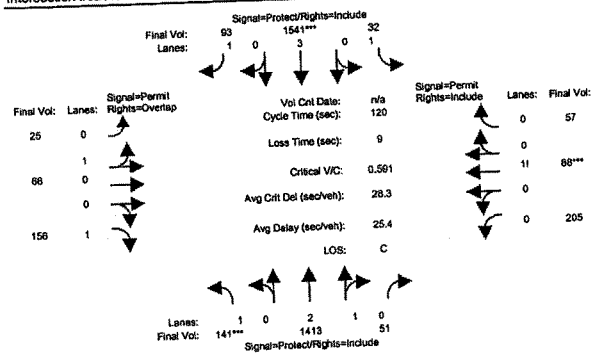


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	141	983	51	32	1438	93	25	66	156	205	88	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	983	51	32	1438	93	25	66	156	205	88	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	983	51	32	1438	93	25	66	156	205	88	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	983	51	32	1438	93	25	66	156	205	88	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	983	51	32	1438	93	25	66	156	205	88	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	983	51	32	1438	93	25	66	156	205	88	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.84	0.16	1.00	3.00	1.00	0.29	0.71	1.00	0.66	0.26	0.08
Final Sat.:	1750	5396	280	1750	5700	1750	510	1346	1750	1153	495	141
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.18	0.02	0.25	0.05	0.05	0.05	0.09	0.18	0.18	0.18
Crit Moves:	****				****						****	
Green Time:	17.5	54.8	54.8	17.6	54.8	54.8	38.6	38.6	56.2	38.6	38.6	38.6
Volume/Cap:	0.55	0.40	0.40	0.13	0.55	0.12	0.15	0.15	0.19	0.55	0.55	0.55
Delay/Veh:	50.2	21.8	21.8	44.8	23.9	18.7	29.1	29.1	18.8	34.7	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	21.8	21.8	44.8	23.9	18.7	29.1	29.1	18.8	34.7	34.7	34.7
HCM2kAvg:	6	8	8	1	13	2	2	2	3	10	10	10

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 8-7pm

Intersection #3266: AUZERAIS/BIRD

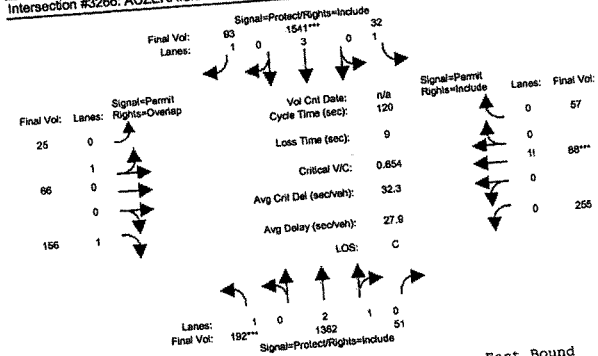


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	141	983	51	32	1438	93	25	66	156	205	88	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	983	51	32	1438	93	25	66	156	205	88	25
Added Vol:	0	430	0	0	103	0	0	0	0	0	0	32
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1413	51	32	1541	93	25	66	156	205	88	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1413	51	32	1541	93	25	66	156	205	88	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1413	51	32	1541	93	25	66	156	205	88	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	1413	51	32	1541	93	25	66	156	205	88	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.89	0.11	1.00	3.00	1.00	0.29	0.71	1.00	0.60	0.24	0.16
Final Sat.:	1750	5485	198	1750	5700	1750	510	1346	1750	1046	449	291
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.02	0.27	0.05	0.05	0.05	0.09	0.20	0.20	0.20
Crit Moves:	****				****						****	
Green Time:	16.4	58.1	58.1	13.1	54.9	54.9	39.8	39.8	56.1	39.8	39.8	39.8
Volume/Cap:	0.59	0.53	0.53	0.17	0.59	0.12	0.15	0.15	0.19	0.59	0.59	0.59
Delay/Veh:	52.6	21.7	21.7	48.9	24.6	18.7	28.3	28.3	18.8	34.9	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	21.7	21.7	48.9	24.6	18.7	28.3	28.3	18.8	34.9	34.9	34.9
HCM2kAvg:	6	12	12	1	14	2	2	2	3	11	12	11

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3266: AUZERAIS/BIRD

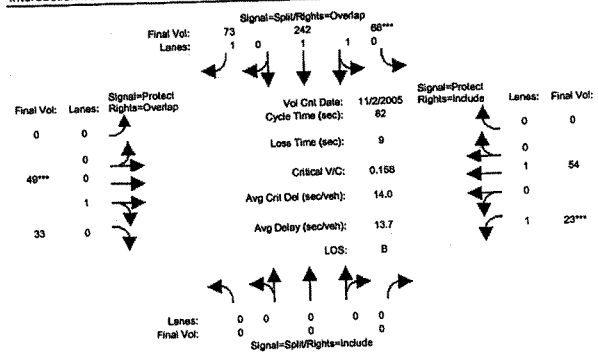


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	141	983	51	32	1438	93	25	66	156	205	88	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	983	51	32	1438	93	25	66	156	205	88	25
Added Vol:	0	430	0	0	103	0	0	0	0	0	0	32
Mntgm closu:	51	-51	0	0	0	0	0	0	0	50	0	0
Initial Fut:	192	1362	51	32	1541	93	25	66	156	255	88	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	1362	51	32	1541	93	25	66	156	255	88	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1362	51	32	1541	93	25	66	156	255	88	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	192	1362	51	32	1541	93	25	66	156	255	88	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.88	0.12	1.00	3.00	1.00	0.29	0.71	1.00	0.65	0.21	0.14
Final Sat.:	1750	5477	205	1750	5700	1750	510	1346	1750	1135	392	254
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.02	0.27	0.05	0.05	0.05	0.09	0.22	0.22	0.22
Crit Moves:	****				****						****	
Green Time:	20.1	56.5	56.5	13.3	49.6	49.6	41.2	41.2	61.4	41.2	41.2	41.2
Volume/Cap:	0.65	0.53	0.53	0.17	0.65	0.13	0.14	0.14	0.17	0.65	0.65	0.65
Delay/Veh:	51.9	22.6	22.6	48.8	28.9	21.9	27.3	27.3	15.8	35.9	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	22.6	22.6	48.8	28.9	21.9	27.3	27.3	15.8	35.9	35.9	35.9
HCM2kAvg:	8	12	11	1	16	2	2	2	3	13	14	13

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3267: AUZERAIS/DELMAS

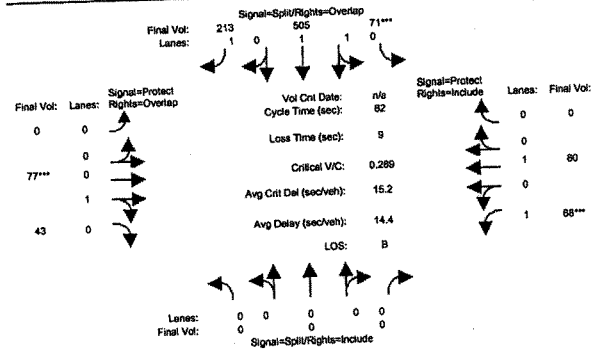


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	0	0	0	66	242	73	0	49	33	23	54	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	66	242	73	0	49	33	23	54	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	66	242	73	0	49	33	23	54	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	66	242	73	0	49	33	23	54	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	242	73	0	49	33	23	54	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	66	242	73	0	49	33	23	54	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.46	1.54	1.00	0.00	0.58	0.42	1.00	1.00	0.00
Final Sat.:	0	0	0	800	2932	1750	0	1098	739	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.04	0.00	0.04	0.04	0.01	0.03	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	42.8	42.8	42.8	0.0	23.2	23.2	7.0	30.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.16	0.08	0.00	0.16	0.16	0.15	0.08	0.00
Delay/Veh:	0.0	0.0	0.0	10.2	10.2	9.8	0.0	22.2	22.2	35.2	16.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.2	10.2	9.8	0.0	22.2	22.2	35.2	16.9	0.0
HCM2kAvg:	0	0	0	2	2	1	0	2	2	1	1	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3267: AUZERAIS/DELMAS

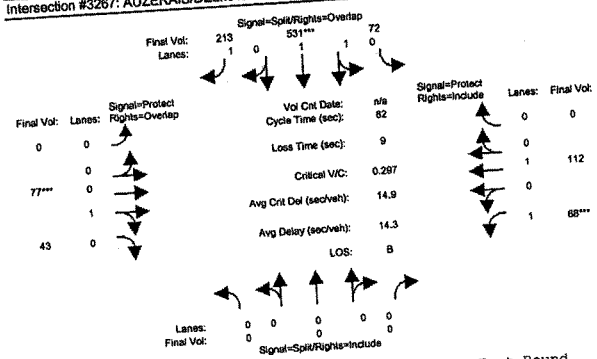


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	71	505	213	0	77	43	68	80	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	71	505	213	0	77	43	68	80	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	71	505	213	0	77	43	68	80	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	71	505	213	0	77	43	68	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	71	505	213	0	77	43	68	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	71	505	213	0	77	43	68	80	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.26	1.74	1.00	0.00	0.62	0.38	1.00	1.00	0.00
Final Sat.:	0	0	0	464	3297	1750	0	1183	661	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.12	0.00	0.07	0.07	0.04	0.04	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	43.5	43.5	43.5	0.0	18.5	18.5	11.0	29.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.29	0.23	0.00	0.29	0.29	0.29	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	10.8	10.8	10.4	0.0	26.7	26.7	32.6	17.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.8	10.8	10.4	0.0	26.7	26.7	32.6	17.6	0.0
HCM2kAvg:	0	0	0	4	4	3	0	3	3	2	1	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3267: AUZERAIS/DELMAS

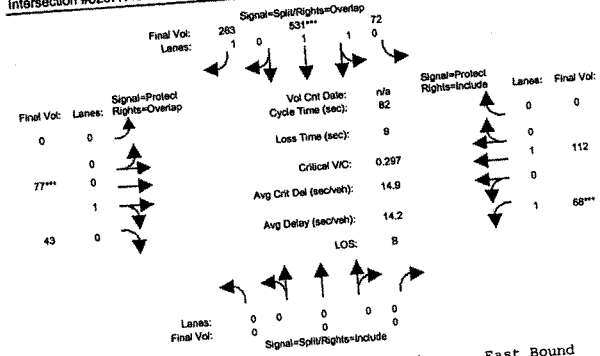


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	71	505	213	0	77	43	68	80	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	71	505	213	0	77	43	68	80	0
Added Vol:	0	0	0	1	26	0	0	0	0	0	32	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	72	531	213	0	77	43	68	112	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	531	213	0	77	43	68	112	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	531	213	0	77	43	68	112	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	72	531	213	0	77	43	68	112	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.26	1.74	1.00	0.00	0.62	0.38	1.00	1.00	0.00
Final Sat.:	0	0	0	449	3312	1750	0	1183	661	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.12	0.00	0.07	0.07	0.04	0.06	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	44.3	44.3	44.3	0.0	18.0	18.0	10.7	28.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.23	0.00	0.30	0.30	0.30	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	10.4	10.4	10.0	0.0	27.1	27.1	32.9	18.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.4	10.4	10.0	0.0	27.1	27.1	32.9	18.5	0.0
HCM2kAvg:	0	0	0	4	4	3	0	3	3	2	2	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3267: AUZERAIS/DELMAS

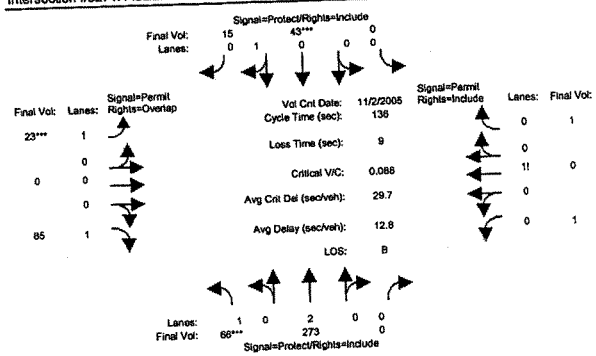


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	71	505	213	0	77	43	68	80	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	71	505	213	0	77	43	68	80	0
Added Vol:	0	0	0	1	26	0	0	0	0	0	32	0
Mntgm closu:	0	0	0	0	0	50	0	0	0	0	0	0
Initial Fut:	0	0	0	72	531	263	0	77	43	68	112	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	531	263	0	77	43	68	112	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	531	263	0	77	43	68	112	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	72	531	263	0	77	43	68	112	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.26	1.74	1.00	0.00	0.62	0.38	1.00	1.00	0.00
Final Sat.:	0	0	0	449	3312	1750	0	1183	661	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.15	0.00	0.07	0.07	0.04	0.06	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	44.3	44.3	44.3	0.0	18.0	18.0	10.7	28.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.28	0.00	0.30	0.30	0.30	0.17	0.00
Delay/Veh:	0.0	0.0	0.0	10.4	10.4	10.4	0.0	27.1	27.1	32.9	18.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.4	10.4	10.4	0.0	27.1	27.1	32.9	18.5	0.0
HCM2kAvg:	0	0	0	4	4	4	0	3	3	2	2	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3271: AUZERAIS/WOZ

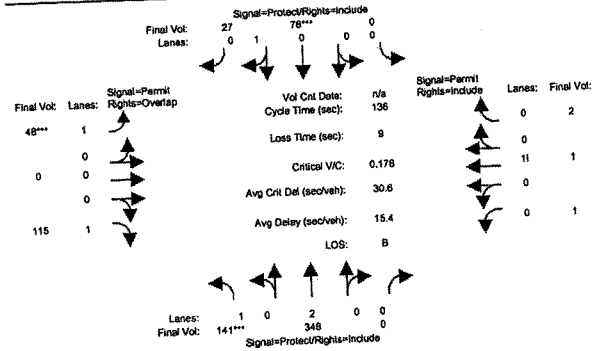


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	66	273	0	0	43	15	23	0	85	1	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	273	0	0	43	15	23	0	85	1	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	273	0	0	43	15	23	0	85	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	273	0	0	43	15	23	0	85	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	273	0	0	43	15	23	0	85	1	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	66	273	0	0	43	15	23	0	85	1	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	0.73	0.27	1.00	0.00	1.00	0.50	0.00	0.50
Final Sat.:	1750	3800	0	0	1378	481	1750	0	1750	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.03	0.03	0.01	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	58.4	107	0.0	0.0	48.3	48.3	20.3	0.0	78.7	20.3	0.0	20.3
Volume/Cap:	0.09	0.09	0.00	0.00	0.09	0.09	0.09	0.00	0.08	0.01	0.00	0.01
Delay/Veh:	23.1	3.4	0.0	0.0	29.3	29.3	50.0	0.0	12.7	49.2	0.0	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	3.4	0.0	0.0	29.3	29.3	50.0	0.0	12.7	49.2	0.0	49.2
HCM2kAvg:	2	1	0	0	2	1	1	0	2	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3271: AUZERAIS/WOZ

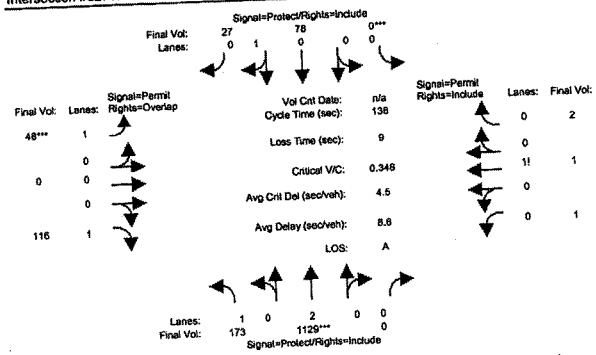


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	141	348	0	0	78	27	48	0	115	1	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	348	0	0	78	27	48	0	115	1	1	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	348	0	0	78	27	48	0	115	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	348	0	0	78	27	48	0	115	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	348	0	0	78	27	48	0	115	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	348	0	0	78	27	48	0	115	1	1	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	0.73	0.27	1.00	0.00	1.00	0.26	0.23	0.51
Final Sat.:	1750	3800	0	0	1381	478	1750	0	1750	446	446	893
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.00	0.00	0.06	0.06	0.03	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	62.2	106	0.0	0.0	43.6	43.6	21.2	0.0	83.4	21.2	21.2	21.2
Volume/Cap:	0.18	0.12	0.00	0.00	0.18	0.18	0.18	0.00	0.11	0.01	0.01	0.01
Delay/Veh:	21.9	3.7	0.0	0.0	33.4	33.4	50.1	0.0	10.9	48.6	48.6	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	3.7	0.0	0.0	33.4	33.4	50.1	0.0	10.9	48.6	48.6	48.6
HCM2kAvg:	3	2	0	0	3	3	2	0	2	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3271: AUZERAIS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	141	348	0	0	78	27	48	0	115	1	1	2
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:	141	348	0	0	78	27	48	0	115	1	1	2
Added Vol:	32	781	0	0	0	0	0	0	1	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1129	0	0	78	27	48	0	116	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1129	0	0	78	27	48	0	116	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1129	0	0	78	27	48	0	116	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	173	1129	0	0	78	27	48	0	116	1	1	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	0.73	0.27	1.00	0.00	1.00	0.26	0.23	0.51
Final Sat.:	1750	3800	0	0	1381	478	1750	0	1750	446	446	893
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.00	0.00	0.06	0.06	0.03	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	66.7	116	0.0	0.0	49.6	49.6	10.7	0.0	77.4	10.7	10.7	10.7
Volume/Cap:	0.20	0.35	0.00	0.00	0.15	0.15	0.35	0.00	0.12	0.03	0.03	0.03
Delay/Veh:	19.7	2.1	0.0	0.0	29.2	29.2	60.8	0.0	13.6	57.9	57.9	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	2.1	0.0	0.0	29.2	29.2	60.8	0.0	13.6	57.9	57.9	57.9
HCM2kAvg:	4	5	0	0	3	3	2	0	2	0	0	0

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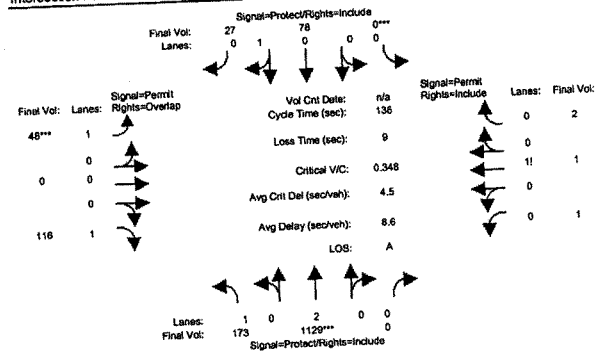
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3271: AUZERAIS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	141	348	0	0	78	27	48	0	115	1	1	2
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:	141	348	0	0	78	27	48	0	115	1	1	2
Added Vol:	32	781	0	0	0	0	0	0	1	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1129	0	0	78	27	48	0	116	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1129	0	0	78	27	48	0	116	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1129	0	0	78	27	48	0	116	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	173	1129	0	0	78	27	48	0	116	1	1	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	0.73	0.27	1.00	0.00	1.00	0.26	0.23	0.51
Final Sat.:	1750	3800	0	0	1381	478	1750	0	1750	446	446	893
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.00	0.00	0.06	0.06	0.03	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	66.7	116	0.0	0.0	49.6	49.6	10.7	0.0	77.4	10.7	10.7	10.7
Volume/Cap:	0.20	0.35	0.00	0.00	0.15	0.15	0.35	0.00	0.12	0.03	0.03	0.03
Delay/Veh:	19.7	2.1	0.0	0.0	29.2	29.2	60.8	0.0	13.6	57.9	57.9	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	2.1	0.0	0.0	29.2	29.2	60.8	0.0	13.6	57.9	57.9	57.9
HCM2kAvg:	4	5	0	0	3	3	2	0	2	0	0	0

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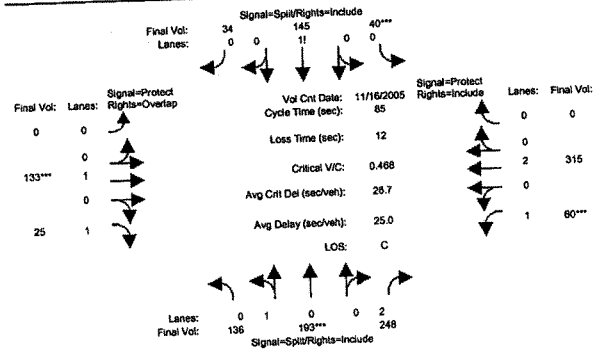
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3445: DELMAS/PARK*



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 16 Nov 2005 << 6-7pm												
Base Vol:	136	193	248	40	145	34	0	133	25	60	315	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	193	248	40	145	34	0	133	25	60	315	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	193	248	40	145	34	0	133	25	60	315	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	193	248	40	145	34	0	133	25	60	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	193	248	40	145	34	0	133	25	60	315	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	193	248	40	145	34	0	133	25	60	315	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.43	0.57	2.00	0.19	0.65	0.16	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	759	1076	3150	337	1223	287	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.08	0.12	0.12	0.12	0.00	0.07	0.01	0.03	0.08	0.00
Crit Moves:		****		****				****		****		
Green Time:	32.2	32.2	32.2	21.3	21.3	21.3	0.0	12.6	44.7	7.0	19.6	0.0
Volume/Cap:	0.47	0.47	0.21	0.47	0.47	0.47	0.00	0.47	0.03	0.42	0.36	0.00
Delay/Veh:	20.5	20.5	17.9	27.9	27.9	27.9	0.0	34.5	9.7	39.0	27.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	17.9	27.9	27.9	27.9	0.0	34.5	9.7	39.0	27.7	0.0
HCM2kAvg:	6	7	2	5	5	5	0	4	0	2	4	0

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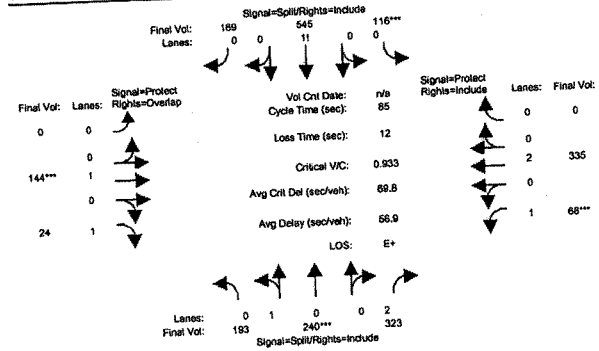
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3445: DELMAS/PARK*



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	193	240	323	116	545	169	0	144	24	68	335	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	240	323	116	545	169	0	144	24	68	335	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	240	323	116	545	169	0	144	24	68	335	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	240	323	116	545	169	0	144	24	68	335	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	240	323	116	545	169	0	144	24	68	335	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	193	240	323	116	545	169	0	144	24	68	335	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.53	2.00	0.15	0.64	0.21	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	816	1014	3150	258	1212	376	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.10	0.45	0.45	0.45	0.00	0.08	0.01	0.04	0.09	0.00
Crit Moves:		****		****				****		****		
Green Time:	19.3	19.3	19.3	36.7	36.7	36.7	0.0	10.0	29.3	7.0	17.0	0.0
Volume/Cap:	1.04	1.04	0.45	1.04	1.04	1.04	0.00	0.64	0.04	0.47	0.44	0.00
Delay/Veh:	88.3	88.3	28.7	67.4	67.4	67.4	0.0	42.1	18.5	39.7	30.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.3	88.3	28.7	67.4	67.4	67.4	0.0	42.1	18.5	39.7	30.2	0.0
HCM2kAvg:	18	19	4	31	33	31	0	5	0	2	4	0

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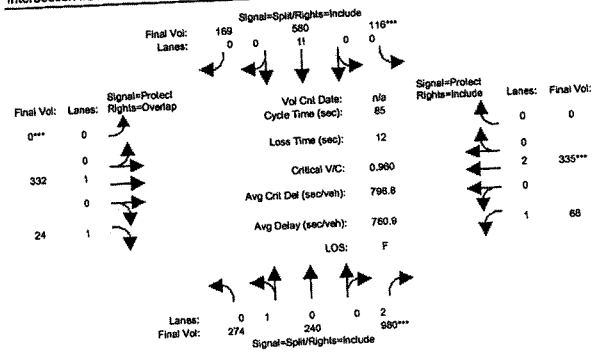
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3445: DELMAS/PARK*

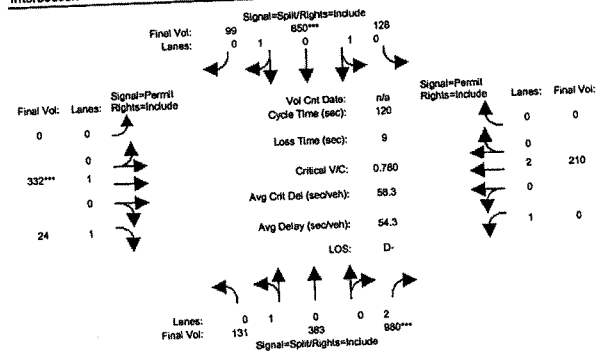


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	31	31	31	0	51	51	7	72	0
Volume Module: 6-7pm												
Base Vol:	193	240	323	116	545	169	0	144	24	68	335	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	240	323	116	545	169	0	144	24	68	335	0
Added Vol:	81	0	657	0	35	0	0	188	0	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	240	980	116	580	169	0	332	24	68	335	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	240	980	116	580	169	0	332	24	68	335	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	240	980	116	580	169	0	332	24	68	335	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	274	240	980	116	580	169	0	332	24	68	335	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.55	0.45	2.00	0.14	0.65	0.21	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	969	848	3150	248	1239	361	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.31	0.47	0.47	0.47	0.00	0.17	0.01	0.04	0.09	0.00
Crit Moves:			****	****			****				****	
Green Time:	6.8	6.8	6.8	21.1	21.1	21.1	0.0	43.1	49.9	5.9	49.0	0.0
Volume/Cap:	3.54	3.54	3.89	1.89	1.89	1.89	0.00	0.35	0.02	0.56	0.15	0.00
Delay/Veh:	1216	1216	1367	454.6	455	454.6	0.0	18.7	10.8	62.0	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1216	1216	1367	454.6	455	454.6	0.0	18.7	10.8	62.0	12.4	0.0
HCM2kAvg:	63	68	64	79	85	79	0	7	0	3	3	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mil Proj w/Hockey2 6-7pm

Intersection #3445: DELMAS/PARK*

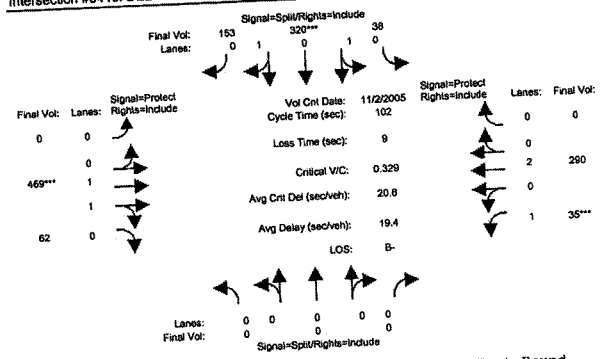


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	17	17	17	0	43	43	0	43	0
Volume Module: 6-7pm												
Base Vol:	193	240	323	116	545	169	0	144	24	68	335	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	240	323	116	545	169	0	144	24	68	335	0
Added Vol:	81	0	657	0	35	0	0	188	0	0	0	0
Mntgm closu:	-143	143	0	12	70	-70	0	0	0	-68	-125	0
Initial Fut:	131	383	980	128	650	99	0	332	24	0	210	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	383	980	128	650	99	0	332	24	0	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	383	980	128	650	99	0	332	24	0	210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	383	980	128	650	99	0	332	24	0	210	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.27	0.73	2.00	0.31	1.45	0.24	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	474	1385	3150	543	2755	420	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.31	0.24	0.24	0.24	0.00	0.17	0.01	0.00	0.06	0.00
Crit Moves:			****		****			****				
Green Time:	38.7	38.7	38.7	29.3	29.3	29.3	0.0	43.0	43.0	0.0	43.0	0.0
Volume/Cap:	0.86	0.86	0.97	0.97	0.97	0.97	0.00	0.49	0.04	0.00	0.15	0.00
Delay/Veh:	49.9	49.9	60.3	66.6	66.6	66.6	0.0	30.5	25.1	0.0	26.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	49.9	60.3	66.6	66.6	66.6	0.0	30.5	25.1	0.0	26.2	0.0
HCM2kAvg:	19	21	23	20	21	20	0	10	1	0	3	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3446: DELMAS/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	0	0	0	38	320	153	0	469	62	35	290	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	320	153	0	469	62	35	290	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	38	320	153	0	469	62	35	290	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	38	320	153	0	469	62	35	290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	320	153	0	469	62	35	290	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	38	320	153	0	469	62	35	290	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.16	1.21	0.63	0.00	1.75	0.25	1.00	2.00	0.00
Final Sat.:	0	0	0	274	2306	1102	0	3323	439	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.14	0.00	0.14	0.14	0.02	0.08	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	42.6	42.6	42.6	0.0	43.4	43.4	7.0	50.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.33	0.33	0.29	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	20.2	20.2	20.2	0.0	19.7	19.7	46.5	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.2	20.2	20.2	0.0	19.7	19.7	46.5	14.2	0.0
HCM2kAvg:	0	0	0	5	6	5	0	6	5	1	2	0

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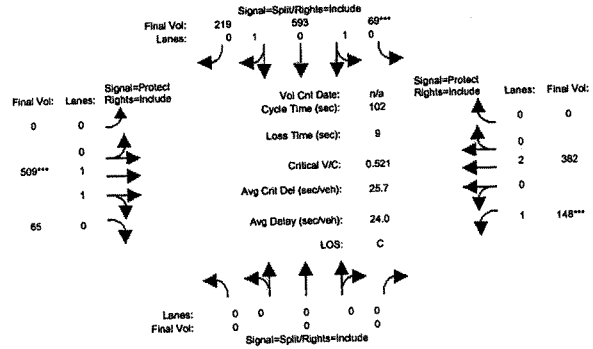
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3446: DELMAS/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	69	593	219	0	509	65	148	382	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	69	593	219	0	509	65	148	382	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	69	593	219	0	509	65	148	382	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	69	593	219	0	509	65	148	382	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	593	219	0	509	65	148	382	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	69	593	219	0	509	65	148	382	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.17	1.31	0.52	0.00	1.76	0.24	1.00	2.00	0.00
Final Sat.:	0	0	0	290	2488	919	0	3337	426	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.24	0.00	0.15	0.15	0.08	0.10	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	46.6	46.6	46.6	0.0	29.8	29.8	16.5	46.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.52	0.52	0.52	0.00	0.52	0.52	0.52	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	20.0	20.0	20.0	0.0	30.6	30.6	40.8	16.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.0	20.0	20.0	0.0	30.6	30.6	40.8	16.9	0.0
HCM2kAvg:	0	0	0	9	10	9	0	8	7	5	4	0

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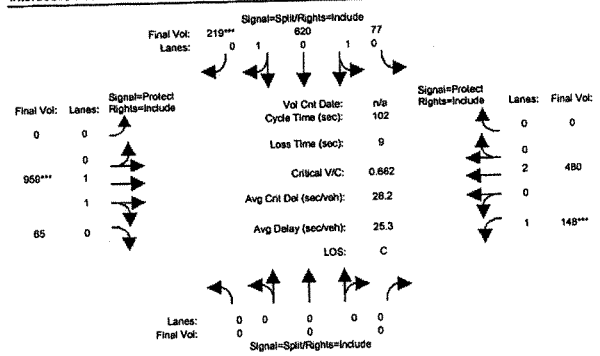
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3446: DELMAS/SAN CARLOS

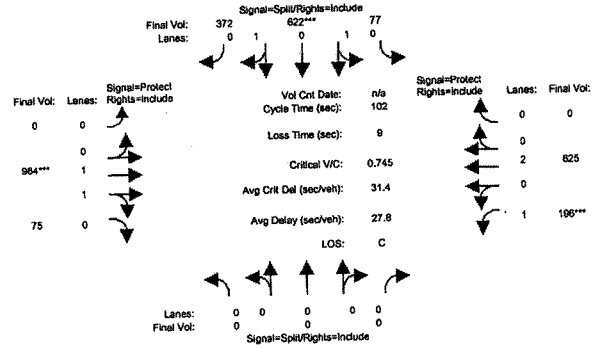


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	69	593	219	0	509	65	148	382	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	69	593	219	0	509	65	148	382	0
Added Vol:	0	0	0	8	27	0	0	450	0	0	98	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	77	620	219	0	959	65	148	480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	77	620	219	0	959	65	148	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	620	219	0	959	65	148	480	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	77	620	219	0	959	65	148	480	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.18	1.32	0.50	0.00	1.86	0.14	1.00	2.00	0.00
Final Sat.:	0	0	0	311	2503	884	0	3540	240	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.25	0.25	0.00	0.27	0.27	0.08	0.13	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	38.2	38.2	38.2	0.0	41.8	41.8	13.0	54.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.66	0.66	0.00	0.66	0.66	0.66	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	27.7	27.7	27.7	0.0	25.5	25.5	49.6	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.7	27.7	27.7	0.0	25.5	25.5	49.6	12.6	0.0
HCM2kAvg:	0	0	0	12	13	12	0	14	13	6	4	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3446: DELMAS/SAN CARLOS

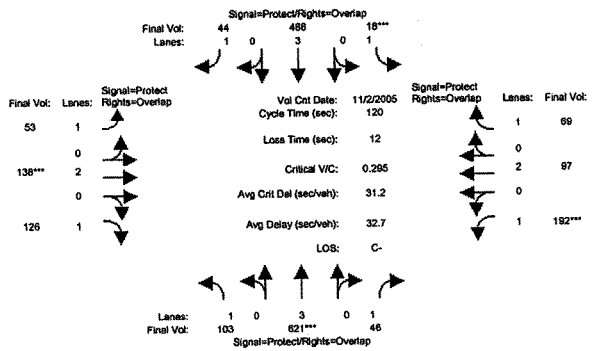


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	69	593	219	0	509	65	148	382	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	69	593	219	0	509	65	148	382	0
Added Vol:	0	0	0	8	27	0	0	450	0	0	98	0
Mntgm closu:	0	0	0	0	2	153	0	5	10	48	145	0
Initial Fut:	0	0	0	77	622	372	0	964	75	196	625	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	77	622	372	0	964	75	196	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	622	372	0	964	75	196	625	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	77	622	372	0	964	75	196	625	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.15	1.12	0.73	0.00	1.84	0.16	1.00	2.00	0.00
Final Sat.:	0	0	0	264	2130	1274	0	3504	273	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.29	0.29	0.00	0.28	0.28	0.11	0.16	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	40.0	40.0	40.0	0.0	37.7	37.7	15.3	53.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.74	0.74	0.74	0.00	0.74	0.74	0.74	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	28.8	28.8	28.8	0.0	30.2	30.2	52.4	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.8	28.8	28.8	0.0	30.2	30.2	52.4	14.2	0.0
HCM2kAvg:	0	0	0	15	16	15	0	15	14	8	6	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3709: MONTGOMERY/PARK

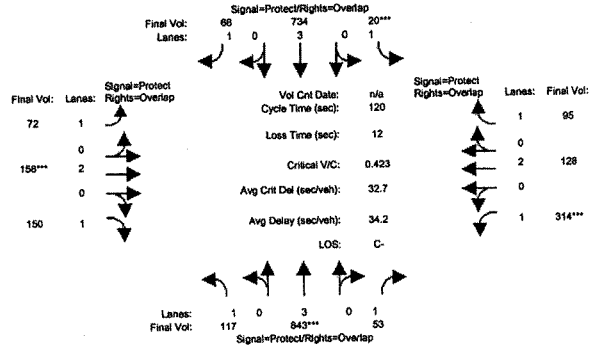


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	103	621	46	18	488	44	53	138	126	192	97	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	621	46	18	488	44	53	138	126	192	97	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	621	46	18	488	44	53	138	126	192	97	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	621	46	18	488	44	53	138	126	192	97	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	621	46	18	488	44	53	138	126	192	97	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	621	46	18	488	44	53	138	126	192	97	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.03	0.01	0.09	0.03	0.03	0.04	0.07	0.11	0.03	0.04
Crit Moves:		****		****				****		****		
Green Time:	20.4	43.2	86.6	7.0	29.7	53.5	23.8	14.4	34.8	43.5	34.0	41.0
Volume/Cap:	0.35	0.30	0.04	0.18	0.35	0.06	0.15	0.30	0.25	0.30	0.09	0.12
Delay/Veh:	44.6	27.7	4.8	54.6	37.3	18.9	40.0	48.6	32.8	27.7	31.6	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	27.7	4.8	54.6	37.3	18.9	40.0	48.6	32.8	27.7	31.6	27.1
HCM2kAvg:	4	5	0	1	5	1	2	3	4	5	1	2

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3709: MONTGOMERY/PARK

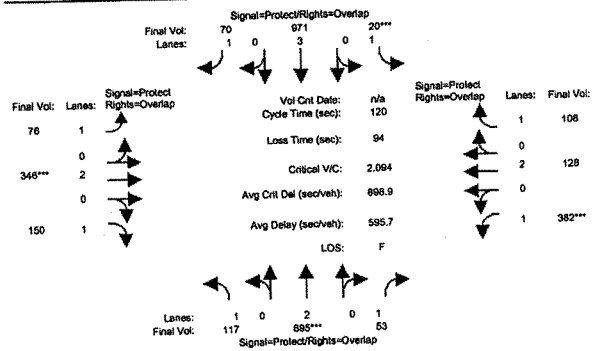


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	117	843	53	20	734	66	72	158	150	314	128	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	843	53	20	734	66	72	158	150	314	128	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	843	53	20	734	66	72	158	150	314	128	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	843	53	20	734	66	72	158	150	314	128	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	843	53	20	734	66	72	158	150	314	128	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	843	53	20	734	66	72	158	150	314	128	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.03	0.01	0.13	0.04	0.04	0.04	0.09	0.18	0.03	0.05
Crit Moves:		****		****				****		****		
Green Time:	16.2	40.5	89.6	7.0	31.3	56.2	24.9	11.4	27.6	49.1	35.6	42.6
Volume/Cap:	0.49	0.44	0.04	0.20	0.49	0.08	0.20	0.44	0.37	0.44	0.11	0.15
Delay/Veh:	49.7	31.1	4.0	54.8	37.9	17.7	39.6	52.1	39.5	25.9	30.8	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	31.1	4.0	54.8	37.9	17.7	39.6	52.1	39.5	25.9	30.8	26.5
HCM2kAvg:	5	8	1	1	8	1	2	3	5	8	2	2

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3709: MONTGOMERY/PARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	117	843	53	20	734	66	72	158	150	314	128	95
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:	117	843	53	20	734	66	72	158	150	314	128	95
Added Vol:	0	52	0	0	237	4	4	188	0	68	0	13
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	895	53	20	971	70	76	346	150	382	128	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	895	53	20	971	70	76	346	150	382	128	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	895	53	20	971	70	76	346	150	382	128	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	895	53	20	971	70	76	346	150	382	128	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.03	0.01	0.17	0.04	0.04	0.09	0.09	0.22	0.03	0.06
Crit Moves:		****		****				****		****		
Green Time:	4.5	9.4	15.9	6.6	11.4	18.0	6.6	9.4	13.9	6.6	9.4	15.9
Volume/Cap:	1.79	3.01	0.23	0.21	1.79	0.27	0.79	1.17	0.74	3.99	0.43	0.46
Delay/Veh:	469.5	975	50.1	58.9	419	48.7	95.1	164	68.4	1431	57.3	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	469.5	975	50.1	58.9	419	48.7	95.1	164	68.4	1431	57.3	52.8
HCM2kAvg:	12	55	2	1	31	3	5	13	7	51	3	4

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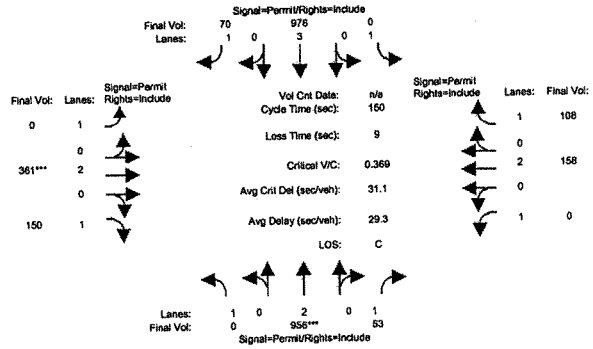
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mt Proj w/Hockey2 6-7pm

Intersection #3709: MONTGOMERY/PARK



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	60	0	10	10	0	80	80	0	80	80
Volume Module: 6-7pm												
Base Vol:	117	843	53	20	734	66	72	158	150	314	128	95
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:	117	843	53	20	734	66	72	158	150	314	128	95
Added Vol:	0	52	0	0	237	4	4	188	0	68	0	13
Mntgm closu:	-117	61	0	-20	5	0	-76	15	0	-382	30	0
Initial Fut:	0	956	53	0	976	70	0	361	150	0	158	108
User Adj:	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	956	53	0	976	70	0	361	150	0	158	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	956	53	0	976	70	0	361	150	0	158	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	956	53	0	976	70	0	361	150	0	158	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.03	0.00	0.17	0.04	0.00	0.10	0.09	0.00	0.04	0.06
Crit Moves:		****						****				
Green Time:	0.0	61.0	61.0	0.0	61.0	61.0	0.0	80.0	80.0	0.0	80.0	80.0
Volume/Cap:	0.00	0.62	0.07	0.00	0.42	0.10	0.00	0.18	0.16	0.00	0.08	0.12
Delay/Veh:	0.0	36.0	27.3	0.0	32.0	27.6	0.0	18.1	17.9	0.0	17.1	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.0	27.3	0.0	32.0	27.6	0.0	18.1	17.9	0.0	17.1	17.5
HCM2kAvg:	0	17	1	0	10	2	0	4	3	0	2	2

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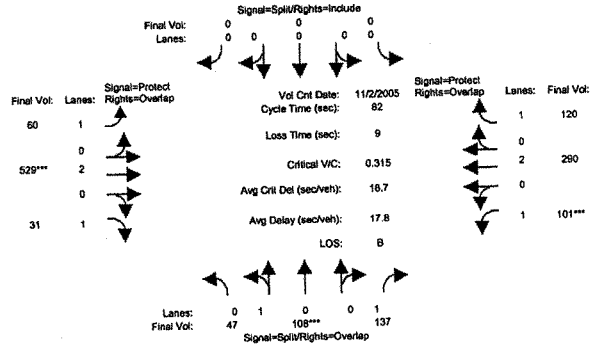
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3731: PARK/WOZ

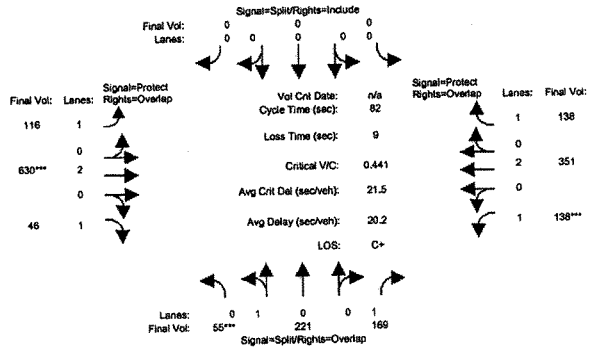


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	47	108	137	0	0	0	60	529	31	101	290	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	108	137	0	0	0	60	529	31	101	290	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	108	137	0	0	0	60	529	31	101	290	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	108	137	0	0	0	60	529	31	101	290	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	108	137	0	0	0	60	529	31	101	290	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	108	137	0	0	0	60	529	31	101	290	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.32	0.68	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	562	1290	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.00	0.00	0.00	0.03	0.14	0.02	0.06	0.08	0.07
Crit Moves:		****						****		****		
Green Time:	21.8	21.8	36.8	0.0	0.0	0.0	21.1	36.2	58.0	15.0	30.1	30.1
Volume/Cap:	0.32	0.32	0.17	0.00	0.00	0.00	0.13	0.32	0.03	0.32	0.21	0.19
Delay/Veh:	24.5	24.5	13.6	0.0	0.0	0.0	23.6	15.0	3.6	29.6	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	13.6	0.0	0.0	0.0	23.6	15.0	3.6	29.6	17.8	17.8
HCM2kAvg:	3	3	2	0	0	0	1	4	0	2	3	2

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3731: PARK/WOZ

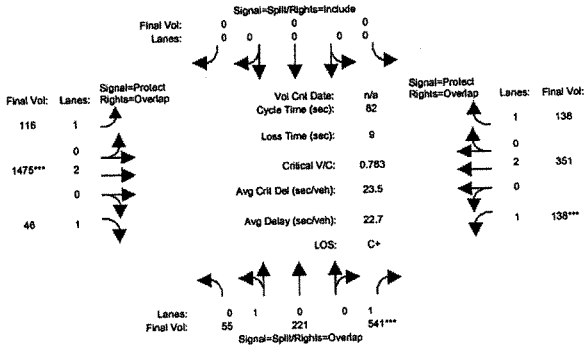


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	55	221	169	0	0	0	116	630	46	138	351	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	221	169	0	0	0	116	630	46	138	351	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	221	169	0	0	0	116	630	46	138	351	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	221	169	0	0	0	116	630	46	138	351	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	221	169	0	0	0	116	630	46	138	351	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	221	169	0	0	0	116	630	46	138	351	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.21	0.79	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	372	1496	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.10	0.00	0.00	0.00	0.07	0.17	0.03	0.08	0.09	0.08
Crit Moves:	****							****		****		
Green Time:	27.5	27.5	42.2	0.0	0.0	0.0	18.7	30.8	58.3	14.7	26.8	26.8
Volume/Cap:	0.44	0.44	0.19	0.00	0.00	0.00	0.29	0.44	0.04	0.44	0.28	0.24
Delay/Veh:	21.8	21.8	10.8	0.0	0.0	0.0	26.5	19.3	3.5	31.0	20.6	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	21.8	10.8	0.0	0.0	0.0	26.5	19.3	3.5	31.0	20.6	20.4
HCM2kAvg:	5	6	2	0	0	0	3	6	0	4	3	3

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3731: PARK/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	55	221	169	0	0	0	116	630	46	138	351	138
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:	55	221	169	0	0	0	116	630	46	138	351	138
Added Vol:	0	0	372	0	0	0	0	845	0	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	221	541	0	0	0	116	1475	46	138	351	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	221	541	0	0	0	116	1475	46	138	351	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	221	541	0	0	0	116	1475	46	138	351	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	221	541	0	0	0	116	1475	46	138	351	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.21	0.79	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	372	1496	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.31	0.00	0.00	0.00	0.07	0.39	0.03	0.08	0.09	0.08
Crit Moves:			****					****		****		
Green Time:	23.6	23.6	32.0	0.0	0.0	0.0	20.3	41.0	64.7	8.3	29.0	29.0
Volume/Cap:	0.51	0.51	0.79	0.00	0.00	0.00	0.27	0.78	0.03	0.78	0.26	0.22
Delay/Veh:	25.2	25.2	28.4	0.0	0.0	0.0	25.2	18.8	1.9	55.0	19.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	28.4	0.0	0.0	0.0	25.2	18.8	1.9	55.0	19.0	18.8
HCM2kAvg:	6	6	14	0	0	0	2	17	0	5	3	2

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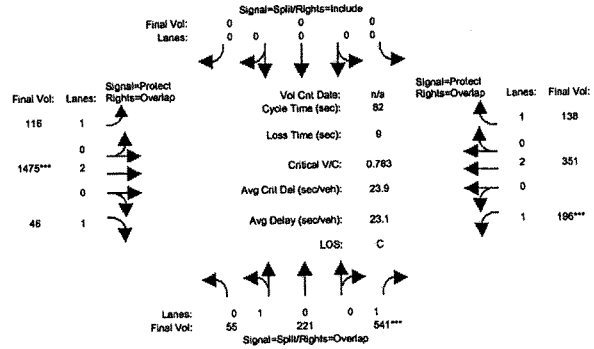
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3731: PARK/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	55	221	169	0	0	0	116	630	46	138	351	138
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:	55	221	169	0	0	0	116	630	46	138	351	138
Added Vol:	0	0	372	0	0	0	0	845	0	0	0	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	58	0	0
Initial Fut:	55	221	541	0	0	0	116	1475	46	196	351	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	221	541	0	0	0	116	1475	46	196	351	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	221	541	0	0	0	116	1475	46	196	351	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	221	541	0	0	0	116	1475	46	196	351	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.21	0.79	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	372	1496	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.31	0.00	0.00	0.00	0.07	0.39	0.03	0.11	0.09	0.08
Crit Moves:			****					****		****		
Green Time:	20.6	20.6	32.4	0.0	0.0	0.0	21.6	40.6	61.3	11.7	30.8	30.8
Volume/Cap:	0.59	0.59	0.78	0.00	0.00	0.00	0.25	0.78	0.04	0.78	0.25	0.21
Delay/Veh:	28.9	28.9	27.6	0.0	0.0	0.0	24.1	19.3	2.7	48.7	17.7	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	27.6	0.0	0.0	0.0	24.1	19.3	2.7	48.7	17.7	17.5
HCM2kAvg:	7	7	14	0	0	0	2	17	0	7	3	2

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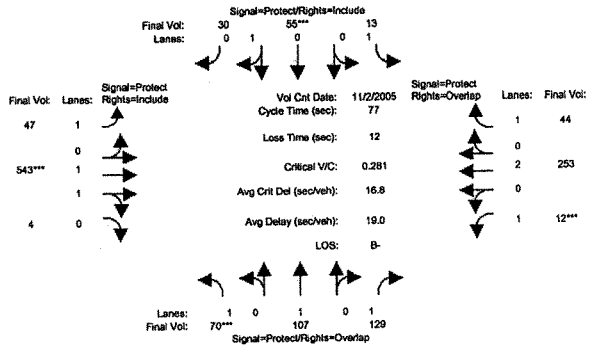
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3763: SAN CARLOS/WOZ

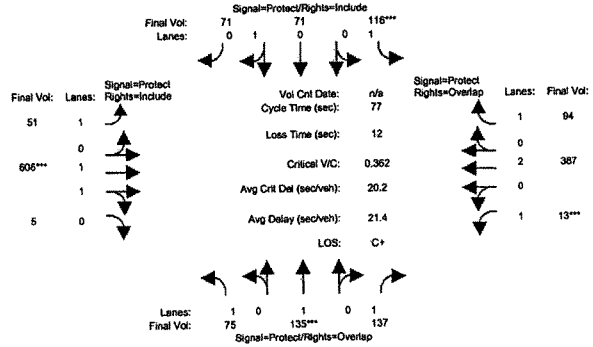


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	70	107	129	13	55	30	47	543	4	12	253	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	107	129	13	55	30	47	543	4	12	253	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	107	129	13	55	30	47	543	4	12	253	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	107	129	13	55	30	47	543	4	12	253	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	107	129	13	55	30	47	543	4	12	253	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	107	129	13	55	30	47	543	4	12	253	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.63	0.37	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1193	651	1750	3770	28	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.07	0.01	0.05	0.05	0.03	0.14	0.14	0.01	0.07	0.03
Crit Moves:	****				****			****		****		
Green Time:	10.1	12.8	19.8	8.9	11.6	11.6	17.8	36.3	36.3	7.0	25.5	34.4
Volume/Cap:	0.31	0.34	0.29	0.06	0.31	0.31	0.12	0.31	0.31	0.08	0.20	0.06
Delay/Veh:	31.0	29.0	23.3	30.4	29.7	29.7	23.5	12.7	12.7	32.2	18.6	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	29.0	23.3	30.4	29.7	29.7	23.5	12.7	12.7	32.2	18.6	12.1
HCM2kAvg:	2	3	3	0	2	2	1	4	4	0	2	1

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3763: SAN CARLOS/WOZ

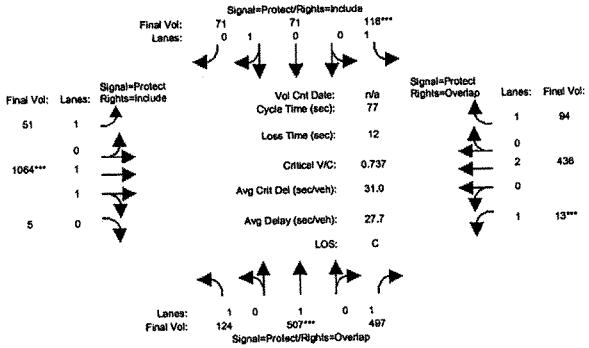


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	75	135	137	116	71	71	51	606	5	13	387	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	135	137	116	71	71	51	606	5	13	387	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	135	137	116	71	71	51	606	5	13	387	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	135	137	116	71	71	51	606	5	13	387	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	135	137	116	71	71	51	606	5	13	387	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	135	137	116	71	71	51	606	5	13	387	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.48	0.52	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	911	911	1750	3766	31	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.08	0.07	0.08	0.08	0.03	0.16	0.16	0.01	0.10	0.05
Crit Moves:		****		****				****		****		
Green Time:	11.0	13.8	20.8	12.9	15.7	15.7	15.8	31.3	31.3	7.0	22.5	35.4
Volume/Cap:	0.30	0.40	0.29	0.40	0.38	0.38	0.14	0.40	0.40	0.08	0.35	0.12
Delay/Veh:	30.2	28.7	22.6	29.5	27.1	27.1	25.3	16.3	16.3	32.3	21.6	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	28.7	22.6	29.5	27.1	27.1	25.3	16.3	16.3	32.3	21.6	11.9
HCM2kAvg:	2	3	3	3	3	3	1	5	5	0	4	1

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project w/Hockey 6-7pm

Intersection #3763: SAN CARLOS/WOZ

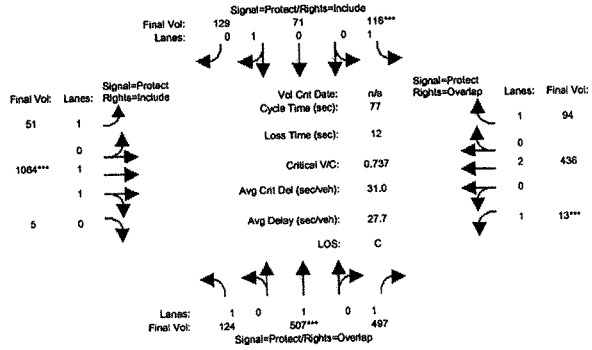


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	75	135	137	116	71	71	51	606	5	13	387	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	135	137	116	71	71	51	606	5	13	387	94
Added Vol:	49	372	360	0	0	0	0	458	0	0	49	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	507	497	116	71	71	51	1064	5	13	436	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	507	497	116	71	71	51	1064	5	13	436	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	507	497	116	71	71	51	1064	5	13	436	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	124	507	497	116	71	71	51	1064	5	13	436	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.48	0.52	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	911	911	1750	3781	18	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.28	0.07	0.08	0.08	0.03	0.28	0.28	0.01	0.11	0.05
Crit Moves:		****		****				****		****		
Green Time:	13.1	24.8	31.8	7.0	18.7	18.7	13.7	26.2	26.2	7.0	19.5	26.5
Volume/Cap:	0.42	0.83	0.69	0.73	0.32	0.32	0.16	0.83	0.83	0.08	0.45	0.16
Delay/Veh:	29.5	33.3	21.3	49.8	24.3	24.3	27.1	27.9	27.9	32.3	24.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	33.3	21.3	49.8	24.3	24.3	27.1	27.9	27.9	32.3	24.6	17.6
HCM2kAvg:	3	14	11	4	3	3	1	14	13	0	5	2

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj w/Hockey2 6-7pm

Intersection #3763: SAN CARLOS/WOZ

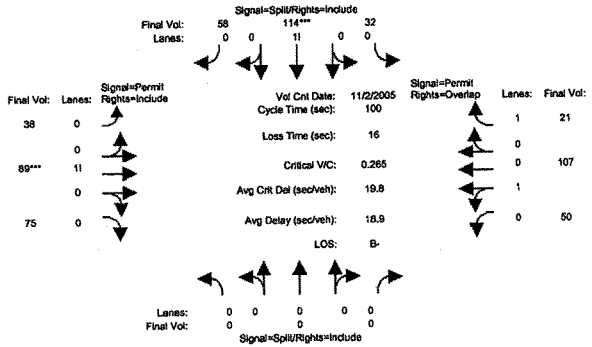


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	75	135	137	116	71	71	51	606	5	13	387	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	135	137	116	71	71	51	606	5	13	387	94
Added Vol:	49	372	360	0	0	0	0	458	0	0	49	0
Mntgm closu:	0	0	0	0	0	58	0	0	0	0	0	0
Initial Fut:	124	507	497	116	71	129	51	1064	5	13	436	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	507	497	116	71	129	51	1064	5	13	436	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	507	497	116	71	129	51	1064	5	13	436	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	124	507	497	116	71	129	51	1064	5	13	436	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.34	0.66	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	639	1161	1750	3781	18	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.28	0.07	0.11	0.11	0.03	0.28	0.28	0.01	0.11	0.05
Crit Moves:		****		****				****		****		
Green Time:	13.1	24.8	31.8	7.0	18.7	18.7	13.7	26.2	26.2	7.0	19.5	26.5
Volume/Cap:	0.42	0.83	0.69	0.73	0.46	0.46	0.16	0.83	0.83	0.08	0.45	0.16
Delay/Veh:	29.5	33.3	21.3	49.8	25.6	25.6	27.1	27.9	27.9	32.3	24.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	33.3	21.3	49.8	25.6	25.6	27.1	27.9	27.9	32.3	24.6	17.6
HCM2kAvg:	3	14	11	4	5	4	1	14	13	0	5	2

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing w/Hockey 6-7pm

Intersection #3985: DELMAS/SAN FERNANDO

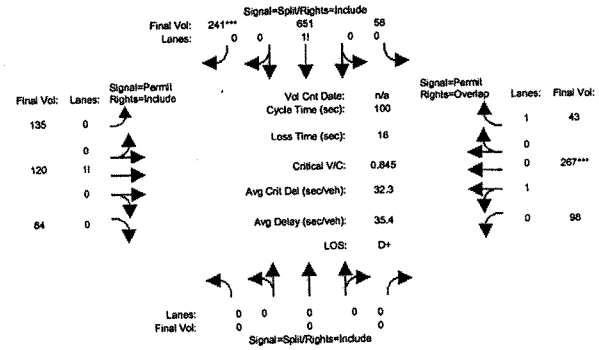


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm												
Base Vol:	0	0	0	32	114	58	38	89	75	50	107	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	114	58	38	89	75	50	107	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	32	114	58	38	89	75	50	107	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	114	58	38	89	75	50	107	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	114	58	38	89	75	50	107	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	32	114	58	38	89	75	50	107	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.16	0.54	0.30	0.19	0.43	0.38	0.34	0.66	1.00
Final Sat.:	0	0	0	287	1023	521	341	799	673	589	1260	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.11	0.11	0.11	0.08	0.08	0.01
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	42.0	42.0	42.0	42.0	42.0	42.0	42.0	42.0	84.0
Volume/Cap:	0.00	0.00	0.00	0.27	0.27	0.27	0.27	0.27	0.27	0.20	0.20	0.01
Delay/Veh:	0.0	0.0	0.0	19.8	19.8	19.8	19.8	19.8	19.8	19.0	19.0	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.8	19.8	19.8	19.8	19.8	19.8	19.0	19.0	1.3
HCM2kAvg:	0	0	0	4	4	4	4	4	4	3	3	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background w/Hockey 6-7pm

Intersection #3985: DELMAS/SAN FERNANDO

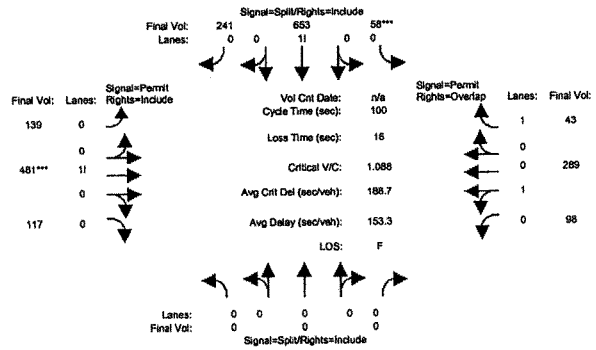


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	58	651	241	135	120	84	98	267	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	651	241	135	120	84	98	267	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	651	241	135	120	84	98	267	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	651	241	135	120	84	98	267	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	651	241	135	120	84	98	267	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	58	651	241	135	120	84	98	267	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.06	0.67	0.27	0.41	0.34	0.25	0.28	0.72	1.00
Final Sat.:	0	0	0	113	1268	469	717	637	446	499	1359	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.51	0.51	0.51	0.19	0.19	0.19	0.20	0.20	0.02
Crit Moves:						****					****	
Green Time:	0.0	0.0	0.0	60.7	60.7	60.7	23.3	23.3	23.3	23.3	23.3	84.0
Volume/Cap:	0.00	0.00	0.00	0.85	0.85	0.85	0.81	0.81	0.81	0.85	0.85	0.03
Delay/Veh:	0.0	0.0	0.0	23.7	23.7	23.7	51.8	51.8	51.8	54.7	54.7	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.7	23.7	23.7	51.8	51.8	51.8	54.7	54.7	1.3
HCM2kAvg:	0	0	0	25	26	25	12	13	12	13	14	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Project wHockey 6-7pm

Intersection #3985: DELMAS/SAN FERNANDO

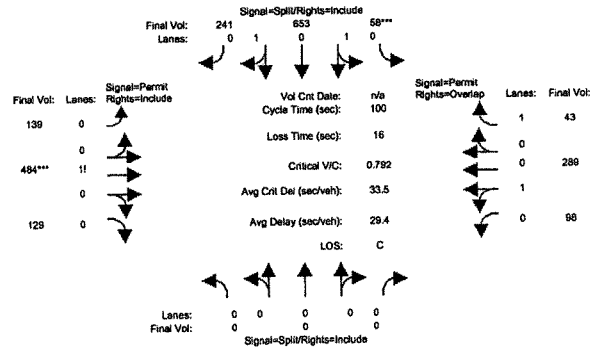


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	8	0	16	16	16	52	52	52	52	52	52
Volume Module: 6-7pm												
Base Vol:	0	0	0	58	651	241	135	120	84	98	267	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	58	651	241	135	120	84	98	267	43
Added Vol:	0	0	0	0	2	0	4	361	33	0	22	0
Mntgm closu:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	653	241	139	481	117	98	289	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	653	241	139	481	117	98	289	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	653	241	139	481	117	98	289	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	58	653	241	139	481	117	98	289	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.06	0.67	0.27	0.20	0.63	0.17	0.27	0.73	1.00
Final Sat.:	0	0	0	113	1269	468	348	1204	293	471	1389	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.51	0.51	0.51	0.40	0.40	0.40	0.21	0.21	0.02
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	32.0	32.0	32.0	52.0	52.0	52.0	52.0	52.0	84.0
Volume/Cap:	0.00	0.00	0.00	1.61	1.61	1.61	0.77	0.77	0.77	0.40	0.40	0.03
Delay/Veh:	0.0	0.0	0.0	315.4	315	315.4	25.1	25.1	25.1	15.8	15.8	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	315.4	315	315.4	25.1	25.1	25.1	15.8	15.8	1.3
HCM2kAvg:	0	0	0	70	76	70	18	20	18	7	7	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Proj wHockey2 6-7pm

Intersection #3985: DELMAS/SAN FERNANDO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	8	0	30	30	30	54	54	54	54	54	54
Volume Module: 6-7pm												
Base Vol:	0	0	0	58	651	241	135	120	84	98	267	43
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	58	651	241	135	120	84	98	267	43
Added Vol:	0	0	0	0	2	0	4	361	33	0	22	0
Mntgm closu:	0	0	0	0	0	0	0	3	12	0	0	0
Initial Fut:	0	0	0	58	653	241	139	484	129	98	289	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	653	241	139	484	129	98	289	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	653	241	139	484	129	98	289	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	58	653	241	139	484	129	98	289	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.13	1.34	0.53	0.19	0.63	0.18	0.27	0.73	1.00
Final Sat.:	0	0	0	225	2538	937	341	1187	316	471	1389	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.26	0.41	0.41	0.41	0.21	0.21	0.02
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	30.0	30.0	30.0	54.0	54.0	54.0	54.0	54.0	84.0
Volume/Cap:	0.00	0.00	0.00	0.86	0.86	0.86	0.76	0.76	0.76	0.39	0.39	0.03
Delay/Veh:	0.0	0.0	0.0	41.6	41.6	41.6	23.2	23.2	23.2	14.5	14.5	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.6	41.6	41.6	23.2	23.2	23.2	14.5	14.5	1.3
HCM2kAvg:	0	0	0	16	17	16	18	20	18	6	7	0

San Jose Ballpark

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		Mit Cum w/Hockey2 6-7pm				???				???						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#3013	87/JULIAN (E) *	F	98.1	1.100	110.3	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3014	87/JULIAN (W)	C-	32.9	0.949	51.3	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3015	87/SANTA CLARA	E	70.0	1.145	97.6	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3032	280/BIRD (N)	D+	35.0	1.000	56.7	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3033	280/BIRD (S)	D	48.8	1.030	80.3	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3066	AUTUMN/SANTA CLARA	D-	54.6	0.964	71.3	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3077	BIRD/SAN CARLOS	E	74.3	1.088	102.6	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3209	87/WOZ	A	9.1	0.552	8.3	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3264	AUTUMN/SAN FERNANDO	D	42.2	0.703	38.9	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3266	AUZERAIS/BIRD	C-	32.1	0.820	38.9	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3267	AUZERAIS/DELMAS	B	15.8	0.376	16.7	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3271	AUZERAIS/WOZ	B+	11.8	0.394	5.8	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3445	DELMAS/PARK*	F	124.8	0.961	138.4	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3446	DELMAS/SAN CARLOS	C	30.3	0.815	34.5	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3709	MONTGOMERY/PARK	C	30.5	0.433	34.7	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3731	PARK/WOZ	C	28.8	0.898	34.3	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3763	SAN CARLOS/WOZ	C	28.7	0.759	32.5	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x
#3985	DELMAS/SAN FERNANDO	D-	52.9	0.946	65.0	?	xx.x	x.xxx	xx.x	?	xx.x	x.xxx	x.xxx	xx.x	xx.x	?	xx.x	x.xxx	xx.x

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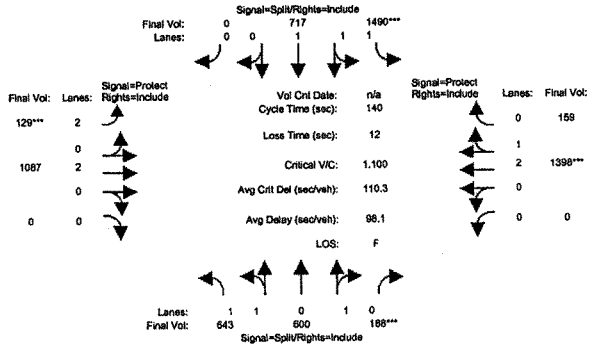
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

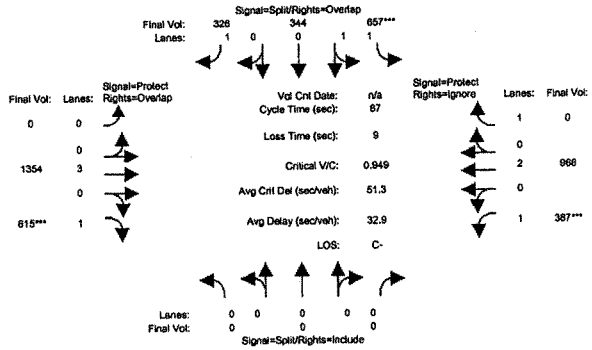
Intersection #3013: 87/JULIAN (E) *



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	0	7	10	0	0	10	10
Volume Module: 6-7pm												
Base Vol:	643	600	188	1490	717	0	129	1087	0	0	1398	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	643	600	188	1490	717	0	129	1087	0	0	1398	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	643	600	188	1490	717	0	129	1087	0	0	1398	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	643	600	188	1490	717	0	129	1087	0	0	1398	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	643	600	188	1490	717	0	129	1087	0	0	1398	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	643	600	188	1490	717	0	129	1087	0	0	1398	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.39	1.20	0.41	2.00	1.00	0.00	2.00	2.00	0.00	0.00	2.67	0.33
Final Sat.:	2440	2277	713	3500	1900	0	3150	3800	0	0	5074	577
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.43	0.38	0.00	0.04	0.29	0.00	0.00	0.28	0.28
Crit Moves:			****	****			****				****	
Green Time:	33.1	33.1	33.1	53.4	53.4	0.0	7.0	41.6	0.0	0.0	34.6	34.6
Volume/Cap:	1.12	1.12	1.12	1.12	0.99	0.00	0.82	0.96	0.00	0.00	1.12	1.12
Delay/Veh:	116.9	117	116.9	103.3	59.6	0.0	93.4	67.1	0.0	0.0	115	115.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.9	117	116.9	103.3	59.6	0.0	93.4	67.1	0.0	0.0	115	115.4
HCM2kAvg:	29	31	29	45	37	0	5	28	0	0	33	30

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3014: 87/JULIAN (W)

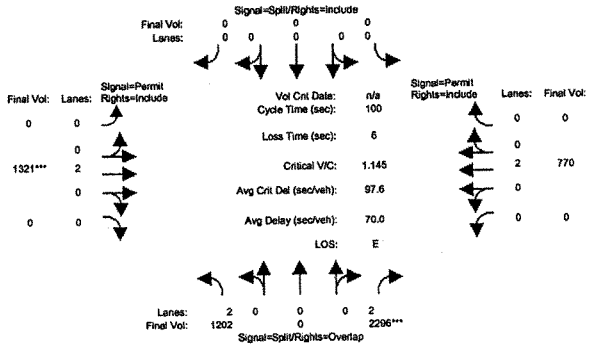


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	657	344	326	0	1354	615	387	968	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	657	344	326	0	1354	615	387	968	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	657	344	326	0	1354	615	387	968	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	657	344	326	0	1354	615	387	968	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	657	344	326	0	1354	615	387	968	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	0	0	0	657	344	326	0	1354	615	387	968	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.35	0.65	1.00	0.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	0	2361	1236	1750	0	5700	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.19	0.00	0.24	0.35	0.22	0.25	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	25.5	25.5	25.5	0.0	32.2	32.2	20.3	52.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.95	0.95	0.64	0.00	0.64	0.95	0.95	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	46.9	46.9	29.3	0.0	23.3	50.1	64.5	9.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.9	46.9	29.3	0.0	23.3	50.1	64.5	9.3	0.0
HCM2kAvg:	0	0	0	18	19	8	0	11	21	15	7	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3015: 87/SANTA CLARA

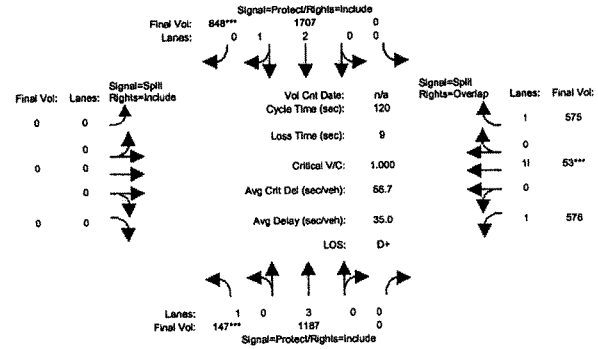


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Volume Module: 6-7pm												
Base Vol:	1202	0	2296	0	0	0	0	1321	0	0	770	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1202	0	2296	0	0	0	0	1321	0	0	770	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1202	0	2296	0	0	0	0	1321	0	0	770	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1202	0	2296	0	0	0	0	1321	0	0	770	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1202	0	2296	0	0	0	0	1321	0	0	770	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1202	0	2296	0	0	0	0	1321	0	0	770	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	0	0	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.73	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.20	0.00
Crit Moves:			****					****				
Green Time:	63.6	0.0	63.6	0.0	0.0	0.0	0.0	30.4	0.0	0.0	30.4	0.0
Volume/Cap:	0.60	0.00	1.15	0.00	0.00	0.00	0.00	1.15	0.00	0.00	0.67	0.00
Delay/Veh:	11.2	0.0	90.0	0.0	0.0	0.0	0.0	111	0.0	0.0	31.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	0.0	90.0	0.0	0.0	0.0	0.0	111	0.0	0.0	31.9	0.0
HCM2kAvg:	11	0	56	0	0	0	0	34	0	0	11	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3032: 280/BIRD (N)

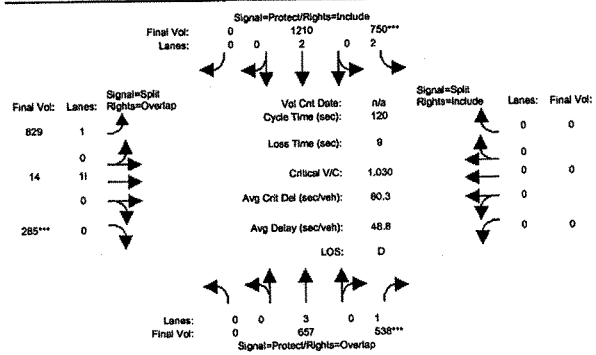


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Volume Module: 6-7pm												
Base Vol:	147	1187	0	0	1707	848	0	0	0	576	53	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1187	0	0	1707	848	0	0	0	576	53	575
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	1187	0	0	1707	848	0	0	0	576	53	575
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1187	0	0	1707	848	0	0	0	576	53	575
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1187	0	0	1707	848	0	0	0	576	53	575
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	1187	0	0	1707	848	0	0	0	576	53	575
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.46	0.08	1.46
Final Sat.:	1750	5700	0	0	3800	1750	0	0	0	2557	149	2556
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.00	0.00	0.45	0.48	0.00	0.00	0.00	0.23	0.36	0.22
Crit Moves:	****					****					****	
Green Time:	10.1	68.2	0.0	0.0	58.1	58.1	0.0	0.0	0.0	42.8	42.8	42.8
Volume/Cap:	1.00	0.37	0.00	0.00	0.93	1.00	0.00	0.00	0.00	0.63	1.00	0.63
Delay/Veh:	129.3	14.2	0.0	0.0	35.2	48.8	0.0	0.0	0.0	32.7	64.6	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	129.3	14.2	0.0	0.0	35.2	48.8	0.0	0.0	0.0	32.7	64.6	32.7
HCM2kAvg:	9	8	0	0	34	39	0	0	0	13	32	13

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3033: 280/BIRD (S)

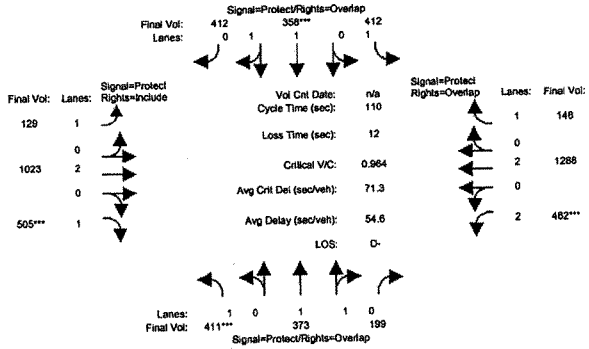


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Volume Module: 6-7pm												
Base Vol:	0	657	538	750	1210	0	829	14	285	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	657	538	750	1210	0	829	14	285	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	657	538	750	1210	0	829	14	285	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	657	538	750	1210	0	829	14	285	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	657	538	750	1210	0	829	14	285	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	657	538	750	1210	0	829	14	285	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.58	0.02	0.40	0.00	0.00	0.00
Final Sat.:	0	5700	1750	3150	3800	0	2768	34	700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.31	0.24	0.32	0.00	0.30	0.41	0.41	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green Time:	0.0	35.8	35.8	27.7	63.6	0.0	47.4	47.4	47.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.39	1.03	1.03	0.60	0.00	0.76	1.03	1.03	0.00	0.00	0.00
Delay/Veh:	0.0	33.5	89.3	87.3	20.0	0.0	33.6	71.4	71.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.5	89.3	87.3	20.0	0.0	33.6	71.4	71.4	0.0	0.0	0.0
HCM2kAvg:	0	6	27	20	15	0	18	37	35	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3066: AUTUMN/SANTA CLARA

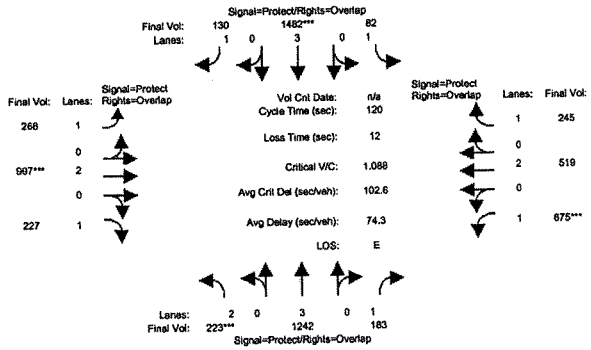


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	411	373	199	412	358	412	129	1023	505	462	1288	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	411	373	199	412	358	412	129	1023	505	462	1288	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	411	373	199	412	358	412	129	1023	505	462	1288	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	411	373	199	412	358	412	129	1023	505	462	1288	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	373	199	412	358	412	129	1023	505	462	1288	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	411	373	199	412	358	412	129	1023	505	462	1288	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.27	0.73	1.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	2406	1284	1750	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.16	0.16	0.24	0.19	0.24	0.07	0.27	0.29	0.15	0.34	0.08
Crit Moves:	****				****				****	****		
Green Time:	26.8	19.2	35.9	29.1	21.5	30.4	8.9	32.9	32.9	16.7	40.8	69.9
Volume/Cap:	0.96	0.89	0.47	0.89	0.96	0.85	0.91	0.90	0.96	0.96	0.91	0.13
Delay/Veh:	75.2	58.7	29.8	57.5	67.1	45.5	100.7	46.7	68.1	78.1	42.3	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	58.7	29.8	57.5	67.1	45.5	100.7	46.7	68.1	78.1	42.3	8.0
HCM2kAvg:	19	13	7	17	17	16	7	20	22	12	25	2

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3077: BIRD/SAN CARLOS

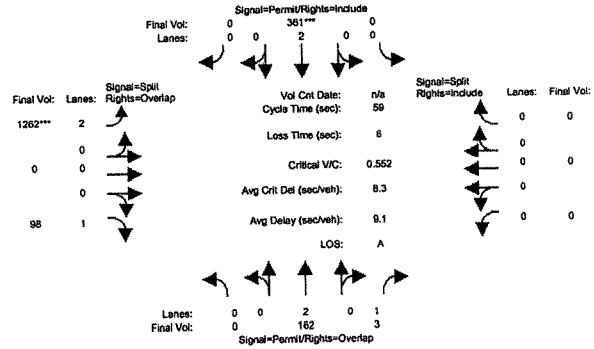


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	223	1242	183	82	1482	130	268	997	227	675	519	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	1242	183	82	1482	130	268	997	227	675	519	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	1242	183	82	1482	130	268	997	227	675	519	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1242	183	82	1482	130	268	997	227	675	519	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1242	183	82	1482	130	268	997	227	675	519	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	223	1242	183	82	1482	130	268	997	227	675	519	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.10	0.05	0.26	0.07	0.15	0.26	0.13	0.39	0.14	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.8	28.8	71.3	7.7	28.7	66.5	37.8	28.9	36.8	42.6	33.7	41.4
Volume/Cap:	1.09	0.91	0.18	0.73	1.09	0.13	0.49	1.09	0.42	1.09	0.49	0.41
Delay/Veh:	144.3	53.4	11.1	76.5	97.6	13.0	33.9	102	33.7	101.0	36.3	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	144.3	53.4	11.1	76.5	97.6	13.0	33.9	102	33.7	101.0	36.3	30.4
HCM2kAvg:	8	18	3	5	27	2	8	27	7	36	8	7

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3209: 87/WOZ

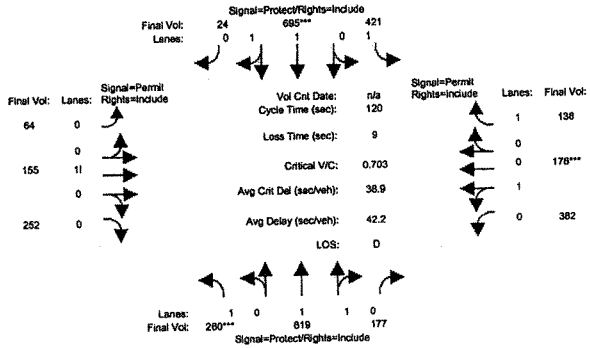


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	0	10	0	10	0	0	0
Volume Module: 6-7pm												
Base Vol:	0	162	3	0	361	0	1262	0	98	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	162	3	0	361	0	1262	0	98	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	162	3	0	361	0	1262	0	98	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	162	3	0	361	0	1262	0	98	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	162	3	0	361	0	1262	0	98	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	162	3	0	361	0	1262	0	98	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	1750	0	3800	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.00	0.10	0.00	0.40	0.00	0.06	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	10.2	10.2	0.0	10.2	0.0	42.8	0.0	42.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.25	0.01	0.00	0.55	0.00	0.55	0.00	0.08	0.00	0.00	0.00
Delay/Veh:	0.0	21.3	20.3	0.0	23.4	0.0	4.0	0.0	2.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	20.3	0.0	23.4	0.0	4.0	0.0	2.4	0.0	0.0	0.0
HCM2kAvg:	0	1	0	0	4	0	6	0	1	0	0	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Curr w/Hockey2 6-7pm

Intersection #3264: AUTUMN/SAN FERNANDO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	22	22	7	41	41	41	41	41	41	41	41
Volume Module: 6-7pm												
Base Vol:	260	619	177	421	695	24	64	155	252	382	178	138
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:	260	619	177	421	695	24	64	155	252	382	178	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	619	177	421	695	24	64	155	252	382	178	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	619	177	421	695	24	64	155	252	382	178	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	619	177	421	695	24	64	155	252	382	178	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	260	619	177	421	695	24	64	155	252	382	178	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.53	0.47	1.00	1.93	0.07	0.14	0.31	0.55	0.70	0.30	1.00
Final Sat.:	1750	2900	829	1750	3663	126	244	591	961	1224	571	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.21	0.24	0.19	0.19	0.26	0.26	0.26	0.31	0.31	0.08
Crit Moves:	****				****						****	
Green Time:	22.6	29.9	29.9	33.7	41.0	41.0	47.4	47.4	47.4	47.4	47.4	47.4
Volume/Cap:	0.79	0.86	0.86	0.86	0.56	0.56	0.66	0.66	0.66	0.79	0.79	0.20
Delay/Veh:	58.5	51.0	51.0	54.8	32.6	32.6	32.1	32.1	32.1	37.9	37.9	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	51.0	51.0	54.8	32.6	32.6	32.1	32.1	32.1	37.9	37.9	24.0
HCM2kAvg:	11	17	16	17	11	10	14	15	14	19	21	3

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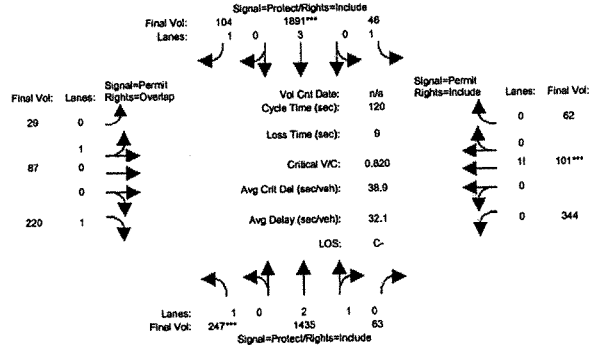
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Curr w/Hockey2 6-7pm

Intersection #3266: AUZERAIS/BIRD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	247	1435	63	46	1891	104	29	87	220	294	101	62
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:	247	1435	63	46	1891	104	29	87	220	294	101	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	50	0	0
Initial Fut:	247	1435	63	46	1891	104	29	87	220	344	101	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1435	63	46	1891	104	29	87	220	344	101	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1435	63	46	1891	104	29	87	220	344	101	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	247	1435	63	46	1891	104	29	87	220	344	101	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.86	0.14	1.00	3.00	1.00	0.27	0.73	1.00	0.69	0.19	0.12
Final Sat.:	1750	5441	239	1750	5700	1750	465	1395	1750	1206	354	217
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.26	0.03	0.33	0.06	0.06	0.06	0.13	0.29	0.29	0.29
Crit Moves:	****				****						****	
Green Time:	20.7	56.7	56.7	12.5	48.6	48.6	41.8	41.8	62.4	41.8	41.8	41.8
Volume/Cap:	0.82	0.56	0.56	0.25	0.82	0.15	0.18	0.18	0.24	0.82	0.82	0.82
Delay/Veh:	64.0	22.9	22.9	50.1	34.3	22.7	27.3	27.3	15.9	44.2	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	22.9	22.9	50.1	34.3	22.7	27.3	27.3	15.9	44.2	44.2	44.2
HCM2kAvg:	11	13	12	2	22	2	3	3	4	19	20	19

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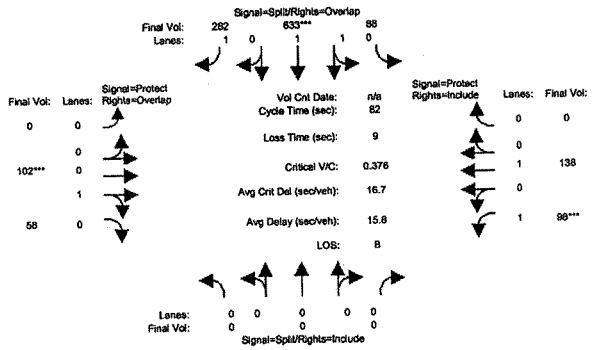
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3267: AUZERAIS/DELMAS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	88	633	282	0	102	58	98	138	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	88	633	282	0	102	58	98	138	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	88	633	282	0	102	58	98	138	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	88	633	282	0	102	58	98	138	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	88	633	282	0	102	58	98	138	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	88	633	282	0	102	58	98	138	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.26	1.74	1.00	0.00	0.62	0.38	1.00	1.00	0.00
Final Sat.:	0	0	0	459	3302	1750	0	1175	668	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.16	0.00	0.09	0.09	0.06	0.07	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	41.8	41.8	41.8	0.0	18.9	18.9	12.2	31.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.38	0.38	0.32	0.00	0.38	0.38	0.38	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	12.3	12.3	11.9	0.0	27.1	27.1	32.4	17.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.3	12.3	11.9	0.0	27.1	27.1	32.4	17.1	0.0
HCM2kAvg:	0	0	0	5	6	4	0	4	4	3	2	0

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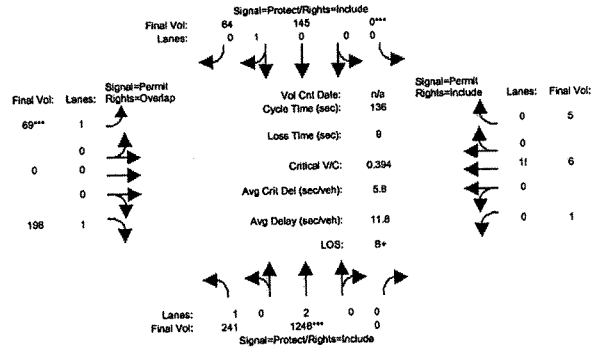
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3271: AUZERAIS/WOZ



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: 6-7pm												
Base Vol:	241	1248	0	0	145	64	69	0	198	1	6	5
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:	241	1248	0	0	145	64	69	0	198	1	6	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	1248	0	0	145	64	69	0	198	1	6	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	1248	0	0	145	64	69	0	198	1	6	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	1248	0	0	145	64	69	0	198	1	6	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	241	1248	0	0	145	64	69	0	198	1	6	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	0.68	0.32	1.00	0.00	1.00	0.09	0.48	0.43
Final Sat.:	1750	3800	0	0	1284	567	1750	0	1750	152	911	759
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.00	0.00	0.11	0.11	0.04	0.00	0.11	0.01	0.01	0.01
Crit Moves:		****		****			****					
Green Time:	62.3	113	0.0	0.0	51.1	51.1	13.6	0.0	75.9	13.6	13.6	13.6
Volume/Cap:	0.30	0.39	0.00	0.00	0.30	0.30	0.39	0.00	0.20	0.07	0.07	0.07
Delay/Veh:	23.4	2.9	0.0	0.0	30.1	30.1	58.8	0.0	15.1	55.6	55.6	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	2.9	0.0	0.0	30.1	30.1	58.8	0.0	15.1	55.6	55.6	55.6
HCM2kAvg:	6	6	0	0	6	6	3	0	4	0	0	0

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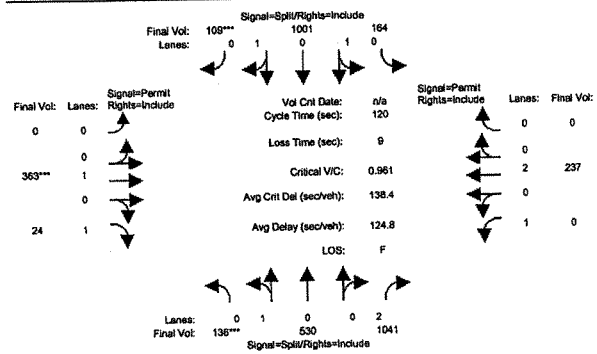
San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 8-7pm

Intersection #3445: DELMAS/PARK*

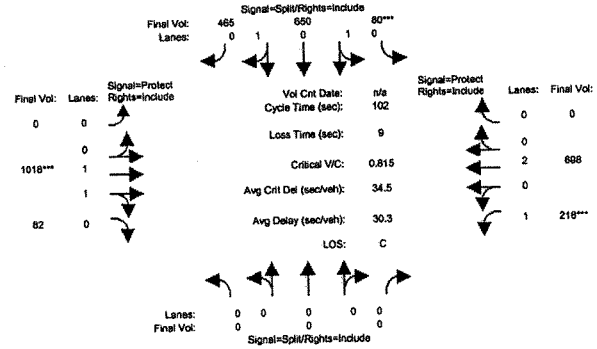


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	10	10	10	17	17	17	0	43	43	0	43	0
Volume Module: 6-7pm												
Base Vol:	136	530	1041	164	1001	109	0	363	24	0	237	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	530	1041	164	1001	109	0	363	24	0	237	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	530	1041	164	1001	109	0	363	24	0	237	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	530	1041	164	1001	109	0	363	24	0	237	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	530	1041	164	1001	109	0	363	24	0	237	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	530	1041	164	1001	109	0	363	24	0	237	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.22	0.78	2.00	0.27	1.55	0.18	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	381	1486	3150	480	2932	319	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.33	0.34	0.34	0.34	0.00	0.19	0.01	0.00	0.06	0.00
Crit Moves:	****					****		****				
Green Time:	34.7	34.7	34.7	33.3	33.3	33.3	0.0	43.0	43.0	0.0	43.0	0.0
Volume/Cap:	1.23	1.23	1.14	1.23	1.23	1.23	0.00	0.53	0.04	0.00	0.17	0.00
Delay/Veh:	162.4	162	119.5	156.3	156	156.3	0.0	31.4	25.1	0.0	26.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.4	162	119.5	156.3	156	156.3	0.0	31.4	25.1	0.0	26.4	0.0
HCM2kAvg:	40	43	30	38	41	38	0	11	1	0	3	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 8-7pm

Intersection #3446: DELMAS/SAN CARLOS

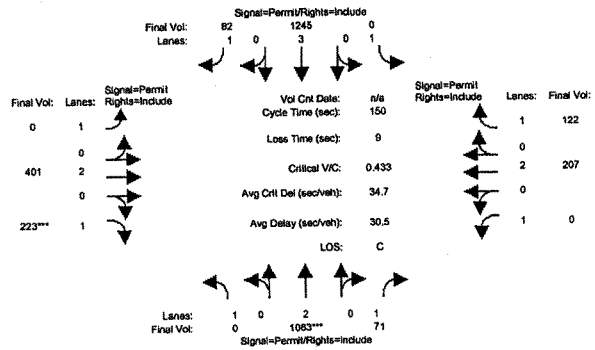


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Volume Module: 6-7pm												
Base Vol:	0	0	0	80	650	465	0	1018	82	218	698	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	650	465	0	1018	82	218	698	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	650	465	0	1018	82	218	698	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	80	650	465	0	1018	82	218	698	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	650	465	0	1018	82	218	698	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	80	650	465	0	1018	82	218	698	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.14	1.05	0.81	0.00	1.84	0.16	1.00	2.00	0.00
Final Sat.:	0	0	0	245	1989	1423	0	3494	281	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.33	0.00	0.29	0.29	0.12	0.18	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	40.9	40.9	40.9	0.0	36.5	36.5	15.6	52.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.81	0.81	0.00	0.81	0.81	0.81	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	30.8	30.8	30.8	0.0	33.6	33.6	59.0	15.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.8	30.8	30.8	0.0	33.6	33.6	59.0	15.1	0.0
HCM2kAvg:	0	0	0	18	19	18	0	18	17	9	6	0

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3709: MONTGOMERY/PARK

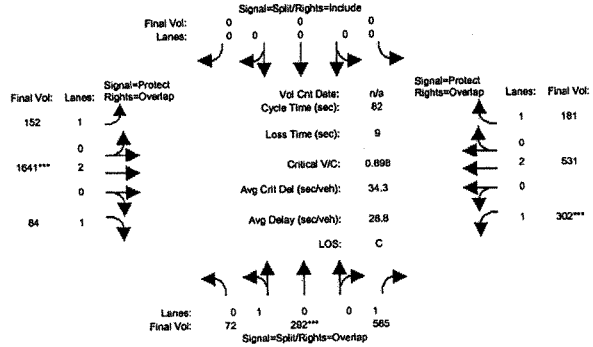


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	60	0	10	10	0	80	80	0	80	80
Volume Module: 6-7pm												
Base Vol:	0	1063	71	0	1245	82	0	401	223	0	207	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1063	71	0	1245	82	0	401	223	0	207	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1063	71	0	1245	82	0	401	223	0	207	122
User Adj:	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1063	71	0	1245	82	0	401	223	0	207	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1063	71	0	1245	82	0	401	223	0	207	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1063	71	0	1245	82	0	401	223	0	207	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.04	0.00	0.22	0.05	0.00	0.11	0.13	0.00	0.05	0.07
Crit Moves:		****							****			
Green Time:	0.0	61.0	61.0	0.0	61.0	61.0	0.0	80.0	80.0	0.0	80.0	80.0
Volume/Cap:	0.00	0.69	0.10	0.00	0.54	0.12	0.00	0.20	0.24	0.00	0.10	0.13
Delay/Veh:	0.0	38.0	27.6	0.0	34.0	27.8	0.0	18.3	18.9	0.0	17.3	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.0	27.6	0.0	34.0	27.8	0.0	18.3	18.9	0.0	17.3	17.6
HCM2kAvg:	0	20	2	0	14	2	0	5	5	0	2	3

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3731: PARK/WOZ

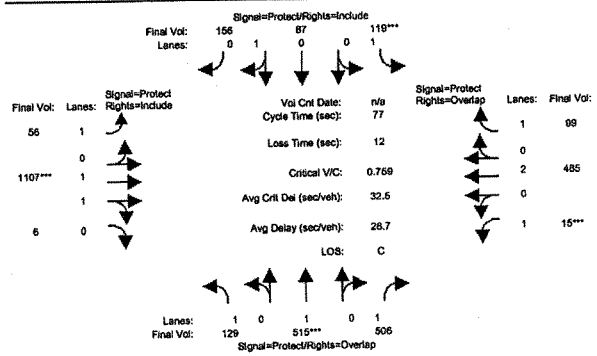


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	72	292	565	0	0	0	152	1641	84	302	531	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	292	565	0	0	0	152	1641	84	302	531	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	292	565	0	0	0	152	1641	84	302	531	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	292	565	0	0	0	152	1641	84	302	531	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	292	565	0	0	0	152	1641	84	302	531	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	292	565	0	0	0	152	1641	84	302	531	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.21	0.79	1.00	0.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	370	1499	1750	0	0	0	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.32	0.00	0.00	0.00	0.09	0.43	0.05	0.17	0.14	0.10
Crit Moves:		****						****		****		
Green Time:	17.8	17.8	33.6	0.0	0.0	0.0	21.2	39.4	57.2	15.8	34.0	34.0
Volume/Cap:	0.90	0.90	0.79	0.00	0.00	0.00	0.34	0.90	0.07	0.90	0.34	0.25
Delay/Veh:	53.3	53.3	27.0	0.0	0.0	0.0	25.2	25.8	4.0	57.7	16.4	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	53.3	27.0	0.0	0.0	0.0	25.2	25.8	4.0	57.7	16.4	15.8
HCM2kAvg:	12	13	14	0	0	0	3	23	1	11	5	3

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3763: SAN CARLOS/WOZ

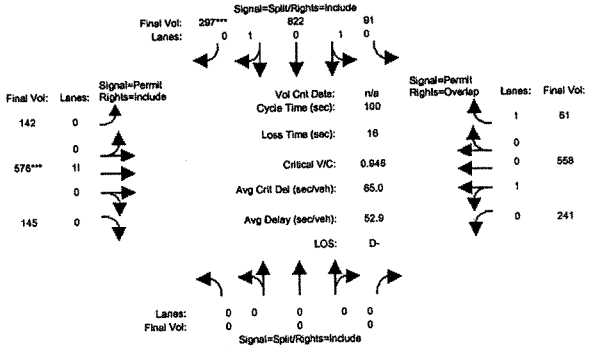


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: 6-7pm												
Base Vol:	129	515	506	119	87	156	56	1107	6	15	485	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	515	506	119	87	156	56	1107	6	15	485	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	515	506	119	87	156	56	1107	6	15	485	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	515	506	119	87	156	56	1107	6	15	485	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	515	506	119	87	156	56	1107	6	15	485	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	515	506	119	87	156	56	1107	6	15	485	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.34	0.66	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	645	1156	1750	3778	20	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.29	0.07	0.13	0.13	0.03	0.29	0.29	0.01	0.13	0.06
Crit Moves:		****		****				****		****		
Green Time:	12.7	24.5	31.5	7.0	18.8	18.8	13.8	26.5	26.5	7.0	19.7	26.7
Volume/Cap:	0.45	0.85	0.71	0.75	0.55	0.55	0.18	0.85	0.85	0.09	0.50	0.16
Delay/Veh:	30.1	35.7	22.2	51.8	26.9	26.9	27.1	29.0	29.0	32.4	24.8	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	35.7	22.2	51.8	26.9	26.9	27.1	29.0	29.0	32.4	24.8	17.5
HCM2kAvg:	3	14	11	5	6	6	1	15	14	0	5	2

San Jose Ballpark

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Mit Cum w/Hockey2 6-7pm

Intersection #3985: DELMAS/SAN FERNANDO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	8	0	30	30	30	54	54	54	54	54	54
Volume Module: 6-7pm												
Base Vol:	0	0	0	91	822	297	142	576	145	241	558	61
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	91	822	297	142	576	145	241	558	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	91	822	297	142	576	145	241	558	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	91	822	297	142	576	145	241	558	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	91	822	297	142	576	145	241	558	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	91	822	297	142	576	145	241	558	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.16	1.32	0.52	0.17	0.65	0.18	0.32	0.68	1.00
Final Sat.:	0	0	0	278	2512	908	304	1233	310	559	1293	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.33	0.47	0.47	0.47	0.43	0.43	0.03
Crit Moves:						****		****				
Green Time:	0.0	0.0	0.0	30.0	30.0	30.0	54.0	54.0	54.0	54.0	54.0	84.0
Volume/Cap:	0.00	0.00	0.00	1.09	1.09	1.09	0.87	0.87	0.87	0.80	0.80	0.04
Delay/Veh:	0.0	0.0	0.0	90.2	90.2	90.2	29.8	29.8	29.8	25.3	25.3	1.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	90.2	90.2	90.2	29.8	29.8	29.8	25.3	25.3	1.4
HCM2kAvg:	0	0	0	28	30	28	25	26	25	20	22	0