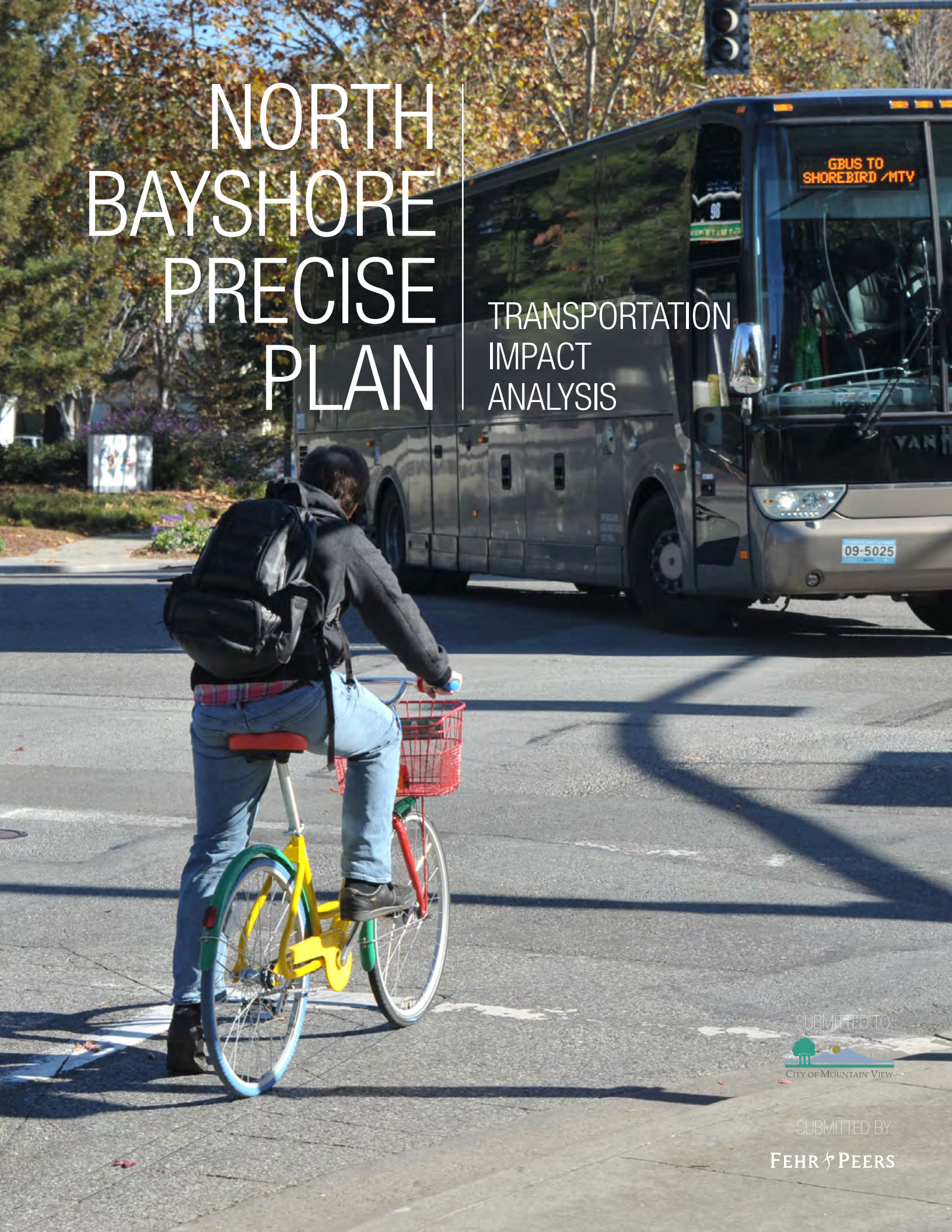
APPENDIX C

Transportation Impact Analysis (Final)

Final Subsequent Environmental Impact Report

North Bayshore Precise Plan

City of Mountain View
November 2017



NORTH BAYSHORE PRECISE PLAN

TRANSPORTATION IMPACT ANALYSIS

SUBMITTED TO:

City of Mountain View

SUBMITTED BY:

Fehr & Peers

Draft Transportation Impact Analysis

North Bayshore Precise Plan

Prepared for:
City of Mountain View, California

July 2017

FEHR PEERS

SJ13-1450.02

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis conducted for the proposed North Bayshore Precise Plan (NBPP) with Residential. The North Bayshore area is bounded by US 101 to the south, Stevens Creek to the east, San Francisco Bay and the Shoreline at Mountain View Regional Park area to the north, and San Antonio Road to the west.

ACCOMMODATING FUTURE GROWTH

Historically, whenever new developments were proposed, the street system would be expanded to accommodate the increase in vehicle traffic associated with the increased land use density and intensity resulting from new development. However, in this case, the City Council policy direction has been that no substantial new transportation infrastructure should be constructed to increase the physical capacity for automobiles in and around the North Bayshore area. Instead, the NBPP accommodates the growth by developing a land use and transportation policy framework to:

- More effectively use the existing physical capacity at the gateways;
- Achieve a targeted mode shift (i.e., a goal of no more than 45 percent single-occupancy vehicles) through application of an extensive TDM Program; and
- Manage the timing of arrivals and departures by imposing a cap on the number of trips that occur during the morning and evening peak periods.

The proposed NBPP with Residential includes a combination of land use, transportation infrastructure, and transportation demand management program improvements.

LAND USE

The adopted 2014 NBPP and General Plan would accommodate the following changes in office, R&D, hotel, retail and restaurant space from 2015 Existing Conditions.

- 4,443,850 square feet of additional office building space
- 400 hotel rooms
- 937,660 fewer square feet of research & development and industrial building space
- 64,240 square feet of additional restaurant, and retail building space
- 48,250 fewer square feet of service commercial building space

- 98,000 square foot athletic club
- 88,500 square foot theater

The North Bayshore Precise Plan with Residential update would accommodate an additional 9,850 dwelling units and the following changes from 2015 Existing Conditions:

- 5,534,950 additional square feet of office building space
- 400 hotel rooms
- 1,964,860 fewer square feet of research & development and industrial building space
- 129,240 square feet of additional restaurant, and retail building space
- 65,050 fewer square feet of service commercial building space
- 98,000 square foot athletic club
- 88,500 square foot theater

More than half of the existing research & development buildings will be redeveloped as modern office buildings with supporting land uses.

The total change in office, R&D, industrial, and commercial uses and residential is shown in **Table E-1**.

TABLE E-1: LAND USE IN THE NORTH BAYSHORE AREA: BUILDING SIZE

Land Use	Units	Existing (2015)	Future (2030)	Change
Adopted North Bayshore Precise Plan				
Residential Units	Dwelling Units	363	363	0
Total Employment Uses[1]	Square Feet	7,231,909	10,754,089	3,522,180
Hotel	Rooms	0	400	400
Proposed North Bayshore Precise Plan with Residential				
Residential Units	Dwelling Units	363	10,213	9,850
Total Employment Uses[1]	Square Feet	7,231,909	10,866,189	3,634,280
Hotel	Rooms	0	400	400

Notes: Total employment uses includes office, research & development, industrial, retail, restaurant, and service commercial categories.

Source: City of Mountain View VISUM model. November 2016.

PRIORITY TRANSPORTATION INFRASTRUCTURE

To accommodate the potential land use growth, increase usage of transit and active modes of travel, and improve local vehicle circulation, the following priority infrastructure improvements have been included in the NBPP with Residential transportation analysis of the NBPP with Residential presented here:

- Charleston Road Transit Boulevard: Convert outside curb lanes of Charleston Road between Amphitheatre Parkway and Shoreline Boulevard to transit-only lanes (Precise Plan Improvement Project T-3).
- New north/south street east of Shoreline Boulevard: Construct a new north/south local two-lane street between La Avenida and Charleston Road (Precise Plan Improvement Project T-10).
- Amphitheatre Parkway is widened from a three-lane street (one eastbound lane and two westbound lanes) between Permanente Creek bridge and Shoreline Boulevard to a four-lane street (two lanes in each direction) (Precise Plan Improvement Project T-14).
- Multiuse path over US 101 between Terra Bella Avenue and Plymouth Street (Precise Plan Improvement Project T-8).
- Frontage road along US 101 between Alta Avenue and the Shoreline Commons site (Precise Plan Improvement Project T-11).

The NBPP with Residential includes further detail and prioritization of additional infrastructure improvements throughout the North Bayshore area, such as the US 101 Northbound Ramp re-alignment with La Avenida, cycle tracks along Shoreline Boulevard, Charleston Road, Garcia Avenue and other local streets, additional local street connections, and an enhanced transit connection at or near the Shoreline Boulevard and US 101 interchange. The intersection forecasting and impact analysis described in this report is based on the sub-set of NBPP priority transportation improvements that City staff consider reasonably foreseeable and within the City's control to implement. The remaining NBPP priority transportation improvements (such as the US 101 Northbound Ramp re-alignment with La Avenida) and the Shoreline Corridor Improvements (such as the enhanced Shoreline Boulevard bus lane) require further multimodal operations analysis to refine the project description, and interagency and developer cooperation to design and construct. For these reasons, the other priority transportation improvements are less certain and have been discussed as mitigation.

GATEWAY CAPACITY AND TRANSPORTATION DEMAND MANAGEMENT PROGRAM

The three main gateways to North Bayshore have physical and operational constraints limiting the number of vehicles traveling through these points within the peak hour. This study defines the vehicle capacity for each of the gateways and uses the information to determine existing constraints along these streets to help

define the number of peak hour vehicle trips that can be accommodated into and out of North Bayshore, and serve as the basis of the trip generation estimates for this analysis.

The *City of Mountain View 2030 General Plan* (July 2012) includes policies to develop, adopt and monitor transportation demand management (TDM) strategies for land development projects in the North Bayshore change area. In addition to policies from the General Plan, the Precise Plan specifies an extensive set of TDM measures and strategies, along with implementation and monitoring requirements required to support future growth in North Bayshore. These measures and strategies are an integral part of the NBPP with Residential project.

STUDY ANALYSIS SCENARIOS

This study addresses the project's impacts on the roadway system and the adjacent bicycle, pedestrian, and transit network. Project impacts were evaluated following guidelines set by City of Mountain View and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. Roadway system operations were evaluated under the following study scenarios:

- Existing Conditions
- Existing with Project Conditions
- Year 2030 Cumulative with Project Conditions

PEAK HOUR GATEWAY CAPACITY

TWO-WAY GATEWAY CAPACITY WITHOUT RESIDENTIAL

Under Existing Conditions, Shoreline Boulevard is at-capacity during the morning and evening peak hours, while Rengstorff Avenue and San Antonio Road have capacity available. The North Bayshore area traffic patterns are predominantly inbound in the morning and outbound in the evening. These vehicle capacity estimates account for the highly directional flow of traffic and maintain a similar ratio of peak direction to non-peak directional flow. The close spacing of the local streets (La Avenida, Bayshore Parkway, and Garcia Avenue-Charleston Road) to the US 101 interchange ramps limits the number of vehicles that can be stored without backing up into adjacent intersections and causing gridlock.

For the adopted 2014 NBPP, the combined total capacity of all the gateways is calculated as:

- Morning Peak Hour = 8,100 two-way vehicles
- Evening Peak Hour = 7,940 two-way vehicles

TWO-WAY GATEWAY CAPACITY WITH RESIDENTIAL

The primary traffic-related effect of adding residential uses to the North Bayshore area will be to create a somewhat more balanced directional traffic flow, increasing the amount of outbound traffic in the morning and inbound traffic in the evening. While there is ample physical space on major roads such as Shoreline Boulevard and Rengstorff Avenue to accommodate more morning outbound and evening inbound traffic, it's important to consider how new traffic will interact with the large numbers of vehicles moving in the peak direction. For example, much of the planned residential development is designated to occur on either side of Shoreline Boulevard; this means many of the vehicles leaving the residential neighborhoods in the morning will use one of the east-west streets and turn left or right onto southbound Shoreline Boulevard. Signal timings along Shoreline Boulevard will need to be adjusted to accommodate this increased number of turning vehicles, and the left-turning vehicles in particular will tend to interrupt the flow of northbound vehicles entering North Bayshore. Thus, the net effect of the additional traffic from the residential uses will result in a small increase in total gateway capacity.

With the addition of the residential units described above, the combined total capacity of all the gateways would increase slightly to:

- Morning Peak Hour = 8,290 peak hour vehicles
- Evening Peak Hour = 8,030 peak hour vehicles

Most of the increase in capacity occurs at the San Antonio and Bayshore Parkway gateways because those facilities are not fully utilized today. The shifting of trips to other gateways is based on the City Council policy direction not to construct substantial new transportation infrastructure to increase the physical capacity for automobiles in and around the North Bayshore area. Thus, to accommodate additional growth in North Bayshore, traffic would need to fill available capacity at the other locations. The capacities at the Rengstorff Avenue and Shoreline Boulevard/La Avenida gateways would not change; these facilities are already heavily used, and they would be most affected by the additional turning traffic from the residential areas conflicting with the peak directional traffic. This is the maximum volume that results in levels of intersection delay and queue lengths similar to those already adopted in the NBPP. The addition of approximately 1,500 to 3,000 residential units could be accommodated within the gateway capacity.

MORNING PEAK PERIOD TRIP CAP

In order to ensure traffic demand generated by the NBPP remains within the available vehicle gateway capacity, the NBPP will establish and monitor a vehicle trip cap during the morning peak period for office development. The trip cap will be used to assess NBPP compliance with the City's trip reduction targets. The trip cap focuses on the morning peak period because that is when most travelers choose their mode of travel to work. In other words, those choosing to drive in the morning will typically have a car available for the remainder of their travel that day.

PROJECT TRAFFIC VOLUMES

The addition of residential uses into the North Bayshore Precise Plan (NBPP) area has the potential to change vehicle demand compared to the land uses envisioned in the adopted NBPP (2014). This trip generation analysis incorporates the relevant NBPP policies related to travel from the office uses (e.g., to achieve the targeted mode shift for the office uses through an extensive TDM program, and to manage arrivals and departures with a vehicle trip cap for development), and specific characteristics of the proposed residential development (e.g., 9,850 small residential dwelling units with an average of 1.75 persons per unit, and standard residential parking supply of 1.2 parking spaces per unit).

The proposed project would generate 10,540 AM peak-hour vehicle trips (7,230 inbound and 3,310 outbound) and 11,380 PM peak-hour vehicle trips (4,040 inbound and 7,340 outbound). These estimates are presented in **Table E-2**, along with the adopted gateway capacity and the mixed-use gateway capacity for comparison. The NBPP with residential total (inbound and outbound) peak hour trip generation is approximately 30 percent greater than the total morning peak hour gateway capacity, and approximately 40 percent greater than the evening peak hour gateway capacity.

TABLE E-2: TRIP GENERATION ESTIMATES: NBPP WITH RESIDENTIAL

North Bayshore Scenario	Morning Peak Hour Trips			Evening Peak Hour Trips		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Adopted Gateway Capacity	6,980	1,120	8,100	1,780	6,160	7,940
Mixed-Use Gateway Capacity	6,300	1,990	8,290	2,310	5,720	8,030
NBPP with Residential Trip Generation	7,230	3,310	10,540	4,040	7,340	11,380

Notes:

1. Adopted Gateway Capacity was established in the adopted 2014 NBPP.
2. Mixed-Use Gateway Capacity based on *North Bayshore Precise Plan with Residential EIR – Vehicle Gateway Capacity with Residential* technical memorandum (Appendix F of this TIA).
3. NBPP with Residential trip generation based on smaller household size and standard parking supply rates.

Source: Fehr & Peers, January 2017.

AFFILIATION AND MIXED-USE REDUCTION

One of the primary effects of the addition of housing to the North Bayshore area is to reduce vehicle trips due to an increased proportion of internalized person trips, meaning that some people could accomplish many or all of their daily needs by traveling within North Bayshore using transit and/or active modes rather than crossing one of the external gateways.

Under the adopted 2014 North Bayshore Precise Plan, which contained a modest mixture of retail, entertainment, and office uses, a 9% reduction (or about 1,680 trips) of the morning peak hour person trips generated within North Bayshore were estimated to remain internal to the site and shift to transit and active modes. Under the various scenarios investigated here in the NBPP with Residential, the mixed-use reduction is estimated to increase substantially, both in raw numbers and in percentage, due to the addition of residential uses to a jobs-rich environment. In the North Bayshore Precise Plan with Residential scenario studied in this impact analysis, the mixed-use reduction percentage doubles to about 18%; more importantly, because the total number of person trips increases, the number of person trips reduced more than doubles, from 1,680 to 4,440. Note that the numbers presented above relate to the total trips generated in North Bayshore, from all land use types. If we were to focus solely on trips generated by residential uses, the mixed-use trip reduction would be 27%, which is similar to Mountain View's live-work percentage and on the higher end of similar communities and neighborhoods.

These results support the concept that providing housing near jobs increases the likelihood that trips can remain within a local area, thus shortening travel distances and increasing residents' ability to accomplish some travel needs by walking, cycling, or using short-distance transit. These estimates are based on multiple empirical data sources including local trip generation surveys in North Bayshore and at several residential developments in Silicon Valley, trip generation information from comparable mixed-use developments around the country, and the California Household Travel Survey.

While placing housing in close proximity to jobs clearly helps to reduce both the total amount of vehicular travel and the length of those trips, it would be unrealistic to expect that all travel generated by residents would remain internal to a particular site. One reason is that many households, particularly in high-cost locations such as Silicon Valley, have more than one worker, so while one of them may work in the North Bayshore area it is likely that the other(s) may work elsewhere. Similarly, people travel for many purposes; commuting to and from work typically represents no more than about one-third of a household's total travel, with the rest being trips to schools, shopping, recreational activities, personal business appointments, and many other activities, only a few of which are likely to be available within North Bayshore. Nevertheless, the addition of housing to North Bayshore causes substantial increases in the number and proportion of trips that will remain within the area.

PROJECT IMPACTS

This analysis identifies potentially significant adverse impacts of the proposed project on the surrounding transportation system and recommends measures to mitigate significant impacts for environmental clearance.

INTERSECTION IMPACTS

Please refer to **Figure E-1**, which shows the impacted intersections and draft mitigation improvements within or near the North Bayshore area. Additional off-site intersection improvements outside of the North Bayshore area are discussed in the body of the report. The project is expected to impact 11 intersections during the morning peak hour and 18 intersections during evening peak hour under Existing with Project Conditions.

FREEWAY IMPACTS

The project is expected to add one percent or more of the freeway's mixed-flow lane capacity to 45 morning peak period and 62 evening peak period study segments operating at LOS F (below the level of service policy) on SR 85, US 101, SR 237, I-280, and I-880 under Existing with Project Conditions. The project is expected to add one percent or more of the freeway's HOV lane capacity to 29 morning peak period and 22 evening peak period study segments operating at LOS F (below the level of service policy) on SR 85, US 101, SR 237, I-280, and I-880 under Existing with Project Conditions. Mitigations for freeway segment impacts would require adding travel lanes on the freeway and widening roadways throughout the city. As the areas bordering these freeways are predominantly built out there is little opportunity to widen within the available right-of-way, so any widening would require property acquisition. Due to the number of

affected properties and the financial implications of freeway widening projects, freeway segment impacts are considered **significant and unavoidable**.

A fair share contribution toward freeway improvement costs could be considered as a mitigation measure and a community benefit for the Statement of Overriding Considerations needed for this significant and unavoidable impact. To provide adequate funding, additional sources would be needed, which may include State Transportation Improvement Program funds for projects identified in the *Valley Transportation Plan 2040* (VTP), City impact fees, and/or a future regional impact fee. The City of Mountain View could potentially support and participate in development of a regional fee should it be proposed by regional agencies like VTA.

CUMULATIVE IMPACTS

INTERSECTION IMPACTS

Please refer to **Figure E-2**, which shows the impacted intersections and draft mitigation improvements within and near North Bayshore. Additional off-site intersection improvements away from the North Bayshore area are discussed in the body of the report. The project is expected to impact 23 intersections during the morning peak hour and 42 intersections during evening peak hour under Existing with Project Conditions.

FREEWAY IMPACTS

The project is expected to add one percent or more of the freeway's mixed-flow lane capacity to 67 morning peak period and 65 evening peak period study segments operating at LOS F (below the level of service policy) on SR 85, US 101, SR 237, I-280, and I-880 under Cumulative with Project Conditions. The project is expected to add one percent or more of the freeway's HOV lane capacity to 63 morning peak period and 56 evening peak period study segments operating at LOS F (below the level of service policy) on SR 85, US 101, SR 237, I-280, and I-880 under Cumulative with Project Conditions. Please see the discussion above of freeway impacts in the Existing with Project scenario. For the reasons presented previously, the identified freeway impacts are considered to be a ***significant and unavoidable*** impact.

PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS

To accommodate future growth in the North Bayshore area, the NBPP with Residential proposes a street network and transportation policies that may potentially result in an increased demand for pedestrian facilities, bicycle facilities, and transit facilities and services.

PEDESTRIAN FACILITIES

Based on the City of Mountain View General Plan policies, and definition of the NBPP with Residential, this project is determined to cause a ***less-than-significant*** impact to pedestrian facilities.

BICYCLE FACILITIES

Based on the City of Mountain View General Plan policies, and definition of the NBPP with Residential, this project is determined to cause a ***less-than-significant*** impact to bicycle facilities.

TRANSIT FACILITIES

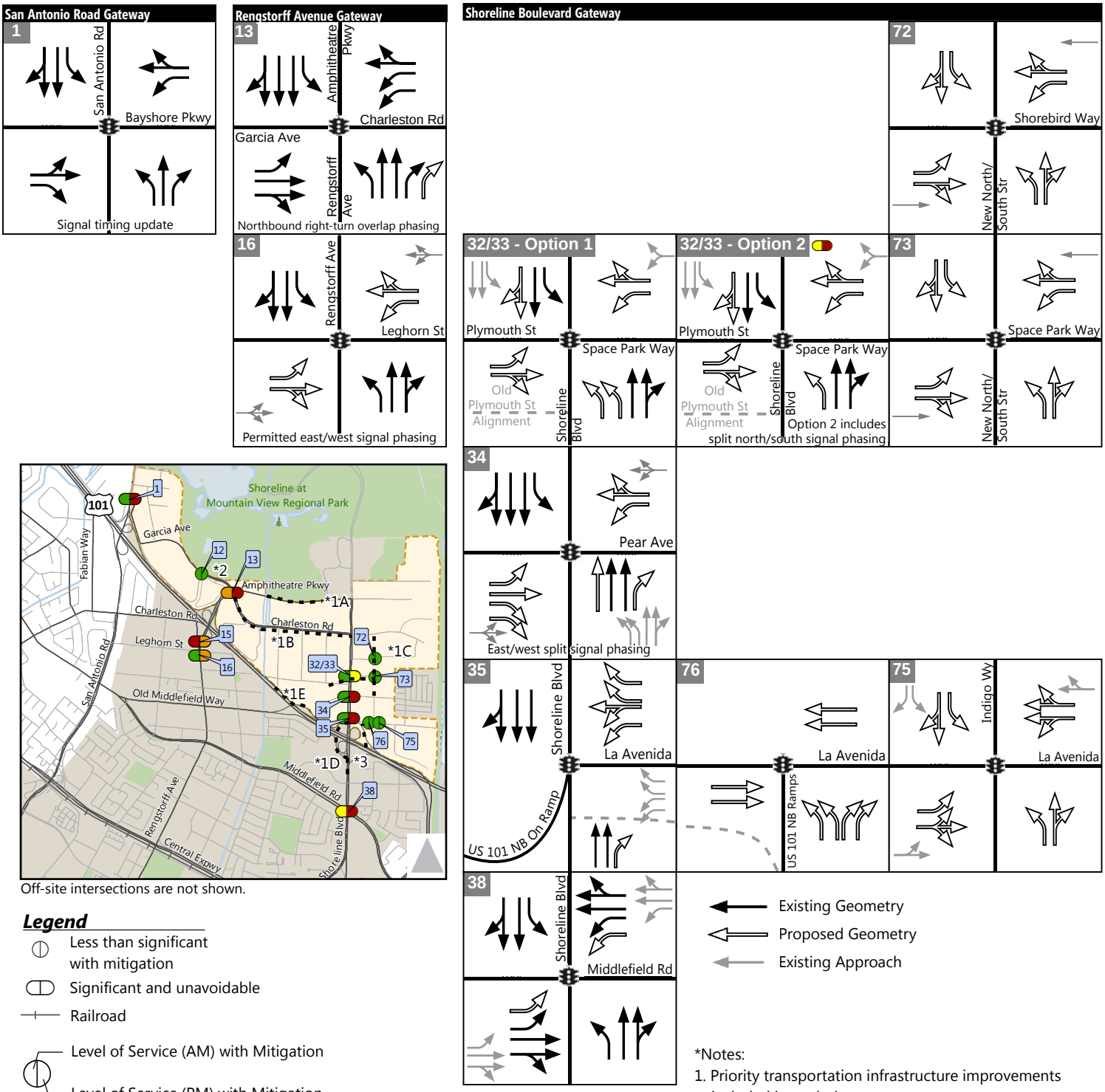
Implementation of the NBPP with Residential may potentially result in an increased demand for transit facilities and services. This project would cause a potentially significant impact to transit facilities and services.

Potential Impact: Increased Transit Demand – The proposed project is estimated to generate up to approximately 6,800 peak hour transit passengers. The addition of passengers from the project will increase demand on the private and public transit systems. Increasing frequency and/or capacity of the bus service could mitigate this impact. This effort to increase transit capacity will likely be a partnership between the City of Mountain View Transportation Management Association (TMA) and the VTA.

The City of Mountain View General Plan and the NBPP with Residential include policies to encourage an increase in the City's share of transit ridership, decrease dependence on motor vehicles, and reduce transit delays. The increase in demand for transit service caused by the NBPP would be accommodated by existing and planned improvements to the transit system. Transit vehicle preemption, signal coordination, and other improvements would help reduce the effect of peak hour traffic congestion on transit operations. While the NBPP with Residential would add between 2,400 and 2,800 more transit riders, implementation of the NBPP with Residential would not disrupt existing service or interfere with planned transit services or facilities. The

project builds on and is consistent at a policy level with the City of Mountain View General Plan policies supporting multimodal transportation options, and the City of Mountain View TMA charter to reduce congestion and improve connectivity. The project also includes physical improvements to accommodate transit vehicles (refer to Chapters 6 and 8 of the NBPP). Therefore, with implementation of the NBPP with Residential development, there will be additional 45 to 75 transit vehicles provided to accommodate the additional demand, and the project would have a ***less-than-significant*** effect on transit ridership and facilities and no mitigation measures would be required.

Potential Impact: Increased Transit Vehicle Delay at Congested Intersections – Project impacts associated with increased vehicle delay at intersections are a result of buses and shuttles operating in mixed-flow lanes with other vehicles. Public agencies such as the VTA will make service changes over time based on ridership performance standards and land use density targets. Increased or modified public transit service is approved by a publicly appointed decision-making body (like the VTA board). Transit vehicle preemption, signal coordination, and other improvements such as a dedicated bus lane would help reduce the magnitude of peak hour congestion on transit operations. Furthermore, the TDM program and AM peak hour vehicle trip cap would minimize the increase in vehicle trips due to the proposed project during the peak hour, and with increased transit ridership the number of transit vehicles will increase. Implementation of the NBPP with residential would not disrupt existing service or interfere with planned transit services or facilities; however, the increase in transit vehicles, congestion at the NBPP gateways, and increased delay at off-site intersections would delay transit vehicles. Therefore, this project would have a ***significant and unavoidable*** effect on transit vehicle operations, in particular at those intersections with a significant and unavoidable impact determination for traffic delay. Transit operational improvements such as signal coordination and transit vehicle preemption could potentially improve the overall reliability of transit in congested areas, but are not likely to fully mitigate this effect.



Off-site intersections are not shown.

Legend

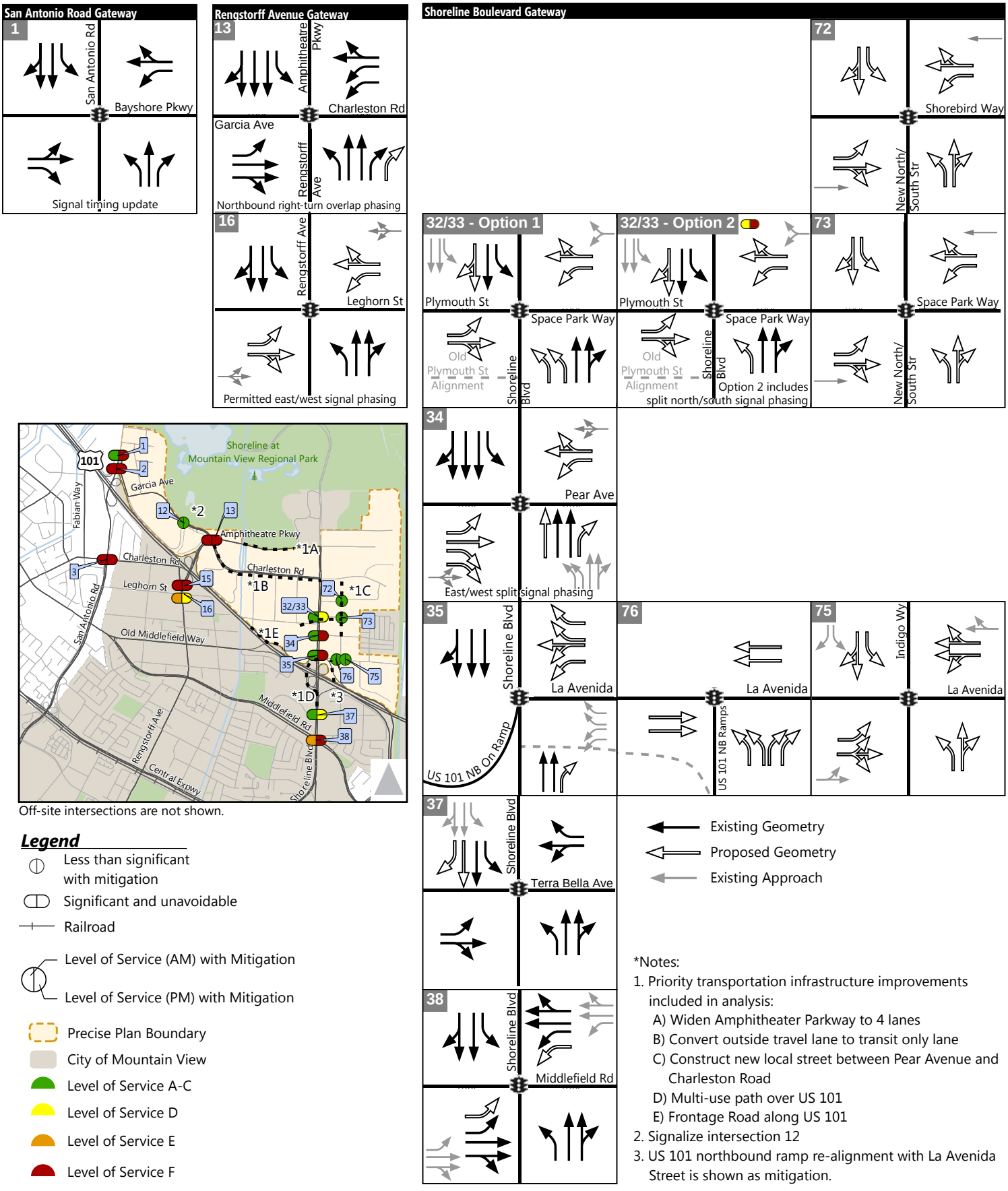
- Less than significant with mitigation
- Significant and unavoidable
- Railroad
- Level of Service (AM) with Mitigation
- Level of Service (PM) with Mitigation
- Precise Plan Boundary
- City of Mountain View
- Level of Service A-C
- Level of Service D
- Level of Service E
- Level of Service F

*Notes:

1. Priority transportation infrastructure improvements included in analysis:
   - A) Widen Amphitheater Parkway to 4 lanes
   - B) Convert outside travel lane to transit only lane
   - C) Construct new local street between Pear Avenue and Charleston Road
   - D) Multi-use path over US 101
   - E) Frontage Road along US 101
2. Signalize intersection 12
3. US 101 northbound ramp re-alignment with La Avenida Street is shown as mitigation.

Figure E-1

Existing with Project Conditions
Impacted Intersections and Mitigation Summary near North Bayshore



Off-site intersections are not shown.

Legend

- Less than significant with mitigation
- Significant and unavoidable
- Railroad
- Level of Service (AM) with Mitigation
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- Precise Plan Boundary
- City of Mountain View
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*Notes:

1. Priority transportation infrastructure improvements included in analysis:
   - A) Widen Amphitheater Parkway to 4 lanes
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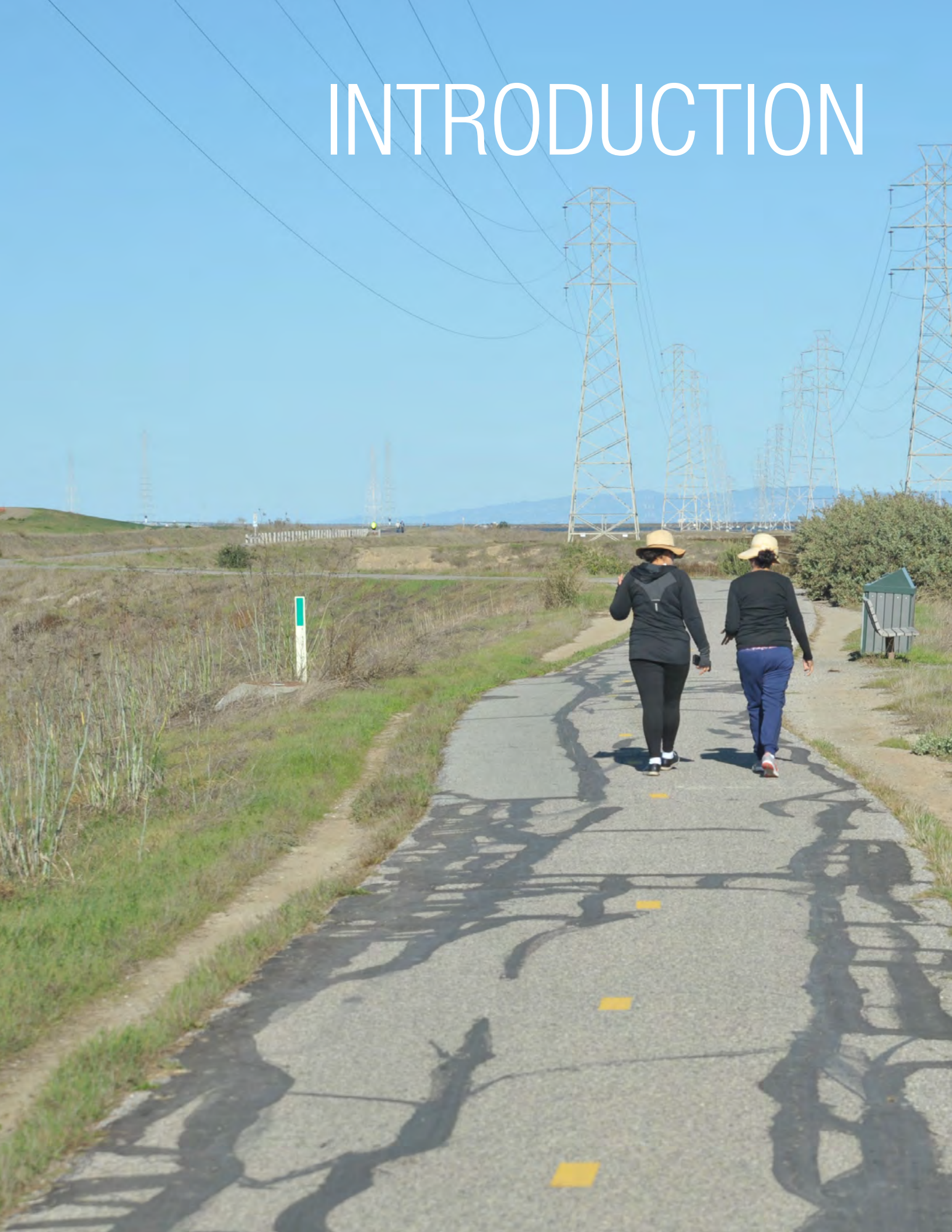
   - E) Frontage Road along US 101
2. Signalize intersection 12
3. US 101 northbound ramp re-alignment with La Avenida Street is shown as mitigation.

Figure E-2

Year 2030 Cumulative with Project Conditions
Impacted Intersections and Mitigation Summary near North Bayshore

INTRODUCTION



1 INTRODUCTION

This report presents the results of the transportation impact analysis conducted for the proposed North Bayshore Precise Plan (NBPP) with Residential development; this is an update of the transportation impact analysis completed in 2014 for the NBPP adopted at that time, which did not include residential uses. The North Bayshore area is bounded by US 101 to the south, Stevens Creek to the east, San Francisco Bay and the Shoreline at Mountain View Regional Park area to the north, and San Antonio Road to the west. (The North Bayshore geographic area includes the Santiago Villa Mobile Home Park, but the mobile home park is not part of the North Bayshore Precise Plan.) The "North Bayshore Precise Plan with Residential" project would allow the construction of an additional 3.6 million square feet of employment and supporting land uses (as compared to year 2015 conditions and consistent with the 2014 NBPP), and 9,850 dwelling units. This chapter discusses the report purpose, project description, study area, analysis scenarios and methods, criteria used to identify significant impacts, and report organization.

PURPOSE

This analysis accomplishes the following:

- Identifies potentially significant adverse impacts of the proposed NBPP with Residential project on the surrounding transportation system and recommends measures to mitigate significant impacts for environmental clearance.
- Evaluates consistency with the *Mountain View 2030 General Plan* (updated 2012).

This study addresses the project's impacts on the roadway system and evaluation of the project's influence on the adjacent bicycle, pedestrian, and transit network. Project impacts were evaluated following the guidelines of the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. **Figure 1** shows the location of the project site, the surrounding transportation network, and study intersections, while **Figure 2** shows the freeway study segments.

PROJECT DESCRIPTION

The proposed NBPP with Residential includes a combination of land use, transportation infrastructure, and transportation demand management program improvements.

LAND USE

As a point of comparison, the NBPP adopted in 2014 allows the following net changes in the land uses as compared to what was on the ground in 2015.

- 4,443,850 square feet of additional office building space
- 400 hotel rooms
- 937,660 fewer square feet of research & development and industrial building space
- 64,240 square feet of additional restaurant and retail building space
- 48,250 fewer square feet of service commercial building space
- 98,000 square foot new athletic club
- 88,500 square foot new theater

The North Bayshore Precise Plan with Residential would allow the following net changes in land uses as compared to what was on the ground in 2015.

- 9,850 residential units
- 5,534,950 additional square feet of office building space
- 400 hotel rooms
- 1,964,860 fewer square feet of research & development and industrial building space
- 129,240 square feet of additional restaurant and retail building space
- 65,050 fewer square feet of service commercial building space
- 98,000 square foot new athletic club
- 88,500 square foot new theater

It should be noted that both the adopted NBPP and the proposed NBPP with Residential envision redeveloping a significant amount of outdated and inefficient R&D building space and replacing it with modern office buildings with more amenities and higher employee populations; in the case of the proposed NBPP with Residential, more than half of the existing R&D space would be redeveloped.

The total change in office, R&D, industrial, and commercial uses and residential is shown in **Table 1**.[1]

[1] The athletic club and theater are incorporated in the IREC land use classification.

TABLE 1: LAND USE IN THE NORTH BAYSHORE AREA: BUILDING SIZE

Land Use	Units	Existing (2015)	Future (2030)	Change
Adopted North Bayshore Precise Plan				
Residential Units	Dwelling Units	363	363	0
Total Employment Uses[1]	Square Feet	7,231,909	10,754,089	3,522,180
Hotel	Rooms	0	400	400
Proposed North Bayshore Precise Plan with Residential				
Residential Units	Dwelling Units	363	10,213	9,850
Total Employment Uses[1]	Square Feet	7,231,909	10,866,189	3,634,280
Hotel	Rooms	0	400	400

Note: Total employment uses includes office, research & development, industrial, retail, restaurant, and service commercial categories.

Source: City of Mountain View VISUM model. November 2016.

A summary of the 2015 and 2030 land use mix is shown in **Table A-1** and **Table A-2** of **Appendix A** with full and occupied building size, respectively. **Tables A-3 and A-4** summarize the employee estimates for North Bayshore under high and historically occupied levels, respectively. These changes are summarized in **Appendix A**. The potential land use changes are focused at the US 101 gateways and along Shoreline Boulevard between Charleston Road and Plymouth Street.

PRIORITY TRANSPORTATION INFRASTRUCTURE

To accommodate the potential land use growth, increase usage of transit and active modes of travel, and improve local vehicle circulation, the following planned priority infrastructure improvements have been included in the plan and have been assumed in the transportation analysis of the NBPP with Residential are described below and presented in **Figure 3**:

- Charleston Road Transit Boulevard: Convert outside curb lanes of Charleston Road between Amphitheatre Parkway and Shoreline Boulevard to transit-only lanes (Precise Plan Improvement Project T-3).
- New north/south street east of Shoreline Boulevard: Construct a new north/south local two-lane street between La Avenida and Charleston Road (Precise Plan Improvement Project T-10).
- Amphitheatre Parkway is widened from a three-lane street (one eastbound lane and two westbound lanes) between Permanente Creek bridge and Shoreline Boulevard to a four lane street (two lanes in each direction) (Precise Plan Improvement Project T-14).
- Multiuse path over US 101 between Terra Bella Avenue and Plymouth Street (Precise Plan Improvement Project T-8).

- Frontage road along US 101 between Alta Avenue and the Shoreline Commons site (Precise Plan Improvement Project T-11).

These priority transportation improvements are important to support the local connected street system, and to provide facilities for increased transit service to serve the increased transit ridership. The NBPP with Residential includes further detail and prioritization of additional infrastructure improvements throughout the North Bayshore area, such as two-way cycle tracks along Shoreline Boulevard, Charleston Road, Garcia Avenue, and other local streets, additional local street connections, and an enhanced transit connection at or near the Shoreline Boulevard and US 101 interchange. Chapter 8 of the draft *NBPP* (Public Draft, October 2016) includes a description of possible funding strategies such as impact fees, the Shoreline Community Fund, and other funding sources for capital improvements needed to accommodate the growth in project traffic.

GATEWAY CAPACITY AND TRANSPORTATION DEMAND MANAGEMENT PROGRAM

As shown in **Figure 4**, traffic flow into and out of the North Bayshore area uses three main gateways:

1. San Antonio Road
2. Rengstorff Avenue
3. Shoreline Boulevard

In addition, two bicycle/pedestrian paths allow access to North Bayshore via the Permanente Creek Trail and the Stevens Creek Trail.

The three main gateways to North Bayshore have physical and operational constraints limiting the number of vehicles that can travel through these points within the peak hour. This study will define the vehicle capacity for each of the gateways and use that information to determine existing constraints along these streets to help define the number of peak hour vehicle trips that can be accommodated into and out of North Bayshore, and serve as the basis of the trip generation estimates for this analysis.

The *City of Mountain View 2030 General Plan* (July 2012) includes policies to develop, adopt and monitor transportation demand management (TDM) strategies for land development projects in the North Bayshore change area. In addition to policies from the General Plan, the Precise Plan specifies an extensive set of TDM measures and strategies, along with implementation and monitoring requirements, required to support future growth in North Bayshore. These measures and strategies are an integral part of the NBPP with Residential project.

PROJECT STUDY AREA

STUDY INTERSECTIONS

Project impacts on the study area roadway facilities were determined by measuring the effect project traffic would have on intersection operations during the morning (7:00 to 10:00 AM) and evening (4:00 to 7:00 PM) peak periods. A total of 75 intersections were selected as study locations in consultation with City of Mountain View staff and based on VTA's *Transportation Impact Analysis Guidelines* (updated October 2014).

1. San Antonio Rd / Bayshore Pkwy
2. San Antonio Rd / US 101 Northbound Ramps
3. San Antonio Rd / Charleston Rd*
4. San Antonio Rd / Middlefield Rd*
5. San Antonio Rd / Nita Ave
6. San Antonio Rd / California St
7. San Antonio Rd / El Camino Real*
8. Charleston Rd / Fabian Way
9. Charleston Rd / Middlefield Rd
10. Charleston Rd / Alma St
11. Bayshore Pkwy / Garcia Ave
12. Salado Dr / Garcia Ave
13. Amphitheatre Pkwy / Garcia Ave-Charleston Rd
14. Rengstorff Ave / US 101 Northbound Ramps
15. Rengstorff Ave / US 101 Southbound Ramps
16. Rengstorff Ave / Leghorn St
17. Rengstorff Ave / Old Middlefield Way
18. Rengstorff Ave / Middlefield Rd
19. Rengstorff Ave / Montecito Ave-Jewell Pl
20. Rengstorff Ave / Central Expwy*
21. Rengstorff Ave / California St
22. Rengstorff Ave / El Camino Real*
23. El Monte Ave / El Camino Real*
24. Springer Rd-Magdalena Ave / Foothill Expwy*
25. Landings Dr / Charleston Rd
39. Shoreline Blvd / Montecito Ave-Stierlin Rd
40. Shoreline Blvd / Wright Ave
41. Shoreline Blvd / Central Expwy (West)*
42. Shoreline Blvd / Central Expwy (East)*
43. Shoreline Blvd / California St
44. Shoreline Blvd-Miramonte Ave / El Camino Real*
45. Miramonte Ave / Castro St-Marilyn Dr
46. Miramonte Ave / Cuesta Dr
47. Moffett Blvd / US 101 Southbound Ramps
48. Moffett Blvd / Middlefield Rd
49. Moffett Blvd-Castro St / Central Expwy*
50. SR 85 Southbound Off-Ramp / Central Expwy
51. Whisman Rd / Middlefield Rd
52. Whisman Station Rd / Central Expwy*
53. Ellis St / Middlefield Rd
54. Ferguson Dr / Central Expwy*
55. Bernardo Ave / Central Expwy
56. Mary Ave / Central Expwy*
57. Bayfront Expwy / University Ave
58. Bay Rd / University Ave
59. Donohoe St / University Ave
60. Donohoe St / US 101 Northbound Off-Ramp
61. US 101 Southbound Ramps / University Ave
62. Embarcadero Rd / E. Bayshore Rd
63. Embarcadero Rd / Middlefield Rd
64. Oregon Expwy / Middlefield Rd*

26. Alta Ave / Charleston Rd
27. Huff Ave / Charleston Rd
28. Joaquin Rd / Charleston Rd
29. Shoreline Blvd / Crittenden Ln
30. Shoreline Blvd / Stierlin Court
31. Shoreline Blvd / Charleston Rd
32. Shoreline Blvd / Space Park Way
33. Shoreline Blvd / Plymouth St
34. Shoreline Blvd / Pear Ave
35. Shoreline Blvd / La Avenida - US 101 Northbound Ramps
36. Shoreline Blvd / US 101 Southbound Ramps
37. Shoreline Blvd / Terra Bella Ave
38. Shoreline Blvd / Middlefield Rd
65. Arastradero Rd / El Camino Real*
66. Arastradero Rd / Foothill Expwy*
67. Page Mill Rd / I-280 Southbound Off Ramp-Arastradero Rd
68. Moffett Blvd / US 101 Northbound Ramps
69. Moffett Blvd / Leong Dr
70. Moffett Blvd / SR 85 Southbound Ramp
71. New North-South Local Street / Charleston Rd (Future Intersection)
72. New North-South Local Street / Shorebird Wy (Future Intersection)
73. New North-South Local Street / Space Park Wy (Future Intersection)
74. Inigo Wy / Pear Ave
75. Inigo Wy / La Avenida

* Denotes intersections included in the VTA Congestion Management Program

Since the City of Mountain View travel demand model is the primary forecasting tool, a select zone analysis of the North Bayshore area traffic was performed to identify intersections and freeway segments where the project would contribute at least two percent of the total traffic (this is similar to the 10 trip per turn lane rule from the VTA TIA Guidelines). The analysis was done for both the Existing with Project Conditions and Year 2030 Cumulative with Project Conditions, and was used to confirm the selection of the study intersections. The study intersections are listed on the previous page.

FREEWAY SEGMENTS

The study freeway segments were selected in consultation with the City of Mountain View and finalized based on VTA guidelines. The analysis evaluated the operations of the following freeway segments:

- SR 85 between SR 87 and US 101 (18 segments)
- SR 237 between El Camino Real and I-880 (12 segments)
- Interstate 880 between 1st Street and Tennyson Road (18 segments)
- US 101 between Tully Road and Millbrae Avenue (37 segments)
- Interstate 280 between Bird Avenue and Alpine Road (13 segments)
- SR 17 between Lark Avenue and Camden Avenue (2 segments)
- SR 87 between Skyport Drive and US 101 (4 segments)

ANALYSIS SCENARIOS

This study evaluates the following scenarios:

Scenario 1: *Existing Conditions* – Existing volumes obtained from traffic counts.

Scenario 2: *Existing with Project Conditions* – Existing traffic volumes plus the effects of the proposed NBPP with Residential including the land uses, priority transportation network infrastructure, and TDM programs proposed in the NBPP with Residential.

Scenario 3: *Year 2030 Cumulative without Project Conditions* – Year 2030 cumulative traffic volumes based on forecasts from the citywide traffic model, including the land uses, priority transportation network infrastructure, and TDM programs in the adopted 2014 NBPP.

Scenario 4: *Year 2030 Cumulative with Project Conditions* – Year 2030 cumulative traffic volumes based on forecasts from the citywide traffic model, including the land uses, priority transportation network infrastructure, and TDM programs proposed in the NBPP with Residential.

TRAFFIC FORECASTING METHOD

The City of Mountain View Travel Demand Forecasting Model was used to develop traffic forecasts outside of North Bayshore. A description of the model, trip adjustments for land use strategies, and trip adjustments for TDM strategies are discussed in the Transportation and Circulation section of the *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP) Environmental Impact Report* (LSA Associates, June 2012). The City of Mountain View VISUM model was used to develop traffic forecasts within North Bayshore. This highly detailed model allocates vehicle trips to parking lots and is designed to evaluate the more detailed multimodal vehicle and person flows in North Bayshore.

TRAFFIC ANALYSIS METHODS

The operations of roadway facilities are typically described with the term level of service (LOS), a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, which reflects free-flow conditions where there is very little interaction between vehicles, to LOS F, where the vehicle demand exceeds the capacity and high levels of vehicle delay result. LOS E represents "at-capacity" operations. When traffic volumes exceed the intersection capacity, stop-and-go conditions result and a vehicle may wait through multiple signal cycles before passing through

the intersection; these operations are designated as LOS F. These level of service thresholds are illustrated in **Figure 5** for a signalized intersection.

SIGNALIZED INTERSECTIONS

The LOS method for signalized intersections approved by the City of Mountain View and the VTA analyzes intersection operations based on average control vehicular delay, as described in Chapter 16 of the *2000 Highway Capacity Manual* (*HCM*) by the Transportation Research Board, with adjusted saturation flow rates to reflect conditions in Santa Clara County. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX and Synchro analysis software and is correlated to a LOS designation as shown in **Table 2**. Synchro analysis software was used for closely spaced and coordinated intersection operations along: 1) San Antonio Road between Bayshore Parkway and US 101 Northbound ramps, 2) Rengstorff Avenue between US 101 Southbound off-ramps and Leghorn Street, and 3) Shoreline Boulevard between Pear Avenue and Middlefield Road.

The City of Mountain View uses a LOS D standard for local streets, and a LOS E standard for streets within the Downtown and San Antonio Shopping Center areas and Congestion Management Program CMP facilities (e.g., Central Expressway, El Camino Real). Local streets in Palo Alto and Los Altos have a LOS D standard. Santa Clara County expressways and other CMP facilities have a LOS E standard.

TABLE 2: SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Average Control Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+ B B-	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; and *Highway Capacity Manual*, Transportation Research Board, 2000.

UNSIGNALIZED INTERSECTIONS

Operations of the unsignalized study intersections were evaluated using the method contained in Chapter 17 of the *2000 HCM* and calculated using TRAFFIX analysis software. LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-stop controlled intersections, control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, control delay is computed as the average of all movements in that lane. For all-way stop-controlled locations, a weighted average delay for the entire intersection is presented. **Table 3** summarizes the relationship between delay and LOS for unsignalized intersections.

The City does not have an adopted LOS policy for unsignalized intersections; however, the City strives to maintain LOS D, which is a LOS standard that has been used in other traffic studies within the City. For two-way stop controlled intersections, the City determines the need for improvements based on turn movement operations (such as queues overflowing the storage capacity) as well as traffic signal warrant analyses.

TABLE 3: UNSIGNALIZED INTERSECTION AUTOMOBILE LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay.	≤ 10.0
B	Short traffic delays.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

ARTERIAL STREETS

Synchro software was used to evaluate the coordinated intersections on Shoreline Boulevard. Detailed signal timings were coded into the Synchro software and the level of service calculations were performed using the *2000 HCM* method. The Synchro software program was also used to report average travel speeds for the Shoreline Boulevard corridor between signalized intersections. The arterial street level of service definitions are shown in **Table 4**. An arterial segment is defined in the *Highway Capacity Manual* as the exit of an intersection to the exit of the next intersection; therefore, the calculated LOS accounts not only for through movements, but also left and right turning movements into the study segment.

TABLE 4: ARTERIAL STREETS LEVEL OF SERVICE DEFINITIONS

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

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

FREEWAY SEGMENTS

Freeway segments within Santa Clara County were evaluated using the VTA analysis procedure, which is based on the density of the traffic flow using methods described in the *2000 HCM*. Density is expressed in passenger cars per mile per lane. The Congestion Management Program ranges of densities for freeway segment levels of service are shown in **Table 5**. The VTA Guidelines standard for the freeway segments is LOS E. The LOS standard for the C/CAG freeway study segment on US 101 between Embarcadero Road and Whipple Road and between SR 92 and Peninsula Avenue is LOS F and LOS E between State Route 92 and Whipple Avenue, and between Peninsula Avenue and Millbrae Avenue. Although the Alameda County Transportation Commission Congestion Management Program does not have a specified LOS threshold for land use development projects, consistent with other EIRs, the LOS E standard was used for CMP freeway segments in Alameda County.

TABLE 5: FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Density (passenger cars per mile per lane)
A	≤ 11
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

Source: Traffic Level of Service Analysis Guidelines, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

Freeway mainline operations analysis evaluates the effects of the project on the freeway system. The level of operations of freeway mainline segments directly affect ramp operations and weaving patterns on the freeway system. Freeway mainline analysis is presented in this study to evaluate the effects of the project on the freeway system.

REPORT ORGANIZATION

This report includes the following chapters as described below:

- **Chapter 2 – Existing Conditions** describes the transportation system near the project, including the surrounding roadway network, morning and evening peak period driveway and intersection turning movement volumes, existing bicycle, pedestrian, and transit facilities, intersection levels of service, and freeway segment levels of service.

- **Chapter 3 – Gateway Capacity and Traffic Estimates** describes the amount of traffic that can be served during the morning and evening peak hours. This section also discusses how the future year forecasts are developed.

- **Chapter 4 – Existing with Project Conditions** presents the results of the transportation analysis of the Existing with Project Conditions.

- **Chapter 5 – Year 2030 Cumulative Conditions** presents the results of the transportation analysis of the Year 2030 Cumulative Conditions.

- **Chapter 6 – Transportation Facility Impacts and Mitigation Measures** presents the project's impacts to the transportation system and associated mitigation measures. This discussion includes a qualitative evaluation of pedestrian, bicycle and transit facilities within the NBPP area and linking the NBPP area to the rest of Mountain View across US 101.

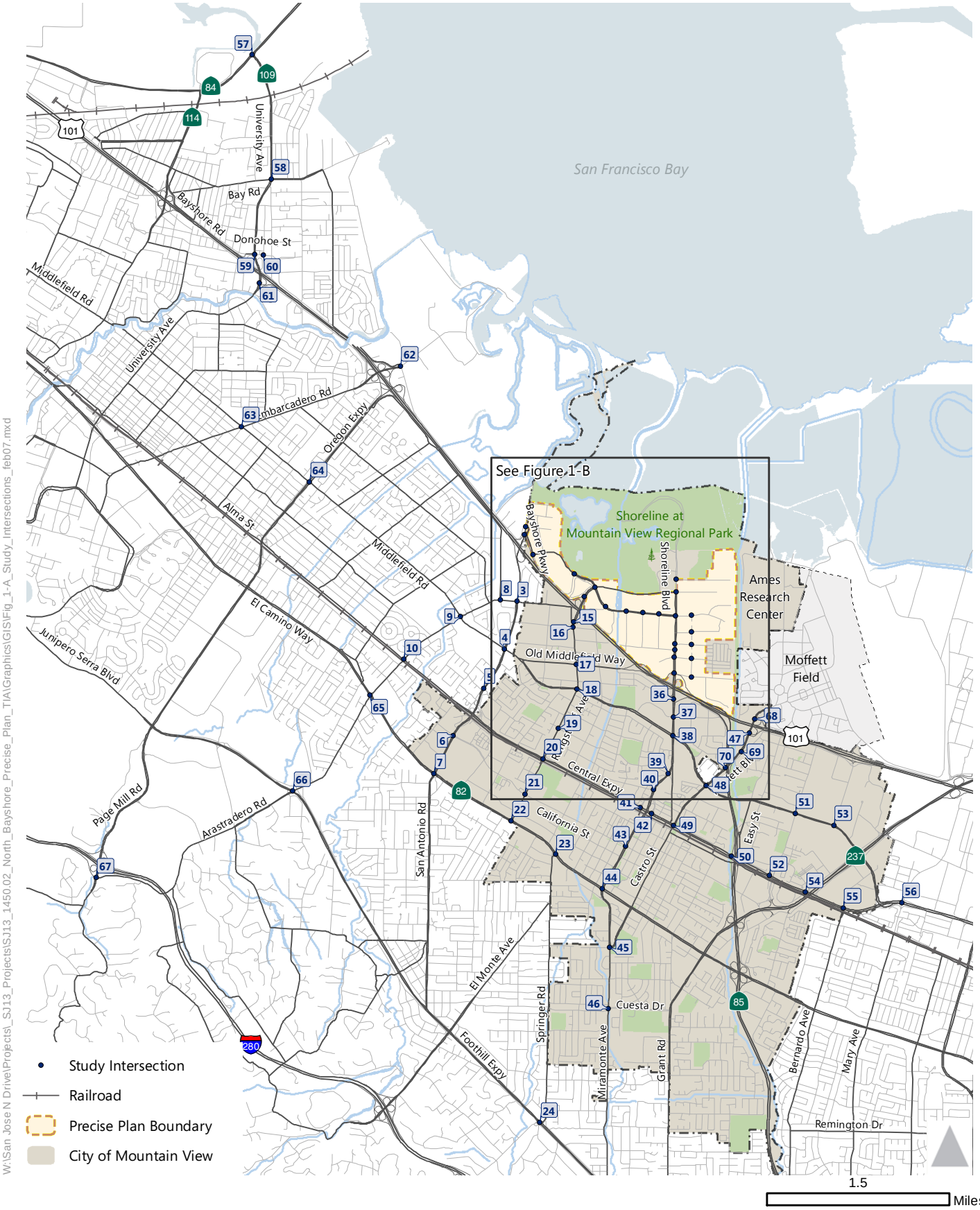


Figure 1-A

Project Location and Study Intersections

Figure 1-B

Project Location and Study Intersections
North Bayshore Precise Plan Area

Figure 2

Project Location and Study Freeway Segments

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Figure 3

Included Priority Transportation Improvement Projects Map

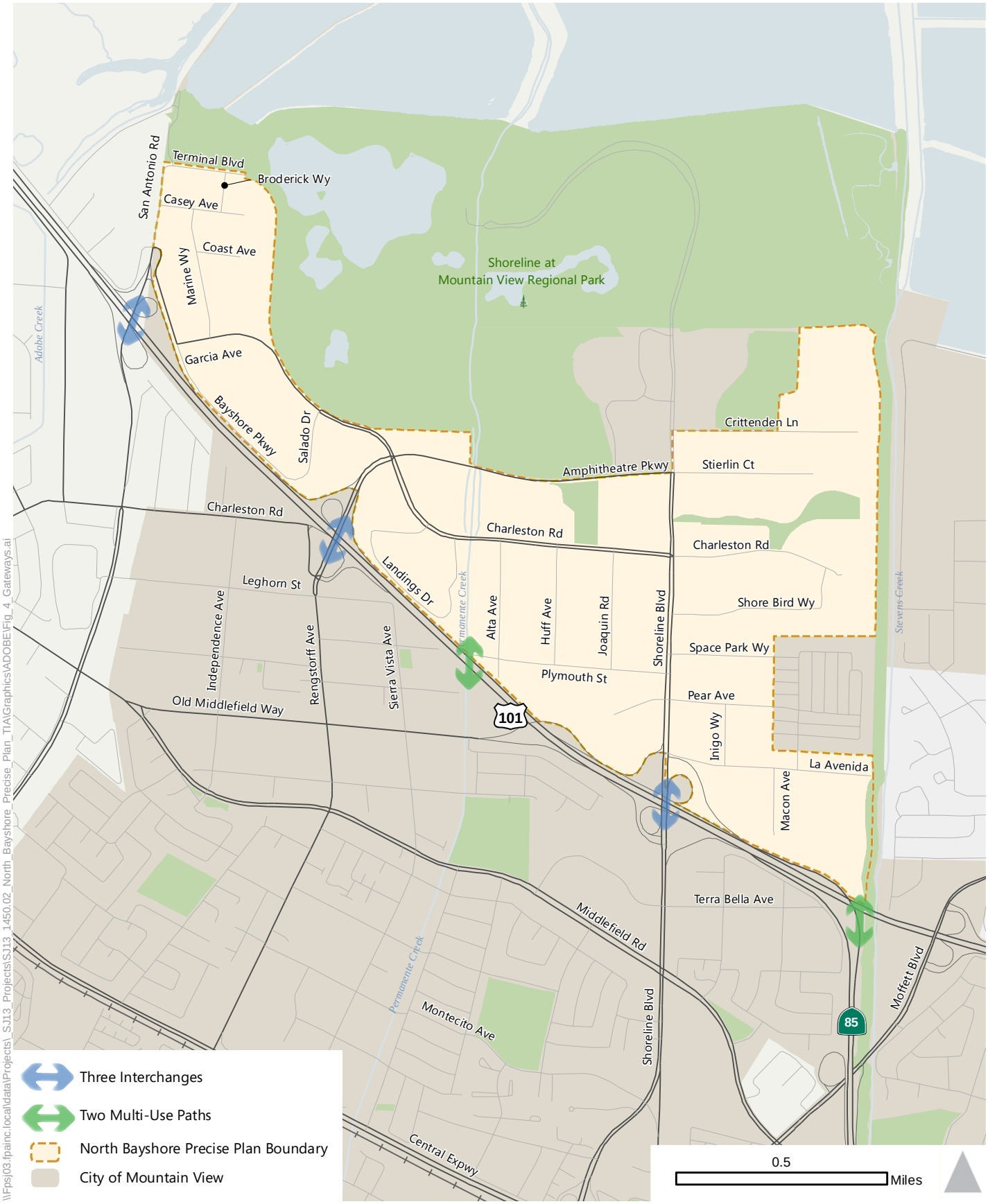
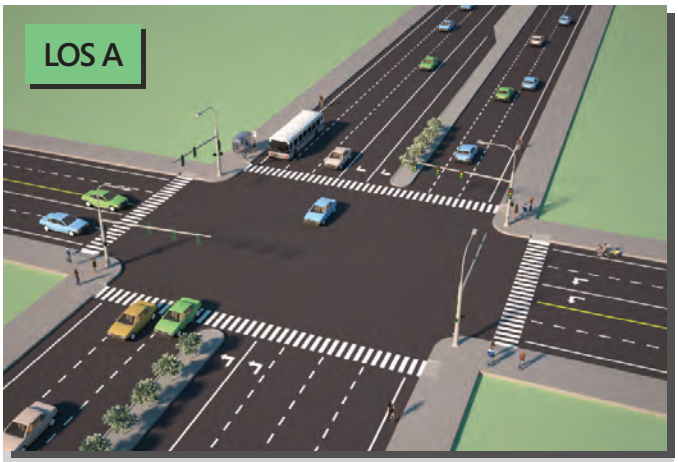


Figure 4

North Bayshore Gateways

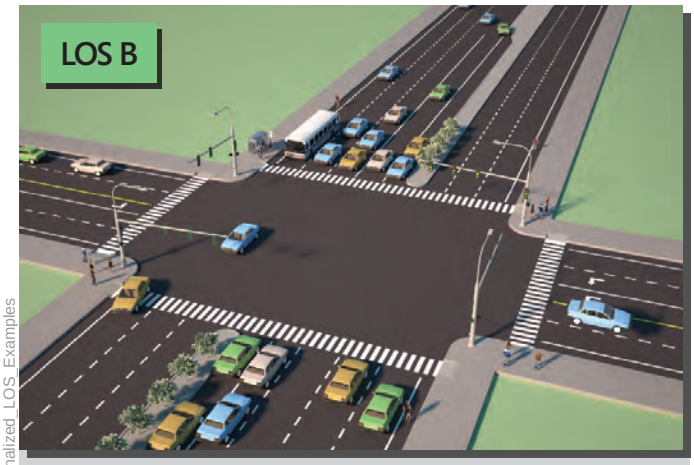


Intersection Operation: Free Flow

Degree of Delay: Negligible Delays

Intersection Operation: Less Stable Flow

Degree of Delay: Long Delays



Intersection Operation: Stable Flow

Degree of Delay: Minimal Delays

Intersection Operation: Unstable Flow

Degree of Delay: Substantial Delays Can Occur

Intersection Operation: Stable Flow

Degree of Delay: Moderate Delays

Intersection Operation: Unpredictable Flow/Wait Through Multiple Cycles

Degree of Delay: Excessive Delays Can Occur

Figure 5

Signalized Intersection Level of Service Examples

EXISTING CONDITIONS

2

EXISTING CONDITIONS

This chapter describes the Existing Conditions of the roadway, pedestrian, and bicycle facilities, and transit service within the study area. It also presents existing traffic volumes and operations for the study intersections and freeway segments with the results of level of service calculations.

EXISTING STREET SYSTEM

US 101, SR 85, and SR 237 provide regional access to the study area. The following streets provide local access: Shoreline Boulevard, La Avenida, Rengstorff Avenue, San Antonio Road, and Bayshore Parkway. Each access facility is described below in more detail.

US 101 is a primarily north-south freeway with five travel lanes in each direction. Two travel lanes in each direction are designated as a high-occupancy vehicle (HOV) lane, beginning approximately 1 mile north (near Oregon Expressway) of the study area through the US 101/SR 85 interchange. One HOV lane and four travel lanes in each direction are present outside of this area in Santa Clara County between East Bayshore Road (in Redwood City) and Cochrane Road (in Morgan Hill). HOV lanes, also known as diamond or carpool lanes, are limited to use by vehicles occupied by two or more persons Monday through Friday between 5:00 AM and 9:00 AM, and between 3:00 PM and 7:00 PM. US 101 extends north through San Francisco and south through San Jose and Gilroy. The northbound direction is congested during the AM peak period and both northbound and southbound directions are congested during the PM peak period near the study area.

SR 237 is a primarily east-west freeway with two to three travel lanes in each direction. One travel lane in each direction are designated as a high-occupancy vehicle (HOV) lane between Fair Oaks Avenue and Zanker Road in San José and as an express lane between Zanker Road and I-880. HOV lanes, also known as diamond or carpool lanes, are limited to use by vehicles occupied by two or more persons Monday through Friday between 5:00 AM and 9:00 AM, and between 3:00 PM and 7:00 PM. During the spring of 2012, the first phase of the SR 237 Express Lane Project opened to motor vehicles. This project converted the HOV lane connector ramps at the SR 237/I-880 interchange to express lanes. Carpool vehicles, motorcycles, and eligible hybrids can use this express lane without a charge, while single-occupant vehicles can use the express lane during commute hours by paying a toll. SR 237 merges into Grant Road in Mountain View and extends east to I-880 in Milpitas. The westbound direction is congested during the AM peak period and the eastbound direction is congested during the PM peak period. The study area is situated roughly four miles from the SR US 101/SR 237 interchange.

SR 85 is a north-south freeway extending from the US 101 interchange in the City of San José to the south and the US 101 interchange in Mountain View to the north. The freeway includes two mixed-flow lanes plus one HOV lane per direction. The peak commute directions on SR 85 near the project site are northbound during the morning and southbound during the evening. Access to the site from SR 85 is provided via its interchange with US 101.

Shoreline Boulevard is a four- to six-lane, north-south arterial road with a raised median that extends from El Camino Real in the south to the Shoreline at Mountain View Regional Park in the north. Shoreline Boulevard provides access to residential, commercial and office developments. In addition, the arterial provides access between the Mountain View Caltrain station and the study area. The posted speed limit on Shoreline Boulevard is 35 miles per hour.

La Avenida is a two-lane, east-west roadway that extends from Shoreline Boulevard in the west to the Stevens Creek Trail in the east. La Avenida is one-way westbound between Inigo Way and Shoreline Boulevard. This street provides local access to office, service, and industrial developments. The posted speed limit on La Avenida is 25 miles per hour.

Rengstorff Avenue is four-lane, north-south arterial road that extends from El Camino Real in the south to Garcia Avenue/Charleston Road within the NBPP area. Rengstorff Avenue provides access to residential, commercial and office developments. The posted speed limit on Rengstorff Avenue is 35 miles per hour.

San Antonio Road is a two- to four-lane, north-south arterial road that extends from Foothill Expressway in the south (within Los Altos) to the Shoreline at Mountain View Regional Park. San Antonio Road provides access to residential, commercial and office developments. Near the project site, the posted speed limit is 35 miles per hour.

Bayshore Parkway is a two-lane street that parallels US 101 and extends from San Antonio Road to Salado Drive within the NBPP area. Bayshore Parkway provides access to office developments. The posted speed limit on Bayshore Parkway is 35 miles per hour.

Amphitheatre Parkway is a three- to five-lane east-west road that runs between the intersection of Rengstorff Avenue and Charleston Road to Shoreline Boulevard. Amphitheatre Parkway provides access to parks, undeveloped land and office developments. The posted speed limit on Amphitheatre Parkway is 35 miles per hour.

Stierlin Court and Crittenden Lane are two-lane east-west divided streets running parallel to Charleston Road and take access from Shoreline Boulevard. They provide access to office developments, Crittenden Lane also provides access to Stevens Creek Trail. The posted speed limit on both roads is 25 miles per hour.

Garcia Avenue is a two- to four-lane roadway that runs from the intersection of Rengstorff Avenue and Charleston Road to Bayshore Parkway. Garcia Avenue provides access to parks and office developments. The posted speed limit on Garcia Avenue is 35 miles per hour.

Landings Drive is a two-lane street that loops around, taking access on either terminus from Charleston Road. Landings Drive provides access to office developments and surface parking lots. The posted speed limit on Landings Drive is 25 miles per hour.

Alta Avenue, Huff Avenue, Joaquin Road and Plymouth Street are two-lane streets that take access from Charleston Road and Shoreline Boulevard between the Permanente Creek Trail and US 101. They provide access to office developments. The posted speed limit on all four roads is 25 miles per hour.

Inigo Way is a two-lane north-south road that runs parallel to Shoreline Boulevard between Pear Avenue and La Avenida. It provides access to the Computer History Museum and surface parking lots. *Macon Avenue* is a two-lane north-south road that runs parallel to Shoreline Boulevard and takes access off of La Avenida. Macon Avenue provides access to office developments and surface parking lots.

EXISTING TRUCK ROUTES

The City of Mountain View Municipal Code section 19.60 designates truck routes within the city limits. Near the study area, US 101, Charleston Road, and San Antonio Road are designated as truck routes.

EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities include sidewalks, curb ramps, crosswalks, and off-street paths that are meant to provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities. The overall citywide street network is essentially built out and most streets include at least a four-foot wide sidewalk on one or both sides. **Figure 6** shows the gaps in the existing sidewalk system within the NBPP area.

"Walkability" is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wide sidewalks, a mix of land uses within relatively close proximity, a limited number of conflict points with vehicle traffic, and easy access to transit facilities and services. Walkability varies substantially within Mountain View. For example, Downtown Mountain View is the most walkable area of town, with a complete

sidewalk network and relatively close proximity between residential areas, retail areas, and public transit services (bus lines, light rail, or Caltrain). In the North Bayshore area, most streets have sidewalks, but the land uses in the area are primarily employment-based, so the opportunities for residential and retail services within a reasonable walking distance (½-mile to 1 mile) are limited.

Countdown pedestrian signal heads have been installed at all City, County and Caltrans signals within the City. Per the City's ADA Transition Plan, the City continues installing and upgrading access ramps at intersections to meet the access demands of a diverse population and to enhance the overall pedestrian experience.

CITY OF MOUNTAIN VIEW PEDESTRIAN MASTER PLAN

The *City of Mountain View Pedestrian Master Plan* (January 2014) summarizes goals for the pedestrian network, existing and proposed facilities, and priority of pedestrian improvements. The Plan was developed in conformance with several other plans including the *Mountain View* 2030 *General Plan (2012)*, the *Santa Clara Valley Transportation Authority Countywide Bicycle Plan*, the *Metropolitan Transportation Commission Regional Bicycle Plan*, the *Santa Clara County Trails Master Plan*, and the *Caltrans Streets and Highways Code Section 891.2*.

Figure 6

Sidewalk Gaps in North Bayshore Precise Plan Area

EXISTING BICYCLE FACILITIES

The bicycle network promotes bicycling as an active mode of transportation for both commuting and recreation, with the specific goal of implementing the City's *2015 Bicycle Transportation Plan* (December 2015).

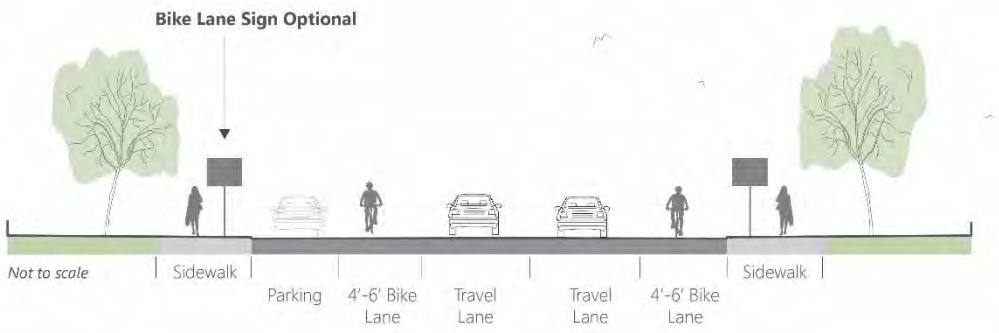
The Planning Division implements the bike parking ordinance through review of development projects. Planning staff also work with developers to obtain right-of-way to develop bike paths. The City Public Works Department is responsible for overseeing the implementation and maintenance of a comprehensive bikeway system, as well as coordinating bike linkages to adjacent communities.

Figure 7 shows the location of existing bicycle facilities and the city's trail network, including pedestrian/bicycle crossings and barriers to pedestrian and bicycle travel. Recent additions to the bicycle system in the City of Mountain View include bicycle lanes on Charleston Road between San Antonio Road and US 101, the completion of the Stevens Creek Trail over Moffett Boulevard, the extension of Stevens Creek Trail from El Camino Real to Heatherstone Way, and the Permanente Creek Trail extension from Charleston Road to Old Middlefield Way.

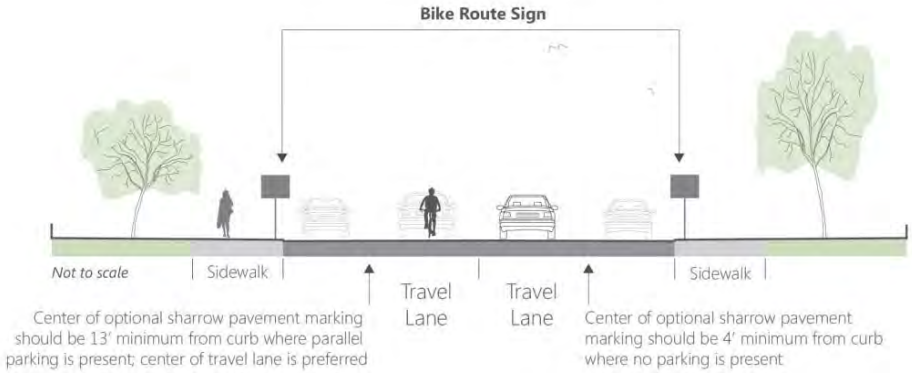
The City's *2015 Bicycle Transportation Plan Update* describes the four bikeway classifications in the City, which all meet the design guidelines of the: (1) VTA *Bicycle Technical Guidelines* for bicycle facilities, and (2) Caltrans *Highway Design Manual* (HDM), Chapter 1000: Bikeway Planning and Design for multi-use trails. These bicycle facility types are described below (italicized text is from the HDM).

- Shared-Use Paths (Class I): These provide *a completely separated right-of-way for the exclusive use of bicycles and pedestrians with* minimal roadway crossings. Existing Class I facilities in Mountain View include the Stevens Creek Trail, Hetch Hetchy Trail, Permanente Creek Trail, existing light rail trails, and a portion of the Bay Trail through Shoreline at Mountain View Regional Park, all of which have asphalt or concrete surfaces.

- Bike lanes (Class II): These provide *a striped lane and signage for one-way bike travel on a street or highway* and are designed for the exclusive use of cyclists with certain exceptions. For instance, right-turning vehicles must merge into the lane before turning. Bike lanes in Mountain View meet VTA's *Bicycle Technical Guidelines*, which follows all applicable local, State and Federal requirements. Examples of existing Class II facilities are the bike lanes on Middlefield Road, Evelyn Avenue, California Street, Shoreline Boulevard, and Grant Road. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint conflict zones (such as driveways or intersections).



- Bike routes (Class IIIa): These may be identified on a local residential or collector street when the travel lane is wide enough and the traffic volume is low enough to allow both cyclists and motor vehicles to share a lane. Although some streets with high volumes of traffic have been designated as bike routes, most official bike routes in Mountain View are on low-volume streets. Examples of existing bike routes include Sierra Vista Street, and Leghorn Street.



- Bike boulevards (Class IIIb): These are modified bicycle routes providing a more convenient and efficient through route for cyclists of all skill levels than a typical bike route. A bike boulevard includes signage, pavement markings, and in some cases, physical traffic calming measures (e.g., midblock closures to vehicles) and/or striped bike lanes. The City of Mountain View has

implemented the Mayfield-Whisman Bicycle Boulevard for cross-town (east-west) travel north of Central Expressway shown on **Figure 7**.

- Cycletracks (Class IV): These are also known as protected bike lanes and are paved bike paths that are physically separated from vehicle traffic by a vertical separation. Vertical separations include curbs, bollards or car parking. Cycletracks provide increased comfort for cyclists. There are no cycletracks in the City of Mountain View.

CITY OF MOUNTAIN VIEW BICYCLE TRANSPORTATION PLAN

The *City of Mountain View Bicycle Transportation Plan Update* (November 2015) summarizes goals for improving the bicycle network, existing and proposed facilities, and programs involving education, enforcement, and promotion. The Plan was developed in conformance with several other plans including the *Mountain View* 2030 *General Plan (2012)*, the *Santa Clara Valley Transportation Authority Countywide Bicycle Plan*, the *Metropolitan Transportation Commission Regional Bicycle Plan*, the *Santa Clara County Trails Master Plan*, and the *Caltrans Streets and Highways Code Section 891.2*.

SANTA CLARA COUNTYWIDE BICYCLE PLAN

The Santa Clara Countywide Bicycle Plan synthesizes other local and County plans into a comprehensive 20-year cross-county bicycle corridor network and expenditure plan (May 2008). The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in the *Valley Transportation Plan (VTP) 2040* (adopted in October 2014). VTA has adopted the *Santa Clara Countywide Bicycle Plan* (CBP, June 2008), which is a planned bicycle network of 24 routes of countywide or intercity significance. One of these proposed facilities, Route #5 Shoreline-Miramonte/El Monte Corridor, travels near the NBPP area. This plan is under update by the VTA, with an anticipated completion date of summer 2017.

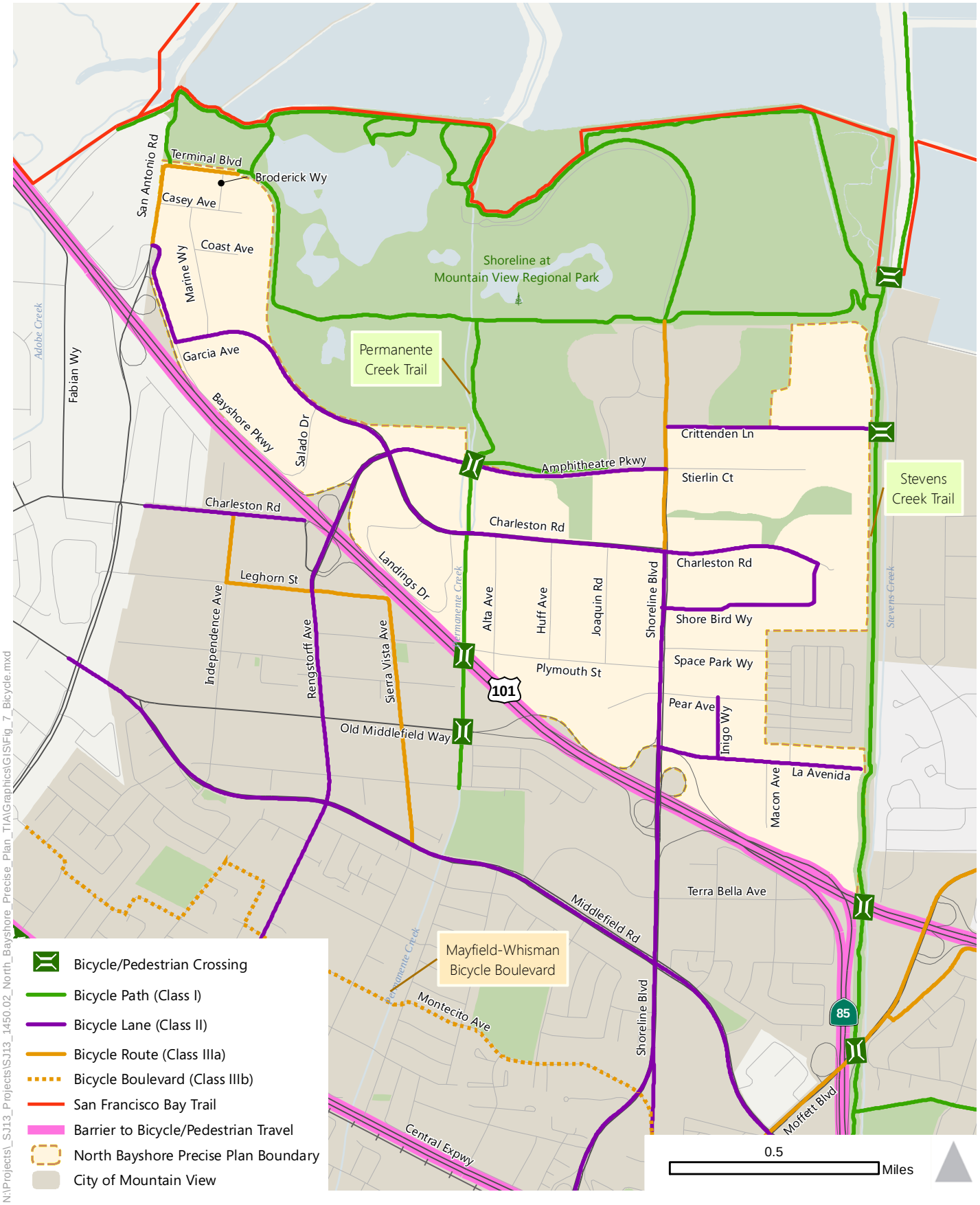


Figure 7

Existing Bicycle Facilities

EXISTING TRANSIT SERVICE

Near the project site, community, local and express bus service is provided by the VTA; light rail transit service is also provided by the VTA; and commuter rail service is provided by Caltrain. **Figures 8** and **9** show the existing transit and shuttle services near the project site and **Table 6** shows the frequency of bus and shuttle service.

Shuttle services are provided at a number of locations throughout the City of Mountain View. Shuttles serve passengers traveling to and from Downtown Mountain View, VTA light rail stations, Caltrain stations, Stanford University, the San Antonio Shopping Center, and employers in the North Bayshore and Whisman areas. The shuttle routes near the project site are presented in **Figure 10**.

TABLE 6: EXISTING TRANSIT SERVICE

Route	From	To	Weekdays			Weekends		Peak Load Factor[2]
			Operating Hours	Headway (minutes)[1]		Operating Hours	Headway (minutes)[1]	
				Peak	Mid-Day			
Community, Local, and Express Bus Routes								
40	La Avenida / Inigo Way	Foothill College	6:15 AM – 10:30 PM	30	30	7:50 AM to 6:50 PM	45 to 60	0.7[3]
120	Fremont BART	San Antonio Road / Casey Avenue	6:10 AM to 9:30 AM 5:00 PM - 6:00 PM	15 to 45	N/A	No Weekend Service		0.4[3]
Shuttles[4]								
ACE Orange	East Meadow Drive / Meadow Circle	Great America Station	6:15 AM to 9:45 AM 3:05 PM to 6:35 PM	60 to 75	N/A	No Weekend Service		0.3
West Bayshore MVgo	Downtown Mountain View Transit Center	Casey Ave / Intuit Main Street	6:40 AM to 10:35 AM 3:00 PM to 8:35 PM	10 to 40	N/A	No Weekend Service		0.7
East Bayshore MVgo	Downtown Mountain View Transit Center	Huff Ave / Plymouth St	6:40 AM to 10:35 AM 3:05 PM to 8:35 PM	20 to 40	N/A	No Weekend Service		0.5

Notes:

1. Headways are defined as the time between transit vehicles on the same route (e.g., time between two Route 32 buses stopping at San Antonio Transit Center).
2. Peak load factor for entire route. The peak load factor is the ratio of the average peak number of on-board passengers during the peak hour to supply of seats.
3. Data from 2016 provided by VTA.
4. Private company shuttle (Google, Microsoft, etc.) data unavailable.

Source: VTA March 2016; ACE and MVgo, September 2016.

Figure 8

Existing Transit Service

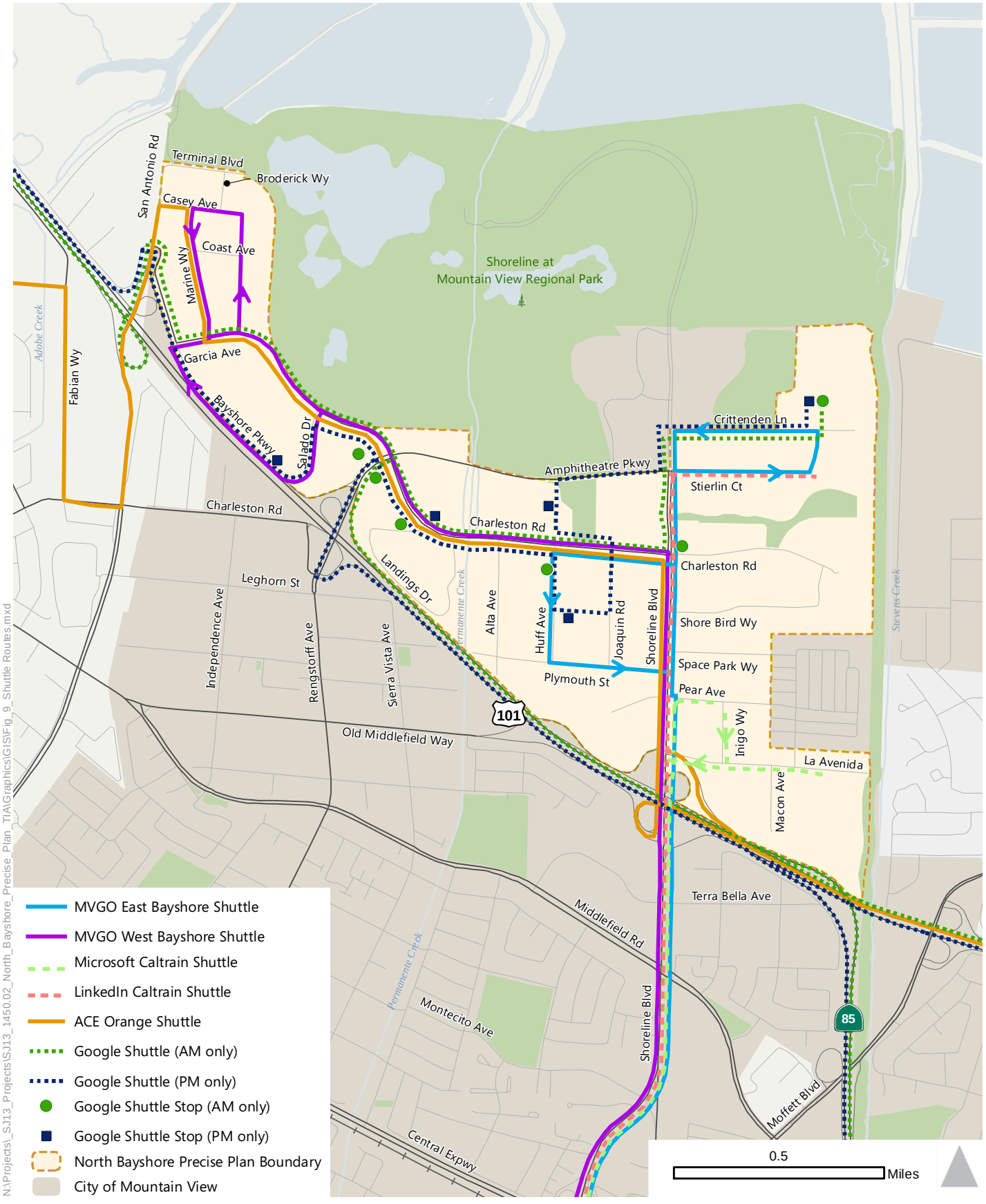


Figure 9

Existing Shuttle Routes

ACE SHUTTLE SERVICE

Altamont Commuter Express (ACE) is a passenger rail line that extends to San José with a stop at the Great America Station in Santa Clara. ACE and VTA sponsor free shuttles including the ACE Orange Shuttle that provides service from the Great America Station to eastern Palo Alto via Shoreline Boulevard, Charleston Boulevard, Garcia Avenue and Marine Way in Mountain View. The shuttle includes multiple stops in Mountain View's North Bayshore area. Headways are between approximately 60 and 75 minutes during commute periods on weekdays only.

MVGO

MVgo is a free shuttle service of the Mountain View Transportation Management Association (MVTMA) created to provide shuttle service for local businesses to and from the Downtown Mountain View Transit Center. The shuttle service consists of two routes from the Downtown Mountain View Transit Center to the North Bayshore Gateway area and to businesses in the East Whisman area. MVgo is a free shuttle service providing a last-mile connection from Caltrain to employment centers in the Whisman and North Bayshore areas of Mountain View. MVgo shuttles are inter-campus shuttles and provide shuttle services to Google, Symantec, Samsung, LinkedIn and Intuit. Headways are between approximately 10 and 40 minutes during commute periods on weekdays only.

EMPLOYER-BASED SHUTTLES

There are a number of employer-based shuttle services located in Mountain View and adjacent cities. One example is the Google Commute Program, which provides free shuttle service for Google employees living in San Francisco and in certain areas of the East Bay and South Bay. Headways are approximately 15 minutes in peak commute hours. More recently, Intuit, LinkedIn, and Microsoft have provided inter-campus shuttles as well as longer-distance shuttle services to their employees.

EXISTING INTERSECTION OPERATIONS

Roadway traffic operations were evaluated during a typical mid-week day at the intersection level during the morning (7:00 to 10:00 AM) and evening (4:00 to 7:00 PM) peak periods at 75 study intersections. The morning peak hour was found to be 8:30 to 9:30 AM and the evening peak hour was found to be 5:00 to 6:00 PM. In addition, counts of pedestrian and bicycle volumes were collected at each intersection. All counts were collected between June 2015 and October 2016 while local schools were in session; the data is shown in **Appendix B**. In February 2014, roadway vehicle classification counts were collected to quantify existing

travel characteristics (see **Chapter 3** for more details) and quantify the number of vehicles crossing the NBPP area gateways.

Table 7 shows the existing intersection level of service at each study location. **Appendix C** contains the analysis sheets documenting the intersection level of service calculations. The intersection volumes are shown in **Appendix D**.

The City of Mountain View uses a LOS D standard for local streets and LOS E standard for streets within the Downtown and San Antonio Shopping Center areas and for CMP facilities (e.g., Central Expressway, El Camino Real). In adjacent jurisdictions, local streets in Palo Alto, East Palo Alto, Menlo Park, and Los Altos have a LOS D standard. Santa Clara County expressways and other CMP facilities have a LOS E standard.

Measured against the relevant standard of the local jurisdiction, the following intersections operate below the applicable level of service standard:

Int. 13 Amphitheatre Parkway / Garcia Avenue-Charleston Road (PM peak hour)

Int. 15 Rengstorff Avenue / US 101 Southbound Ramps (AM and PM peak hour)

Int. 24 Springer Road-Magdalena Avenue / Foothill Expressway (AM peak hour)

Int. 32 Shoreline Boulevard / Space Park Way (AM peak hour)

Int. 33 Shoreline Boulevard / Plymouth Avenue (AM and PM peak hour)

Int. 35 Shoreline Boulevard / La Avenida – US 101 Northbound Ramps (AM and PM peak hour)

Int. 38 Shoreline Boulevard / Middlefield Road (PM peak hour)

Int. 57 Bayfront Expressway (SR 84) / University Avenue (PM peak hour)

Int. 59 Donohoe Street / University Avenue (AM peak hour)

Int. 66 Arastradero Road / Foothill Expressway (PM peak hour)

Int. 67 Page Mill Road / I-280 Southbound Off Ramp-Arastradero Road (AM and PM peak hours)

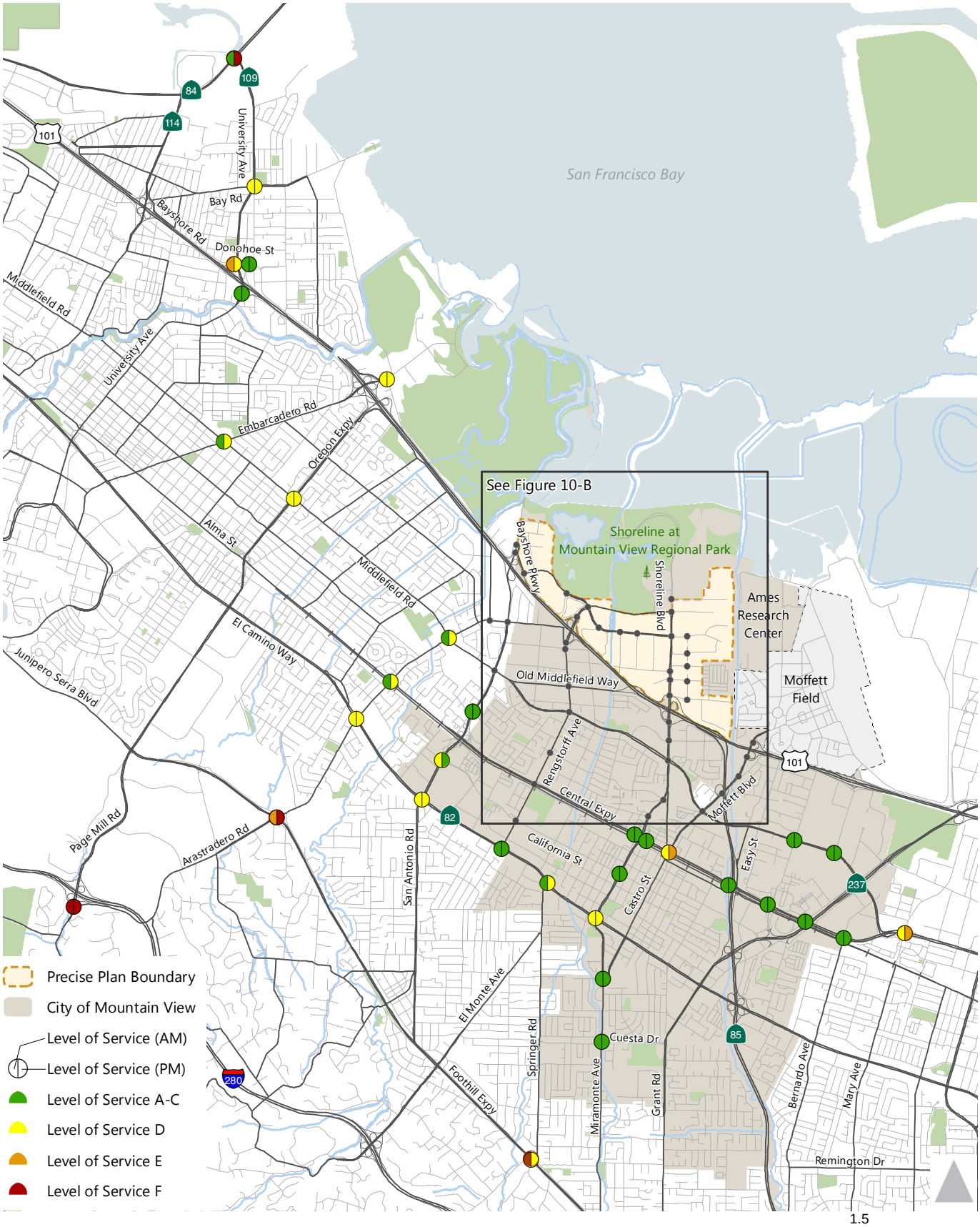


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Figure 10-A

Existing Intersection Level of Service Results

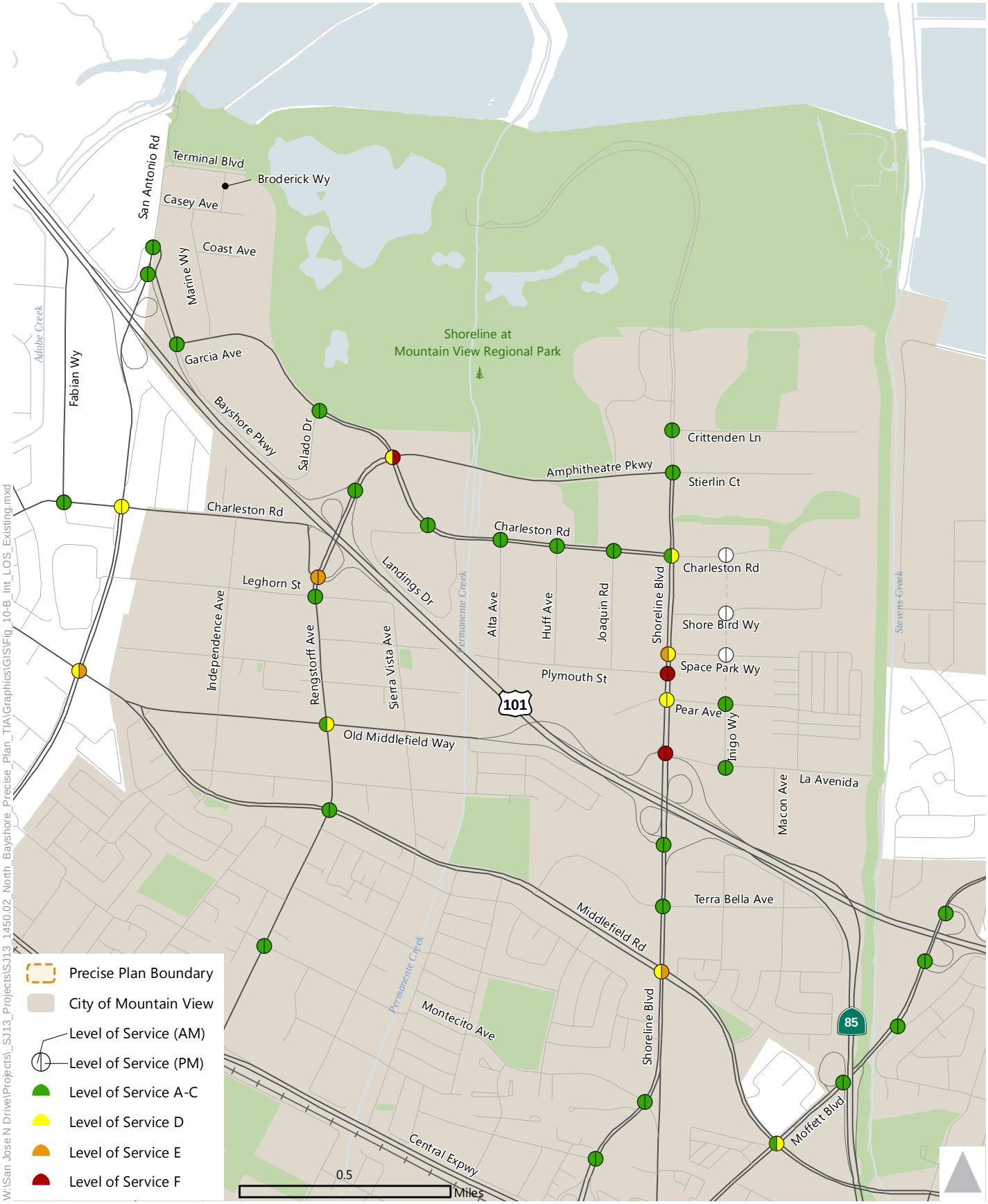


Figure 10-B

Existing Intersection Level of Service Results: North Bayshore Area

TABLE 7: EXISTING INTERSECTION LEVEL OF SERVICE

	Intersection	Jurisdiction (LOS Standard)[1]	Count Date	Intersection Control	Peak Hour[2]	Delay[3]	LOS[4]
1	San Antonio Rd / Bayshore Pkwy	PA (D)	June 2015	Signalized	AM PM	19.8 29.4	B C
2	San Antonio Rd / US 101 Northbound Ramps	MV (D)	June 2015	Signalized	AM PM	15.1 8.9	B A
3	San Antonio Rd / Charleston Rd*	PA (E)	June 2015	Signalized	AM PM	45.1 46.1	D D
4	San Antonio Rd / Middlefield Rd*	PA (E)	June 2015	Signalized	AM PM	43.4 57.6	D E+
5	San Antonio Rd / Nita Ave	PA (D)	June 2015	Signalized	AM PM	3.2 3.3	A A
6	San Antonio Rd / California St	MV (E)	June 2015	Signalized	AM PM	36.5 33.3	D+ C-
7	San Antonio Rd / El Camino Real*	MV (E)	June 2015	Signalized	AM PM	43.7 47.7	D D
8	Charleston Rd / Fabian Way	PA (D)	October 2016	Signalized	AM PM	22.2 22.9	C+ C+
9	Charleston Rd / Middlefield Rd	PA (D)	October 2016	Signalized	AM PM	25.1 37.3	C D+
10	Charleston Rd / Alma St	PA (D)	October 2016	Signalized	AM PM	33.3 41.4	C- D
11	Bayshore Pkwy / Garcia Ave	MV (D)	December 2015	Side-Street Stop-Controlled	AM PM	11.0 11.5	B B
12	Salado Dr / Garcia Ave	MV (D)	December 2015	Side-Street Stop-Controlled	AM PM	12.2 11.7	B B
13	Amphitheatre Pkwy / Garcia Ave-Charleston Rd	MV (D)	June 2015	Signalized	AM PM	36.2 **110.7**	D **F**
14	Rengstorff Ave / US 101 Northbound Ramps	MV (D)	June 2015	Signalized	AM PM	2.5 5.8	A A
15	Rengstorff Ave / US 101 Southbound Ramps	MV (D)	June 2015	Signalized	AM PM	**58.3** **72.2**	**E** **E**
16	Rengstorff Ave / Leghorn St	MV (D)	June 2015	Signalized	AM PM	18.1 24.7	B C
17	Rengstorff Ave / Old Middlefield Way	MV (D)	June 2015	Signalized	AM PM	31.8 46.2	C D
18	Rengstorff Ave / Middlefield Rd	MV (D)	June 2015	Signalized	AM PM	30.3 34.5	C C-
19	Rengstorff Ave / Montecito Ave-Jewell Pl	MV (D)	June 2015	Signalized	AM PM	8.2 6.4	A A
20	Rengstorff Ave / Central Expwy*	SCC (E)	June 2015 Sept. 2016	Signalized	AM PM	50.8 70.9	D E

TABLE 7: EXISTING INTERSECTION LEVEL OF SERVICE

	Intersection	Jurisdiction (LOS Standard)[1]	Count Date	Intersection Control	Peak Hour[2]	Delay[3]	LOS[4]
21	Rengstorff Ave / California St	MV (D)	June 2015	Signalized	AM PM	28.2 34.5	C C-
22	Rengstorff Ave / El Camino Real*	MV (E)	June 2015	Signalized	AM PM	25.3 25.5	C C
23	El Monte Ave / El Camino Real*	MV (E)	June 2015	Signalized	AM PM	34.7 38.6	C- D+
24	Springer Rd-Magdalena Ave / Foothill Expwy*	SCC (E)	October 2016	Signalized	AM PM	**117.0** 51.2	**F** D-
25	Landings Dr / Charleston Rd	MV (D)	June 2015	Signalized	AM PM	9.6 13.9	A B
26	Alta Ave / Charleston Rd	MV (D)	June 2015	Signalized	AM PM	15.8 28.4	B C
27	Huff Ave / Charleston Rd	MV (D)	June 2015	Signalized	AM PM	17.6 22.1	B C+
28	Joaquin Rd / Charleston Rd	MV (D)	January 2016	Side-Street Stop-Controlled	AM PM	15.9 17.7	C C
29	Shoreline Blvd / Crittenden Ln	MV (D)	June 2015	Signalized	AM PM	6.1 8.5	A A
30	Shoreline Blvd / Stierlin Court	MV (D)	June 2015	Signalized	AM PM	20.8 21.4	C+ C+
31	Shoreline Blvd / Charleston Rd	MV (D)	June 2015	Signalized	AM PM	29.5 53.2	C D-
32	Shoreline Blvd / Space Park Way	MV (D)	January 2016	Side-Street Stop-Controlled	AM PM	**44.3** 27.2	**E** D
33	Shoreline Blvd / Plymouth St	MV (D)	December 2015	Side-Street Stop-Controlled	AM PM	**>120** **>120**	**F** **F**
34	Shoreline Blvd / Pear Ave[5]	MV (D)	December 2015	Signalized	AM PM	45.7 46.6	D D
35	Shoreline Blvd / La Avenida - US 101 Northbound Ramps	MV (D)	June 2015	Signalized	AM PM	**88.3** **98.2**	**F** **F**
36	Shoreline Blvd / US 101 Southbound Ramps	MV (D)	June 2015	Signalized	AM PM	14.3 12.8	B B
37	Shoreline Blvd / Terra Bella Ave	MV (D)	June 2015	Signalized	AM PM	19.9 22.6	B C
38	Shoreline Blvd / Middlefield Rd	MV (D)	June 2015	Signalized	AM PM	44.8 **65.8**	D **E**
39	Shoreline Blvd / Montecito Ave-Stierlin Rd	MV (D)	June 2015	Signalized	AM PM	22.9 25.7	C+ C
40	Shoreline Blvd / Wright Ave	MV (D)	June 2015	Signalized	AM PM	11.5 13.8	B+ B

TABLE 7: EXISTING INTERSECTION LEVEL OF SERVICE

	Intersection	Jurisdiction (LOS Standard)[1]	Count Date	Intersection Control	Peak Hour[2]	Delay[3]	LOS[4]
41	Shoreline Blvd / Central Expwy (West)*	SCC (E)	June 2015 Sept. 2016	Signalized	AM PM	6.5 5.5	A A
42	Shoreline Blvd / Central Expwy (East)*	SCC (E)	June 2015 Sept. 2016	Signalized	AM PM	13.1 7.5	B A
43	Shoreline Blvd / California St	MV (D)	June 2015	Signalized	AM PM	30.4 33.9	C C-
44	Shoreline Blvd-Miramonte Ave / El Camino Real*	MV (E)	June 2015	Signalized	AM PM	38.5 38.3	D+ D+
45	Miramonte Ave / Castro St-Marilyn Dr	MV (D)	October 2016	Signalized	AM PM	15.0 12.1	B B
46	Miramonte Ave / Cuesta Dr	MV (D)	October 2016	Signalized	AM PM	33.3 31.7	C- C
47	Moffett Blvd / US 101 Southbound Ramps	MV (D)	June 2015	Signalized	AM PM	12.5 9.3	B A
48	Moffett Blvd / Middlefield Rd	MV (D)	June 2015	Signalized	AM PM	32.5 38.6	C- D+
49	Moffett Blvd-Castro St / Central Expwy*	SCC (E)	June 2015 Sept. 2016	Signalized	AM PM	48.5 61.9	D E
50	SR 85 Southbound Off-Ramp / Central Expwy	SCC (E)	June 2015 Sept. 2016	Signalized	AM PM	7.4 15.0	A B
51	Whisman Rd / Middlefield Rd	MV (D)	June 2015	Signalized	AM PM	20.5 17.5	C+ B
52	Whisman Station Rd / Central Expwy*	SCC (E)	June 2015 Sept. 2016	Signalized	AM PM	13.4 15.6	B B
53	Ellis St / Middlefield Rd	MV (E)	June 2015	Signalized	AM PM	15.8 11.1	B B+
54	Ferguson Dr / Central Expwy*	SCC (E)	June 2015 Sept. 2016	Signalized	AM PM	7.7 5.3	A A
55	Bernardo Ave / Central Expwy	SCC (E)	June 2015 Sept. 2016	Signalized	AM PM	10.6 11.3	B+ B+
56	Mary Ave / Central Expwy*[6]	SCC (E)	June 2015 Sept. 2016	Signalized	AM PM	52.0 67.2	D- E
57	Bayfront Expressway (SR 84) / University Ave	MP (E)	Oct. 2016	Signalized	AM PM	24.2 **82.7**	C **F**
58	Bay Rd / University Ave	EPA (D)	Oct. 2016	Signalized	AM PM	38.0 47.1	D+ D
59	Donohoe St / University Ave	EPA (D)	Oct. 2016	Signalized	AM PM	**66.0** 42.5	**E** D
60	Donohoe St / US 101 Northbound Off-Ramp	EPA (D)	Nov. 2016	Signalized	AM PM	9.1 18.1	A B

TABLE 7: EXISTING INTERSECTION LEVEL OF SERVICE

	Intersection	Jurisdiction (LOS Standard)[1]	Count Date	Intersection Control	Peak Hour[2]	Delay[3]	LOS[4]
61	US 101 Southbound Ramps / University Ave	EPA (D)	Oct. 2016	Signalized	AM PM	28.3 25.0	C C
62	Embarcadero Rd / E. Bayshore Rd	PA (D)	Oct. 2016	Signalized	AM PM	44.0 53.6	D D-
63	Embarcadero Rd / Middlefield Rd	PA (D)	Nov. 2016	Signalized	AM PM	33.2 36.6	C- D+
64	Oregon Expwy / Middlefield Rd*	SCC (E)	Nov. 2016	Signalized	AM PM	46.7 47.3	D D
65	Arastradero Rd-Charleston Rd / El Camino Real*	PA (D)	Oct. 2016	Signalized	AM PM	43.0 46.3	D D
66	Arastradero Rd / Foothill Expwy*	SCC (E)	Oct. 2016	Signalized	AM PM	59.7 **119.3**	E+ **F**
67	Page Mill Rd / I-280 Southbound Off Ramp-Arastradero Rd	SCC (E)	Oct. 2016	All-Way Stop Controlled	AM PM	**90.4** **73.3**	**F** **F**
68	Moffett Blvd / US 101 Northbound Ramps	MV (D)	June 2015	Signalized	AM PM	15.2 23.5	B C
69	Moffett Blvd / Leong Dr	MV (D)	June 2015	Signalized	AM PM	13.6 10.9	B B+
70	Moffett Blvd / SR 85 Southbound Ramp	MV (D)	May 2015	Side-Street Stop-Controlled	AM PM	10.0 12.8	A B
71	New North-South Local Street / Charleston Rd	MV (D)	Future Intersection				
72	New North-South Local Street / Shorebird Wy	MV (D)	Future Intersection				
73	New North-South Local Street / Space Park Wy	MV (D)	Future Intersection				
74	Inigo Wy / Pear Ave	MV (D)	Dec. 2015	Side-Street Stop-Controlled	AM PM	10.2 9.9	B A
75	Inigo Wy / La Avenida	MV (D)	Dec. 2015	Side-Street Stop-Controlled	AM PM	10.8 13.4	B B

TABLE 7: EXISTING INTERSECTION LEVEL OF SERVICE

Intersection	Jurisdiction (LOS Standard)[1]	Count Date	Intersection Control	Peak Hour[2]	Delay[3]	LOS[4]

Notes:

1. Intersection jurisdiction (with Level of Service standard):
   EPA = East Palo Alto (LOS D standard)
   LA = City of Los Altos (LOS D standard)
   MV = City of Mountain View (LOS D standard); LOS E for CMP, Downtown, and San Antonio Shopping Center intersections
   MP = City of Menlo Park (LOS E standard on Bayshore Expressway)
   PA = City of Palo Alto (LOS D standard; LOS E for CMP)
   SCC = Santa Clara County (LOS E standard)
2. AM = morning peak hour, PM = evening peak hour.
3. Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the 2000 *Highway Capacity Manual*, with adjusted saturation flow rates to reflect Santa Clara County Conditions for signalized intersections and all-way stops-controlled intersections. For Side-Street Stop-Controlled intersections total delay for the worst movement/approach is reported.
4. LOS = Level of Service. LOS calculations conducted using the TRAFFIX and Synchro analysis software packages, which apply the methods described in the 2000 *Highway Capacity Manual*.
5. Morning peak hour observations for Existing Conditions indicate worse level of service due to pedestrian crossings and side-street vehicle traffic. Observed level of service closer to LOS E/F threshold.
6. Evening peak hour observations indicate worse level of service due to Caltrain grade crossing backup at Mary Avenue and Evelyn Avenue. Observed level of service closer to LOS E/F threshold.

Bold text indicates intersection operations below the applicable level of service standard.

* Denotes Congestion Management Program (CMP) intersection.

Source: Fehr & Peers, January 2017.

EXISTING ARTERIAL STREET OPERATIONS

An arterial level of service analysis was performed for the Shoreline Boulevard corridor to evaluate operations while accounting for signal coordination, closely spaced intersections and congested conditions. The arterial level of service method can help determine how the operation of one intersection affects the adjacent intersections along the corridor. **Table 8** shows the existing arterial street level of service for Shoreline Boulevard. Shoreline Boulevard is divided into four (4) segments with average speed calculated for each segment during the morning and evening peak hours. Measured against the local jurisdiction's level of service standard, the following roadway segments currently operate below the applicable standard:

- Northbound Direction
  - Shoreline Boulevard between US 101 southbound ramps and Pear Avenue (AM peak hour)

- Southbound Direction
  - Shoreline Boulevard between Pear Avenue and US 101 northbound ramps (AM and PM peak hour)
  - Shoreline Boulevard between US 101 southbound ramps and Terra Bella Avenue (AM peak hour)
  - Shoreline Boulevard between Terra Bella Avenue and Middlefield Road (AM and PM peak hours)

TABLE 8: EXISTING ARTERIAL STREET LEVEL OF SERVICE

Segment[1]	Peak Hour[2]	Calculated		
		Travel Time[3]	Speed	Level of Service[4]
Northbound Shoreline Boulevard (Middlefield Road to Pear Avenue)[5]				
Pear Avenue to US-101 Northbound Ramps	AM PM	**69.4** 36.6	**2.9** 17.1	**F** D
US-101 Northbound Ramps to US-101 Southbound Ramps	AM PM	**59.3** 20.9	**11.4** 19.4	**E** C
US-101 Southbound Ramps to Terra Bella Avenue	AM PM	21.7 20.9	21.8 26.3	C B
Terra Bella Avenue to Middlefield Road	AM PM	33.6 32.6	15.2 16.9	D D
Southbound Shoreline Boulevard (Pear Avenue to Middlefield Road)[5]				
Pear Avenue to US-101 Northbound Ramps	AM PM	**41.9** **146.4**	**10.4** **3.5**	**E** **F**
US-101 Northbound Ramps to US-101 Southbound Ramps	AM PM	29.3 32.3	21.9 22.0	C C
US-101 Southbound Ramps to Terra Bella Avenue	AM PM	**33.0** 32.1	**13.1** 16.6	**E** D
Terra Bella Avenue to Middlefield Road	AM PM	**40.4** **61.8**	**12.8** **7.9**	**E** **F**

Notes:

1. Segments are defined from the exit of one intersection to the exit of the downstream intersection.
2. AM = morning peak hour, PM = evening peak hour.
3. Travel time reported in seconds. Travel time calculations conducted using the Synchro analysis software package.
4. LOS calculations conducted using the Synchro level of service analysis software package, which applies the method described in the *Highway Capacity Manual*.
5. Class III Arterial – Free-flow speed = 35mph.

Bold text indicates intersection operations below the applicable level of service standard (LOS E or worse for City of Mountain View facilities).

Source: Fehr & Peers, January 2017.

EXISTING FREEWAY SEGMENT OPERATIONS

The morning and evening peak hour freeway segment level of service calculations were evaluated following VTA guidelines to satisfy the Congestion Management Program analysis method. Segments in San Mateo County were evaluated against the *C/CAG Final San Mateo County Congestion Management Program – 2015* (November 2015).

Table 9 shows the existing freeway segment level of service for SR 85, SR 237, Interstate 880, Interstate 280, US 101, SR 17, and SR 87. Measured against the VTA CMP level of service standard, the following freeway segments operate below the level of service standard (that is, they operate at LOS F):

- State Route 85 – Northbound Mixed-Flow Lanes
  - Cottle Road to Saratoga Avenue (AM peak hour)
  - Saratoga-Sunnyvale Road to El Camino Real (AM peak hour)
- State Route 85 – Northbound HOV Lanes
  - Blossom Hill Road to Camden Avenue (AM peak hour)
  - Union Avenue to Winchester Boulevard (AM peak hour)
  - Saratoga-Sunnyvale Road to El Camino Real (AM peak hour)
- State Route 85 – Southbound Mixed-Flow Lanes
  - US 101 to West Fremont Avenue (PM peak hour)
  - Interstate 280 to Saratoga Avenue (PM peak hour)
  - State Route 17 to Union Avenue (PM peak hour)
- State Route 85 – Southbound HOV Lanes
  - State Route 237 to El Camino Real (PM peak hour)
  - Interstate 280 to Stevens Creek Boulevard (PM peak hour)
- State Route 237 – Eastbound Mixed-Flow Lanes
  - US 101 to Interstate 880 (PM peak hour)
- State Route 237 – Westbound Mixed-Flow Lanes
  - Interstate 880 to McCarthy Boulevard (AM peak hour)
  - McCarthy Boulevard to Zanker Road (AM and PM peak hour)

- Central Expressway to State Route 85 (PM peak hour)
- State Route 85 to El Camino Real (AM and PM peak hour)

- State Route 237 – Westbound HOV Lanes
  - Interstate 880 to McCarthy Boulevard
- Interstate 880 – Northbound Mixed-Flow Lanes
  - State Route 237 to State Route 262 (AM peak hour)
- Interstate 880 – Southbound Mixed-Flow Lanes
  - Montague Expressway/San Thomas Expressway to 1st Street (PM peak hour)
  - E. Brokaw Road to 1st Street (AM peak hour)
- Interstate 880 - Northbound HOV Lanes
  - Dixon Landing Road to State Route 262 (AM peak hour)
- Interstate 880 – Southbound HOV Lanes
  - Dixon Landing Road to State Route 237 (AM peak hour)
- US 101 – Northbound Mixed-Flow Lanes
  - Tully Road to Mathilda Avenue (AM peak hour)
  - State Route 85 to Rengstorff Avenue (AM peak hour)
  - Rengstorff Avenue to Embarcadero Road (PM peak hour)
- US 101 – Northbound HOV Lanes
  - Story Road to De La Cruz Boulevard (AM peak hour)
  - Bowers Avenue / Great America Parkway to Lawrence Expressway (AM peak hour)
- US 101 – Southbound Mixed-Flow Lanes
  - Embarcadero Road to Rengstorff Avenue (PM peak hour)
  - State Route 85 to State Route 237 (PM peak hour)
  - North Fair Oaks to Oakland Road (PM peak hour)
- US 101 – Southbound HOV Lanes
  - Embarcadero Road to Oregon Expressway (PM peak hour)
  - North Fair Oaks Avenue to De La Cruz Boulevard (PM peak hour)

- Guadalupe Parkway to Oakland Road (PM peak hour)

- Interstate 280 – Northbound Mixed-Flow Lanes
  - Winchester Boulevard to N De Anza Boulevard (AM peak hour)
  - State Route 85 to Foothill Expressway (AM peak hour)
  - El Monte Road to Page Mill Road (PM peak hour)
- Interstate 280 – Southbound Mixed-Flow Lanes
  - State Route 85 to Winchester Boulevard (PM peak hour)
- Interstate 280- Northbound HOV Lanes
  - Saratoga Avenue to Lawrence Expressway (AM peak hour)
- Interstate 280 – Southbound HOV Lanes
  - Saratoga Avenue to Winchester Boulevard (PM peak hour)
- State Route 17 – Northbound Mixed-Flow Lanes
  - State Route 85 to Camden Avenue (AM peak hour)
- State Route 87 – Northbound Mixed-Flow Lanes
  - Taylor Street to US 101 (AM peak hour)
- State Route 87 – Northbound HOV Lanes
  - Skyport Drive to US 101 (AM peak hour)
- State Route 87 – Southbound Mixed-Flow Lanes
  - US 101 to Taylor Street (PM peak hour)

In San Mateo County, detailed freeway density information is not collected regularly for CMP analysis. Rather, floating car travel-time runs are collected every two years. The most recent CMP data shows that US 101 between Whipple Avenue and the Santa Clara County border (near Embarcadero Road) operates unacceptably during the morning and evening peak hours. These published observations apply to the US 101 freeway study segments between Marsh Road and Embarcadero Road within San Mateo County.

TABLE 9: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[2]	Lanes		Density[3]		Level of Service[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 – Northbound							
Cottle Road to Blossom Hill Road	AM PM	2 2	1 1	**76** 29	52 9	**F** D	E A
Blossom Hill Road to State Route 87	AM PM	2 2	1 1	**93** 31	**70** 10	**F** D	**F** A
State Route 87 to Almaden Expressway	AM PM	2 2	1 1	**111** 28	**106** 7	**F** D	**F** A
Almaden Expressway to Camden Avenue	AM PM	2 2	1 1	**104** 28	**82** 10	**F** D	**F** A
Camden Avenue to Union Avenue	AM PM	2 2	1 1	**92** 25	58 10	**F** C	E A
Union Avenue to S. Bascom Avenue	AM PM	2 2	1 1	**80** 28	**67** 7	**F** D	**F** A
S. Bascom Avenue to State Route 17	AM PM	2 2	1 1	**96** 20	**111** 11	**F** C	**F** A
State Route 17 to Winchester Boulevard	AM PM	2 2	1 1	**82** 14	**96** 10	**F** B	**F** A
Winchester Boulevard to Saratoga Avenue	AM PM	2 2	1 1	**59** 32	49 7	**F** D	E A
Saratoga Avenue to Saratoga-Sunnyvale Road	AM PM	2 2	1 1	52 21	36 8	E C	D A
Saratoga-Sunnyvale Road to Stevens Creek Boulevard	AM PM	2 2	1 1	**65** 22	**64** 9	**F** C	**F** A
Stevens Creek Boulevard to Interstate 280	AM PM	2 2	1 1	**124** 13	**108** 6	**F** B	**F** A
Interstate 280 to West Homestead Road	AM PM	2 2	1 1	**148** 23	**118** 7	**F** C	**F** A
West Homestead Road to West Fremont Avenue	AM PM	2 2	1 1	**99** 25	**88** 7	**F** C	**F** A
West Fremont Avenue to El Camino Real	AM PM	2 2	1 1	**69** 26	**61** 8	**F** C	**F** A
El Camino Real to State Route 237	AM PM	2 2	1 1	42 18	36 10	D B	D A
State Route 237 to Central Expressway	AM PM	2 2	1 1	30 18	28 9	D B	D A
Central Expressway to US 101	AM PM	2 2	1 1	46 17	21 7	D B	C A

TABLE 9: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[2]	Lanes		Density[3]		Level of Service[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 85 – Southbound							
US 101 to Central Expressway	AM PM	2 2	1 1	21 **89**	3 27	C **F**	A D
Central Expressway to State Route 237	AM PM	2 2	1 1	20 **116**	3 56	C **F**	A E
State Route 237 to El Camino Real	AM PM	2 2	1 1	24 **86**	4 **69**	C **F**	A **F**
El Camino Real to West Fremont Avenue	AM PM	2 2	1 1	30 **69**	10 53	D **F**	A E
West Fremont Avenue to West Homestead Road	AM PM	2 2	1 1	26 53	8 34	C E	A D
West Homestead Road to Interstate 280	AM PM	2 2	1 1	12 23	9 24	B C	A C
Interstate 280 to Stevens Creek Boulevard	AM PM	2 2	1 1	21 **63**	5 **66**	C **F**	A **F**
Stevens Creek Boulevard to Saratoga-Sunnyvale Road	AM PM	2 2	1 1	18 **90**	5 47	B **F**	A E
Saratoga-Sunnyvale Road to Saratoga Avenue	AM PM	2 2	1 1	21 **62**	8 52	C **F**	A E
Saratoga Avenue to Winchester Boulevard	AM PM	2 2	1 1	27 53	7 35	D E	A D
Winchester Boulevard to State Route 17	AM PM	2 2	1 1	19 48	7 46	C E	A D
State Route 17 to S. Bascom Avenue	AM PM	2 2	1 1	16 **72**	11 22	B **F**	A C
S. Bascom Avenue to Union Avenue	AM PM	2 2	1 1	24 **82**	7 38	C **F**	A D
Union Avenue to Camden Avenue	AM PM	2 2	1 1	20 50	8 34	C E	A D
Camden Avenue to Almaden Expressway	AM PM	2 2	1 1	25 42	12 34	C D	B D
Almaden Expressway to State Route 87	AM PM	2 2	1 1	23 24	7 15	C C	A B
State Route 87 to Blossom Hill Road	AM PM	2 2	1 1	24 56	6 33	C E	A D
Blossom Hill Road to Cottle Road	AM PM	2 2	1 1	14 30	5 17	B D	A B

TABLE 9: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[2]	Lanes		Density[3]		Level of Service[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 237 – Eastbound							
El Camino Real to State Route 85	AM PM	2 2	N/A	50 43	N/A	E D	N/A
State Route 85 to Central Expressway	AM PM	2 2	N/A	51 25	N/A	E C	N/A
Central Expressway to Maude Avenue	AM PM	2 2	N/A	45 23	N/A	D C	N/A
Maude Avenue to US 101	AM PM	2 2	N/A	29 38	N/A	D D	N/A
US 101 to Mathilda Avenue	AM PM	2 2	N/A	38 **96**	N/A	D **F**	N/A
Mathilda Avenue to North Fair Oaks Avenue	AM PM	2 2	1 1	43 **98**	15 28	D **F**	B D
North Fair Oaks Avenue to Lawrence Expressway	AM PM	2 2	1 1	32 **96**	12 33	D **F**	B D
Lawrence Expressway to Great America Parkway	AM PM	2 2	1 1	35 **100**	16 58	D **F**	B E
Great America Parkway to North First Street	AM PM	2 2	1 1	46 **88**	14 55	D **F**	B E
North First Street to Zanker Road	AM PM	2 2	1 1	46 **76**	19 54	D **F**	C E
Zanker Road to McCarthy Boulevard	AM PM	2 2	1 1	35 54	14 29	D E	B D
McCarthy Boulevard to Interstate 880	AM PM	2 2	1 1	19 **132**	11 31	C **F**	A D
Interstate 880 – Northbound							
1st Street to US 101	AM PM	3 3	- -	57 43	- -	E D	- -
US 101 to E. Brokaw Road	AM PM	3 3	1 1	46 29	15 10	D D	B A
E. Brokaw Road to Montague Expressway/San Tomas Expressway	AM PM	3 3	1 1	29 27	10 23	D D	A C
Montague Expressway/San Tomas Expressway to Great Mall Parkway	AM PM	3 3	1 1	23 34	17 23	C D	B C
Great Mall Parkway to State Route 237	AM PM	3 3	1 1	22 33	20 13	C D	C B
State Route 237 to Dixon Landing Road	AM PM	3 3	1 1	20 **82**	9 58	C **F**	A E

TABLE 9: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[2]	Lanes		Density[3]		Level of Service[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Dixon Landing Road to State Route 262[6]	AM PM	5 5	1 1	N/A	N/A	A **F**	A **F**
State Route 262 to Fremont Boulevard[6]	AM PM	3 3	1 1	N/A	N/A	A E	A E
Fremont Boulevard to Auto Mall Parkway[6]	AM PM	3 3	1 1	N/A	N/A	A E	A E
Auto Mall Parkway to Stevenson Boulevard[6]	AM PM	3 3	1 1	N/A	N/A	A D	A C
Stevenson Boulevard to Mowry Avenue[6]	AM PM	3 3	1 1	N/A	N/A	A E	A D
Mowry Avenue to Thornton Avenue[6]	AM PM	3 3	1 1	N/A	N/A	A E	A D
Thornton Avenue to Decoto Road[6]	AM PM	3 3	1 1	N/A	N/A	A E	A D
Fremont Boulevard to Decoto Road[6]	AM PM	3 3	1 1	N/A	N/A	C **F**	A E
Decoto Road to Alvarado Boulevard[6]	AM PM	3 3	1 1	N/A	N/A	D E	A E
Alvarado Boulevard to Alvarado-Niles Road[6]	AM PM	3 3	1 1	N/A	N/A	E **F**	A E
Alvarado-Niles Road to Whipple Road[6]	AM PM	4 4	1 1	N/A	N/A	E **F**	E B
Whipple Road to Industrial Parkway[6]	AM PM	4 4	1 1	N/A	N/A	E **F**	E B
Industrial Parkway to Tennyson Road[6]	AM PM	4 4	1 1	N/A	N/A	E **F**	E B
Interstate 880 – Southbound							
Tennyson Road to Industrial Parkway[6]	AM PM	4 4	1 1	N/A	N/A	**F** D	D B
Industrial Parkway to Whipple Road[6]	AM PM	4 4	1 1	N/A	N/A	**F** D	D B
Whipple Road to Alvarado-Niles Road[6]	AM PM	4 4	1 1	N/A	N/A	**F** D	D B
Alvarado-Niles Road to Alvarado Boulevard[6]	AM PM	3 3	1 1	N/A	N/A	**F** D	D B
Alvarado Boulevard to Decoto Road[6]	AM PM	3 3	1 1	N/A	N/A	**F** C	D A
Decoto Road to Thornton Avenue[6]	AM PM	3 3	1 1	N/A	N/A	**F** B	C A

TABLE 9: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[2]	Lanes		Density[3]		Level of Service[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Thornton Avenue to Mowry Avenue[6]	AM PM	3 3	1 1	N/A	N/A	**F** B	C A
Mowry Avenue to Stevenson Boulevard[6]	AM PM	3 3	1 1	N/A	N/A	**F** B	C A
Stevenson Boulevard to Auto Mall Parkway[6]	AM PM	3 3	1 1	N/A	N/A	E A	C A
Auto Mall Parkway to Fremont Boulevard[6]	AM PM	3 3	1 1	N/A	N/A	D A	B A
Fremont Boulevard to State Route 262[6]	AM PM	3 3	1 1	N/A	N/A	D A	B A
State Route 262 to Dixon Landing Road[6]	AM PM	4 4	1 1	N/A	N/A	C A	B A
Dixon Landing Road to State Route 237	AM PM	3 3	1 1	47 26	**60** 18	E C	**F** B
State Route 237 to Great Mall Parkway	AM PM	3 3	1 1	51 22	19 13	E C	C B
Great Mall Parkway to Montague Expressway/San Tomas Expressway	AM PM	3 3	1 1	43 29	17 21	D D	B C
Montague Expressway/San Tomas Expressway to E. Brokaw Road	AM PM	3 3	1 1	19 **75**	11 42	C **F**	A D
E. Brokaw Road to US 101	AM PM	3 3	1 1	**60** **78**	43 50	**F** **F**	D E
US 101 to 1st Street	AM PM	3 3	- -	**93** **101**	-	**F** **F**	-
State Route 237 – Westbound							
Interstate 880 to McCarthy Boulevard	AM PM	2 2	1 1	**132** 25	**68** 7	**F** C	**F** A
McCarthy Boulevard to Zanker Road	AM PM	2 2	1 1	**117** **59**	52 7	**F** **F**	E A
Zanker Road to North First Street	AM PM	2 2	1 1	55 49	36 22	E E	D C
North First Street to Great America Parkway	AM PM	2 2	1 1	48 44	32 14	E D	D B
Great America Parkway to Lawrence Expressway	AM PM	2 2	1 1	40 32	22 16	D D	C B
Lawrence Expressway to North Fair Oaks Avenue	AM PM	2 2	1 1	51 30	34 19	E D	D C

TABLE 9: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[2]	Lanes		Density[3]		Level of Service[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
North Fair Oaks Avenue to Mathilda Avenue	AM PM	3 3	N/A	**56** **83**	N/A	**E** **F**	N/A
Mathilda Avenue to US 101	AM PM	2 2	N/A	45 33	N/A	D D	N/A
US 101 to Maude Avenue	AM PM	2 2	N/A	31 56	N/A	D E	N/A
Maude Avenue to Central Expressway	AM PM	2 2	N/A	30 **77**	N/A	D **F**	N/A
Central Expressway to State Route 85	AM PM	2 2	N/A	28 **76**	N/A	D **F**	N/A
State Route 85 to El Camino Real	AM PM	2 2	N/A	**84** **97**	N/A	**F** **F**	N/A
US 101 – Northbound							
Tully Road to Story Road	AM PM	3 3	1 1	**72** 25	**95** 13	**F** C	**F** B
Story Road to Interstate 280	AM PM	3 3	1 1	**79** 15	**86** 5	**F** B	**F** A
Interstate 280 to Santa Clara Street	AM PM	3 3	1 1	**103** 23	**102** 10	**F** C	**F** A
Santa Clara Street to McKee Road	AM PM	3 3	1 1	**112** 20	**92** 15	**F** C	**F** B
McKee Road to Oakland Road	AM PM	3 3	1 1	**89** 24	**83** 11	**F** C	**F** A
Oakland Road to Interstate 880	AM PM	3 3	1 1	**96** 23	**75** 10	**F** C	**F** A
Interstate 880 to Old Bayshore Highway	AM PM	3 3	1 1	**100** 18	**84** 6	**F** B	**F** A
Old Bayshore Highway to N. First Street	AM PM	3 3	1 1	**109** 20	**104** 8	**F** C	**F** A
N. First Street to Guadalupe Pkwy (State Route 87)	AM PM	3 3	1 1	**85** 17	**84** 9	**F** B	**F** A
Guadalupe Parkway (State Route 87) to De La Cruz Boulevard	AM PM	3 3	1 1	**107** 21	**100** 6	**F** C	**F** A
De La Cruz Boulevard to Montague Expressway / San Tomas Expressway	AM PM	3 3	1 1	**70** 31	53 14	**F** D	E B
Montague Expressway / San Tomas Expressway to Bowers Avenue / Great America Parkway	AM PM	3 3	1 1	**81** 38	51 26	**F** D	E C

TABLE 9: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[2]	Lanes		Density[3]		Level of Service[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Bowers Avenue / Great America Parkway to Lawrence Expressway	AM PM	3 3	1 1	**83** 45	**60** 18	**F** D	**F** B
Lawrence Expressway to North Fair Oaks Avenue	AM PM	3 3	1 1	**90** 30	55 16	**F** D	E B
North Fair Oaks Avenue to North Mathilda Avenue	AM PM	3 3	1 1	**59** 28	37 24	**F** D	D C
North Mathilda Avenue to State Route 237	AM PM	3 3	1 1	40 26	42 37	D C	D D
State Route 237 to Moffett Boulevard	AM PM	3 3	1 1	49 36	35 22	E D	D C
Moffett Boulevard to State Route 85	AM PM	3 3	1 1	**66** 52	33 16	**F** E	D B
State Route 85 to North Shoreline Boulevard	AM PM	4 4	1 1	**79** 47	34 15	**F** E	D B
North Shoreline Boulevard to Rengstorff Avenue	AM PM	3 3	1 1	**76** **74**	25 13	**F** **F**	C B
Rengstorff Avenue to San Antonio Road	AM PM	3 3	1 1	42 **62**	20 11	D **F**	C A
San Antonio Road to Oregon Expressway	AM PM	3 3	1 1	42 **62**	29 22	D **F**	D C
Oregon Expressway to Embarcadero Road	AM PM	3 3	1 1	46 **62**	38 36	D **F**	D D
Embarcadero Road to University Avenue[5]	AM PM	3 3	1 1	N/A	N/A	**F**	**F**
University Avenue to Willow Road[5]	AM PM	3 3	1 1	N/A	N/A	**F**	**F**
Willow Road to Marsh Road[5]	AM PM	3 3	1 1	N/A	N/A	**F**	**F**
Marsh Road to Woodside Road[5]	AM PM	3 3	1 1	N/A	N/A	**F**	**F**
Woodside Road to Whipple Road[5]	AM PM	3 3	1 1	N/A	N/A	**F**	**F**
Whipple Road to Holly Street[5]	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
Holly Street to Marine Parkway[5]	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
Marine Parkway to E Hillsdale Boulevard[5]	AM PM	4 4	N/A	N/A	N/A	**F**	N/A

TABLE 9: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[2]	Lanes		Density[3]		Level of Service[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
E. Hillsdale Boulevard to State Route 92[5]	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
State Route 92 to Kehoe Avenue[5]	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
Kehoe Avenue to E 3rd Avenue[5]	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
3rd Avenue to Poplar Avenue	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
Poplar Avenue to Broadway	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
Broadway to Millbrae Avenue	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
US 101 – Southbound							
Millbrae Avenue to Broadway	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
Broadway to Poplar Avenue	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
Poplar Avenue to 3rd Avenue	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
E 3rd Avenue to State Route 92[5]	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
State Route 92 to E Hillsdale Boulevard[5]	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
State Route 92 to E Hillsdale Boulevard[5]	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
E. Hillsdale Boulevard to Marine Parkway[5]	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
Marine Parkway to Holly Street[5]	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
Holly Street to Whipple Road[5]	AM PM	4 4	N/A	N/A	N/A	**F**	N/A
Whipple Road to Woodside Road[5]	AM PM	3 3	1 1	N/A	N/A	**F**	**F**
Woodside Road to Marsh Road[5]	AM PM	3 3	1 1	N/A	N/A	**F**	**F**
Marsh Road to Willow Road[5]	AM PM	3 3	1 1	N/A	N/A	**F**	**F**
Willow Road to University Avenue[5]	AM PM	3 3	1 1	N/A	N/A	**F**	**F**

TABLE 9: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[2]	Lanes		Density[3]		Level of Service[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
University Avenue to Embarcadero Road[5]	AM PM	3 3	1 1	N/A	N/A	**F**	**F**
Embarcadero Road to Oregon Expressway	AM PM	3 3	1 1	35 **104**	33 **83**	D **F**	D **F**
Oregon Expressway to San Antonio Road	AM PM	3 3	1 1	34 **89**	19 26	D **F**	C C
San Antonio Road to Rengstorff Avenue	AM PM	3 3	1 1	48 **85**	18 19	E **F**	B C
Rengstorff Avenue to North Shoreline Boulevard	AM PM	3 3	1 1	40 49	21 20	D E	C C
North Shoreline Boulevard to State Route 85	AM PM	3 3	1 1	36 47	27 32	D E	D D
State Route 85 to Moffett Boulevard	AM PM	3 3	1 1	31 **103**	28 35	D **F**	D D
Moffett Boulevard to State Route 237	AM PM	3 3	1 1	33 **70**	22 36	D **F**	C D
State Route 237 to North Mathilda Avenue	AM PM	3 3	1 1	23 31	22 31	C D	C D
North Mathilda Avenue to North Fair Oaks Avenue	AM PM	3 3	1 1	34 43	14 31	D D	B D
North Fair Oaks Avenue to Lawrence Expressway	AM PM	3 3	1 1	38 **71**	16 **75**	D **F**	B **F**
Lawrence Expressway to Bowers Avenue / Great America Parkway	AM PM	3 3	1 1	50 **97**	16 **93**	E **F**	B **F**
Bowers Avenue / Great America Parkway to Montague Expressway / San Tomas Expressway	AM PM	3 3	1 1	25 **99**	16 **91**	C **F**	B **F**
Montague Expressway / San Tomas Expressway to De La Cruz Boulevard	AM PM	3 3	1 1	27 **104**	14 **63**	D **F**	B **F**
De La Cruz Boulevard to Guadalupe Parkway (State Route 87)	AM PM	3 3	1 1	35 **87**	9 48	D **F**	A E
Guadalupe Parkway (State Route 87) to N. First Street	AM PM	3 3	1 1	13 **94**	6 **78**	B **F**	A **F**
N. First Street to Old Bayshore Hwy	AM PM	3 3	1 1	17 **147**	6 **91**	B **F**	A **F**
Old Bayshore Hwy to Interstate 880	AM PM	3 3	1 1	12 **126**	8 **72**	B **F**	A **F**
Interstate 880 to Oakland Road	AM PM	3 3	1 1	16 **107**	5 **84**	B **F**	A **F**

TABLE 9: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[2]	Lanes		Density[3]		Level of Service[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Oakland Road to McKee Road	AM PM	3 3	1 1	19 53	6 33	C E	A D
McKee Road to Santa Clara Street	AM PM	3 3	1 1	14 35	12 20	B D	B C
Santa Clara Street to Interstate 280	AM PM	3 3	1 1	18 34	4 28	B D	A D
Interstate 280 to Story Road	AM PM	3 3	1 1	16 41	7 21	B D	A C
Story Road to Tully Road	AM PM	3 3	1 1	20 48	7 26	C E	A C
Tully Road to Capitol Expressway	AM PM	3 3	1 1	18 29	8 23	B D	A C
Interstate 280 – Northbound							
Bird Avenue to Meridian Avenue	AM PM	4 4	- -	**89** 38	- -	**F** **D**	- -
Meridian Avenue to Interstate 880	AM PM	3 3	1 1	**100** 21	70 19	**F** **C**	**F** C
Interstate 880 to Winchester Boulevard	AM PM	3 3	1 1	**94** **70**	63 20	**F** **F**	**F** C
Winchester Boulevard to Saratoga Avenue	AM PM	3 3	1 1	**78** 53	48 16	**F** E	E B
Saratoga Avenue to Lawrence Expressway	AM PM	3 3	1 1	**89** 37	**78** 15	**F** D	**F** B
Lawrence Expressway to Wolfe Road	AM PM	3 3	1 1	**81** 23	46 10	**F** C	D A
Wolfe Road to N De Anza Boulevard	AM PM	3 3	1 1	**62** 25	57 7	**F** C	E A
N De Anza Boulevard to State Route 85	AM PM	3 3	1 1	**73** 23	45 7	**F** C	D A
State Route 85 to Foothill Expressway	AM PM	3 3	1 1	**70** 22	58 8	**F** C	E A
Foothill Expressway to Magdalena Avenue	AM PM	3 3	1 1	37 22	53 13	D C	E B
Magdalena Avenue to S El Monte Avenue	AM PM	4 4	- -	48 25	- -	E C	- -
S El Monte Avenue to Page Mill Road	AM PM	4 4	- -	32 25	- -	D C	- -
Page Mill Road to Alpine Road	AM PM	4 4	- -	32 36	- -	C D	- -

TABLE 9: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[2]	Lanes		Density[3]		Level of Service[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
Interstate 280 – Southbound							
Page Mill Road to Alpine Avenue	AM PM	4 4	- -	25 32	- -	C D	- -
S El Monte Avenue to Page Mill Road	AM PM	4 4	- -	21 **68**	- -	C **F**	- -
Magdalena Avenue to S El Monte Avenue	AM PM	4 4	- -	20 **81**	- -	C **F**	- -
Foothill Expressway to Magdalena Avenue	AM PM	3 3	1 1	23 37	12 18	C D	B C
Foothill Expressway to State Route 85	AM PM	3 3	1 1	33 40	14 14	D D	B B
State Route 85 to N De Anza Boulevard	AM PM	3 3	1 1	24 **103**	9 19	C **F**	A E
N De Anza Boulevard to Wolfe Road	AM PM	3 3	1 1	36 **77**	10 30	D **F**	A E
Wolfe Road to Lawrence Expressway	AM PM	3 3	1 1	35 **85**	16 37	D **F**	B D
Lawrence Expressway to Saratoga Avenue	AM PM	3 3	1 1	37 74	10 29	D F	A D
Saratoga Avenue to Winchester Boulevard	AM PM	3 3	1 1	32 **90**	10 **21**	D **F**	B **F**
Winchester Boulevard to Interstate 880	AM PM	3 3	1 1	33 **90**	14 **21**	C **F**	B F
Interstate 880 to Meridian Avenue	AM PM	3 3	1 1	26 **90**	18 **30**	C **F**	B F
Meridian Avenue to Bird Avenue	AM PM	4 4	- -	36 **81**	- -	D **F**	- -
State Route 17 – Northbound							
Lark Avenue to State Route 85	AM PM	2 2	N/A	46 22	N/A	D C	N/A
State Route 85 to Camden Avenue	AM PM	3 3	N/A	**74** 19	N/A	**F** C	N/A
State Route 17 – Southbound							
Camden Avenue to State Route 85	AM PM	3 3	N/A	24 25	N/A	C C	N/A
State Route 85 to Lark Avenue	AM PM	3 3	N/A	20 28	N/A	C D	N/A

TABLE 9: EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

Freeway Segment	Peak Hour[2]	Lanes		Density[3]		Level of Service[4]	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
State Route 87 – Northbound							
Julian Street to Coleman Street	AM PM	2 2	1 1	**69** 22	32 6	**F** **C**	D A
Coleman Street to W Taylor Street	AM PM	2 2	1 1	**142** 22	**51** 7	**F** C	**F** A
W Taylor Street to Skyport Drive	AM PM	2 2	1 1	**69** 22	32 6	**F** C	D A
Skyport Drive to US 101	AM PM	2 2	1 1	**142** 22	**51** 7	**F** C	**F** A
State Route 87 – Southbound							
US 101 to Skyport Drive	AM PM	2 2	1 1	26 **109**	6 24	C **F**	A C
Skyport Drive to W Taylor Street	AM PM	2 2	1 1	16 **109**	3 24	B **F**	A C
W Taylor Street to Coleman Street	AM PM	2 2	1 1	18 **81**	9 31	B **F**	B A
Coleman Street to Julian Street	AM PM	2 2	1 1	27 **61**	10 44	D F	A D

Notes:

1. NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound
2. AM = morning peak hour, PM = evening peak hour.
3. Measured in passenger cars per mile per lane. Mixed = Mixed-Flow Lanes; HOV = High-Occupancy Vehicle Lane.
4. Level of service based on density.
5. These segments are in San Mateo County. The C/CAG *Final San Mateo County Congestion Management Program – 2015* (November 2015), reports the worst roadway segment operation. This is LOS F between Whipple Avenue and the Santa Clara County line and LOS F between State Route 92 and Whipple Avenue (page 7-7). The LOS standards are LOS F and LOS E respectively. Mixed-flow and HOV lanes are reported together for CMP freeway segment monitoring for San Mateo County.
6. This segments are in Alameda County. The Congestion Management Program (October 2015), reports the worst roadway segment operation.

Bold text indicates below the applicable level of service standard (LOS F for CMP designated facilities).

Source: *Annual Monitoring & Conformance Report*, VTA, 2014; Fehr & Peers, January 2017.

EXISTING TRAVEL PATTERNS AT NORTH BAYSHORE GATEWAY

To establish the current travel characteristics of the North Bayshore area, transportation data was collected on February 4 through 6, 2014, February 12, 2014, September 22, 2015 and September 29, 2015. This analysis describes key attributes observed from these recent gateway data collection efforts, including existing capacities and usage. The data regarding existing usage described here is similar to the patterns

observed in previously recorded data. The sections below summarize the existing travel patterns for the North Bayshore area gateways including the preferred access to North Bayshore, vehicle traffic patterns by time of day, and travel choice.

EXISTING TRAVEL PATTERNS

Using available gateway counts[2], vehicle traffic patterns, mode share, and vehicle usage for the inbound morning peak period are presented below using figures and graphics. This information establishes the current usage of the North Bayshore gateways as a whole, and can be used as the basis of a report card for ongoing monitoring of the North Bayshore gateways.

Preferred Access to North Bayshore

The physical capacity of the three main vehicle gateways to North Bayshore (San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard) constrain the number of vehicles that can be served during the peak morning and evening peak periods. The multi-use paths at Permanente Creek and Stevens Creek serve bicyclists and pedestrians to/from North Bayshore. The data indicate that most vehicle drivers prefer to use Rengstorff Avenue or Shoreline Boulevard, with 80% of drive-alone (single occupant vehicles – SOV) or carpool (high occupant vehicles – HOV) vehicle access occurring on those two routes. **Figure 11** shows the gateways and the preferred access points.

[2] *North Bayshore Precise Plan Transportation Analysis* report (October 2014) and the *North Bayshore Gateway Analysis* (September 2015).

Figure 11: Preferred Access to North Bayshore

Vehicle traffic patterns by time of day

The figure below demonstrates the inbound, outbound and total vehicular volumes throughout the day for all gateways combined.

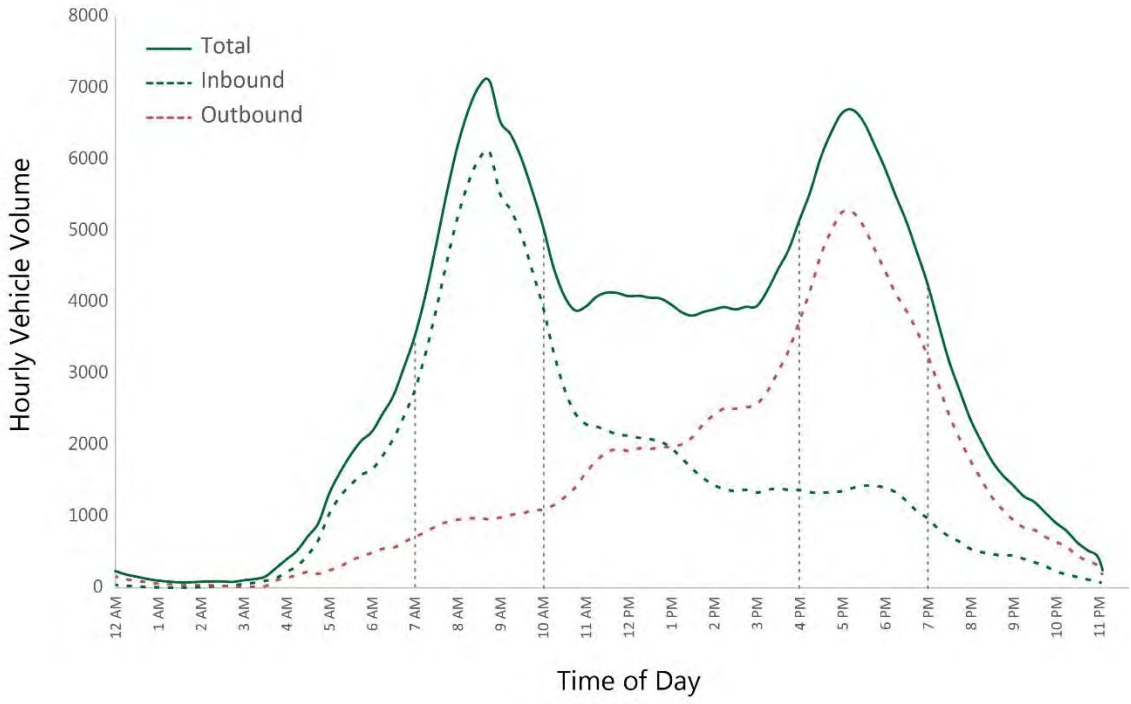
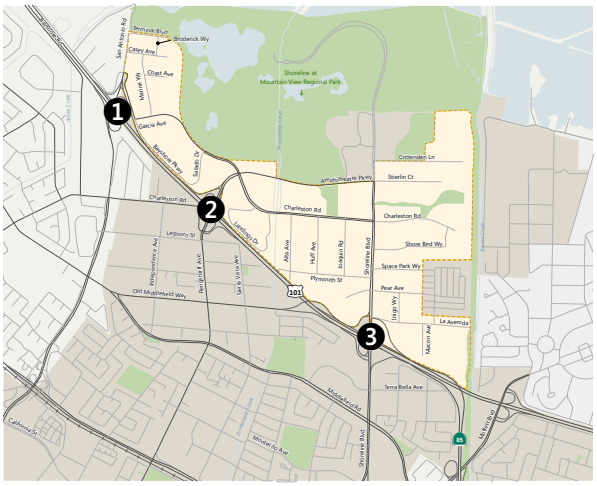
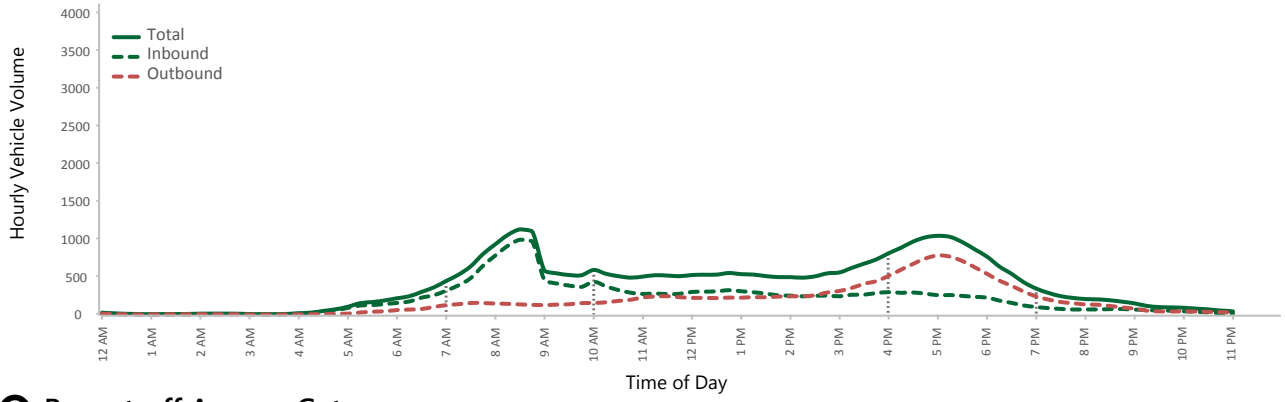


Figure 12: Existing Vehicle Traffic Patterns by Time of Day for All Gateways Combined

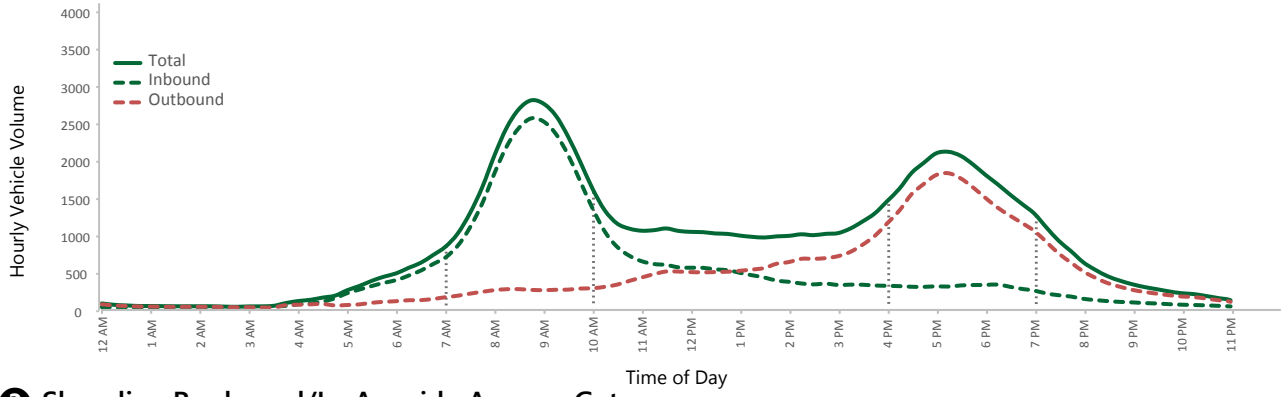
From **Figure 12** above, we can see that the primary directional flow of vehicle traffic is inbound to the North Bayshore area during the morning peak (7:00 AM to 10:00 AM) and outbound during the evening peak (4:00 PM to 7:00 PM). Inbound traffic peaks at 8:45 AM while outbound traffic peaks at 5:15 PM. In the mid-day period, between 11:15 AM and 1:30 PM, inbound and outbound traffic is relatively balanced, and the volume is slightly more than half (about 56 percent) of the volume that occurs during the AM or PM peaks. The daily vehicle pattern is shown for each gateway in **Figure 13**.



1 San Antonio Road Gateway



2 Rengstorff Avenue Gateway



3 Shoreline Boulevard/La Avenida Avenue Gateway

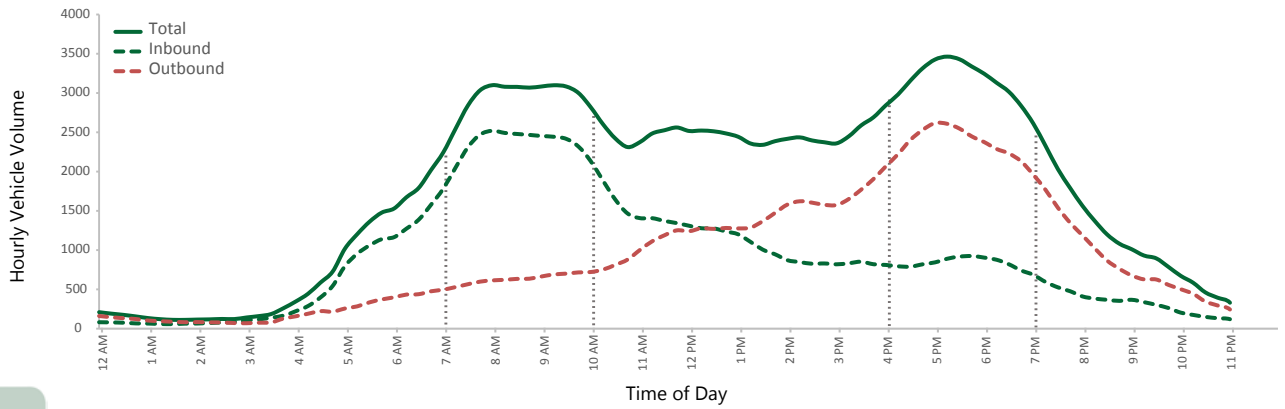


Figure 13

Gateway Inbound and Outbound Vehicle Traffic Patterns by Time of Day

From **Figure 14**, we see that both San Antonio Road and Rengstorff Avenue exhibit a distinctly peaked pattern, with Rengstorff serving substantially higher volumes than San Antonio. By contrast, Shoreline Boulevard has a much flatter profile, indicating that it is at capacity for multiple hours. In the evening outbound traffic shown in **Figure 15**, the peaks are broader for all three gateways, indicating that the traffic is spread somewhat more evenly across several hours than it is in the morning, when it is more concentrated in a shorter period of time.

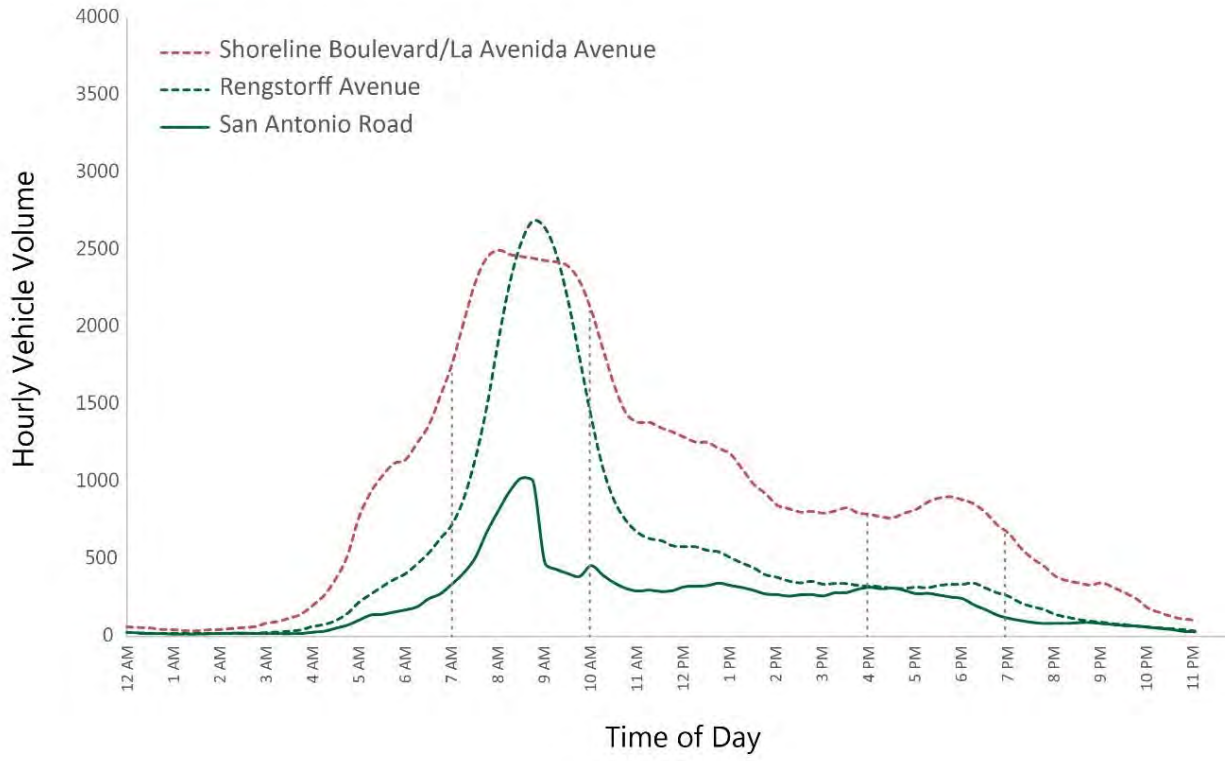


Figure 14: Existing Inbound Vehicle Traffic Patterns by Time of Day for each Gateway

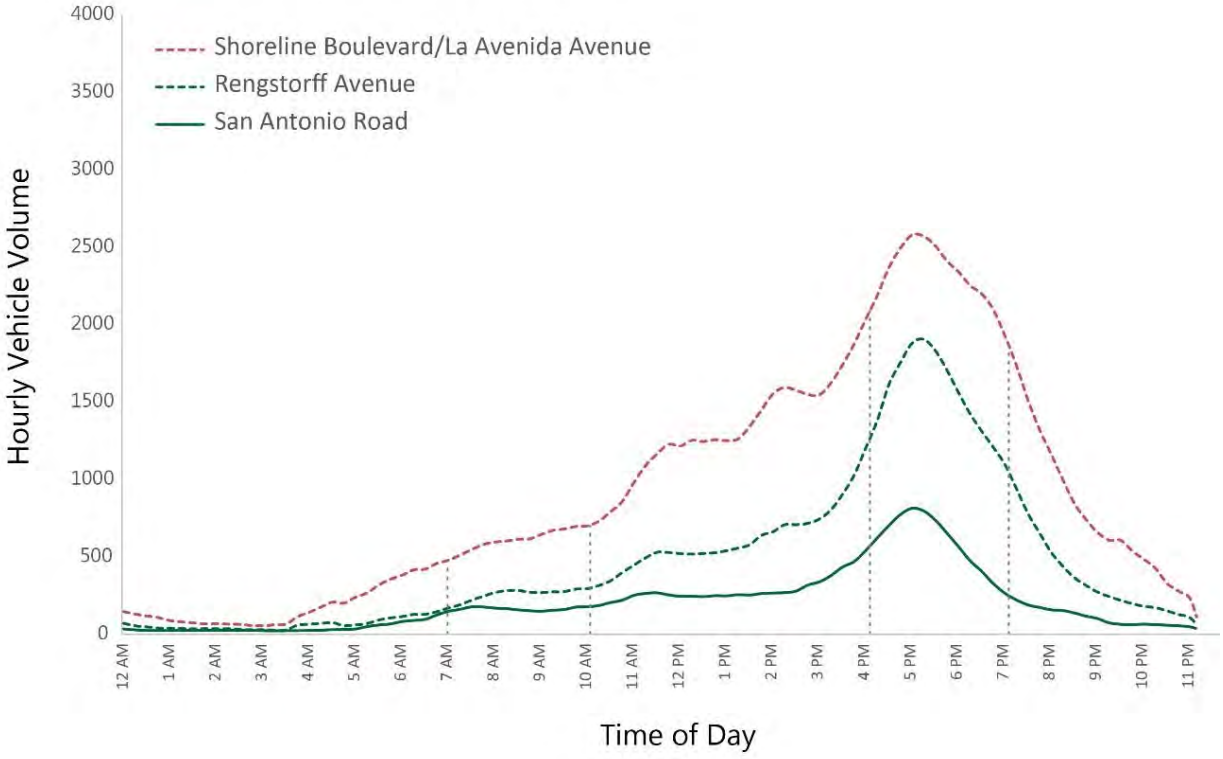


Figure 15: Existing Outbound Vehicle Traffic Patterns by Time of Day for each Gateway

Finally, in **Figure 16**, we see the total daily vehicle traffic pattern. Shoreline always serves the highest traffic volumes through all hours of the day, followed by Rengstorff.

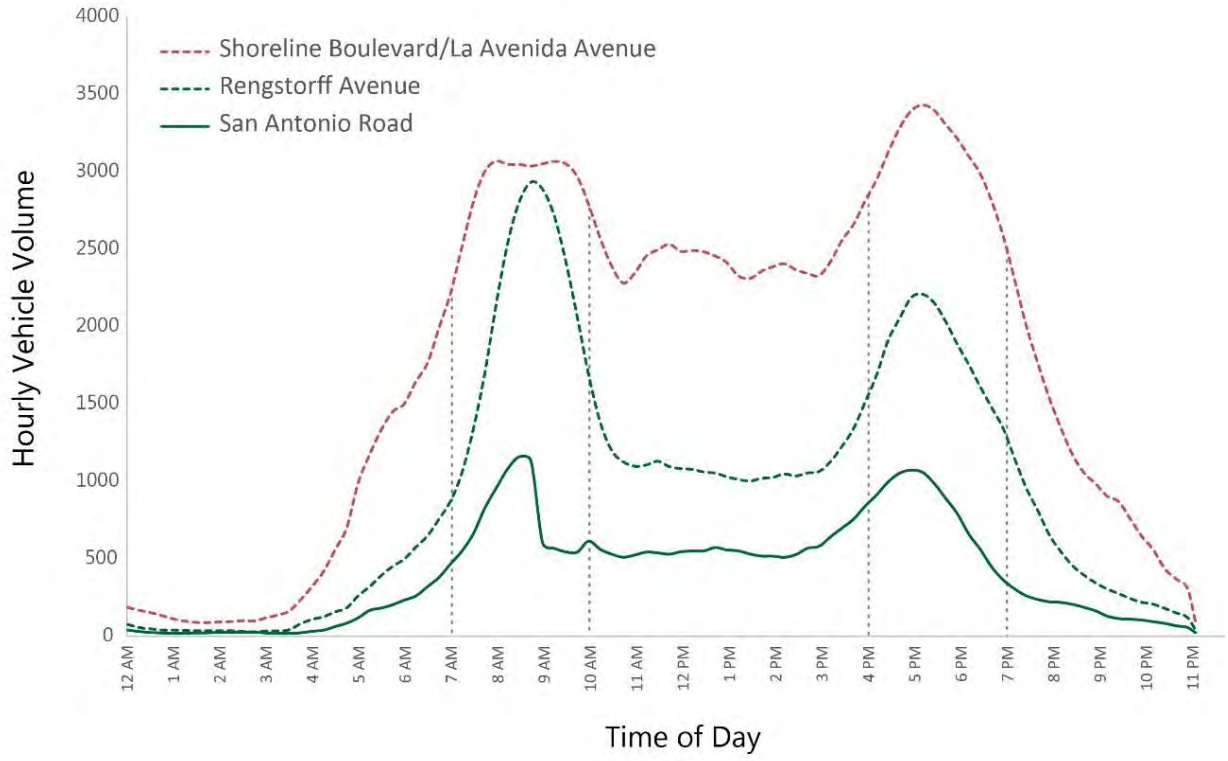


Figure 16: Existing Vehicle Traffic Patterns by Time of Day for each Gateway

Travel Choice

To get to and from the North Bayshore area, people can choose to drive alone, carpool, take transit, bicycle, or walk. To enhance non-drive-alone choices, employers in North Bayshore have been using transportation demand management (TDM) programs that offer transit passes, employee shuttles, active transportation incentives, carpool/vanpooling incentives, and other methods to reduce daily commute stress on their employees. Below is a summary of the mode share for inbound travel across the gateway (see **Figure 17**) during the morning peak period. For each gateway, the proportion of total inbound commuters who use each gateway (see **Figure 18**) and modal breakdown at each gateway (see **Figure 19**) is shown.

All Gateways Combined

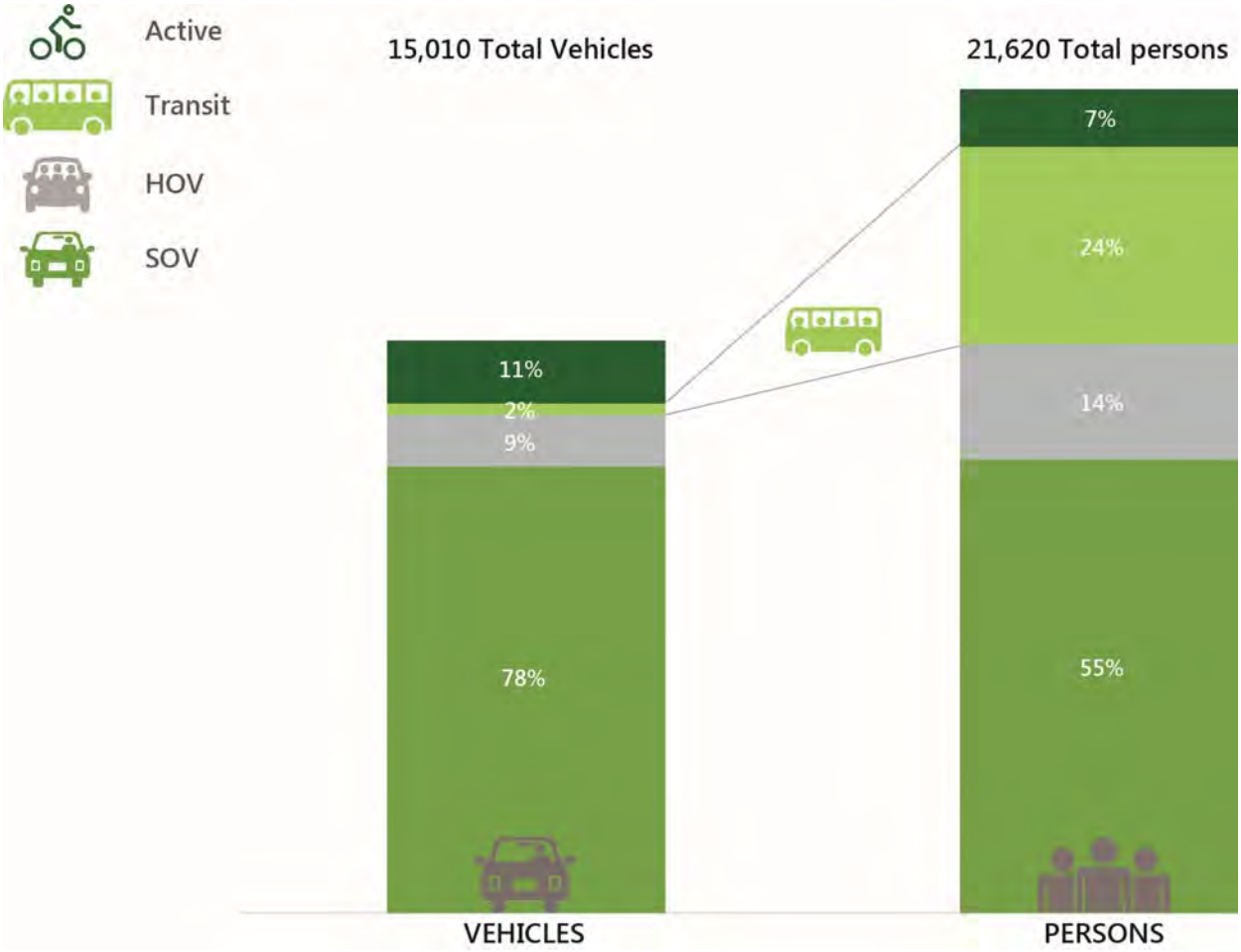


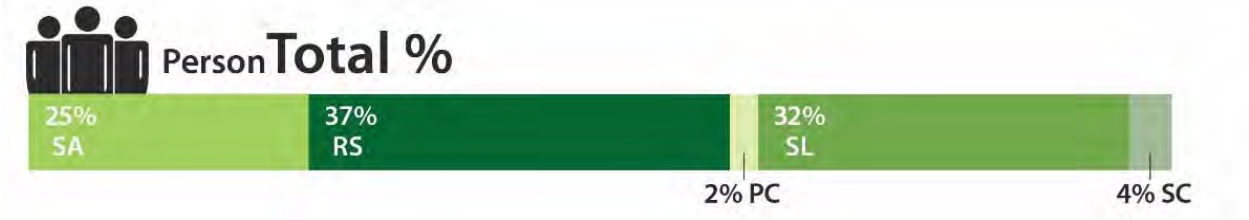
Figure 17: Existing Inbound Morning Peak Period Mode Share for Vehicles and People

As shown in **Figure 17**, most vehicles (78%) entering the North Bayshore area are drive-alone vehicles; these vehicles transport 55% of the people. An additional 14 percent of people arrive using carpools. Twenty-four (24%) percent of morning commuters use public transit and shuttles, which make up two (2) percent of the total number of inbound vehicles. The remaining seven (7) percent of commuters use active modes – walk or bicycle.

By Gateway

Each gateway has a different mix of vehicles during the morning peak period. **Figure 18** shows the proportion of total inbound commuters who use each gateway (San Antonio Road (SA), Rengstorff Avenue (RS), Permanente Creek Trail (PC), Shoreline Boulevard (SL), and Stevens Creek Trail (SC)). While Shoreline

Boulevard serves more vehicles, Rengstorff Avenue serves the highest number of people during the morning peak period, because many more buses use Rengstorff than use Shoreline (see below for more details).



SA: San Antonio Road | RS: Rengstorff Avenue | PC: Permanente Creek Trail | SL: Shoreline Boulevard | SC: Stevens Creek (SC)

Figure 18: Existing Inbound Morning Peak Period Persons by Gateway

Figure 19 shows the portion of inbound persons by mode at each gateway. Each quadrant represents a mode (single occupant vehicles – SOV, active, transit, and high occupant vehicles – HOV). Within each quadrant the portion of inbound person trips is ranked from highest to lowest (each quadrant is 100 percent of the morning inbound person trips for that mode). A few items stand out from this data. First, the majority of those who drive-alone (single occupant vehicles – SOV) or carpool (high occupant vehicles – HOV) enter North Bayshore via Shoreline Boulevard and Rengstorff Avenue gateways. Second, almost all transit riders enter North Bayshore on San Antonio Road or Rengstorff Avenue. Finally, the largest portion of active transportation users enter North Bayshore via the Stevens Creek trail.

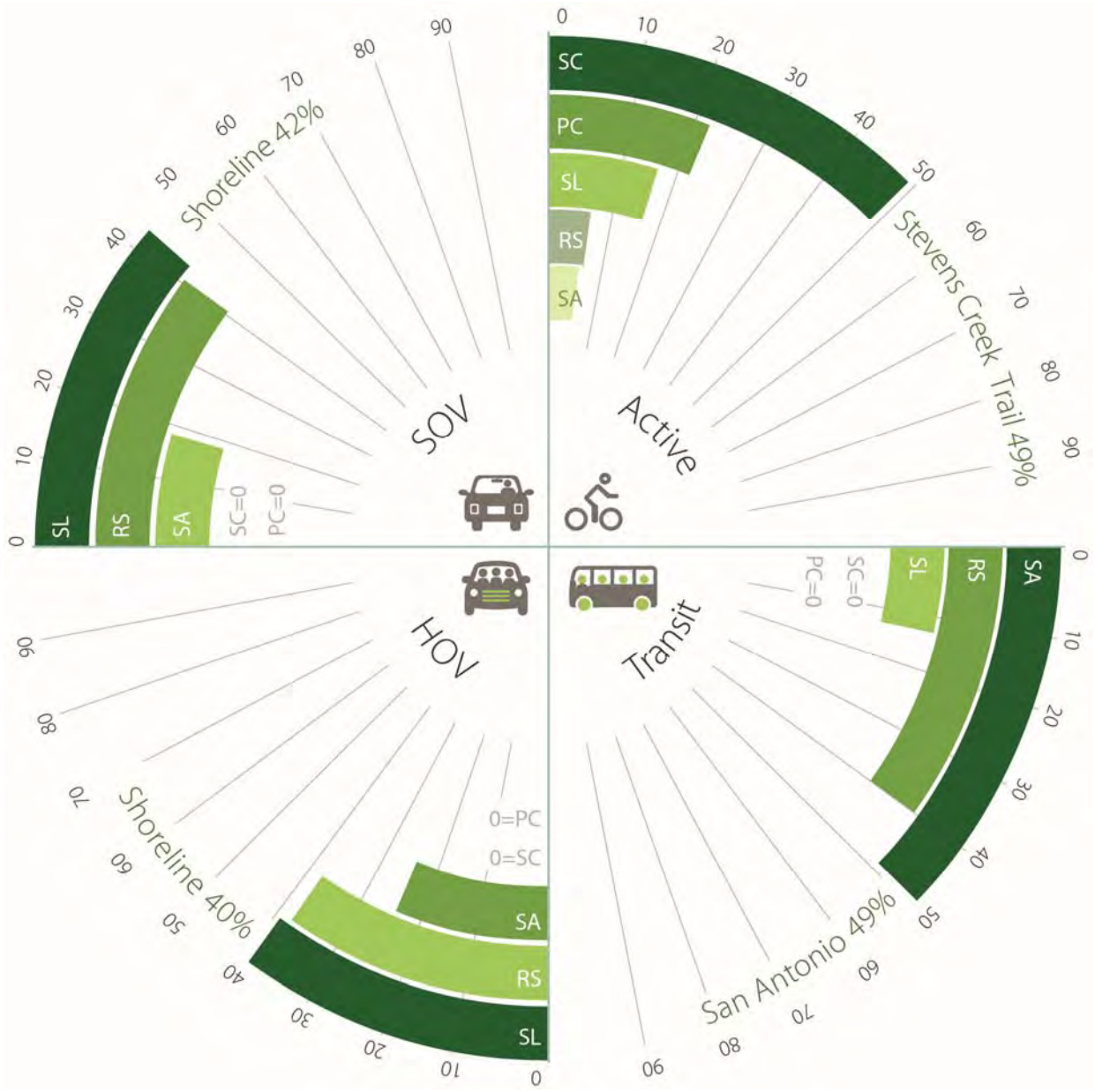


Figure 19: Existing Portion of Inbound Morning Peak Period Persons by Gateway

FIELD OBSERVATIONS

Field observations were conducted between June 2015 and November 2016 to determine travel patterns, sources and locations of congestion, travel times along Shoreline Boulevard, and overall circulation of pedestrians and bicycles into, out of, and throughout the NBPP area.

TRAVEL PATTERNS AND CONGESTION

The vehicle count data and field observations indicate the primary directional flow of vehicle traffic is into the North Bayshore area during the morning peak hour and outbound during the evening peak hour. This directionality is very pronounced, because the majority of the land uses in the North Bayshore area is employment-based (primarily office and R&D uses); as a result, the traffic patterns are dominated by commute trips entering the area in the morning and leaving the area in the evening. In general, the field observations confirmed the level of service calculations presented earlier in this chapter.

During the morning peak hour, an extensive queue was observed on Shoreline Boulevard northbound between Pear Avenue and Middlefield Road. Because of the high northbound vehicle volume along Shoreline Boulevard combined with a pedestrians and vehicles crossing Shoreline Boulevard at Pear Avenue, this intersection acts as a bottleneck that essentially meters traffic into the North Bayshore area. The queue formed on the northbound approach at Shoreline Boulevard/Pear Avenue spills back along Shoreline to Middlefield Road, and also spills back nearly 2,000 feet along the northbound US 101/SR 85 off-ramp. Furthermore, queuing on Shoreline Boulevard affects traffic operations at the intersection of Shoreline Boulevard and Middlefield Road. Vehicles in the northbound through and westbound right-turn lanes need multiple cycles to clear the intersection because of the upstream congestion. Thus, fewer vehicles are served under this operating condition. As a result, queues also formed intermittently on the northbound approach between Middlefield Road and Mountain Shadows Drive and on the westbound approach between Shoreline Boulevard and Linda Vista Avenue.

In the evening peak hour, the queue of southbound vehicles on Shoreline Boulevard extends from the US 101 Southbound ramps to Plymouth Street. This queuing is primarily due to a lane utilization imbalance caused by traffic heading toward US 101 northbound and the US 101 and State Route 85 southbound on-ramps.

The Rengstorff Avenue gateway is an alternative to the Shoreline Boulevard gateway, with less congestion and shorter queues than along Shoreline Boulevard. However, for those commuters traveling to or from the south, most prefer to use the Shoreline Boulevard gateway in order to minimize the time spent on the

heavily congested freeway. The San Antonio Road gateway is more lightly used and does not experience high levels of congestion or queuing during either the morning or evening peak hours.

Localized congestion was observed on the expressways and arterials used for access to/from the freeway system, particularly at the points where there are crossings of substantial barriers such as the Caltrain railroad tracks or major roadways such as El Camino Real and Central Expressway.

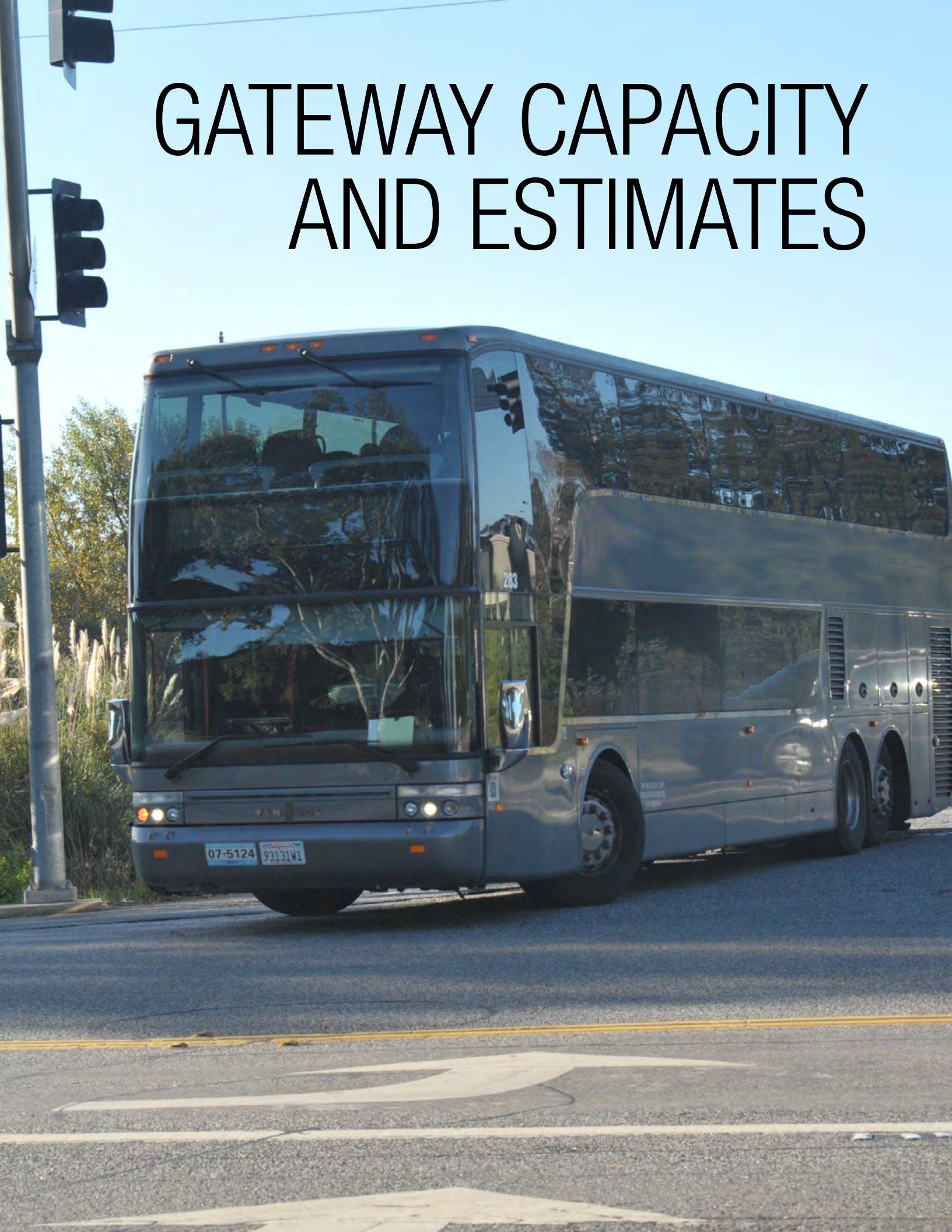
SHORELINE BOULEVARD TRAVEL TIMES

To assist in calibrating the Shoreline Boulevard Synchro model for arterial level of service calculations, and to provide for further observation of the congested section of Shoreline Boulevard, travel time runs were conducted along Shoreline Boulevard from Montecito Avenue/Stierlin Road in the south to Charleston Road in the north in October 2016. The morning peak hour average speed on Shoreline Boulevard between Middlefield Road and Pear Avenue was 5.3 miles per hour northbound, and 21.5 miles per hour southbound. Although the southbound vehicle traffic is not congested, it is typically delayed at the Shoreline Boulevard and La Avenida - US 101 Northbound Ramps intersection, which slows travel speeds out of the North Bayshore Precise Plan area. During the evening peak hour, the average observed speed was 20.5 miles per hour northbound, and 11.9 miles per hour southbound. The speed limit in this corridor is 35 miles per hour in both directions.

PEDESTRIAN AND BICYCLE OBSERVATIONS

Bicycle use is widespread throughout the NBPP area and along the roadways and shared-use paths leading to the area. The highest observed volume of bicyclists at an intersection was 123 bicyclists in a single peak hour at Amphitheatre Parkway/Garcia Avenue-Charleston Road. During the morning inbound peak hour direction, 139 bicyclists and pedestrians used the Shoreline Boulevard gateway, 47 bicyclists and pedestrians used the Rengstorff Avenue gateway, and 41 bicyclists and pedestrians used the Stevens Creek Trail (315) and Permanente Creek Trail (157) gateways. Google operates a bike share program in the North Bayshore area which allows employees to bicycle between Google buildings within the Plan area.

GATEWAY CAPACITY AND ESTIMATES



3

GATEWAY CAPACITY AND ESTIMATES

The physical capacity of the three main gateways (San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard) to North Bayshore constrain the number of vehicles that can be served during the peak morning and evening periods. Understanding these constraints is an important aspect of developing vehicle trip estimates, and is a key input into the NBPP with Residential land use and transportation policies.

Historically, whenever new developments were proposed, the street system would often be expanded to accommodate the increase in vehicle traffic associated with the increased land use density and intensity resulting from the new development. However, in this case, the City Council policy direction has been that no substantial new transportation infrastructure should be constructed to increase the physical capacity for automobiles in and around the North Bayshore area. Instead, the NBPP with Residential continues the 2014 NBPP strategy and accommodates the growth by developing a land use and transportation policy framework to:

- More effectively use the existing physical capacity at the gateways;
- Achieve a targeted mode shift (i.e., a goal of no more than 45 percent single-occupancy vehicles for office development uses) through application of an extensive TDM Program; and,
- Manage the timing of arrivals and departures by imposing a cap on the number of trips that occur during the AM peak period[3].

This chapter describes how each of these items are addressed in the transportation analysis, and also describes the methods used to forecast future intersection volumes.

GATEWAY CAPACITY

The vehicle gateway capacity estimates[4] are based on existing street configurations and observed vehicle demand during the morning and evening peak hours. The peak period capacity estimates are then calculated based on the observed ratio between existing peak period and peak hour counts. These vehicle capacity estimates refine the planning level capacity estimates prepared during the *City of Mountain View*

[3] The morning peak period (7:00 to 10:00 AM) vehicle trip cap is 18,900 vehicles. The detailed analysis can be found in **Appendies E** and **F**.

[4] For the purposes of this analysis, "vehicle gateway capacity" is defined as the maximum number of vehicles that can be served in a specified time period while maintaining reasonable freedom of vehicle movement through the gateways. Rather than apply a theoretical per-lane capacity assumption, the vehicle capacity for each gateway was calculated based on observed vehicle demand, queuing characteristics, and available vehicle storage that could be accommodated without blocking other movements and causing gridlock.

Shoreline Transportation Study (June 2013). The detailed analysis of existing travel characteristics and the adopted gateway capacity is included in **Appendices E** and **F**, respectively. Also included in **Appendix F** is the mixed-use gateway capacity estimate described in the *North Bayshore Precise Plan with Residential EIR – Vehicle Gateway Capacity with Residential* technical memorandum.

PEAK HOUR TWO-WAY GATEWAY CAPACITY WITHOUT MIXED-USE

Under Existing Conditions, Shoreline Boulevard is at capacity during the morning and evening peak hours, while Rengstorff Avenue and San Antonio Road have capacity available. **Table 10** shows the calculated capacities for each gateway separately and the peak hour vehicle capacities for all of the North Bayshore area gateways combined.

The North Bayshore area traffic patterns are predominantly inbound in the morning and outbound in the evening. These vehicle capacity estimates account for the highly directional flow of traffic and maintain a similar ratio of peak direction to non-peak directional flow. The close spacing of the local streets (La Avenida, Bayshore Parkway, and Garcia Avenue-Charleston Road) to the US 101 interchange ramps, which limits the number of vehicles that can be stored without backing up into adjacent intersections and causing gridlock.

For the adopted 2014 NBPP, the combined total capacity of all the gateways is calculated as:

- Morning Peak Hour = 8,100 two-way vehicles
- Evening Peak Hour = 7,940 two-way vehicles

Two-way vehicle capacity is summarized here because it is the most direct way to describe vehicle gateway capacity, which is the maximum number of vehicles that can be served in a specified time period while maintaining reasonable freedom of vehicle movement through the gateways. In other words, the two-way capacity is constrained by the combination of inbound and outbound traffic.

TABLE 10: PEAK HOUR VEHICLE CAPACITY BY GATEWAY: ADOPTED NBPP

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Pkwy and Casey Ave	460	70	530	150	480	630
2. Bayshore Pkwy between San Antonio Rd and Garcia Ave	1,070	100	1,170	250	860	1,110
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	2,960	330	3,290	350	2,090	2,440
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida St and Pear Ave	2,490	470	2,960	1,030	2,250	3,280
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	150	150	N/A	480	480
Total	**6,980**	**1,120**	**8,100**	**1,780**	**6,160**	**7,940**

Notes:

1. Peak hour volumes rounded to nearest 10 vehicles.

Source: See Appendix F of this TIA: *North Bayshore Precise Plan EIR – Establishing Vehicle Gateway Capacity and Sensitivity Tests on Accommodating New Growth*, Fehr & Peers, July 2014.

PEAK HOUR TWO-WAY GATEWAY CAPACITY WITH MIXED-USE

The primary traffic-related effect of adding residential uses to the North Bayshore area will be to create a somewhat more balanced directional traffic flow, increasing the amount of outbound traffic in the morning and inbound traffic in the evening. While there is ample physical space on the major roads such as Shoreline Boulevard and Rengstorff Avenue to accommodate more morning outbound and evening inbound traffic, it is important to consider how that new traffic will interact with the large numbers of vehicles moving in the peak direction. For example, much of the planned residential development is designated to occur on either side of Shoreline Boulevard; this means that many of the vehicles leaving the residential neighborhoods in the morning will use one of the east-west streets and then turn, left or right, onto southbound Shoreline Boulevard. Signal timings along Shoreline Boulevard will need to be adjusted to accommodate this increased number of turning vehicles, and the left-turning vehicles in particular will tend to interrupt the flow of northbound vehicles entering North Bayshore. Thus, the net effect of the additional traffic from the residential uses will result in a small increase in total gateway capacity.

With a more balanced traffic pattern due to a mix of uses, the combined total capacity of all the gateways would slightly increase to:

- Morning Peak Hour = 8,290 peak hour vehicles
- Evening Peak Hour = 8,030 peak hour vehicles

Most of the increase in capacity occurs at the San Antonio and Bayshore Parkway gateways, because those facilities are not fully utilized today. The shifting of trips to other gateways is consistent with the City Council policy direction not to construct substantial new transportation infrastructure to increase the physical capacity for automobiles in and around the North Bayshore area. As congestion increases at the Shoreline Gateway, vehicles will shift to the Rengstorff and San Antonio gateways even if it is not the most attractive or direct route in or out of North Bayshore. Some physical changes to the street network like the extension of Joaquin Road between Charleston Road and Amphitheatre Parkway will add local circulation options that can make the Rengstorff and San Antonio gateways more attractive. The City has also included congestion pricing, which would help re-distribute traffic to each gateway. Thus, to accommodate additional growth in North Bayshore, traffic would need to fill available capacity at the other locations. The capacities at the Rengstorff Avenue and the Shoreline Boulevard/La Avenida gateways would not change; these facilities are already heavily used, and they would be most affected by the additional turning traffic from the residential areas conflicting with the peak directional traffic. This is the maximum volume that results in levels of intersection delay and queue lengths that are similar to those already adopted in the NBPP.

Table 11 shows the calculated capacities for each gateway separately and the peak hour vehicle capacities for all of the North Bayshore area gateways combined. As shown, the addition of approximately 1,500 to 3,000 residential units could be accommodated within the gateway capacity.

TABLE 11: PEAK HOUR VEHICLE CAPACITY BY GATEWAY: NBPP WITH MIXED-USE

Gateway	Morning Peak Hour			Evening Peak Hour		
	Inbound	Outbound	Total	Inbound	Outbound	Total
1. San Antonio Rd between Bayshore Pkwy and Casey Ave	510	190	700	150	550	700
2. Bayshore Pkwy between San Antonio Rd and Garcia Ave	950	240	1,190	340	790	1,130
3. Rengstorff Ave between US 101 Northbound Ramps and Garcia Ave-Charleston Rd	2,650	670	3,290	650	1,790	2,440
4. Shoreline Blvd. between US 101 Northbound Ramps-La Avenida St and Pear Ave	2,220	620	2,840	1,170	2,010	3,180
5. La Avenida between Shoreline Blvd and Inigo Wy	N/A	270	270	N/A	580	580
Total	**6,300**	**1,990**	**8,290**	**2,310**	**5,720**	**8,030**

Notes:

1. Peak hour volumes rounded to nearest 10 vehicles.

Source: See Appendix F of this TIA: *North Bayshore Precise Plan EIR – Vehicle Gateway Capacity with Residential*, Fehr & Peers, December 2016.

TRANSPORTATION DEMAND MANAGEMENT: MODE SHIFT

Transportation demand management (TDM) programs are becoming a common practice for many Bay Area employers who wish to facilitate their employee commute trips. Many companies are using TDM techniques such as transit passes, employee shuttles, active transportation incentives, and carpool/vanpooling incentives to attract and retain top talent, improve worker productivity, and reduce daily commute stress on their employees.

On the San Francisco Peninsula and in the South Bay, employers like Google, Genentech, Stanford University, Facebook, Apple, and Yahoo! all have established TDM programs that are performing at varying levels. Stanford University has achieved the lowest reported level of drive-alone (also referred to as single-occupant vehicle or SOV) commute travel, now near 50 percent. Other companies like Google, Genentech and Facebook have reported results in the range of 55-60 percent drive-alone (that is, 55-60 percent of their employees commute to work by driving themselves in a private automobile, and the other employees commute by a range of other methods such as carpooling, riding transit, bicycling or walking). For many of these companies, the strength of their private employee shuttle program is a significant factor in the overall performance of the TDM program.

CITY OF MOUNTAIN VIEW TDM POLICIES

The *Mountain View 2030 General Plan* (July 2012) includes policies to develop, adopt and monitor transportation demand management strategies for all land development projects in the North Bayshore area. These policies include:

- POLICY LUD 17.2: Transportation Demand Management strategies. Require developments to include and implement Transportation Demand Management (TDM) strategies.
- POLICY MOB 10.2: Reduced travel demand. Promote effective TDM programs for existing and new development.

Upon completion of the *Mountain View 2030 General Plan*, City staff initiated the *City of Mountain View Shoreline Transportation Study* (June 2013) to identify:

- long-term transportation infrastructure (local streets, freeway interchange improvements, transit lanes, dedicated bicycle facilities);
- transportation demand management (employer incentive programs);
- parking management and supply strategies; and

- implementation of a transportation management association (TMA) responsible for implementing a shuttle program, among other functions.

A 45 percent single occupancy (drive-alone) mode choice goal was identified for office development uses as a potential North Bayshore performance measure. As described in the *North Bayshore Precise Plan EIR – Establishing Travel Characteristics for North Bayshore* (April 2014) (See **Appendix E**), the percentage of people coming to North Bayshore who drive alone currently ranges between 50 percent and 63 percent, depending on the time period observed; the lowest drive-alone rate occurs during the morning peak hour. It is interesting to note that while transit/shuttle vehicles represent approximately 2 percent of the vehicles accessing the area during the peak periods, they carry between 20 and 33 percent of the people entering and exiting the area during those same periods. The on-going gateway monitoring by City staff shows similar vehicle and person mix at the gateway.

NORTH BAYSHORE PRECISE PLAN BASELINE TDM MEASURES

Future developments within the NBPP with Residential will participate in a TDM program to help reduce daily and peak hour vehicle trips below the gateway capacity. All employer-based TDM plans will include the following measures:

- Priority parking for carpools and vanpools
- On-site employee transportation coordinator to serve as a liaison between the employer/property owner and the TMA and to oversee the TDM program
- Bicycle parking and showers and changing facilities as defined in the bicycle parking and amenities standards
- Short-term bicycle parking
- Shared bicycles, if a bikeshare service is not present in North Bayshore
- Telecommute/flexible work schedule program
- Guaranteed ride home program
- Membership in the TMA
- Carpool matching services
- Shuttle services to connect employees to local transit services
- Marketing of TDM programs to employees

Additional TDM measures are encouraged and may be necessary to achieve planned vehicle trip target and area wide 45 percent single occupancy (drive-alone) mode choice goal for the AM peak period. Each employer will be required to monitor and report compliance with annual vehicle trip data collection and

potentially employee surveys. In addition to the annual employer monitoring, the NBPP with Residential includes a morning peak period trip cap that will be monitored every six months to gauge the effectiveness of the TDM measures and mode shift goals (see the North Bayshore Precise Plan for details regarding the TDM program elements; October 2016).

NORTH BAYSHORE AREA TRIP MONITORING

Every six months the City of Mountain View conducts morning peak period monitoring of the number of vehicles entering North Bayshore and the person mode split. This monitoring data is used to establish a baseline and gauge the effectiveness of the TDM measures and mode shift goals of the NBPP with Residential. The Existing Travel Patterns at the North Bayshore Gateway is described in the Existing Conditions chapter.

MORNING PEAK PERIOD TRIP CAP

In order to ensure traffic demand generated by the NBPP with Residential remains within the available vehicle gateway capacity, the NBPP with Residential will continue to monitor a vehicle trip cap during the morning peak period. The trip cap will be used to assess NBPP with Residential compliance with the City's trip reduction targets. The trip cap focuses on the morning peak period because that is when most travelers choose their mode of travel to work. In other words, those that choose to drive in the morning will typically have a car available for the remainder of their travel that day.

Given that Silicon Valley is a very dynamic region, it is important to establish and monitor the vehicle trip cap based on multiple observations. The transportation data collected in February 2014 reflected existing travel behavior as of that point in time; the analysis presented in **Appendix E** serves as the first data point for the ongoing monitoring of TDM effectiveness and trip-making behavior in the North Bayshore area and the only complete monitoring of inbound and outbound mode split and daily vehicle traffic patterns. Because of the natural day-to-day variation in traffic volumes, and that the regular monitoring of future compliance with the trip cap be based on multiple days of data.

With the addition of residential the morning peak period trip cap would likely decrease to accommodate additional outbound vehicle traffic (see the technical memo *North Bayshore Precise Plan EIR – Vehicle Gateway Capacity with Residential* in **Appendix F**).

TRAFFIC FORECASTING METHOD

The City of Mountain View Travel Demand Forecasting Model was used to develop traffic forecasts for this study. A description of the model, trip adjustments for land use strategies, trip adjustments for TDM strategies, and planned roadway system improvements are discussed in the Transportation and Circulation section of the *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report*. The City of Mountain View VISUM model was used to develop traffic forecasts within North Bayshore. This highly detailed model allocates vehicle trips to parking lots and is designed to evaluate the more detailed multimodal vehicle and person flows in North Bayshore.

TRAVEL DEMAND MODEL

The Mountain View travel demand forecasting (TDF) model was recently updated as part of continued planning efforts to address transportation infrastructure needs and to assist in the City's General Plan Update. The intent of the City's TDF model update was to improve the accuracy of the model for local application while maintaining consistency with the structure of the Santa Clara Valley Transportation Authority (VTA) regional TDF model. This update allowed regional travel patterns and behavior to be accounted for in the focused area of Mountain View, which has become more important due to the recent legislative requirements associated with greenhouse gas quantification and impacts. Both the base (2009) and future (2030) year land use and roadway network inputs were updated in the TDF model.

The Mountain View TDF model update resulted in greater model sensitivity to two factors that are key elements of the NBPP with Residential:

- Land Use Characteristics
- Transportation Demand Management (TDM) Strategies

Both of these are important components of the NBPP with Residential, and the City of Mountain View model has been updated to more completely account for the effects of both of these elements on vehicle trip generation.

The technical memorandum entitled Mountain View Travel Demand Model Update (Fehr & Peers, June 2011) summarizes the results of the sub-area model development and validation, and Year 2030 land use and network assumptions (see Appendix B2 of the City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report).

Model Sensitivity to Land Use Characteristics

Urban development patterns directly influence vehicle travel demand. The City of Mountain View is employing a variety of compact growth measures, plans, and techniques to encourage walking, biking, and transit use, and reduce demand for vehicle travel, as areas of the City are redeveloped or experience infill development.

While the effects of compact growth measures and techniques are typically not fully captured in a standard travel demand model, the City of Mountain View TDF model was updated and adjusted to reflect the effects of land use characteristics such as density, diversity, design and destinations in the model's estimation of trip generation. By quantifying changes in these characteristics, the model process adjusts the number of vehicle trips based on a set of elasticities that relate changes in vehicle trips to changes in the inputs related to the built environment.

Model Sensitivity to Transportation Demand Management (TDM) Strategies

In addition to a land use plan, the General Plan contains a number of transportation policies, programs, and initiatives intended to help reduce per service population vehicle trips, strengthen Mountain View's alternative transportation network, and encourage travelers to shift to other travel modes. This TDM requirement has been further enhanced in the NBPP with Residential to better accommodate the future growth.

Typically, travel demand models do not directly capture the effects of TDM strategies. As part of the recent model update, the Mountain View model now has the ability to apply daily and peak hour TDM adjustments for commute and non-commute trip purposes.

Additional Detail for the Transportation Zones in North Bayshore

Fehr & Peers added detail to the Mountain View travel demand model traffic analysis zone (TAZ) structure and to the street network in the North Bayshore area. The land area was divided into more than 60 TAZs to add detail to the model structure and land use allocations. The street network was also refined to accommodate these additional TAZs, such that the model network better represents the public streets anticipated to be constructed to support the North Bayshore development. By refining the travel model in this way, the model results can be used to evaluate the distribution of vehicle traffic at each gateway that is attributable to the various development areas of the North Bayshore Precise Plan.

North Bayshore VISUM Model

Within North Bayshore area a VISUM model was developed to further refine the vehicle trip assignment from the North Bayshore gateways to individual parking lots. Typically, travel demand forecasting models aggregate land use totals over medium-to-large areas called Traffic Analysis Zones (TAZs). Given the potential for travel characteristics to vary on a building-to-building basis, aggregating North Bayshore land uses into larger TAZs would potentially lead to model assignments that miss critical transportation nuances that occur in the North Bayshore area. Since these nuances are vital to understanding how the transportation system will operate in the future the VISUM model was developed to integrate with a VISSIM multimodal analysis model, which evaluates multimodal traffic operations.

VOLUMES AND PROJECTIONS

Existing intersection volumes were obtained from recent counts. The model produces assignment results in terms of total daily volumes, and also for the peak one-hour period in both the morning (AM) and evening (PM).

Land Use Changes

Future land use data is instrumental in estimating daily and peak hour trip generation and future traffic demand. Fehr & Peers reviewed and refined Year 2030 land use estimates based on input from City of Mountain View and VTA land use projections.[5] For all other areas outside Mountain View, Fehr & Peers used future year land use data from the VTA model which incorporates Association of Bay Area Governments (ABAG) 2007 Projections.

Transportation Network Changes

The future roadway network was developed based on planned and funded improvements identified in the financially-constrained roadway improvement project list from the Valley Transportation Plan (VTP) 2040 published by the VTA (October 2014), and the City's 2030 General Plan Circulation Chapter. This roadway network used for the Future Year (2030) scenario and the regional roadway improvements within Mountain View is summarized below (with VTP 2040 project numbers in parentheses).

[5] City of Mountain View, *Background Data and Documentation General Plan Land Use Projection 2008-2030*, January 2011; City of Mountain View for North Bayshore Land Use alternative, May 2012; and City of Mountain View, *Update of the General Plan Capacity – by TAZ*, June 2013. City of Mountain View Travel Model, May 2014. The most recent estimates for North Bayshore are included in Appendix A of this transportation analysis.

- SR 237 HOV/Express Lanes: Mathilda Ave to SR 85 (H5)*
- SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane including braided SR 237 eastbound off-ramp between SR 85 and Dana Street (H21)*
- SR 237 Westbound On-Ramp at Middlefield Road (H32)*
- US 101 Southbound Improvements from San Antonio Road to Charleston/Rengstorff Avenue (H42)*
- SR 237 Eastbound Auxiliary Lanes: Mathilda Avenue to Fair Oaks Avenue (H47)*
- Southbound US 101 Auxiliary lanes between Ellis Street and SR 237 (H49)*

  * Denotes Congestion Management Program (CMP) facility.

Note that this analysis evaluates California Street as a four-lane undivided (no median) residential collector (existing and planned General Plan Circulation Element Map configuration). Subsequent to the City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report (EIR), City staff initiated a pedestrian and bicycle improvement project along California Street between San Antonio Road and Shoreline Boulevard. These improvements may reduce vehicle capacity and shift vehicle demand to parallel streets like Central Expressway and El Camino Real. The effects of this improvement project will be evaluated in a separate study. The California Street study may require an update to the General Plan Street Typology map.

The VTA is also planning to implement a number of mobility enhancement strategies through Santa Clara, including the following broad categories:

- ***Connectivity*** – better connecting land uses to the transportation system, including bicycle trails, transit connections, and improved first/last-mile connection from regional transit to employment and residential centers.
- ***Pricing*** – implementation of congestion pricing methods, including development of an Express Lane network. Express lanes are expected to improve freeway operations as well as generate revenue for a variety of multimodal improvements.
- ***Efficiency*** – embracing different modes of transport and technology to help us move more efficiently. Potential improvements include new carpool lanes, use of technology, intelligent transportation systems (ITS) including ramp metering, variable message signs, adaptive traffic control systems, expanded use of smart phone routing applications that maximize utilization of the transportation system, enhanced transit, and bike and pedestrian facilities.
- ***Land Use*** – The *VTP 2040* focuses on intensifying land uses within major transportation corridors to reduce trip lengths and placing new development in corridors where there are a variety of mobility options to accommodate travel.

These enhancements are expected to improve the efficiency of the overall transportation system to permit land use intensification within the Santa Clara Valley while maintaining personal mobility by a variety of travel modes.

Forecast Methods

Intersection forecasts were developed using guidelines published in National Cooperative Highway Research Program (NCHRP) Report 765[6] for converting raw model results into forecasted volumes. This method, known as the difference forecast method, is based on existing counts and the difference between the model's baseline and future volumes. This method normalizes the model projections based on the accuracy of the model validation and the existing roadway conditions.

The travel demand model was used to assign the vehicle trips to the roadway network and prepare the intersection forecasts for the Year 2030 Cumulative with Project Conditions scenario. This scenario includes the land use allocated as shown in **Appendix A** (the potential land use changes are focused at the US 101 gateways and within the core of Shoreline Boulevard between Charleston Road and Plymouth Street), the priority transportation street network improvements (the Charleston Road transit boulevard, a new local north/south street east of Shoreline Boulevard, the widening of Amphitheatre Parkway, multiuse path over US 101, and the frontage road along US 101 between Alta Avenue and the Shoreline Commons site), and TDM programs and trip cap proposed by the NBPP with Residential. The Year 2030 Cumulative Condition uses the same land use and transportation network infrastructure as in the project scenario, without the additional residential development. For each of these scenarios, the distribution of traffic is based on site access at existing street locations or extensions of streets.

[6] National Cooperative Highway Research Program (NCHRP). *Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design,* Washington, D.C.: National Academy Press, 2014.

EXISTING WITH PROJECT CONDTIONS

4

EXISTING WITH PROJECT CONDTIONS

This chapter evaluates the impacts of the proposed project on the surrounding roadway system under Existing with Project Conditions. The peak hour vehicle trip estimates into and out of North Bayshore are based on the existing vehicle capacity constraints and estimates discussed in **Chapter 3**. Existing with Project Conditions are defined as Existing Conditions plus traffic generated by the proposed NBPP with Residential project, which would allow the construction of an additional 3.6 million square feet of office and research and development (R&D) building space with supporting land uses (as compared to year 2015 conditions), and 9,850 dwelling units (see **Chapter 1** for a detailed project description).

PROJECT TRAFFIC VOLUMES

The addition of residential uses into the North Bayshore Precise Plan (NBPP) area has the potential to change vehicle demand compared to the land uses envisioned in the adopted NBPP (2014). This trip generation analysis incorporates the relevant NBPP policies related to travel from the office uses (e.g., to achieve the targeted mode shift for the office uses through an extensive TDM program, and to manage arrivals and departures with a vehicle trip cap for development), and specific characteristics of the proposed residential development (e.g., 9,850 small residential dwelling units with an average of 1.75 persons per unit, and standard residential parking supply of 1.2 parking spaces per unit). A more detailed description of the trip generation analysis and sensitivity tests are discussed in the *North Bayshore Precise Plan with Residential – Project Trip Generation Estimates* memorandum in **Appendix G**.

Under this scenario, the proposed project would generate 10,540 AM peak-hour vehicle trips (7,230 inbound and 3,310 outbound) and 11,380 PM peak-hour vehicle trips (4,040 inbound and 7,340 outbound). These estimates are presented in **Table 12**, along with the adopted gateway capacity and the mixed-use gateway capacity for comparison. The NBPP with residential total (inbound and outbound) peak hour trip generation is approximately 30 percent greater than the total morning peak hour gateway capacity, and approximately 40 percent greater than the evening peak hour gateway capacity.

TABLE 12: TRIP GENERATION ESTIMATES: NBPP WITH RESIDENTIAL

North Bayshore Scenario	Morning Peak Hour Trips			Evening Peak Hour Trips		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Adopted Gateway Capacity	6,980	1,120	8,100	1,780	6,160	7,940
Mixed-Use Gateway Capacity	6,300	1,990	8,290	2,310	5,720	8,030
NBPP with Residential Trip Generation	7,230	3,310	10,540	4,040	7,340	11,380

Notes:

1. Adopted Gateway Capacity was established in the adopted 2014 NBPP.
2. Mixed-Use Gateway Capacity based on *North Bayshore Precise Plan with Residential EIR – Vehicle Gateway Capacity with Residential* technical memorandum (Appendix F of this TIA).
3. NBPP with Residential trip generation based on smaller household size and standard parking supply rates.

Source: Fehr & Peers, January 2017.

AFFILIATION AND MIXED-USE REDUCTION

One of the primary effects of the addition of housing to the North Bayshore area is to reduce vehicle trips due to an increased proportion of internalized person trips, meaning that some people could accomplish many or all of their daily needs by traveling within North Bayshore using transit and/or active modes rather than crossing one of the external gateways. This mixed-use reduction and the technical methods used to estimate it are discussed in detail in **Appendix G**.

Under the adopted 2014 North Bayshore Precise Plan, which contained a modest mixture of retail, entertainment, and office uses, a 9% reduction (or about 1,680 trips) of the morning peak hour person trips generated within North Bayshore were estimated to remain internal to the site and shift to transit and active modes. Under the various scenarios, the mixed-use reduction is estimated to increase substantially, both in raw numbers and in percentage, due to the addition of residential uses to a jobs-rich environment. In the North Bayshore Precise Plan with Residential scenario studied in this impact analysis, the mixed-use reduction percentage doubles to between 18%; more importantly, because the total number of person trips increases, the number of person trips reduced more than doubles, from 1,680 to 4,440. Note that the numbers presented above relate to the total trips generated in North Bayshore, from all land use types. If we were to focus solely on trips generated by residential uses, the mixed-use reduction would be 27%, which is similar to Mountain View's live-work percentage and on the higher end of similar communities and neighborhoods observed throughout the Bay Area.

These results support the concept that providing housing near jobs increases the likelihood that trips can remain within a local area, thus shortening travel distances and increasing residents' ability to accomplish some travel needs by walking, cycling, or using short-distance transit. These estimates are based on multiple empirical data sources including local trip generation surveys in North Bayshore and at several residential

developments in Silicon Valley, trip generation information from comparable mixed-use developments around the country, and the California Household Travel Survey.

While placing housing in close proximity to jobs clearly helps to reduce both the total amount of vehicular travel and the length of those trips, it would be unrealistic to expect that all travel generated by residents would remain internal to a particular site. One reason is that many households, particularly in high-cost locations such as Silicon Valley, have more than one worker, so while one of them may work in the North Bayshore area it is likely that the other(s) may work elsewhere. Similarly, people travel for many purposes; commuting to and from work typically represents no more than about one-third of a household's total travel, with the rest being trips to schools, shopping, recreational activities, personal business appointments, and many other activities, only a few of which are likely to be available within North Bayshore. Nevertheless, the addition of housing to North Bayshore causes substantial increases in the number and proportion of trips that will remain within the area (see **Appendix G** for more details).

EXISTING WITH PROJECT INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted to evaluate intersection operations under Existing with Project Conditions. The intersection volumes are shown in **Appendix D** and results of the LOS analysis are summarized in **Table H-1** of **Appendix H**. The results of the intersection LOS analysis for Existing with Project Conditions are graphically shown in **Figure 20**.

The results for Existing Conditions are included for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay is defined as the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Existing and Existing with Project Conditions are used to identify the significant impacts caused by the NBPP with Residential in **Chapter 6**.

The corresponding LOS calculation sheets are included in **Appendix C**. The results of the LOS calculations indicate all of the study intersections will operate at levels of service that meet the applicable LOS standard under Existing with Project Conditions except for the following:

Int. 1. San Antonio Road / Bayshore Parkway (PM peak hour)

Int. 12 Salado Drive / Garcia Avenue (PM peak hour)

Int. 13 Amphitheatre Parkway / Garcia Avenue-Charleston Road (AM and PM peak hours)

Int. 15. Rengstorff Avenue / US 101 Southbound ramps (AM and PM peak hours)

Int. 16. Rengstorff Avenue / Leghorn Street (PM peak hour)

Int. 17. Rengstorff Avenue / Old Middlefield Way (PM peak hour)

Int. 20 Rengstorff Avenue / Central Expressway (PM peak hour)

Int. 24 Springer Road-Magdalena Avenue / Foothill Expressway (AM peak hour)

Int. 32 Shoreline Boulevard / Space Park Way (AM and PM peak hours)

Int. 33. Shoreline Boulevard / Plymouth Street (AM and PM peak hours)

Int. 34. Shoreline Boulevard / Pear Avenue (AM and PM peak hours)

Int. 35. Shoreline Boulevard / La Avenida-US 101 Northbound Ramps (AM and PM peak hours)

Int. 38. Shoreline Boulevard / Middlefield Road (AM and PM peak hours)

Int. 49. Moffett Boulevard-Castro Street / Central Expressway (AM and PM peak hours)

Int. 57. Bayfront Expressway (SR 84) / University Avenue (PM peak hour)

Int. 59 Donohoe Street / University Avenue (AM peak hour)

Int. 62 Embarcadero Road / E. Bayshore Road (PM peak hour)

Int. 66 Arastradero Road / Foothill Expressway (PM peak hour)

Int. 67 Page Mill Road / I-280 Southbound Off Ramp-Arastradero Road (AM and PM peak hours)

Int. 72 New North-South Local Street / Shorebird Way (PM peak hour)

Int. 73 New North-South Local Street / Space Park Way (PM peak hour)

Int. 75 Inigo Way / La Avenida (PM peak hour)

The potentially significant adverse impacts of the proposed NBPP with Residential project on the surrounding transportation system and recommended measures to mitigate significant impacts is described in **Chapter 6**. The list of impacted intersections is a sub-set of the "below standard" intersections listed above.

SIGNAL WARRANT ANALYSIS

Signal warrant analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared to a sub-set of the standard traffic signal warrants recommended in the 2014 California *Manual on Uniform Traffic Control Devices* (CA *MUTCD*) guidelines. While satisfying one or more of these warrants could justify the installation of a signal at an intersection, this analysis should not serve as the only basis for

deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated by an experienced engineer based on field-measured rather than forecast traffic data and a thorough study of traffic and roadway conditions. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals may lead to certain types of collisions. The City of Mountain View should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants to prioritize and program intersections for signalization.

For the purpose of this TIA, the peak hour warrant was examined for unsignalized intersections operating at LOS F.

Warrant 3 – Peak hour vehicle volume

This warrant determines if the minor street traffic suffers undue delay when entering or crossing the major street for a minimum of one hour of an average day. This is based on the major street left turn volume, the higher-volume minor-street approach volume, and calculated delay for vehicles on the higher-volume minor-street approach.

The peak-hour signal warrant was evaluated for the unsignalized intersections that operate at LOS F under Existing with Project Conditions. The results of the peak-hour warrant analysis presented in **Table I-1** in **Appendix I** indicates the following intersections that operate at LOS F and meet peak hour warrants:

Int. 12 Salado Drive and Garcia Avenue (PM peak hour)

Int. 32 Shoreline Boulevard and Space Park Way (AM and PM peak hours)

Int. 33. Shoreline Boulevard and Plymouth Street (AM and PM peak hours)

Int. 67. Page Mill Road and Arastradero Road (PM peak hours)

Int. 72 North-South Local Street and Shorebird Way (PM Peak Hour)

Int. 73 North-South Local Street and Space Parkway (PM Peak Hour)

Int. 75 La Avenida Street and Inigo Way (PM Peak Hour)

At the intersection of Shoreline Boulevard and Plymouth Street, the peak hour warrant is technically satisfied based on the total eastbound approach volume. However, only 20 vehicles turn left from Plymouth Street to Shoreline Boulevard during the AM peak hour and 30 vehicles make this movement during the PM peak hour. This movement can be difficult to make during the peak hours because of the high volume of traffic on Shoreline Boulevard. All of the remaining traffic (280 morning and 460 evening vehicles) on the

eastbound approach turn right in their own lane and do not require a signal to enter the roadway. Adding a signal at this location would not serve a substantial volume of traffic and would only add delay to traffic on Shoreline Boulevard.

EXISTING WITH PROJECT ARTERIAL LEVELS OF SERVICE

An arterial level of service analysis was performed for the Shoreline Boulevard corridor to evaluate operations between Pear Avenue and Middlefield Road. This analysis illustrates how the average vehicle speed along the corridor is affected by the level of traffic volume and the closely spaced intersections. The Existing with Project Conditions arterial street level of service table for Shoreline Boulevard is located in **Table H-2** of **Appendix H**. The corresponding LOS calculation sheets are included in **Appendix C**. Shoreline Boulevard is divided into four segments with average speed for each segment reported during the morning and evening peak hours. Measured against the local jurisdiction level of service standard, the following roadway segments operate below the applicable level of service standard (i.e., LOS E or worse for City of Mountain View facilities):

- Northbound Direction
    - Shoreline Boulevard between US 101 southbound ramps and Pear Avenue (AM and PM peak hours)
- Southbound Direction
    - Shoreline Boulevard between Pear Avenue and US 101 northbound ramps (AM and PM peak hours)
    - Shoreline Boulevard between US 101 southbound ramps and Middlefield Road (AM and PM peak hours)

SHORELINE BOULEVARD TRANSPORTATION CORRIDOR STUDY

The Shoreline Boulevard Transportation Corridor Study was completed in 2016 and City staff has begun developing more detailed designs to better integrate transit, bicycle and pedestrian improvements along the Shoreline Boulevard corridor between the NBPP area and the Downtown Transit Center. At the Shoreline Boulevard gateway to the NBPP area, the Shoreline Transportation Corridor Study evaluated options for a new pedestrian and bicycle bridge crossing of US 101, as well as either a transit bridge west of Shoreline Boulevard or dedicated transit lanes on Shoreline Boulevard. This NBPP Transportation Impact Analysis does not presuppose any particular outcome of the Transportation Corridor Study; therefore, some of the mitigations identified in this analysis may be further elaborated upon in the Corridor design.

EXISTING WITH PROJECT FREEWAY LEVEL OF SERVICE

Freeway segments of SR 85, SR 237, I-880, US 101, I-280, SR 17, and SR 87 were analyzed during the AM and PM peak hours to calculate the amount of project traffic projected to be added (see **Appendix J**). Results of the analysis identifying the segments that exceed the VTA's standard are presented in **Table J-1** of **Appendix J**. Measured against the VTA CMP level of service standard, the following freeway segments are projected to operate below the applicable level of service standard:

- State Route 85 – Northbound Mixed-Flow Lanes
  - Cottle Road to El Camino Real (AM peak hour)
  - Saratoga-Sunnyvale Road to Stevens Creek Boulevard (AM peak hour)
  - Interstate 280 to State Route 237 (AM peak hour)
- State Route 85 – Northbound HOV Lanes
  - Blossom Hill Road to Winchester Boulevard (AM peak hour)
  - Stevens Creek Boulevard to El Camino Real (AM peak hour)
- State Route 85 – Southbound Mixed-Flow Lanes
  - US 101 to Saratoga Avenue (PM peak hour)
  - SR 17 to Union Avenue (PM peak hour)
- State Route 85 – Southbound HOV Lanes
  - Stevens Creek Boulevard to Saratoga-Sunnyvale Road
- State Route 237 – Eastbound Mixed-Flow Lanes
  - US 101 Ramps to Zanker Road (PM peak hour)
  - McCarthy Boulevard to Interstate 880 – (PM peak hour)
- State Route 237- Eastbound HOV Lanes
  - Lawrence Expressway to Great America Parkway – (PM peak hour)
- State Route 237 – Westbound Mixed-Flow Lanes
  - Interstate 880 to Zanker Road (AM peak hour)
  - McCarthy Boulevard to Zanker Road (PM peak hour)
  - Maude Avenue to El Camino Real (PM peak hour)

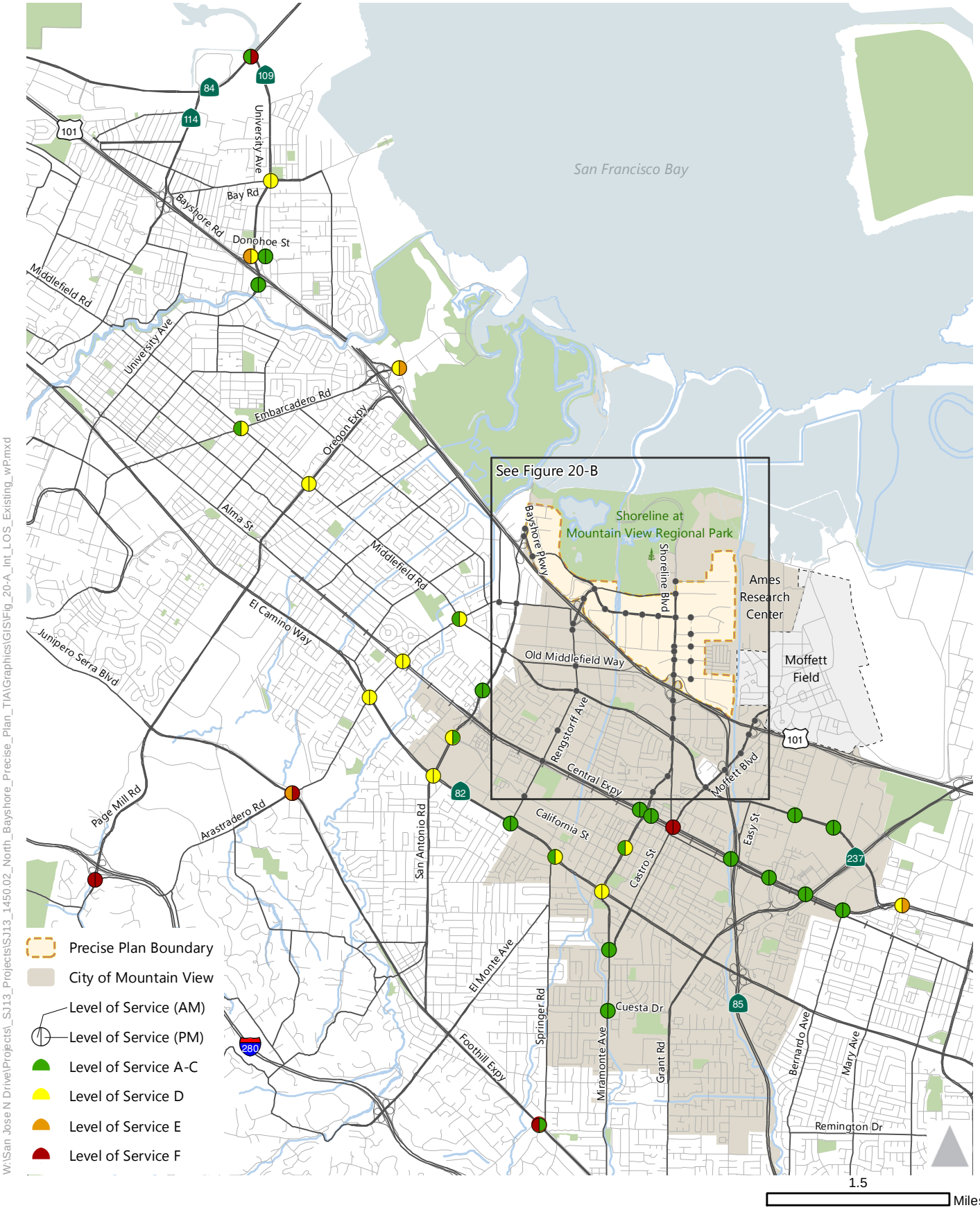
- 85 Ramps to El Camino Real (AM peak hour)

- State Route 237- Westbound HOV Lanes
  - Interstate 880 to McCarthy Boulevard (AM peak hour)
- US 101 – Northbound Mixed-Flow Lanes
  - Tully Road to Mathilda Avenue (AM peak hour)
  - Moffett Boulevard to Millbrae Avenue (AM peak hour)
- US 101 – Northbound HOV Lanes
  - Tully Road to De La Cruz Boulevard (AM peak hour)
  - Montague Expressway/San Tomas Expressway to Bower Avenue/Great America Parkway (AM peak hour)
  - Embarcadero Road to Whipple Road (AM and PM peak hour)
- US 101 – Southbound Mixed-Flow Lanes
  - Embarcadero Road to Rengstorff Avenue (PM peak hour)
  - 85 Ramps to 237 Ramps (PM peak hour)
  - North Fair Oaks to Oakland (PM peak hour)
- US 101 – Southbound HOV Lanes
  - Whipple Road to Oregon Expressway (PM peak hour)
  - Fair Oaks Avenue to De La Cruz Boulevard (PM peak hour)
  - Guadalupe Parkway to Oakland Road (PM peak hour)
- Interstate 280 – Northbound Mixed-Flow Lanes
  - Bird Avenue to Foothill Expressway (AM peak hour)
- Interstate 280 – Northbound HOV Lanes
  - Meridian Avenue to Winchester Boulevard (AM peak hour)
  - Saratoga Avenue to Lawrence Expressway (AM peak hour)
- Interstate 280 – Southbound Mixed- Flow Lanes
  - State Route 85 to Bird Avenue (PM peak hour)

- Interstate 280- Southbound HOV Lanes
  - Winchester Boulevard to Meridian Avenue (PM peak hour)
- State Route 87 – Northbound Mixed-Flow Lanes
  - Skyport Drive to US 101 (AM peak hour)
- State Route 87 – Northbound HOV Lanes
  - Skyport Drive to US 101 (AM peak hour)
- State Route 87 – Southbound Mixed-Flow Lanes
  - US 101 to Skyport Drive (PM peak hour)
- Interstate 880 – Northbound (Mixed-Flow Lanes)
  - State Route 237 to Dixon Landing Road (PM peak hour)
  - State Route 262 to Fremont Boulevard (AM and PM peak hour)
  - Fremont Boulevard to Auto Mall Parkway (PM peak hour)
  - Mowry Avenue to Thornton Avenue (AM peak hour)
  - Fremont Boulevard to Alvarado-Niles Road (AM and PM peak hour)
- Interstate 880 – Southbound (Mixed-Flow Lanes)
  - Tennyson Road to State Route 262 (AM peak hour)
  - Industrial Parkway W to Whipple Road (PM peak hour)
  - Fremont Boulevard to State Route 262 (PM peak hour)
- Interstate 880 – Southbound (HOV Lanes)
  - Tennyson Road to State Route 262 (AM peak hour)
  - Dixon Landing Road to State Route 237 (AM peak hour)

In San Mateo County, detailed freeway density information is not collected regularly for CMP analysis. Rather, floating car travel-time runs are collected every two years. The most recent CMP data shows that US 101 between State Route 92 and the Santa Clara County border (near Embarcadero Road in Palo Alto) operates unacceptably during the morning and evening peak hours: the project contribution for these segments is shown in **Table J-1** of **Appendix J**.

The results of the freeway LOS analysis for Existing with Project Conditions are shown graphically in **Figure 21** and **22** for mixed-flow and HOV lanes, respectively. Freeway segment impacts and mitigation measures are addressed in **Chapter 6**.



W:\San Jose N Drive\Projects_SJ13_Projects\SJ13_1450.02_North_Bayshore_Precise_Plan_TIA\Graphics\GIS\Fig_20-A_Int_LOS_Existing_wP.mxd

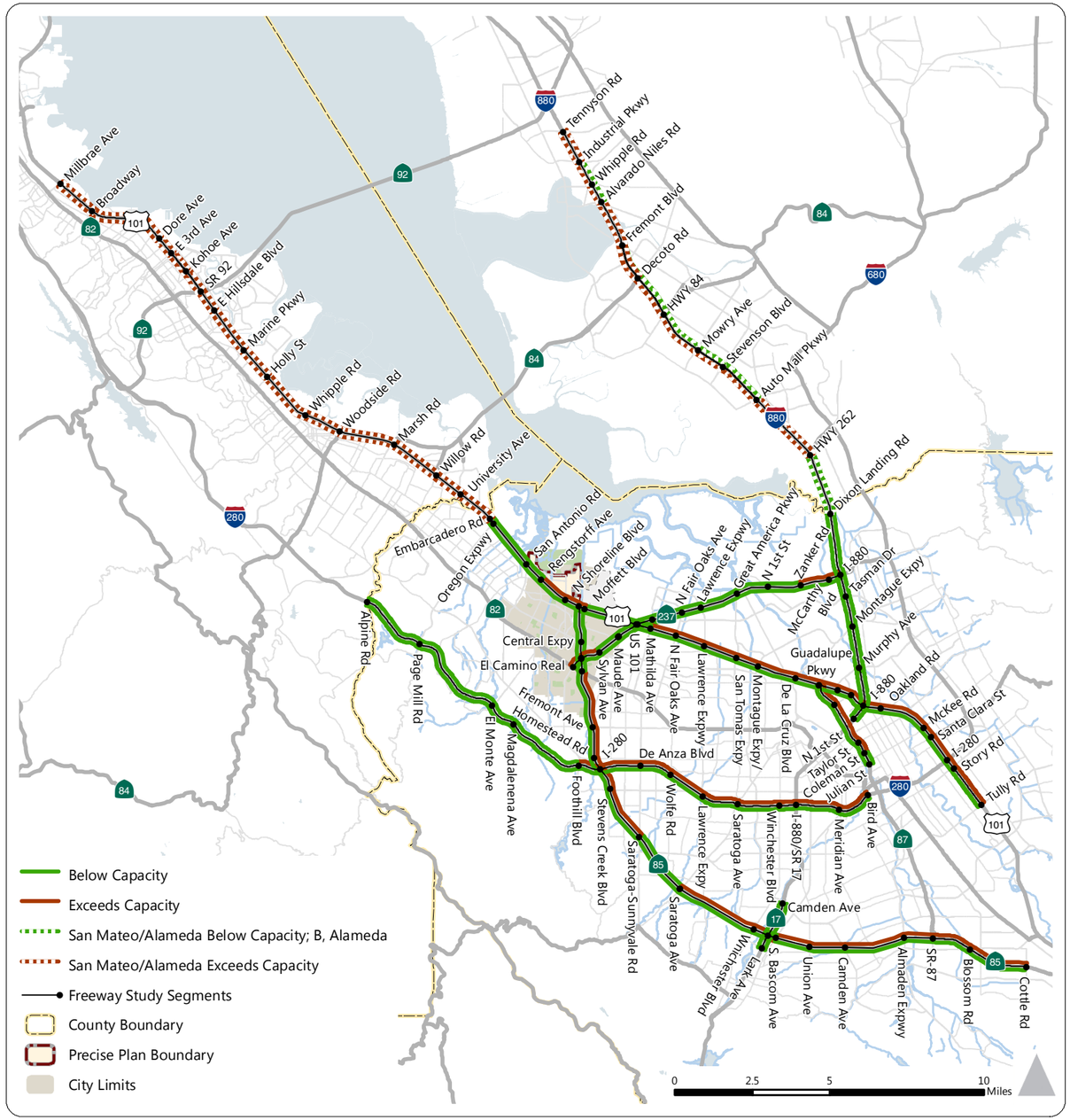
Figure 20-A

Existing with Project Intersection Level of Service Results

Figure 20-B

Existing with Project Intersection Level of Service Results: North Bayshore Area

AM Peak Hour



PM Peak Hour

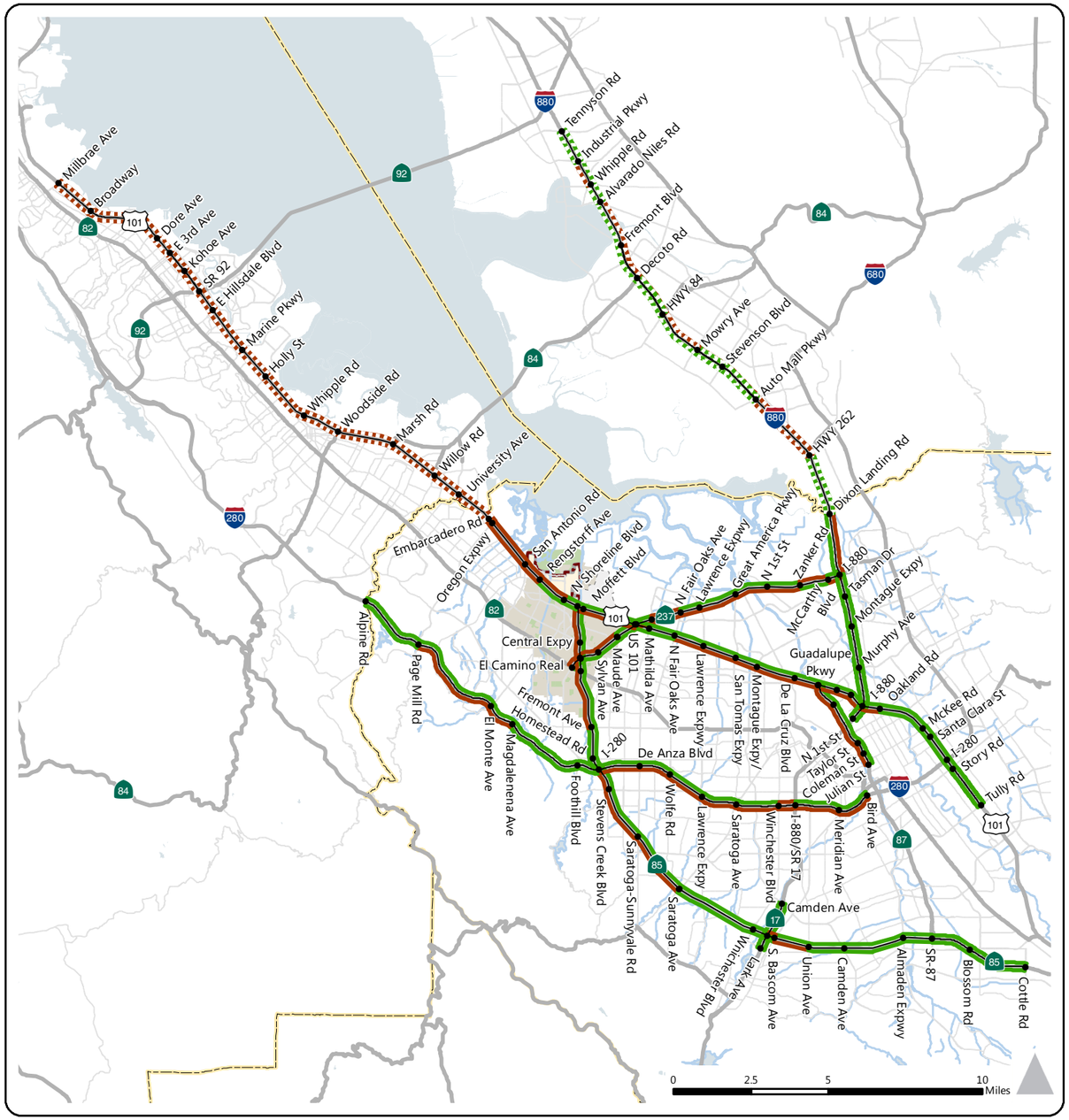
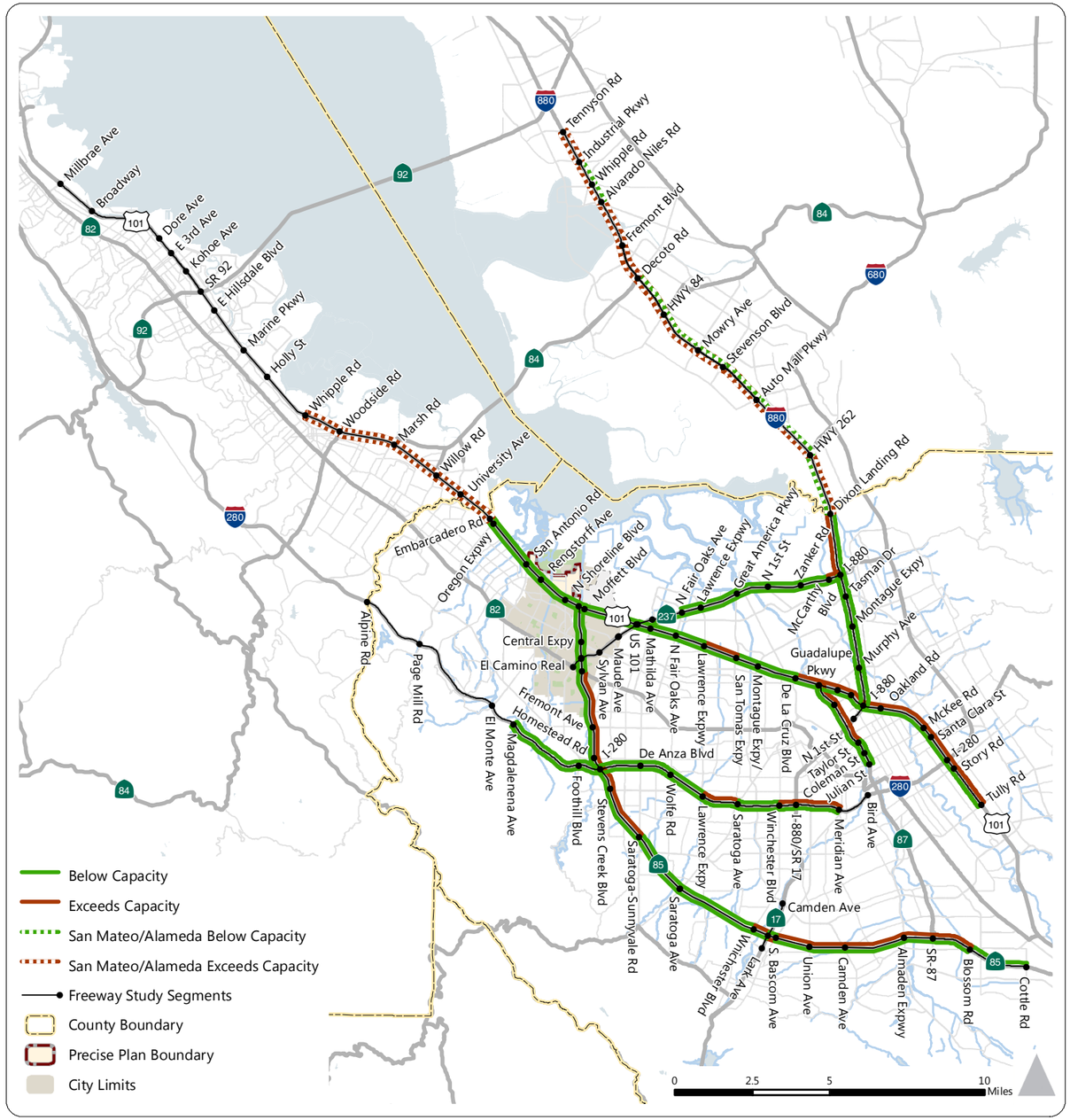


Figure 21

Existing with Project Freeway Analysis Summary: Mixed - Flow Lanes

AM Peak Hour



PM Peak Hour

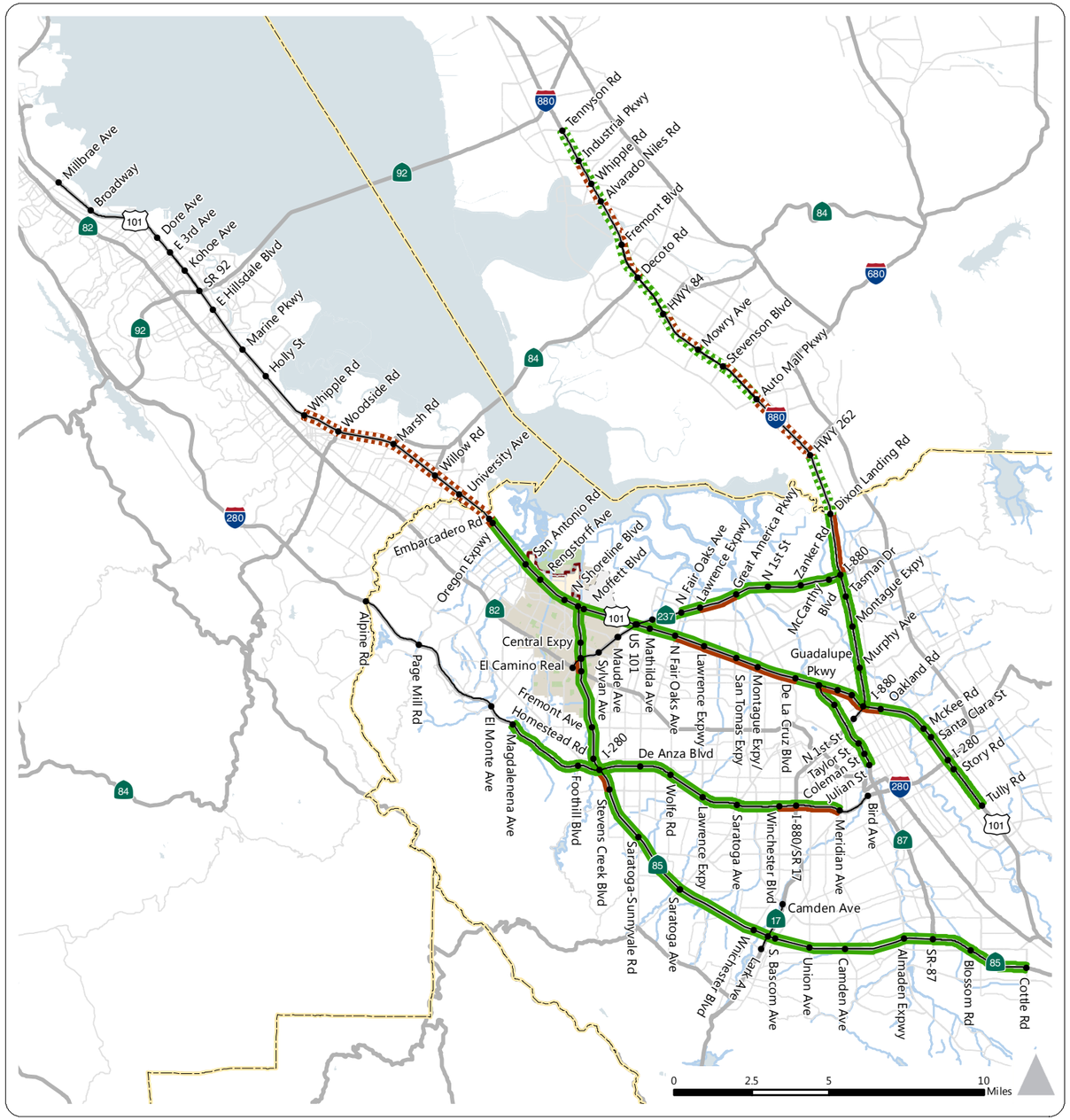
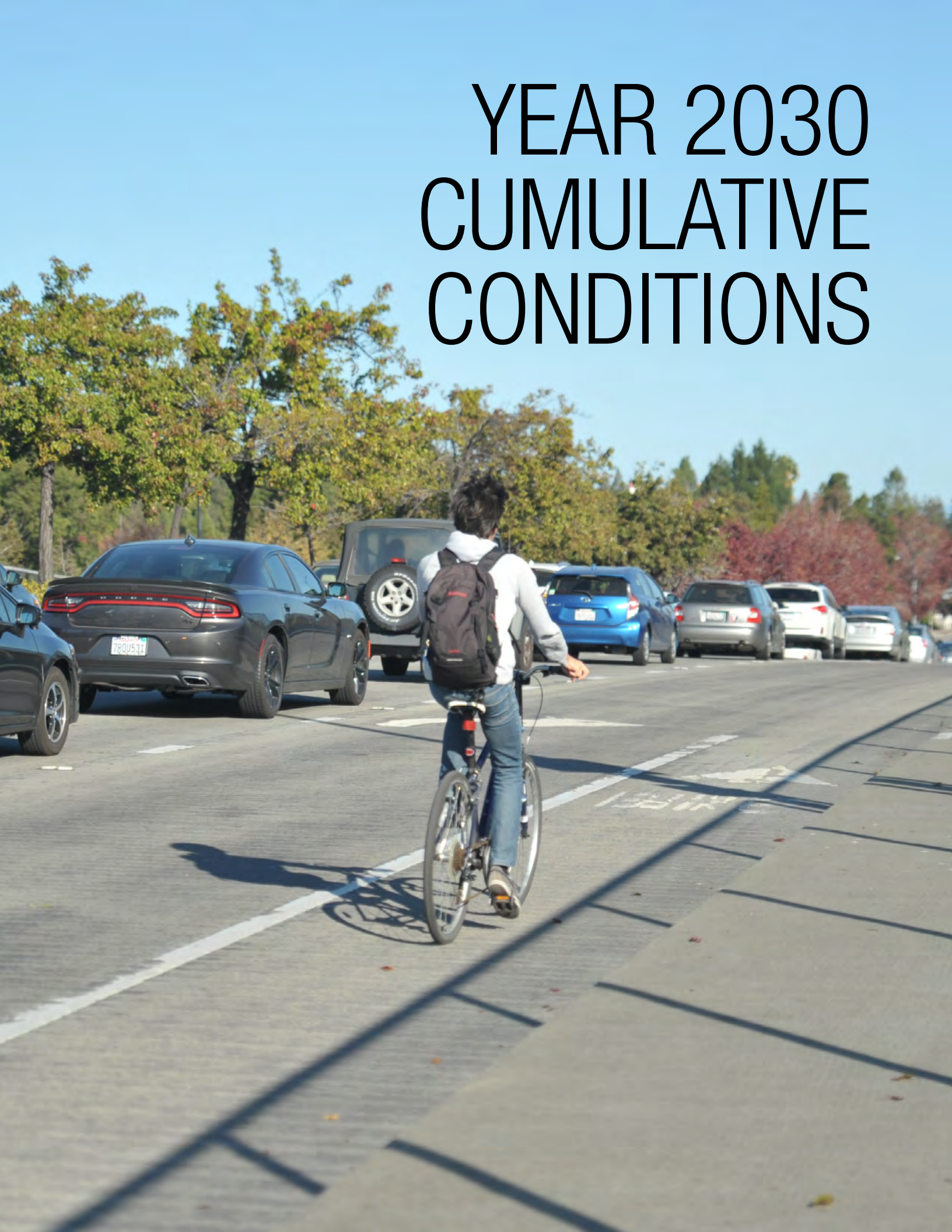


Figure 22

Existing with Project Freeway Analysis Summary:
HOV Lanes

YEAR 2030 CUMULATIVE CONDITIONS



YEAR 2030 CUMULATIVE CONDTIONS

This chapter presents the results of the level of service calculations under Year 2030 Cumulative Conditions. Year 2030 cumulative traffic volumes based on forecasts from the citywide traffic model, including the land uses, priority transportation network infrastructure, and TDM programs proposed in the NBPP. The peak hour vehicle trip estimates into and out of North Bayshore are based on the existing vehicle capacity constraints and trip estimates discussed in **Chapter 3.** Per the NBPP policies, the Year 2030 Cumulative Conditions trip generation are defined as the traffic volumes equal to the gateway vehicle capacity during the peak hour. The Year 2030 Cumulative with Project Conditions includes the trip generation for North Bayshore with an additional 3.6 million square feet of office and research and development (R&D) building space with supporting land uses (as compared to year 2015 conditions), and 9,850 dwelling units (see **Chapter 1** for a detailed project description).

YEAR 2030 CUMULATIVE INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted to evaluate intersection operations under Year 2030 Cumulative Conditions. The intersection volumes are shown in **Appendix D** and results of the LOS analysis are summarized in **Table H-3** of **Appendix H**. The results of the intersection LOS analysis for Year 2030 Cumulative Conditions are graphically shown in **Figure 23**.

The results for Existing Conditions are included for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay is defined as the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Existing and Year 2030 Cumulative with Project Conditions are used to identify cumulative impacts; a comparison to Year 2030 Cumulative Conditions is used as the threshold to identify situations where the NBPP with Residential makes a significant contribution to that cumulative impact.

The corresponding LOS calculation sheets are included in **Appendix C**. The results of the LOS calculations indicate the following study intersections will operate below the applicable level of service standard according to their designated LOS standard under Year 2030 Cumulative Conditions:

Int. 1. San Antonio Road / Bayshore Parkway (PM peak hour)

Int. 2. San Antonio Road / US 101 Northbound Ramps (PM peak hour)

Int. 3. San Antonio Road / Charleston Road (AM and PM peak hours)

Int. 4. San Antonio Road / Middlefield Road (AM and PM peak hours)

Int. 7. San Antonio Road / El Camino Real (AM and PM peak hours)

Int. 8. Charleston Road / Fabian Way (AM peak hour)

Int. 9. Charleston Road / Middlefield Road (AM and PM peak hours)

Int. 10. Charleston Road / Alma Street (AM and PM peak hours)

Int. 13. Amphitheatre Parkway / Garcia Avenue-Charleston Road (AM and PM peak hours)

Int. 15. Rengstorff Avenue / US 101 Southbound Ramps (AM and PM peak hours)

Int. 16. Rengstorff Avenue / Leghorn Street (AM peak hour)

Int. 17. Rengstorff Avenue / Old Middlefield Way (PM peak hour)

Int. 20. Rengstorff Avenue / Central Expressway (AM and PM peak hours)

Int. 21. Rengstorff Avenue / California Street (AM and PM peak hours)

Int. 22. Rengstorff Avenue / El Camino Real (PM peak hour)

Int. 23. El Monte Avenue / El Camino Real (AM peak hour)

Int. 24. Springer Road-Magdalena Avenue / Foothill Expressway (AM and PM peak hours)

Int. 33. Shoreline Boulevard / Plymouth Street (AM and PM peak hours)

Int. 34. Shoreline Boulevard / Pear Avenue (AM and PM peak hours)

Int. 35. Shoreline Boulevard / La Avenida-US 101 Northbound Ramps (AM and PM peak hours)

Int. 38. Shoreline Boulevard / Middlefield Road (AM and PM peak hours)

Int. 39. Shoreline Boulevard / Montecito Avenue-Stierlin Road (AM and PM peak hours)

Int. 41. Shoreline Boulevard / Central Expressway (West) (AM and PM peak hours)

Int. 42. Shoreline Boulevard / Central Expressway (East) (AM and PM peak hours)

Int. 43. Shoreline Boulevard / California Street (AM and PM peak hours)

Int. 44. Shoreline Boulevard-Miramonte Avenue / El Camino Real (AM and PM peak hours)

Int. 45. Miramonte Avenue / Castro Street-Marilyn Drive (AM peak hour)

Int. 46. Miramonte Avenue / Cuesta Drive (AM and PM peak hours)

Int. 48. Moffett Boulevard / Middlefield Road (AM and PM peak hours)

Int. 49. Moffett Boulevard-Castro Street / Central Expressway (AM and PM peak hours)

Int. 50. SR 85 Southbound Off-Ramp / Central Expressway (PM peak hour)

Int. 52. Whisman Station Road / Central Expressway (PM peak hour)

Int. 54. Ferguson Drive / Central Expressway (PM peak hour)

Int. 56. Mary Avenue / Central Expressway (AM and PM peak hours)

Int. 57. Bayfront Expressway (SR 84) / University Avenue (PM peak hour)

Int. 58. Bay Road / University Avenue (PM peak hour)

Int. 59 Donohoe Street / University Avenue (AM peak hour)

Int. 62 Embarcadero Road / E. Bayshore Road (AM and PM peak hours)

Int. 63 Embarcadero Road / Middlefield Road (AM and PM peak hours)

Int. 64 Oregon Expressway / Middlefield Road (AM and PM peak hours)

Int. 65 Arastradero Road-Charleston Road / El Camino Real (AM and PM peak hours)

Int. 66 Arastradero Road / Foothill Expressway (AM and PM peak hours)

Int. 67 Page Mill Road / I-280 Southbound Off Ramp-Arastradero Road (AM and PM peak hours)

Int. 70 Moffett Boulevard / SR 85 Southbound Ramp (AM and PM peak hours)

These intersections operate below the applicable level of service standard because of the cumulative effects of vehicular traffic growth, both from the NBPP with Residential project and from other local and regional vehicle traffic from existing and new developments in Mountain View and adjacent cities.

SIGNAL WARRANT ANALYSIS

Signal warrant analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared to a sub-set of the standard traffic signal warrants recommended in the 2012 California *Manual on Uniform Traffic Control Devices* (CA *MUTCD*) guidelines. While satisfying one or more of these warrants could justify the installation of a signal at an intersection, this analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated by an experienced engineer based on field-measured rather than forecast traffic data and a thorough study of traffic and roadway conditions. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals may lead to certain types of collisions. The City of Mountain View should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants to prioritize and program intersections for signalization.

For the purpose of this TIA, the peak hour warrant was examined for unsignalized intersections operating at LOS F.

Warrant 3 – Peak hour vehicle volume

This warrant determines if the minor street traffic suffers undue delay when entering or crossing the major street for a minimum of one hour of an average day. This is based on the major street left turn volume, the higher-volume minor-street approach volume, and calculated delay for vehicles on the higher-volume minor-street approach.

The peak-hour signal warrant was evaluated for the unsignalized intersections that operate at LOS F under Year 2030 Cumulative Conditions. The results of the peak-hour warrant analysis presented in **Table I-1** in **Appendix I** indicates the following intersections that operate at LOS F and meet peak hour warrants:

Int. 33. Shoreline Boulevard and Plymouth Street (AM and PM Peak Hour)

Int. 67 Page Mill Road and Arastradero Road (AM and PM Peak Hour)

Int. 70. Moffett Boulevard and SR 85 Southbound Ramp (AM and PM peak hours)

Please refer to the Existing with Project Conditions section regarding the potential signalization of Shoreline Boulevard and Plymouth Street intersection.

YEAR 2030 CUMULATIVE ARTERIAL LEVELS OF SERVICE

An arterial level of service analysis was performed for the Shoreline Boulevard corridor to evaluate operations between Pear Avenue and Middlefield Road. This analysis illustrates how the average vehicle speed along the corridor is affected by the level of traffic volume and the closely spaced intersections. The Year 2030 Cumulative Conditions arterial street level of service results for Shoreline Boulevard are presented in **Table H-4** of **Appendix H**. The corresponding LOS calculation sheets are included in **Appendix C**. Shoreline Boulevard is divided into four segments with average speed reported for each segment during the morning and evening peak hours. Measured against the local jurisdiction level of service standard, the following roadway segments operate below the applicable level of service standard (LOS E or worse for City of Mountain View facilities):

- Northbound Direction
  - Shoreline Boulevard between US 101 southbound ramps and Pear Avenue (AM peak hour)
  - Shoreline Boulevard between Middlefield Road and Terra Bella Avenue (AM and PM peak hours)
  - Shoreline Boulevard between US 101 northbound ramps and Pear Avenue (PM peak hour)
- Southbound Direction
  - Shoreline Boulevard between Pear Avenue and US 101 northbound ramps (AM and PM peak hours)
  - Shoreline Boulevard between US 101 southbound ramps and Middlefield Road (PM peak hour)
  - Shoreline Boulevard between Terra Bella Avenue and Middlefield Road (AM peak hour)

YEAR 2030 CUMULATIVE FREEWAY LEVEL OF SERVICE

Freeway segments of SR 85, SR 237, I-880, US 101, I-280, SR 17, and SR 87 were analyzed during the AM and PM peak hours to calculate the amount of project traffic projected to be added (see **Appendix J**). Results of the analysis identifying the segments exceeding VTA's standard are presented in **Table J-2** of **Appendix J**. The results of the freeway LOS analysis for Year 2030 Cumulative Conditions are graphically shown in **Figure 24** and **25** for mixed-flow and HOV lanes, respectively. Freeway segment impacts and mitigation measures are addressed in **Chapter 6**.

In San Mateo County, detailed freeway density information is not collected regularly for CMP analysis. Rather, floating car travel-time runs are collected every two years. The most recent CMP data shows that US 101 between State Route 92 and the Santa Clara County border (near Embarcadero Road in Palo Alto) operates unacceptably during the morning and evening peak hours and the project contribution for these segments is shown in **Table J-2** of **Appendix J**.

YEAR 2030 CUMULATIVE WITH PROJECT INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted to evaluate intersection operations under Year 2030 Cumulative with Project Conditions. The intersection volumes are shown in **Appendix D** and results of the

LOS analysis are summarized in **Table H-5** of **Appendix H**. The results of the intersection LOS analysis for Year 2030 Cumulative with Project Conditions are graphically shown in **Figure 26**.

The results for Existing Conditions are included for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay is defined as the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Existing and Year 2030 Cumulative with Project Conditions are used to identify cumulative impacts; a comparison to Year 2030 Cumulative Conditions is used as the threshold to identify situations where the NBPP with Residential makes a significant contribution to that cumulative impact.

The corresponding LOS calculation sheets are included in **Appendix C**. The results of the LOS calculations indicate the following study intersections will operate below the applicable level of service standard according to their designated LOS standard under Year 2030 Cumulative with Project Conditions:

Int. 1. San Antonio Road / Bayshore Parkway (PM peak hour)

Int. 2. San Antonio Road / US 101 Northbound Ramps (AM and PM peak hours)

Int. 3. San Antonio Road / Charleston Road (AM and PM peak hours)

Int. 4. San Antonio Road / Middlefield Road (AM and PM peak hours)

Int. 6. San Antonio Road / California Street (PM peak hour)

Int. 7. San Antonio Road / El Camino Real (AM and PM peak hours)

Int. 8. Charleston Road / Fabian Way (AM peak hour)

Int. 9. Charleston Road / Middlefield Road (AM and PM peak hours)

Int. 10. Charleston Road / Alma Street (AM and PM peak hours)

Int. 12. Salado Drive / Garcia Avenue (PM peak hour)

Int. 13. Amphitheatre Parkway / Garcia Avenue-Charleston Road (AM and PM peak hours)

Int. 15. Rengstorff Avenue / US 101 Southbound Ramps (AM and PM peak hours)

Int. 16. Rengstorff Avenue / Leghorn Street (AM and PM peak hours)

Int. 17. Rengstorff Avenue / Old Middlefield Way (PM peak hour)

Int. 20. Rengstorff Avenue / Central Expressway (AM and PM peak hours)

Int. 21. Rengstorff Avenue / California Street (AM and PM peak hours)

Int. 22. Rengstorff Avenue / El Camino Real (PM peak hour)

Int. 23. El Monte Avenue / El Camino Real (AM peak hour)

Int. 24. Springer Road-Magdalena Avenue / Foothill Expressway (AM and PM peak hours)

Int. 32. Shoreline Boulevard / Space Park Way (AM and PM peak hours)

Int. 33. Shoreline Boulevard / Plymouth Street (AM and PM peak hours)

Int. 34. Shoreline Boulevard / Pear Avenue (AM and PM peak hours)

Int. 35. Shoreline Boulevard / La Avenida-US 101 Northbound Ramps (AM and PM peak hours)

Int. 37. Shoreline Boulevard / Terra Bella Avenue (PM peak hour)

Int. 38. Shoreline Boulevard / Middlefield Road (AM and PM peak hours)

Int. 39. Shoreline Boulevard / Montecito Avenue-Stierlin Road (AM and PM peak hours)

Int. 41. Shoreline Boulevard / Central Expressway (West) (AM and PM peak hours)

Int. 42. Shoreline Boulevard / Central Expressway (East) (AM and PM peak hours)

Int. 43. Shoreline Boulevard / California Street (AM and PM peak hours)

Int. 44. Shoreline Boulevard-Miramonte Avenue / El Camino Real (AM and PM peak hours)

Int. 45. Miramonte Avenue / Castro Street-Marilyn Drive (AM peak hour)

Int. 46. Miramonte Avenue / Cuesta Drive (AM and PM peak hours)

Int. 48. Moffett Boulevard / Middlefield Road (AM and PM peak hours)

Int. 49. Moffett Boulevard-Castro Street / Central Expressway (AM and PM peak hours)

Int. 50. SR 85 Southbound Off-Ramp / Central Expressway (PM peak hour)

Int. 52. Whisman Station Road / Central Expressway (PM peak hour)

Int. 54. Ferguson Drive / Central Expressway (PM peak hour)

Int. 56. Mary Avenue / Central Expressway (AM and PM peak hours)

Int. 57. Bayfront Expressway (SR 84) / University Avenue (PM peak hour)

Int. 58. Bay Road / University Avenue (PM peak hour)

Int. 59 Donohoe Street / University Avenue (AM peak hour)

Int. 62 Embarcadero Road / E. Bayshore Road (AM and PM peak hours)

Int. 63 Embarcadero Road / Middlefield Road (AM and PM peak hours)

Int. 64 Oregon Expressway / Middlefield Road (AM and PM peak hours)

Int. 65 Arastradero Road-Charleston Road / El Camino Real (AM and PM peak hours)

Int. 66 Arastradero Road / Foothill Expressway (AM and PM peak hours)

Int. 67 Page Mill Road / I-280 Southbound Off Ramp-Arastradero Road (AM and PM peak hours)

Int. 70 Moffett Boulevard / SR 85 Southbound Ramp (AM and PM peak hours)

Int. 72 New North-South Local Street / Shorebird Way (PM peak hour)

Int. 73 New North-South Local Street / Space Park Way (PM peak hour)

Int. 74 Inigo Way / Pear Avenue (PM peak hour)

Int. 75 Inigo Way / La Avenida (PM peak hour)

These intersections operate below the applicable level of service standard because of the cumulative effects of vehicular traffic growth, both from the NBPP with Residential project and from other local and regional vehicle traffic from existing and new developments in Mountain View and adjacent cities.

CITYWIDE MULTIMODAL IMPROVEMENT PLAN AND DEFICIENCY PLAN

The *Mountain View 2030 General Plan* Mobility Element identifies the citywide goals, policies, and actions that express the City's vision for all modes of the transportation system (e.g., pedestrian, bicycle, transit and motor vehicle). The *Mountain View 2030 General Plan* Mobility Element includes key policies related to the local street system:

- **Street typology** system that informs future street improvements and performance measures that balance community values related to resource protection, social equity, economic development, consideration of pedestrian, bicycle, transit and other vehicle users.
- **Multimodal planning** to adopt mobility master plans and street design standards to optimize mobility for all modes of transportation.
- **Transportation best management practices** to reduce vehicle trips through strategies such as compact development to support pedestrian, bicycle and transit use, transportation demand management, transportation system management, and parking strategies.

As a part of implementing the General Plan, City of Mountain View staff is developing multimodal improvement plan/area-wide deficiency plan to address below-standard intersections within Mountain View and other transportation infrastructure. The following *Mountain View 2030 General Plan* Mobility Element policies provide the overarching policy framework to establish the multimodal plans:

- Policy MOB 1.1: Multimodal planning. Adopt and maintain master plans and street design standards to optimize mobility for all transportation modes.
- Policy MOB 1.2: Accommodating all modes. Plan, design and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists and persons of all abilities.

To address the below-standard intersection operations under cumulative conditions, the City of Mountain View will prepare a city wide multimodal improvement plan, which would also serve as a deficiency plan[7] for congestion management program (CMP)-designated intersections within Mountain View. The multimodal improvement plan would describe the existing conditions, constraints and opportunities, transportation performance metrics, planned transportation strategies (including physical improvements, transportation demand management, and transportation system management), and monitoring and implementation methods.

SIGNAL WARRANT ANALYSIS

Signal warrant analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. It estimates future development-generated traffic compared to a sub-set of the standard traffic signal warrants recommended in the 2012 California *Manual on Uniform Traffic Control Devices* (CA *MUTCD*) guidelines. While satisfying one or more of these warrants could justify the installation of a signal at an intersection, this analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated by an experienced engineer based on field-measured rather than forecast traffic data and a thorough study of traffic and roadway conditions. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals may lead to certain types of collisions. The City of Mountain View should undertake regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants to prioritize and program intersections for signalization.

For the purpose of this TIA, the peak hour warrant was examined for unsignalized intersections operating at LOS F.

Warrant 3 – Peak hour vehicle volume

This warrant determines if the minor street traffic suffers undue delay when entering or crossing the major street for a minimum of one hour of an average day. This is based on the major street

[7] The Santa Clara Valley Transportation Authority (VTA) oversees the Santa Clara County Congestion Management Program (CMP). Preparation of a deficiency plan is required by cities for CMP facilities that operate at unacceptable levels based on the CMP's standard. The purpose of a deficiency plan is to improve system-wide traffic flow and air quality. According to the Santa Clara Valley Transportation Authority Congestion Management Program, Deficiency Plan Requirements (September 2010), deficiency plans "allow local jurisdictions to adopt innovative and comprehensive transportation strategies for improving system wide [operations] rather than adhering to strict traffic level of service standards that may contradict other community goals."

left turn volume, the higher-volume minor-street approach volume, and calculated delay for vehicles on the higher-volume minor-street approach.

The peak-hour signal warrant was evaluated for the unsignalized intersections that operate at LOS F under Year 2030 Cumulative with Project Conditions. The results of the peak-hour warrant analysis presented in **Table I-1** in **Appendix I** indicates the following intersections that operate at LOS F and meet peak hour warrants:

Int. 12 Salado Drive and Garcia Avenue (PM peak hour)

Int. 32 Shoreline Boulevard and Space Park Way (AM and PM peak hours)

Int. 33. Shoreline Boulevard and Plymouth Street (AM and PM Peak Hour)

Int. 67 Page Mill Road and Arastradero Road (AM and PM Peak Hour)

Int. 70. Moffett Boulevard and SR 85 Southbound Ramp (AM and PM peak hours)

Int. 72 North-South Local Street and Shorebird Way (PM Peak Hour)

Int. 73 North-South Local Street and Space Parkway (PM Peak Hour)

Int. 75 La Avenida Street and Inigo Way (PM Peak Hour)

Please refer to the Existing with Project Conditions section regarding the potential signalization of Shoreline Boulevard and Plymouth Street intersection.

YEAR 2030 CUMULATIVE WITH PROJECT ARTERIAL LEVELS OF SERVICE

An arterial level of service analysis was performed for the Shoreline Boulevard corridor to evaluate operations between Pear Avenue and Middlefield Road. This analysis illustrates how the average vehicle speed along the corridor is affected by the level of traffic volume and the closely spaced intersections. The Year 2030 Cumulative Conditions arterial street level of service results for Shoreline Boulevard are presented in **Table H-6** of **Appendix H**. The corresponding LOS calculation sheets are included in **Appendix C**. Shoreline Boulevard is divided into four segments with average speed reported for each segment during the morning and evening peak hours. Measured against the local jurisdiction level of service standard, the following roadway segments operate below the applicable level of service standard (LOS E or worse for City of Mountain View facilities):

- Northbound Direction
  - Shoreline Boulevard between US 101 southbound ramps and Pear Avenue (AM and PM peak hours)
  - Shoreline Boulevard between Middlefield Road and Terra Bella Avenue (AM and PM peak hours)
- Southbound Direction
  - Shoreline Boulevard between Pear Avenue and US 101 northbound ramps (AM and PM peak hours)
  - Shoreline Boulevard between US 101 southbound ramps and Middlefield Road (PM peak hour)
  - Shoreline Boulevard between Terra Bella Avenue and Middlefield Road (AM peak hour)

SHORELINE BOULEVARD TRANSPORTATION CORRIDOR STUDY

Please see the section on page 89 that describes the Shoreline Boulevard Transportation Corridor Study and the connections between that study and this analysis.

YEAR 2030 CUMULATIVE WITH PROJECT FREEWAY LEVEL OF SERVICE

Freeway segments of SR 85, SR 237, I-880, US 101, I-280, SR 17, and SR 87 were analyzed during the AM and PM peak hours to calculate the amount of project traffic projected to be added (see **Appendix J**). Results of the analysis identifying the segments exceeding VTA's standard are presented in **Table J-3** of **Appendix J**. The results of the freeway LOS analysis for Year 2030 Cumulative with Project Conditions are graphically shown in **Figure 27** and **28** for mixed-flow and HOV lanes, respectively. Freeway segment impacts and mitigation measures are addressed in **Chapter 6**.

In San Mateo County, detailed freeway density information is not collected regularly for CMP analysis. Rather, floating car travel-time runs are collected every two years. The most recent CMP data shows that US 101 between State Route 92 and the Santa Clara County border (near Embarcadero Road in Palo Alto) operates unacceptably during the morning and evening peak hours and the project contribution for these segments is shown in **Table J-3** of **Appendix J**.

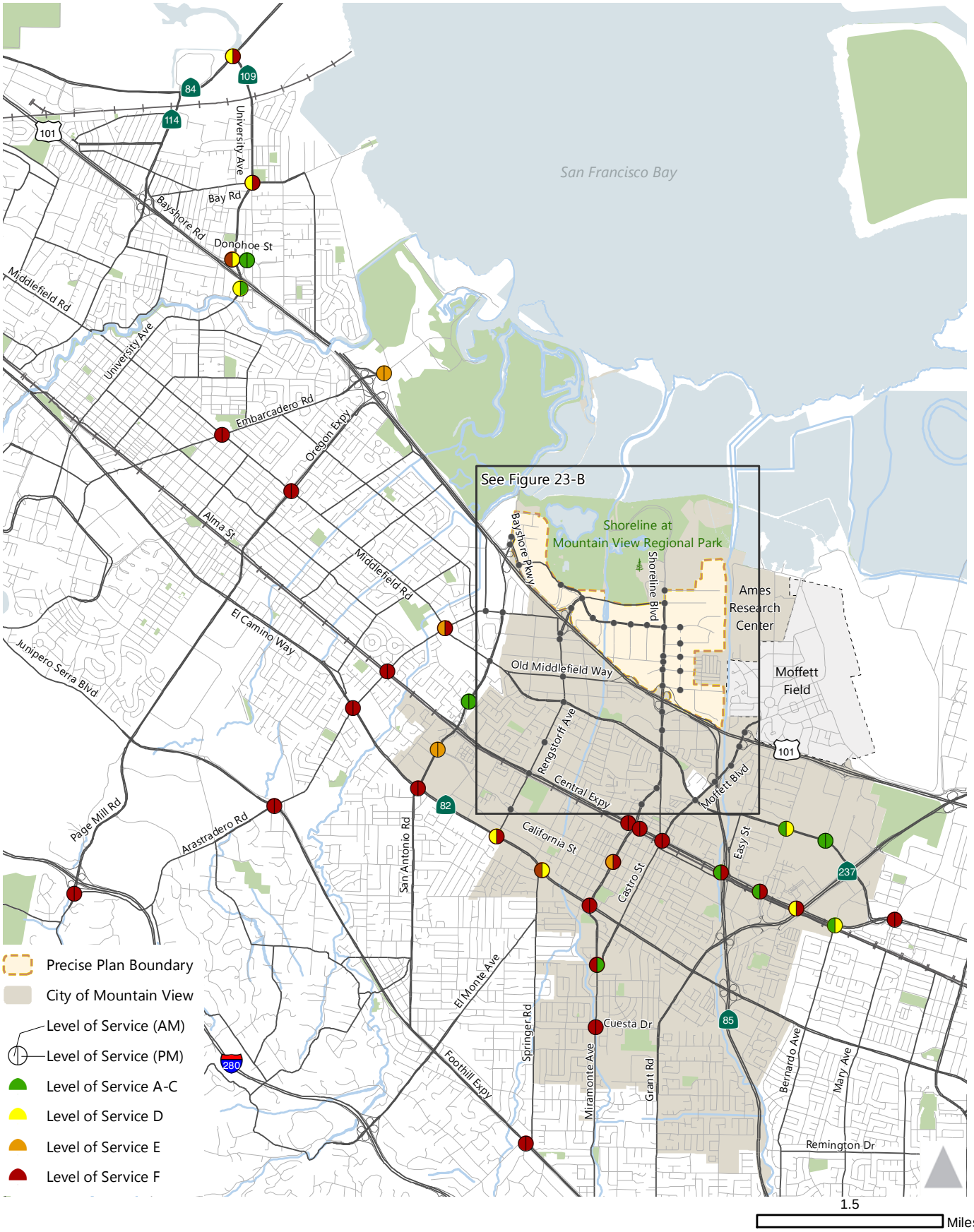


Figure 23-A

Year 2030 Cumulative Intersection Level of Service Results

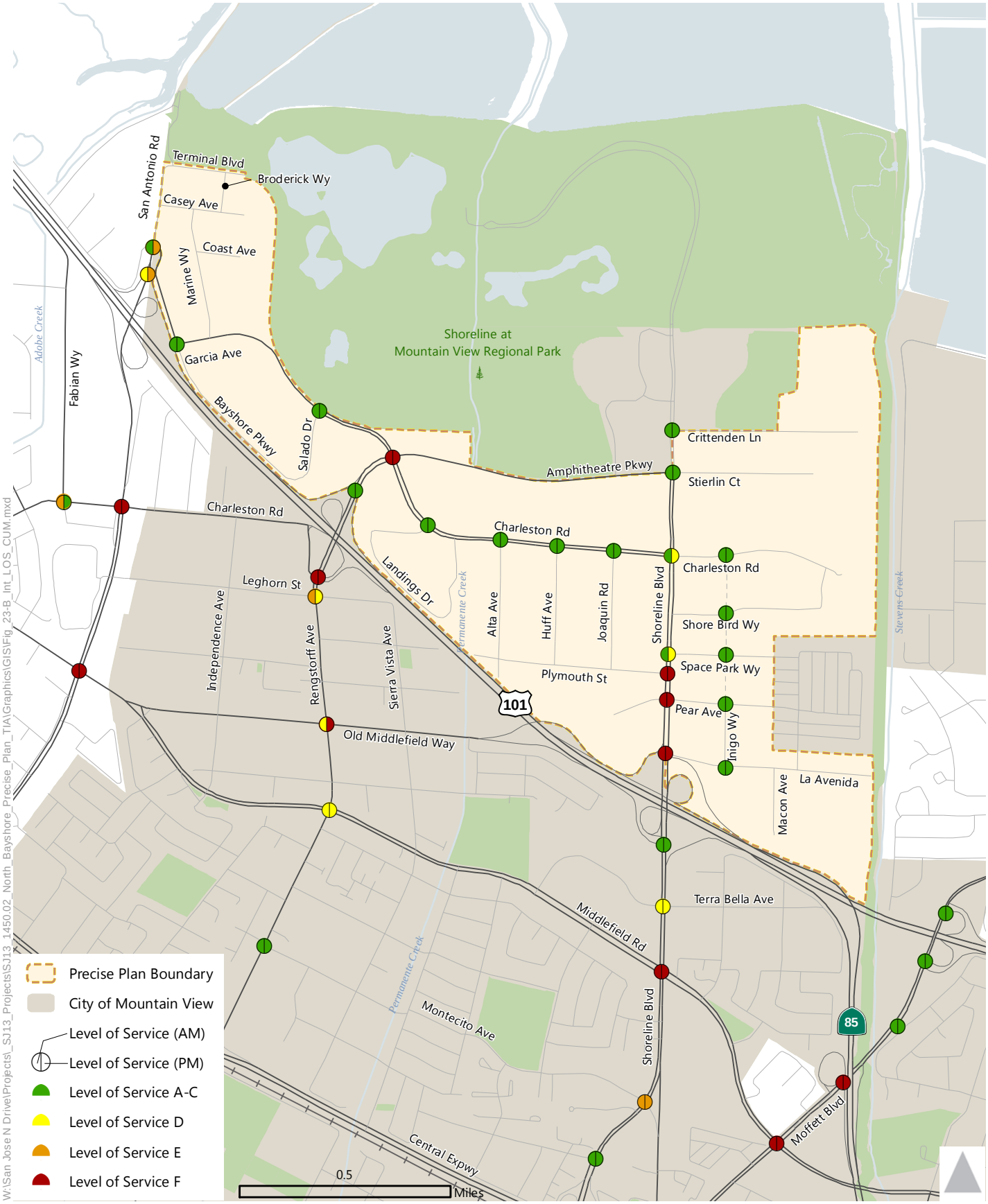
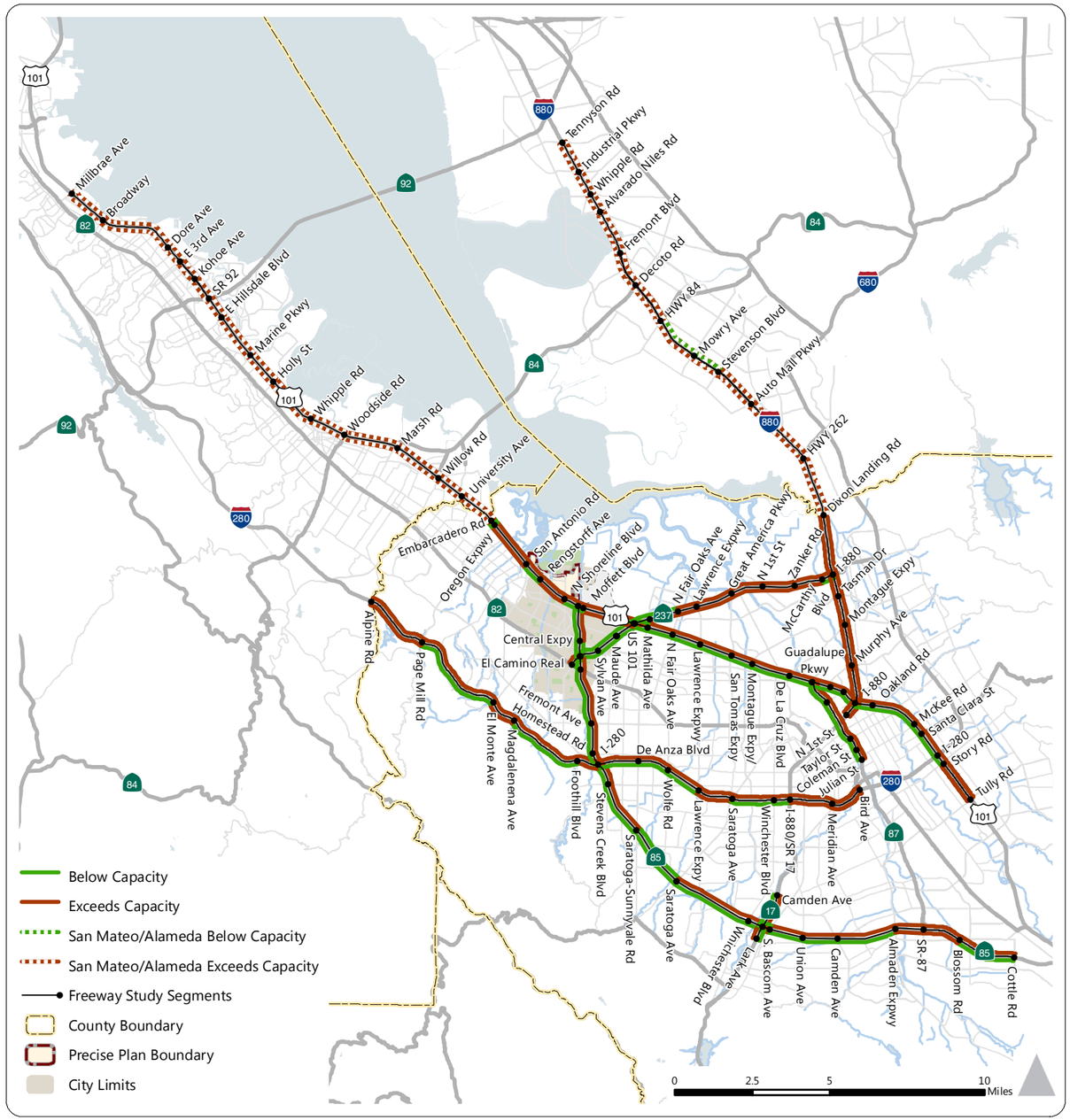


Figure 23-B

Year 2030 Cumulative Intersection Level of Service Results: North Bayshore Area

AM Peak Hour



PM Peak Hour

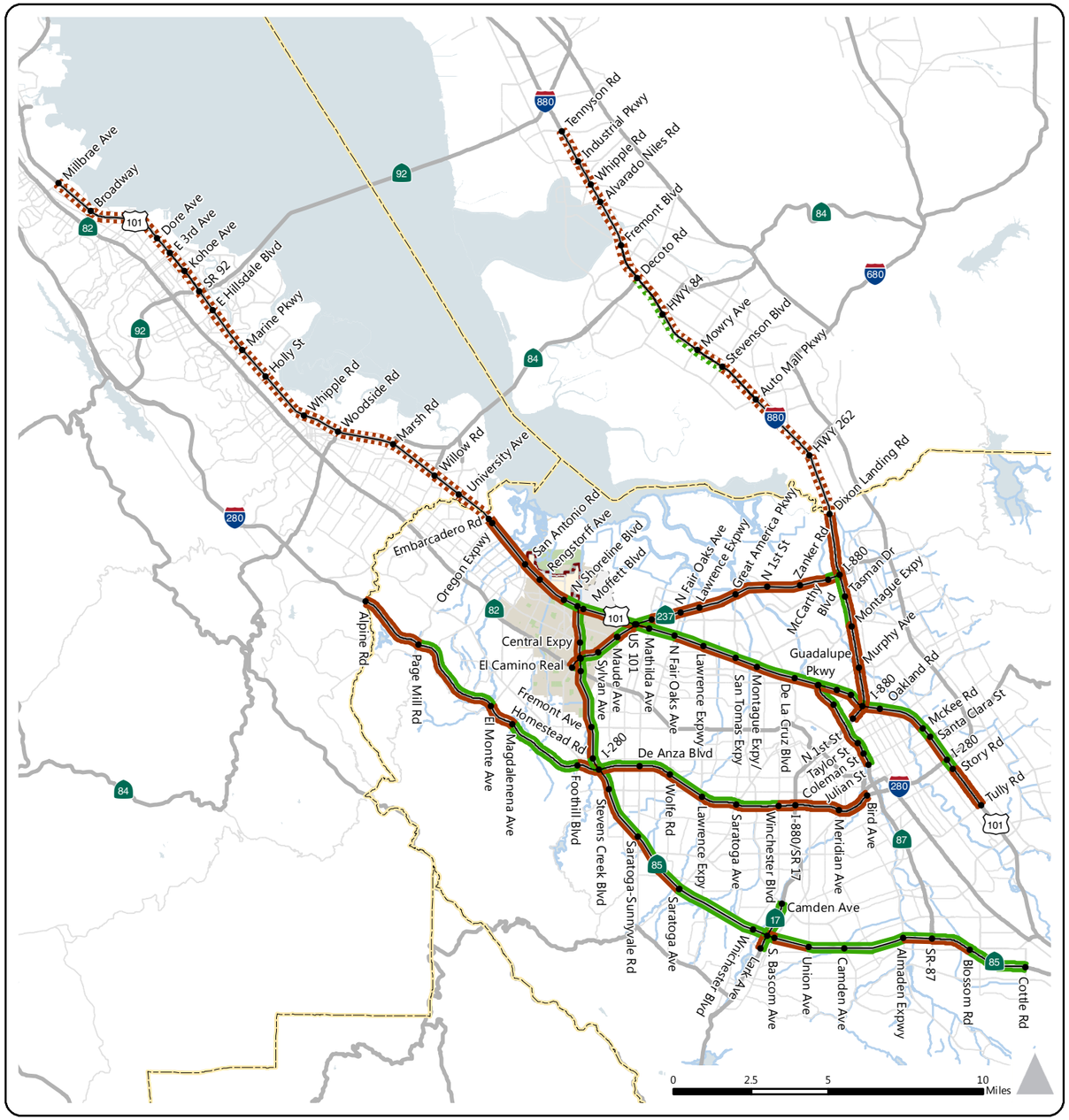
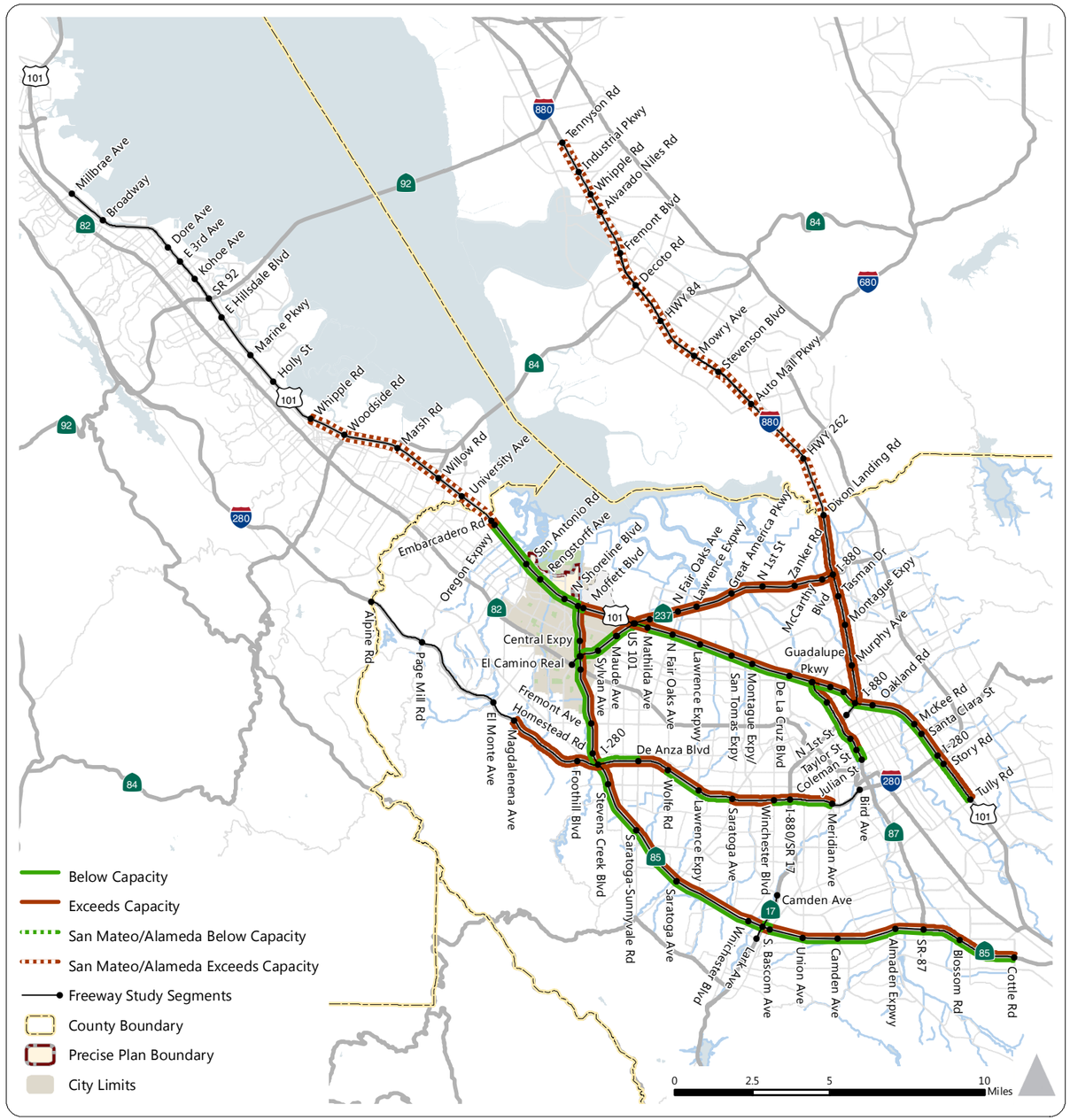


Figure 24

Year 2030 Cumulative Freeway Analysis Summary: Mixed-Flow Lanes

AM Peak Hour



PM Peak Hour

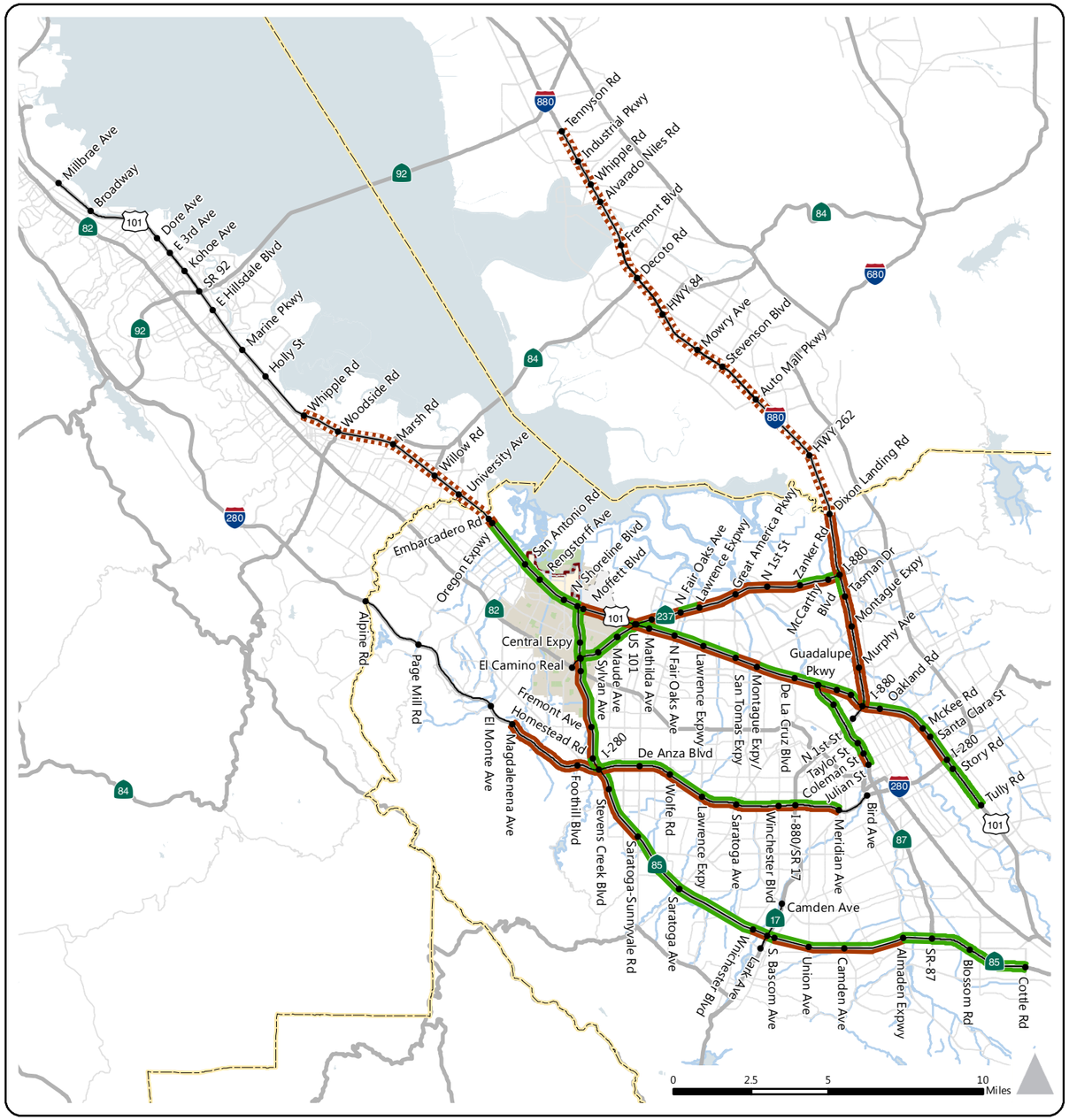


Figure 25

Year 2030 Cumulative Freeway Analysis Summary: HOV Lanes

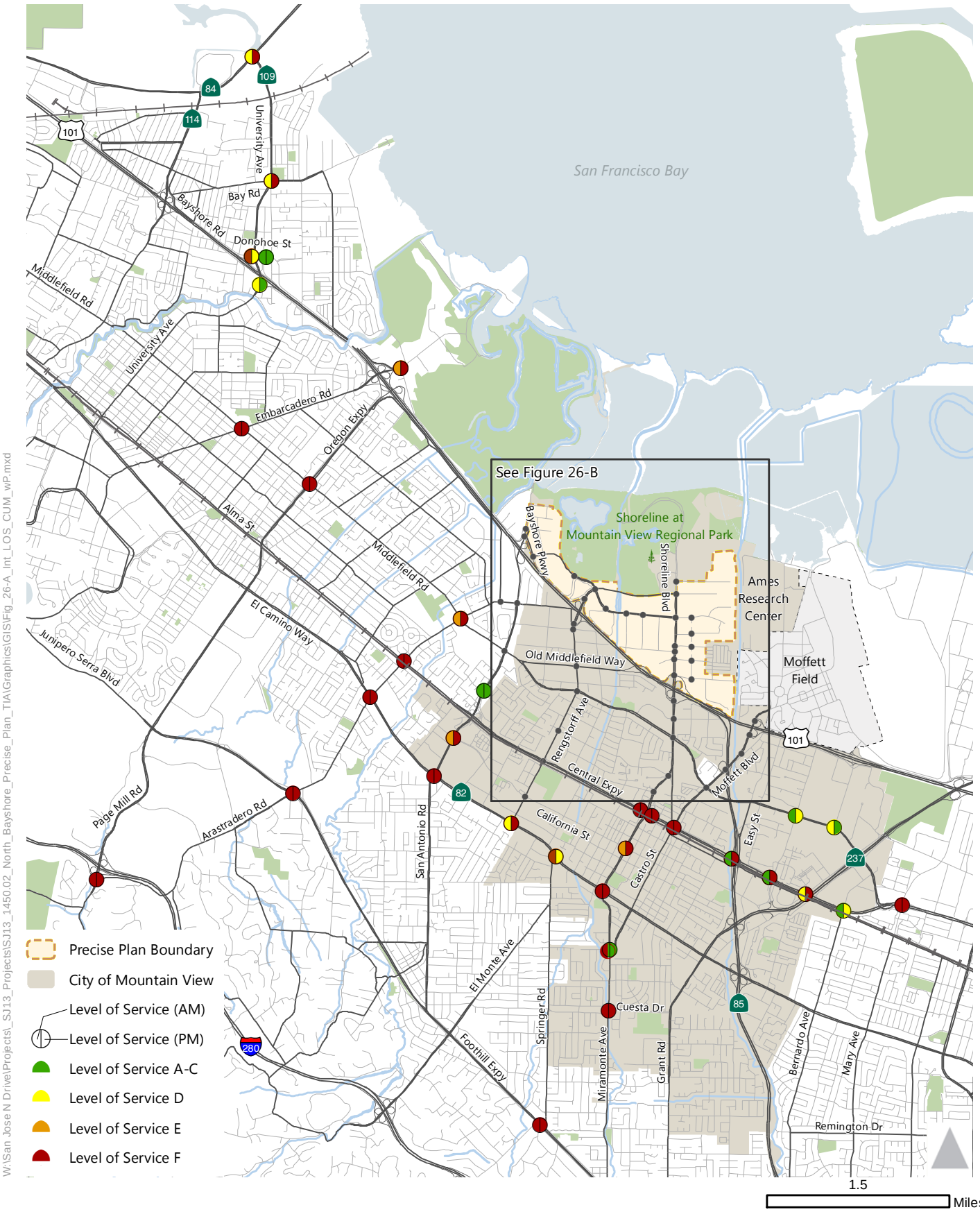


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Figure 26-A

Year 2030 Cumulative with Project Intersection Level of Service Results

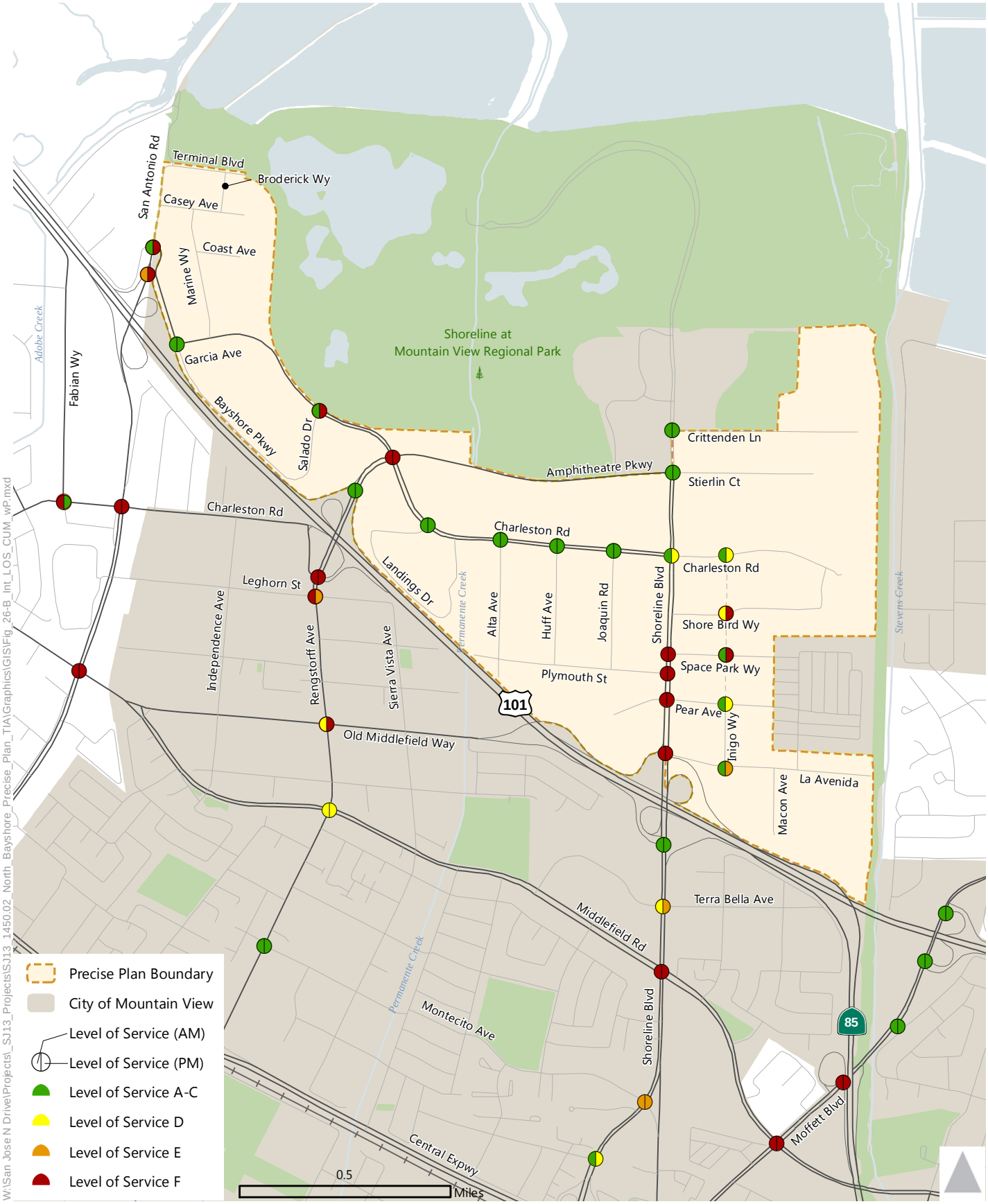
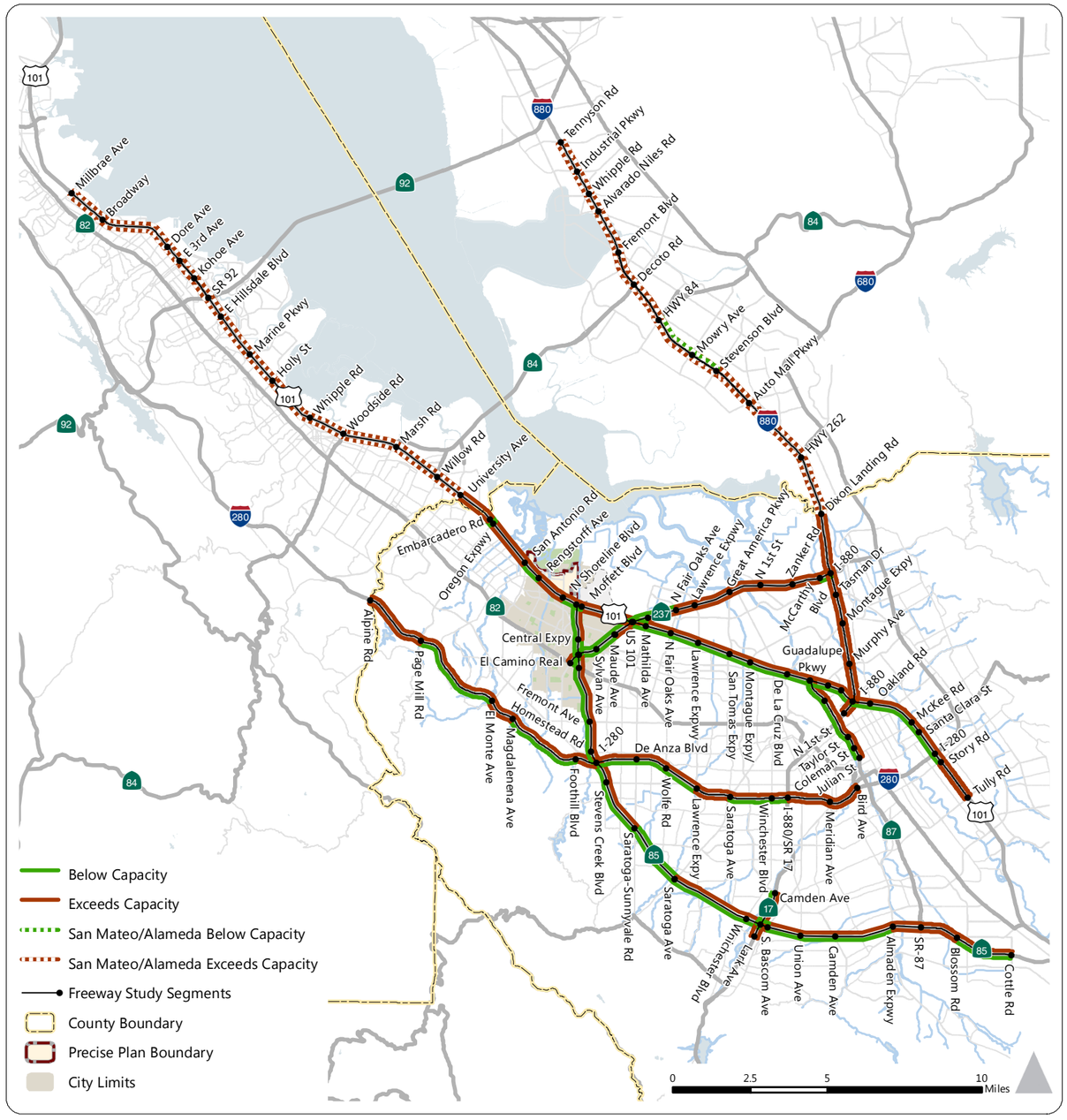


Figure 26-B

Year 2030 Cumulative with Project Intersection Level of Service Results: North Bayshore Area

AM Peak Hour



PM Peak Hour

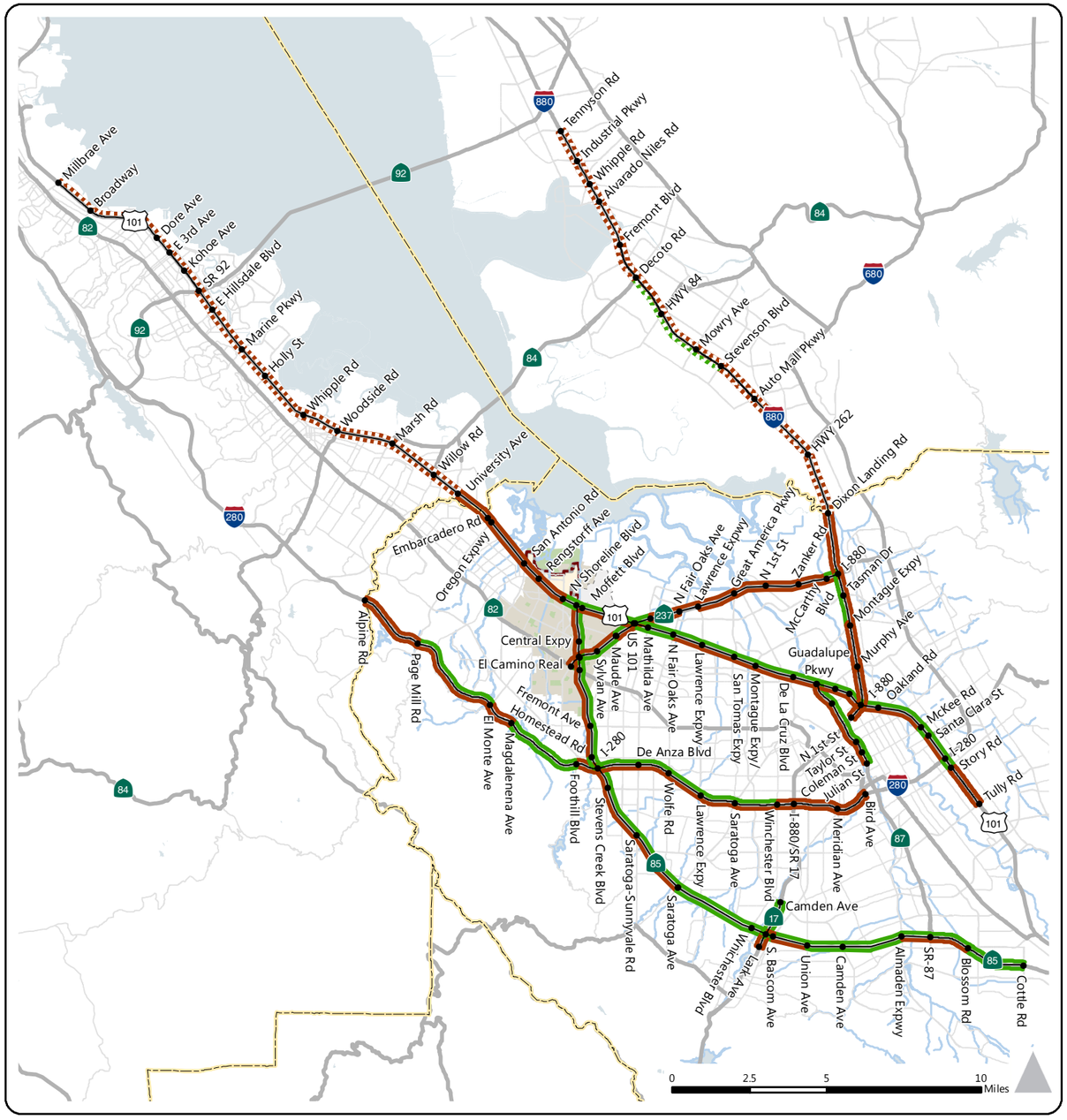


Figure 27

Year 2030 Cumulative with Project Freeway Analysis Summary: Mixed-Flow Lanes

AM Peak Hour

PM Peak Hour

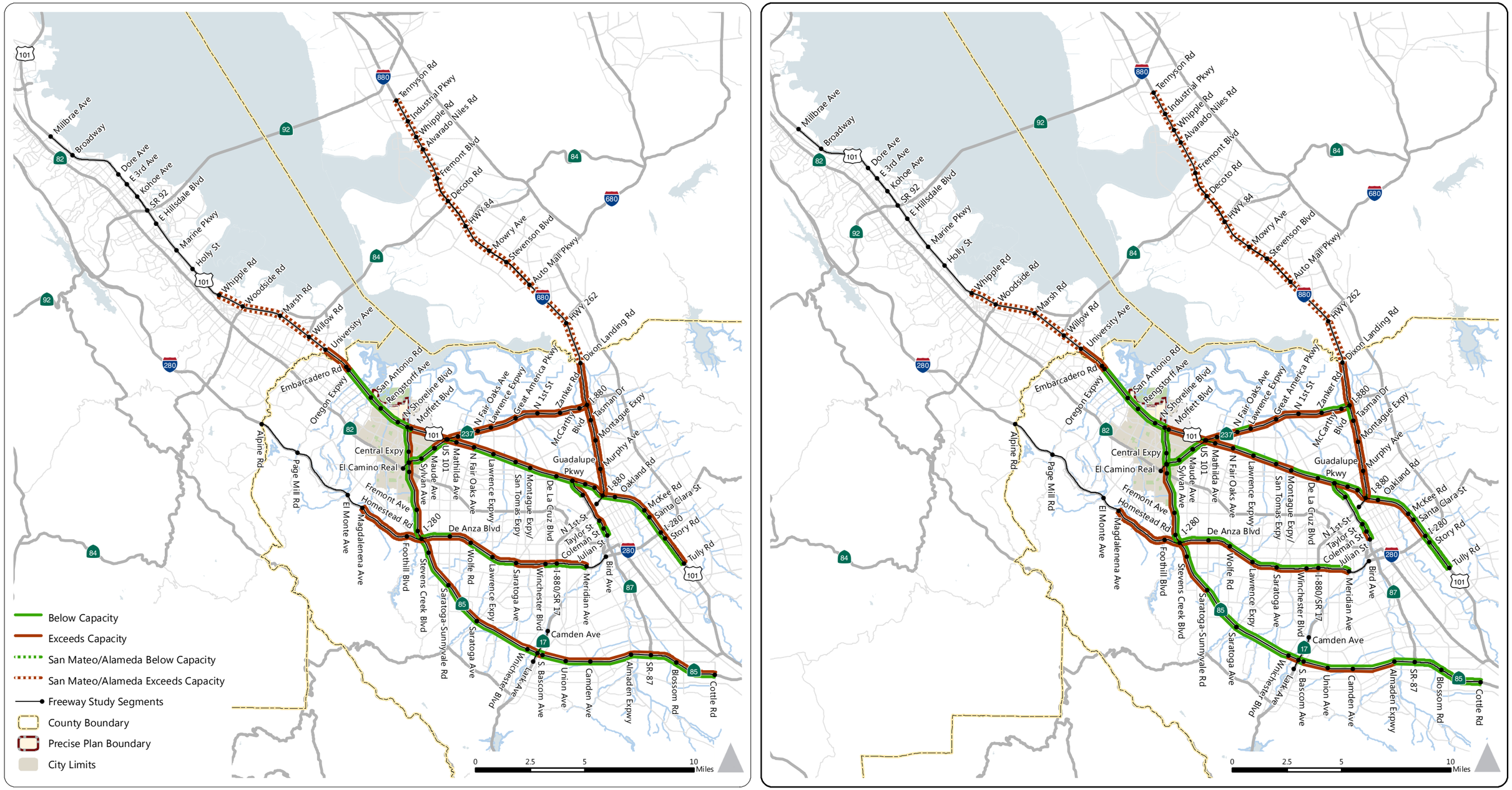
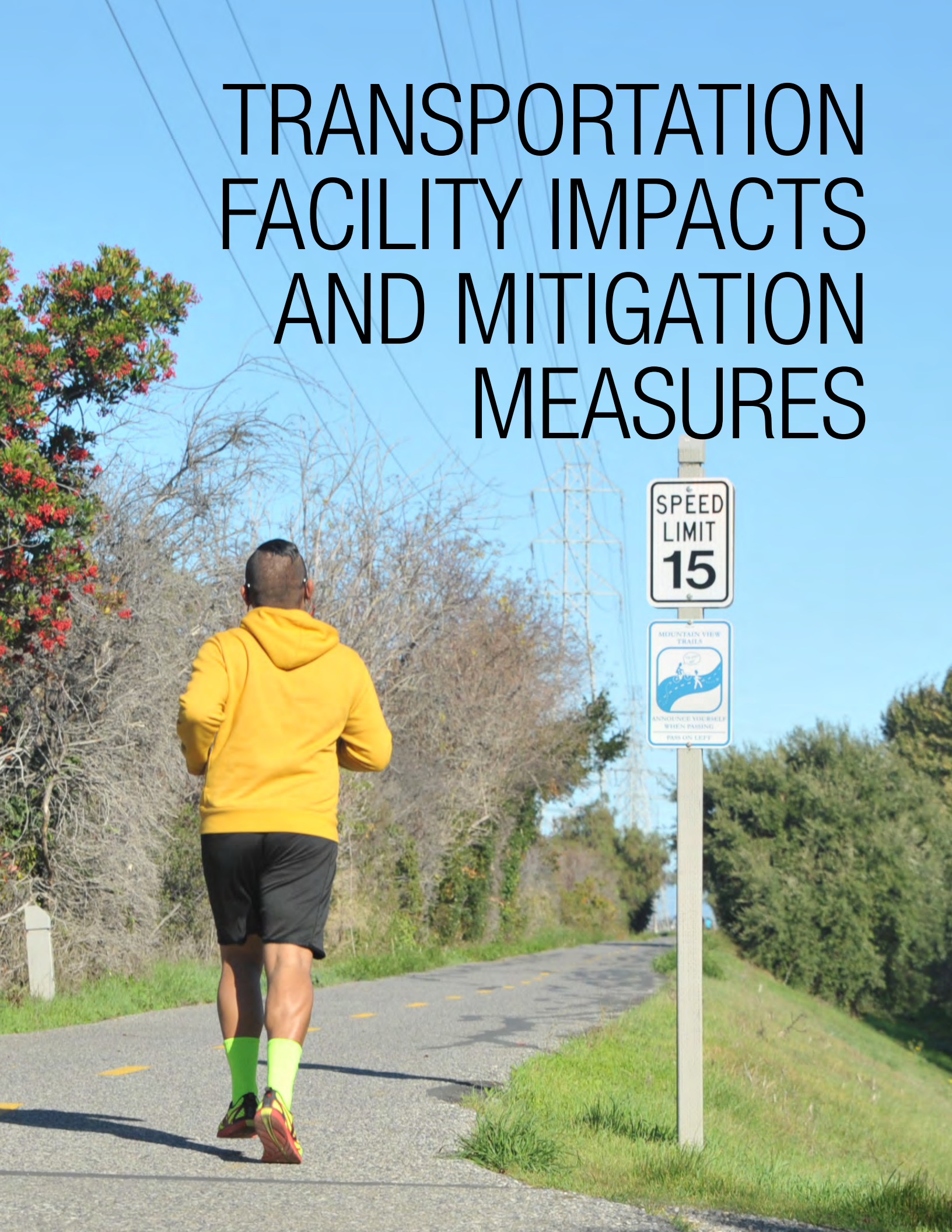


Figure 28

Year 2030 Cumulative with Project Freeway Analysis Summary: HOV Lanes

TRANSPORTATION FACILITY IMPACTS AND MITIGATION MEASURES



6

TRANSPORTATION FACILITY IMPACTS AND MITIGATION MEASURES

This chapter of the report discusses potential project impacts to the study intersections, study freeway segments, and pedestrian, bicycle, and transit facilities. First, the impact criteria are described. Next the impacts and mitigation measures are presented for each transportation facility type (intersections, arterial segment, freeway segments, etc.).

IMPACT CRITERIA

The determination of significance for project impacts is based on applicable policies, regulations, goals, and guidelines defined by the Cities of Mountain View, Los Altos, Palo Alto, East Palo Alto, Santa Clara County, and Menlo Park. The impacts of the project were evaluated by comparing the results of the analysis under Existing with Project Conditions and Year 2030 Cumulative with Project Conditions to the results under Existing Conditions to determine project and cumulative impacts, respectively. In the case of cumulative impacts, the contribution of the NBPP project to that impact is considered to be significant if the NBPP contributes at least a 2 percent increase in vehicle traffic at that location. The detailed impact criteria presented below focus on elements of the CEQA checklist pertaining to roadway system operations and its effects on users, including drivers, pedestrians, bicyclists and transit passengers; for other elements of the CEQA checklist (such as air traffic patterns, hazards due to design features, or emergency access), please refer to the *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program (GGRP) Environmental Impact Report* (LSA Associates, June 2012).

SIGNALIZED INTERSECTIONS

City of Mountain View

Interim Level of Service Policy

The *City of Mountain View 2030 General Plan* (July 2012) includes policies to develop and adopt multimodal transportation performance measures for projects in the City of Mountain View.

> POLICY MOB 8.1: Multimodal performance measures. Develop performance measures and indicators for all modes of transportation, including performance targets that vary by street type and location.

POLICY MOB 8.2: Level of service. Ensure performance measurement criteria optimize travel by each mode.

The *City of Mountain View 2030 General Plan and Greenhouse Gas Reduction Program Environmental Impact Report* established the following interim level of service policy standards:

> **Interim level of service (LOS) standards.** Until adoption of the mobility plans described in Action MOB 1.1.1 [and adoption of alternative impact thresholds in Action MOB 8.1.2], maintain the Citywide vehicle LOS standards from the 1992 General Plan, which include a target peak hour LOS policy of LOS D for all intersections and roadway segments, with the following exceptions in high-demand areas:
>
> - Use LOS E for intersections and street segments within the Downtown Core and San Antonio areas where vitality, activity and multimodal transportation use are primary goals; and
> - Use LOS E for intersections and street segments on CMP designated roadways in Mountain View (e.g., El Camino Real, Central Expressway and San Antonio Road).

This transportation impact analysis will follow the interim LOS standards as written.

Significant impacts at signalized City of Mountain View intersections are found to occur when the addition of project traffic causes one of the following:

- Intersection operations degrade from an acceptable level to an unacceptable level; or
- Exacerbate unacceptable operations by increasing the average critical delay by four seconds or more and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more; or
- Increase the V/C ratio by 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

City of Los Altos, Palo Alto, and East Palo Alto

Significant impacts at signalized intersections in Los Altos, Palo Alto, or East Palo Alto are said to occur when the addition of project traffic causes one of the following:

- Intersection operations degrade from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F); or
- Exacerbate unacceptable operations (LOS E or F) by increasing the critical delay by more than four seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- Increase the V/C ratio by 0.01 or more at an intersection with unacceptable operations (LOS E or F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

Santa Clara County and Congestion Management Program

The LOS standard for Santa Clara County expressway and Congestion Management Program (CMP) intersections is LOS E. Traffic impacts at these intersections would occur when the addition of traffic associated with a project causes:

- Intersection operations to deteriorate from an acceptable level to an unacceptable level; or
- Exacerbate unacceptable operations by increasing the average critical delay by four seconds or more and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more; or
- Increase the V/C ratio by 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

City of Menlo Park

The LOS standard for Menlo Park intersections is LOS D. Traffic impacts at these intersections would occur when the following occurs:

- At arterial signalized intersections in Menlo Park, the addition of project traffic causes an intersection operating at LOS D or better to operate at LOS E or F; or an increase of 23 seconds or greater in average vehicle delay; or an increase of more than 0.8 seconds of delay to vehicles on the most critical movements of an arterial intersection operating at LOS E or F prior to the addition of project traffic.
- At local approaches to State controlled signalized intersections in Menlo Park, the addition of project traffic causes an intersection operating at LOS D or better to operate at LOS E or F; or an increase of 23 seconds or greater in average vehicle delay; or causes an increase of more than 0.8 seconds of delay to vehicles on local approaches to State controlled signalized intersections operating at LOS E or F prior to the addition of project traffic.

UNSIGNALIZED INTERSECTIONS

Level of service analysis at unsignalized intersections is generally used to determine the need for modifying the type of intersection control (i.e., installing an all-way stop or a traffic signal). Traffic volumes, delay, and traffic signal warrants are evaluated to determine if the existing intersection control is appropriate.

The City of Mountain View does not have officially adopted significance criteria for unsignalized intersections. Based on previous studies, significant impacts are said to occur when the addition of project traffic causes the average intersection delay for an all-way stop-controlled intersection, or the worst movement/approach for a side-street stop-controlled intersection, to degrade to LOS F and the intersection

satisfies the peak hour traffic signal warrant from the *California Manual of Uniform Traffic Control Devices* (MUTCD) (2014).[8]

FREEWAY SIGNIFICANCE IMPACT CRITERIA

Traffic impacts on CMP freeway segments in Santa Clara County are determined to occur when the addition of project traffic causes:

- Freeway segment operations to deteriorate from an acceptable level (LOS E or better) under the Existing Conditions to an unacceptable level (LOS F); or
- There is an increase in traffic of more than one percent of the capacity on a segment that operates at LOS F under Existing or Cumulative Conditions.

The City/County Association of Governments (C/CAG) of San Mateo County also uses a threshold of one percent increase in project traffic on a freeway segment to identify project impacts.[9] The LOS standard for the C/CAG freeway study segment on US 101 between Embarcadero Road and Whipple Road is LOS F and between State Route 92 and Whipple Avenue is LOS E.

Traffic impacts on CMP freeway segments in San Mateo County are determined to occur when:

- The addition of project traffic causes the freeway segment to operate at a level of service that violates the standard adopted in the current Congestion Management Program (CMP); or
- When the cumulative analysis indicates that the combination of the proposed project and future cumulative traffic demand will cause the freeway segment to operate at a level of service that violates the standard adopted in the current Congestion Management Program (CMP) and the proposed project increases traffic demand on that freeway segment by an amount equal to one percent or more of the segment capacity, or causes the freeway segment volume-to-capacity (v/c) ratio to increase by one percent.

Under Year 2030 Cumulative Conditions, traffic impacts on CMP freeway segments in Santa Clara and San Mateo County are determined to occur when the addition of traffic causes a freeway segment volume-to-

[8] The peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a traffic signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions by an experienced engineer. The decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency should undertake regular monitoring of actual traffic conditions and accident data and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

[9] C/CAG of San Mateo County, *Policy on Traffic Impact Analysis (TIA) to Determine Traffic Impacts on the Congestion Management Program (CMP) Roadway Network Resulting from Roadway Changes, General Plan Updates, and Land Use Development Projects*, August 2006.

capacity (V/C) ratio to exceed one (1.0) and the proposed project increases traffic demand on the freeway segment by an amount equal to one percent or more of the segment capacity.

Note Regarding SB 743

It should be noted that recent legislation in California, Senate Bill 743, will change some of the significance criteria used in CEQA analyses. Specifically, once the legislation is implemented, vehicle LOS will no longer be used as a determinant of significant environmental impacts, and an analysis of vehicle miles of travel (VMT) will be required. The timing of implementation is not known at this point; based on current information, implementation guidelines may be finalized sometime in 2017, and agencies will then have two years to comply.

In the interim, impact analysis will continue to use the criteria and standards adopted by each of the relevant agencies, as described above. The VMT associated with the proposed project is also being analyzed and presented for use in the air quality and greenhouse gas analysis in **Appendix K**, although there are no significance criteria yet developed for the VMT metric.

PEDESTRIAN AND BICYCLE IMPACT CRITERIA

The *Mountain View 2030 General Plan* (July 2012) describes related policies necessary to ensure pedestrian and bicycle facilities are safe and effective for City residents. Using the General Plan as a guide, significant impacts to these facilities would occur when a project or an element of the project:

- Creates a hazardous condition that does not currently exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Mountain View, City of Los Altos, City of Palo Alto, City of Menlo Park, Santa Clara County, City of Menlo Park, VTA, or Caltrans for their respective facilities in the study area.

TRANSIT IMPACT CRITERIA

Significant impacts to transit service would occur if the project or any part of the project:

- Creates demand for public transit services above the capacity which is provided or planned; or
- Disrupts existing transit services or facilities[10]; or

[10] This includes disruptions caused by proposed project driveways on transit streets and impacts to transit stops/shelters; or impacts to transit operations from traffic improvements proposed or resulting from a project.

- Conflicts with an existing or planned transit facility; or
- Conflicts with transit policies adopted by the City of Mountain View, City of Los Altos, City of Palo Alto, City of Menlo Park, Santa Clara County, City of Menlo Park, VTA, or California Department of Transportation (Caltrans) for their respective facilities in the study area.

IMPACT ANALYSIS

The following section summarizes the analysis of various citywide transportation and circulation factors. Each section includes a discussion of impacts under Existing with Project Conditions and Year 2030 Cumulative with Project Conditions.

INTERSECTION LEVEL OF SERVICE

Intersection impacts and the associated mitigation measures were evaluated under Existing with Project, and Year 2030 Cumulative with Project Conditions. The following measures are draft recommendations to mitigate the significant impacts. The final mitigation will require coordination with multiple jurisdictions to address the practical steps of implementing physical improvements. While many of these impacts are considered significant and unavoidable, this finding does not preclude the City of Mountain View from establishing policies and programs to reduce the severity of the potential impact on these facilities. The mitigated intersection LOS calculations are presented in **Appendix L**.

Existing with Project Conditions

Under Existing with Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, resulting in potentially significant impacts at the following intersections.

Int. 1. San Antonio Road and Bayshore Parkway (Palo Alto): The addition of project traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the PM peak hour.

Int. 12 Salado Drive and Garcia Avenue (Mountain View): The addition of project traffic would degrade intersection operations from acceptable LOS B to unacceptable LOS F during the PM peak hour.

Int. 13. Amphitheatre Parkway and Garcia Avenue-Charleston Road (Mountain View): The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the AM peak hour, and would exacerbate unacceptable intersection operations during the PM peak hour.

Int. 15. Rengstorff Avenue and US 101 Southbound ramps (Mountain View): The addition of project traffic would exacerbate unacceptable intersection operations during the AM peak hour.

Int. 16. Rengstorff Avenue and Leghorn Street (Mountain View): The addition of project traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the PM peak hour.

Int. 17. Rengstorff Avenue and Old Middlefield Way (Mountain View): The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 20. Rengstorff Avenue and Central Expressway (Santa Clara County): The addition of project traffic would exacerbate unacceptable intersection operations during the PM peak hour.

Int. 24. Springer Road-Magdalena Avenue and Foothill Expressway (Santa Clara County): The addition of project traffic would exacerbate unacceptable intersection operations during the AM peak hour.

Int. 32 Shoreline Boulevard and Space Park Way (Mountain View): The addition of project traffic would exacerbate unacceptable intersection operations during the AM peak hour, and would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 33. Shoreline Boulevard and Plymouth Street (Mountain View): The addition of project traffic would exacerbate unacceptable intersection operations during the AM and PM peak hours.

Int. 34. Shoreline Boulevard and Pear Avenue (Mountain View): The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the AM and PM peak hours.

Int. 35. Shoreline Boulevard and La Avenida-US 101 Northbound Ramps (Mountain View): The addition of project traffic would exacerbate unacceptable intersection operations during the AM and PM peak hours.

Int. 38. Shoreline Boulevard and Middlefield Road (Mountain View): The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the AM peak hour, and would exacerbate unacceptable intersection operations during the PM peak hour.

Int. 49. Moffett Boulevard-Castro Street and Central Expressway (Santa Clara County): The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the AM peak hour, and would degrade intersection operations from acceptable LOS E to unacceptable LOS F during the PM peak hour.

Int. 57. Bayfront Expressway and University Avenue (Menlo Park): The addition of project traffic would exacerbate unacceptable intersection operations during the PM peak hour.

Int. 59. Donohoe Street and University Avenue (East Palo Alto): The addition of project traffic would exacerbate unacceptable intersection operations during the AM peak hour.

Int. 62. Embarcadero Road and East Bayshore Road (Palo Alto): The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the PM peak hour.

Int. 66. Arastradero Road and Foothill Expressway (Santa Clara County): The addition of project traffic would exacerbate unacceptable intersection operations during the PM peak hour.

Int. 67. Page Mill Road and I-280 Southbound Off-Ramp-Arastradero Road (Santa Clara County): The addition of project traffic would exacerbate unacceptable intersection operations during the AM and PM peak hours.

Int. 72 New North-South Local Street / Shorebird Way (Mountain View): The addition of project traffic would exacerbate unacceptable intersection operations during the PM peak hour.

Int. 73 New North-South Local Street / Space Park Way (Mountain View): The addition of project traffic would exacerbate unacceptable intersection operations during the PM peak hour.

Int. 75. Inigo Way and La Avenida (Mountain View): The addition of project traffic would degrade intersection operations from acceptable LOS B to unacceptable LOS E during the PM peak hour.

Table H-1 in **Appendix H** shows the delays, LOS, and changes in critical volume-to-capacity ratio and delay used to identify significant intersection impacts under Existing with Project Conditions. The corresponding LOS calculation sheets are included in **Appendix C**. Mitigation measures are described below and are summarized in **Table 13**.

TABLE 13: EXISTING WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]		Mitigation Measure	Peak Hour	Existing with Project Conditions				Summary of Draft CEQA Determination
				Without Mitigation		With Mitigation		
				Delay	LOS	Delay	LOS	
San Antonio Road Gateway								
1	San Antonio Rd and Bayshore Pkwy (PA)	Partial Mitigation – Signal timing modifications.	AM PM	24.5 **>120**	C **F**	24.5 **96.1**	C **F**	SU
Rengstorff Avenue Gateway								
13	Amphitheatre Pkwy and Garcia Ave-Charleston Rd (MV)	Partial Mitigation – Add an additional northbound right-turn lane and overlap signal phase.	AM PM	**>120** **>120**	**F** **F**	**62.5** **>120**	**E** **F**	SU

TABLE 13: EXISTING WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]		Mitigation Measure	Peak Hour	Existing with Project Conditions				Summary of Draft CEQA Determination
				Without Mitigation		With Mitigation		
				Delay	LOS	Delay	LOS	
15	Rengstorff Ave and US 101 Southbound Ramps (MV)	No feasible improvements.	AM PM	**81.9** **61.6**	**F** **E**	N/A N/A		SU
16	Rengstorff Ave and Leghorn Street (MV)	Partial Mitigation – Reconfigure eastbound and westbound left turn lanes with a separate left-turn lane and one shared through-right lane with permitted phasing.	AM PM	17.4 **106.1**	B **F**	20.6 **64.4**	C **E**	SU
Shoreline Boulevard Gateway								
32	Shoreline Blvd and Space Park Way (MV)	Two Northbound Left Turn Lanes: Realign Plymouth Street with Space Park Way signalized with protected phasing. (EB/WB: left turn and shared through-right, NB: two left turns, one through, one shared through-right, SB: left turn, one through, one shared through-right). The two northbound left turn lanes should be 425 feet long to minimize queue spillback during the morning peak hour.	AM PM	**>120** **>120**	**F** **F**	29.8 50.6	C D	SU
33	Shoreline Blvd and Plymouth St (MV)	Option 1 – Two Northbound Left Turn Lanes: Realign Plymouth Street with Space Park Way signalized with protected phasing. (EB/WB: left turn and shared through-right, NB: two left turns, one through, one shared through-right, SB: left turn, one through, one shared through-right). The two northbound left turn lanes should be 425 feet long to minimize queue spillback during the morning peak hour.	AM PM	**>120** **>120**	**F** **F**	29.8 50.6	C D	SU
		Option 2 – Partial Mitigation Single Left Turn Lane with North/South Split Phase: Northbound/southbound split phasing with a single northbound left turn lane.	AM PM	**>120** **>120**	**F** **F**	44.8 **104.5**	D **F**	SU

TABLE 13: EXISTING WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]		Mitigation Measure	Peak Hour	Existing with Project Conditions				Summary of Draft CEQA Determination
				Without Mitigation		With Mitigation		
				Delay	LOS	Delay	LOS	
34	Shoreline Blvd and Pear Ave (MV)	Partial Mitigation – Limited Access from Shoreline Boulevard at Pear Avenue: Modify the northbound approach with three northbound through lanes and a separate right-turn lane with 300 foot storage pocket. Restripe the eastbound approach as a left turn, through lane, and two right turn lanes with a no-right-turn on red condition and the westbound approach as a left turn lane and one shared through-right lane with east/west split phasing.	AM PM	**>120** **>120**	**F** **F**	32.2 **109.9**	C **F**	SU
35	Shoreline Blvd and La Avenida-US 101 NB Ramps (MV)	Partial Mitigation – Realign US 101 off-ramp with La Avenida to create a T-intersection.	AM PM	**>120** **>120**	**F** **F**	23.2 **112.9**	C **F**	SU
38	Shoreline Blvd and Middlefield Rd (MV)	Partial Mitigation – Add an additional left turn lane for eastbound and westbound movements.	AM PM	**72.5** **104.5**	**E** **F**	50.3 **104.5**	D **F**	SU
North Bayshore Precise Plan Intersections								
12	Salado Dr and Garcia Ave (MV)	Signalize intersection.	AM PM	20.9 **72.7**	C **A**	18.2 21.5	B- C+	LTS
72	New North-South Local Street / Shorebird Wy (MV)	Signalize the intersection. Each approach would have a left turn lane with protected left-turn phasing and a shared through-right turn lane.	AM PM	32.0 **>120**	D **F**	22.1 23.7	C C	LTS
73	New North-South Local Street / Space Park Wy (MV)	Signalize the intersection. Each approach would have a left turn lane with protected left-turn phasing and a shared through-right turn lane.	AM PM	19.7 **>120**	C **F**	21.9 28.4	C C	LTS
75	Inigo Wy / La Avenida (MV)	Signalize the intersection with east/west split phasing.	AM PM	23.6 **40.1**	C **E**	18.5 30.8	B C	LTS

TABLE 13: EXISTING WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]		Mitigation Measure	Peak Hour	Existing with Project Conditions				Summary of Draft CEQA Determination
				Without Mitigation		With Mitigation		
				Delay	LOS	Delay	LOS	
Off-Site Intersection								
17	Rengstorff Ave and Old Middlefield Way (MV)	Add a second westbound left turn lane.	AM PM	32.7 **84.8**	C- **F**	32.1 **61.5**	C **E**	SU
20	Rengstorff Ave and Central Expwy* (SCC)	Grade seperation.[3]	AM PM	71.5 **104.0**	E **F**	N/A N/A		SU
24	Springer Rd-Magdalena Ave / Foothill Expwy* (SCC)	Restripe northbound approach to include one left-turn lane and one through lane and southbound approach to include one left turn-lane and two through lanes. Modify signal phasing to provide protected left-turns north/south.	AM PM	**>120** 53.3	**F** D-	64.2 47.0	E D	SU[5]
49	Moffett Blvd-Castro Street / Central Expressway* (MV)	Closure of northbound movements from Castro Street to Central Expressway and Moffett Boulevard.[4]	AM PM	**93.0** **80.3**	**F** **F**	43.5 26.5	D C	SU
57	Bayfront Expwy / University Av (MP)	No feasible improvements.[4]	AM PM	24.9 **116.0**	C **F**	N/A N/A		SU
59	Donohoe Street / University Ave (EPA)	Partial Mitigation – Restripe the westbound approach to include dual left turn lanes, one through lane and one right turn lane with protected left turns.	AM PM	**79.2** 43.2	**E-** D	**66.8** 24.5	**E** C	SU
62	Embarcadero Rd / E. Bayshore Rd (PA)	Partial Mitigation – Modify signal cycle length to 120 seconds.	AM PM	53.0 **65.5**	D **E**	53.0 **61.5**	D **E**	SU
66	Arastradero Rd / Foothill Expwy* (SCC)	No feasible improvements.[4]	AM PM	66.8 **>120**	E **F**	N/A N/A		SU

TABLE 13: EXISTING WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]		Mitigation Measure	Peak Hour	Existing with Project Conditions				Summary of Draft CEQA Determination
				Without Mitigation		With Mitigation		
				Delay	LOS	Delay	LOS	
67	Page Mill Rd / I-280 Southbound Off-Ramp-Arastradero Rd (SCC)	Signalize the intersection.	AM PM	**103.0** **>120**	**F** **F**	35.6 41.1	C D	SU[5]

Notes:

1. Intersection jurisdiction (with Level of Service standard):
   EPA = East Palo Alto (LOS D standard)
   LA = City of Los Altos (LOS D standard)
   MV = City of Mountain View (LOS D standard); LOS E for CMP, Downtown, and San Antonio Shopping Center intersections.
   MP = City of Menlo Park (LOS E standard on Bayshore Expressway)
   PA = City of Palo Alto (LOS D standard; LOS E for CMP)
   SCC = Santa Clara County (LOS E standard)
2. Summary of Draft CEQA Determination:
   SU = indicates a significant and unavoidable impact
   LTS = indicates less-than-significant with mitigation.
   Bold text indicates intersection operations below the applicable level of service standard. **Bold and highlighted** indicates a significant impact per the significance criteria used in this study.
3. The City of Mountain View City Council has approved the grade separation concept and the City is seeking funding for this project.
4. Implementation of a grade separated crossing may reduce the impact but would involve a very high construction cost and is not currently planned. Therefore this mitigation is considered infeasible for the purposes of this document.
5. This facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented; therefore this impact is considered significant and unavoidable under Existing with Project Conditions.
   * Denotes Congestion Management Program (CMP) intersection.

Source: Fehr & Peers, February 2017.

Per the City's policy direction, this environmental analysis assumes no major infrastructure projects that would add significant roadway capacity for automobiles at the North Bayshore gateways. The localized improvements identified as mitigation measures above would marginally improve intersection operations, serve peak vehicle demand, and in some cases improve street connectivity. These improvements are further described below.

San Antonio Road Gateway Improvements

San Antonio Road and Bayshore Parkway (Int. #1, Palo Alto): There are no feasible physical intersection improvements that would improve intersection operations to an acceptable level. The City of Mountain View recently increased vehicle storage for the northbound right-turn lane (San Antonio Road to Bayshore Parkway), and the westbound left-turn lane (Bayshore Parkway to San Antonio Road). The eastbound right-turn lane (Bayshore Parkway to San Antonio Road) should be lengthened to 150 feet. Further lengthening

of the westbound left turn lane up to 300 feet, while beneficial to intersection operations, would require additional right-of-way and relocation of the existing sidewalk on the east side of Bayshore Parkway. While not typically considered mitigation, an update of the signal timings would incrementally improve the vehicle operations at this intersection. However, these mitigation measures do not improve intersection operations to acceptable LOS in the PM Peak hour. Therefore, the impact is considered ***significant and unavoidable*** under Existing with Project Conditions. No other improvements are possible due to right-of-way constraints.

Rengstorff Avenue Gateway Improvements

Amphitheatre Parkway and Garcia Avenue-Charleston Road (Int. #13, Mountain View): To improve operations and improve queueing in the northbound direction, an additional northbound right-turn lane (Rengstorff Avenue to Charleston Avenue) could be added with overlap signal phasing; however, this would not improve intersection operations to an acceptable level of service. The eastbound approach could be reconfigured to include a dedicated right-turn lane; however, this improvement would not improve intersection operations. Therefore the impact is considered ***significant and unavoidable*** under Existing with Project Conditions. No other improvements are possible due to right-of-way constraints.

Rengstorff Avenue and US 101 Southbound ramps (Int. #15, Mountain View): No vehicle capacity improvements (e.g., intersection turn lanes) at the intersection of Rengstorff Avenue and US 101 Southbound ramps are physically feasible. A northbound right turn lane could be added; however, this would not improve intersection operations to an acceptable level of service. Therefore the impact is considered ***significant and unavoidable*** under Existing with Project Conditions. No other improvements are possible due to right-of-way constraints.

Rengstorff Avenue and Leghorn Street (Int. # 16, Mountain View): Converting the westbound and eastbound approaches to include a separate left-turn lane and a shared through-right lane with permitted east/west phasing would improve intersection operations. This would require widening the curb-to-curb width on the east leg, additional right-of-way, and re-striping the lanes for the east/west legs. Secondary impacts associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. Modification of the east/west approaches could be added; however, this would not improve intersection operations to an acceptable level of service. Therefore the impact is considered ***significant and unavoidable*** under Existing with Project Conditions.

Shoreline Boulevard Gateway Improvements

The intersection improvements described below should be accompanied by a modification of the signal coordination to improve signal progression through the Shoreline Boulevard corridor.

Shoreline Boulevard and Space Park Way (Int. #32, Mountain View): The realignment of Plymouth Street with Space Park Way is identified as a potential improvement in the NBPP circulation map. To operate acceptably, the new intersection of Shoreline Boulevard with Space Park Way-Plymouth Street should be signalized with protected left-turn phasing on each approach (see the mitigation discussion below for the Shoreline Boulevard and Plymouth Street intersection). Because of the high demand for northbound left-turns at this location, it is recommended that special consideration be given to accommodating that movement to minimize the likelihood of queue spillback blocking the through movements on Shoreline Boulevard.

Shoreline Boulevard and Plymouth Street (Int. #33, Mountain View): The realignment of Plymouth Street with Space Park Way is identified as a potential improvement in the NBPP circulation map. To operate acceptably, the new intersection of Shoreline Boulevard with Space Park Way-Plymouth Street should be signalized with protected left-turn phasing on each approach (see **Table 13** for summary of the geometric configuration). Because of the high demand for northbound left-turns at this location, it is recommended that special consideration be given to accommodating that movement to minimize the likelihood of queue spillback blocking the through movements on Shoreline Boulevard. Two options are described here:

- Option 1 – Dual Northbound Left Turn Lanes: To accommodate the morning peak hour demand, the two left turn lanes would each need to be approximately 425 feet long. This configuration would require additional right-of-way between Space Park Way and Pear Avenue and would affect the configuration of the southbound left turn lane at Shoreline Boulevard and Pear Avenue.
- Option 2 – Single Split Phase Northbound Left Turn Lane: This improvement would include north/south split phasing and a single northbound left turn lane with an approximately 350 foot storage pocket. To fully accommodate the morning peak hour demand volumes, one of the northbound through lanes would serve as a de facto left turn lane requiring approximately 850 feet of storage; this vehicle queue would extend from Space Park Way through Pear Avenue halfway to the US 101 Northbound Off-Ramps. This configuration could require additional right-of-way. This option improves LOS to acceptable operations during the AM peak hour but does not provide acceptable operations in the PM peak hour.

Moving Plymouth Street approximately 230 feet further north to align with Space Park Way would increase the potential vehicle storage space along Shoreline Boulevard. Either improvement would require additional right-of-way, removal of trees, and potentially relocation of utilities, but would reduce the project traffic impact to less-than-significant. However due to the right-of-way constraints and prioritization of bicycle and pedestrian crossing the City is considering the option with the least right-of-way take, which means the northbound left turn lane queue would likely spill back onto Shoreline Boulevard. These improvements would better manage vehicle storage, however, the City is trying to minimize right-of-way and balance considerations to prioritize transit, bicycle, and pedestrians within this corridor too. Therefore the impact is

considered ***significant and unavoidable*** under Existing with Project Conditions. Signalization of Shoreline Boulevard and Plymouth Street as a T-intersection (maintaining the current alignment) is not recommended because the signal would not serve a substantial volume of traffic and would only add delay to traffic on Shoreline Boulevard.

Shoreline Boulevard and Pear Avenue (Int. #34, Mountain View): This intersection currently acts as a bottleneck during the AM and PM peak hours. To provide more green time to the through movements along Shoreline Boulevard the Shoreline Boulevard and Pear Avenue intersection could be modified to include:

- restripe westbound approach as left turn lane and one shared through-right lane.
- restripe eastbound approach as a left turn lane, through lane, and two right turn lanes with a no-right turn on red condition.
- Reconfigure the northbound approach with three northbound through lanes (no left turn access), and a northbound right turn lane. Create 300 foot northbound right-turn pocket to bypass the Shoreline Boulevard queue and provide space for right turn vehicles to wait while pedestrians cross the east leg of the intersection.

This option limits access from Shoreline Boulevard to/from the parcels currently occupied by the movie theater, fitness center, and dance studio. With this option, the morning peak hour operations would improve to LOS C; the evening peak hour operations would operate at LOS F. This improvement may require additional right-of-way, removal of trees, and potentially relocation of utilities.

These improvements would have secondary effects on the Shoreline Boulevard and Plymouth Street intersection because the northbound left turns at Pear Avenue would need to divert to Plymouth Street. To address the storage space needs, this option would also require two 500-foot northbound left turn lanes from Shoreline Boulevard to Plymouth Street (see the Option 1 mitigation for the Shoreline Boulevard and Plymouth Street-Space Park Way intersection mitigation #33). Under this mitigation measure, the Plymouth Street intersection would operate at LOS D+ (35.9 seconds of delay) and LOS D- (53.9 seconds of delay) during the AM and PM peak hours, respectively.

This limited access configuration results in acceptable level of service at the Shoreline Boulevard and Pear Avenue intersection during the AM peak hour, but would limit access to land uses west of Shoreline Boulevard at Pear Avenue and would shift some traffic to the Shoreline Boulevard and Plymouth Street-Space Park Way intersection. In consideration of the potential for right-of-way constraints that could affect the feasibility, the impact is considered ***significant and unavoidable*** under Existing with Project Conditions.

Shoreline Boulevard and La Avenida-US 101 Northbound Ramps (Int. #35, Mountain View): This five-legged intersection serves approximately 44 percent of all inbound and outbound traffic accessing the NBPP area during the morning peak hour and 51 percent during the evening peak hour. As currently configured, vehicles destined for areas east of Shoreline Boulevard must travel through the Shoreline Boulevard and Pear Avenue intersection to access La Avenida. The realignment of the US 101 northbound ramps would create a new T-intersection west of the Inigo Way and La Avenida intersection (shown in mitigation analysis in **Appendix L**). This intersection would include east/west intersection modifications at the Shoreline Boulevard and La Avenida intersection and the Inigo Way and La Avenida intersection. These improvements would improve the overall intersection to an acceptable level of operation in the AM peak hour. **Appendix L** provides the intersection volume and level of services results for the study intersections (#31 to 35 and 71 to 75 plus the realigned ramp intersection #76) affected by the ramp realignment.

With this realignment of the US 101 northbound off-ramp, three notable shifts occur (inbound traffic summarized below):

- Shift from Shoreline Boulevard to the new local north/south street between Charleston Road and Pear Avenue. Approximately 700 inbound vehicles during the morning peak hour (340 inbound vehicles from Shoreline Boulevard and 360 inbound vehicles from US 101 northbound off-ramp), and 280 inbound vehicles during the evening peak hour (80 inbound vehicles from Shoreline Boulevard and 170 inbound vehicles from US 101 northbound off-ramp) would shift to Inigo Way and the new north/south local street connecting La Avenida and Charleston Road parallel to Shoreline Boulevard.
- Shift from Pear Avenue to La Avenida. The realignment provides a more direct access path to La Avenida and the north/south street north of Pear Avenue. Approximately 250 inbound vehicles shift during the morning peak hour, and 180 inbound vehicles during the evening peak hour to La Avenida from Pear Avenue.
- Redistribution of inbound traffic from Shoreline Boulevard to Pear Avenue accessing the proposed Shoreline Commons site. The realignment also shifts about 240 inbound vehicles during the morning peak hour and 30 inbound vehicles during the evening peak hour from the northbound left turn at pear to the westbound through movement.

This redistribution of off-ramp traffic would reduce the traffic at Shoreline Boulevard and La Avenida-US 101 Northbound Ramps and redistribute traffic at the Shoreline Boulevard and Pear Avenue intersection. Outbound La Avenida traffic to southbound Shoreline Boulevard may have difficulty weaving to the westbound left turn lane due to queuing of inbound vehicles entering into North Bayshore. The short spacing between the realigned ramp and Inigo Way may present difficult weaving conditions for inbound vehicles too.

The realignment of the US 101 northbound off-ramp would increase traffic on the new north/south street; this increase in traffic would require signalization of the new north/south local street intersections at Shorebird Way and Space Park Way. The new north/south local street and Charleston Road would also operate unacceptably during the evening peak hour (see **Appendix L**). Although the peak hour signal warrant is not currently met, it would be possible to improve the intersection operations either by signalizing the intersection or by constructing a single-lane roundabout. The determination of which type of improvement would be most appropriate depends in part on the decision about whether to construct a new crossing of Stevens Creek at the end of Charleston Road.

Realignment of the US 101 northbound off-ramp would require coordination with Caltrans. Since it cannot be assumed Caltrans would approve this mitigation measure and the City cannot solely guarantee its implementation, this impact is designated as ***significant and unavoidable***. However, the City should diligently pursue measures to fully mitigate this impact.

Shoreline Boulevard and Middlefield Road (Int. #38, Mountain View): Converting the westbound and eastbound approaches to include two left turn lanes, a through lane, and a shared through-right turn lane and signal timing modifications would reduce the project impact. These additional left-turn lanes may require relocation of existing utilities and removal of trees within the median of Middlefield Road. However, these mitigation measures do not improve intersection operation to an acceptable LOS in the PM peak hour. Therefore the impact is considered ***significant and unavoidable*** under Existing with Project Conditions. This improvement is designed with reversible bus lane project. No other improvements are possible due to right-of-way constraints.

On-Site Intersections and Streets

The NBPP includes the priority transportation infrastructure described in **Chapter 1** and other new local streets, multi-use paths, modifications to existing streets to include wider sidewalks, landscape areas within the median or along the curb, and cycle tracks on one or both sides of the street (see the NBPP for more details). These street improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Salado Drive and Garcia Avenue (Int. #12, Mountain View): Signalizing this intersection would reduce the impact to a ***less-than-significant*** level.

New North-South Local Street and Shorebird Way (Int. #72, Mountain View): With most of the residential development focused east of Shoreline Boulevard, the intersection of the new north-south local street at

Shorebird Way would need to be signalized. Each approach would have a left turn lane with protected left-turn phasing and a shared through-right turn lane. This signalization and intersection configuration will reduce the intersection level of service impact to a ***less-than-significant*** level under Existing with Project Conditions.

New North-South Local Street and Space Park Way (Int. #73, Mountain View): With most of the residential development focused east of Shoreline Boulevard, the intersection of the new north-south local street at Space Park Way would need to be signalized. Each approach would have a left turn lane with protected left-turn phasing and a shared through-right turn lane. This signalization and intersection configuration will reduce the intersection level of service impact to a ***less-than-significant*** level under Existing with Project Conditions.

Inigo Way and La Avenida (Int. #75, Mountain View): With most of the residential development focused east of Shoreline Boulevard, this intersection would need to be signalized. The eastbound approach would have shared left-through lane, the southbound approach would have a separate left-turn and right turn lanes, and the westbound approach would have a shared through-right turn lane. This signalization and intersection configuration will reduce the intersection level of service impact to a ***less-than-significant*** level under Existing with Project Conditions.

Off-Site Intersections

Rengstorff Avenue and Middlefield Road (Int. #17, Mountain View): Adding a second westbound left-turn lane and signal timing modifications would reduce the project impact. This would require widening curb-to-curb width on the east leg, additional right-of-way, and re-striping the lanes for the west leg. Secondary impacts associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. However, these mitigation measures do not improve intersection operation to an acceptable LOS in the PM peak hour. Therefore the impact is considered ***significant and unavoidable*** under Existing with Project Conditions. No other improvements are possible due to right-of-way constraints.

Rengstorff Avenue and Central Expressway (Int. #20, Santa Clara County): The widening of Central Expressway or grade separation of the Caltrain railroad tracks from Central Expressway are potential mitigation measures at this intersection. However, this facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented; therefore this impact is considered ***significant and unavoidable*** under Existing with Project Conditions. The City of Mountain View City Council has approved the grade separation concept and the City is seeking funding for this project (VTP Project #R12).

Springer Road-Magdalena Avenue and Foothill Expressway (Int. #24, Santa Clara County): Restriping the northbound approach to include one left-turn lane and one through lane and restriping the southbound approach to include one left-turn lane and two through lanes with protected left-turns north/south would improve operations to an acceptable LOS during the AM and PM peak hour. However, this facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented; therefore this impact is considered ***significant and unavoidable*** under Existing with Project Conditions.

Moffett Boulevard-Castro Street and Central Expressway (Int. #49, Santa Clara County): Potential mitigation measures that would reduce intersection delay at this intersection include widening of Central Expressway or grade separation of the Caltrain railroad tracks crossing Central Expressway. The city is also considering closing the northbound movements from Castro Street to Central Expressway and Moffett Boulevard. This traffic would use alternative railroad crossings west of this crossing location at Shoreline Boulevard and east of this location at Whisman Road. With the closure of the northbound movements, intersection operations would improve to acceptable LOS in the AM and PM peak hour.

These improvements would have secondary effects on the Shoreline Boulevard and Central Expressway intersection due to the rerouting of traffic caused by this closure. Under this mitigation measure the Shoreline Boulevard and Central Expressway (east) intersection would operate at LOS D (41.5 seconds of delay) and LOS B (15.7 seconds of delay) during the AM and PM peak hours, respectively.

However, this facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented; therefore this impact is considered ***significant and unavoidable*** under Existing with Project Conditions. No other improvements are possible due to right-of-way constraints.

Bayfront Expressway and University Avenue (Int. #57, Menlo Park): Potential mitigation at this intersection would require grade separation of Bayfront Expressway and University Avenue. However, this facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented; therefore this impact is considered ***significant and unavoidable*** under Existing with Project Conditions. No other improvements are possible due to right-of-way constraints.

Donohoe Street and University Avenue (Int. #59, East Palo Alto): Converting the westbound approach to include dual left turn lanes, one through lane and one right turn lane with protected left turns would reduce the project impact at this intersection. This would require widening the curb-to-curb width on the east leg, additional right-of-way, and re-striping the lanes for the east leg. Secondary impacts associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. These modifications do not improve traffic operations to

acceptable LOS in the PM peak hour. However, this facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented; therefore this impact is considered ***significant and unavoidable*** under Existing with Project Conditions. No other improvements are possible due to right-of-way constraints.

Embarcadero Road and E. Bayshore Road (Int. #62, Palo Alto): No vehicle capacity improvements (such as adding turn lanes) at the intersection of Embarcadero Road and E. Bayshore Road are physically feasible within the current right-of-way. Modifying cycle length to 120 seconds would reduce the project impact. However this modification would not improve traffic operations to acceptable LOS during the PM peak hour. Therefore the impact is considered ***significant and unavoidable*** under Existing with Project Conditions. No other improvements are possible due to right-of-way constraints.

Arastradero Road and Foothill Expressway (Int. #66, Santa Clara County): Potential mitigation at this intersection would require grade separation of Arastradero Road and Foothill Expressway.[11] However, this facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented; therefore this impact is considered ***significant and unavoidable*** under Existing with Project Conditions. No other improvements are possible due to right-of-way constraints.

Page Mill Road and I-280 Southbound Off-Ramp-Arastradero Road (Int. 67, Santa Clara County): The installation of a signal would improve operations to an acceptable LOS D operations or better during both peak hours. Signalization is a part of the I-280 and Page Mill Road interchange improvements (VTP 2040 ID #X15 and B48)[12] to accommodate bicycle travel. In addition, Caltrans has been evaluating a safety project at this location that would include signalization. The signalization and intersection improvements will reduce the intersection level of service impact to an acceptable level. However, this facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented; therefore this impact is considered ***significant and unavoidable*** under Existing with Project Conditions.

Transportation System Management

On the local street system, transportation system management (TSM) measures such as adaptive signal timing and intelligent transportation systems (ITS) can improve vehicle travel time reliability and address case-by-case vehicle incidents affecting local travel patterns. TSM measures help to optimize the steady, safe, and orderly flow of vehicle traffic on congested streets and the regional freeway system. These TSM measures are not typically considered capacity enhancements; rather, they are operational improvements

[11] Santa Clara County, Proposed project list for *Expressway Plan 2040*.

[12] Santa Clara VTA, *Santa Clara Valley Transportation Authority Valley Transportation Plan 2040*, (VTP 2040), adopted in October 2014).

designed to complement vehicle trip reduction strategies from the Transportation Demand Management program and the NBPP morning peak period trip cap.

The *VTP 2040* (October 2014) that the VTA is implementing includes a variety of TSM measures to improve the efficiency of the overall transportation system, so as to permit land use intensification within the Santa Clara Valley while maintaining personal mobility by a variety of travel modes. Some key regional transportation improvements include:

- US 101 auxiliary lane project to improve ramp operations and merging of the freeway-to-freeway HOV lanes
- Local interchange ramp metering
- Conversion of high occupancy vehicle (HOV) lanes to high occupancy toll (HOT) lanes
- ITS features like changeable message signs (CMS) to communicate driver information from the traffic control center.

The intersection mitigation described above includes signal coordination along the Shoreline Boulevard corridor (#34 to 38) and at closely-spaced intersections on San Antonio Road (#1 and 2) and Rengstorff Avenue (#15, and #16) to maximize efficiency of the streets during peak periods. To ensure steady traffic flow, these signal coordination systems have recently been upgraded to adaptive signal timing systems to serve the start and end of the peak period. The use of existing and future intelligent transportation systems (ITS) such as changeable message signs improves real-time monitoring and management of local vehicle traffic during an incident or local event by suggesting alternate routes.

This NBPP Transportation Impact Analysis report does not presuppose any particular outcome of the Shoreline Boulevard Transportation Corridor Study (including potential TSM measures like reversible travel lanes and dedicated transit lanes on Shoreline Boulevard described earlier in **Chapter 4** page 89); therefore, some of the mitigations identified in this analysis may be further elaborated upon in the Corridor Study.

Potential Additional Actions to Offset Impacts

In addition to the mitigation measures described above, there are other possible actions that could be taken to offset or address some of the transportation impacts identified in this chapter. These actions have not been evaluated in detail; some would involve changes to the project description or to previously-adopted policies, so the feasibility of these steps is speculative at this time. However, they are included here in the interests of presenting a comprehensive set of mitigation ideas.

- Modify the Project Size – One obvious step to reduce the project's impacts would be to reduce the size of the project. However, this must be balanced against other methods of achieving the project's objectives.
- Add Gateway Capacity – The addition of a new gateway(s) could provide additional capacity for travel in and out of the North Bayshore area. Possible gateway connections might include a bridge over Stevens Creek near Charleston Road, and/or an additional crossing location of US 101 connecting Charleston Road to Landings Drive. Any new gateway connection would need to be evaluated to determine its benefits and impacts.
- Adjust the Parking Supply – The amount of parking influences the vehicle trip generation. Lower parking ratios typically mean that fewer residents own vehicles, while higher parking ratios serve to allow more vehicle ownership. Parking supply is also a key consideration in the market feasibility of any new residential development, so this factor must be carefully balanced.
- Modify the Gateway Capacity Monitoring Requirements – Currently, the gateway capacity is monitored only for inbound traffic during the morning peak period. As described in **Appendix F**, with the addition of residential uses in North Bayshore, the directional traffic flow is more balanced and the gateway capacity is constrained by the combination of inbound and outbound traffic. Thus, a modification to monitor and report the total (both inbound and outbound) vehicle traffic at the gateway would be a more direct metric of the overall performance of the North Bayshore area gateway capacity.

Year 2030 Cumulative with Project Conditions

Under Year 2030 Cumulative with Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in potentially significant impacts at the following intersections.

Int. 1. San Antonio Road and Bayshore Parkway (Palo Alto): The addition of cumulative traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the PM peak hour.

Int. 2. San Antonio Road and US 101 Northbound Ramps (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS B to unacceptable LOS F during the AM peak hour and from acceptable LOS A to unacceptable LOS F during the PM peak hour.

Int. 3. San Antonio Road and Charleston Road (Palo Alto): The addition of cumulative traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the AM peak hour and from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 4. San Antonio Road and Middlefield Road (Palo Alto): The addition of cumulative traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the AM peak hour and from acceptable LOS E to unacceptable LOS F during the PM peak hour.

Int. 6. San Antonio Road and California Street (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the PM peak hour.

Int. 8. Charleston Road and Fabian Way (Palo Alto): The addition of cumulative traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the AM peak hour.

Int. 9. Charleston Road and Middlefield Road (Palo Alto): The addition of cumulative traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS E during the AM peak hour, and from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 10. Charleston Road and Alma Street (Palo Alto): The addition of cumulative traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the AM peak hour, and from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 12. Salado Drive and Garcia Avenue (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS B to unacceptable LOS F during the PM peak hour.

Int. 13. Amphitheatre Parkway and Garcia Avenue-Charleston Road (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the AM peak hour and would exacerbate unacceptable intersection operations during the PM peak hour.

Int. 15. Rengstorff Avenue and US 101 Southbound Ramps (Mountain View): The addition of cumulative traffic would exacerbate unacceptable intersection operations during the AM and PM peak hours.

Int. 16. Rengstorff Avenue and Leghorn Street (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS B to unacceptable LOS F during the AM peak hour, and from acceptable LOS C to unacceptable LOS E during the PM peak hour.

Int. 17. Rengstorff Avenue and Old Middlefield Way (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 20. Rengstorff Avenue and Central Expressway (Santa Clara County): The addition of cumulative traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the AM peak hour, and from acceptable LOS E to unacceptable LOS F during the PM peak hour.

Int. 21. Rengstorff Avenue and California Street (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the AM peak hour, and from acceptable LOS C to unacceptable LOS F during the PM peak hour.

Int. 22. Rengstorff Avenue and El Camino Real (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the PM peak hour.

Int. 32 Shoreline Boulevard and Space Park Way (Mountain View): The addition of cumulative traffic would exacerbate unacceptable intersection operations during the AM peak hour, and would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 33. Shoreline Boulevard and Plymouth Street (Mountain View): The addition of cumulative traffic would exacerbate unacceptable intersection operations during the AM and PM peak hours.

Int. 34. Shoreline Boulevard and Pear Avenue (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the AM peak hour, and from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 35. Shoreline Boulevard and La Avenida-US 101 Northbound Ramps (Mountain View): The addition of cumulative traffic would exacerbate unacceptable intersection operations during the AM and PM peak hours.

Int. 37. Shoreline Boulevard and Terra Bella (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS E during the PM peak hour.

Int. 38. Shoreline Boulevard and Middlefield Road (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the AM peak hour, and from acceptable LOS E to unacceptable LOS F during the PM peak hour.

Int. 39. Shoreline Boulevard and Montecito Avenue-Stierlin Road (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS E during the AM peak hour, and from acceptable LOS C to unacceptable LOS E during the PM peak hour.

Int. 42. Shoreline Boulevard and Central Expressway (East) (Santa Clara County): The addition of cumulative traffic would degrade intersection operations from acceptable LOS A to unacceptable LOS F during the PM peak hour.

Int. 43. Shoreline Boulevard and California Street (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the PM peak hour.

Int. 44. Shoreline Boulevard-Miramonte Avenue and El Camino Real (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 45. Miramonte Avenue and Castro Street-Marilyn Drive (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS B to unacceptable LOS F during the AM peak hour.

Int. 46. Miramonte Avenue and Cuesta Drive (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the PM peak hour.

Int. 48. Moffett Boulevard and Middlefield Road (Mountain View): The addition of cumulative traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 49. Moffett Boulevard-Castro Street and Central Expressway (Santa Clara County): The addition of cumulative traffic would degrade intersection operations from acceptable LOS E to unacceptable LOS F during the PM peak hour.

Int. 50. Moffett Boulevard-Castro Street and Central Expressway (Santa Clara County): The addition of cumulative traffic would degrade intersection operations from acceptable LOS B to unacceptable LOS F during the PM peak hour.

Int. 52. Whisman Station Road and Central Expressway (Santa Clara County): The addition of cumulative traffic would degrade intersection operations from acceptable LOS B to unacceptable LOS F during the PM peak hour.

Int. 54. Ferguson Drive and Central Expressway (Santa Clara Count): The addition of cumulative traffic would degrade intersection operations from acceptable LOS A to unacceptable LOS F during the PM peak hour.

Int. 56. Mary Avenue and Central Expressway (Santa Clara County): The addition of cumulative traffic would degrade intersection operations from acceptable LOS E to unacceptable LOS F during the PM peak hour.

Int. 58. Bay Road and University Avenue (East Palo Alto): The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 59. Donohoe Street and University Avenue (East Palo Alto): The addition of project traffic would exacerbate unacceptable intersection operations during the AM peak hour.

Int. 62. Embarcadero Road and E. Bayshore Road (Palo Alto): The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E during the AM peak hour and would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 63. Embarcadero Road and Middlefield Road (Palo Alto): The addition of project traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS F during the AM peak hour and would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 64. Oregon Expressway and Middlefield Road (Santa Clara County): The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 65. Arastradero Road-Charleston Road and El Camino Real (Palo Alto): The addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS F during the PM peak hour.

Int. 67. Page Mill Road and I-280 Southbound Off-Ramp-Arastradero Road (Santa Clara County): The addition of project traffic would exacerbate unacceptable intersection operations during the AM and PM peak hours.

Int. 70. Moffett Boulevard and SR 85 Southbound Ramp (Mountain View): The addition of project traffic would degrade intersection operations from acceptable LOS A to unacceptable LOS F during the AM peak hour and would degrade intersection operations from acceptable LOS B to unacceptable LOS F during the PM peak hour.

Int. 72 New North-South Local Street / Shorebird Way (Mountain View): The addition of project traffic would exacerbate unacceptable intersection operations during the PM peak hour.

Int. 73 New North-South Local Street / Space Park Way (Mountain View): The addition of project traffic would exacerbate unacceptable intersection operations during the PM peak hour.

Int. 75. Inigo Way and La Avenida (Mountain View): The addition of project traffic would degrade intersection operations from acceptable LOS B to unacceptable LOS E during the PM peak hour.

Table H-5 in **Appendix H** shows the delays, LOS, and changes in critical volume-to-capacity ratio and delay used to identify significant intersection impacts under Year 2030 Cumulative with Project Conditions. The corresponding LOS calculation sheets are included in **Appendix C**. Mitigation measures are described below and are summarized in **Table 14**.

TABLE 14: YEAR 2030 CUMULATIVE WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]		Mitigation Measure	Peak Hour	Year 2030 Cumulative with Project Conditions				Summary of Draft CEQA Determination
				Without Mitigation		With Mitigation		
				Delay	LOS	Delay	LOS	
San Antonio Road Gateway								
1	San Antonio Rd and Bayshore Pkwy (PA)	Partial Mitigation – Signal timing modifications. (Same as Existing with Project Conditions mitigation)	AM PM	24.5 **>120**	C **F**	24.5 **96.1**	C **F**	SU
2	San Antonio Rd and US 101 Northbound Ramps (PA)	No feasible improvements.	AM PM	**66.0** **88.3**	**E** **F**	N/A N/A		SU
3	San Antonio Rd and Charleston (PA)	No feasible improvements.	AM PM	**88.2** **107.2**	**F** **F**	N/A N/A		SU
Rengstorff Avenue Gateway								
13	Amphitheatre Parkway and Garcia-Avenue-Charleston Rd (MV)	Partial Mitigation – Add an additional northbound right-turn lane and overlap signal phase. (Same as Existing with Project Conditions mitigation)	AM PM	**>120** **>120**	**F** **F**	**62.5** **>120**	**F** **F**	SU
15	Rengstorff Ave and US 101 Southbound Ramps (MV)	No feasible improvements. (Same as Existing with Project Conditions mitigation)	AM PM	**108.8** **117.9**	**F** **F**	N/A N/A		SU
16	Rengstorff Ave and Leghorn Street (MV)	Partial Mitigation – Reconfigure eastbound and westbound left turn lanes with a separate left-turn lane and one shared through-right lane with permitted phasing. (Same as Existing with Project Conditions mitigation)	AM PM	**86.1** **68.5**	**F** **E**	**59.0** 49.9	**E** D	SU

TABLE 14: YEAR 2030 CUMULATIVE WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]		Mitigation Measure	Peak Hour	Year 2030 Cumulative with Project Conditions				Summary of Draft CEQA Determination
				Without Mitigation		With Mitigation		
				Delay	LOS	Delay	LOS	
Shoreline Boulevard Gateway								
32	Shoreline Blvd and Space Park Way (MV)	Two Northbound Left Turn Lanes: Realign Plymouth Street with Space Park Way signalized with protected phasing. (EB/WB: left turn and shared through-right, NB: two left turns, one through, one shared through-right, SB: left turn, one through, one shared through-right). The two northbound left turn lanes should be 425 feet long to minimize queue spillback during the morning peak hour.	AM PM	**>120** **>120**	**F** **F**	29.8 50.6	C D	SU
33	Shoreline Blvd and Plymouth St (MV)	Two Northbound Left Turn Lanes: Realign Plymouth Street with Space Park Way signalized with protected phasing. (EB/WB: left turn and shared through-right, NB: two left turns, one through, one shared through-right, SB: left turn, one through, one shared through-right). The two northbound left turn lanes should be 425 feet long to minimize queue spillback during the morning peak hour.	AM PM	**>120** **>120**	**F** **F**	29.8 50.6	C D	SU
		Option 2 – Partial Mitigation Single Left Turn Lane with North/South Split Phase: Northbound/southbound split phasing with a single northbound left turn lane.	AM PM	**>120** **>120**	**F** **F**	44.8 **104.5**	D **F**	SU

TABLE 14: YEAR 2030 CUMULATIVE WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]		Mitigation Measure	Peak Hour	Year 2030 Cumulative with Project Conditions				Summary of Draft CEQA Determination
				Without Mitigation		With Mitigation		
				Delay	LOS	Delay	LOS	
34	Shoreline Blvd and Pear Ave (MV)	Partial Mitigation – Limited Access from Shoreline Boulevard at Pear Avenue: Modify the northbound approach with three northbound through lanes and a separate right-turn lane with 300 foot storage pocket. Restripe the eastbound approach as a two right turn lanes with a no-right-turn on red condition and the westbound approach as a left turn lane and one shared through-right lane with east/west split phasing. (Same as Existing with Project Conditions mitigation)	AM PM	**>120** **>120**	**F** **F**	32.2 **109.9**	C **F**	SU
35	Shoreline Blvd and La Avenida-US 101 NB Ramps (MV)	Partial Mitigation – Realign off-ramp with La Avenida to create a T-intersection. (Same as Existing with Project Conditions mitigation)	AM PM	**>120** **>120**	**F** **F**	23.2 **112.9**	C **F**	SU
37	Shoreline Blvd and Terra Bella Ave (MV)	Reconfigure southbound approach with a right turn lane, two through lanes, and a left turn lane.	AM PM	36.5 **60.5**	D **E**	32.5 51.1	C D	SU
38	Shoreline Blvd and Middlefield Rd (MV)	Add an additional left turn lane for eastbound and westbound movements. (Same as Existing with Project Conditions mitigation)	AM PM	**101.9** **>120**	**F** **F**	**75.4** **>120**	**E** **F**	SU
North Bayshore Precise Plan Intersections								
12	Salado Dr and Garcia Ave (MV)	Signalize intersection.	AM PM	20.9 **72.7**	C **F**	18.2 21.5	B- C+	LTS
72	New North-South Local Street / Shorebird Way (MV)	Signalize the intersection. Each approach would have a left turn lane with protected left-turn phasing and a shared through-right turn lane. (Same as Existing with Project Conditions mitigation)	AM PM	32.0 **>120**	D **F**	22.1 23.7	C+ C	LTS

TABLE 14: YEAR 2030 CUMULATIVE WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]		Mitigation Measure	Peak Hour	Year 2030 Cumulative with Project Conditions				Summary of Draft CEQA Determination
				Without Mitigation		With Mitigation		
				Delay	LOS	Delay	LOS	
73	New North-South Local Street (MV)	Signalize the intersection. Each approach would have a left turn lane with protected left-turn phasing and a shared through-right turn lane. (Same as Existing with Project Conditions mitigation)	AM PM	19.7 **>120**	C **F**	21.9 28.4	C C	LTS
75	Inigo Wy and La Avenida (MV)	Signalize the intersection with protected left turn phasing. (Same as Existing with Project Conditions mitigation)	AM PM	23.6 **40.1**	C **E**	18.5 30.8	B C	LTS
Other Off-Site Intersections								
4	San Antonio Rd and Middlefield Rd* (PA)	No feasible improvements.	AM PM	**87.2** **>120**	**F** **F**	N/A N/A		SU
6	San Antonio Rd and California St (MV)	Partial Mitigation – Reconfigure southbound approach with two left-turn lanes, one through lane and one through-right lane, and signal timing modifications.	AM PM	**74.3** **83.7**	**E** **F**	47.7 **69.2**	D **E**	SU
8	Charleston Rd and Fabian Way (PA)	Change AM cycle length from 40 seconds to 80 seconds.	AM PM	**92.7** 24.0	**F** C	18.0 24.0	B C	SU
9	Charleston Rd and Middlefield Rd (PA)	Partial Mitigation – Change AM cycle length from 60 seconds to 100 seconds.	AM PM	**58.6** **101.4**	**E+** **F**	47.1 **101.4**	D **F**	SU
10	Charleston Rd and Alma St (PA)	No feasible improvements.[3]	AM PM	**>120** **>120**	**F** **F**	N/A N/A		SU
17	Rengstorff Ave and Old Middlefield Way (MV)	Partial Mitigation – Add a second westbound left turn lane.	AM PM	50.6 **110.1**	D **F**	49.2 **94.7**	D **F**	SU
20	Rengstorff Ave and Central Expwy* (SCC)	Grade Seperation.[4] (Same as Existing with Project Conditions mitigation)	AM PM	**>120** **>120**	**F** **F**	N/A N/A		SU

TABLE 14: YEAR 2030 CUMULATIVE WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]		Mitigation Measure	Peak Hour	Year 2030 Cumulative with Project Conditions				Summary of Draft CEQA Determination
				Without Mitigation		With Mitigation		
				Delay	LOS	Delay	LOS	
21	Rengstorff Ave and California St (MV)	Partial Mitigation – Change AM cycle length from 90 seconds to 110 seconds.	AM PM	**80.9** **>120**	**F** **F**	**78.6** **>120**	**E** **F**	SU
22	Rengstorff Ave and El Camino Real* (MV)	No feasible improvements.	AM PM	40.7 **>120**	D **F**	N/A N/A		SU
39	Shoreline Blvd and Montecito Ave-Stierlin Rd (MV)	No feasible improvements.	AM PM	**73.2** **75.1**	**E** **E-**	N/A N/A		SU
42	Shoreline Blvd and Central Expwy (East)* (SCC)	Change PM cycle length from 120 seconds to 150 seconds.	AM PM	**107.1** **>120**	**F** **F**	**107.1** 21.4	**F** C+	SU
43	Shoreline Blvd and California St (MV)	No feasible improvements.	AM PM	**66.4** **>120**	**E** **F**	N/A N/A		SU
44	Shoreline Blvd-Miramonte Ave and El Camino Real* (MV)	No feasible improvements.	AM PM	**>120** **>120**	**F** **F**	N/A N/A		SU
45	Miramonte Ave and Castro St-Marilyn Dr (MV)	Modify the intersection to include protected left turns on each approach.	AM PM	**>120** 29.2	**F** C	16.7 15.6	B B	LTS
46	Miramonte Ave and Cuesta Dr (MV)	No feasible improvements.	AM PM	**>120** **95.7**	**F** **F**	N/A N/A		SU
48	Moffett Blvd and Middlefield Rd (MV)	No feasible improvements.	AM PM	**90.1** **107.4**	**F** **F**	N/A N/A		SU

TABLE 14: YEAR 2030 CUMULATIVE WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]		Mitigation Measure	Peak Hour	Year 2030 Cumulative with Project Conditions				Summary of Draft CEQA Determination
				Without Mitigation		With Mitigation		
				Delay	LOS	Delay	LOS	
49	Moffett Blvd-Castro St and Central Expwy* (SCC)	Partial Mitigation – Closure of northbound movements from Castro Street to Central Expressway and Moffett Boulevard.[4]	AM PM	**>120** **>120**	**F** **F**	44.4 76.6	D E-	SU
50	Central Expwy and SR-85 Ramps (SCC)	Partial Mitigation – Reconfigure the westbound approach to include three through lanes.	AM PM	21.6 **>120**	C+ **F**	16.4 **83.3**	B **F**	SU
52	Whisman Station Rd and Central Expwy* (SCC)	No feasible improvements.	AM PM	18.0 **>120**	B **F**	N/A N/A		SU
54	Ferguson Dr and Central Expwy* (SCC)	Partial mitigation – Reconfigure westbound approach to include three through lanes.	AM PM	45.2 **>120**	D **F**	25.8 56.3	C E+	SU[5]
56	Mary Ave and Central Expwy* (SCC)	Partial mitigation – Reconfigure eastbound and westbound approach to include four through lanes in each direction.	AM PM	**103.8** **>120**	**F** **F**	**92.6** **>120**	**F** **F**	SU
58	Bay Rd and University Ave (EPA)	Restripe northbound approach to include an exclusive right-turn lane, restripe the westbound approach to include a second westbound left-turn lane, restripe the southbound approach to include a second left-turn lane and modify signal phasing.	AM PM	52.2 **98.0**	D- **F**	37.3 45.6	D+ D	SU[5]
59	Donohoe St and University Ave (EPA)	Partial Mitigation – Restripe the westbound approach to include dual left turn lanes, one through lane and one right turn lane with protected left turns. (Same as Existing with Project Conditions mitigation)	AM PM	**98.1** 41.9	**F** D	**87.2** 26.4	**F** C	SU
62	Embarcadero Rd and E. Bayshore Rd (PA)	Partial Mitigation – Modify signal cycle length to 120 seconds. (Same as Existing with Project Conditions mitigation)	AM PM	**64.3** **99.2**	**E** **F**	**64.3** **82.3**	**E** **F**	SU

TABLE 14: YEAR 2030 CUMULATIVE WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]		Mitigation Measure	Peak Hour	Year 2030 Cumulative with Project Conditions				Summary of Draft CEQA Determination
				Without Mitigation		With Mitigation		
				Delay	LOS	Delay	LOS	
63	Embarcadero Rd and Middlefield Rd (PA)	No feasible improvements.	AM PM	**92.7** **>120**	**F** **F**	N/A N/A		SU
64	Oregon Expwy and Middlefield Rd* (SCC)	Partial Mitigation – Construct a second westbound and eastbound left turn lanes.	AM PM	**>120** **>120**	**F** **F**	**>120** **>120**	**F** **F**	SU
65	Arastradero Rd-Charleston Rd and El Camino Real* (PA)	No feasible improvements.	AM PM	**>120** **>120**	**F** **F**	N/A N/A		SU
67	Page Mill Rd and I-280 Southbound Off Ramp-Arastradero Rd (SCC)	Signalize the intersection with protected left turn phasing and dual left turn lanes and a shared through-right lane on the westbound approach. Restripe the eastbound approach with a dedicated left-turn lane and dedicated right-turn lane.	AM PM	**>120** **>120**	**F** **F**	64.6 68.3	E E	SU[5]
70	Moffett Blvd and SR 85 Southbound Ramp (MV)	Signalize the intersection.	AM PM	**>120** **90.1**	**F** **F**	16.7 13.8	B B	LTS

TABLE 14: YEAR 2030 CUMULATIVE WITH PROJECT MITIGATION SUMMARY

Impacted Intersection[1]	Mitigation Measure	Peak Hour	Year 2030 Cumulative with Project Conditions				Summary of Draft CEQA Determination
			Without Mitigation		With Mitigation		
			Delay	LOS	Delay	LOS	

Notes:

1. Intersection jurisdiction (with Level of Service standard):
   EPA = East Palo Alto (LOS D standard)
   LA = City of Los Altos (LOS D standard)
   MV = City of Mountain View (LOS D standard); LOS E for CMP, Downtown, and San Antonio Shopping Center intersections.
   MP = City of Menlo Park (LOS E standard on Bayshore Expressway)
   PA = City of Palo Alto (LOS D standard; LOS E for CMP)
   SCC = Santa Clara County (LOS E standard)
2. Summary of Draft CEQA Determination:
   SU = indicates a significant and unavoidable impact
   LTS = indicates less-than-significant with mitigation.
   Bold text indicates intersection operations below the applicable level of service standard. **Bold and highlighted** indicates a significant impact per the significance criteria used in this study.
3. Implementation of a grade separated crossing may reduce the impact but would involve a very high construction cost and is not currently planned. Therefore this mitigation is considered infeasible for the purposes of this document.
4. The City of Mountain View City Council has approved the grade separation concept and the City is seeking funding for this project.
5. This facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented: therefore this impact is considered significant and unavoidable under Year 2030 Cumulative with Project Conditions.
   * Denotes Congestion Management Program (CMP) intersection.

Source: Fehr & Peers, February 2017.

Per the City's policy direction, this environmental analysis assumes no major infrastructure projects that would add significant roadway capacity for automobiles at the North Bayshore gateways. The localized improvements identified as mitigation measures above would marginally improve intersection operations, serve peak vehicle demand, and in some cases improve street connectivity. These improvements are further described below.

San Antonio Road Gateway Improvements

San Antonio Road and Bayshore Parkway (Int. #1, Palo Alto): There are no feasible physical intersection improvements that would improve intersection operations to an acceptable level. The City of Mountain View recently increased vehicle storage for the northbound right-turn lane (San Antonio Road to Bayshore Parkway), and the westbound left-turn lane (Bayshore Parkway to San Antonio Road). The eastbound right-turn lane (Bayshore Parkway to San Antonio Road) should be lengthened to 150 feet. Further lengthening of the westbound left turn lane up to 300 feet, while beneficial to intersection operations, would require additional right-of-way and relocation of the existing sidewalk on the east side of Bayshore Parkway. While not typically, considered mitigation an update of the signal timings would incrementally improve the vehicle operations at this intersection. However, these mitigation measures do not improve intersection operations

to acceptable LOS in the PM Peak hour. Therefore, the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

San Antonio Road and US 101 Northbound Ramps (Int. #2, Palo Alto): No feasible vehicle capacity improvements (e.g., intersection turn lanes) at the intersection of San Antonio Road and US 101 Northbound Ramps. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

San Antonio Road and Charleston Road (Int. #3, Palo Alto): No feasible vehicle capacity improvements (e.g., intersection turn lanes) at the intersection of San Antonio Road and Charleston Road because each quadrant of the intersection is developed and widening of the intersection would likely affect adjacent buildings and/or infrastructure. Furthermore, widening this intersection would conflict with Palo Alto policies to accommodate the needs of bicyclist and pedestrians. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Rengstorff Avenue Gateway Improvements

Amphitheatre Parkway and Garcia Avenue-Charleston Road (Int. #13, Mountain View): To improve operations and improve queueing in the northbound direction an additional northbound right-turn lane (Rengstorff Avenue to Charleston Avenue) could be added with overlap signal phasing; however, this would not improve intersection operations to an acceptable level of service. The eastbound approach could be reconfigured to include a dedicated right-turn lane; however, this improvement would not improve intersection operations. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Rengstorff Avenue and US 101 Southbound ramps (Int. #15, Mountain View): No vehicle capacity improvements (e.g., intersection turn lanes) at the intersection of Rengstorff Avenue and US 101 Southbound ramps are physically feasible. A northbound right-turn lane could be added; however, this would not improve intersection operations to an acceptable level of service. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Rengstorff Avenue and Leghorn Street (Int. #16, Mountain View): Converting the westbound and eastbound approaches to include a separate left-turn lane and a shared through-right lane with permitted east/west phasing would improve intersection operations. This would require widening the curb-to-curb width on the east leg, additional right-of-way, and re-striping the lanes for the east/west legs. Secondary impacts

associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. Modification of the east/west approaches could be added; however, this would not improve intersection operations to an acceptable level of service. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions.

Shoreline Boulevard Gateway Improvements

The intersection improvements described below should be accompanied by a modification of the signal coordination to improve signal progression through the Shoreline Boulevard corridor.

Shoreline Boulevard and Space Park Way (Int. #32, Mountain View): The realignment of Plymouth Street with Space Park Way is identified as a potential improvement in the NBPP circulation map. To operate acceptably, the new intersection of Shoreline Boulevard with Space Park Way-Plymouth Street should be signalized with protected left-turn phasing on each approach (see the mitigation discussion below for the Shoreline Boulevard and Plymouth Street intersection). Because of the high demand for northbound left-turns at this location, it is recommended that special consideration be given to accommodating that movement to minimize the likelihood of queue spillback blocking the through movements on Shoreline Boulevard.

Shoreline Boulevard and Plymouth Street (Int. #33, Mountain View): The realignment of Plymouth Street with Space Park Way is identified as a potential improvement in the NBPP circulation map. To operate acceptably, the new intersection of Shoreline Boulevard with Space Park Way-Plymouth Street should be signalized with protected left-turn phasing on each approach (see **Table 14** for summary of the geometric configuration). Because of the high demand for northbound left-turns at this location, it is recommended that special consideration be given to accommodating that movement to minimize the likelihood of queue spillback blocking the through movements on Shoreline Boulevard. Two options are described here:

- Option 1 – Dual Northbound Left Turn Lanes: To accommodate the morning peak hour demand, the two left turn lanes would each need to be approximately 425 feet long. This configuration would require additional right-of-way between Space Park Way and Pear Avenue and would affect the configuration of the southbound left turn lane at Shoreline Boulevard and Pear Avenue.
- Option 2 – Single Split Phase Northbound Left Turn Lane: This improvement would include north/south split phasing and a single northbound left turn lane with an approximately 350 foot storage pocket. To fully accommodate the morning peak hour demand volumes, one of the northbound through lanes would serve as a de facto left turn lane requiring approximately 850 feet of storage; this vehicle queue would extend from Space Park Way through Pear Avenue halfway to the US 101 Northbound Off-Ramps. This configuration could require additional right-of-way. This

option improves LOS to acceptable operations during the AM peak hour but does not provide acceptable operations in the PM peak hour.

Moving Plymouth Street approximately 230 feet further north to align with Space Park Way would increase the potential vehicle storage space along Shoreline Boulevard. This improvement would require additional right-of-way, removal of trees, and potentially relocation of utilities, but would reduce the project traffic impact to less-than-significant. However due to the right-of-way constraints and prioritization of bicycle and pedestrian crossing the City is considering the option with the least right-of-way take, which means the northbound left turn lane queue would likely spill back onto Shoreline Boulevard. These improvements would better manage vehicle storage, however, the City is trying to minimize right-of-way and balance considerations to prioritize transit, bicycle, and pedestrians within this corridor too. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. Signalization of Shoreline Boulevard and Plymouth Street as a T-intersection (maintaining the current alignment) is not recommended because the signal would not serve a substantial volume of traffic and would only add delay to traffic on Shoreline Boulevard.

Shoreline Boulevard and Pear Avenue (Int. #34, Mountain View): This intersection currently acts as a bottleneck during the AM and PM peak hours. To provide more green time to the through movements along Shoreline Boulevard the Shoreline Boulevard and Pear Avenue intersection could be modified to include:

- restripe westbound approach as left turn lane and one shared through-right lane.
- restripe eastbound approach as a left turn lane, through lane, and two right turn lanes with a no-right turn on red condition.
- Reconfigure the northbound approach with three northbound through lanes (no left turn access), and a northbound right turn lane. Create 300 foot northbound right-turn pocket to bypass the Shoreline Boulevard queue and provide space for right turn vehicles to wait while pedestrians cross the east leg of the intersection.

This option limits access from Shoreline Boulevard to/from the parcels currently occupied by the movie theater, fitness center, and dance studio. With this option, the morning peak hour operations would improve to LOS C; the evening peak hour operations would operate at LOS F. This improvement may require additional right-of-way, removal of trees, and potentially relocation of utilities.

These improvements would have secondary effects on the Shoreline Boulevard and Plymouth Street intersection because the northbound left turns at Pear Avenue would need to divert to Plymouth Street. To address the storage space needs, this option would also require two 500-foot northbound left turn lanes from Shoreline Boulevard to Plymouth Street (see the mitigation for the Shoreline Boulevard and Plymouth

Street-Space Park Way intersection mitigation #33). Under this mitigation measure, the Plymouth Street intersection would operate at LOS D+ (35.9 seconds of delay) and LOS D- (53.9 seconds of delay) during the AM and PM peak hours, respectively.

This limited access configuration results in acceptable level of service at the Shoreline Boulevard and Pear Avenue intersection during the AM peak hour, but would limit access to land uses west of Shoreline Boulevard at Pear Avenue and would shift some traffic to the Shoreline Boulevard and Plymouth Street-Space Park Way intersection. In consideration of the potential for right-of-way constraints that could affect the feasibility, the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions.

Shoreline Boulevard and La Avenida-US 101 Northbound Ramps (Int. #35, Mountain View): This five-legged intersection serves approximately 44 percent of inbound and outbound traffic accessing the NBPP area during the morning peak hour and 51 percent during the evening peak hour. As currently configured, vehicles destined for areas east of Shoreline Boulevard must travel through the Shoreline Boulevard and Pear Avenue intersection to access La Avenida. The realignment of the US 101 northbound ramps would create a new T-intersection west of the Inigo Way and La Avenida intersection (shown in mitigation analysis in **Appendix L**). This intersection would include east/west intersection modifications at the Shoreline Boulevard and La Avenida intersection and the Inigo Way and La Avenida intersection. These improvements would improve the overall intersection to an acceptable level of operation in the AM peak hour. **Appendix L** provides the intersection volume and level of services results for the study intersections (#31 to 35 and 71 to 75 plus the realigned ramp intersection #76) affected by the ramp realignment.

With this realignment of the US 101 northbound off-ramp, three notable shifts occur (inbound traffic summarized below):

- Shift from Shoreline Boulevard to the new local north/south street between Charleston Road and Pear Avenue. Approximately 700 inbound vehicles during the morning peak hour (340 inbound vehicles from Shoreline Boulevard and 360 inbound vehicles from US 101 northbound off-ramp), and 280 inbound vehicles during the evening peak hour (80 inbound vehicles from Shoreline Boulevard and 170 inbound vehicles from US 101 northbound off-ramp) would shift to Inigo Way and the new north/south local street connecting La Avenida and Charleston Road parallel to Shoreline Boulevard.
- Shift from Pear Avenue to La Avenida. The realignment provides a more direct access path to La Avenida and the north/south street north of Pear Avenue. Approximately 250 inbound vehicles shift during the morning peak hour, and 180 inbound vehicles during the evening peak hour to La Avenida from Pear Avenue.

- Redistribution of inbound traffic from Shoreline Boulevard to Pear Avenue accessing the proposed Shoreline Commons site. The realignment also shifts about 240 inbound vehicles during the morning peak hour and 30 inbound vehicles during the evening peak hour from the northbound left turn at pear to the westbound through movement.

This redistribution of off-ramp traffic would reduce the traffic at Shoreline Boulevard and La Avenida-US 101 Northbound Ramps and redistribute traffic at the Shoreline Boulevard and Pear Avenue intersection. Outbound La Avenida traffic to southbound Shoreline Boulevard may have difficulty weaving to the westbound left turn lane due to queuing of inbound vehicles entering into North Bayshore. The short spacing between the realigned ramp and Inigo Way may present difficult weaving conditions for inbound vehicles too.

The realignment of the US 101 northbound off-ramp would increase traffic on the new north/south street; this increase in traffic would require signalization of the new north/south local street intersections at Shorebird Way and Space Park Way. The new north/south local street and Charleston Road would also operate unacceptably during the evening peak hour (see **Appendix L**). Although the peak hour signal warrant is not currently met it would be possible to improve the intersection operations either by signalizing the intersection or by constructing a single-lane roundabout. The determination of which type of improvement would be most appropriate depends in part on the decision about whether to construct a new crossing of Stevens Creek at the end of Charleston Road.

Realignment of the US 101 northbound off-ramp would require coordination with Caltrans. Since it cannot be assumed Caltrans would approve this mitigation measure and the City cannot solely guarantee its implementation, this impact is designated as ***significant and unavoidable***. However, the City should diligently pursue measures to fully mitigate this impact.

Shoreline Boulevard and Terra Bella Ave (Int. #37, Mountain View): Converting the southbound approach to include two through lanes and a right turn lane would return the intersection operations to an acceptable level of service. Secondary impacts associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. The estimated southbound right-turn volume of 150 vehicles does not typically justify a separate right-turn lane and this potential mitigation may require additional right-of-way with the proposed reversible transit lane on Shoreline Boulevard. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions.

Shoreline Boulevard and Middlefield Road (Int. #38, Mountain View): Converting the westbound and eastbound approaches to include two left turn lanes, a through lane, and a shared through-right turn lane

and signal timing modifications would reduce the project impact. These additional left-turn lanes may require relocation of existing utilities and removal of trees within the median of Middlefield Road. However, these mitigation measures do not improve intersection operation to an acceptable LOS in the PM peak hour. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. This improvement is designed with reversible bus lane project. No other improvements are possible due to right-of-way constraints.

On-Site Intersections and Streets

The NBPP includes the priority transportation infrastructure described in Chapter 1 and other new local streets, multi-use paths, modifications to existing streets to include wider sidewalks, landscape areas within the median or along the curb, and cycle tracks on one or both sides of the street (see the NBPP for more details). These street improvements may cause secondary impacts often associated with constructing new infrastructure or modifying existing facilities, such as the removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Salado Drive and Garcia Avenue (Int. #12, Mountain View): Signalizing this intersection would reduce the impact to a ***less-than-significant*** level.

New North-South Local Street and Shorebird Way (Int. #72, Mountain View): With most of the residential development focused east of Shoreline Boulevard, the intersection of the new north-south local street at Shorebird Way would need to be signalized. Each approach would have a left turn lane with protected left-turn phasing and a shared through-right turn lane. This signalization and intersection configuration will reduce the intersection level of service impact to a ***less-than-significant*** level under Year 2030 Cumulative with Project Conditions.

New North-South Local Street and Space Park Way (Int. #73, Mountain View): With most of the residential development focused east of Shoreline Boulevard, the intersection of the new north-south local street at Space Park Way would need to be signalized. Each approach would have a left turn lane with protected left-turn phasing and a shared through-right turn lane. This signalization and intersection configuration will reduce the intersection level of service impact to a ***less-than-significant*** level under Year 2030 Cumulative with Project Conditions.

Inigo Way and La Avenida (Int. #75, Mountain View): With most of the residential development focused east of Shoreline Boulevard, this intersection would need to be signalized. The eastbound approach would have shared left-through lane, the southbound approach would have a separate left-turn and right turn lanes, and the westbound approach would have a through–right turn lane. This signalization and intersection

improvements will reduce the intersection level of service impact to a ***less-than-significant*** level under Year 2030 Cumulative with Project Conditions.

Other Off-Site Intersections

San Antonio Road and Middlefield Road (Int. # 4, Palo Alto): No vehicle capacity improvements (e.g., intersection turn lanes) at the intersection of San Antonio Road and Middlefield Road are physically feasible because each quadrant of the intersection is developed and widening of the intersection would likely affect adjacent buildings and/or infrastructure. Furthermore, widening this intersection would intersection would conflict with Palo Alto policies to accommodate the needs of bicyclist and pedestrians. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

San Antonio Road and California Street (Int. #6, Mountain View): Reconfiguring the southbound approach to include two southbound left turn lanes, one through lane and one through-right lane, and signal timing modifications would reduce the project impact. However, this would not improve operations to an acceptable level of service in the PM peak hour. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Charleston Road and Fabian Way (Int. #8, Palo Alto): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible because each quadrant of the intersection is developed and widening of the intersection would likely affect adjacent buildings and/or infrastructure. Furthermore, widening this intersection would conflict with Palo Alto policies to accommodate the needs of bicyclist and pedestrians. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints. Although not typically considered an acceptable mitigation measure by itself, signal timing modification (increasing the cycle length) would improve operations to an acceptable LOS (LOS D or better).

Charleston Road and Middlefield Road (Int. #9, Palo Alto): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible because each quadrant of the intersection is developed and widening of the intersection would likely affect adjacent buildings and/or infrastructure. Furthermore, widening this intersection would conflict with Palo Alto policies to accommodate the needs of bicyclist and pedestrians. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints. Although not typically considered an acceptable mitigation measure by itself, signal timing modification (increasing the cycle length) would improve operations to an acceptable LOS (LOS D or better).

Charleston Road and Alma Street (Int. #10, Palo Alto): No vehicle capacity improvements (e.g., intersection turn lanes) at the intersection of Charleston Road and Alma Street are physically feasible because each quadrant of the intersection is developed and widening of the intersection would likely affect adjacent buildings and/or infrastructure. Furthermore, widening this intersection would conflict with Palo Alto policies to accommodate the needs of bicyclist and pedestrians. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Rengstorff Avenue and Middlefield Road (Int. #17, Mountain View): Adding a second westbound left-turn lane and signal timing modifications would reduce the project impact. This would require widening curb-to-curb width on the east leg, additional right-of-way, and re-striping the lanes for the west leg. Secondary impacts associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. However, these mitigation measures do not improve intersection operation to an acceptable LOS in the PM peak hour. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Rengstorff Avenue and Central Expressway (Int. #20, Santa Clara County): Potential mitigation measures that would reduce intersection delay at this intersection include widening of Central Expressway or grade separation of the Caltrain railroad tracks from Central Expressway. However, this facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented; therefore this impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. The City of Mountain View City Council has approved the grade separation concept and the City is seeking funding for this project (VTP Project #R12).

Rengstorff Avenue and California Avenue (Int. #21, Mountain View): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints. Although not typically considered an acceptable mitigation measure by itself, signal timing modification (increasing the cycle length) would improve operations to an acceptable LOS (LOS D or better).

Rengstorff Avenue and El Camino Real (Int. #22, Mountain View): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Shoreline Boulevard and Montecito Avenue-Stierlin Road (Int. #39, Mountain View): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Shoreline Boulevard and Central Expressway (East) (Int. #42, Santa Clara County): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints. Although not typically considered an acceptable mitigation measure by itself, signal timing modification (increasing the cycle length) would improve operations to an acceptable LOS (LOS D or better).

Shoreline Boulevard and California Street (Int. #43, Mountain View): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible. Therefore the impact is considered ***significant and unavoidable*** under 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Shoreline Boulevard-Miramonte Avenue and El Camino Real (Int. #44, Mountain View): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Miramonte Avenue and Castro Street-Marilyn Drive (Int. #45, Mountain View): Converting the northbound approach to include a separate left-turn lane, two through lanes, and a right-turn lane. Restriping the southbound approach to include a separate left-turn lane, through lane and shared through-right lane. Converting the eastbound approach to include a separate left-turn lane and a shared through-right lane and converting the westbound approach to include a separate left-turn lane, a through lane, and a right-turn lane with protected left turns on all approaches would reduce the project impact to a ***less-than-significant*** level. Secondary impacts associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists.

Miramonte Avenue and Castro Street-Marilyn Drive (Int. #46, Mountain View): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Moffett Boulevard and Middlefield Road (Int. #48, Mountain View): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Moffett Boulevard-Castro Street and Central Expressway (Int. #49, Santa Clara County): Potential mitigation measures that would reduce intersection delay at this intersection include widening of Central Expressway or grade separation of the Caltrain railroad tracks from Central Expressway. The city is also considering closing the northbound movements from Castro Street to Central Expressway and Moffett Boulevard. This traffic would use alternative railroad crossings west of this crossing location at Shoreline Boulevard and east of this location at Whisman Road. The closure of the northbound movements improves operations to acceptable LOS in the AM and PM peak hour.

These improvements would have secondary effects on the Shoreline Boulevard and Central Expressway intersection due to the rerouting of traffic caused by this closure. Improvements required to reduce the secondary impact at this intersection would include an additional southbound left turn lane and implementation of the 150 second cycle length. Under this mitigation measure the Shoreline Boulevard intersection would operate at LOS E+ (55.1 seconds of delay) and LOS F (>120 seconds of delay) during the AM and PM peak hours respectively.

However, this facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented; therefore this impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Central Expressway and State Route 85 Ramps (Int. #50, Santa Clara County): The addition of a third through lane on the eastbound and westbound approach would reduce the project impact at this intersection. This would require widening curb-to-curb width on the east and west leg, and re-striping the lanes for the east and west leg. However, these mitigation measures do not improve intersection operation to an acceptable LOS in the PM peak hour. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Whisman Station Road and Central Expressway (Int. #52, Santa Clara County): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible. Therefore the impact

is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Ferguson Drive and Central Expressway (Int. #54, Santa Clara County): The addition of a third through lane on the westbound approach would improve intersection operations to an acceptable level. However this improvement is controlled by another agency and the City of Mountain View cannot guarantee it will be implement; therefore this impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. This would require widening curb-to-curb width on the west leg, and re-striping the lanes for the west leg.

Mary Avenue and Central Expressway (Int. #56, Santa Clara County): The addition of a fourth through lane on the eastbound and westbound approach would reduce the project impact at this intersection. This would require widening curb-to-curb width on the east and west leg, additional right-of-way, and re-striping the lanes for the east and west leg. Secondary impacts associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. However, these mitigation measures do not improve intersection operation to an acceptable LOS in the PM peak hour. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions.

Bay Road and University Avenue (Int. #58, East Palo Alto): Reconfiguring the intersection to include an exclusive right-turn lane on the northbound approach, a second left-turn lane on the westbound and southbound approach with signal timing modifications would improve operations to acceptable LOS at this intersection. Secondary impacts associated with the widening of the intersection would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. However, this facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented; therefore this impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions.

Donohoe Street and University Avenue (Int. #59, East Palo Alto): Converting the westbound approach to include dual left turn lanes, one through lane and one right turn lane with protected left turns would reduce the project impact at this intersection. This would require widening the curb-to-curb width on the east leg, additional right-of-way, and re-striping the lanes for the east leg. Secondary impacts associated with widening this intersection for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. These modifications do not improve traffic operations to

acceptable LOS in the PM peak hour. However, this facility is controlled by another agency and the City of Mountain View cannot guarantee the mitigation would be implemented; therefore this impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. No other improvements are possible due to right-of-way constraints.

Embarcadero Road and E. Bayshore Road (Int. #62, Palo Alto): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible due to right-of-way constraints. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions. Although not typically considered a mitigation measure by itself, signal timing modification (increasing the cycle length) would reduce the project impact at this location.

Embarcadero Road and Middlefield Road (Int. #63, Palo Alto): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible due to right-of-way constraints. Furthermore, widening this intersection would conflict with Palo Alto policies to prioritize the needs of bicyclists and pedestrians. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions.

Oregon Expressway and Middlefield Road (Int. #64, Santa Clara County): The addition of a second westbound and eastbound left-turn lane would mitigate the project impact but would not improve intersection operations to an acceptable level in the PM peak hour (LOS E or better). While signal modifications and intersection improvements will reduce levels of service impacts at this intersection, the City cannot be certain at this time that such improvements will be implemented since Oregon Expressway is under the jurisdiction of Santa Clara County and no other feasible mitigation measures have been identified. This impact would remain **significant and unavoidable** under Year 2030 Cumulative with Project Conditions.

Arastradero Road-Charleston Road and El Camino Real (Int. #65, Palo Alto): No vehicle capacity improvements (such as adding turn lanes) at this intersection are physically feasible due to right-of-way constraints. Therefore the impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions.

Page Mill Road and I-280 Southbound Off Ramp-Arastradero Road (Int. #67, Santa Clara County): The installation of a signal with dual left-turn lanes and a shared through-right lane on the westbound approach and a dedicated left-turn lane and dedicated right-turn lane on the eastbound approach would improve operations to an acceptable LOS E operations during both peak hours. Signalization is a part of the I-280

and Page Mill Road interchange improvements (VTP 2040 ID #X15 and B48)[13] to accommodate bicycle travel. In addition, Caltrans has been evaluating a safety project at this location that would include signalization. However, this improvement is controlled by another agency and the City of Mountain View cannot guarantee it will be implemented; therefore this impact is considered ***significant and unavoidable*** under Year 2030 Cumulative with Project Conditions.

Moffett Boulevard and SR 85 Southbound Ramp (Int. #70, Mountain View): The installation of a signal would improve operations to an acceptable LOS B operations during both peak hours. The signalization and intersection improvements will reduce the intersection level of service impact to a ***less-than-significant*** level under Year 2030 Cumulative with Project Conditions.

Transportation System Management

Please see the section beginning on page 139 that describes the TSM measures for local streets and the freeway system.

Changes to the North Bayshore Precise Plan with Residential

Please see the section beginning on page 2 that describes the potential changes to the North Bayshore Precise Plan with Residential.

FREEWAY SEGMENTS

Freeway impacts and the associated mitigation measures were evaluated under Existing with Project, and Year 2030 Cumulative with Project Conditions.

Existing with Project Conditions

A project is determined to cause a significant impact to freeway facilities based on the criteria described earlier in this chapter. Existing with Project Conditions freeway segment impact results are presented in **Table I-1** of **Appendix I**. Under Existing with Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, resulting in decreased freeway segment levels of service on several segments. This would be considered a potentially significant impact.

To improve operations, these freeway segments could be widened to meet the current level of service standard. Specifically, the Santa Clara Valley Transportation Authority (VTA) *Valley Transportation Plan 2040*

[13] Santa Clara VTA, *Santa Clara Valley Transportation Authority Valley Transportation Plan 2040*, (VTP 2040), adopted in October 2014).

(October 2014) identifies freeway express lanes (VTA VTP 2040 Project #H1, H2, H3, and H5), and freeway auxiliary lane projects. These projects will ultimately enhance travel choices for this project, and make more efficient use of the transportation network.

However, the complete mitigation of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or City to: 1) acquire right-of-way for freeway widening, and 2) fully fund a major freeway mainline improvement. Freeway improvements also would require approval by VTA and Caltrans, and as such the City cannot guarantee implementation of any improvement in the freeway right-of-way.

The proposed project includes efforts to reduce single occupant vehicle trips by implementing a comprehensive Transportation Demand Management (TDM) Program, and a morning peak period trip cap. To manage deficient freeway operations, potential TDM measures that reduce peak period vehicle trips are described in the VTA *Deficiency Plan Action List*(See **Appendix M**). While a successful TDM program and trip cap may incrementally reduce peak period freeway traffic, by itself it would not reduce the remaining identified freeway impacts to a less-than-significant level. Therefore, the addition of project traffic results in a ***significant and unavoidable*** impact to the remaining identified freeway segments.

A fair share contribution toward freeway improvement costs could be considered as a mitigation measure and a community benefit for the Statement of Overriding Considerations needed for this significant and unavoidable impact. However, significant impacts would not be eliminated until the improvements are constructed. To provide adequate funding, additional sources would be needed, which may include State Transportation Improvement Program funds for projects identified in the VTP, City impact fees, and/or a future regional impact fee. The City of Mountain View could potentially participate in development of a regional fee should it be proposed by regional agencies, such as VTA.

Year 2030 Cumulative with Project Conditions

A cumulative project impact was identified for segments exceeding a volume-to-capacity (V/C) ratio greater than one (1.0) and where the proposed new NBPP project trips constitute more than one percent of the freeway segment's capacity. Year 2030 Cumulative with Project Conditions freeway impact results are presented in **Table J-2** of **Appendix J**. Under Year 2030 Cumulative with Project Conditions, implementation of the proposed project would increase motor vehicle traffic and congestion, which would result in decreased freeway segment levels of service on several segments. This would be considered a potentially significant impact.

To improve operations, these freeway segments could be widened to meet the current level of service standard. The complete mitigation of freeway impacts is considered beyond the scope of an individual

development project, due to the inability of any individual project or City to: 1) acquire right of way for freeway widening, and 2) fully fund a major freeway mainline improvement. Freeway improvements also would require approval by VTA and Caltrans, and as such the City cannot guarantee implementation of any improvement in the freeway right-of-way.

Please see the discussion above of freeway impacts in the Existing with Project scenario for a description of the effects of TDM programs on freeway congestion. For the reasons presented previously, the identified freeway impacts are considered to be a ***significant and unavoidable*** impact to the remaining identified freeway segments.

PEDESTRIAN FACILITIES

To accommodate future growth in the North Bayshore area, the NBPP with Residential development proposes a street network and transportation policies that may result in an increased demand for pedestrian facilities. Based on the City of Mountain View General Plan policies, and definition of the NBPP with Residential, this project is determined to cause a ***less-than-significant*** impact to pedestrian facilities based on the criteria described earlier in this chapter.

Existing with Project Conditions

Under Existing with Project Conditions, implementation of the proposed project may result in increased demand for pedestrian facilities. Specifically, the project is expected to generate demand for sidewalks and off-street shared-use paths that allow pedestrians to access nearby transit stops and adjacent land uses. Crosswalks and pedestrian signals are provided at signalized intersections in the study area.

Where sidewalk gaps exist, the proposed NBPP with residential would close those sidewalk gaps and/or create an alternative route for pedestrians. The proposed project encourages walking by improving pedestrian connectivity with a street grid network and off-street paths to shorten walking distances and improve pedestrian connections to transit stops and to adjacent buildings.

Implementation of the proposed project would not interfere with existing pedestrian facilities or conflict with planned pedestrian facilities or adopted pedestrian system plans, guidelines, policies, or standards. Furthermore, implementation of the proposed project will create new pedestrian facilities and will have a beneficial impact on pedestrian circulation and access. Therefore, with implementation of the NBPP with residential, this project would be considered a ***less-than-significant*** impact on pedestrian facilities, and no mitigation measures would be required.

Year 2030 Cumulative with Project Conditions

The analysis and conclusions related to pedestrian impacts are the same for the Year 2030 Cumulative with Project Conditions as was described above for the Existing with Project Conditions. For the same reasons described above, implementation of the NBPP with Residential would be considered a **less-than-significant** impact on pedestrian facilities and no mitigation measures would be required.

BICYCLE FACILITIES

To accommodate future growth in the North Bayshore area, the NBPP with Residential development proposes a street network and transportation policies that may result in an increased demand for bicycle facilities. Based on the City of Mountain View General Plan policies, and definition of the NBPP with residential, this project is determined to cause a ***less-than-significant*** impact to bicycle facilities based on the criteria described earlier in this chapter.

Existing with Project Conditions

Under Existing with Project Conditions, implementation of the proposed project may result in increased demand for bicycle facilities. Specifically, the project is expected to generate demand for bicycle lanes and off-street shared-use paths that allow bicyclists to access adjacent land uses and travel to/from the NBPP area.

Within the project site area, two bicycle/pedestrian paths allow access to North Bayshore, via the Permanente Creek Trail and the Stevens Creek Trail. In addition, bicycle lanes are provided on:

- Bayshore Parkway between San Antonio Road and Garcia Avenue
- Garcia Avenue between Bayshore Parkway and Rengstorff Avenue-Amphitheatre Parkway
- Charleston Road between Rengstorff Avenue-Amphitheatre Parkway and Shorebird Way
- Shoreline Boulevard between US 101 and Charleston Road
- Rengstorff Avenue between US 101 and Garcia Avenue-Charleston Road
- La Avenida between Inigo Way and Stevens Creek trail

Additional multi-use paths and bicycle routes are presented in the draft North Bayshore Precise Plan (see the conceptual bicycle network and the priority transportation improvements). The proposed project encourages bicycling by improving bicycle connectivity with a street grid network and off-street paths to shorten bicycling distances and provide a higher quality bicycle network (with lower vehicle speeds and volumes where possible). Commuting by bicycle is supported with a street system that enhances bicycle connections at the NBPP gateways.

Implementation of the proposed project would not interfere with existing bicycle facilities or conflict with planned bicycle facilities or adopted bicycle system plans, guidelines, policies, or standards. Furthermore, implementation of the proposed project will create new bicycle facilities and will have a beneficial impact on bicycle circulation and access. Therefore, with implementation of the NBPP with Residential, this project would be considered a ***less-than-significant*** impact on bicycle facilities, and no mitigation measures would be required.

While the project does not cause significant bicycle-related impacts, there are some additional improvements that could be made to further enhance the bicycle system. For example, bicyclists accessing the project site from the west (e.g., from San Antonio Road) encounter a gap in bicycle facilities on San Antonio Road between Charleston Road and Bayshore Parkway. Bicyclists can circumvent this gap and still access the project site by traveling via Rengstorff Avenue or the Permanente Creek trail; however, this route would increase distances by up to 1/4 mile (from the intersection of San Antonio Road and Middlefield Road and midway on Garcia Avenue between Marine Way and Salado Drive). Bicycle access to/from the NBPP area would be improved by closing the gap on San Antonio Road or by providing an alternate route (such as the planned pedestrian/bicycle overcrossing of US 101 at Adobe Creek/Palo Alto Baylands). The City of Mountain View should continue to work with the City of Palo Alto to address this. Similarly, bicycle connectivity between the NBPP area and other nearby neighborhoods would be improved if each NBPP gateway (San Antonio Road, Rengstorff Avenue, Shoreline Boulevard, Permanente Creek Trail, and Stevens Creek Trail) had bicycle facilities that connected at least to Middlefield Road. The City of Mountain View should continue to work on ensuring that such connections are provided.

Year 2030 Cumulative with Project Conditions

The analysis and conclusions related to bicycle impacts are the same for the Year 2030 Cumulative with Project Conditions as was described above for the Existing with Project Conditions.

TRANSIT SERVICE

Implementation of the NBPP with Residential development may result in an increased demand for transit facilities and services. This project would cause a potentially significant impact to transit facilities and services based on the criteria described earlier in this chapter.

Existing with Project Conditions

Under Existing with Project Conditions, implementation of the proposed project would increase the number of potential transit users on the various transit systems serving the NBPP area. Additional roadway traffic congestion caused by the project may affect several transit corridors by increasing travel times and decreasing headway reliability for transit vehicles.

Potential Impact: Increased Transit Demand – Commuter bus, private shuttle, and fixed-route bus services operate near the site with stops located within walking distance of the proposed NBPP with Residential. Rail service also operates within a short shuttle ride of the NBPP area. The proposed project is estimated to generate up to approximately 6,800 peak hour transit passengers. The addition of passengers from the project will increase demand on the private and public transit systems. Increasing frequency and/or capacity of the bus service could mitigate this impact. This effort to increase transit capacity would likely be a partnership between the City of Mountain View Transportation Management Association (TMA) and the VTA. The stated purpose of the City of Mountain View TMA is to address concerns of the TMA members and the community to reduce congestion and improve connectivity by the following means (Article 2 section 1.2 of the draft Mountain View TMA):

- Reduce single-occupant vehicle traffic, address traffic congestion (particularly during peak hours), and reduce greenhouse gas emissions within the City of Mountain View, for the benefit of the Mountain View resident and business community alike;
- Develop transportation system and demand management strategies;
- Provide shuttle service that is open to the public;
- Operate shuttle routes to assist Members in satisfying Transportation Demand Management (TDM) goals established in the Members' separate agreements with the City of Mountain View, with the precise shuttle routes to be agreed to by the Corporation and Members under a separate contractual relationship;
- Implement programs to enhance service connectivity with Caltrain and VTA / Light Rail services;
- Connect workplaces to downtown Mountain View and key retail sites;
- Shift travel modes to mass transit and other non-automotive modes of transportation in Mountain View;
- Secure funding from private employers, landowners, city, regional, state and federal agencies;
- Coordinate non-automotive transportation modes, including bike share and incentive-based transportation alternatives;
- Coordinate the monitoring and reporting of data on TDM measures by Members; and
- Expand transit network.

The City of Mountain View General Plan and the NBPP with Residential include policies to encourage an increase in transit ridership, decrease dependence on motor vehicles, and reduce transit delays. The increase in demand for transit service caused by the NBPP with Residential would be accommodated by existing and planned improvements to the transit system, such as improving access to transit for local residents and employees (e.g., transit stop enhancements, sidewalk widening, etc.), and improving how transit vehicles to move in and around the NBPP area (e.g., new and more frequent bus services, expansion of the VTA and

Caltrain systems, provision of transit-focused facilities, etc.). Transit vehicle preemption, signal coordination, and other improvements would help reduce the effect of peak hour traffic congestion on transit operations by reducing person delay and improving vehicle travel time reliability.

While the NBPP with Residential would add between 2,400 and 2,800 more peak hour transit riders, implementation of the proposed project would not disrupt existing or interfere with planned transit services or facilities. The project builds on and is consistent at a policy level with the City of Mountain View General Plan policies that support multimodal transportation options, and the City of Mountain View TMA charter to reduce congestion and improve connectivity. The project also includes physical improvements to accommodate transit vehicles (refer to Chapters 6 and 8 of the NBPP). Therefore, with implementation of the NBPP with Residential development, there will be additional 45 to 75 peak hour transit vehicles provided to accommodate the additional demand, and the project would have a ***less-than-significant*** effect on transit ridership and facilities and no mitigation measures would be required.

Potential Impact: Increased Transit Vehicle Delay at Congested Intersections – Project impacts associated with increased vehicle delay at intersections are a result of buses and shuttles operating in mixed-flow lanes with other vehicles. Public agencies such as the VTA will make service changes over time based on ridership performance standards and land use density targets. Increased or modified public transit service is approved by a publicly appointed decision body (like the VTA board). Transit vehicle preemption, signal coordination, and other improvements such as a dedicated bus lane would help reduce the magnitude of peak hour congestion on transit operations. Furthermore, the TDM program and AM peak hour vehicle trip cap would minimize the increase in vehicle trips due to the proposed project during the peak hour, and with increased transit ridership the number of transit vehicles will increase on the street system. Implementation of the NBPP with residential would not disrupt existing or interfere with planned transit services or facilities; however, the increase in transit vehicles, congestion at the NBPP gateways, and increased delay at off-site intersections would delay transit vehicles. Therefore, this project would have a ***significant and unavoidable*** effect on transit vehicle operations, in particular at those intersections with a significant and unavoidable impact determination for traffic delay. Transit operational improvements such as signal coordination and transit vehicle preemption could potentially improve the overall reliability of transit in congested areas, but are not likely to fully mitigate this effect.

Year 2030 Cumulative with Project Conditions

Under Year 2030 Cumulative with Project Conditions, implementation of the proposed project would increase the number of potential transit users on the various transit systems serving the NBPP area. Additional roadway traffic congestion caused by the project may affect several transit corridors by increasing travel times and decreasing headway reliability.

Potential Impact: Increased Transit Demand – The analysis and conclusions related to increased transit demand are the same for the Year 2030 Cumulative Conditions as for the Existing with Project Conditions; please see the prior section for a complete discussion of this issue.

Potential Impact: Increased Transit Vehicle Delay at Congested Intersections – The analysis and conclusions related to increased transit demand are the same for the Year 2030 Cumulative Conditions as for the Existing with Project Conditions; please see the prior section for a complete discussion of this issue.

APPENDIX A:
PROJECT LAND USE SUMMARY

TABLES

TABLE 1
LAND USE IN THE NORTH BAYSHORE AREA: TOTAL BUILDING SIZE

Land Use	Units	Existing (2015)[1]	North Bayshore Precise Plan (2030)	North Bayshore Precise Plan with Smaller Unit Residential (2030)	North Bayshore Precise Plan with Standard Unit Residential (2030)
Single Family	Dwelling Units	1	1	1	1
Multi-Family	Dwelling Units	362	362	10,212	10,212
Subtotal (Residential) [A]	**Dwelling Units**	**363**	**363**	**10,213**	**10,213**
Office	Square Feet	413,849	4,857,703	5,948,796	5,948,796
Research & Development	Square Feet	6,406,798	5,481,311	4,544,684	4,544,684
Industrial	Square Feet	250,774	238,599	148,033	148,033
Subtotal (Office, Industrial and R&D) [B]	**Square Feet**	**7,071,421**	**10,577,613**	**10,641,513**	**10,641,513**
Retail and Restaurant	Square Feet	69,300	133,538	198,538	198,538
Service Commercial	Square Feet	91,188	42,938	26,138	26,138
Subtotal (Supporting Uses) [C]	**Square Feet**	**160,488**	**176,476**	**224,676**	**224,676**
Motel	Rooms	0	400	400	400
Church	Building	1	1	1	1
Institutional/Recreation	Trips	8,135	10,469	10,469	10,469
Subtotal (Other Uses)	***(Various)***	***(Various)***	**(Various)**	**(Various)**	**(Various)**
Total Residential [A]	**Dwelling Units**	**363**	**363**	**10,213**	**10,213**
Total Employment Uses [B+C]	**Square Feet**	**7,231,909**	**10,754,089**	**10,866,189**	**10,866,189**

Notes:

1. Land use summarized from the City of Mountain View VISUM model traffic analysis zones.

Source: City of Mountain View VISUM model. November 2016.

TABLE 2
LAND USE IN THE NORTH BAYSHORE AREA: OCCUPIED[3] BUILDING AREA

Land Use	Units	Existing (2015)[1,2]	North Bayshore Precise Plan (2030)	North Bayshore Precise Plan with Smaller Unit Residential (2030)	North Bayshore Precise Plan with Standard Unit Residential (2030)
Single Family	Dwelling Units	1	1	1	1
Multi-Family	Dwelling Units	362	362	10,212	10,212
Subtotal (Residential) [A]	**Dwelling Units**	**363**	**363**	**10,213**	**10,213**
Office	Square Feet	412,910	4,844,563	5,875,378	5,875,378
Research & Development	Square Feet	6,374,650	4,724,329	3,834,661	3,834,661
Industrial	Square Feet	249,521	221,897	137,671	137,671
Subtotal (Office, Industrial and R&D) [B]	**Square Feet**	**7,037,081**	**9,790,789**	**9,847,710**	**9,847,710**
Retail and Restaurant	Square Feet	68,954	132,481	192,931	192,931
Service Commercial	Square Feet	90,732	39,932	24,308	24,308
Subtotal (Supporting Uses) [C]	**Square Feet**	**159,686**	**172,413**	**217,239**	**217,239**
Motel	Rooms	0	400	400	400
Church	Building	1	1	1	1
Institutional/Recreation	Trips	8,135	10,469	10,469	10,469
Subtotal (Other Uses)	***(Various)***	***(Various)***	**(Various)**	**(Various)**	**(Various)**
Total Residential [A]	**Dwelling Units**	**363**	**363**	**10,213**	**10,213**
Total Employment Uses [B+C]	**Square Feet**	**7,196,767**	**9,963,202**	**10,064,949**	**10,064,949**

Notes:

1. Land use summarized from the City of Mountain View VISUM model traffic analysis zones.
2. "Occupied" existing (2015) building square footage accounts for a ½ percent vacancy rate of the total building square footage, without approved development.
3. "Occupied" building square footage accounts for a 7 percent vacancy rate off the total building square footage under North Bayshore Precise Plan, North Bayshore Precise Plan with Smaller Unit Residential and Standard Unit Residential. New office development is fully occupied while existing R&D space is about 14 percent vacant. The total building square footage is: Existing Conditions = 7,231,909 square feet, North Bayshore Precise Plan = 10,754,089 square feet, and North Bayshore Precise Plan with Smaller Unit Residential and Standard Unit Residential = 10,866,189 square feet.

Source: City of Mountain View VISUM model. November 2016.

TABLE 3
LAND USE IN THE NORTH BAYSHORE AREA:
MAXIMUM NUMBER OF EMPLOYEES AND RESIDENTS

Land Use	Units	Existing (2015)	North Bayshore Precise Plan (2030)	North Bayshore Precise Plan with Smaller Unit Residential (2030)	North Bayshore Precise Plan with Unit Standard Residential (2030)
Single Family	Residents	2	2	2	2
Multi-Family[2]	Residents	760	760	17,998	21,445
Subtotal (Residential) [A]	**Residents**	**762**	**762**	**18,000**	**21,447**
Office[3]	Employees	1,031	19,431	23,795	23,795
Research & Development[3]	Employees	22,307	19,185	15,906	15,906
Industrial	Employees	301	286	178	178
Subtotal (Office, R&D and Industrial) [B]	**Employees**	**23,639**	**38,902**	**39,879**	**39,879**
Retail and Restaurant	Employees	228	374	547	547
Service Commercial	Employees	274	129	78	78
Subtotal (Supporting Uses) [C]	**Employees**	**502**	**503**	**625**	**625**
Motel	Employees	0	160	160	160
Church	Employees	10	10	10	10
Institutional/Recreation	Employees	814	1,047	1,047	1,047
Subtotal (Other Uses) [D]	**Employees**	**824**	**1,217**	**1,217**	**1,217**
Total Residential [A]	**Residents**	**762**	**762**	**18,000**	**21,447**
Total Employment Uses [B+C+D]	**Employees**	**24,965**	**40,622**	**41,721**	**41,721**
Service Population [A+B+C+D][4]		**25,727**	**41,384**	**59,721**	**63,168**

Notes:

1. Land use summarized from the City of Mountain View VISUM model traffic analysis zones. "Maximum" number is calculated based on total building size, assuming no vacancy.
2. For Existing and the North Bayshore Precise Plan, the density for existing multi-family land use is 2.10 people per household. For 2030 North Bayshore Precise Plan with Smaller Unit Residential, the density for new multi-family land uses is based on 1.75 people per household. For 2030 North Bayshore Precise Plan with Standard Unit Residential, the density for new multi-family land uses is based on 2.10 people per household.
3. For Existing, and the 2030 North Bayshore Precise Plan with Residential, the densities for Office and R&D land uses are 4.00 and 3.5 employees per 1,000 square feet, respectively.
4. Service population is defined as the sum of all residents and employees.

Source: City of Mountain View VISUM model. November 2016.

TABLE 4
LAND USE IN THE NORTH BAYSHORE AREA: ESTIMATED NUMBER OF EMPLOYEES AND RESIDENTS[1]

Land Use	Units	Existing (2015)	North Bayshore Precise Plan (2030)	North Bayshore Precise Plan with Smaller Unit Residential (2030)	North Bayshore Precise Plan with Standard Unit Residential (2030)
Single Family	Residents	2	2	2	2
Multi-Family[2]	Residents	760	760	17,998	21,445
Subtotal (Residential) [A]	**Residents**	**762**	**762**	**18,000**	**21,447**
Office[3]	Employees	1,027	19,378	23,502	23,502
Research & Development[3]	Employees	22,194	16,535	13,421	13,421
Industrial	Employees	299	266	165	165
Subtotal (Office, R&D and Industrial) [B]	**Employees**	**23,520**	**36,179**	**37,088**	**37,088**
Retail and Restaurant	Employees	227	371	532	532
Service Commercial	Employees	272	120	73	73
Subtotal (Supporting Uses) [C]	**Employees**	**499**	**491**	**605**	**605**
Motel	Employees	0	160	160	160
Church	Employees	10	10	10	10
Institutional/Recreation	Employees	814	1,047	1,047	1,047
Subtotal (Other Uses) [D]	**Employees**	**824**	**1,217**	**1,217**	**1,217**
Total Residential [A]	**Residents**	**762**	**762**	**18,000**	**21,447**
Total Employment Uses [B+C+D]	**Employees**	**24,843**	**37,887**	**38,910**	**38,910**
Service Population [A+B+C+D][4]		**25,605**	**38,649**	**56,910**	**60,357**

Notes:

1. Land use summarized from the City of Mountain View VISUM model traffic analysis zones.
2. For Existing and the North Bayshore Precise Plan, the density for existing multi-family land use is 2.10 people per household. For 2030 North Bayshore Precise Plan with Smaller Unit Residential, the density for new multi-family land uses is based on 1.75 people per household. For 2030 North Bayshore Precise Plan with Standard Unit Residential, the density for new multi-family land uses is based on 2.10 people per household.
3. For Existing, and the 2030 North Bayshore Precise Plan with Residential, the densities for Office and R&D land uses are 4.00 and 3.5 employees per 1,000 square feet, respectively.
4. Service population is defined as the sum of all residents and employees.

Source: City of Mountain View VISUM model. November 2016.

APPENDIX B:

EXISTING TRAFFIC COUNTS

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	SAN ANTONIO RD Southbound					BAYSHORE PKWY Westbound					SAN ANTONIO RD Northbound					E BAYSHORE RD 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
07:00 AM	1	9	5	1	16	2	2	3	0	7	34	36	22	0	92	10	4	4	1	19	134
07:15 AM	2	9	3	0	14	0	10	4	0	14	45	48	37	0	130	18	5	1	1	25	183
07:30 AM	4	11	2	0	17	2	12	4	0	18	45	46	52	0	143	23	14	6	0	43	221
07:45 AM	6	15	7	0	28	3	9	5	0	17	54	63	60	0	177	22	20	6	0	48	270
Total	13	44	17	1	75	7	33	16	0	56	178	193	171	0	542	73	43	17	2	135	808
08:00 AM	4	13	9	1	27	9	6	14	0	29	88	51	66	0	205	34	20	5	0	59	320
08:15 AM	2	10	1	3	16	14	12	15	0	41	90	73	61	0	224	21	31	7	1	60	341
08:30 AM	4	15	7	3	29	8	7	10	0	25	97	80	56	0	233	24	39	8	1	72	359
08:45 AM	3	11	4	1	19	4	4	12	0	20	130	84	61	0	275	39	47	7	0	93	407
Total	13	49	21	8	91	35	29	51	0	115	405	288	244	0	937	118	137	27	2	284	1427
09:00 AM	3	29	10	0	42	1	10	19	0	30	172	83	56	0	311	42	35	10	0	87	470
09:15 AM	1	21	3	0	25	3	6	14	0	23	171	75	57	0	303	30	35	4	0	69	420
09:30 AM	3	22	3	1	29	1	7	12	0	20	159	64	48	0	271	23	16	7	2	48	368
09:45 AM	1	19	7	0	27	3	5	13	0	21	133	69	46	0	248	20	22	3	0	45	341
Total	8	91	23	1	123	8	28	58	0	94	635	291	207	0	1133	115	108	24	2	249	1599
Grand Total	34	184	61	10	289	50	90	125	0	265	1218	772	622	0	2612	306	288	68	6	668	3834
Apprch %	11.8	63.7	21.1	3.5		18.9	34	47.2	0		46.6	29.6	23.8	0		45.8	43.1	10.2	0.9		
Total %	0.9	4.8	1.6	0.3	7.5	1.3	2.3	3.3	0	6.9	31.8	20.1	16.2	0	68.1	8	7.5	1.8	0.2	17.4	

	SAN ANTONIO RD Southbound				BAYSHORE PKWY Westbound				SAN ANTONIO RD Northbound				E BAYSHORE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**3**	11	4	18	**4**	4	12	20	130	**84**	**61**	275	39	**47**	7	**93**	406
09:00 AM	3	**29**	**10**	**42**	1	**10**	**19**	**30**	**172**	83	56	**311**	**42**	35	**10**	87	**470**
09:15 AM	1	21	3	25	3	6	14	23	171	75	57	303	30	35	4	69	420
09:30 AM	3	22	3	28	1	7	12	20	159	64	48	271	23	16	7	46	365
Total Volume	10	83	20	113	9	27	57	93	632	306	222	1160	134	133	28	295	1661
% App. Total	8.8	73.5	17.7		9.7	29	61.3		54.5	26.4	19.1		45.4	45.1	9.5		
PHF	.833	.716	.500	.673	.563	.675	.750	.775	.919	.911	.910	.932	.798	.707	.700	.793	.884

Traffic Data Service

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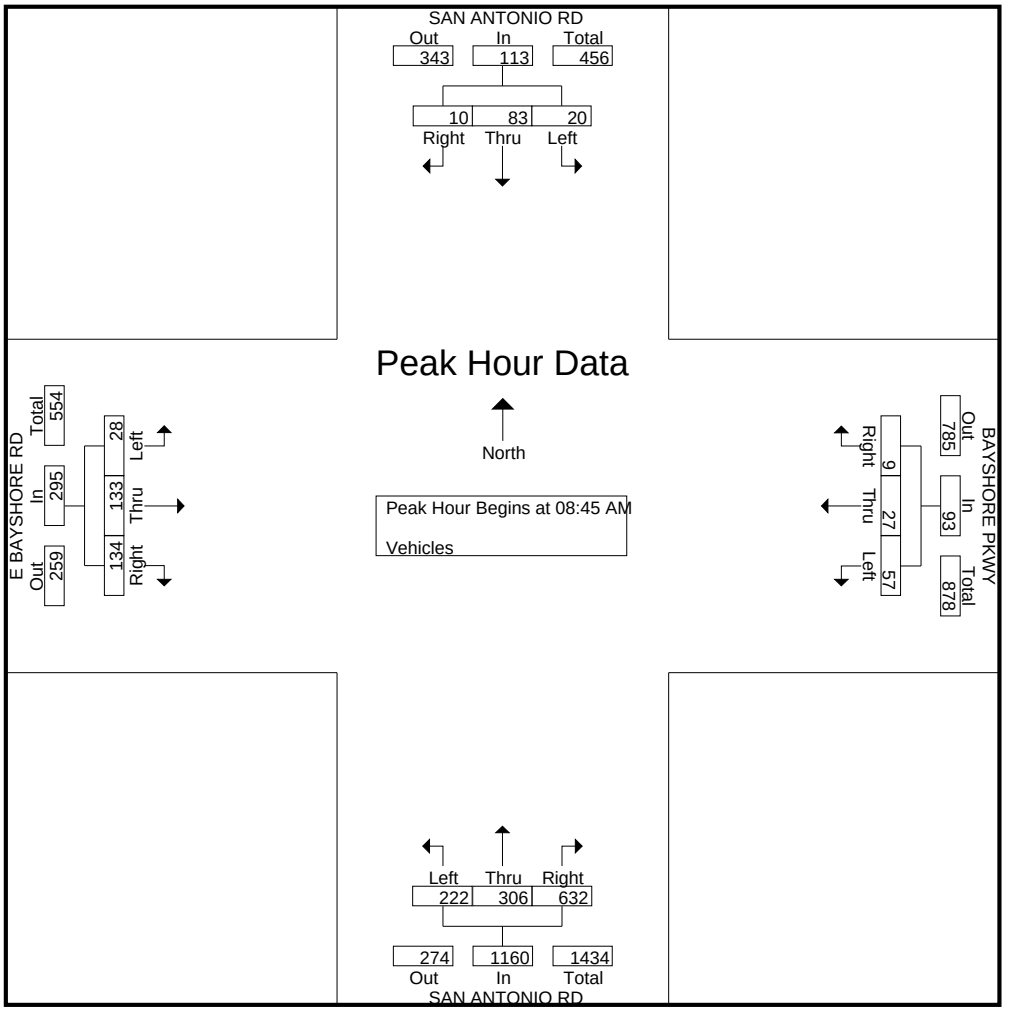

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Groups Printed- Bikes

	SAN ANTONIO RD Southbound					BAYSHORE PKWY Westbound					SAN ANTONIO RD Northbound					E BAYSHORE RD 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
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	5
Total	0	1	0	0	1	1	3	0	0	4	0	0	1	0	1	0	4	1	0	5	11
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	6
08:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	13
Total	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	25	0	0	25	29
09:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	7
09:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	12
09:30 AM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	2	12	0	0	14	17
09:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	14
Total	5	0	0	0	5	0	4	0	0	4	0	0	0	0	0	2	39	0	0	41	50
Grand Total	8	1	0	0	9	1	8	0	0	9	0	0	1	0	1	2	68	1	0	71	90
Apprch %	88.9	11.1	0	0		11.1	88.9	0	0		0	0	100	0		2.8	95.8	1.4	0		
Total %	8.9	1.1	0	0	10	1.1	8.9	0	0	10	0	0	1.1	0	1.1	2.2	75.6	1.1	0	78.9	

	SAN ANTONIO RD Southbound				BAYSHORE PKWY Westbound				SAN ANTONIO RD Northbound				E BAYSHORE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	1	0	0	1	0	**1**	0	**1**	0	0	0	0	0	5	0	5	7
09:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	10	0	10	12
09:30 AM	**2**	0	0	**2**	0	1	0	1	0	0	0	0	**2**	**12**	0	**14**	**17**
09:45 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	12	0	12	14
Total Volume	5	0	0	5	0	4	0	4	0	0	0	0	2	39	0	41	50
% App. Total	100	0	0		0	100	0		0	0	0		4.9	95.1	0		
PHF	.625	.000	.000	.625	.000	1.00	.000	1.00	.000	.000	.000	.000	.250	.813	.000	.732	.735

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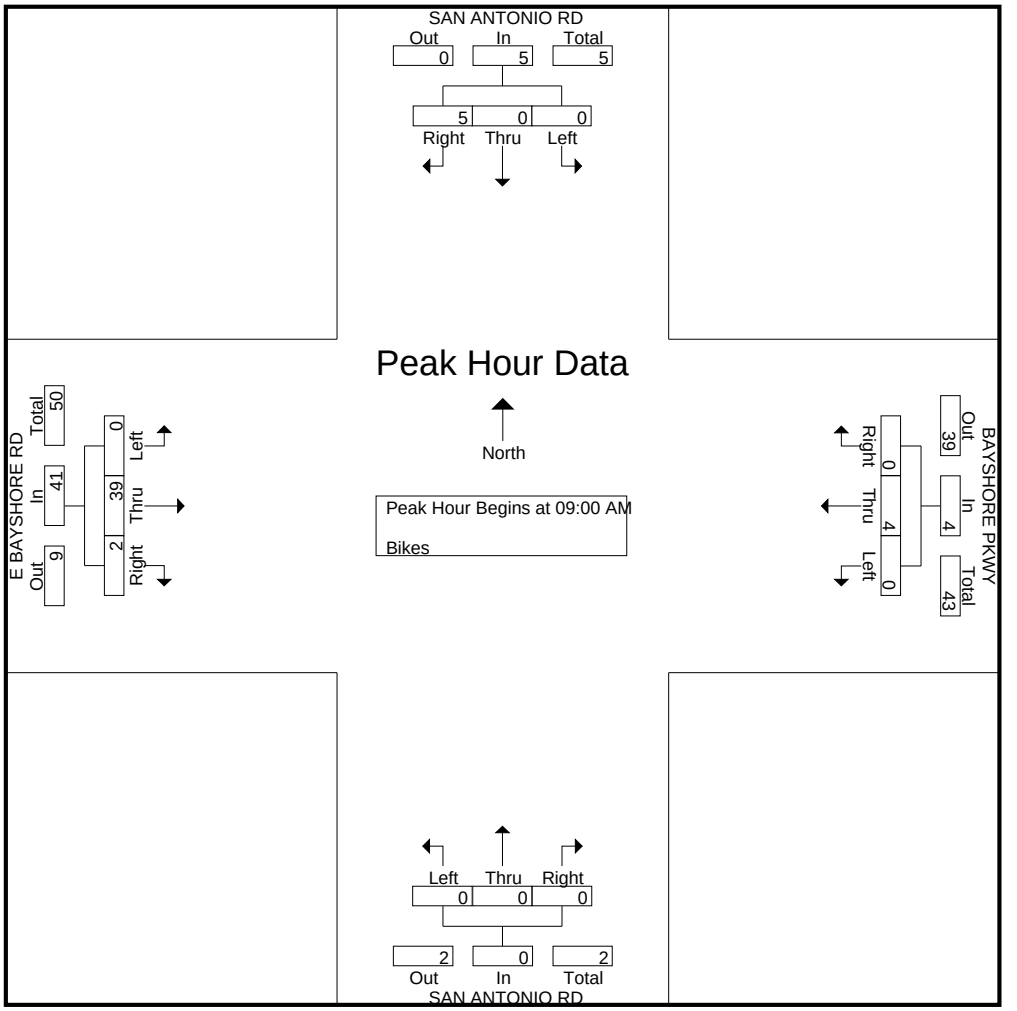

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Groups Printed- Vehicles

	SAN ANTONIO RD Southbound					BAYSHORE PKWY Westbound					SAN ANTONIO RD Northbound					E BAYSHORE RD 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
04:00 PM	1	50	5	4	60	1	24	61	0	86	15	19	60	0	94	75	30	3	0	108	348
04:15 PM	8	41	9	0	58	3	19	66	0	88	19	15	66	0	100	55	26	3	2	86	332
04:30 PM	3	53	3	0	59	2	24	71	0	97	10	12	74	0	96	109	31	5	0	145	397
04:45 PM	8	54	3	0	65	5	31	61	0	97	22	6	76	0	104	149	43	2	0	194	460
Total	20	198	20	4	242	11	98	259	0	368	66	52	276	0	394	388	130	13	2	533	1537
05:00 PM	12	67	3	1	83	1	22	60	0	83	12	9	77	0	98	156	33	7	0	196	460
05:15 PM	10	56	3	0	69	1	34	72	0	107	16	7	88	0	111	125	34	3	0	162	449
05:30 PM	11	59	2	1	73	1	28	66	0	95	11	9	83	0	103	101	26	3	1	131	402
05:45 PM	4	46	3	2	55	4	33	73	0	110	12	10	62	0	84	89	21	3	0	113	362
Total	37	228	11	4	280	7	117	271	0	395	51	35	310	0	396	471	114	16	1	602	1673
06:00 PM	6	40	4	0	50	2	21	52	0	75	12	14	51	0	77	64	15	2	0	81	283
06:15 PM	6	39	2	1	48	2	17	39	0	58	10	11	56	0	77	58	20	3	0	81	264
06:30 PM	4	32	2	0	38	0	19	46	0	65	10	11	41	0	62	36	19	1	0	56	221
06:45 PM	4	24	2	0	30	4	12	25	0	41	14	15	34	0	63	31	10	1	0	42	176
Total	20	135	10	1	166	8	69	162	0	239	46	51	182	0	279	189	64	7	0	260	944
Grand Total	77	561	41	9	688	26	284	692	0	1002	163	138	768	0	1069	1048	308	36	3	1395	4154
Apprch %	11.2	81.5	6	1.3		2.6	28.3	69.1	0		15.2	12.9	71.8	0		75.1	22.1	2.6	0.2		
Total %	1.9	13.5	1	0.2	16.6	0.6	6.8	16.7	0	24.1	3.9	3.3	18.5	0	25.7	25.2	7.4	0.9	0.1	33.6	

	SAN ANTONIO RD Southbound				BAYSHORE PKWY Westbound				SAN ANTONIO RD Northbound				E BAYSHORE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	54	**3**	65	**5**	31	61	97	**22**	6	76	104	149	**43**	2	194	**460**
05:00 PM	**12**	**67**	3	**82**	1	22	60	83	12	**9**	77	98	**156**	33	**7**	**196**	459
05:15 PM	10	56	3	69	1	**34**	**72**	**107**	16	7	**88**	**111**	125	34	3	162	449
05:30 PM	11	59	2	72	1	28	66	95	11	9	83	103	101	26	3	130	400
Total Volume	41	236	11	288	8	115	259	382	61	31	324	416	531	136	15	682	1768
% App. Total	14.2	81.9	3.8		2.1	30.1	67.8		14.7	7.5	77.9		77.9	19.9	2.2		
PHF	.854	.881	.917	.878	.400	.846	.899	.893	.693	.861	.920	.937	.851	.791	.536	.870	.961

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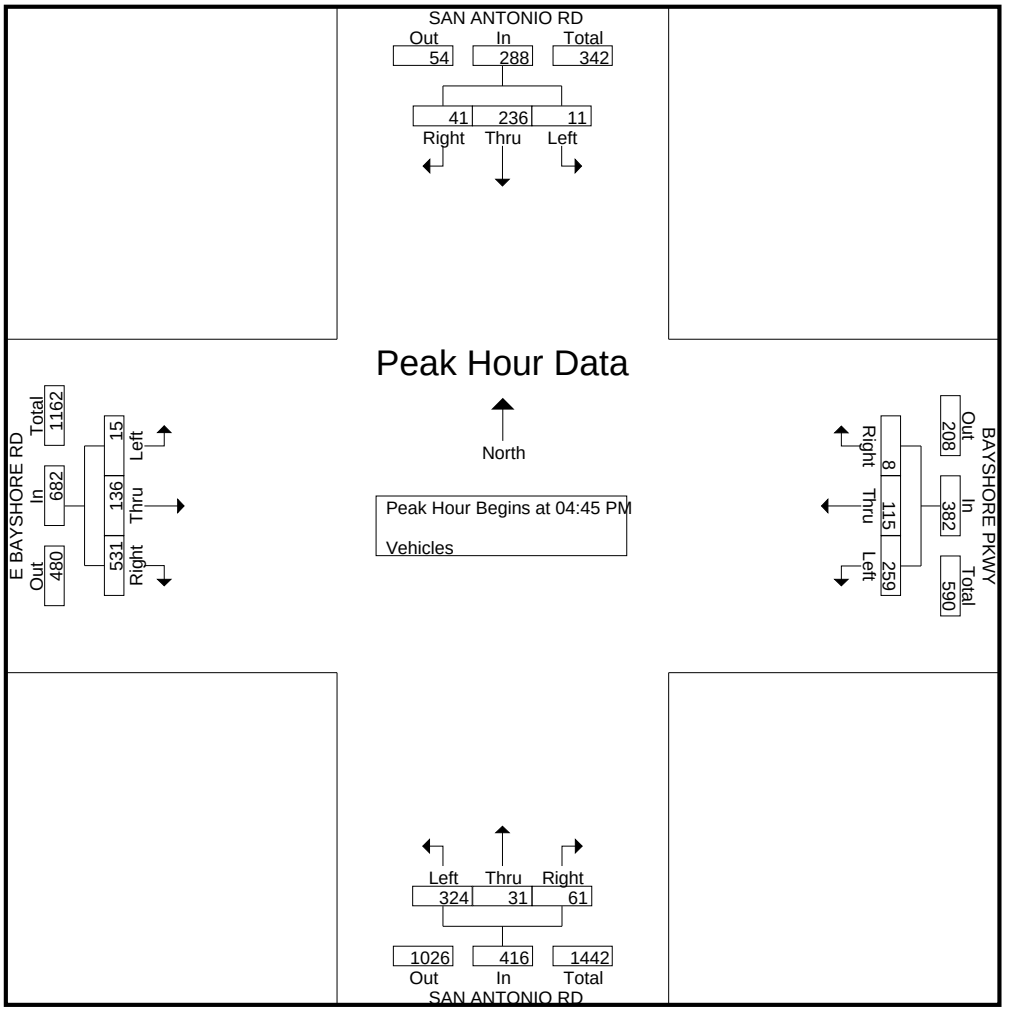

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Groups Printed- Bikes

	SAN ANTONIO RD Southbound					BAYSHORE PKWY Westbound					SAN ANTONIO RD Northbound					E BAYSHORE RD 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
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	1	0	0	0	1	5
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	1	0	2	0	7	0	0	7	0	2	0	0	2	1	0	0	0	1	12
05:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	4
05:45 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	6
Total	2	0	0	0	2	0	8	1	0	9	0	0	0	0	0	1	1	0	0	2	13
06:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3
06:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
06:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	1	1	0	0	2	0	2	2	0	4	0	0	0	0	0	0	6	0	0	6	12
Grand Total	3	2	1	0	6	0	17	3	0	20	0	2	0	0	2	2	7	0	0	9	37
Apprch %	50	33.3	16.7	0		0	85	15	0		0	100	0	0		22.2	77.8	0	0		
Total %	8.1	5.4	2.7	0	16.2	0	45.9	8.1	0	54.1	0	5.4	0	0	5.4	5.4	18.9	0	0	24.3	

	SAN ANTONIO RD Southbound				BAYSHORE PKWY Westbound				SAN ANTONIO RD Northbound				E BAYSHORE RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	0	0	0	0	0	**5**	**1**	**6**	0	0	0	0	0	0	0	0	**6**
06:00 PM	0	**1**	0	**1**	0	0	1	1	0	0	0	0	0	1	0	1	3
06:15 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
06:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	**3**	0	**3**	5
Total Volume	1	1	0	2	0	6	3	9	0	0	0	0	0	5	0	5	16
% App. Total	50	50	0		0	66.7	33.3		0	0	0		0	100	0		
PHF	.250	.250	.000	.500	.000	.300	.750	.375	.000	.000	.000	.000	.000	.417	.000	.417	.667

Traffic Data Service

Campbell, CA
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File Name : 1PM FINAL
Site Code : 00000001
Start Date : 6/4/2015
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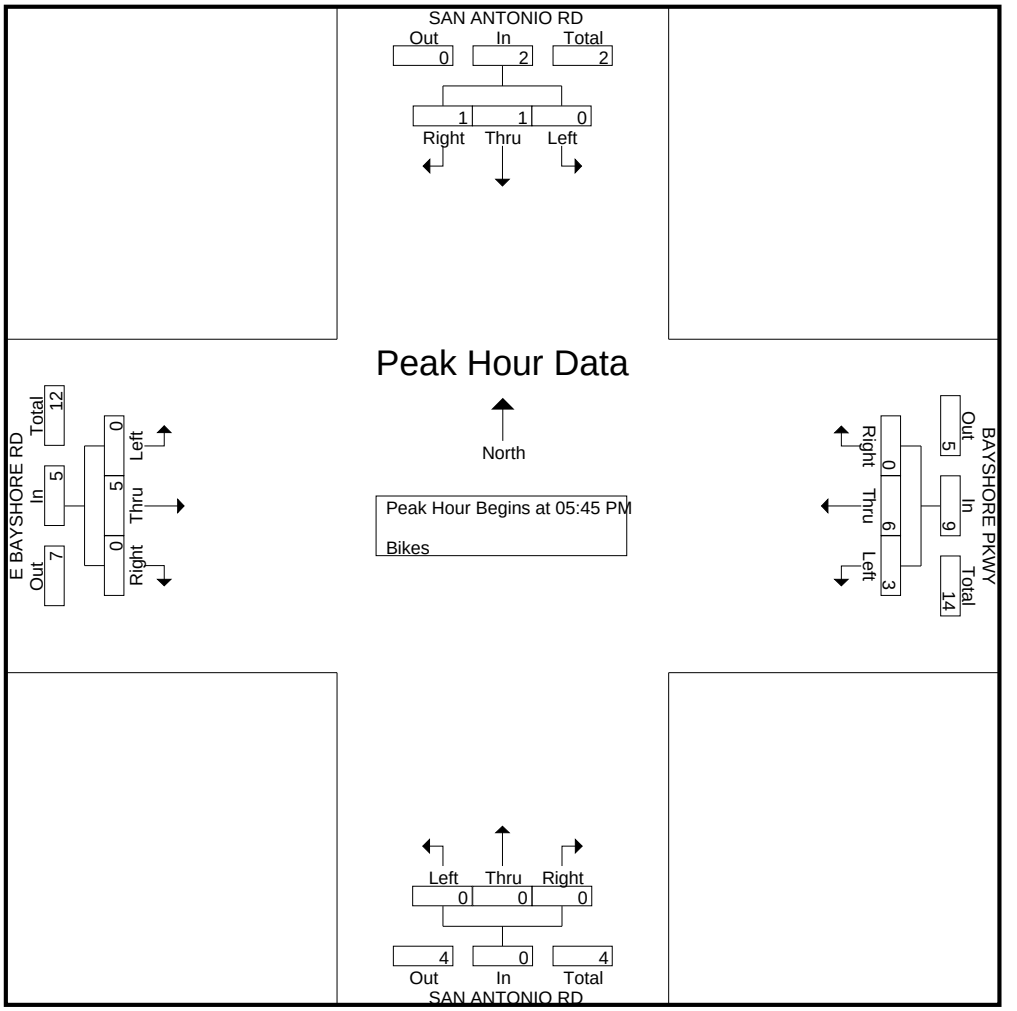

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(408) 377-2988
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	SAN ANTONIO RD Southbound					US-101 NB OFF-RAMP Westbound					SAN ANTONIO RD Northbound					US-101 NB ON-RAMP 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
07:00 AM	5	18	0	0	23	36	0	110	0	146	0	57	0	0	57	0	0	0	0	0	226
07:15 AM	4	23	0	0	27	41	0	118	0	159	0	94	0	0	94	0	0	0	0	0	280
07:30 AM	6	40	0	0	46	40	0	96	0	136	0	104	0	0	104	0	0	0	0	0	286
07:45 AM	2	40	0	0	42	66	0	140	0	206	0	109	0	0	109	0	0	0	0	0	357
Total	17	121	0	0	138	183	0	464	0	647	0	364	0	0	364	0	0	0	0	0	1149
08:00 AM	9	52	0	0	61	76	0	148	0	224	0	133	0	0	133	0	0	0	0	0	418
08:15 AM	12	33	0	0	45	89	0	169	0	258	0	126	0	0	126	0	0	0	0	0	429
08:30 AM	8	43	0	0	51	91	0	120	0	211	0	149	0	0	149	0	0	0	0	0	411
08:45 AM	6	55	0	0	61	113	0	135	0	248	0	147	0	0	147	0	0	0	0	0	456
Total	35	183	0	0	218	369	0	572	0	941	0	555	0	0	555	0	0	0	0	0	1714
09:00 AM	15	73	0	0	88	158	0	141	0	299	0	148	0	0	148	0	0	0	2	2	537
09:15 AM	14	53	0	0	67	153	0	105	0	258	0	144	0	0	144	0	0	0	0	0	469
09:30 AM	12	41	0	0	53	130	0	125	0	255	0	139	0	0	139	0	0	0	4	4	451
09:45 AM	11	43	0	0	54	113	0	96	0	209	0	122	0	0	122	0	0	0	1	1	386
Total	52	210	0	0	262	554	0	467	0	1021	0	553	0	0	553	0	0	0	7	7	1843
Grand Total	104	514	0	0	618	1106	0	1503	0	2609	0	1472	0	0	1472	0	0	0	7	7	4706
Apprch %	16.8	83.2	0	0		42.4	0	57.6	0		0	100	0	0		0	0	0	100		
Total %	2.2	10.9	0	0	13.1	23.5	0	31.9	0	55.4	0	31.3	0	0	31.3	0	0	0	0.1	0.1	

	SAN ANTONIO RD Southbound				US-101 NB OFF-RAMP Westbound				SAN ANTONIO RD Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	6	55	0	61	113	0	135	248	0	147	0	147	0	0	0	0	456
09:00 AM	**15**	**73**	0	**88**	**158**	0	**141**	**299**	0	**148**	0	**148**	0	0	0	0	**535**
09:15 AM	14	53	0	67	153	0	105	258	0	144	0	144	0	0	0	0	469
09:30 AM	12	41	0	53	130	0	125	255	0	139	0	139	0	0	0	0	447
Total Volume	47	222	0	269	554	0	506	1060	0	578	0	578	0	0	0	0	1907
% App. Total	17.5	82.5	0		52.3	0	47.7		0	100	0		0	0	0		
PHF	.783	.760	.000	.764	.877	.000	.897	.886	.000	.976	.000	.976	.000	.000	.000	.000	.891

Traffic Data Service

Campbell, CA
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File Name : 2AM FINAL
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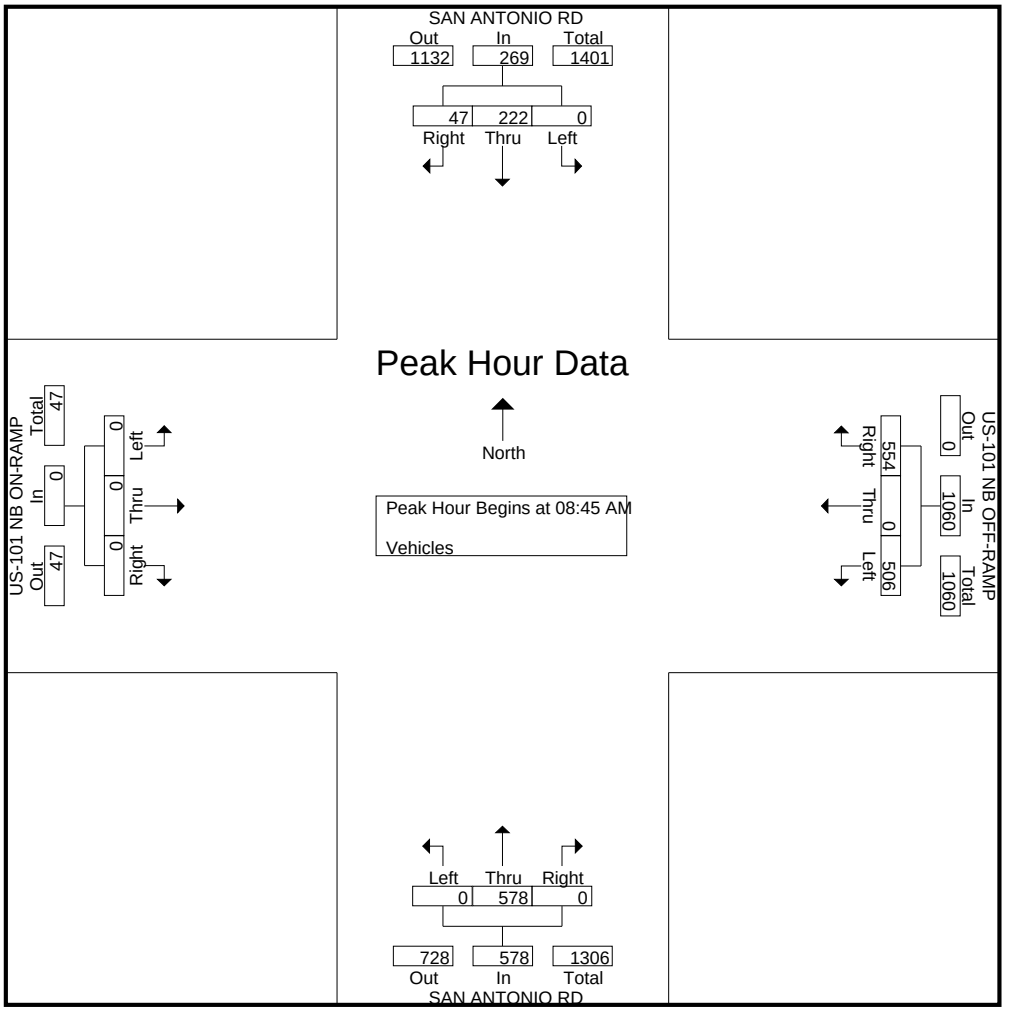

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 6/4/2015
Page No : 1

Groups Printed- Bikes

	SAN ANTONIO RD Southbound					US-101 NB OFF-RAMP Westbound					SAN ANTONIO RD Northbound					US-101 NB ON-RAMP 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
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Grand Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	33.3	0	0	33.3	0	0	0	0	0	0	66.7	0	0	66.7	0	0	0	0	0	

	SAN ANTONIO RD Southbound				US-101 NB OFF-RAMP Westbound				SAN ANTONIO RD Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750

Traffic Data Service

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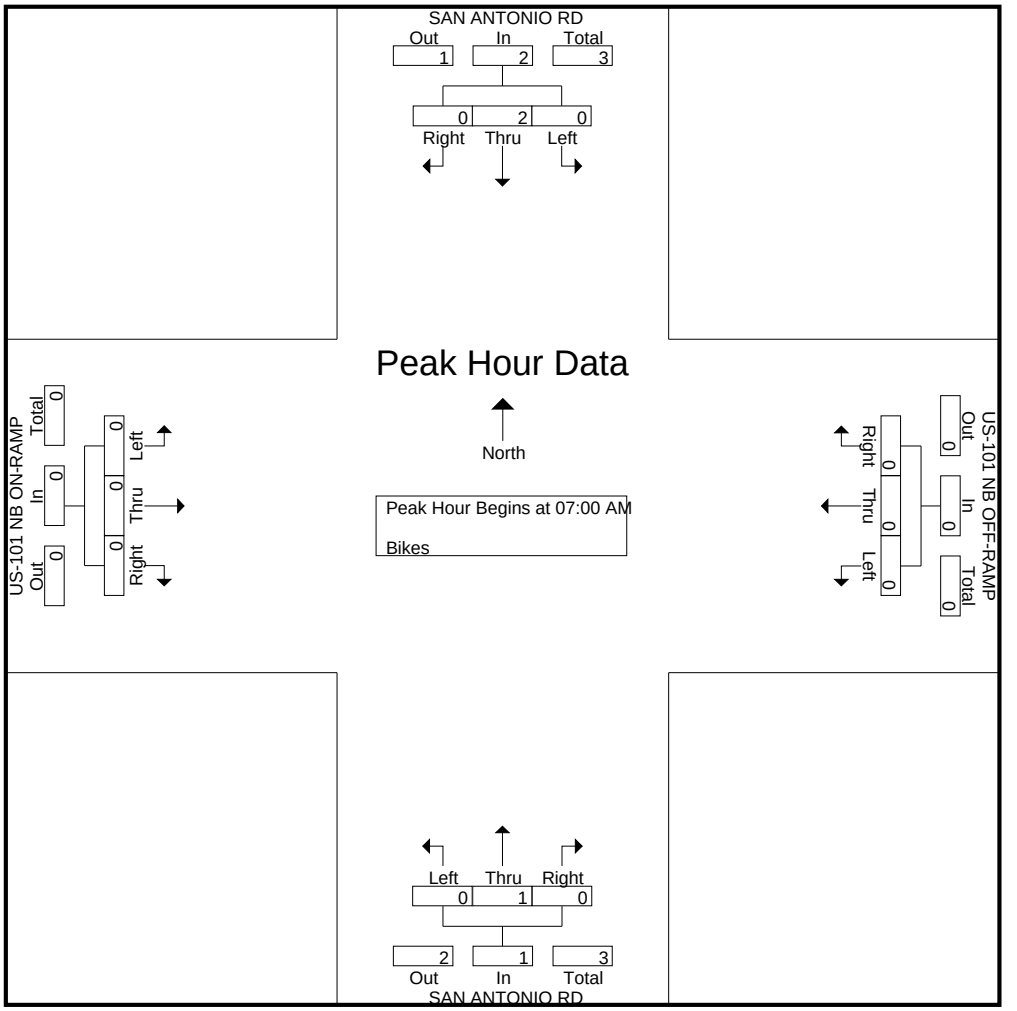

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	SAN ANTONIO RD Southbound					US-101 NB OFF-RAMP Westbound					SAN ANTONIO RD Northbound					US-101 NB ON-RAMP 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
04:00 PM	69	118	0	0	187	27	0	87	0	114	0	66	0	0	66	0	0	0	0	0	367
04:15 PM	69	97	0	0	166	37	0	84	0	121	0	58	0	0	58	0	0	0	2	2	347
04:30 PM	76	153	0	0	229	31	0	79	0	110	0	57	0	0	57	0	0	0	0	0	396
04:45 PM	63	198	0	0	261	35	0	70	0	105	0	62	0	0	62	0	0	0	0	0	428
Total	277	566	0	0	843	130	0	320	0	450	0	243	0	0	243	0	0	0	2	2	1538
05:00 PM	78	201	0	0	279	36	0	76	0	112	0	68	0	0	68	0	0	0	0	0	459
05:15 PM	67	189	0	0	256	49	0	75	0	124	0	58	0	0	58	0	0	0	0	0	438
05:30 PM	65	168	0	0	233	42	0	70	0	112	0	64	0	0	64	0	0	0	0	0	409
05:45 PM	75	131	0	0	206	32	0	91	0	123	0	49	2	0	51	0	0	0	0	0	380
Total	285	689	0	0	974	159	0	312	0	471	0	239	2	0	241	0	0	0	0	0	1686
06:00 PM	51	110	0	0	161	27	0	78	0	105	0	52	0	0	52	0	0	0	0	0	318
06:15 PM	45	88	0	0	133	32	0	94	0	126	0	42	0	0	42	0	0	0	0	0	301
06:30 PM	37	78	0	0	115	21	0	98	0	119	0	41	0	0	41	0	0	0	0	0	275
06:45 PM	32	51	0	0	83	20	0	150	0	170	0	40	0	0	40	0	0	0	0	0	293
Total	165	327	0	0	492	100	0	420	0	520	0	175	0	0	175	0	0	0	0	0	1187
Grand Total	727	1582	0	0	2309	389	0	1052	0	1441	0	657	2	0	659	0	0	0	2	2	4411
Apprch %	31.5	68.5	0	0		27	0	73	0		0	99.7	0.3	0		0	0	0	100		
Total %	16.5	35.9	0	0	52.3	8.8	0	23.8	0	32.7	0	14.9	0	0	14.9	0	0	0	0	0	

	SAN ANTONIO RD Southbound				US-101 NB OFF-RAMP Westbound				SAN ANTONIO RD Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	63	198	0	261	35	0	70	105	0	62	0	62	0	0	0	0	428
05:00 PM	**78**	**201**	0	**279**	36	0	**76**	112	0	**68**	0	**68**	0	0	0	0	**459**
05:15 PM	67	189	0	256	**49**	0	75	**124**	0	58	0	58	0	0	0	0	438
05:30 PM	65	168	0	233	42	0	70	112	0	64	0	64	0	0	0	0	409
Total Volume	273	756	0	1029	162	0	291	453	0	252	0	252	0	0	0	0	1734
% App. Total	26.5	73.5	0		35.8	0	64.2		0	100	0		0	0	0		
PHF	.875	.940	.000	.922	.827	.000	.957	.913	.000	.926	.000	.926	.000	.000	.000	.000	.944

Traffic Data Service

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File Name : 2PM FINAL
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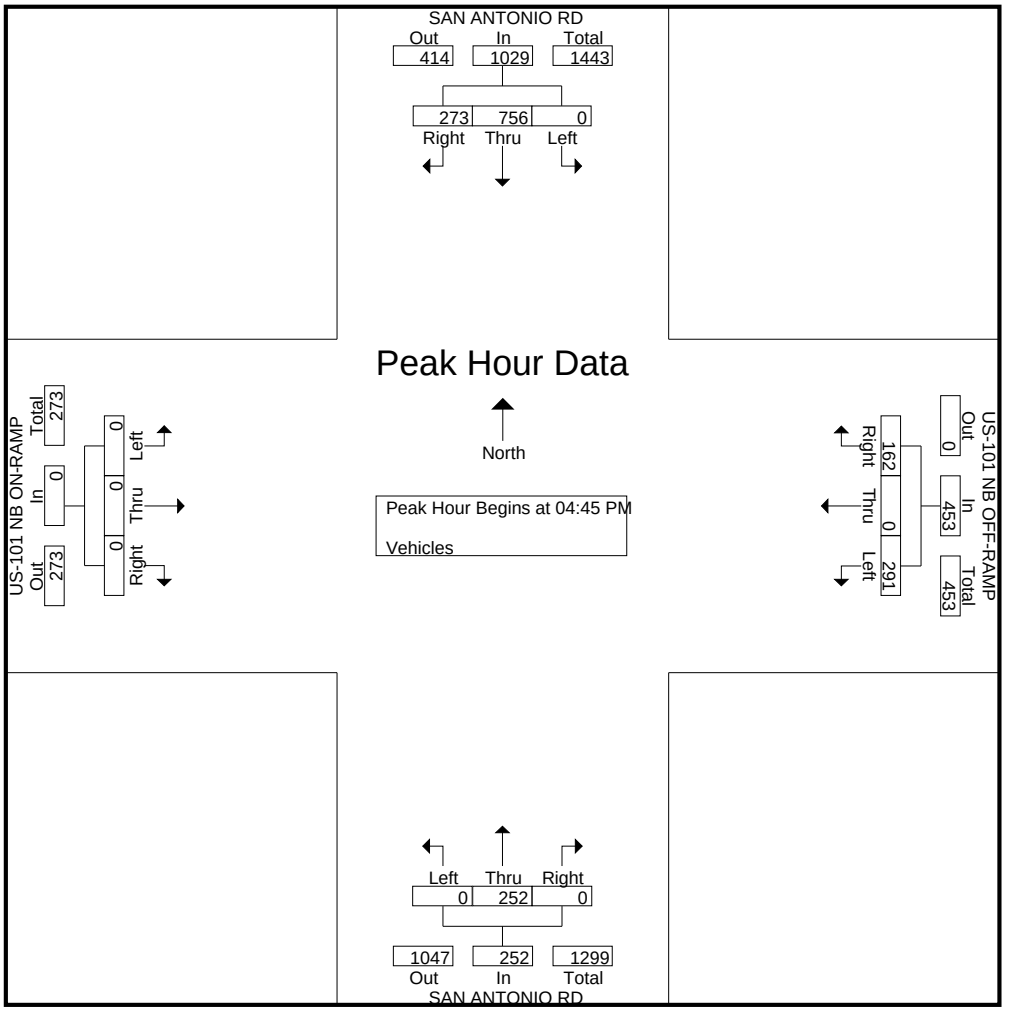

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 6/4/2015
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Groups Printed- Bikes

	SAN ANTONIO RD Southbound					US-101 NB OFF-RAMP Westbound					SAN ANTONIO RD Northbound					US-101 NB ON-RAMP 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
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Total	0	2	0	0	2	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	13
Grand Total	0	3	0	0	3	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	17
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	17.6	0	0	17.6	0	0	0	0	0	0	82.4	0	0	82.4	0	0	0	0	0	

	SAN ANTONIO RD Southbound				US-101 NB OFF-RAMP Westbound				SAN ANTONIO RD Northbound				US-101 NB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
06:30 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	3
06:45 PM	0	0	0	0	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**5**
Total Volume	0	2	0	2	0	0	0	0	0	11	0	11	0	0	0	0	13
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.550	.000	.550	.000	.000	.000	.000	.650

Traffic Data Service

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File Name : 2PM FINAL
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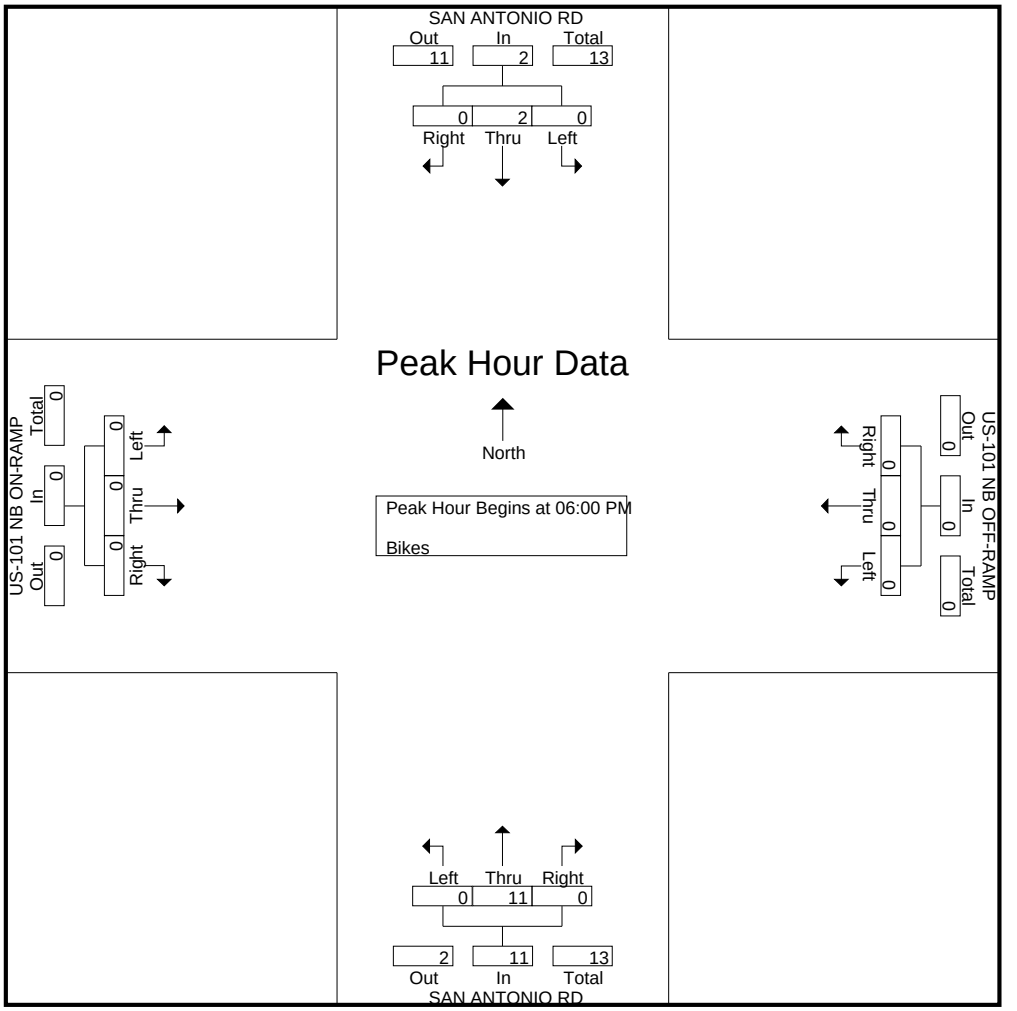

Traffic Data Service

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File Name : 9AM FINAL
Site Code : 00000009
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	SAN ANTONIO RD Southbound					CHARLESTON RD Westbound					SAN ANTONIO RD Northbound					E CHARLESTON RD 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
07:00 AM	121	142	41	0	304	13	21	8	4	46	20	83	20	4	127	3	71	25	0	99	576
07:15 AM	108	134	45	0	287	23	32	15	0	70	20	150	23	0	193	13	79	40	0	132	682
07:30 AM	131	187	40	0	358	16	43	10	0	69	27	157	37	0	221	1	96	34	0	131	779
07:45 AM	136	190	48	1	375	18	37	12	0	67	14	168	39	1	222	14	138	59	0	211	875
Total	496	653	174	1	1324	70	133	45	4	252	81	558	119	5	763	31	384	158	0	573	2912
08:00 AM	189	181	57	0	427	25	53	6	1	85	37	155	63	0	255	12	195	68	0	275	1042
08:15 AM	196	173	55	0	424	23	52	11	4	90	37	169	51	0	257	12	200	77	0	289	1060
08:30 AM	172	148	59	0	379	32	42	9	0	83	24	195	62	1	282	8	208	72	0	288	1032
08:45 AM	182	192	38	0	412	31	34	13	1	79	37	167	72	1	277	18	203	65	0	286	1054
Total	739	694	209	0	1642	111	181	39	6	337	135	686	248	2	1071	50	806	282	0	1138	4188
09:00 AM	157	192	69	0	418	28	41	13	0	82	32	176	45	1	254	19	192	64	2	277	1031
09:15 AM	149	162	45	2	358	46	45	8	2	101	35	165	55	1	256	7	186	58	3	254	969
09:30 AM	148	192	49	3	392	31	50	14	3	98	44	176	23	1	244	12	209	56	1	278	1012
09:45 AM	131	212	68	2	413	24	32	11	0	67	51	174	49	0	274	13	168	50	2	233	987
Total	585	758	231	7	1581	129	168	46	5	348	162	691	172	3	1028	51	755	228	8	1042	3999
Grand Total	1820	2105	614	8	4547	310	482	130	15	937	378	1935	539	10	2862	132	1945	668	8	2753	11099
Apprch %	40	46.3	13.5	0.2		33.1	51.4	13.9	1.6		13.2	67.6	18.8	0.3		4.8	70.7	24.3	0.3		
Total %	16.4	19	5.5	0.1	41	2.8	4.3	1.2	0.1	8.4	3.4	17.4	4.9	0.1	25.8	1.2	17.5	6	0.1	24.8	

	SAN ANTONIO RD Southbound				CHARLESTON RD Westbound				SAN ANTONIO RD Northbound				E CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	189	181	57	**427**	25	**53**	6	84	**37**	155	63	255	12	195	68	275	1041
08:15 AM	**196**	173	55	424	23	52	11	**86**	37	169	51	257	12	200	**77**	**289**	**1056**
08:30 AM	172	148	**59**	379	**32**	42	9	83	24	**195**	62	**281**	8	**208**	72	288	1031
08:45 AM	182	**192**	38	412	31	34	**13**	78	37	167	**72**	276	**18**	203	65	286	1052
Total Volume	739	694	209	1642	111	181	39	331	135	686	248	1069	50	806	282	1138	4180
% App. Total	45	42.3	12.7		33.5	54.7	11.8		12.6	64.2	23.2		4.4	70.8	24.8		
PHF	.943	.904	.886	.961	.867	.854	.750	.962	.912	.879	.861	.951	.694	.969	.916	.984	.990

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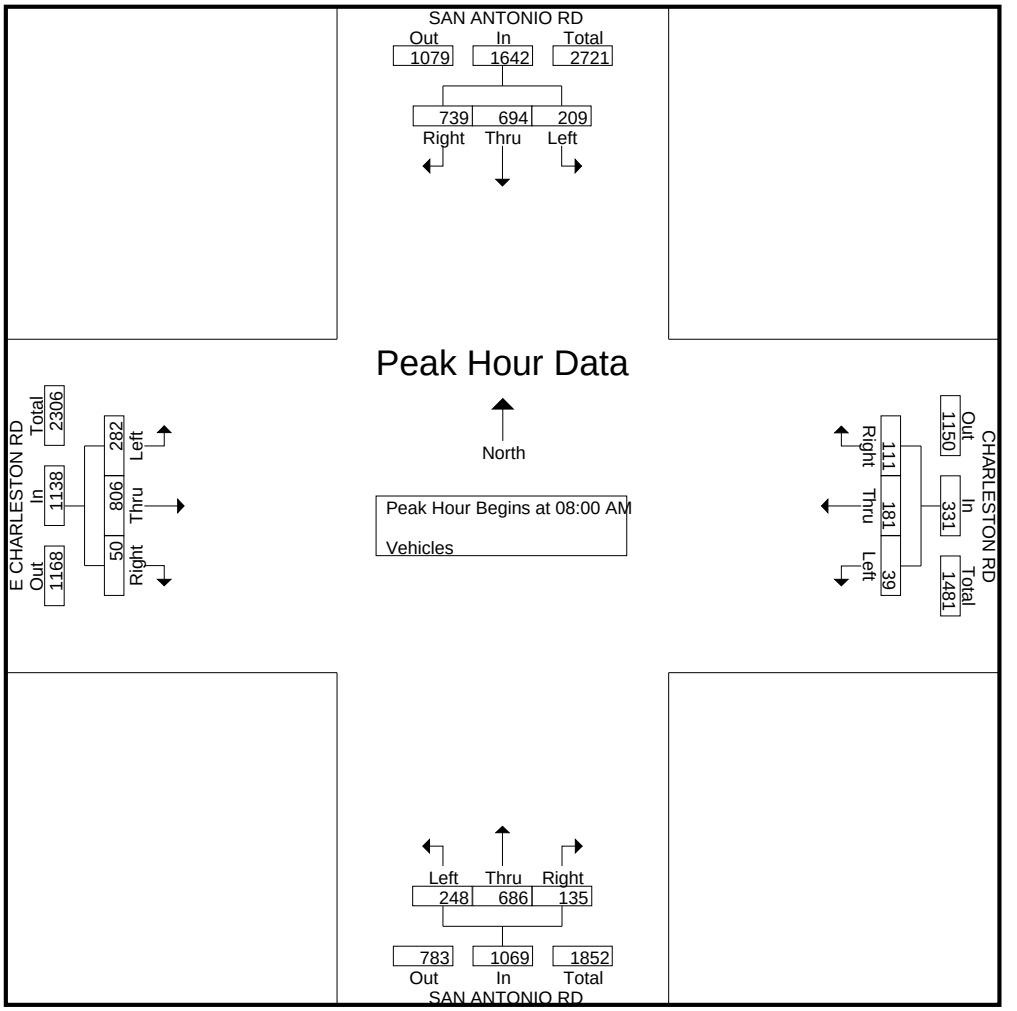

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Groups Printed- Bikes

	SAN ANTONIO RD Southbound					CHARLESTON RD Westbound					SAN ANTONIO RD Northbound					E CHARLESTON RD 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
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Total	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	4	0	0	4	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	15	0	0	15	17
09:00 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	7	0	0	7	10
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
09:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Total	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	0	15	0	0	15	20
Grand Total	1	0	0	0	1	0	3	0	0	3	0	3	2	0	5	0	37	0	0	37	46
Apprch %	100	0	0	0		0	100	0	0		0	60	40	0		0	100	0	0		
Total %	2.2	0	0	0	2.2	0	6.5	0	0	6.5	0	6.5	4.3	0	10.9	0	80.4	0	0	80.4	

	SAN ANTONIO RD Southbound				CHARLESTON RD Westbound				SAN ANTONIO RD Northbound				E CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	4	0	4	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
09:00 AM	0	0	0	0	0	**2**	0	**2**	0	1	0	1	0	**7**	0	**7**	**10**
Total Volume	0	0	0	0	0	2	0	2	0	2	1	3	0	22	0	22	27
% App. Total	0	0	0		0	100	0		0	66.7	33.3		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.500	.250	.375	.000	.786	.000	.786	.675

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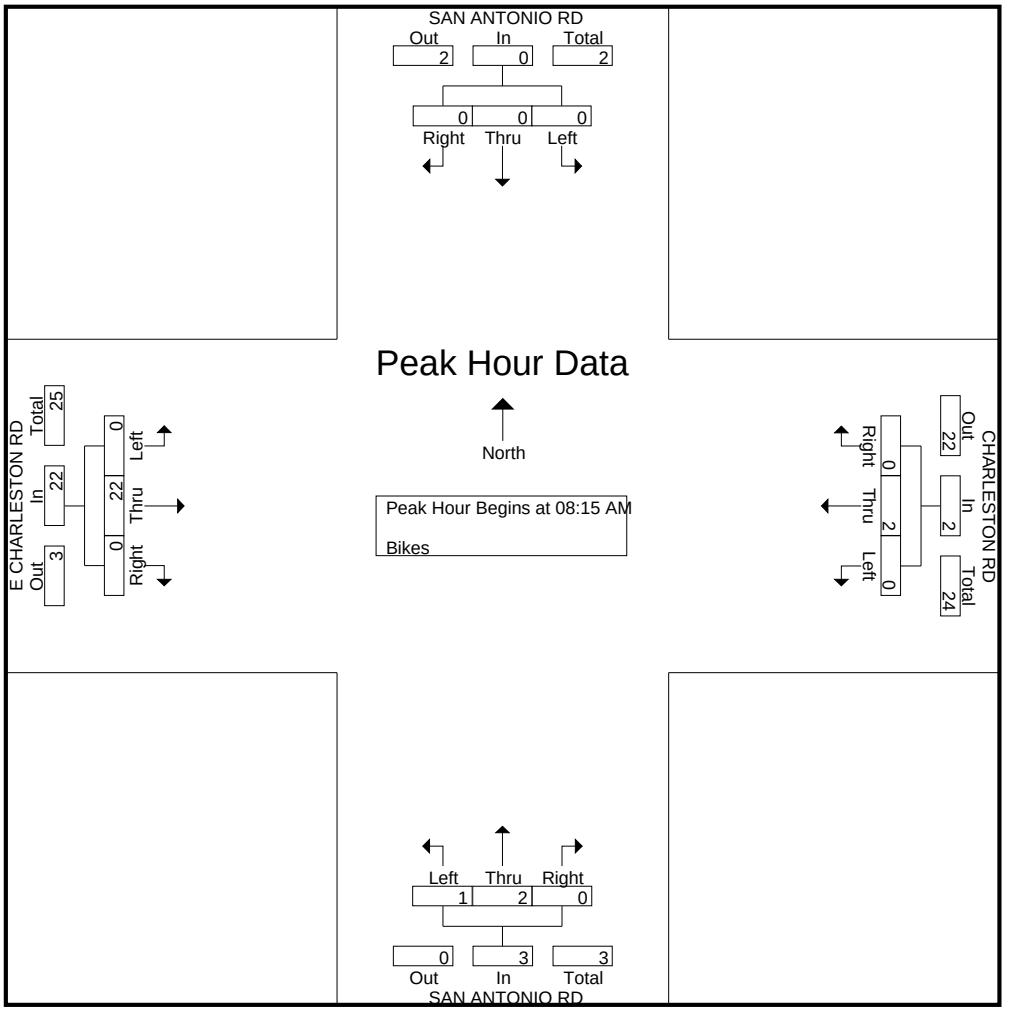

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Groups Printed- Vehicles

	SAN ANTONIO RD Southbound					CHARLESTON RD Westbound					SAN ANTONIO RD Northbound					E CHARLESTON RD 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
04:00 PM	127	258	64	0	449	55	63	18	5	141	53	214	61	1	329	9	175	42	1	227	1146
04:15 PM	86	201	78	0	365	44	66	23	1	134	43	160	31	2	236	7	217	53	0	277	1012
04:30 PM	102	140	82	0	324	55	61	16	1	133	38	140	34	2	214	16	180	42	1	239	910
04:45 PM	78	139	118	2	337	44	86	16	0	146	35	148	42	1	226	18	228	39	3	288	997
Total	393	738	342	2	1475	198	276	73	7	554	169	662	168	6	1005	50	800	176	5	1031	4065
05:00 PM	102	214	88	0	404	56	77	28	0	161	32	137	56	0	225	19	158	33	1	211	1001
05:15 PM	117	264	90	0	471	43	88	17	0	148	27	153	42	0	222	21	166	35	3	225	1066
05:30 PM	95	259	97	0	451	40	106	30	0	176	27	145	53	0	225	19	164	34	2	219	1071
05:45 PM	119	267	95	2	483	39	88	23	0	150	13	126	52	0	191	22	145	25	4	196	1020
Total	433	1004	370	2	1809	178	359	98	0	635	99	561	203	0	863	81	633	127	10	851	4158
06:00 PM	118	234	73	0	425	52	86	20	1	159	37	121	45	1	204	15	166	32	0	213	1001
06:15 PM	111	260	104	0	475	43	97	31	0	171	32	100	30	0	162	13	154	35	0	202	1010
06:30 PM	124	240	86	0	450	32	70	22	0	124	43	130	38	0	211	13	164	31	0	208	993
06:45 PM	154	221	87	0	462	36	57	20	1	114	37	108	30	0	175	15	122	21	0	158	909
Total	507	955	350	0	1812	163	310	93	2	568	149	459	143	1	752	56	606	119	0	781	3913
Grand Total	1333	2697	1062	4	5096	539	945	264	9	1757	417	1682	514	7	2620	187	2039	422	15	2663	12136
Apprch %	26.2	52.9	20.8	0.1		30.7	53.8	15	0.5		15.9	64.2	19.6	0.3		7	76.6	15.8	0.6		
Total %	11	22.2	8.8	0	42	4.4	7.8	2.2	0.1	14.5	3.4	13.9	4.2	0.1	21.6	1.5	16.8	3.5	0.1	21.9	

	SAN ANTONIO RD Southbound				CHARLESTON RD Westbound				SAN ANTONIO RD Northbound				E CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	102	214	88	404	**56**	77	28	161	**32**	137	**56**	**225**	19	158	33	210	1000
05:15 PM	117	264	90	471	43	88	17	148	27	**153**	42	222	21	**166**	**35**	**222**	1063
05:30 PM	95	259	**97**	451	40	**106**	**30**	**176**	27	145	53	225	19	164	34	217	**1069**
05:45 PM	**119**	**267**	95	**481**	39	88	23	150	13	126	52	191	**22**	145	25	192	1014
Total Volume	433	1004	370	1807	178	359	98	635	99	561	203	863	81	633	127	841	4146
% App. Total	24	55.6	20.5		28	56.5	15.4		11.5	65	23.5		9.6	75.3	15.1		
PHF	.910	.940	.954	.939	.795	.847	.817	.902	.773	.917	.906	.959	.920	.953	.907	.947	.970

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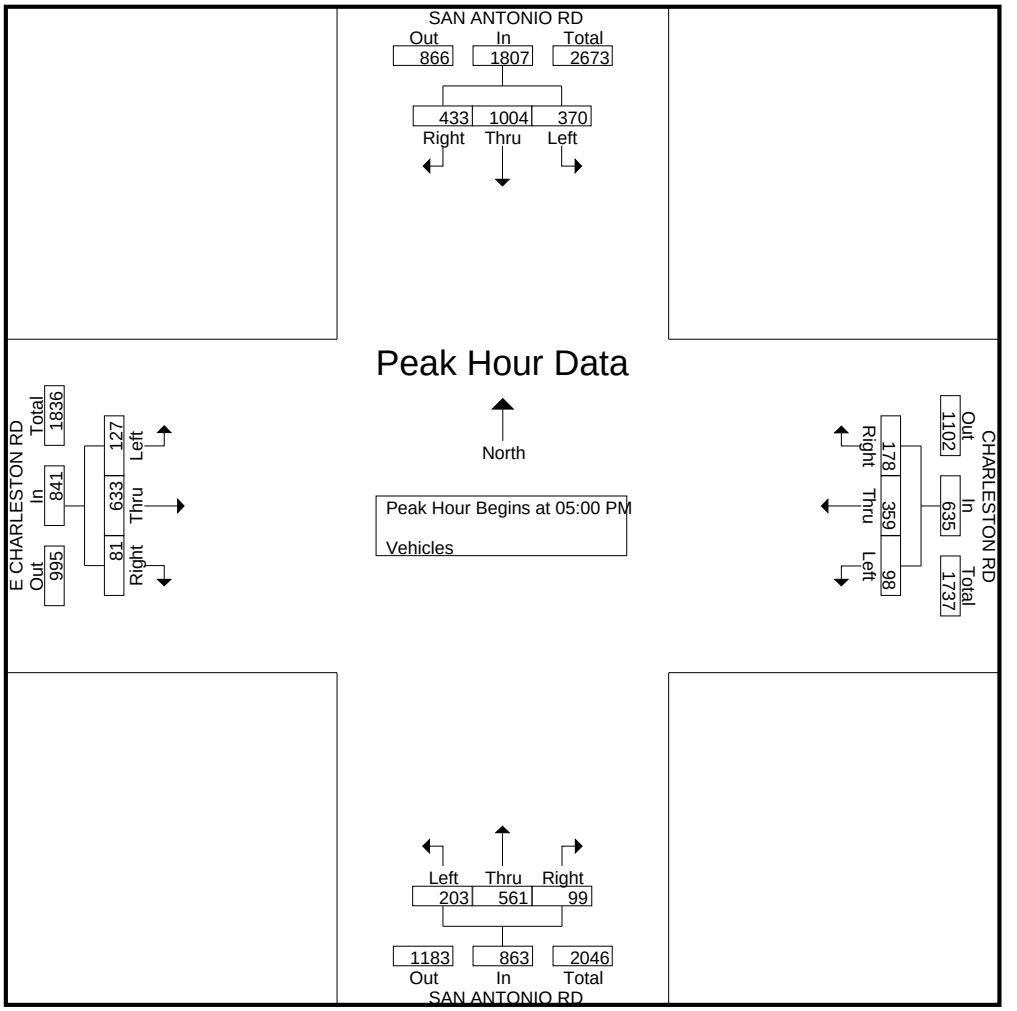

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Groups Printed- Bikes

	SAN ANTONIO RD Southbound					CHARLESTON RD Westbound					SAN ANTONIO RD Northbound					E CHARLESTON RD 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
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
04:45 PM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	1	0	1	0	6	1	0	7	0	2	1	0	3	0	1	1	0	2	13
05:00 PM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	1	0	2	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
Grand Total	1	0	3	0	4	0	14	1	0	15	0	3	1	0	4	0	3	1	0	4	27
Apprch %	25	0	75	0		0	93.3	6.7	0		0	75	25	0		0	75	25	0		
Total %	3.7	0	11.1	0	14.8	0	51.9	3.7	0	55.6	0	11.1	3.7	0	14.8	0	11.1	3.7	0	14.8	

	SAN ANTONIO RD Southbound				CHARLESTON RD Westbound				SAN ANTONIO RD Northbound				E CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**2**	0	2	0	0	0	0	0	**1**	0	**1**	3
04:45 PM	0	0	1	1	0	2	**1**	**3**	0	0	0	0	0	0	0	0	**4**
05:00 PM	0	0	**2**	**2**	0	2	0	2	0	0	0	0	0	0	0	0	4
05:15 PM	**1**	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
Total Volume	1	0	3	4	0	8	1	9	0	0	0	0	0	1	0	1	14
% App. Total	25	0	75		0	88.9	11.1		0	0	0		0	100	0		
PHF	.250	.000	.375	.500	.000	1.00	.250	.750	.000	.000	.000	.000	.000	.250	.000	.250	.875

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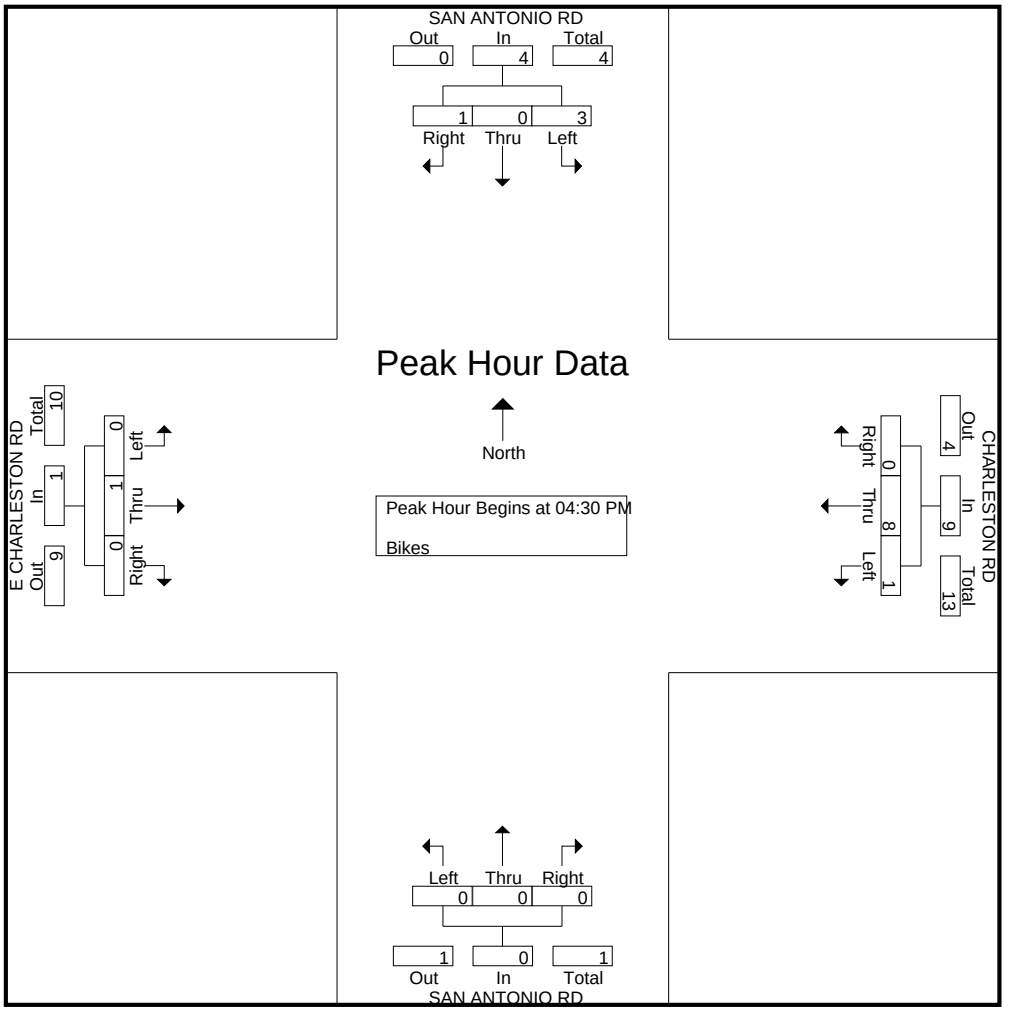

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Groups Printed- Vehicles

	SAN ANTONIO RD Southbound					W MIDDLEFIELD RD Westbound					SAN ANTONIO RD Northbound					MIDDLEFIELD RD 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
07:00 AM	10	139	9	0	158	11	63	47	0	121	33	121	6	4	164	16	25	10	2	53	496
07:15 AM	10	132	14	1	157	27	72	46	0	145	37	157	26	0	220	21	29	5	0	55	577
07:30 AM	13	152	18	1	184	21	103	77	0	201	53	204	22	0	279	24	39	6	1	70	734
07:45 AM	9	170	18	2	199	39	122	78	0	239	59	220	38	0	317	28	43	14	0	85	840
Total	42	593	59	4	698	98	360	248	0	706	182	702	92	4	980	89	136	35	3	263	2647
08:00 AM	14	177	13	0	204	36	119	69	1	225	78	245	73	1	397	42	70	18	0	130	956
08:15 AM	21	200	18	0	239	49	103	59	2	213	70	267	80	1	418	43	111	22	0	176	1046
08:30 AM	14	157	30	0	201	33	97	47	3	180	75	220	59	2	356	55	136	34	0	225	962
08:45 AM	11	172	25	0	208	37	108	49	4	198	37	266	59	2	364	50	89	15	0	154	924
Total	60	706	86	0	852	155	427	224	10	816	260	998	271	6	1535	190	406	89	0	685	3888
09:00 AM	6	201	21	0	228	33	59	61	4	157	58	227	32	5	322	42	95	24	0	161	868
09:15 AM	6	172	36	0	214	33	69	63	3	168	55	230	45	5	335	51	85	19	2	157	874
09:30 AM	16	214	25	0	255	14	58	63	4	139	79	239	37	1	356	36	53	14	0	103	853
09:45 AM	18	187	30	0	235	28	67	65	4	164	56	181	23	5	265	42	75	24	0	141	805
Total	46	774	112	0	932	108	253	252	15	628	248	877	137	16	1278	171	308	81	2	562	3400
Grand Total	148	2073	257	4	2482	361	1040	724	25	2150	690	2577	500	26	3793	450	850	205	5	1510	9935
Apprch %	6	83.5	10.4	0.2		16.8	48.4	33.7	1.2		18.2	67.9	13.2	0.7		29.8	56.3	13.6	0.3		
Total %	1.5	20.9	2.6	0	25	3.6	10.5	7.3	0.3	21.6	6.9	25.9	5	0.3	38.2	4.5	8.6	2.1	0.1	15.2	

	SAN ANTONIO RD Southbound				W MIDDLEFIELD RD Westbound				SAN ANTONIO RD Northbound				MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	14	177	13	204	36	**119**	**69**	**224**	**78**	245	73	396	42	70	18	130	954
08:15 AM	**21**	**200**	18	**239**	**49**	103	59	211	70	**267**	**80**	**417**	43	111	22	176	**1043**
08:30 AM	14	157	**30**	201	33	97	47	177	75	220	59	354	**55**	**136**	**34**	**225**	957
08:45 AM	11	172	25	208	37	108	49	194	37	266	59	362	50	89	15	154	918
Total Volume	60	706	86	852	155	427	224	806	260	998	271	1529	190	406	89	685	3872
% App. Total	7	82.9	10.1		19.2	53	27.8		17	65.3	17.7		27.7	59.3	13		
PHF	.714	.883	.717	.891	.791	.897	.812	.900	.833	.934	.847	.917	.864	.746	.654	.761	.928

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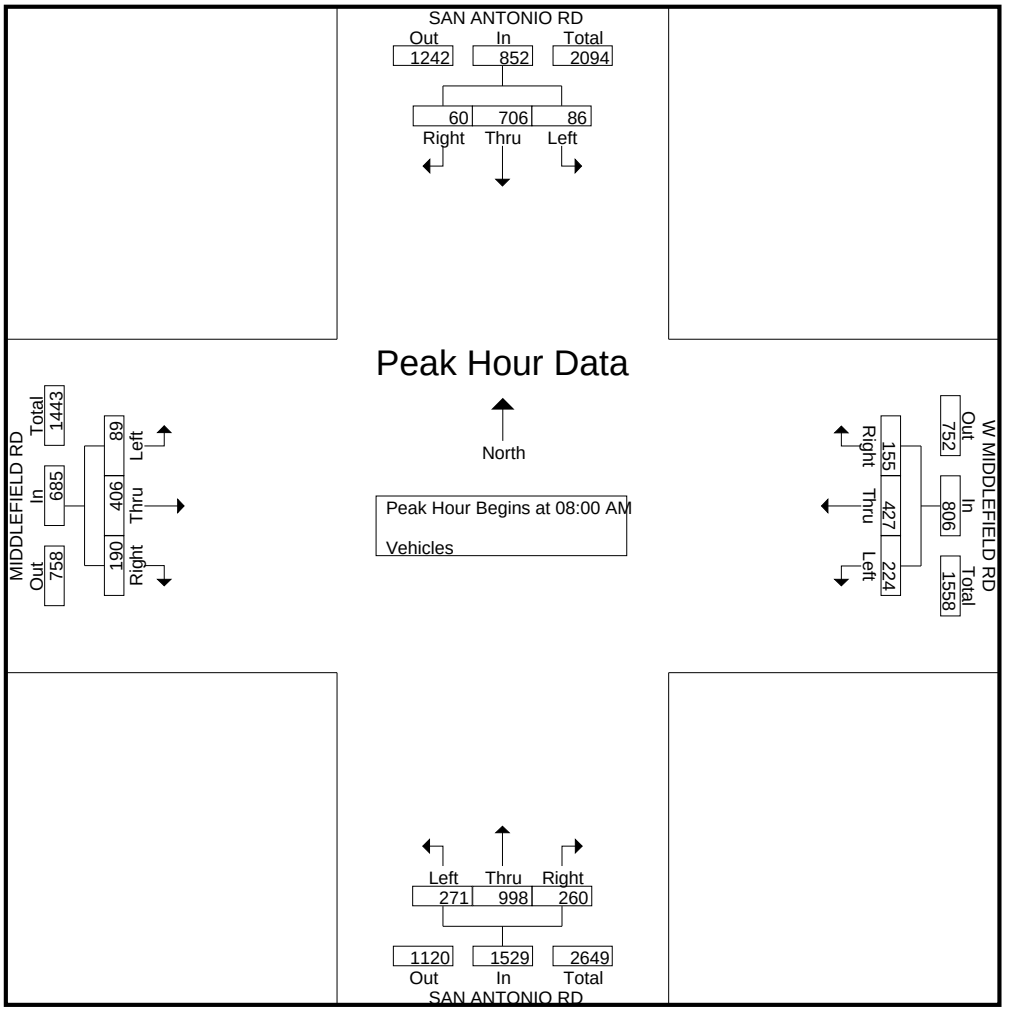

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 33AM FINAL
Site Code : 00000033
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Groups Printed- Bikes

	SAN ANTONIO RD Southbound					W MIDDLEFIELD RD Westbound					SAN ANTONIO RD Northbound					MIDDLEFIELD RD 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
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	12	0	0	12	15
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	11	0	0	11	12
08:15 AM	0	1	0	0	1	0	6	0	0	6	0	2	0	0	2	0	8	0	0	8	17
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	7	0	0	7	10
08:45 AM	0	1	0	0	1	0	5	0	0	5	0	3	0	0	3	0	4	0	0	4	13
Total	0	2	0	0	2	0	13	1	0	14	0	6	0	0	6	0	30	0	0	30	52
09:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
09:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	6
09:45 AM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	4	0	0	4	7
Total	0	0	0	0	0	0	6	1	0	7	1	1	0	0	2	0	15	0	0	15	24
Grand Total	0	2	0	0	2	0	19	2	0	21	1	10	0	0	11	0	57	0	0	57	91
Apprch %	0	100	0	0		0	90.5	9.5	0		9.1	90.9	0	0		0	100	0	0		
Total %	0	2.2	0	0	2.2	0	20.9	2.2	0	23.1	1.1	11	0	0	12.1	0	62.6	0	0	62.6	

	SAN ANTONIO RD Southbound				W MIDDLEFIELD RD Westbound				SAN ANTONIO RD Northbound				MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**11**	0	**11**	12
08:15 AM	0	**1**	0	**1**	0	**6**	0	**6**	0	2	0	2	0	8	0	8	**17**
08:30 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	7	0	7	10
08:45 AM	0	1	0	1	0	5	0	5	0	**3**	0	**3**	0	4	0	4	13
Total Volume	0	2	0	2	0	13	1	14	0	6	0	6	0	30	0	30	52
% App. Total	0	100	0		0	92.9	7.1		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.542	.250	.583	.000	.500	.000	.500	.000	.682	.000	.682	.765

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File Name : 33AM FINAL
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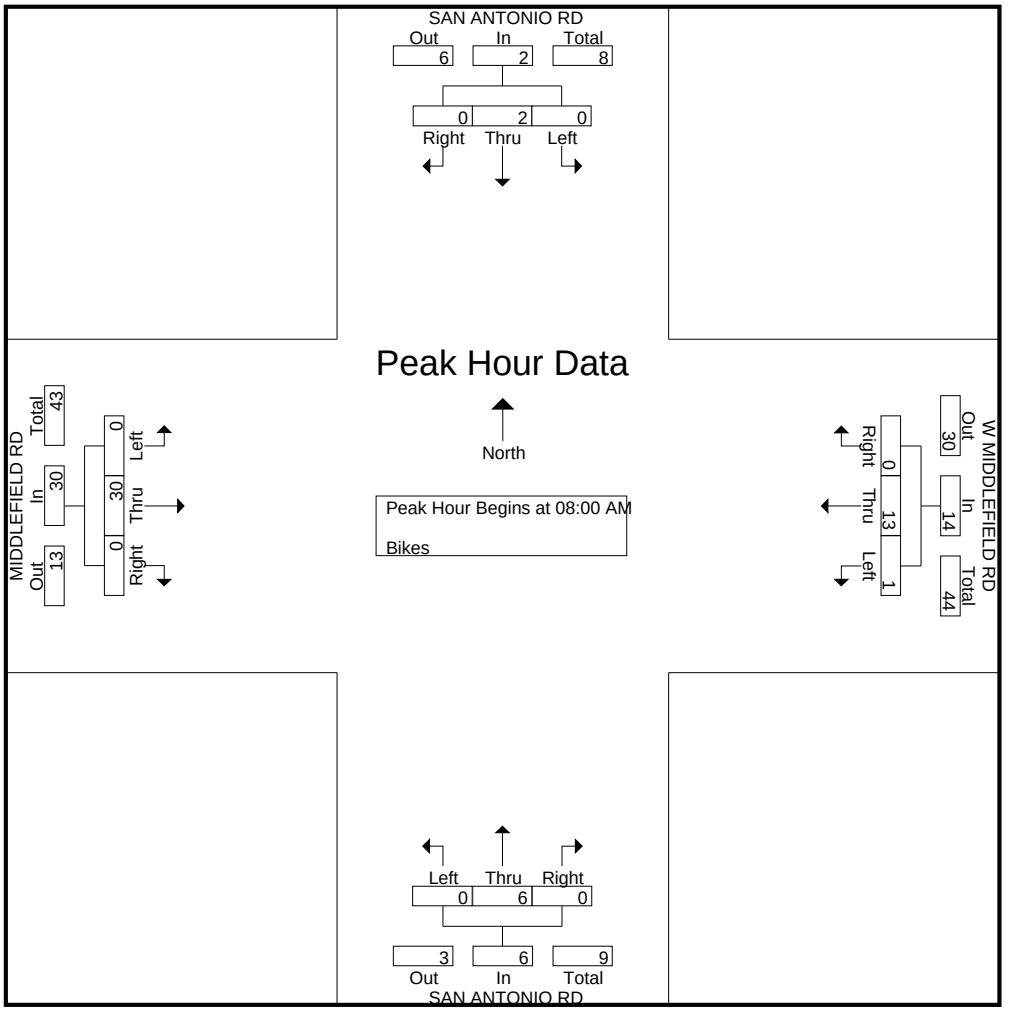

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File Name : 33PM FINAL
Site Code : 00000033
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Groups Printed- Vehicles

	SAN ANTONIO RD Southbound					W MIDDLEFIELD RD Westbound					SAN ANTONIO RD Northbound					MIDDLEFIELD RD 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
04:00 PM	21	233	31	1	286	27	65	80	2	174	53	238	65	5	361	50	87	27	0	164	985
04:15 PM	36	217	34	1	288	16	79	66	4	165	43	181	43	3	270	66	108	19	0	193	916
04:30 PM	18	207	52	0	277	29	80	72	1	182	64	176	45	8	293	52	108	16	3	179	931
04:45 PM	19	264	52	0	335	29	110	96	0	235	58	172	48	2	280	52	114	19	1	186	1036
Total	94	921	169	2	1186	101	334	314	7	756	218	767	201	18	1204	220	417	81	4	722	3868
05:00 PM	29	278	44	2	353	23	140	72	0	235	63	188	69	0	320	57	143	25	1	226	1134
05:15 PM	30	280	62	0	372	29	152	66	3	250	63	187	50	1	301	66	134	24	1	225	1148
05:30 PM	20	277	45	1	343	21	168	82	2	273	69	188	57	0	314	79	157	28	0	264	1194
05:45 PM	23	303	45	1	372	33	173	73	1	280	68	161	58	5	292	86	138	22	6	252	1196
Total	102	1138	196	4	1440	106	633	293	6	1038	263	724	234	6	1227	288	572	99	8	967	4672
06:00 PM	23	272	30	0	325	30	169	87	1	287	73	189	61	5	328	85	126	25	4	240	1180
06:15 PM	28	202	36	2	268	19	115	95	1	230	50	198	46	5	299	70	120	17	0	207	1004
06:30 PM	24	243	35	1	303	10	101	87	0	198	52	182	44	2	280	75	97	24	2	198	979
06:45 PM	27	186	37	4	254	13	66	77	1	157	65	187	37	0	289	42	85	14	3	144	844
Total	102	903	138	7	1150	72	451	346	3	872	240	756	188	12	1196	272	428	80	9	789	4007
Grand Total	298	2962	503	13	3776	279	1418	953	16	2666	721	2247	623	36	3627	780	1417	260	21	2478	12547
Apprch %	7.9	78.4	13.3	0.3		10.5	53.2	35.7	0.6		19.9	62	17.2	1		31.5	57.2	10.5	0.8		
Total %	2.4	23.6	4	0.1	30.1	2.2	11.3	7.6	0.1	21.2	5.7	17.9	5	0.3	28.9	6.2	11.3	2.1	0.2	19.7	

	SAN ANTONIO RD Southbound				W MIDDLEFIELD RD Westbound				SAN ANTONIO RD Northbound				MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**30**	280	**62**	**372**	29	152	66	247	63	187	50	300	66	134	24	224	1143
05:30 PM	20	277	45	342	21	168	82	271	69	188	57	314	79	**157**	**28**	**264**	**1191**
05:45 PM	23	**303**	45	371	**33**	**173**	73	279	68	161	58	287	**86**	138	22	246	1183
06:00 PM	23	272	30	325	30	169	**87**	**286**	**73**	**189**	**61**	**323**	85	126	25	236	1170
Total Volume	96	1132	182	1410	113	662	308	1083	273	725	226	1224	316	555	99	970	4687
% App. Total	6.8	80.3	12.9		10.4	61.1	28.4		22.3	59.2	18.5		32.6	57.2	10.2		
PHF	.800	.934	.734	.948	.856	.957	.885	.947	.935	.959	.926	.947	.919	.884	.884	.919	.984

Traffic Data Service

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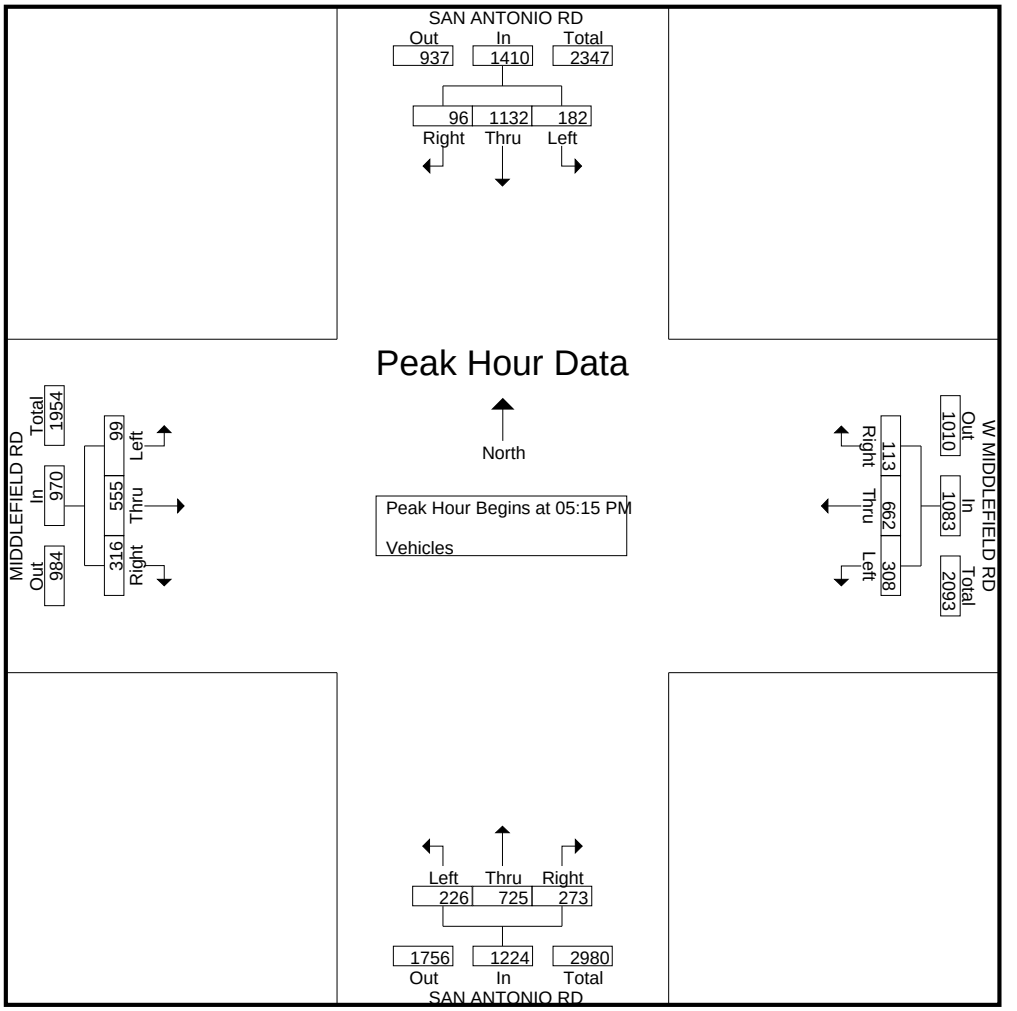

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File Name : 33PM FINAL
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Groups Printed- Bikes

	SAN ANTONIO RD Southbound					W MIDDLEFIELD RD Westbound					SAN ANTONIO RD Northbound					MIDDLEFIELD RD 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
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	4
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
Total	0	0	0	0	0	0	2	2	0	4	1	1	0	0	2	0	6	1	0	7	13
05:00 PM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	6
05:15 PM	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	0	9	0	0	9	15
05:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	8
05:45 PM	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	11
Total	0	2	2	0	4	0	14	0	0	14	2	1	0	0	3	0	19	0	0	19	40
06:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
06:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	7	0	0	7	9
06:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	5
Total	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	0	14	0	0	14	18
Grand Total	0	2	2	0	4	0	16	4	0	20	5	2	0	0	7	0	39	1	0	40	71
Apprch %	0	50	50	0		0	80	20	0		71.4	28.6	0	0		0	97.5	2.5	0		
Total %	0	2.8	2.8	0	5.6	0	22.5	5.6	0	28.2	7	2.8	0	0	9.9	0	54.9	1.4	0	56.3	

	SAN ANTONIO RD Southbound				W MIDDLEFIELD RD Westbound				SAN ANTONIO RD Northbound				MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**1**	1	0	1	0	1	**1**	0	0	**1**	0	3	0	3	6
05:15 PM	0	0	1	1	0	4	0	4	0	**1**	0	1	0	**9**	0	**9**	**15**
05:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	4	0	4	8
05:45 PM	0	**2**	0	**2**	0	**6**	0	**6**	0	0	0	0	0	3	0	3	11
Total Volume	0	2	2	4	0	14	0	14	2	1	0	3	0	19	0	19	40
% App. Total	0	50	50		0	100	0		66.7	33.3	0		0	100	0		
PHF	.000	.250	.500	.500	.000	.583	.000	.583	.500	.250	.000	.750	.000	.528	.000	.528	.667

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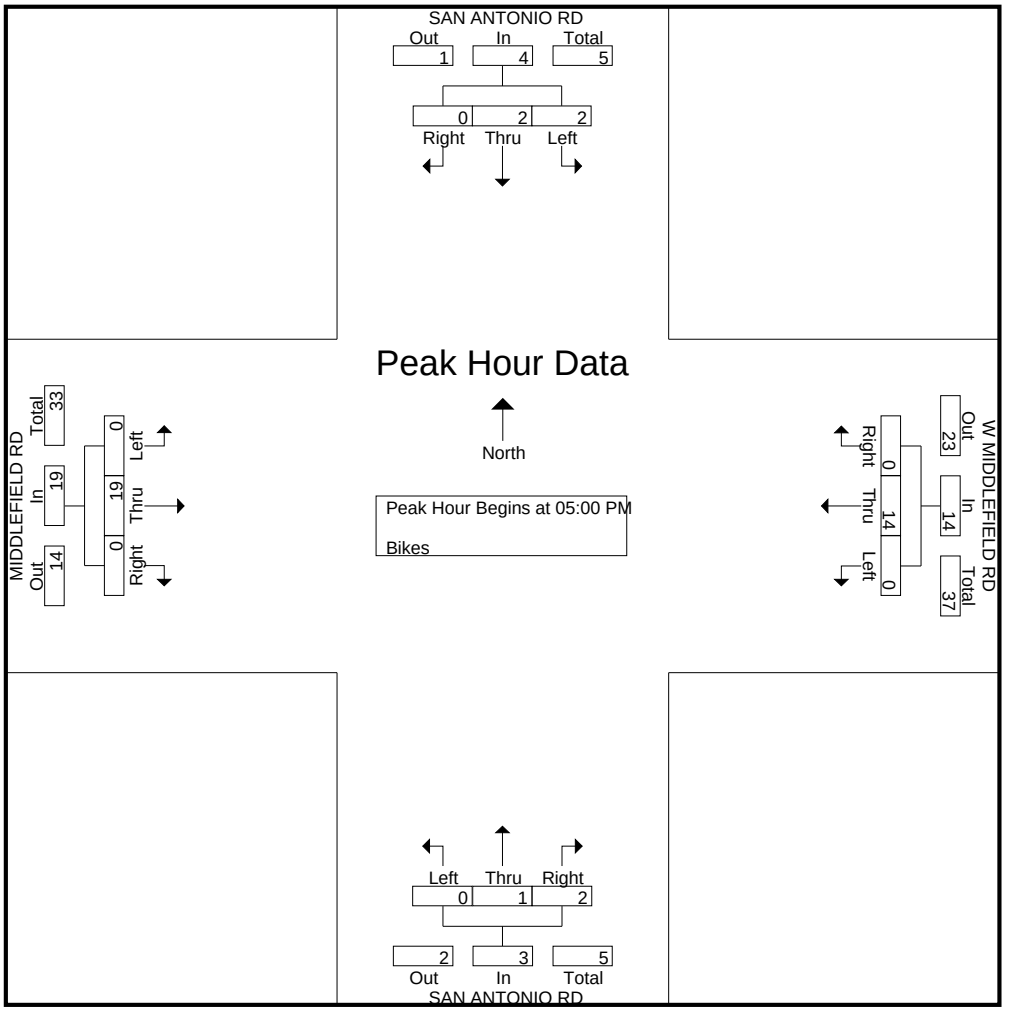

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File Name : 48AM FINAL
Site Code : 00000048
Start Date : 6/4/2015
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Groups Printed- Vehicles

	SAN ANTONIO RD Southbound					NITA AVE Westbound					SAN ANTONIO RD 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
07:00 AM	0	154	15	0	169	4	0	0	0	4	3	164	0	2	169	0	0	0	0	0	342
07:15 AM	0	197	18	0	215	8	0	0	0	8	5	215	0	0	220	0	0	0	0	0	443
07:30 AM	0	251	19	0	270	9	0	0	0	9	7	245	0	2	254	0	0	0	0	0	533
07:45 AM	0	268	26	0	294	15	0	0	0	15	12	347	0	5	364	0	0	0	0	0	673
Total	0	870	78	0	948	36	0	0	0	36	27	971	0	9	1007	0	0	0	0	0	1991
08:00 AM	0	270	41	0	311	8	0	0	9	17	20	355	0	14	389	0	0	0	0	0	717
08:15 AM	0	258	43	0	301	9	0	0	7	16	28	335	0	10	373	0	0	0	0	0	690
08:30 AM	0	239	20	0	259	14	0	0	3	17	40	322	0	9	371	0	0	0	0	0	647
08:45 AM	0	239	23	0	262	10	0	0	1	11	28	356	0	5	389	0	0	0	0	0	662
Total	0	1006	127	0	1133	41	0	0	20	61	116	1368	0	38	1522	0	0	0	0	0	2716
09:00 AM	0	281	24	0	305	17	0	0	3	20	21	293	0	4	318	0	0	0	0	0	643
09:15 AM	0	244	18	0	262	9	0	0	2	11	24	315	0	4	343	0	0	0	0	0	616
09:30 AM	0	267	17	0	284	8	0	0	1	9	12	304	0	2	318	0	0	0	0	0	611
09:45 AM	0	307	23	0	330	9	0	0	0	9	7	313	0	1	321	0	0	0	0	0	660
Total	0	1099	82	0	1181	43	0	0	6	49	64	1225	0	11	1300	0	0	0	0	0	2530
Grand Total	0	2975	287	0	3262	120	0	0	26	146	207	3564	0	58	3829	0	0	0	0	0	7237
Apprch %	0	91.2	8.8	0		82.2	0	0	17.8		5.4	93.1	0	1.5		0	0	0	0		
Total %	0	41.1	4	0	45.1	1.7	0	0	0.4	2	2.9	49.2	0	0.8	52.9	0	0	0	0	0	

	SAN ANTONIO RD Southbound				NITA AVE Westbound				SAN ANTONIO RD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	268	26	294	**15**	0	0	**15**	12	347	0	359	0	0	0	0	668
08:00 AM	0	**270**	41	**311**	8	0	0	8	20	**355**	0	**375**	0	0	0	0	**694**
08:15 AM	0	258	**43**	301	9	0	0	9	28	335	0	363	0	0	0	0	673
08:30 AM	0	239	20	259	14	0	0	14	**40**	322	0	362	0	0	0	0	635
Total Volume	0	1035	130	1165	46	0	0	46	100	1359	0	1459	0	0	0	0	2670
% App. Total	0	88.8	11.2		100	0	0		6.9	93.1	0		0	0	0		
PHF	.000	.958	.756	.936	.767	.000	.000	.767	.625	.957	.000	.973	.000	.000	.000	.000	.962

Traffic Data Service

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File Name : 48AM FINAL
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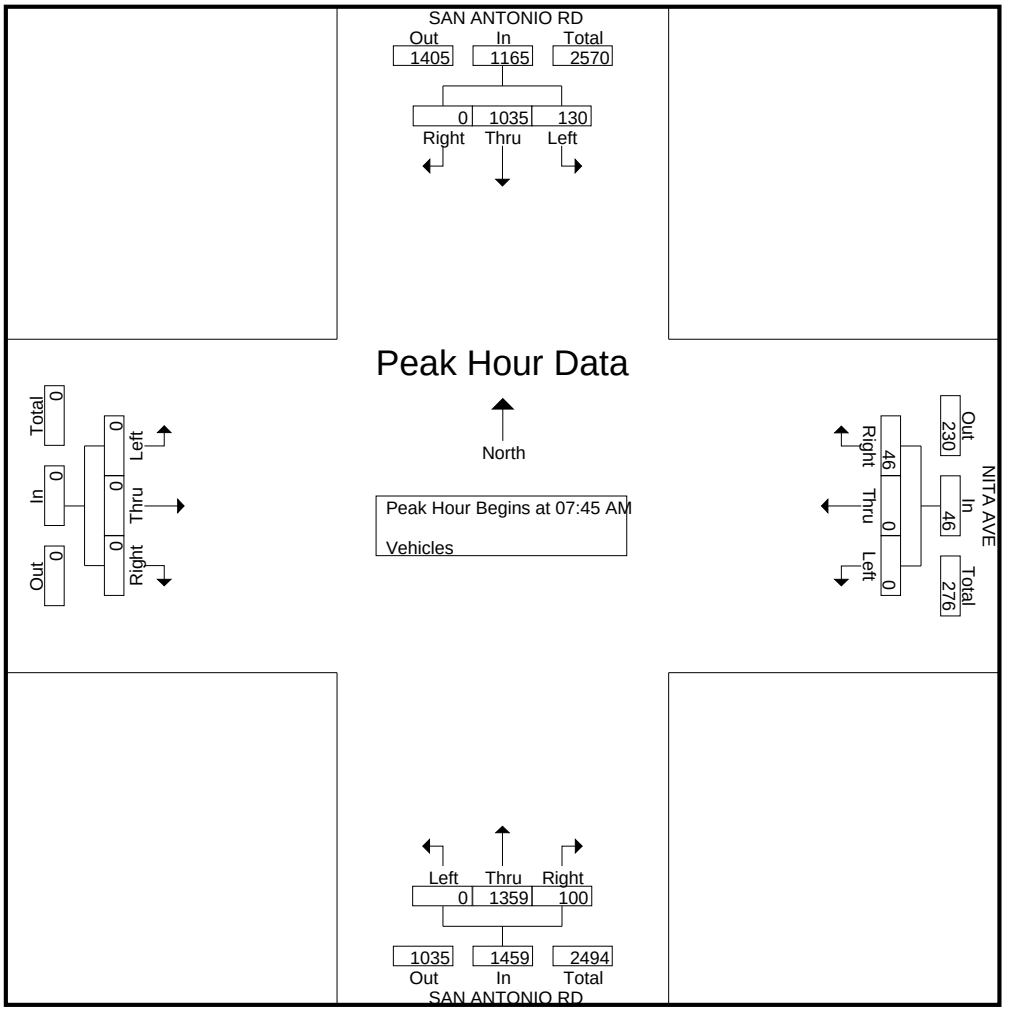

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File Name : 48AM FINAL
Site Code : 00000048
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Groups Printed- Bikes

	SAN ANTONIO RD Southbound					NITA AVE Westbound					SAN ANTONIO RD 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
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

	SAN ANTONIO RD Southbound				NITA AVE Westbound				SAN ANTONIO RD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 48AM FINAL
Site Code : 00000048
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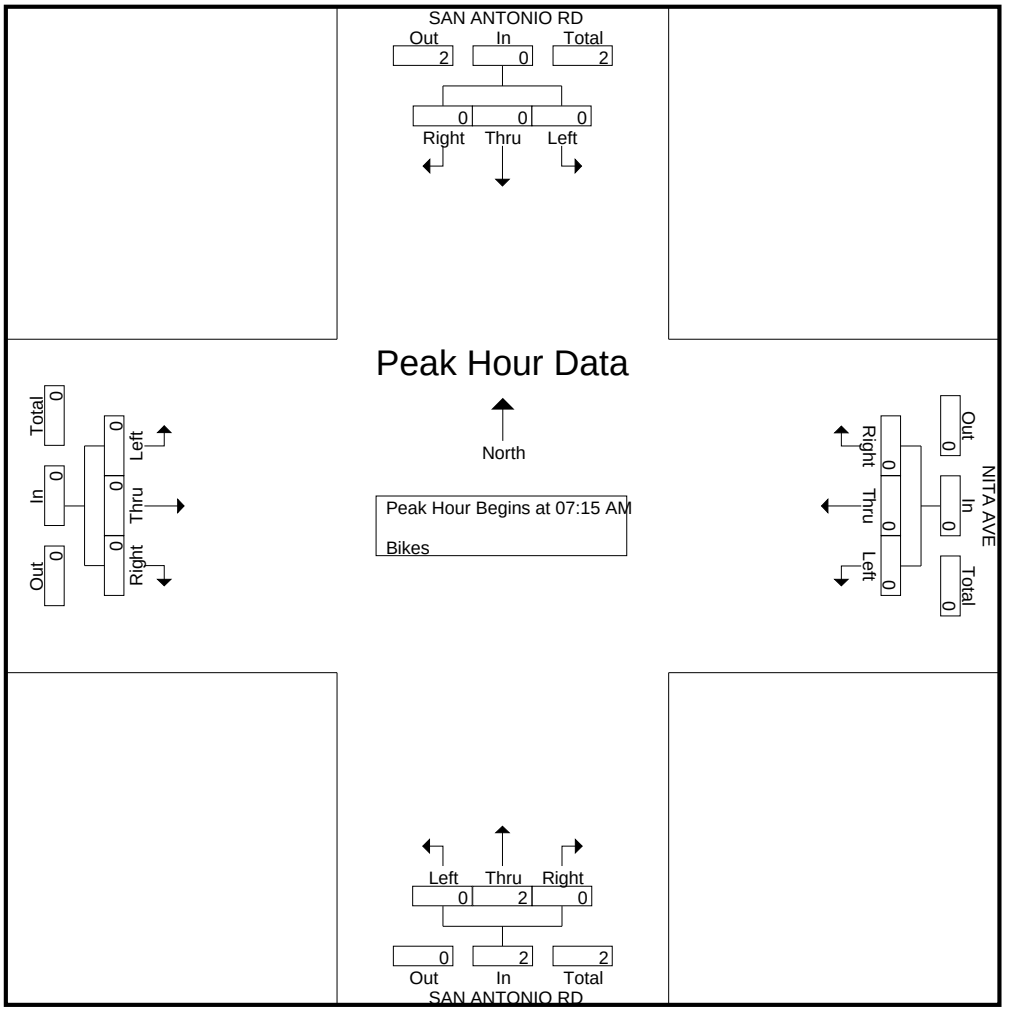

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 48PM FINAL
Site Code : 00000048
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	SAN ANTONIO RD Southbound					NITA AVE Westbound					SAN ANTONIO RD 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
04:00 PM	0	352	22	0	374	11	0	0	2	13	19	293	0	3	315	0	0	0	0	0	702
04:15 PM	0	362	14	0	376	14	0	0	4	18	10	276	0	6	292	0	0	0	0	0	686
04:30 PM	0	311	17	0	328	17	0	0	0	17	9	282	0	3	294	0	0	0	0	0	639
04:45 PM	0	278	18	0	296	17	0	0	0	17	25	291	0	3	319	0	0	0	0	0	632
Total	0	1303	71	0	1374	59	0	0	6	65	63	1142	0	15	1220	0	0	0	0	0	2659
05:00 PM	0	358	13	1	372	15	0	0	0	15	22	254	0	4	280	0	0	0	0	0	667
05:15 PM	0	429	17	0	446	13	0	0	2	15	20	288	0	0	308	0	0	0	0	0	769
05:30 PM	0	493	17	1	511	13	0	0	0	13	36	297	0	5	338	0	0	0	0	0	862
05:45 PM	0	458	18	0	476	10	0	0	3	13	31	286	0	6	323	0	0	0	0	0	812
Total	0	1738	65	2	1805	51	0	0	5	56	109	1125	0	15	1249	0	0	0	0	0	3110
06:00 PM	0	406	18	0	424	14	0	0	0	14	23	211	0	3	237	0	0	0	0	0	675
06:15 PM	0	438	16	0	454	15	0	0	1	16	24	272	0	8	304	0	0	0	0	0	774
06:30 PM	0	417	23	0	440	15	0	0	0	15	18	216	0	6	240	0	0	0	0	0	695
06:45 PM	0	423	20	0	443	16	0	0	0	16	15	238	0	6	259	0	0	0	0	0	718
Total	0	1684	77	0	1761	60	0	0	1	61	80	937	0	23	1040	0	0	0	0	0	2862
Grand Total	0	4725	213	2	4940	170	0	0	12	182	252	3204	0	53	3509	0	0	0	0	0	8631
Apprch %	0	95.6	4.3	0		93.4	0	0	6.6		7.2	91.3	0	1.5		0	0	0	0		
Total %	0	54.7	2.5	0	57.2	2	0	0	0.1	2.1	2.9	37.1	0	0.6	40.7	0	0	0	0	0	

	SAN ANTONIO RD Southbound				NITA AVE Westbound				SAN ANTONIO RD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	429	17	446	13	0	0	13	20	288	0	308	0	0	0	0	767
05:30 PM	0	**493**	17	**510**	13	0	0	13	**36**	**297**	0	**333**	0	0	0	0	**856**
05:45 PM	0	458	**18**	476	10	0	0	10	31	286	0	317	0	0	0	0	803
06:00 PM	0	406	18	424	**14**	0	0	**14**	23	211	0	234	0	0	0	0	672
Total Volume	0	1786	70	1856	50	0	0	50	110	1082	0	1192	0	0	0	0	3098
% App. Total	0	96.2	3.8		100	0	0		9.2	90.8	0		0	0	0		
PHF	.000	.906	.972	.910	.893	.000	.000	.893	.764	.911	.000	.895	.000	.000	.000	.000	.905

Traffic Data Service

Campbell, CA
(408) 377-2988
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File Name : 48PM FINAL
Site Code : 00000048
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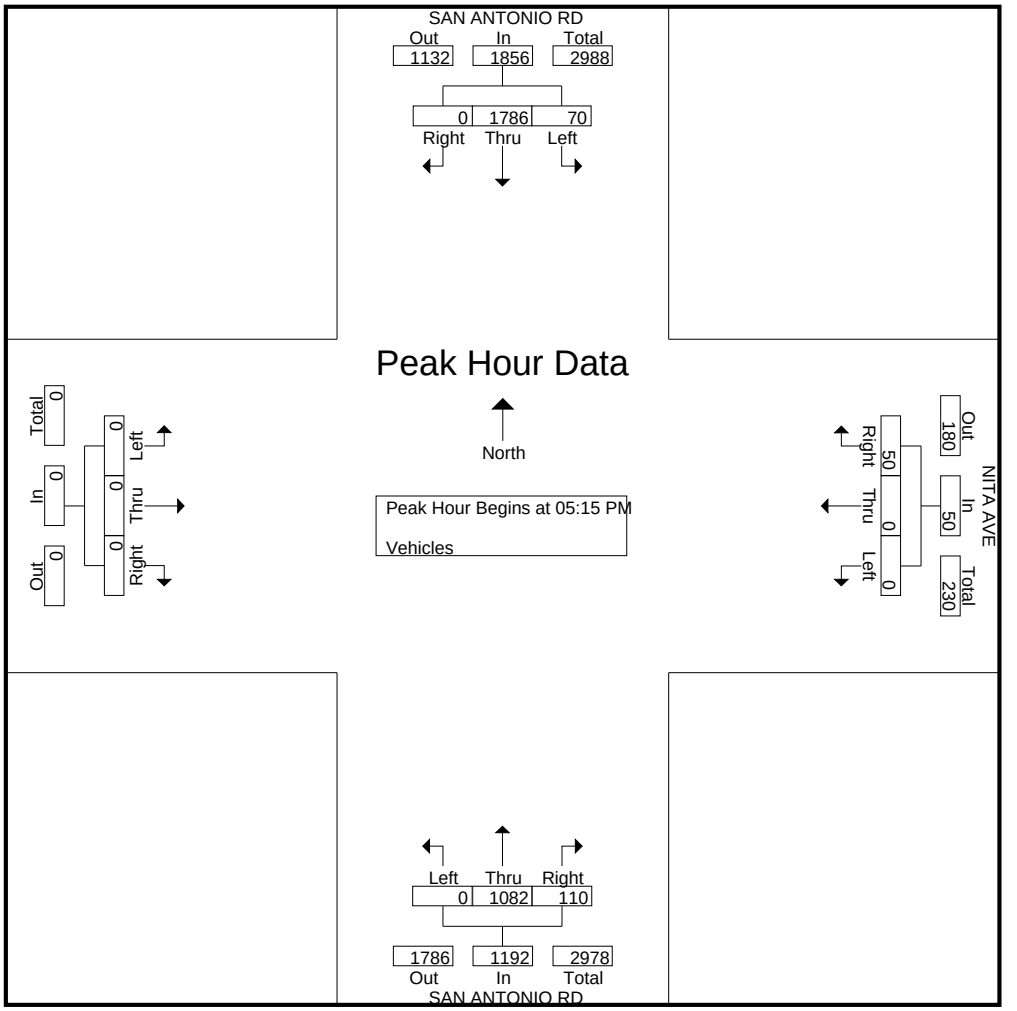

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 48PM FINAL
Site Code : 00000048
Start Date : 6/4/2015
Page No : 1

Groups Printed- Bikes

	SAN ANTONIO RD Southbound					NITA AVE Westbound					SAN ANTONIO RD 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
04:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	3
Apprch %	0	0	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	66.7	0	0	0	66.7	0	33.3	0	0	33.3	0	0	0	0	0	

	SAN ANTONIO RD Southbound				NITA AVE Westbound				SAN ANTONIO RD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**2**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Traffic Data Service

Campbell, CA
(408) 377-2988
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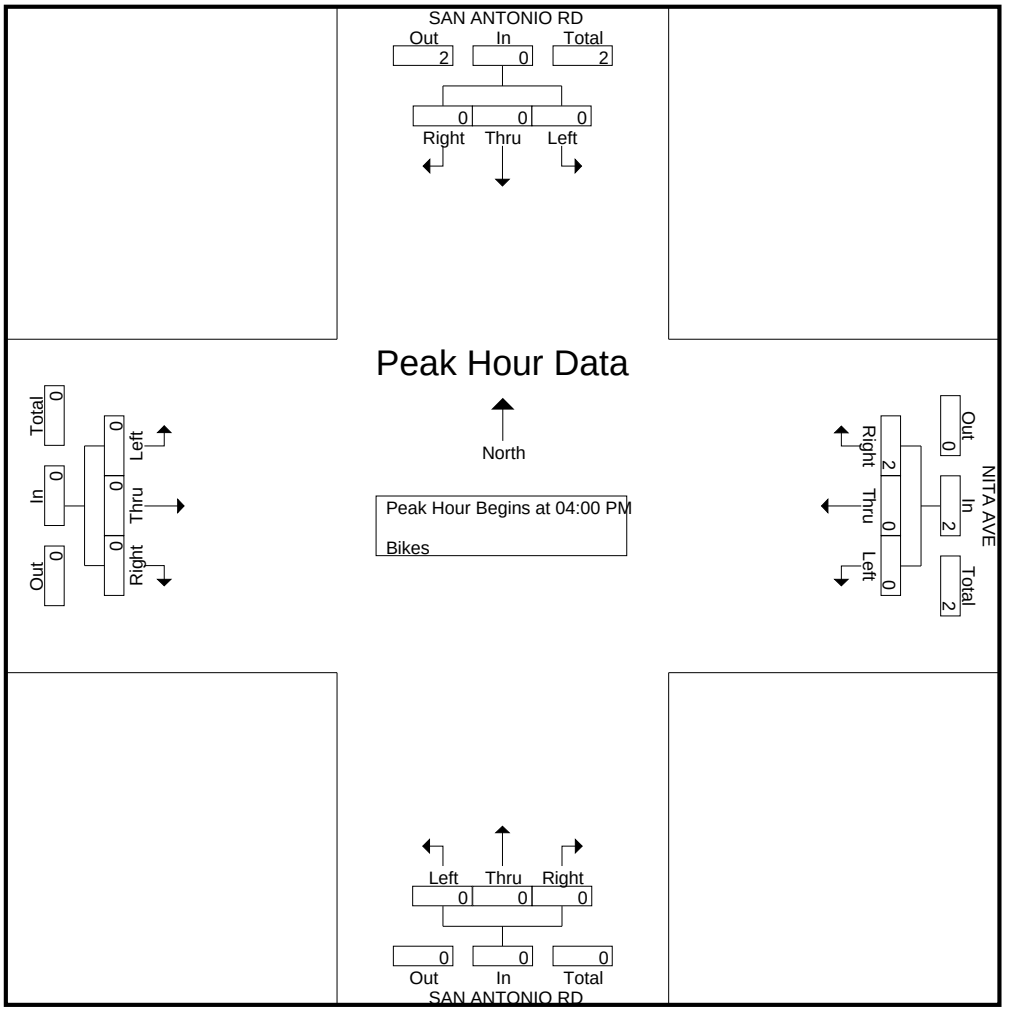
File Name : 48PM FINAL
Site Code : 00000048
Start Date : 6/4/2015
Page No : 2



ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-065 San Antonio Road-California Street.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	San Antonio Road Southbound					California Street Westbound					San Antonio Road Northbound					California Street Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	51	127	19	1	198	21	12	58	0	91	1	129	14	0	144	23	5	2	0	30	463	1
07:15	37	148	16	1	202	19	15	81	0	115	4	149	10	2	165	26	3	6	0	35	517	3
07:30	32	249	30	1	312	17	20	91	0	128	2	185	10	0	197	42	10	8	0	60	697	1
07:45	48	244	43	2	337	37	23	122	0	182	1	244	21	1	267	48	13	4	0	65	851	3
Total	168	768	108	5	1049	94	70	352	0	516	8	707	55	3	773	139	31	20	0	190	2528	8
08:00	50	242	43	1	336	41	30	121	0	192	4	272	25	2	303	74	10	7	0	91	922	3
08:15	59	198	32	5	294	19	24	98	1	142	3	281	25	3	312	76	18	8	0	102	850	9
08:30	78	202	26	3	309	23	30	112	2	167	2	290	30	5	327	68	13	9	0	90	893	10
08:45	66	272	26	5	369	23	21	125	1	170	3	261	21	7	292	56	11	9	0	76	907	13
Total	253	914	127	14	1308	106	105	456	4	671	12	1104	101	17	1234	274	52	33	0	359	3572	35
09:00	75	208	28	9	320	33	31	114	1	179	1	247	29	5	282	76	10	3	0	89	870	15
09:15	77	201	37	2	317	22	22	104	0	148	4	204	30	4	242	76	22	3	0	101	808	6
09:30	59	237	26	5	327	21	14	71	2	108	6	213	20	4	243	68	22	4	0	94	772	11
09:45	80	231	45	8	364	31	24	89	1	145	4	204	27	10	245	54	18	11	0	83	837	19
Total	291	877	136	24	1328	107	91	378	4	580	15	868	106	23	1012	274	72	21	0	367	3287	51
16:00	96	272	35	4	407	32	22	112	2	168	4	228	55	5	292	60	28	4	0	92	959	11
16:15	97	301	32	6	436	29	25	119	1	174	3	226	54	3	286	44	24	7	0	75	971	10
16:30	98	269	38	5	410	30	14	103	0	147	3	219	39	2	263	53	30	5	0	88	908	7
16:45	61	304	54	6	425	26	26	122	1	175	3	251	63	1	318	63	39	12	0	114	1032	8
Total	352	1146	159	21	1678	117	87	456	4	664	13	924	211	11	1159	220	121	28	0	369	3870	36
17:00	107	316	45	5	473	30	13	120	3	166	5	252	45	1	303	34	27	5	0	66	1008	9
17:15	98	295	41	4	438	23	22	118	1	164	10	245	61	7	323	47	37	3	0	87	1012	12
17:30	90	325	56	2	473	31	24	118	2	175	7	239	46	1	293	47	28	6	0	81	1022	5
17:45	89	329	56	3	477	21	21	127	5	174	4	247	50	2	303	46	32	5	0	83	1037	10
Total	384	1265	198	14	1861	105	80	483	11	679	26	983	202	11	1222	174	124	19	0	317	4079	36
18:00	85	386	63	5	539	38	26	120	2	186	5	215	68	4	292	38	30	3	0	71	1088	11
18:15	89	325	54	2	470	24	28	110	0	162	3	237	55	5	300	39	28	6	0	73	1005	7
18:30	96	303	58	9	466	28	17	112	4	161	0	231	53	6	290	44	31	7	0	82	999	19
18:45	102	266	51	1	420	39	27	117	2	185	5	205	52	2	264	33	21	6	0	60	929	5
Total	372	1280	226	17	1895	129	98	459	8	694	13	888	228	17	1146	154	110	22	0	286	4021	42
Grand Total	1820	6250	954	95	9119	658	531	2584	31	3804	87	5474	903	82	6546	1235	510	143	0	1888	21357	208
Apprch %	20.0%	68.5%	10.5%	1.0%		17.3%	14.0%	67.9%	0.8%		1.3%	83.6%	13.8%	1.3%		65.4%	27.0%	7.6%	0.0%			
Total %	8.5%	29.3%	4.5%	0.4%	42.7%	3.1%	2.5%	12.1%	0.1%	17.8%	0.4%	25.6%	4.2%	0.4%	30.7%	5.8%	2.4%	0.7%	0.0%	8.8%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-065 San Antonio Road-California Street.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	San Antonio Road Southbound					California Street Westbound					San Antonio Road Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	50	242	43	1	336	41	30	121	0	192	4	272	25	2	303	74	10	7	0	91	922
08:15	59	198	32	5	294	19	24	98	1	142	3	281	25	3	312	76	18	8	0	102	850
08:30	78	202	26	3	309	23	30	112	2	167	2	290	30	5	327	68	13	9	0	90	893
08:45	66	272	26	5	369	23	21	125	1	170	3	261	21	7	292	56	11	9	0	76	907
Total Volume	253	914	127	14	1308	106	105	456	4	671	12	1104	101	17	1234	274	52	33	0	359	3572
% App Total	19.3%	69.9%	9.7%	1.1%		15.8%	15.6%	68.0%	0.6%		1.0%	89.5%	8.2%	1.4%		76.3%	14.5%	9.2%	0.0%		
PHF	.811	.840	.738	.700	.886	.646	.875	.912	.500	.874	.750	.952	.842	.607	.943	.901	.722	.917	.000	.880	.969

PM PEAK HOUR	San Antonio Road Southbound					California Street Westbound					San Antonio Road Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	98	295	41	4	438	23	22	118	1	164	10	245	61	7	323	47	37	3	0	87	1012
17:30	90	325	56	2	473	31	24	118	2	175	7	239	46	1	293	47	28	6	0	81	1022
17:45	89	329	56	3	477	21	21	127	5	174	4	247	50	2	303	46	32	5	0	83	1037
18:00	85	386	63	5	539	38	26	120	2	186	5	215	68	4	292	38	30	3	0	71	1088
Total Volume	362	1335	216	14	1927	113	93	483	10	699	26	946	225	14	1211	178	127	17	0	322	4159
% App Total	18.8%	69.3%	11.2%	0.7%		16.2%	13.3%	69.1%	1.4%		2.1%	78.1%	18.6%	1.2%		55.3%	39.4%	5.3%	0.0%		
PHF	.923	.865	.857	.700	.894	.743	.894	.951	.500	.940	.650	.957	.827	.500	.937	.947	.858	.708	.000	.925	.956

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-065 San Antonio Road-California Street.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	San Antonio Road Southbound					California Street Westbound					San Antonio Road Northbound					California Street Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	0	0	6	0	0	3	0	2	3	0	0	0	3	0	1	0	0	0	1	4	11
07:15	0	0	1	13	1	0	9	0	3	9	0	0	0	1	0	1	1	0	2	2	12	19
07:30	0	2	0	2	2	0	9	0	1	9	0	0	1	1	1	0	1	1	0	2	14	4
07:45	0	0	1	7	1	0	13	0	3	13	0	1	0	1	1	0	3	0	3	3	18	14
Total	0	2	2	28	4	0	34	0	9	34	0	1	1	6	2	2	5	1	5	8	48	48
08:00	0	0	0	4	0	1	7	0	2	8	0	0	0	2	0	1	4	1	2	6	14	10
08:15	0	2	0	3	2	0	16	0	2	16	0	1	0	3	1	1	6	0	0	7	26	8
08:30	0	2	3	3	5	1	8	0	7	9	0	1	0	1	1	2	6	1	2	9	24	13
08:45	1	1	0	9	2	2	16	0	0	18	1	0	0	4	1	0	3	1	2	4	25	15
Total	1	5	3	19	9	4	47	0	11	51	1	2	0	10	3	4	19	3	6	26	89	46
09:00	0	0	0	4	0	0	13	0	4	13	0	0	0	3	0	2	3	0	2	5	18	13
09:15	0	0	0	4	0	1	15	0	7	16	0	0	0	7	0	2	4	1	2	7	23	20
09:30	0	2	0	7	2	0	16	0	2	16	0	0	0	9	0	1	2	1	5	4	22	23
09:45	0	2	0	9	2	1	5	0	4	6	0	0	0	6	0	0	3	0	2	3	11	21
Total	0	4	0	24	4	2	49	0	17	51	0	0	0	25	0	5	12	2	11	19	74	77
16:00	0	0	0	0	0	0	2	0	0	2	0	0	0	9	0	0	1	0	3	1	3	12
16:15	0	0	0	3	0	1	0	0	2	1	0	1	2	3	3	1	5	0	0	6	10	8
16:30	0	0	1	2	1	0	0	1	2	1	0	1	0	5	1	0	2	0	1	2	5	10
16:45	0	0	0	8	0	0	0	0	5	0	0	0	1	1	1	1	7	0	0	8	9	14
Total	0	0	1	13	1	1	2	1	9	4	0	2	3	18	5	2	15	0	4	17	27	44
17:00	0	0	0	2	0	0	2	0	1	2	0	0	1	4	1	0	5	0	0	5	8	7
17:15	0	1	0	2	1	0	1	0	2	1	1	0	0	6	1	2	7	0	2	9	12	12
17:30	0	3	1	4	4	0	3	1	7	4	0	1	0	4	1	4	5	0	1	9	18	16
17:45	0	0	0	5	0	1	3	0	5	4	0	1	0	4	1	0	12	0	3	12	17	17
Total	0	4	1	13	5	1	9	1	15	11	1	2	1	18	4	6	29	0	6	35	55	52
18:00	0	0	1	9	1	1	6	0	6	7	0	1	0	7	1	2	9	1	4	12	21	26
18:15	1	2	0	3	3	0	6	0	0	6	0	0	1	0	1	1	12	0	1	13	23	4
18:30	1	0	0	1	1	0	4	0	1	4	0	0	0	2	0	1	6	0	3	7	12	7
18:45	0	1	1	6	2	1	5	0	1	6	1	0	1	4	2	0	8	1	2	9	19	13
Total	2	3	2	19	7	2	21	0	8	23	1	1	2	13	4	4	35	2	10	41	75	50
Grand Total	3	18	9	116	30	10	162	2	69	174	3	8	7	90	18	23	115	8	42	146	368	317
Apprch %	10.0%	60.0%	30.0%			5.7%	93.1%	1.1%			16.7%	44.4%	38.9%			15.8%	78.8%	5.5%				
Total %	0.8%	4.9%	2.4%		8.2%	2.7%	44.0%	0.5%		47.3%	0.8%	2.2%	1.9%		4.9%	6.3%	31.3%	2.2%		39.7%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
(916) 771-8700
orders@atdtraffic.com

All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

File Name : 15-7476-065 San Antonio Road-California Street.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	San Antonio Road Southbound					California Street Westbound					San Antonio Road Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	4	0	1	7	0	2	8	0	0	0	2	0	1	4	1	2	6	14
08:15	0	2	0	3	2	0	16	0	2	16	0	1	0	3	1	1	6	0	0	7	26
08:30	0	2	3	3	5	1	8	0	7	9	0	1	0	1	1	2	6	1	2	9	24
08:45	1	1	0	9	2	2	16	0	0	18	1	0	0	4	1	0	3	1	2	4	25
Total Volume	1	5	3	19	9	4	47	0	11	51	1	2	0	10	3	4	19	3	6	26	89
% App Total	11.1%	55.6%	33.3%			7.8%	92.2%	0.0%			33.3%	66.7%	0.0%			15.4%	73.1%	11.5%			
PHF	.250	.625	.250		.450	.500	.734	.000		.708	.250	.500	.000		.750	.500	.792	.750		.722	.856

PM PEAK HOUR	San Antonio Road Southbound					California Street Westbound					San Antonio Road Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	1	0	2	1	0	1	0	2	1	1	0	0	6	1	2	7	0	2	9	12
17:30	0	3	1	4	4	0	3	1	7	4	0	1	0	4	1	4	5	0	1	9	18
17:45	0	0	0	5	0	1	3	0	5	4	0	1	0	4	1	0	12	0	3	12	17
18:00	0	0	1	9	1	1	6	0	6	7	0	1	0	7	1	2	9	1	4	12	21
Total Volume	0	4	2	20	6	2	13	1	20	16	1	3	0	21	4	8	33	1	10	42	68
% App Total	0.0%	66.7%	33.3%			12.5%	81.3%	6.3%			25.0%	75.0%	0.0%			19.0%	78.6%	2.4%			
PHF	.000	.333	.500		.375	.500	.542	.250		.571	.250	.750	.000		1.000	.500	.688	.250		.875	.810

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-080 San Antonio Road-El Camino Real.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	San Antonio Road Southbound					El Camino Real Westbound					San Antonio Road Northbound					El Camino Real Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	33	50	33	5	121	30	157	37	17	241	20	83	6	0	109	29	58	12	3	102	573	25
07:15	20	110	30	5	165	38	180	18	14	250	31	98	5	0	134	37	66	8	4	115	664	23
07:30	32	155	43	0	230	46	285	29	9	369	28	126	6	0	160	47	105	29	9	190	949	18
07:45	38	168	55	2	263	64	260	27	3	354	48	181	6	0	235	64	108	39	9	220	1072	14
Total	123	483	161	12	779	178	882	111	43	1214	127	488	23	0	638	177	337	88	25	627	3258	80
08:00	30	188	56	3	277	67	269	36	5	377	61	209	13	0	283	74	145	40	9	268	1205	17
08:15	43	127	50	1	221	62	269	32	11	374	61	209	13	0	283	82	154	52	13	301	1179	25
08:30	40	149	36	5	230	51	271	32	9	363	49	208	14	1	272	96	168	38	8	310	1175	23
08:45	55	159	58	5	277	63	257	25	9	354	53	175	8	0	236	81	168	54	12	315	1182	26
Total	168	623	200	14	1005	243	1066	125	34	1468	224	801	48	1	1074	333	635	184	42	1194	4741	91
09:00	38	114	41	6	199	51	244	34	14	343	53	171	18	1	243	75	118	31	8	232	1017	29
09:15	35	116	42	6	199	45	255	32	15	347	40	126	17	2	185	76	159	29	10	274	1005	33
09:30	43	137	25	7	212	62	249	34	8	353	46	141	19	0	206	76	131	30	9	246	1017	24
09:45	47	157	40	6	250	52	208	24	10	294	57	147	15	2	221	50	130	29	16	225	990	34
Total	163	524	148	25	860	210	956	124	47	1337	196	585	69	5	855	277	538	119	43	977	4029	120
16:00	73	133	27	12	245	62	159	30	9	260	50	141	25	1	217	99	277	63	15	454	1176	37
16:15	74	133	40	12	259	80	205	26	12	323	45	139	23	1	208	92	275	58	20	445	1235	45
16:30	60	176	32	14	282	72	180	34	8	294	39	154	21	2	216	112	307	59	21	499	1291	45
16:45	73	146	48	19	286	71	237	35	17	360	40	133	21	1	195	94	281	42	17	434	1275	54
Total	280	588	147	57	1072	285	781	125	46	1237	174	567	90	5	836	397	1140	222	73	1832	4977	181
17:00	70	177	40	8	295	73	207	32	14	326	43	145	20	2	210	102	318	60	24	504	1335	48
17:15	77	169	39	10	295	95	198	33	12	338	49	170	28	0	247	129	332	48	13	522	1402	35
17:30	82	178	52	16	328	80	212	29	24	345	49	137	19	1	206	95	340	51	33	519	1398	74
17:45	85	190	41	18	334	82	227	24	19	352	54	147	26	0	227	132	352	45	15	544	1457	52
Total	314	714	172	52	1252	330	844	118	69	1361	195	599	93	3	890	458	1342	204	85	2089	5592	209
18:00	63	175	55	8	301	94	197	49	13	353	41	117	29	1	188	119	349	65	19	552	1394	41
18:15	77	183	41	17	318	79	217	38	17	351	48	148	31	2	229	121	345	58	20	544	1442	56
18:30	77	173	50	16	316	67	195	29	21	312	50	127	25	2	204	107	300	50	24	481	1313	63
18:45	70	150	32	16	268	68	193	40	14	315	36	107	28	3	174	105	288	48	15	456	1213	48
Total	287	681	178	57	1203	308	802	156	65	1331	175	499	113	8	795	452	1282	221	78	2033	5362	208
Grand Total	1335	3613	1006	217	6171	1554	5331	759	304	7948	1091	3539	436	22	5088	2094	5274	1038	346	8752	27959	889
Apprch %	21.6%	58.5%	16.3%	3.5%		19.6%	67.1%	9.5%	3.8%		21.4%	69.6%	8.6%	0.4%		23.9%	60.3%	11.9%	4.0%			
Total %	4.8%	12.9%	3.6%	0.8%	22.1%	5.6%	19.1%	2.7%	1.1%	28.4%	3.9%	12.7%	1.6%	0.1%	18.2%	7.5%	18.9%	3.7%	1.2%	31.3%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-080 San Antonio Road-El Camino Real.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	San Antonio Road Southbound					El Camino Real Westbound					San Antonio Road Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	30	188	56	3	277	67	269	36	5	377	61	209	13	0	283	74	145	40	9	268	1205
08:15	43	127	50	1	221	62	269	32	11	374	61	209	13	0	283	82	154	52	13	301	1179
08:30	40	149	36	5	230	51	271	32	9	363	49	208	14	1	272	96	168	38	8	310	1175
08:45	55	159	58	5	277	63	257	25	9	354	53	175	8	0	236	81	168	54	12	315	1182
Total Volume	168	623	200	14	1005	243	1066	125	34	1468	224	801	48	1	1074	333	635	184	42	1194	4741
% App Total	16.7%	62.0%	19.9%	1.4%		16.6%	72.6%	8.5%	2.3%		20.9%	74.6%	4.5%	0.1%		27.9%	53.2%	15.4%	3.5%		
PHF	.764	.828	.862	.700	.907	.907	.983	.868	.773	.973	.918	.958	.857	.250	.949	.867	.945	.852	.808	.948	.984

PM PEAK HOUR	San Antonio Road Southbound					El Camino Real Westbound					San Antonio Road Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	82	178	52	16	328	80	212	29	24	345	49	137	19	1	206	95	340	51	33	519	1398
17:45	85	190	41	18	334	82	227	24	19	352	54	147	26	0	227	132	352	45	15	544	1457
18:00	63	175	55	8	301	94	197	49	13	353	41	117	29	1	188	119	349	65	19	552	1394
18:15	77	183	41	17	318	79	217	38	17	351	48	148	31	2	229	121	345	58	20	544	1442
Total Volume	307	726	189	59	1281	335	853	140	73	1401	192	549	105	4	850	467	1386	219	87	2159	5691
% App Total	24.0%	56.7%	14.8%	4.6%		23.9%	60.9%	10.0%	5.2%		22.6%	64.6%	12.4%	0.5%		21.6%	64.2%	10.1%	4.0%		
PHF	.903	.955	.859	.819	.959	.891	.939	.714	.760	.992	.889	.927	.847	.500	.928	.884	.984	.842	.659	.978	.976

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-080 San Antonio Road-El Camino Real.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	San Antonio Road Southbound					El Camino Real Westbound					San Antonio Road Northbound					El Camino Real Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	0	0	2	0	0	2	1	5	3	1	1	0	2	2	0	3	0	1	3	8	10
07:15	0	0	0	6	0	0	0	0	2	0	1	1	0	6	2	0	1	0	6	1	3	20
07:30	0	8	0	4	8	4	2	0	5	6	0	1	1	6	2	0	0	0	1	0	16	16
07:45	0	7	0	5	7	0	3	0	6	3	0	2	0	9	2	0	0	1	4	1	13	24
Total	0	15	0	17	15	4	7	1	18	12	2	5	1	23	8	0	4	1	12	5	40	70
08:00	0	5	0	6	5	0	0	0	6	0	1	1	0	6	2	0	2	0	7	2	9	25
08:15	0	3	0	9	3	5	3	0	10	8	0	2	1	7	3	0	2	0	6	2	16	32
08:30	0	6	0	1	6	3	1	0	4	4	0	2	0	9	2	0	1	0	6	1	13	20
08:45	1	6	0	5	7	1	2	0	8	3	1	0	0	7	1	0	0	0	6	0	11	26
Total	1	20	0	21	21	9	6	0	28	15	2	5	1	29	8	0	5	0	25	5	49	103
09:00	1	2	0	7	3	4	0	0	6	4	0	3	0	5	3	1	0	1	6	2	12	24
09:15	0	1	0	12	1	1	1	0	7	2	0	0	0	11	0	0	1	0	6	1	4	36
09:30	0	2	0	8	2	1	1	0	6	2	0	0	0	6	0	0	0	0	7	0	4	27
09:45	0	1	1	5	2	0	3	0	4	3	0	1	0	3	1	0	0	0	13	0	6	25
Total	1	6	1	32	8	6	5	0	23	11	0	4	0	25	4	1	1	1	32	3	26	112
16:00	0	1	0	10	1	1	1	0	11	2	0	1	2	12	3	0	0	2	9	2	8	42
16:15	0	0	0	4	0	0	0	0	19	0	0	4	2	14	6	0	3	0	4	3	9	41
16:30	0	1	0	8	1	0	2	0	9	2	0	4	0	9	4	0	0	1	6	1	8	32
16:45	0	0	1	3	1	0	0	0	2	0	0	1	1	4	2	0	3	0	3	3	6	12
Total	0	2	1	25	3	1	3	0	41	4	0	10	5	39	15	0	6	3	22	9	31	127
17:00	1	1	0	11	2	1	0	0	20	1	1	5	0	14	6	1	4	0	8	5	14	53
17:15	0	2	0	10	2	0	1	1	7	2	0	2	0	6	2	0	3	1	6	4	10	29
17:30	0	2	0	17	2	0	1	0	17	1	0	1	0	5	1	0	3	0	11	3	7	50
17:45	0	2	0	11	2	0	1	0	17	1	0	3	0	14	3	0	3	1	3	4	10	45
Total	1	7	0	49	8	1	3	1	61	5	1	11	0	39	12	1	13	2	28	16	41	177
18:00	0	1	0	15	1	0	1	0	14	1	1	4	1	14	6	0	1	0	8	1	9	51
18:15	0	0	0	7	0	0	3	0	12	3	0	2	1	11	3	0	1	0	4	1	7	34
18:30	0	1	0	14	1	1	2	0	9	3	0	3	3	5	6	0	3	0	13	3	13	41
18:45	0	2	0	10	2	0	0	0	10	0	0	2	1	18	3	0	2	0	4	2	7	42
Total	0	4	0	46	4	1	6	0	45	7	1	11	6	48	18	0	7	0	29	7	36	168
Grand Total	3	54	2	190	59	22	30	2	216	54	6	46	13	203	65	2	36	7	148	45	223	757
Apprch %	5.1%	91.5%	3.4%			40.7%	55.6%	3.7%			9.2%	70.8%	20.0%			4.4%	80.0%	15.6%				
Total %	1.3%	24.2%	0.9%		26.5%	9.9%	13.5%	0.9%		24.2%	2.7%	20.6%	5.8%		29.1%	0.9%	16.1%	3.1%		20.2%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-080 San Antonio Road-El Camino Real.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	San Antonio Road Southbound					El Camino Real Westbound					San Antonio Road Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	5	0	6	5	0	0	0	6	0	1	1	0	6	2	0	2	0	7	2	9
08:15	0	3	0	9	3	5	3	0	10	8	0	2	1	7	3	0	2	0	6	2	16
08:30	0	6	0	1	6	3	1	0	4	4	0	2	0	9	2	0	1	0	6	1	13
08:45	1	6	0	5	7	1	2	0	8	3	1	0	0	7	1	0	0	0	6	0	11
Total Volume	1	20	0	21	21	9	6	0	28	15	2	5	1	29	8	0	5	0	25	5	49
% App Total	4.8%	95.2%	0.0%			60.0%	40.0%	0.0%			25.0%	62.5%	12.5%			0.0%	100.0%	0.0%			
PHF	.250	.833	.000		.750	.450	.500	.000		.469	.500	.625	.250		.667	.000	.625	.000		.625	.766

PM PEAK HOUR	San Antonio Road Southbound					El Camino Real Westbound					San Antonio Road Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	2	0	17	2	0	1	0	17	1	0	1	0	5	1	0	3	0	11	3	7
17:45	0	2	0	11	2	0	1	0	17	1	0	3	0	14	3	0	3	1	3	4	10
18:00	0	1	0	15	1	0	1	0	14	1	1	4	1	14	6	0	1	0	8	1	9
18:15	0	0	0	7	0	0	3	0	12	3	0	2	1	11	3	0	1	0	4	1	7
Total Volume	0	5	0	50	5	0	6	0	60	6	1	10	2	44	13	0	8	1	26	9	33
% App Total	0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			7.7%	76.9%	15.4%			0.0%	88.9%	11.1%			
PHF	.000	.625	.000		.625	.000	.500	.000		.500	.250	.625	.500		.542	.000	.667	.250		.563	.825

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

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File Name : 2AM FINAL
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Groups Printed- Lights - Buses - Trucks

	FABIAN WAY Southbound					E CHARLESTON RD Westbound					FABIAN WAY Northbound					E CHARLESTON RD 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
07:00 AM	8	2	14	1	25	99	64	1	0	164	3	1	3	0	7	1	75	11	0	87	283
07:15 AM	10	7	28	2	47	119	78	1	0	198	6	1	3	2	12	9	77	12	0	98	355
07:30 AM	21	2	27	0	50	110	91	0	0	201	0	0	2	1	3	0	111	11	1	123	377
07:45 AM	45	7	37	0	89	131	119	1	0	251	2	6	7	0	15	7	143	15	1	166	521
Total	84	18	106	3	211	459	352	3	0	814	11	8	15	3	37	17	406	49	2	474	1536
08:00 AM	19	10	58	2	89	169	124	3	0	296	2	1	2	2	7	10	211	26	0	247	639
08:15 AM	13	15	47	4	79	167	117	4	0	288	4	1	9	3	17	6	204	24	1	235	619
08:30 AM	7	13	62	0	82	139	88	1	0	228	5	0	6	1	12	10	212	16	4	242	564
08:45 AM	14	10	53	1	78	156	98	2	0	256	6	1	5	3	15	3	199	24	1	227	576
Total	53	48	220	7	328	631	427	10	0	1068	17	3	22	9	51	29	826	90	6	951	2398
09:00 AM	8	5	58	3	74	139	79	3	0	221	6	1	2	1	10	3	181	14	5	203	508
09:15 AM	9	10	40	1	60	130	72	6	0	208	1	1	0	6	8	6	185	18	1	210	486
09:30 AM	13	6	42	2	63	101	65	4	0	170	1	1	2	8	12	3	190	12	1	206	451
09:45 AM	12	5	41	0	58	95	90	2	0	187	4	1	1	4	10	6	164	19	0	189	444
Total	42	26	181	6	255	465	306	15	0	786	12	4	5	19	40	18	720	63	7	808	1889
Grand Total	179	92	507	16	794	1555	1085	28	0	2668	40	15	42	31	128	64	1952	202	15	2233	5823
Apprch %	22.5	11.6	63.9	2		58.3	40.7	1	0		31.2	11.7	32.8	24.2		2.9	87.4	9	0.7		
Total %	3.1	1.6	8.7	0.3	13.6	26.7	18.6	0.5	0	45.8	0.7	0.3	0.7	0.5	2.2	1.1	33.5	3.5	0.3	38.3	
Lights	170	92	494	16	772	1535	1039	26	0	2600	37	14	42	31	124	62	1927	198	15	2202	5698
% Lights	95	100	97.4	100	97.2	98.7	95.8	92.9	0	97.5	92.5	93.3	100	100	96.9	96.9	98.7	98	100	98.6	97.9
Buses	6	0	2	0	8	4	8	0	0	12	0	0	0	0	0	1	11	4	0	16	36
% Buses	3.4	0	0.4	0	1	0.3	0.7	0	0	0.4	0	0	0	0	0	1.6	0.6	2	0	0.7	0.6
Trucks	3	0	11	0	14	16	38	2	0	56	3	1	0	0	4	1	14	0	0	15	89
% Trucks	1.7	0	2.2	0	1.8	1	3.5	7.1	0	2.1	7.5	6.7	0	0	3.1	1.6	0.7	0	0	0.7	1.5

	FABIAN WAY Southbound				E CHARLESTON RD Westbound				FABIAN WAY Northbound				E CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**19**	10	58	**87**	**169**	**124**	3	**296**	2	**1**	2	5	**10**	211	**26**	**247**	**635**
08:15 AM	13	**15**	47	75	167	117	**4**	288	4	1	**9**	**14**	6	204	24	234	611
08:30 AM	7	13	**62**	82	139	88	1	228	5	0	6	11	10	**212**	16	238	559
08:45 AM	14	10	53	77	156	98	2	256	**6**	1	5	12	3	199	24	226	571
Total Volume	53	48	220	321	631	427	10	1068	17	3	22	42	29	826	90	945	2376
% App. Total	16.5	15	68.5		59.1	40	0.9		40.5	7.1	52.4		3.1	87.4	9.5		
PHF	.697	.800	.887	.922	.933	.861	.625	.902	.708	.750	.611	.750	.725	.974	.865	.956	.935

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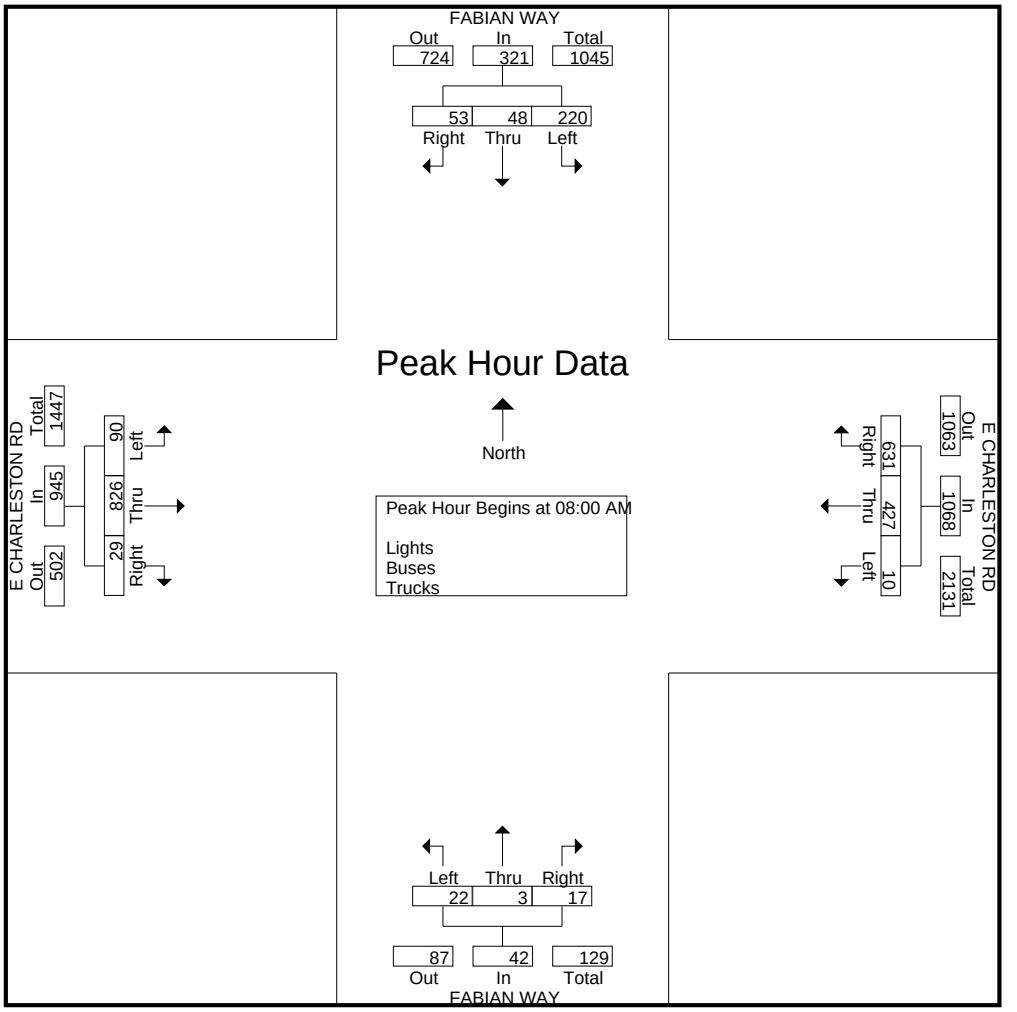

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Groups Printed- Bikes

	FABIAN WAY Southbound					E CHARLESTON RD Westbound					FABIAN WAY Northbound					E CHARLESTON RD 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
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	5
Total	2	0	0	0	2	0	1	0	0	1	0	1	0	0	1	0	4	2	0	6	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	5
08:30 AM	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	2	0	0	2	2	1	0	0	3	0	2	0	0	2	0	6	1	0	7	14
09:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
09:45 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	2	0	0	2	1	2	0	0	3	0	2	0	0	2	0	0	1	0	1	8
Grand Total	2	4	0	0	6	3	4	0	0	7	0	5	0	0	5	0	10	4	0	14	32
Apprch %	33.3	66.7	0	0		42.9	57.1	0	0		0	100	0	0		0	71.4	28.6	0		
Total %	6.2	12.5	0	0	18.8	9.4	12.5	0	0	21.9	0	15.6	0	0	15.6	0	31.2	12.5	0	43.8	

	FABIAN WAY Southbound				E CHARLESTON RD Westbound				FABIAN WAY Northbound				E CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	2	**1**	**3**	**5**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	3	3
08:15 AM	0	0	0	0	0	**1**	0	1	0	**1**	0	**1**	0	3	0	3	5
08:30 AM	0	**1**	0	1	**2**	0	0	**2**	0	1	0	1	0	0	0	0	4
Total Volume	2	1	0	3	2	1	0	3	0	2	0	2	0	8	1	9	17
% App. Total	66.7	33.3	0		66.7	33.3	0		0	100	0		0	88.9	11.1		
PHF	.250	.250	.000	.375	.250	.250	.000	.375	.000	.500	.000	.500	.000	.667	.250	.750	.850

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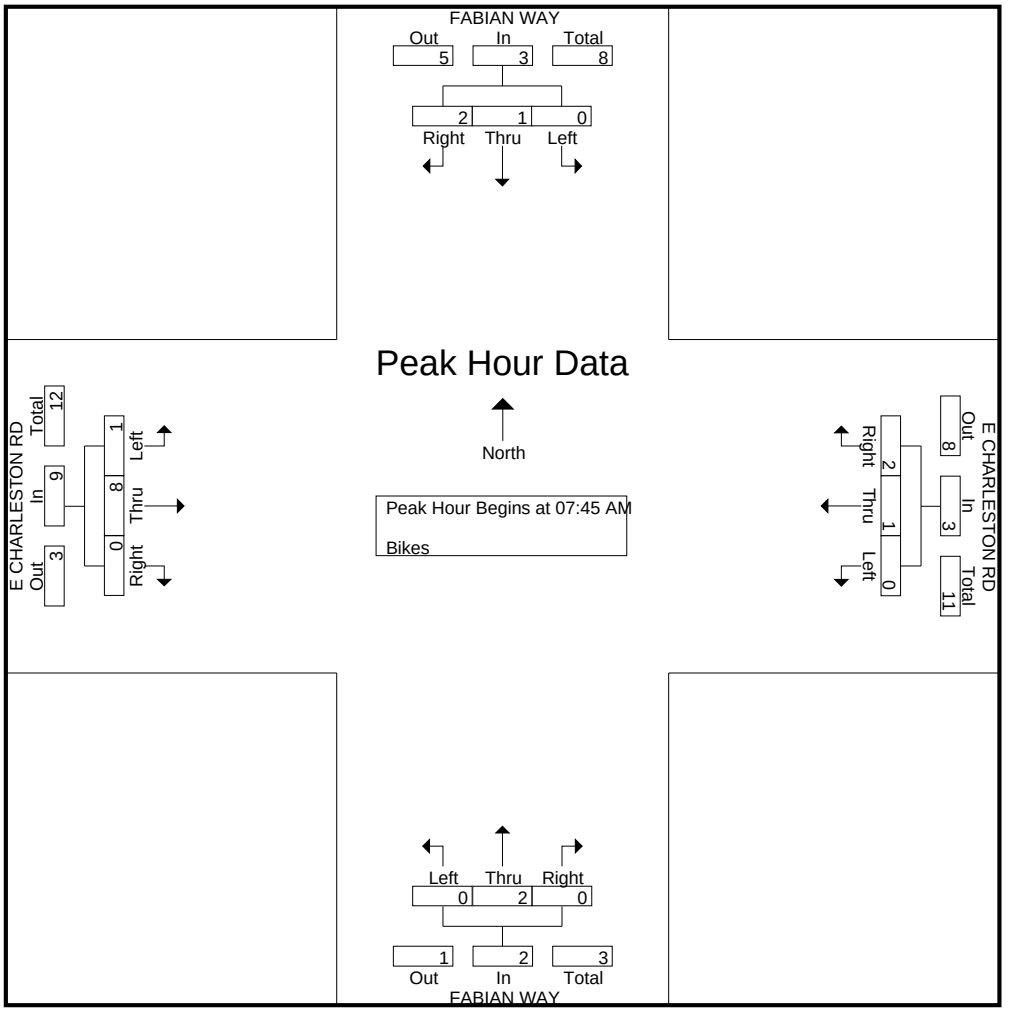

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Groups Printed- Lights - Buses - Trucks

	FABIAN WAY Southbound					E CHARLESTON RD Westbound					FABIAN WAY Northbound					E CHARLESTON RD 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
04:00 PM	24	17	98	4	143	62	116	7	1	186	4	0	2	1	7	6	122	14	0	142	478
04:15 PM	17	18	95	4	134	74	126	1	0	201	10	1	5	2	18	3	120	13	0	136	489
04:30 PM	18	15	125	3	161	80	155	5	0	240	2	3	5	1	11	7	106	19	3	135	547
04:45 PM	22	22	98	4	146	69	146	6	0	221	3	0	7	1	11	5	110	20	0	135	513
Total	81	72	416	15	584	285	543	19	1	848	19	4	19	5	47	21	458	66	3	548	2027
05:00 PM	32	45	179	10	266	98	144	2	0	244	4	3	4	2	13	7	88	8	5	108	631
05:15 PM	50	43	140	3	236	102	159	6	0	267	7	2	1	2	12	11	108	17	4	140	655
05:30 PM	44	44	211	5	304	125	160	3	0	288	4	5	6	0	15	16	139	25	2	182	789
05:45 PM	37	44	172	6	259	105	164	4	0	273	5	1	5	4	15	14	98	29	3	144	691
Total	163	176	702	24	1065	430	627	15	0	1072	20	11	16	8	55	48	433	79	14	574	2766
06:00 PM	23	28	137	6	194	103	160	6	0	269	1	1	11	2	15	5	109	20	2	136	614
06:15 PM	35	21	93	0	149	116	194	4	0	314	1	0	4	0	5	10	160	11	2	183	651
06:30 PM	15	35	83	0	133	93	122	3	0	218	7	1	5	2	15	14	124	25	1	164	530
06:45 PM	25	21	84	3	133	77	172	2	0	251	1	1	1	1	4	4	119	13	1	137	525
Total	98	105	397	9	609	389	648	15	0	1052	10	3	21	5	39	33	512	69	6	620	2320
Grand Total	342	353	1515	48	2258	1104	1818	49	1	2972	49	18	56	18	141	102	1403	214	23	1742	7113
Apprch %	15.1	15.6	67.1	2.1		37.1	61.2	1.6	0		34.8	12.8	39.7	12.8		5.9	80.5	12.3	1.3		
Total %	4.8	5	21.3	0.7	31.7	15.5	25.6	0.7	0	41.8	0.7	0.3	0.8	0.3	2	1.4	19.7	3	0.3	24.5	
Lights	338	349	1504	48	2239	1095	1804	47	1	2947	48	18	55	18	139	100	1374	210	23	1707	7032
% Lights	98.8	98.9	99.3	100	99.2	99.2	99.2	95.9	100	99.2	98	100	98.2	100	98.6	98	97.9	98.1	100	98	98.9
Buses	3	0	4	0	7	2	8	0	0	10	0	0	0	0	0	0	4	3	0	7	24
% Buses	0.9	0	0.3	0	0.3	0.2	0.4	0	0	0.3	0	0	0	0	0	0	0.3	1.4	0	0.4	0.3
Trucks	1	4	7	0	12	7	6	2	0	15	1	0	1	0	2	2	25	1	0	28	57
% Trucks	0.3	1.1	0.5	0	0.5	0.6	0.3	4.1	0	0.5	2	0	1.8	0	1.4	2	1.8	0.5	0	1.6	0.8

	FABIAN WAY Southbound				E CHARLESTON RD Westbound				FABIAN WAY Northbound				E CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	32	**45**	179	256	98	144	2	244	4	3	4	11	7	88	8	103	614
05:15 PM	**50**	43	140	233	102	159	**6**	267	**7**	2	1	10	11	108	17	136	646
05:30 PM	44	44	**211**	**299**	**125**	160	3	**288**	4	**5**	**6**	**15**	**16**	**139**	25	**180**	**782**
05:45 PM	37	44	172	253	105	**164**	4	273	5	1	5	11	14	98	**29**	141	678
Total Volume	163	176	702	1041	430	627	15	1072	20	11	16	47	48	433	79	560	2720
% App. Total	15.7	16.9	67.4		40.1	58.5	1.4		42.6	23.4	34		8.6	77.3	14.1		
PHF	.815	.978	.832	.870	.860	.956	.625	.931	.714	.550	.667	.783	.750	.779	.681	.778	.870

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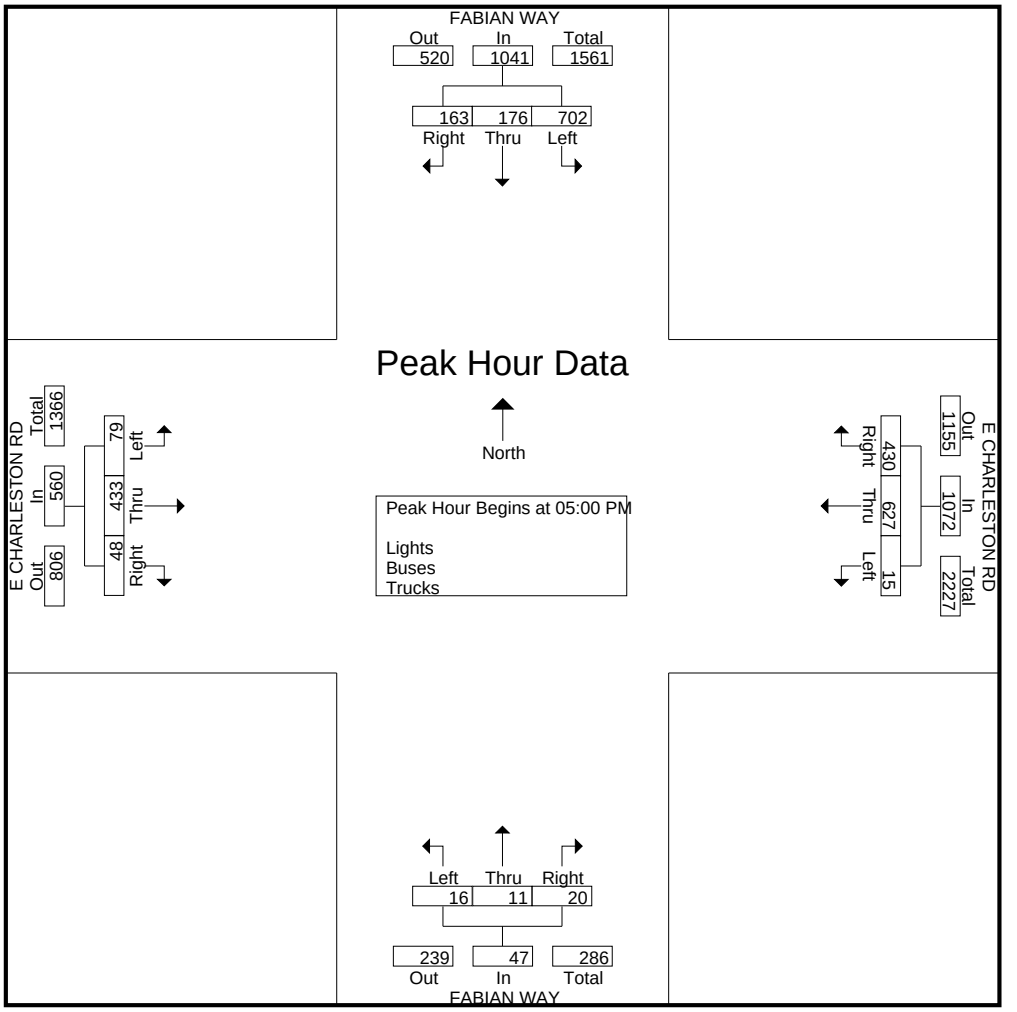

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Groups Printed- Bikes

	FABIAN WAY Southbound					E CHARLESTON RD Westbound					FABIAN WAY Northbound					E CHARLESTON RD 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
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
Total	0	1	1	0	2	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	10
05:00 PM	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	2	3	0	0	5	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	10
05:45 PM	2	2	0	0	4	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	7
Total	5	11	0	0	16	1	13	0	0	14	0	1	0	0	1	0	0	0	0	0	31
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	7
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	7	0	0	10	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	14
Grand Total	8	19	1	0	28	1	21	0	0	22	0	2	0	0	2	2	1	0	0	3	55
Apprch %	28.6	67.9	3.6	0		4.5	95.5	0	0		0	100	0	0		66.7	33.3	0	0		
Total %	14.5	34.5	1.8	0	50.9	1.8	38.2	0	0	40	0	3.6	0	0	3.6	3.6	1.8	0	0	5.5	

	FABIAN WAY Southbound				E CHARLESTON RD Westbound				FABIAN WAY Northbound				E CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	**3**	0	4	0	2	0	2	0	0	0	0	0	0	0	0	6
05:15 PM	0	3	0	3	0	**5**	0	**5**	0	0	0	0	0	0	0	0	8
05:30 PM	**2**	3	0	**5**	0	4	0	4	0	**1**	0	**1**	0	0	0	0	**10**
05:45 PM	2	2	0	4	**1**	2	0	3	0	0	0	0	0	0	0	0	7
Total Volume	5	11	0	16	1	13	0	14	0	1	0	1	0	0	0	0	31
% App. Total	31.2	68.8	0		7.1	92.9	0		0	100	0		0	0	0		
PHF	.625	.917	.000	.800	.250	.650	.000	.700	.000	.250	.000	.250	.000	.000	.000	.000	.775

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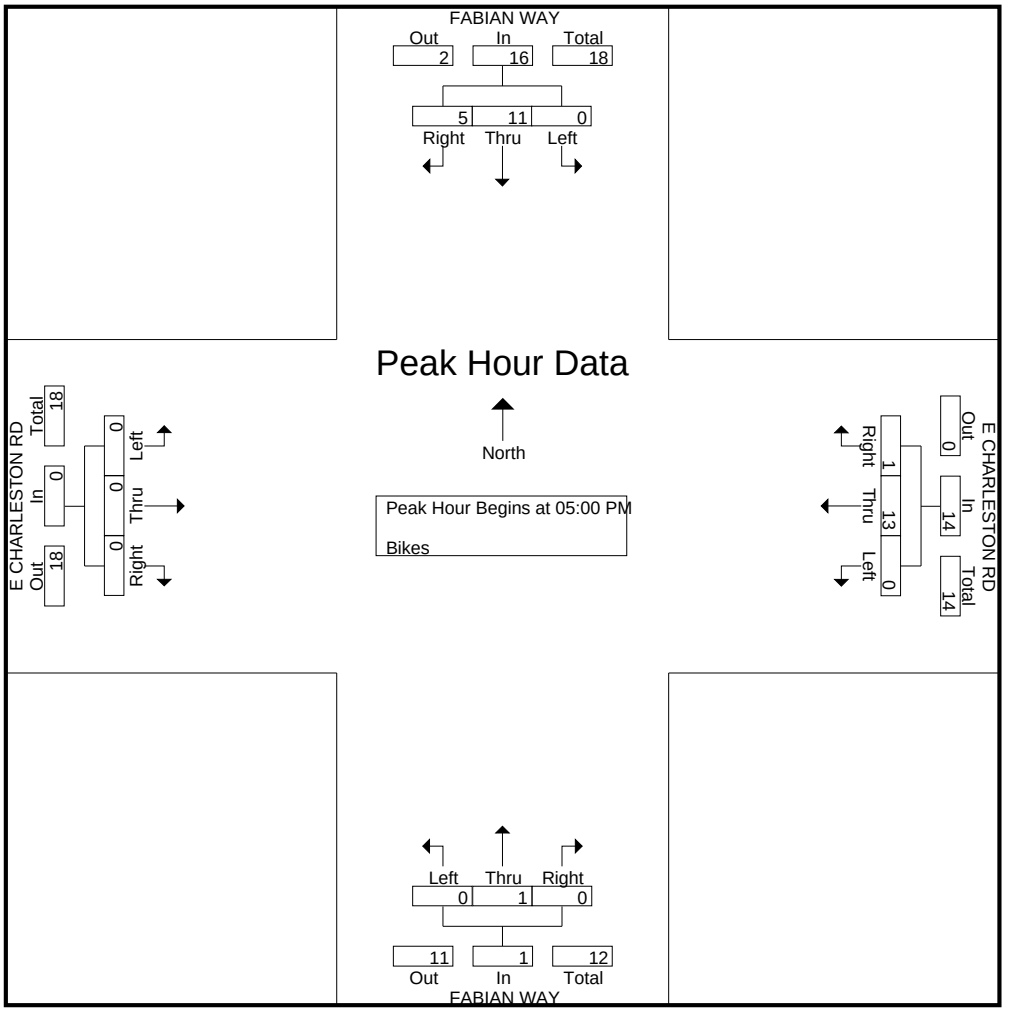

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File Name : 3AM FINAL
Site Code : 00000003
Start Date : 10/4/2016
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Groups Printed- Lights - Buses - Trucks

	MIDDLEFIELD RD Southbound					E CHARLESTON RD Westbound					MIDDLEFIELD RD Northbound					E CHARLESTON RD 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
07:00 AM	9	26	17	0	52	17	40	7	0	64	5	49	25	1	80	6	52	7	0	65	261
07:15 AM	14	28	18	1	61	28	54	5	3	90	3	77	24	3	107	11	54	11	1	77	335
07:30 AM	21	52	22	8	103	33	79	11	4	127	2	91	28	1	122	12	85	9	0	106	458
07:45 AM	61	62	45	47	215	36	101	8	22	167	4	111	31	10	156	22	85	31	4	142	680
Total	105	168	102	56	431	114	274	31	29	448	14	328	108	15	465	51	276	58	5	390	1734
08:00 AM	42	133	75	34	284	50	93	15	19	177	2	142	50	18	212	35	97	34	6	172	845
08:15 AM	27	172	77	12	288	60	56	24	2	142	7	151	24	4	186	44	119	35	9	207	823
08:30 AM	36	169	70	4	279	43	63	22	0	128	7	108	29	3	147	33	108	24	5	170	724
08:45 AM	25	152	55	5	237	39	61	14	4	118	7	137	31	2	177	46	94	29	4	173	705
Total	130	626	277	55	1088	192	273	75	25	565	23	538	134	27	722	158	418	122	24	722	3097
09:00 AM	30	112	59	9	210	36	45	18	2	101	5	72	26	6	109	41	114	19	4	178	598
09:15 AM	12	83	53	1	149	22	46	16	0	84	4	75	18	2	99	30	109	26	7	172	504
09:30 AM	19	102	44	1	166	26	41	11	2	80	6	84	23	9	122	31	83	14	10	138	506
09:45 AM	19	86	37	6	148	24	54	14	2	94	5	85	26	4	120	24	97	24	11	156	518
Total	80	383	193	17	673	108	186	59	6	359	20	316	93	21	450	126	403	83	32	644	2126
Grand Total	315	1177	572	128	2192	414	733	165	60	1372	57	1182	335	63	1637	335	1097	263	61	1756	6957
Apprch %	14.4	53.7	26.1	5.8		30.2	53.4	12	4.4		3.5	72.2	20.5	3.8		19.1	62.5	15	3.5		
Total %	4.5	16.9	8.2	1.8	31.5	6	10.5	2.4	0.9	19.7	0.8	17	4.8	0.9	23.5	4.8	15.8	3.8	0.9	25.2	
Lights	303	1160	567	128	2158	399	694	161	60	1314	56	1154	329	63	1602	323	1075	260	61	1719	6793
% Lights	96.2	98.6	99.1	100	98.4	96.4	94.7	97.6	100	95.8	98.2	97.6	98.2	100	97.9	96.4	98	98.9	100	97.9	97.6
Buses	5	10	2	0	17	2	8	1	0	11	0	14	1	0	15	3	11	0	0	14	57
% Buses	1.6	0.8	0.3	0	0.8	0.5	1.1	0.6	0	0.8	0	1.2	0.3	0	0.9	0.9	1	0	0	0.8	0.8
Trucks	7	7	3	0	17	13	31	3	0	47	1	14	5	0	20	9	11	3	0	23	107
% Trucks	2.2	0.6	0.5	0	0.8	3.1	4.2	1.8	0	3.4	1.8	1.2	1.5	0	1.2	2.7	1	1.1	0	1.3	1.5

	MIDDLEFIELD RD Southbound				E CHARLESTON RD Westbound				MIDDLEFIELD RD Northbound				E CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**42**	133	75	250	50	**93**	15	**158**	2	142	**50**	**194**	35	97	34	166	768
08:15 AM	27	**172**	**77**	**276**	**60**	56	**24**	140	**7**	**151**	24	182	44	**119**	**35**	**198**	**796**
08:30 AM	36	169	70	275	43	63	22	128	7	108	29	144	33	108	24	165	712
08:45 AM	25	152	55	232	39	61	14	114	7	137	31	175	**46**	94	29	169	690
Total Volume	130	626	277	1033	192	273	75	540	23	538	134	695	158	418	122	698	2966
% App. Total	12.6	60.6	26.8		35.6	50.6	13.9		3.3	77.4	19.3		22.6	59.9	17.5		
PHF	.774	.910	.899	.936	.800	.734	.781	.854	.821	.891	.670	.896	.859	.878	.871	.881	.932

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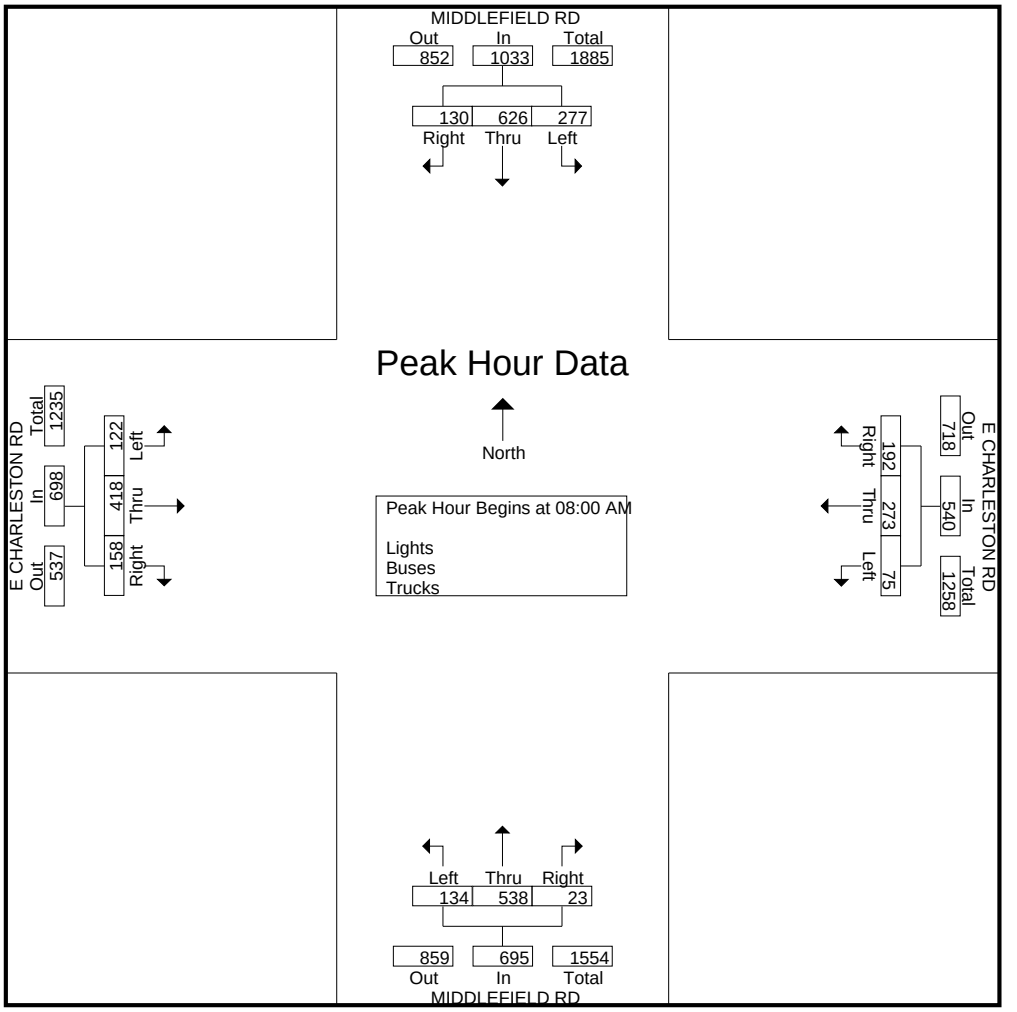

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Groups Printed- Bikes

	MIDDLEFIELD RD Southbound					E CHARLESTON RD Westbound					MIDDLEFIELD RD Northbound					E CHARLESTON RD 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
07:00 AM	0	3	0	0	3	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	6
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
07:30 AM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	7
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
Total	0	8	0	0	8	0	5	0	0	5	0	0	1	0	1	1	5	0	0	6	20
08:00 AM	0	1	0	0	1	0	0	1	0	1	0	2	1	0	3	3	6	0	0	9	14
08:15 AM	0	2	0	0	2	0	0	1	0	1	0	1	2	0	3	3	3	0	0	6	12
08:30 AM	0	3	0	0	3	0	2	0	0	2	0	1	4	0	5	6	2	0	0	8	18
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	1	4	1	0	6	11
Total	0	7	0	0	7	0	2	2	0	4	0	5	10	0	15	13	15	1	0	29	55
09:00 AM	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	1	2	0	0	3	7
09:15 AM	0	1	0	0	1	0	1	0	0	1	1	1	1	0	3	0	5	0	0	5	10
09:30 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	1	4	0	0	5	7
09:45 AM	0	3	0	0	3	0	1	1	0	2	0	2	1	0	3	0	2	0	0	2	10
Total	1	4	1	0	6	1	3	1	0	5	1	4	3	0	8	2	13	0	0	15	34
Grand Total	1	19	1	0	21	1	10	3	0	14	1	9	14	0	24	16	33	1	0	50	109
Apprch %	4.8	90.5	4.8	0		7.1	71.4	21.4	0		4.2	37.5	58.3	0		32	66	2	0		
Total %	0.9	17.4	0.9	0	19.3	0.9	9.2	2.8	0	12.8	0.9	8.3	12.8	0	22	14.7	30.3	0.9	0	45.9	

	MIDDLEFIELD RD Southbound				E CHARLESTON RD Westbound				MIDDLEFIELD RD Northbound				E CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	1	0	1	0	0	**1**	1	0	**2**	1	3	3	**6**	0	**9**	14
08:15 AM	0	2	0	2	0	0	1	1	0	1	2	3	3	3	0	6	12
08:30 AM	0	**3**	0	**3**	0	**2**	0	**2**	0	1	**4**	**5**	**6**	2	0	8	**18**
08:45 AM	0	1	0	1	0	0	0	0	0	1	3	4	1	4	**1**	6	11
Total Volume	0	7	0	7	0	2	2	4	0	5	10	15	13	15	1	29	55
% App. Total	0	100	0		0	50	50		0	33.3	66.7		44.8	51.7	3.4		
PHF	.000	.583	.000	.583	.000	.250	.500	.500	.000	.625	.625	.750	.542	.625	.250	.806	.764

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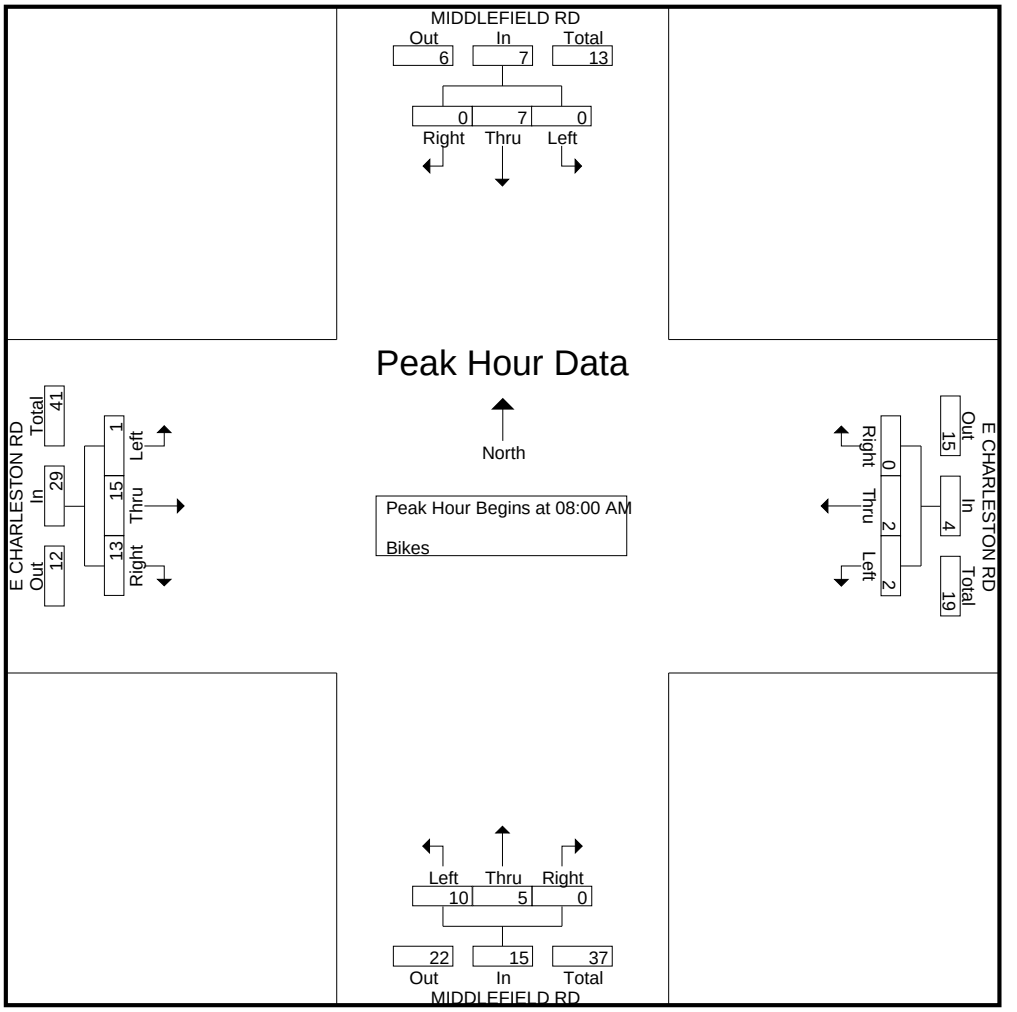

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Groups Printed- Lights - Buses - Trucks

	MIDDLEFIELD RD Southbound					E CHARLESTON RD Westbound					MIDDLEFIELD RD Northbound					E CHARLESTON RD 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
04:00 PM	26	146	45	7	224	33	78	18	4	133	8	92	29	5	134	32	72	32	10	146	637
04:15 PM	27	158	41	6	232	39	74	30	5	148	6	112	36	3	157	31	80	36	4	151	688
04:30 PM	26	167	41	9	243	59	65	16	6	146	8	112	44	10	174	37	79	35	9	160	723
04:45 PM	26	209	38	9	282	45	76	29	1	151	3	127	41	8	179	37	72	35	7	151	763
Total	105	680	165	31	981	176	293	93	16	578	25	443	150	26	644	137	303	138	30	608	2811
05:00 PM	22	246	33	3	304	41	82	36	3	162	10	128	32	4	174	21	49	40	7	117	757
05:15 PM	33	184	44	2	263	58	90	49	0	197	7	170	50	8	235	42	97	36	12	187	882
05:30 PM	39	200	29	6	274	46	102	46	3	197	14	178	48	3	243	60	76	65	14	215	929
05:45 PM	26	230	47	6	309	61	82	29	1	173	14	192	47	8	261	37	64	33	26	160	903
Total	120	860	153	17	1150	206	356	160	7	729	45	668	177	23	913	160	286	174	59	679	3471
06:00 PM	27	211	50	2	290	50	75	41	2	168	13	178	41	5	237	34	87	29	8	158	853
06:15 PM	27	204	69	2	302	59	99	38	0	196	11	152	50	2	215	29	84	20	3	136	849
06:30 PM	19	180	38	6	243	44	75	21	4	144	13	172	58	3	246	23	83	27	8	141	774
06:45 PM	30	120	33	4	187	43	94	24	1	162	10	95	28	8	141	34	90	29	4	157	647
Total	103	715	190	14	1022	196	343	124	7	670	47	597	177	18	839	120	344	105	23	592	3123
Grand Total	328	2255	508	62	3153	578	992	377	30	1977	117	1708	504	67	2396	417	933	417	112	1879	9405
Apprch %	10.4	71.5	16.1	2		29.2	50.2	19.1	1.5		4.9	71.3	21	2.8		22.2	49.7	22.2	6		
Total %	3.5	24	5.4	0.7	33.5	6.1	10.5	4	0.3	21	1.2	18.2	5.4	0.7	25.5	4.4	9.9	4.4	1.2	20	
Lights	326	2239	506	62	3133	576	981	375	30	1962	117	1699	501	67	2384	414	916	417	112	1859	9338
% Lights	99.4	99.3	99.6	100	99.4	99.7	98.9	99.5	100	99.2	100	99.5	99.4	100	99.5	99.3	98.2	100	100	98.9	99.3
Buses	2	8	2	0	12	0	8	0	0	8	0	7	0	0	7	0	4	0	0	4	31
% Buses	0.6	0.4	0.4	0	0.4	0	0.8	0	0	0.4	0	0.4	0	0	0.3	0	0.4	0	0	0.2	0.3
Trucks	0	8	0	0	8	2	3	2	0	7	0	2	3	0	5	3	13	0	0	16	36
% Trucks	0	0.4	0	0	0.3	0.3	0.3	0.5	0	0.4	0	0.1	0.6	0	0.2	0.7	1.4	0	0	0.9	0.4

	MIDDLEFIELD RD Southbound				E CHARLESTON RD Westbound				MIDDLEFIELD RD Northbound				E CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	33	184	44	261	58	90	**49**	**197**	7	170	**50**	227	42	**97**	36	175	860
05:30 PM	**39**	200	29	268	46	**102**	46	194	**14**	178	48	240	**60**	76	**65**	**201**	**903**
05:45 PM	26	**230**	47	**303**	**61**	82	29	172	14	**192**	47	**253**	37	64	33	134	862
06:00 PM	27	211	**50**	288	50	75	41	166	13	178	41	232	34	87	29	150	836
Total Volume	125	825	170	1120	215	349	165	729	48	718	186	952	173	324	163	660	3461
% App. Total	11.2	73.7	15.2		29.5	47.9	22.6		5	75.4	19.5		26.2	49.1	24.7		
PHF	.801	.897	.850	.924	.881	.855	.842	.925	.857	.935	.930	.941	.721	.835	.627	.821	.958

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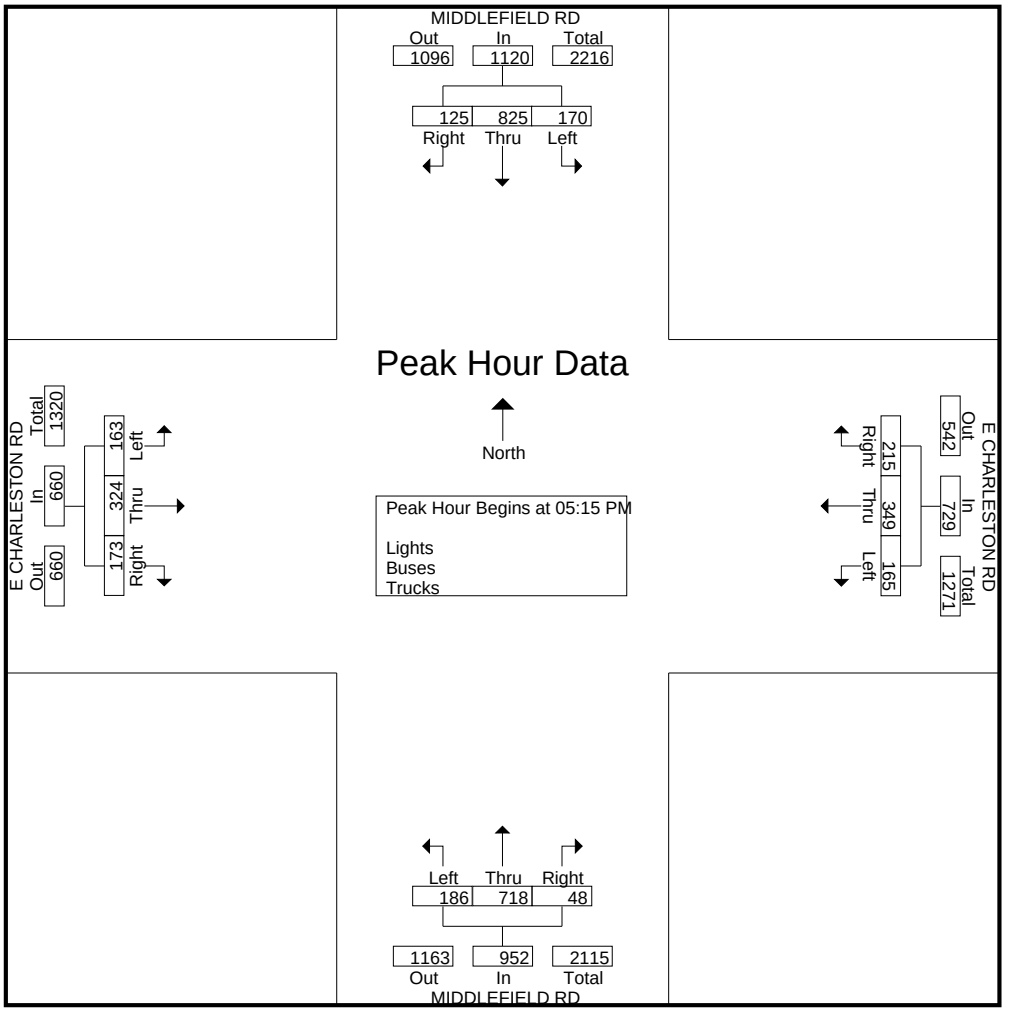

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Groups Printed- Bikes

	MIDDLEFIELD RD Southbound					E CHARLESTON RD Westbound					MIDDLEFIELD RD Northbound					E CHARLESTON RD 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
04:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	7
04:15 PM	0	2	0	0	2	0	3	0	0	3	0	1	0	0	1	1	1	0	0	2	8
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
04:45 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	7	0	0	7	0	5	0	0	5	0	2	0	0	2	1	7	0	0	8	22
05:00 PM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	6
05:15 PM	0	1	0	0	1	0	2	0	0	2	0	3	1	0	4	0	1	0	0	1	8
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
05:45 PM	0	3	0	0	3	1	4	1	0	6	0	2	1	0	3	0	2	0	0	2	14
Total	0	6	0	0	6	1	8	2	0	11	0	5	2	0	7	1	8	0	0	9	33
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	4	0	5	2	3	1	0	6	13
06:15 PM	1	3	0	0	4	0	0	1	0	1	0	1	2	0	3	0	2	0	0	2	10
06:30 PM	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	7	1	0	8	14
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	7
Total	1	7	0	0	8	0	0	2	0	2	0	9	6	0	15	2	14	3	0	19	44
Grand Total	1	20	0	0	21	1	13	4	0	18	0	16	8	0	24	4	29	3	0	36	99
Apprch %	4.8	95.2	0	0		5.6	72.2	22.2	0		0	66.7	33.3	0		11.1	80.6	8.3	0		
Total %	1	20.2	0	0	21.2	1	13.1	4	0	18.2	0	16.2	8.1	0	24.2	4	29.3	3	0	36.4	

	MIDDLEFIELD RD Southbound				E CHARLESTON RD Westbound				MIDDLEFIELD RD Northbound				E CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	0	**3**	0	3	**1**	**4**	**1**	**6**	0	2	1	3	0	2	0	2	**14**
06:00 PM	0	2	0	2	0	0	0	0	0	1	**4**	**5**	**2**	3	**1**	6	13
06:15 PM	**1**	3	0	**4**	0	0	1	1	0	1	2	3	0	2	0	2	10
06:30 PM	0	0	0	0	0	0	1	1	0	**5**	0	5	0	**7**	1	**8**	14
Total Volume	1	8	0	9	1	4	3	8	0	9	7	16	2	14	2	18	51
% App. Total	11.1	88.9	0		12.5	50	37.5		0	56.2	43.8		11.1	77.8	11.1		
PHF	.250	.667	.000	.563	.250	.250	.750	.333	.000	.450	.438	.800	.250	.500	.500	.563	.911

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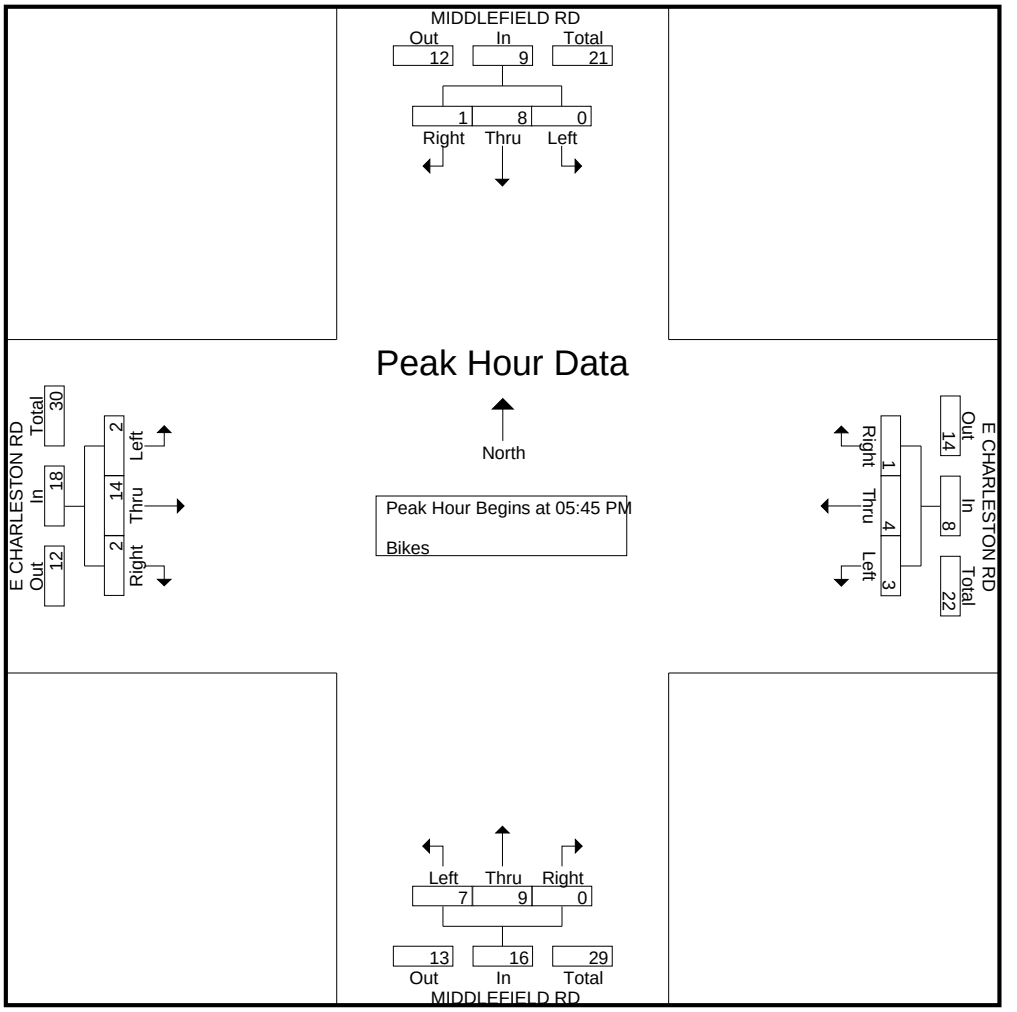

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Groups Printed- Lights - Buses - Trucks

	ALMA ST Southbound					E CHARLESTON RD Westbound					ALMA ST Northbound					W CHARLESTON RD 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
07:00 AM	9	58	3	0	70	15	40	0	4	59	6	198	59	0	263	10	44	11	0	65	457
07:15 AM	7	70	4	1	82	13	48	3	1	65	3	253	79	1	336	17	43	13	0	73	556
07:30 AM	13	92	9	4	118	14	49	3	0	66	3	310	83	1	397	18	69	18	0	105	686
07:45 AM	15	108	18	6	147	17	61	9	12	99	5	281	60	0	346	30	116	29	0	175	767
Total	44	328	34	11	417	59	198	15	17	289	17	1042	281	2	1342	75	272	71	0	418	2466
08:00 AM	12	129	7	0	148	25	86	12	13	136	6	308	79	3	396	25	73	17	0	115	795
08:15 AM	15	172	19	1	207	16	40	18	4	78	6	291	54	3	354	54	131	25	0	210	849
08:30 AM	20	166	6	5	197	17	55	20	1	93	5	342	71	0	418	28	88	22	0	138	846
08:45 AM	16	145	10	1	172	26	55	9	2	92	11	280	87	4	382	52	112	21	0	185	831
Total	63	612	42	7	724	84	236	59	20	399	28	1221	291	10	1550	159	404	85	0	648	3321
09:00 AM	15	142	15	2	174	14	67	12	0	93	3	273	97	6	379	38	75	20	0	133	779
09:15 AM	12	136	23	3	174	14	53	11	0	78	5	221	83	0	309	29	84	16	0	129	690
09:30 AM	4	120	16	0	140	14	58	9	1	82	5	248	81	3	337	37	93	36	0	166	725
09:45 AM	13	155	14	0	182	16	63	7	2	88	7	213	94	3	317	34	84	18	0	136	723
Total	44	553	68	5	670	58	241	39	3	341	20	955	355	12	1342	138	336	90	0	564	2917
Grand Total	151	1493	144	23	1811	201	675	113	40	1029	65	3218	927	24	4234	372	1012	246	0	1630	8704
Apprch %	8.3	82.4	8	1.3		19.5	65.6	11	3.9		1.5	76	21.9	0.6		22.8	62.1	15.1	0		
Total %	1.7	17.2	1.7	0.3	20.8	2.3	7.8	1.3	0.5	11.8	0.7	37	10.7	0.3	48.6	4.3	11.6	2.8	0	18.7	
Lights	149	1458	139	23	1769	191	645	113	40	989	63	3174	912	24	4173	363	989	244	0	1596	8527
% Lights	98.7	97.7	96.5	100	97.7	95	95.6	100	100	96.1	96.9	98.6	98.4	100	98.6	97.6	97.7	99.2	0	97.9	98
Buses	0	3	1	0	4	1	6	0	0	7	0	4	3	0	7	3	12	1	0	16	34
% Buses	0	0.2	0.7	0	0.2	0.5	0.9	0	0	0.7	0	0.1	0.3	0	0.2	0.8	1.2	0.4	0	1	0.4
Trucks	2	32	4	0	38	9	24	0	0	33	2	40	12	0	54	6	11	1	0	18	143
% Trucks	1.3	2.1	2.8	0	2.1	4.5	3.6	0	0	3.2	3.1	1.2	1.3	0	1.3	1.6	1.1	0.4	0	1.1	1.6

	ALMA ST Southbound				E CHARLESTON RD Westbound				ALMA ST Northbound				W CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	12	129	7	148	25	**86**	12	**123**	6	308	79	393	25	73	17	115	779
08:15 AM	15	**172**	**19**	**206**	16	40	18	74	6	291	54	351	**54**	**131**	**25**	**210**	**841**
08:30 AM	**20**	166	6	192	17	55	**20**	92	5	**342**	71	**418**	28	88	22	138	840
08:45 AM	16	145	10	171	**26**	55	9	90	**11**	280	**87**	378	52	112	21	185	824
Total Volume	63	612	42	717	84	236	59	379	28	1221	291	1540	159	404	85	648	3284
% App. Total	8.8	85.4	5.9		22.2	62.3	15.6		1.8	79.3	18.9		24.5	62.3	13.1		
PHF	.788	.890	.553	.870	.808	.686	.738	.770	.636	.893	.836	.921	.736	.771	.850	.771	.976

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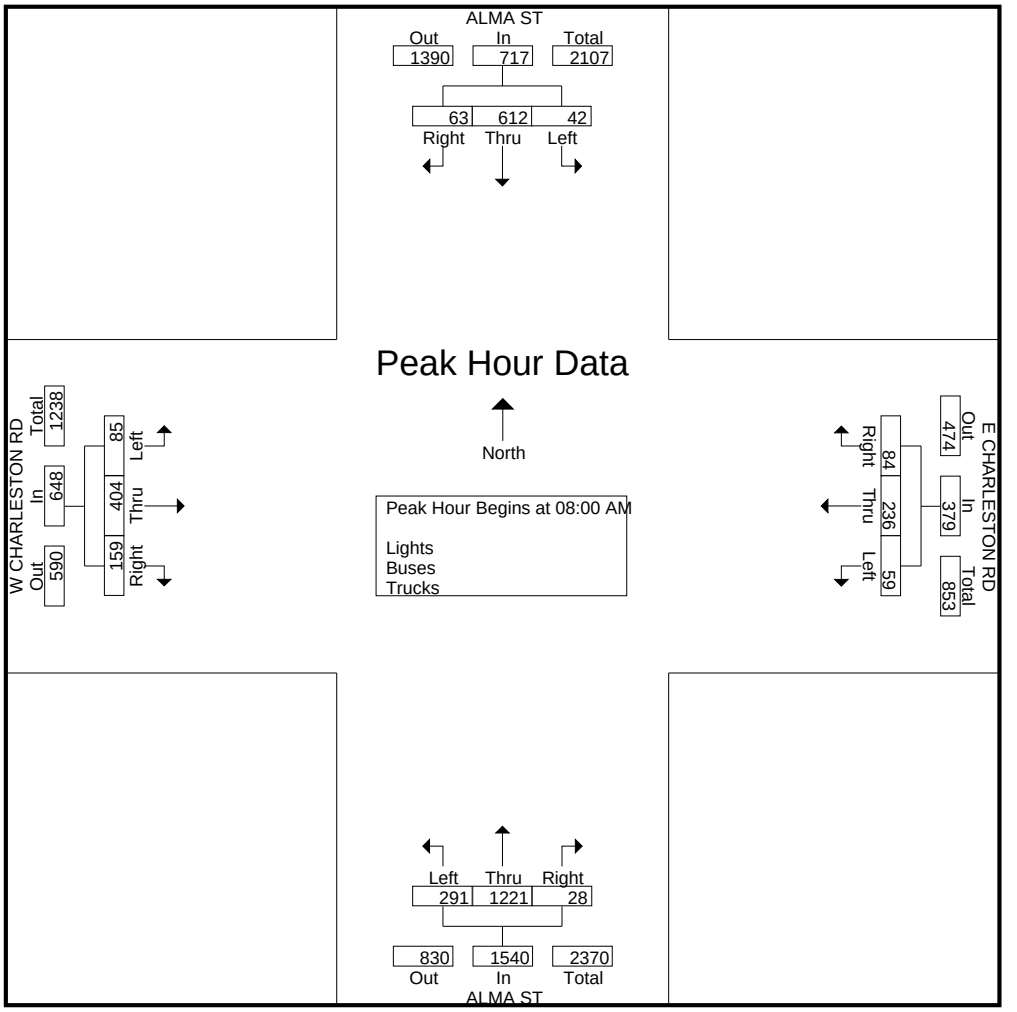

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Groups Printed- Bikes

	ALMA ST Southbound					E CHARLESTON RD Westbound					ALMA ST Northbound					W CHARLESTON RD 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
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
07:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
07:45 AM	0	0	0	0	0	0	23	0	0	23	0	0	1	0	1	0	6	0	0	6	30
Total	0	0	0	0	0	0	34	0	0	34	0	0	1	0	1	0	12	0	0	12	47
08:00 AM	0	0	0	0	0	0	52	1	0	53	0	0	0	0	0	0	8	0	0	8	61
08:15 AM	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	0	6	0	0	6	24
08:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	5	0	0	5	14
08:45 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	4	0	0	4	17
Total	0	0	0	0	0	0	90	1	0	91	0	0	2	0	2	0	23	0	0	23	116
09:00 AM	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	0	6	0	0	6	12
09:15 AM	0	1	0	0	1	0	7	0	0	7	0	1	1	0	2	0	4	0	0	4	14
09:30 AM	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	5	0	0	5	13
09:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	3	0	0	3	12
Total	0	1	0	0	1	0	26	0	0	26	0	4	2	0	6	0	18	0	0	18	51
Grand Total	0	1	0	0	1	0	150	1	0	151	0	4	5	0	9	0	53	0	0	53	214
Apprch %	0	100	0	0		0	99.3	0.7	0		0	44.4	55.6	0		0	100	0	0		
Total %	0	0.5	0	0	0.5	0	70.1	0.5	0	70.6	0	1.9	2.3	0	4.2	0	24.8	0	0	24.8	

	ALMA ST Southbound				E CHARLESTON RD Westbound				ALMA ST Northbound				W CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	23	0	23	0	0	**1**	**1**	0	6	0	6	30
08:00 AM	0	0	0	0	0	**52**	**1**	**53**	0	0	0	0	0	**8**	0	**8**	**61**
08:15 AM	0	0	0	0	0	17	0	17	0	0	1	1	0	6	0	6	24
08:30 AM	0	0	0	0	0	8	0	8	0	0	1	1	0	5	0	5	14
Total Volume	0	0	0	0	0	100	1	101	0	0	3	3	0	25	0	25	129
% App. Total	0	0	0		0	99	1		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.481	.250	.476	.000	.000	.750	.750	.000	.781	.000	.781	.529

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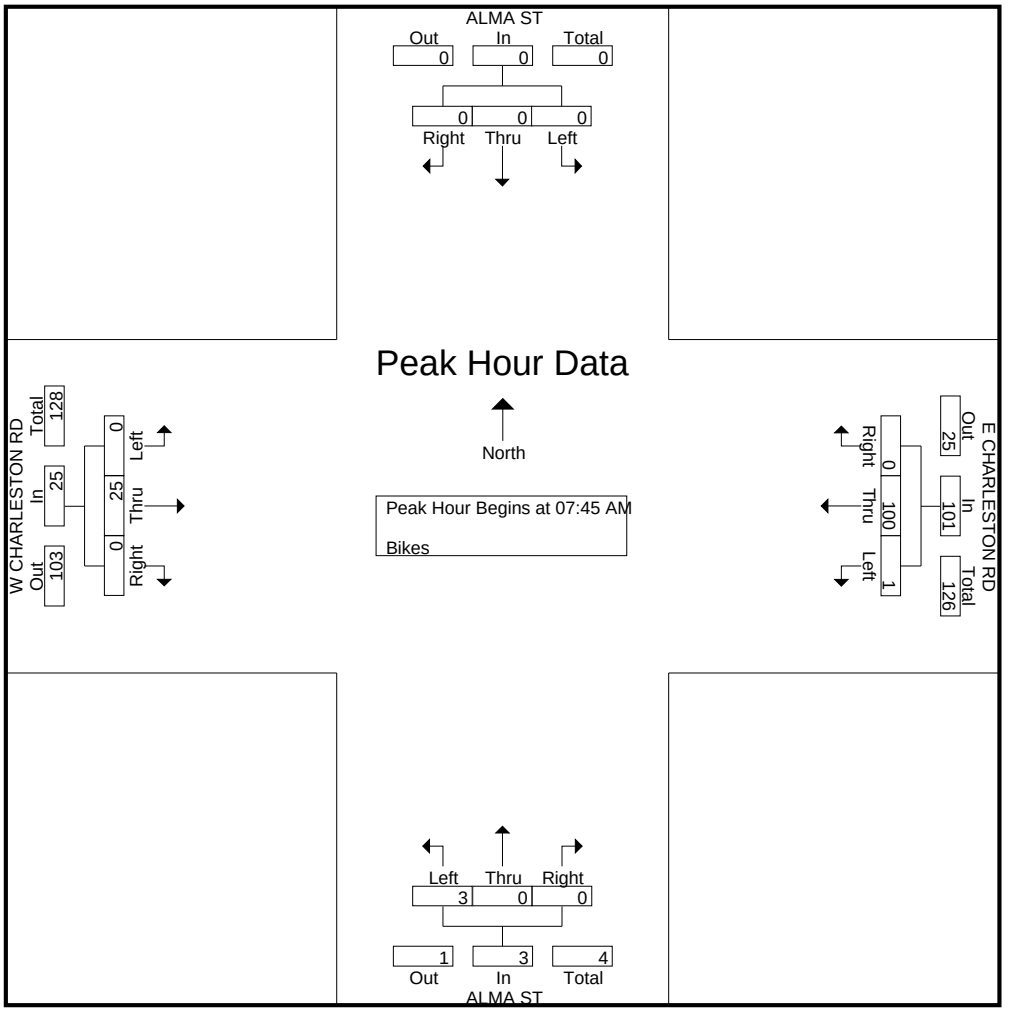

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Groups Printed- Lights - Buses - Trucks

	ALMA ST Southbound					E CHARLESTON RD Westbound					ALMA ST Northbound					W CHARLESTON RD 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
04:00 PM	14	306	10	4	334	31	54	6	1	92	4	202	31	3	240	44	71	21	0	136	802
04:15 PM	12	277	27	5	321	24	86	11	0	121	9	223	39	2	273	56	105	23	0	184	899
04:30 PM	12	283	10	2	307	29	84	9	1	123	9	182	44	4	239	56	75	20	0	151	820
04:45 PM	18	287	11	6	322	19	79	10	1	109	18	246	44	1	309	66	71	24	0	161	901
Total	56	1153	58	17	1284	103	303	36	3	445	40	853	158	10	1061	222	322	88	0	632	3422
05:00 PM	9	276	17	0	302	16	70	11	0	97	11	167	48	0	226	55	91	22	0	168	793
05:15 PM	12	265	12	1	290	26	65	14	1	106	16	263	63	0	342	54	86	16	0	156	894
05:30 PM	16	269	1	1	287	26	64	18	0	108	19	283	81	0	383	51	79	17	0	147	925
05:45 PM	15	311	6	1	333	13	84	25	0	122	15	240	80	0	335	45	69	17	0	131	921
Total	52	1121	36	3	1212	81	283	68	1	433	61	953	272	0	1286	205	325	72	0	602	3533
06:00 PM	20	302	16	2	340	12	90	18	1	121	11	246	65	0	322	46	75	24	0	145	928
06:15 PM	25	265	20	4	314	18	86	11	1	116	6	299	96	3	404	67	73	25	0	165	999
06:30 PM	16	275	19	2	312	30	109	13	1	153	10	217	50	3	280	57	71	19	0	147	892
06:45 PM	28	291	8	5	332	18	84	8	1	111	9	196	55	0	260	44	62	22	0	128	831
Total	89	1133	63	13	1298	78	369	50	4	501	36	958	266	6	1266	214	281	90	0	585	3650
Grand Total	197	3407	157	33	3794	262	955	154	8	1379	137	2764	696	16	3613	641	928	250	0	1819	10605
Apprch %	5.2	89.8	4.1	0.9		19	69.3	11.2	0.6		3.8	76.5	19.3	0.4		35.2	51	13.7	0		
Total %	1.9	32.1	1.5	0.3	35.8	2.5	9	1.5	0.1	13	1.3	26.1	6.6	0.2	34.1	6	8.8	2.4	0	17.2	
Lights	197	3398	155	33	3783	262	943	153	8	1366	137	2758	682	16	3593	638	915	248	0	1801	10543
% Lights	100	99.7	98.7	100	99.7	100	98.7	99.4	100	99.1	100	99.8	98	100	99.4	99.5	98.6	99.2	0	99	99.4
Buses	0	1	1	0	2	0	7	0	0	7	0	3	8	0	11	2	4	1	0	7	27
% Buses	0	0	0.6	0	0.1	0	0.7	0	0	0.5	0	0.1	1.1	0	0.3	0.3	0.4	0.4	0	0.4	0.3
Trucks	0	8	1	0	9	0	5	1	0	6	0	3	6	0	9	1	9	1	0	11	35
% Trucks	0	0.2	0.6	0	0.2	0	0.5	0.6	0	0.4	0	0.1	0.9	0	0.2	0.2	1	0.4	0	0.6	0.3

	ALMA ST Southbound				E CHARLESTON RD Westbound				ALMA ST Northbound				W CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	16	269	1	286	**26**	64	18	108	**19**	283	81	383	51	**79**	17	147	924
05:45 PM	15	**311**	6	332	13	84	**25**	**122**	15	240	80	335	45	69	17	131	920
06:00 PM	20	302	16	**338**	12	**90**	18	120	11	246	65	322	46	75	24	145	925
06:15 PM	**25**	265	**20**	310	18	86	11	115	6	**299**	**96**	**401**	**67**	73	**25**	**165**	**991**
Total Volume	76	1147	43	1266	69	324	72	465	51	1068	322	1441	209	296	83	588	3760
% App. Total	6	90.6	3.4		14.8	69.7	15.5		3.5	74.1	22.3		35.5	50.3	14.1		
PHF	.760	.922	.538	.936	.663	.900	.720	.953	.671	.893	.839	.898	.780	.937	.830	.891	.949

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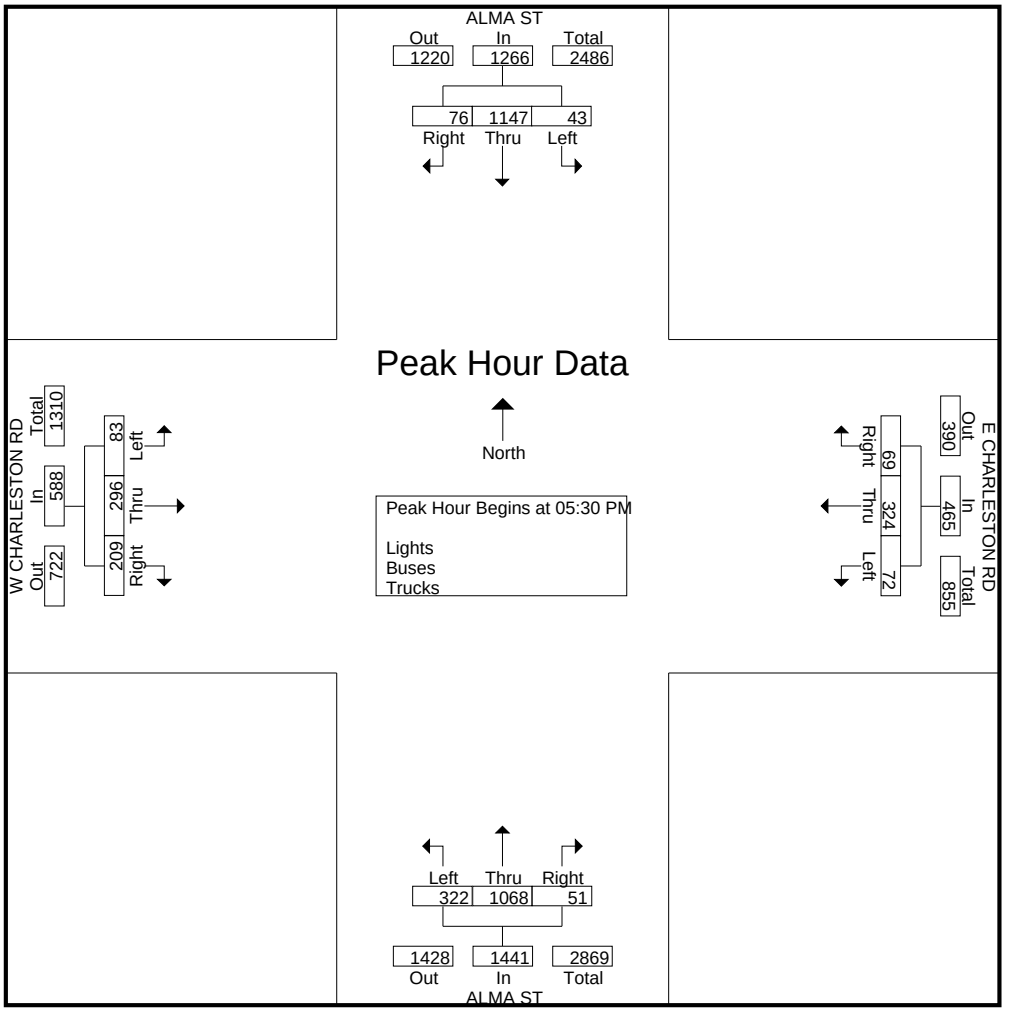

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Groups Printed- Bikes

	ALMA ST Southbound					E CHARLESTON RD Westbound					ALMA ST Northbound					W CHARLESTON RD 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
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	2	0	8	10
04:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
Total	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	11	2	0	13	27
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
05:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	10
05:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	10
05:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7
Total	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	1	11	0	0	12	34
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	10
06:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
06:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	13	0	0	13	16
06:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	29	0	0	29	40
Grand Total	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	1	51	2	0	54	101
Apprch %	0	0	0	0		0	100	0	0		0	0	0	0		1.9	94.4	3.7	0		
Total %	0	0	0	0	0	0	46.5	0	0	46.5	0	0	0	0	0	1	50.5	2	0	53.5	

	ALMA ST Southbound				E CHARLESTON RD Westbound				ALMA ST Northbound				W CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	1	0	1	7
06:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
06:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
06:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	**13**	0	**13**	**16**
Total Volume	0	0	0	0	0	15	0	15	0	0	0	0	0	25	0	25	40
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.481	.000	.481	.625

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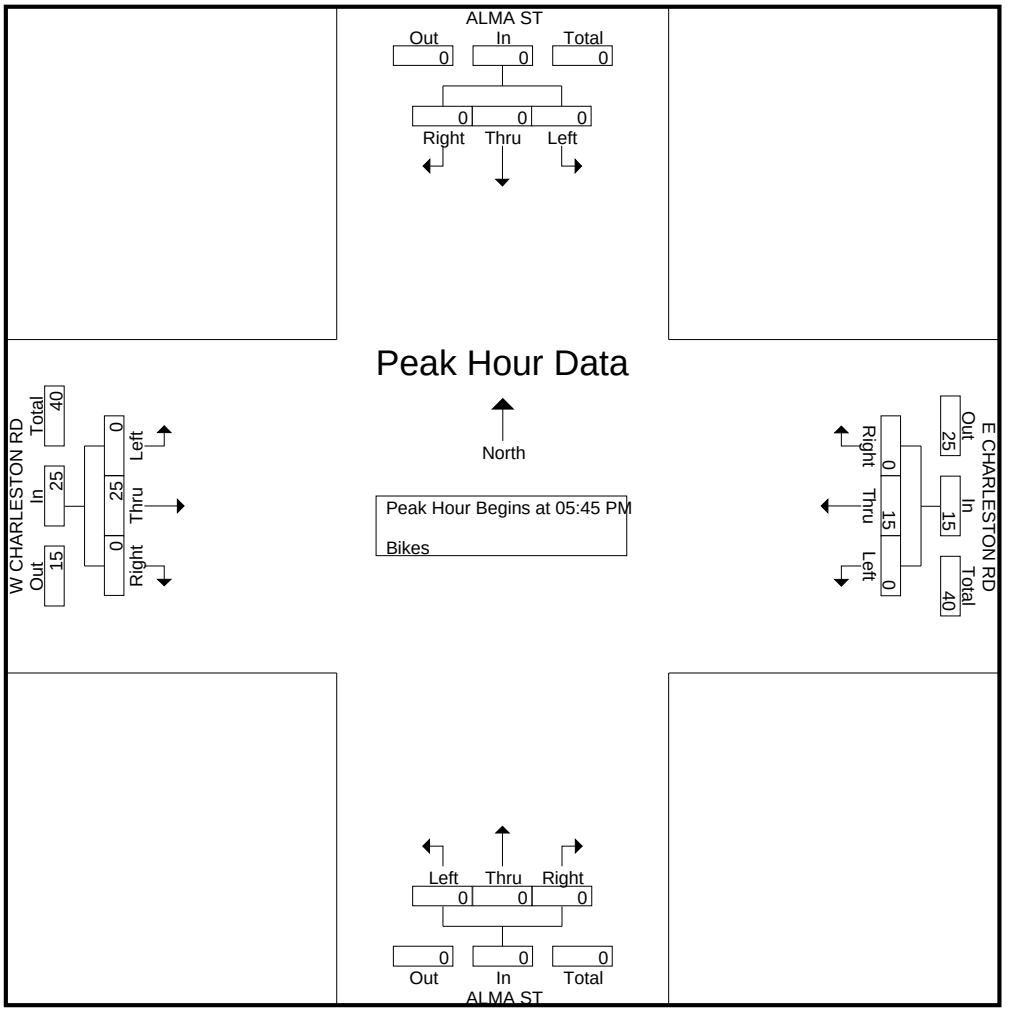

Traffic Data Service

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File Name : 4AM FINAL
Site Code : 00000004
Start Date : 12/2/2015
Page No : 1

Groups Printed- Vehicles

	BAYSHORE PKWY Southbound					GARCIA AVE Westbound					BAYSHORE PKWY 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
07:00 AM	0	7	23	0	30	14	0	0	1	15	0	5	0	0	5	0	0	0	0	0	50
07:15 AM	0	9	37	0	46	10	0	0	0	10	0	2	0	0	2	0	0	0	0	0	58
07:30 AM	0	11	38	0	49	19	0	1	0	20	1	1	0	0	2	0	0	0	0	0	71
07:45 AM	0	23	31	0	54	20	0	0	0	20	1	5	0	0	6	0	0	0	0	0	80
Total	0	50	129	0	179	63	0	1	1	65	2	13	0	0	15	0	0	0	0	0	259
08:00 AM	0	38	61	0	99	17	0	1	0	18	1	7	0	0	8	0	0	0	0	0	125
08:15 AM	0	35	63	0	98	18	0	0	0	18	1	17	0	0	18	0	0	0	0	0	134
08:30 AM	0	47	94	0	141	13	0	1	0	14	4	16	0	0	20	0	0	0	0	0	175
08:45 AM	0	56	132	0	188	14	0	1	0	15	0	18	0	0	18	0	0	0	0	0	221
Total	0	176	350	0	526	62	0	3	0	65	6	58	0	0	64	0	0	0	0	0	655
09:00 AM	0	63	152	0	215	20	0	0	0	20	1	5	0	0	6	0	0	0	0	0	241
09:15 AM	0	71	142	0	213	19	0	2	0	21	2	6	0	0	8	0	0	0	0	0	242
09:30 AM	0	57	118	0	175	13	0	1	0	14	0	13	0	0	13	0	0	0	0	0	202
09:45 AM	0	48	89	0	137	12	0	1	0	13	4	6	0	0	10	0	0	0	0	0	160
Total	0	239	501	0	740	64	0	4	0	68	7	30	0	0	37	0	0	0	0	0	845
Grand Total	0	465	980	0	1445	189	0	8	1	198	15	101	0	0	116	0	0	0	0	0	1759
Apprch %	0	32.2	67.8	0		95.5	0	4	0.5		12.9	87.1	0	0		0	0	0	0		
Total %	0	26.4	55.7	0	82.1	10.7	0	0.5	0.1	11.3	0.9	5.7	0	0	6.6	0	0	0	0	0	

	BAYSHORE PKWY Southbound				GARCIA AVE Westbound				BAYSHORE PKWY Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	56	132	188	14	0	1	15	0	**18**	0	**18**	0	0	0	0	221
09:00 AM	0	63	**152**	**215**	**20**	0	0	20	1	5	0	6	0	0	0	0	241
09:15 AM	0	**71**	142	213	19	0	**2**	**21**	**2**	6	0	8	0	0	0	0	**242**
09:30 AM	0	57	118	175	13	0	1	14	0	13	0	13	0	0	0	0	202
Total Volume	0	247	544	791	66	0	4	70	3	42	0	45	0	0	0	0	906
% App. Total	0	31.2	68.8		94.3	0	5.7		6.7	93.3	0		0	0	0		
PHF	.000	.870	.895	.920	.825	.000	.500	.833	.375	.583	.000	.625	.000	.000	.000	.000	.936

Traffic Data Service

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File Name : 4AM FINAL
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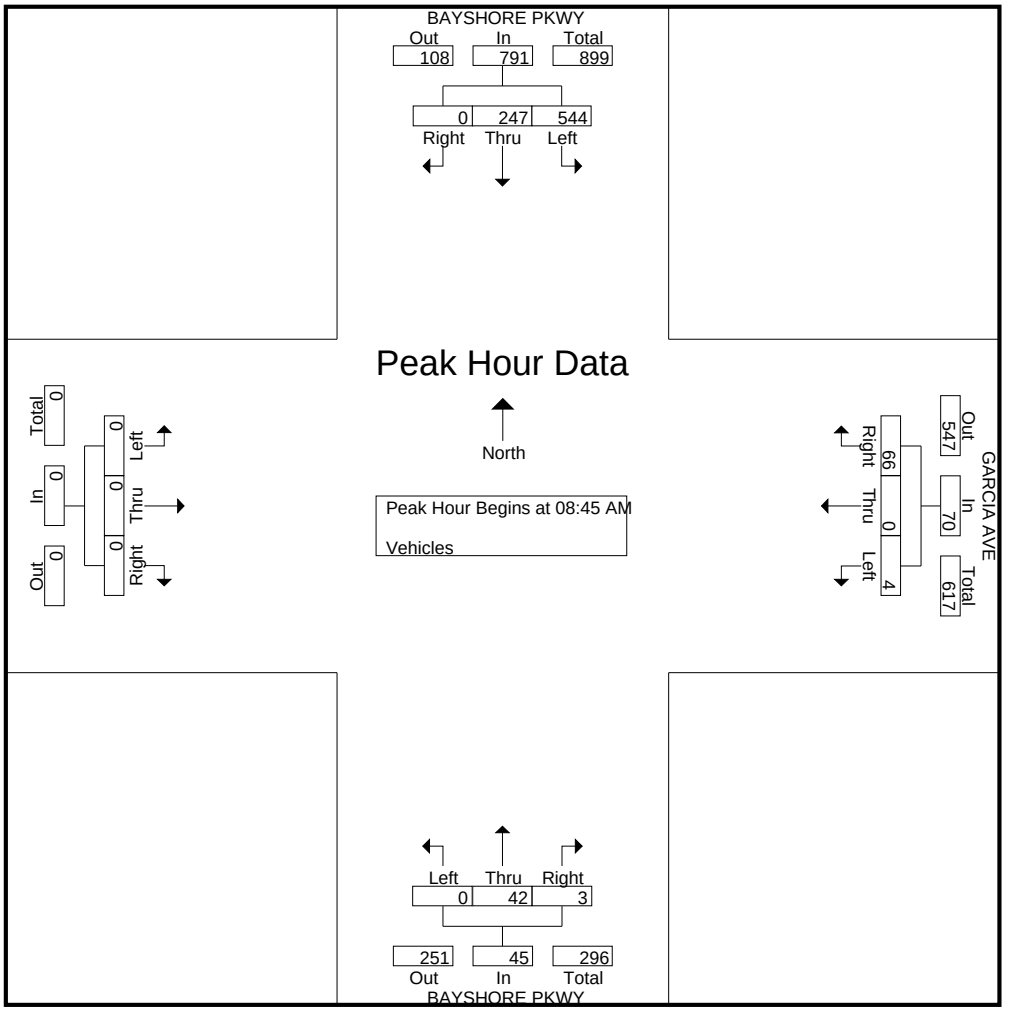

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File Name : 4AM FINAL
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Groups Printed- Bikes

	BAYSHORE PKWY Southbound					GARCIA AVE Westbound					BAYSHORE PKWY 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
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	4
07:45 AM	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	0	3	0	3	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	10
08:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	8	0	8	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10
08:30 AM	0	2	4	0	6	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	9
08:45 AM	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	3	16	0	19	6	0	0	0	6	0	1	0	0	1	0	0	0	0	0	26
09:00 AM	0	1	3	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
09:15 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
09:30 AM	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
09:45 AM	0	1	6	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
Total	0	3	13	0	16	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	21
Grand Total	0	6	32	0	38	10	0	0	0	10	0	9	0	0	9	0	0	0	0	0	57
Apprch %	0	15.8	84.2	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	10.5	56.1	0	66.7	17.5	0	0	0	17.5	0	15.8	0	0	15.8	0	0	0	0	0	

	BAYSHORE PKWY Southbound				GARCIA AVE Westbound				BAYSHORE PKWY Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	**8**	**8**	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**10**
08:30 AM	0	**2**	4	6	2	0	0	2	0	1	0	1	0	0	0	0	9
08:45 AM	0	1	2	3	2	0	0	2	0	0	0	0	0	0	0	0	5
09:00 AM	0	1	3	4	0	0	0	0	0	**2**	0	**2**	0	0	0	0	6
Total Volume	0	4	17	21	6	0	0	6	0	3	0	3	0	0	0	0	30
% App. Total	0	19	81		100	0	0		0	100	0		0	0	0		
PHF	.000	.500	.531	.656	.750	.000	.000	.750	.000	.375	.000	.375	.000	.000	.000	.000	.750

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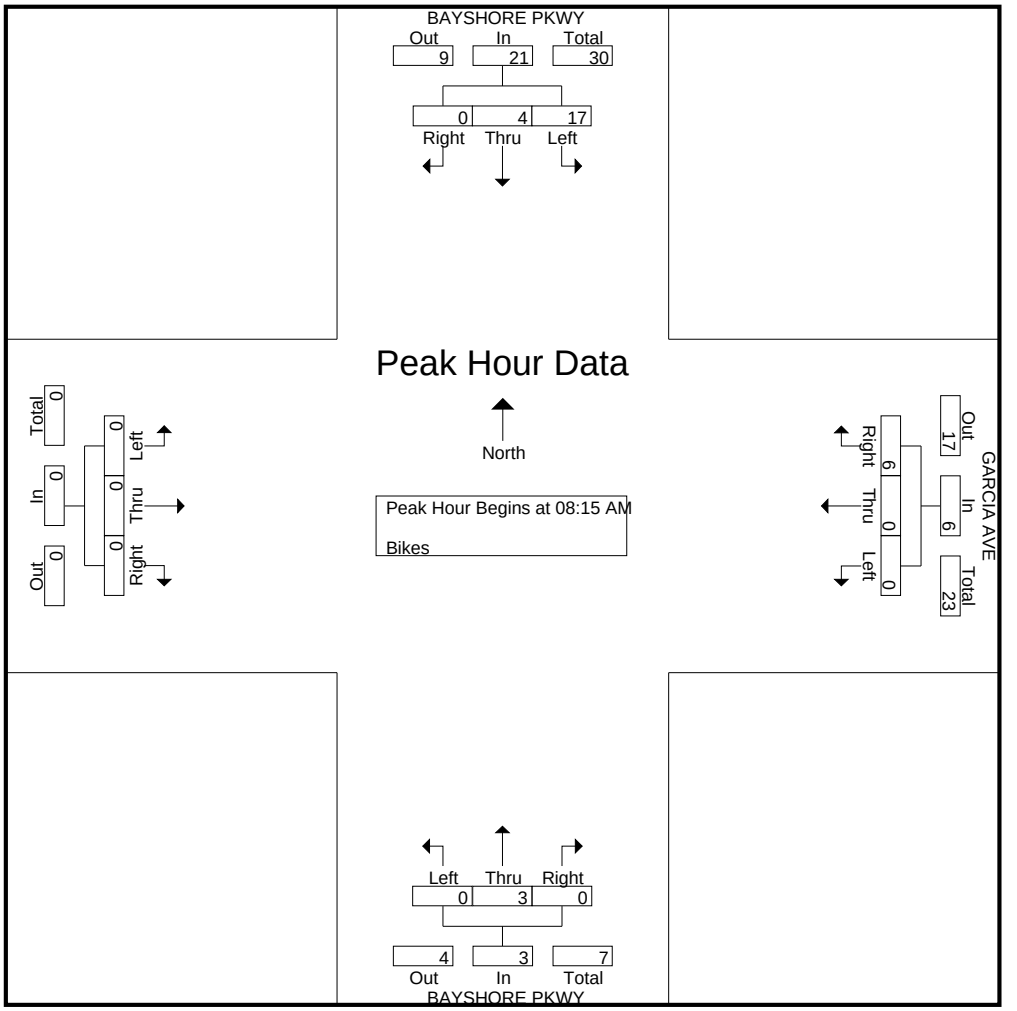

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File Name : 4PM FINAL
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Groups Printed- Vehicles

	BAYSHORE PKWY Southbound					GARCIA AVE Westbound					BAYSHORE PKWY 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
04:00 PM	0	12	47	0	59	49	0	2	0	51	3	28	0	0	31	0	0	0	0	0	141
04:15 PM	0	10	22	0	32	42	0	3	0	45	1	32	0	0	33	0	0	0	0	0	110
04:30 PM	0	20	41	0	61	60	0	0	0	60	4	28	0	0	32	0	0	0	0	0	153
04:45 PM	0	15	21	0	36	60	0	1	0	61	2	41	0	0	43	0	0	0	0	0	140
Total	0	57	131	0	188	211	0	6	0	217	10	129	0	0	139	0	0	0	0	0	544
05:00 PM	0	21	19	0	40	87	0	12	0	99	2	36	0	0	38	0	0	0	0	0	177
05:15 PM	0	12	9	0	21	70	0	14	0	84	4	37	0	0	41	0	0	0	0	0	146
05:30 PM	0	14	20	0	34	68	0	1	0	69	0	31	0	0	31	0	0	0	0	0	134
05:45 PM	0	22	16	0	38	64	0	4	0	68	2	34	0	0	36	0	0	0	0	0	142
Total	0	69	64	0	133	289	0	31	0	320	8	138	0	0	146	0	0	0	0	0	599
06:00 PM	0	24	21	0	45	61	0	3	0	64	1	28	0	0	29	0	0	0	0	0	138
06:15 PM	0	8	21	0	29	62	0	4	0	66	3	26	0	0	29	0	0	0	0	0	124
06:30 PM	0	14	23	0	37	53	0	3	0	56	2	20	0	0	22	0	0	0	0	0	115
06:45 PM	0	15	15	0	30	42	0	0	0	42	1	17	0	0	18	0	0	0	0	0	90
Total	0	61	80	0	141	218	0	10	0	228	7	91	0	0	98	0	0	0	0	0	467
Grand Total	0	187	275	0	462	718	0	47	0	765	25	358	0	0	383	0	0	0	0	0	1610
Apprch %	0	40.5	59.5	0		93.9	0	6.1	0		6.5	93.5	0	0		0	0	0	0		
Total %	0	11.6	17.1	0	28.7	44.6	0	2.9	0	47.5	1.6	22.2	0	0	23.8	0	0	0	0	0	

	BAYSHORE PKWY Southbound				GARCIA AVE Westbound				BAYSHORE PKWY Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	20	**41**	**61**	60	0	0	60	**4**	28	0	32	0	0	0	0	153
04:45 PM	0	15	21	36	60	0	1	61	2	**41**	0	**43**	0	0	0	0	140
05:00 PM	0	**21**	19	40	**87**	0	12	**99**	2	36	0	38	0	0	0	0	**177**
05:15 PM	0	12	9	21	70	0	**14**	84	4	37	0	41	0	0	0	0	146
Total Volume	0	68	90	158	277	0	27	304	12	142	0	154	0	0	0	0	616
% App. Total	0	43	57		91.1	0	8.9		7.8	92.2	0		0	0	0		
PHF	.000	.810	.549	.648	.796	.000	.482	.768	.750	.866	.000	.895	.000	.000	.000	.000	.870

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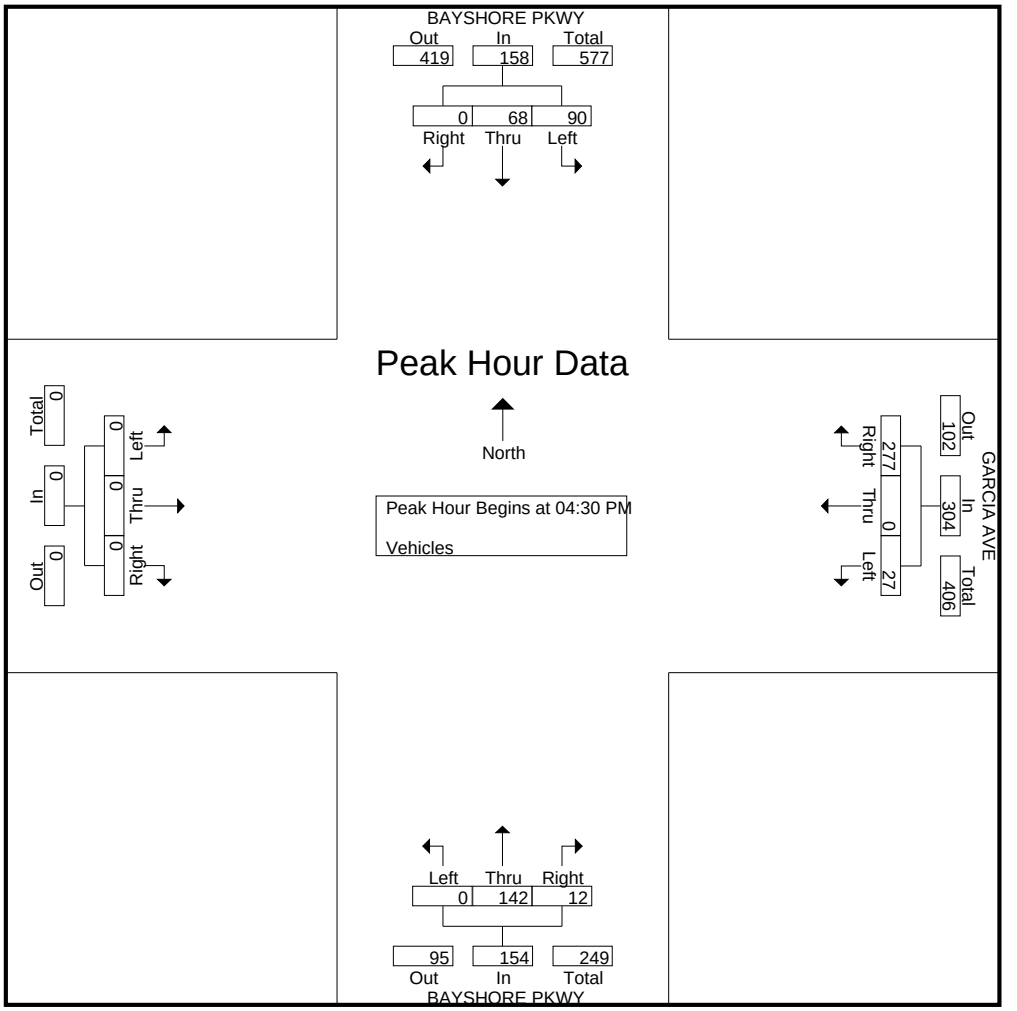

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File Name : 4PM FINAL
Site Code : 00000004
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Groups Printed- Bikes

	BAYSHORE PKWY Southbound					GARCIA AVE Westbound					BAYSHORE PKWY 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
04:00 PM	0	1	2	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	2	0	3	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	8
05:00 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	3	0	5	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	9
06:00 PM	0	1	1	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	1	1	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	0	2	2	0	4	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	14
Grand Total	0	5	7	0	12	15	0	1	0	16	0	3	0	0	3	0	0	0	0	0	31
Apprch %	0	41.7	58.3	0		93.8	0	6.2	0		0	100	0	0		0	0	0	0		
Total %	0	16.1	22.6	0	38.7	48.4	0	3.2	0	51.6	0	9.7	0	0	9.7	0	0	0	0	0	

	BAYSHORE PKWY Southbound				GARCIA AVE Westbound				BAYSHORE PKWY Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	**1**	**1**	**2**	**3**	0	0	**3**	0	0	0	0	0	0	0	0	**5**
06:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
06:45 PM	0	1	1	2	3	0	0	3	0	0	0	0	0	0	0	0	5
Total Volume	0	2	2	4	10	0	0	10	0	0	0	0	0	0	0	0	14
% App. Total	0	50	50		100	0	0		0	0	0		0	0	0		
PHF	.000	.500	.500	.500	.833	.000	.000	.833	.000	.000	.000	.000	.000	.000	.000	.000	.700

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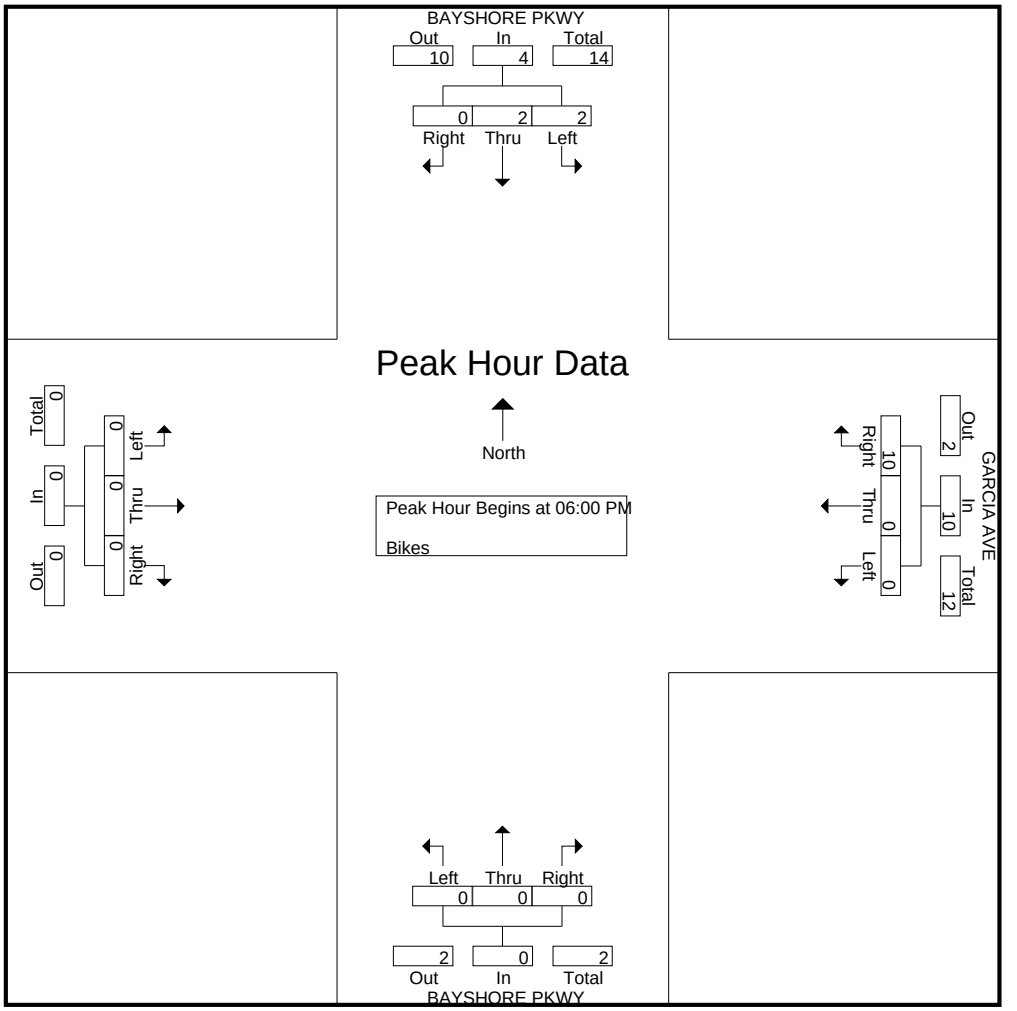

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File Name : 5AM FINAL
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Groups Printed- Vehicles

	Southbound					GARCIA AVE Westbound					SALADO DR Northbound					GARCIA 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
07:00 AM	0	0	0	0	0	0	36	13	0	49	3	0	1	2	6	0	20	0	0	20	75
07:15 AM	0	0	0	0	0	0	39	12	0	51	5	0	2	3	10	2	25	0	0	27	88
07:30 AM	0	0	0	0	0	0	67	23	0	90	7	0	1	6	14	0	37	0	0	37	141
07:45 AM	0	0	0	0	0	0	91	29	0	120	9	0	2	3	14	1	30	0	0	31	165
Total	0	0	0	0	0	0	233	77	0	310	24	0	6	14	44	3	112	0	0	115	469
08:00 AM	0	0	0	0	0	0	78	14	0	92	12	0	2	3	17	1	48	0	0	49	158
08:15 AM	0	0	0	0	0	0	80	37	0	117	8	0	1	4	13	1	54	0	0	55	185
08:30 AM	0	0	0	0	0	0	88	37	0	125	23	0	5	8	36	1	80	0	0	81	242
08:45 AM	0	0	0	0	0	0	67	42	0	109	14	0	4	6	24	1	99	0	1	101	234
Total	0	0	0	0	0	0	313	130	0	443	57	0	12	21	90	4	281	0	1	286	819
09:00 AM	0	0	0	0	0	0	55	35	0	90	21	0	2	11	34	1	101	0	1	103	227
09:15 AM	0	0	0	0	0	0	51	26	0	77	22	0	2	3	27	2	93	0	0	95	199
09:30 AM	0	0	0	0	0	0	56	31	0	87	24	0	2	5	31	3	80	0	0	83	201
09:45 AM	0	0	0	0	0	0	54	38	0	92	27	0	2	4	33	1	64	0	0	65	190
Total	0	0	0	0	0	0	216	130	0	346	94	0	8	23	125	7	338	0	1	346	817
Grand Total	0	0	0	0	0	0	762	337	0	1099	175	0	26	58	259	14	731	0	2	747	2105
Apprch %	0	0	0	0		0	69.3	30.7	0		67.6	0	10	22.4		1.9	97.9	0	0.3		
Total %	0	0	0	0	0	0	36.2	16	0	52.2	8.3	0	1.2	2.8	12.3	0.7	34.7	0	0.1	35.5	

	Southbound				GARCIA AVE Westbound				SALADO DR Northbound				GARCIA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	**88**	37	**125**	**23**	0	**5**	**28**	1	80	0	81	**234**
08:45 AM	0	0	0	0	0	67	**42**	109	14	0	4	18	1	99	0	100	227
09:00 AM	0	0	0	0	0	55	35	90	21	0	2	23	1	**101**	0	**102**	215
09:15 AM	0	0	0	0	0	51	26	77	22	0	2	24	**2**	93	0	95	196
Total Volume	0	0	0	0	0	261	140	401	80	0	13	93	5	373	0	378	872
% App. Total	0	0	0		0	65.1	34.9		86	0	14		1.3	98.7	0		
PHF	.000	.000	.000	.000	.000	.741	.833	.802	.870	.000	.650	.830	.625	.923	.000	.926	.932

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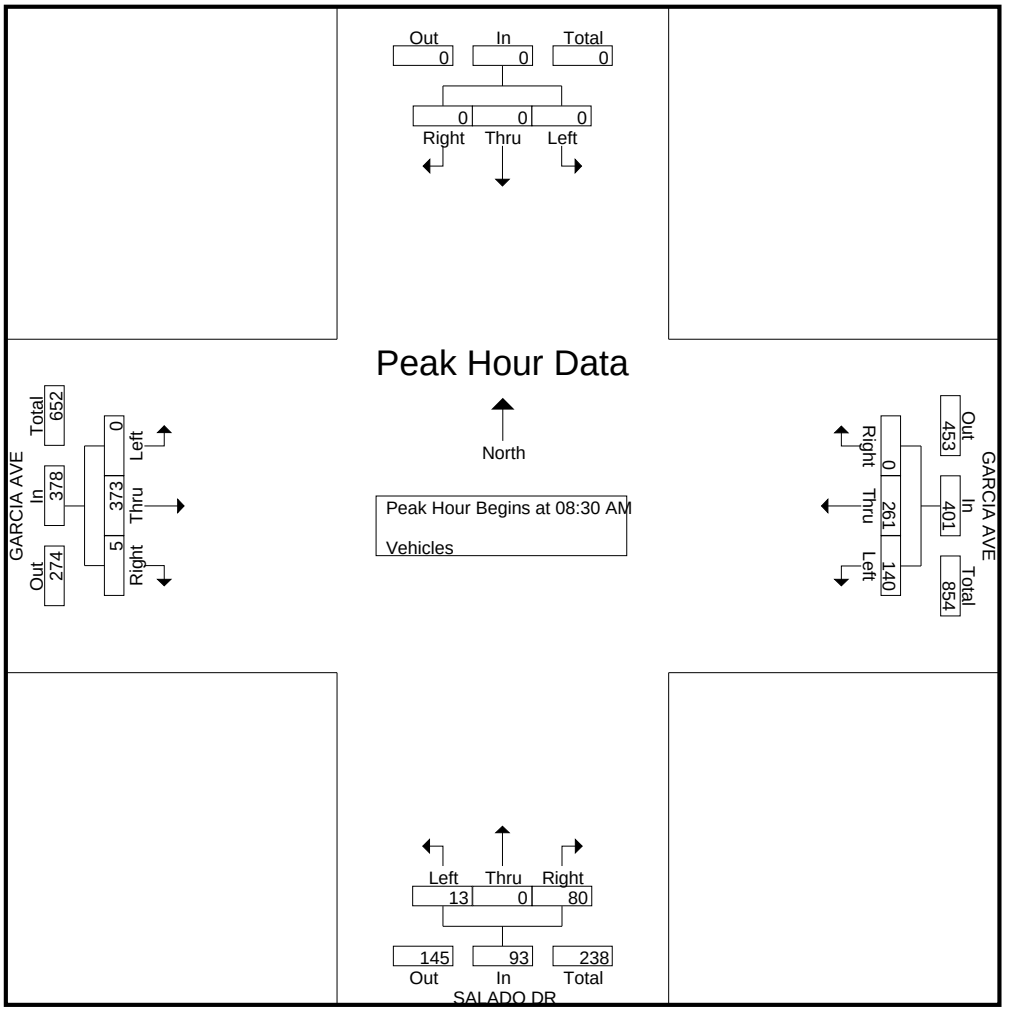

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File Name : 5AM FINAL
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Groups Printed- Bikes

	Southbound					GARCIA AVE Westbound					SALADO DR Northbound					GARCIA 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
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	4	0	0	4	8
Total	0	0	0	0	0	0	11	2	0	13	0	0	0	0	0	0	4	0	0	4	17
08:00 AM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	3	0	0	3	8
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
08:30 AM	0	0	0	0	0	0	4	2	0	6	1	0	0	0	1	0	4	0	0	4	11
08:45 AM	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	0	2	0	0	2	10
Total	0	0	0	0	0	0	15	4	0	19	4	0	0	0	4	0	16	0	0	16	39
09:00 AM	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	0	2	0	0	2	10
09:15 AM	0	0	0	0	0	0	5	2	0	7	1	0	0	0	1	0	2	0	0	2	10
09:30 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5
09:45 AM	0	0	0	0	0	0	4	4	0	8	1	0	0	0	1	1	3	0	0	4	13
Total	0	0	0	0	0	0	16	10	0	26	2	0	0	0	2	1	9	0	0	10	38
Grand Total	0	0	0	0	0	0	42	16	0	58	6	0	0	0	6	1	29	0	0	30	94
Apprch %	0	0	0	0		0	72.4	27.6	0		100	0	0	0		3.3	96.7	0	0		
Total %	0	0	0	0	0	0	44.7	17	0	61.7	6.4	0	0	0	6.4	1.1	30.9	0	0	31.9	

	Southbound				GARCIA AVE Westbound				SALADO DR Northbound				GARCIA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	**7**	0	**7**	10
08:30 AM	0	0	0	0	0	4	2	6	**1**	0	0	**1**	0	4	0	4	**11**
08:45 AM	0	0	0	0	0	**6**	1	7	1	0	0	1	0	2	0	2	10
09:00 AM	0	0	0	0	0	5	**3**	**8**	0	0	0	0	0	2	0	2	10
Total Volume	0	0	0	0	0	18	6	24	2	0	0	2	0	15	0	15	41
% App. Total	0	0	0		0	75	25		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.500	.750	.500	.000	.000	.500	.000	.536	.000	.536	.932

Traffic Data Service

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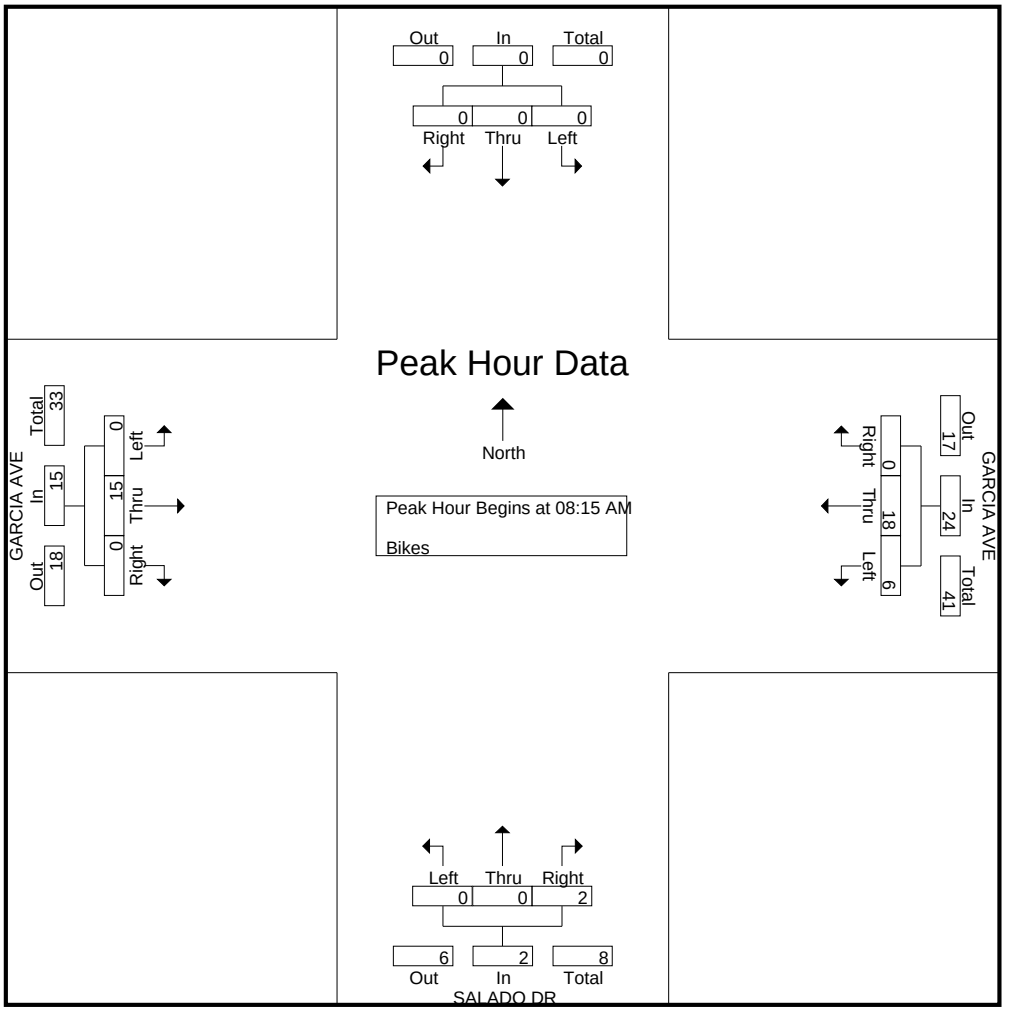

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Groups Printed- Vehicles

	Southbound					GARCIA AVE Westbound					SALADO DR Northbound					GARCIA 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
04:00 PM	0	0	0	0	0	0	49	21	0	70	42	0	0	0	42	1	111	0	5	117	229
04:15 PM	0	0	0	0	0	0	44	22	0	66	30	0	0	6	36	0	107	0	0	107	209
04:30 PM	0	0	0	0	0	0	66	13	0	79	36	0	1	2	39	3	141	0	2	146	264
04:45 PM	0	0	0	0	0	0	75	22	0	97	36	0	0	5	41	0	113	0	5	118	256
Total	0	0	0	0	0	0	234	78	0	312	144	0	1	13	158	4	472	0	12	488	958
05:00 PM	0	0	0	0	0	0	60	16	0	76	40	0	2	5	47	3	81	0	6	90	213
05:15 PM	0	0	0	0	0	0	77	19	0	96	37	0	3	4	44	5	78	0	3	86	226
05:30 PM	0	0	0	0	0	0	85	29	0	114	27	0	2	2	31	2	79	0	0	81	226
05:45 PM	0	0	0	0	0	0	58	23	0	81	41	0	3	0	44	1	63	0	0	64	189
Total	0	0	0	0	0	0	280	87	0	367	145	0	10	11	166	11	301	0	9	321	854
06:00 PM	0	0	0	0	0	0	65	26	0	91	56	0	1	3	60	1	92	0	1	94	245
06:15 PM	0	0	0	0	0	0	69	19	0	88	44	0	0	6	50	3	92	0	1	96	234
06:30 PM	0	0	0	0	0	0	52	18	1	71	41	0	1	0	42	4	89	0	0	93	206
06:45 PM	0	0	0	0	0	0	42	13	0	55	36	0	2	1	39	3	60	0	1	64	158
Total	0	0	0	0	0	0	228	76	1	305	177	0	4	10	191	11	333	0	3	347	843
Grand Total	0	0	0	0	0	0	742	241	1	984	466	0	15	34	515	26	1106	0	24	1156	2655
Apprch %	0	0	0	0		0	75.4	24.5	0.1		90.5	0	2.9	6.6		2.2	95.7	0	2.1		
Total %	0	0	0	0	0	0	27.9	9.1	0	37.1	17.6	0	0.6	1.3	19.4	1	41.7	0	0.9	43.5	

	Southbound				GARCIA AVE Westbound				SALADO DR Northbound				GARCIA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	49	21	70	**42**	0	0	**42**	1	111	0	112	224
04:15 PM	0	0	0	0	0	44	**22**	66	30	0	0	30	0	107	0	107	203
04:30 PM	0	0	0	0	0	66	13	79	36	0	**1**	37	**3**	**141**	0	**144**	**260**
04:45 PM	0	0	0	0	0	**75**	22	**97**	36	0	0	36	0	113	0	113	246
Total Volume	0	0	0	0	0	234	78	312	144	0	1	145	4	472	0	476	933
% App. Total	0	0	0		0	75	25		99.3	0	0.7		0.8	99.2	0		
PHF	.000	.000	.000	.000	.000	.780	.886	.804	.857	.000	.250	.863	.333	.837	.000	.826	.897

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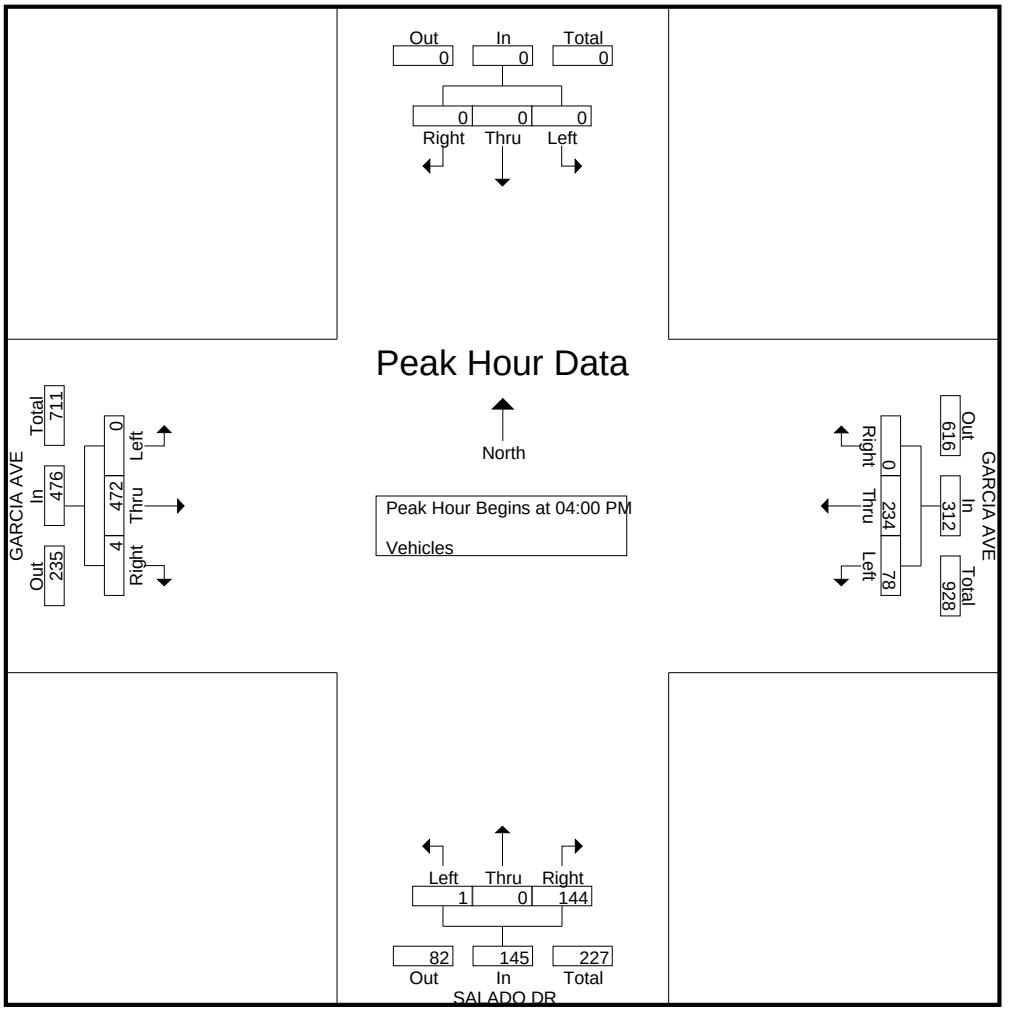

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Groups Printed- Bikes

	Southbound					GARCIA AVE Westbound					SALADO DR Northbound					GARCIA 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
04:00 PM	0	0	0	0	0	0	1	12	0	13	1	0	0	0	1	0	5	0	0	5	19
04:15 PM	0	0	0	0	0	0	1	12	0	13	7	0	0	0	7	0	2	0	0	2	22
04:30 PM	0	0	0	0	0	0	2	12	0	14	7	0	0	0	7	0	4	0	0	4	25
04:45 PM	0	0	0	0	0	0	1	8	0	9	4	0	1	0	5	0	3	0	0	3	17
Total	0	0	0	0	0	0	5	44	0	49	19	0	1	0	20	0	14	0	0	14	83
05:00 PM	0	0	0	0	0	0	1	6	0	7	4	0	0	0	4	0	3	0	0	3	14
05:15 PM	0	0	0	0	0	0	1	7	0	8	3	0	0	0	3	0	7	0	0	7	18
05:30 PM	0	0	0	0	0	0	2	9	0	11	5	0	0	0	5	0	2	0	0	2	18
05:45 PM	0	0	0	0	0	0	4	6	0	10	3	0	0	0	3	0	2	0	0	2	15
Total	0	0	0	0	0	0	8	28	0	36	15	0	0	0	15	0	14	0	0	14	65
06:00 PM	0	0	0	0	0	0	2	10	0	12	1	0	0	0	1	0	5	0	0	5	18
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	1	6	0	7	2	0	1	0	3	0	1	0	0	1	11
06:45 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	0	0	0	0	5	18	0	23	3	0	1	0	4	0	8	0	0	8	35
Grand Total	0	0	0	0	0	0	18	90	0	108	37	0	2	0	39	0	36	0	0	36	183
Apprch %	0	0	0	0		0	16.7	83.3	0		94.9	0	5.1	0		0	100	0	0		
Total %	0	0	0	0	0	0	9.8	49.2	0	59	20.2	0	1.1	0	21.3	0	19.7	0	0	19.7	

	Southbound				GARCIA AVE Westbound				SALADO DR Northbound				GARCIA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	1	**12**	13	1	0	0	1	0	**5**	0	**5**	19
04:15 PM	0	0	0	0	0	1	12	13	**7**	0	0	**7**	0	2	0	2	22
04:30 PM	0	0	0	0	0	**2**	12	**14**	7	0	0	7	0	4	0	4	**25**
04:45 PM	0	0	0	0	0	1	8	9	4	0	**1**	5	0	3	0	3	17
Total Volume	0	0	0	0	0	5	44	49	19	0	1	20	0	14	0	14	83
% App. Total	0	0	0		0	10.2	89.8		95	0	5		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.917	.875	.679	.000	.250	.714	.000	.700	.000	.700	.830

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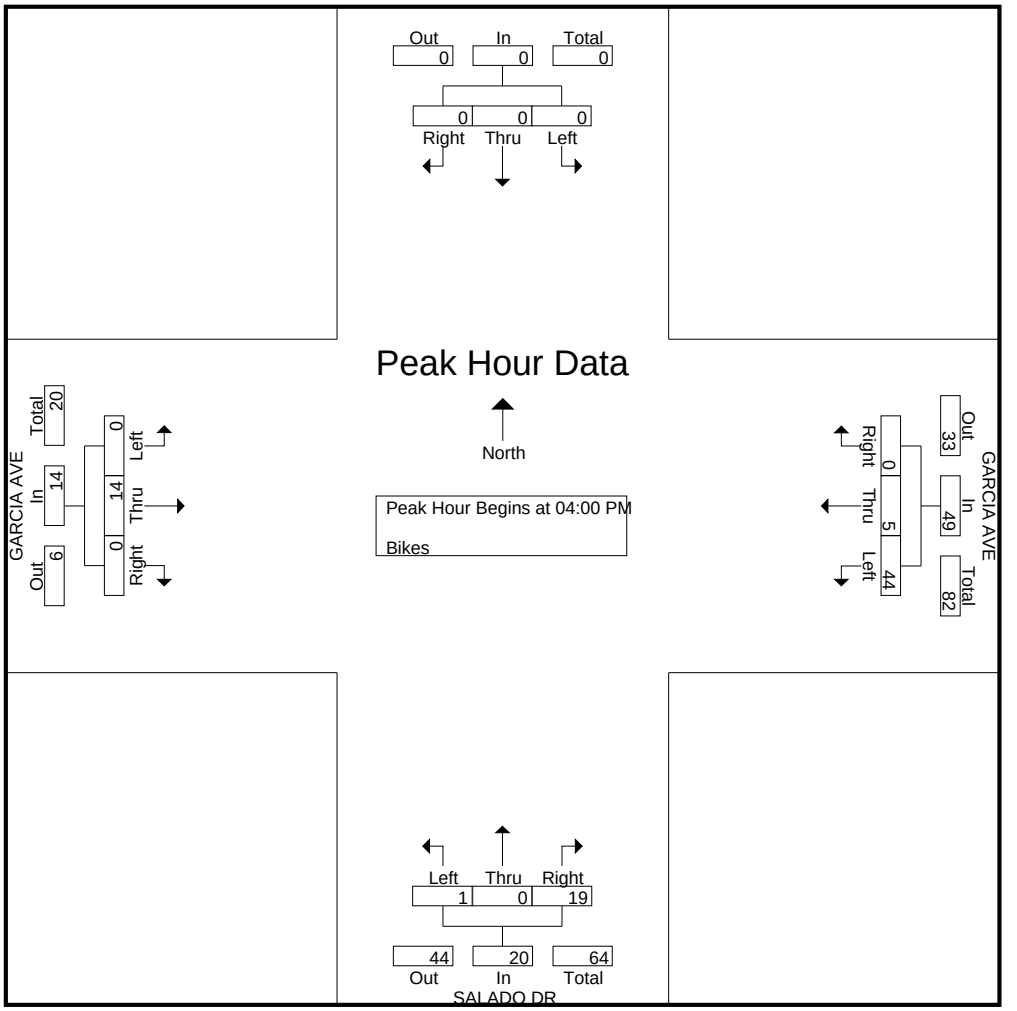

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File Name : 5AM FINAL
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Groups Printed- Vehicles

	GARCIA AVE Southbound					AMPHITHEATRE PKWY Westbound					CHARLESTON RD Northbound					RENGSTORFF 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
07:00 AM	4	15	8	0	27	9	8	2	0	19	0	10	9	1	20	55	64	34	11	164	230
07:15 AM	7	19	4	1	31	11	10	0	1	22	0	19	18	1	38	59	54	51	15	179	270
07:30 AM	7	21	9	2	39	19	14	2	1	36	3	29	13	0	45	65	62	62	12	201	321
07:45 AM	4	33	12	2	51	14	27	2	4	47	1	32	17	1	51	93	99	62	12	266	415
Total	22	88	33	5	148	53	59	6	6	124	4	90	57	3	154	272	279	209	50	810	1236
08:00 AM	15	39	16	1	71	24	13	2	3	42	3	24	23	2	52	136	119	107	9	371	536
08:15 AM	18	39	24	2	83	13	11	4	1	29	0	34	24	5	63	150	169	102	31	452	627
08:30 AM	12	49	30	3	94	13	17	4	4	38	2	19	26	5	52	196	209	103	11	519	703
08:45 AM	28	57	31	0	116	9	30	3	5	47	1	25	19	2	47	215	255	97	22	589	799
Total	73	184	101	6	364	59	71	13	13	156	6	102	92	14	214	697	752	409	73	1931	2665
09:00 AM	29	57	27	4	117	7	23	5	4	39	5	26	26	7	64	175	181	69	46	471	691
09:15 AM	16	58	42	3	119	2	14	4	3	23	1	21	20	3	45	213	255	76	28	572	759
09:30 AM	25	61	31	1	118	7	22	1	2	32	1	22	22	5	50	197	225	72	22	516	716
09:45 AM	33	40	27	6	106	14	24	5	7	50	4	16	33	4	57	208	220	83	12	523	736
Total	103	216	127	14	460	30	83	15	16	144	11	85	101	19	216	793	881	300	108	2082	2902
Grand Total	198	488	261	25	972	142	213	34	35	424	21	277	250	36	584	1762	1912	918	231	4823	6803
Apprch %	20.4	50.2	26.9	2.6		33.5	50.2	8	8.3		3.6	47.4	42.8	6.2		36.5	39.6	19	4.8		
Total %	2.9	7.2	3.8	0.4	14.3	2.1	3.1	0.5	0.5	6.2	0.3	4.1	3.7	0.5	8.6	25.9	28.1	13.5	3.4	70.9	

	GARCIA AVE Southbound				AMPHITHEATRE PKWY Westbound				CHARLESTON RD Northbound				RENGSTORFF AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	28	57	31	116	**9**	**30**	3	**42**	1	25	19	45	**215**	**255**	**97**	**567**	**770**
09:00 AM	**29**	57	27	113	7	23	**5**	35	**5**	**26**	**26**	**57**	175	181	69	425	630
09:15 AM	16	58	**42**	116	2	14	4	20	1	21	20	42	213	255	76	544	722
09:30 AM	25	**61**	31	**117**	7	22	1	30	1	22	22	45	197	225	72	494	686
Total Volume	98	233	131	462	25	89	13	127	8	94	87	189	800	916	314	2030	2808
% App. Total	21.2	50.4	28.4		19.7	70.1	10.2		4.2	49.7	46		39.4	45.1	15.5		
PHF	.845	.955	.780	.987	.694	.742	.650	.756	.400	.904	.837	.829	.930	.898	.809	.895	.912

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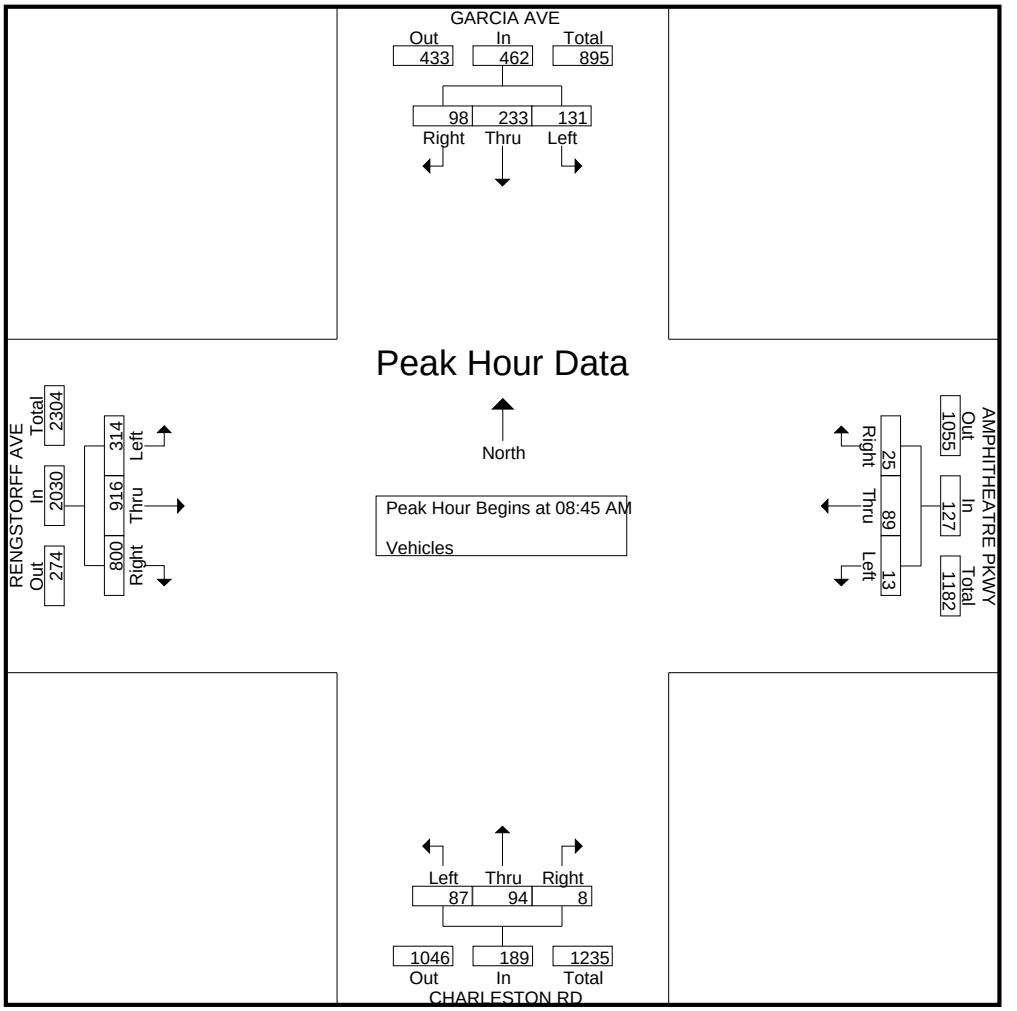

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Groups Printed- Bikes

	GARCIA AVE Southbound					AMPHITHEATRE PKWY Westbound					CHARLESTON RD Northbound					RENGSTORFF 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
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	3	0	0	3	8
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
07:45 AM	0	4	0	0	4	2	0	0	0	2	0	7	0	0	7	1	3	0	0	4	17
Total	0	7	0	0	7	3	0	0	0	3	0	10	0	0	10	1	10	0	0	11	31
08:00 AM	1	3	2	0	6	1	1	0	0	2	1	4	0	0	5	0	5	3	0	8	21
08:15 AM	0	5	0	0	5	4	0	1	0	5	0	7	0	0	7	1	4	0	0	5	22
08:30 AM	0	7	3	0	10	4	1	0	0	5	0	8	0	0	8	1	3	1	0	5	28
08:45 AM	0	7	1	0	8	0	1	0	0	1	0	16	0	0	16	1	5	3	0	9	34
Total	1	22	6	0	29	9	3	1	0	13	1	35	0	0	36	3	17	7	0	27	105
09:00 AM	1	7	3	0	11	4	0	0	0	4	0	5	2	0	7	0	5	0	0	5	27
09:15 AM	0	6	3	0	9	5	0	0	0	5	0	5	1	0	6	2	7	2	0	11	31
09:30 AM	1	11	2	0	14	2	1	1	0	4	0	6	2	0	8	1	3	1	0	5	31
09:45 AM	0	6	6	0	12	1	1	0	0	2	0	2	1	0	3	3	6	2	0	11	28
Total	2	30	14	0	46	12	2	1	0	15	0	18	6	0	24	6	21	5	0	32	117
Grand Total	3	59	20	0	82	24	5	2	0	31	1	63	6	0	70	10	48	12	0	70	253
Apprch %	3.7	72	24.4	0		77.4	16.1	6.5	0		1.4	90	8.6	0		14.3	68.6	17.1	0		
Total %	1.2	23.3	7.9	0	32.4	9.5	2	0.8	0	12.3	0.4	24.9	2.4	0	27.7	4	19	4.7	0	27.7	

	GARCIA AVE Southbound				AMPHITHEATRE PKWY Westbound				CHARLESTON RD Northbound				RENGSTORFF AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	7	1	8	0	**1**	0	1	0	**16**	0	**16**	1	5	**3**	9	**34**
09:00 AM	**1**	7	**3**	11	4	0	0	4	0	5	**2**	7	0	5	0	5	27
09:15 AM	0	6	3	9	**5**	0	0	**5**	0	5	1	6	**2**	**7**	2	**11**	31
09:30 AM	1	**11**	2	**14**	2	1	**1**	4	0	6	2	8	1	3	1	5	31
Total Volume	2	31	9	42	11	2	1	14	0	32	5	37	4	20	6	30	123
% App. Total	4.8	73.8	21.4		78.6	14.3	7.1		0	86.5	13.5		13.3	66.7	20		
PHF	.500	.705	.750	.750	.550	.500	.250	.700	.000	.500	.625	.578	.500	.714	.500	.682	.904

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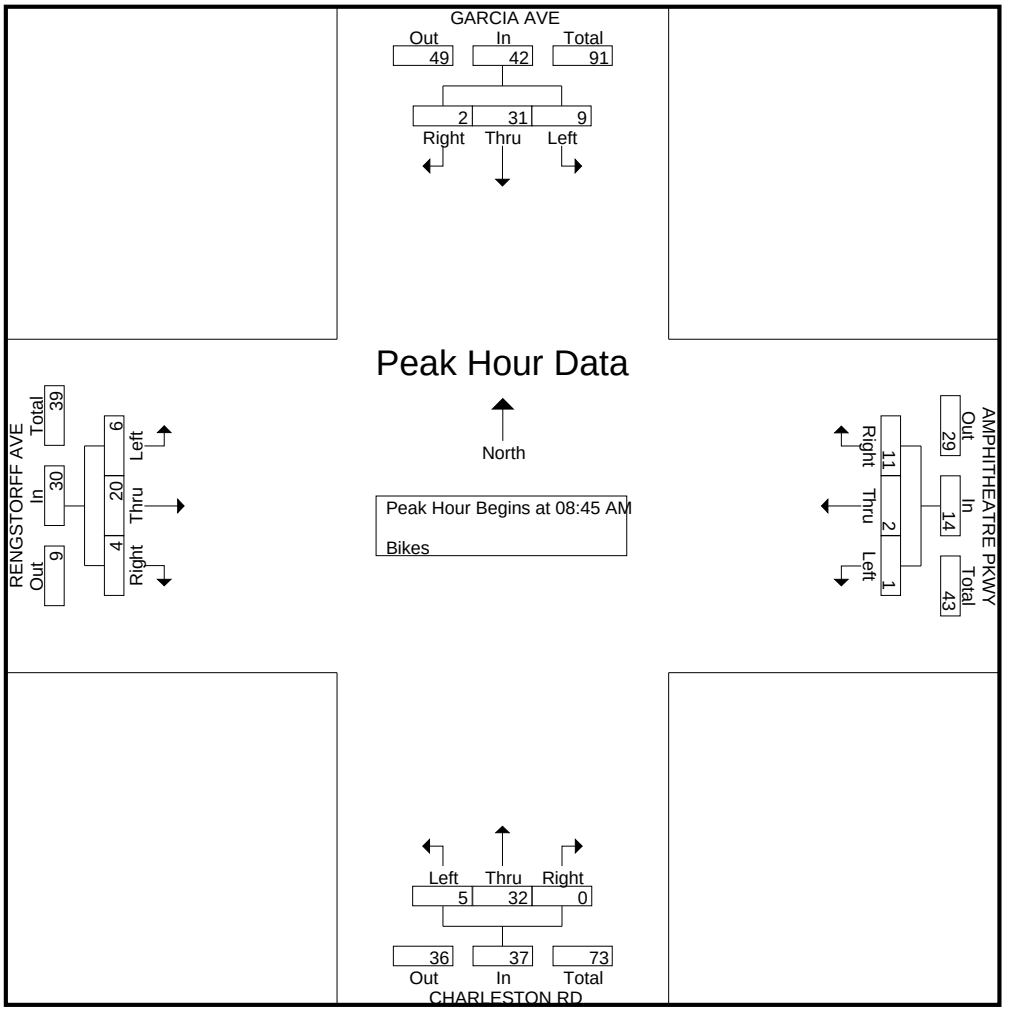

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Groups Printed- Vehicles

	GARCIA AVE Southbound					AMPHITHEATRE PKWY Westbound					CHARLESTON RD Northbound					RENGSTORFF 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
04:00 PM	102	31	17	1	151	6	100	2	2	110	10	41	113	5	169	36	21	21	12	90	520
04:15 PM	103	28	14	0	145	9	92	5	5	111	3	47	109	1	160	41	34	18	9	102	518
04:30 PM	109	15	6	2	132	14	108	3	8	133	5	38	129	5	177	17	22	18	9	66	508
04:45 PM	140	26	10	3	179	18	115	5	2	140	7	42	115	0	164	38	27	23	3	91	574
Total	454	100	47	6	607	47	415	15	17	494	25	168	466	11	670	132	104	80	33	349	2120
05:00 PM	138	37	16	9	200	14	162	7	4	187	4	41	152	2	199	22	15	26	1	64	650
05:15 PM	116	35	8	6	165	11	152	1	3	167	2	43	175	4	224	30	21	20	2	73	629
05:30 PM	109	39	15	0	163	19	179	6	8	212	4	54	159	4	221	31	31	30	7	99	695
05:45 PM	120	24	7	2	153	11	121	5	11	148	5	51	195	7	258	45	29	24	4	102	661
Total	483	135	46	17	681	55	614	19	26	714	15	189	681	17	902	128	96	100	14	338	2635
06:00 PM	90	30	18	1	139	13	143	4	4	164	9	27	158	5	199	29	24	23	4	80	582
06:15 PM	94	33	12	2	141	9	119	3	5	136	9	31	133	6	179	34	30	27	1	92	548
06:30 PM	92	27	17	3	139	15	93	2	7	117	0	22	137	4	163	34	31	23	8	96	515
06:45 PM	71	21	12	3	107	9	123	2	5	139	3	33	140	5	181	42	41	11	1	95	522
Total	347	111	59	9	526	46	478	11	21	556	21	113	568	20	722	139	126	84	14	363	2167
Grand Total	1284	346	152	32	1814	148	1507	45	64	1764	61	470	1715	48	2294	399	326	264	61	1050	6922
Apprch %	70.8	19.1	8.4	1.8		8.4	85.4	2.6	3.6		2.7	20.5	74.8	2.1		38	31	25.1	5.8		
Total %	18.5	5	2.2	0.5	26.2	2.1	21.8	0.7	0.9	25.5	0.9	6.8	24.8	0.7	33.1	5.8	4.7	3.8	0.9	15.2	

	GARCIA AVE Southbound				AMPHITHEATRE PKWY Westbound				CHARLESTON RD Northbound				RENGSTORFF AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**138**	37	**16**	**191**	14	162	**7**	183	4	41	152	197	22	15	26	63	634
05:15 PM	116	35	8	159	11	152	1	164	2	43	175	220	30	21	20	71	614
05:30 PM	109	**39**	15	163	**19**	**179**	6	**204**	4	**54**	159	217	31	**31**	**30**	92	**676**
05:45 PM	120	24	7	151	11	121	5	137	**5**	51	**195**	**251**	**45**	29	24	**98**	637
Total Volume	483	135	46	664	55	614	19	688	15	189	681	885	128	96	100	324	2561
% App. Total	72.7	20.3	6.9		8	89.2	2.8		1.7	21.4	76.9		39.5	29.6	30.9		
PHF	.875	.865	.719	.869	.724	.858	.679	.843	.750	.875	.873	.881	.711	.774	.833	.827	.947

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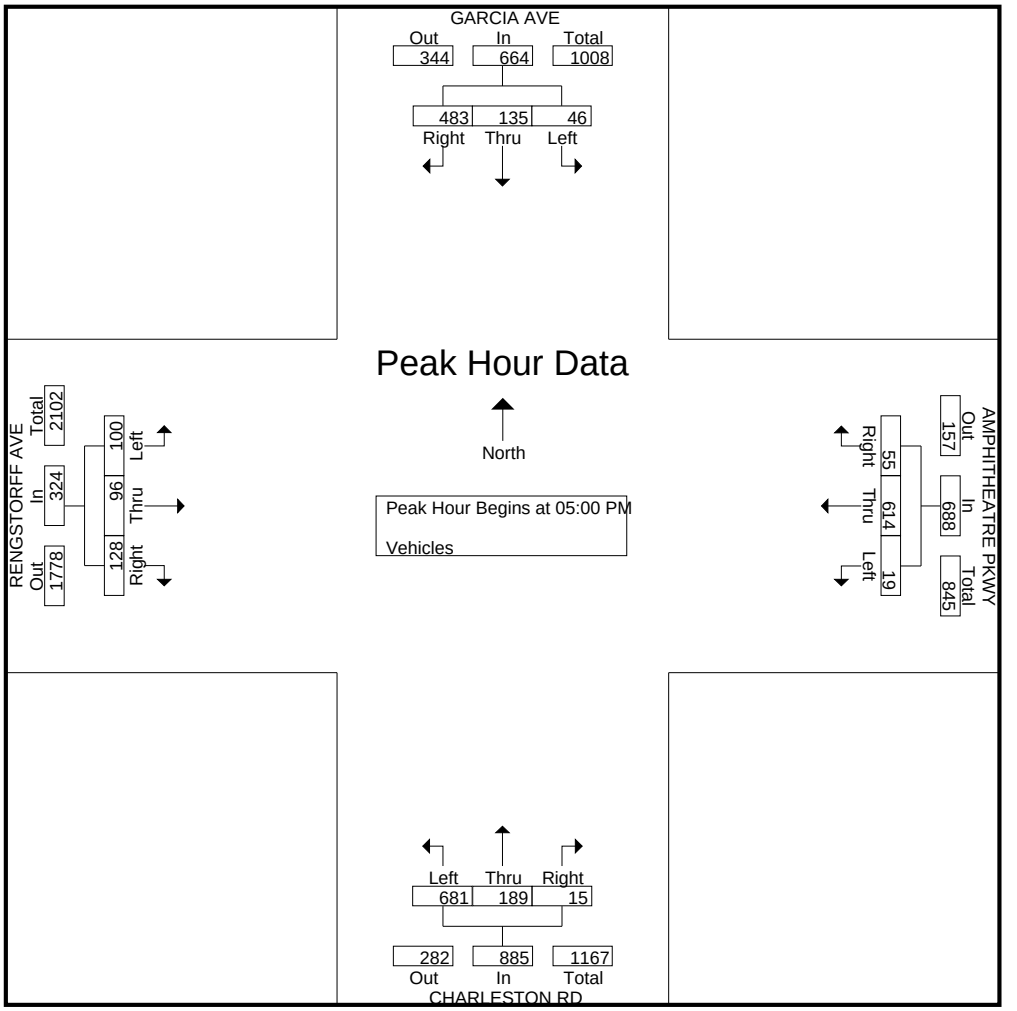

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Groups Printed- Bikes

	GARCIA AVE Southbound					AMPHITHEATRE PKWY Westbound					CHARLESTON RD Northbound					RENGSTORFF 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
04:00 PM	0	15	0	0	15	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	20
04:15 PM	0	14	0	0	14	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	21
04:30 PM	0	12	0	0	12	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	22
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	11
Total	0	46	0	0	46	0	0	0	0	0	0	23	3	0	26	1	1	0	0	2	74
05:00 PM	0	6	3	0	9	2	0	0	0	2	0	2	0	0	2	1	1	0	0	2	15
05:15 PM	0	9	1	0	10	2	1	0	0	3	1	5	1	0	7	0	1	1	0	2	22
05:30 PM	0	9	1	0	10	0	0	0	0	0	1	10	1	0	12	0	1	0	0	1	23
05:45 PM	0	12	0	0	12	0	1	0	0	1	0	9	1	0	10	0	2	0	0	2	25
Total	0	36	5	0	41	4	2	0	0	6	2	26	3	0	31	1	5	1	0	7	85
06:00 PM	0	6	2	0	8	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	11
06:15 PM	0	17	1	0	18	0	0	0	0	0	0	0	4	0	4	1	1	0	0	2	24
06:30 PM	0	11	2	0	13	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	15
06:45 PM	0	8	2	0	10	0	0	0	0	0	0	4	3	0	7	1	2	0	0	3	20
Total	0	42	7	0	49	2	0	0	0	2	0	5	8	0	13	2	4	0	0	6	70
Grand Total	0	124	12	0	136	6	2	0	0	8	2	54	14	0	70	4	10	1	0	15	229
Apprch %	0	91.2	8.8	0		75	25	0	0		2.9	77.1	20	0		26.7	66.7	6.7	0		
Total %	0	54.1	5.2	0	59.4	2.6	0.9	0	0	3.5	0.9	23.6	6.1	0	30.6	1.7	4.4	0.4	0	6.6	

	GARCIA AVE Southbound				AMPHITHEATRE PKWY Westbound				CHARLESTON RD Northbound				RENGSTORFF AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	6	**3**	9	**2**	0	0	2	0	2	0	2	**1**	1	0	**2**	15
05:15 PM	0	9	1	10	2	**1**	0	**3**	**1**	5	**1**	7	0	1	**1**	2	22
05:30 PM	0	9	1	10	0	0	0	0	1	**10**	1	**12**	0	1	0	1	23
05:45 PM	0	**12**	0	**12**	0	1	0	1	0	9	1	10	0	**2**	0	2	**25**
Total Volume	0	36	5	41	4	2	0	6	2	26	3	31	1	5	1	7	85
% App. Total	0	87.8	12.2		66.7	33.3	0		6.5	83.9	9.7		14.3	71.4	14.3		
PHF	.000	.750	.417	.854	.500	.500	.000	.500	.500	.650	.750	.646	.250	.625	.250	.875	.850

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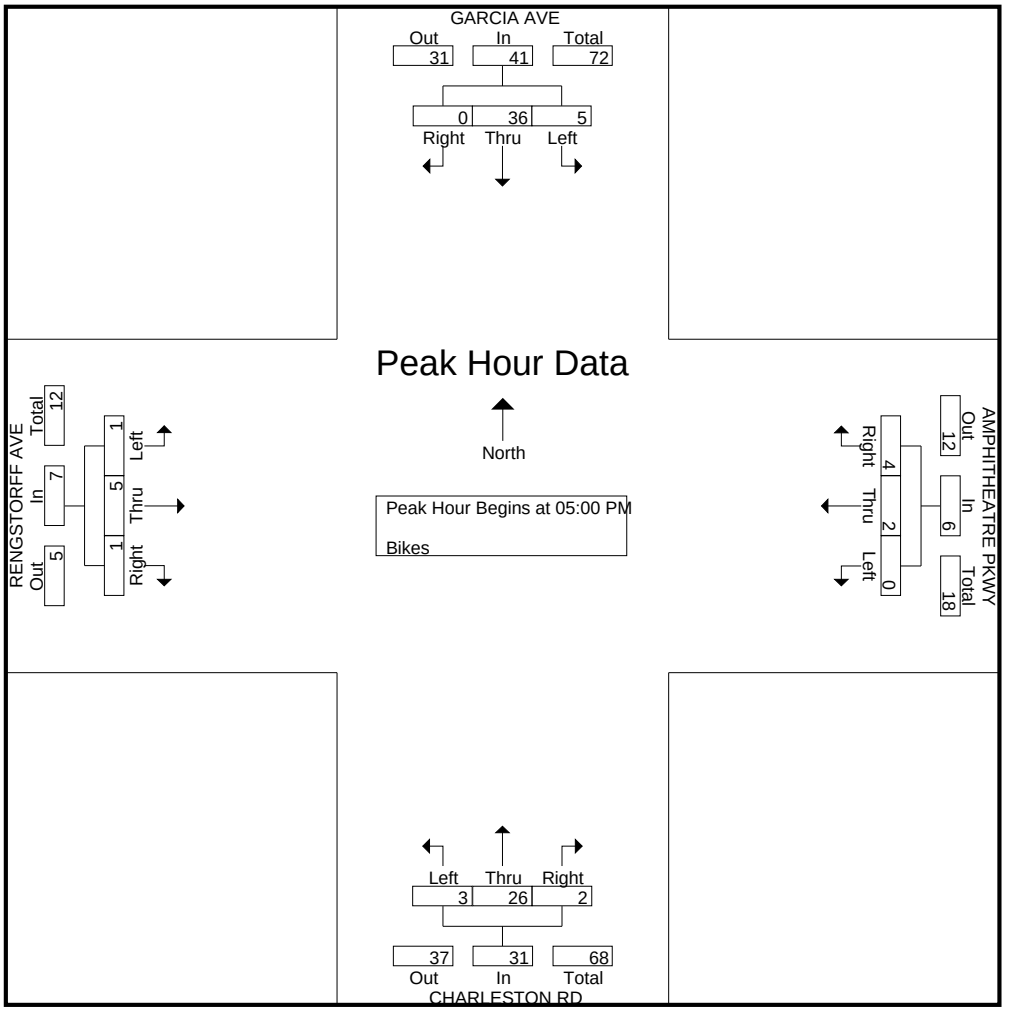

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File Name : 4AM FINAL
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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					US-101 NB OFF-RAMP Westbound					RENGSTORFF AVE Northbound					US-101 NB 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
07:00 AM	11	15	0	0	26	49	0	0	0	49	0	98	61	0	159	64	0	0	0	64	298
07:15 AM	8	20	0	0	28	73	0	0	0	73	0	114	88	0	202	58	0	0	0	58	361
07:30 AM	10	30	0	0	40	89	0	0	1	90	0	135	92	0	227	44	0	0	0	44	401
07:45 AM	14	24	0	0	38	114	0	0	0	114	0	198	117	0	315	58	0	0	0	58	525
Total	43	89	0	0	132	325	0	0	1	326	0	545	358	0	903	224	0	0	0	224	1585
08:00 AM	25	31	0	0	56	144	0	0	2	146	0	193	82	0	275	50	0	0	1	51	528
08:15 AM	16	31	0	0	47	189	0	0	5	194	0	284	99	0	383	61	0	0	0	61	685
08:30 AM	19	44	0	0	63	228	0	0	2	230	0	316	118	0	434	43	0	0	0	43	770
08:45 AM	15	43	0	0	58	243	0	0	1	244	0	357	83	0	440	79	0	0	0	79	821
Total	75	149	0	0	224	804	0	0	10	814	0	1150	382	0	1532	233	0	0	1	234	2804
09:00 AM	19	41	0	0	60	184	0	0	4	188	0	377	87	0	464	80	0	0	0	80	792
09:15 AM	14	46	0	0	60	207	0	0	1	208	0	393	85	0	478	84	0	0	1	85	831
09:30 AM	11	38	0	0	49	234	0	0	1	235	0	337	99	0	436	82	0	0	0	82	802
09:45 AM	19	58	0	0	77	284	0	0	1	285	0	318	96	0	414	76	0	0	0	76	852
Total	63	183	0	0	246	909	0	0	7	916	0	1425	367	0	1792	322	0	0	1	323	3277
Grand Total	181	421	0	0	602	2038	0	0	18	2056	0	3120	1107	0	4227	779	0	0	2	781	7666
Apprch %	30.1	69.9	0	0		99.1	0	0	0.9		0	73.8	26.2	0		99.7	0	0	0.3		
Total %	2.4	5.5	0	0	7.9	26.6	0	0	0.2	26.8	0	40.7	14.4	0	55.1	10.2	0	0	0	10.2	

	RENGSTORFF AVE Southbound				US-101 NB OFF-RAMP Westbound				RENGSTORFF AVE Northbound				US-101 NB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	**19**	41	0	60	184	0	0	184	0	377	87	464	80	0	0	80	788
09:15 AM	14	46	0	60	207	0	0	207	0	**393**	85	**478**	**84**	0	0	**84**	829
09:30 AM	11	38	0	49	234	0	0	234	0	337	**99**	436	82	0	0	82	801
09:45 AM	19	**58**	0	**77**	**284**	0	0	**284**	0	318	96	414	76	0	0	76	**851**
Total Volume	63	183	0	246	909	0	0	909	0	1425	367	1792	322	0	0	322	3269
% App. Total	25.6	74.4	0		100	0	0		0	79.5	20.5		100	0	0		
PHF	.829	.789	.000	.799	.800	.000	.000	.800	.000	.906	.927	.937	.958	.000	.000	.958	.960

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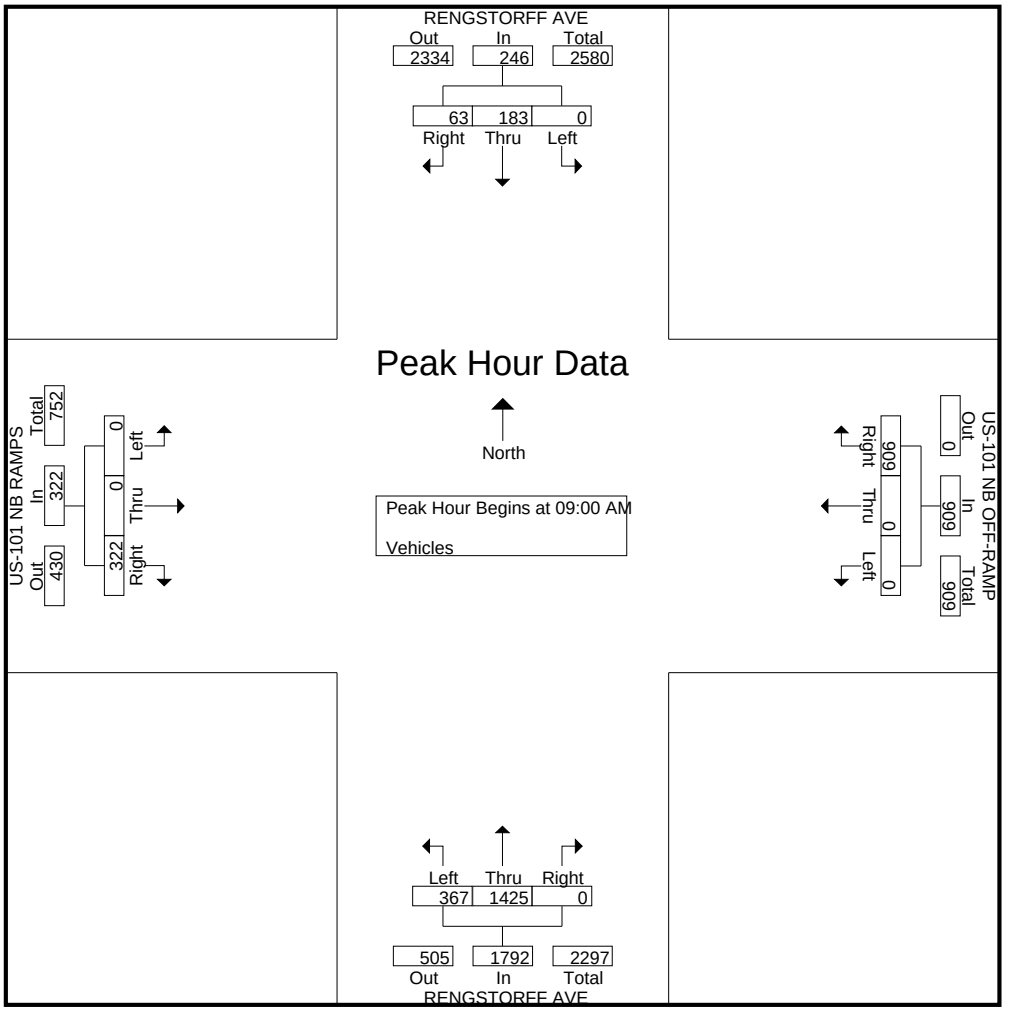

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Groups Printed- Bikes

	RENGSTORFF AVE Southbound					US-101 NB OFF-RAMP Westbound					RENGSTORFF AVE Northbound					US-101 NB 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
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	11
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	19
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	19
Total	0	4	0	0	4	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	57
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	12
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
09:45 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Total	0	3	0	0	3	0	0	0	0	0	0	35	1	0	36	0	0	0	0	0	39
Grand Total	0	11	0	0	11	0	0	0	0	0	0	98	1	0	99	0	0	0	0	0	110
Apprch %	0	100	0	0		0	0	0	0		0	99	1	0		0	0	0	0		
Total %	0	10	0	0	10	0	0	0	0	0	0	89.1	0.9	0	90	0	0	0	0	0	

	RENGSTORFF AVE Southbound				US-101 NB OFF-RAMP Westbound				RENGSTORFF AVE Northbound				US-101 NB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	0	**19**	0	**19**	0	0	0	0	**19**
08:45 AM	0	**3**	0	**3**	0	0	0	0	0	16	0	16	0	0	0	0	19
09:00 AM	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	0	10
09:15 AM	0	0	0	0	0	0	0	0	0	11	**1**	12	0	0	0	0	12
Total Volume	0	3	0	3	0	0	0	0	0	56	1	57	0	0	0	0	60
% App. Total	0	100	0		0	0	0		0	98.2	1.8		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.737	.250	.750	.000	.000	.000	.000	.789

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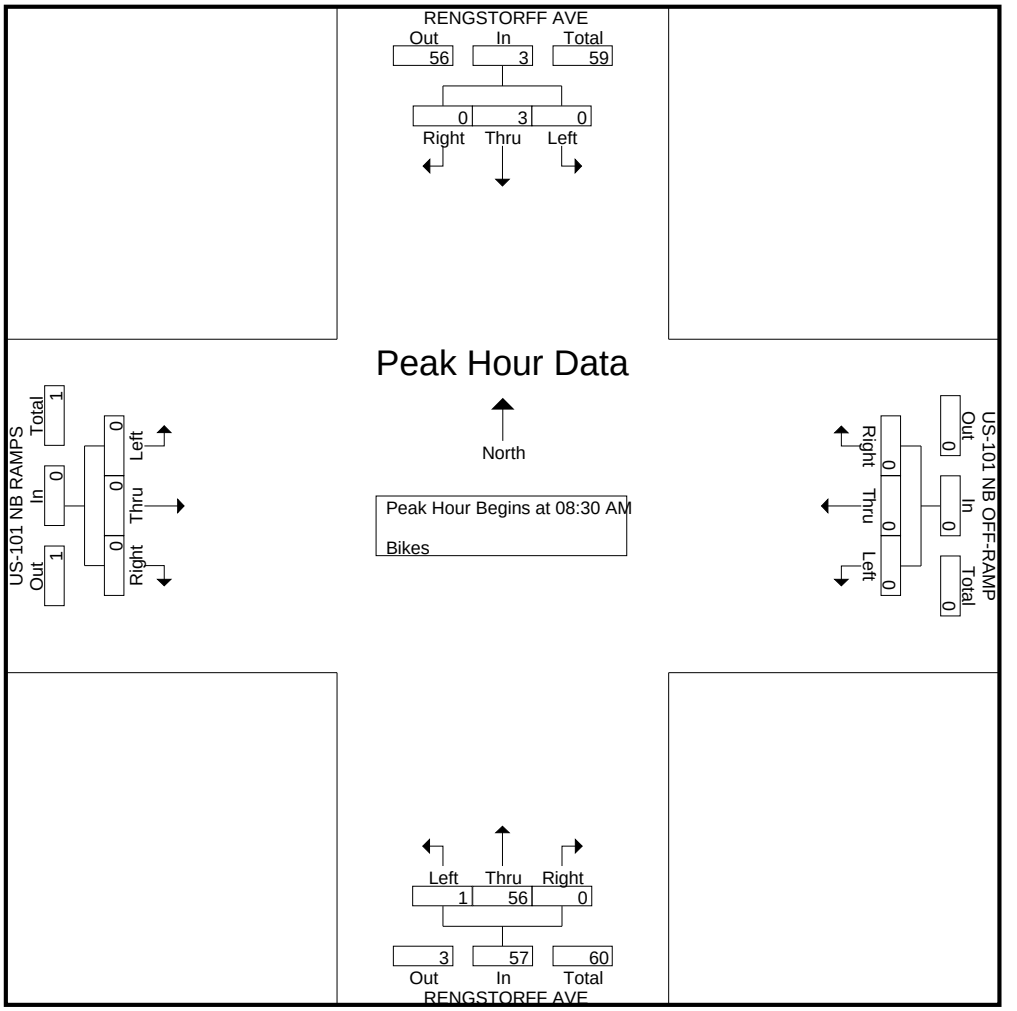

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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					US-101 NB OFF-RAMP Westbound					RENGSTORFF AVE Northbound					US-101 NB 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
04:00 PM	60	214	0	0	274	25	0	0	2	27	0	46	69	0	115	46	0	0	0	46	462
04:15 PM	65	189	0	0	254	33	0	0	3	36	0	54	57	0	111	107	0	0	1	108	509
04:30 PM	58	251	0	0	309	25	0	0	5	30	0	49	60	0	109	48	0	0	0	48	496
04:45 PM	42	247	0	0	289	38	0	0	2	40	0	44	53	0	97	91	0	0	0	91	517
Total	225	901	0	0	1126	121	0	0	12	133	0	193	239	0	432	292	0	0	1	293	1984
05:00 PM	60	295	0	0	355	33	0	0	2	35	0	39	62	0	101	65	0	0	0	65	556
05:15 PM	43	314	0	0	357	47	0	0	2	49	0	71	56	0	127	66	0	0	0	66	599
05:30 PM	45	318	0	0	363	38	0	0	0	38	0	57	54	0	111	85	0	0	0	85	597
05:45 PM	56	315	0	0	371	41	0	0	2	43	0	51	64	0	115	80	0	0	0	80	609
Total	204	1242	0	0	1446	159	0	0	6	165	0	218	236	0	454	296	0	0	0	296	2361
06:00 PM	64	288	0	0	352	34	0	0	0	34	0	59	53	0	112	87	0	0	0	87	585
06:15 PM	30	233	0	0	263	42	0	0	1	43	0	71	61	1	133	142	0	0	0	142	581
06:30 PM	29	220	0	0	249	23	0	0	0	23	0	63	55	0	118	93	0	0	0	93	483
06:45 PM	39	221	0	0	260	22	0	0	0	22	0	53	65	0	118	81	0	0	0	81	481
Total	162	962	0	0	1124	121	0	0	1	122	0	246	234	1	481	403	0	0	0	403	2130
Grand Total	591	3105	0	0	3696	401	0	0	19	420	0	657	709	1	1367	991	0	0	1	992	6475
Apprch %	16	84	0	0		95.5	0	0	4.5		0	48.1	51.9	0.1		99.9	0	0	0.1		
Total %	9.1	48	0	0	57.1	6.2	0	0	0.3	6.5	0	10.1	10.9	0	21.1	15.3	0	0	0	15.3	

	RENGSTORFF AVE Southbound				US-101 NB OFF-RAMP Westbound				RENGSTORFF AVE Northbound				US-101 NB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	43	314	0	357	**47**	0	0	**47**	0	**71**	56	**127**	66	0	0	66	597
05:30 PM	45	**318**	0	363	38	0	0	38	0	57	54	111	85	0	0	85	597
05:45 PM	56	315	0	**371**	41	0	0	41	0	51	**64**	115	80	0	0	80	**607**
06:00 PM	**64**	288	0	352	34	0	0	34	0	59	53	112	**87**	0	0	**87**	585
Total Volume	208	1235	0	1443	160	0	0	160	0	238	227	465	318	0	0	318	2386
% App. Total	14.4	85.6	0		100	0	0		0	51.2	48.8		100	0	0		
PHF	.813	.971	.000	.972	.851	.000	.000	.851	.000	.838	.887	.915	.914	.000	.000	.914	.983

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File Name : 4PM FINAL
Site Code : 00000004
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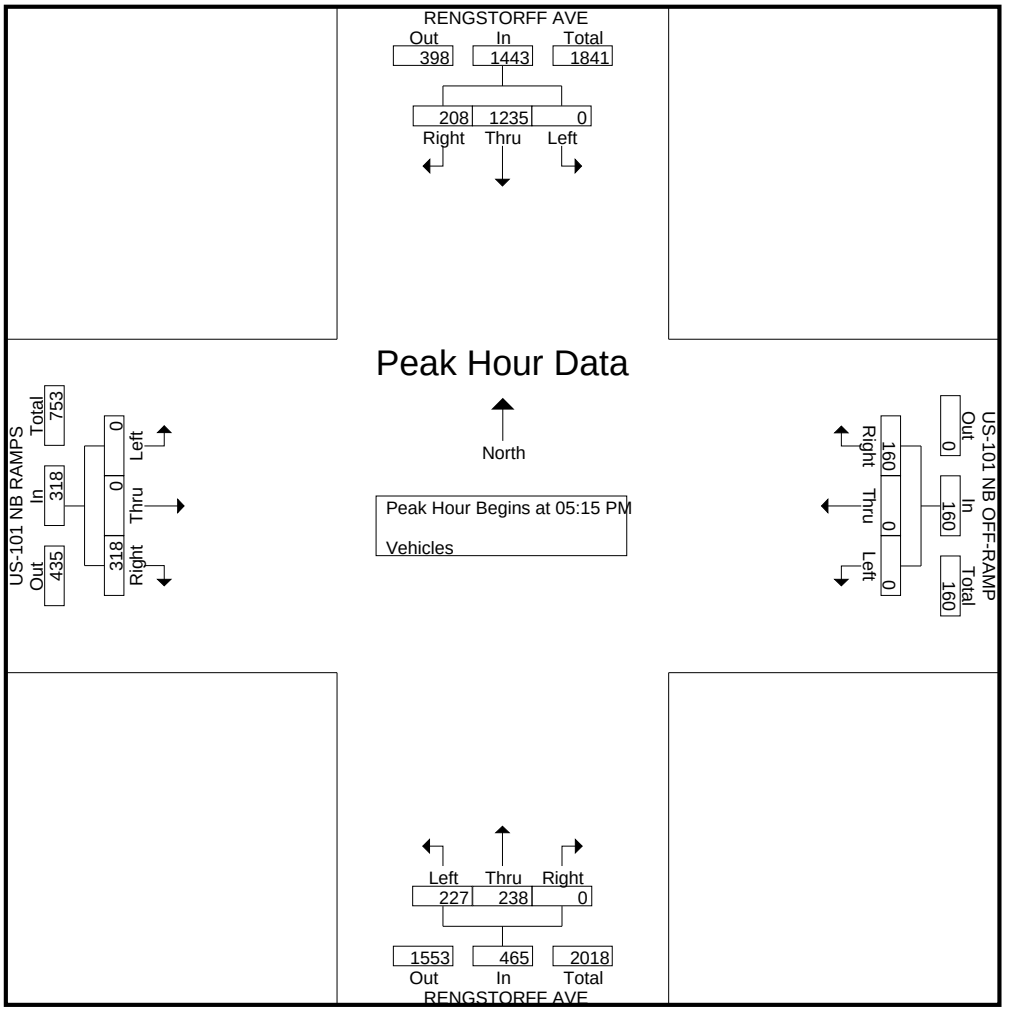

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File Name : 4PM FINAL
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Groups Printed- Bikes

	RENGSTORFF AVE Southbound					US-101 NB OFF-RAMP Westbound					RENGSTORFF AVE Northbound					US-101 NB 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
04:00 PM	0	6	0	0	6	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	9
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
04:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	15	0	0	15	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	24
05:00 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
05:15 PM	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11
05:30 PM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
05:45 PM	0	11	0	0	11	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	12
Total	0	32	0	0	32	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	38
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	14
Grand Total	0	55	0	0	55	0	0	0	0	0	0	20	1	0	21	0	0	0	0	0	76
Apprch %	0	100	0	0		0	0	0	0		0	95.2	4.8	0		0	0	0	0		
Total %	0	72.4	0	0	72.4	0	0	0	0	0	0	26.3	1.3	0	27.6	0	0	0	0	0	

	RENGSTORFF AVE Southbound				US-101 NB OFF-RAMP Westbound				RENGSTORFF AVE Northbound				US-101 NB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	6	0	6	0	0	0	0	0	**2**	0	**2**	0	0	0	0	8
05:15 PM	0	9	0	9	0	0	0	0	0	2	0	2	0	0	0	0	11
05:30 PM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
05:45 PM	0	**11**	0	**11**	0	0	0	0	0	1	0	1	0	0	0	0	**12**
Total Volume	0	32	0	32	0	0	0	0	0	6	0	6	0	0	0	0	38
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.727	.000	.727	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.792

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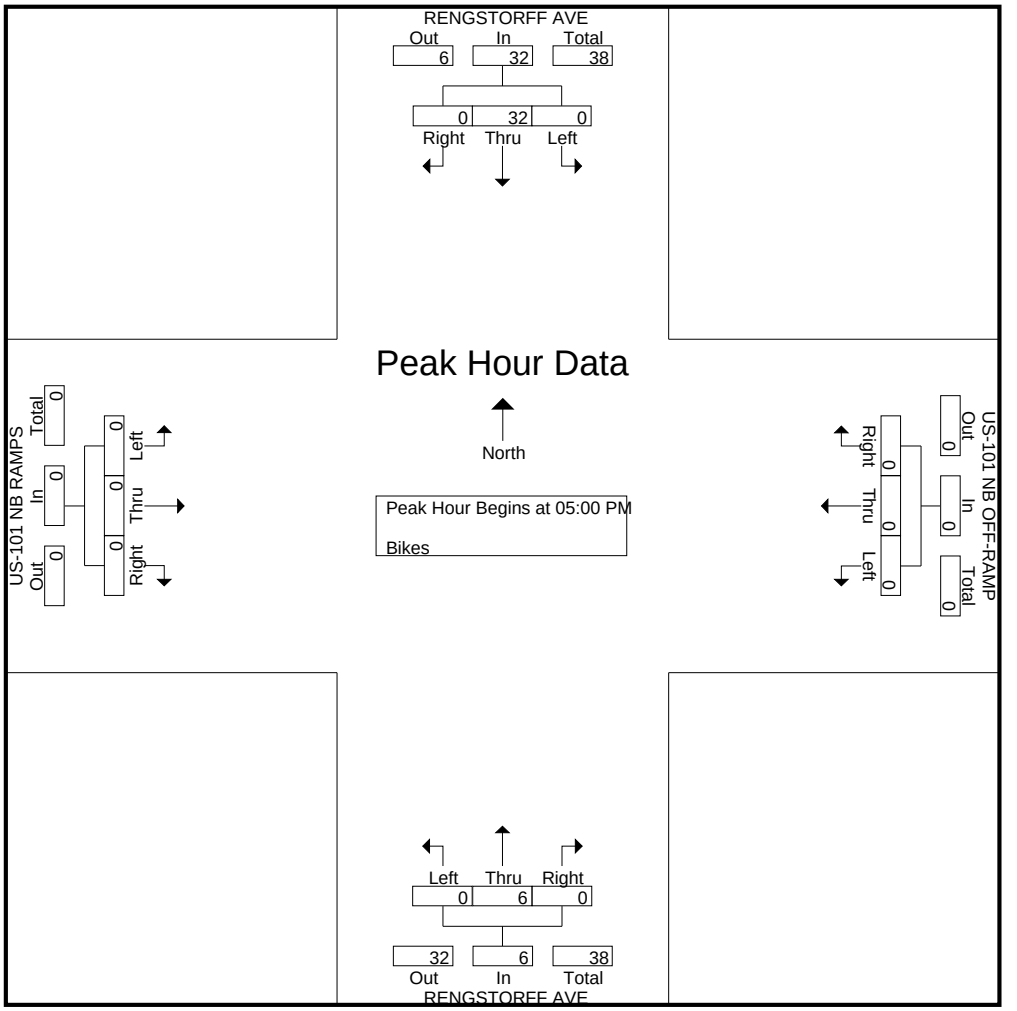

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File Name : 3AM FINAL
Site Code : 00000003
Start Date : 6/2/2015
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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					US-101 SB RAMPS Westbound					N RENGSTORFF AVE Northbound					N RENGSTORFF 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
07:00 AM	28	48	8	0	84	67	8	38	0	113	11	89	4	0	104	2	4	6	0	12	313
07:15 AM	38	36	9	0	83	86	3	37	1	127	18	106	7	0	131	2	4	5	0	11	352
07:30 AM	30	33	14	0	77	85	6	44	0	135	25	134	6	0	165	4	4	9	0	17	394
07:45 AM	29	47	9	0	85	116	7	62	1	186	11	169	4	0	184	11	5	25	0	41	496
Total	125	164	40	0	329	354	24	181	2	561	65	498	21	0	584	19	17	45	0	81	1555
08:00 AM	35	39	11	0	85	100	3	34	3	140	20	152	6	2	180	10	4	22	1	37	442
08:15 AM	38	38	18	0	94	147	0	37	2	186	25	219	5	0	249	7	8	22	0	37	566
08:30 AM	27	46	18	0	91	151	9	33	3	196	18	251	6	1	276	3	9	34	0	46	609
08:45 AM	47	52	26	0	125	164	4	29	2	199	21	230	8	1	260	4	6	43	0	53	637
Total	147	175	73	0	395	562	16	133	10	721	84	852	25	4	965	24	27	121	1	173	2254
09:00 AM	47	50	28	0	125	147	8	50	4	209	23	267	12	1	303	2	10	49	0	61	698
09:15 AM	57	52	25	0	134	153	4	29	0	186	20	257	7	0	284	1	8	63	4	76	680
09:30 AM	60	40	22	0	122	159	7	44	1	211	24	239	8	0	271	8	2	40	0	50	654
09:45 AM	54	59	25	0	138	148	14	45	1	208	21	242	18	0	281	12	5	23	0	40	667
Total	218	201	100	0	519	607	33	168	6	814	88	1005	45	1	1139	23	25	175	4	227	2699
Grand Total	490	540	213	0	1243	1523	73	482	18	2096	237	2355	91	5	2688	66	69	341	5	481	6508
Apprch %	39.4	43.4	17.1	0		72.7	3.5	23	0.9		8.8	87.6	3.4	0.2		13.7	14.3	70.9	1		
Total %	7.5	8.3	3.3	0	19.1	23.4	1.1	7.4	0.3	32.2	3.6	36.2	1.4	0.1	41.3	1	1.1	5.2	0.1	7.4	

	RENGSTORFF AVE Southbound				US-101 SB RAMPS Westbound				N RENGSTORFF AVE Northbound				N RENGSTORFF AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	47	50	**28**	125	147	8	**50**	205	23	**267**	12	**302**	2	**10**	49	61	**693**
09:15 AM	57	52	25	134	153	4	29	186	20	257	7	284	1	8	**63**	**72**	676
09:30 AM	**60**	40	22	122	**159**	7	44	**210**	**24**	239	8	271	8	2	40	50	653
09:45 AM	54	**59**	25	**138**	148	**14**	45	207	21	242	**18**	281	**12**	5	23	40	666
Total Volume	218	201	100	519	607	33	168	808	88	1005	45	1138	23	25	175	223	2688
% App. Total	42	38.7	19.3		75.1	4.1	20.8		7.7	88.3	4		10.3	11.2	78.5		
PHF	.908	.852	.893	.940	.954	.589	.840	.962	.917	.941	.625	.942	.479	.625	.694	.774	.970

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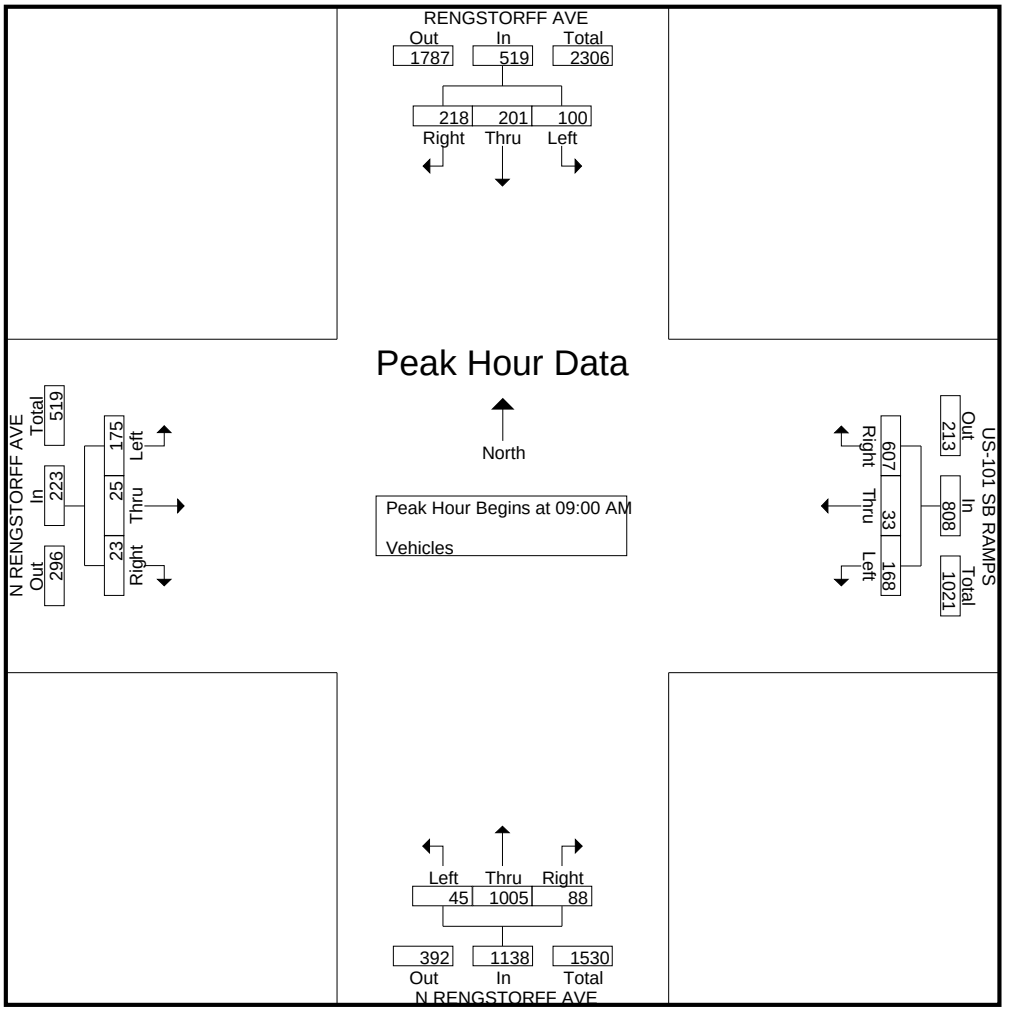

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File Name : 3AM FINAL
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Groups Printed- Bikes

	RENGSTORFF AVE Southbound					US-101 SB RAMPS Westbound					N RENGSTORFF AVE Northbound					N RENGSTORFF 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
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	2	0	2	15
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	4	0	4	10
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	1	0	4	0	5	11
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	1	0	10	0	11	23
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	13	0	0	13	0	0	3	0	3	17
Total	2	0	0	0	2	0	0	0	0	0	1	34	1	0	36	2	0	21	0	23	61
09:00 AM	1	0	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	3	0	3	11
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	5	0	5	13
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10
09:45 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	10
Total	1	5	0	0	6	0	0	0	0	0	0	29	0	0	29	0	0	9	0	9	44
Grand Total	3	9	0	0	12	0	0	0	0	0	1	72	1	0	74	2	0	32	0	34	120
Apprch %	25	75	0	0		0	0	0	0		1.4	97.3	1.4	0		5.9	0	94.1	0		
Total %	2.5	7.5	0	0	10	0	0	0	0	0	0.8	60	0.8	0	61.7	1.7	0	26.7	0	28.3	

	RENGSTORFF AVE Southbound				US-101 SB RAMPS Westbound				N RENGSTORFF AVE Northbound				N RENGSTORFF AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	**1**	11	0	12	**1**	0	**10**	**11**	**23**
08:45 AM	**1**	0	0	**1**	0	0	0	0	0	**13**	0	**13**	0	0	3	3	17
09:00 AM	1	0	0	1	0	0	0	0	0	7	0	7	0	0	3	3	11
09:15 AM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	5	5	13
Total Volume	2	0	0	2	0	0	0	0	1	39	0	40	1	0	21	22	64
% App. Total	100	0	0		0	0	0		2.5	97.5	0		4.5	0	95.5		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.250	.750	.000	.769	.250	.000	.525	.500	.696

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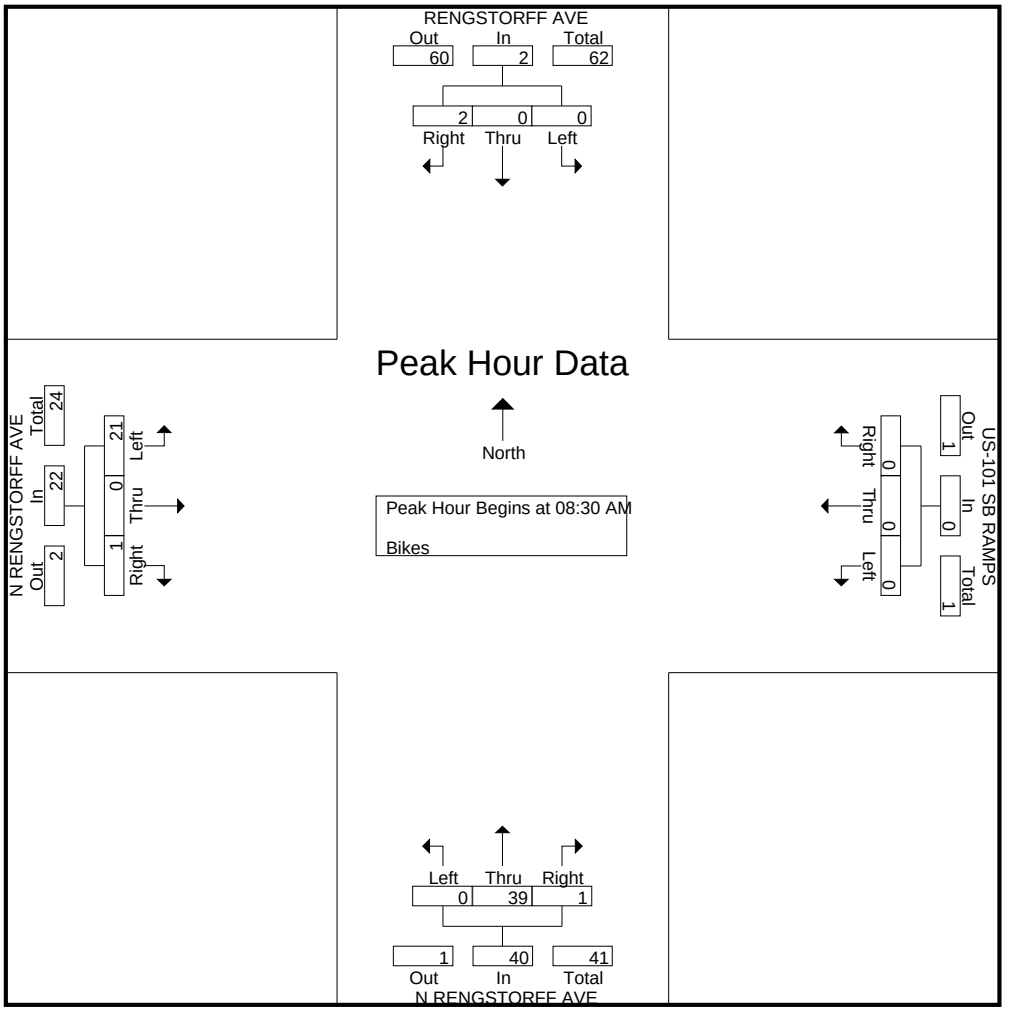

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Groups Printed- Vehicles

	RENGSTORFF AVE Southbound					US-101 SB RAMPS Westbound					N RENGSTORFF AVE Northbound					N RENGSTORFF 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
04:00 PM	68	74	121	0	263	15	11	45	1	72	52	74	29	1	156	37	15	22	0	74	565
04:15 PM	77	74	149	0	300	20	14	26	5	65	38	70	23	1	132	30	19	20	0	69	566
04:30 PM	74	73	155	0	302	17	12	35	1	65	42	78	25	0	145	29	16	12	0	57	569
04:45 PM	82	116	141	0	339	14	8	22	4	48	45	57	20	1	123	46	31	31	0	108	618
Total	301	337	566	0	1204	66	45	128	11	250	177	279	97	3	556	142	81	85	0	308	2318
05:00 PM	79	104	178	0	361	15	12	30	1	58	43	67	17	1	128	37	32	20	0	89	636
05:15 PM	86	124	172	0	382	22	6	19	3	50	39	77	17	0	133	32	26	24	0	82	647
05:30 PM	82	140	184	0	406	20	16	28	1	65	45	78	18	1	142	37	28	13	1	79	692
05:45 PM	92	141	165	0	398	16	14	37	2	69	26	77	29	0	132	40	26	22	0	88	687
Total	339	509	699	0	1547	73	48	114	7	242	153	299	81	2	535	146	112	79	1	338	2662
06:00 PM	89	152	136	0	377	21	18	41	0	80	34	74	19	0	127	43	38	14	0	95	679
06:15 PM	99	138	143	0	380	24	12	37	1	74	28	81	34	0	143	49	32	33	0	114	711
06:30 PM	75	109	132	0	316	27	10	50	1	88	24	61	22	0	107	36	27	30	4	97	608
06:45 PM	69	131	105	0	305	24	11	45	0	80	29	59	21	0	109	36	25	28	0	89	583
Total	332	530	516	0	1378	96	51	173	2	322	115	275	96	0	486	164	122	105	4	395	2581
Grand Total	972	1376	1781	0	4129	235	144	415	20	814	445	853	274	5	1577	452	315	269	5	1041	7561
Apprch %	23.5	33.3	43.1	0		28.9	17.7	51	2.5		28.2	54.1	17.4	0.3		43.4	30.3	25.8	0.5		
Total %	12.9	18.2	23.6	0	54.6	3.1	1.9	5.5	0.3	10.8	5.9	11.3	3.6	0.1	20.9	6	4.2	3.6	0.1	13.8	

	RENGSTORFF AVE Southbound				US-101 SB RAMPS Westbound				N RENGSTORFF AVE Northbound				N RENGSTORFF AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	82	140	**184**	**406**	20	16	28	64	**45**	78	18	141	37	28	13	78	689
05:45 PM	92	141	165	398	16	14	37	67	26	77	29	132	40	26	22	88	685
06:00 PM	89	**152**	136	377	21	**18**	**41**	**80**	34	74	19	127	43	**38**	14	95	679
06:15 PM	**99**	138	143	380	**24**	12	37	73	28	**81**	**34**	**143**	**49**	32	**33**	**114**	**710**
Total Volume	362	571	628	1561	81	60	143	284	133	310	100	543	169	124	82	375	2763
% App. Total	23.2	36.6	40.2		28.5	21.1	50.4		24.5	57.1	18.4		45.1	33.1	21.9		
PHF	.914	.939	.853	.961	.844	.833	.872	.888	.739	.957	.735	.949	.862	.816	.621	.822	.973

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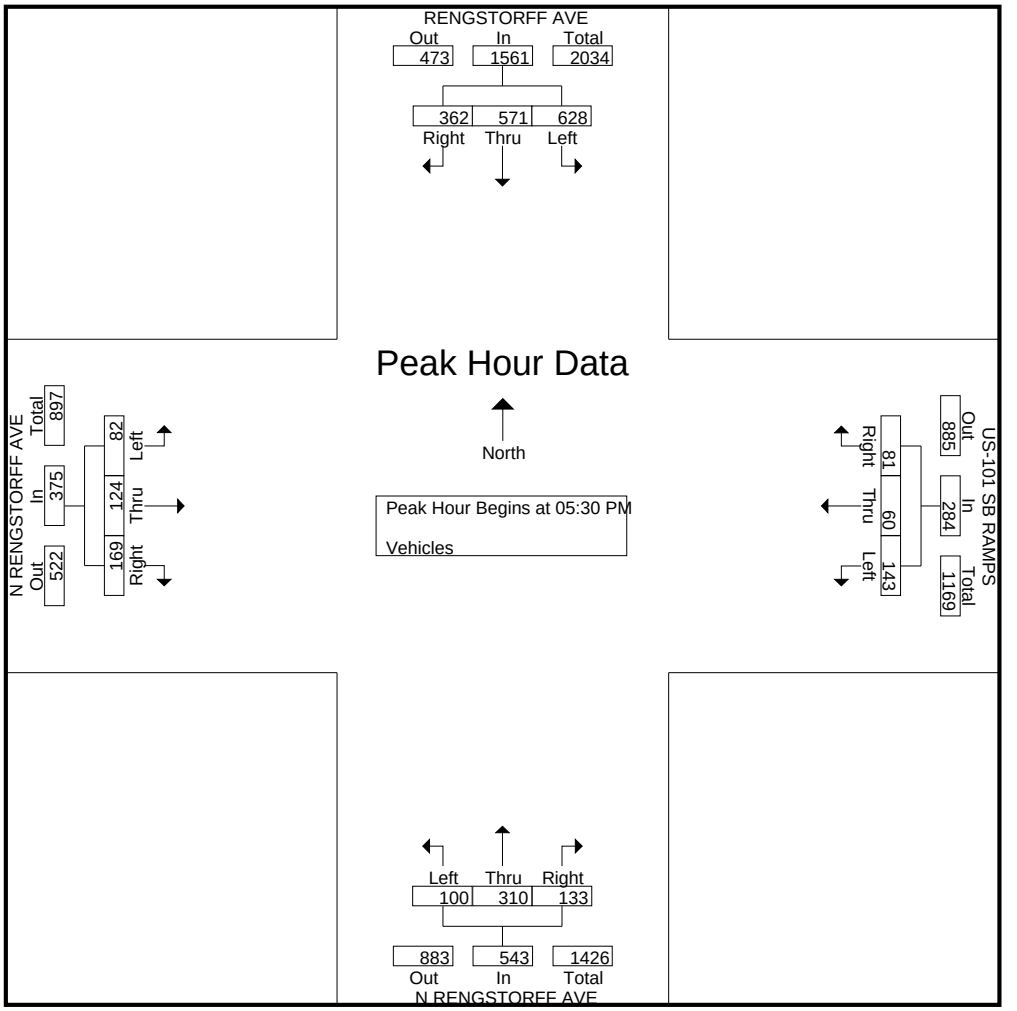

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File Name : 3PM FINAL
Site Code : 00000003
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Groups Printed- Bikes

	RENGSTORFF AVE Southbound					US-101 SB RAMPS Westbound					N RENGSTORFF AVE Northbound					N RENGSTORFF 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
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	7
04:45 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	6	0	0	8	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	11
06:00 PM	4	8	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	13
06:15 PM	1	5	0	0	6	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	8
06:30 PM	5	4	0	0	9	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	11
06:45 PM	0	11	0	0	11	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	12
Total	10	28	0	0	38	1	0	1	0	2	0	2	0	0	2	0	0	2	0	2	44
Grand Total	12	39	0	0	51	1	0	1	0	2	0	14	0	0	14	0	0	5	0	5	72
Apprch %	23.5	76.5	0	0		50	0	50	0		0	100	0	0		0	0	100	0		
Total %	16.7	54.2	0	0	70.8	1.4	0	1.4	0	2.8	0	19.4	0	0	19.4	0	0	6.9	0	6.9	

	RENGSTORFF AVE Southbound				US-101 SB RAMPS Westbound				N RENGSTORFF AVE Northbound				N RENGSTORFF AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	4	8	0	**12**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**13**
06:15 PM	1	5	0	6	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	8
06:30 PM	**5**	4	0	9	**1**	0	0	1	0	0	0	0	0	0	1	1	11
06:45 PM	0	**11**	0	11	0	0	0	0	0	1	0	1	0	0	0	0	12
Total Volume	10	28	0	38	1	0	1	2	0	2	0	2	0	0	2	2	44
% App. Total	26.3	73.7	0		50	0	50		0	100	0		0	0	100		
PHF	.500	.636	.000	.792	.250	.000	.250	.500	.000	.500	.000	.500	.000	.000	.500	.500	.846

Traffic Data Service

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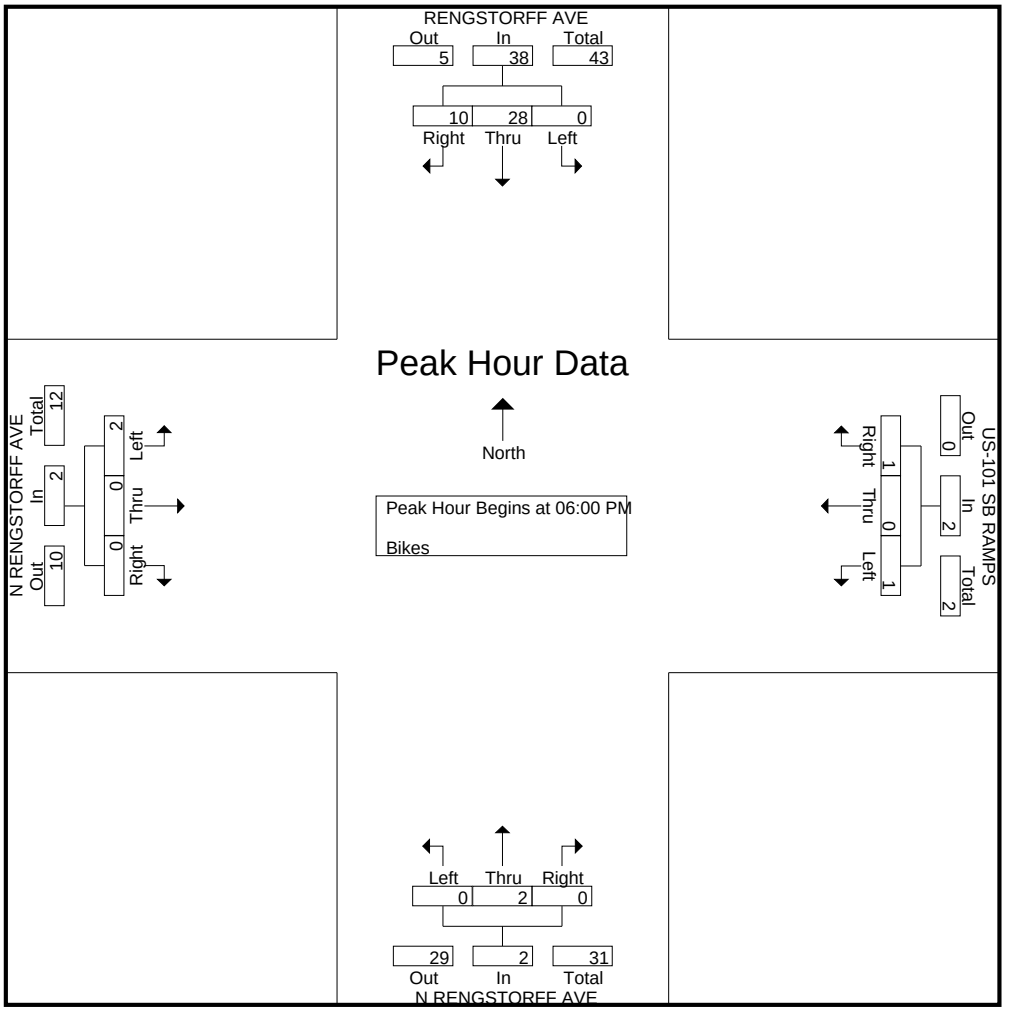

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File Name : 16AM FINAL
Site Code : 00000016
Start Date : 6/2/2015
Page No : 1

Groups Printed- Vehicles

	N RENGSTORFF AVE Southbound					LEGHORN ST Westbound					N RENGSTORFF AVE Northbound					LEGHORN 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
07:00 AM	49	39	3	0	91	8	8	1	0	17	0	69	18	0	87	7	3	22	0	32	227
07:15 AM	33	42	0	0	75	7	15	2	0	24	0	135	32	2	169	6	2	20	1	29	297
07:30 AM	25	61	1	0	87	13	7	3	0	23	1	131	27	3	162	17	2	22	2	43	315
07:45 AM	46	68	2	1	117	10	10	3	0	23	2	157	31	0	190	8	5	15	0	28	358
Total	153	210	6	1	370	38	40	9	0	87	3	492	108	5	608	38	12	79	3	132	1197
08:00 AM	29	48	5	1	83	11	7	1	0	19	2	126	42	1	171	13	4	37	2	56	329
08:15 AM	28	47	3	0	78	14	7	0	0	21	0	194	18	1	213	11	4	34	1	50	362
08:30 AM	34	48	4	0	86	10	8	4	2	24	1	246	28	1	276	10	2	29	0	41	427
08:45 AM	36	44	4	1	85	22	10	0	0	32	4	213	16	0	233	6	4	40	0	50	400
Total	127	187	16	2	332	57	32	5	2	96	7	779	104	3	893	40	14	140	3	197	1518
09:00 AM	32	67	7	0	106	24	7	0	1	32	2	234	24	0	260	13	5	38	0	56	454
09:15 AM	30	45	4	0	79	40	5	1	0	46	1	221	31	1	254	23	3	24	0	50	429
09:30 AM	29	64	3	0	96	33	12	2	2	49	0	210	27	2	239	15	5	34	1	55	439
09:45 AM	35	66	3	1	105	20	8	2	0	30	8	225	35	1	269	24	2	32	0	58	462
Total	126	242	17	1	386	117	32	5	3	157	11	890	117	4	1022	75	15	128	1	219	1784
Grand Total	406	639	39	4	1088	212	104	19	5	340	21	2161	329	12	2523	153	41	347	7	548	4499
Apprch %	37.3	58.7	3.6	0.4		62.4	30.6	5.6	1.5		0.8	85.7	13	0.5		27.9	7.5	63.3	1.3		
Total %	9	14.2	0.9	0.1	24.2	4.7	2.3	0.4	0.1	7.6	0.5	48	7.3	0.3	56.1	3.4	0.9	7.7	0.2	12.2	

	N RENGSTORFF AVE Southbound				LEGHORN ST Westbound				N RENGSTORFF AVE Northbound				LEGHORN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	32	**67**	**7**	**106**	24	7	0	31	2	**234**	24	260	13	**5**	**38**	56	453
09:15 AM	30	45	4	79	**40**	5	1	46	1	221	31	253	23	3	24	50	428
09:30 AM	29	64	3	96	33	**12**	**2**	**47**	0	210	27	237	15	5	34	54	434
09:45 AM	**35**	66	3	104	20	8	2	30	**8**	225	**35**	**268**	**24**	2	32	**58**	**460**
Total Volume	126	242	17	385	117	32	5	154	11	890	117	1018	75	15	128	218	1775
% App. Total	32.7	62.9	4.4		76	20.8	3.2		1.1	87.4	11.5		34.4	6.9	58.7		
PHF	.900	.903	.607	.908	.731	.667	.625	.819	.344	.951	.836	.950	.781	.750	.842	.940	.965

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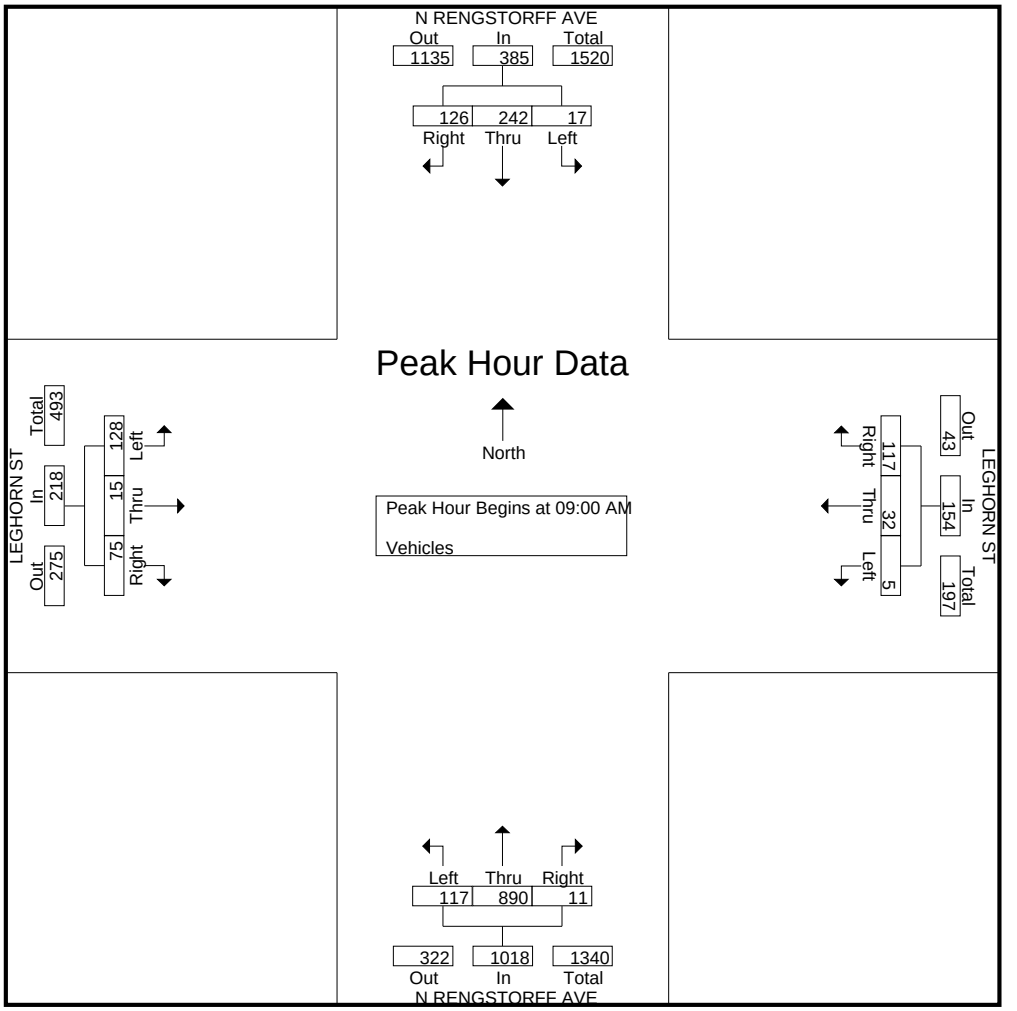

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File Name : 16AM FINAL
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Groups Printed- Bikes

	N RENGSTORFF AVE Southbound					LEGHORN ST Westbound					N RENGSTORFF AVE Northbound					LEGHORN 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
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	2	0	2	4
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:45 AM	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
Total	1	2	0	0	3	0	1	0	0	1	0	7	1	0	8	0	0	2	0	2	14
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	5
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	9	0	0	9	0	0	2	0	2	12
09:15 AM	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	0	0	3	0	3	8
09:30 AM	1	0	1	0	2	1	0	0	0	1	0	4	0	0	4	1	0	0	0	1	8
09:45 AM	5	0	0	0	5	0	1	0	0	1	0	4	0	0	4	0	0	2	0	2	12
Total	6	0	1	0	7	1	3	0	0	4	0	20	1	0	21	1	0	7	0	8	40
Grand Total	7	4	1	0	12	1	4	0	0	5	0	27	5	0	32	1	0	9	0	10	59
Apprch %	58.3	33.3	8.3	0		20	80	0	0		0	84.4	15.6	0		10	0	90	0		
Total %	11.9	6.8	1.7	0	20.3	1.7	6.8	0	0	8.5	0	45.8	8.5	0	54.2	1.7	0	15.3	0	16.9	

	N RENGSTORFF AVE Southbound				LEGHORN ST Westbound				N RENGSTORFF AVE Northbound				LEGHORN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	**1**	0	**1**	0	**9**	0	**9**	0	0	2	2	**12**
09:15 AM	0	0	0	0	0	1	0	1	0	3	**1**	4	0	0	**3**	**3**	8
09:30 AM	1	0	**1**	2	**1**	0	0	1	0	4	0	4	**1**	0	0	1	8
09:45 AM	**5**	0	0	**5**	0	1	0	1	0	4	0	4	0	0	2	2	12
Total Volume	6	0	1	7	1	3	0	4	0	20	1	21	1	0	7	8	40
% App. Total	85.7	0	14.3		25	75	0		0	95.2	4.8		12.5	0	87.5		
PHF	.300	.000	.250	.350	.250	.750	.000	1.00	.000	.556	.250	.583	.250	.000	.583	.667	.833

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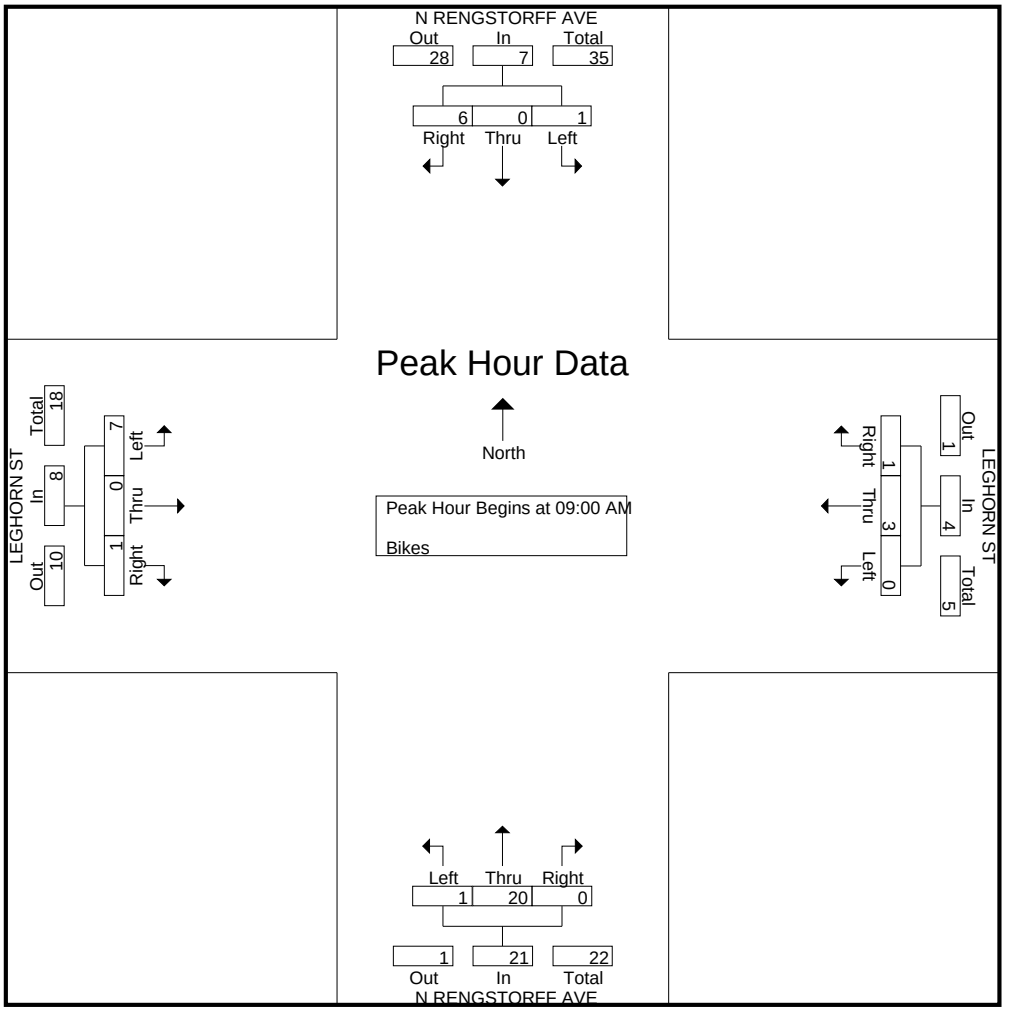

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File Name : 16PM FINAL
Site Code : 00000016
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Groups Printed- Vehicles

	N RENGSTORFF AVE Southbound					LEGHORN ST Westbound					N RENGSTORFF AVE Northbound					LEGHORN 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
04:00 PM	39	113	2	2	156	8	8	3	1	20	1	101	33	4	139	35	4	36	5	80	395
04:15 PM	36	93	3	5	137	8	9	2	2	21	1	94	27	4	126	39	4	30	4	77	361
04:30 PM	33	104	2	5	144	9	8	3	3	23	1	95	26	0	122	41	5	38	3	87	376
04:45 PM	51	131	5	1	188	8	19	4	1	32	2	78	43	0	123	58	5	34	0	97	440
Total	159	441	12	13	625	33	44	12	7	96	5	368	129	8	510	173	18	138	12	341	1572
05:00 PM	54	118	2	1	175	10	9	1	1	21	0	85	45	0	130	46	9	34	2	91	417
05:15 PM	47	131	2	0	180	7	9	2	2	20	0	80	31	0	111	52	2	44	1	99	410
05:30 PM	50	153	8	1	212	6	14	0	1	21	0	88	38	0	126	41	3	42	2	88	447
05:45 PM	70	148	1	0	219	4	18	2	2	26	1	93	48	0	142	32	2	39	3	76	463
Total	221	550	13	2	786	27	50	5	6	88	1	346	162	0	509	171	16	159	8	354	1737
06:00 PM	70	166	3	0	239	6	7	3	1	17	0	95	40	0	135	32	2	39	5	78	469
06:15 PM	69	161	1	4	235	8	9	1	0	18	2	89	38	2	131	64	8	34	2	108	492
06:30 PM	56	141	1	1	199	2	5	5	1	13	3	77	38	0	118	42	3	28	2	75	405
06:45 PM	46	164	6	4	220	10	3	6	0	19	0	70	33	0	103	56	1	32	1	90	432
Total	241	632	11	9	893	26	24	15	2	67	5	331	149	2	487	194	14	133	10	351	1798
Grand Total	621	1623	36	24	2304	86	118	32	15	251	11	1045	440	10	1506	538	48	430	30	1046	5107
Apprch %	27	70.4	1.6	1		34.3	47	12.7	6		0.7	69.4	29.2	0.7		51.4	4.6	41.1	2.9		
Total %	12.2	31.8	0.7	0.5	45.1	1.7	2.3	0.6	0.3	4.9	0.2	20.5	8.6	0.2	29.5	10.5	0.9	8.4	0.6	20.5	

	N RENGSTORFF AVE Southbound				LEGHORN ST Westbound				N RENGSTORFF AVE Northbound				LEGHORN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	50	153	**8**	211	6	14	0	20	0	88	38	126	41	3	**42**	86	443
05:45 PM	**70**	148	1	219	4	**18**	2	**24**	1	93	**48**	**142**	32	2	39	73	458
06:00 PM	70	**166**	3	**239**	6	7	**3**	16	0	**95**	40	135	32	2	39	73	463
06:15 PM	69	161	1	231	**8**	9	1	18	**2**	89	38	129	**64**	**8**	34	**106**	**484**
Total Volume	259	628	13	900	24	48	6	78	3	365	164	532	169	15	154	338	1848
% App. Total	28.8	69.8	1.4		30.8	61.5	7.7		0.6	68.6	30.8		50	4.4	45.6		
PHF	.925	.946	.406	.941	.750	.667	.500	.813	.375	.961	.854	.937	.660	.469	.917	.797	.955

Traffic Data Service

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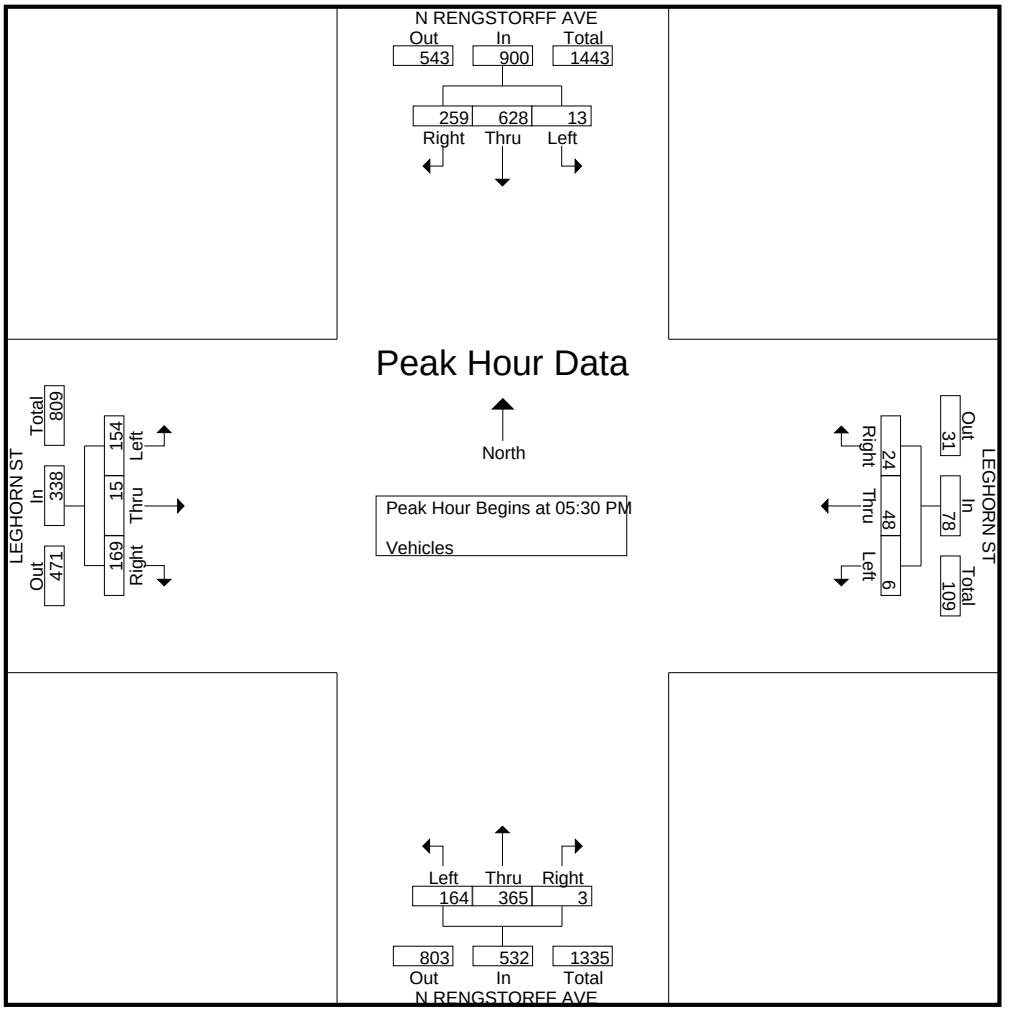

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File Name : 16PM FINAL
Site Code : 00000016
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Groups Printed- Bikes

	N RENGSTORFF AVE Southbound					LEGHORN ST Westbound					N RENGSTORFF AVE Northbound					LEGHORN 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
04:00 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7
04:15 PM	2	2	0	0	4	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	8
04:30 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	1	0	2	0	3	8
04:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
Total	2	10	0	0	12	1	3	0	0	4	0	4	0	0	4	2	0	4	0	6	26
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	7
05:15 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:45 PM	4	6	0	0	10	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	17
Total	4	19	0	0	23	0	3	0	0	3	1	3	1	0	5	1	3	1	0	5	36
06:00 PM	2	4	0	0	6	0	0	0	0	0	0	1	0	0	1	1	2	0	0	3	10
06:15 PM	1	4	0	0	5	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	7
06:30 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	6
06:45 PM	3	11	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Total	8	21	0	0	29	0	1	0	0	1	0	1	0	0	1	4	2	0	0	6	37
Grand Total	14	50	0	0	64	1	7	0	0	8	1	8	1	0	10	7	5	5	0	17	99
Apprch %	21.9	78.1	0	0		12.5	87.5	0	0		10	80	10	0		41.2	29.4	29.4	0		
Total %	14.1	50.5	0	0	64.6	1	7.1	0	0	8.1	1	8.1	1	0	10.1	7.1	5.1	5.1	0	17.2	

	N RENGSTORFF AVE Southbound				LEGHORN ST Westbound				N RENGSTORFF AVE Northbound				LEGHORN ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	**4**	**6**	0	**10**	0	**3**	0	**3**	**1**	0	0	**1**	0	**3**	0	**3**	**17**
06:00 PM	2	4	0	6	0	0	0	0	0	**1**	0	1	1	2	0	3	10
06:15 PM	1	4	0	5	0	1	0	1	0	0	0	0	1	0	0	1	7
06:30 PM	2	2	0	4	0	0	0	0	0	0	0	0	**2**	0	0	2	6
Total Volume	9	16	0	25	0	4	0	4	1	1	0	2	4	5	0	9	40
% App. Total	36	64	0		0	100	0		50	50	0		44.4	55.6	0		
PHF	.563	.667	.000	.625	.000	.333	.000	.333	.250	.250	.000	.500	.500	.417	.000	.750	.588

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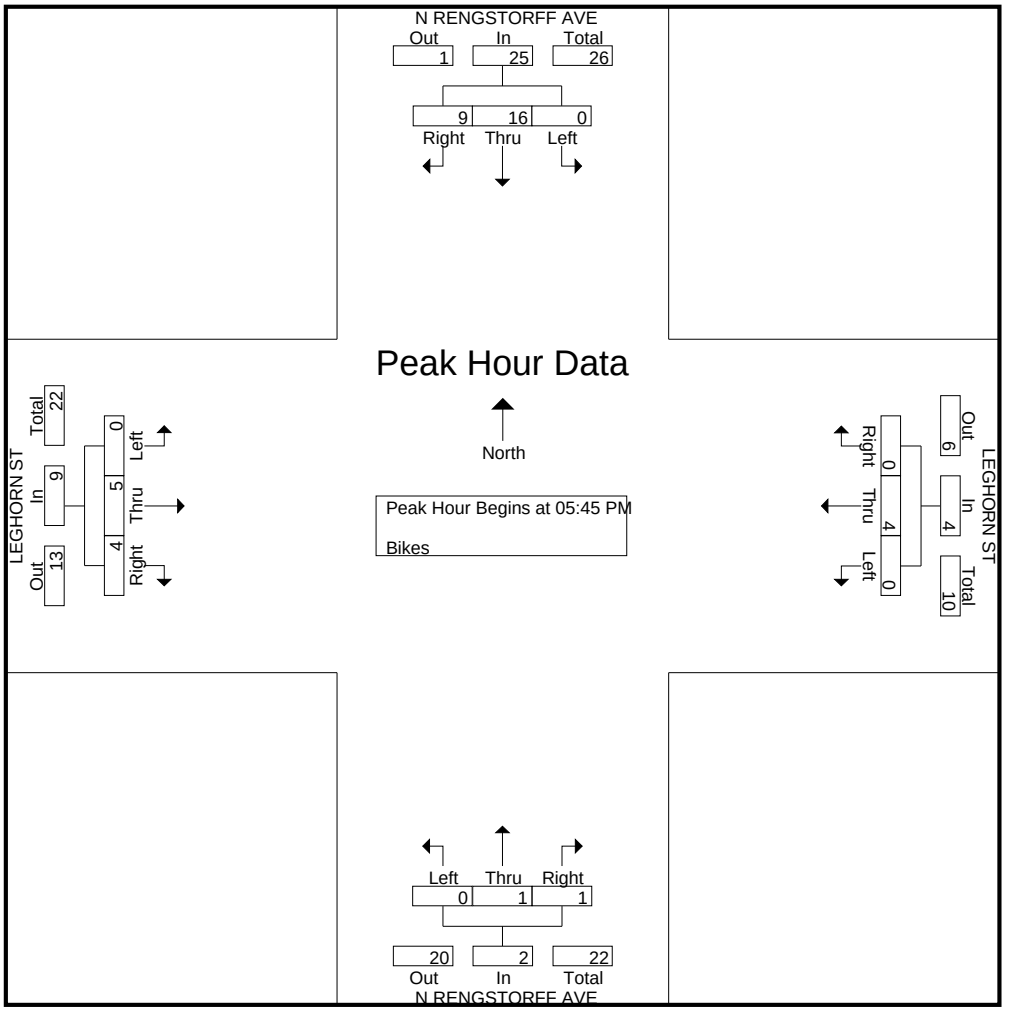

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File Name : 18AM FINAL
Site Code : 00000018
Start Date : 6/3/2015
Page No : 1

Groups Printed- Vehicles

	N RENGSTORFF AVE Southbound					OLD MIDDLEFIELD WAY Westbound					N RENGSTORFF AVE Northbound					OLD MIDDLEFIELD WAY 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
07:00 AM	7	38	22	0	67	24	91	16	1	132	38	95	7	3	143	2	46	4	1	53	395
07:15 AM	11	30	13	3	57	22	91	23	2	138	36	97	10	2	145	1	68	8	5	82	422
07:30 AM	10	41	18	0	69	26	124	30	1	181	60	149	5	0	214	3	84	4	2	93	557
07:45 AM	16	64	19	0	99	25	148	38	3	214	66	155	11	2	234	8	116	12	1	137	684
Total	44	173	72	3	292	97	454	107	7	665	200	496	33	7	736	14	314	28	9	365	2058
08:00 AM	5	59	20	1	85	21	134	29	3	187	54	156	14	1	225	3	121	14	2	140	637
08:15 AM	7	68	21	0	96	25	140	37	2	204	74	188	10	0	272	6	125	9	2	142	714
08:30 AM	6	39	24	1	70	25	87	22	1	135	90	210	15	2	317	9	169	23	1	202	724
08:45 AM	9	56	14	3	82	28	111	30	2	171	71	191	6	2	270	4	153	24	2	183	706
Total	27	222	79	5	333	99	472	118	8	697	289	745	45	5	1084	22	568	70	7	667	2781
09:00 AM	11	52	19	7	89	31	103	30	2	166	50	168	9	4	231	8	144	19	5	176	662
09:15 AM	12	46	14	2	74	35	111	33	1	180	45	190	9	1	245	8	129	14	1	152	651
09:30 AM	8	52	16	0	76	23	88	23	2	136	46	173	13	1	233	9	99	11	0	119	564
09:45 AM	11	62	13	2	88	23	72	24	5	124	46	166	11	4	227	6	101	11	2	120	559
Total	42	212	62	11	327	112	374	110	10	606	187	697	42	10	936	31	473	55	8	567	2436
Grand Total	113	607	213	19	952	308	1300	335	25	1968	676	1938	120	22	2756	67	1355	153	24	1599	7275
Apprch %	11.9	63.8	22.4	2		15.7	66.1	17	1.3		24.5	70.3	4.4	0.8		4.2	84.7	9.6	1.5		
Total %	1.6	8.3	2.9	0.3	13.1	4.2	17.9	4.6	0.3	27.1	9.3	26.6	1.6	0.3	37.9	0.9	18.6	2.1	0.3	22	

	N RENGSTORFF AVE Southbound				OLD MIDDLEFIELD WAY Westbound				N RENGSTORFF AVE Northbound				OLD MIDDLEFIELD WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	7	**68**	21	**96**	25	**140**	**37**	**202**	74	188	10	272	6	125	9	140	710
08:30 AM	6	39	**24**	69	25	87	22	134	**90**	**210**	**15**	**315**	**9**	**169**	23	**201**	**719**
08:45 AM	9	56	14	79	28	111	30	169	71	191	6	268	4	153	**24**	181	697
09:00 AM	**11**	52	19	82	**31**	103	30	164	50	168	9	227	8	144	19	171	644
Total Volume	33	215	78	326	109	441	119	669	285	757	40	1082	27	591	75	693	2770
% App. Total	10.1	66	23.9		16.3	65.9	17.8		26.3	70	3.7		3.9	85.3	10.8		
PHF	.750	.790	.813	.849	.879	.788	.804	.828	.792	.901	.667	.859	.750	.874	.781	.862	.963

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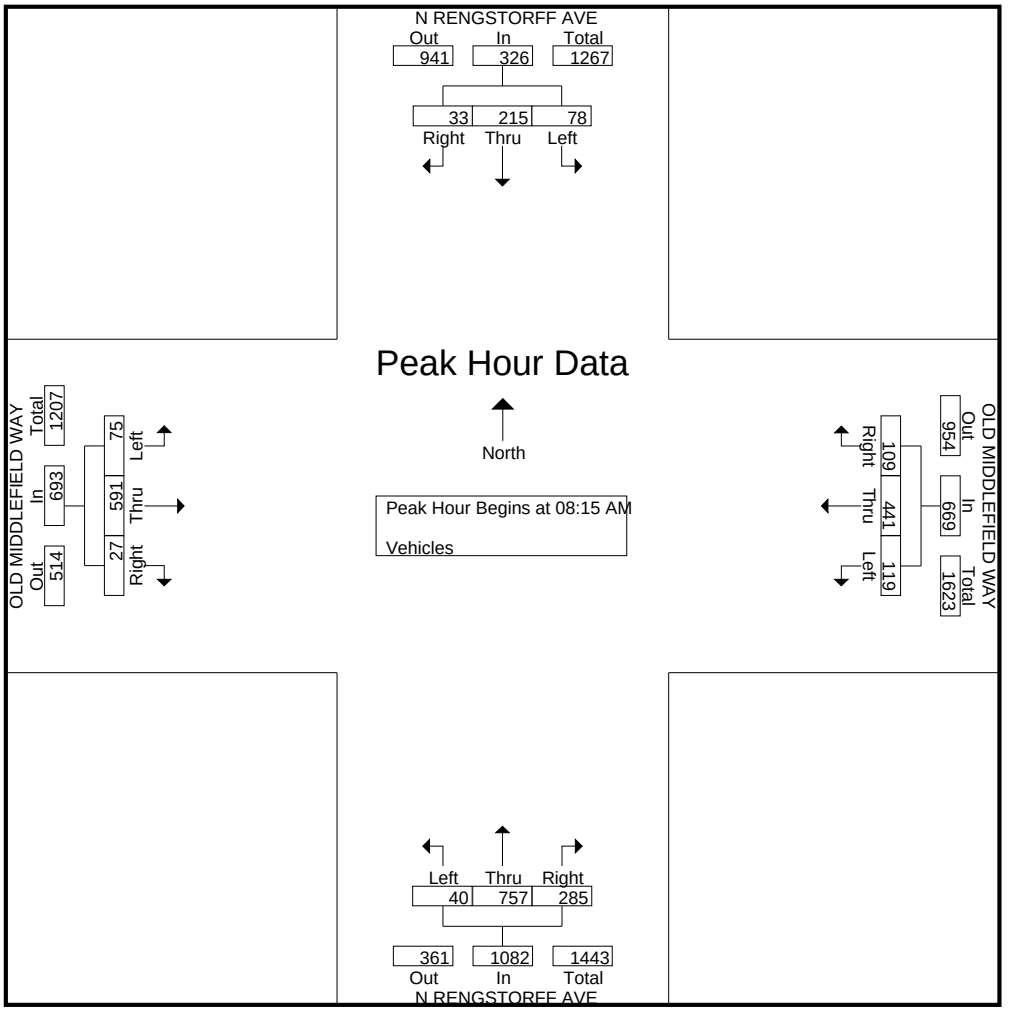

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File Name : 18AM FINAL
Site Code : 00000018
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Groups Printed- Bikes

	N RENGSTORFF AVE Southbound					OLD MIDDLEFIELD WAY Westbound					N RENGSTORFF AVE Northbound					OLD MIDDLEFIELD WAY 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
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	7
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7
Total	0	5	0	0	5	0	0	0	0	0	0	9	2	0	11	1	0	0	0	1	17
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
08:15 AM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10	0	1	1	0	2	12
Total	0	1	0	0	1	0	0	0	0	0	2	24	0	0	26	0	2	2	0	4	31
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	6
09:15 AM	2	0	2	0	4	0	1	0	0	1	0	6	2	0	8	1	0	0	0	1	14
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	7
09:45 AM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	4	1	0	0	5	10
Total	3	1	2	0	6	0	1	0	0	1	1	20	2	0	23	5	2	0	0	7	37
Grand Total	3	7	2	0	12	0	1	0	0	1	3	53	4	0	60	6	4	2	0	12	85
Apprch %	25	58.3	16.7	0		0	100	0	0		5	88.3	6.7	0		50	33.3	16.7	0		
Total %	3.5	8.2	2.4	0	14.1	0	1.2	0	0	1.2	3.5	62.4	4.7	0	70.6	7.1	4.7	2.4	0	14.1	

	N RENGSTORFF AVE Southbound				OLD MIDDLEFIELD WAY Westbound				N RENGSTORFF AVE Northbound				OLD MIDDLEFIELD WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	**1**	0	1	7
08:45 AM	0	0	0	0	0	0	0	0	**1**	**9**	0	**10**	0	1	**1**	**2**	12
09:00 AM	0	0	0	0	0	0	0	0	1	5	0	6	0	0	0	0	6
09:15 AM	**2**	0	**2**	**4**	0	**1**	0	**1**	0	6	**2**	8	**1**	0	0	1	**14**
Total Volume	2	0	2	4	0	1	0	1	2	26	2	30	1	2	1	4	39
% App. Total	50	0	50		0	100	0		6.7	86.7	6.7		25	50	25		
PHF	.250	.000	.250	.250	.000	.250	.000	.250	.500	.722	.250	.750	.250	.500	.250	.500	.696

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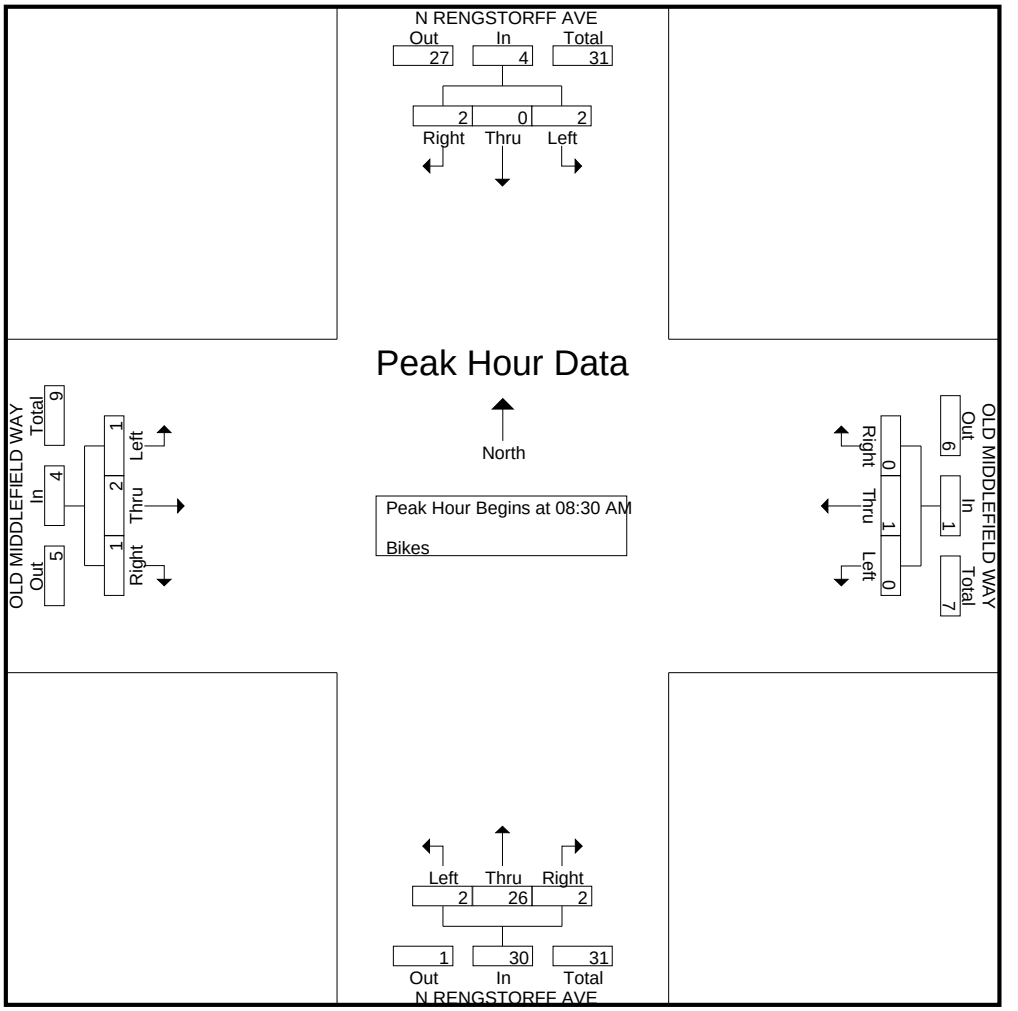

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Groups Printed- Vehicles

	N RENGSTORFF AVE Southbound					OLD MIDDLEFIELD WAY Westbound					N RENGSTORFF AVE Northbound					OLD MIDDLEFIELD WAY 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
04:00 PM	14	128	10	1	153	28	90	36	0	154	30	127	4	1	162	13	90	15	2	120	589
04:15 PM	13	140	23	0	176	27	101	40	0	168	31	87	5	4	127	17	104	9	3	133	604
04:30 PM	12	105	21	1	139	20	138	54	0	212	27	104	7	1	139	23	99	16	0	138	628
04:45 PM	12	146	20	0	178	17	140	73	3	233	28	76	5	1	110	19	141	13	2	175	696
Total	51	519	74	2	646	92	469	203	3	767	116	394	21	7	538	72	434	53	7	566	2517
05:00 PM	11	165	18	2	196	15	170	52	2	239	26	122	10	4	162	28	110	12	5	155	752
05:15 PM	25	161	15	0	201	23	154	62	2	241	29	94	9	2	134	22	135	16	5	178	754
05:30 PM	12	172	25	0	209	25	156	66	3	250	15	101	10	4	130	19	117	14	4	154	743
05:45 PM	19	182	15	0	216	20	162	59	3	244	21	102	6	4	133	29	98	9	2	138	731
Total	67	680	73	2	822	83	642	239	10	974	91	419	35	14	559	98	460	51	16	625	2980
06:00 PM	14	151	22	3	190	16	168	54	3	241	35	87	8	5	135	23	154	23	9	209	775
06:15 PM	16	149	19	0	184	22	164	67	6	259	36	98	1	1	136	23	104	20	3	150	729
06:30 PM	11	138	15	0	164	17	115	51	1	184	20	95	5	1	121	21	98	14	3	136	605
06:45 PM	12	138	14	2	166	14	109	57	1	181	21	105	5	1	132	14	99	10	4	127	606
Total	53	576	70	5	704	69	556	229	11	865	112	385	19	8	524	81	455	67	19	622	2715
Grand Total	171	1775	217	9	2172	244	1667	671	24	2606	319	1198	75	29	1621	251	1349	171	42	1813	8212
Apprch %	7.9	81.7	10	0.4		9.4	64	25.7	0.9		19.7	73.9	4.6	1.8		13.8	74.4	9.4	2.3		
Total %	2.1	21.6	2.6	0.1	26.4	3	20.3	8.2	0.3	31.7	3.9	14.6	0.9	0.4	19.7	3.1	16.4	2.1	0.5	22.1	

	N RENGSTORFF AVE Southbound				OLD MIDDLEFIELD WAY Westbound				N RENGSTORFF AVE Northbound				OLD MIDDLEFIELD WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**25**	161	15	201	23	154	62	239	29	94	9	**132**	22	135	16	173	745
05:30 PM	12	172	**25**	209	**25**	156	**66**	**247**	15	101	**10**	126	19	117	14	150	732
05:45 PM	19	**182**	15	**216**	20	162	59	241	21	**102**	6	129	**29**	98	9	136	722
06:00 PM	14	151	22	187	16	**168**	54	238	**35**	87	8	130	23	**154**	**23**	**200**	**755**
Total Volume	70	666	77	813	84	640	241	965	100	384	33	517	93	504	62	659	2954
% App. Total	8.6	81.9	9.5		8.7	66.3	25		19.3	74.3	6.4		14.1	76.5	9.4		
PHF	.700	.915	.770	.941	.840	.952	.913	.977	.714	.941	.825	.979	.802	.818	.674	.824	.978

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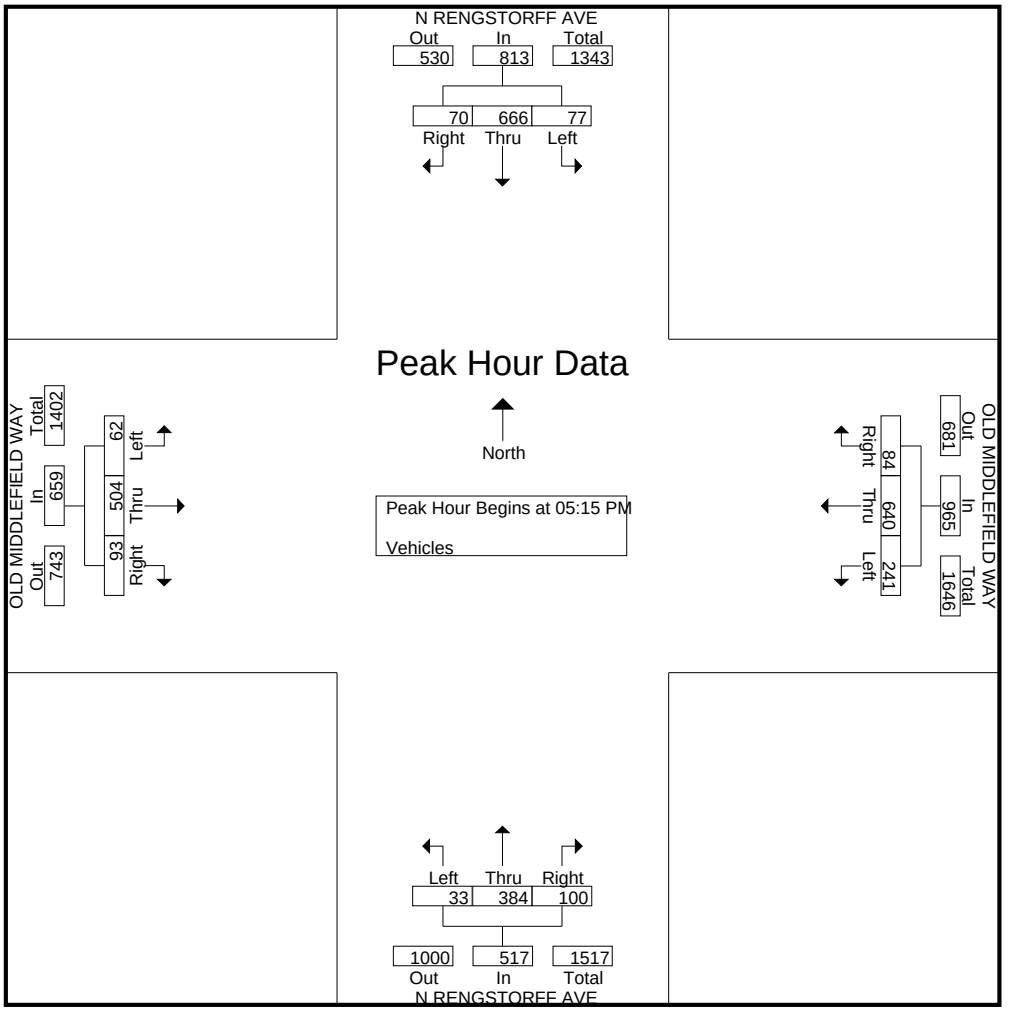

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File Name : 18PM FINAL
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Groups Printed- Bikes

	N RENGSTORFF AVE Southbound					OLD MIDDLEFIELD WAY Westbound					N RENGSTORFF AVE Northbound					OLD MIDDLEFIELD WAY 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
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	2	0	0	0	2	5
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	1	3	0	0	4	0	0	0	0	0	2	6	0	0	8	2	0	0	0	2	14
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
05:15 PM	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	5	0	0	5	0	1	2	0	3	0	2	1	0	3	0	0	0	0	0	11
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Total	0	18	0	0	18	0	3	2	0	5	0	4	1	0	5	0	0	0	0	0	28
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
06:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	1	0	0	1	1	3	0	0	4	0	4	0	0	4	0	2	0	0	2	11
Grand Total	1	22	0	0	23	1	6	2	0	9	2	14	1	0	17	2	2	0	0	4	53
Apprch %	4.3	95.7	0	0		11.1	66.7	22.2	0		11.8	82.4	5.9	0		50	50	0	0		
Total %	1.9	41.5	0	0	43.4	1.9	11.3	3.8	0	17	3.8	26.4	1.9	0	32.1	3.8	3.8	0	0	7.5	

	N RENGSTORFF AVE Southbound				OLD MIDDLEFIELD WAY Westbound				N RENGSTORFF AVE Northbound				OLD MIDDLEFIELD WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	**6**	0	**6**	0	**2**	0	2	0	0	0	0	0	0	0	0	8
05:30 PM	0	5	0	5	0	1	**2**	**3**	0	**2**	**1**	**3**	0	0	0	0	**11**
05:45 PM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Total Volume	0	18	0	18	0	3	2	5	0	4	1	5	0	0	0	0	28
% App. Total	0	100	0		0	60	40		0	80	20		0	0	0		
PHF	.000	.750	.000	.750	.000	.375	.250	.417	.000	.500	.250	.417	.000	.000	.000	.000	.636

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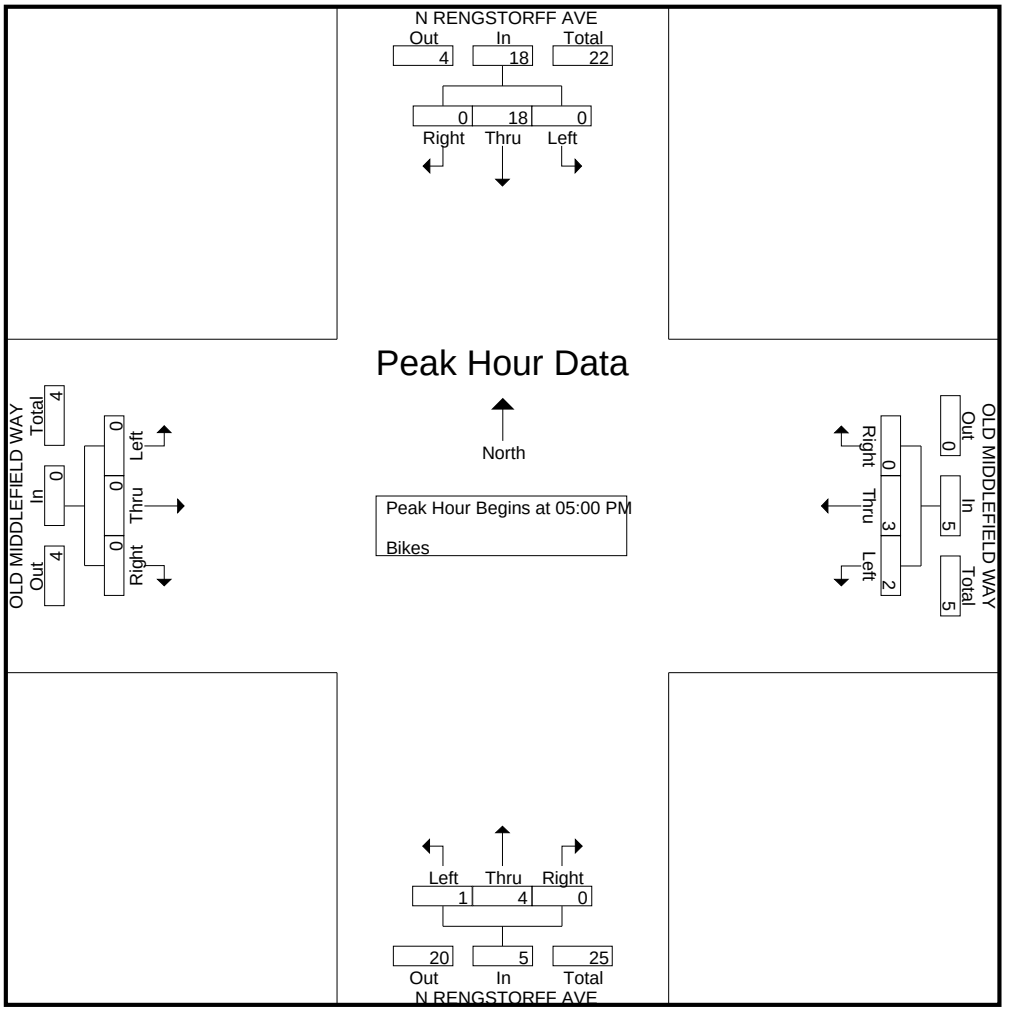

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File Name : 35AM FINAL
Site Code : 00000035
Start Date : 6/2/2015
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Groups Printed- Vehicles

	N RENGSTORFF AVE Southbound					W MIDDLEFIELD RD Westbound					N RENGSTORFF AVE Northbound					W MIDDLEFIELD RD 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
07:00 AM	0	68	3	1	72	16	23	8	0	47	10	83	6	4	103	2	13	17	4	36	258
07:15 AM	3	61	5	4	73	15	39	22	0	76	6	120	12	2	140	2	8	19	1	30	319
07:30 AM	3	70	7	6	86	26	60	39	5	130	12	152	15	3	182	3	27	39	6	75	473
07:45 AM	3	125	10	2	140	29	78	62	2	171	14	197	17	1	229	10	22	24	8	64	604
Total	9	324	25	13	371	86	200	131	7	424	42	552	50	10	654	17	70	99	19	205	1654
08:00 AM	2	73	15	1	91	37	80	32	2	151	13	178	18	2	211	10	25	27	2	64	517
08:15 AM	4	101	16	3	124	33	67	43	4	147	12	222	19	13	266	9	50	42	1	102	639
08:30 AM	6	79	15	4	104	52	56	27	1	136	16	234	18	5	273	6	60	29	3	98	611
08:45 AM	0	60	20	3	83	35	69	16	3	123	16	187	20	4	227	11	31	38	4	84	517
Total	12	313	66	11	402	157	272	118	10	557	57	821	75	24	977	36	166	136	10	348	2284
09:00 AM	7	82	11	0	100	59	42	18	1	120	12	188	7	6	213	9	36	24	0	69	502
09:15 AM	4	77	16	0	97	55	48	17	1	121	16	197	11	4	228	5	47	19	0	71	517
09:30 AM	4	101	21	0	126	65	32	10	1	108	5	205	8	3	221	12	27	20	0	59	514
09:45 AM	2	84	24	0	110	61	43	12	2	118	15	202	13	3	233	14	33	21	0	68	529
Total	17	344	72	0	433	240	165	57	5	467	48	792	39	16	895	40	143	84	0	267	2062
Grand Total	38	981	163	24	1206	483	637	306	22	1448	147	2165	164	50	2526	93	379	319	29	820	6000
Apprch %	3.2	81.3	13.5	2		33.4	44	21.1	1.5		5.8	85.7	6.5	2		11.3	46.2	38.9	3.5		
Total %	0.6	16.4	2.7	0.4	20.1	8.1	10.6	5.1	0.4	24.1	2.5	36.1	2.7	0.8	42.1	1.5	6.3	5.3	0.5	13.7	

	N RENGSTORFF AVE Southbound				W MIDDLEFIELD RD Westbound				N RENGSTORFF AVE Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	**125**	10	**138**	29	78	**62**	**169**	14	197	17	228	**10**	22	24	56	591
08:00 AM	2	73	15	90	37	**80**	32	149	13	178	18	209	10	25	27	62	510
08:15 AM	4	101	**16**	121	33	67	43	143	12	222	**19**	253	9	50	**42**	**101**	**618**
08:30 AM	**6**	79	15	100	**52**	56	27	135	**16**	**234**	18	**268**	6	**60**	29	95	598
Total Volume	15	378	56	449	151	281	164	596	55	831	72	958	35	157	122	314	2317
% App. Total	3.3	84.2	12.5		25.3	47.1	27.5		5.7	86.7	7.5		11.1	50	38.9		
PHF	.625	.756	.875	.813	.726	.878	.661	.882	.859	.888	.947	.894	.875	.654	.726	.777	.937

Traffic Data Service

Campbell, CA
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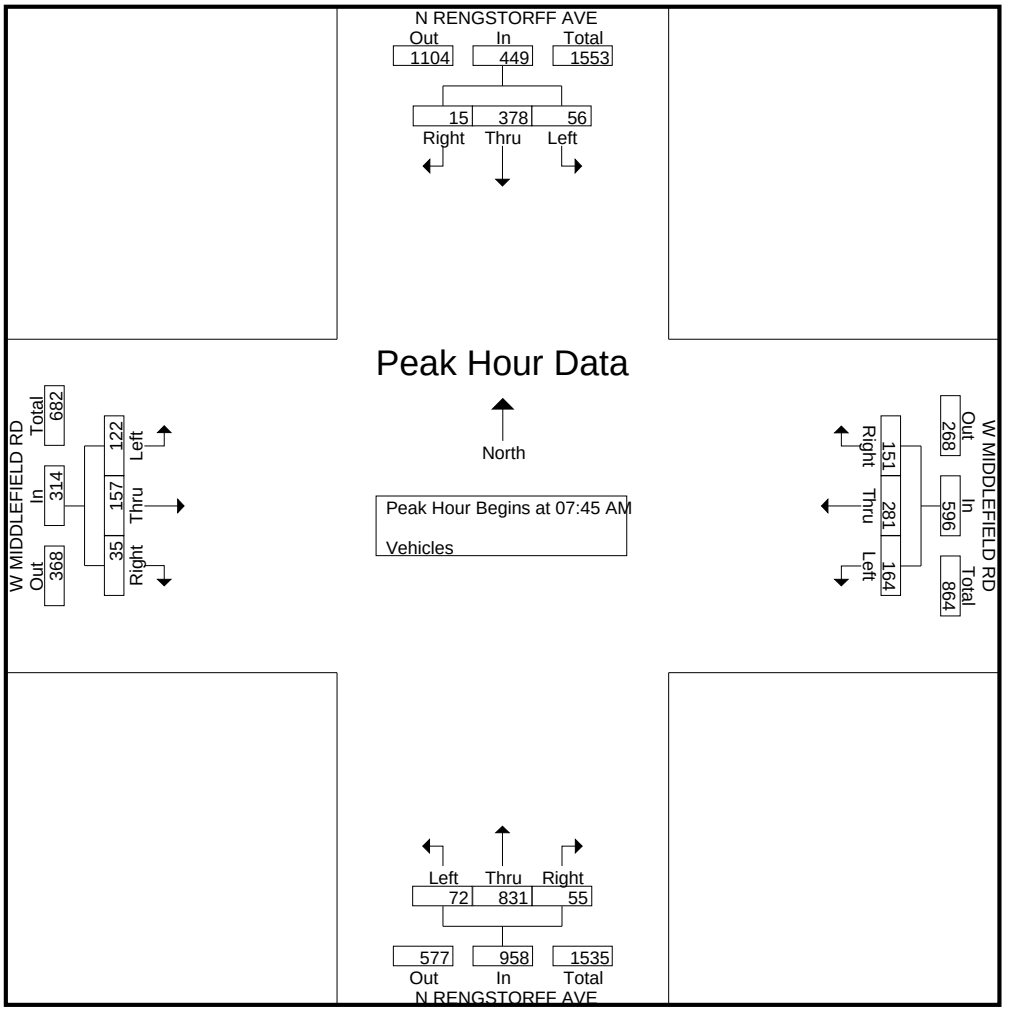
File Name : 35AM FINAL
Site Code : 00000035
Start Date : 6/2/2015
Page No : 2



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File Name : 35AM FINAL
Site Code : 00000035
Start Date : 6/2/2015
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Groups Printed- Bikes

	N RENGSTORFF AVE Southbound					W MIDDLEFIELD RD Westbound					N RENGSTORFF AVE Northbound					W MIDDLEFIELD RD 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
07:00 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	2	0	0	2	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	2	0	0	2	5
07:30 AM	0	2	0	0	2	0	0	0	0	0	1	8	0	0	9	0	14	1	0	15	26
07:45 AM	0	2	0	0	2	0	0	4	0	4	1	13	1	0	15	0	8	2	0	10	31
Total	0	5	0	0	5	0	0	4	0	4	4	25	2	0	31	0	26	3	0	29	69
08:00 AM	0	2	0	0	2	1	3	0	0	4	1	9	1	0	11	0	5	2	0	7	24
08:15 AM	0	0	2	0	2	0	3	1	0	4	0	16	0	0	16	0	6	0	0	6	28
08:30 AM	1	2	0	0	3	0	3	1	0	4	0	8	0	0	8	0	10	3	0	13	28
08:45 AM	1	2	0	0	3	1	2	0	0	3	0	20	0	0	20	0	5	7	0	12	38
Total	2	6	2	0	10	2	11	2	0	15	1	53	1	0	55	0	26	12	0	38	118
09:00 AM	0	0	0	0	0	1	3	1	0	5	0	14	1	0	15	0	4	3	0	7	27
09:15 AM	0	2	0	0	2	0	2	1	0	3	3	14	0	0	17	2	4	4	0	10	32
09:30 AM	0	1	0	0	1	0	1	0	0	1	1	5	0	0	6	0	0	2	0	2	10
09:45 AM	1	1	0	0	2	1	2	0	0	3	1	8	0	0	9	2	3	6	0	11	25
Total	1	4	0	0	5	2	8	2	0	12	5	41	1	0	47	4	11	15	0	30	94
Grand Total	3	15	2	0	20	4	19	8	0	31	10	119	4	0	133	4	63	30	0	97	281
Apprch %	15	75	10	0		12.9	61.3	25.8	0		7.5	89.5	3	0		4.1	64.9	30.9	0		
Total %	1.1	5.3	0.7	0	7.1	1.4	6.8	2.8	0	11	3.6	42.3	1.4	0	47.3	1.4	22.4	10.7	0	34.5	

	N RENGSTORFF AVE Southbound				W MIDDLEFIELD RD Westbound				N RENGSTORFF AVE Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	**1**	**2**	0	**3**	0	**3**	**1**	4	0	8	0	8	0	**10**	3	**13**	28
08:45 AM	1	2	0	3	**1**	2	0	3	0	**20**	0	**20**	0	5	**7**	12	**38**
09:00 AM	0	0	0	0	1	3	1	**5**	0	14	**1**	15	0	4	3	7	27
09:15 AM	0	2	0	2	0	2	1	3	**3**	14	0	17	**2**	4	4	10	32
Total Volume	2	6	0	8	2	10	3	15	3	56	1	60	2	23	17	42	125
% App. Total	25	75	0		13.3	66.7	20		5	93.3	1.7		4.8	54.8	40.5		
PHF	.500	.750	.000	.667	.500	.833	.750	.750	.250	.700	.250	.750	.250	.575	.607	.808	.822

Traffic Data Service

Campbell, CA

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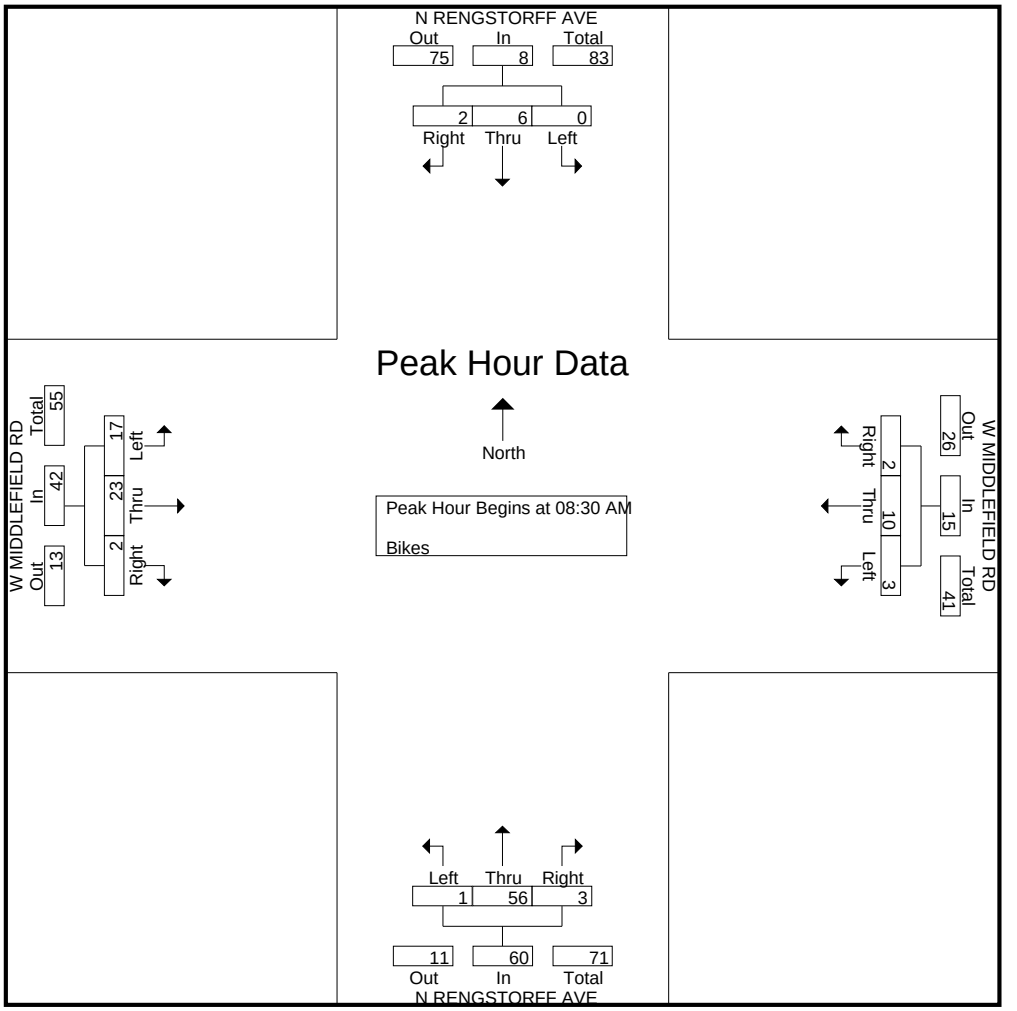
File Name : 35AM FINAL
Site Code : 00000035
Start Date : 6/2/2015
Page No : 2



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File Name : 35PM FINAL
Site Code : 00000035
Start Date : 6/2/2015
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Groups Printed- Vehicles

	N RENGSTORFF AVE Southbound					W MIDDLEFIELD RD Westbound					N RENGSTORFF AVE Northbound					W MIDDLEFIELD RD 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
04:00 PM	10	161	37	6	214	38	30	15	6	89	16	93	11	7	127	14	50	20	9	93	523
04:15 PM	7	135	42	0	184	24	29	22	6	81	13	100	5	0	118	20	65	14	2	101	484
04:30 PM	4	143	38	2	187	24	26	18	4	72	12	97	10	3	122	20	73	14	0	107	488
04:45 PM	11	171	36	0	218	31	46	19	2	98	17	106	8	2	133	17	101	9	2	129	578
Total	32	610	153	8	803	117	131	74	18	340	58	396	34	12	500	71	289	57	13	430	2073
05:00 PM	5	162	50	0	217	24	46	21	2	93	12	89	9	4	114	20	94	20	3	137	561
05:15 PM	4	176	46	1	227	20	54	32	5	111	24	100	15	3	142	35	113	18	5	171	651
05:30 PM	3	183	60	1	247	27	65	34	5	131	21	94	10	7	132	23	105	30	5	163	673
05:45 PM	4	147	39	0	190	38	80	30	3	151	25	94	18	5	142	32	102	14	3	151	634
Total	16	668	195	2	881	109	245	117	15	486	82	377	52	19	530	110	414	82	16	622	2519
06:00 PM	6	186	63	1	256	36	50	29	6	121	21	98	9	9	137	28	90	24	3	145	659
06:15 PM	5	200	70	1	276	25	44	21	14	104	9	98	16	4	127	17	79	29	6	131	638
06:30 PM	4	160	52	3	219	34	47	22	2	105	21	81	8	2	112	18	77	18	1	114	550
06:45 PM	5	203	53	4	265	21	40	17	1	79	7	74	6	6	93	15	72	9	4	100	537
Total	20	749	238	9	1016	116	181	89	23	409	58	351	39	21	469	78	318	80	14	490	2384
Grand Total	68	2027	586	19	2700	342	557	280	56	1235	198	1124	125	52	1499	259	1021	219	43	1542	6976
Apprch %	2.5	75.1	21.7	0.7		27.7	45.1	22.7	4.5		13.2	75	8.3	3.5		16.8	66.2	14.2	2.8		
Total %	1	29.1	8.4	0.3	38.7	4.9	8	4	0.8	17.7	2.8	16.1	1.8	0.7	21.5	3.7	14.6	3.1	0.6	22.1	

	N RENGSTORFF AVE Southbound				W MIDDLEFIELD RD Westbound				N RENGSTORFF AVE Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	4	176	46	226	20	54	32	106	24	**100**	15	**139**	**35**	**113**	18	**166**	637
05:30 PM	3	183	60	246	27	65	**34**	126	21	94	10	125	23	105	**30**	158	**655**
05:45 PM	4	147	39	190	**38**	**80**	30	**148**	**25**	94	**18**	137	32	102	14	148	623
06:00 PM	**6**	**186**	**63**	**255**	36	50	29	115	21	98	9	128	28	90	24	142	640
Total Volume	17	692	208	917	121	249	125	495	91	386	52	529	118	410	86	614	2555
% App. Total	1.9	75.5	22.7		24.4	50.3	25.3		17.2	73	9.8		19.2	66.8	14		
PHF	.708	.930	.825	.899	.796	.778	.919	.836	.910	.965	.722	.951	.843	.907	.717	.925	.975

Traffic Data Service

Campbell, CA

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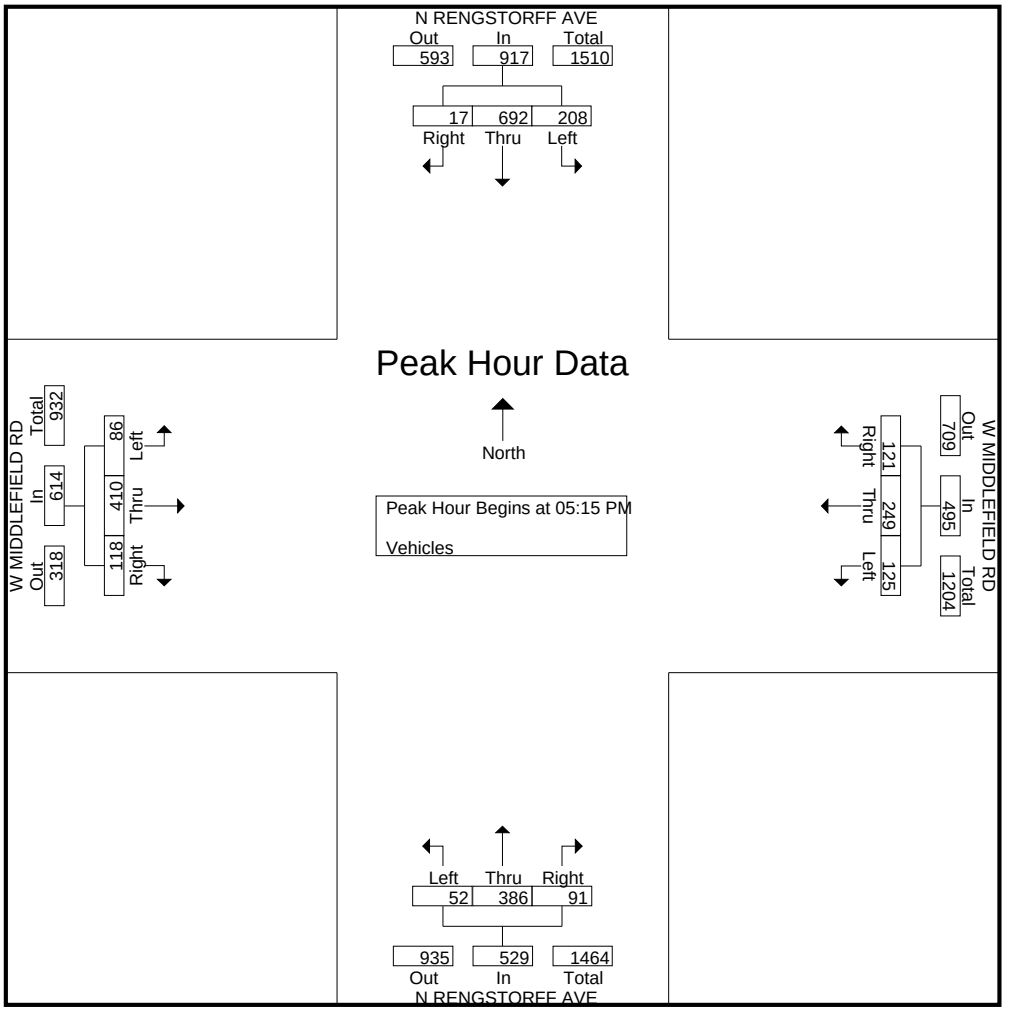
File Name : 35PM FINAL
Site Code : 00000035
Start Date : 6/2/2015
Page No : 2



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tdsbay@cs.com

File Name : 35PM FINAL
Site Code : 00000035
Start Date : 6/2/2015
Page No : 1

Groups Printed- Bikes

	N RENGSTORFF AVE Southbound					W MIDDLEFIELD RD Westbound					N RENGSTORFF AVE Northbound					W MIDDLEFIELD RD 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
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4
04:15 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	5
04:30 PM	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	10
04:45 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Total	0	10	0	0	10	0	3	4	0	7	0	0	0	0	0	1	5	0	0	6	23
05:00 PM	0	4	1	0	5	0	3	0	0	3	0	1	0	0	1	1	5	0	0	6	15
05:15 PM	0	7	0	0	7	0	2	1	0	3	1	0	0	0	1	0	6	0	0	6	17
05:30 PM	0	7	0	0	7	1	5	1	0	7	0	3	1	0	4	0	5	1	0	6	24
05:45 PM	0	9	2	0	11	0	4	4	0	8	0	1	0	0	1	0	4	1	0	5	25
Total	0	27	3	0	30	1	14	6	0	21	1	5	1	0	7	1	20	2	0	23	81
06:00 PM	1	8	1	0	10	0	3	2	0	5	0	0	0	0	0	0	0	1	0	1	16
06:15 PM	0	10	0	0	10	0	0	4	0	4	1	0	0	0	1	0	3	0	0	3	18
06:30 PM	0	6	0	0	6	0	1	4	0	5	0	0	0	0	0	0	5	1	0	6	17
06:45 PM	0	8	0	0	8	0	0	2	0	2	1	0	0	0	1	0	4	0	0	4	15
Total	1	32	1	0	34	0	4	12	0	16	2	0	0	0	2	0	12	2	0	14	66
Grand Total	1	69	4	0	74	1	21	22	0	44	3	5	1	0	9	2	37	4	0	43	170
Apprch %	1.4	93.2	5.4	0		2.3	47.7	50	0		33.3	55.6	11.1	0		4.7	86	9.3	0		
Total %	0.6	40.6	2.4	0	43.5	0.6	12.4	12.9	0	25.9	1.8	2.9	0.6	0	5.3	1.2	21.8	2.4	0	25.3	

	N RENGSTORFF AVE Southbound				W MIDDLEFIELD RD Westbound				N RENGSTORFF AVE Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	7	0	7	**1**	**5**	1	7	0	**3**	**1**	**4**	0	**5**	**1**	**6**	24
05:45 PM	0	9	**2**	**11**	0	4	**4**	**8**	0	1	0	1	0	4	1	5	**25**
06:00 PM	**1**	8	1	10	0	3	2	5	0	0	0	0	0	0	1	1	16
06:15 PM	0	**10**	0	10	0	0	4	4	**1**	0	0	1	0	3	0	3	18
Total Volume	1	34	3	38	1	12	11	24	1	4	1	6	0	12	3	15	83
% App. Total	2.6	89.5	7.9		4.2	50	45.8		16.7	66.7	16.7		0	80	20		
PHF	.250	.850	.375	.864	.250	.600	.688	.750	.250	.333	.250	.375	.000	.600	.750	.625	.830

Traffic Data Service

Campbell, CA

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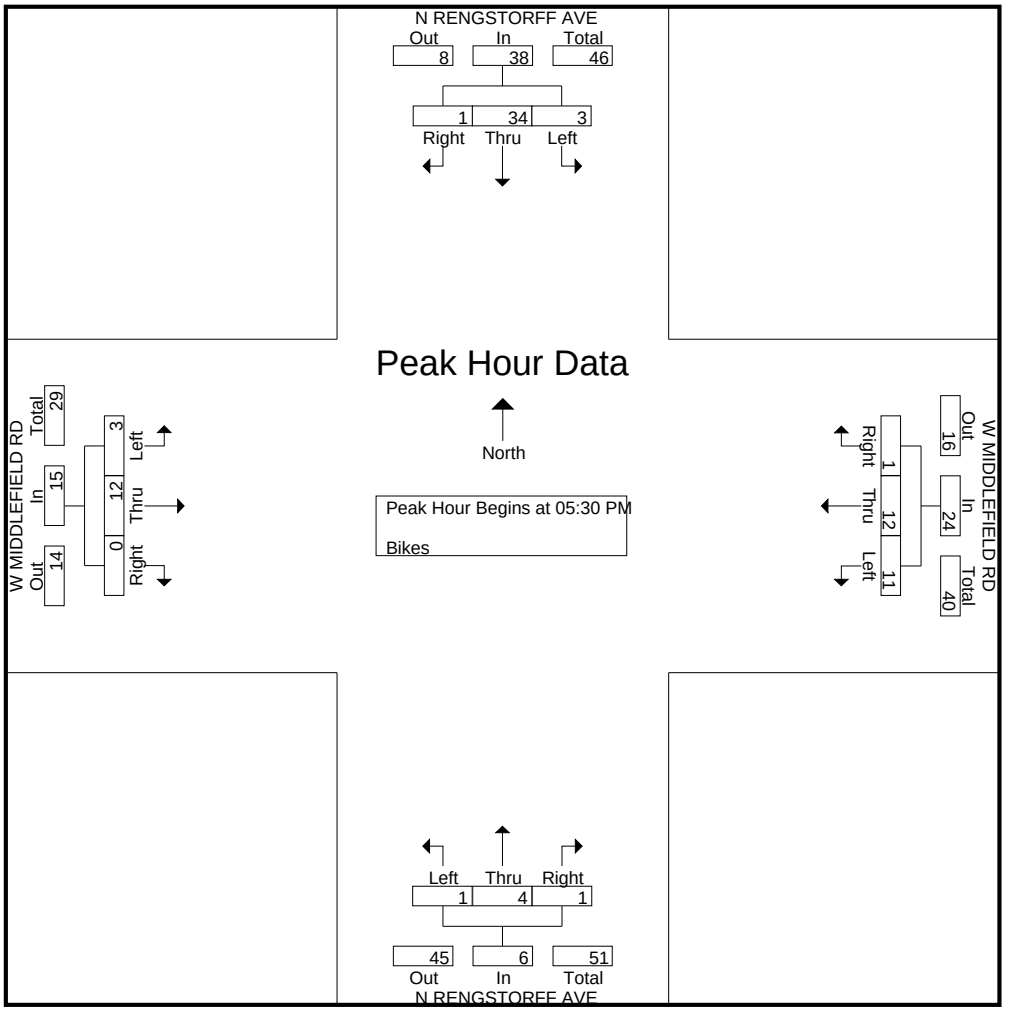
File Name : 35PM FINAL
Site Code : 00000035
Start Date : 6/2/2015
Page No : 2



Traffic Data Service

Campbell, CA
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tdsbay@cs.com

File Name : 49AM FINAL
Site Code : 00000049
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	N RENGSTORFF AVE Southbound					MONTECITO AVE Westbound					N RENGSTORFF AVE Northbound					JEWELL PL 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
07:00 AM	1	47	2	0	50	14	1	14	2	31	2	78	2	4	86	1	1	1	2	5	172
07:15 AM	1	69	2	4	76	9	1	10	3	23	4	103	0	5	112	1	2	1	0	4	215
07:30 AM	0	83	9	0	92	18	1	24	8	51	8	129	0	4	141	1	4	4	1	10	294
07:45 AM	2	116	5	6	129	30	2	21	3	56	9	161	0	2	172	3	2	5	1	11	368
Total	4	315	18	10	347	71	5	69	16	161	23	471	2	15	511	6	9	11	4	30	1049
08:00 AM	0	82	13	1	96	15	8	27	8	58	5	178	3	6	192	3	3	2	4	12	358
08:15 AM	2	93	11	4	110	32	8	26	2	68	20	214	3	0	237	1	10	4	3	18	433
08:30 AM	1	89	10	1	101	31	10	30	3	74	10	198	3	1	212	3	2	2	0	7	394
08:45 AM	2	82	11	3	98	20	4	33	5	62	6	183	7	3	199	0	1	2	3	6	365
Total	5	346	45	9	405	98	30	116	18	262	41	773	16	10	840	7	16	10	10	43	1550
09:00 AM	2	83	10	0	95	24	4	19	2	49	10	181	4	4	199	6	2	8	3	19	362
09:15 AM	1	83	7	1	92	19	0	20	1	40	10	183	3	3	199	1	2	0	3	6	337
09:30 AM	3	90	3	3	99	14	2	23	3	42	15	189	3	2	209	1	1	2	3	7	357
09:45 AM	3	90	3	0	96	14	2	26	2	44	13	186	2	1	202	2	2	4	2	10	352
Total	9	346	23	4	382	71	8	88	8	175	48	739	12	10	809	10	7	14	11	42	1408
Grand Total	18	1007	86	23	1134	240	43	273	42	598	112	1983	30	35	2160	23	32	35	25	115	4007
Apprch %	1.6	88.8	7.6	2		40.1	7.2	45.7	7		5.2	91.8	1.4	1.6		20	27.8	30.4	21.7		
Total %	0.4	25.1	2.1	0.6	28.3	6	1.1	6.8	1	14.9	2.8	49.5	0.7	0.9	53.9	0.6	0.8	0.9	0.6	2.9	

	N RENGSTORFF AVE Southbound				MONTECITO AVE Westbound				N RENGSTORFF AVE Northbound				JEWELL PL Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**2**	**93**	**11**	**106**	**32**	8	26	66	**20**	**214**	3	**237**	1	**10**	4	15	**424**
08:30 AM	1	89	10	100	31	**10**	30	**71**	10	198	3	211	3	2	2	7	389
08:45 AM	2	82	11	95	20	4	**33**	57	6	183	**7**	196	0	1	2	3	351
09:00 AM	2	83	10	95	24	4	19	47	10	181	4	195	**6**	2	**8**	**16**	353
Total Volume	7	347	42	396	107	26	108	241	46	776	17	839	10	15	16	41	1517
% App. Total	1.8	87.6	10.6		44.4	10.8	44.8		5.5	92.5	2		24.4	36.6	39		
PHF	.875	.933	.955	.934	.836	.650	.818	.849	.575	.907	.607	.885	.417	.375	.500	.641	.894

Traffic Data Service

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File Name : 49AM FINAL
Site Code : 00000049
Start Date : 6/4/2015
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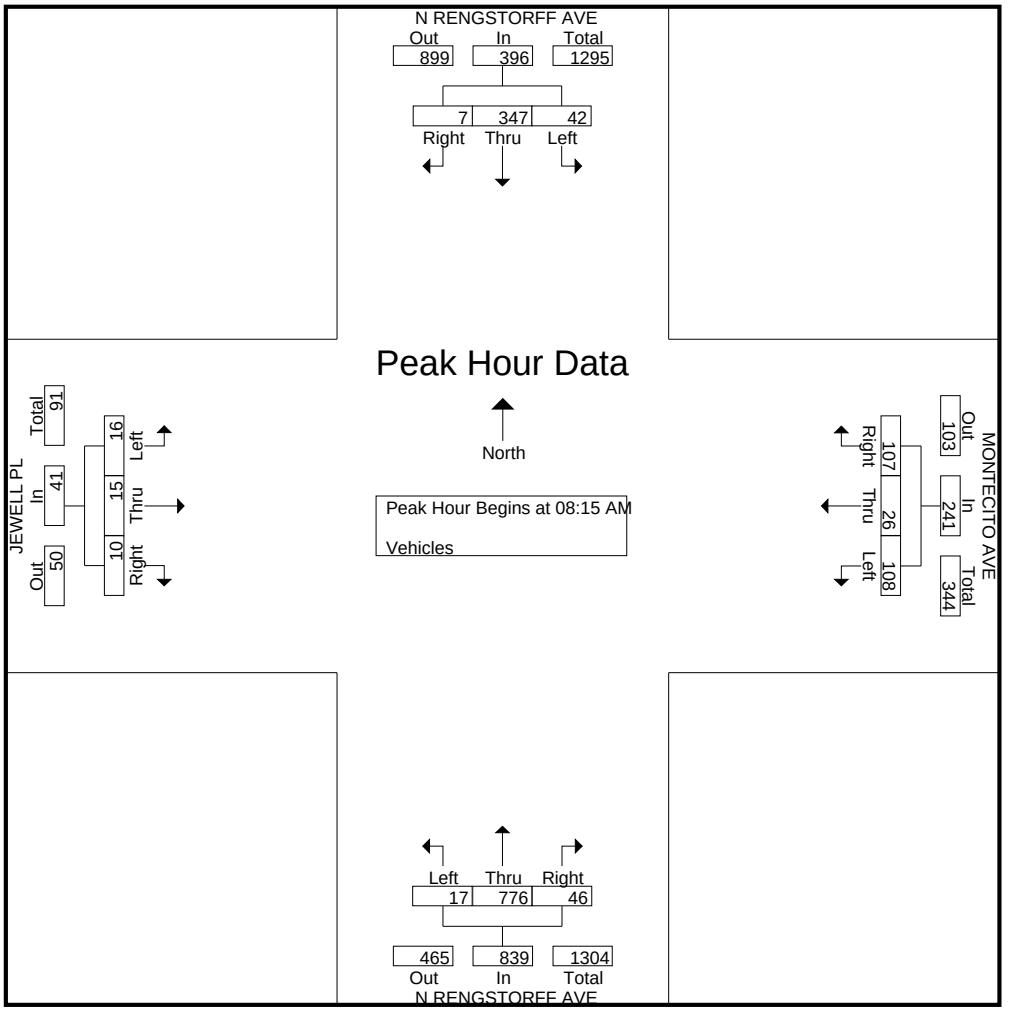


Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 49AM FINAL
Site Code : 00000049
Start Date : 6/4/2015
Page No : 1

Groups Printed- Bikes

	N RENGSTORFF AVE Southbound					MONTECITO AVE Westbound					N RENGSTORFF AVE Northbound					JEWELL PL 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
07:00 AM	0	1	0	0	1	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
07:30 AM	0	1	0	0	1	0	2	1	0	3	4	8	0	0	12	0	0	0	0	0	16
07:45 AM	0	0	1	0	1	3	0	0	0	3	4	13	1	0	18	0	4	0	0	4	26
Total	0	2	1	0	3	3	3	1	0	7	10	27	1	0	38	0	4	0	0	4	52
08:00 AM	0	2	0	0	2	0	2	1	0	3	2	5	1	0	8	0	1	0	0	1	14
08:15 AM	0	2	0	0	2	0	3	1	0	4	1	17	0	0	18	0	0	0	0	0	24
08:30 AM	0	1	0	0	1	1	3	4	0	8	2	8	0	0	10	0	1	0	0	1	20
08:45 AM	0	2	0	0	2	1	0	0	0	1	0	18	0	0	18	0	1	0	0	1	22
Total	0	7	0	0	7	2	8	6	0	16	5	48	1	0	54	0	3	0	0	3	80
09:00 AM	0	4	0	0	4	0	2	1	0	3	2	18	0	0	20	0	0	0	0	0	27
09:15 AM	0	0	0	0	0	0	2	1	0	3	2	8	2	0	12	0	3	0	0	3	18
09:30 AM	0	1	0	0	1	0	0	1	0	1	1	8	0	0	9	1	0	0	0	1	12
09:45 AM	0	3	1	0	4	0	2	3	0	5	3	10	0	0	13	0	0	0	0	0	22
Total	0	8	1	0	9	0	6	6	0	12	8	44	2	0	54	1	3	0	0	4	79
Grand Total	0	17	2	0	19	5	17	13	0	35	23	119	4	0	146	1	10	0	0	11	211
Apprch %	0	89.5	10.5	0		14.3	48.6	37.1	0		15.8	81.5	2.7	0		9.1	90.9	0	0		
Total %	0	8.1	0.9	0	9	2.4	8.1	6.2	0	16.6	10.9	56.4	1.9	0	69.2	0.5	4.7	0	0	5.2	

	N RENGSTORFF AVE Southbound				MONTECITO AVE Westbound				N RENGSTORFF AVE Northbound				JEWELL PL Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	2	0	2	0	**3**	1	4	1	17	0	18	0	0	0	0	24
08:30 AM	0	1	0	1	**1**	3	**4**	**8**	**2**	8	0	10	0	**1**	0	**1**	20
08:45 AM	0	2	0	2	1	0	0	1	0	**18**	0	18	0	1	0	1	22
09:00 AM	0	**4**	0	**4**	0	2	1	3	2	18	0	**20**	0	0	0	0	**27**
Total Volume	0	9	0	9	2	8	6	16	5	61	0	66	0	2	0	2	93
% App. Total	0	100	0		12.5	50	37.5		7.6	92.4	0		0	100	0		
PHF	.000	.563	.000	.563	.500	.667	.375	.500	.625	.847	.000	.825	.000	.500	.000	.500	.861

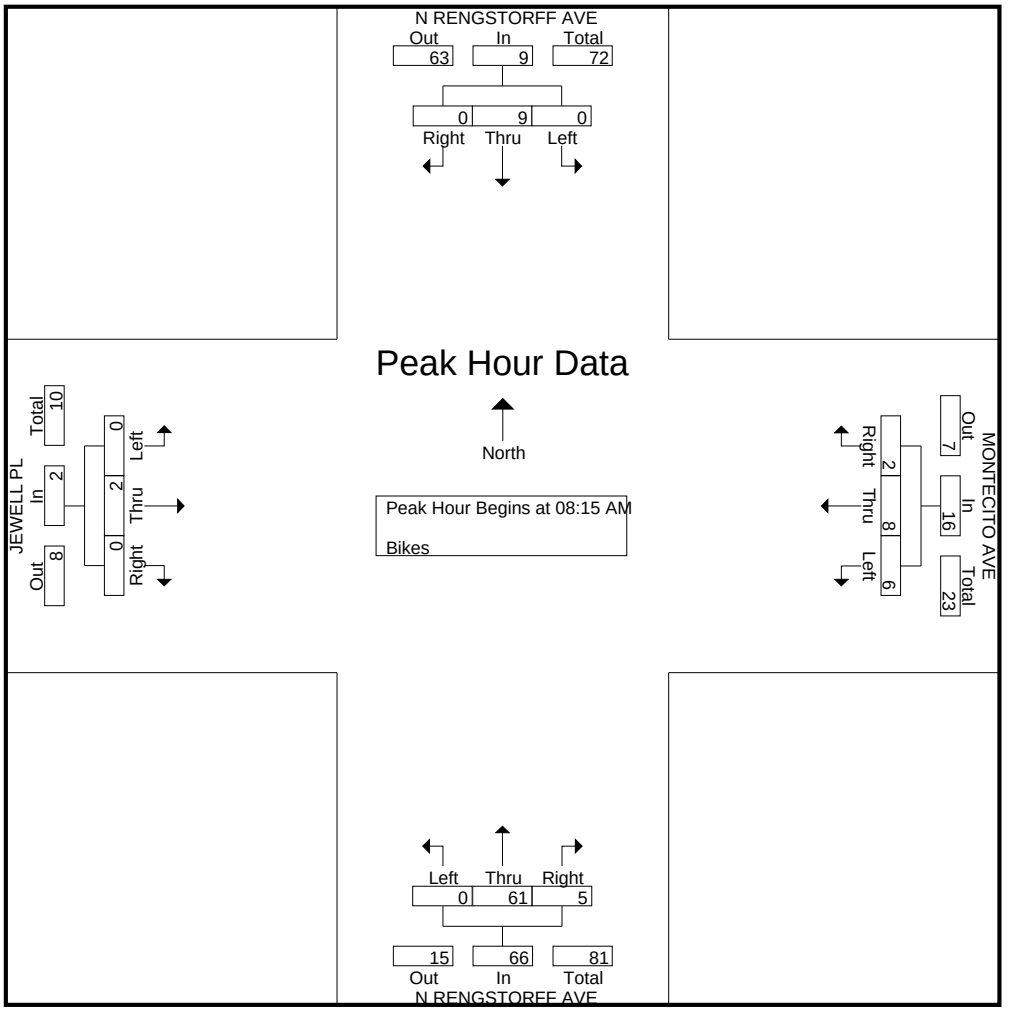
Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 49AM FINAL
Site Code : 00000049
Start Date : 6/4/2015
Page No : 2



Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 49PM FINAL
Site Code : 00000049
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	N RENGSTORFF AVE Southbound					MONTECITO AVE Westbound					N RENGSTORFF AVE Northbound					JEWELL PL 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
04:00 PM	1	147	11	2	161	9	3	14	5	31	18	100	2	2	122	1	0	3	5	9	323
04:15 PM	5	165	15	4	189	9	2	11	5	27	17	94	2	0	113	2	6	0	1	9	338
04:30 PM	0	119	9	2	130	15	2	13	1	31	18	108	2	3	131	4	2	3	3	12	304
04:45 PM	3	119	11	0	133	14	4	9	3	30	17	143	2	3	165	3	4	1	2	10	338
Total	9	550	46	8	613	47	11	47	14	119	70	445	8	8	531	10	12	7	11	40	1303
05:00 PM	5	163	16	1	185	8	4	9	3	24	22	122	2	3	149	3	4	3	0	10	368
05:15 PM	1	154	19	3	177	5	7	8	3	23	15	108	8	2	133	5	8	5	1	19	352
05:30 PM	7	189	20	0	216	7	2	16	2	27	16	96	0	0	112	3	3	0	6	12	367
05:45 PM	4	142	24	2	172	10	1	10	2	23	17	94	4	1	116	1	6	0	3	10	321
Total	17	648	79	6	750	30	14	43	10	97	70	420	14	6	510	12	21	8	10	51	1408
06:00 PM	2	133	10	0	145	8	7	15	5	35	24	93	4	0	121	3	5	5	2	15	316
06:15 PM	0	153	36	1	190	10	2	13	4	29	14	106	4	3	127	3	4	2	4	13	359
06:30 PM	2	157	15	1	175	14	3	9	5	31	24	103	7	3	137	1	4	4	3	12	355
06:45 PM	5	135	23	2	165	9	1	13	2	25	17	103	2	5	127	2	1	2	2	7	324
Total	9	578	84	4	675	41	13	50	16	120	79	405	17	11	512	9	14	13	11	47	1354
Grand Total	35	1776	209	18	2038	118	38	140	40	336	219	1270	39	25	1553	31	47	28	32	138	4065
Apprch %	1.7	87.1	10.3	0.9		35.1	11.3	41.7	11.9		14.1	81.8	2.5	1.6		22.5	34.1	20.3	23.2		
Total %	0.9	43.7	5.1	0.4	50.1	2.9	0.9	3.4	1	8.3	5.4	31.2	1	0.6	38.2	0.8	1.2	0.7	0.8	3.4	

	N RENGSTORFF AVE Southbound				MONTECITO AVE Westbound				N RENGSTORFF AVE Northbound				JEWELL PL Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	119	11	133	**14**	4	9	**27**	17	**143**	2	**162**	3	4	1	8	330
05:00 PM	5	163	16	184	8	4	9	21	**22**	122	2	146	3	4	3	10	**361**
05:15 PM	1	154	19	174	5	**7**	8	20	15	108	**8**	131	**5**	**8**	**5**	**18**	343
05:30 PM	**7**	**189**	**20**	**216**	7	2	**16**	25	16	96	0	112	3	3	0	6	359
Total Volume	16	625	66	707	34	17	42	93	70	469	12	551	14	19	9	42	1393
% App. Total	2.3	88.4	9.3		36.6	18.3	45.2		12.7	85.1	2.2		33.3	45.2	21.4		
PHF	.571	.827	.825	.818	.607	.607	.656	.861	.795	.820	.375	.850	.700	.594	.450	.583	.965

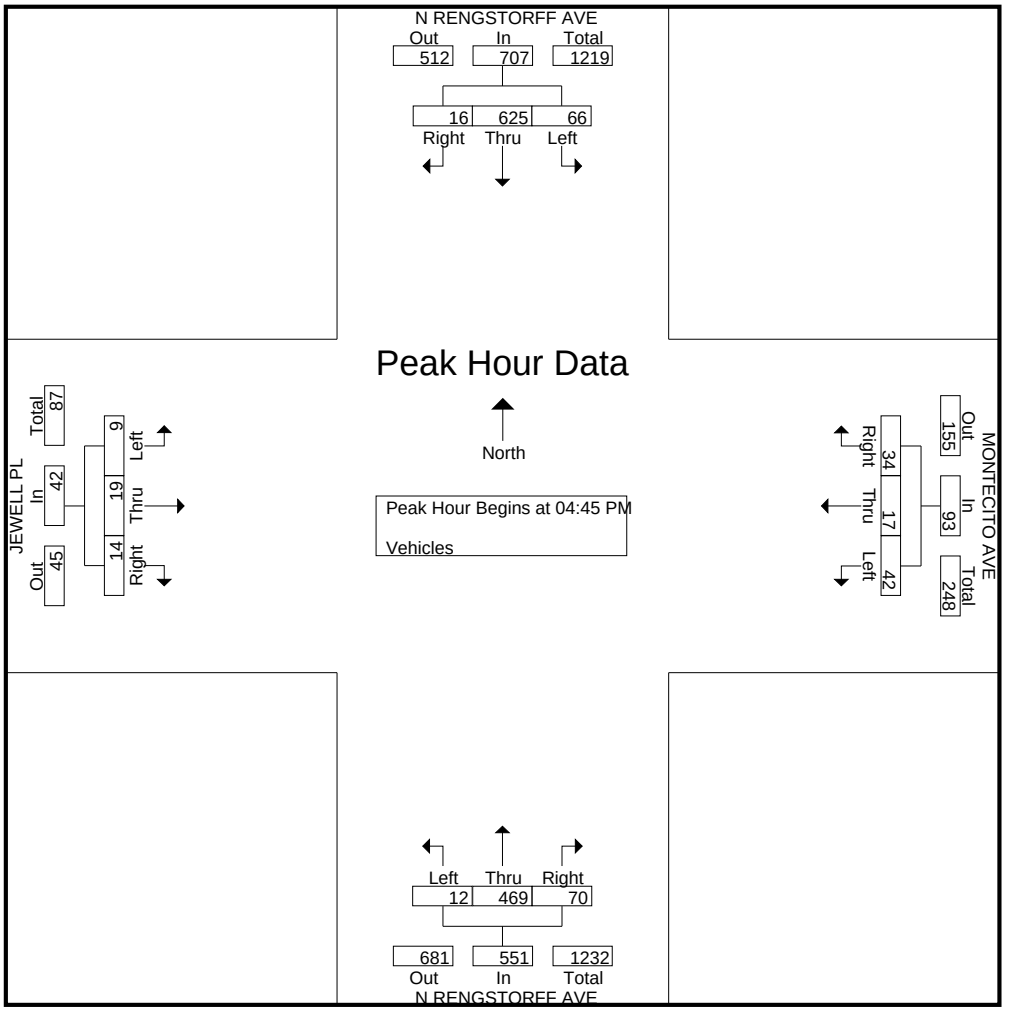
Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 49PM FINAL
Site Code : 00000049
Start Date : 6/4/2015
Page No : 2



Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 49PM FINAL
Site Code : 00000049
Start Date : 6/4/2015
Page No : 1

Groups Printed- Bikes

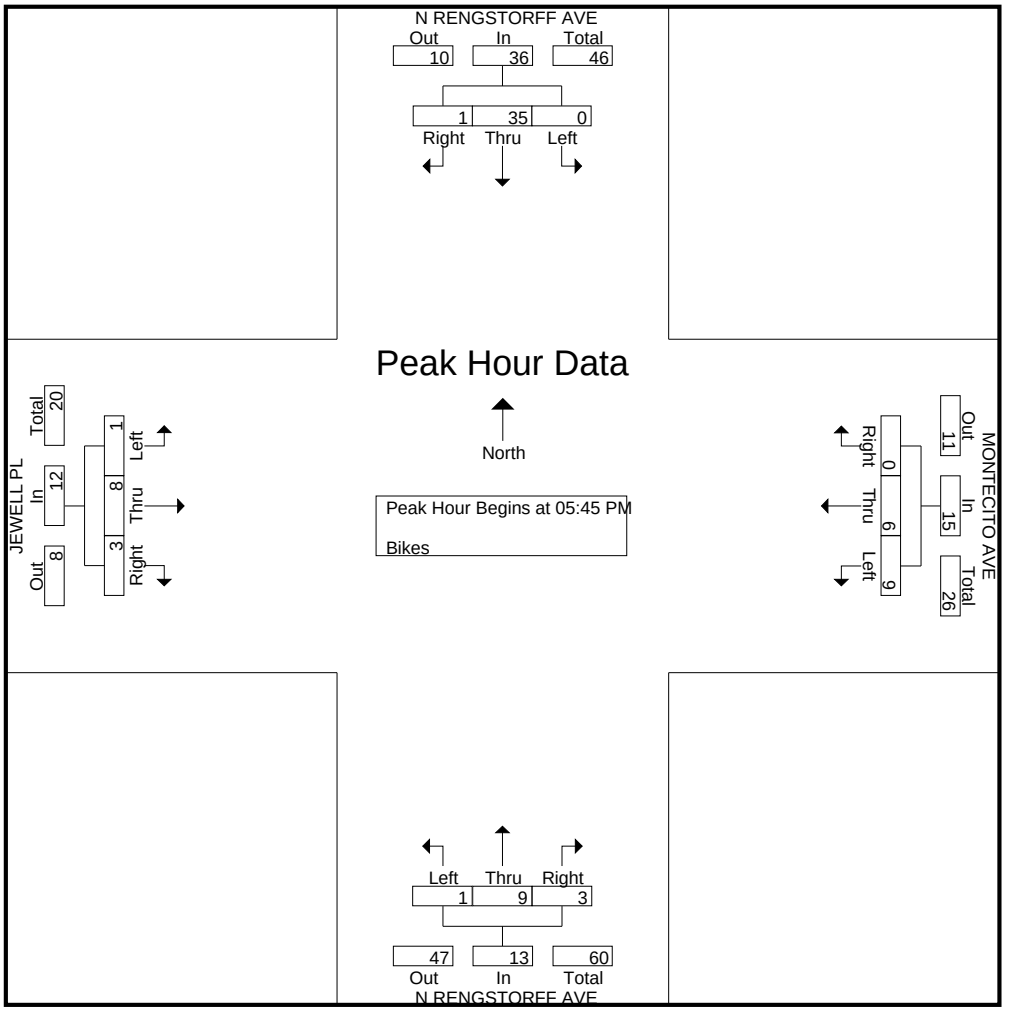
	N RENGSTORFF AVE Southbound					MONTECITO AVE Westbound					N RENGSTORFF AVE Northbound					JEWELL PL Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	4
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	5
04:45 PM	0	7	0	0	7	1	0	1	0	2	0	1	0	0	1	1	0	0	0	1	11
Total	0	13	0	0	13	1	1	1	0	3	2	3	0	0	5	1	1	0	0	2	23
05:00 PM	1	7	0	0	8	0	0	2	0	2	1	0	1	0	2	0	2	0	0	2	14
05:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	4
05:30 PM	0	3	0	0	3	0	1	4	0	5	1	2	0	0	3	1	1	0	0	2	13
05:45 PM	1	7	0	0	8	0	1	2	0	3	0	2	0	0	2	0	2	0	0	2	15
Total	2	19	0	0	21	0	2	9	0	11	2	4	1	0	7	2	5	0	0	7	46
06:00 PM	0	9	0	0	9	0	2	2	0	4	3	1	0	0	4	3	0	0	0	3	20
06:15 PM	0	10	0	0	10	0	2	3	0	5	0	3	0	0	3	0	4	1	0	5	23
06:30 PM	0	9	0	0	9	0	1	2	0	3	0	3	1	0	4	0	2	0	0	2	18
06:45 PM	0	3	1	0	4	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	9
Total	0	31	1	0	32	1	8	7	0	16	3	7	1	0	11	3	7	1	0	11	70
Grand Total	2	63	1	0	66	2	11	17	0	30	7	14	2	0	23	6	13	1	0	20	139
Apprch %	3	95.5	1.5	0		6.7	36.7	56.7	0		30.4	60.9	8.7	0		30	65	5	0		
Total %	1.4	45.3	0.7	0	47.5	1.4	7.9	12.2	0	21.6	5	10.1	1.4	0	16.5	4.3	9.4	0.7	0	14.4	

	N RENGSTORFF AVE Southbound				MONTECITO AVE Westbound				N RENGSTORFF AVE Northbound				JEWELL PL Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	**1**	7	0	8	0	1	2	3	0	2	0	2	0	2	0	2	15
06:00 PM	0	9	0	9	0	**2**	2	4	**3**	1	0	**4**	**3**	0	0	3	20
06:15 PM	0	**10**	0	**10**	0	2	**3**	**5**	0	**3**	0	3	0	**4**	**1**	**5**	**23**
06:30 PM	0	9	0	9	0	1	2	3	0	3	**1**	4	0	2	0	2	18
Total Volume	1	35	0	36	0	6	9	15	3	9	1	13	3	8	1	12	76
% App. Total	2.8	97.2	0		0	40	60		23.1	69.2	7.7		25	66.7	8.3		
PHF	.250	.875	.000	.900	.000	.750	.750	.750	.250	.750	.250	.813	.250	.500	.250	.600	.826

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 49PM FINAL
Site Code : 00000049
Start Date : 6/4/2015
Page No : 2



ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-055 Rengstorff Avenue-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	Rengstorff Avenue Southbound					Central Expressway Westbound					Rengstorff Avenue Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	5	35	21	0	61	18	250	23	1	292	9	62	9	0	80	4	48	8	1	61	494	2
07:15	9	42	18	0	69	21	277	29	0	327	20	55	11	0	86	16	83	11	1	111	593	1
07:30	7	50	22	0	79	23	370	35	0	428	21	90	21	0	132	17	92	14	0	123	762	0
07:45	7	58	23	1	89	40	365	52	0	457	24	91	19	0	134	24	168	21	2	215	895	3
Total	28	185	84	1	298	102	1262	139	1	1504	74	298	60	0	432	61	391	54	4	510	2744	6
08:00	14	62	17	0	93	32	312	44	0	388	29	123	30	0	182	21	146	22	1	190	853	1
08:15	17	83	14	0	114	32	305	57	0	394	53	139	33	0	225	24	173	23	1	221	954	1
08:30	8	61	19	1	89	44	381	51	1	477	37	150	27	0	214	26	229	36	4	295	1075	6
08:45	23	68	24	0	115	38	304	44	0	386	34	130	38	0	202	39	284	26	3	352	1055	3
Total	62	274	74	1	411	146	1302	196	1	1645	153	542	128	0	823	110	832	107	9	1058	3937	11
09:00	13	72	17	0	102	43	301	37	2	383	25	116	25	0	166	17	164	23	0	204	855	2
09:15	13	76	28	0	117	42	282	44	0	368	21	120	12	0	153	23	206	14	4	247	885	4
09:30	11	37	25	0	73	25	284	35	0	344	27	89	15	0	131	22	172	13	2	209	757	2
09:45	22	88	26	0	136	54	298	35	0	387	36	132	32	0	200	20	149	20	3	192	915	3
Total	59	273	96	0	428	164	1165	151	2	1482	109	457	84	0	650	82	691	70	9	852	3412	11
16:00	17	103	14	0	134	30	148	16	0	194	18	70	25	0	113	38	289	30	6	363	804	6
16:15	26	84	9	0	119	41	230	28	0	299	18	79	25	0	122	28	296	35	4	363	903	4
16:30	28	116	20	0	164	34	183	24	2	243	20	96	33	0	149	19	263	29	2	313	869	4
16:45	22	91	11	0	124	31	219	20	1	271	19	67	24	0	110	32	337	42	3	414	919	4
Total	93	394	54	0	541	136	780	88	3	1007	75	312	107	0	494	117	1185	136	15	1453	3495	18
17:00	23	140	9	0	172	31	227	33	0	291	15	87	28	0	130	37	315	30	4	386	979	4
17:15	28	86	8	0	122	45	271	23	0	339	28	81	59	0	168	25	324	37	6	392	1021	6
17:30	44	124	14	0	182	50	270	25	0	345	25	66	28	0	119	16	301	22	5	344	990	5
17:45	24	118	12	0	154	55	282	21	0	358	23	72	32	0	127	28	271	37	6	342	981	6
Total	119	468	43	0	630	181	1050	102	0	1333	91	306	147	0	544	106	1211	126	21	1464	3971	21
18:00	14	100	15	0	129	46	251	14	0	311	13	62	32	0	107	30	357	53	4	444	991	4
18:15	28	96	4	0	128	50	244	24	0	318	32	81	33	0	146	35	315	44	5	399	991	5
18:30	18	108	6	0	132	47	234	40	1	322	22	72	35	0	129	32	313	37	2	384	967	3
18:45	27	148	11	0	186	30	194	28	0	252	21	84	45	0	150	21	275	28	3	327	915	3
Total	87	452	36	0	575	173	923	106	1	1203	88	299	145	0	532	118	1260	162	14	1554	3864	15
Grand Total	448	2046	387	2	2883	902	6482	782	8	8174	590	2214	671	0	3475	594	5570	655	72	6891	21423	82
Apprch %	15.5%	71.0%	13.4%	0.1%		11.0%	79.3%	9.6%	0.1%		17.0%	63.7%	19.3%	0.0%		8.6%	80.8%	9.5%	1.0%			
Total %	2.1%	9.6%	1.8%	0.0%	13.5%	4.2%	30.3%	3.7%	0.0%	38.2%	2.8%	10.3%	3.1%	0.0%	16.2%	2.8%	26.0%	3.1%	0.3%	32.2%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-055 Rengstorff Avenue-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Rengstorff Avenue Southbound					Central Expressway Westbound					Rengstorff Avenue Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	17	83	14	0	114	32	305	57	0	394	53	139	33	0	225	24	173	23	1	221	954
08:30	8	61	19	1	89	44	381	51	1	477	37	150	27	0	214	26	229	36	4	295	1075
08:45	23	68	24	0	115	38	304	44	0	386	34	130	38	0	202	39	284	26	3	352	1055
09:00	13	72	17	0	102	43	301	37	2	383	25	116	25	0	166	17	164	23	0	204	855
Total Volume	61	284	74	1	420	157	1291	189	3	1640	149	535	123	0	807	106	850	108	8	1072	3939
% App Total	14.5%	67.6%	17.6%	0.2%		9.6%	78.7%	11.5%	0.2%		18.5%	66.3%	15.2%	0.0%		9.9%	79.3%	10.1%	0.7%		
PHF	.663	.855	.771	.250	.913	.892	.847	.829	.375	.860	.703	.892	.809	.000	.897	.679	.748	.750	.500	.761	.916

PM PEAK HOUR	Rengstorff Avenue Southbound					Central Expressway Westbound					Rengstorff Avenue Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	28	86	8	0	122	45	271	23	0	339	28	81	59	0	168	25	324	37	6	392	1021
17:30	44	124	14	0	182	50	270	25	0	345	25	66	28	0	119	16	301	22	5	344	990
17:45	24	118	12	0	154	55	282	21	0	358	23	72	32	0	127	28	271	37	6	342	981
18:00	14	100	15	0	129	46	251	14	0	311	13	62	32	0	107	30	357	53	4	444	991
Total Volume	110	428	49	0	587	196	1074	83	0	1353	89	281	151	0	521	99	1253	149	21	1522	3983
% App Total	18.7%	72.9%	8.3%	0.0%		14.5%	79.4%	6.1%	0.0%		17.1%	53.9%	29.0%	0.0%		6.5%	82.3%	9.8%	1.4%		
PHF	.625	.863	.817	.000	.806	.891	.952	.830	.000	.945	.795	.867	.640	.000	.775	.825	.877	.703	.875	.857	.975

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-055 Rengstorff Avenue-Central Expressway.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Rengstorff Avenue Southbound					Central Expressway Westbound					Rengstorff Avenue Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	2	1	3	3	0	2	1	1	3	0	1	5	0	6	0	0	1	3	1	13	7
07:15	0	4	0	0	4	0	1	1	6	2	0	4	0	0	4	0	2	0	3	2	12	9
07:30	0	2	3	0	5	0	1	0	2	1	1	6	2	0	9	0	0	0	4	0	15	6
07:45	0	12	2	0	14	0	2	0	1	2	0	9	0	0	9	1	0	1	3	2	27	4
Total	0	20	6	3	26	0	6	2	10	8	1	20	7	0	28	1	2	2	13	5	67	26
08:00	0	3	0	0	3	0	0	0	4	0	0	15	1	0	16	1	0	2	6	3	22	10
08:15	0	0	0	0	0	0	2	0	4	2	1	10	0	0	11	0	1	0	4	1	14	8
08:30	0	1	0	2	1	0	1	0	0	1	0	0	5	0	5	1	0	2	7	3	10	9
08:45	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	6	0
Total	0	4	0	2	4	0	3	0	8	3	1	29	7	0	37	3	1	4	17	8	52	27
09:00	0	1	0	0	1	0	1	0	7	1	0	16	0	0	16	0	2	0	4	2	20	11
09:15	0	4	0	5	4	0	0	0	2	0	0	8	0	0	8	0	3	0	1	3	15	8
09:30	0	2	0	0	2	0	2	1	5	3	0	12	0	0	12	0	3	0	4	3	20	9
09:45	0	1	0	5	1	0	2	1	4	3	0	14	0	0	14	0	3	1	1	4	22	10
Total	0	8	0	10	8	0	5	2	18	7	0	50	0	0	50	0	11	1	10	12	77	38
16:00	0	1	0	1	1	0	0	2	4	2	0	4	0	0	4	0	1	0	3	1	8	8
16:15	0	1	0	2	1	0	0	1	0	1	0	1	1	0	2	2	1	1	8	4	8	10
16:30	0	4	2	0	6	0	2	0	6	2	0	1	1	0	2	0	2	3	4	5	15	10
16:45	0	1	0	0	1	0	0	0	4	0	0	2	1	0	3	0	4	1	3	5	9	7
Total	0	7	2	3	9	0	2	3	14	5	0	8	3	0	11	2	8	5	18	15	40	35
17:00	0	9	0	3	9	0	1	0	9	1	0	6	0	0	6	0	1	1	5	2	18	17
17:15	0	5	0	2	5	0	2	1	6	3	0	5	0	0	5	0	3	0	7	3	16	15
17:30	0	12	0	6	12	0	1	0	0	1	0	7	0	0	7	2	5	1	9	8	28	15
17:45	0	11	0	0	11	0	0	1	8	1	1	3	0	0	4	0	2	1	10	3	19	18
Total	0	37	0	11	37	0	4	2	23	6	1	21	0	0	22	2	11	3	31	16	81	65
18:00	0	12	0	2	12	0	1	0	2	1	0	0	0	0	0	0	5	0	2	5	18	6
18:15	0	10	0	1	10	0	3	0	3	3	0	2	0	0	2	0	1	0	5	1	16	9
18:30	0	10	0	0	10	0	2	0	0	2	0	0	0	0	0	0	3	1	12	4	16	12
18:45	0	6	0	2	6	0	0	0	9	0	0	0	0	0	0	0	2	0	7	2	8	18
Total	0	38	0	5	38	0	6	0	14	6	0	2	0	0	2	0	11	1	26	12	58	45
Grand Total	0	114	8	34	122	0	26	9	87	35	3	130	17	0	150	8	44	16	115	68	375	236
Apprch %	0.0%	93.4%	6.6%			0.0%	74.3%	25.7%			2.0%	86.7%	11.3%			11.8%	64.7%	23.5%				
Total %	0.0%	30.4%	2.1%		32.5%	0.0%	6.9%	2.4%		9.3%	0.8%	34.7%	4.5%		40.0%	2.1%	11.7%	4.3%		18.1%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-055 Rengstorff Avenue-Central Expressway.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Rengstorff Avenue Southbound					Central Expressway Westbound					Rengstorff Avenue Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	0	0	0	0	0	0	2	0	4	2	1	10	0	0	11	0	1	0	4	1	14
08:30	0	1	0	2	1	0	1	0	0	1	0	0	5	0	5	1	0	2	7	3	10
08:45	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	6
09:00	0	1	0	0	1	0	1	0	7	1	0	16	0	0	16	0	2	0	4	2	20
Total Volume	0	2	0	2	2	0	4	0	11	4	1	30	6	0	37	2	3	2	15	7	50
% App Total	0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			2.7%	81.1%	16.2%			28.6%	42.9%	28.6%			
PHF	.000	.500	.000		.500	.000	.500	.000		.500	.250	.469	.300		.578	.500	.375	.250		.583	.625

PM PEAK HOUR	Rengstorff Avenue Southbound					Central Expressway Westbound					Rengstorff Avenue Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	5	0	2	5	0	2	1	6	3	0	5	0	0	5	0	3	0	7	3	16
17:30	0	12	0	6	12	0	1	0	0	1	0	7	0	0	7	2	5	1	9	8	28
17:45	0	11	0	0	11	0	0	1	8	1	1	3	0	0	4	0	2	1	10	3	19
18:00	0	12	0	2	12	0	1	0	2	1	0	0	0	0	0	0	5	0	2	5	18
Total Volume	0	40	0	10	40	0	4	2	16	6	1	15	0	0	16	2	15	2	28	19	81
% App Total	0.0%	100.0%	0.0%			0.0%	66.7%	33.3%			6.3%	93.8%	0.0%			10.5%	78.9%	10.5%			
PHF	.000	.833	.000		.833	.000	.500	.500		.500	.250	.536	.000		.571	.250	.750	.500		.594	.723

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-067 Rengstorff Avenue-California Street.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	Rengstorff Avenue Southbound					California Street Westbound					Rengstorff Avenue Northbound					California Street Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	3	38	12	0	53	7	44	13	0	64	2	43	1	0	46	20	20	13	0	53	216	0
07:15	10	53	20	0	83	9	51	18	0	78	7	40	6	0	53	13	32	10	0	55	269	0
07:30	9	60	13	0	82	14	67	22	0	103	8	61	10	0	79	24	45	12	0	81	345	0
07:45	20	100	25	0	145	18	81	26	0	125	9	79	13	0	101	19	49	11	0	79	450	0
Total	42	251	70	0	363	48	243	79	0	370	26	223	30	0	279	76	146	46	0	268	1280	0
08:00	23	78	20	1	122	17	87	36	0	140	11	79	10	0	100	38	66	15	0	119	481	1
08:15	27	80	23	1	131	18	74	44	0	136	17	112	14	1	144	36	59	25	0	120	531	2
08:30	23	85	32	1	141	21	87	53	0	161	7	94	12	0	113	35	54	14	0	103	518	1
08:45	17	104	35	0	156	13	77	41	0	131	12	86	11	1	110	35	54	19	0	108	505	1
Total	90	347	110	3	550	69	325	174	0	568	47	371	47	2	467	144	233	73	0	450	2035	5
09:00	23	74	39	2	138	6	98	27	0	131	8	74	9	0	91	27	56	12	0	95	455	2
09:15	17	71	39	0	127	14	70	33	0	117	9	84	13	0	106	31	45	5	0	81	431	0
09:30	22	38	33	1	94	6	69	25	0	100	11	82	11	0	104	32	44	16	0	92	390	1
09:45	23	85	37	1	146	10	65	33	0	108	8	79	12	0	99	28	45	9	0	82	435	1
Total	85	268	148	4	505	36	302	118	0	456	36	319	45	0	400	118	190	42	0	350	1711	4
16:00	24	79	39	2	144	9	73	19	0	101	10	61	13	1	85	30	99	13	0	142	472	3
16:15	34	67	33	1	135	8	84	27	0	119	9	66	11	0	86	48	104	19	0	171	511	1
16:30	24	77	41	1	143	15	69	17	0	101	8	83	11	0	102	43	110	23	0	176	522	1
16:45	28	94	46	2	170	14	78	30	0	122	13	72	15	0	100	48	128	12	0	188	580	2
Total	110	317	159	6	592	46	304	93	0	443	40	282	50	1	373	169	441	67	0	677	2085	7
17:00	38	106	44	6	194	17	73	30	0	120	7	81	29	0	117	50	122	21	0	193	624	6
17:15	43	112	35	3	193	12	83	20	0	115	10	72	15	0	97	40	156	30	0	226	631	3
17:30	32	104	33	0	169	14	76	28	0	118	17	72	12	1	102	47	162	19	0	228	617	1
17:45	33	102	66	5	206	15	87	22	0	124	11	76	21	1	109	37	135	16	0	188	627	6
Total	146	424	178	14	762	58	319	100	0	477	45	301	77	2	425	174	575	86	0	835	2499	16
18:00	32	99	43	3	177	8	89	20	0	117	10	63	20	0	93	48	150	20	0	218	605	3
18:15	36	109	52	0	197	14	105	27	0	146	13	46	17	0	76	34	137	20	0	191	610	0
18:30	46	97	66	3	212	12	65	19	0	96	11	67	18	3	99	43	133	9	0	185	592	6
18:45	40	87	56	3	186	11	75	31	0	117	15	63	14	0	92	43	109	13	0	165	560	3
Total	154	392	217	9	772	45	334	97	0	476	49	239	69	3	360	168	529	62	0	759	2367	12
Grand Total	627	1999	882	36	3544	302	1827	661	0	2790	243	1735	318	8	2304	849	2114	376	0	3339	11977	44
Apprch %	17.7%	56.4%	24.9%	1.0%		10.8%	65.5%	23.7%	0.0%		10.5%	75.3%	13.8%	0.3%		25.4%	63.3%	11.3%	0.0%			
Total %	5.2%	16.7%	7.4%	0.3%	29.6%	2.5%	15.3%	5.5%	0.0%	23.3%	2.0%	14.5%	2.7%	0.1%	19.2%	7.1%	17.7%	3.1%	0.0%	27.9%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-067 Rengstorff Avenue-California Street.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Rengstorff Avenue Southbound					California Street Westbound					Rengstorff Avenue Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	23	78	20	1	122	17	87	36	0	140	11	79	10	0	100	38	66	15	0	119	481
08:15	27	80	23	1	131	18	74	44	0	136	17	112	14	1	144	36	59	25	0	120	531
08:30	23	85	32	1	141	21	87	53	0	161	7	94	12	0	113	35	54	14	0	103	518
08:45	17	104	35	0	156	13	77	41	0	131	12	86	11	1	110	35	54	19	0	108	505
Total Volume	90	347	110	3	550	69	325	174	0	568	47	371	47	2	467	144	233	73	0	450	2035
% App Total	16.4%	63.1%	20.0%	0.5%		12.1%	57.2%	30.6%	0.0%		10.1%	79.4%	10.1%	0.4%		32.0%	51.8%	16.2%	0.0%		
PHF	.833	.834	.786	.750	.881	.821	.934	.821	.000	.882	.691	.828	.839	.500	.811	.947	.883	.730	.000	.938	.958

PM PEAK HOUR	Rengstorff Avenue Southbound					California Street Westbound					Rengstorff Avenue Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	38	106	44	6	194	17	73	30	0	120	7	81	29	0	117	50	122	21	0	193	624
17:15	43	112	35	3	193	12	83	20	0	115	10	72	15	0	97	40	156	30	0	226	631
17:30	32	104	33	0	169	14	76	28	0	118	17	72	12	1	102	47	162	19	0	228	617
17:45	33	102	66	5	206	15	87	22	0	124	11	76	21	1	109	37	135	16	0	188	627
Total Volume	146	424	178	14	762	58	319	100	0	477	45	301	77	2	425	174	575	86	0	835	2499
% App Total	19.2%	55.6%	23.4%	1.8%		12.2%	66.9%	21.0%	0.0%		10.6%	70.8%	18.1%	0.5%		20.8%	68.9%	10.3%	0.0%		
PHF	.849	.946	.674	.583	.925	.853	.917	.833	.000	.962	.662	.929	.664	.500	.908	.870	.887	.717	.000	.916	.990

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-067 Rengstorff Avenue-California Street.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Rengstorff Avenue Southbound					California Street Westbound					Rengstorff Avenue Northbound					California Street Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	1	1	1	2	0	5	0	7	5	2	2	0	4	4	2	2	0	5	4	15	17
07:15	0	1	1	12	2	0	5	0	6	5	0	1	0	9	1	2	1	0	18	3	11	45
07:30	0	6	1	5	7	0	5	0	8	5	2	5	0	6	7	1	1	1	6	3	22	25
07:45	0	13	1	5	14	1	10	0	8	11	0	5	0	2	5	1	4	2	7	7	37	22
Total	0	21	4	23	25	1	25	0	29	26	4	13	0	21	17	6	8	3	36	17	85	109
08:00	1	8	0	6	9	1	7	2	13	10	0	9	1	8	10	2	2	0	12	4	33	39
08:15	0	0	1	4	1	0	8	0	10	8	4	7	0	7	11	3	3	0	5	6	26	26
08:30	1	4	0	7	5	0	9	0	6	9	2	6	0	4	8	1	4	0	3	5	27	20
08:45	0	2	0	8	2	0	11	0	15	11	1	6	1	7	8	2	8	0	8	10	31	38
Total	2	14	1	25	17	1	35	2	44	38	7	28	2	26	37	8	17	0	28	25	117	123
09:00	0	2	0	1	2	0	14	1	1	15	0	7	0	2	7	4	2	0	3	6	30	7
09:15	0	2	0	8	2	0	13	0	7	13	2	4	0	9	6	1	7	0	14	8	29	38
09:30	0	2	2	8	4	1	11	0	7	12	1	3	0	1	4	1	2	1	9	4	24	25
09:45	0	2	2	8	4	1	3	0	7	4	0	4	1	2	5	3	2	0	2	5	18	19
Total	0	8	4	25	12	2	41	1	22	44	3	18	1	14	22	9	13	1	28	23	101	89
16:00	1	2	3	6	6	0	0	0	13	0	0	3	0	8	3	1	1	0	12	2	11	39
16:15	0	1	1	2	2	0	1	1	7	2	0	2	1	5	3	2	3	0	5	5	12	19
16:30	1	2	2	8	5	0	2	0	9	2	0	2	1	3	3	0	8	2	11	10	20	31
16:45	1	0	0	8	1	1	0	0	12	1	0	1	0	6	1	0	5	0	6	5	8	32
Total	3	5	6	24	14	1	3	1	41	5	0	8	2	22	10	3	17	2	34	22	51	121
17:00	1	3	2	6	6	1	3	0	8	4	2	1	0	11	3	1	8	0	7	9	22	32
17:15	0	2	0	3	2	1	5	1	8	7	0	3	1	1	4	2	5	0	5	7	20	17
17:30	0	2	2	9	4	0	1	0	7	1	0	1	1	8	2	0	7	0	4	7	14	28
17:45	1	5	1	6	7	0	4	0	13	4	0	2	0	5	2	1	8	1	7	10	23	31
Total	2	12	5	24	19	2	13	1	36	16	2	7	2	25	11	4	28	1	23	33	79	108
18:00	3	3	2	8	8	0	6	0	10	6	0	2	1	11	3	2	13	0	8	15	32	37
18:15	5	5	1	9	11	1	9	0	9	10	0	4	1	6	5	1	16	0	6	17	43	30
18:30	1	8	1	15	10	1	5	1	15	7	1	2	1	4	4	1	7	0	10	8	29	44
18:45	0	2	0	4	2	0	9	0	9	9	0	3	2	3	5	1	6	1	5	8	24	21
Total	9	18	4	36	31	2	29	1	43	32	1	11	5	24	17	5	42	1	29	48	128	132
Grand Total	16	78	24	157	118	9	146	6	215	161	17	85	12	132	114	35	125	8	178	168	561	682
Apprch %	13.6%	66.1%	20.3%			5.6%	90.7%	3.7%			14.9%	74.6%	10.5%			20.8%	74.4%	4.8%				
Total %	2.9%	13.9%	4.3%		21.0%	1.6%	26.0%	1.1%		28.7%	3.0%	15.2%	2.1%		20.3%	6.2%	22.3%	1.4%		29.9%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-067 Rengstorff Avenue-California Street.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Rengstorff Avenue Southbound					California Street Westbound					Rengstorff Avenue Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	1	8	0	6	9	1	7	2	13	10	0	9	1	8	10	2	2	0	12	4	33
08:15	0	0	1	4	1	0	8	0	10	8	4	7	0	7	11	3	3	0	5	6	26
08:30	1	4	0	7	5	0	9	0	6	9	2	6	0	4	8	1	4	0	3	5	27
08:45	0	2	0	8	2	0	11	0	15	11	1	6	1	7	8	2	8	0	8	10	31
Total Volume	2	14	1	25	17	1	35	2	44	38	7	28	2	26	37	8	17	0	28	25	117
% App Total	11.8%	82.4%	5.9%			2.6%	92.1%	5.3%			18.9%	75.7%	5.4%			32.0%	68.0%	0.0%			
PHF	.500	.438	.250		.472	.250	.795	.250		.864	.438	.778	.500		.841	.667	.531	.000		.625	.886

PM PEAK HOUR	Rengstorff Avenue Southbound					California Street Westbound					Rengstorff Avenue Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	1	3	2	6	6	1	3	0	8	4	2	1	0	11	3	1	8	0	7	9	22
17:15	0	2	0	3	2	1	5	1	8	7	0	3	1	1	4	2	5	0	5	7	20
17:30	0	2	2	9	4	0	1	0	7	1	0	1	1	8	2	0	7	0	4	7	14
17:45	1	5	1	6	7	0	4	0	13	4	0	2	0	5	2	1	8	1	7	10	23
Total Volume	2	12	5	24	19	2	13	1	36	16	2	7	2	25	11	4	28	1	23	33	79
% App Total	10.5%	63.2%	26.3%			12.5%	81.3%	6.3%			18.2%	63.6%	18.2%			12.1%	84.8%	3.0%			
PHF	.500	.600	.625		.679	.500	.650	.250		.571	.250	.583	.500		.688	.500	.875	.250		.825	.859

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-085 Rengstorff Avenue-El Camino Real.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	Rengstorff Avenue Southbound					El Camino Real Westbound					Rengstorff Avenue Northbound					El Camino Real Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	35	0	19	0	54	2	212	23	2	239	0	0	0	0	0	10	93	0	0	103	396	2
07:15	47	3	42	0	92	5	266	27	2	300	0	0	0	0	0	14	106	0	0	120	512	2
07:30	50	1	52	0	103	8	362	27	4	401	0	0	1	0	1	16	170	0	0	186	691	4
07:45	86	1	83	0	170	5	270	32	6	313	0	0	0	0	0	34	172	0	0	206	689	6
Total	218	5	196	0	419	20	1110	109	14	1253	0	0	1	0	1	74	541	0	0	615	2288	14
08:00	65	1	49	0	115	3	421	46	12	482	0	0	0	0	0	40	228	1	1	270	867	13
08:15	80	1	34	0	115	8	365	43	5	421	1	0	0	0	1	28	257	2	0	287	824	5
08:30	67	5	41	0	113	5	397	54	9	465	0	2	1	0	3	25	263	1	0	289	870	9
08:45	66	4	60	0	130	2	351	56	10	419	1	0	0	0	1	22	261	0	1	284	834	11
Total	278	11	184	0	473	18	1534	199	36	1787	2	2	1	0	5	115	1009	4	2	1130	3395	38
09:00	74	1	39	0	114	3	328	34	12	377	0	0	0	0	0	27	203	0	1	231	722	13
09:15	48	1	37	0	86	4	334	57	7	402	1	1	0	0	2	24	215	0	2	241	731	9
09:30	53	2	25	0	80	3	375	53	11	442	0	1	0	0	1	19	207	0	1	227	750	12
09:45	49	2	45	0	96	4	317	53	11	385	0	0	0	0	0	22	207	1	0	230	711	11
Total	224	6	146	0	376	14	1354	197	41	1606	1	2	0	0	3	92	832	1	4	929	2914	45
16:00	63	0	30	0	93	3	226	37	13	279	1	2	0	0	3	30	381	1	8	420	795	21
16:15	54	1	23	0	78	1	280	48	20	349	7	4	3	0	14	33	381	3	3	420	861	23
16:30	59	1	31	0	91	3	271	56	9	339	4	5	0	0	9	52	415	1	5	473	912	14
16:45	65	2	37	0	104	1	319	65	24	409	7	4	1	0	12	39	373	3	5	420	945	29
Total	241	4	121	0	366	8	1096	206	66	1376	19	15	4	0	38	154	1550	8	21	1733	3513	87
17:00	77	3	42	0	122	2	275	46	13	336	5	4	0	0	9	42	426	1	3	472	939	16
17:15	79	1	40	0	120	3	273	46	20	342	8	0	2	0	10	38	474	1	3	516	988	23
17:30	84	3	39	0	126	9	323	58	16	406	5	4	1	0	10	37	446	4	0	487	1029	16
17:45	78	5	32	0	115	5	314	54	22	395	6	3	1	0	10	37	443	4	4	488	1008	26
Total	318	12	153	0	483	19	1185	204	71	1479	24	11	4	0	39	154	1789	10	10	1963	3964	81
18:00	66	1	37	0	104	3	298	58	24	383	3	2	2	0	7	44	443	0	2	489	983	26
18:15	79	0	43	0	122	1	321	41	21	384	1	2	6	0	9	33	422	1	1	457	972	22
18:30	58	1	35	0	94	1	287	55	15	358	7	2	0	0	9	37	433	1	4	475	936	19
18:45	60	4	34	0	98	1	262	47	15	325	4	5	2	0	11	45	382	0	1	428	862	16
Total	263	6	149	0	418	6	1168	201	75	1450	15	11	10	0	36	159	1680	2	8	1849	3753	83
Grand Total	1542	44	949	0	2535	85	7447	1116	303	8951	61	41	20	0	122	748	7401	25	45	8219	19827	348
Apprch %	60.8%	1.7%	37.4%	0.0%		0.9%	83.2%	12.5%	3.4%		50.0%	33.6%	16.4%	0.0%		9.1%	90.0%	0.3%	0.5%			
Total %	7.8%	0.2%	4.8%	0.0%	12.8%	0.4%	37.6%	5.6%	1.5%	45.1%	0.3%	0.2%	0.1%	0.0%	0.6%	3.8%	37.3%	0.1%	0.2%	41.5%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-085 Rengstorff Avenue-El Camino Real.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Rengstorff Avenue Southbound					El Camino Real Westbound					Rengstorff Avenue Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	65	1	49	0	115	3	421	46	12	482	0	0	0	0	0	40	228	1	1	270	867
08:15	80	1	34	0	115	8	365	43	5	421	1	0	0	0	1	28	257	2	0	287	824
08:30	67	5	41	0	113	5	397	54	9	465	0	2	1	0	3	25	263	1	0	289	870
08:45	66	4	60	0	130	2	351	56	10	419	1	0	0	0	1	22	261	0	1	284	834
Total Volume	278	11	184	0	473	18	1534	199	36	1787	2	2	1	0	5	115	1009	4	2	1130	3395
% App Total	58.8%	2.3%	38.9%	0.0%		1.0%	85.8%	11.1%	2.0%		40.0%	40.0%	20.0%	0.0%		10.2%	89.3%	0.4%	0.2%		
PHF	.869	.550	.767	.000	.910	.563	.911	.888	.750	.927	.500	.250	.250	.000	.417	.719	.959	.500	.500	.978	.976

PM PEAK HOUR	Rengstorff Avenue Southbound					El Camino Real Westbound					Rengstorff Avenue Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	79	1	40	0	120	3	273	46	20	342	8	0	2	0	10	38	474	1	3	516	988
17:30	84	3	39	0	126	9	323	58	16	406	5	4	1	0	10	37	446	4	0	487	1029
17:45	78	5	32	0	115	5	314	54	22	395	6	3	1	0	10	37	443	4	4	488	1008
18:00	66	1	37	0	104	3	298	58	24	383	3	2	2	0	7	44	443	0	2	489	983
Total Volume	307	10	148	0	465	20	1208	216	82	1526	22	9	6	0	37	156	1806	9	9	1980	4008
% App Total	66.0%	2.2%	31.8%	0.0%		1.3%	79.2%	14.2%	5.4%		59.5%	24.3%	16.2%	0.0%		7.9%	91.2%	0.5%	0.5%		
PHF	.914	.500	.925	.000	.923	.556	.935	.931	.854	.940	.688	.563	.750	.000	.925	.886	.953	.563	.563	.959	.974

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-085 Rengstorff Avenue-El Camino Real.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Rengstorff Avenue Southbound					El Camino Real Westbound					Rengstorff Avenue Northbound					El Camino Real Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	0	2	2	2	0	0	1	0	1	0	0	0	8	0	0	0	0	9	0	3	19
07:15	1	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	1	0	0	1	2	5
07:30	2	0	5	0	7	0	1	0	0	1	0	0	0	6	0	0	0	0	7	0	8	13
07:45	0	1	8	0	9	0	1	0	0	1	0	0	0	3	0	1	3	0	6	4	14	9
Total	3	1	15	2	19	0	2	1	0	3	0	0	0	22	0	1	4	0	22	5	27	46
08:00	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	5	2
08:15	0	0	0	0	0	0	2	0	0	2	0	1	0	1	1	1	2	0	0	3	6	1
08:30	1	0	0	0	1	0	0	0	0	0	2	0	0	2	2	0	1	0	2	1	4	4
08:45	0	1	1	1	2	0	1	0	0	1	0	0	0	2	0	2	0	0	11	2	5	14
Total	1	2	4	1	7	0	3	0	0	3	2	1	0	5	3	3	4	0	15	7	20	21
09:00	0	0	1	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0	15	0	1	18
09:15	4	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	1	0	4	1	5	8
09:30	1	0	1	0	2	0	1	1	0	2	0	0	0	7	0	0	0	0	8	0	4	15
09:45	1	1	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	14	0	2	22
Total	6	1	2	1	9	0	1	1	0	2	0	0	0	21	0	0	1	0	41	1	12	63
16:00	1	0	0	1	1	0	1	1	0	2	0	0	0	1	0	1	1	0	3	2	5	5
16:15	0	0	0	0	0	0	3	0	0	3	0	0	0	8	0	0	3	0	2	3	6	10
16:30	0	0	1	0	1	0	0	0	0	0	0	1	0	2	1	0	2	0	1	2	4	3
16:45	1	0	0	1	1	0	0	0	0	0	0	1	0	2	1	0	0	1	7	1	3	10
Total	2	0	1	2	3	0	4	1	0	5	0	2	0	13	2	1	6	1	13	8	18	28
17:00	1	0	0	3	1	0	0	0	0	0	0	1	0	0	1	0	3	0	9	3	5	12
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	2	6	7	2
17:30	0	0	0	3	0	0	0	0	0	0	0	0	0	10	0	1	1	2	7	4	4	20
17:45	1	1	0	0	2	0	1	0	0	1	0	1	0	3	1	0	0	0	2	0	4	5
Total	2	1	0	6	3	0	2	0	0	2	0	2	0	13	2	1	10	2	20	13	20	39
18:00	1	1	0	0	2	0	1	1	0	2	0	1	0	4	1	1	0	0	2	1	6	6
18:15	1	3	0	6	4	0	1	0	0	1	0	0	0	1	0	2	0	0	1	2	7	8
18:30	1	0	2	3	3	0	1	0	0	1	0	1	0	5	1	0	0	0	2	0	5	10
18:45	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	1	0	5	1	1	10
Total	3	4	2	11	9	0	3	1	0	4	0	2	0	13	2	3	1	0	10	4	19	34
Grand Total	17	9	24	23	50	0	15	4	0	19	2	7	0	87	9	9	26	3	121	38	116	231
Apprch %	34.0%	18.0%	48.0%			0.0%	78.9%	21.1%			22.2%	77.8%	0.0%			23.7%	68.4%	7.9%				
Total %	14.7%	7.8%	20.7%		43.1%	0.0%	12.9%	3.4%		16.4%	1.7%	6.0%	0.0%		7.8%	7.8%	22.4%	2.6%		32.8%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-085 Rengstorff Avenue-El Camino Real.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Rengstorff Avenue Southbound					El Camino Real Westbound					Rengstorff Avenue Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	5
08:15	0	0	0	0	0	0	2	0	0	2	0	1	0	1	1	1	2	0	0	3	6
08:30	1	0	0	0	1	0	0	0	0	0	2	0	0	2	2	0	1	0	2	1	4
08:45	0	1	1	1	2	0	1	0	0	1	0	0	0	2	0	2	0	0	11	2	5
Total Volume	1	2	4	1	7	0	3	0	0	3	2	1	0	5	3	3	4	0	15	7	20
% App Total	14.3%	28.6%	57.1%			0.0%	100.0%	0.0%			66.7%	33.3%	0.0%			42.9%	57.1%	0.0%			
PHF	.250	.500	.333		.438	.000	.375	.000		.375	.250	.250	.000		.375	.375	.500	.000		.583	.833

PM PEAK HOUR	Rengstorff Avenue Southbound					El Camino Real Westbound					Rengstorff Avenue Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	2	6	7
17:30	0	0	0	3	0	0	0	0	0	0	0	0	0	10	0	1	1	2	7	4	4
17:45	1	1	0	0	2	0	1	0	0	1	0	1	0	3	1	0	0	0	2	0	4
18:00	1	1	0	0	2	0	1	1	0	2	0	1	0	4	1	1	0	0	2	1	6
Total Volume	2	2	0	3	4	0	3	1	0	4	0	2	0	17	2	2	7	2	13	11	21
% App Total	50.0%	50.0%	0.0%			0.0%	75.0%	25.0%			0.0%	100.0%	0.0%			18.2%	63.6%	18.2%			
PHF	.500	.500	.000		.500	.000	.750	.250		.500	.000	.500	.000		.500	.500	.292	.250		.458	.750

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-086 El Monte Avenue-El Camino Real.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	Southbound					El Camino Real Westbound					El Monte Avenue Northbound					El Camino Real Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	0	0	0	0	0	56	203	0	12	271	38	0	46	0	84	0	130	39	1	170	525	13
07:15	0	0	0	0	0	51	265	0	15	331	64	0	56	0	120	0	130	45	1	176	627	16
07:30	0	0	0	0	0	96	343	0	9	448	56	0	72	0	128	0	205	73	0	278	854	9
07:45	0	0	0	0	0	127	371	0	13	511	76	0	97	0	173	0	212	81	0	293	977	13
Total	0	0	0	0	0	330	1182	0	49	1561	234	0	271	0	505	0	677	238	2	917	2983	51
08:00	0	0	0	0	0	115	361	0	21	497	99	0	116	0	215	0	254	87	0	341	1053	21
08:15	0	0	0	0	0	101	386	0	14	501	97	0	118	0	215	0	279	91	1	371	1087	15
08:30	0	0	0	0	0	83	383	0	16	482	85	0	136	0	221	0	316	85	2	403	1106	18
08:45	0	0	0	0	0	100	365	0	11	476	113	0	96	0	209	0	277	80	4	361	1046	15
Total	0	0	0	0	0	399	1495	0	62	1956	394	0	466	0	860	0	1126	343	7	1476	4292	69
09:00	0	0	0	0	0	78	287	0	12	377	83	0	106	0	189	0	291	85	3	379	945	15
09:15	0	0	0	0	0	83	359	0	16	458	97	0	105	0	202	0	187	53	3	243	903	19
09:30	0	0	0	0	0	91	334	0	5	430	101	0	86	0	187	0	245	73	1	319	936	6
09:45	0	0	0	0	0	77	338	0	18	433	92	0	100	0	192	0	199	59	2	260	885	20
Total	0	0	0	0	0	329	1318	0	51	1698	373	0	397	0	770	0	922	270	9	1201	3669	60
16:00	0	0	0	0	0	92	233	0	21	346	92	0	101	0	193	0	364	74	2	440	979	23
16:15	0	0	0	0	0	119	294	0	30	443	87	0	65	0	152	0	365	83	3	451	1046	33
16:30	0	0	0	0	0	87	273	0	27	387	101	0	68	0	169	0	398	96	1	495	1051	28
16:45	0	0	0	0	0	120	328	0	23	471	87	0	85	0	172	0	404	83	4	491	1134	27
Total	0	0	0	0	0	418	1128	0	101	1647	367	0	319	0	686	0	1531	336	10	1877	4210	111
17:00	0	0	0	0	0	104	246	0	19	369	90	0	70	0	160	0	413	101	5	519	1048	24
17:15	0	0	0	0	0	109	329	0	24	462	73	0	74	0	147	0	473	88	1	562	1171	25
17:30	0	0	0	0	0	133	333	0	29	495	97	0	71	0	168	0	404	104	2	510	1173	31
17:45	0	0	0	0	0	140	363	0	23	526	106	0	90	0	196	0	440	109	3	552	1274	26
Total	0	0	0	0	0	486	1271	0	95	1852	366	0	305	0	671	0	1730	402	11	2143	4666	106
18:00	0	0	0	0	0	122	323	0	28	473	89	0	79	0	168	0	431	96	1	528	1169	29
18:15	0	0	0	0	0	146	371	0	37	554	102	0	79	0	181	0	445	86	2	533	1268	39
18:30	0	0	0	0	0	117	304	0	27	448	75	0	75	0	150	0	409	78	2	489	1087	29
18:45	0	0	0	0	0	104	312	0	33	449	86	0	69	0	155	0	402	79	4	485	1089	37
Total	0	0	0	0	0	489	1310	0	125	1924	352	0	302	0	654	0	1687	339	9	2035	4613	134
Grand Total	0	0	0	0	0	2451	7704	0	483	10638	2086	0	2060	0	4146	0	7673	1928	48	9649	24433	531
Apprch %	0.0%	0.0%	0.0%	0.0%		23.0%	72.4%	0.0%	4.5%		50.3%	0.0%	49.7%	0.0%		0.0%	79.5%	20.0%	0.5%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	31.5%	0.0%	2.0%	43.5%	8.5%	0.0%	8.4%	0.0%	17.0%	0.0%	31.4%	7.9%	0.2%	39.5%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-086 El Monte Avenue-El Camino Real.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Southbound					El Camino Real Westbound					El Monte Avenue Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	115	361	0	21	497	99	0	116	0	215	0	254	87	0	341	1053
08:15	0	0	0	0	0	101	386	0	14	501	97	0	118	0	215	0	279	91	1	371	1087
08:30	0	0	0	0	0	83	383	0	16	482	85	0	136	0	221	0	316	85	2	403	1106
08:45	0	0	0	0	0	100	365	0	11	476	113	0	96	0	209	0	277	80	4	361	1046
Total Volume	0	0	0	0	0	399	1495	0	62	1956	394	0	466	0	860	0	1126	343	7	1476	4292
% App Total	0.0%	0.0%	0.0%	0.0%		20.4%	76.4%	0.0%	3.2%		45.8%	0.0%	54.2%	0.0%		0.0%	76.3%	23.2%	0.5%		
PHF	.000	.000	.000	.000	.000	.867	.968	.000	.738	.976	.872	.000	.857	.000	.973	.000	.891	.942	.438	.916	.970

PM PEAK HOUR	Southbound					El Camino Real Westbound					El Monte Avenue Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	0	0	0	0	133	333	0	29	495	97	0	71	0	168	0	404	104	2	510	1173
17:45	0	0	0	0	0	140	363	0	23	526	106	0	90	0	196	0	440	109	3	552	1274
18:00	0	0	0	0	0	122	323	0	28	473	89	0	79	0	168	0	431	96	1	528	1169
18:15	0	0	0	0	0	146	371	0	37	554	102	0	79	0	181	0	445	86	2	533	1268
Total Volume	0	0	0	0	0	541	1390	0	117	2048	394	0	319	0	713	0	1720	395	8	2123	4884
% App Total	0.0%	0.0%	0.0%	0.0%		26.4%	67.9%	0.0%	5.7%		55.3%	0.0%	44.7%	0.0%		0.0%	81.0%	18.6%	0.4%		
PHF	.000	.000	.000	.000	.000	.926	.937	.000	.791	.924	.929	.000	.886	.000	.909	.000	.966	.906	.667	.962	.958

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-086 El Monte Avenue-El Camino Real.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Southbound					El Camino Real Westbound					El Monte Avenue Northbound					El Camino Real Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	0	0	0	0	0	1	0	0	1	0	0	0	4	0	0	2	0	0	2	3	4
07:15	0	0	0	0	0	0	0	0	0	0	2	0	2	5	4	0	0	2	0	2	6	5
07:30	0	0	0	0	0	0	2	0	6	2	0	0	1	2	1	0	0	2	0	2	5	8
07:45	0	0	0	0	0	1	0	0	1	1	4	0	1	3	5	0	0	5	0	5	11	4
Total	0	0	0	0	0	1	3	0	7	4	6	0	4	14	10	0	2	9	0	11	25	21
08:00	0	0	0	0	0	0	3	0	1	3	1	0	1	6	2	0	1	1	0	2	7	7
08:15	0	0	0	0	0	0	3	0	4	3	4	0	1	16	5	0	1	1	0	2	10	20
08:30	0	0	0	0	0	3	2	0	6	5	3	0	0	10	3	0	3	2	0	5	13	16
08:45	0	0	0	0	0	0	0	0	3	0	1	0	0	2	1	0	2	1	0	3	4	5
Total	0	0	0	0	0	3	8	0	14	11	9	0	2	34	11	0	7	5	0	12	34	48
09:00	0	0	0	0	0	2	1	0	2	3	0	0	1	3	1	0	1	0	0	1	5	5
09:15	0	0	0	0	0	1	1	0	1	2	0	0	1	1	1	0	1	5	0	6	9	2
09:30	0	0	0	0	0	0	0	0	2	0	1	0	0	3	1	0	0	0	0	0	1	5
09:45	0	0	0	0	0	0	0	0	1	0	1	0	0	2	1	0	1	2	0	3	4	3
Total	0	0	0	0	0	3	2	0	6	5	2	0	2	9	4	0	3	7	0	10	19	15
16:00	0	0	0	0	0	0	1	0	5	1	2	0	1	8	3	0	2	0	0	2	6	13
16:15	0	0	0	0	0	0	1	0	6	1	2	0	1	6	3	0	4	0	0	4	8	12
16:30	0	0	0	0	0	0	1	0	4	1	1	0	1	4	2	0	0	0	0	0	3	8
16:45	0	0	0	0	0	1	0	0	7	1	1	0	0	2	1	0	3	0	0	3	5	9
Total	0	0	0	0	0	1	3	0	22	4	6	0	3	20	9	0	9	0	0	9	22	42
17:00	0	0	0	0	0	1	0	0	5	1	1	0	1	2	2	0	3	1	0	4	7	7
17:15	0	0	0	0	0	0	2	0	5	2	2	0	0	10	2	0	3	0	0	3	7	15
17:30	0	0	0	0	0	0	1	0	3	1	0	0	1	2	1	0	2	0	0	2	4	5
17:45	0	0	0	0	0	0	1	0	2	1	1	0	0	4	1	0	0	1	0	1	3	6
Total	0	0	0	0	0	1	4	0	15	5	4	0	2	18	6	0	8	2	0	10	21	33
18:00	0	0	0	0	0	1	1	0	5	2	2	0	0	2	2	0	2	1	0	3	7	7
18:15	0	0	0	0	0	2	4	0	3	6	2	0	1	3	3	0	1	1	0	2	11	6
18:30	0	0	0	0	0	2	1	0	3	3	1	0	1	6	2	0	1	1	0	2	7	9
18:45	0	0	0	0	0	1	1	0	4	2	1	0	0	2	1	0	3	0	0	3	6	6
Total	0	0	0	0	0	6	7	0	15	13	6	0	2	13	8	0	7	3	0	10	31	28
Grand Total	0	0	0	0	0	15	27	0	79	42	33	0	15	108	48	0	36	26	0	62	152	187
Apprch %	0.0%	0.0%	0.0%			35.7%	64.3%	0.0%			68.8%	0.0%	31.3%			0.0%	58.1%	41.9%				
Total %	0.0%	0.0%	0.0%		0.0%	9.9%	17.8%	0.0%		27.6%	21.7%	0.0%	9.9%		31.6%	0.0%	23.7%	17.1%		40.8%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-086 El Monte Avenue-El Camino Real.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Southbound					El Camino Real Westbound					El Monte Avenue Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	3	0	1	3	1	0	1	6	2	0	1	1	0	2	7
08:15	0	0	0	0	0	0	3	0	4	3	4	0	1	16	5	0	1	1	0	2	10
08:30	0	0	0	0	0	3	2	0	6	5	3	0	0	10	3	0	3	2	0	5	13
08:45	0	0	0	0	0	0	0	0	3	0	1	0	0	2	1	0	2	1	0	3	4
Total Volume	0	0	0	0	0	3	8	0	14	11	9	0	2	34	11	0	7	5	0	12	34
% App Total	0.0%	0.0%	0.0%			27.3%	72.7%	0.0%			81.8%	0.0%	18.2%			0.0%	58.3%	41.7%			
PHF	.000	.000	.000		.000	.250	.667	.000		.550	.563	.000	.500		.550	.000	.583	.625		.600	.654

PM PEAK HOUR	Southbound					El Camino Real Westbound					El Monte Avenue Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	0	0	0	0	0	1	0	3	1	0	0	1	2	1	0	2	0	0	2	4
17:45	0	0	0	0	0	0	1	0	2	1	1	0	0	4	1	0	0	1	0	1	3
18:00	0	0	0	0	0	1	1	0	5	2	2	0	0	2	2	0	2	1	0	3	7
18:15	0	0	0	0	0	2	4	0	3	6	2	0	1	3	3	0	1	1	0	2	11
Total Volume	0	0	0	0	0	3	7	0	13	10	5	0	2	11	7	0	5	3	0	8	25
% App Total	0.0%	0.0%	0.0%			30.0%	70.0%	0.0%			71.4%	0.0%	28.6%			0.0%	62.5%	37.5%			
PHF	.000	.000	.000		.000	.375	.438	.000		.417	.625	.000	.500		.583	.000	.625	.750		.667	.568

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 4AM FINAL
Site Code : 00000004
Start Date : 10/4/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks

	FOOTHILL EXPY Southbound					SPRINGER RD Westbound					FOOTHILL EXPY Northbound					MAGDALENA 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
07:00 AM	5	21	8	2	36	11	36	12	1	60	19	156	22	5	202	19	95	27	0	141	439
07:15 AM	9	22	12	3	46	18	61	10	0	89	32	230	26	3	291	18	139	25	0	182	608
07:30 AM	6	32	20	0	58	40	99	27	1	167	34	269	44	3	350	18	99	45	1	163	738
07:45 AM	10	39	11	6	66	32	93	20	0	145	41	322	51	6	420	25	108	50	2	185	816
Total	30	114	51	11	206	101	289	69	2	461	126	977	143	17	1263	80	441	147	3	671	2601
08:00 AM	16	47	15	5	83	19	94	21	0	134	50	275	96	37	458	19	137	54	3	213	888
08:15 AM	28	52	27	0	107	26	127	24	0	177	51	269	85	22	427	20	132	47	2	201	912
08:30 AM	21	56	23	3	103	30	112	24	0	166	38	331	63	4	436	42	112	44	2	200	905
08:45 AM	15	69	22	1	107	27	125	31	0	183	39	271	57	5	372	29	121	37	4	191	853
Total	80	224	87	9	400	102	458	100	0	660	178	1146	301	68	1693	110	502	182	11	805	3558
09:00 AM	13	45	17	1	76	17	69	15	0	101	43	245	39	2	329	35	141	35	2	213	719
09:15 AM	6	57	20	2	85	12	65	16	3	96	43	313	40	3	399	18	73	35	4	130	710
09:30 AM	16	40	16	3	75	16	85	22	0	123	44	306	47	2	399	21	79	35	0	135	732
09:45 AM	13	44	16	12	85	20	63	20	2	105	41	222	68	5	336	21	78	41	0	140	666
Total	48	186	69	18	321	65	282	73	5	425	171	1086	194	12	1463	95	371	146	6	618	2827
Grand Total	158	524	207	38	927	268	1029	242	7	1546	475	3209	638	97	4419	285	1314	475	20	2094	8986
Apprch %	17	56.5	22.3	4.1		17.3	66.6	15.7	0.5		10.7	72.6	14.4	2.2		13.6	62.8	22.7	1		
Total %	1.8	5.8	2.3	0.4	10.3	3	11.5	2.7	0.1	17.2	5.3	35.7	7.1	1.1	49.2	3.2	14.6	5.3	0.2	23.3	
Lights	152	508	197	38	895	254	1016	232	7	1509	456	3159	628	94	4337	274	1306	472	20	2072	8813
% Lights	96.2	96.9	95.2	100	96.5	94.8	98.7	95.9	100	97.6	96	98.4	98.4	96.9	98.1	96.1	99.4	99.4	100	98.9	98.1
Buses	1	0	1	0	2	1	2	2	0	5	0	8	1	0	9	2	1	0	0	3	19
% Buses	0.6	0	0.5	0	0.2	0.4	0.2	0.8	0	0.3	0	0.2	0.2	0	0.2	0.7	0.1	0	0	0.1	0.2
Trucks	5	16	9	0	30	13	11	8	0	32	19	42	9	3	73	9	7	3	0	19	154
% Trucks	3.2	3.1	4.3	0	3.2	4.9	1.1	3.3	0	2.1	4	1.3	1.4	3.1	1.7	3.2	0.5	0.6	0	0.9	1.7

	FOOTHILL EXPY Southbound				SPRINGER RD Westbound				FOOTHILL EXPY Northbound				MAGDALENA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	16	47	15	78	19	94	21	134	50	275	**96**	421	19	**137**	**54**	**210**	843
08:15 AM	**28**	52	**27**	**107**	26	**127**	24	177	**51**	269	85	405	20	132	47	199	888
08:30 AM	21	56	23	100	**30**	112	24	166	38	**331**	63	**432**	**42**	112	44	198	**896**
08:45 AM	15	**69**	22	106	27	125	**31**	**183**	39	271	57	367	29	121	37	187	843
Total Volume	80	224	87	391	102	458	100	660	178	1146	301	1625	110	502	182	794	3470
% App. Total	20.5	57.3	22.3		15.5	69.4	15.2		11	70.5	18.5		13.9	63.2	22.9		
PHF	.714	.812	.806	.914	.850	.902	.806	.902	.873	.866	.784	.940	.655	.916	.843	.945	.968

Traffic Data Service

San Jose, CA
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File Name : 4AM FINAL
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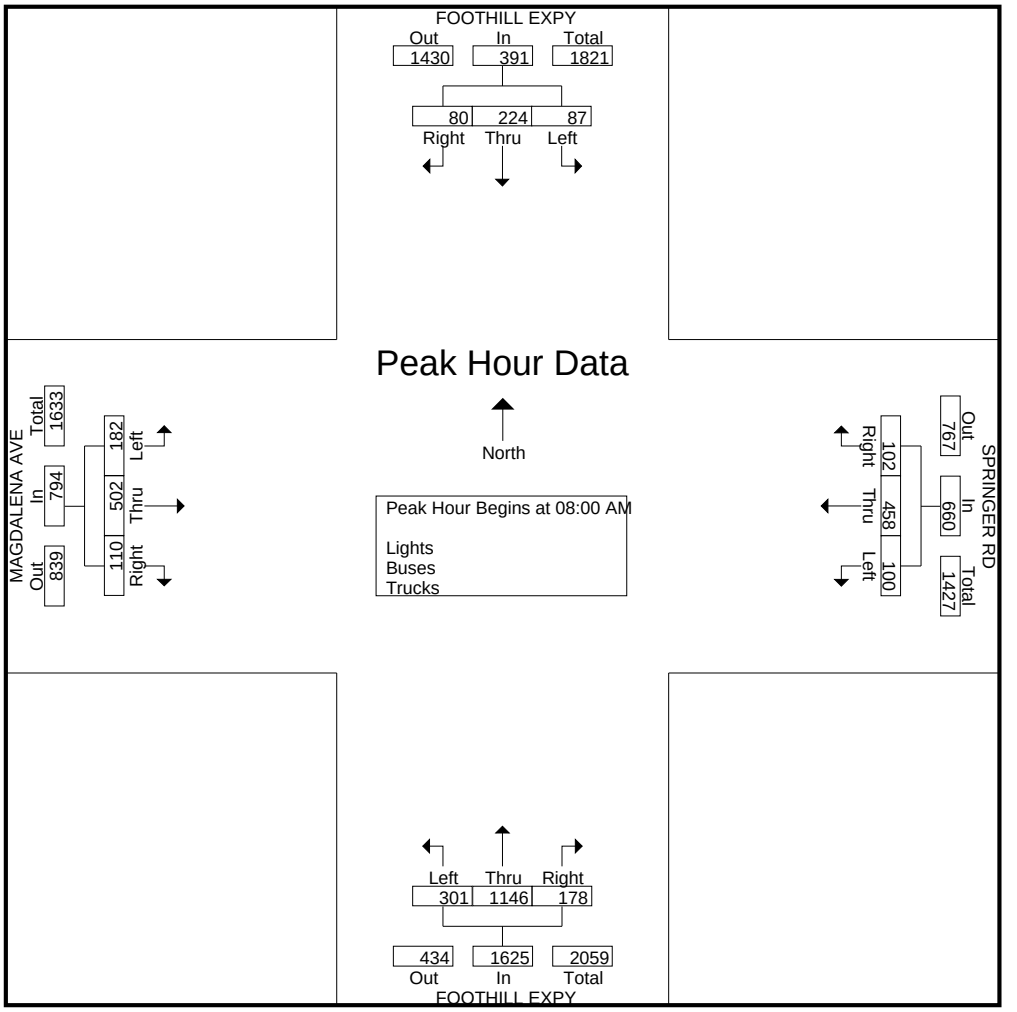

Traffic Data Service

San Jose, CA

(408) 622-4787

tdsbay@cs.com

File Name : 4AM FINAL
Site Code : 00000004
Start Date : 10/4/2016
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Groups Printed- Bikes

	FOOTHILL EXPY Southbound					SPRINGER RD Westbound					FOOTHILL EXPY Northbound					MAGDALENA 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
07:00 AM	0	5	0	0	5	1	0	0	0	1	0	4	0	0	4	2	2	0	0	4	14
07:15 AM	0	1	1	0	2	2	0	0	0	2	0	4	0	0	4	1	2	1	0	4	12
07:30 AM	0	0	1	0	1	1	0	0	0	1	0	7	0	0	7	0	3	0	0	3	12
07:45 AM	0	1	1	0	2	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	13
Total	0	7	3	0	10	5	0	0	0	5	0	25	0	0	25	3	7	1	0	11	51
08:00 AM	0	0	1	0	1	0	1	0	0	1	0	5	0	0	5	0	0	6	0	6	13
08:15 AM	0	1	1	0	2	1	0	0	0	1	0	9	0	0	9	0	0	2	0	2	14
08:30 AM	0	0	0	0	0	2	0	0	0	2	0	14	0	0	14	0	0	1	0	1	17
08:45 AM	0	1	1	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10
Total	0	2	3	0	5	3	1	0	0	4	0	36	0	0	36	0	0	9	0	9	54
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	10	0	0	10	0	0	1	0	1	12
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
09:30 AM	0	0	2	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5
Total	0	0	2	0	2	0	1	0	0	1	0	26	0	0	26	0	0	2	0	2	31
Grand Total	0	9	8	0	17	8	2	0	0	10	0	87	0	0	87	3	7	12	0	22	136
Apprch %	0	52.9	47.1	0		80	20	0	0		0	100	0	0		13.6	31.8	54.5	0		
Total %	0	6.6	5.9	0	12.5	5.9	1.5	0	0	7.4	0	64	0	0	64	2.2	5.1	8.8	0	16.2	

	FOOTHILL EXPY Southbound				SPRINGER RD Westbound				FOOTHILL EXPY Northbound				MAGDALENA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**1**	**1**	**2**	1	0	0	1	0	10	0	10	0	0	0	0	13
08:00 AM	0	0	1	1	0	**1**	0	1	0	5	0	5	0	0	**6**	**6**	13
08:15 AM	0	1	1	2	1	0	0	1	0	9	0	9	0	0	2	2	14
08:30 AM	0	0	0	0	**2**	0	0	**2**	0	**14**	0	**14**	0	0	1	1	**17**
Total Volume	0	2	3	5	4	1	0	5	0	38	0	38	0	0	9	9	57
% App. Total	0	40	60		80	20	0		0	100	0		0	0	100		
PHF	.000	.500	.750	.625	.500	.250	.000	.625	.000	.679	.000	.679	.000	.000	.375	.375	.838

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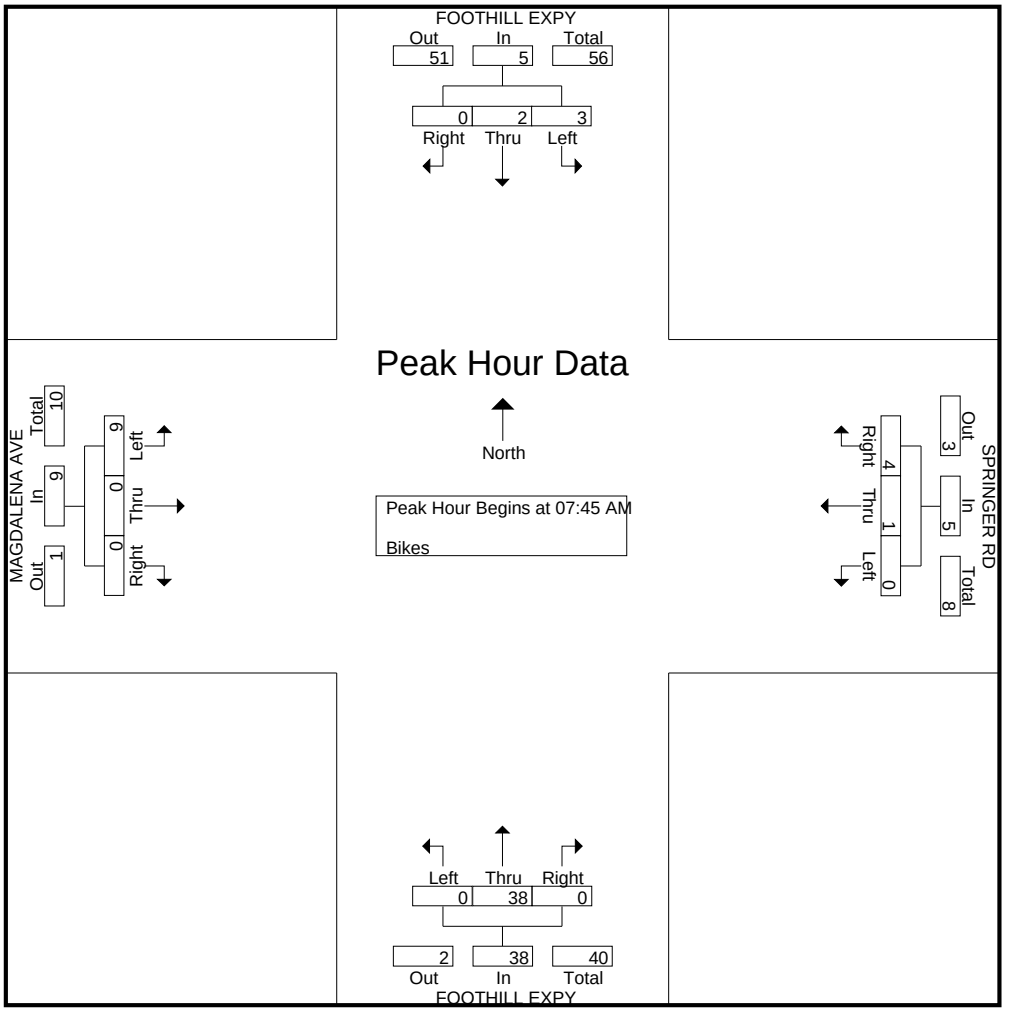

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Groups Printed- Lights - Buses - Trucks

	FOOTHILL EXPY Southbound					SPRINGER RD Westbound					FOOTHILL EXPY Northbound					MAGDALENA 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
04:00 PM	37	285	27	0	349	28	99	39	0	166	20	99	53	4	176	64	62	24	0	150	841
04:15 PM	47	319	31	1	398	22	107	50	0	179	29	106	49	3	187	124	33	16	0	173	937
04:30 PM	42	328	34	1	405	31	87	43	0	161	31	111	69	3	214	105	46	17	1	169	949
04:45 PM	45	275	33	5	358	22	142	50	2	216	27	68	48	3	146	48	63	25	3	139	859
Total	171	1207	125	7	1510	103	435	182	2	722	107	384	219	13	723	341	204	82	4	631	3586
05:00 PM	41	353	40	0	434	22	140	62	0	224	10	101	41	0	152	43	61	20	0	124	934
05:15 PM	42	359	34	0	435	22	115	55	0	192	32	127	65	2	226	43	54	17	5	119	972
05:30 PM	31	346	22	6	405	26	108	64	0	198	15	116	64	2	197	36	65	33	5	139	939
05:45 PM	9	301	24	4	338	25	104	47	0	176	31	104	46	0	181	51	56	36	0	143	838
Total	123	1359	120	10	1612	95	467	228	0	790	88	448	216	4	756	173	236	106	10	525	3683
06:00 PM	10	343	21	0	374	14	104	50	0	168	21	101	42	1	165	49	69	18	1	137	844
06:15 PM	31	315	33	6	385	13	108	37	1	159	21	93	37	1	152	31	51	12	4	98	794
06:30 PM	43	290	27	0	360	14	82	23	0	119	16	85	37	0	138	38	43	13	7	101	718
06:45 PM	41	234	25	0	300	12	84	22	1	119	16	83	42	0	141	37	65	18	4	124	684
Total	125	1182	106	6	1419	53	378	132	2	565	74	362	158	2	596	155	228	61	16	460	3040
Grand Total	419	3748	351	23	4541	251	1280	542	4	2077	269	1194	593	19	2075	669	668	249	30	1616	10309
Apprch %	9.2	82.5	7.7	0.5		12.1	61.6	26.1	0.2		13	57.5	28.6	0.9		41.4	41.3	15.4	1.9		
Total %	4.1	36.4	3.4	0.2	44	2.4	12.4	5.3	0	20.1	2.6	11.6	5.8	0.2	20.1	6.5	6.5	2.4	0.3	15.7	
Lights	418	3729	348	23	4518	251	1275	535	4	2065	269	1190	590	17	2066	663	665	247	30	1605	10254
% Lights	99.8	99.5	99.1	100	99.5	100	99.6	98.7	100	99.4	100	99.7	99.5	89.5	99.6	99.1	99.6	99.2	100	99.3	99.5
Buses	1	4	0	0	5	0	0	7	0	7	0	1	1	0	2	2	1	0	0	3	17
% Buses	0.2	0.1	0	0	0.1	0	0	1.3	0	0.3	0	0.1	0.2	0	0.1	0.3	0.1	0	0	0.2	0.2
Trucks	0	15	3	0	18	0	5	0	0	5	0	3	2	2	7	4	2	2	0	8	38
% Trucks	0	0.4	0.9	0	0.4	0	0.4	0	0	0.2	0	0.3	0.3	10.5	0.3	0.6	0.3	0.8	0	0.5	0.4

	FOOTHILL EXPY Southbound				SPRINGER RD Westbound				FOOTHILL EXPY Northbound				MAGDALENA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	42	328	34	404	**31**	87	43	161	31	111	**69**	211	**105**	46	17	**168**	944
04:45 PM	**45**	275	33	353	22	**142**	50	214	27	68	48	143	48	**63**	**25**	136	846
05:00 PM	41	353	**40**	434	22	140	**62**	**224**	10	101	41	152	43	61	20	124	934
05:15 PM	42	**359**	34	**435**	22	115	55	192	**32**	**127**	65	**224**	43	54	17	114	**965**
Total Volume	170	1315	141	1626	97	484	210	791	100	407	223	730	239	224	79	542	3689
% App. Total	10.5	80.9	8.7		12.3	61.2	26.5		13.7	55.8	30.5		44.1	41.3	14.6		
PHF	.944	.916	.881	.934	.782	.852	.847	.883	.781	.801	.808	.815	.569	.889	.790	.807	.956

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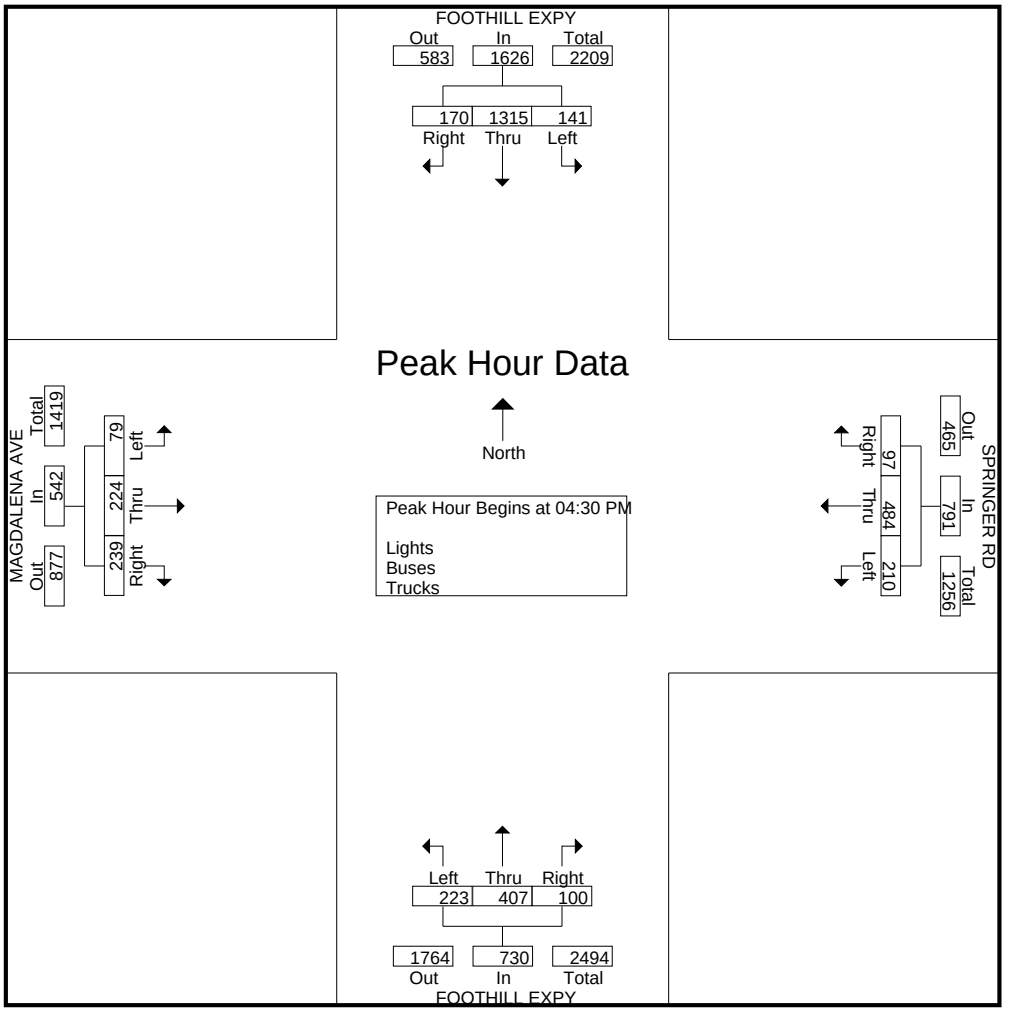

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Groups Printed- Bikes

	FOOTHILL EXPY Southbound					SPRINGER RD Westbound					FOOTHILL EXPY Northbound					MAGDALENA 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
04:00 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	3
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Total	0	1	1	0	2	2	1	0	0	3	0	7	0	0	7	0	1	1	0	2	14
05:00 PM	0	1	0	0	1	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	6
05:15 PM	0	6	0	0	6	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	8
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
05:45 PM	1	2	0	0	3	0	3	0	0	3	1	4	0	0	5	0	1	0	0	1	12
Total	1	12	0	0	13	0	5	1	0	6	1	18	0	0	19	0	1	0	0	1	39
06:00 PM	0	3	0	0	3	2	0	0	0	2	0	8	0	0	8	0	1	0	0	1	14
06:15 PM	1	7	2	0	10	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	14
06:30 PM	0	10	0	0	10	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	17
06:45 PM	2	3	0	0	5	0	3	0	0	3	0	3	0	0	3	1	0	0	0	1	12
Total	3	23	2	0	28	3	4	0	0	7	1	19	0	0	20	1	1	0	0	2	57
Grand Total	4	36	3	0	43	5	10	1	0	16	2	44	0	0	46	1	3	1	0	5	110
Apprch %	9.3	83.7	7	0		31.2	62.5	6.2	0		4.3	95.7	0	0		20	60	20	0		
Total %	3.6	32.7	2.7	0	39.1	4.5	9.1	0.9	0	14.5	1.8	40	0	0	41.8	0.9	2.7	0.9	0	4.5	

	FOOTHILL EXPY Southbound				SPRINGER RD Westbound				FOOTHILL EXPY Northbound				MAGDALENA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	**1**	2	0	3	0	**3**	0	**3**	**1**	4	0	5	0	**1**	0	**1**	12
06:00 PM	0	3	0	3	**2**	0	0	2	0	**8**	0	**8**	0	1	0	1	14
06:15 PM	1	7	**2**	**10**	1	0	0	1	1	2	0	3	0	0	0	0	14
06:30 PM	0	**10**	0	10	0	1	0	1	0	6	0	6	0	0	0	0	**17**
Total Volume	2	22	2	26	3	4	0	7	2	20	0	22	0	2	0	2	57
% App. Total	7.7	84.6	7.7		42.9	57.1	0		9.1	90.9	0		0	100	0		
PHF	.500	.550	.250	.650	.375	.333	.000	.583	.500	.625	.000	.688	.000	.500	.000	.500	.838

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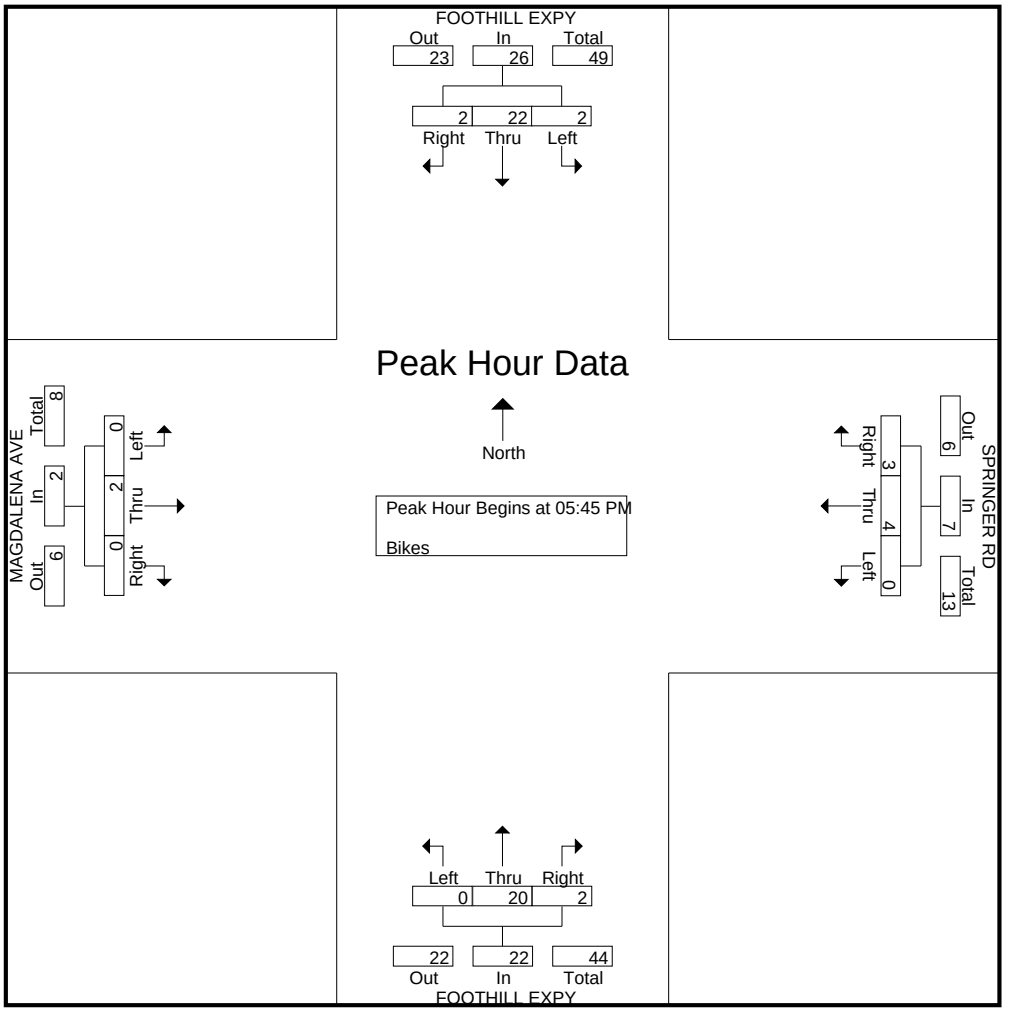

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File Name : 11AM FINAL
Site Code : 00000011
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	DRIVEWAY Southbound					CHARLESTON RD Westbound					LANDINGS DR Northbound					CHARLESTON RD 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
07:00 AM	0	0	3	1	4	1	13	11	0	25	1	1	7	8	17	10	50	3	16	79	125
07:15 AM	0	0	1	0	1	1	29	6	0	36	2	2	3	12	19	5	55	10	32	102	158
07:30 AM	0	2	3	1	6	5	35	8	0	48	2	0	7	13	22	9	64	5	24	102	178
07:45 AM	0	1	6	0	7	1	35	22	0	58	0	1	6	5	12	13	84	13	24	134	211
Total	0	3	13	2	18	8	112	47	0	167	5	4	23	38	70	37	253	31	96	417	672
08:00 AM	0	1	2	1	4	10	36	11	0	57	5	2	9	24	40	12	125	11	25	173	274
08:15 AM	0	0	2	2	4	3	43	11	0	57	4	1	5	13	23	13	155	6	38	212	296
08:30 AM	0	0	1	1	2	2	31	13	0	46	4	1	7	40	52	15	194	27	54	290	390
08:45 AM	0	0	4	1	5	4	35	18	0	57	2	3	6	35	46	21	195	19	65	300	408
Total	0	1	9	5	15	19	145	53	0	217	15	7	27	112	161	61	669	63	182	975	1368
09:00 AM	0	0	1	3	4	7	45	6	0	58	6	0	7	39	52	14	174	19	93	300	414
09:15 AM	0	2	2	1	5	3	32	6	0	41	0	0	6	31	37	21	199	18	81	319	402
09:30 AM	0	1	4	7	12	2	31	10	0	43	4	0	7	34	45	33	191	24	83	331	431
09:45 AM	0	3	2	3	8	3	39	6	4	52	5	0	9	27	41	18	214	23	40	295	396
Total	0	6	9	14	29	15	147	28	4	194	15	0	29	131	175	86	778	84	297	1245	1643
Grand Total	0	10	31	21	62	42	404	128	4	578	35	11	79	281	406	184	1700	178	575	2637	3683
Apprch %	0	16.1	50	33.9		7.3	69.9	22.1	0.7		8.6	2.7	19.5	69.2		7	64.5	6.8	21.8		
Total %	0	0.3	0.8	0.6	1.7	1.1	11	3.5	0.1	15.7	1	0.3	2.1	7.6	11	5	46.2	4.8	15.6	71.6	

	DRIVEWAY Southbound				CHARLESTON RD Westbound				LANDINGS DR Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	1	1	**7**	**45**	6	**58**	**6**	0	7	13	14	174	19	207	279
09:15 AM	0	2	2	4	3	32	6	41	0	0	6	6	21	199	18	238	289
09:30 AM	0	1	**4**	**5**	2	31	**10**	43	4	0	7	11	**33**	191	**24**	248	307
09:45 AM	0	**3**	2	5	3	39	6	48	5	0	**9**	**14**	18	**214**	23	**255**	**322**
Total Volume	0	6	9	15	15	147	28	190	15	0	29	44	86	778	84	948	1197
% App. Total	0	40	60		7.9	77.4	14.7		34.1	0	65.9		9.1	82.1	8.9		
PHF	.000	.500	.563	.750	.536	.817	.700	.819	.625	.000	.806	.786	.652	.909	.875	.929	.929

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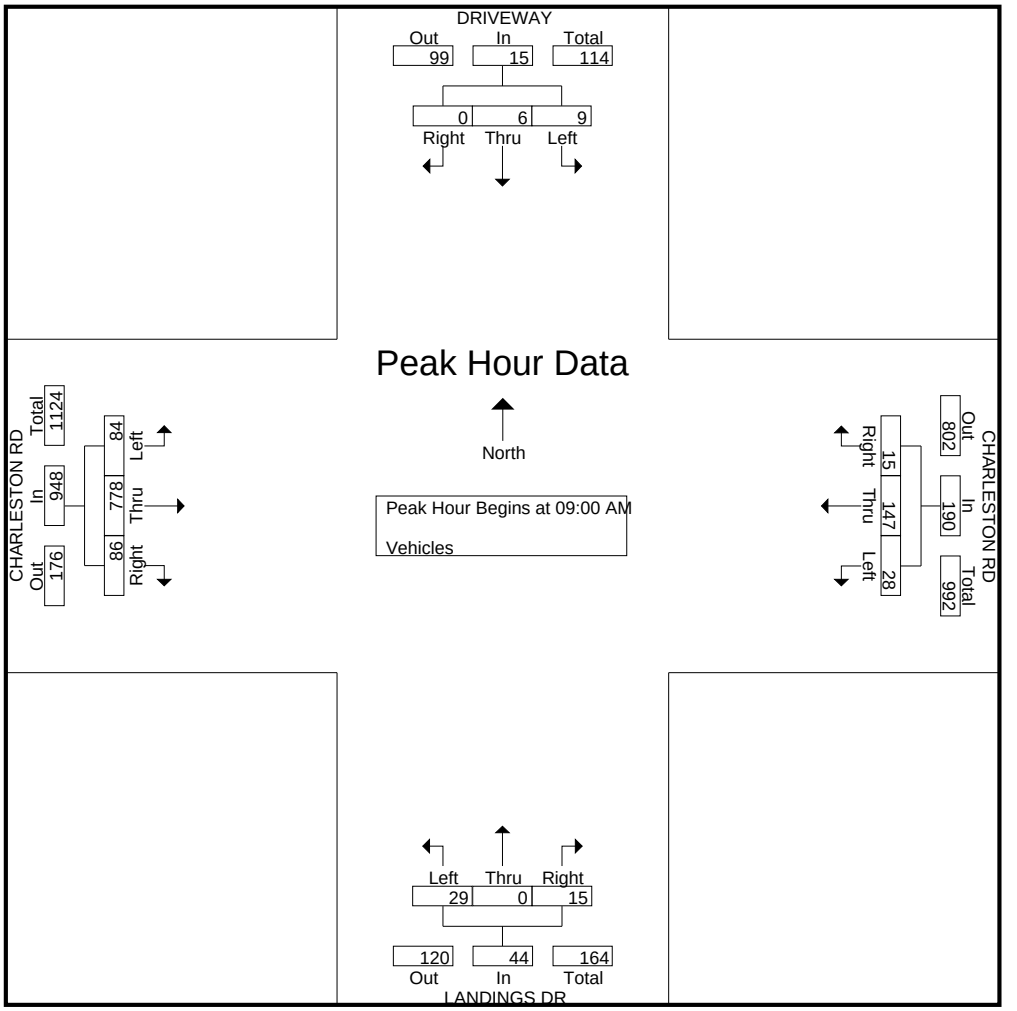

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File Name : 11AM FINAL
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Groups Printed- Bikes

	DRIVEWAY Southbound					CHARLESTON RD Westbound					LANDINGS DR Northbound					CHARLESTON RD 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
07:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	3	0	0	3	7
07:30 AM	0	1	0	0	1	1	2	1	0	4	0	1	0	0	1	0	2	0	0	2	8
07:45 AM	0	0	1	0	1	0	3	0	0	3	0	0	1	0	1	0	5	0	0	5	10
Total	0	1	1	0	2	1	7	3	0	11	0	1	2	0	3	0	11	0	0	11	27
08:00 AM	0	1	0	0	1	1	5	0	0	6	2	0	0	0	2	0	5	0	1	6	15
08:15 AM	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	0	8	0	0	8	16
08:30 AM	0	1	0	0	1	2	12	4	0	18	0	0	0	0	0	0	8	1	0	9	28
08:45 AM	0	2	0	0	2	0	11	1	0	12	2	0	0	0	2	0	4	1	0	5	21
Total	0	4	0	0	4	3	34	7	0	44	4	0	0	0	4	0	25	2	1	28	80
09:00 AM	0	0	2	0	2	2	6	2	0	10	0	0	1	0	1	0	2	2	0	4	17
09:15 AM	0	0	2	0	2	1	7	1	1	10	1	0	0	0	1	0	7	0	0	7	20
09:30 AM	0	1	1	0	2	2	9	4	1	16	3	0	0	0	3	0	3	0	0	3	24
09:45 AM	0	2	2	0	4	0	6	0	0	6	0	0	0	0	0	0	2	1	0	3	13
Total	0	3	7	0	10	5	28	7	2	42	4	0	1	0	5	0	14	3	0	17	74
Grand Total	0	8	8	0	16	9	69	17	2	97	8	1	3	0	12	0	50	5	1	56	181
Apprch %	0	50	50	0		9.3	71.1	17.5	2.1		66.7	8.3	25	0		0	89.3	8.9	1.8		
Total %	0	4.4	4.4	0	8.8	5	38.1	9.4	1.1	53.6	4.4	0.6	1.7	0	6.6	0	27.6	2.8	0.6	30.9	

	DRIVEWAY Southbound				CHARLESTON RD Westbound				LANDINGS DR Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	1	0	1	**2**	**12**	**4**	**18**	0	0	0	0	0	**8**	1	**9**	**28**
08:45 AM	0	**2**	0	**2**	0	11	1	12	**2**	0	0	**2**	0	4	1	5	21
09:00 AM	0	0	**2**	2	2	6	2	10	0	0	**1**	1	0	2	**2**	4	17
09:15 AM	0	0	2	2	1	7	1	9	1	0	0	1	0	7	0	7	19
Total Volume	0	3	4	7	5	36	8	49	3	0	1	4	0	21	4	25	85
% App. Total	0	42.9	57.1		10.2	73.5	16.3		75	0	25		0	84	16		
PHF	.000	.375	.500	.875	.625	.750	.500	.681	.375	.000	.250	.500	.000	.656	.500	.694	.759

Traffic Data Service

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File Name : 11AM FINAL
Site Code : 00000011
Start Date : 6/4/2015
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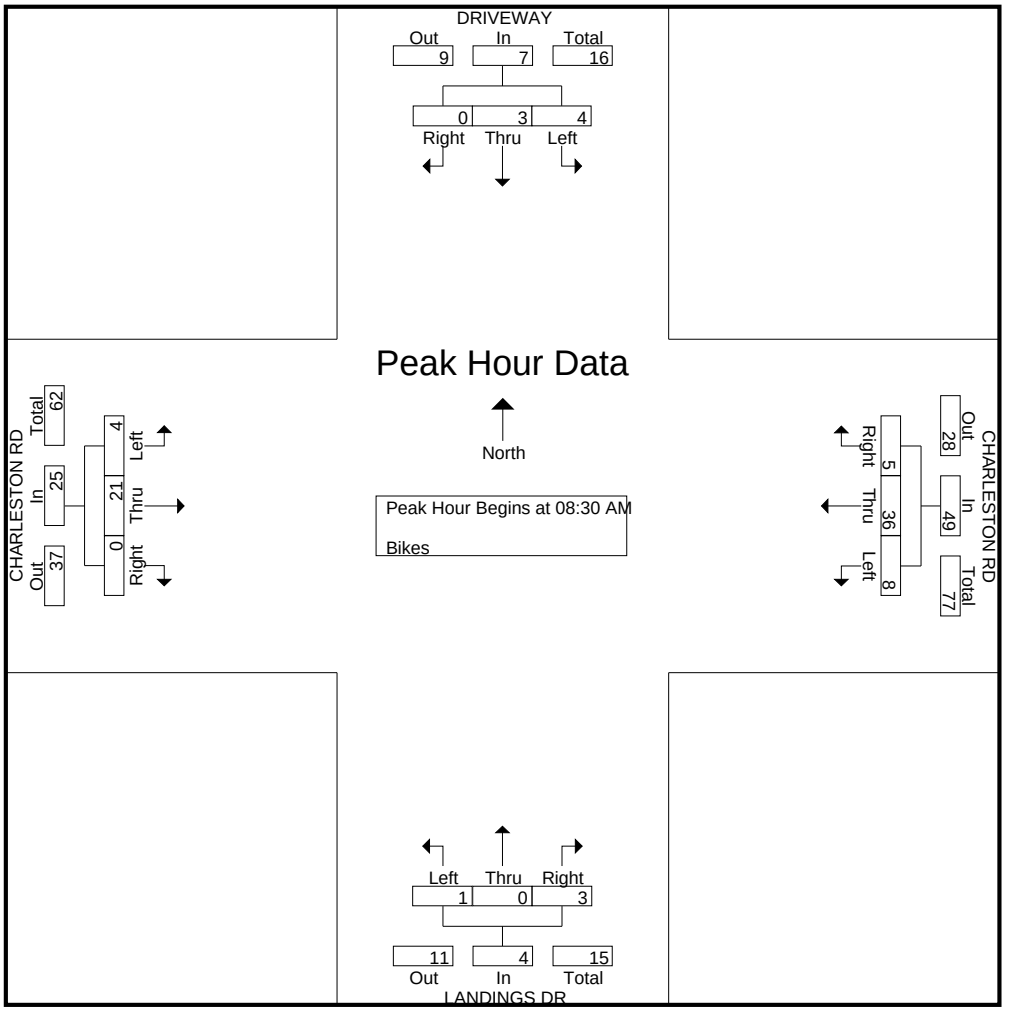

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File Name : 11PM FINAL
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Groups Printed- Vehicles

	DRIVEWAY Southbound					CHARLESTON RD Westbound					LANDINGS DR Northbound					CHARLESTON RD 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
04:00 PM	0	0	0	1	1	19	95	7	5	126	11	3	27	24	65	12	48	12	28	100	292
04:15 PM	0	0	1	11	12	17	86	7	5	115	4	0	31	29	64	4	63	18	31	116	307
04:30 PM	0	0	1	2	3	17	99	13	0	129	8	0	22	14	44	1	27	18	11	57	233
04:45 PM	0	1	3	2	6	18	118	14	0	150	12	0	23	12	47	8	64	9	16	97	300
Total	0	1	5	16	22	71	398	41	10	520	35	3	103	79	220	25	202	57	86	370	1132
05:00 PM	0	0	3	3	6	20	123	14	0	157	7	0	47	8	62	8	52	9	21	90	315
05:15 PM	0	0	0	5	5	13	132	14	3	162	7	0	23	13	43	6	45	16	18	85	295
05:30 PM	0	1	3	8	12	15	148	18	0	181	12	1	32	13	58	7	85	16	26	134	385
05:45 PM	0	0	1	7	8	14	148	25	1	188	6	1	37	10	54	6	58	15	21	100	350
Total	0	1	7	23	31	62	551	71	4	688	32	2	139	44	217	27	240	56	86	409	1345
06:00 PM	0	0	2	7	9	15	112	13	3	143	5	1	36	5	47	3	53	12	11	79	278
06:15 PM	0	0	0	6	6	12	125	8	1	146	8	1	21	6	36	5	52	14	15	86	274
06:30 PM	0	0	1	1	2	11	106	11	0	128	5	1	18	11	35	2	55	11	11	79	244
06:45 PM	0	0	2	1	3	14	110	9	0	133	8	0	14	4	26	5	60	16	12	93	255
Total	0	0	5	15	20	52	453	41	4	550	26	3	89	26	144	15	220	53	49	337	1051
Grand Total	0	2	17	54	73	185	1402	153	18	1758	93	8	331	149	581	67	662	166	221	1116	3528
Apprch %	0	2.7	23.3	74		10.5	79.7	8.7	1		16	1.4	57	25.6		6	59.3	14.9	19.8		
Total %	0	0.1	0.5	1.5	2.1	5.2	39.7	4.3	0.5	49.8	2.6	0.2	9.4	4.2	16.5	1.9	18.8	4.7	6.3	31.6	

	DRIVEWAY Southbound				CHARLESTON RD Westbound				LANDINGS DR Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**3**	3	**20**	123	14	157	7	0	**47**	**54**	**8**	52	9	69	283
05:15 PM	0	0	0	0	13	132	14	159	7	0	23	30	6	45	**16**	67	256
05:30 PM	0	**1**	3	**4**	15	**148**	18	181	**12**	**1**	32	45	7	**85**	16	**108**	**338**
05:45 PM	0	0	1	1	14	148	**25**	**187**	6	1	37	44	6	58	15	79	311
Total Volume	0	1	7	8	62	551	71	684	32	2	139	173	27	240	56	323	1188
% App. Total	0	12.5	87.5		9.1	80.6	10.4		18.5	1.2	80.3		8.4	74.3	17.3		
PHF	.000	.250	.583	.500	.775	.931	.710	.914	.667	.500	.739	.801	.844	.706	.875	.748	.879

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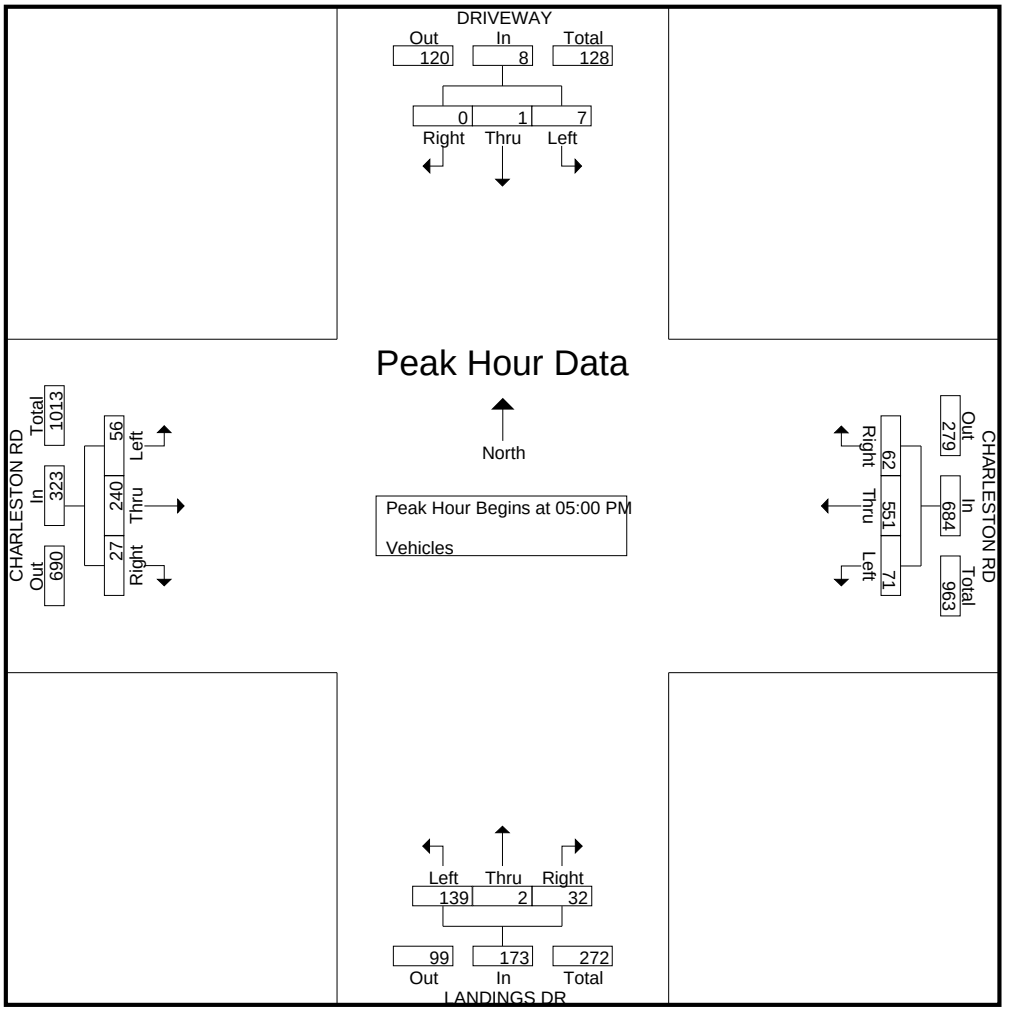

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Groups Printed- Bikes

	DRIVEWAY Southbound					CHARLESTON RD Westbound					LANDINGS DR Northbound					CHARLESTON RD 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
04:00 PM	0	2	0	0	2	4	4	2	0	10	0	1	0	0	1	0	18	1	0	19	32
04:15 PM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	15	0	2	17	21
04:30 PM	0	0	2	0	2	1	7	0	0	8	0	0	1	0	1	0	6	2	0	8	19
04:45 PM	0	0	1	0	1	1	9	3	0	13	0	0	0	0	0	0	3	1	0	4	18
Total	0	2	4	0	6	6	22	5	0	33	1	1	1	0	3	0	42	4	2	48	90
05:00 PM	0	0	1	0	1	2	3	0	0	5	1	0	0	0	1	0	11	1	0	12	19
05:15 PM	1	2	3	0	6	3	6	1	0	10	0	0	2	0	2	0	11	2	0	13	31
05:30 PM	0	3	4	0	7	0	16	0	0	16	0	1	0	0	1	0	11	1	1	13	37
05:45 PM	0	3	4	0	7	1	10	2	1	14	1	0	0	0	1	0	10	1	0	11	33
Total	1	8	12	0	21	6	35	3	1	45	2	1	2	0	5	0	43	5	1	49	120
06:00 PM	0	2	5	0	7	0	6	0	0	6	0	0	0	0	0	0	10	1	0	11	24
06:15 PM	0	1	4	0	5	3	7	1	1	12	1	1	1	0	3	0	17	1	0	18	38
06:30 PM	0	0	2	0	2	0	3	0	1	4	0	0	0	0	0	0	14	0	0	14	20
06:45 PM	0	0	3	0	3	3	3	1	0	7	0	0	0	0	0	0	11	2	0	13	23
Total	0	3	14	0	17	6	19	2	2	29	1	1	1	0	3	0	52	4	0	56	105
Grand Total	1	13	30	0	44	18	76	10	3	107	4	3	4	0	11	0	137	13	3	153	315
Apprch %	2.3	29.5	68.2	0		16.8	71	9.3	2.8		36.4	27.3	36.4	0		0	89.5	8.5	2		
Total %	0.3	4.1	9.5	0	14	5.7	24.1	3.2	1	34	1.3	1	1.3	0	3.5	0	43.5	4.1	1	48.6	

	DRIVEWAY Southbound				CHARLESTON RD Westbound				LANDINGS DR Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	**3**	4	**7**	0	**16**	0	**16**	0	**1**	0	1	0	11	**1**	12	36
05:45 PM	0	3	4	7	1	10	**2**	13	**1**	0	0	1	0	10	1	11	32
06:00 PM	0	2	**5**	7	0	6	0	6	0	0	0	0	0	10	1	11	24
06:15 PM	0	1	4	5	**3**	7	1	11	1	1	**1**	**3**	0	**17**	1	**18**	**37**
Total Volume	0	9	17	26	4	39	3	46	2	2	1	5	0	48	4	52	129
% App. Total	0	34.6	65.4		8.7	84.8	6.5		40	40	20		0	92.3	7.7		
PHF	.000	.750	.850	.929	.333	.609	.375	.719	.500	.500	.250	.417	.000	.706	1.00	.722	.872

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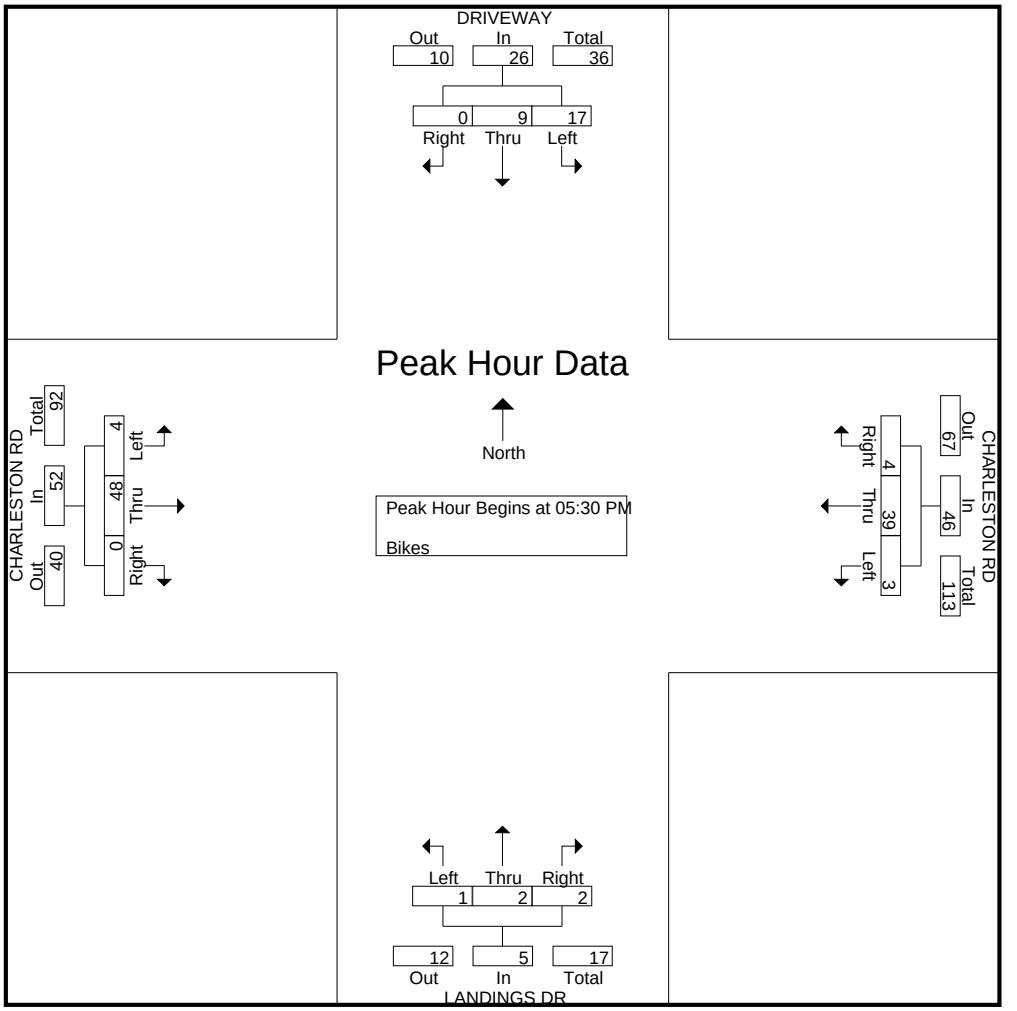

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File Name : 12AM FINAL
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Start Date : 6/4/2015
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Groups Printed- Vehicles

	DRIVEWAY Southbound					CHARLESTON RD Westbound					ALTA AVE Northbound					CHARLESTON RD 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
07:00 AM	3	0	2	0	5	4	23	1	0	28	8	3	5	2	18	16	29	13	3	61	112
07:15 AM	5	1	2	0	8	8	30	1	5	44	3	1	10	5	19	16	33	9	1	59	130
07:30 AM	3	4	1	1	9	8	46	1	4	59	3	6	7	4	20	15	46	8	3	72	160
07:45 AM	5	3	1	0	9	9	42	3	5	59	3	7	13	1	24	28	48	11	4	91	183
Total	16	8	6	1	31	29	141	6	14	190	17	17	35	12	81	75	156	41	11	283	585
08:00 AM	2	1	0	2	5	4	46	1	1	52	1	8	17	4	30	26	85	20	3	134	221
08:15 AM	6	2	1	3	12	11	41	6	5	63	1	8	16	5	30	49	75	23	13	160	265
08:30 AM	0	4	1	1	6	10	44	3	1	58	7	4	12	9	32	71	105	18	4	198	294
08:45 AM	3	0	4	3	10	6	44	6	6	62	5	6	15	11	37	55	125	21	14	215	324
Total	11	7	6	9	33	31	175	16	13	235	14	26	60	29	129	201	390	82	34	707	1104
09:00 AM	5	5	2	5	17	9	47	4	20	80	8	7	11	17	43	58	96	28	16	198	338
09:15 AM	4	3	4	1	12	7	37	5	5	54	7	3	8	10	28	80	97	27	16	220	314
09:30 AM	5	1	3	7	16	4	35	2	15	56	4	7	9	9	29	76	91	25	21	213	314
09:45 AM	6	3	4	4	17	6	39	7	10	62	4	8	5	14	31	93	100	34	17	244	354
Total	20	12	13	17	62	26	158	18	50	252	23	25	33	50	131	307	384	114	70	875	1320
Grand Total	47	27	25	27	126	86	474	40	77	677	54	68	128	91	341	583	930	237	115	1865	3009
Apprch %	37.3	21.4	19.8	21.4		12.7	70	5.9	11.4		15.8	19.9	37.5	26.7		31.3	49.9	12.7	6.2		
Total %	1.6	0.9	0.8	0.9	4.2	2.9	15.8	1.3	2.6	22.5	1.8	2.3	4.3	3	11.3	19.4	30.9	7.9	3.8	62	

	DRIVEWAY Southbound				CHARLESTON RD Westbound				ALTA AVE Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	5	**5**	2	12	**9**	**47**	4	**60**	**8**	7	**11**	**26**	58	96	28	182	280
09:15 AM	4	3	**4**	11	7	37	5	49	7	3	8	18	80	97	27	204	282
09:30 AM	5	1	3	9	4	35	2	41	4	7	9	20	76	91	25	192	262
09:45 AM	**6**	3	4	**13**	6	39	**7**	52	4	**8**	5	17	**93**	**100**	**34**	**227**	**309**
Total Volume	20	12	13	45	26	158	18	202	23	25	33	81	307	384	114	805	1133
% App. Total	44.4	26.7	28.9		12.9	78.2	8.9		28.4	30.9	40.7		38.1	47.7	14.2		
PHF	.833	.600	.813	.865	.722	.840	.643	.842	.719	.781	.750	.779	.825	.960	.838	.887	.917

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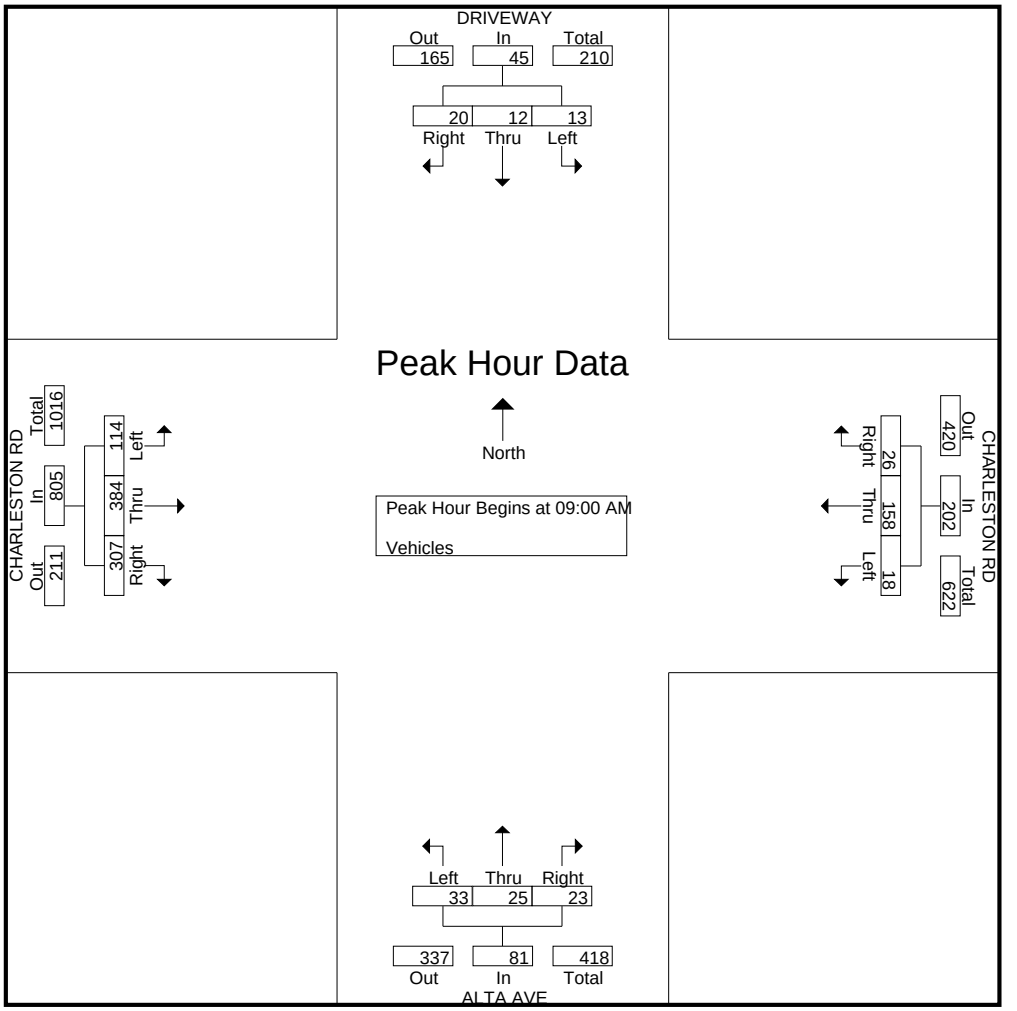

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File Name : 12AM FINAL
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Groups Printed- Bikes

	DRIVEWAY Southbound					CHARLESTON RD Westbound					ALTA AVE Northbound					CHARLESTON RD 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
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
07:15 AM	2	0	0	0	2	0	3	0	0	3	0	0	1	0	1	0	0	1	1	2	8
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	1	3	0	4	9
07:45 AM	0	1	0	0	1	0	6	0	0	6	0	1	1	0	2	2	3	3	0	8	17
Total	2	1	0	0	3	0	14	0	0	14	0	1	3	0	4	2	6	7	1	16	37
08:00 AM	0	3	0	0	3	1	4	0	0	5	0	2	2	0	4	5	5	0	0	10	22
08:15 AM	1	0	0	0	1	1	5	0	0	6	1	5	2	0	8	4	8	0	0	12	27
08:30 AM	0	1	0	0	1	0	8	0	0	8	2	0	7	0	9	10	12	0	1	23	41
08:45 AM	1	2	0	0	3	0	11	0	0	11	1	2	3	0	6	7	10	0	1	18	38
Total	2	6	0	0	8	2	28	0	0	30	4	9	14	0	27	26	35	0	2	63	128
09:00 AM	2	2	0	0	4	0	10	1	0	11	0	1	0	0	1	11	9	6	0	26	42
09:15 AM	0	3	1	0	4	1	10	0	0	11	0	1	1	0	2	5	12	1	0	18	35
09:30 AM	4	0	0	0	4	0	14	0	0	14	1	2	3	0	6	4	12	0	1	17	41
09:45 AM	1	7	3	0	11	0	12	0	0	12	0	3	4	0	7	2	12	0	0	14	44
Total	7	12	4	0	23	1	46	1	0	48	1	7	8	0	16	22	45	7	1	75	162
Grand Total	11	19	4	0	34	3	88	1	0	92	5	17	25	0	47	50	86	14	4	154	327
Apprch %	32.4	55.9	11.8	0		3.3	95.7	1.1	0		10.6	36.2	53.2	0		32.5	55.8	9.1	2.6		
Total %	3.4	5.8	1.2	0	10.4	0.9	26.9	0.3	0	28.1	1.5	5.2	7.6	0	14.4	15.3	26.3	4.3	1.2	47.1	

	DRIVEWAY Southbound				CHARLESTON RD Westbound				ALTA AVE Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	2	2	0	4	0	10	**1**	11	0	1	0	1	**11**	9	**6**	**26**	42
09:15 AM	0	3	1	4	**1**	10	0	11	0	1	1	2	5	**12**	1	18	35
09:30 AM	**4**	0	0	4	0	**14**	0	**14**	**1**	2	3	6	4	12	0	16	40
09:45 AM	1	**7**	**3**	**11**	0	12	0	12	0	**3**	**4**	**7**	2	12	0	14	**44**
Total Volume	7	12	4	23	1	46	1	48	1	7	8	16	22	45	7	74	161
% App. Total	30.4	52.2	17.4		2.1	95.8	2.1		6.2	43.8	50		29.7	60.8	9.5		
PHF	.438	.429	.333	.523	.250	.821	.250	.857	.250	.583	.500	.571	.500	.938	.292	.712	.915

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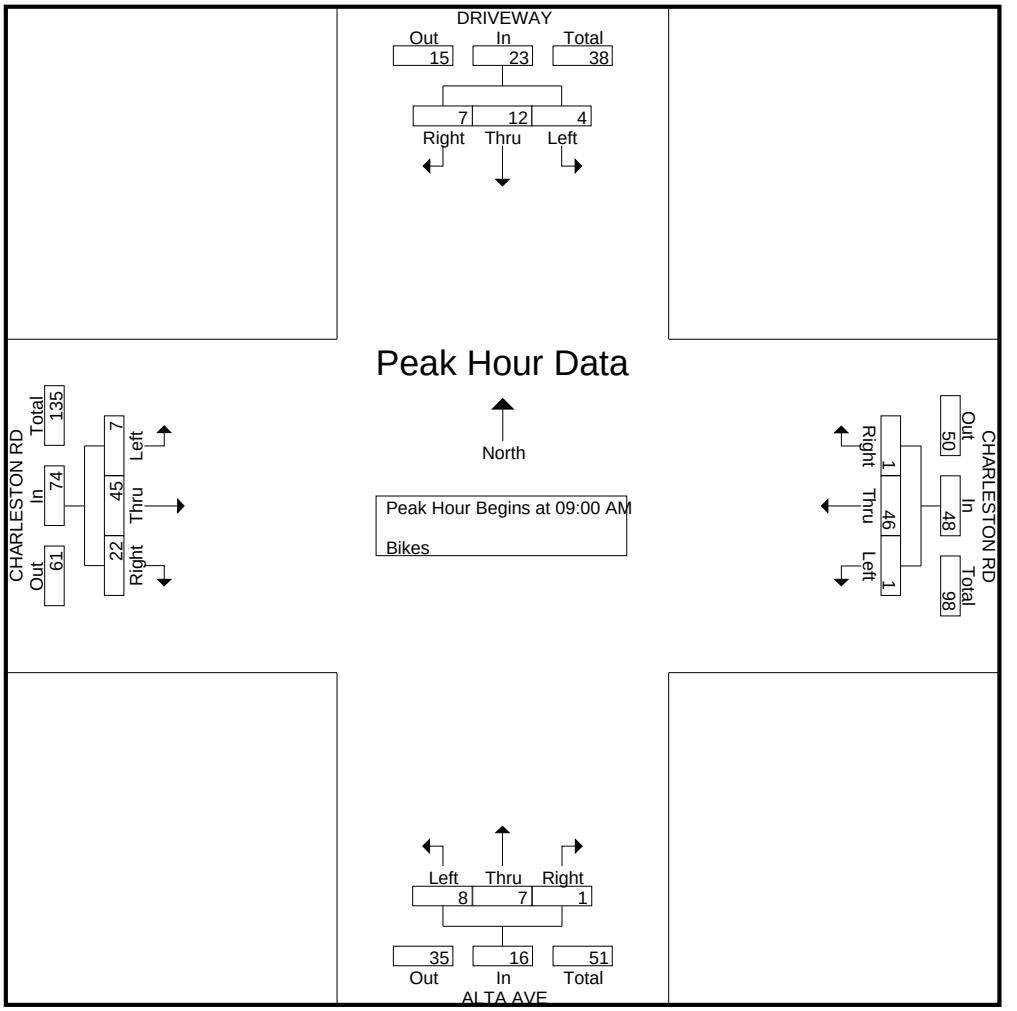

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File Name : 12PM FINAL
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Groups Printed- Vehicles

	DRIVEWAY Southbound					CHARLESTON RD Westbound					ALTA AVE Northbound					CHARLESTON RD 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
04:00 PM	13	2	11	4	30	4	75	3	12	94	9	6	32	6	53	24	34	10	61	129	306
04:15 PM	17	2	5	3	27	8	59	2	8	77	5	2	27	16	50	19	43	10	41	113	267
04:30 PM	15	2	2	0	19	4	85	2	10	101	13	1	31	25	70	11	36	7	25	79	269
04:45 PM	23	3	9	1	36	3	88	3	4	98	2	2	26	2	32	13	68	6	11	98	264
Total	68	9	27	8	112	19	307	10	34	370	29	11	116	49	205	67	181	33	138	419	1106
05:00 PM	29	3	12	2	46	2	90	4	5	101	7	3	31	2	43	14	55	7	17	93	283
05:15 PM	15	5	11	0	31	4	90	3	8	105	10	5	40	4	59	13	51	8	27	99	294
05:30 PM	23	3	16	0	42	6	86	0	11	103	8	1	48	5	62	20	71	13	37	141	348
05:45 PM	22	2	10	1	35	6	106	3	13	128	7	5	38	2	52	23	60	14	16	113	328
Total	89	13	49	3	154	18	372	10	37	437	32	14	157	13	216	70	237	42	97	446	1253
06:00 PM	16	5	11	3	35	3	76	0	14	93	10	2	28	7	47	17	47	10	23	97	272
06:15 PM	29	8	12	6	55	1	76	2	9	88	7	4	34	11	56	11	40	17	16	84	283
06:30 PM	20	6	11	5	42	6	63	1	20	90	6	8	25	6	45	13	50	14	21	98	275
06:45 PM	23	4	18	0	45	11	64	3	6	84	6	6	33	8	53	6	63	18	18	105	287
Total	88	23	52	14	177	21	279	6	49	355	29	20	120	32	201	47	200	59	78	384	1117
Grand Total	245	45	128	25	443	58	958	26	120	1162	90	45	393	94	622	184	618	134	313	1249	3476
Apprch %	55.3	10.2	28.9	5.6		5	82.4	2.2	10.3		14.5	7.2	63.2	15.1		14.7	49.5	10.7	25.1		
Total %	7	1.3	3.7	0.7	12.7	1.7	27.6	0.7	3.5	33.4	2.6	1.3	11.3	2.7	17.9	5.3	17.8	3.9	9	35.9	

	DRIVEWAY Southbound				CHARLESTON RD Westbound				ALTA AVE Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**29**	3	12	**44**	2	90	**4**	96	7	3	31	41	14	55	7	76	257
05:15 PM	15	**5**	11	31	4	90	3	97	**10**	**5**	40	55	13	51	8	72	255
05:30 PM	23	3	**16**	42	**6**	86	0	92	8	1	**48**	**57**	20	**71**	13	**104**	295
05:45 PM	22	2	10	34	6	**106**	3	**115**	7	5	38	50	**23**	60	**14**	97	**296**
Total Volume	89	13	49	151	18	372	10	400	32	14	157	203	70	237	42	349	1103
% App. Total	58.9	8.6	32.5		4.5	93	2.5		15.8	6.9	77.3		20.1	67.9	12		
PHF	.767	.650	.766	.858	.750	.877	.625	.870	.800	.700	.818	.890	.761	.835	.750	.839	.932

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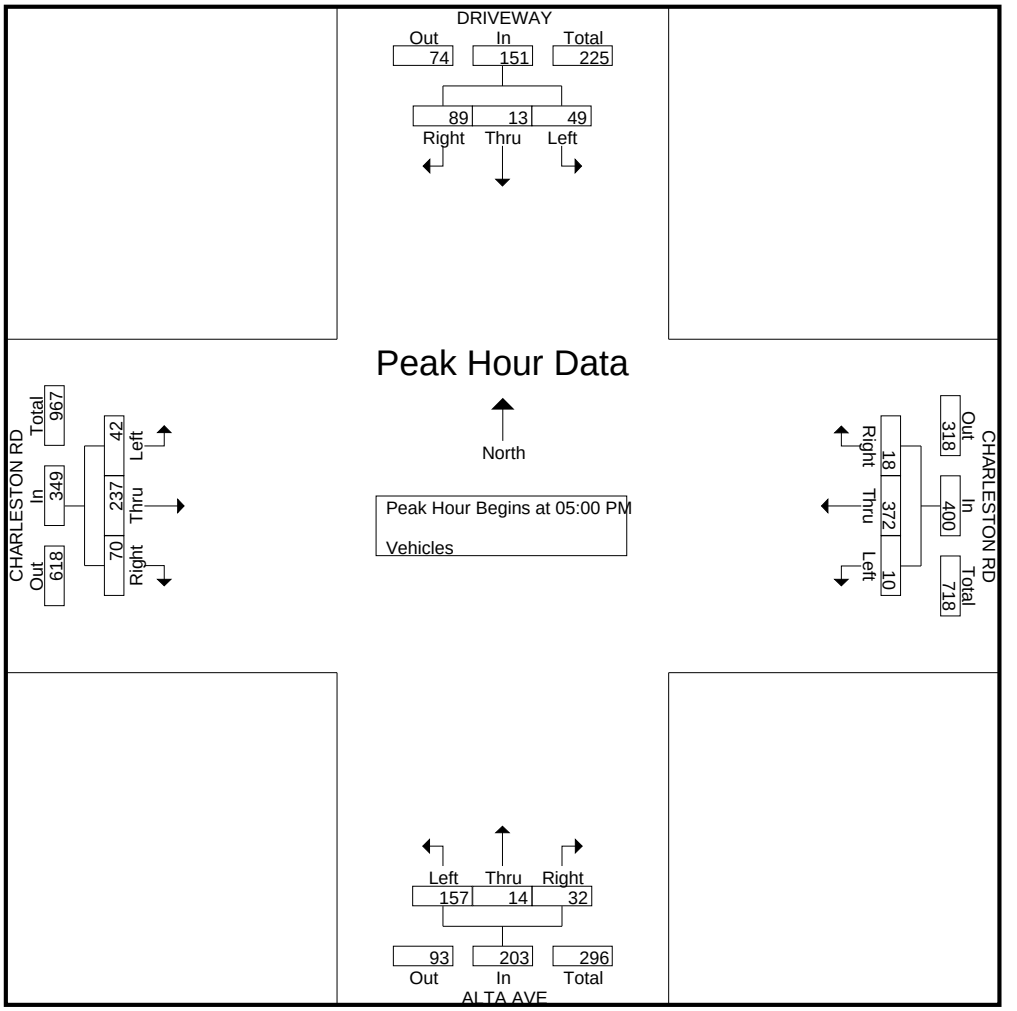

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Groups Printed- Bikes

	DRIVEWAY Southbound					CHARLESTON RD Westbound					ALTA AVE Northbound					CHARLESTON RD 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
04:00 PM	0	6	0	0	6	1	5	0	0	6	1	4	1	0	6	1	7	1	0	9	27
04:15 PM	2	3	3	0	8	1	8	0	0	9	0	7	2	0	9	2	9	1	1	13	39
04:30 PM	0	1	0	0	1	1	5	0	0	6	0	3	2	0	5	3	6	1	1	11	23
04:45 PM	3	3	1	0	7	0	7	0	0	7	1	6	3	0	10	1	3	0	0	4	28
Total	5	13	4	0	22	3	25	0	0	28	2	20	8	0	30	7	25	3	2	37	117
05:00 PM	3	4	3	0	10	0	4	1	0	5	1	2	1	0	4	3	7	1	0	11	30
05:15 PM	4	2	0	0	6	0	2	0	0	2	0	3	5	0	8	5	10	0	0	15	31
05:30 PM	4	11	0	0	15	1	12	0	0	13	0	1	3	0	4	1	13	0	0	14	46
05:45 PM	0	8	2	0	10	0	6	0	0	6	0	2	5	0	7	7	6	0	0	13	36
Total	11	25	5	0	41	1	24	1	0	26	1	8	14	0	23	16	36	1	0	53	143
06:00 PM	0	7	1	0	8	0	2	0	0	2	1	4	3	0	8	2	6	1	0	9	27
06:15 PM	2	0	0	0	2	0	7	1	0	8	0	2	5	0	7	2	7	5	0	14	31
06:30 PM	3	5	3	0	11	4	8	0	0	12	1	5	7	0	13	4	4	4	0	12	48
06:45 PM	2	4	1	0	7	1	5	0	0	6	0	2	3	0	5	1	5	1	1	8	26
Total	7	16	5	0	28	5	22	1	0	28	2	13	18	0	33	9	22	11	1	43	132
Grand Total	23	54	14	0	91	9	71	2	0	82	5	41	40	0	86	32	83	15	3	133	392
Apprch %	25.3	59.3	15.4	0		11	86.6	2.4	0		5.8	47.7	46.5	0		24.1	62.4	11.3	2.3		
Total %	5.9	13.8	3.6	0	23.2	2.3	18.1	0.5	0	20.9	1.3	10.5	10.2	0	21.9	8.2	21.2	3.8	0.8	33.9	

	DRIVEWAY Southbound				CHARLESTON RD Westbound				ALTA AVE Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	4	**3**	10	0	4	**1**	5	**1**	2	1	4	3	7	**1**	11	30
05:15 PM	**4**	2	0	6	0	2	0	2	0	**3**	**5**	**8**	5	10	0	**15**	31
05:30 PM	4	**11**	0	**15**	**1**	**12**	0	**13**	0	1	3	4	1	**13**	0	14	**46**
05:45 PM	0	8	2	10	0	6	0	6	0	2	5	7	**7**	6	0	13	36
Total Volume	11	25	5	41	1	24	1	26	1	8	14	23	16	36	1	53	143
% App. Total	26.8	61	12.2		3.8	92.3	3.8		4.3	34.8	60.9		30.2	67.9	1.9		
PHF	.688	.568	.417	.683	.250	.500	.250	.500	.250	.667	.700	.719	.571	.692	.250	.883	.777

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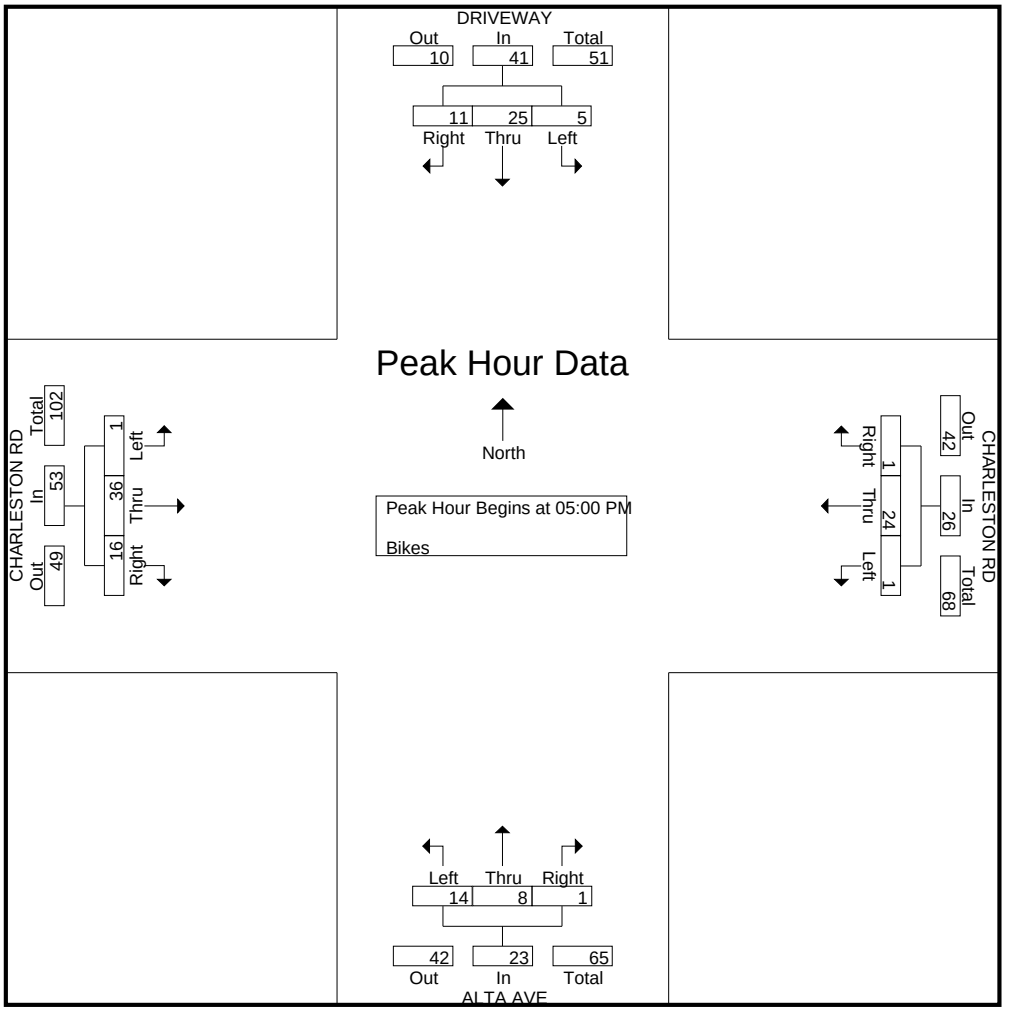

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Groups Printed- Vehicles

	DRIVEWAY Southbound					CHARLESTON RD Westbound					HUFF AVE Northbound					CHARLESTON RD 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
07:00 AM	0	0	1	0	1	12	25	2	0	39	8	0	3	47	58	5	32	1	14	52	150
07:15 AM	1	2	6	2	11	17	31	6	3	57	10	2	6	81	99	12	26	1	36	75	242
07:30 AM	0	3	4	2	9	11	42	3	6	62	8	2	8	62	80	14	34	2	27	77	228
07:45 AM	0	4	11	1	16	25	39	2	16	82	11	6	4	78	99	10	34	5	36	85	282
Total	1	9	22	5	37	65	137	13	25	240	37	10	21	268	336	41	126	9	113	289	902
08:00 AM	2	1	2	5	10	18	54	9	10	91	9	7	0	137	153	11	65	4	36	116	370
08:15 AM	2	3	6	3	14	31	46	7	12	96	15	7	10	92	124	20	66	2	40	128	362
08:30 AM	2	2	3	9	16	24	46	7	17	94	12	3	6	144	165	16	88	5	70	179	454
08:45 AM	3	6	7	8	24	26	46	8	32	112	16	1	9	82	108	18	101	7	59	185	429
Total	9	12	18	25	64	99	192	31	71	393	52	18	25	455	550	65	320	18	205	608	1615
09:00 AM	4	5	7	10	26	20	45	4	29	98	8	4	5	212	229	21	98	7	82	208	561
09:15 AM	2	8	9	9	28	19	37	5	27	88	15	7	12	121	155	21	80	5	64	170	441
09:30 AM	6	6	9	4	25	21	30	9	32	92	14	6	5	119	144	29	75	0	67	171	432
09:45 AM	1	5	6	9	21	20	38	16	20	94	17	9	7	92	125	21	87	5	54	167	407
Total	13	24	31	32	100	80	150	34	108	372	54	26	29	544	653	92	340	17	267	716	1841
Grand Total	23	45	71	62	201	244	479	78	204	1005	143	54	75	1267	1539	198	786	44	585	1613	4358
Apprch %	11.4	22.4	35.3	30.8		24.3	47.7	7.8	20.3		9.3	3.5	4.9	82.3		12.3	48.7	2.7	36.3		
Total %	0.5	1	1.6	1.4	4.6	5.6	11	1.8	4.7	23.1	3.3	1.2	1.7	29.1	35.3	4.5	18	1	13.4	37	

	DRIVEWAY Southbound				CHARLESTON RD Westbound				HUFF AVE Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	2	2	3	7	24	**46**	7	77	12	3	6	21	16	88	5	109	214
08:45 AM	3	6	7	16	**26**	46	**8**	**80**	**16**	1	9	26	18	**101**	**7**	**126**	**248**
09:00 AM	**4**	5	7	16	20	45	4	69	8	4	5	17	**21**	98	7	126	228
09:15 AM	2	**8**	**9**	**19**	19	37	5	61	15	**7**	**12**	**34**	21	80	5	106	220
Total Volume	11	21	26	58	89	174	24	287	51	15	32	98	76	367	24	467	910
% App. Total	19	36.2	44.8		31	60.6	8.4		52	15.3	32.7		16.3	78.6	5.1		
PHF	.688	.656	.722	.763	.856	.946	.750	.897	.797	.536	.667	.721	.905	.908	.857	.927	.917

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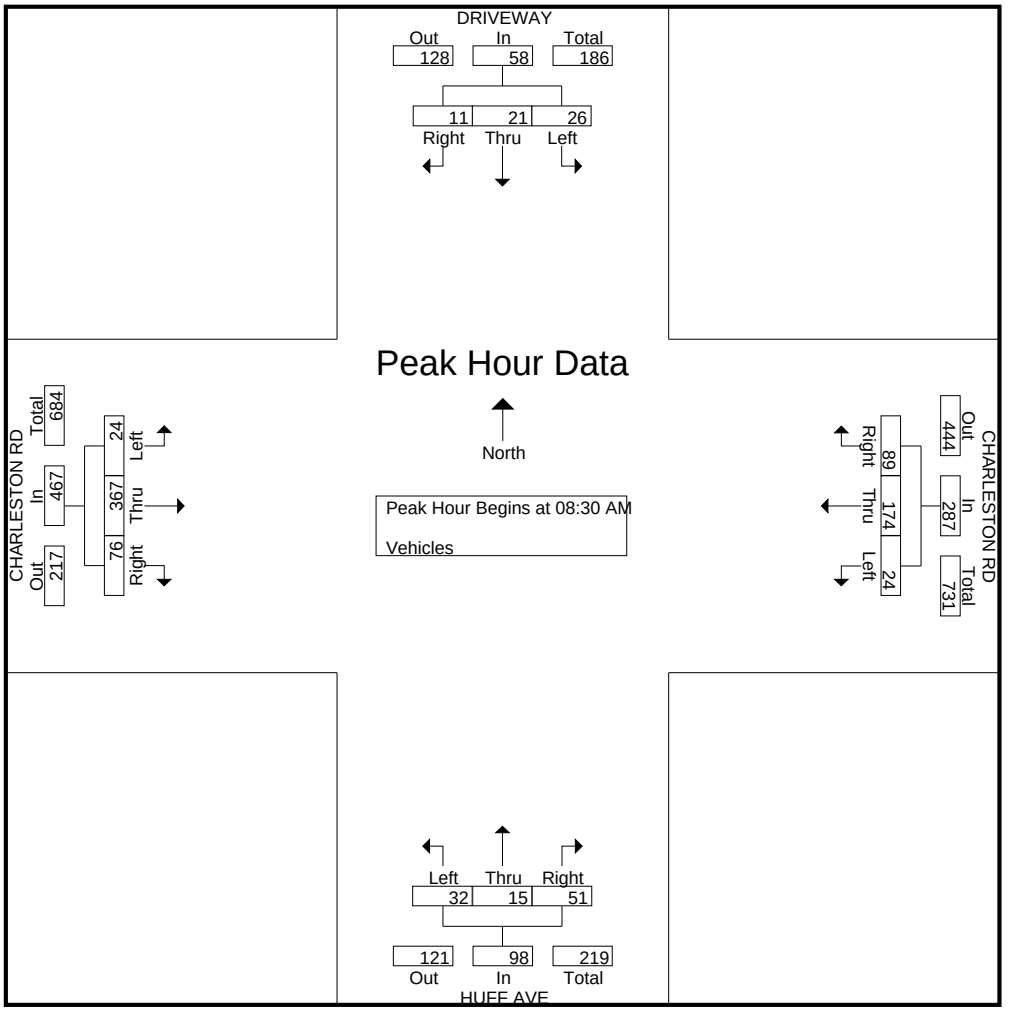

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Groups Printed- Bikes

	DRIVEWAY Southbound					CHARLESTON RD Westbound					HUFF AVE Northbound					CHARLESTON RD 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
07:00 AM	0	0	0	0	0	1	2	0	0	3	4	1	0	0	5	1	1	0	0	2	10
07:15 AM	0	0	0	0	0	1	3	0	0	4	4	2	0	0	6	0	2	0	0	2	12
07:30 AM	0	1	0	0	1	0	0	0	0	0	4	1	0	0	5	0	1	0	0	1	7
07:45 AM	0	1	1	0	2	0	1	0	0	1	2	3	0	0	5	1	4	0	0	5	13
Total	0	2	1	0	3	2	6	0	0	8	14	7	0	0	21	2	8	0	0	10	42
08:00 AM	1	5	1	0	7	1	1	0	0	2	0	1	1	0	2	1	2	1	0	4	15
08:15 AM	0	2	1	0	3	2	1	0	0	3	0	5	1	0	6	1	2	0	0	3	15
08:30 AM	0	0	0	0	0	3	4	0	0	7	3	0	0	0	3	0	7	1	0	8	18
08:45 AM	0	3	1	0	4	7	6	0	0	13	2	4	4	0	10	2	12	0	0	14	41
Total	1	10	3	0	14	13	12	0	0	25	5	10	6	0	21	4	23	2	0	29	89
09:00 AM	0	1	1	0	2	6	4	1	0	11	3	3	1	0	7	5	8	0	0	13	33
09:15 AM	0	6	4	0	10	7	11	0	1	19	0	4	0	0	4	4	7	0	0	11	44
09:30 AM	0	7	5	0	12	7	10	1	0	18	1	5	3	0	9	7	9	0	0	16	55
09:45 AM	0	3	7	0	10	8	11	0	0	19	0	6	5	0	11	5	10	0	0	15	55
Total	0	17	17	0	34	28	36	2	1	67	4	18	9	0	31	21	34	0	0	55	187
Grand Total	1	29	21	0	51	43	54	2	1	100	23	35	15	0	73	27	65	2	0	94	318
Apprch %	2	56.9	41.2	0		43	54	2	1		31.5	47.9	20.5	0		28.7	69.1	2.1	0		
Total %	0.3	9.1	6.6	0	16	13.5	17	0.6	0.3	31.4	7.2	11	4.7	0	23	8.5	20.4	0.6	0	29.6	

	DRIVEWAY Southbound				CHARLESTON RD Westbound				HUFF AVE Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	1	1	2	6	4	**1**	11	**3**	3	1	7	5	8	0	13	33
09:15 AM	0	6	4	10	7	**11**	0	18	0	4	0	4	4	7	0	11	43
09:30 AM	0	**7**	5	**12**	7	10	1	18	1	5	3	9	**7**	9	0	**16**	**55**
09:45 AM	0	3	**7**	10	**8**	11	0	**19**	0	**6**	**5**	**11**	5	**10**	0	15	55
Total Volume	0	17	17	34	28	36	2	66	4	18	9	31	21	34	0	55	186
% App. Total	0	50	50		42.4	54.5	3		12.9	58.1	29		38.2	61.8	0		
PHF	.000	.607	.607	.708	.875	.818	.500	.868	.333	.750	.450	.705	.750	.850	.000	.859	.845

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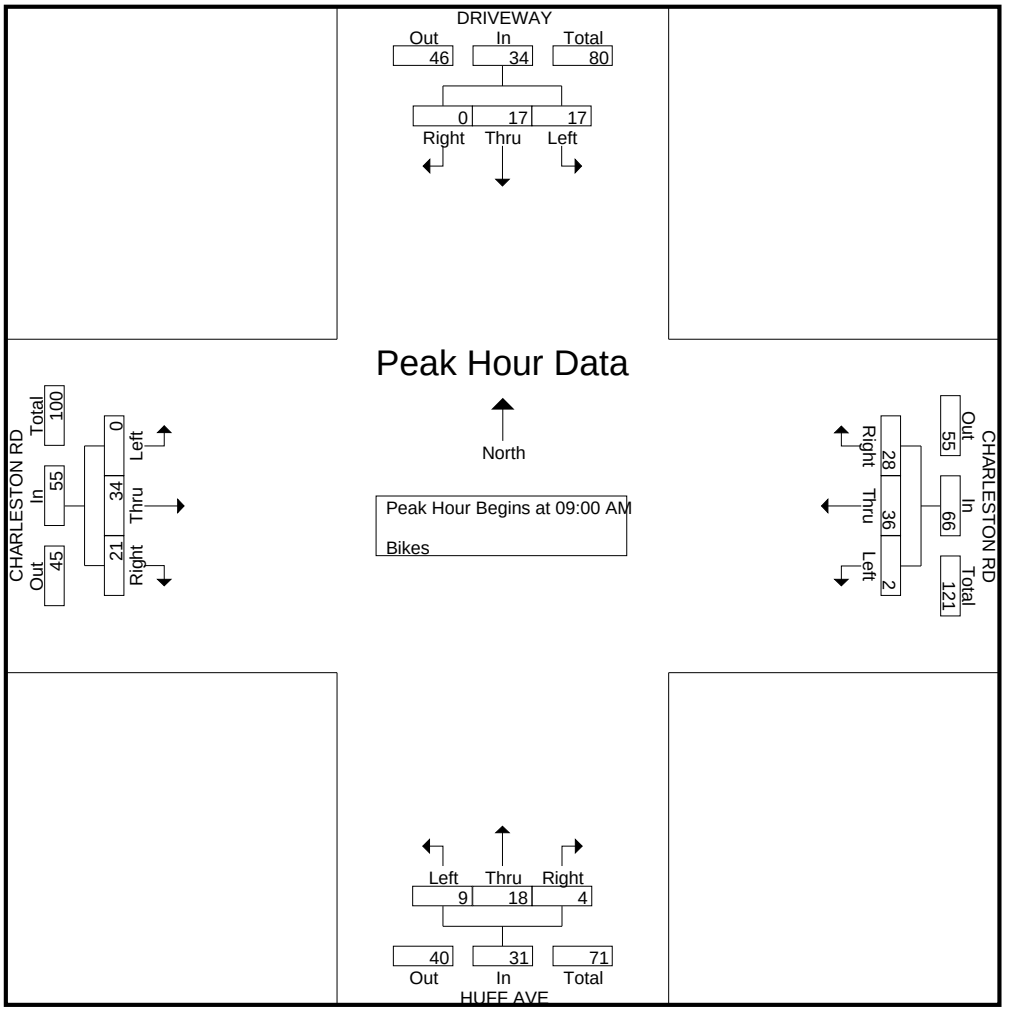

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Groups Printed- Vehicles

	DRIVEWAY Southbound					CHARLESTON RD Westbound					HUFF AVE Northbound					CHARLESTON RD 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
04:00 PM	10	1	31	22	64	14	40	5	75	134	18	10	30	9	67	7	44	0	34	85	350
04:15 PM	6	0	28	3	37	15	37	7	36	95	19	5	26	25	75	8	43	2	32	85	292
04:30 PM	9	3	39	8	59	10	54	3	17	84	22	3	25	21	71	7	41	0	22	70	284
04:45 PM	10	3	26	3	42	14	60	9	11	94	21	3	27	8	59	5	75	0	23	103	298
Total	35	7	124	36	202	53	191	24	139	407	80	21	108	63	272	27	203	2	111	343	1224
05:00 PM	4	5	44	9	62	2	65	3	14	84	17	3	31	3	54	5	65	2	20	92	292
05:15 PM	9	2	34	7	52	10	57	7	31	105	17	2	26	9	54	7	66	1	20	94	305
05:30 PM	7	14	49	12	82	8	53	1	34	96	23	6	34	36	99	3	89	3	118	213	490
05:45 PM	8	3	30	7	48	8	70	11	24	113	19	4	30	20	73	18	51	3	44	116	350
Total	28	24	157	35	244	28	245	22	103	398	76	15	121	68	280	33	271	9	202	515	1437
06:00 PM	7	5	38	12	62	19	57	7	25	108	14	2	26	11	53	7	63	1	24	95	318
06:15 PM	3	2	29	5	39	15	48	11	29	103	20	6	23	10	59	5	50	1	17	73	274
06:30 PM	11	3	41	4	59	11	40	12	35	98	20	11	19	12	62	8	55	4	29	96	315
06:45 PM	4	5	49	0	58	10	39	10	15	74	14	9	24	9	56	22	57	7	22	108	296
Total	25	15	157	21	218	55	184	40	104	383	68	28	92	42	230	42	225	13	92	372	1203
Grand Total	88	46	438	92	664	136	620	86	346	1188	224	64	321	173	782	102	699	24	405	1230	3864
Apprch %	13.3	6.9	66	13.9		11.4	52.2	7.2	29.1		28.6	8.2	41	22.1		8.3	56.8	2	32.9		
Total %	2.3	1.2	11.3	2.4	17.2	3.5	16	2.2	9	30.7	5.8	1.7	8.3	4.5	20.2	2.6	18.1	0.6	10.5	31.8	

	DRIVEWAY Southbound				CHARLESTON RD Westbound				HUFF AVE Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	5	44	53	2	65	3	70	17	3	31	51	5	65	2	72	246
05:15 PM	**9**	2	34	45	**10**	57	7	74	17	2	26	45	7	66	1	74	238
05:30 PM	7	**14**	**49**	**70**	8	53	1	62	**23**	**6**	**34**	**63**	3	**89**	**3**	**95**	**290**
05:45 PM	8	3	30	41	8	**70**	**11**	**89**	19	4	30	53	**18**	51	3	72	255
Total Volume	28	24	157	209	28	245	22	295	76	15	121	212	33	271	9	313	1029
% App. Total	13.4	11.5	75.1		9.5	83.1	7.5		35.8	7.1	57.1		10.5	86.6	2.9		
PHF	.778	.429	.801	.746	.700	.875	.500	.829	.826	.625	.890	.841	.458	.761	.750	.824	.887

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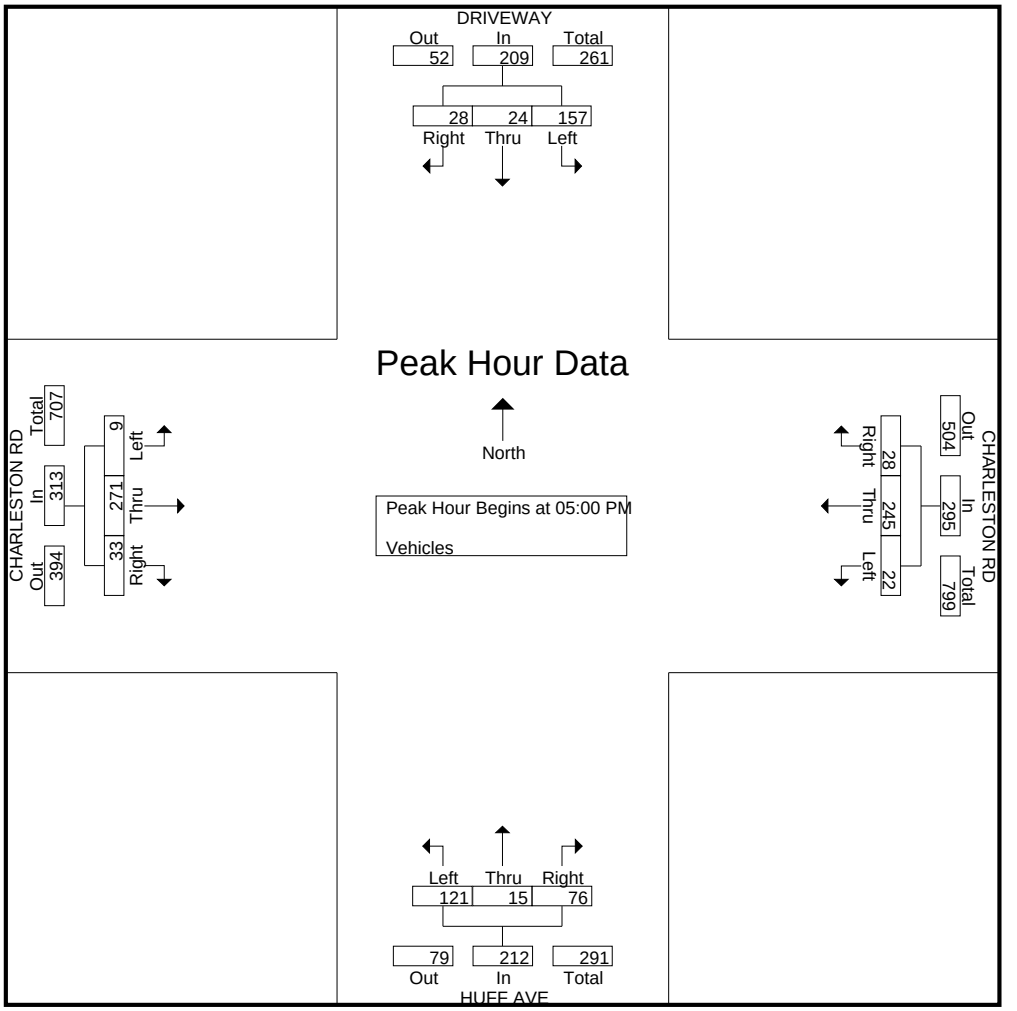

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Groups Printed- Bikes

	DRIVEWAY Southbound					CHARLESTON RD Westbound					HUFF AVE Northbound					CHARLESTON RD 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
04:00 PM	0	5	1	0	6	5	10	0	0	15	1	2	3	0	6	0	7	0	0	7	34
04:15 PM	1	7	5	0	13	32	2	0	0	34	1	9	2	0	12	0	9	0	0	9	68
04:30 PM	2	6	8	0	16	8	3	0	0	11	0	6	3	0	9	3	7	0	0	10	46
04:45 PM	0	20	0	0	20	4	3	1	0	8	1	5	4	0	10	0	4	0	0	4	42
Total	3	38	14	0	55	49	18	1	0	68	3	22	12	0	37	3	27	0	0	30	190
05:00 PM	0	4	4	0	8	1	0	0	0	1	1	0	0	0	1	0	9	2	0	11	21
05:15 PM	0	12	7	0	19	3	0	1	0	4	1	1	3	0	5	1	5	0	0	6	34
05:30 PM	0	17	34	0	51	2	5	0	0	7	0	3	1	0	4	1	12	0	0	13	75
05:45 PM	0	10	5	0	15	3	6	1	0	10	0	1	2	0	3	0	6	0	0	6	34
Total	0	43	50	0	93	9	11	2	0	22	2	5	6	0	13	2	32	2	0	36	164
06:00 PM	0	4	11	0	15	4	4	0	0	8	1	1	4	0	6	0	7	0	0	7	36
06:15 PM	0	4	4	0	8	3	2	0	0	5	0	10	0	0	10	0	8	0	0	8	31
06:30 PM	0	11	4	0	15	8	5	0	0	13	1	14	3	0	18	0	10	0	0	10	56
06:45 PM	0	6	6	0	12	4	1	0	0	5	1	8	1	0	10	0	4	0	0	4	31
Total	0	25	25	0	50	19	12	0	0	31	3	33	8	0	44	0	29	0	0	29	154
Grand Total	3	106	89	0	198	77	41	3	0	121	8	60	26	0	94	5	88	2	0	95	508
Apprch %	1.5	53.5	44.9	0		63.6	33.9	2.5	0		8.5	63.8	27.7	0		5.3	92.6	2.1	0		
Total %	0.6	20.9	17.5	0	39	15.2	8.1	0.6	0	23.8	1.6	11.8	5.1	0	18.5	1	17.3	0.4	0	18.7	

	DRIVEWAY Southbound				CHARLESTON RD Westbound				HUFF AVE Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	5	1	6	5	**10**	0	15	**1**	2	3	6	0	7	0	7	34
04:15 PM	1	7	5	13	**32**	2	0	**34**	1	**9**	2	**12**	0	**9**	0	9	**68**
04:30 PM	**2**	6	**8**	16	8	3	0	11	0	6	3	9	**3**	7	0	**10**	46
04:45 PM	0	**20**	0	**20**	4	3	**1**	8	1	5	**4**	10	0	4	0	4	42
Total Volume	3	38	14	55	49	18	1	68	3	22	12	37	3	27	0	30	190
% App. Total	5.5	69.1	25.5		72.1	26.5	1.5		8.1	59.5	32.4		10	90	0		
PHF	.375	.475	.438	.688	.383	.450	.250	.500	.750	.611	.750	.771	.250	.750	.000	.750	.699

Traffic Data Service

Campbell, CA

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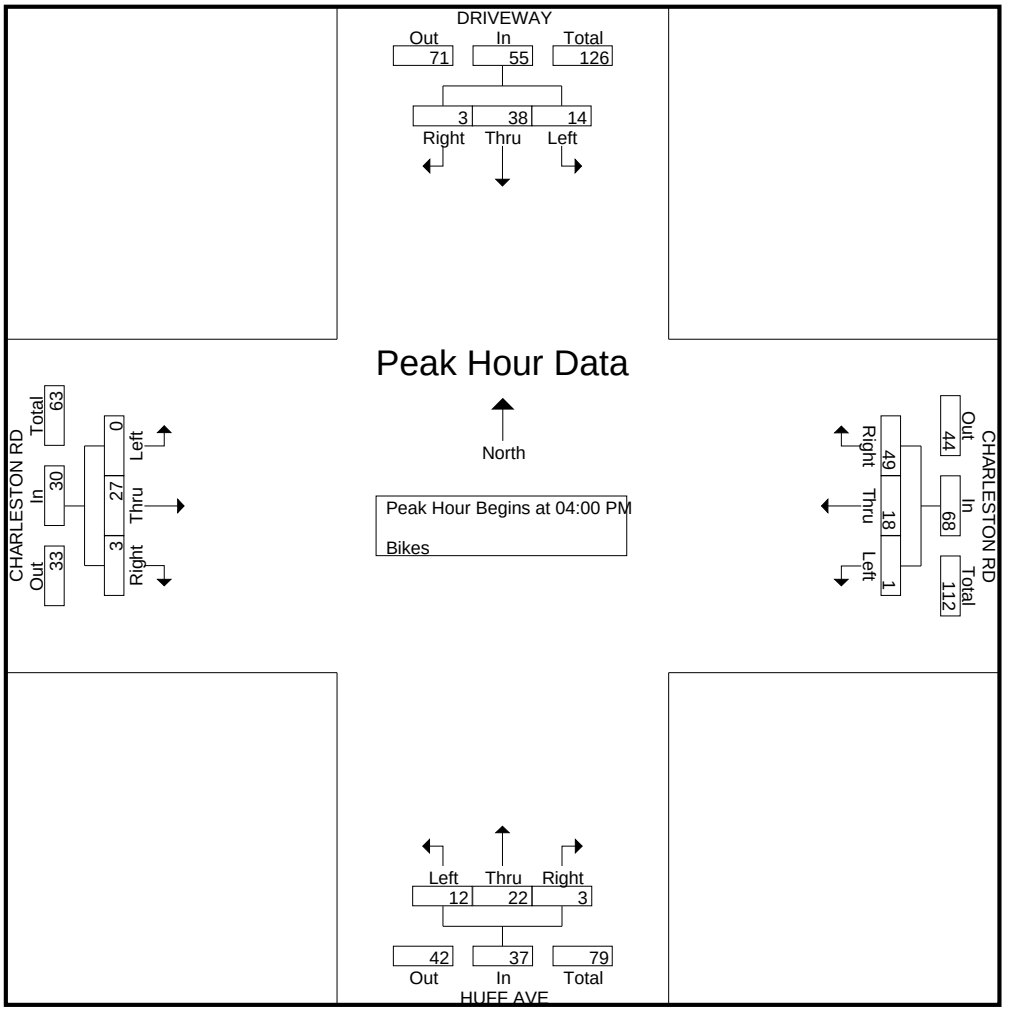
File Name : 13PM FINAL
Site Code : 00000013
Start Date : 6/4/2015
Page No : 2



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File Name : 1AM FINAL
Site Code : 00000001
Start Date : 1/12/2016
Page No : 1

Groups Printed- Vehicles

	Southbound					CHARLESTON RD Westbound					JOAQUIN RD Northbound					CHARLESTON RD 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
07:00 AM	0	0	0	2	2	0	46	8	0	54	4	0	1	5	10	7	41	0	1	49	115
07:15 AM	0	0	0	3	3	0	38	11	0	49	2	0	1	9	12	10	49	1	0	60	124
07:30 AM	0	0	0	2	2	0	50	9	0	59	6	0	6	6	18	10	45	0	0	55	134
07:45 AM	0	0	0	3	3	0	61	15	2	78	1	0	0	16	17	8	43	0	0	51	149
Total	0	0	0	10	10	0	195	43	2	240	13	0	8	36	57	35	178	1	1	215	522
08:00 AM	0	0	0	6	6	0	69	18	1	88	3	0	3	4	10	19	62	0	0	81	185
08:15 AM	0	0	0	8	8	0	44	14	2	60	9	0	6	32	47	26	64	0	0	90	205
08:30 AM	0	0	0	5	5	0	53	10	0	63	15	0	9	30	54	34	73	0	0	107	229
08:45 AM	0	0	0	7	7	0	62	20	0	82	10	0	3	11	24	29	85	0	1	115	228
Total	0	0	0	26	26	0	228	62	3	293	37	0	21	77	135	108	284	0	1	393	847
09:00 AM	0	0	0	5	5	0	54	16	0	70	10	0	5	26	41	25	92	0	0	117	233
09:15 AM	0	0	0	3	3	0	48	11	0	59	16	0	3	40	59	37	87	2	0	126	247
09:30 AM	0	0	0	6	6	0	54	15	0	69	9	0	6	16	31	24	96	0	0	120	226
09:45 AM	0	0	0	4	4	0	42	16	0	58	13	0	5	20	38	32	87	0	1	120	220
Total	0	0	0	18	18	0	198	58	0	256	48	0	19	102	169	118	362	2	1	483	926
Grand Total	0	0	0	54	54	0	621	163	5	789	98	0	48	215	361	261	824	3	3	1091	2295
Apprch %	0	0	0	100		0	78.7	20.7	0.6		27.1	0	13.3	59.6		23.9	75.5	0.3	0.3		
Total %	0	0	0	2.4	2.4	0	27.1	7.1	0.2	34.4	4.3	0	2.1	9.4	15.7	11.4	35.9	0.1	0.1	47.5	

	Southbound				CHARLESTON RD Westbound				JOAQUIN RD Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	**62**	**20**	**82**	10	0	3	13	29	85	0	114	**209**
09:00 AM	0	0	0	0	0	54	16	70	10	0	5	15	25	92	0	117	202
09:15 AM	0	0	0	0	0	48	11	59	**16**	0	3	**19**	**37**	87	**2**	**126**	204
09:30 AM	0	0	0	0	0	54	15	69	9	0	**6**	15	24	**96**	0	120	204
Total Volume	0	0	0	0	0	218	62	280	45	0	17	62	115	360	2	477	819
% App. Total	0	0	0		0	77.9	22.1		72.6	0	27.4		24.1	75.5	0.4		
PHF	.000	.000	.000	.000	.000	.879	.775	.854	.703	.000	.708	.816	.777	.938	.250	.946	.980

Traffic Data Service

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File Name : 1AM FINAL
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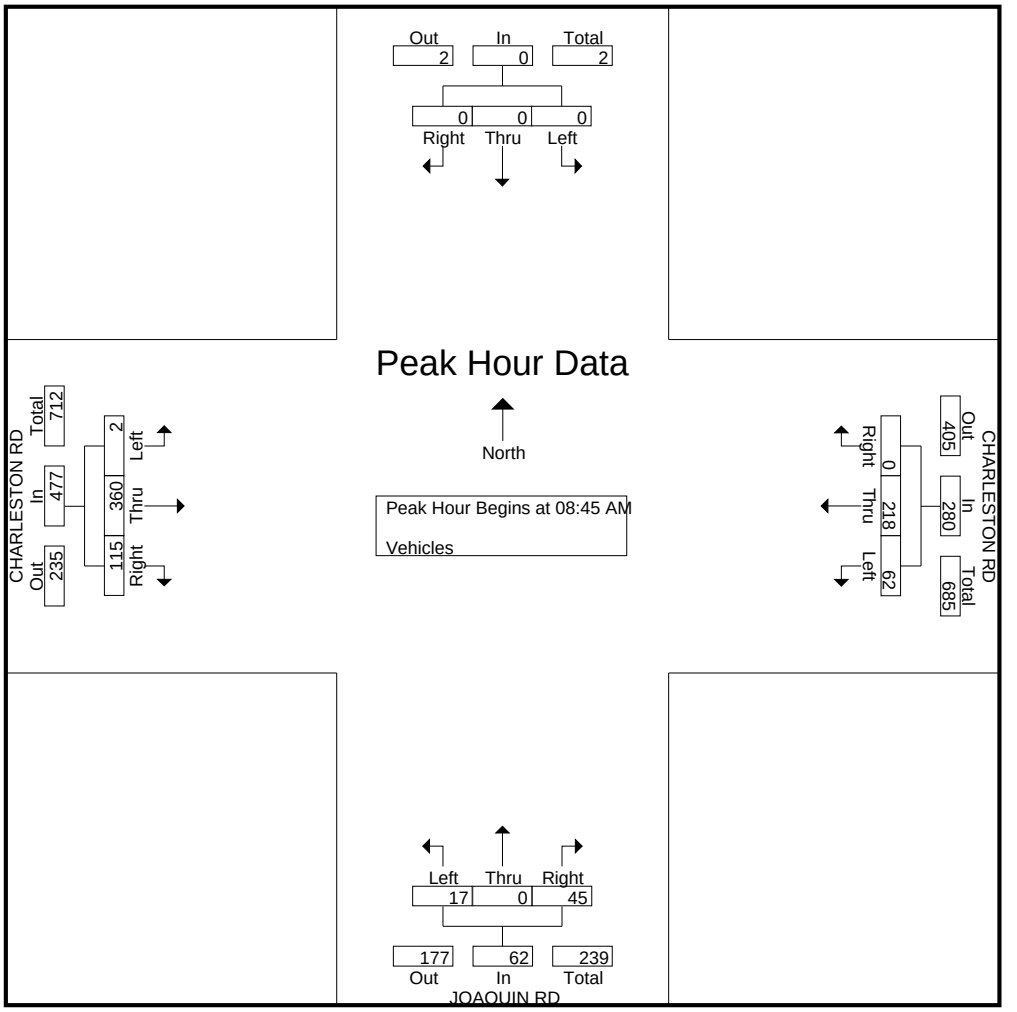

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File Name : 1AM FINAL
Site Code : 00000001
Start Date : 1/12/2016
Page No : 1

Groups Printed- Bikes

	Southbound					CHARLESTON RD Westbound					JOAQUIN RD Northbound					CHARLESTON RD 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
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
07:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	10	0	0	11	13
07:30 AM	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	1	5	0	0	6	18
07:45 AM	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	1	3	0	0	4	9
Total	0	0	0	0	0	0	15	1	0	16	3	0	1	0	4	3	22	0	0	25	45
08:00 AM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	1	10	0	0	11	15
08:15 AM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	15	0	0	15	18
08:30 AM	0	0	0	0	0	0	5	2	0	7	1	0	1	0	2	0	13	0	0	13	22
08:45 AM	0	0	0	0	0	0	12	2	0	14	5	0	0	0	5	1	10	0	0	11	30
Total	0	0	0	0	0	0	20	6	0	26	8	0	1	0	9	2	48	0	0	50	85
09:00 AM	0	0	0	0	0	0	10	3	0	13	5	0	0	0	5	0	10	0	0	10	28
09:15 AM	0	0	0	0	0	0	13	4	0	17	1	0	0	0	1	0	11	0	0	11	29
09:30 AM	0	0	0	0	0	0	14	1	0	15	5	0	1	0	6	2	11	0	0	13	34
09:45 AM	0	0	0	0	0	0	15	0	0	15	5	0	1	0	6	0	13	0	0	13	34
Total	0	0	0	0	0	0	52	8	0	60	16	0	2	0	18	2	45	0	0	47	125
Grand Total	0	0	0	0	0	0	87	15	0	102	27	0	4	0	31	7	115	0	0	122	255
Apprch %	0	0	0	0		0	85.3	14.7	0		87.1	0	12.9	0		5.7	94.3	0	0		
Total %	0	0	0	0	0	0	34.1	5.9	0	40	10.6	0	1.6	0	12.2	2.7	45.1	0	0	47.8	

	Southbound				CHARLESTON RD Westbound				JOAQUIN RD Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	10	3	13	**5**	0	0	5	0	10	0	10	28
09:15 AM	0	0	0	0	0	13	**4**	**17**	1	0	0	1	0	11	0	11	29
09:30 AM	0	0	0	0	0	14	1	15	5	0	**1**	**6**	**2**	11	0	**13**	**34**
09:45 AM	0	0	0	0	0	**15**	0	15	5	0	1	6	0	**13**	0	13	34
Total Volume	0	0	0	0	0	52	8	60	16	0	2	18	2	45	0	47	125
% App. Total	0	0	0		0	86.7	13.3		88.9	0	11.1		4.3	95.7	0		
PHF	.000	.000	.000	.000	.000	.867	.500	.882	.800	.000	.500	.750	.250	.865	.000	.904	.919

Traffic Data Service

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File Name : 1AM FINAL
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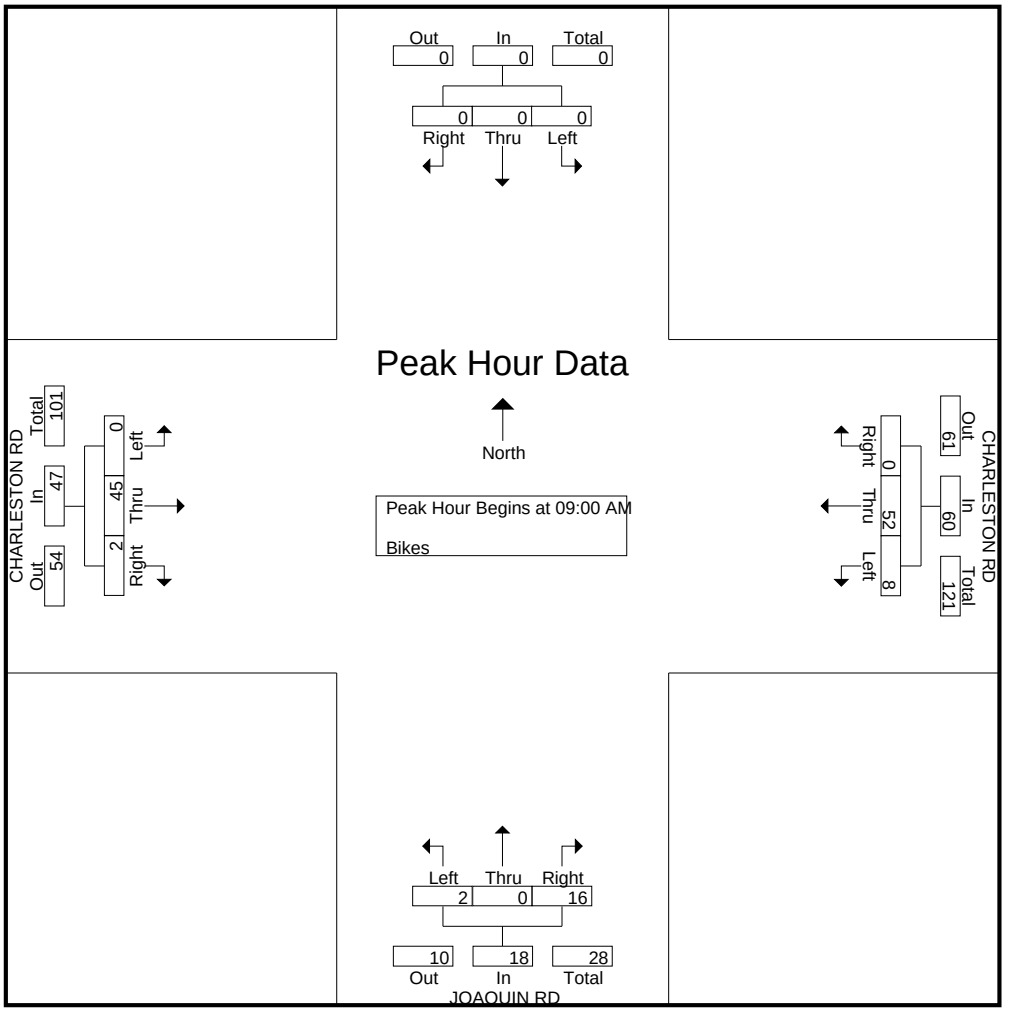

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File Name : 1PM FINAL
Site Code : 00000001
Start Date : 1/12/2016
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Groups Printed- Vehicles

	Southbound					CHARLESTON RD Westbound					JOAQUIN RD Northbound					CHARLESTON RD 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
04:00 PM	0	0	0	14	14	0	54	15	5	74	14	0	5	25	44	23	89	1	0	113	245
04:15 PM	0	0	0	5	5	0	63	12	0	75	6	0	7	14	27	23	59	0	1	83	190
04:30 PM	0	0	0	13	13	0	44	14	0	58	14	0	16	10	40	22	79	0	3	104	215
04:45 PM	0	0	0	5	5	0	59	22	0	81	19	0	13	15	47	17	100	3	3	123	256
Total	0	0	0	37	37	0	220	63	5	288	53	0	41	64	158	85	327	4	7	423	906
05:00 PM	0	0	0	6	6	0	47	13	0	60	21	0	25	18	64	30	104	1	2	137	267
05:15 PM	0	0	0	6	6	0	67	18	0	85	22	0	9	20	51	21	90	0	1	112	254
05:30 PM	0	0	0	2	2	0	62	20	0	82	23	0	20	13	56	34	101	1	0	136	276
05:45 PM	0	0	0	3	3	0	71	18	0	89	17	0	14	11	42	14	104	0	0	118	252
Total	0	0	0	17	17	0	247	69	0	316	83	0	68	62	213	99	399	2	3	503	1049
06:00 PM	0	0	0	11	11	0	49	13	0	62	21	0	12	7	40	13	98	1	4	116	229
06:15 PM	0	0	0	4	4	0	64	8	1	73	24	0	16	8	48	14	88	1	1	104	229
06:30 PM	0	0	0	8	8	0	63	15	0	78	20	0	12	7	39	15	122	2	2	141	266
06:45 PM	0	0	0	3	3	0	61	14	2	77	17	0	7	6	30	15	92	0	0	107	217
Total	0	0	0	26	26	0	237	50	3	290	82	0	47	28	157	57	400	4	7	468	941
Grand Total	0	0	0	80	80	0	704	182	8	894	218	0	156	154	528	241	1126	10	17	1394	2896
Apprch %	0	0	0	100		0	78.7	20.4	0.9		41.3	0	29.5	29.2		17.3	80.8	0.7	1.2		
Total %	0	0	0	2.8	2.8	0	24.3	6.3	0.3	30.9	7.5	0	5.4	5.3	18.2	8.3	38.9	0.3	0.6	48.1	

	Southbound				CHARLESTON RD Westbound				JOAQUIN RD Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	47	13	60	21	0	**25**	**46**	30	**104**	**1**	135	241
05:15 PM	0	0	0	0	0	67	18	85	22	0	9	31	21	90	0	111	227
05:30 PM	0	0	0	0	0	62	**20**	82	**23**	0	20	43	**34**	101	1	**136**	**261**
05:45 PM	0	0	0	0	0	**71**	18	**89**	17	0	14	31	14	104	0	118	238
Total Volume	0	0	0	0	0	247	69	316	83	0	68	151	99	399	2	500	967
% App. Total	0	0	0		0	78.2	21.8		55	0	45		19.8	79.8	0.4		
PHF	.000	.000	.000	.000	.000	.870	.863	.888	.902	.000	.680	.821	.728	.959	.500	.919	.926

Traffic Data Service

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File Name : 1PM FINAL
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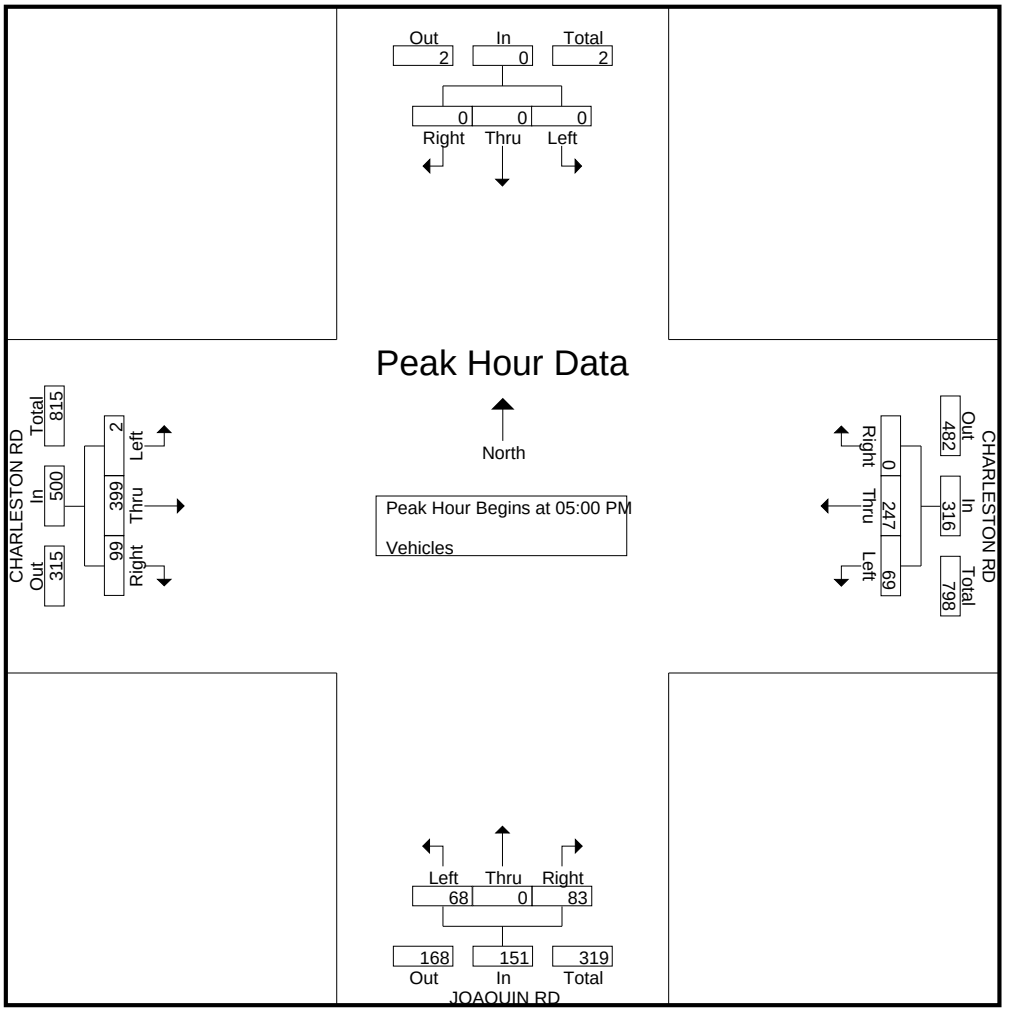

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File Name : 1PM FINAL
Site Code : 00000001
Start Date : 1/12/2016
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Groups Printed- Bikes

	Southbound					CHARLESTON RD Westbound					JOAQUIN RD Northbound					CHARLESTON RD 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
04:00 PM	0	0	0	0	0	0	23	9	0	32	3	0	0	0	3	0	9	0	0	9	44
04:15 PM	0	0	0	0	0	0	11	14	0	25	1	0	0	0	1	1	9	1	0	11	37
04:30 PM	0	0	0	0	0	0	6	8	0	14	0	0	0	0	0	1	4	0	0	5	19
04:45 PM	0	0	0	0	0	0	6	5	0	11	1	0	2	0	3	1	14	0	0	15	29
Total	0	0	0	0	0	0	46	36	0	82	5	0	2	0	7	3	36	1	0	40	129
05:00 PM	0	0	0	0	0	0	12	11	0	23	1	0	2	0	3	2	9	0	0	11	37
05:15 PM	0	0	0	0	0	0	10	2	0	12	1	0	0	0	1	2	13	0	0	15	28
05:30 PM	0	0	0	0	0	0	8	3	0	11	0	0	1	0	1	0	12	0	0	12	24
05:45 PM	0	0	0	0	0	0	5	4	0	9	2	0	0	0	2	0	4	0	0	4	15
Total	0	0	0	0	0	0	35	20	0	55	4	0	3	0	7	4	38	0	0	42	104
06:00 PM	0	0	0	0	0	0	6	2	0	8	0	0	1	0	1	1	4	0	0	5	14
06:15 PM	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	9	0	0	9	19
06:30 PM	0	0	0	0	0	0	7	3	0	10	0	0	0	0	0	0	6	0	0	6	16
06:45 PM	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	0	3	0	0	3	12
Total	0	0	0	0	0	0	29	8	0	37	0	0	1	0	1	1	22	0	0	23	61
Grand Total	0	0	0	0	0	0	110	64	0	174	9	0	6	0	15	8	96	1	0	105	294
Apprch %	0	0	0	0		0	63.2	36.8	0		60	0	40	0		7.6	91.4	1	0		
Total %	0	0	0	0	0	0	37.4	21.8	0	59.2	3.1	0	2	0	5.1	2.7	32.7	0.3	0	35.7	

	Southbound				CHARLESTON RD Westbound				JOAQUIN RD Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	**23**	9	**32**	**3**	0	0	**3**	0	9	0	9	**44**
04:15 PM	0	0	0	0	0	11	**14**	25	1	0	0	1	**1**	9	**1**	11	37
04:30 PM	0	0	0	0	0	6	8	14	0	0	0	0	1	4	0	5	19
04:45 PM	0	0	0	0	0	6	5	11	1	0	**2**	3	1	**14**	0	**15**	29
Total Volume	0	0	0	0	0	46	36	82	5	0	2	7	3	36	1	40	129
% App. Total	0	0	0		0	56.1	43.9		71.4	0	28.6		7.5	90	2.5		
PHF	.000	.000	.000	.000	.000	.500	.643	.641	.417	.000	.250	.583	.750	.643	.250	.667	.733

Traffic Data Service

Campbell, CA

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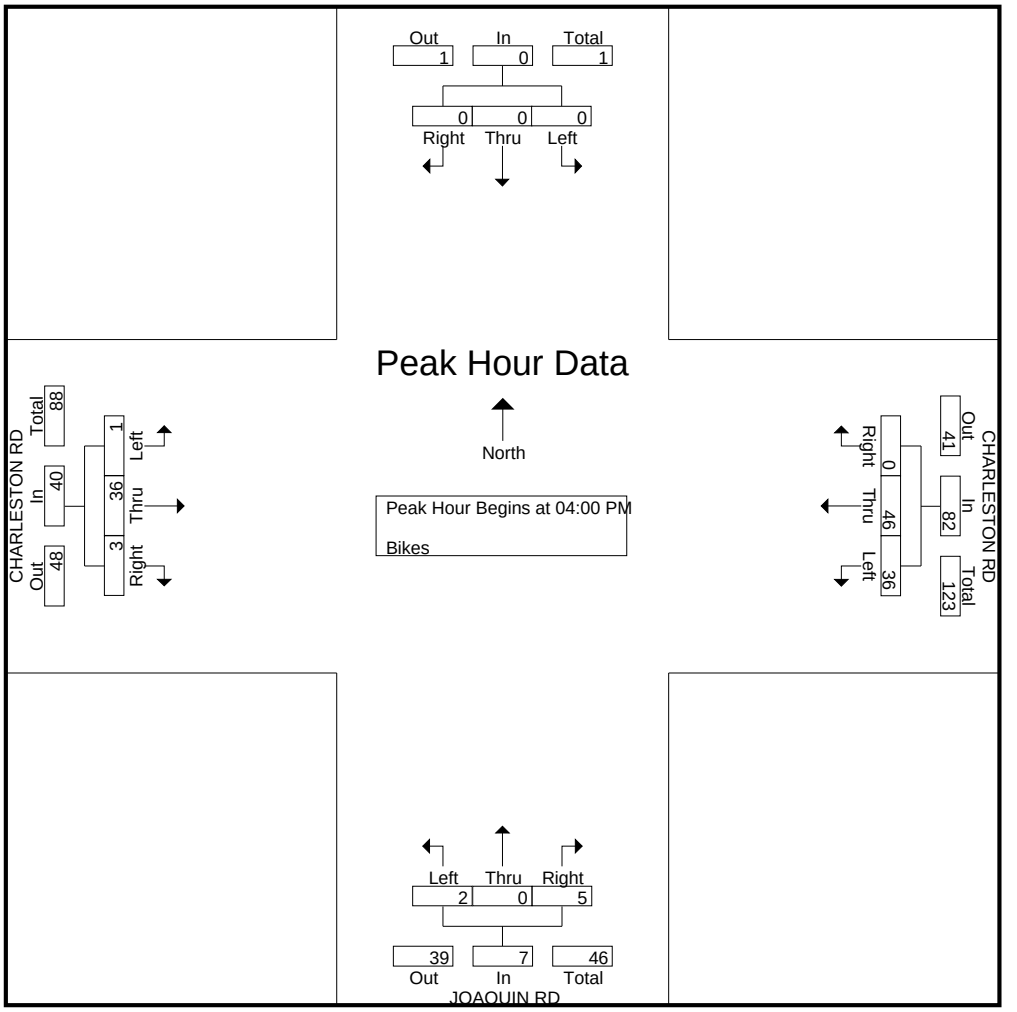
tdsbay@cs.com

File Name : 1PM FINAL
Site Code : 00000001
Start Date : 1/12/2016
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
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File Name : 8AM FINAL
Site Code : 00000008
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					CRITTENDEN LN Westbound					N SHORELINE BLVD 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
07:00 AM	0	5	1	1	7	0	0	11	1	12	41	45	0	1	87	0	0	0	0	0	106
07:15 AM	0	7	0	0	7	0	0	22	1	23	59	38	1	0	98	0	0	0	0	0	128
07:30 AM	0	5	0	1	6	0	0	14	1	15	46	39	0	0	85	0	0	0	0	0	106
07:45 AM	0	7	1	1	9	0	0	28	1	29	79	40	0	0	119	0	0	0	0	0	157
Total	0	24	2	3	29	0	0	75	4	79	225	162	1	1	389	0	0	0	0	0	497
08:00 AM	0	9	2	1	12	1	0	19	1	21	78	39	0	0	117	0	0	0	0	0	150
08:15 AM	0	13	0	1	14	0	0	28	0	28	118	51	0	0	169	0	0	0	0	0	211
08:30 AM	0	17	0	1	18	1	0	33	0	34	125	39	0	0	164	0	0	0	0	0	216
08:45 AM	0	34	0	1	35	0	0	27	0	27	141	57	0	0	198	0	0	0	0	0	260
Total	0	73	2	4	79	2	0	107	1	110	462	186	0	0	648	0	0	0	0	0	837
09:00 AM	0	21	0	0	21	0	0	40	0	40	126	25	0	0	151	0	0	0	0	0	212
09:15 AM	0	24	0	0	24	1	0	45	0	46	142	48	0	0	190	0	0	0	0	0	260
09:30 AM	0	20	0	0	20	1	0	31	0	32	118	44	0	0	162	0	0	0	0	0	214
09:45 AM	0	19	0	0	19	0	0	35	2	37	125	53	0	0	178	0	0	0	0	0	234
Total	0	84	0	0	84	2	0	151	2	155	511	170	0	0	681	0	0	0	0	0	920
Grand Total	0	181	4	7	192	4	0	333	7	344	1198	518	1	1	1718	0	0	0	0	0	2254
Apprch %	0	94.3	2.1	3.6		1.2	0	96.8	2		69.7	30.2	0.1	0.1		0	0	0	0		
Total %	0	8	0.2	0.3	8.5	0.2	0	14.8	0.3	15.3	53.1	23	0	0	76.2	0	0	0	0	0	

	N SHORELINE BLVD Southbound				CRITTENDEN LN Westbound				N SHORELINE BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	17	0	17	**1**	0	33	34	125	39	0	164	0	0	0	0	215
08:45 AM	0	**34**	0	**34**	0	0	27	27	141	**57**	0	**198**	0	0	0	0	259
09:00 AM	0	21	0	21	0	0	40	40	126	25	0	151	0	0	0	0	212
09:15 AM	0	24	0	24	1	0	**45**	**46**	**142**	48	0	190	0	0	0	0	**260**
Total Volume	0	96	0	96	2	0	145	147	534	169	0	703	0	0	0	0	946
% App. Total	0	100	0		1.4	0	98.6		76	24	0		0	0	0		
PHF	.000	.706	.000	.706	.500	.000	.806	.799	.940	.741	.000	.888	.000	.000	.000	.000	.910

Traffic Data Service

Campbell, CA
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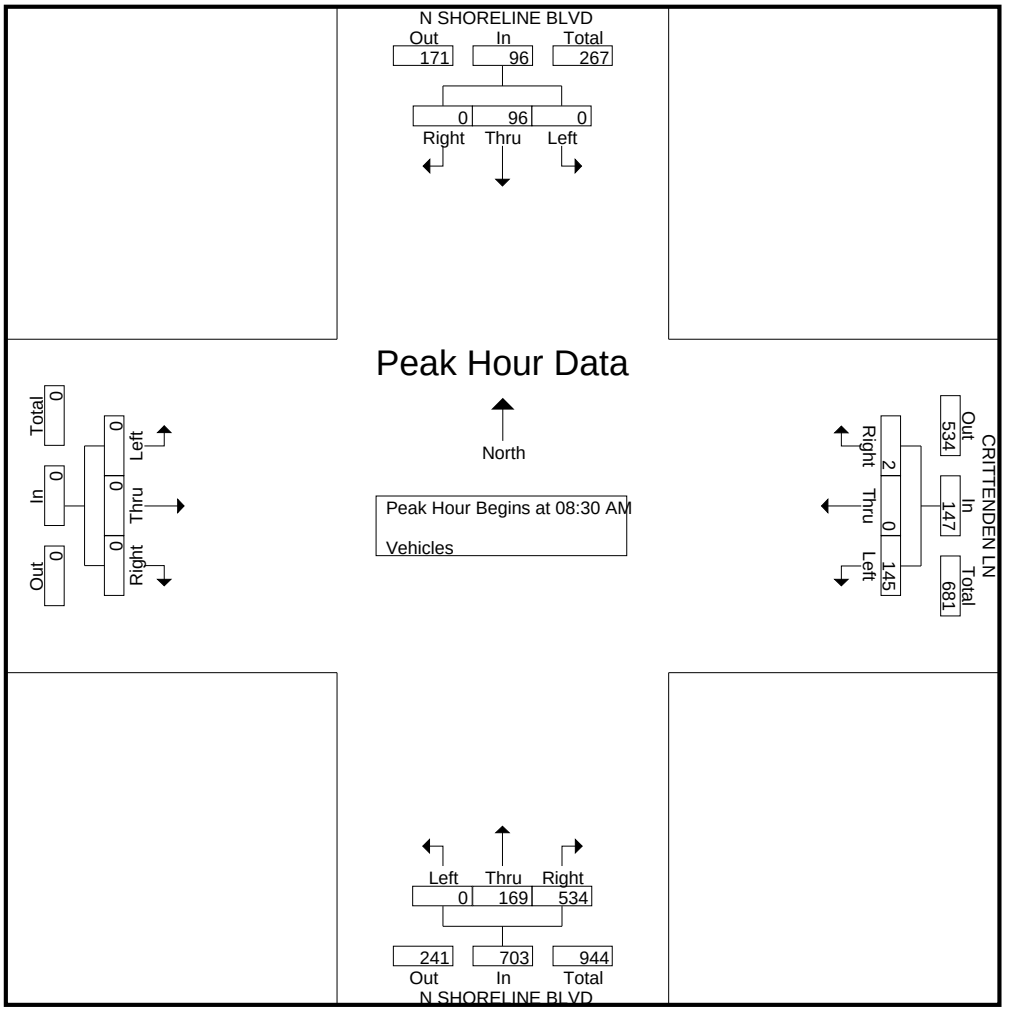
File Name : 8AM FINAL
Site Code : 00000008
Start Date : 6/4/2015
Page No : 2



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Campbell, CA

(408) 377-2988

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File Name : 8AM FINAL
Site Code : 00000008
Start Date : 6/4/2015
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					CRITTENDEN LN Westbound					N SHORELINE BLVD 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
07:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
07:15 AM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	5
Total	0	1	0	0	1	1	0	7	0	8	4	0	0	0	4	0	0	0	0	0	13
08:00 AM	0	1	0	0	1	0	0	4	0	4	2	1	0	0	3	0	0	0	0	0	8
08:15 AM	0	0	0	0	0	0	0	4	0	4	3	0	0	0	3	0	0	0	0	0	7
08:30 AM	0	1	0	0	1	1	0	10	0	11	4	0	0	0	4	0	0	0	0	0	16
08:45 AM	0	0	1	0	1	0	0	7	0	7	4	0	0	0	4	0	0	0	0	0	12
Total	0	2	1	0	3	1	0	25	0	26	13	1	0	0	14	0	0	0	0	0	43
09:00 AM	0	0	0	0	0	0	0	6	0	6	2	0	0	0	2	0	0	0	0	0	8
09:15 AM	0	0	0	0	0	0	0	9	0	9	3	0	0	0	3	0	0	0	0	0	12
09:30 AM	0	0	0	0	0	1	0	6	0	7	4	0	0	0	4	0	0	0	0	0	11
09:45 AM	0	0	0	0	0	0	0	5	0	5	1	0	0	0	1	0	0	0	0	0	6
Total	0	0	0	0	0	1	0	26	0	27	10	0	0	0	10	0	0	0	0	0	37
Grand Total	0	3	1	0	4	3	0	58	0	61	27	1	0	0	28	0	0	0	0	0	93
Apprch %	0	75	25	0		4.9	0	95.1	0		96.4	3.6	0	0		0	0	0	0		
Total %	0	3.2	1.1	0	4.3	3.2	0	62.4	0	65.6	29	1.1	0	0	30.1	0	0	0	0	0	

	N SHORELINE BLVD Southbound				CRITTENDEN LN Westbound				N SHORELINE BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	**1**	0	**1**	**1**	0	**10**	**11**	**4**	0	0	**4**	0	0	0	0	**16**
08:45 AM	0	0	**1**	1	0	0	7	7	4	0	0	4	0	0	0	0	12
09:00 AM	0	0	0	0	0	0	6	6	2	0	0	2	0	0	0	0	8
09:15 AM	0	0	0	0	0	0	9	9	3	0	0	3	0	0	0	0	12
Total Volume	0	1	1	2	1	0	32	33	13	0	0	13	0	0	0	0	48
% App. Total	0	50	50		3	0	97		100	0	0		0	0	0		
PHF	.000	.250	.250	.500	.250	.000	.800	.750	.813	.000	.000	.813	.000	.000	.000	.000	.750

Traffic Data Service

Campbell, CA
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File Name : 8AM FINAL
Site Code : 00000008
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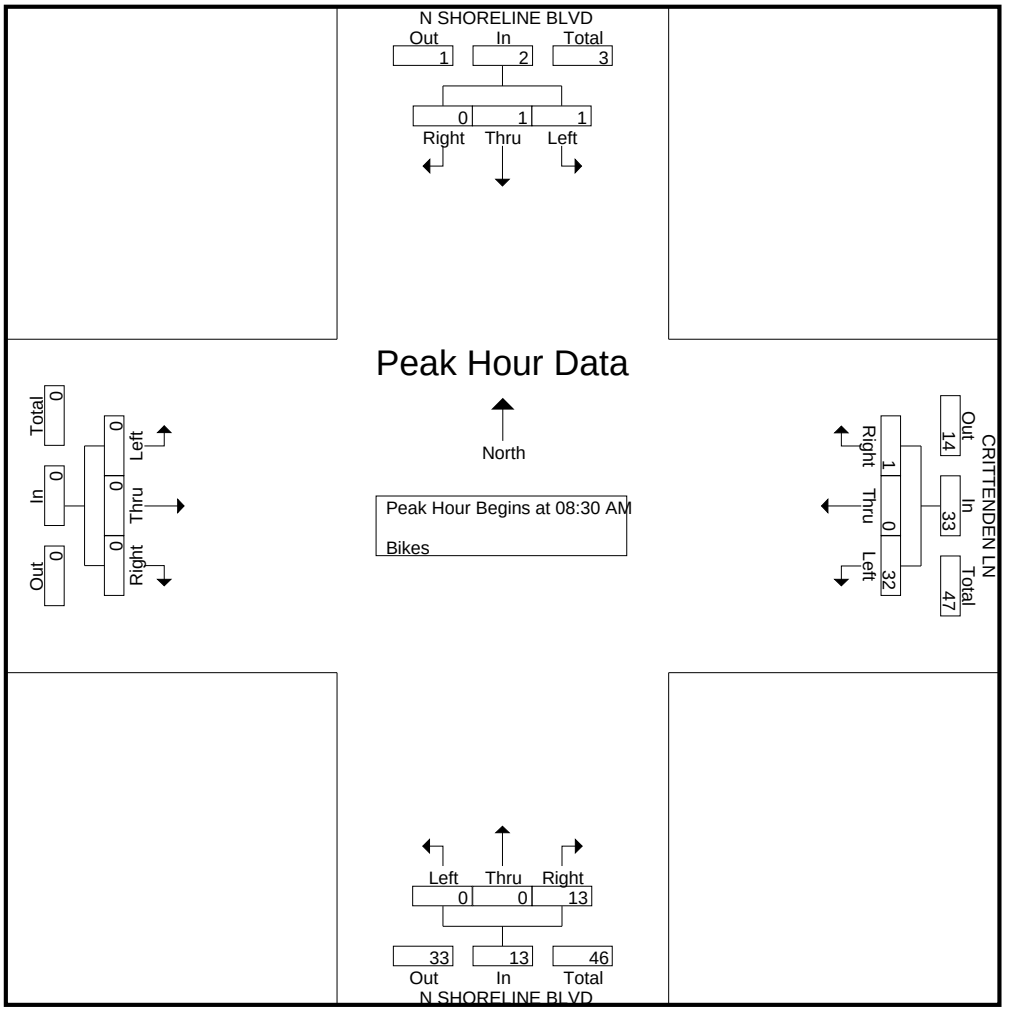
Page No : 2



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File Name : 8PM FINAL
Site Code : 00000008
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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					CRITTENDEN LN Westbound					N SHORELINE BLVD 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
04:00 PM	0	70	1	1	72	0	0	86	1	87	33	33	0	0	66	0	0	0	0	0	225
04:15 PM	0	52	0	0	52	0	0	92	0	92	31	35	0	0	66	0	0	0	0	0	210
04:30 PM	0	48	0	3	51	0	0	91	3	94	30	32	0	0	62	0	0	0	0	0	207
04:45 PM	0	73	0	1	74	1	0	114	3	118	31	37	0	0	68	0	0	0	0	0	260
Total	0	243	1	5	249	1	0	383	7	391	125	137	0	0	262	0	0	0	0	0	902
05:00 PM	0	66	0	1	67	0	0	124	1	125	22	37	1	0	60	0	0	0	0	0	252
05:15 PM	0	64	0	5	69	1	0	108	0	109	18	29	0	0	47	0	0	0	0	0	225
05:30 PM	0	47	0	1	48	4	0	137	6	147	20	27	2	0	49	0	0	0	0	0	244
05:45 PM	0	42	0	4	46	1	0	101	1	103	16	28	1	0	45	0	0	0	0	0	194
Total	0	219	0	11	230	6	0	470	8	484	76	121	4	0	201	0	0	0	0	0	915
06:00 PM	0	51	1	0	52	1	0	91	0	92	26	22	0	0	48	0	0	0	0	0	192
06:15 PM	0	46	1	3	50	1	0	103	1	105	27	30	0	0	57	0	0	0	0	0	212
06:30 PM	0	45	0	3	48	0	0	84	2	86	36	30	0	0	66	0	0	0	0	0	200
06:45 PM	0	43	1	0	44	0	0	81	1	82	26	27	0	0	53	0	0	0	0	0	179
Total	0	185	3	6	194	2	0	359	4	365	115	109	0	0	224	0	0	0	0	0	783
Grand Total	0	647	4	22	673	9	0	1212	19	1240	316	367	4	0	687	0	0	0	0	0	2600
Apprch %	0	96.1	0.6	3.3		0.7	0	97.7	1.5		46	53.4	0.6	0		0	0	0	0		
Total %	0	24.9	0.2	0.8	25.9	0.3	0	46.6	0.7	47.7	12.2	14.1	0.2	0	26.4	0	0	0	0	0	

	N SHORELINE BLVD Southbound				CRITTENDEN LN Westbound				N SHORELINE BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**73**	0	**73**	1	0	114	115	**31**	**37**	0	**68**	0	0	0	0	**256**
05:00 PM	0	66	0	66	0	0	124	124	22	37	1	60	0	0	0	0	250
05:15 PM	0	64	0	64	1	0	108	109	18	29	0	47	0	0	0	0	220
05:30 PM	0	47	0	47	**4**	0	**137**	**141**	20	27	**2**	49	0	0	0	0	237
Total Volume	0	250	0	250	6	0	483	489	91	130	3	224	0	0	0	0	963
% App. Total	0	100	0		1.2	0	98.8		40.6	58	1.3		0	0	0		
PHF	.000	.856	.000	.856	.375	.000	.881	.867	.734	.878	.375	.824	.000	.000	.000	.000	.940

Traffic Data Service

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File Name : 8PM FINAL
Site Code : 00000008
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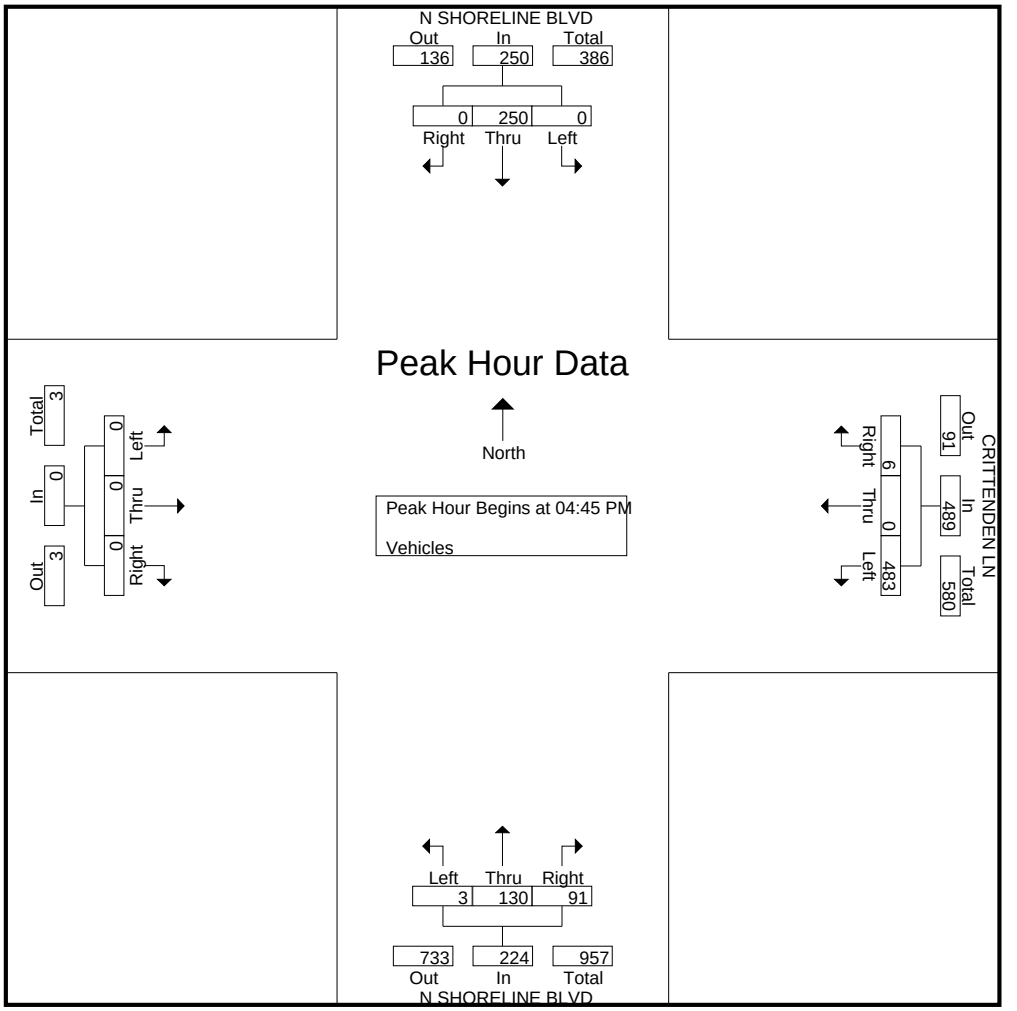

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File Name : 8PM FINAL
Site Code : 00000008
Start Date : 6/4/2015
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					CRITTENDEN LN Westbound					N SHORELINE BLVD 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
04:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
04:15 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	5
Total	0	1	0	0	1	1	0	7	0	8	4	0	0	0	4	0	0	0	0	0	13
05:00 PM	0	1	0	0	1	0	0	4	0	4	2	1	0	0	3	0	0	0	0	0	8
05:15 PM	0	0	0	0	0	0	0	4	0	4	3	0	0	0	3	0	0	0	0	0	7
05:30 PM	0	1	0	0	1	1	0	10	0	11	4	0	0	0	4	0	0	0	0	0	16
05:45 PM	0	0	1	0	1	0	0	7	0	7	4	0	0	0	4	0	0	0	0	0	12
Total	0	2	1	0	3	1	0	25	0	26	13	1	0	0	14	0	0	0	0	0	43
06:00 PM	0	0	0	0	0	0	0	6	0	6	2	0	0	0	2	0	0	0	0	0	8
06:15 PM	0	0	0	0	0	0	0	9	0	9	3	0	0	0	3	0	0	0	0	0	12
06:30 PM	0	0	0	0	0	1	0	6	0	7	4	0	0	0	4	0	0	0	0	0	11
06:45 PM	0	0	0	0	0	0	0	5	0	5	1	0	0	0	1	0	0	0	0	0	6
Total	0	0	0	0	0	1	0	26	0	27	10	0	0	0	10	0	0	0	0	0	37
Grand Total	0	3	1	0	4	3	0	58	0	61	27	1	0	0	28	0	0	0	0	0	93
Apprch %	0	75	25	0		4.9	0	95.1	0		96.4	3.6	0	0		0	0	0	0		
Total %	0	3.2	1.1	0	4.3	3.2	0	62.4	0	65.6	29	1.1	0	0	30.1	0	0	0	0	0	

	N SHORELINE BLVD Southbound				CRITTENDEN LN Westbound				N SHORELINE BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	**1**	0	**1**	**1**	0	**10**	**11**	**4**	0	0	**4**	0	0	0	0	**16**
05:45 PM	0	0	**1**	1	0	0	7	7	4	0	0	4	0	0	0	0	12
06:00 PM	0	0	0	0	0	0	6	6	2	0	0	2	0	0	0	0	8
06:15 PM	0	0	0	0	0	0	9	9	3	0	0	3	0	0	0	0	12
Total Volume	0	1	1	2	1	0	32	33	13	0	0	13	0	0	0	0	48
% App. Total	0	50	50		3	0	97		100	0	0		0	0	0		
PHF	.000	.250	.250	.500	.250	.000	.800	.750	.813	.000	.000	.813	.000	.000	.000	.000	.750

Traffic Data Service

Campbell, CA
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File Name : 8PM FINAL
Site Code : 00000008
Start Date : 6/4/2015
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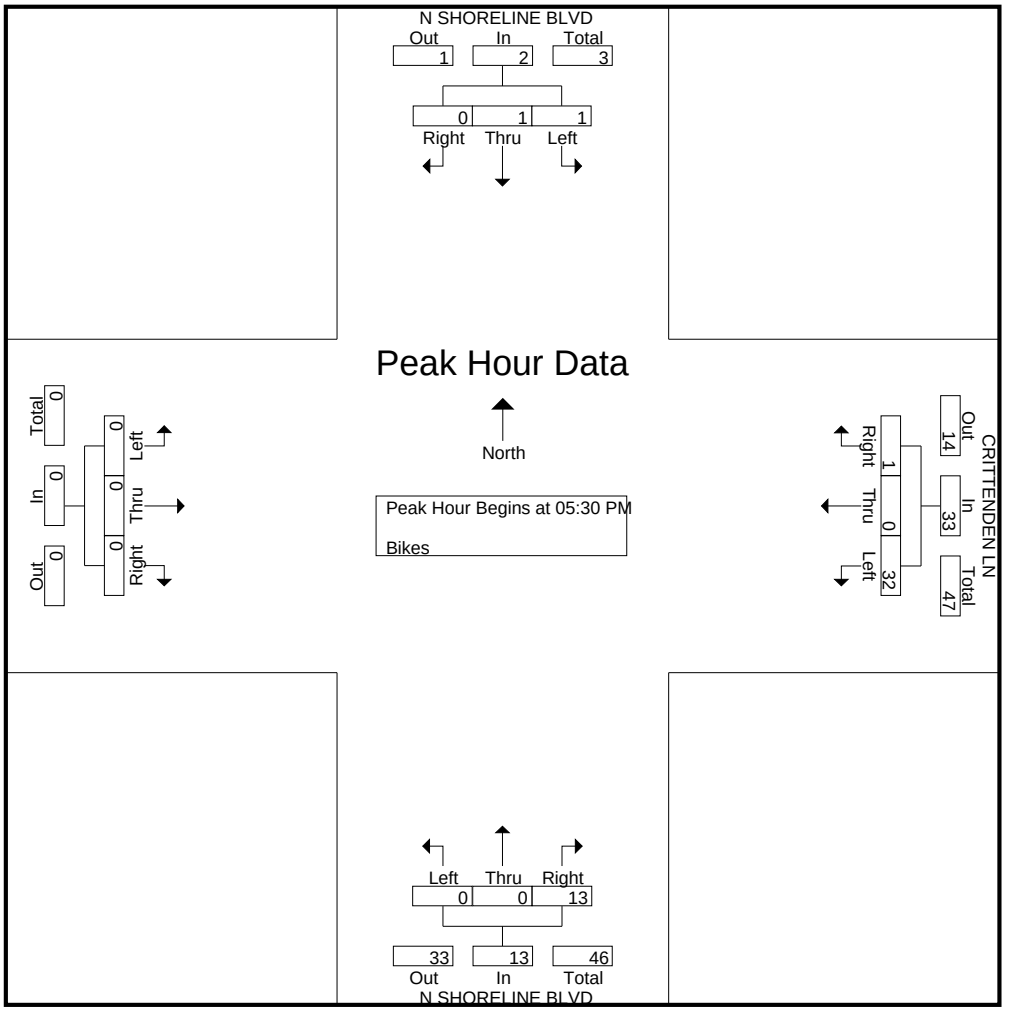

Traffic Data Service

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File Name : 7AM FINAL
Site Code : 00000007
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					STIERLIN CT Westbound					N SHORELINE BLVD Northbound					AMPHITHEATRE PKWY 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
07:00 AM	4	10	0	0	14	0	0	4	4	8	27	60	21	0	108	6	14	27	2	49	179
07:15 AM	6	21	2	0	29	0	6	1	1	8	49	70	25	1	145	9	19	23	1	52	234
07:30 AM	8	12	1	0	21	0	2	3	1	6	41	65	26	0	132	7	21	19	1	48	207
07:45 AM	16	20	2	0	38	1	1	2	0	4	62	95	25	0	182	10	21	23	1	55	279
Total	34	63	5	0	102	1	9	10	6	26	179	290	97	1	567	32	75	92	5	204	899
08:00 AM	7	20	0	1	28	1	4	9	0	14	54	84	29	0	167	11	27	35	2	75	284
08:15 AM	8	35	0	0	43	1	2	5	0	8	53	118	20	1	192	12	25	49	2	88	331
08:30 AM	12	35	3	1	51	2	2	7	1	12	39	103	21	0	163	12	40	61	2	115	341
08:45 AM	24	36	0	0	60	1	1	6	0	8	46	119	25	0	190	39	43	74	2	158	416
Total	51	126	3	2	182	5	9	27	1	42	192	424	95	1	712	74	135	219	8	436	1372
09:00 AM	16	42	0	2	60	1	4	11	2	18	68	90	10	0	168	24	52	62	1	139	385
09:15 AM	11	58	1	0	70	2	3	7	0	12	52	101	6	0	159	38	49	79	2	168	409
09:30 AM	12	36	1	0	49	3	11	12	1	27	38	78	12	0	128	45	55	82	1	183	387
09:45 AM	7	47	0	1	55	0	14	10	1	25	38	104	22	0	164	28	36	71	1	136	380
Total	46	183	2	3	234	6	32	40	4	82	196	373	50	0	619	135	192	294	5	626	1561
Grand Total	131	372	10	5	518	12	50	77	11	150	567	1087	242	2	1898	241	402	605	18	1266	3832
Apprch %	25.3	71.8	1.9	1		8	33.3	51.3	7.3		29.9	57.3	12.8	0.1		19	31.8	47.8	1.4		
Total %	3.4	9.7	0.3	0.1	13.5	0.3	1.3	2	0.3	3.9	14.8	28.4	6.3	0.1	49.5	6.3	10.5	15.8	0.5	33	

	N SHORELINE BLVD Southbound				STIERLIN CT Westbound				N SHORELINE BLVD Northbound				AMPHITHEATRE PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**24**	36	0	60	1	1	6	8	46	**119**	**25**	**190**	39	43	74	156	**414**
09:00 AM	16	42	0	58	1	4	11	16	**68**	90	10	168	24	52	62	138	380
09:15 AM	11	**58**	**1**	**70**	2	3	7	12	52	101	6	159	38	49	79	166	407
09:30 AM	12	36	1	49	**3**	**11**	**12**	**26**	38	78	12	128	**45**	**55**	**82**	**182**	385
Total Volume	63	172	2	237	7	19	36	62	204	388	53	645	146	199	297	642	1586
% App. Total	26.6	72.6	0.8		11.3	30.6	58.1		31.6	60.2	8.2		22.7	31	46.3		
PHF	.656	.741	.500	.846	.583	.432	.750	.596	.750	.815	.530	.849	.811	.905	.905	.882	.958

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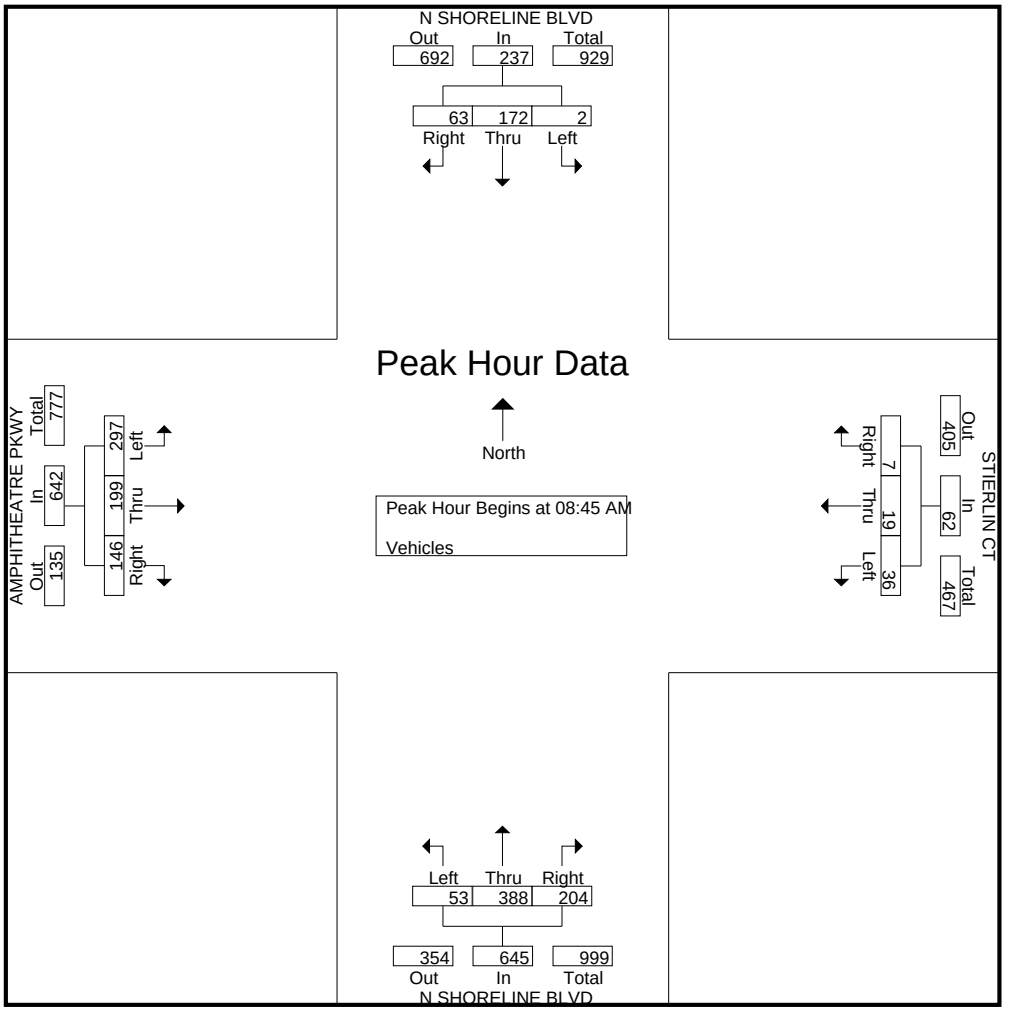

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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					STIERLIN CT Westbound					N SHORELINE BLVD Northbound					AMPHITHEATRE PKWY 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
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
07:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	5
Total	5	1	0	0	6	0	0	0	0	0	0	0	1	0	1	0	1	4	0	5	12
08:00 AM	5	0	0	0	5	0	0	0	0	0	2	3	0	0	5	0	2	1	0	3	13
08:15 AM	4	0	0	0	4	0	0	0	0	0	0	2	0	0	2	1	1	2	0	4	10
08:30 AM	7	4	0	0	11	0	3	0	0	3	1	6	1	0	8	0	9	1	0	10	32
08:45 AM	3	2	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	3	0	3	13
Total	19	6	0	0	25	0	3	0	0	3	3	16	1	0	20	1	12	7	0	20	68
09:00 AM	3	2	0	0	5	0	2	0	0	2	1	2	1	0	4	1	3	2	0	6	17
09:15 AM	4	3	0	0	7	0	1	0	0	1	0	3	0	0	3	2	7	0	0	9	20
09:30 AM	5	1	0	0	6	0	1	0	0	1	0	4	0	0	4	0	3	2	0	5	16
09:45 AM	4	1	0	0	5	0	0	0	0	0	0	3	0	0	3	2	5	1	0	8	16
Total	16	7	0	0	23	0	4	0	0	4	1	12	1	0	14	5	18	5	0	28	69
Grand Total	40	14	0	0	54	0	7	0	0	7	4	28	3	0	35	6	31	16	0	53	149
Apprch %	74.1	25.9	0	0		0	100	0	0		11.4	80	8.6	0		11.3	58.5	30.2	0		
Total %	26.8	9.4	0	0	36.2	0	4.7	0	0	4.7	2.7	18.8	2	0	23.5	4	20.8	10.7	0	35.6	

	N SHORELINE BLVD Southbound				STIERLIN CT Westbound				N SHORELINE BLVD Northbound				AMPHITHEATRE PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	**7**	**4**	0	**11**	0	**3**	0	**3**	**1**	**6**	**1**	**8**	0	**9**	1	**10**	**32**
08:45 AM	3	2	0	5	0	0	0	0	0	5	0	5	0	0	**3**	3	13
09:00 AM	3	2	0	5	0	2	0	2	1	2	1	4	1	3	2	6	17
09:15 AM	4	3	0	7	0	1	0	1	0	3	0	3	**2**	7	0	9	20
Total Volume	17	11	0	28	0	6	0	6	2	16	2	20	3	19	6	28	82
% App. Total	60.7	39.3	0		0	100	0		10	80	10		10.7	67.9	21.4		
PHF	.607	.688	.000	.636	.000	.500	.000	.500	.500	.667	.500	.625	.375	.528	.500	.700	.641

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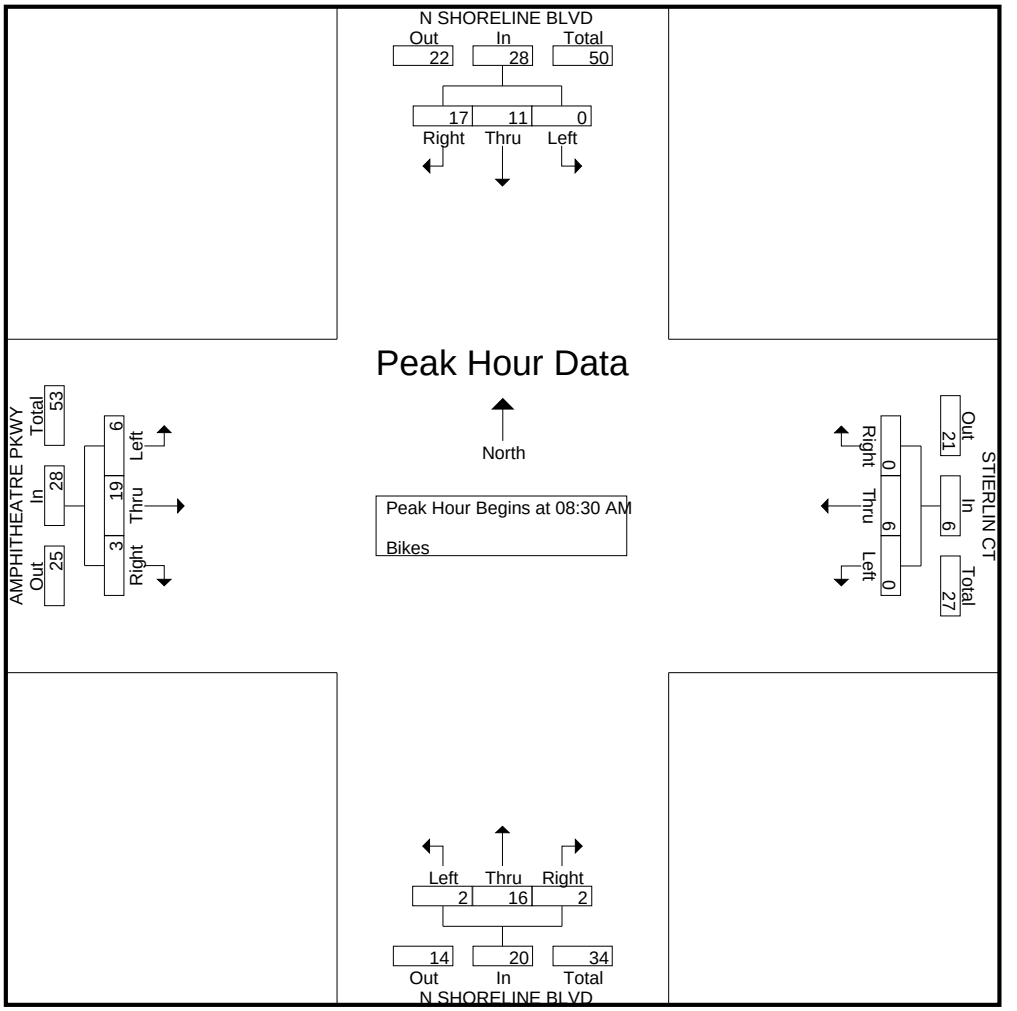

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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					STIERLIN CT Westbound					N SHORELINE BLVD Northbound					AMPHITHEATRE PKWY 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
04:00 PM	58	98	0	0	156	0	14	38	1	53	12	46	23	1	82	16	7	18	2	43	334
04:15 PM	41	103	1	1	146	1	26	54	5	86	9	50	23	4	86	20	11	16	0	47	365
04:30 PM	58	81	0	0	139	3	15	37	3	58	10	47	19	2	78	18	3	13	1	35	310
04:45 PM	70	110	0	0	180	0	24	50	1	75	15	51	15	1	82	27	7	22	3	59	396
Total	227	392	1	1	621	4	79	179	10	272	46	194	80	8	328	81	28	69	6	184	1405
05:00 PM	61	129	0	0	190	1	30	56	2	89	15	45	31	3	94	24	5	12	1	42	415
05:15 PM	59	105	0	1	165	0	37	63	1	101	7	36	23	1	67	31	7	10	2	50	383
05:30 PM	70	121	1	0	192	1	28	43	7	79	20	40	30	0	90	35	16	13	2	66	427
05:45 PM	58	87	0	2	147	1	29	52	3	85	14	31	29	1	75	35	11	15	3	64	371
Total	248	442	1	3	694	3	124	214	13	354	56	152	113	5	326	125	39	50	8	222	1596
06:00 PM	41	101	0	0	142	1	25	56	0	82	13	37	18	0	68	28	4	12	0	44	336
06:15 PM	43	94	0	0	137	0	19	42	1	62	8	41	21	0	70	31	5	16	0	52	321
06:30 PM	46	80	0	2	128	0	12	28	3	43	11	42	10	0	63	33	4	11	1	49	283
06:45 PM	42	78	0	0	120	1	9	23	0	33	7	33	20	0	60	22	5	20	0	47	260
Total	172	353	0	2	527	2	65	149	4	220	39	153	69	0	261	114	18	59	1	192	1200
Grand Total	647	1187	2	6	1842	9	268	542	27	846	141	499	262	13	915	320	85	178	15	598	4201
Apprch %	35.1	64.4	0.1	0.3		1.1	31.7	64.1	3.2		15.4	54.5	28.6	1.4		53.5	14.2	29.8	2.5		
Total %	15.4	28.3	0	0.1	43.8	0.2	6.4	12.9	0.6	20.1	3.4	11.9	6.2	0.3	21.8	7.6	2	4.2	0.4	14.2	

	N SHORELINE BLVD Southbound				STIERLIN CT Westbound				N SHORELINE BLVD Northbound				AMPHITHEATRE PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**70**	110	0	180	0	24	50	74	15	**51**	15	81	27	7	**22**	56	391
05:00 PM	61	**129**	0	190	**1**	30	56	87	15	45	**31**	**91**	24	5	12	41	409
05:15 PM	59	105	0	164	0	**37**	**63**	**100**	7	36	23	66	31	7	10	48	378
05:30 PM	70	121	**1**	**192**	1	28	43	72	**20**	40	30	90	**35**	**16**	13	**64**	**418**
Total Volume	260	465	1	726	2	119	212	333	57	172	99	328	117	35	57	209	1596
% App. Total	35.8	64	0.1		0.6	35.7	63.7		17.4	52.4	30.2		56	16.7	27.3		
PHF	.929	.901	.250	.945	.500	.804	.841	.833	.713	.843	.798	.901	.836	.547	.648	.816	.955

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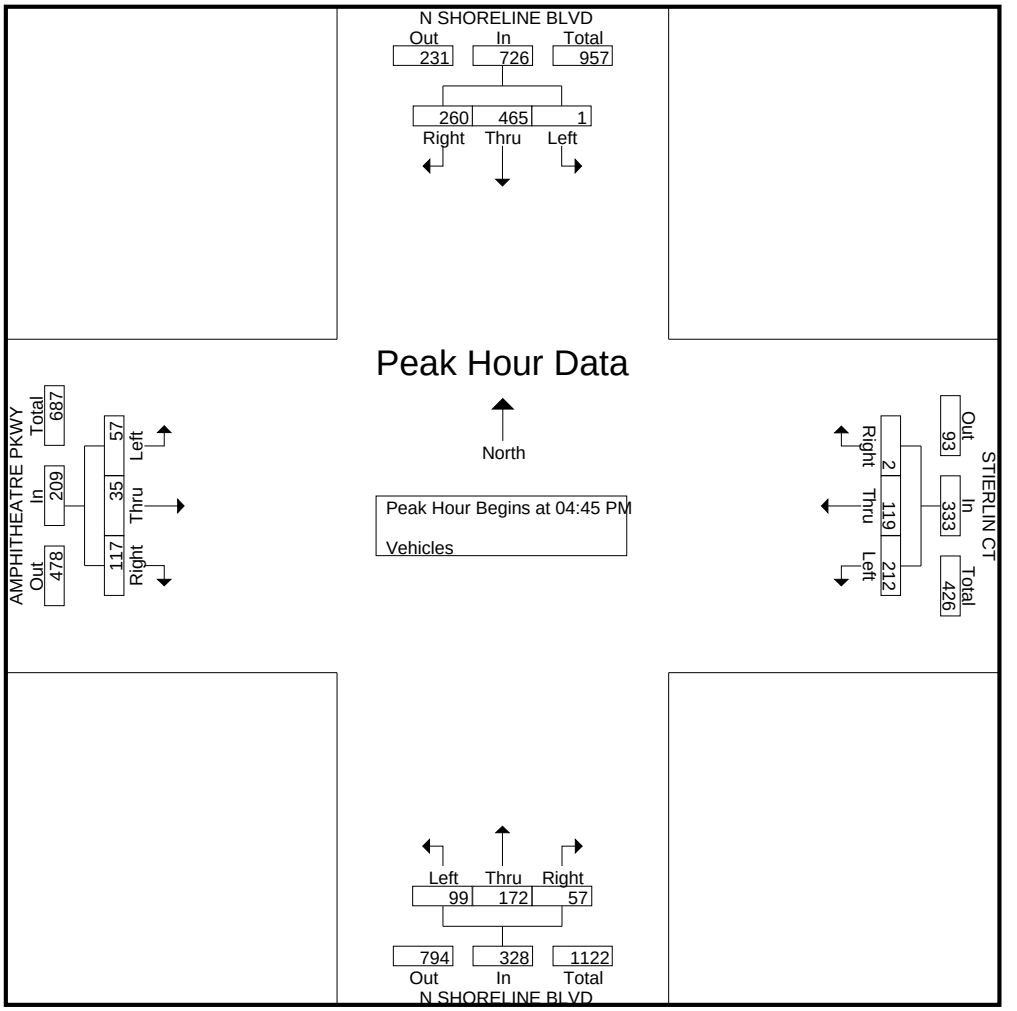

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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					STIERLIN CT Westbound					N SHORELINE BLVD Northbound					AMPHITHEATRE PKWY 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
04:00 PM	3	4	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	9
04:15 PM	6	3	0	0	9	0	3	0	0	3	0	2	0	0	2	0	2	4	0	6	20
04:30 PM	3	1	0	0	4	0	3	1	0	4	0	0	0	0	0	0	1	6	0	7	15
04:45 PM	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	1	2	2	0	5	10
Total	13	9	0	0	22	0	8	1	0	9	0	4	0	0	4	1	5	13	0	19	54
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	4
05:30 PM	2	2	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	3	0	3	11
05:45 PM	3	4	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	6	0	6	14
Total	5	7	0	0	12	0	6	0	0	6	0	0	0	0	0	0	0	14	0	14	32
06:00 PM	0	7	0	0	7	0	3	0	0	3	0	6	0	0	6	0	1	3	0	4	20
06:15 PM	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	9
06:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	4	3	0	7	10
06:45 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	7
Total	0	17	0	0	17	0	7	0	0	7	0	6	1	0	7	0	5	10	0	15	46
Grand Total	18	33	0	0	51	0	21	1	0	22	0	10	1	0	11	1	10	37	0	48	132
Apprch %	35.3	64.7	0	0		0	95.5	4.5	0		0	90.9	9.1	0		2.1	20.8	77.1	0		
Total %	13.6	25	0	0	38.6	0	15.9	0.8	0	16.7	0	7.6	0.8	0	8.3	0.8	7.6	28	0	36.4	

	N SHORELINE BLVD Southbound				STIERLIN CT Westbound				N SHORELINE BLVD Northbound				AMPHITHEATRE PKWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	**4**	0	7	0	0	0	0	0	1	0	1	0	0	1	1	9
04:15 PM	**6**	3	0	**9**	0	**3**	0	3	0	**2**	0	**2**	0	**2**	4	6	**20**
04:30 PM	3	1	0	4	0	3	**1**	**4**	0	0	0	0	0	1	**6**	**7**	15
04:45 PM	1	1	0	2	0	2	0	2	0	1	0	1	**1**	2	2	5	10
Total Volume	13	9	0	22	0	8	1	9	0	4	0	4	1	5	13	19	54
% App. Total	59.1	40.9	0		0	88.9	11.1		0	100	0		5.3	26.3	68.4		
PHF	.542	.563	.000	.611	.000	.667	.250	.563	.000	.500	.000	.500	.250	.625	.542	.679	.675

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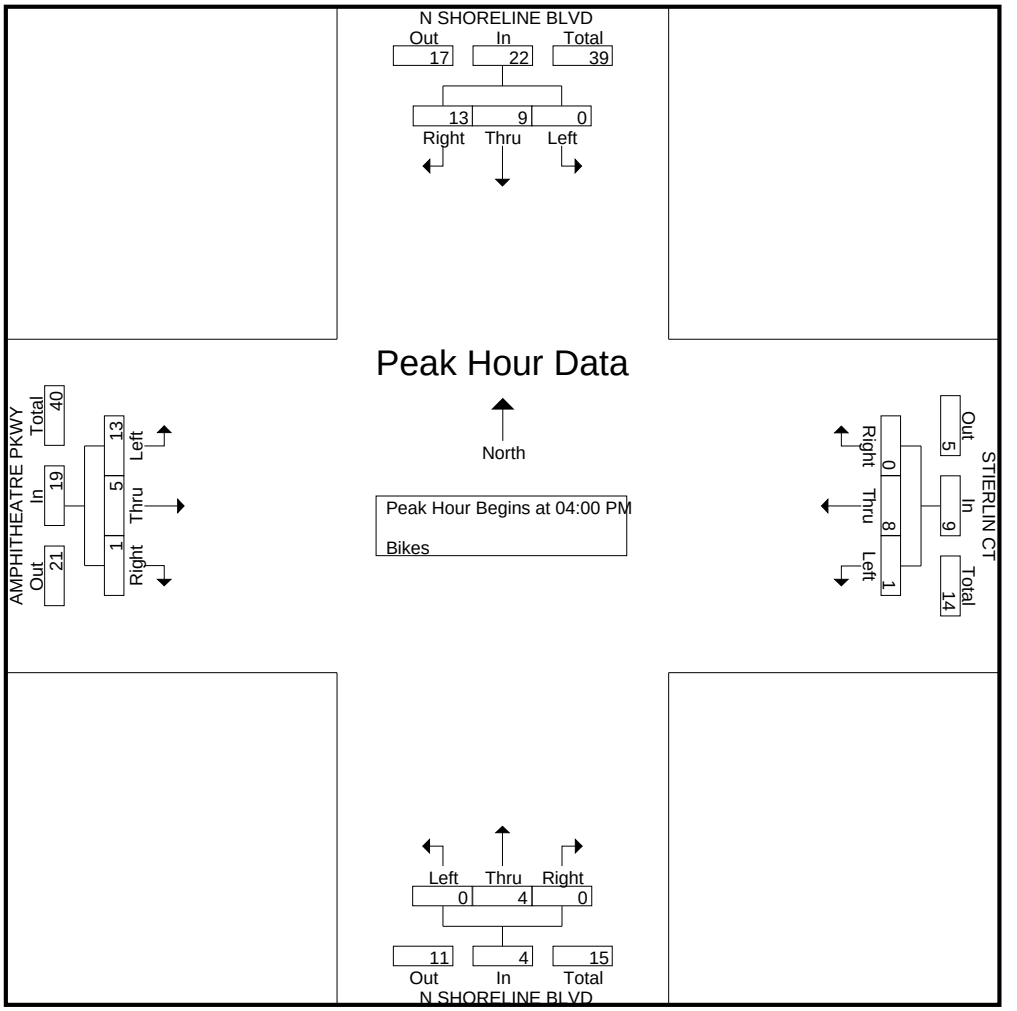

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File Name : 14AM FINAL
Site Code : 00000014
Start Date : 6/4/2015
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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					CHARLESTON RD Westbound					N SHORELINE BLVD Northbound					CHARLESTON RD 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
07:00 AM	4	16	3	0	23	1	5	3	3	12	22	96	51	0	169	11	19	8	0	38	242
07:15 AM	9	21	5	1	36	2	10	6	6	24	24	129	58	7	218	16	17	14	0	47	325
07:30 AM	4	16	6	4	30	3	21	5	0	29	38	119	55	7	219	22	21	10	0	53	331
07:45 AM	4	16	6	3	29	2	19	6	2	29	39	175	74	13	301	18	22	10	0	50	409
Total	21	69	20	8	118	8	55	20	11	94	123	519	238	27	907	67	79	42	0	188	1307
08:00 AM	8	21	11	10	50	3	15	12	3	33	45	155	66	13	279	20	17	16	5	58	420
08:15 AM	15	33	12	3	63	2	14	9	3	28	43	172	69	14	298	18	40	19	1	78	467
08:30 AM	8	29	11	9	57	2	21	8	4	35	49	139	80	9	277	26	42	24	3	95	464
08:45 AM	12	44	29	4	89	6	14	12	2	34	58	170	78	14	320	33	48	31	0	112	555
Total	43	127	63	26	259	13	64	41	12	130	195	636	293	50	1174	97	147	90	9	343	1906
09:00 AM	15	63	21	8	107	3	20	18	9	50	48	142	61	29	280	28	34	25	0	87	524
09:15 AM	15	49	33	8	105	6	10	10	2	28	51	136	58	34	279	26	48	20	0	94	506
09:30 AM	15	54	25	8	102	3	6	18	6	33	44	101	65	37	247	21	39	23	0	83	465
09:45 AM	15	49	30	7	101	8	16	10	3	37	60	144	75	23	302	32	47	23	0	102	542
Total	60	215	109	31	415	20	52	56	20	148	203	523	259	123	1108	107	168	91	0	366	2037
Grand Total	124	411	192	65	792	41	171	117	43	372	521	1678	790	200	3189	271	394	223	9	897	5250
Apprch %	15.7	51.9	24.2	8.2		11	46	31.5	11.6		16.3	52.6	24.8	6.3		30.2	43.9	24.9	1		
Total %	2.4	7.8	3.7	1.2	15.1	0.8	3.3	2.2	0.8	7.1	9.9	32	15	3.8	60.7	5.2	7.5	4.2	0.2	17.1	

	N SHORELINE BLVD Southbound				CHARLESTON RD Westbound				N SHORELINE BLVD Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	8	29	11	48	2	**21**	8	31	49	139	**80**	268	26	42	24	92	439
08:45 AM	12	44	29	85	**6**	14	12	32	**58**	**170**	78	**306**	**33**	**48**	**31**	**112**	**535**
09:00 AM	**15**	**63**	21	**99**	3	20	**18**	**41**	48	142	61	251	28	34	25	87	478
09:15 AM	15	49	**33**	97	6	10	10	26	51	136	58	245	26	48	20	94	462
Total Volume	50	185	94	329	17	65	48	130	206	587	277	1070	113	172	100	385	1914
% App. Total	15.2	56.2	28.6		13.1	50	36.9		19.3	54.9	25.9		29.4	44.7	26		
PHF	.833	.734	.712	.831	.708	.774	.667	.793	.888	.863	.866	.874	.856	.896	.806	.859	.894

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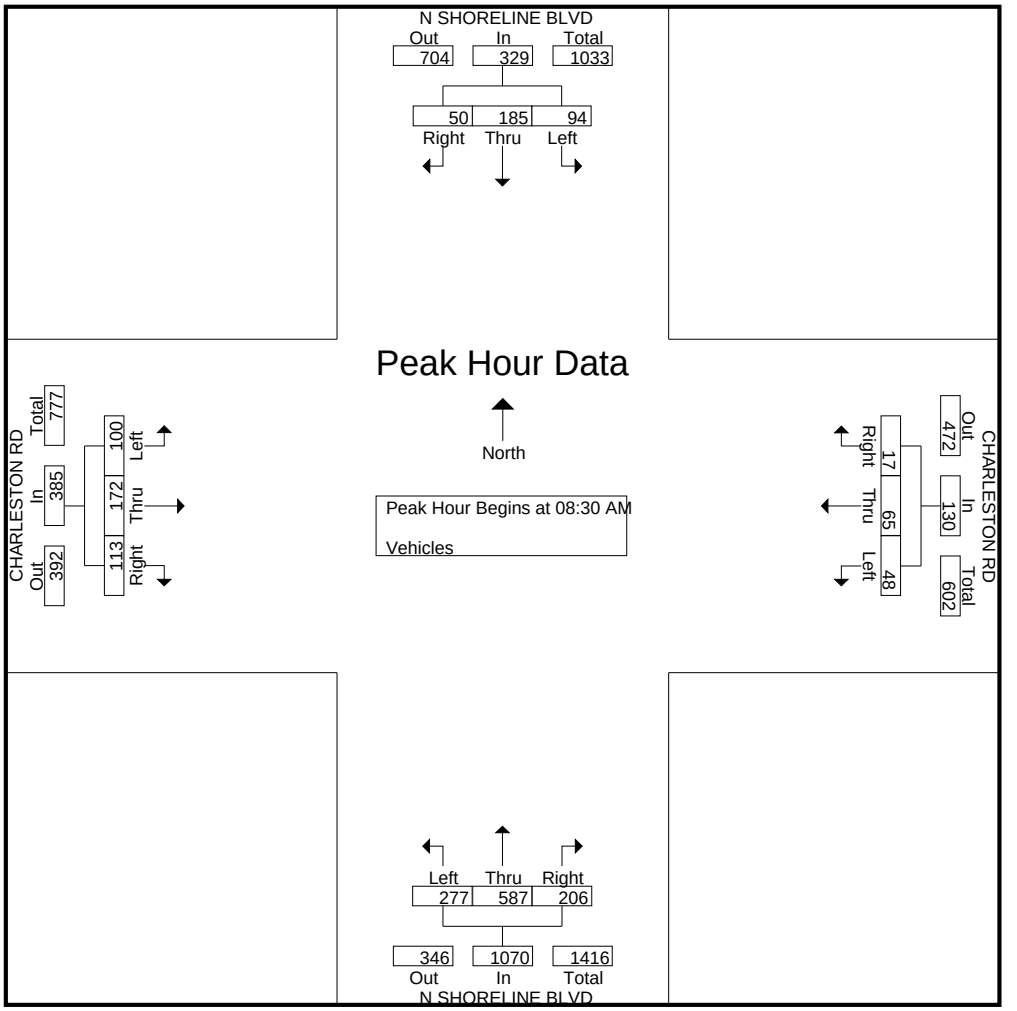

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File Name : 14AM FINAL
Site Code : 00000014
Start Date : 6/4/2015
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					CHARLESTON RD Westbound					N SHORELINE BLVD Northbound					CHARLESTON RD 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
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	7
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	9
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10
Total	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	1	26	0	0	27	30
08:00 AM	0	0	1	0	1	0	1	0	0	1	2	6	0	0	8	0	4	0	0	4	14
08:15 AM	1	0	1	0	2	0	11	1	0	12	0	1	0	0	1	0	10	2	0	12	27
08:30 AM	1	0	0	0	1	0	2	0	0	2	3	1	3	0	7	1	12	1	0	14	24
08:45 AM	3	0	0	0	3	0	0	1	0	1	0	8	2	0	10	3	21	0	0	24	38
Total	5	0	2	0	7	0	14	2	0	16	5	16	5	0	26	4	47	3	0	54	103
09:00 AM	1	0	0	0	1	0	22	0	0	22	2	8	4	0	14	1	13	1	0	15	52
09:15 AM	0	0	2	0	2	1	19	0	0	20	1	2	1	0	4	1	14	1	0	16	42
09:30 AM	0	0	1	0	1	1	30	0	0	31	1	0	0	0	1	0	13	4	0	17	50
09:45 AM	0	0	1	0	1	0	17	1	0	18	1	1	1	0	3	1	15	0	0	16	38
Total	1	0	4	0	5	2	88	1	0	91	5	11	6	0	22	3	55	6	0	64	182
Grand Total	8	0	6	0	14	2	102	3	0	107	10	28	11	0	49	8	128	9	0	145	315
Apprch %	57.1	0	42.9	0		1.9	95.3	2.8	0		20.4	57.1	22.4	0		5.5	88.3	6.2	0		
Total %	2.5	0	1.9	0	4.4	0.6	32.4	1	0	34	3.2	8.9	3.5	0	15.6	2.5	40.6	2.9	0	46	

	N SHORELINE BLVD Southbound				CHARLESTON RD Westbound				N SHORELINE BLVD Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**3**	0	0	**3**	0	0	**1**	1	0	**8**	2	10	**3**	**21**	0	**24**	38
09:00 AM	1	0	0	1	0	22	0	22	**2**	8	**4**	**14**	1	13	1	15	**52**
09:15 AM	0	0	**2**	2	**1**	19	0	20	1	2	1	4	1	14	1	16	42
09:30 AM	0	0	1	1	1	**30**	0	**31**	1	0	0	1	0	13	**4**	17	50
Total Volume	4	0	3	7	2	71	1	74	4	18	7	29	5	61	6	72	182
% App. Total	57.1	0	42.9		2.7	95.9	1.4		13.8	62.1	24.1		6.9	84.7	8.3		
PHF	.333	.000	.375	.583	.500	.592	.250	.597	.500	.563	.438	.518	.417	.726	.375	.750	.875

Traffic Data Service

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File Name : 14AM FINAL
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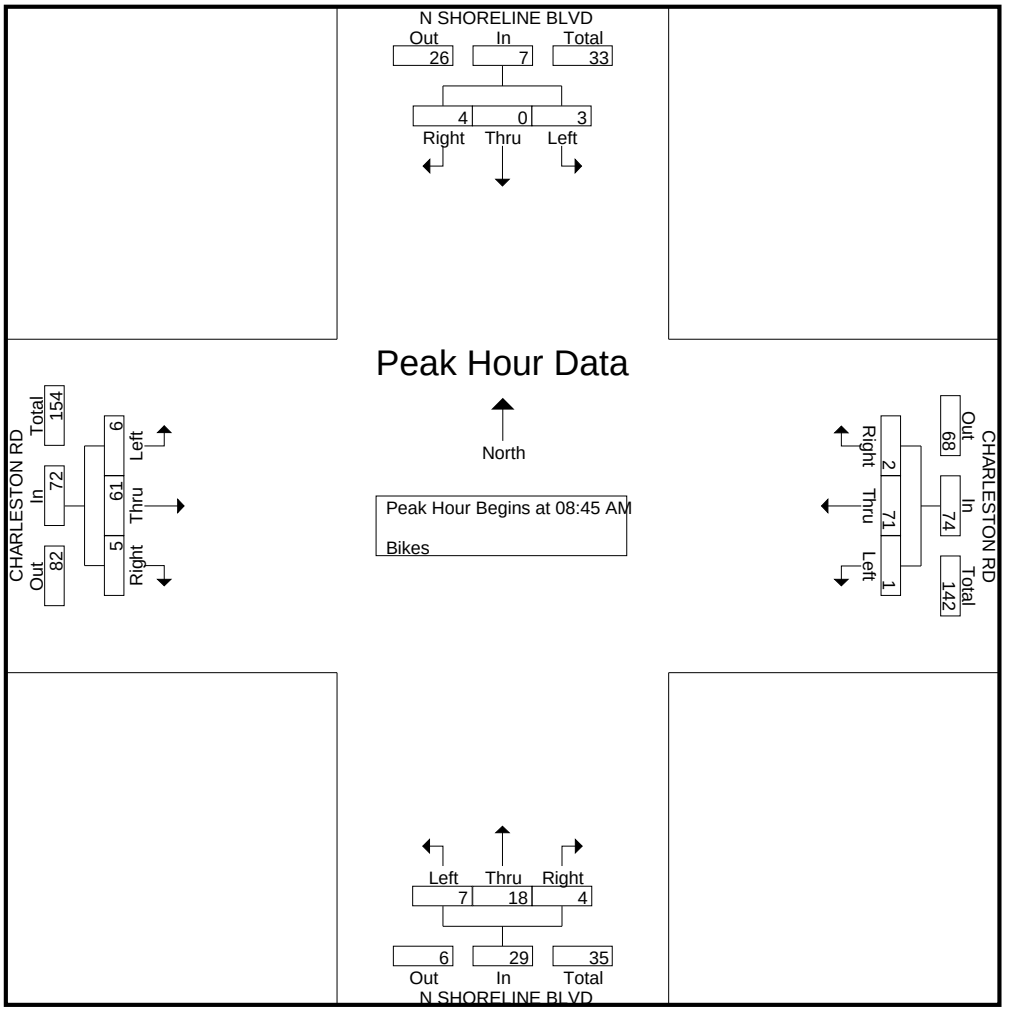

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File Name : 14PM FINAL
Site Code : 00000014
Start Date : 6/4/2015
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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					CHARLESTON RD Westbound					N SHORELINE BLVD Northbound					CHARLESTON RD 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
04:00 PM	4	136	6	20	166	12	38	53	6	109	13	54	46	22	135	52	19	12	9	92	502
04:15 PM	7	175	7	6	195	9	22	71	3	105	3	54	41	8	106	56	6	16	4	82	488
04:30 PM	10	128	3	13	154	7	37	75	1	120	6	51	52	38	147	75	16	13	1	105	526
04:45 PM	9	177	5	6	197	5	36	54	4	99	5	60	54	13	132	81	21	16	4	122	550
Total	30	616	21	45	712	33	133	253	14	433	27	219	193	81	520	264	62	57	18	401	2066
05:00 PM	11	180	1	10	202	18	43	73	5	139	15	58	52	16	141	92	23	10	5	130	612
05:15 PM	7	213	0	9	229	10	41	74	9	134	8	44	41	4	97	93	17	14	3	127	587
05:30 PM	9	172	2	14	197	13	42	73	4	132	5	64	57	17	143	79	19	5	3	106	578
05:45 PM	8	185	2	9	204	10	31	76	7	124	9	39	54	21	123	76	31	12	4	123	574
Total	35	750	5	42	832	51	157	296	25	529	37	205	204	58	504	340	90	41	15	486	2351
06:00 PM	4	184	7	5	200	13	34	63	2	112	8	47	71	5	131	101	18	8	2	129	572
06:15 PM	13	155	4	4	176	10	40	72	3	125	7	53	59	1	120	103	9	6	1	119	540
06:30 PM	8	137	3	11	159	6	25	71	0	102	5	49	47	3	104	90	8	8	5	111	476
06:45 PM	9	122	6	4	141	12	24	75	1	112	2	36	36	7	81	97	19	10	2	128	462
Total	34	598	20	24	676	41	123	281	6	451	22	185	213	16	436	391	54	32	10	487	2050
Grand Total	99	1964	46	111	2220	125	413	830	45	1413	86	609	610	155	1460	995	206	130	43	1374	6467
Apprch %	4.5	88.5	2.1	5		8.8	29.2	58.7	3.2		5.9	41.7	41.8	10.6		72.4	15	9.5	3.1		
Total %	1.5	30.4	0.7	1.7	34.3	1.9	6.4	12.8	0.7	21.8	1.3	9.4	9.4	2.4	22.6	15.4	3.2	2	0.7	21.2	

	N SHORELINE BLVD Southbound				CHARLESTON RD Westbound				N SHORELINE BLVD Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**11**	180	1	192	**18**	**43**	73	**134**	**15**	58	52	125	92	23	10	**125**	**576**
05:15 PM	7	**213**	0	**220**	10	41	74	125	8	44	41	93	**93**	17	**14**	124	562
05:30 PM	9	172	**2**	183	13	42	73	128	5	**64**	**57**	**126**	79	19	5	103	540
05:45 PM	8	185	2	195	10	31	**76**	117	9	39	54	102	76	**31**	12	119	533
Total Volume	35	750	5	790	51	157	296	504	37	205	204	446	340	90	41	471	2211
% App. Total	4.4	94.9	0.6		10.1	31.2	58.7		8.3	46	45.7		72.2	19.1	8.7		
PHF	.795	.880	.625	.898	.708	.913	.974	.940	.617	.801	.895	.885	.914	.726	.732	.942	.960

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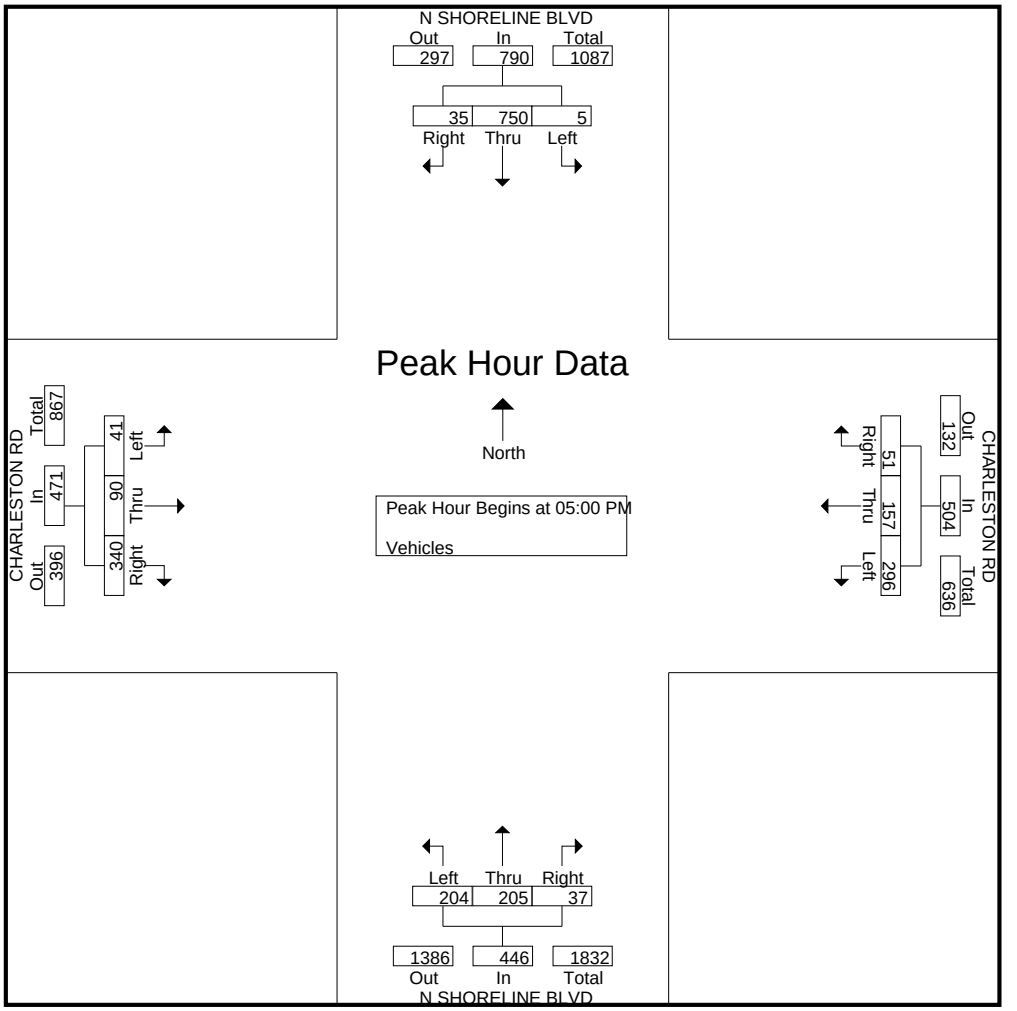

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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					CHARLESTON RD Westbound					N SHORELINE BLVD Northbound					CHARLESTON RD 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
04:00 PM	0	0	0	0	0	0	21	1	0	22	0	1	1	0	2	0	5	0	0	5	29
04:15 PM	0	1	0	0	1	0	35	1	0	36	0	0	2	0	2	0	7	2	0	9	48
04:30 PM	1	1	0	0	2	0	13	0	0	13	0	0	0	0	0	1	8	3	0	12	27
04:45 PM	1	1	0	0	2	0	13	0	0	13	1	2	1	0	4	2	10	0	0	12	31
Total	2	3	0	0	5	0	82	2	0	84	1	3	4	0	8	3	30	5	0	38	135
05:00 PM	0	0	0	0	0	0	10	0	0	10	0	1	0	0	1	1	7	1	0	9	20
05:15 PM	0	1	0	0	1	0	10	0	0	10	0	1	1	0	2	4	8	1	0	13	26
05:30 PM	1	1	0	0	2	0	8	1	0	9	0	2	0	0	2	1	57	0	0	58	71
05:45 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	2	18	0	0	20	28
Total	1	2	0	0	3	0	36	1	0	37	0	4	1	0	5	8	90	2	0	100	145
06:00 PM	0	3	0	0	3	0	14	0	0	14	0	1	0	0	1	0	15	6	0	21	39
06:15 PM	0	1	0	0	1	0	7	0	0	7	0	1	0	0	1	2	17	0	0	19	28
06:30 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	2	15	0	0	17	20
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5	8	0	0	13	15
Total	0	4	0	0	4	0	24	0	0	24	0	3	1	0	4	9	55	6	0	70	102
Grand Total	3	9	0	0	12	0	142	3	0	145	1	10	6	0	17	20	175	13	0	208	382
Apprch %	25	75	0	0		0	97.9	2.1	0		5.9	58.8	35.3	0		9.6	84.1	6.2	0		
Total %	0.8	2.4	0	0	3.1	0	37.2	0.8	0	38	0.3	2.6	1.6	0	4.5	5.2	45.8	3.4	0	54.5	

	N SHORELINE BLVD Southbound				CHARLESTON RD Westbound				N SHORELINE BLVD Northbound				CHARLESTON RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	**1**	1	0	2	0	8	**1**	9	0	**2**	0	**2**	1	**57**	0	**58**	**71**
05:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	**2**	18	0	20	28
06:00 PM	0	**3**	0	**3**	0	**14**	0	**14**	0	1	0	1	0	15	**6**	21	39
06:15 PM	0	1	0	1	0	7	0	7	0	1	0	1	2	17	0	19	28
Total Volume	1	5	0	6	0	37	1	38	0	4	0	4	5	107	6	118	166
% App. Total	16.7	83.3	0		0	97.4	2.6		0	100	0		4.2	90.7	5.1		
PHF	.250	.417	.000	.500	.000	.661	.250	.679	.000	.500	.000	.500	.625	.469	.250	.509	.585

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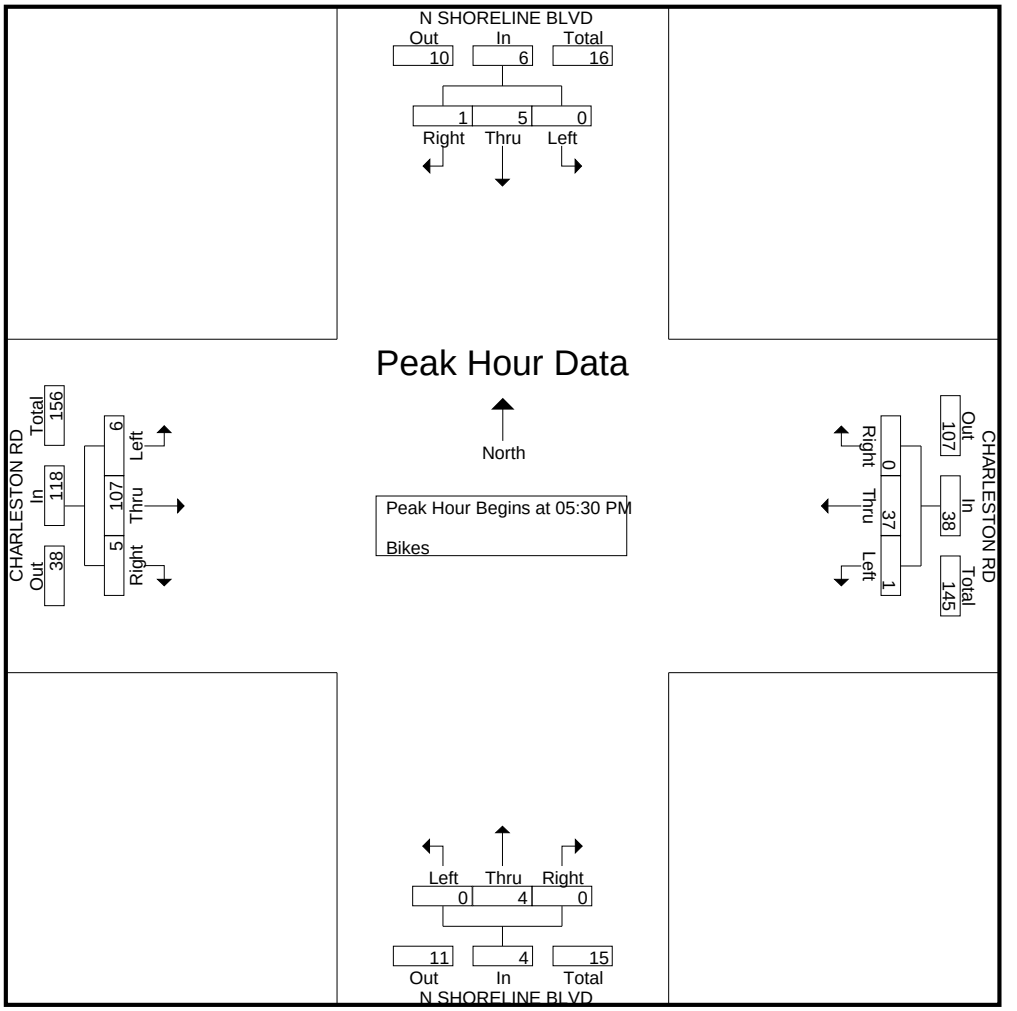

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 1/7/2016
Page No : 1

Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					SPACE PARK WAY Westbound					N SHORELINE BLVD Northbound					DRIVEWAY 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
07:00 AM	0	36	5	1	42	2	0	6	1	9	9	171	1	0	181	0	0	0	0	0	232
07:15 AM	0	44	1	0	45	2	0	5	1	8	5	189	0	0	194	0	0	0	0	0	247
07:30 AM	0	46	4	0	50	7	0	7	1	15	6	244	2	0	252	0	0	0	1	1	318
07:45 AM	0	56	7	0	63	2	0	10	1	13	9	325	1	0	335	0	0	0	0	0	411
Total	0	182	17	1	200	13	0	28	4	45	29	929	4	0	962	0	0	0	1	1	1208
08:00 AM	0	59	2	1	62	6	0	9	1	16	17	335	0	0	352	0	0	0	0	0	430
08:15 AM	0	78	4	2	84	3	0	7	2	12	9	319	1	2	331	0	0	0	0	0	427
08:30 AM	0	70	6	1	77	3	0	2	6	11	8	331	0	0	339	0	0	0	2	2	429
08:45 AM	0	89	10	0	99	2	0	5	2	9	4	294	1	0	299	0	0	0	3	3	410
Total	0	296	22	4	322	14	0	23	11	48	38	1279	2	2	1321	0	0	0	5	5	1696
09:00 AM	0	90	6	0	96	5	0	3	2	10	13	304	1	0	318	0	0	0	1	1	425
09:15 AM	0	56	5	0	61	3	0	5	6	14	7	320	2	0	329	0	0	0	0	0	404
09:30 AM	1	65	4	0	70	4	0	3	1	8	11	298	5	0	314	2	0	0	0	2	394
09:45 AM	1	84	7	0	92	7	0	6	3	16	7	319	3	0	329	1	0	0	1	2	439
Total	2	295	22	0	319	19	0	17	12	48	38	1241	11	0	1290	3	0	0	2	5	1662
Grand Total	2	773	61	5	841	46	0	68	27	141	105	3449	17	2	3573	3	0	0	8	11	4566
Apprch %	0.2	91.9	7.3	0.6		32.6	0	48.2	19.1		2.9	96.5	0.5	0.1		27.3	0	0	72.7		
Total %	0	16.9	1.3	0.1	18.4	1	0	1.5	0.6	3.1	2.3	75.5	0.4	0	78.3	0.1	0	0	0.2	0.2	

	N SHORELINE BLVD Southbound				SPACE PARK WAY Westbound				N SHORELINE BLVD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	56	**7**	63	2	0	**10**	12	9	325	**1**	335	0	0	0	0	410
08:00 AM	0	59	2	61	**6**	0	9	**15**	**17**	**335**	0	**352**	0	0	0	0	**428**
08:15 AM	0	**78**	4	**82**	3	0	7	10	9	319	1	329	0	0	0	0	421
08:30 AM	0	70	6	76	3	0	2	5	8	331	0	339	0	0	0	0	420
Total Volume	0	263	19	282	14	0	28	42	43	1310	2	1355	0	0	0	0	1679
% App. Total	0	93.3	6.7		33.3	0	66.7		3.2	96.7	0.1		0	0	0		
PHF	.000	.843	.679	.860	.583	.000	.700	.700	.632	.978	.500	.962	.000	.000	.000	.000	.981

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File Name : 2AM FINAL
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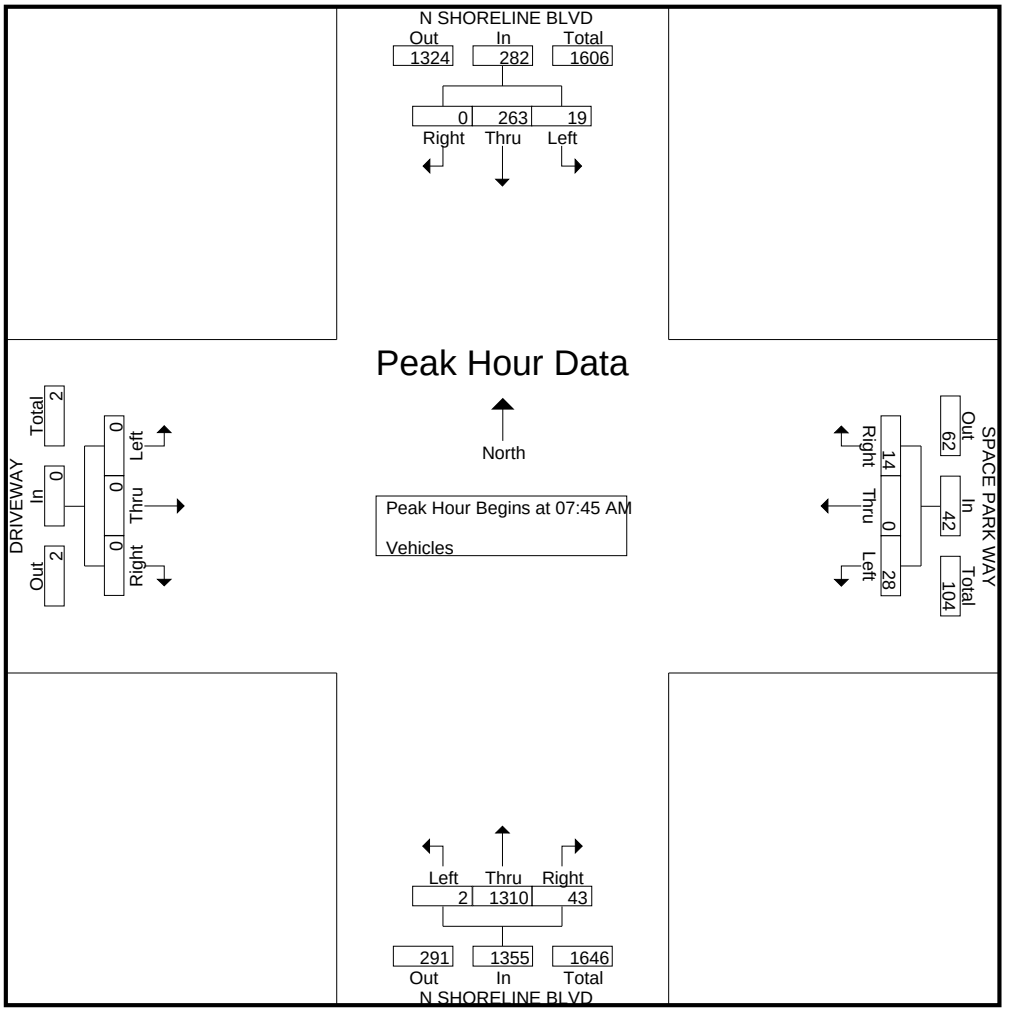

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 1/7/2016
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					SPACE PARK WAY Westbound					N SHORELINE BLVD Northbound					DRIVEWAY 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
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	6
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	1	2	0	3	3	0	0	0	3	0	6	0	0	6	0	0	0	0	0	12
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
08:30 AM	0	3	0	0	3	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	10
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	15
Total	0	5	0	0	5	2	0	0	0	2	1	27	0	0	28	0	0	0	0	0	35
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	10
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
09:30 AM	0	4	0	0	4	2	0	0	0	2	1	7	0	0	8	0	0	0	0	0	14
09:45 AM	0	2	0	0	2	3	0	0	0	3	0	12	0	0	12	0	0	0	0	0	17
Total	0	8	0	0	8	5	0	0	0	5	1	34	0	0	35	0	0	0	0	0	48
Grand Total	0	14	2	0	16	10	0	0	0	10	2	67	0	0	69	0	0	0	0	0	95
Apprch %	0	87.5	12.5	0		100	0	0	0		2.9	97.1	0	0		0	0	0	0		
Total %	0	14.7	2.1	0	16.8	10.5	0	0	0	10.5	2.1	70.5	0	0	72.6	0	0	0	0	0	

	N SHORELINE BLVD Southbound				SPACE PARK WAY Westbound				N SHORELINE BLVD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	1	0	1	0	0	0	0	0	9	0	9	0	0	0	0	10
09:15 AM	0	1	0	1	0	0	0	0	0	6	0	6	0	0	0	0	7
09:30 AM	0	**4**	0	**4**	2	0	0	2	**1**	7	0	8	0	0	0	0	14
09:45 AM	0	2	0	2	**3**	0	0	**3**	0	**12**	0	**12**	0	0	0	0	**17**
Total Volume	0	8	0	8	5	0	0	5	1	34	0	35	0	0	0	0	48
% App. Total	0	100	0		100	0	0		2.9	97.1	0		0	0	0		
PHF	.000	.500	.000	.500	.417	.000	.000	.417	.250	.708	.000	.729	.000	.000	.000	.000	.706

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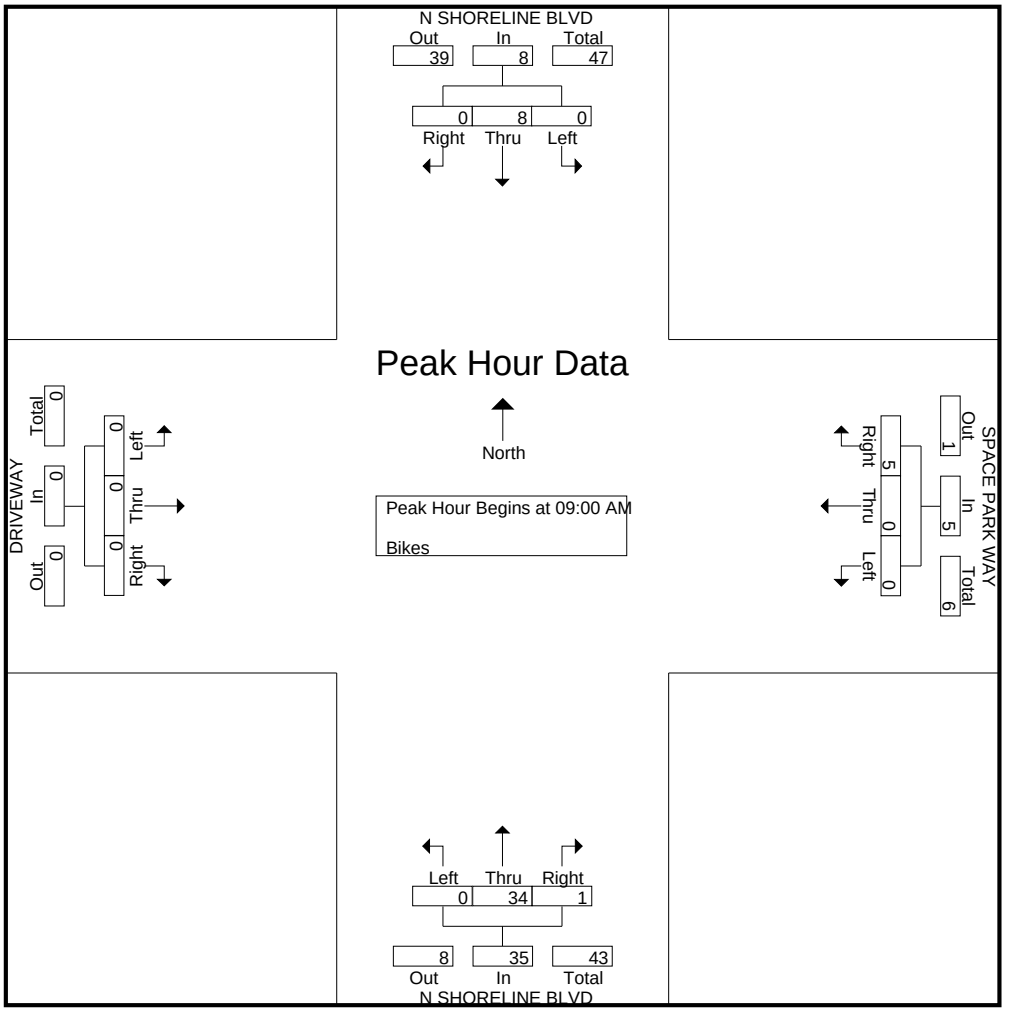

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File Name : 2PM FINAL
Site Code : 00000002
Start Date : 1/7/2016
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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					SPACE PARK WAY Westbound					N SHORELINE BLVD Northbound					DRIVEWAY 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
04:00 PM	0	309	6	0	315	4	0	2	2	8	8	80	0	0	88	1	0	0	0	1	412
04:15 PM	0	360	5	0	365	3	0	10	2	15	20	81	0	0	101	0	0	0	0	0	481
04:30 PM	1	327	5	0	333	4	0	5	3	12	23	74	3	0	100	1	0	0	0	1	446
04:45 PM	1	330	6	1	338	6	1	3	2	12	22	80	1	0	103	1	0	0	3	4	457
Total	2	1326	22	1	1351	17	1	20	9	47	73	315	4	0	392	3	0	0	3	6	1796
05:00 PM	0	431	8	0	439	2	0	7	8	17	15	88	4	0	107	2	0	0	0	2	565
05:15 PM	1	413	5	0	419	2	0	4	2	8	18	78	2	0	98	2	0	0	2	4	529
05:30 PM	0	379	3	0	382	2	0	2	7	11	26	71	1	0	98	1	0	0	1	2	493
05:45 PM	0	333	5	0	338	4	0	4	1	9	31	65	0	0	96	0	0	0	3	3	446
Total	1	1556	21	0	1578	10	0	17	18	45	90	302	7	0	399	5	0	0	6	11	2033
06:00 PM	0	411	7	0	418	3	0	5	2	10	29	43	1	0	73	0	0	0	2	2	503
06:15 PM	0	366	3	0	369	3	0	2	2	7	25	73	1	0	99	2	0	0	0	2	477
06:30 PM	1	355	5	0	361	2	0	10	2	14	26	61	1	0	88	3	0	0	2	5	468
06:45 PM	0	295	5	0	300	3	0	4	2	9	17	61	2	0	80	2	0	0	3	5	394
Total	1	1427	20	0	1448	11	0	21	8	40	97	238	5	0	340	7	0	0	7	14	1842
Grand Total	4	4309	63	1	4377	38	1	58	35	132	260	855	16	0	1131	15	0	0	16	31	5671
Apprch %	0.1	98.4	1.4	0		28.8	0.8	43.9	26.5		23	75.6	1.4	0		48.4	0	0	51.6		
Total %	0.1	76	1.1	0	77.2	0.7	0	1	0.6	2.3	4.6	15.1	0.3	0	19.9	0.3	0	0	0.3	0.5	

	N SHORELINE BLVD Southbound				SPACE PARK WAY Westbound				N SHORELINE BLVD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	330	6	337	**6**	**1**	3	**10**	22	80	1	103	1	0	0	1	451
05:00 PM	0	**431**	**8**	**439**	2	0	**7**	9	15	**88**	**4**	**107**	**2**	0	0	**2**	**557**
05:15 PM	1	413	5	419	2	0	4	6	18	78	2	98	2	0	0	2	525
05:30 PM	0	379	3	382	2	0	2	4	**26**	71	1	98	1	0	0	1	485
Total Volume	2	1553	22	1577	12	1	16	29	81	317	8	406	6	0	0	6	2018
% App. Total	0.1	98.5	1.4		41.4	3.4	55.2		20	78.1	2		100	0	0		
PHF	.500	.901	.688	.898	.500	.250	.571	.725	.779	.901	.500	.949	.750	.000	.000	.750	.906

Traffic Data Service

Campbell, CA
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File Name : 2PM FINAL
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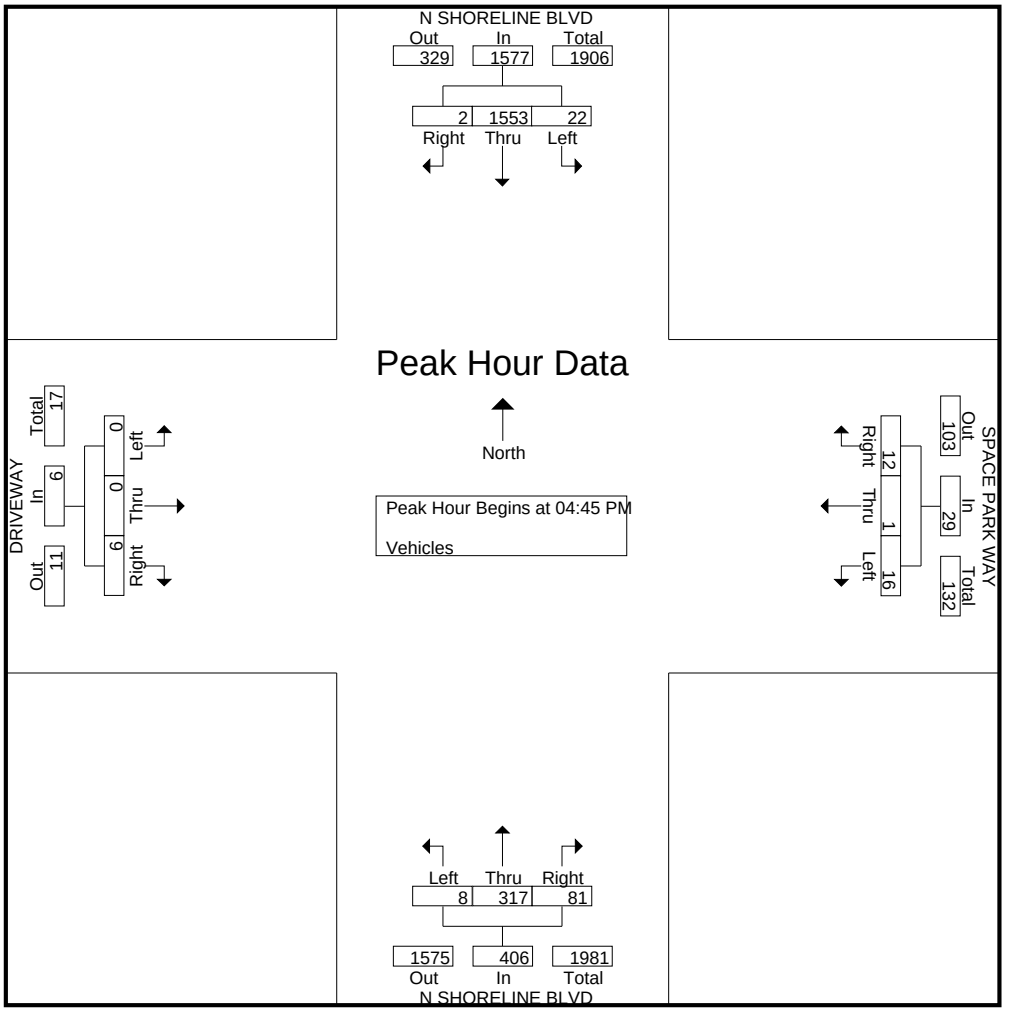

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File Name : 2PM FINAL
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					SPACE PARK WAY Westbound					N SHORELINE BLVD Northbound					DRIVEWAY 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
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
04:45 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
Total	0	6	0	0	6	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	15
05:00 PM	0	3	0	0	3	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	7
05:15 PM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
05:30 PM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	12	1	0	13	0	0	1	0	1	2	8	0	0	10	0	0	0	0	0	24
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	14
Grand Total	0	26	1	0	27	0	0	1	0	1	4	20	0	0	24	1	0	0	0	1	53
Apprch %	0	96.3	3.7	0		0	0	100	0		16.7	83.3	0	0		100	0	0	0		
Total %	0	49.1	1.9	0	50.9	0	0	1.9	0	1.9	7.5	37.7	0	0	45.3	1.9	0	0	0	1.9	

	N SHORELINE BLVD Southbound				SPACE PARK WAY Westbound				N SHORELINE BLVD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
04:45 PM	0	2	0	2	0	0	0	0	**1**	**3**	0	**4**	0	0	0	0	6
05:00 PM	0	**3**	0	3	0	0	**1**	**1**	1	2	0	3	0	0	0	0	**7**
05:15 PM	0	3	**1**	**4**	0	0	0	0	0	3	0	3	0	0	0	0	7
Total Volume	0	10	1	11	0	0	1	1	2	10	0	12	0	0	0	0	24
% App. Total	0	90.9	9.1		0	0	100		16.7	83.3	0		0	0	0		
PHF	.000	.833	.250	.688	.000	.000	.250	.250	.500	.833	.000	.750	.000	.000	.000	.000	.857

Traffic Data Service

Campbell, CA

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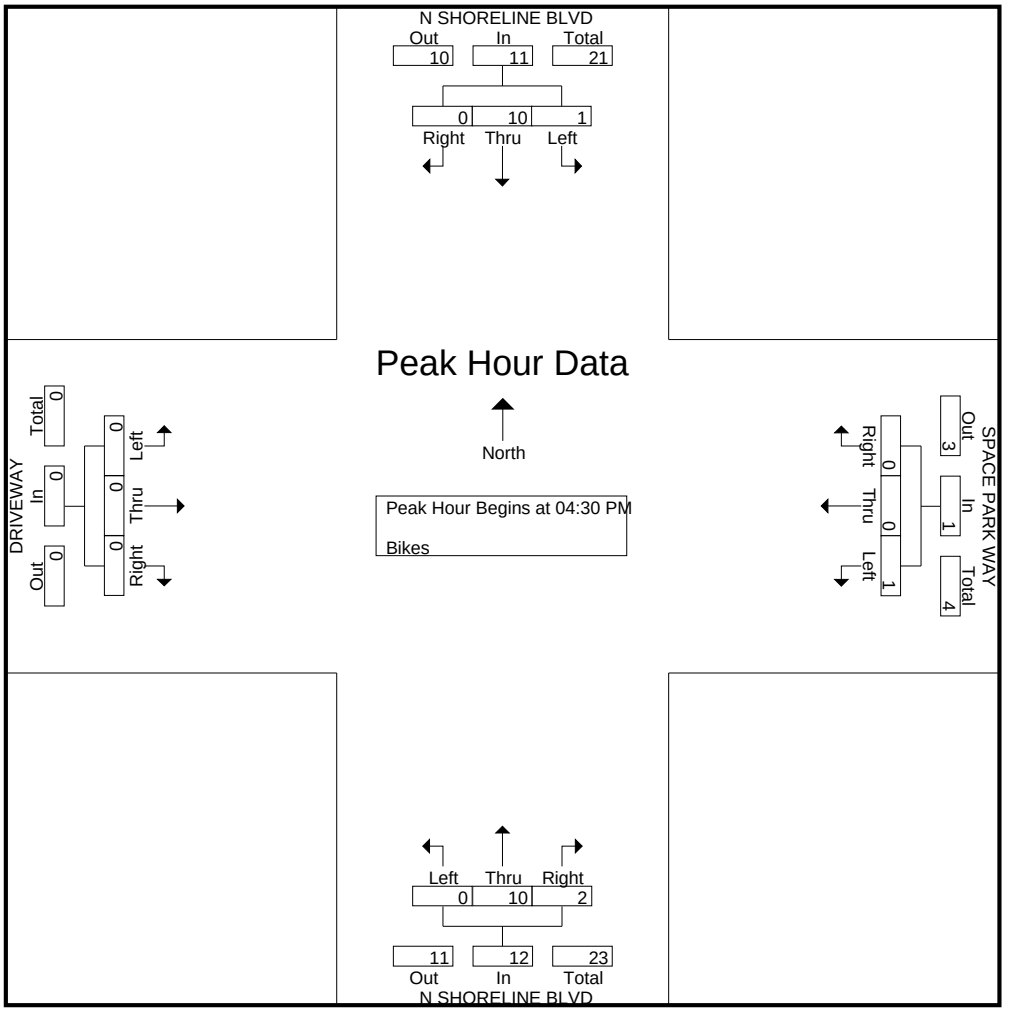

Traffic Data Service

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File Name : 6AM FINAL
Site Code : 00000006
Start Date : 12/2/2015
Page No : 1

Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					DRIVEWAY Westbound					N SHORELINE BLVD Northbound					PLYMOUTH 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
07:00 AM	2	54	0	2	58	0	0	0	3	3	0	185	51	0	236	10	0	1	0	11	308
07:15 AM	2	53	0	0	55	0	0	0	1	1	0	225	63	0	288	3	0	3	0	6	350
07:30 AM	2	54	0	0	56	0	0	0	0	0	0	264	72	0	336	7	0	0	0	7	399
07:45 AM	5	64	0	0	69	0	0	0	7	7	0	325	110	0	435	12	0	0	2	14	525
Total	11	225	0	2	238	0	0	0	11	11	0	999	296	0	1295	32	0	4	2	38	1582
08:00 AM	4	68	0	0	72	0	0	0	5	5	0	374	124	0	498	19	0	0	1	20	595
08:15 AM	3	60	0	3	66	0	0	0	2	2	0	400	134	0	534	16	0	0	1	17	619
08:30 AM	9	90	0	2	101	0	0	0	3	3	0	366	154	0	520	24	0	0	1	25	649
08:45 AM	6	85	0	5	96	0	0	0	4	4	3	382	140	0	525	28	0	1	0	29	654
Total	22	303	0	10	335	0	0	0	14	14	3	1522	552	0	2077	87	0	1	3	91	2517
09:00 AM	4	70	0	1	75	0	0	0	3	3	2	294	139	0	435	25	0	1	1	27	540
09:15 AM	7	87	1	1	96	3	0	0	5	8	1	325	132	0	458	26	0	1	1	28	590
09:30 AM	2	84	0	0	86	0	0	0	3	3	0	355	136	0	491	22	0	2	1	25	605
09:45 AM	7	76	0	2	85	0	0	0	3	3	0	298	119	0	417	28	0	0	1	29	534
Total	20	317	1	4	342	3	0	0	14	17	3	1272	526	0	1801	101	0	4	4	109	2269
Grand Total	53	845	1	16	915	3	0	0	39	42	6	3793	1374	0	5173	220	0	9	9	238	6368
Apprch %	5.8	92.3	0.1	1.7		7.1	0	0	92.9		0.1	73.3	26.6	0		92.4	0	3.8	3.8		
Total %	0.8	13.3	0	0.3	14.4	0	0	0	0.6	0.7	0.1	59.6	21.6	0	81.2	3.5	0	0.1	0.1	3.7	

	N SHORELINE BLVD Southbound				DRIVEWAY Westbound				N SHORELINE BLVD Northbound				PLYMOUTH ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	68	0	72	0	0	0	0	0	374	124	498	19	0	0	19	589
08:15 AM	3	60	0	63	0	0	0	0	0	**400**	134	**534**	16	0	0	16	613
08:30 AM	**9**	**90**	0	**99**	0	0	0	0	0	366	**154**	520	24	0	0	24	643
08:45 AM	6	85	0	91	0	0	0	0	**3**	382	140	525	**28**	0	**1**	**29**	**645**
Total Volume	22	303	0	325	0	0	0	0	3	1522	552	2077	87	0	1	88	2490
% App. Total	6.8	93.2	0		0	0	0		0.1	73.3	26.6		98.9	0	1.1		
PHF	.611	.842	.000	.821	.000	.000	.000	.000	.250	.951	.896	.972	.777	.000	.250	.759	.965

Traffic Data Service

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File Name : 6AM FINAL
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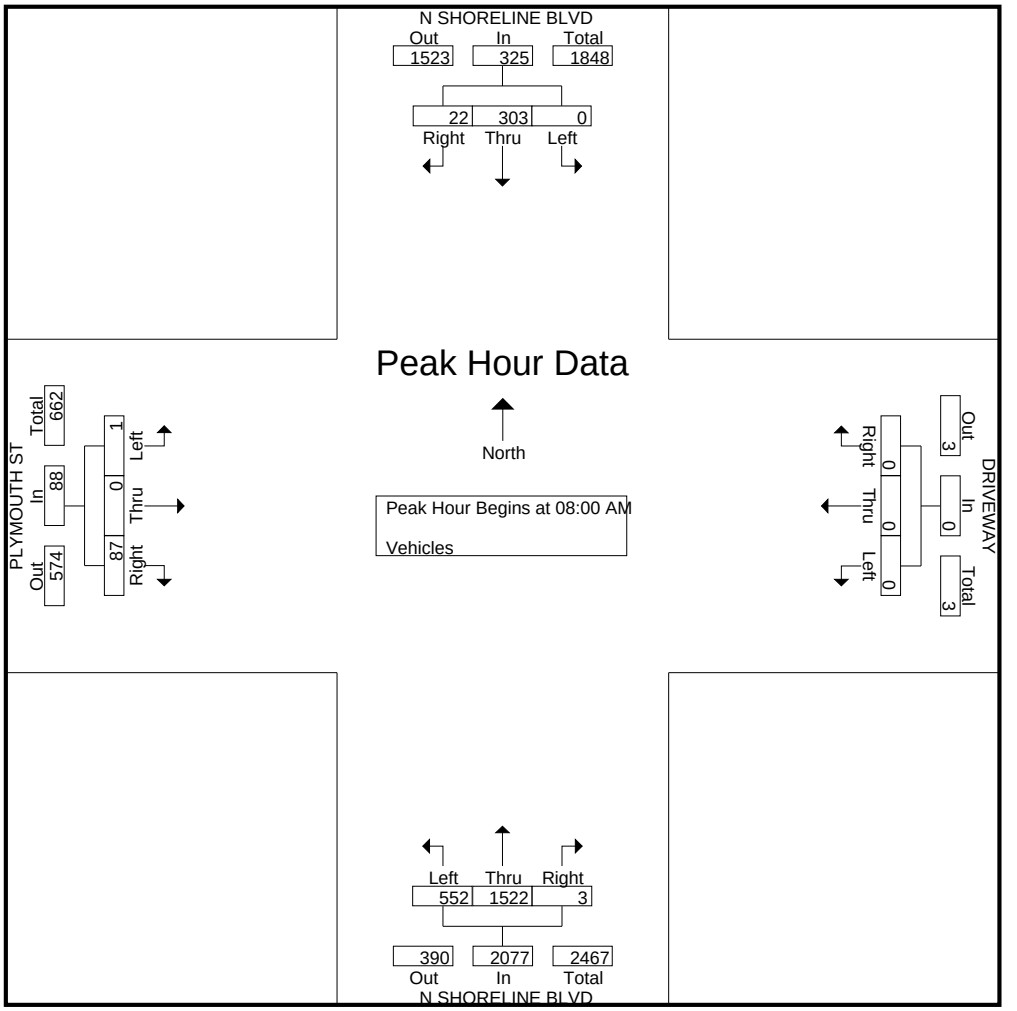

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File Name : 6AM FINAL
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					DRIVEWAY Westbound					N SHORELINE BLVD Northbound					PLYMOUTH 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
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	4	1	0	5	1	0	0	0	1	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	6	2	0	8	1	0	0	0	1	10
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	5
Total	0	1	0	0	1	0	1	0	0	1	0	12	8	0	20	2	0	0	0	2	24
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	6
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	6	0	6	1	0	0	0	1	8
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	5
08:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	6	0	6	1	0	0	0	1	9
Total	1	4	0	0	5	0	0	0	0	0	0	0	20	0	20	3	0	0	0	3	28
09:00 AM	0	2	0	0	2	0	1	0	0	1	0	10	8	0	18	1	0	0	0	1	22
09:15 AM	1	1	0	0	2	0	0	0	0	0	0	8	4	0	12	2	0	0	0	2	16
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	6	5	0	11	1	0	0	0	1	15
09:45 AM	2	5	0	0	7	0	0	0	0	0	0	4	3	0	7	1	0	0	0	1	15
Total	3	11	0	0	14	0	1	0	0	1	0	28	20	0	48	5	0	0	0	5	68
Grand Total	4	16	0	0	20	0	2	0	0	2	0	40	48	0	88	10	0	0	0	10	120
Apprch %	20	80	0	0		0	100	0	0		0	45.5	54.5	0		100	0	0	0		
Total %	3.3	13.3	0	0	16.7	0	1.7	0	0	1.7	0	33.3	40	0	73.3	8.3	0	0	0	8.3	

	N SHORELINE BLVD Southbound				DRIVEWAY Westbound				N SHORELINE BLVD Northbound				PLYMOUTH ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	2	0	2	0	**1**	0	**1**	0	**10**	**8**	**18**	1	0	0	1	**22**
09:15 AM	1	1	0	2	0	0	0	0	0	8	4	12	**2**	0	0	**2**	16
09:30 AM	0	3	0	3	0	0	0	0	0	6	5	11	1	0	0	1	15
09:45 AM	**2**	**5**	0	**7**	0	0	0	0	0	4	3	7	1	0	0	1	15
Total Volume	3	11	0	14	0	1	0	1	0	28	20	48	5	0	0	5	68
% App. Total	21.4	78.6	0		0	100	0		0	58.3	41.7		100	0	0		
PHF	.375	.550	.000	.500	.000	.250	.000	.250	.000	.700	.625	.667	.625	.000	.000	.625	.773

Traffic Data Service

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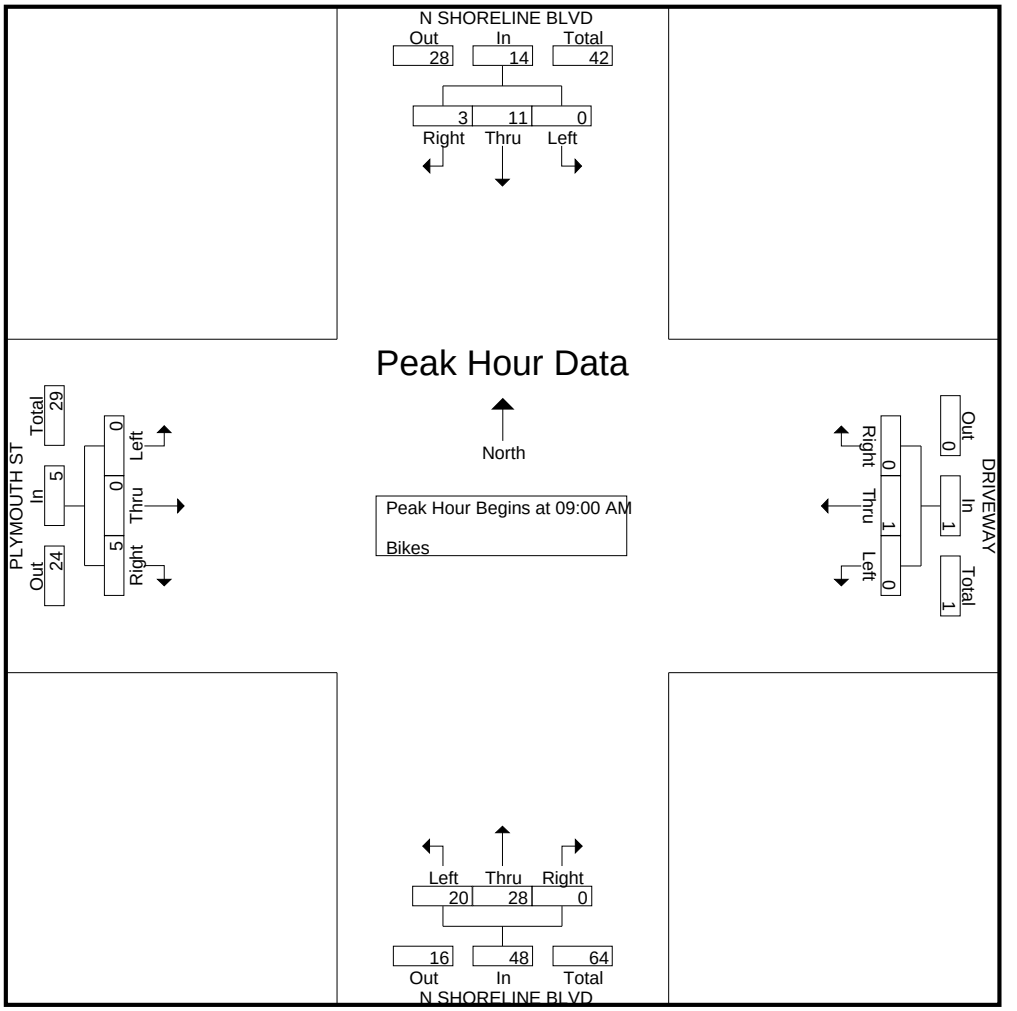

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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					DRIVEWAY Westbound					N SHORELINE BLVD Northbound					PLYMOUTH 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
04:00 PM	12	263	0	0	275	0	0	0	3	3	0	99	20	0	119	87	0	1	0	88	485
04:15 PM	8	330	0	3	341	0	0	0	6	6	0	81	27	0	108	64	0	2	4	70	525
04:30 PM	3	343	0	5	351	0	0	0	4	4	0	80	24	0	104	71	0	2	2	75	534
04:45 PM	11	339	0	3	353	1	0	0	4	5	0	92	27	0	119	71	0	0	1	72	549
Total	34	1275	0	11	1320	1	0	0	17	18	0	352	98	0	450	293	0	5	7	305	2093
05:00 PM	5	438	0	0	443	0	0	0	4	4	0	106	33	0	139	53	0	0	1	54	640
05:15 PM	14	426	0	4	444	1	0	0	2	3	1	91	31	0	123	50	0	2	3	55	625
05:30 PM	8	400	0	1	409	0	0	0	0	0	1	113	36	0	150	80	0	4	0	84	643
05:45 PM	7	355	1	2	365	0	0	0	4	4	0	143	48	0	191	79	0	2	2	83	643
Total	34	1619	1	7	1661	1	0	0	10	11	2	453	148	0	603	262	0	8	6	276	2551
06:00 PM	4	366	0	0	370	0	0	0	1	1	0	129	29	0	158	68	0	2	0	70	599
06:15 PM	1	373	0	0	374	0	0	0	0	0	0	107	45	0	152	54	1	0	0	55	581
06:30 PM	3	373	0	0	376	0	0	0	1	1	0	95	30	0	125	68	0	1	0	69	571
06:45 PM	1	328	0	0	329	0	0	0	1	1	0	79	28	0	107	74	0	0	0	74	511
Total	9	1440	0	0	1449	0	0	0	3	3	0	410	132	0	542	264	1	3	0	268	2262
Grand Total	77	4334	1	18	4430	2	0	0	30	32	2	1215	378	0	1595	819	1	16	13	849	6906
Apprch %	1.7	97.8	0	0.4		6.2	0	0	93.8		0.1	76.2	23.7	0		96.5	0.1	1.9	1.5		
Total %	1.1	62.8	0	0.3	64.1	0	0	0	0.4	0.5	0	17.6	5.5	0	23.1	11.9	0	0.2	0.2	12.3	

	N SHORELINE BLVD Southbound				DRIVEWAY Westbound				N SHORELINE BLVD Northbound				PLYMOUTH ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	**438**	0	**443**	0	0	0	0	0	106	33	139	53	0	0	53	635
05:15 PM	**14**	426	0	440	**1**	0	0	**1**	**1**	91	31	123	50	0	2	52	616
05:30 PM	8	400	0	408	0	0	0	0	1	113	36	150	**80**	0	**4**	**84**	**642**
05:45 PM	7	355	**1**	363	0	0	0	0	0	**143**	**48**	**191**	79	0	2	81	635
Total Volume	34	1619	1	1654	1	0	0	1	2	453	148	603	262	0	8	270	2528
% App. Total	2.1	97.9	0.1		100	0	0		0.3	75.1	24.5		97	0	3		
PHF	.607	.924	.250	.933	.250	.000	.000	.250	.500	.792	.771	.789	.819	.000	.500	.804	.984

Traffic Data Service

Campbell, CA

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File Name : 6PM FINAL
Site Code : 00000006
Start Date : 12/2/2015
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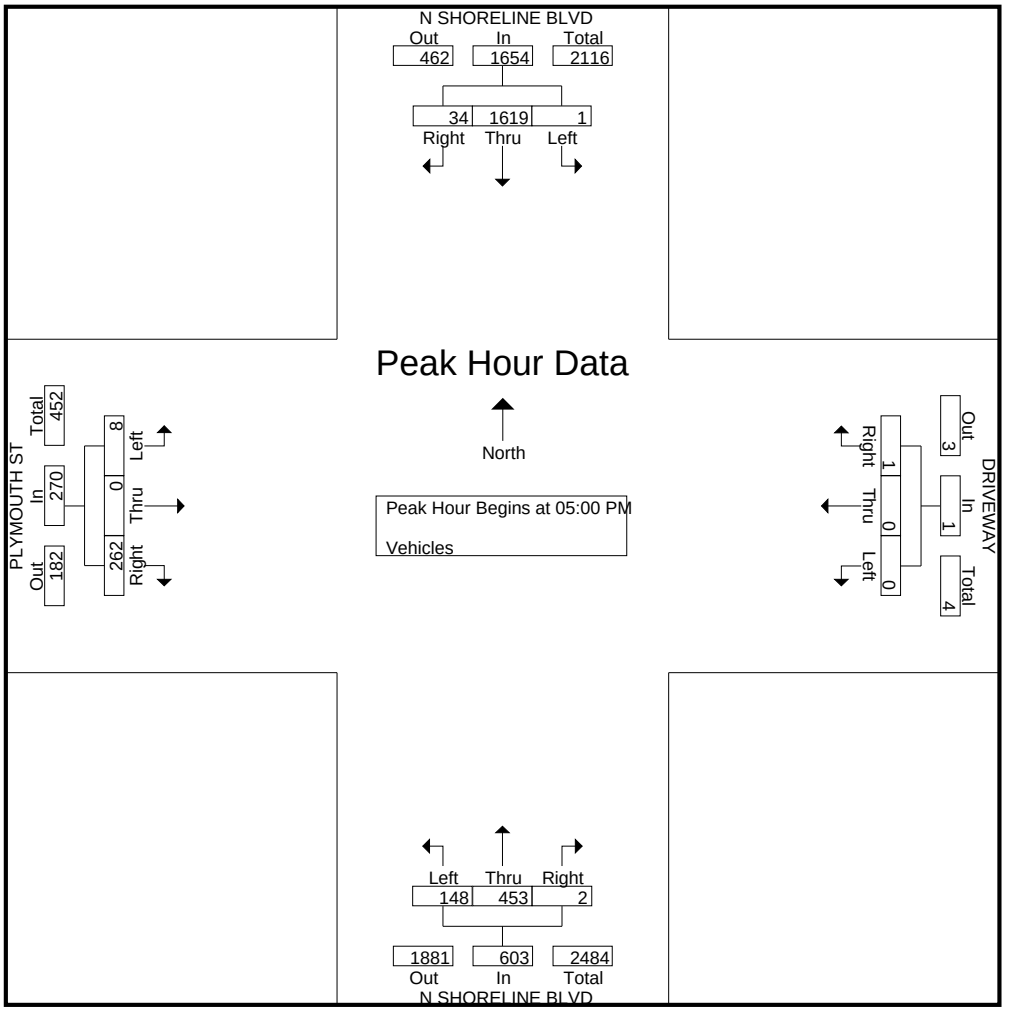

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File Name : 6PM FINAL
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					DRIVEWAY Westbound					N SHORELINE BLVD Northbound					PLYMOUTH 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
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	6	1	0	7	0	0	1	0	1	9
04:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
04:30 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
Total	1	9	0	0	10	0	0	0	0	0	0	9	1	0	10	2	0	1	0	3	23
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	5
05:15 PM	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	11
05:30 PM	1	5	0	0	6	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	10
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Total	2	16	0	0	18	0	0	0	0	0	0	0	3	0	3	8	0	0	0	8	29
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	11
06:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7
06:45 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
Total	0	19	0	0	19	0	0	0	0	0	0	2	0	0	2	6	0	0	0	6	27
Grand Total	3	44	0	0	47	0	0	0	0	0	0	11	4	0	15	16	0	1	0	17	79
Apprch %	6.4	93.6	0	0		0	0	0	0		0	73.3	26.7	0		94.1	0	5.9	0		
Total %	3.8	55.7	0	0	59.5	0	0	0	0	0	0	13.9	5.1	0	19	20.3	0	1.3	0	21.5	

	N SHORELINE BLVD Southbound				DRIVEWAY Westbound				N SHORELINE BLVD Northbound				PLYMOUTH ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	1	0	0	1	4
05:00 PM	0	3	0	3	0	0	0	0	0	0	1	1	1	0	0	1	5
05:15 PM	**1**	**6**	0	**7**	0	0	0	0	0	0	0	0	**4**	0	0	**4**	**11**
05:30 PM	1	5	0	6	0	0	0	0	0	0	**2**	2	2	0	0	2	10
Total Volume	2	15	0	17	0	0	0	0	0	2	3	5	8	0	0	8	30
% App. Total	11.8	88.2	0		0	0	0		0	40	60		100	0	0		
PHF	.500	.625	.000	.607	.000	.000	.000	.000	.000	.250	.375	.625	.500	.000	.000	.500	.682

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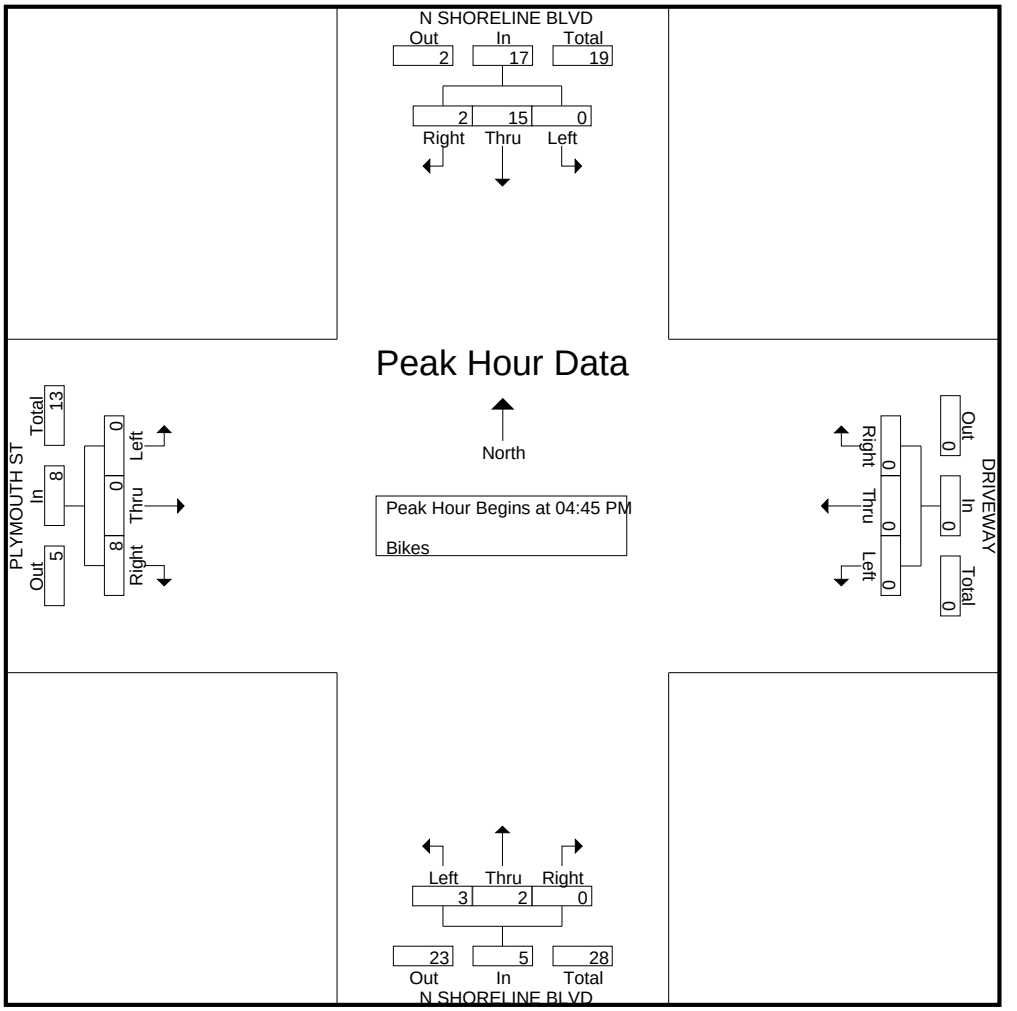

Traffic Data Service

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File Name : 22AM FINAL
Site Code : 00000022
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					PEAR AVE Westbound					N SHORELINE BLVD Northbound					MOVIES 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
07:00 AM	0	40	4	0	44	10	1	6	0	17	60	243	11	0	314	0	0	1	0	1	376
07:15 AM	1	55	4	0	60	16	0	19	0	35	67	316	6	0	389	2	0	0	2	4	488
07:30 AM	0	62	10	0	72	14	0	10	0	24	72	329	7	0	408	2	0	0	2	4	508
07:45 AM	0	58	4	3	65	20	0	13	1	34	83	440	10	0	533	3	3	0	3	9	641
Total	1	215	22	3	241	60	1	48	1	110	282	1328	34	0	1644	7	3	1	7	18	2013
08:00 AM	0	66	4	0	70	12	1	10	2	25	90	449	12	0	551	2	1	0	3	6	652
08:15 AM	1	71	5	2	79	9	0	9	2	20	90	440	12	1	543	3	2	2	1	8	650
08:30 AM	1	81	10	1	93	9	0	8	0	17	93	473	12	0	578	3	4	0	0	7	695
08:45 AM	1	96	8	0	105	13	2	14	1	30	107	490	6	1	604	5	3	1	4	13	752
Total	3	314	27	3	347	43	3	41	5	92	380	1852	42	2	2276	13	10	3	8	34	2749
09:00 AM	1	106	12	5	124	6	0	12	3	21	93	429	16	1	539	1	1	0	4	6	690
09:15 AM	1	106	16	2	125	9	0	9	5	23	95	433	18	0	546	0	1	2	4	7	701
09:30 AM	1	117	18	3	139	16	0	13	1	30	116	395	16	0	527	6	1	0	0	7	703
09:45 AM	1	111	14	4	130	11	0	8	1	20	124	436	13	0	573	2	2	1	3	8	731
Total	4	440	60	14	518	42	0	42	10	94	428	1693	63	1	2185	9	5	3	11	28	2825
Grand Total	8	969	109	20	1106	145	4	131	16	296	1090	4873	139	3	6105	29	18	7	26	80	7587
Apprch %	0.7	87.6	9.9	1.8		49	1.4	44.3	5.4		17.9	79.8	2.3	0		36.2	22.5	8.8	32.5		
Total %	0.1	12.8	1.4	0.3	14.6	1.9	0.1	1.7	0.2	3.9	14.4	64.2	1.8	0	80.5	0.4	0.2	0.1	0.3	1.1	

	N SHORELINE BLVD Southbound				PEAR AVE Westbound				N SHORELINE BLVD Northbound				MOVIES Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**1**	96	8	105	13	**2**	**14**	**29**	107	**490**	6	**603**	5	**3**	1	**9**	**746**
09:00 AM	1	106	12	119	6	0	12	18	93	429	16	538	1	1	0	2	677
09:15 AM	1	106	16	123	9	0	9	18	95	433	**18**	546	0	1	**2**	3	690
09:30 AM	1	**117**	**18**	**136**	**16**	0	13	29	**116**	395	16	527	**6**	1	0	7	699
Total Volume	4	425	54	483	44	2	48	94	411	1747	56	2214	12	6	3	21	2812
% App. Total	0.8	88	11.2		46.8	2.1	51.1		18.6	78.9	2.5		57.1	28.6	14.3		
PHF	1.00	.908	.750	.888	.688	.250	.857	.810	.886	.891	.778	.918	.500	.500	.375	.583	.942

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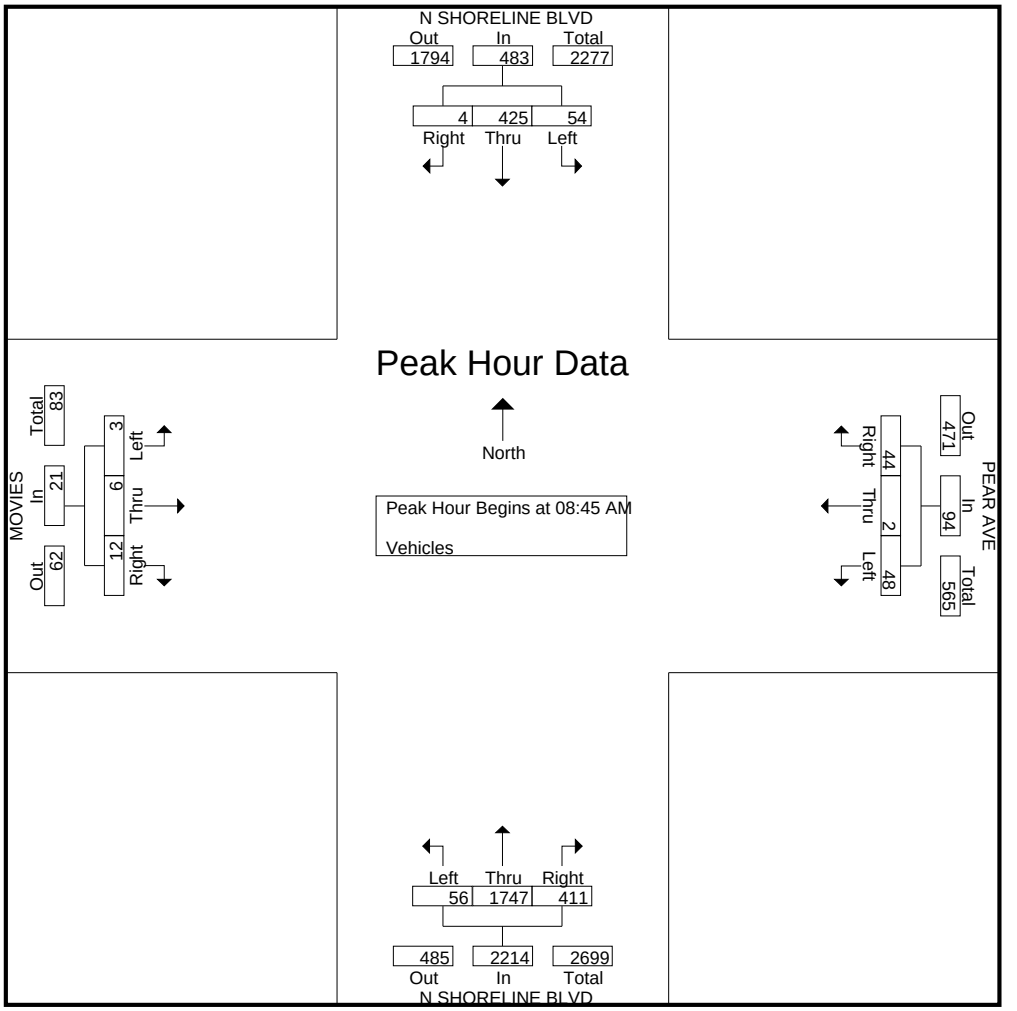

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File Name : 22AM FINAL
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					PEAR AVE Westbound					N SHORELINE BLVD Northbound					MOVIES 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
07:00 AM	0	0	0	0	0	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	7
07:15 AM	0	0	0	0	0	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	7
07:30 AM	0	0	0	0	0	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	4	1	0	0	5	1	6	0	0	7	0	0	0	0	0	12
Total	0	0	0	0	0	15	1	0	0	16	1	15	0	0	16	0	0	0	0	0	32
08:00 AM	0	0	0	0	0	4	1	0	0	5	0	12	0	0	12	0	0	0	0	0	17
08:15 AM	0	0	0	0	0	2	1	0	0	3	0	7	0	0	7	0	1	0	0	1	11
08:30 AM	0	0	0	0	0	4	1	0	0	5	0	19	0	0	19	0	0	0	0	0	24
08:45 AM	0	1	0	0	1	9	2	0	0	11	0	15	0	0	15	0	1	0	0	1	28
Total	0	1	0	0	1	19	5	0	0	24	0	53	0	0	53	0	2	0	0	2	80
09:00 AM	0	1	1	0	2	6	3	0	0	9	0	11	0	0	11	0	0	0	0	0	22
09:15 AM	0	0	1	0	1	9	2	0	0	11	3	14	0	0	17	0	1	0	0	1	30
09:30 AM	0	0	0	0	0	2	0	0	0	2	0	6	0	0	6	0	1	0	0	1	9
09:45 AM	0	0	0	0	0	8	2	0	0	10	0	8	0	0	8	0	1	0	0	1	19
Total	0	1	2	0	3	25	7	0	0	32	3	39	0	0	42	0	3	0	0	3	80
Grand Total	0	2	2	0	4	59	13	0	0	72	4	107	0	0	111	0	5	0	0	5	192
Apprch %	0	50	50	0		81.9	18.1	0	0		3.6	96.4	0	0		0	100	0	0		
Total %	0	1	1	0	2.1	30.7	6.8	0	0	37.5	2.1	55.7	0	0	57.8	0	2.6	0	0	2.6	

	N SHORELINE BLVD Southbound				PEAR AVE Westbound				N SHORELINE BLVD Northbound				MOVIES Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	4	1	0	5	0	**19**	0	**19**	0	0	0	0	24
08:45 AM	0	**1**	0	1	**9**	2	0	**11**	0	15	0	15	0	**1**	0	**1**	28
09:00 AM	0	1	**1**	**2**	6	**3**	0	9	0	11	0	11	0	0	0	0	22
09:15 AM	0	0	1	1	9	2	0	11	**3**	14	0	17	0	1	0	1	**30**
Total Volume	0	2	2	4	28	8	0	36	3	59	0	62	0	2	0	2	104
% App. Total	0	50	50		77.8	22.2	0		4.8	95.2	0		0	100	0		
PHF	.000	.500	.500	.500	.778	.667	.000	.818	.250	.776	.000	.816	.000	.500	.000	.500	.867

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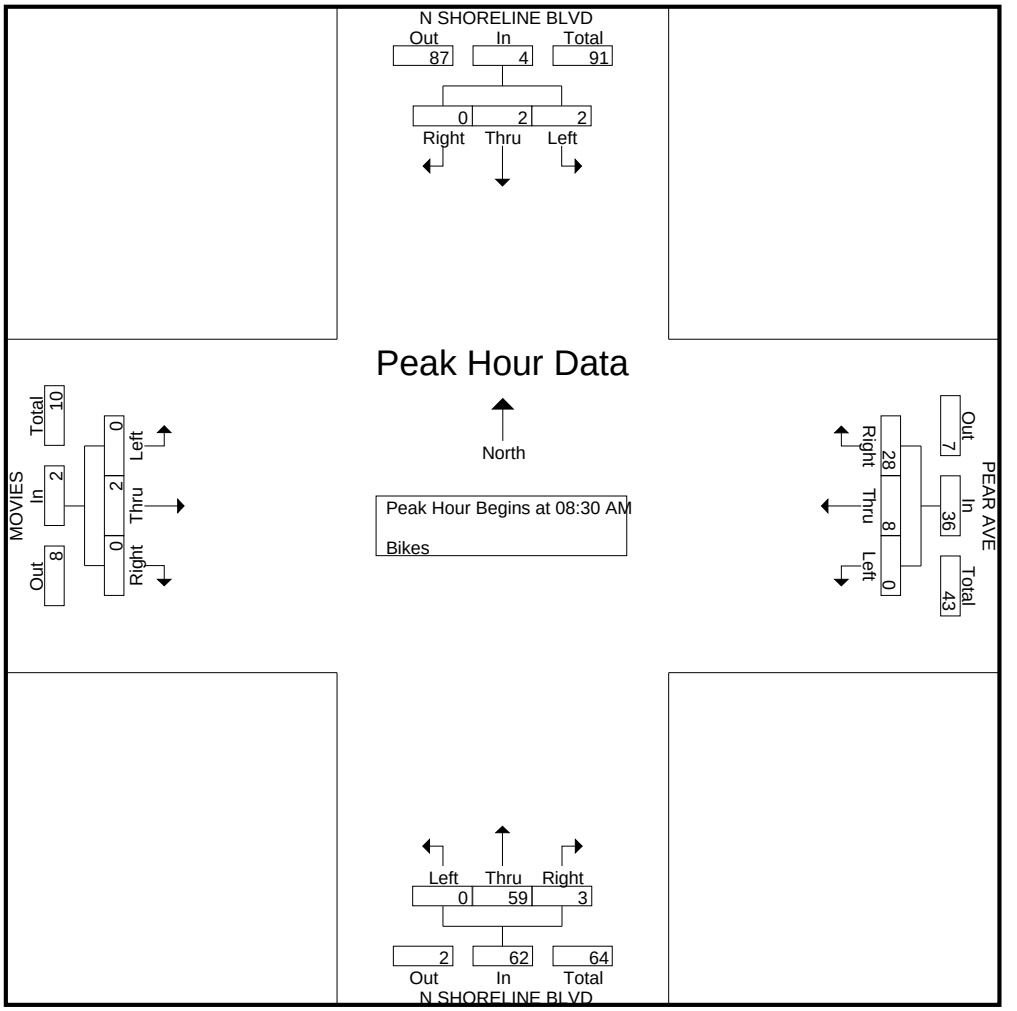

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File Name : 22PM FINAL
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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					PEAR AVE Westbound					N SHORELINE BLVD Northbound					MOVIES 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
04:00 PM	2	355	10	6	373	8	3	12	3	26	44	143	33	3	223	24	5	1	4	34	656
04:15 PM	2	370	11	1	384	7	1	15	3	26	25	121	44	3	193	26	5	0	2	33	636
04:30 PM	5	364	2	1	372	9	5	25	1	40	33	115	41	0	189	40	8	0	1	49	650
04:45 PM	1	383	8	2	394	7	1	17	1	26	25	142	37	2	206	33	3	1	2	39	665
Total	10	1472	31	10	1523	31	10	69	8	118	127	521	155	8	811	123	21	2	9	155	2607
05:00 PM	4	449	5	0	458	12	1	23	1	37	31	122	33	5	191	36	2	1	8	47	733
05:15 PM	6	478	10	0	494	10	2	22	4	38	36	108	39	4	187	46	2	1	3	52	771
05:30 PM	0	458	4	7	469	7	3	17	2	29	33	108	47	2	190	36	2	1	6	45	733
05:45 PM	2	422	4	5	433	7	1	14	1	23	38	125	48	2	213	55	3	0	5	63	732
Total	12	1807	23	12	1854	36	7	76	8	127	138	463	167	13	781	173	9	3	22	207	2969
06:00 PM	5	436	5	6	452	2	3	20	3	28	44	131	43	5	223	44	1	0	8	53	756
06:15 PM	1	469	14	1	485	6	1	20	2	29	36	148	40	5	229	59	1	0	4	64	807
06:30 PM	2	406	6	8	422	5	1	24	4	34	26	134	53	3	216	31	2	2	4	39	711
06:45 PM	3	370	8	3	384	3	4	16	0	23	35	94	51	0	180	44	2	2	7	55	642
Total	11	1681	33	18	1743	16	9	80	9	114	141	507	187	13	848	178	6	4	23	211	2916
Grand Total	33	4960	87	40	5120	83	26	225	25	359	406	1491	509	34	2440	474	36	9	54	573	8492
Apprch %	0.6	96.9	1.7	0.8		23.1	7.2	62.7	7		16.6	61.1	20.9	1.4		82.7	6.3	1.6	9.4		
Total %	0.4	58.4	1	0.5	60.3	1	0.3	2.6	0.3	4.2	4.8	17.6	6	0.4	28.7	5.6	0.4	0.1	0.6	6.7	

	N SHORELINE BLVD Southbound				PEAR AVE Westbound				N SHORELINE BLVD Northbound				MOVIES Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	0	458	4	462	**7**	**3**	17	**27**	33	108	47	188	36	2	**1**	39	716
05:45 PM	2	422	4	428	7	1	14	22	38	125	**48**	211	55	**3**	0	58	719
06:00 PM	**5**	436	5	446	2	3	**20**	25	**44**	131	43	218	44	1	0	45	734
06:15 PM	1	**469**	**14**	**484**	6	1	20	27	36	**148**	40	**224**	**59**	1	0	**60**	**795**
Total Volume	8	1785	27	1820	22	8	71	101	151	512	178	841	194	7	1	202	2964
% App. Total	0.4	98.1	1.5		21.8	7.9	70.3		18	60.9	21.2		96	3.5	0.5		
PHF	.400	.951	.482	.940	.786	.667	.888	.935	.858	.865	.927	.939	.822	.583	.250	.842	.932

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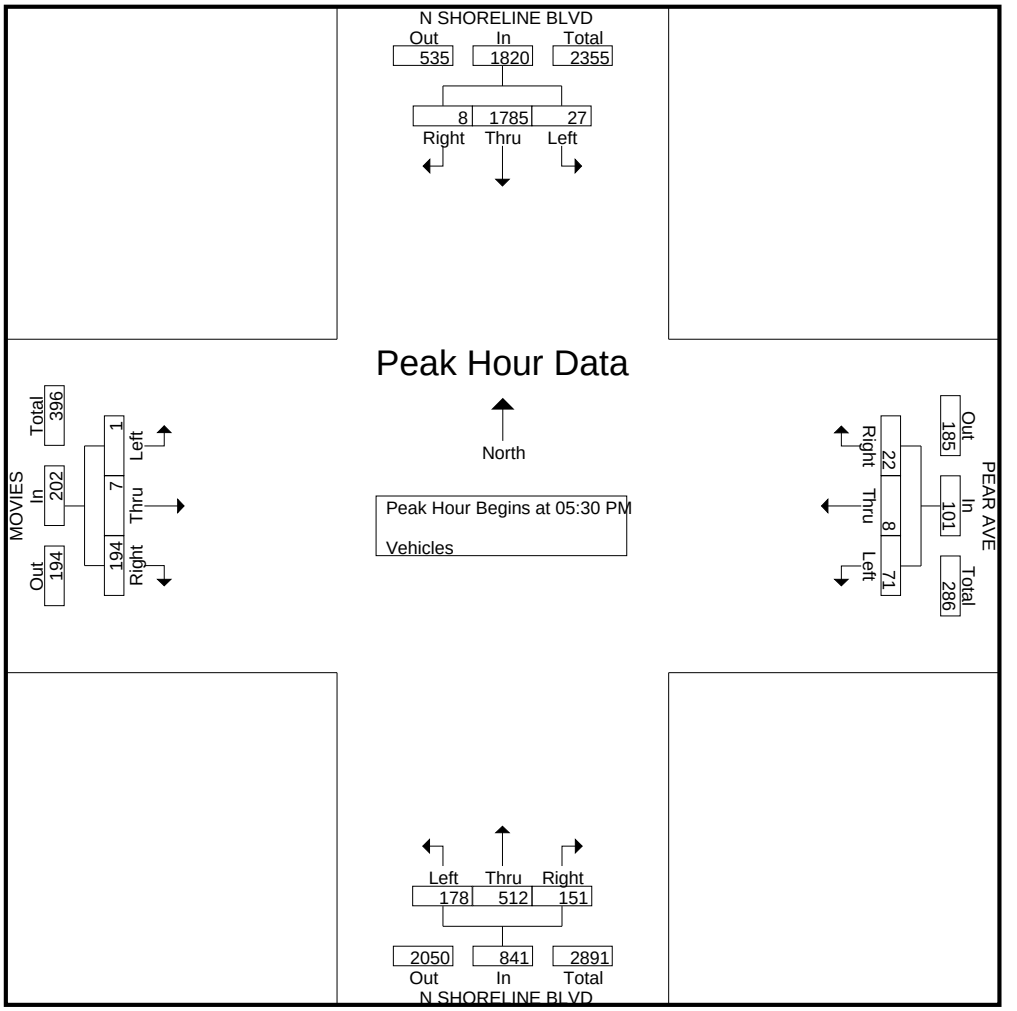

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File Name : 22PM FINAL
Site Code : 00000022
Start Date : 6/4/2015
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					PEAR AVE Westbound					N SHORELINE BLVD Northbound					MOVIES 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
04:00 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	7
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	5
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	6
Total	1	7	0	0	8	0	1	0	0	1	0	2	1	0	3	3	8	0	0	11	23
05:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	11
05:15 PM	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	13
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	10
05:45 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	13
Total	0	13	3	0	16	0	0	0	0	0	1	1	0	0	2	0	29	0	0	29	47
06:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	12	0	0	12	14
06:15 PM	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	7	0	0	7	12
06:30 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	8
06:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	6
Total	0	5	0	0	5	3	2	0	0	5	0	2	0	0	2	0	28	0	0	28	40
Grand Total	1	25	3	0	29	3	3	0	0	6	1	5	1	0	7	3	65	0	0	68	110
Apprch %	3.4	86.2	10.3	0		50	50	0	0		14.3	71.4	14.3	0		4.4	95.6	0	0		
Total %	0.9	22.7	2.7	0	26.4	2.7	2.7	0	0	5.5	0.9	4.5	0.9	0	6.4	2.7	59.1	0	0	61.8	

	N SHORELINE BLVD Southbound				PEAR AVE Westbound				N SHORELINE BLVD Northbound				MOVIES Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	**7**	1	**8**	0	0	0	0	0	0	0	0	0	5	0	5	13
05:30 PM	0	2	0	2	0	0	0	0	0	**1**	0	**1**	0	7	0	7	10
05:45 PM	0	2	**2**	4	0	0	0	0	0	0	0	0	0	9	0	9	13
06:00 PM	0	0	0	0	**1**	0	0	**1**	0	1	0	1	0	**12**	0	**12**	**14**
Total Volume	0	11	3	14	1	0	0	1	0	2	0	2	0	33	0	33	50
% App. Total	0	78.6	21.4		100	0	0		0	100	0		0	100	0		
PHF	.000	.393	.375	.438	.250	.000	.000	.250	.000	.500	.000	.500	.000	.688	.000	.688	.893

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File Name : 22PM FINAL
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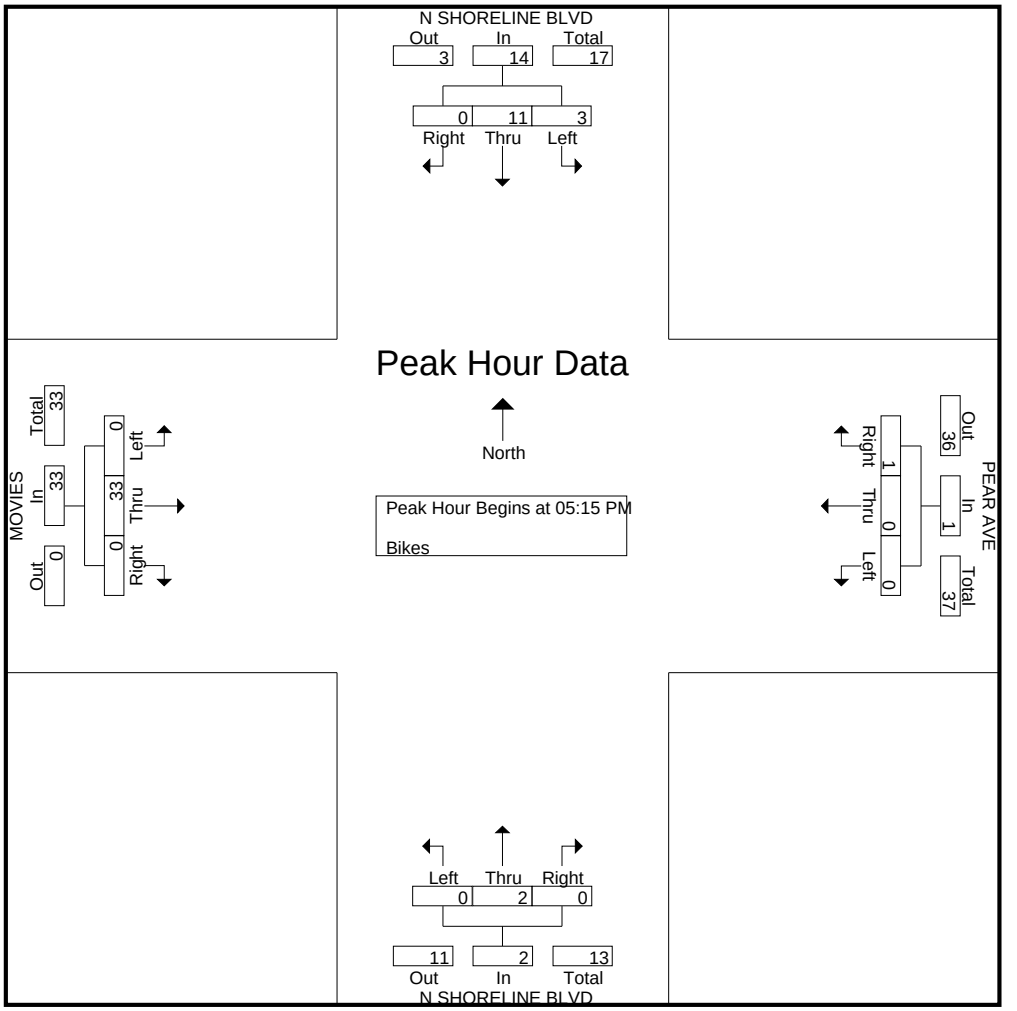

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tdsbay@cs.com

File Name : 23AM FINAL
Site Code : 00000023
Start Date : 6/4/2015
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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound						US-101 NB RAMPS Westbound						N SHORELINE BLVD Northbound						US-101 NB ON-RAMP Eastbound						LA AVENIDA ST Southwestbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	18	47	0	0	0	65	0	208	0	73	1	282	70	0	99	0	0	169	0	0	0	0	0	0	3	10	9	0	1	23	539
07:15 AM	16	56	0	0	1	73	0	252	0	93	1	346	81	0	104	0	0	185	0	0	0	0	0	0	1	10	17	0	1	29	633
07:30 AM	15	76	0	0	0	91	0	262	3	130	0	395	68	0	122	0	0	190	0	0	0	0	0	0	1	14	30	0	2	47	723
07:45 AM	23	64	0	0	0	87	0	314	2	118	0	434	125	0	171	0	0	296	0	0	0	0	0	0	0	15	24	0	1	40	857
Total	72	243	0	0	1	316	0	1036	5	414	2	1457	344	0	496	0	0	840	0	0	0	0	0	0	5	49	80	0	5	139	2752
08:00 AM	11	70	0	0	2	83	0	337	2	78	2	419	96	0	203	0	0	299	0	0	0	0	0	0	3	13	28	0	4	48	849
08:15 AM	10	72	0	0	0	82	0	349	0	73	4	426	114	0	224	0	0	338	0	0	0	0	1	1	0	13	25	0	2	40	887
08:30 AM	14	81	0	0	0	95	0	337	0	69	1	407	107	0	236	0	0	343	0	0	0	0	0	0	1	10	31	0	1	43	888
08:45 AM	21	87	0	0	0	108	0	338	0	79	5	422	78	0	263	0	0	341	0	0	0	0	5	5	1	7	31	0	1	40	916
Total	56	310	0	0	2	368	0	1361	2	299	12	1674	395	0	926	0	0	1321	0	0	0	0	6	6	5	43	115	0	8	171	3540
09:00 AM	12	109	0	0	1	122	0	298	0	82	3	383	81	0	241	0	0	322	0	0	0	0	5	5	1	7	27	0	1	36	868
09:15 AM	13	110	0	0	1	124	0	308	0	98	6	412	74	0	233	0	0	307	0	0	0	0	2	2	0	5	23	0	4	32	877
09:30 AM	19	121	0	0	0	140	0	310	0	73	3	386	58	0	228	0	0	286	0	0	0	0	1	1	4	12	30	0	2	48	861
09:45 AM	21	111	0	0	1	133	0	331	0	78	3	412	35	0	241	0	0	276	0	0	0	0	6	6	4	7	24	0	2	37	864
Total	65	451	0	0	3	519	0	1247	0	331	15	1593	248	0	943	0	0	1191	0	0	0	0	14	14	9	31	104	0	9	153	3470
Grand Total	193	1004	0	0	6	1203	0	3644	7	1044	29	4724	987	0	2365	0	0	3352	0	0	0	0	20	20	19	123	299	0	22	463	9762
Apprch %	16	83.5	0	0	0.5		0	77.1	0.1	22.1	0.6		29.4	0	70.6	0	0		0	0	0	0	100		4.1	26.6	64.6	0	4.8		
Total %	2	10.3	0	0	0.1	12.3	0	37.3	0.1	10.7	0.3	48.4	10.1	0	24.2	0	0	34.3	0	0	0	0	0.2	0.2	0.2	1.3	3.1	0	0.2	4.7	

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File Name : 23AM FINAL
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	N SHORELINE BLVD Southbound					US-101 NB RAMPS Westbound					N SHORELINE BLVD Northbound					US-101 NB ON-RAMP Eastbound					LA AVENIDA ST Southwestbound						
Start Time	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 08:15 AM																											
08:15 AM	10	72	0	0	82	0	**349**	0	73	**422**	**114**	0	224	0	338	0	0	0	0	0	0	**13**	25	0	**2**	40	882
08:30 AM	14	81	0	0	95	0	337	0	69	406	107	0	236	0	**343**	0	0	0	0	0	**1**	10	**31**	0	1	**43**	887
08:45 AM	**21**	87	0	0	108	0	338	0	79	417	78	0	**263**	0	341	0	0	0	0	0	1	7	31	0	1	40	**906**
09:00 AM	12	**109**	0	0	**121**	0	298	0	**82**	380	81	0	241	0	322	0	0	0	0	0	1	7	27	0	1	36	859
Total Volume	57	349	0	0	406	0	1322	0	303	1625	380	0	964	0	1344	0	0	0	0	0	3	37	114	0	5	159	3534
% App. Total	14	86	0	0		0	81.4	0	18.6		28.3	0	71.7	0		0	0	0	0		1.9	23.3	71.7	0	3.1		
PHF	.679	.800	.000	.000	.839	.000	.947	.000	.924	.963	.833	.000	.916	.000	.980	.000	.000	.000	.000	.000	.750	.712	.919	.000	.625	.924	.975

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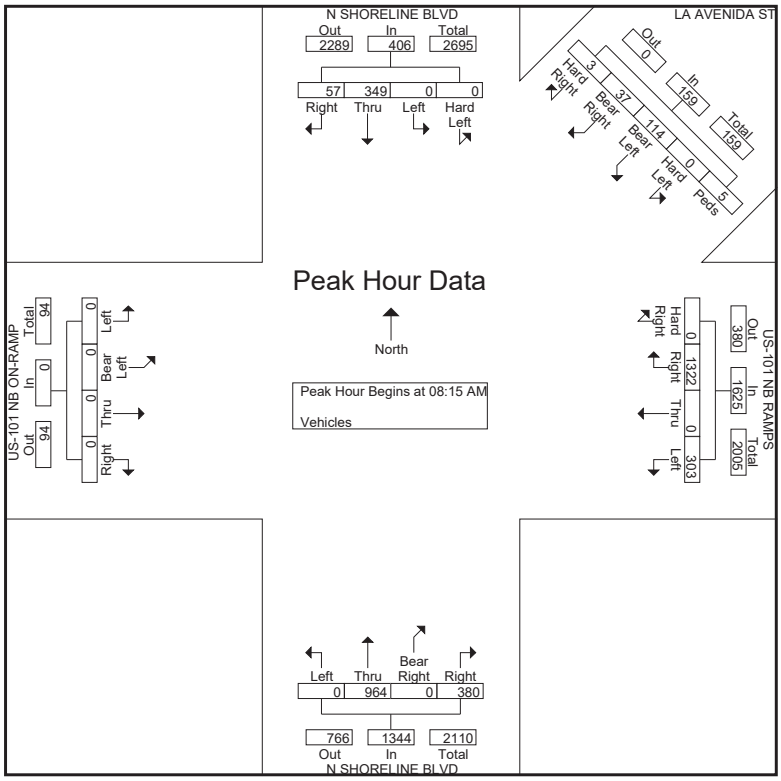

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File Name : 23AM FINAL
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound						US-101 NB RAMPS Westbound						N SHORELINE BLVD Northbound						US-101 NB ON-RAMP Eastbound						LA AVENIDA ST Southwestbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	1	0	0	1	8
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	13	0	0	13	0	0	0	0	0	0	0	0	1	0	0	1	15
08:00 AM	2	1	0	0	0	3	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	15
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	2	0	0	0	0	2	18
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	2	0	0	0	0	2	16
Total	2	1	0	0	0	3	0	0	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	5	0	0	0	0	5	55
09:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	3	0	0	0	0	3	14
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	2	0	0	0	0	2	12
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	0	0	1	6
09:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	6	0	0	0	0	6	41
Grand Total	2	4	0	0	0	6	0	1	0	0	0	1	0	0	92	0	0	92	0	0	0	0	0	0	11	0	1	0	0	12	111
Apprch %	33.3	66.7	0	0	0		0	100	0	0	0		0	0	100	0	0		0	0	0	0	0		91.7	0	8.3	0	0		
Total %	1.8	3.6	0	0	0	5.4	0	0.9	0	0	0	0.9	0	0	82.9	0	0	82.9	0	0	0	0	0	0	9.9	0	0.9	0	0	10.8	

Traffic Data Service

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File Name : 23AM FINAL
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	N SHORELINE BLVD Southbound					US-101 NB RAMPS Westbound					N SHORELINE BLVD Northbound					US-101 NB ON-RAMP Eastbound					LA AVENIDA ST Southwestbound						
Start Time	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 08:30 AM																											
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	**16**	0	**16**	0	0	0	0	0	2	0	0	0	0	2	**18**
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	0	0	0	2	0	0	0	0	2	16
09:00 AM	0	**2**	0	0	**2**	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	**3**	0	0	0	0	**3**	14
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	2	0	0	0	0	2	12
Total Volume	0	2	0	0	2	0	0	0	0	0	0	0	49	0	49	0	0	0	0	0	9	0	0	0	0	9	60
% App. Total	0	100	0	0		0	0	0	0		0	0	100	0		0	0	0	0		100	0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.766	.000	.766	.000	.000	.000	.000	.000	.750	.000	.000	.000	.000	.750	.833

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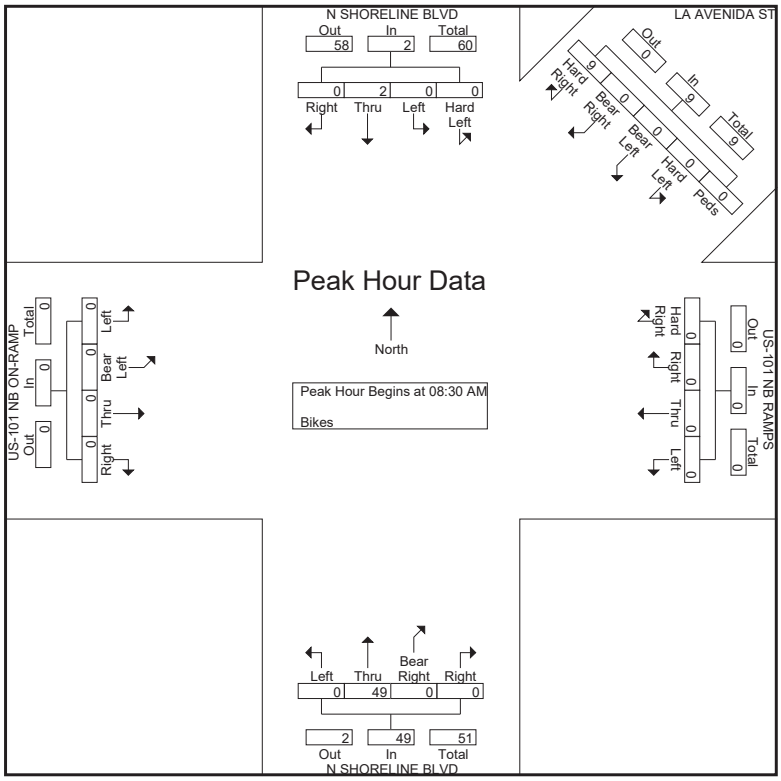

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File Name : 23PM FINAL
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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound						US-101 NB RAMPS Westbound						N SHORELINE BLVD Northbound						US-101 NB ON-RAMP Eastbound						LA AVENIDA ST Southwestbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	62	319	0	0	0	381	0	97	0	75	1	173	62	0	111	0	0	173	0	0	0	0	2	2	3	18	75	0	1	97	826
04:15 PM	60	369	0	0	0	429	0	108	0	75	2	185	80	0	87	0	0	167	0	0	0	0	1	1	4	20	62	0	1	87	869
04:30 PM	62	366	0	0	0	428	0	92	0	75	1	168	77	0	84	0	0	161	0	0	0	0	0	0	3	23	54	0	0	80	837
04:45 PM	40	379	0	0	0	419	0	113	4	90	2	209	72	0	92	0	0	164	0	0	0	0	2	2	1	12	56	0	2	71	865
Total	224	1433	0	0	0	1657	0	410	4	315	6	735	291	0	374	0	0	665	0	0	0	0	5	5	11	73	247	0	4	335	3397
05:00 PM	39	480	0	0	0	519	0	112	2	104	0	218	93	0	77	0	0	170	0	0	0	0	2	2	5	16	107	0	0	128	1037
05:15 PM	45	525	0	0	0	570	0	108	1	109	3	221	83	0	76	0	0	159	0	0	0	0	3	3	2	26	59	0	3	90	1043
05:30 PM	51	461	0	0	0	512	0	109	1	103	1	214	119	0	84	0	0	203	0	0	0	0	2	2	3	20	88	0	5	116	1047
05:45 PM	46	451	0	0	0	497	0	124	4	111	3	242	60	0	88	0	0	148	0	0	0	0	7	7	2	19	65	0	2	88	982
Total	181	1917	0	0	0	2098	0	453	8	427	7	895	355	0	325	0	0	680	0	0	0	0	14	14	12	81	319	0	10	422	4109
06:00 PM	47	480	0	0	0	527	0	127	2	111	1	241	95	0	93	0	0	188	0	0	0	0	2	2	5	33	79	0	5	122	1080
06:15 PM	39	512	0	0	0	551	0	122	0	92	0	214	60	0	100	0	0	160	0	0	0	0	0	0	0	15	64	0	1	80	1005
06:30 PM	58	408	0	0	0	466	0	102	0	65	0	167	71	0	109	0	0	180	0	0	0	0	2	2	2	19	52	0	1	74	889
06:45 PM	39	423	0	0	0	462	0	90	0	54	0	144	53	0	86	0	0	139	0	0	0	0	2	2	1	15	52	0	1	69	816
Total	183	1823	0	0	0	2006	0	441	2	322	1	766	279	0	388	0	0	667	0	0	0	0	6	6	8	82	247	0	8	345	3790
Grand Total	588	5173	0	0	0	5761	0	1304	14	1064	14	2396	925	0	1087	0	0	2012	0	0	0	0	25	25	31	236	813	0	22	1102	11296
Apprch %	10.2	89.8	0	0	0		0	54.4	0.6	44.4	0.6		46	0	54	0	0		0	0	0	0	100		2.8	21.4	73.8	0	2		
Total %	5.2	45.8	0	0	0	51	0	11.5	0.1	9.4	0.1	21.2	8.2	0	9.6	0	0	17.8	0	0	0	0	0.2	0.2	0.3	2.1	7.2	0	0.2	9.8	

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	N SHORELINE BLVD Southbound					US-101 NB RAMPS Westbound					N SHORELINE BLVD Northbound					US-101 NB ON-RAMP Eastbound					LA AVENIDA ST Southwestbound						
Start Time	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 05:15 PM																											
05:15 PM	45	**525**	0	0	**570**	0	108	1	109	218	83	0	76	0	159	0	0	0	0	0	2	26	59	0	3	90	1037
05:30 PM	**51**	461	0	0	512	0	109	1	103	213	**119**	0	84	0	**203**	0	0	0	0	0	3	20	**88**	0	**5**	116	1044
05:45 PM	46	451	0	0	497	0	124	**4**	**111**	239	60	0	88	0	148	0	0	0	0	0	2	19	65	0	2	88	972
06:00 PM	47	480	0	0	527	0	**127**	2	111	**240**	95	0	**93**	0	188	0	0	0	0	0	**5**	**33**	79	0	5	**122**	**1077**
Total Volume	189	1917	0	0	2106	0	468	8	434	910	357	0	341	0	698	0	0	0	0	0	12	98	291	0	15	416	4130
% App. Total	9	91	0	0		0	51.4	0.9	47.7		51.1	0	48.9	0		0	0	0	0		2.9	23.6	70	0	3.6		
PHF	.926	.913	.000	.000	.924	.000	.921	.500	.977	.948	.750	.000	.917	.000	.860	.000	.000	.000	.000	.000	.600	.742	.827	.000	.750	.852	.959

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File Name : 23PM FINAL
Site Code : 00000023
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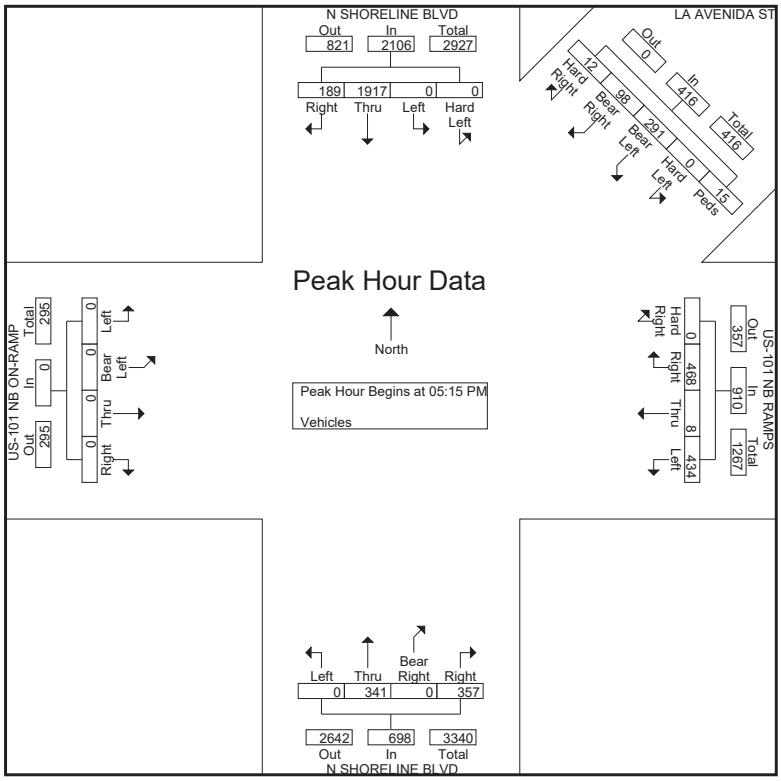

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Groups Printed- Bikes

	N SHORELINE BLVD Southbound						US-101 NB RAMPS Westbound						N SHORELINE BLVD Northbound						US-101 NB ON-RAMP Eastbound						LA AVENIDA ST Southwestbound						
Start Time	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	1	2	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	7	0	0	0	8	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11
05:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	23	0	0	0	23	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24
06:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	8	0	0	0	8	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9
06:30 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:45 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	22	0	0	0	22	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	24
Grand Total	1	52	0	0	0	53	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	59
Apprch %	1.9	98.1	0	0	0		0	0	0	0	0		0	0	100	0	0		0	0	0	0	0		0	0	0	0	0		
Total %	1.7	88.1	0	0	0	89.8	0	0	0	0	0	0	0	0	10.2	0	0	10.2	0	0	0	0	0	0	0	0	0	0	0	0	

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	N SHORELINE BLVD Southbound					US-101 NB RAMPS Westbound					N SHORELINE BLVD Northbound					US-101 NB ON-RAMP Eastbound					LA AVENIDA ST Southwestbound						
Start Time	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 05:30 PM																											
05:30 PM	0	**9**	0	0	**9**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**9**
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	4
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	8	0	0	8	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	9
Total Volume	0	24	0	0	24	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	27
% App. Total	0	100	0	0		0	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0	0		
PHF	.000	.667	.000	.000	.667	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

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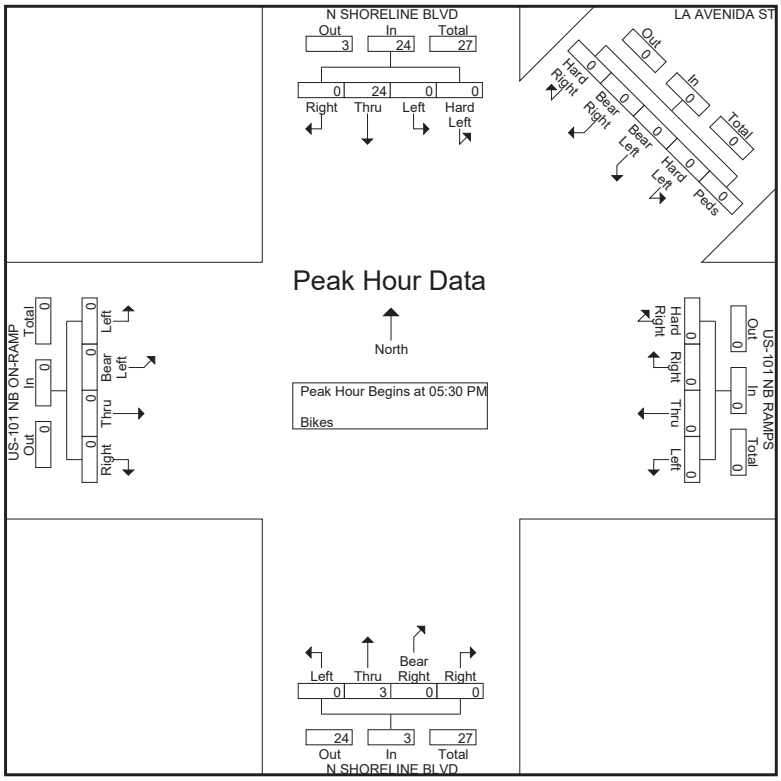

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File Name : 24AM FINAL
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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					US-101 SB ON-RAMP Westbound					N SHORELINE BLVD Northbound					US-101 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
07:00 AM	26	86	0	0	112	0	0	0	0	0	55	123	9	0	187	53	0	48	0	101	400
07:15 AM	49	89	0	0	138	0	0	0	0	0	53	152	17	0	222	62	0	35	1	98	458
07:30 AM	63	123	0	0	186	0	0	0	0	0	94	149	20	0	263	101	0	45	1	147	596
07:45 AM	51	108	0	0	159	0	0	0	0	0	95	241	14	0	350	99	0	56	3	158	667
Total	189	406	0	0	595	0	0	0	0	0	297	665	60	0	1022	315	0	184	5	504	2121
08:00 AM	64	123	0	0	187	0	0	0	0	0	72	247	8	0	327	89	0	53	1	143	657
08:15 AM	63	110	0	0	173	0	0	0	0	0	78	290	29	0	397	86	0	50	1	137	707
08:30 AM	63	118	0	0	181	0	0	0	0	0	99	306	16	0	421	85	0	37	0	122	724
08:45 AM	82	122	1	0	205	0	0	0	0	0	30	295	14	0	339	72	0	48	4	124	668
Total	272	473	1	0	746	0	0	0	0	0	279	1138	67	0	1484	332	0	188	6	526	2756
09:00 AM	77	147	0	0	224	0	0	0	0	0	31	266	14	0	311	98	0	60	6	164	699
09:15 AM	79	152	1	0	232	0	0	0	0	0	40	259	6	0	305	82	0	49	1	132	669
09:30 AM	99	130	0	0	229	0	0	0	0	0	17	219	10	0	246	84	0	68	2	154	629
09:45 AM	85	131	0	0	216	0	0	0	0	0	22	209	13	0	244	92	0	69	2	163	623
Total	340	560	1	0	901	0	0	0	0	0	110	953	43	0	1106	356	0	246	11	613	2620
Grand Total	801	1439	2	0	2242	0	0	0	0	0	686	2756	170	0	3612	1003	0	618	22	1643	7497
Apprch %	35.7	64.2	0.1	0		0	0	0	0		19	76.3	4.7	0		61	0	37.6	1.3		
Total %	10.7	19.2	0	0	29.9	0	0	0	0	0	9.2	36.8	2.3	0	48.2	13.4	0	8.2	0.3	21.9	

	N SHORELINE BLVD Southbound				US-101 SB ON-RAMP Westbound				N SHORELINE BLVD Northbound				US-101 SB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	63	110	0	173	0	0	0	0	78	290	**29**	397	86	0	50	136	706
08:30 AM	63	118	0	181	0	0	0	0	**99**	**306**	16	**421**	85	0	37	122	**724**
08:45 AM	**82**	122	**1**	205	0	0	0	0	30	295	14	339	72	0	48	120	664
09:00 AM	77	**147**	0	**224**	0	0	0	0	31	266	14	311	**98**	0	**60**	**158**	693
Total Volume	285	497	1	783	0	0	0	0	238	1157	73	1468	341	0	195	536	2787
% App. Total	36.4	63.5	0.1		0	0	0		16.2	78.8	5		63.6	0	36.4		
PHF	.869	.845	.250	.874	.000	.000	.000	.000	.601	.945	.629	.872	.870	.000	.813	.848	.962

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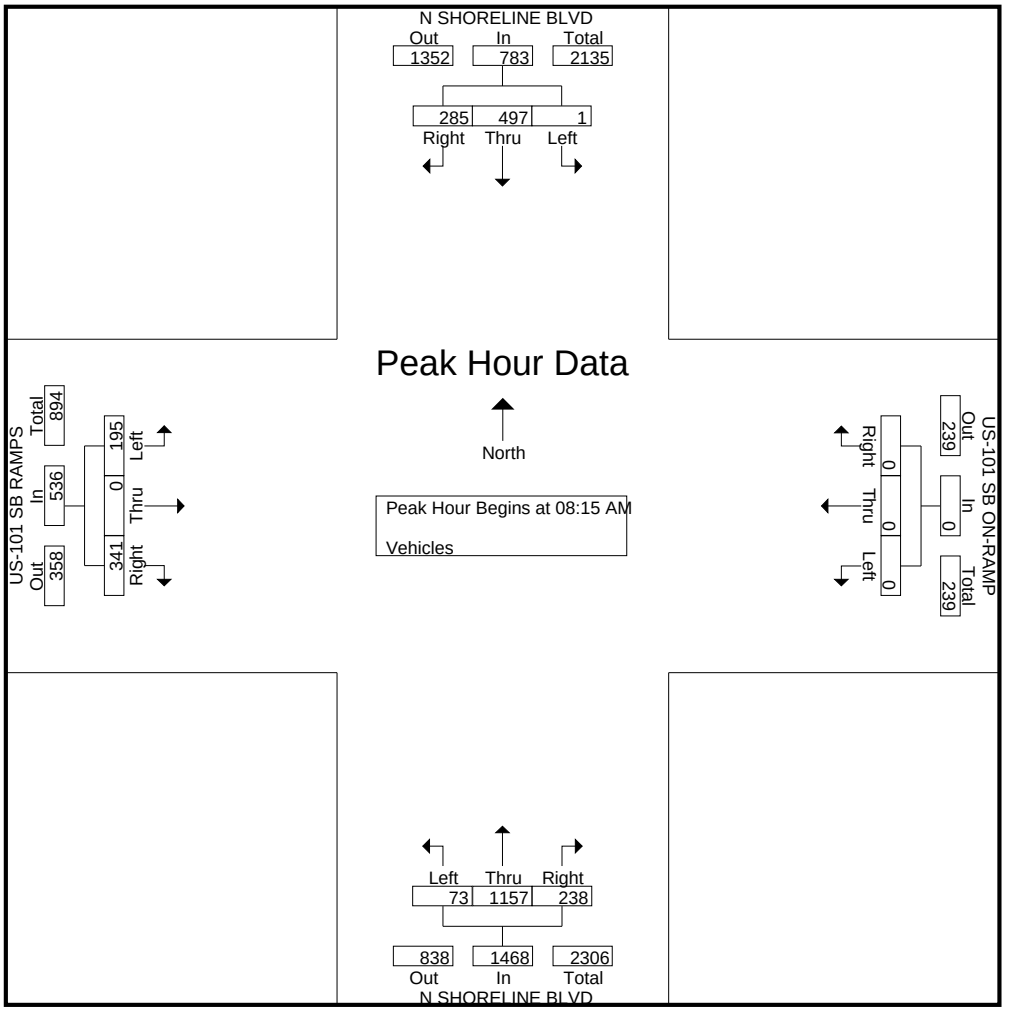

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File Name : 24AM FINAL
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					US-101 SB ON-RAMP Westbound					N SHORELINE BLVD Northbound					US-101 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
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	11
Total	0	4	0	0	4	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	16
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
09:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
09:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
09:45 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
Total	0	7	0	0	7	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	26
Grand Total	0	12	0	0	12	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	44
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	27.3	0	0	27.3	0	0	0	0	0	0	72.7	0	0	72.7	0	0	0	0	0	

	N SHORELINE BLVD Southbound				US-101 SB ON-RAMP Westbound				N SHORELINE BLVD Northbound				US-101 SB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
09:15 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
09:30 AM	0	0	0	0	0	0	0	0	0	**7**	0	**7**	0	0	0	0	7
09:45 AM	0	**3**	0	**3**	0	0	0	0	0	7	0	7	0	0	0	0	**10**
Total Volume	0	7	0	7	0	0	0	0	0	19	0	19	0	0	0	0	26
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.583	.000	.583	.000	.000	.000	.000	.000	.679	.000	.679	.000	.000	.000	.000	.650

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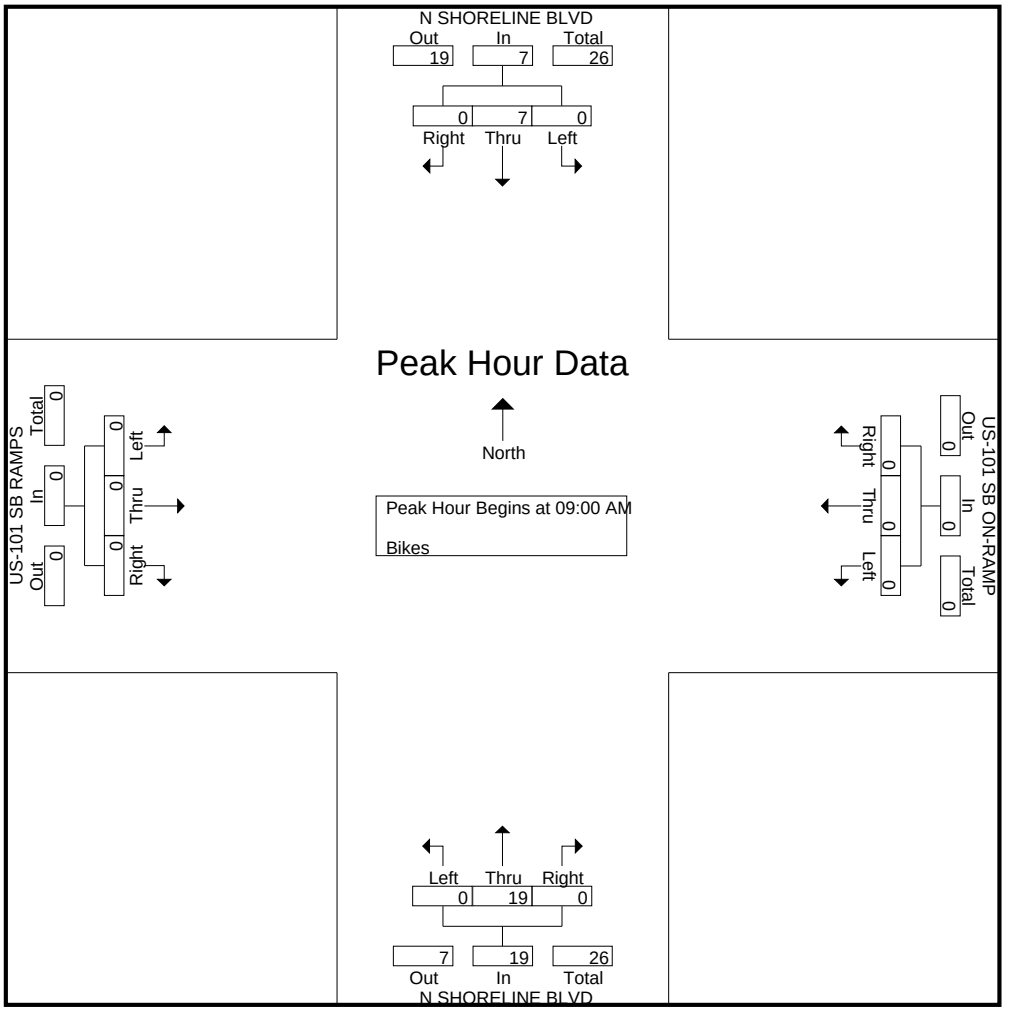

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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					US-101 SB ON-RAMP Westbound					N SHORELINE BLVD Northbound					US-101 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
04:00 PM	296	161	0	0	457	0	0	0	0	0	77	134	26	0	237	51	0	41	1	93	787
04:15 PM	329	203	0	0	532	0	0	0	0	0	73	141	15	0	229	53	0	28	1	82	843
04:30 PM	312	199	0	0	511	0	0	0	0	0	77	146	34	0	257	34	0	17	0	51	819
04:45 PM	323	209	0	0	532	0	0	0	0	0	66	151	25	0	242	52	0	14	1	67	841
Total	1260	772	0	0	2032	0	0	0	0	0	293	572	100	0	965	190	0	100	3	293	3290
05:00 PM	483	272	0	0	755	0	0	0	0	0	98	155	34	0	287	50	0	16	1	67	1109
05:15 PM	360	339	0	0	699	0	0	0	0	0	85	143	28	0	256	71	0	19	1	91	1046
05:30 PM	405	308	0	0	713	0	0	0	0	0	47	180	30	0	257	55	0	26	2	83	1053
05:45 PM	381	361	0	0	742	0	0	0	0	0	50	122	31	0	203	69	0	27	3	99	1044
Total	1629	1280	0	0	2909	0	0	0	0	0	280	600	123	0	1003	245	0	88	7	340	4252
06:00 PM	334	296	0	0	630	0	0	0	0	0	68	166	32	0	266	74	0	23	3	100	996
06:15 PM	355	273	0	0	628	0	0	0	0	0	52	125	24	0	201	86	0	37	1	124	953
06:30 PM	311	216	0	0	527	0	0	0	0	0	48	159	19	0	226	80	0	22	2	104	857
06:45 PM	305	198	0	0	503	0	0	0	0	0	47	116	15	0	178	68	0	25	1	94	775
Total	1305	983	0	0	2288	0	0	0	0	0	215	566	90	0	871	308	0	107	7	422	3581
Grand Total	4194	3035	0	0	7229	0	0	0	0	0	788	1738	313	0	2839	743	0	295	17	1055	11123
Apprch %	58	42	0	0		0	0	0	0		27.8	61.2	11	0		70.4	0	28	1.6		
Total %	37.7	27.3	0	0	65	0	0	0	0	0	7.1	15.6	2.8	0	25.5	6.7	0	2.7	0.2	9.5	

	N SHORELINE BLVD Southbound				US-101 SB ON-RAMP Westbound				N SHORELINE BLVD Northbound				US-101 SB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**483**	272	0	**755**	0	0	0	0	**98**	155	**34**	**287**	50	0	16	66	**1108**
05:15 PM	360	339	0	699	0	0	0	0	85	143	28	256	**71**	0	19	90	1045
05:30 PM	405	308	0	713	0	0	0	0	47	**180**	30	257	55	0	26	81	1051
05:45 PM	381	**361**	0	742	0	0	0	0	50	122	31	203	69	0	**27**	**96**	1041
Total Volume	1629	1280	0	2909	0	0	0	0	280	600	123	1003	245	0	88	333	4245
% App. Total	56	44	0		0	0	0		27.9	59.8	12.3		73.6	0	26.4		
PHF	.843	.886	.000	.963	.000	.000	.000	.000	.714	.833	.904	.874	.863	.000	.815	.867	.958

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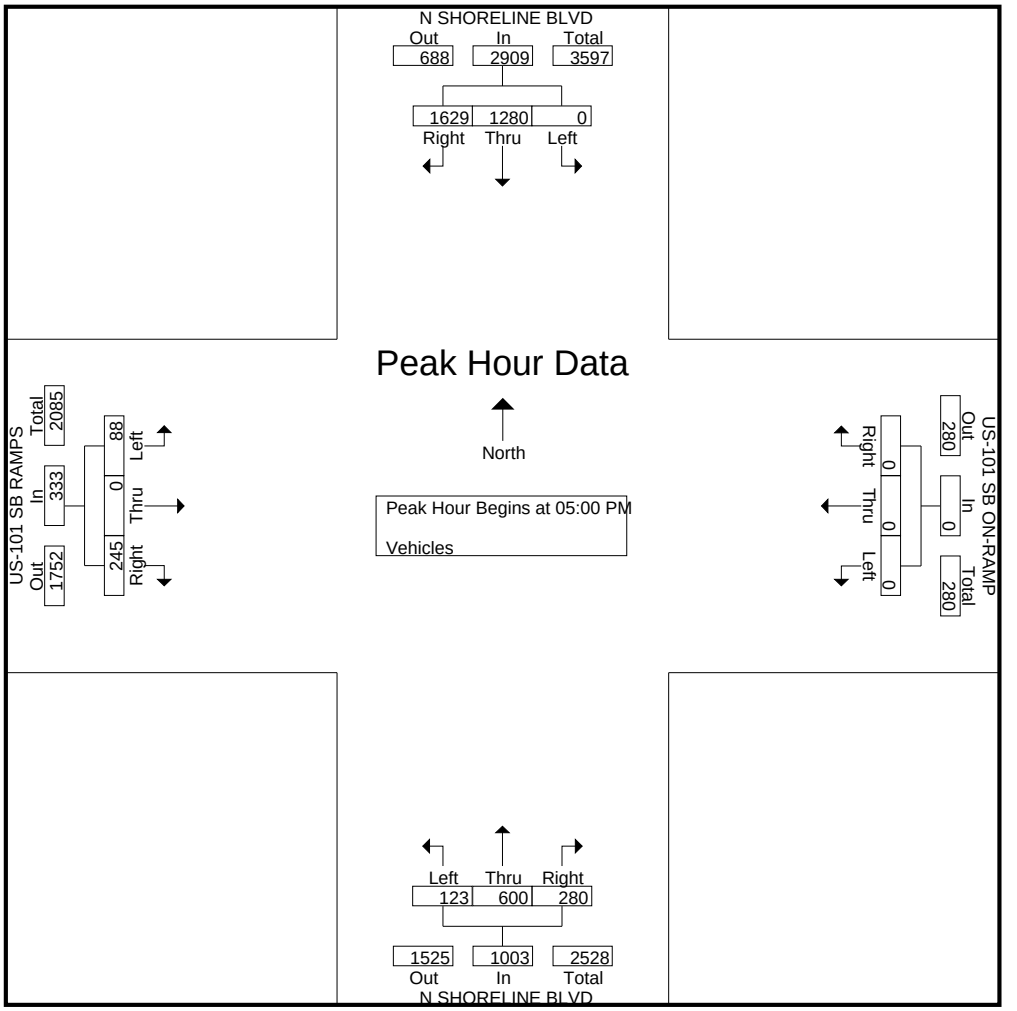

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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					US-101 SB ON-RAMP Westbound					N SHORELINE BLVD Northbound					US-101 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
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
05:30 PM	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
06:00 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
06:30 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:45 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
Grand Total	0	60	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	N SHORELINE BLVD Southbound				US-101 SB ON-RAMP Westbound				N SHORELINE BLVD Northbound				US-101 SB RAMPS Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
05:30 PM	0	**11**	0	**11**	0	0	0	0	0	0	0	0	0	0	0	0	**11**
05:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00 PM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	28	0	28	0	0	0	0	0	0	0	0	0	0	0	0	28
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.636	.000	.636	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.636

Traffic Data Service

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File Name : 24PM FINAL
Site Code : 00000024
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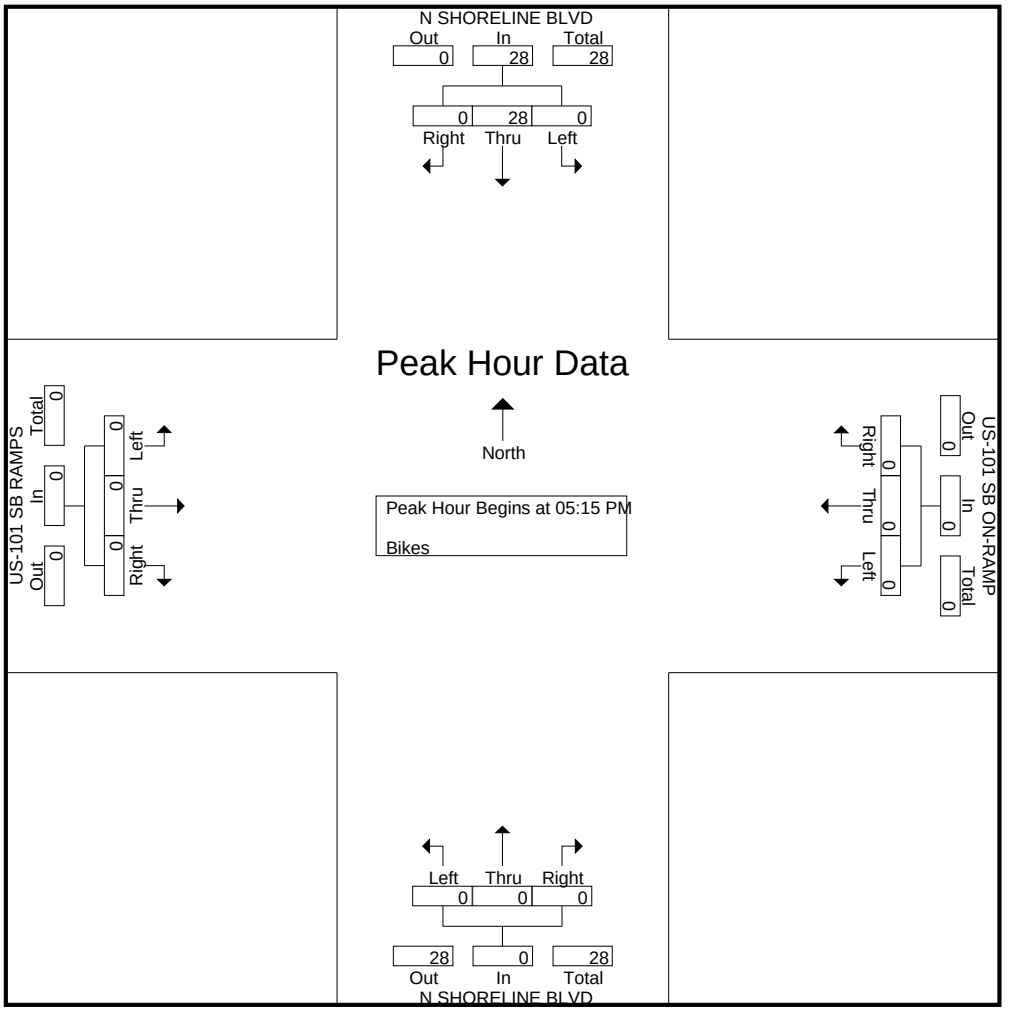

Traffic Data Service

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File Name : 25AM FINAL
Site Code : 00000025
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					TERRA BELLA AVE Westbound					N SHORELINE BLVD Northbound					TERRA BELLA 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
07:00 AM	29	94	17	0	140	17	1	4	0	22	6	164	5	0	175	3	1	8	1	13	350
07:15 AM	32	103	17	0	152	18	1	3	0	22	3	201	4	0	208	0	0	5	0	5	387
07:30 AM	48	146	22	1	217	38	0	2	1	41	14	219	9	2	244	1	1	7	3	12	514
07:45 AM	36	146	29	1	212	35	7	3	2	47	7	306	9	0	322	1	1	11	2	15	596
Total	145	489	85	2	721	108	9	12	3	132	30	890	27	2	949	5	3	31	6	45	1847
08:00 AM	39	144	23	0	206	29	3	5	2	39	7	290	4	4	305	0	3	11	1	15	565
08:15 AM	33	133	25	0	191	35	2	5	1	43	6	353	4	3	366	5	1	11	1	18	618
08:30 AM	44	136	23	0	203	31	2	4	2	39	7	382	6	1	396	1	5	9	2	17	655
08:45 AM	35	124	34	0	193	24	3	11	4	42	11	312	6	0	329	4	5	5	3	17	581
Total	151	537	105	0	793	119	10	25	9	163	31	1337	20	8	1396	10	14	36	7	67	2419
09:00 AM	37	154	47	1	239	39	4	0	3	46	3	256	1	2	262	0	4	18	5	27	574
09:15 AM	42	142	41	2	227	30	5	9	4	48	8	269	6	2	285	3	5	9	2	19	579
09:30 AM	32	145	28	1	206	26	3	8	2	39	2	211	9	1	223	5	1	9	2	17	485
09:45 AM	33	157	25	2	217	30	3	8	3	44	2	203	12	1	218	6	3	11	2	22	501
Total	144	598	141	6	889	125	15	25	12	177	15	939	28	6	988	14	13	47	11	85	2139
Grand Total	440	1624	331	8	2403	352	34	62	24	472	76	3166	75	16	3333	29	30	114	24	197	6405
Apprch %	18.3	67.6	13.8	0.3		74.6	7.2	13.1	5.1		2.3	95	2.3	0.5		14.7	15.2	57.9	12.2		
Total %	6.9	25.4	5.2	0.1	37.5	5.5	0.5	1	0.4	7.4	1.2	49.4	1.2	0.2	52	0.5	0.5	1.8	0.4	3.1	

	N SHORELINE BLVD Southbound				TERRA BELLA AVE Westbound				N SHORELINE BLVD Northbound				TERRA BELLA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	36	**146**	**29**	**211**	**35**	**7**	3	**45**	**7**	306	**9**	322	1	1	**11**	13	591
08:00 AM	39	144	23	206	29	3	**5**	37	7	290	4	301	0	3	11	14	558
08:15 AM	33	133	25	191	35	2	5	42	6	353	4	363	**5**	1	11	**17**	613
08:30 AM	**44**	136	23	203	31	2	4	37	7	**382**	6	**395**	1	**5**	9	15	**650**
Total Volume	152	559	100	811	130	14	17	161	27	1331	23	1381	7	10	42	59	2412
% App. Total	18.7	68.9	12.3		80.7	8.7	10.6		2	96.4	1.7		11.9	16.9	71.2		
PHF	.864	.957	.862	.961	.929	.500	.850	.894	.964	.871	.639	.874	.350	.500	.955	.868	.928

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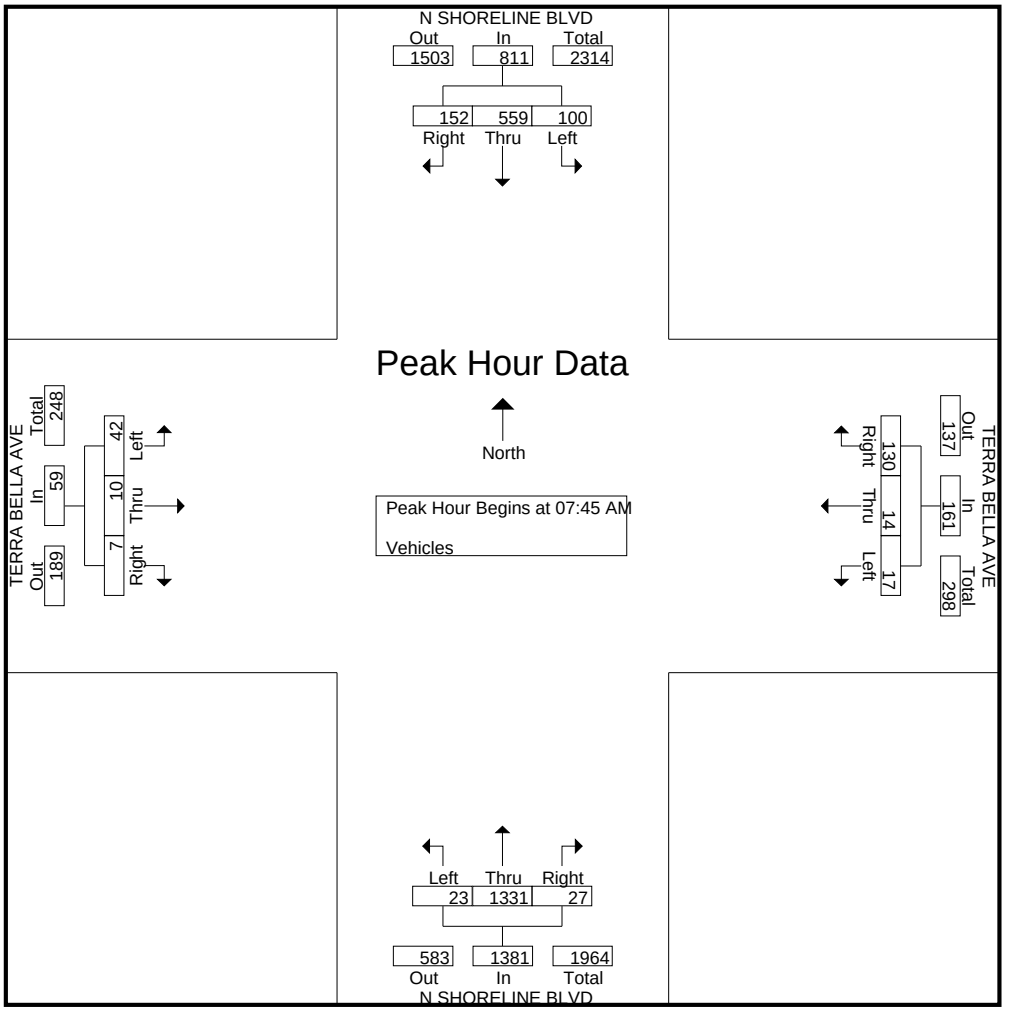

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File Name : 25AM FINAL
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					TERRA BELLA AVE Westbound					N SHORELINE BLVD Northbound					TERRA BELLA 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
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	9
Total	0	2	0	0	2	0	1	0	0	1	1	15	0	0	16	0	0	0	0	0	19
08:00 AM	1	0	0	0	1	1	1	0	0	2	0	8	0	0	8	0	0	0	0	0	11
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	16	0	0	16	0	1	1	0	2	19
Total	1	0	0	0	1	2	1	0	0	3	0	40	0	0	40	0	1	1	0	2	46
09:00 AM	0	0	1	0	1	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	10
09:15 AM	0	2	0	0	2	0	1	0	0	1	0	9	0	0	9	0	0	0	0	0	12
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
09:45 AM	1	2	0	0	3	2	1	0	0	3	1	7	0	0	8	0	0	0	0	0	14
Total	1	4	1	0	6	2	2	1	0	5	1	29	0	0	30	0	1	0	0	1	42
Grand Total	2	6	1	0	9	4	4	1	0	9	2	84	0	0	86	0	2	1	0	3	107
Apprch %	22.2	66.7	11.1	0		44.4	44.4	11.1	0		2.3	97.7	0	0		0	66.7	33.3	0		
Total %	1.9	5.6	0.9	0	8.4	3.7	3.7	0.9	0	8.4	1.9	78.5	0	0	80.4	0	1.9	0.9	0	2.8	

	N SHORELINE BLVD Southbound				TERRA BELLA AVE Westbound				N SHORELINE BLVD Northbound				TERRA BELLA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	0	11
08:45 AM	0	0	0	0	**1**	0	0	**1**	0	**16**	0	**16**	0	**1**	**1**	**2**	**19**
09:00 AM	0	0	**1**	1	0	0	**1**	1	0	8	0	8	0	0	0	0	10
09:15 AM	0	**2**	0	**2**	0	**1**	0	1	0	9	0	9	0	0	0	0	12
Total Volume	0	2	1	3	1	1	1	3	0	44	0	44	0	1	1	2	52
% App. Total	0	66.7	33.3		33.3	33.3	33.3		0	100	0		0	50	50		
PHF	.000	.250	.250	.375	.250	.250	.250	.750	.000	.688	.000	.688	.000	.250	.250	.250	.684

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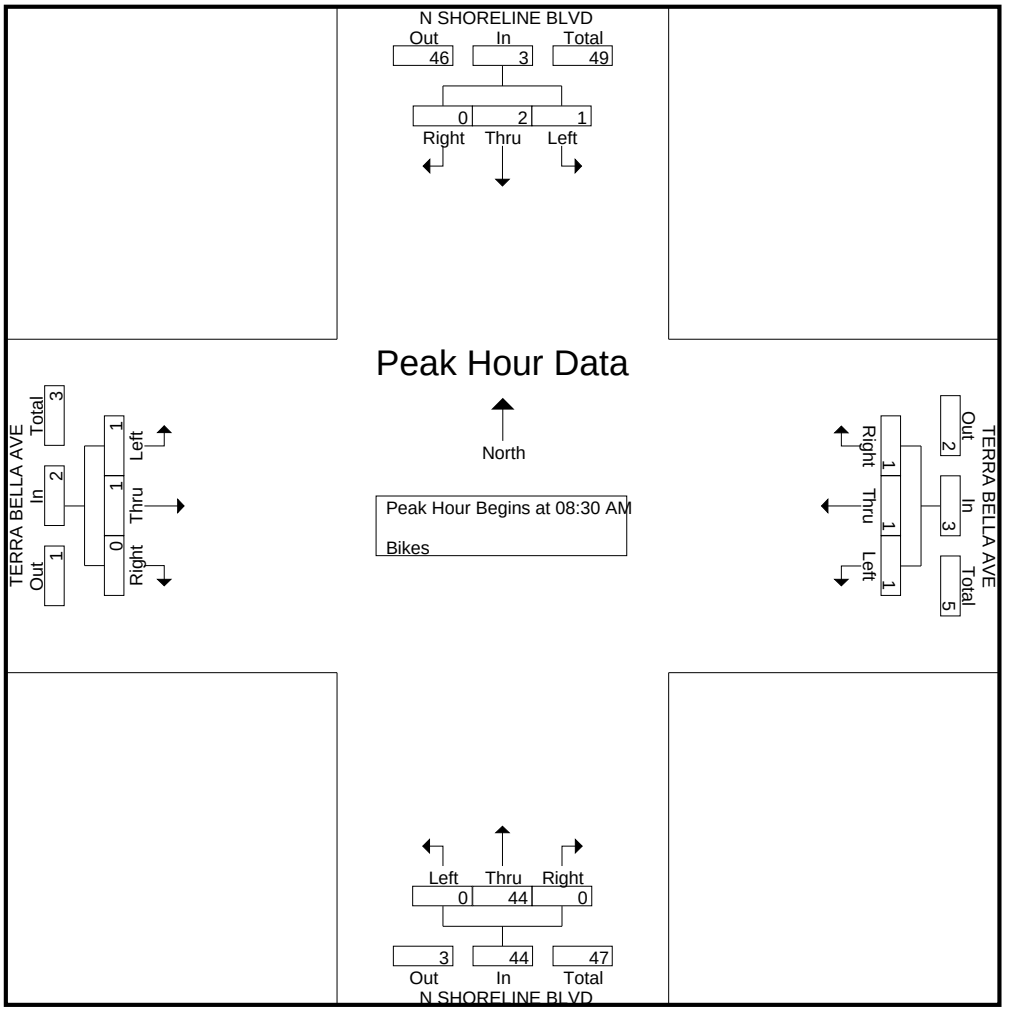

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File Name : 25PM FINAL
Site Code : 00000025
Start Date : 6/4/2015
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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					TERRA BELLA AVE Westbound					N SHORELINE BLVD Northbound					TERRA BELLA 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
04:00 PM	11	196	12	1	220	27	2	3	1	33	8	155	3	0	166	7	1	57	2	67	486
04:15 PM	10	218	15	0	243	20	0	6	2	28	6	176	4	0	186	12	0	35	0	47	504
04:30 PM	6	205	14	0	225	35	1	11	0	47	7	170	2	0	179	16	0	53	0	69	520
04:45 PM	10	212	19	0	241	24	5	9	0	38	7	182	2	0	191	10	1	40	0	51	521
Total	37	831	60	1	929	106	8	29	3	146	28	683	11	0	722	45	2	185	2	234	2031
05:00 PM	22	260	27	1	310	36	3	8	2	49	11	183	3	2	199	7	5	70	0	82	640
05:15 PM	18	373	35	0	426	26	0	9	0	35	8	179	3	0	190	9	3	54	1	67	718
05:30 PM	12	327	11	0	350	32	3	16	5	56	8	188	3	1	200	8	1	39	1	49	655
05:45 PM	18	365	16	4	403	18	5	11	4	38	5	156	2	1	164	9	1	34	0	44	649
Total	70	1325	89	5	1489	112	11	44	11	178	32	706	11	4	753	33	10	197	2	242	2662
06:00 PM	17	376	15	1	409	36	4	11	1	52	10	197	5	0	212	15	1	36	5	57	730
06:15 PM	16	340	18	0	374	19	2	9	2	32	6	154	0	0	160	13	1	31	1	46	612
06:30 PM	5	291	23	1	320	30	3	8	2	43	4	174	1	0	179	6	3	25	1	35	577
06:45 PM	6	261	9	0	276	20	0	8	2	30	5	136	3	0	144	1	1	24	0	26	476
Total	44	1268	65	2	1379	105	9	36	7	157	25	661	9	0	695	35	6	116	7	164	2395
Grand Total	151	3424	214	8	3797	323	28	109	21	481	85	2050	31	4	2170	113	18	498	11	640	7088
Apprch %	4	90.2	5.6	0.2		67.2	5.8	22.7	4.4		3.9	94.5	1.4	0.2		17.7	2.8	77.8	1.7		
Total %	2.1	48.3	3	0.1	53.6	4.6	0.4	1.5	0.3	6.8	1.2	28.9	0.4	0.1	30.6	1.6	0.3	7	0.2	9	

	N SHORELINE BLVD Southbound				TERRA BELLA AVE Westbound				N SHORELINE BLVD Northbound				TERRA BELLA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**18**	373	**35**	**426**	26	0	9	35	8	179	3	190	9	**3**	**54**	**66**	717
05:30 PM	12	327	11	350	32	3	**16**	**51**	8	188	3	199	8	1	39	48	648
05:45 PM	18	365	16	399	18	**5**	11	34	5	156	2	163	9	1	34	44	640
06:00 PM	17	**376**	15	408	**36**	4	11	51	**10**	**197**	**5**	**212**	**15**	1	36	52	**723**
Total Volume	65	1441	77	1583	112	12	47	171	31	720	13	764	41	6	163	210	2728
% App. Total	4.1	91	4.9		65.5	7	27.5		4.1	94.2	1.7		19.5	2.9	77.6		
PHF	.903	.958	.550	.929	.778	.600	.734	.838	.775	.914	.650	.901	.683	.500	.755	.795	.943

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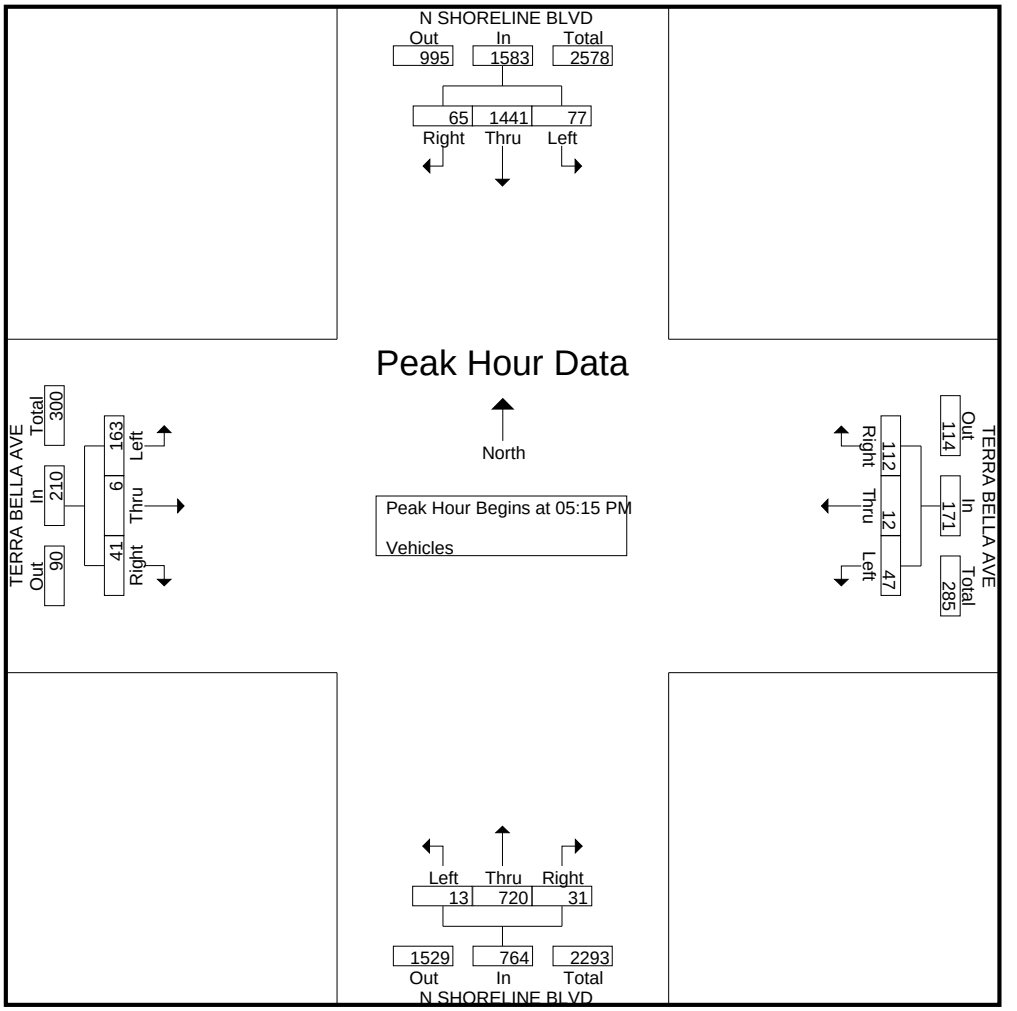

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File Name : 25PM FINAL
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					TERRA BELLA AVE Westbound					N SHORELINE BLVD Northbound					TERRA BELLA 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
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	6
04:15 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	1	7	0	0	8	2	0	0	0	2	0	1	0	0	1	0	4	0	0	4	15
05:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	1	9	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	11
05:30 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	2	23	0	0	25	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	26
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
06:15 PM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	9
06:30 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:45 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	10
Total	0	19	0	0	19	0	1	0	0	1	0	2	0	0	2	5	1	0	0	6	28
Grand Total	3	49	0	0	52	2	1	0	0	3	0	3	0	0	3	5	6	0	0	11	69
Apprch %	5.8	94.2	0	0		66.7	33.3	0	0		0	100	0	0		45.5	54.5	0	0		
Total %	4.3	71	0	0	75.4	2.9	1.4	0	0	4.3	0	4.3	0	0	4.3	7.2	8.7	0	0	15.9	

	N SHORELINE BLVD Southbound				TERRA BELLA AVE Westbound				N SHORELINE BLVD Northbound				TERRA BELLA AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	0	**1**	0	1	3
06:15 PM	0	**7**	0	**7**	0	0	0	0	0	1	0	1	1	0	0	1	9
06:30 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
06:45 PM	0	6	0	6	0	0	0	0	0	0	0	0	**4**	0	0	**4**	**10**
Total Volume	0	19	0	19	0	1	0	1	0	2	0	2	5	1	0	6	28
% App. Total	0	100	0		0	100	0		0	100	0		83.3	16.7	0		
PHF	.000	.679	.000	.679	.000	.250	.000	.250	.000	.500	.000	.500	.313	.250	.000	.375	.700

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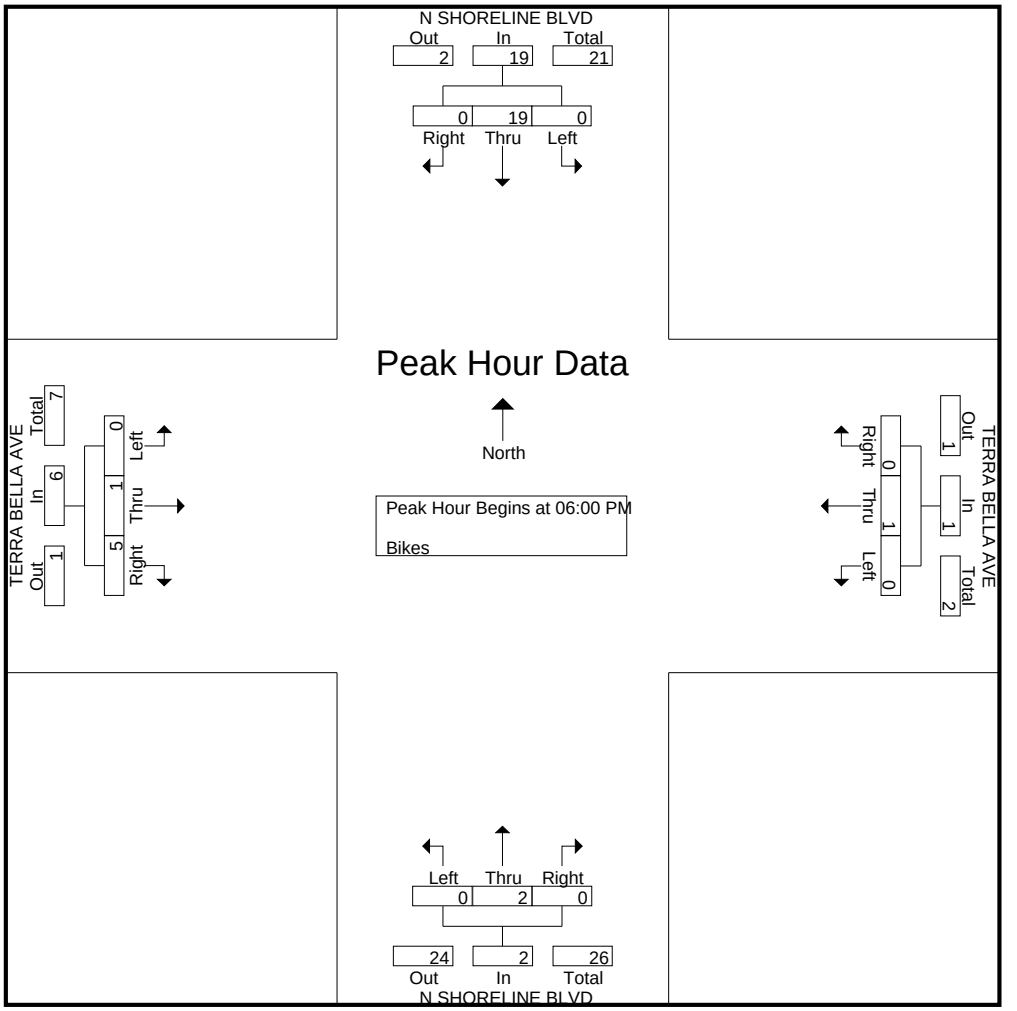

Traffic Data Service

Campbell, CA
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File Name : 38AM FINAL
Site Code : 00000038
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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					W MIDDLEFIELD RD Westbound					N SHORELINE BLVD Northbound					W MIDDLEFIELD RD 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
07:00 AM	14	80	4	1	99	26	39	18	0	83	12	130	16	3	161	13	20	17	1	51	394
07:15 AM	16	87	10	4	117	22	79	17	2	120	21	134	22	1	178	16	25	26	0	67	482
07:30 AM	21	92	10	2	125	22	122	35	0	179	14	164	44	3	225	36	49	29	4	118	647
07:45 AM	14	108	8	0	130	32	151	41	4	228	28	200	38	3	269	42	77	39	2	160	787
Total	65	367	32	7	471	102	391	111	6	610	75	628	120	10	833	107	171	111	7	396	2310
08:00 AM	16	116	16	1	149	42	121	44	2	209	33	252	45	1	331	28	55	40	1	124	813
08:15 AM	19	110	11	1	141	62	159	40	0	261	32	224	29	1	286	23	66	29	2	120	808
08:30 AM	7	109	16	1	133	49	95	30	0	174	26	274	33	1	334	22	107	46	3	178	819
08:45 AM	7	104	25	1	137	66	95	27	5	193	38	222	35	2	297	19	66	27	1	113	740
Total	49	439	68	4	560	219	470	141	7	837	129	972	142	5	1248	92	294	142	7	535	3180
09:00 AM	13	149	27	1	190	62	77	33	0	172	19	174	38	3	234	18	51	23	4	96	692
09:15 AM	8	105	28	1	142	37	88	42	1	168	18	139	40	3	200	32	67	22	2	123	633
09:30 AM	3	114	21	3	141	35	62	22	1	120	17	150	35	0	202	32	45	17	4	98	561
09:45 AM	9	120	28	2	159	35	73	23	3	134	15	140	44	5	204	30	71	25	1	127	624
Total	33	488	104	7	632	169	300	120	5	594	69	603	157	11	840	112	234	87	11	444	2510
Grand Total	147	1294	204	18	1663	490	1161	372	18	2041	273	2203	419	26	2921	311	699	340	25	1375	8000
Apprch %	8.8	77.8	12.3	1.1		24	56.9	18.2	0.9		9.3	75.4	14.3	0.9		22.6	50.8	24.7	1.8		
Total %	1.8	16.2	2.5	0.2	20.8	6.1	14.5	4.7	0.2	25.5	3.4	27.5	5.2	0.3	36.5	3.9	8.7	4.2	0.3	17.2	

	N SHORELINE BLVD Southbound				W MIDDLEFIELD RD Westbound				N SHORELINE BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	14	108	8	130	32	151	41	224	28	200	38	266	**42**	77	39	158	778
08:00 AM	16	**116**	**16**	**148**	42	121	**44**	207	**33**	252	**45**	330	28	55	40	123	808
08:15 AM	**19**	110	11	140	**62**	**159**	40	**261**	32	224	29	285	23	66	29	118	804
08:30 AM	7	109	16	132	49	95	30	174	26	**274**	33	**333**	22	**107**	**46**	**175**	**814**
Total Volume	56	443	51	550	185	526	155	866	119	950	145	1214	115	305	154	574	3204
% App. Total	10.2	80.5	9.3		21.4	60.7	17.9		9.8	78.3	11.9		20	53.1	26.8		
PHF	.737	.955	.797	.929	.746	.827	.881	.830	.902	.867	.806	.911	.685	.713	.837	.820	.984

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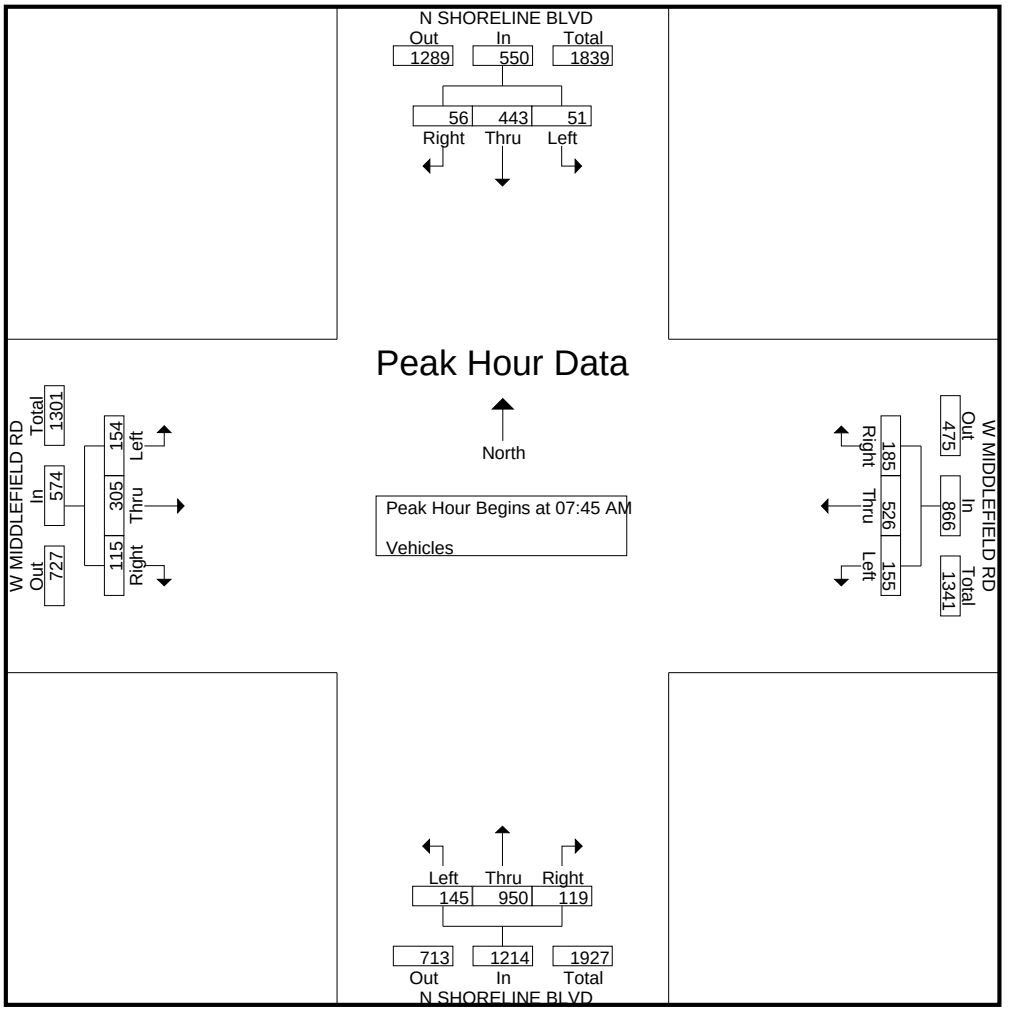

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File Name : 38AM FINAL
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					W MIDDLEFIELD RD Westbound					N SHORELINE BLVD Northbound					W MIDDLEFIELD RD 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
07:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	3	1	0	4	0	5	0	0	5	13
07:30 AM	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	4	0	0	4	12
07:45 AM	0	1	0	0	1	1	6	0	0	7	0	4	0	0	4	1	7	1	0	9	21
Total	0	1	0	0	1	1	21	0	0	22	0	8	1	0	9	1	18	1	0	20	52
08:00 AM	0	1	0	0	1	0	3	0	0	3	0	9	0	0	9	0	4	0	0	4	17
08:15 AM	0	4	1	0	5	2	7	0	0	9	0	7	0	0	7	1	10	0	0	11	32
08:30 AM	0	1	0	0	1	1	4	0	0	5	0	2	1	0	3	0	16	1	0	17	26
08:45 AM	0	0	2	0	2	0	10	1	0	11	1	15	0	0	16	0	6	1	0	7	36
Total	0	6	3	0	9	3	24	1	0	28	1	33	1	0	35	1	36	2	0	39	111
09:00 AM	0	1	0	0	1	0	5	0	0	5	0	13	1	0	14	1	4	1	0	6	26
09:15 AM	0	2	0	0	2	1	5	0	0	6	0	8	0	0	8	0	8	0	0	8	24
09:30 AM	0	1	0	0	1	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	7
09:45 AM	0	0	0	0	0	2	2	0	0	4	0	7	1	0	8	1	6	1	0	8	20
Total	0	4	0	0	4	4	15	0	0	19	0	30	2	0	32	2	18	2	0	22	77
Grand Total	0	11	3	0	14	8	60	1	0	69	1	71	4	0	76	4	72	5	0	81	240
Apprch %	0	78.6	21.4	0		11.6	87	1.4	0		1.3	93.4	5.3	0		4.9	88.9	6.2	0		
Total %	0	4.6	1.2	0	5.8	3.3	25	0.4	0	28.8	0.4	29.6	1.7	0	31.7	1.7	30	2.1	0	33.8	

	N SHORELINE BLVD Southbound				W MIDDLEFIELD RD Westbound				N SHORELINE BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	**4**	1	**5**	**2**	7	0	9	0	7	0	7	**1**	10	0	11	32
08:30 AM	0	1	0	1	1	4	0	5	0	2	**1**	3	0	**16**	**1**	**17**	26
08:45 AM	0	0	**2**	2	0	**10**	**1**	**11**	**1**	**15**	0	**16**	0	6	1	7	**36**
09:00 AM	0	1	0	1	0	5	0	5	0	13	1	14	1	4	1	6	26
Total Volume	0	6	3	9	3	26	1	30	1	37	2	40	2	36	3	41	120
% App. Total	0	66.7	33.3		10	86.7	3.3		2.5	92.5	5		4.9	87.8	7.3		
PHF	.000	.375	.375	.450	.375	.650	.250	.682	.250	.617	.500	.625	.500	.563	.750	.603	.833

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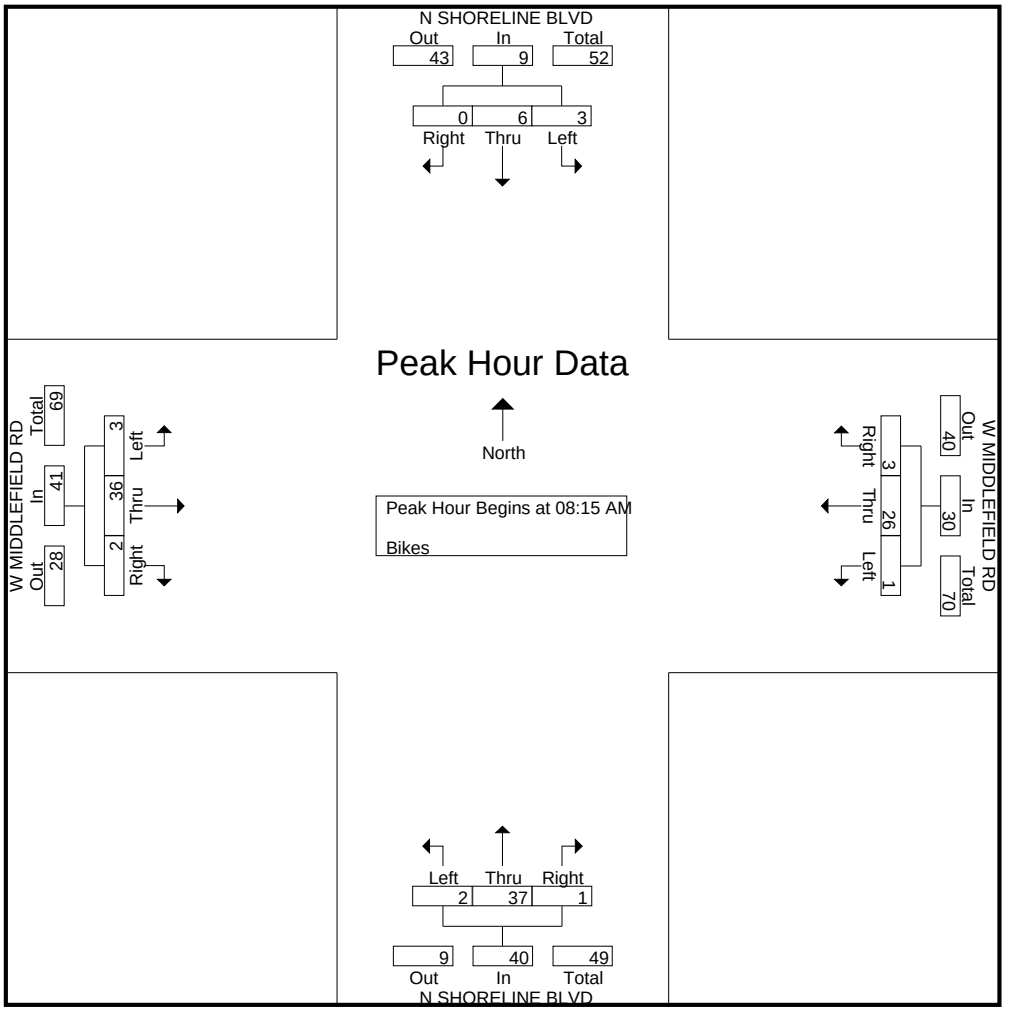

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File Name : 38PM FINAL
Site Code : 00000038
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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					W MIDDLEFIELD RD Westbound					N SHORELINE BLVD Northbound					W MIDDLEFIELD RD 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
04:00 PM	6	150	25	0	181	16	47	38	0	101	29	108	30	2	169	39	68	16	0	123	574
04:15 PM	12	189	33	1	235	15	44	43	2	104	40	138	26	3	207	46	95	22	0	163	709
04:30 PM	15	204	43	1	263	15	49	45	1	110	46	118	31	2	197	46	71	23	1	141	711
04:45 PM	18	180	46	1	245	20	71	42	1	134	47	118	27	0	192	58	95	21	1	175	746
Total	51	723	147	3	924	66	211	168	4	449	162	482	114	7	765	189	329	82	2	602	2740
05:00 PM	18	207	52	0	277	13	69	57	2	141	38	147	44	3	232	57	108	23	6	194	844
05:15 PM	20	268	79	3	370	24	96	65	4	189	57	118	30	1	206	69	122	26	0	217	982
05:30 PM	21	283	70	0	374	17	107	70	5	199	41	148	40	3	232	64	115	21	0	200	1005
05:45 PM	17	274	62	1	354	16	114	78	3	211	42	114	25	3	184	61	135	31	0	227	976
Total	76	1032	263	4	1375	70	386	270	14	740	178	527	139	10	854	251	480	101	6	838	3807
06:00 PM	10	286	92	0	388	14	79	71	4	168	35	139	47	7	228	52	91	30	4	177	961
06:15 PM	12	251	55	2	320	18	76	59	6	159	45	119	22	5	191	52	119	30	3	204	874
06:30 PM	8	250	49	1	308	15	89	69	4	177	33	135	29	1	198	54	74	33	1	162	845
06:45 PM	17	230	53	0	300	22	57	47	4	130	36	139	33	5	213	51	93	25	0	169	812
Total	47	1017	249	3	1316	69	301	246	18	634	149	532	131	18	830	209	377	118	8	712	3492
Grand Total	174	2772	659	10	3615	205	898	684	36	1823	489	1541	384	35	2449	649	1186	301	16	2152	10039
Apprch %	4.8	76.7	18.2	0.3		11.2	49.3	37.5	2		20	62.9	15.7	1.4		30.2	55.1	14	0.7		
Total %	1.7	27.6	6.6	0.1	36	2	8.9	6.8	0.4	18.2	4.9	15.4	3.8	0.3	24.4	6.5	11.8	3	0.2	21.4	

	N SHORELINE BLVD Southbound				W MIDDLEFIELD RD Westbound				N SHORELINE BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	20	268	79	367	**24**	96	65	185	**57**	118	30	205	**69**	122	26	217	974
05:30 PM	**21**	283	70	374	17	107	70	194	41	**148**	40	**229**	64	115	21	200	**997**
05:45 PM	17	274	62	353	16	**114**	**78**	**208**	42	114	25	181	61	**135**	**31**	**227**	969
06:00 PM	10	**286**	**92**	**388**	14	79	71	164	35	139	**47**	221	52	91	30	173	946
Total Volume	68	1111	303	1482	71	396	284	751	175	519	142	836	246	463	108	817	3886
% App. Total	4.6	75	20.4		9.5	52.7	37.8		20.9	62.1	17		30.1	56.7	13.2		
PHF	.810	.971	.823	.955	.740	.868	.910	.903	.768	.877	.755	.913	.891	.857	.871	.900	.974

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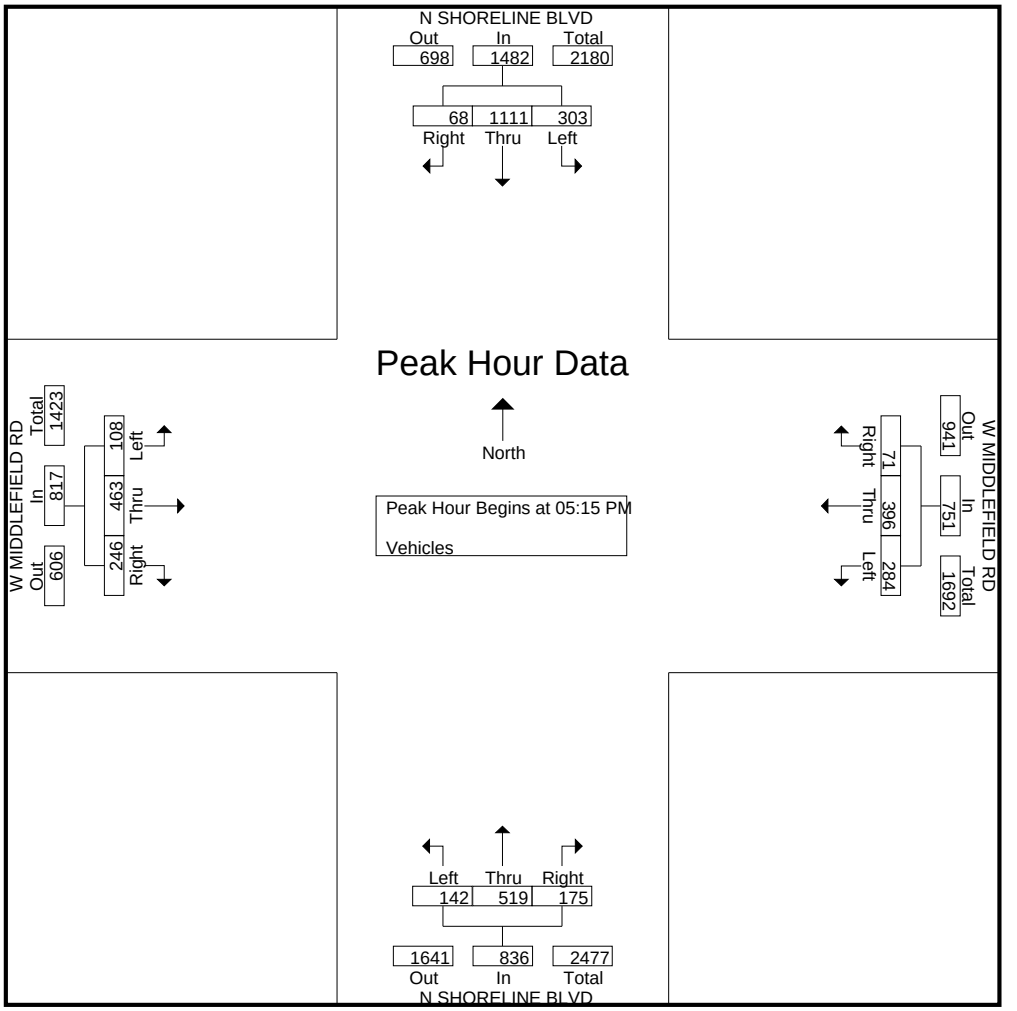

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File Name : 38PM FINAL
Site Code : 00000038
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					W MIDDLEFIELD RD Westbound					N SHORELINE BLVD Northbound					W MIDDLEFIELD RD 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
04:00 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	1	1	1	0	3	6
04:15 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	7
04:30 PM	0	5	3	0	8	0	2	1	0	3	0	1	0	0	1	0	5	0	0	5	17
04:45 PM	0	4	0	0	4	0	2	1	0	3	0	0	0	0	0	0	7	0	0	7	14
Total	0	14	4	0	18	0	5	2	0	7	0	2	0	0	2	1	15	1	0	17	44
05:00 PM	0	3	0	0	3	0	4	0	0	4	1	0	0	0	1	0	6	0	0	6	14
05:15 PM	0	8	1	0	9	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	17
05:30 PM	0	12	0	0	12	0	4	0	0	4	0	0	1	0	1	1	10	0	0	11	28
05:45 PM	0	4	0	0	4	0	13	1	0	14	0	0	0	0	0	1	3	0	0	4	22
Total	0	27	1	0	28	0	22	1	0	23	1	0	1	0	2	2	26	0	0	28	81
06:00 PM	0	5	1	0	6	1	3	1	0	5	0	0	0	0	0	0	9	0	0	9	20
06:15 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	10	0	0	10	15
06:30 PM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	3	1	0	0	4	12
06:45 PM	0	4	1	0	5	0	3	0	0	3	0	2	0	0	2	1	4	1	0	6	16
Total	0	16	2	0	18	2	11	1	0	14	0	2	0	0	2	4	24	1	0	29	63
Grand Total	0	57	7	0	64	2	38	4	0	44	1	4	1	0	6	7	65	2	0	74	188
Apprch %	0	89.1	10.9	0		4.5	86.4	9.1	0		16.7	66.7	16.7	0		9.5	87.8	2.7	0		
Total %	0	30.3	3.7	0	34	1.1	20.2	2.1	0	23.4	0.5	2.1	0.5	0	3.2	3.7	34.6	1.1	0	39.4	

	N SHORELINE BLVD Southbound				W MIDDLEFIELD RD Westbound				N SHORELINE BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	8	**1**	9	0	1	0	1	0	0	0	0	0	7	0	7	17
05:30 PM	0	**12**	0	**12**	0	4	0	4	0	0	**1**	**1**	**1**	**10**	0	**11**	**28**
05:45 PM	0	4	0	4	0	**13**	**1**	**14**	0	0	0	0	1	3	0	4	22
06:00 PM	0	5	1	6	**1**	3	1	5	0	0	0	0	0	9	0	9	20
Total Volume	0	29	2	31	1	21	2	24	0	0	1	1	2	29	0	31	87
% App. Total	0	93.5	6.5		4.2	87.5	8.3		0	0	100		6.5	93.5	0		
PHF	.000	.604	.500	.646	.250	.404	.500	.429	.000	.000	.250	.250	.500	.725	.000	.705	.777

Traffic Data Service

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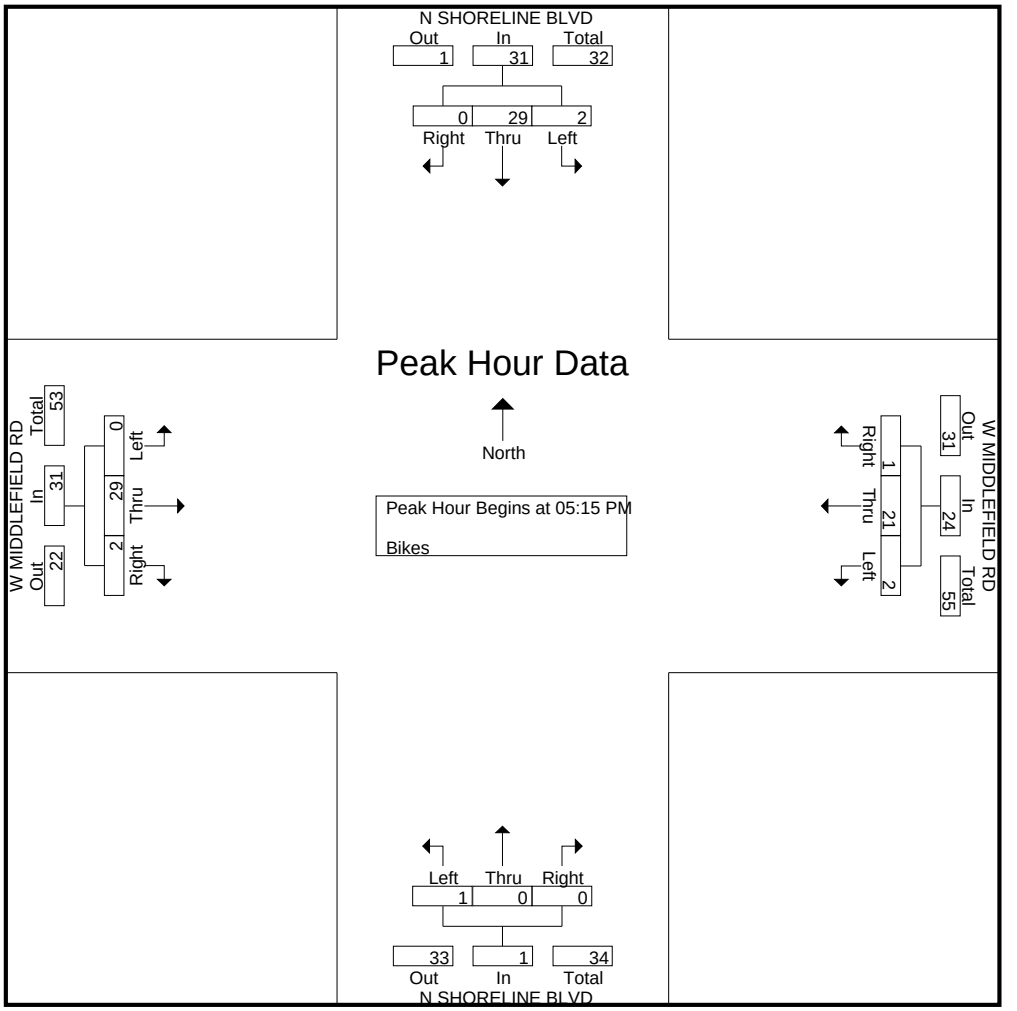

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File Name : 50AM FINAL
Site Code : 00000050
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					STIERLIN RD Westbound					N SHORELINE BLVD Northbound					MONTECITO 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
07:00 AM	5	63	10	1	79	1	7	2	1	11	4	136	26	1	167	19	4	16	2	41	298
07:15 AM	6	109	10	0	125	0	2	12	1	15	7	160	21	3	191	15	4	16	0	35	366
07:30 AM	5	125	11	2	143	0	12	9	0	21	10	223	17	3	253	30	6	25	4	65	482
07:45 AM	3	159	15	3	180	0	10	11	1	22	16	248	25	2	291	33	8	21	2	64	557
Total	19	456	46	6	527	1	31	34	3	69	37	767	89	9	902	97	22	78	8	205	1703
08:00 AM	7	129	15	3	154	0	14	12	0	26	20	263	35	6	324	35	8	34	3	80	584
08:15 AM	6	135	14	9	164	2	39	15	2	58	20	263	59	3	345	38	15	21	2	76	643
08:30 AM	9	130	12	2	153	0	18	16	0	34	27	317	36	4	384	49	20	26	0	95	666
08:45 AM	2	146	23	1	172	0	5	16	1	22	30	243	27	5	305	37	15	26	3	81	580
Total	24	540	64	15	643	2	76	59	3	140	97	1086	157	18	1358	159	58	107	8	332	2473
09:00 AM	4	139	17	3	163	1	5	16	4	26	39	202	16	2	259	27	10	23	2	62	510
09:15 AM	3	132	23	3	161	0	5	15	0	20	21	203	21	2	247	22	5	14	0	41	469
09:30 AM	3	143	16	2	164	0	6	14	2	22	16	169	19	1	205	22	5	19	0	46	437
09:45 AM	4	122	14	1	141	0	6	12	1	19	24	178	20	2	224	23	3	12	0	38	422
Total	14	536	70	9	629	1	22	57	7	87	100	752	76	7	935	94	23	68	2	187	1838
Grand Total	57	1532	180	30	1799	4	129	150	13	296	234	2605	322	34	3195	350	103	253	18	724	6014
Apprch %	3.2	85.2	10	1.7		1.4	43.6	50.7	4.4		7.3	81.5	10.1	1.1		48.3	14.2	34.9	2.5		
Total %	0.9	25.5	3	0.5	29.9	0.1	2.1	2.5	0.2	4.9	3.9	43.3	5.4	0.6	53.1	5.8	1.7	4.2	0.3	12	

	N SHORELINE BLVD Southbound				STIERLIN RD Westbound				N SHORELINE BLVD Northbound				MONTECITO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	7	129	15	151	0	14	12	26	20	263	35	318	35	8	**34**	77	572
08:15 AM	6	135	14	155	**2**	**39**	15	**56**	20	263	**59**	342	38	15	21	74	627
08:30 AM	**9**	130	12	151	0	18	**16**	34	27	**317**	36	**380**	**49**	**20**	26	**95**	**660**
08:45 AM	2	**146**	**23**	**171**	0	5	16	21	**30**	243	27	300	37	15	26	78	570
Total Volume	24	540	64	628	2	76	59	137	97	1086	157	1340	159	58	107	324	2429
% App. Total	3.8	86	10.2		1.5	55.5	43.1		7.2	81	11.7		49.1	17.9	33		
PHF	.667	.925	.696	.918	.250	.487	.922	.612	.808	.856	.665	.882	.811	.725	.787	.853	.920

Traffic Data Service

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File Name : 50AM FINAL
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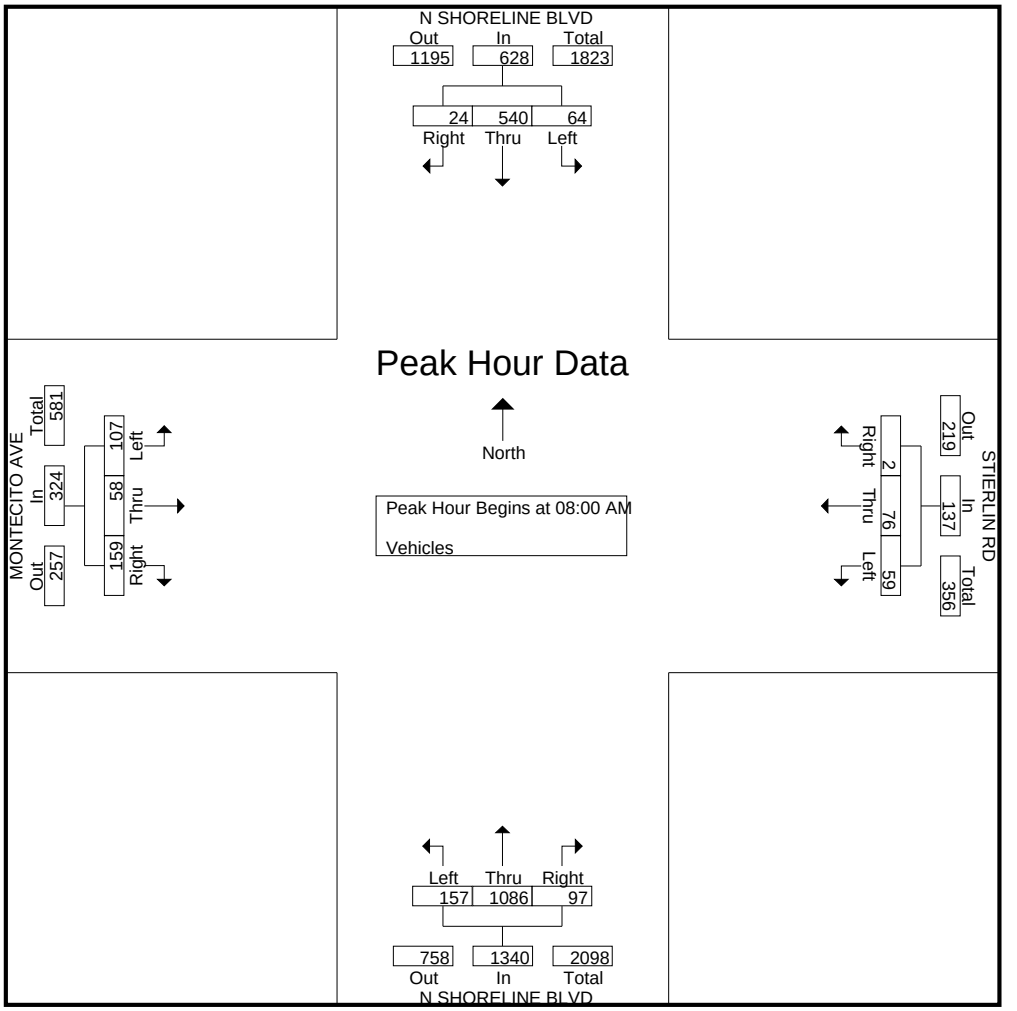

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File Name : 50AM FINAL
Site Code : 00000050
Start Date : 6/4/2015
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					STIERLIN RD Westbound					N SHORELINE BLVD Northbound					MONTECITO 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
07:00 AM	0	0	1	0	1	0	1	1	0	2	0	3	0	0	3	0	1	0	0	1	7
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
07:30 AM	0	3	0	0	3	0	4	0	0	4	0	1	0	0	1	0	1	1	0	2	10
07:45 AM	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	0	6	0	0	6	12
Total	0	6	1	0	7	0	6	1	0	7	0	7	0	0	7	0	11	1	0	12	33
08:00 AM	0	1	1	0	2	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	8
08:15 AM	1	0	0	0	1	1	5	0	0	6	0	3	0	0	3	3	2	1	0	6	16
08:30 AM	0	1	0	0	1	0	1	0	0	1	1	4	0	0	5	0	8	0	0	8	15
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	13	1	0	14	0	2	0	0	2	16
Total	1	2	1	0	4	1	7	0	0	8	1	24	1	0	26	3	13	1	0	17	55
09:00 AM	1	0	0	0	1	0	0	0	0	0	0	7	0	0	7	1	2	0	0	3	11
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	6	1	0	7	0	4	2	0	6	14
09:30 AM	0	1	0	0	1	0	4	0	0	4	0	4	0	0	4	1	0	0	0	1	10
09:45 AM	0	0	3	0	3	0	1	0	0	1	0	2	0	0	2	1	4	1	0	6	12
Total	1	2	3	0	6	0	5	0	0	5	0	19	1	0	20	3	10	3	0	16	47
Grand Total	2	10	5	0	17	1	18	1	0	20	1	50	2	0	53	6	34	5	0	45	135
Apprch %	11.8	58.8	29.4	0		5	90	5	0		1.9	94.3	3.8	0		13.3	75.6	11.1	0		
Total %	1.5	7.4	3.7	0	12.6	0.7	13.3	0.7	0	14.8	0.7	37	1.5	0	39.3	4.4	25.2	3.7	0	33.3	

	N SHORELINE BLVD Southbound				STIERLIN RD Westbound				N SHORELINE BLVD Northbound				MONTECITO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**1**	0	0	**1**	**1**	**5**	0	**6**	0	3	0	3	**3**	2	**1**	6	**16**
08:30 AM	0	**1**	0	1	0	1	0	1	**1**	4	0	5	0	**8**	0	**8**	15
08:45 AM	0	0	0	0	0	0	0	0	0	**13**	**1**	**14**	0	2	0	2	16
09:00 AM	1	0	0	1	0	0	0	0	0	7	0	7	1	2	0	3	11
Total Volume	2	1	0	3	1	6	0	7	1	27	1	29	4	14	1	19	58
% App. Total	66.7	33.3	0		14.3	85.7	0		3.4	93.1	3.4		21.1	73.7	5.3		
PHF	.500	.250	.000	.750	.250	.300	.000	.292	.250	.519	.250	.518	.333	.438	.250	.594	.906

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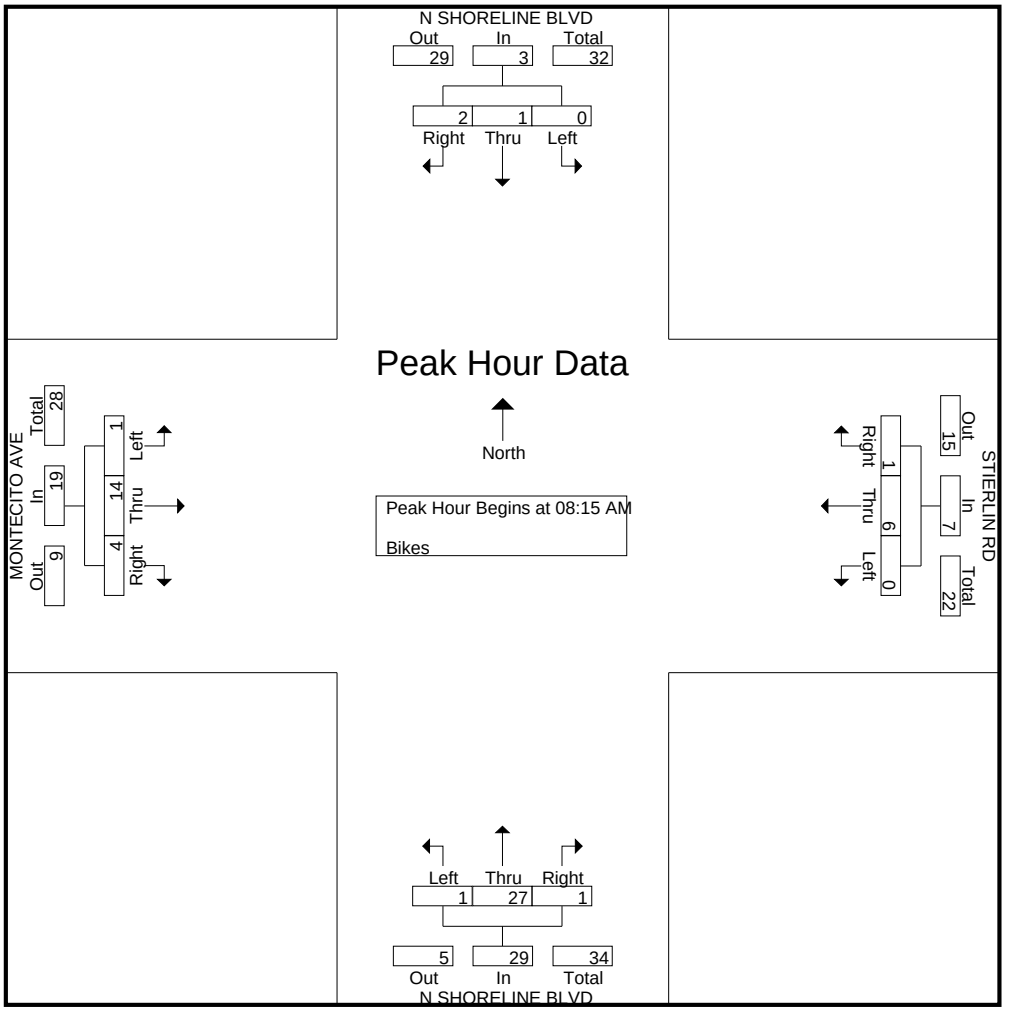

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File Name : 50PM FINAL
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Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					STIERLIN RD Westbound					N SHORELINE BLVD Northbound					MONTECITO 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
04:00 PM	8	190	24	7	229	1	8	14	0	23	21	127	32	3	183	25	9	23	6	63	498
04:15 PM	8	197	22	2	229	0	8	18	2	28	16	161	39	2	218	30	8	25	0	63	538
04:30 PM	5	254	14	2	275	0	12	14	1	27	17	191	31	0	239	20	4	17	2	43	584
04:45 PM	6	225	28	6	265	0	10	16	2	28	24	152	43	2	221	41	10	32	2	85	599
Total	27	866	88	17	998	1	38	62	5	106	78	631	145	7	861	116	31	97	10	254	2219
05:00 PM	8	274	22	5	309	0	18	24	0	42	25	176	43	0	244	37	11	23	1	72	667
05:15 PM	5	317	32	6	360	0	21	23	0	44	23	153	48	2	226	31	13	24	5	73	703
05:30 PM	7	323	18	6	354	1	13	24	1	39	26	196	64	6	292	42	15	24	0	81	766
05:45 PM	5	361	29	2	397	0	13	38	1	52	30	131	35	5	201	53	16	33	5	107	757
Total	25	1275	101	19	1420	1	65	109	2	177	104	656	190	13	963	163	55	104	11	333	2893
06:00 PM	7	352	20	1	380	0	20	37	0	57	28	186	46	0	260	39	15	24	0	78	775
06:15 PM	10	353	31	6	400	1	9	34	4	48	19	158	37	0	214	38	11	30	0	79	741
06:30 PM	7	303	24	3	337	1	8	10	0	19	20	169	40	0	229	31	14	16	0	61	646
06:45 PM	11	247	19	3	280	0	13	13	0	26	17	171	32	0	220	45	8	15	0	68	594
Total	35	1255	94	13	1397	2	50	94	4	150	84	684	155	0	923	153	48	85	0	286	2756
Grand Total	87	3396	283	49	3815	4	153	265	11	433	266	1971	490	20	2747	432	134	286	21	873	7868
Apprch %	2.3	89	7.4	1.3		0.9	35.3	61.2	2.5		9.7	71.8	17.8	0.7		49.5	15.3	32.8	2.4		
Total %	1.1	43.2	3.6	0.6	48.5	0.1	1.9	3.4	0.1	5.5	3.4	25.1	6.2	0.3	34.9	5.5	1.7	3.6	0.3	11.1	

	N SHORELINE BLVD Southbound				STIERLIN RD Westbound				N SHORELINE BLVD Northbound				MONTECITO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	7	323	18	348	**1**	13	24	38	26	**196**	**64**	**286**	42	15	24	81	753
05:45 PM	5	**361**	29	**395**	0	13	**38**	51	**30**	131	35	196	**53**	**16**	**33**	**102**	744
06:00 PM	7	352	20	379	0	**20**	37	**57**	28	186	46	260	39	15	24	78	**774**
06:15 PM	**10**	353	**31**	394	1	9	34	44	19	158	37	214	38	11	30	79	731
Total Volume	29	1389	98	1516	2	55	133	190	103	671	182	956	172	57	111	340	3002
% App. Total	1.9	91.6	6.5		1.1	28.9	70		10.8	70.2	19		50.6	16.8	32.6		
PHF	.725	.962	.790	.959	.500	.688	.875	.833	.858	.856	.711	.836	.811	.891	.841	.833	.970

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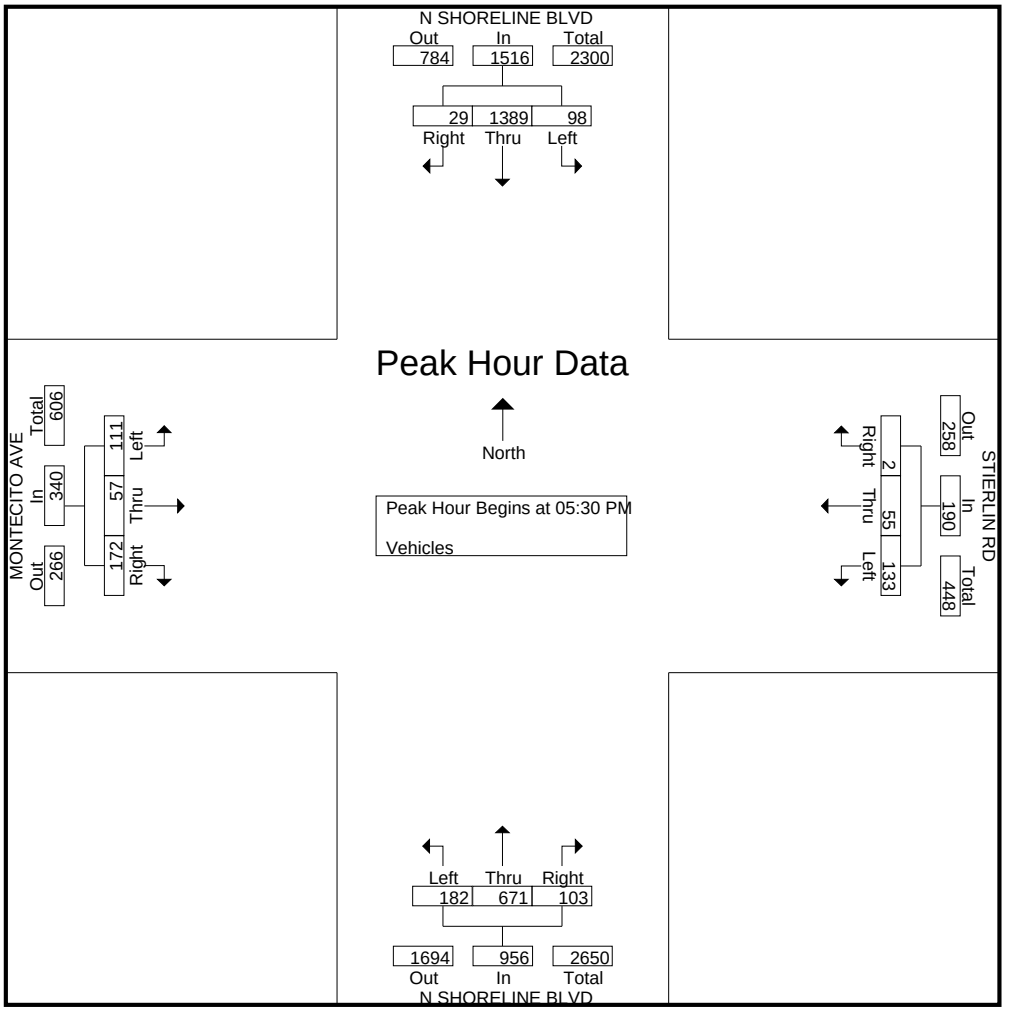

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File Name : 50PM FINAL
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					STIERLIN RD Westbound					N SHORELINE BLVD Northbound					MONTECITO 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
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
04:30 PM	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	0	2	0	0	2	7
04:45 PM	0	3	0	0	3	0	1	0	0	1	0	1	1	0	2	1	1	0	0	2	8
Total	0	6	1	0	7	0	2	0	0	2	1	2	1	0	4	1	7	0	0	8	21
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
05:15 PM	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	12
05:30 PM	1	6	0	0	7	0	3	0	0	3	0	1	0	0	1	1	6	0	0	7	18
05:45 PM	0	2	3	0	5	0	3	0	0	3	0	0	0	0	0	1	4	1	0	6	14
Total	1	14	4	0	19	0	6	0	0	6	0	1	0	0	1	3	15	2	0	20	46
06:00 PM	2	5	0	0	7	0	5	0	0	5	0	2	0	0	2	1	3	0	0	4	18
06:15 PM	0	5	1	0	6	0	6	0	0	6	0	1	0	0	1	0	3	0	0	3	16
06:30 PM	0	8	0	0	8	0	2	0	0	2	0	0	0	0	0	2	3	0	0	5	15
06:45 PM	0	6	1	0	7	0	4	0	0	4	0	2	0	0	2	0	1	1	0	2	15
Total	2	24	2	0	28	0	17	0	0	17	0	5	0	0	5	3	10	1	0	14	64
Grand Total	3	44	7	0	54	0	25	0	0	25	1	8	1	0	10	7	32	3	0	42	131
Apprch %	5.6	81.5	13	0		0	100	0	0		10	80	10	0		16.7	76.2	7.1	0		
Total %	2.3	33.6	5.3	0	41.2	0	19.1	0	0	19.1	0.8	6.1	0.8	0	7.6	5.3	24.4	2.3	0	32.1	

	N SHORELINE BLVD Southbound				STIERLIN RD Westbound				N SHORELINE BLVD Northbound				MONTECITO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	1	**6**	0	**7**	0	3	0	3	0	1	0	1	**1**	**6**	0	**7**	**18**
05:45 PM	0	2	**3**	5	0	3	0	3	0	0	0	0	1	4	**1**	6	14
06:00 PM	**2**	5	0	7	0	5	0	5	0	**2**	0	**2**	1	3	0	4	18
06:15 PM	0	5	1	6	0	**6**	0	**6**	0	1	0	1	0	3	0	3	16
Total Volume	3	18	4	25	0	17	0	17	0	4	0	4	3	16	1	20	66
% App. Total	12	72	16		0	100	0		0	100	0		15	80	5		
PHF	.375	.750	.333	.893	.000	.708	.000	.708	.000	.500	.000	.500	.750	.667	.250	.714	.917

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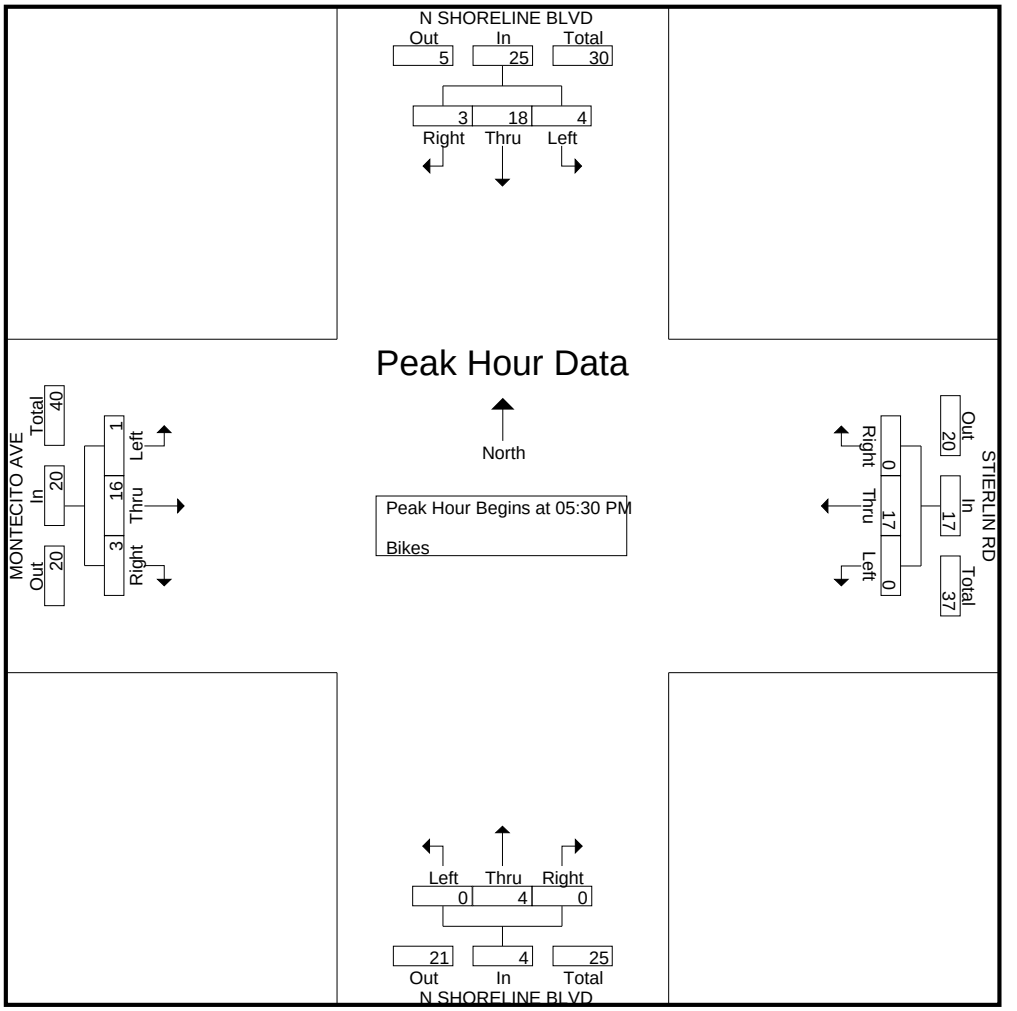

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File Name : 51AM FINAL
Site Code : 00000051
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					DRIVEWAY Westbound					N SHORELINE BLVD Northbound					WRIGHT 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
07:00 AM	2	84	1	0	87	0	0	0	0	0	0	155	5	4	164	16	0	13	1	30	281
07:15 AM	8	122	3	1	134	0	0	1	1	2	0	170	4	1	175	13	0	15	0	28	339
07:30 AM	7	160	3	1	171	0	0	0	0	0	1	221	7	2	231	34	0	12	1	47	449
07:45 AM	6	196	2	0	204	0	0	4	2	6	0	254	10	1	265	18	0	13	0	31	506
Total	23	562	9	2	596	0	0	5	3	8	1	800	26	8	835	81	0	53	2	136	1575
08:00 AM	8	163	3	9	183	3	0	1	4	8	0	309	21	0	330	26	0	8	0	34	555
08:15 AM	6	186	3	3	198	0	0	0	6	6	0	335	29	2	366	37	0	15	1	53	623
08:30 AM	5	190	0	6	201	0	0	0	8	8	0	340	19	2	361	37	0	18	0	55	625
08:45 AM	9	187	4	0	200	0	0	1	3	4	0	258	17	1	276	26	0	13	0	39	519
Total	28	726	10	18	782	3	0	2	21	26	0	1242	86	5	1333	126	0	54	1	181	2322
09:00 AM	11	180	1	2	194	1	0	0	1	2	0	237	13	0	250	14	1	9	0	24	470
09:15 AM	5	159	2	3	169	1	0	0	4	5	0	232	9	2	243	31	0	9	0	40	457
09:30 AM	5	184	4	1	194	0	0	0	2	2	0	195	17	1	213	26	0	8	0	34	443
09:45 AM	4	154	4	0	162	0	0	2	3	5	0	220	13	1	234	23	0	9	0	32	433
Total	25	677	11	6	719	2	0	2	10	14	0	884	52	4	940	94	1	35	0	130	1803
Grand Total	76	1965	30	26	2097	5	0	9	34	48	1	2926	164	17	3108	301	1	142	3	447	5700
Apprch %	3.6	93.7	1.4	1.2		10.4	0	18.8	70.8		0	94.1	5.3	0.5		67.3	0.2	31.8	0.7		
Total %	1.3	34.5	0.5	0.5	36.8	0.1	0	0.2	0.6	0.8	0	51.3	2.9	0.3	54.5	5.3	0	2.5	0.1	7.8	

	N SHORELINE BLVD Southbound				DRIVEWAY Westbound				N SHORELINE BLVD Northbound				WRIGHT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	8	163	3	174	**3**	0	**1**	**4**	0	309	21	330	26	0	8	34	542
08:15 AM	6	186	3	195	0	0	0	0	0	335	**29**	**364**	**37**	0	15	52	**611**
08:30 AM	5	**190**	0	195	0	0	0	0	0	**340**	19	359	37	0	**18**	**55**	609
08:45 AM	**9**	187	**4**	**200**	0	0	1	1	0	258	17	275	26	0	13	39	515
Total Volume	28	726	10	764	3	0	2	5	0	1242	86	1328	126	0	54	180	2277
% App. Total	3.7	95	1.3		60	0	40		0	93.5	6.5		70	0	30		
PHF	.778	.955	.625	.955	.250	.000	.500	.313	.000	.913	.741	.912	.851	.000	.750	.818	.932

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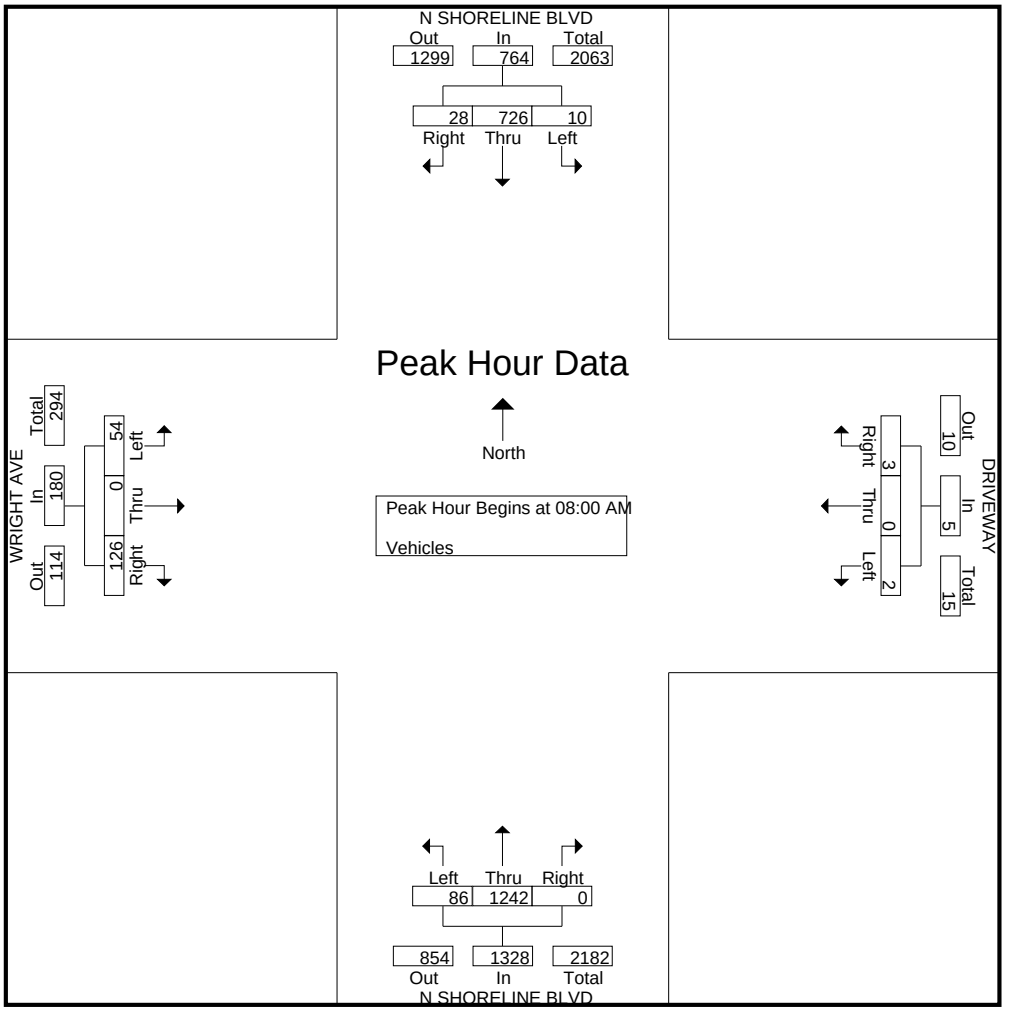

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File Name : 51AM FINAL
Site Code : 00000051
Start Date : 6/4/2015
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Groups Printed- Bikes

	N SHORELINE BLVD Southbound					DRIVEWAY Westbound					N SHORELINE BLVD Northbound					WRIGHT 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
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
07:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
Total	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	3	0	2	0	5	13
08:00 AM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	6
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
Total	0	4	0	0	4	0	5	0	0	5	0	3	0	0	3	4	0	0	0	4	16
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5
09:30 AM	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	10
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
Total	1	8	0	0	9	0	0	0	0	0	0	7	2	0	9	3	0	0	0	3	21
Grand Total	1	19	0	0	20	0	5	0	0	5	0	11	2	0	13	10	0	2	0	12	50
Apprch %	5	95	0	0		0	100	0	0		0	84.6	15.4	0		83.3	0	16.7	0		
Total %	2	38	0	0	40	0	10	0	0	10	0	22	4	0	26	20	0	4	0	24	

	N SHORELINE BLVD Southbound				DRIVEWAY Westbound				N SHORELINE BLVD Northbound				WRIGHT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	1	0	1	0	0	0	0	0	0	**1**	1	0	0	0	0	2
09:15 AM	0	1	0	1	0	0	0	0	0	**3**	0	**3**	1	0	0	1	5
09:30 AM	**1**	**5**	0	**6**	0	0	0	0	0	2	0	2	**2**	0	0	**2**	**10**
09:45 AM	0	1	0	1	0	0	0	0	0	2	1	3	0	0	0	0	4
Total Volume	1	8	0	9	0	0	0	0	0	7	2	9	3	0	0	3	21
% App. Total	11.1	88.9	0		0	0	0		0	77.8	22.2		100	0	0		
PHF	.250	.400	.000	.375	.000	.000	.000	.000	.000	.583	.500	.750	.375	.000	.000	.375	.525

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 51AM FINAL
Site Code : 00000051
Start Date : 6/4/2015
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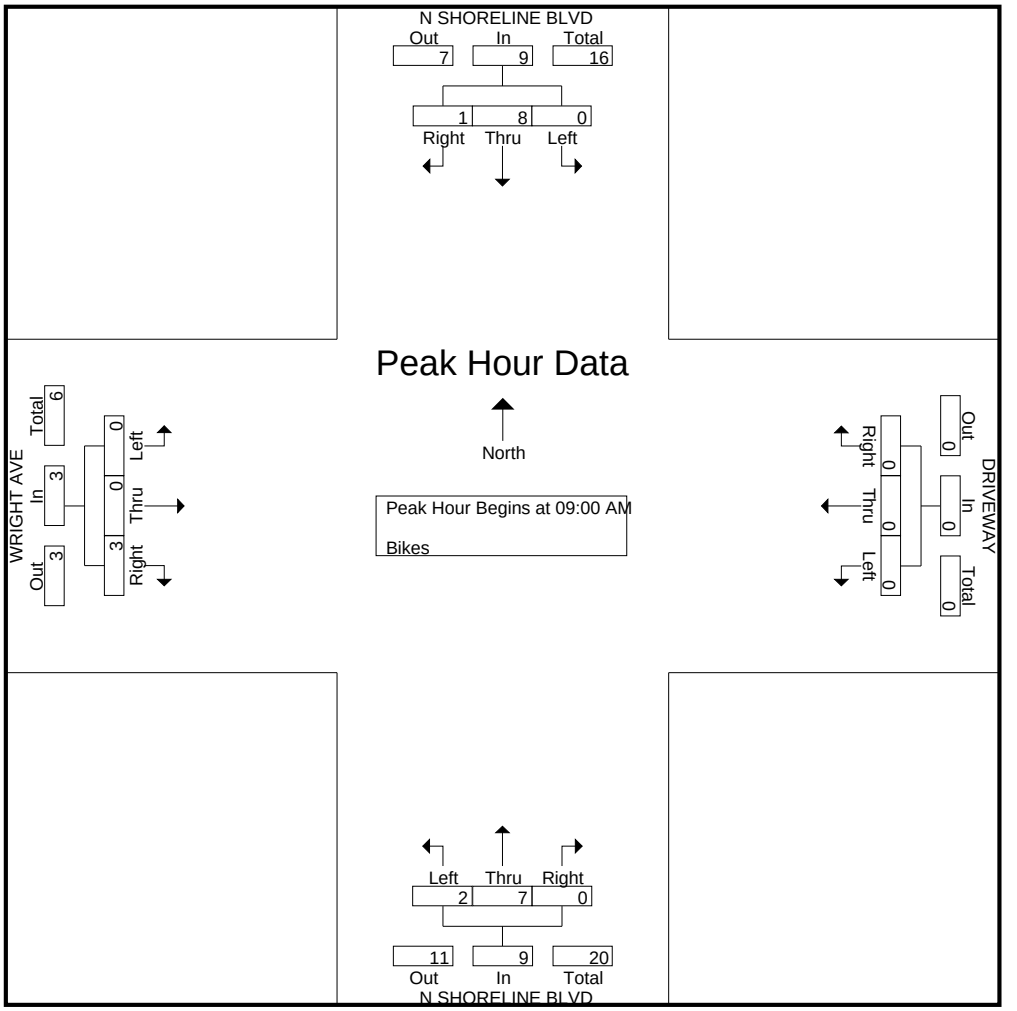

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 51PM FINAL
Site Code : 00000051
Start Date : 6/4/2015
Page No : 1

Groups Printed- Vehicles

	N SHORELINE BLVD Southbound					DRIVEWAY Westbound					N SHORELINE BLVD Northbound					WRIGHT 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
04:00 PM	6	222	3	2	233	0	0	2	3	5	0	170	23	0	193	28	0	8	0	36	467
04:15 PM	20	228	3	3	254	0	0	0	5	5	0	209	34	0	243	21	0	6	0	27	529
04:30 PM	23	280	1	0	304	0	0	0	1	1	3	236	29	1	269	29	1	14	0	44	618
04:45 PM	12	257	5	3	277	0	0	0	4	4	0	221	21	2	244	32	0	5	0	37	562
Total	61	987	12	8	1068	0	0	2	13	15	3	836	107	3	949	110	1	33	0	144	2176
05:00 PM	12	327	3	2	344	0	0	2	7	9	1	225	29	0	255	47	0	10	1	58	666
05:15 PM	11	345	3	1	360	0	0	3	2	5	2	238	28	3	271	23	0	6	0	29	665
05:30 PM	17	351	1	2	371	2	0	0	3	5	0	258	31	4	293	32	0	9	0	41	710
05:45 PM	21	420	3	4	448	0	0	1	1	2	1	201	39	0	241	38	0	5	0	43	734
Total	61	1443	10	9	1523	2	0	6	13	21	4	922	127	7	1060	140	0	30	1	171	2775
06:00 PM	22	408	6	2	438	0	0	1	1	2	2	249	35	0	286	39	0	9	0	48	774
06:15 PM	15	426	3	2	446	1	0	0	5	6	1	209	37	0	247	26	0	13	0	39	738
06:30 PM	12	311	2	4	329	0	0	1	5	6	1	205	33	0	239	22	0	15	0	37	611
06:45 PM	13	283	1	2	299	0	0	0	0	0	0	198	44	0	242	12	0	8	0	20	561
Total	62	1428	12	10	1512	1	0	2	11	14	4	861	149	0	1014	99	0	45	0	144	2684
Grand Total	184	3858	34	27	4103	3	0	10	37	50	11	2619	383	10	3023	349	1	108	1	459	7635
Apprch %	4.5	94	0.8	0.7		6	0	20	74		0.4	86.6	12.7	0.3		76	0.2	23.5	0.2		
Total %	2.4	50.5	0.4	0.4	53.7	0	0	0.1	0.5	0.7	0.1	34.3	5	0.1	39.6	4.6	0	1.4	0	6	

	N SHORELINE BLVD Southbound				DRIVEWAY Westbound				N SHORELINE BLVD Northbound				WRIGHT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	17	351	1	369	**2**	0	0	**2**	0	**258**	31	**289**	32	0	9	41	701
05:45 PM	21	420	3	**444**	0	0	**1**	1	1	201	**39**	241	38	0	5	43	729
06:00 PM	**22**	408	**6**	436	0	0	1	1	**2**	249	35	286	**39**	0	9	**48**	**771**
06:15 PM	15	**426**	3	444	1	0	0	1	1	209	37	247	26	0	**13**	39	731
Total Volume	75	1605	13	1693	3	0	2	5	4	917	142	1063	135	0	36	171	2932
% App. Total	4.4	94.8	0.8		60	0	40		0.4	86.3	13.4		78.9	0	21.1		
PHF	.852	.942	.542	.953	.375	.000	.500	.625	.500	.889	.910	.920	.865	.000	.692	.891	.951

Traffic Data Service

Campbell, CA
(408) 377-2988
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File Name : 51PM FINAL
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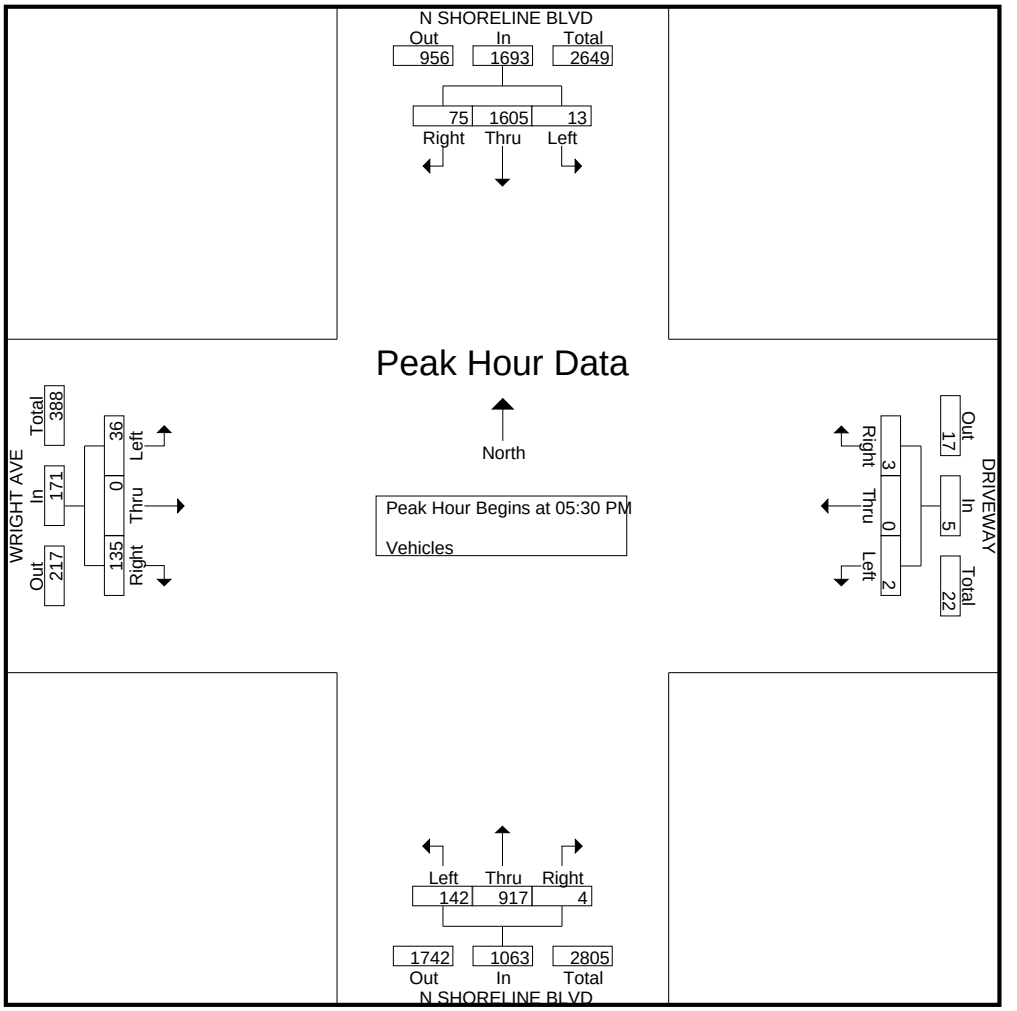

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tdsbay@cs.com

File Name : 51PM FINAL
Site Code : 00000051
Start Date : 6/4/2015
Page No : 1

Groups Printed- Bikes

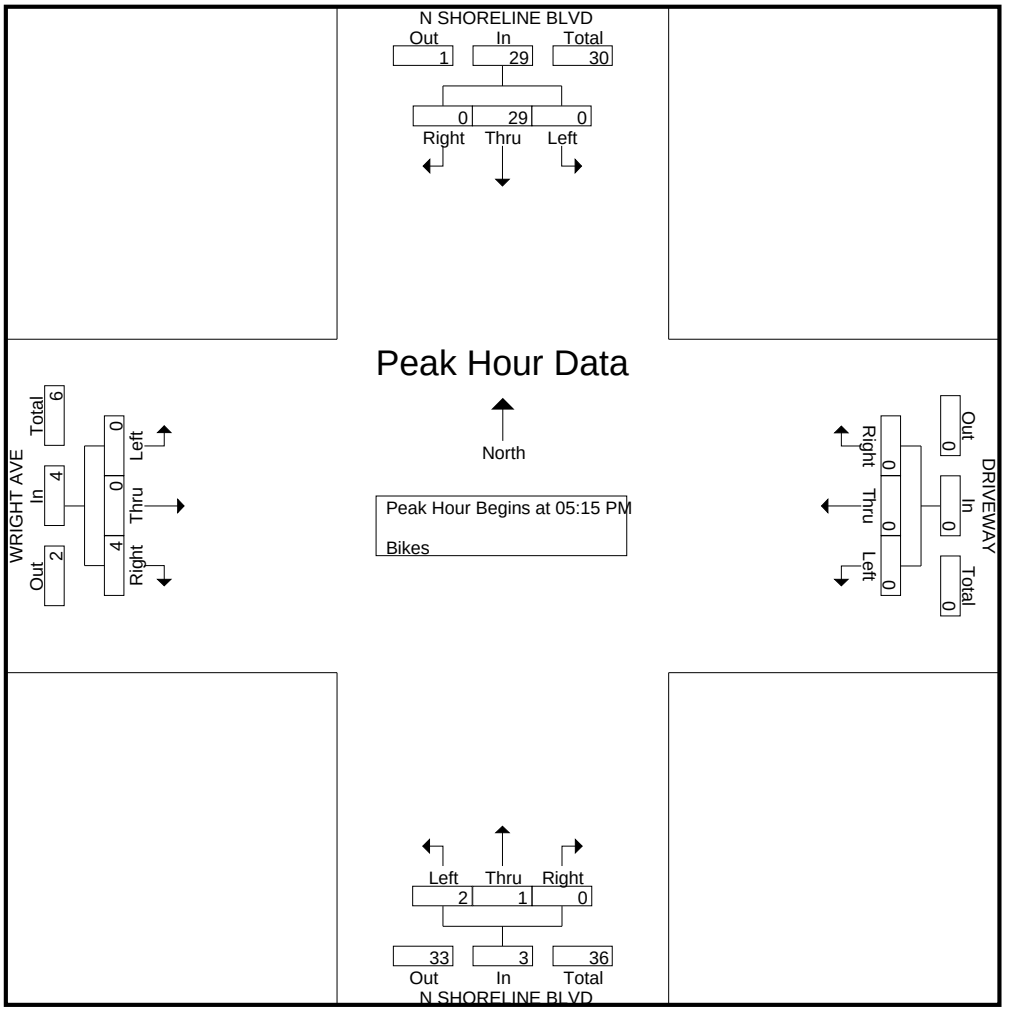
	N SHORELINE BLVD Southbound					DRIVEWAY Westbound					N SHORELINE BLVD Northbound					WRIGHT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	12
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	7	0	0	7	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	9
05:30 PM	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	11
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	8
Total	0	24	0	0	24	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4	30
06:00 PM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
06:15 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9
06:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6
06:45 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8
Total	0	23	0	0	23	0	0	0	0	0	0	5	0	0	5	2	0	1	0	3	31
Grand Total	0	56	0	0	56	0	0	0	0	0	0	6	2	0	8	8	0	1	0	9	73
Apprch %	0	100	0	0		0	0	0	0		0	75	25	0		88.9	0	11.1	0		
Total %	0	76.7	0	0	76.7	0	0	0	0	0	0	8.2	2.7	0	11	11	0	1.4	0	12.3	

	N SHORELINE BLVD Southbound				DRIVEWAY Westbound				N SHORELINE BLVD Northbound				WRIGHT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	7	0	7	0	0	0	0	0	0	**1**	**1**	1	0	0	1	9
05:30 PM	0	**10**	0	**10**	0	0	0	0	0	0	0	0	1	0	0	1	**11**
05:45 PM	0	5	0	5	0	0	0	0	0	0	1	1	**2**	0	0	**2**	8
06:00 PM	0	7	0	7	0	0	0	0	0	**1**	0	1	0	0	0	0	8
Total Volume	0	29	0	29	0	0	0	0	0	1	2	3	4	0	0	4	36
% App. Total	0	100	0		0	0	0		0	33.3	66.7		100	0	0		
PHF	.000	.725	.000	.725	.000	.000	.000	.000	.000	.250	.500	.750	.500	.000	.000	.500	.818

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 51PM FINAL
Site Code : 00000051
Start Date : 6/4/2015
Page No : 2



ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-057 Shoreline Boulevard SB Ramps-Central Expre
Date : 6/3/2015

Unshifted Count = All Vehicles

	Shoreline Boulevard SB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	6	0	17	0	23	0	272	29	0	301	0	0	0	0	0	3	67	0	0	70	394	0
07:15	4	0	9	0	13	0	356	44	0	400	0	0	0	0	0	3	87	0	0	90	503	0
07:30	13	0	17	0	30	0	385	37	0	422	0	0	0	0	0	4	117	0	0	121	573	0
07:45	9	0	20	0	29	0	393	51	0	444	0	0	0	0	0	12	195	0	0	207	680	0
Total	32	0	63	0	95	0	1406	161	0	1567	0	0	0	0	0	22	466	0	0	488	2150	0
08:00	6	0	10	0	16	0	370	45	0	415	0	0	0	0	0	4	178	0	0	182	613	0
08:15	9	0	19	0	28	0	450	47	0	497	0	0	0	0	0	8	239	0	0	247	772	0
08:30	14	0	20	0	34	0	448	34	0	482	0	0	0	0	0	6	267	0	0	273	789	0
08:45	23	0	19	0	42	0	354	34	0	388	0	0	0	0	0	11	301	0	0	312	742	0
Total	52	0	68	0	120	0	1622	160	0	1782	0	0	0	0	0	29	985	0	0	1014	2916	0
09:00	12	0	21	0	33	0	358	34	0	392	0	0	0	0	0	14	246	0	0	260	685	0
09:15	16	0	16	0	32	0	301	25	0	326	0	0	0	0	0	13	230	0	1	244	602	1
09:30	11	0	18	0	29	0	335	21	0	356	0	0	0	0	0	4	185	0	0	189	574	0
09:45	10	0	11	0	21	0	372	29	0	401	0	0	0	0	0	5	213	0	0	218	640	0
Total	49	0	66	0	115	0	1366	109	0	1475	0	0	0	0	0	36	874	0	1	911	2501	1
16:00	12	0	23	0	35	0	223	33	0	256	0	0	0	0	0	9	324	0	0	333	624	0
16:15	28	0	14	0	42	0	221	39	0	260	0	0	0	0	0	10	332	0	0	342	644	0
16:30	17	0	18	0	35	0	268	39	0	307	0	0	0	0	0	11	335	0	0	346	688	0
16:45	24	0	18	0	42	0	275	46	0	321	0	0	0	0	0	8	364	0	0	372	735	0
Total	81	0	73	0	154	0	987	157	0	1144	0	0	0	0	0	38	1355	0	0	1393	2691	0
17:00	24	0	27	0	51	0	267	66	0	333	0	0	0	0	0	11	366	0	0	377	761	0
17:15	37	0	26	0	63	0	285	54	0	339	0	0	0	0	0	16	372	0	0	388	790	0
17:30	16	0	21	0	37	0	364	89	0	453	0	0	0	0	0	15	373	0	0	388	878	0
17:45	28	0	31	0	59	0	305	55	0	360	0	0	0	0	0	18	338	0	0	356	775	0
Total	105	0	105	0	210	0	1221	264	0	1485	0	0	0	0	0	60	1449	0	0	1509	3204	0
18:00	22	0	25	0	47	0	306	69	0	375	0	0	0	0	0	15	363	0	0	378	800	0
18:15	24	0	14	0	38	0	306	82	0	388	0	0	0	0	0	20	345	0	0	365	791	0
18:30	13	0	21	0	34	0	286	58	0	344	0	0	0	0	0	14	373	0	0	387	765	0
18:45	21	0	12	0	33	0	248	46	0	294	0	0	0	0	0	16	343	0	0	359	686	0
Total	80	0	72	0	152	0	1146	255	0	1401	0	0	0	0	0	65	1424	0	0	1489	3042	0
Grand Total	399	0	447	0	846	0	7748	1106	0	8854	0	0	0	0	0	250	6553	0	1	6804	16504	1
Apprch %	47.2%	0.0%	52.8%	0.0%		0.0%	87.5%	12.5%	0.0%		0.0%	0.0%	0.0%	0.0%		3.7%	96.3%	0.0%	0.0%			
Total %	2.4%	0.0%	2.7%	0.0%	5.1%	0.0%	46.9%	6.7%	0.0%	53.6%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	39.7%	0.0%	0.0%	41.2%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-057 Shoreline Boulevard SB Ramps-Central Expre
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Shoreline Boulevard SB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	9	0	19	0	28	0	450	47	0	497	0	0	0	0	0	8	239	0	0	247	772
08:30	14	0	20	0	34	0	448	34	0	482	0	0	0	0	0	6	267	0	0	273	789
08:45	23	0	19	0	42	0	354	34	0	388	0	0	0	0	0	11	301	0	0	312	742
09:00	12	0	21	0	33	0	358	34	0	392	0	0	0	0	0	14	246	0	0	260	685
Total Volume	58	0	79	0	137	0	1610	149	0	1759	0	0	0	0	0	39	1053	0	0	1092	2988
% App Total	42.3%	0.0%	57.7%	0.0%		0.0%	91.5%	8.5%	0.0%		0.0%	0.0%	0.0%	0.0%		3.6%	96.4%	0.0%	0.0%		
PHF	.630	.000	.940	.000	.815	.000	.894	.793	.000	.885	.000	.000	.000	.000	.000	.696	.875	.000	.000	.875	.947

PM PEAK HOUR	Shoreline Boulevard SB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	16	0	21	0	37	0	364	89	0	453	0	0	0	0	0	15	373	0	0	388	878
17:45	28	0	31	0	59	0	305	55	0	360	0	0	0	0	0	18	338	0	0	356	775
18:00	22	0	25	0	47	0	306	69	0	375	0	0	0	0	0	15	363	0	0	378	800
18:15	24	0	14	0	38	0	306	82	0	388	0	0	0	0	0	20	345	0	0	365	791
Total Volume	90	0	91	0	181	0	1281	295	0	1576	0	0	0	0	0	68	1419	0	0	1487	3244
% App Total	49.7%	0.0%	50.3%	0.0%		0.0%	81.3%	18.7%	0.0%		0.0%	0.0%	0.0%	0.0%		4.6%	95.4%	0.0%	0.0%		
PHF	.804	.000	.734	.000	.767	.000	.880	.829	.000	.870	.000	.000	.000	.000	.000	.850	.951	.000	.000	.958	.924

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-057 Shoreline Boulevard SB Ramps-Central Expre
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Shoreline Boulevard SB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
07:15	0	0	0	4	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	4
07:30	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	1
07:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
Total	0	0	0	5	0	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	15	5
08:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	1
08:30	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	1
08:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	0
Total	0	0	1	2	1	0	4	0	0	4	0	0	0	0	0	0	13	0	0	13	18	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
09:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
09:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	1
Total	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	13	1
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	10	0
17:00	1	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	7	1
17:15	1	0	0	2	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5	2
17:30	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	5	0	0	5	7	0
17:45	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	4
Total	2	0	0	7	2	0	3	1	0	4	0	0	0	0	0	0	16	0	0	16	22	7
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	0
18:15	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	11	0
18:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	0
Total	2	0	0	0	2	0	12	0	0	12	0	0	0	0	0	0	14	0	0	14	28	0
Grand Total	4	0	1	15	5	0	33	1	0	34	0	0	0	0	0	0	67	0	0	67	106	15
Apprch %	80.0%	0.0%	20.0%			0.0%	97.1%	2.9%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	3.8%	0.0%	0.9%		4.7%	0.0%	31.1%	0.9%		32.1%	0.0%	0.0%	0.0%		0.0%	0.0%	63.2%	0.0%		63.2%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
(916) 771-8700
orders@atdtraffic.com

All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

File Name : 15-7476-057 Shoreline Boulevard SB Ramps-Central Expre
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Shoreline Boulevard SB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
08:30	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
08:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Volume	0	0	0	2	0	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	19
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.333	.000		.333	.000	.000	.000		.000	.000	.938	.000		.938	.679

PM PEAK HOUR	Shoreline Boulevard SB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	5	0	0	5	7
17:45	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
18:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
18:15	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	11
Total Volume	2	0	0	4	2	0	10	1	0	11	0	0	0	0	0	0	14	0	0	14	27
% App Total	100.0%	0.0%	0.0%			0.0%	90.9%	9.1%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.250	.000	.000		.250	.000	.313	.250		.344	.000	.000	.000		.000	.000	.700	.000		.700	.614

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-058 Shoreline Boulevard SB Ramps-Central Expre
Date : 6/3/2015

Unshifted Count = All Vehicles

	Shoreline Boulevard NB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	17	0	18	0	35	0	287	21	0	308	0	0	0	0	0	0	74	0	0	74	417	0
07:15	18	0	15	0	33	0	390	23	0	413	0	0	0	0	0	1	86	0	0	87	533	0
07:30	24	0	32	0	56	0	397	18	0	415	0	0	0	0	0	3	129	0	0	132	603	0
07:45	35	0	24	0	59	0	415	24	0	439	0	0	0	0	0	4	190	0	0	194	692	0
Total	94	0	89	0	183	0	1489	86	0	1575	0	0	0	0	0	8	479	0	0	487	2245	0
08:00	24	0	48	0	72	0	368	28	0	396	0	0	0	0	0	2	187	0	0	189	657	0
08:15	50	0	53	0	103	0	428	39	0	467	0	0	0	0	0	8	230	0	0	238	808	0
08:30	55	0	41	0	96	0	445	27	0	472	0	0	0	0	0	7	268	0	0	275	843	0
08:45	59	0	30	0	89	0	350	33	0	383	0	0	0	0	0	9	317	0	0	326	798	0
Total	188	0	172	0	360	0	1591	127	0	1718	0	0	0	0	0	26	1002	0	0	1028	3106	0
09:00	48	0	36	0	84	0	359	27	0	386	0	0	0	0	0	7	251	0	0	258	728	0
09:15	37	0	30	0	67	0	290	22	0	312	0	0	0	0	0	11	234	0	0	245	624	0
09:30	41	0	30	0	71	0	335	14	0	349	0	0	0	0	0	7	197	0	0	204	624	0
09:45	36	0	36	0	72	0	348	23	0	371	0	0	0	0	0	10	213	0	0	223	666	0
Total	162	0	132	0	294	0	1332	86	0	1418	0	0	0	0	0	35	895	0	0	930	2642	0
16:00	34	0	30	0	64	0	218	15	0	233	0	0	0	0	0	11	336	0	0	347	644	0
16:15	35	0	35	0	70	0	222	14	0	236	0	0	0	0	0	4	336	0	0	340	646	0
16:30	33	0	32	0	65	0	281	12	0	293	0	0	0	0	0	7	363	0	0	370	728	0
16:45	38	0	33	0	71	0	265	13	0	278	0	0	0	0	0	12	379	0	0	391	740	0
Total	140	0	130	0	270	0	986	54	0	1040	0	0	0	0	0	34	1414	0	0	1448	2758	0
17:00	42	0	47	1	90	0	295	16	0	311	0	0	0	0	0	15	373	0	0	388	789	1
17:15	38	0	37	0	75	0	292	14	0	306	0	0	0	0	0	17	374	0	0	391	772	0
17:30	39	0	51	0	90	0	407	24	0	431	0	0	0	0	0	12	387	0	1	400	921	1
17:45	39	0	43	0	82	0	312	22	0	334	0	0	0	0	0	13	352	0	0	365	781	0
Total	158	0	178	1	337	0	1306	76	0	1382	0	0	0	0	0	57	1486	0	1	1544	3263	2
18:00	31	0	41	0	72	0	340	23	0	363	0	0	0	0	0	7	381	0	0	388	823	0
18:15	49	0	47	0	96	0	346	18	0	364	0	0	0	0	0	13	332	0	0	345	805	0
18:30	40	0	43	0	83	0	295	19	0	314	0	0	0	0	0	14	386	0	1	401	798	1
18:45	26	0	41	0	67	0	248	23	0	271	0	0	0	0	0	13	366	0	0	379	717	0
Total	146	0	172	0	318	0	1229	83	0	1312	0	0	0	0	0	47	1465	0	1	1513	3143	1
Grand Total	888	0	873	1	1762	0	7933	512	0	8445	0	0	0	0	0	207	6741	0	2	6950	17157	3
Apprch %	50.4%	0.0%	49.5%	0.1%		0.0%	93.9%	6.1%	0.0%		0.0%	0.0%	0.0%	0.0%		3.0%	97.0%	0.0%	0.0%			
Total %	5.2%	0.0%	5.1%	0.0%	10.3%	0.0%	46.2%	3.0%	0.0%	49.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	39.3%	0.0%	0.0%	40.5%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-058 Shoreline Boulevard SB Ramps-Central Expre
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Shoreline Boulevard NB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	50	0	53	0	103	0	428	39	0	467	0	0	0	0	0	8	230	0	0	238	808
08:30	55	0	41	0	96	0	445	27	0	472	0	0	0	0	0	7	268	0	0	275	843
08:45	59	0	30	0	89	0	350	33	0	383	0	0	0	0	0	9	317	0	0	326	798
09:00	48	0	36	0	84	0	359	27	0	386	0	0	0	0	0	7	251	0	0	258	728
Total Volume	212	0	160	0	372	0	1582	126	0	1708	0	0	0	0	0	31	1066	0	0	1097	3177
% App Total	57.0%	0.0%	43.0%	0.0%		0.0%	92.6%	7.4%	0.0%		0.0%	0.0%	0.0%	0.0%		2.8%	97.2%	0.0%	0.0%		
PHF	.898	.000	.755	.000	.903	.000	.889	.808	.000	.905	.000	.000	.000	.000	.000	.861	.841	.000	.000	.841	.942

PM PEAK HOUR	Shoreline Boulevard NB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	39	0	51	0	90	0	407	24	0	431	0	0	0	0	0	12	387	0	1	400	921
17:45	39	0	43	0	82	0	312	22	0	334	0	0	0	0	0	13	352	0	0	365	781
18:00	31	0	41	0	72	0	340	23	0	363	0	0	0	0	0	7	381	0	0	388	823
18:15	49	0	47	0	96	0	346	18	0	364	0	0	0	0	0	13	332	0	0	345	805
Total Volume	158	0	182	0	340	0	1405	87	0	1492	0	0	0	0	0	45	1452	0	1	1498	3330
% App Total	46.5%	0.0%	53.5%	0.0%		0.0%	94.2%	5.8%	0.0%		0.0%	0.0%	0.0%	0.0%		3.0%	96.9%	0.0%	0.1%		
PHF	.806	.000	.892	.000	.885	.000	.863	.906	.000	.865	.000	.000	.000	.000	.000	.865	.938	.000	.250	.936	.904

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

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orders@atdtraffic.com

File Name : 15-7476-058 Shoreline Boulevard SB Ramps-Central Expre
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Shoreline Boulevard NB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
07:15	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	3
07:30	0	0	0	2	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	2
07:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
Total	0	0	0	5	0	0	9	0	0	9	0	0	0	0	0	0	6	0	0	6	15	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	1
08:30	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	1
08:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	0
Total	0	0	0	2	0	0	4	0	0	4	0	0	0	0	0	0	13	0	0	13	17	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
09:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	13	0
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	10	0
17:00	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7	1
17:15	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	1
17:30	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	1
17:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	3
Total	0	0	0	6	0	0	4	0	0	4	0	0	0	0	0	0	18	0	0	18	22	6
18:00	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	1
18:15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	11	0
18:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	0
Total	0	0	0	1	0	0	12	0	0	12	0	0	0	0	0	0	16	0	0	16	28	1
Grand Total	0	0	0	14	0	0	34	0	0	34	0	0	0	0	0	0	71	0	0	71	105	14
Apprch %	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%				
Total %	0.0%	0.0%	0.0%		0.0%	0.0%	32.4%	0.0%		32.4%	0.0%	0.0%	0.0%		0.0%	0.0%	67.6%	0.0%		67.6%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

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orders@atdtraffic.com

File Name : 15-7476-058 Shoreline Boulevard SB Ramps-Central Expre
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Shoreline Boulevard NB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
08:30	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
08:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total Volume	0	0	0	2	0	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	19
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.333	.000		.333	.000	.000	.000		.000	.000	.938	.000		.938	.679

PM PEAK HOUR	Shoreline Boulevard NB Ramps Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
17:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
18:00	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
18:15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	11
Total Volume	0	0	0	5	0	0	11	0	0	11	0	0	0	0	0	0	16	0	0	16	27
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.344	.000		.344	.000	.000	.000		.000	.000	.800	.000		.800	.614

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-071 Shoreline Boulevard-California Street.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	Shoreline Boulevard Southbound					California Street Westbound					Shoreline Boulevard Northbound					California Street Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	15	54	20	0	89	5	17	7	0	29	10	68	4	0	82	29	23	11	0	63	263	0
07:15	14	89	22	0	125	0	5	7	0	12	9	90	1	2	102	32	24	27	0	83	322	2
07:30	5	147	16	0	168	3	25	9	0	37	7	143	6	0	156	41	31	38	0	110	471	0
07:45	27	188	16	1	232	8	40	10	0	58	13	145	3	1	162	51	54	34	0	139	591	2
Total	61	478	74	1	614	16	87	33	0	136	39	446	14	3	502	153	132	110	0	395	1647	4
08:00	33	115	35	2	185	8	44	18	0	70	23	202	9	2	236	42	41	29	0	112	603	4
08:15	25	111	40	0	176	13	45	13	0	71	11	255	9	0	275	69	29	21	0	119	641	0
08:30	30	114	35	2	181	8	45	10	0	63	20	217	6	0	243	55	60	22	0	137	624	2
08:45	21	134	26	1	182	11	27	6	1	45	22	203	10	0	235	39	55	29	0	123	585	2
Total	109	474	136	5	724	40	161	47	1	249	76	877	34	2	989	205	185	101	0	491	2453	8
09:00	33	103	36	0	172	10	28	9	1	48	23	181	8	2	214	45	54	26	2	127	561	5
09:15	27	102	16	2	147	5	37	13	0	55	27	141	9	1	178	44	33	22	2	101	481	5
09:30	24	89	7	0	120	8	41	7	0	56	15	184	6	1	206	48	40	22	0	110	492	1
09:45	20	101	27	0	148	6	27	13	0	46	24	145	14	0	183	37	56	18	0	111	488	0
Total	104	395	86	2	587	29	133	42	1	205	89	651	37	4	781	174	183	88	4	449	2022	11
16:00	18	135	28	1	182	13	29	15	0	57	15	160	5	2	182	45	48	22	0	115	536	3
16:15	31	131	28	2	192	10	40	16	0	66	28	133	7	2	170	36	52	28	0	116	544	4
16:30	21	165	49	1	236	17	43	20	0	80	22	127	6	4	159	47	51	19	2	119	594	7
16:45	33	190	49	1	273	11	31	15	2	59	25	158	6	1	190	47	69	29	1	146	668	5
Total	103	621	154	5	883	51	143	66	2	262	90	578	24	9	701	175	220	98	3	496	2342	19
17:00	40	201	57	2	300	21	31	26	0	78	21	149	6	1	177	55	73	16	0	144	699	3
17:15	31	245	52	0	328	21	43	15	0	79	27	178	7	1	213	50	73	36	0	159	779	1
17:30	44	249	47	0	340	18	31	36	1	86	23	175	8	2	208	67	61	28	0	156	790	3
17:45	55	238	36	0	329	9	49	12	0	70	34	153	10	2	199	66	76	29	0	171	769	2
Total	170	933	192	2	1297	69	154	89	1	313	105	655	31	6	797	238	283	109	0	630	3037	9
18:00	37	239	60	2	338	21	59	27	3	110	20	187	8	2	217	59	62	32	0	153	818	7
18:15	57	247	63	0	367	26	40	30	0	96	34	152	11	0	197	53	61	28	1	143	803	1
18:30	37	196	50	3	286	23	33	21	0	77	16	150	10	0	176	53	75	37	0	165	704	3
18:45	30	192	41	2	265	19	35	24	1	79	27	161	20	1	209	60	55	24	0	139	692	4
Total	161	874	214	7	1256	89	167	102	4	362	97	650	49	3	799	225	253	121	1	600	3017	15
Grand Total	708	3775	856	22	5361	294	845	379	9	1527	496	3857	189	27	4569	1170	1256	627	8	3061	14518	66
Apprch %	13.2%	70.4%	16.0%	0.4%		19.3%	55.3%	24.8%	0.6%		10.9%	84.4%	4.1%	0.6%		38.2%	41.0%	20.5%	0.3%			
Total %	4.9%	26.0%	5.9%	0.2%	36.9%	2.0%	5.8%	2.6%	0.1%	10.5%	3.4%	26.6%	1.3%	0.2%	31.5%	8.1%	8.7%	4.3%	0.1%	21.1%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-071 Shoreline Boulevard-California Street.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Shoreline Boulevard Southbound					California Street Westbound					Shoreline Boulevard Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
07:45	27	188	16	1	232	8	40	10	0	58	13	145	3	1	162	51	54	34	0	139	591
08:00	33	115	35	2	185	8	44	18	0	70	23	202	9	2	236	42	41	29	0	112	603
08:15	25	111	40	0	176	13	45	13	0	71	11	255	9	0	275	69	29	21	0	119	641
08:30	30	114	35	2	181	8	45	10	0	63	20	217	6	0	243	55	60	22	0	137	624
Total Volume	115	528	126	5	774	37	174	51	0	262	67	819	27	3	916	217	184	106	0	507	2459
% App Total	14.9%	68.2%	16.3%	0.6%		14.1%	66.4%	19.5%	0.0%		7.3%	89.4%	2.9%	0.3%		42.8%	36.3%	20.9%	0.0%		
PHF	.871	.702	.788	.625	.834	.712	.967	.708	.000	.923	.728	.803	.750	.375	.833	.786	.767	.779	.000	.912	.959

PM PEAK HOUR	Shoreline Boulevard Southbound					California Street Westbound					Shoreline Boulevard Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	44	249	47	0	340	18	31	36	1	86	23	175	8	2	208	67	61	28	0	156	790
17:45	55	238	36	0	329	9	49	12	0	70	34	153	10	2	199	66	76	29	0	171	769
18:00	37	239	60	2	338	21	59	27	3	110	20	187	8	2	217	59	62	32	0	153	818
18:15	57	247	63	0	367	26	40	30	0	96	34	152	11	0	197	53	61	28	1	143	803
Total Volume	193	973	206	2	1374	74	179	105	4	362	111	667	37	6	821	245	260	117	1	623	3180
% App Total	14.0%	70.8%	15.0%	0.1%		20.4%	49.4%	29.0%	1.1%		13.5%	81.2%	4.5%	0.7%		39.3%	41.7%	18.8%	0.2%		
PHF	.846	.977	.817	.250	.936	.712	.758	.729	.333	.823	.816	.892	.841	.750	.946	.914	.855	.914	.250	.911	.972

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-071 Shoreline Boulevard-California Street.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Shoreline Boulevard Southbound					California Street Westbound					Shoreline Boulevard Northbound					California Street Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	0	1	0	1	0	6	0	0	6	0	1	0	2	1	2	3	0	0	5	13	2
07:15	0	0	1	1	1	0	2	0	1	2	0	6	1	2	7	0	4	2	0	6	16	4
07:30	0	0	0	1	0	0	5	0	0	5	0	0	0	1	0	0	4	0	0	4	9	2
07:45	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	1	7	0	0	8	14	0
Total	0	1	2	2	3	0	16	0	1	16	0	9	1	5	10	3	18	2	0	23	52	8
08:00	0	1	0	1	1	0	4	0	0	4	1	3	0	0	4	0	4	0	2	4	13	3
08:15	0	1	1	2	2	0	6	0	0	6	0	10	1	1	11	2	5	0	1	7	26	4
08:30	0	2	1	2	3	0	8	1	0	9	0	6	0	2	6	2	2	0	1	4	22	5
08:45	0	1	1	0	2	0	3	0	1	3	0	6	0	3	6	2	11	0	2	13	24	6
Total	0	5	3	5	8	0	21	1	1	22	1	25	1	6	27	6	22	0	6	28	85	18
09:00	0	5	1	0	6	0	6	2	2	8	0	5	0	1	5	0	6	0	0	6	25	3
09:15	0	1	0	2	1	0	6	0	1	6	0	2	0	3	2	0	6	1	1	7	16	7
09:30	0	1	1	2	2	0	6	1	0	7	0	4	1	2	5	0	2	0	1	2	16	5
09:45	0	0	0	6	0	0	3	1	4	4	0	0	0	2	0	0	2	0	1	2	6	13
Total	0	7	2	10	9	0	21	4	7	25	0	11	1	8	12	0	16	1	3	17	63	28
16:00	0	2	1	1	3	0	2	0	1	2	0	0	0	2	0	0	5	0	0	5	10	4
16:15	0	1	0	2	1	0	1	1	0	2	1	2	0	0	3	0	1	0	1	1	7	3
16:30	0	2	1	1	3	0	2	0	8	2	0	0	0	3	0	0	9	2	1	11	16	13
16:45	0	2	1	2	3	1	3	0	4	4	0	0	0	0	0	0	2	0	1	2	9	7
Total	0	7	3	6	10	1	8	1	13	10	1	2	0	5	3	0	17	2	3	19	42	27
17:00	0	5	1	1	6	1	3	1	2	5	0	0	0	2	0	0	6	0	0	6	17	5
17:15	0	2	2	4	4	1	4	0	1	5	0	0	1	1	1	0	4	1	3	5	15	9
17:30	0	2	0	1	2	0	6	1	2	7	0	2	0	3	2	0	2	0	0	2	13	6
17:45	0	2	3	1	5	1	2	0	1	3	0	0	1	2	1	1	5	0	1	6	15	5
Total	0	11	6	7	17	3	15	2	6	20	0	2	2	8	4	1	17	1	4	19	60	25
18:00	0	1	3	5	4	0	4	0	2	4	0	0	0	2	0	0	8	1	3	9	17	12
18:15	1	0	0	5	1	1	7	0	1	8	0	2	0	5	2	0	3	1	2	4	15	13
18:30	1	2	0	3	3	2	7	1	3	10	0	0	0	3	0	0	10	0	3	10	23	12
18:45	0	5	3	5	8	0	4	0	3	4	0	0	0	5	0	1	5	2	2	8	20	15
Total	2	8	6	18	16	3	22	1	9	26	0	2	0	15	2	1	26	4	10	31	75	52
Grand Total	2	39	22	48	63	7	103	9	37	119	2	51	5	47	58	11	116	10	26	137	377	158
Apprch %	3.2%	61.9%	34.9%			5.9%	86.6%	7.6%			3.4%	87.9%	8.6%			8.0%	84.7%	7.3%				
Total %	0.5%	10.3%	5.8%		16.7%	1.9%	27.3%	2.4%		31.6%	0.5%	13.5%	1.3%		15.4%	2.9%	30.8%	2.7%		36.3%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-071 Shoreline Boulevard-California Street.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Shoreline Boulevard Southbound					California Street Westbound					Shoreline Boulevard Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
07:45	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	1	7	0	0	8	14
08:00	0	1	0	1	1	0	4	0	0	4	1	3	0	0	4	0	4	0	2	4	13
08:15	0	1	1	2	2	0	6	0	0	6	0	10	1	1	11	2	5	0	1	7	26
08:30	0	2	1	2	3	0	8	1	0	9	0	6	0	2	6	2	2	0	1	4	22
Total Volume	0	5	2	5	7	0	21	1	0	22	1	21	1	3	23	5	18	0	4	23	75
% App Total	0.0%	71.4%	28.6%			0.0%	95.5%	4.5%			4.3%	91.3%	4.3%			21.7%	78.3%	0.0%			
PHF	.000	.625	.500		.583	.000	.656	.250		.611	.250	.525	.250		.523	.625	.643	.000		.719	.721

PM PEAK HOUR	Shoreline Boulevard Southbound					California Street Westbound					Shoreline Boulevard Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	2	0	1	2	0	6	1	2	7	0	2	0	3	2	0	2	0	0	2	13
17:45	0	2	3	1	5	1	2	0	1	3	0	0	1	2	1	1	5	0	1	6	15
18:00	0	1	3	5	4	0	4	0	2	4	0	0	0	2	0	0	8	1	3	9	17
18:15	1	0	0	5	1	1	7	0	1	8	0	2	0	5	2	0	3	1	2	4	15
Total Volume	1	5	6	12	12	2	19	1	6	22	0	4	1	12	5	1	18	2	6	21	60
% App Total	8.3%	41.7%	50.0%			9.1%	86.4%	4.5%			0.0%	80.0%	20.0%			4.8%	85.7%	9.5%			
PHF	.250	.625	.500		.600	.500	.679	.250		.688	.000	.500	.250		.625	.250	.563	.500		.583	.882

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-087 Shoreline Boulevard-El Camino Real.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	Shoreline Boulevard Southbound					El Camino Real Westbound					Miramonte Avenue Northbound					El Camino Real Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	15	26	32	1	74	6	237	11	0	254	16	24	3	0	43	35	122	10	0	167	538	1
07:15	51	26	32	1	110	13	278	19	4	314	8	20	1	0	29	49	151	11	5	216	669	10
07:30	54	71	63	0	188	16	343	25	4	388	33	51	7	0	91	58	221	19	2	300	967	6
07:45	66	123	94	2	285	24	339	18	3	384	34	73	11	0	118	67	231	38	6	342	1129	11
Total	186	246	221	4	657	59	1197	73	11	1340	91	168	22	0	281	209	725	78	13	1025	3303	28
08:00	57	48	55	1	161	16	368	39	4	427	56	109	8	0	173	89	289	16	7	401	1162	12
08:15	37	56	49	1	143	18	365	41	2	426	52	110	4	0	166	100	307	32	2	441	1176	5
08:30	54	42	57	2	155	7	373	28	2	410	38	83	14	0	135	103	328	14	7	452	1152	11
08:45	47	50	64	1	162	14	354	28	3	399	43	75	9	0	127	109	300	28	6	443	1131	10
Total	195	196	225	5	621	55	1460	136	11	1662	189	377	35	0	601	401	1224	90	22	1737	4621	38
09:00	49	53	50	3	155	8	319	34	5	366	38	60	3	0	101	89	306	27	5	427	1049	13
09:15	54	41	42	1	138	7	368	41	8	424	35	74	15	0	124	66	262	15	7	350	1036	16
09:30	40	37	59	2	138	15	335	28	4	382	34	49	4	0	87	74	263	12	6	355	962	12
09:45	42	31	49	2	124	9	351	25	5	390	33	59	14	1	107	68	246	12	7	333	954	15
Total	185	162	200	8	555	39	1373	128	22	1562	140	242	36	1	419	297	1077	66	25	1465	4001	56
16:00	39	48	73	0	160	18	297	30	8	353	33	41	4	0	78	74	348	36	9	467	1058	17
16:15	48	79	68	2	197	22	288	32	2	344	32	48	6	0	86	67	340	21	9	437	1064	13
16:30	49	65	86	3	203	13	307	30	4	354	34	49	2	0	85	69	387	45	15	516	1158	22
16:45	46	102	72	1	221	19	336	33	4	392	30	45	5	1	81	83	384	29	9	505	1199	15
Total	182	294	299	6	781	72	1228	125	18	1443	129	183	17	1	330	293	1459	131	42	1925	4479	67
17:00	27	101	80	0	208	25	319	32	7	383	37	43	10	0	90	69	353	33	9	464	1145	16
17:15	73	143	89	3	308	29	306	37	5	377	33	53	7	0	93	91	368	37	5	501	1279	13
17:30	58	109	99	1	267	13	371	40	1	425	31	49	6	1	87	92	439	40	7	578	1357	10
17:45	56	126	100	2	284	31	388	47	7	473	25	61	6	0	92	97	378	42	5	522	1371	14
Total	214	479	368	6	1067	98	1384	156	20	1658	126	206	29	1	362	349	1538	152	26	2065	5152	53
18:00	52	127	113	1	293	27	315	28	10	380	48	60	5	1	114	75	356	31	10	472	1259	22
18:15	59	106	111	5	281	23	341	27	11	402	41	48	2	0	91	108	436	39	13	596	1370	29
18:30	51	72	90	2	215	29	355	29	5	418	17	29	7	0	53	89	368	43	7	507	1193	14
18:45	57	87	95	0	239	22	296	42	14	374	27	51	11	0	89	85	307	39	7	438	1140	21
Total	219	392	409	8	1028	101	1307	126	40	1574	133	188	25	1	347	357	1467	152	37	2013	4962	86
Grand Total	1181	1769	1722	37	4709	424	7949	744	122	9239	808	1364	164	4	2340	1906	7490	669	165	10230	26518	328
Apprch %	25.1%	37.6%	36.6%	0.8%		4.6%	86.0%	8.1%	1.3%		34.5%	58.3%	7.0%	0.2%		18.6%	73.2%	6.5%	1.6%			
Total %	4.5%	6.7%	6.5%	0.1%	17.8%	1.6%	30.0%	2.8%	0.5%	34.8%	3.0%	5.1%	0.6%	0.0%	8.8%	7.2%	28.2%	2.5%	0.6%	38.6%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-087 Shoreline Boulevard-El Camino Real.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Shoreline Boulevard Southbound					El Camino Real Westbound					Miramonte Avenue Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	57	48	55	1	161	16	368	39	4	427	56	109	8	0	173	89	289	16	7	401	1162
08:15	37	56	49	1	143	18	365	41	2	426	52	110	4	0	166	100	307	32	2	441	1176
08:30	54	42	57	2	155	7	373	28	2	410	38	83	14	0	135	103	328	14	7	452	1152
08:45	47	50	64	1	162	14	354	28	3	399	43	75	9	0	127	109	300	28	6	443	1131
Total Volume	195	196	225	5	621	55	1460	136	11	1662	189	377	35	0	601	401	1224	90	22	1737	4621
% App Total	31.4%	31.6%	36.2%	0.8%		3.3%	87.8%	8.2%	0.7%		31.4%	62.7%	5.8%	0.0%		23.1%	70.5%	5.2%	1.3%		
PHF	.855	.875	.879	.625	.958	.764	.979	.829	.688	.973	.844	.857	.625	.000	.868	.920	.933	.703	.786	.961	.982

PM PEAK HOUR	Shoreline Boulevard Southbound					El Camino Real Westbound					Miramonte Avenue Northbound					El Camino Real Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	58	109	99	1	267	13	371	40	1	425	31	49	6	1	87	92	439	40	7	578	1357
17:45	56	126	100	2	284	31	388	47	7	473	25	61	6	0	92	97	378	42	5	522	1371
18:00	52	127	113	1	293	27	315	28	10	380	48	60	5	1	114	75	356	31	10	472	1259
18:15	59	106	111	5	281	23	341	27	11	402	41	48	2	0	91	108	436	39	13	596	1370
Total Volume	225	468	423	9	1125	94	1415	142	29	1680	145	218	19	2	384	372	1609	152	35	2168	5357
% App Total	20.0%	41.6%	37.6%	0.8%		5.6%	84.2%	8.5%	1.7%		37.8%	56.8%	4.9%	0.5%		17.2%	74.2%	7.0%	1.6%		
PHF	.953	.921	.936	.450	.960	.758	.912	.755	.659	.888	.755	.893	.792	.500	.842	.861	.916	.905	.673	.909	.977

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-071 Shoreline Boulevard-California Street.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Shoreline Boulevard Southbound					California Street Westbound					Shoreline Boulevard Northbound					California Street Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	0	1	0	1	0	6	0	0	6	0	1	0	2	1	2	3	0	0	5	13	2
07:15	0	0	1	1	1	0	2	0	1	2	0	6	1	2	7	0	4	2	0	6	16	4
07:30	0	0	0	1	0	0	5	0	0	5	0	0	0	1	0	0	4	0	0	4	9	2
07:45	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	1	7	0	0	8	14	0
Total	0	1	2	2	3	0	16	0	1	16	0	9	1	5	10	3	18	2	0	23	52	8
08:00	0	1	0	1	1	0	4	0	0	4	1	3	0	0	4	0	4	0	2	4	13	3
08:15	0	1	1	2	2	0	6	0	0	6	0	10	1	1	11	2	5	0	1	7	26	4
08:30	0	2	1	2	3	0	8	1	0	9	0	6	0	2	6	2	2	0	1	4	22	5
08:45	0	1	1	0	2	0	3	0	1	3	0	6	0	3	6	2	11	0	2	13	24	6
Total	0	5	3	5	8	0	21	1	1	22	1	25	1	6	27	6	22	0	6	28	85	18
09:00	0	5	1	0	6	0	6	2	2	8	0	5	0	1	5	0	6	0	0	6	25	3
09:15	0	1	0	2	1	0	6	0	1	6	0	2	0	3	2	0	6	1	1	7	16	7
09:30	0	1	1	2	2	0	6	1	0	7	0	4	1	2	5	0	2	0	1	2	16	5
09:45	0	0	0	6	0	0	3	1	4	4	0	0	0	2	0	0	2	0	1	2	6	13
Total	0	7	2	10	9	0	21	4	7	25	0	11	1	8	12	0	16	1	3	17	63	28
16:00	0	2	1	1	3	0	2	0	1	2	0	0	0	2	0	0	5	0	0	5	10	4
16:15	0	1	0	2	1	0	1	1	0	2	1	2	0	0	3	0	1	0	1	1	7	3
16:30	0	2	1	1	3	0	2	0	8	2	0	0	0	3	0	0	9	2	1	11	16	13
16:45	0	2	1	2	3	1	3	0	4	4	0	0	0	0	0	0	2	0	1	2	9	7
Total	0	7	3	6	10	1	8	1	13	10	1	2	0	5	3	0	17	2	3	19	42	27
17:00	0	5	1	1	6	1	3	1	2	5	0	0	0	2	0	0	6	0	0	6	17	5
17:15	0	2	2	4	4	1	4	0	1	5	0	0	1	1	1	0	4	1	3	5	15	9
17:30	0	2	0	1	2	0	6	1	2	7	0	2	0	3	2	0	2	0	0	2	13	6
17:45	0	2	3	1	5	1	2	0	1	3	0	0	1	2	1	1	5	0	1	6	15	5
Total	0	11	6	7	17	3	15	2	6	20	0	2	2	8	4	1	17	1	4	19	60	25
18:00	0	1	3	5	4	0	4	0	2	4	0	0	0	2	0	0	8	1	3	9	17	12
18:15	1	0	0	5	1	1	7	0	1	8	0	2	0	5	2	0	3	1	2	4	15	13
18:30	1	2	0	3	3	2	7	1	3	10	0	0	0	3	0	0	10	0	3	10	23	12
18:45	0	5	3	5	8	0	4	0	3	4	0	0	0	5	0	1	5	2	2	8	20	15
Total	2	8	6	18	16	3	22	1	9	26	0	2	0	15	2	1	26	4	10	31	75	52
Grand Total	2	39	22	48	63	7	103	9	37	119	2	51	5	47	58	11	116	10	26	137	377	158
Apprch %	3.2%	61.9%	34.9%			5.9%	86.6%	7.6%			3.4%	87.9%	8.6%			8.0%	84.7%	7.3%				
Total %	0.5%	10.3%	5.8%		16.7%	1.9%	27.3%	2.4%		31.6%	0.5%	13.5%	1.3%		15.4%	2.9%	30.8%	2.7%		36.3%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-071 Shoreline Boulevard-California Street.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Shoreline Boulevard Southbound					California Street Westbound					Shoreline Boulevard Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
07:45	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	1	7	0	0	8	14
08:00	0	1	0	1	1	0	4	0	0	4	1	3	0	0	4	0	4	0	2	4	13
08:15	0	1	1	2	2	0	6	0	0	6	0	10	1	1	11	2	5	0	1	7	26
08:30	0	2	1	2	3	0	8	1	0	9	0	6	0	2	6	2	2	0	1	4	22
Total Volume	0	5	2	5	7	0	21	1	0	22	1	21	1	3	23	5	18	0	4	23	75
% App Total	0.0%	71.4%	28.6%			0.0%	95.5%	4.5%			4.3%	91.3%	4.3%			21.7%	78.3%	0.0%			
PHF	.000	.625	.500		.583	.000	.656	.250		.611	.250	.525	.250		.523	.625	.643	.000		.719	.721

PM PEAK HOUR	Shoreline Boulevard Southbound					California Street Westbound					Shoreline Boulevard Northbound					California Street Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:30 to 18:30																					
Peak Hour For Entire Intersection Begins at 17:30																					
17:30	0	2	0	1	2	0	6	1	2	7	0	2	0	3	2	0	2	0	0	2	13
17:45	0	2	3	1	5	1	2	0	1	3	0	0	1	2	1	1	5	0	1	6	15
18:00	0	1	3	5	4	0	4	0	2	4	0	0	0	2	0	0	8	1	3	9	17
18:15	1	0	0	5	1	1	7	0	1	8	0	2	0	5	2	0	3	1	2	4	15
Total Volume	1	5	6	12	12	2	19	1	6	22	0	4	1	12	5	1	18	2	6	21	60
% App Total	8.3%	41.7%	50.0%			9.1%	86.4%	4.5%			0.0%	80.0%	20.0%			4.8%	85.7%	9.5%			
PHF	.250	.625	.500		.600	.500	.679	.250		.688	.000	.500	.250		.625	.250	.563	.500		.583	.882

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 6AM FINAL
Site Code : 00000006
Start Date : 10/4/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks

	MIRAMONTE AVE Southbound					CASTRO ST Westbound					MIRAMONTE AVE Northbound					MARILYN DR 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
07:00 AM	0	33	6	0	39	0	0	25	1	26	37	35	0	1	73	0	1	1	0	2	140
07:15 AM	2	62	7	0	71	0	0	33	4	37	38	55	1	6	100	1	2	2	3	8	216
07:30 AM	16	90	41	3	150	4	0	55	6	65	109	80	2	36	227	5	14	6	5	30	472
07:45 AM	4	183	26	0	213	10	0	68	2	80	105	124	1	10	240	3	9	2	5	19	552
Total	22	368	80	3	473	14	0	181	13	208	289	294	4	53	640	9	26	11	13	59	1380
08:00 AM	3	88	6	1	98	1	1	25	0	27	85	177	0	2	264	3	1	2	0	6	395
08:15 AM	2	89	8	4	103	0	1	23	1	25	71	134	0	3	208	2	4	2	0	8	344
08:30 AM	1	74	3	1	79	2	0	21	1	24	95	143	2	1	241	3	5	1	0	9	353
08:45 AM	1	71	9	1	82	0	3	27	0	30	81	119	3	3	206	1	2	6	0	9	327
Total	7	322	26	7	362	3	5	96	2	106	332	573	5	9	919	9	12	11	0	32	1419
09:00 AM	2	48	3	4	57	1	1	24	0	26	65	85	0	1	151	0	1	1	2	4	238
09:15 AM	0	48	6	6	60	2	1	16	1	20	73	72	0	1	146	0	5	3	1	9	235
09:30 AM	0	52	3	0	55	0	1	26	1	28	61	83	1	1	146	3	0	5	0	8	237
09:45 AM	2	55	3	1	61	0	0	17	5	22	55	75	0	2	132	2	7	2	0	11	226
Total	4	203	15	11	233	3	3	83	7	96	254	315	1	5	575	5	13	11	3	32	936
Grand Total	33	893	121	21	1068	20	8	360	22	410	875	1182	10	67	2134	23	51	33	16	123	3735
Apprch %	3.1	83.6	11.3	2		4.9	2	87.8	5.4		41	55.4	0.5	3.1		18.7	41.5	26.8	13		
Total %	0.9	23.9	3.2	0.6	28.6	0.5	0.2	9.6	0.6	11	23.4	31.6	0.3	1.8	57.1	0.6	1.4	0.9	0.4	3.3	
Lights	33	881	120	21	1055	18	8	339	22	387	863	1167	9	67	2106	21	51	33	16	121	3669
% Lights	100	98.7	99.2	100	98.8	90	100	94.2	100	94.4	98.6	98.7	90	100	98.7	91.3	100	100	100	98.4	98.2
Buses	0	3	1	0	4	0	0	16	0	16	7	4	0	0	11	0	0	0	0	0	31
% Buses	0	0.3	0.8	0	0.4	0	0	4.4	0	3.9	0.8	0.3	0	0	0.5	0	0	0	0	0	0.8
Trucks	0	9	0	0	9	2	0	5	0	7	5	11	1	0	17	2	0	0	0	2	35
% Trucks	0	1	0	0	0.8	10	0	1.4	0	1.7	0.6	0.9	10	0	0.8	8.7	0	0	0	1.6	0.9

	MIRAMONTE AVE Southbound				CASTRO ST Westbound				MIRAMONTE AVE Northbound				MARILYN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**16**	90	**41**	147	4	0	55	59	**109**	80	**2**	191	**5**	**14**	**6**	**25**	422
07:45 AM	4	**183**	26	**213**	**10**	0	**68**	**78**	105	124	1	230	3	9	2	14	**535**
08:00 AM	3	88	6	97	1	**1**	25	27	85	**177**	0	**262**	3	1	2	6	392
08:15 AM	2	89	8	99	0	1	23	24	71	134	0	205	2	4	2	8	336
Total Volume	25	450	81	556	15	2	171	188	370	515	3	888	13	28	12	53	1685
% App. Total	4.5	80.9	14.6		8	1.1	91		41.7	58	0.3		24.5	52.8	22.6		
PHF	.391	.615	.494	.653	.375	.500	.629	.603	.849	.727	.375	.847	.650	.500	.500	.530	.787

Traffic Data Service

San Jose, CA

(408) 622-4787

tdsbay@cs.com

File Name : 6AM FINAL
Site Code : 00000006
Start Date : 10/4/2016
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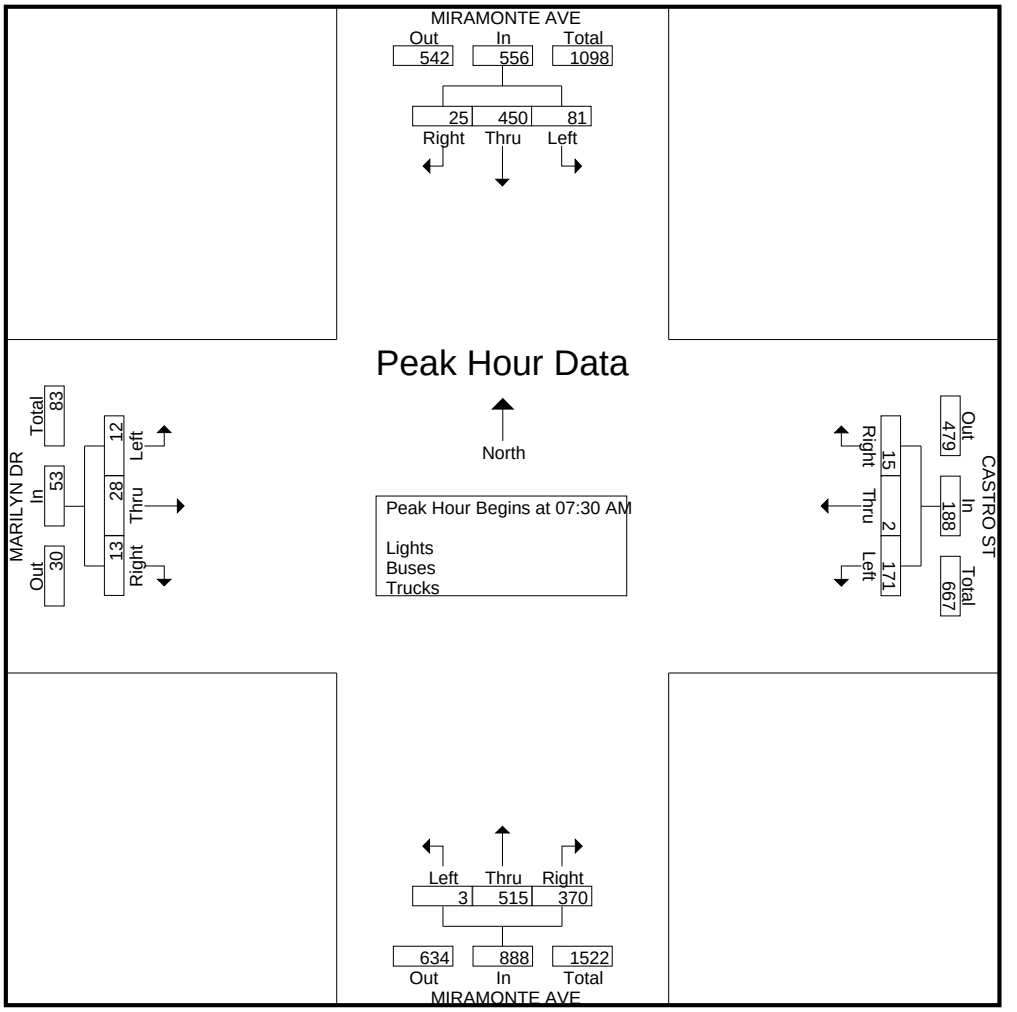

Traffic Data Service

San Jose, CA

(408) 622-4787

tdsbay@cs.com

File Name : 6AM FINAL
Site Code : 00000006
Start Date : 10/4/2016
Page No : 1

Groups Printed- Bikes

	MIRAMONTE AVE Southbound					CASTRO ST Westbound					MIRAMONTE AVE Northbound					MARILYN DR 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
07:00 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	5
07:15 AM	0	5	0	0	5	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	9
07:30 AM	1	7	0	0	8	0	0	1	0	1	2	2	1	0	5	0	1	0	0	1	15
07:45 AM	1	6	0	0	7	0	0	1	0	1	2	2	0	0	4	0	2	0	0	2	14
Total	2	20	0	0	22	0	0	2	0	2	7	4	1	0	12	0	7	0	0	7	43
08:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	1	4	0	0	5	9
08:15 AM	0	2	0	0	2	0	1	2	0	3	2	3	0	0	5	0	2	0	0	2	12
08:30 AM	0	1	0	0	1	0	0	2	0	2	2	3	0	0	5	0	0	0	0	0	8
08:45 AM	0	4	0	0	4	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	10
Total	0	7	0	0	7	0	1	4	0	5	10	10	0	0	20	1	6	0	0	7	39
09:00 AM	0	2	0	0	2	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	7
09:15 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
09:45 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Total	0	7	0	0	7	0	0	0	0	0	6	4	0	0	10	1	0	0	0	1	18
Grand Total	2	34	0	0	36	0	1	6	0	7	23	18	1	0	42	2	13	0	0	15	100
Apprch %	5.6	94.4	0	0		0	14.3	85.7	0		54.8	42.9	2.4	0		13.3	86.7	0	0		
Total %	2	34	0	0	36	0	1	6	0	7	23	18	1	0	42	2	13	0	0	15	

	MIRAMONTE AVE Southbound				CASTRO ST Westbound				MIRAMONTE AVE Northbound				MARILYN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	**7**	0	**8**	0	0	1	1	**2**	2	**1**	**5**	0	1	0	1	**15**
07:45 AM	1	6	0	7	0	0	1	1	2	2	0	4	0	2	0	2	14
08:00 AM	0	0	0	0	0	0	0	0	2	2	0	4	**1**	**4**	0	**5**	9
08:15 AM	0	2	0	2	0	**1**	**2**	**3**	2	**3**	0	5	0	2	0	2	12
Total Volume	2	15	0	17	0	1	4	5	8	9	1	18	1	9	0	10	50
% App. Total	11.8	88.2	0		0	20	80		44.4	50	5.6		10	90	0		
PHF	.500	.536	.000	.531	.000	.250	.500	.417	1.00	.750	.250	.900	.250	.563	.000	.500	.833

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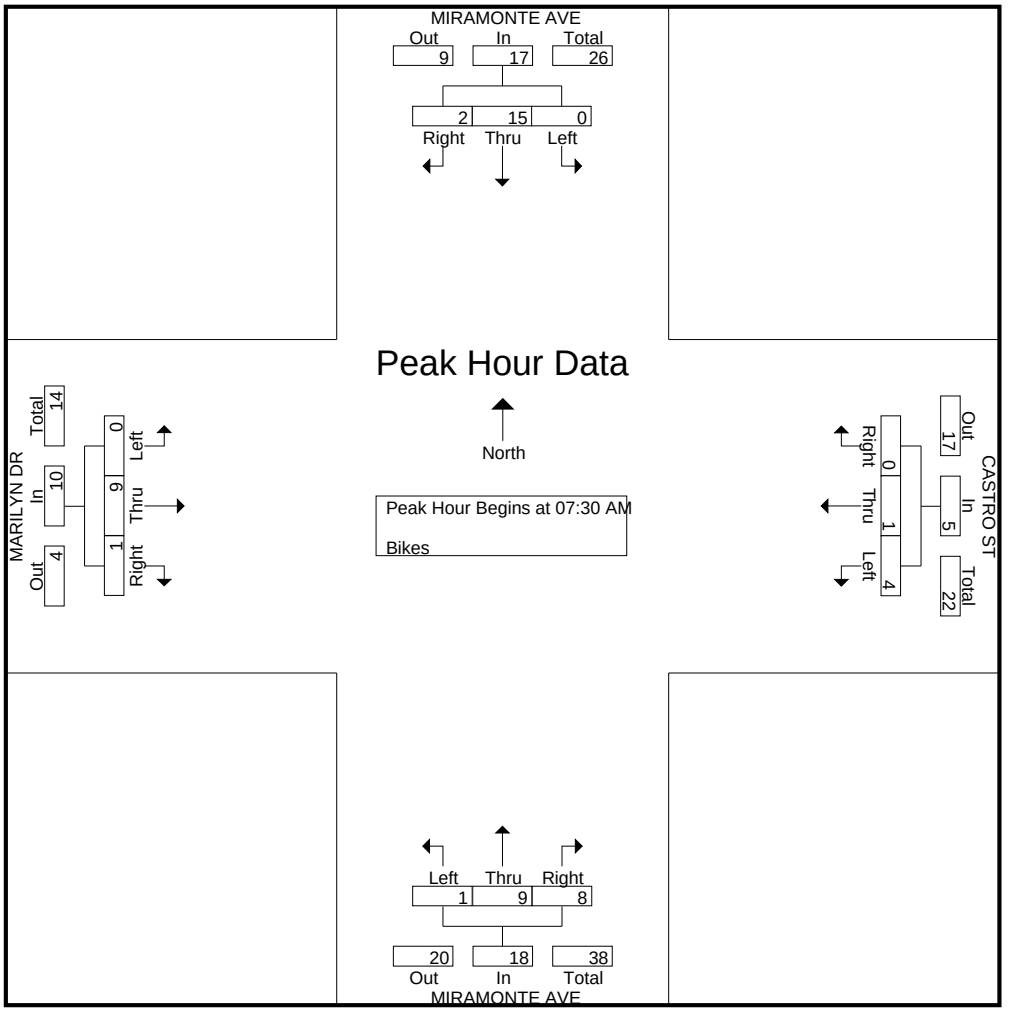

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Groups Printed- Lights - Buses - Trucks

	MIRAMONTE AVE Southbound					CASTRO ST Westbound					MIRAMONTE AVE Northbound					MARILYN DR 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
04:00 PM	4	93	4	1	102	4	4	45	0	53	48	88	3	3	142	1	3	1	0	5	302
04:15 PM	4	111	2	1	118	2	3	43	0	48	43	108	3	0	154	1	2	1	0	4	324
04:30 PM	3	102	4	0	109	1	5	45	0	51	33	85	3	1	122	1	0	2	1	4	286
04:45 PM	3	143	6	4	156	2	2	55	1	60	51	88	2	1	142	1	3	5	0	9	367
Total	14	449	16	6	485	9	14	188	1	212	175	369	11	5	560	4	8	9	1	22	1279
05:00 PM	3	138	8	3	152	1	4	63	3	71	42	84	1	1	128	1	3	3	1	8	359
05:15 PM	3	145	13	2	163	8	5	60	2	75	54	106	1	4	165	4	0	2	1	7	410
05:30 PM	4	168	8	1	181	2	4	52	3	61	47	124	4	8	183	1	1	0	4	6	431
05:45 PM	4	190	6	2	202	3	6	83	1	93	47	76	3	7	133	5	2	2	0	9	437
Total	14	641	35	8	698	14	19	258	9	300	190	390	9	20	609	11	6	7	6	30	1637
06:00 PM	7	144	5	0	156	2	6	59	1	68	36	74	2	5	117	2	1	2	1	6	347
06:15 PM	3	121	2	0	126	4	6	42	1	53	30	76	0	2	108	2	4	3	3	12	299
06:30 PM	3	102	4	2	111	2	3	38	2	45	37	61	1	2	101	2	1	0	1	4	261
06:45 PM	5	103	5	0	113	2	4	48	2	56	27	66	1	0	94	0	3	2	2	7	270
Total	18	470	16	2	506	10	19	187	6	222	130	277	4	9	420	6	9	7	7	29	1177
Grand Total	46	1560	67	16	1689	33	52	633	16	734	495	1036	24	34	1589	21	23	23	14	81	4093
Apprch %	2.7	92.4	4	0.9		4.5	7.1	86.2	2.2		31.2	65.2	1.5	2.1		25.9	28.4	28.4	17.3		
Total %	1.1	38.1	1.6	0.4	41.3	0.8	1.3	15.5	0.4	17.9	12.1	25.3	0.6	0.8	38.8	0.5	0.6	0.6	0.3	2	
Lights	46	1557	67	16	1686	33	52	622	16	723	478	1030	24	34	1566	21	22	23	14	80	4055
% Lights	100	99.8	100	100	99.8	100	100	98.3	100	98.5	96.6	99.4	100	100	98.6	100	95.7	100	100	98.8	99.1
Buses	0	0	0	0	0	0	0	7	0	7	16	1	0	0	17	0	1	0	0	1	25
% Buses	0	0	0	0	0	0	0	1.1	0	1	3.2	0.1	0	0	1.1	0	4.3	0	0	1.2	0.6
Trucks	0	3	0	0	3	0	0	4	0	4	1	5	0	0	6	0	0	0	0	0	13
% Trucks	0	0.2	0	0	0.2	0	0	0.6	0	0.5	0.2	0.5	0	0	0.4	0	0	0	0	0	0.3

	MIRAMONTE AVE Southbound				CASTRO ST Westbound				MIRAMONTE AVE Northbound				MARILYN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	138	8	149	1	4	63	68	42	84	1	127	1	**3**	**3**	7	351
05:15 PM	3	145	**13**	161	**8**	5	60	73	**54**	106	1	161	4	0	2	6	401
05:30 PM	**4**	168	8	180	2	4	52	58	47	**124**	**4**	**175**	1	1	0	2	415
05:45 PM	4	**190**	6	**200**	3	**6**	**83**	**92**	47	76	3	126	**5**	2	2	**9**	**427**
Total Volume	14	641	35	690	14	19	258	291	190	390	9	589	11	6	7	24	1594
% App. Total	2	92.9	5.1		4.8	6.5	88.7		32.3	66.2	1.5		45.8	25	29.2		
PHF	.875	.843	.673	.863	.438	.792	.777	.791	.880	.786	.563	.841	.550	.500	.583	.667	.933

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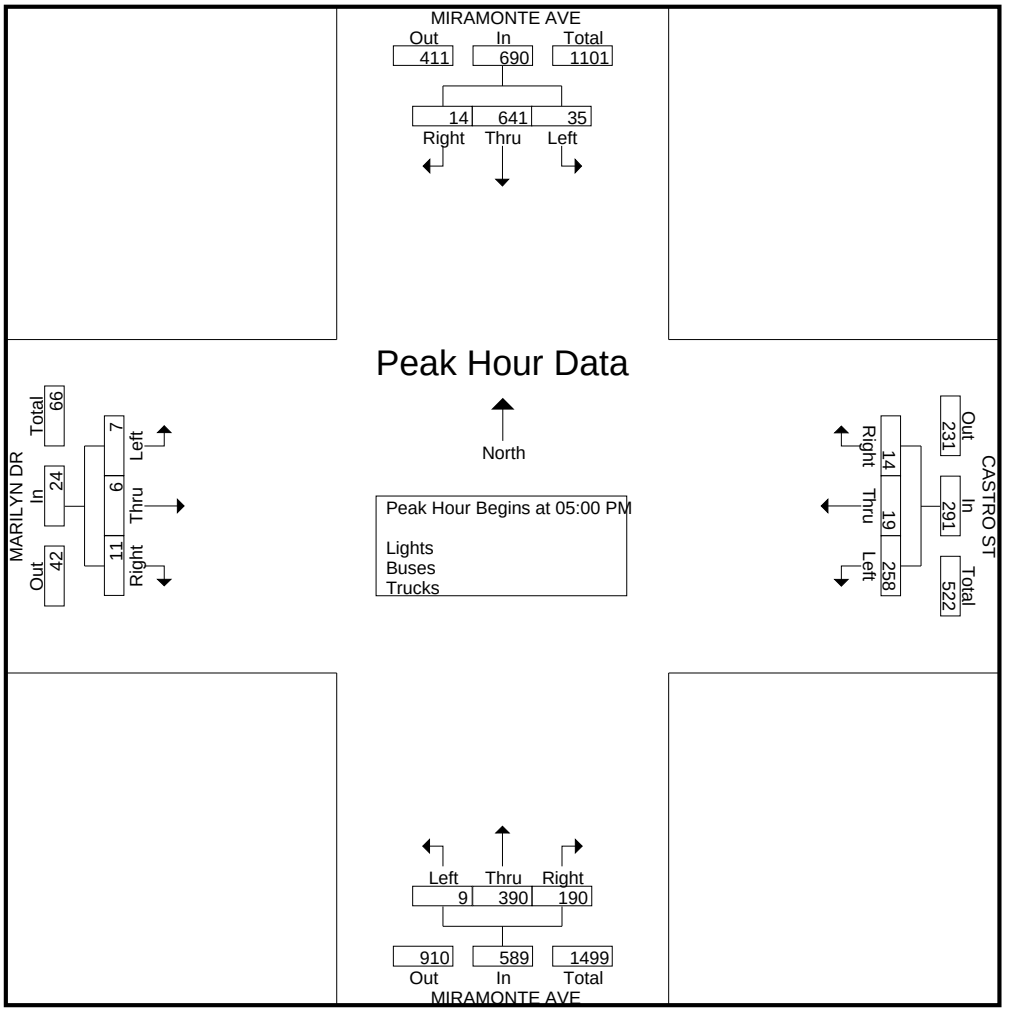

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Groups Printed- Bikes

	MIRAMONTE AVE Southbound					CASTRO ST Westbound					MIRAMONTE AVE Northbound					MARILYN DR 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
04:00 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	1	2	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
Total	0	4	0	0	4	0	1	2	0	3	0	6	0	1	7	0	0	0	0	0	14
05:00 PM	0	2	0	0	2	0	0	3	0	3	0	3	0	0	3	0	0	0	0	0	8
05:15 PM	0	2	1	0	3	0	0	1	0	1	1	2	0	0	3	0	2	0	0	2	9
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
05:45 PM	0	3	0	0	3	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	7
Total	0	9	1	0	10	0	0	7	0	7	1	6	0	0	7	1	2	0	0	3	27
06:00 PM	1	1	0	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	6
06:15 PM	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	0	1	0	0	1	5
06:30 PM	0	1	0	0	1	0	1	1	0	2	4	1	0	0	5	0	0	0	0	0	8
06:45 PM	0	1	0	0	1	0	1	1	0	2	1	1	0	0	2	0	1	0	0	1	6
Total	1	3	0	0	4	0	3	7	0	10	7	2	0	0	9	0	2	0	0	2	25
Grand Total	1	16	1	0	18	0	4	16	0	20	8	14	0	1	23	1	4	0	0	5	66
Apprch %	5.6	88.9	5.6	0		0	20	80	0		34.8	60.9	0	4.3		20	80	0	0		
Total %	1.5	24.2	1.5	0	27.3	0	6.1	24.2	0	30.3	12.1	21.2	0	1.5	34.8	1.5	6.1	0	0	7.6	

	MIRAMONTE AVE Southbound				CASTRO ST Westbound				MIRAMONTE AVE Northbound				MARILYN DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	2	0	2	0	0	**3**	**3**	0	**3**	0	**3**	0	0	0	0	8
05:15 PM	0	2	**1**	**3**	0	0	1	1	**1**	2	0	3	0	**2**	0	**2**	**9**
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	**1**	0	0	1	3
05:45 PM	0	**3**	0	3	0	0	3	3	0	1	0	1	0	0	0	0	7
Total Volume	0	9	1	10	0	0	7	7	1	6	0	7	1	2	0	3	27
% App. Total	0	90	10		0	0	100		14.3	85.7	0		33.3	66.7	0		
PHF	.000	.750	.250	.833	.000	.000	.583	.583	.250	.500	.000	.583	.250	.250	.000	.375	.750

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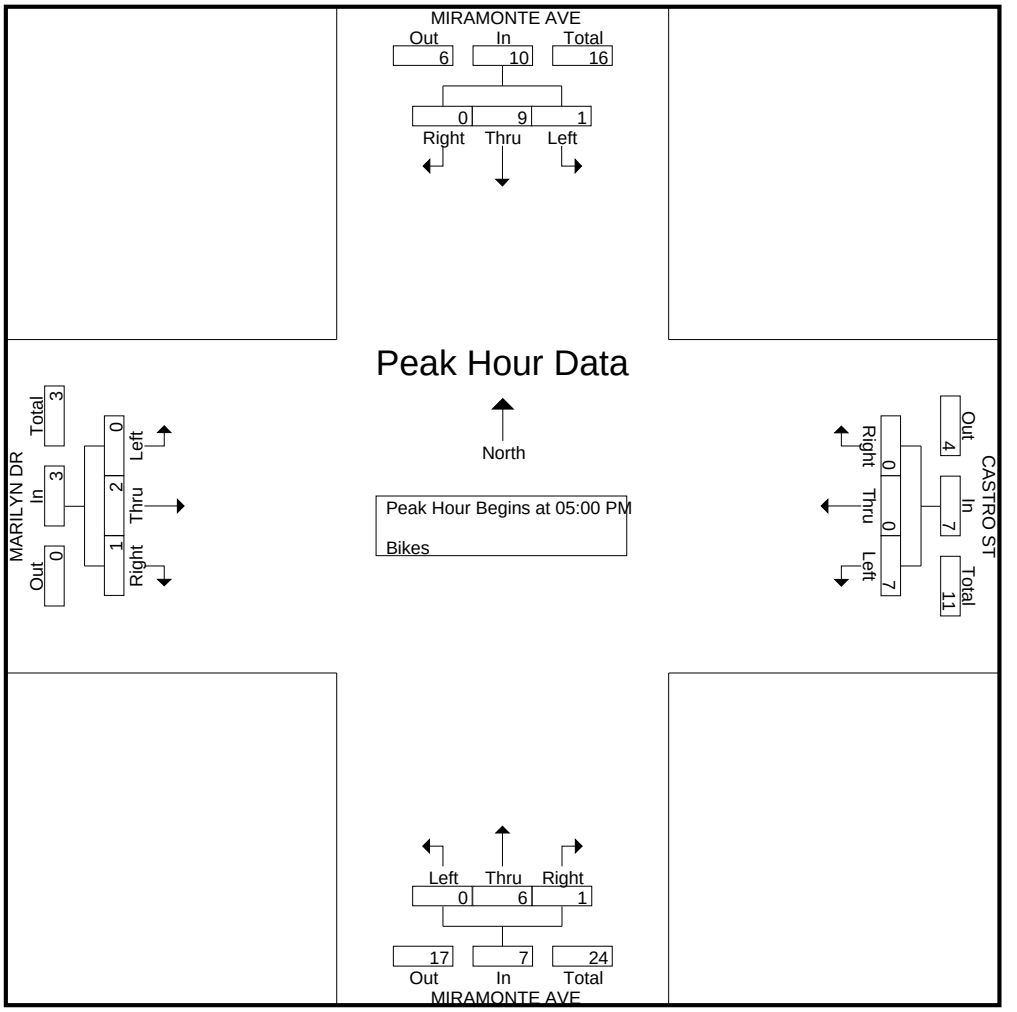

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Groups Printed- Lights - Buses - Trucks

	MIRAMONTE AVE Southbound					CUESTA DR Westbound					MIRAMONTE AVE Northbound					CUESTA DR 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
07:00 AM	11	35	7	0	53	24	45	35	1	105	26	29	5	1	61	7	57	18	2	84	303
07:15 AM	9	49	18	3	79	19	70	81	3	173	69	43	12	0	124	12	91	22	0	125	501
07:30 AM	12	61	41	2	116	33	94	78	5	210	72	95	14	0	181	17	112	39	4	172	679
07:45 AM	12	42	66	7	127	48	96	35	2	181	44	75	10	1	130	6	125	48	2	181	619
Total	44	187	132	12	375	124	305	229	11	669	211	242	41	2	496	42	385	127	8	562	2102
08:00 AM	24	71	27	7	129	34	114	36	1	185	25	71	4	0	100	8	90	47	0	145	559
08:15 AM	21	86	26	4	137	40	105	31	1	177	50	74	5	1	130	7	106	56	0	169	613
08:30 AM	15	40	34	1	90	35	108	29	1	173	55	131	7	0	193	4	146	68	1	219	675
08:45 AM	20	32	41	5	98	49	89	17	0	155	32	83	7	1	123	5	130	54	5	194	570
Total	80	229	128	17	454	158	416	113	3	690	162	359	23	2	546	24	472	225	6	727	2417
09:00 AM	12	40	21	1	74	21	91	23	1	136	45	73	3	1	122	5	107	52	0	164	496
09:15 AM	8	38	27	3	76	27	93	27	2	149	34	75	1	6	116	9	112	42	1	164	505
09:30 AM	15	36	22	2	75	25	95	30	4	154	27	67	3	3	100	3	95	44	0	142	471
09:45 AM	13	25	18	0	56	19	110	30	0	159	33	63	7	4	107	4	100	35	2	141	463
Total	48	139	88	6	281	92	389	110	7	598	139	278	14	14	445	21	414	173	3	611	1935
Grand Total	172	555	348	35	1110	374	1110	452	21	1957	512	879	78	18	1487	87	1271	525	17	1900	6454
Apprch %	15.5	50	31.4	3.2		19.1	56.7	23.1	1.1		34.4	59.1	5.2	1.2		4.6	66.9	27.6	0.9		
Total %	2.7	8.6	5.4	0.5	17.2	5.8	17.2	7	0.3	30.3	7.9	13.6	1.2	0.3	23	1.3	19.7	8.1	0.3	29.4	
Lights	168	546	336	35	1085	357	1084	444	21	1906	507	870	75	18	1470	85	1265	524	17	1891	6352
% Lights	97.7	98.4	96.6	100	97.7	95.5	97.7	98.2	100	97.4	99	99	96.2	100	98.9	97.7	99.5	99.8	100	99.5	98.4
Buses	0	0	9	0	9	9	5	1	0	15	0	2	2	0	4	0	1	0	0	1	29
% Buses	0	0	2.6	0	0.8	2.4	0.5	0.2	0	0.8	0	0.2	2.6	0	0.3	0	0.1	0	0	0.1	0.4
Trucks	4	9	3	0	16	8	21	7	0	36	5	7	1	0	13	2	5	1	0	8	73
% Trucks	2.3	1.6	0.9	0	1.4	2.1	1.9	1.5	0	1.8	1	0.8	1.3	0	0.9	2.3	0.4	0.2	0	0.4	1.1

	MIRAMONTE AVE Southbound				CUESTA DR Westbound				MIRAMONTE AVE Northbound				CUESTA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	12	42	**66**	120	**48**	96	35	179	44	75	**10**	129	6	125	48	179	607
08:00 AM	**24**	71	27	122	34	**114**	**36**	**184**	25	71	4	100	**8**	90	47	145	551
08:15 AM	21	**86**	26	**133**	40	105	31	176	50	74	5	129	7	106	56	169	607
08:30 AM	15	40	34	89	35	108	29	172	**55**	**131**	7	**193**	4	**146**	**68**	**218**	**672**
Total Volume	72	239	153	464	157	423	131	711	174	351	26	551	25	467	219	711	2437
% App. Total	15.5	51.5	33		22.1	59.5	18.4		31.6	63.7	4.7		3.5	65.7	30.8		
PHF	.750	.695	.580	.872	.818	.928	.910	.966	.791	.670	.650	.714	.781	.800	.805	.815	.907

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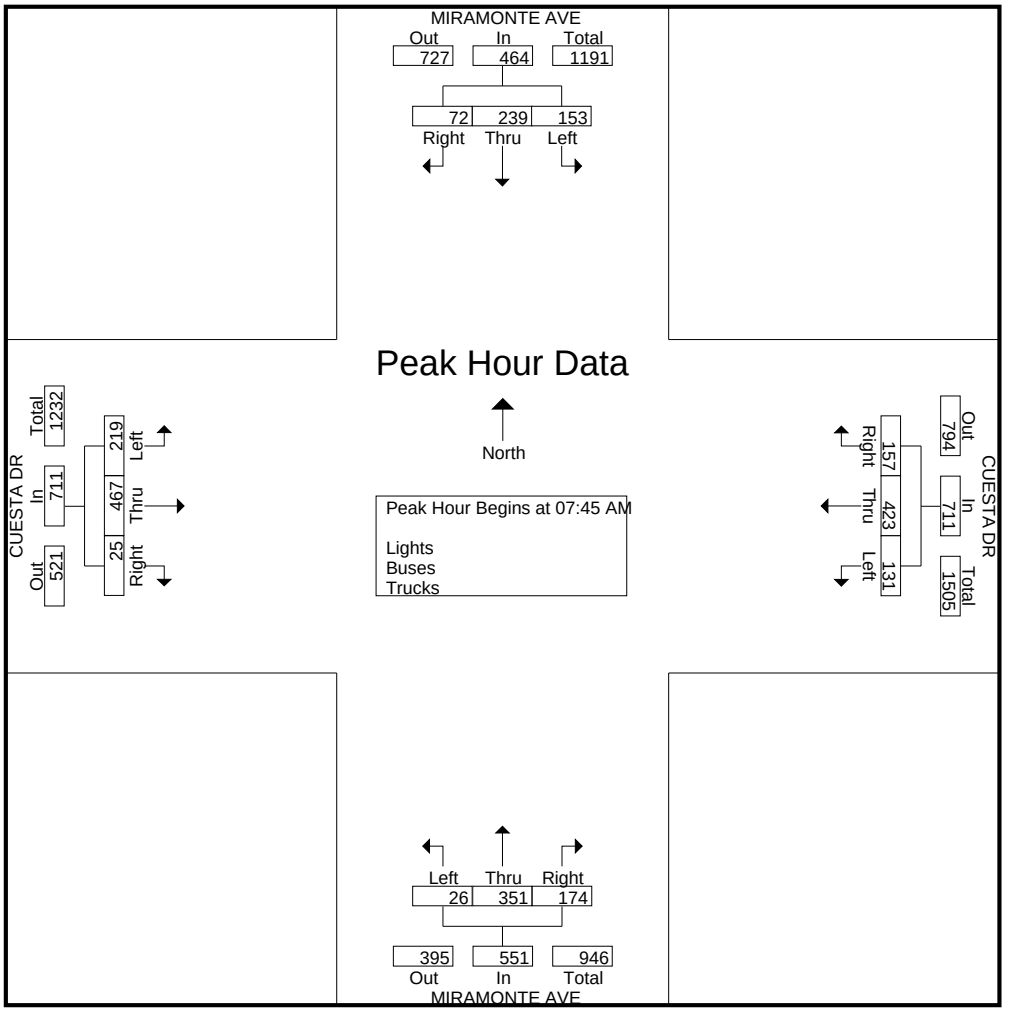

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Groups Printed- Bikes

	MIRAMONTE AVE Southbound					CUESTA DR Westbound					MIRAMONTE AVE Northbound					CUESTA DR 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
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	2	0	2	7
07:30 AM	0	3	0	0	3	2	4	1	0	7	0	3	0	0	3	0	0	2	0	2	15
07:45 AM	0	8	0	0	8	0	1	1	0	2	0	1	0	0	1	0	0	2	0	2	13
Total	0	16	0	0	16	3	5	2	0	10	0	5	0	0	5	0	0	6	0	6	37
08:00 AM	0	6	0	0	6	0	2	0	0	2	0	1	0	0	1	0	1	2	0	3	12
08:15 AM	0	3	0	0	3	0	4	1	0	5	0	4	0	0	4	0	0	0	0	0	12
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	8
08:45 AM	2	1	2	0	5	0	2	0	0	2	0	5	0	0	5	0	3	1	0	4	16
Total	2	13	2	0	17	0	8	1	0	9	0	12	0	0	12	0	6	4	0	10	48
09:00 AM	0	3	0	0	3	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	7
09:15 AM	0	3	1	0	4	0	2	0	0	2	0	3	0	0	3	0	1	1	0	2	11
09:30 AM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
09:45 AM	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	4
Total	0	7	1	0	8	1	7	1	0	9	0	6	0	0	6	0	2	1	0	3	26
Grand Total	2	36	3	0	41	4	20	4	0	28	0	23	0	0	23	0	8	11	0	19	111
Apprch %	4.9	87.8	7.3	0		14.3	71.4	14.3	0		0	100	0	0		0	42.1	57.9	0		
Total %	1.8	32.4	2.7	0	36.9	3.6	18	3.6	0	25.2	0	20.7	0	0	20.7	0	7.2	9.9	0	17.1	

	MIRAMONTE AVE Southbound				CUESTA DR Westbound				MIRAMONTE AVE Northbound				CUESTA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	0	3	**2**	**4**	**1**	**7**	0	3	0	3	0	0	**2**	2	**15**
07:45 AM	0	**8**	0	**8**	0	1	1	2	0	1	0	1	0	0	2	2	13
08:00 AM	0	6	0	6	0	2	0	2	0	1	0	1	0	**1**	2	**3**	12
08:15 AM	0	3	0	3	0	4	1	5	0	**4**	0	**4**	0	0	0	0	12
Total Volume	0	20	0	20	2	11	3	16	0	9	0	9	0	1	6	7	52
% App. Total	0	100	0		12.5	68.8	18.8		0	100	0		0	14.3	85.7		
PHF	.000	.625	.000	.625	.250	.688	.750	.571	.000	.563	.000	.563	.000	.250	.750	.583	.867

Traffic Data Service

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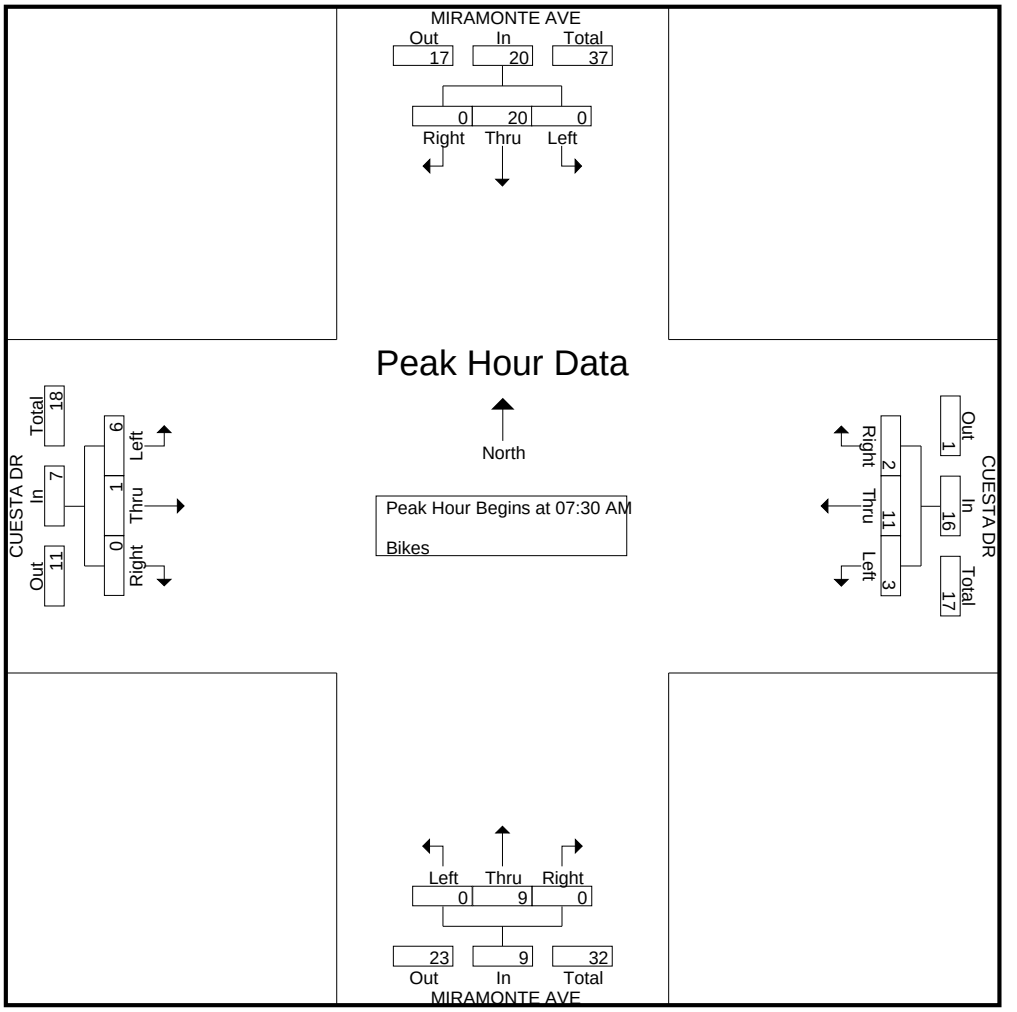

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Groups Printed- Lights - Buses - Trucks

	MIRAMONTE AVE Southbound					CUESTA DR Westbound					MIRAMONTE AVE Northbound					CUESTA DR 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
04:00 PM	23	80	21	1	125	36	70	49	1	156	37	52	11	6	106	20	82	37	5	144	531
04:15 PM	22	102	21	2	147	27	118	49	1	195	36	68	19	2	125	29	116	48	2	195	662
04:30 PM	23	77	22	1	123	27	89	51	6	173	42	75	20	0	137	14	103	38	6	161	594
04:45 PM	31	103	31	3	168	33	72	35	1	141	53	52	18	1	124	13	95	49	3	160	593
Total	99	362	95	7	563	123	349	184	9	665	168	247	68	9	492	76	396	172	16	660	2380
05:00 PM	28	117	41	8	194	34	82	42	5	163	47	48	24	0	119	7	119	62	4	192	668
05:15 PM	27	80	45	4	156	23	103	49	2	177	30	67	20	1	118	9	121	54	7	191	642
05:30 PM	31	103	43	7	184	46	92	46	2	186	52	84	25	0	161	12	130	58	2	202	733
05:45 PM	39	112	36	4	191	24	93	43	4	164	22	53	19	0	94	7	131	52	6	196	645
Total	125	412	165	23	725	127	370	180	13	690	151	252	88	1	492	35	501	226	19	781	2688
06:00 PM	45	109	41	3	198	33	108	33	3	177	24	48	14	1	87	8	114	49	3	174	636
06:15 PM	41	79	33	1	154	23	63	35	1	122	25	47	11	1	84	17	136	34	1	188	548
06:30 PM	26	66	27	2	121	25	104	52	2	183	25	40	9	1	75	13	127	37	0	177	556
06:45 PM	29	93	27	2	151	30	73	47	0	150	24	38	19	2	83	21	91	38	0	150	534
Total	141	347	128	8	624	111	348	167	6	632	98	173	53	5	329	59	468	158	4	689	2274
Grand Total	365	1121	388	38	1912	361	1067	531	28	1987	417	672	209	15	1313	170	1365	556	39	2130	7342
Apprch %	19.1	58.6	20.3	2		18.2	53.7	26.7	1.4		31.8	51.2	15.9	1.1		8	64.1	26.1	1.8		
Total %	5	15.3	5.3	0.5	26	4.9	14.5	7.2	0.4	27.1	5.7	9.2	2.8	0.2	17.9	2.3	18.6	7.6	0.5	29	
Lights	362	1116	381	38	1897	346	1062	530	28	1966	410	669	208	15	1302	170	1358	551	39	2118	7283
% Lights	99.2	99.6	98.2	100	99.2	95.8	99.5	99.8	100	98.9	98.3	99.6	99.5	100	99.2	100	99.5	99.1	100	99.4	99.2
Buses	0	0	6	0	6	15	0	0	0	15	2	0	1	0	3	0	3	2	0	5	29
% Buses	0	0	1.5	0	0.3	4.2	0	0	0	0.8	0.5	0	0.5	0	0.2	0	0.2	0.4	0	0.2	0.4
Trucks	3	5	1	0	9	0	5	1	0	6	5	3	0	0	8	0	4	3	0	7	30
% Trucks	0.8	0.4	0.3	0	0.5	0	0.5	0.2	0	0.3	1.2	0.4	0	0	0.6	0	0.3	0.5	0	0.3	0.4

	MIRAMONTE AVE Southbound				CUESTA DR Westbound				MIRAMONTE AVE Northbound				CUESTA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	28	**117**	41	186	34	82	42	158	47	48	24	119	7	119	**62**	188	651
05:15 PM	27	80	**45**	152	23	**103**	**49**	175	30	67	20	117	9	121	54	184	628
05:30 PM	31	103	43	177	**46**	92	46	**184**	**52**	**84**	**25**	**161**	**12**	130	58	**200**	**722**
05:45 PM	**39**	112	36	**187**	24	93	43	160	22	53	19	94	7	**131**	52	190	631
Total Volume	125	412	165	702	127	370	180	677	151	252	88	491	35	501	226	762	2632
% App. Total	17.8	58.7	23.5		18.8	54.7	26.6		30.8	51.3	17.9		4.6	65.7	29.7		
PHF	.801	.880	.917	.939	.690	.898	.918	.920	.726	.750	.880	.762	.729	.956	.911	.953	.911

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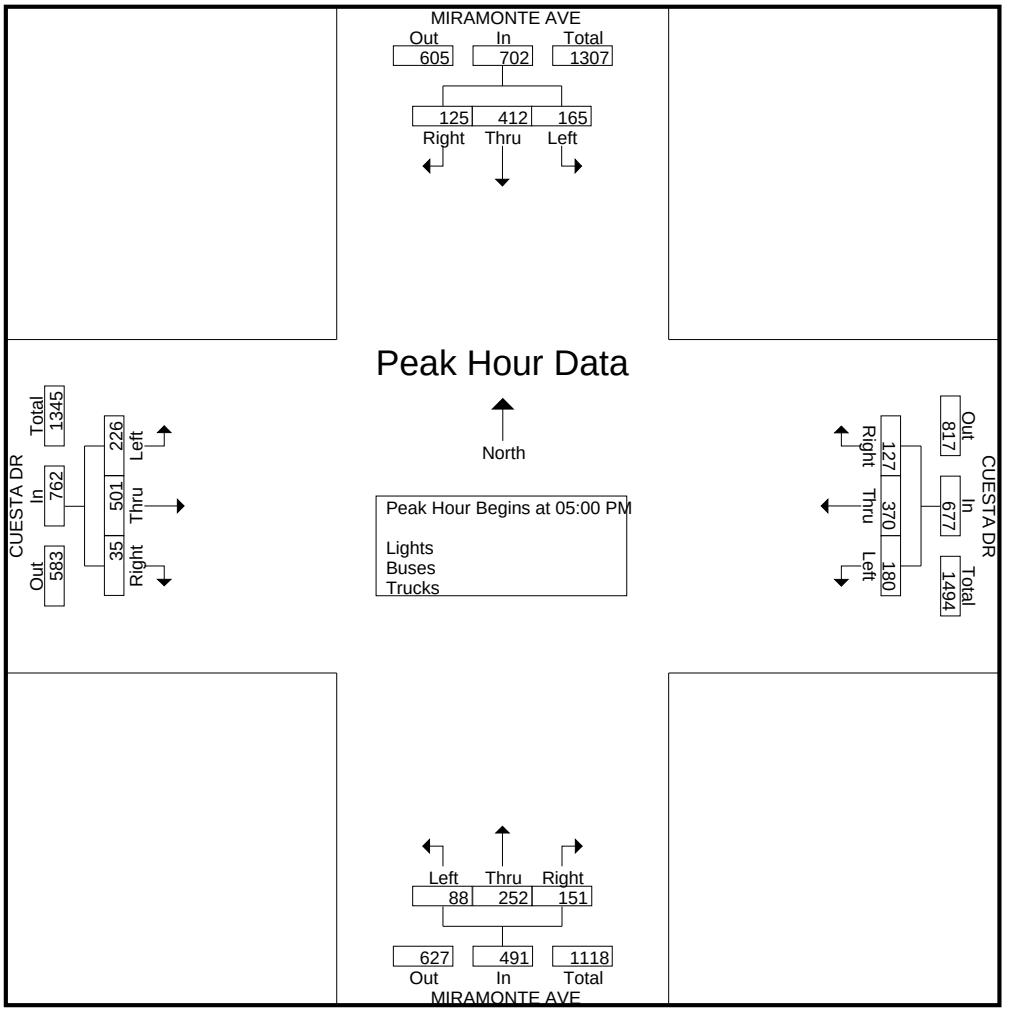

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Groups Printed- Bikes

	MIRAMONTE AVE Southbound					CUESTA DR Westbound					MIRAMONTE AVE Northbound					CUESTA DR 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
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
04:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	1	0	0	0	1	1	1	0	0	2	1	4	0	0	5	0	1	0	0	1	9
05:00 PM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	0	0	1	0	1	7
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	2	1	0	3	0	4	0	0	4	0	4	0	0	4	0	0	1	0	1	12
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
06:15 PM	1	0	0	0	1	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	6
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	8
06:45 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	6
Total	1	4	0	0	5	3	1	0	0	4	0	9	1	0	10	0	0	3	0	3	22
Grand Total	2	6	1	0	9	4	6	0	0	10	1	17	1	0	19	0	1	4	0	5	43
Apprch %	22.2	66.7	11.1	0		40	60	0	0		5.3	89.5	5.3	0		0	20	80	0		
Total %	4.7	14	2.3	0	20.9	9.3	14	0	0	23.3	2.3	39.5	2.3	0	44.2	0	2.3	9.3	0	11.6	

	MIRAMONTE AVE Southbound				CUESTA DR Westbound				MIRAMONTE AVE Northbound				CUESTA DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	0	0	0	0	**1**	0	1	0	1	0	1	0	0	0	0	2
06:15 PM	**1**	0	0	1	**2**	0	0	**2**	0	2	**1**	3	0	0	0	0	6
06:30 PM	0	**2**	0	**2**	0	0	0	0	0	**4**	0	**4**	0	0	**2**	**2**	**8**
06:45 PM	0	2	0	2	1	0	0	1	0	2	0	2	0	0	1	1	6
Total Volume	1	4	0	5	3	1	0	4	0	9	1	10	0	0	3	3	22
% App. Total	20	80	0		75	25	0		0	90	10		0	0	100		
PHF	.250	.500	.000	.625	.375	.250	.000	.500	.000	.563	.250	.625	.000	.000	.375	.375	.688

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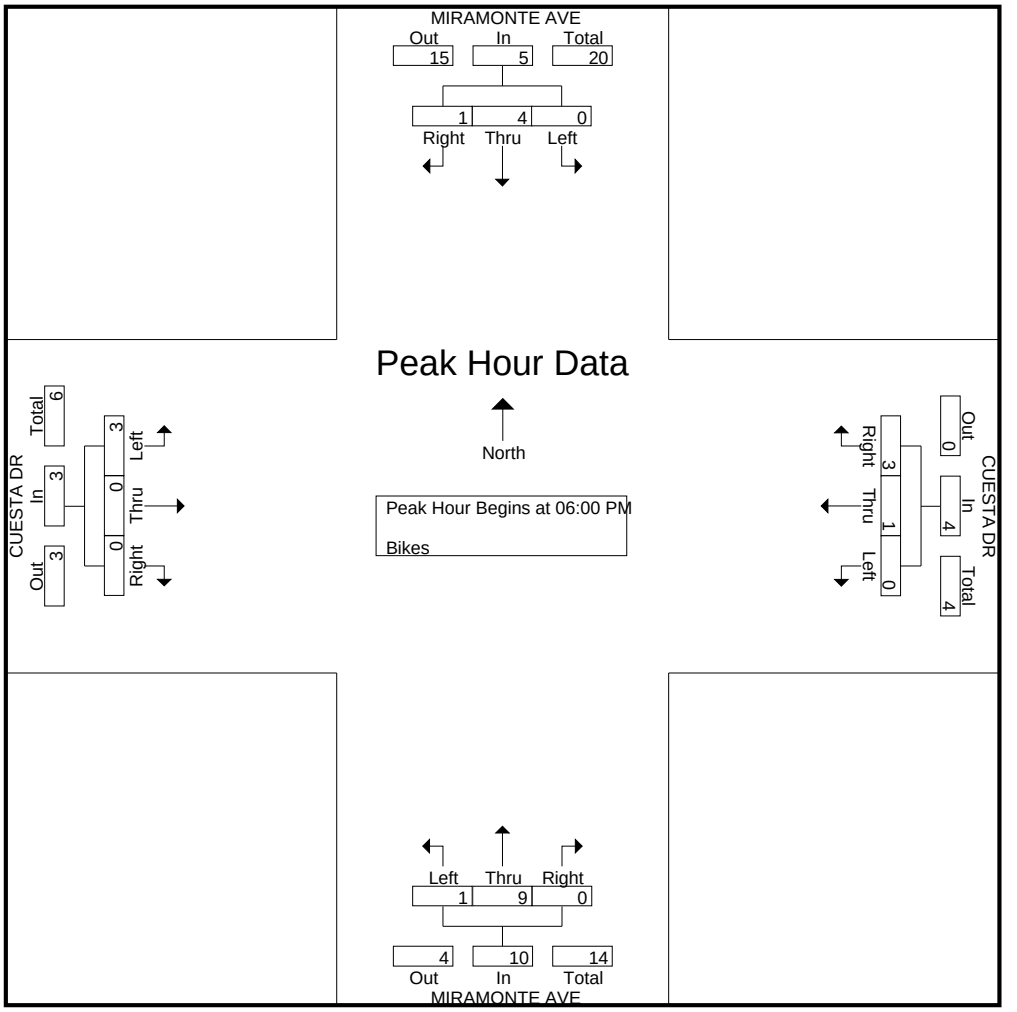

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Campbell, CA

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File Name : 27AM FINAL
Site Code : 00000027
Start Date : 6/2/2015
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Groups Printed- Vehicles

	MOFFETT BLVD Southbound					US-101 SB RAMPS Westbound					MOFFETT BLVD 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
07:00 AM	0	40	17	0	57	26	0	11	1	38	26	101	0	0	127	0	0	0	0	0	222
07:15 AM	0	48	3	0	51	34	0	16	1	51	32	109	0	0	141	0	0	0	0	0	243
07:30 AM	0	41	6	0	47	34	0	27	3	64	47	118	0	0	165	0	0	0	0	0	276
07:45 AM	0	43	13	0	56	46	0	29	3	78	33	139	0	0	172	0	0	0	0	0	306
Total	0	172	39	0	211	140	0	83	8	231	138	467	0	0	605	0	0	0	0	0	1047
08:00 AM	0	60	10	0	70	42	0	31	2	75	58	152	0	0	210	0	0	0	0	0	355
08:15 AM	0	43	9	0	52	34	0	28	1	63	58	138	0	0	196	0	0	0	0	0	311
08:30 AM	0	34	15	0	49	49	0	42	2	93	48	157	0	0	205	0	0	0	0	0	347
08:45 AM	0	43	9	0	52	41	0	55	1	97	81	131	0	0	212	0	0	0	0	0	361
Total	0	180	43	0	223	166	0	156	6	328	245	578	0	0	823	0	0	0	0	0	1374
09:00 AM	0	66	5	0	71	27	0	72	1	100	55	135	0	0	190	0	0	0	0	0	361
09:15 AM	0	51	17	0	68	50	0	39	3	92	75	135	0	0	210	0	0	0	0	0	370
09:30 AM	0	57	5	0	62	39	0	37	0	76	73	107	0	0	180	0	0	0	0	0	318
09:45 AM	0	66	9	0	75	49	0	46	1	96	51	102	0	0	153	0	0	0	0	0	324
Total	0	240	36	0	276	165	0	194	5	364	254	479	0	0	733	0	0	0	0	0	1373
Grand Total	0	592	118	0	710	471	0	433	19	923	637	1524	0	0	2161	0	0	0	0	0	3794
Apprch %	0	83.4	16.6	0		51	0	46.9	2.1		29.5	70.5	0	0		0	0	0	0		
Total %	0	15.6	3.1	0	18.7	12.4	0	11.4	0.5	24.3	16.8	40.2	0	0	57	0	0	0	0	0	

	MOFFETT BLVD Southbound				US-101 SB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	34	15	49	49	0	42	91	48	**157**	0	205	0	0	0	0	345
08:45 AM	0	43	9	52	41	0	55	96	**81**	131	0	**212**	0	0	0	0	360
09:00 AM	0	**66**	5	**71**	27	0	**72**	**99**	55	135	0	190	0	0	0	0	360
09:15 AM	0	51	**17**	68	**50**	0	39	89	75	135	0	210	0	0	0	0	**367**
Total Volume	0	194	46	240	167	0	208	375	259	558	0	817	0	0	0	0	1432
% App. Total	0	80.8	19.2		44.5	0	55.5		31.7	68.3	0		0	0	0		
PHF	.000	.735	.676	.845	.835	.000	.722	.947	.799	.889	.000	.963	.000	.000	.000	.000	.975

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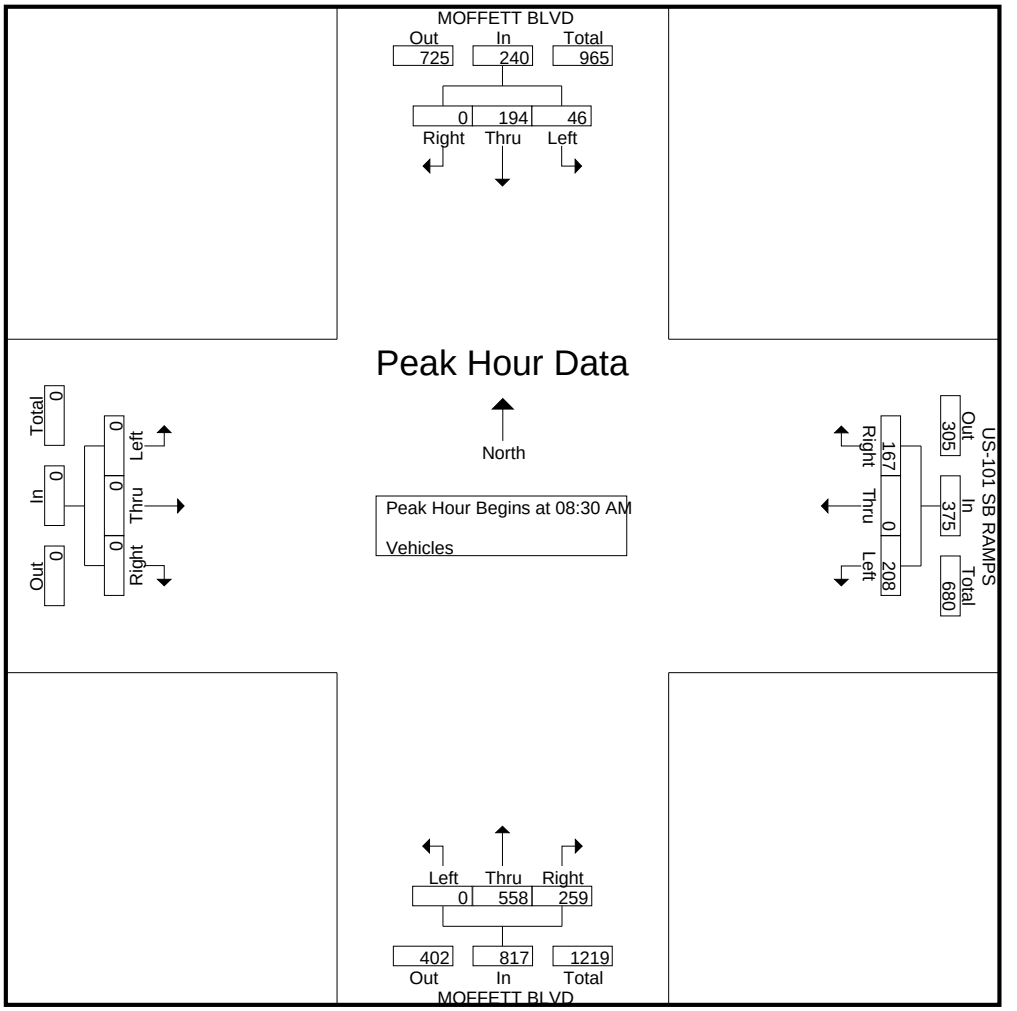

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					US-101 SB RAMPS Westbound					MOFFETT BLVD 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
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
Total	0	2	0	0	2	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	20
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
08:30 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	11
Total	0	3	0	0	3	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	25
09:00 AM	0	1	0	0	1	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	15
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total	0	2	0	0	2	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	34
Grand Total	0	7	0	0	7	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	79
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	8.9	0	0	8.9	0	0	0	0	0	0	91.1	0	0	91.1	0	0	0	0	0	

	MOFFETT BLVD Southbound				US-101 SB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	**2**	0	**2**	0	0	0	0	0	5	0	5	0	0	0	0	7
08:45 AM	0	1	0	1	0	0	0	0	0	10	0	10	0	0	0	0	11
09:00 AM	0	1	0	1	0	0	0	0	0	**14**	0	**14**	0	0	0	0	**15**
09:15 AM	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	7
Total Volume	0	4	0	4	0	0	0	0	0	36	0	36	0	0	0	0	40
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.643	.000	.643	.000	.000	.000	.000	.667

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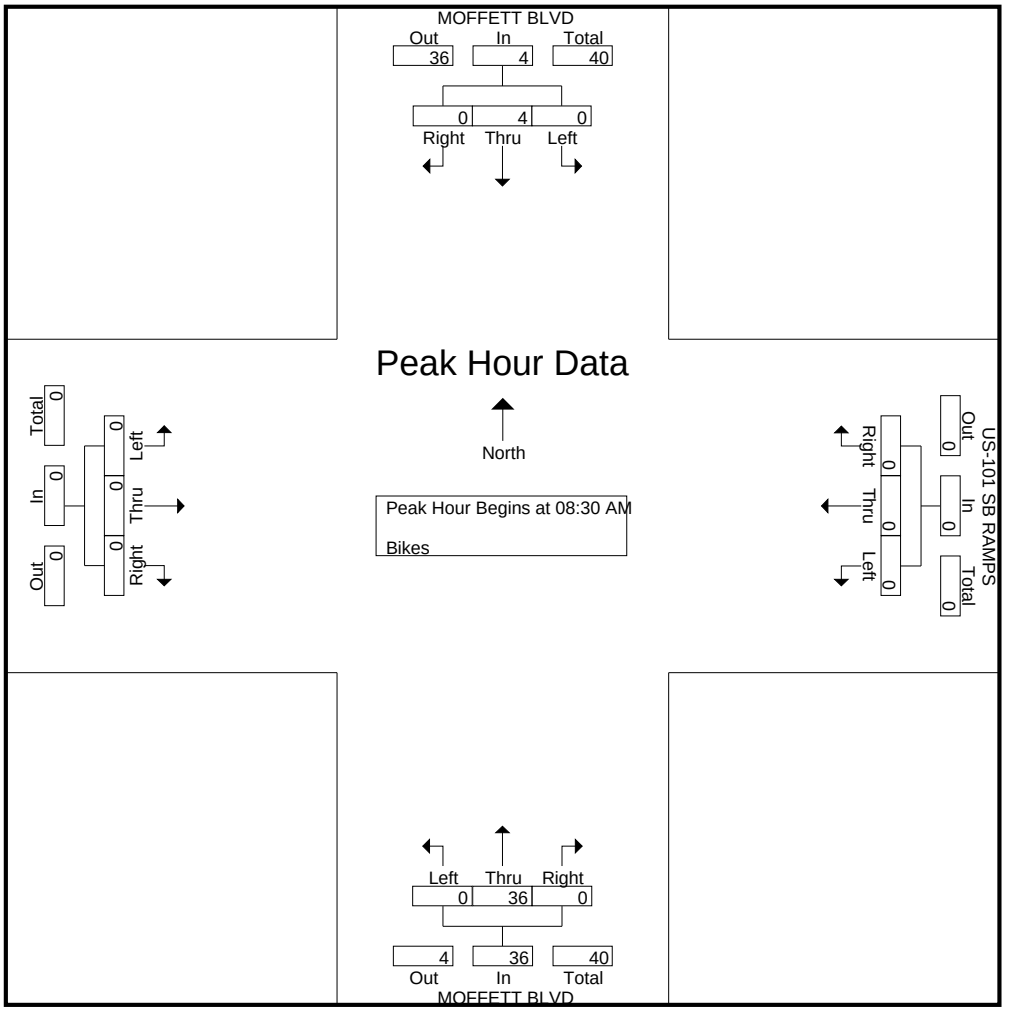

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Groups Printed- Vehicles

	MOFFETT BLVD Southbound					US-101 SB RAMPS Westbound					MOFFETT BLVD 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
04:00 PM	0	166	75	0	241	7	0	19	1	27	28	50	0	0	78	0	0	0	0	0	346
04:15 PM	0	129	45	0	174	10	0	25	1	36	29	60	0	0	89	0	0	0	0	0	299
04:30 PM	0	164	70	0	234	8	0	26	0	34	15	44	0	0	59	0	0	0	0	0	327
04:45 PM	0	146	49	0	195	14	0	37	1	52	21	59	0	0	80	0	0	0	0	0	327
Total	0	605	239	0	844	39	0	107	3	149	93	213	0	0	306	0	0	0	0	0	1299
05:00 PM	0	180	66	0	246	11	0	35	1	47	30	55	0	0	85	0	0	0	0	0	378
05:15 PM	0	212	55	0	267	12	0	56	1	69	19	72	0	0	91	0	0	0	0	0	427
05:30 PM	0	225	36	0	261	7	0	43	0	50	19	52	0	0	71	0	0	0	0	0	382
05:45 PM	0	179	43	0	222	8	0	59	6	73	22	44	0	0	66	0	0	0	0	0	361
Total	0	796	200	0	996	38	0	193	8	239	90	223	0	0	313	0	0	0	0	0	1548
06:00 PM	0	161	37	2	200	2	0	15	0	17	30	47	0	0	77	0	0	0	0	0	294
06:15 PM	0	171	33	0	204	10	0	29	1	40	38	41	0	0	79	0	0	0	0	0	323
06:30 PM	0	142	31	0	173	10	0	33	2	45	34	43	0	0	77	0	0	0	0	0	295
06:45 PM	0	138	25	0	163	8	0	46	3	57	31	40	0	0	71	0	0	0	0	0	291
Total	0	612	126	2	740	30	0	123	6	159	133	171	0	0	304	0	0	0	0	0	1203
Grand Total	0	2013	565	2	2580	107	0	423	17	547	316	607	0	0	923	0	0	0	0	0	4050
Apprch %	0	78	21.9	0.1		19.6	0	77.3	3.1		34.2	65.8	0	0		0	0	0	0		
Total %	0	49.7	14	0	63.7	2.6	0	10.4	0.4	13.5	7.8	15	0	0	22.8	0	0	0	0	0	

	MOFFETT BLVD Southbound				US-101 SB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	180	**66**	246	11	0	35	46	**30**	55	0	85	0	0	0	0	377
05:15 PM	0	212	55	**267**	**12**	0	56	**68**	19	**72**	0	**91**	0	0	0	0	**426**
05:30 PM	0	**225**	36	261	7	0	43	50	19	52	0	71	0	0	0	0	382
05:45 PM	0	179	43	222	8	0	**59**	67	22	44	0	66	0	0	0	0	355
Total Volume	0	796	200	996	38	0	193	231	90	223	0	313	0	0	0	0	1540
% App. Total	0	79.9	20.1		16.5	0	83.5		28.8	71.2	0		0	0	0		
PHF	.000	.884	.758	.933	.792	.000	.818	.849	.750	.774	.000	.860	.000	.000	.000	.000	.904

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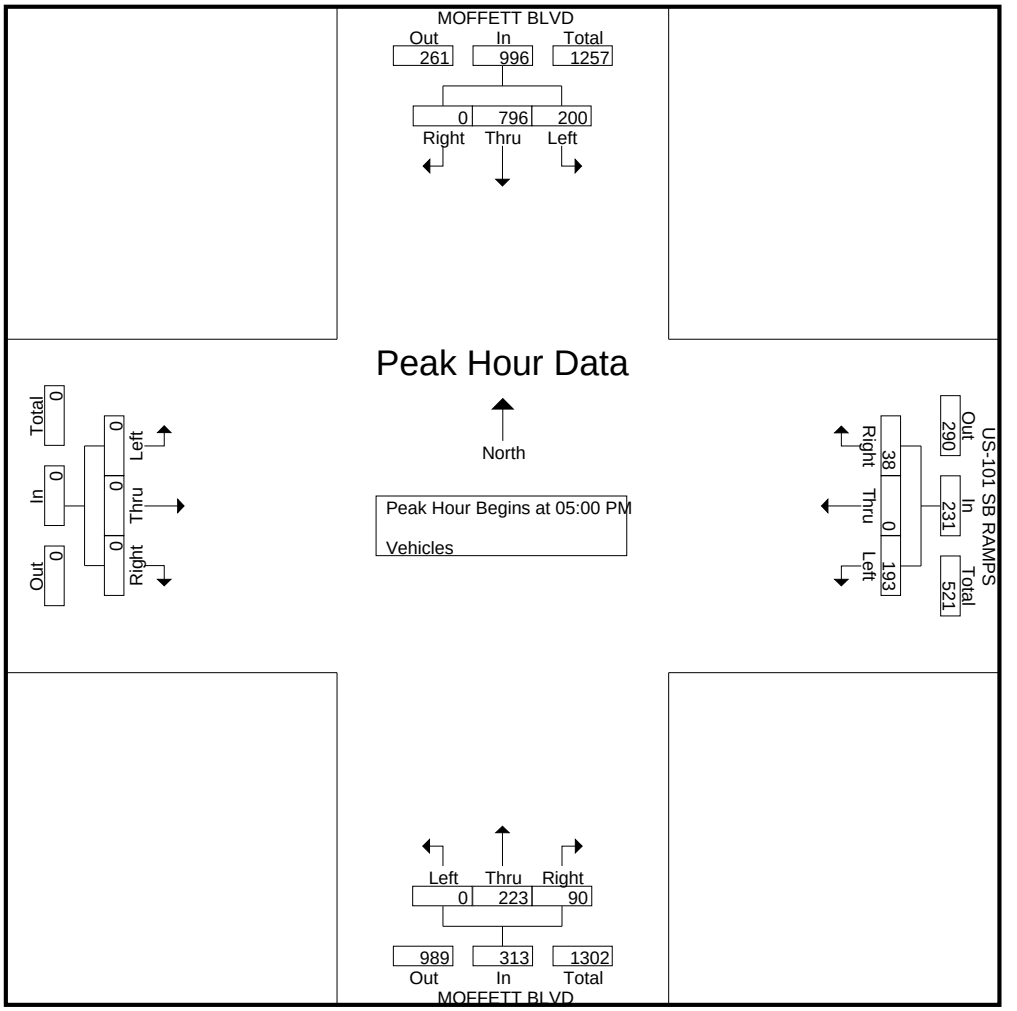

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					US-101 SB RAMPS Westbound					MOFFETT BLVD 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
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
04:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	14	0	0	14	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	15
05:00 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15 PM	0	12	0	0	12	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	14
05:30 PM	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
05:45 PM	0	9	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	10
Total	0	43	0	0	43	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	46
06:00 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
06:15 PM	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
06:30 PM	0	11	0	0	11	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	13
06:45 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	35	0	0	35	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	39
Grand Total	0	92	0	0	92	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	100
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	92	0	0	92	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	

	MOFFETT BLVD Southbound				US-101 SB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15 PM	0	12	0	12	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**14**
05:30 PM	0	**13**	0	**13**	0	0	0	0	0	0	0	0	0	0	0	0	13
05:45 PM	0	9	0	9	0	0	0	0	0	1	0	1	0	0	0	0	10
Total Volume	0	43	0	43	0	0	0	0	0	3	0	3	0	0	0	0	46
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.827	.000	.827	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.821

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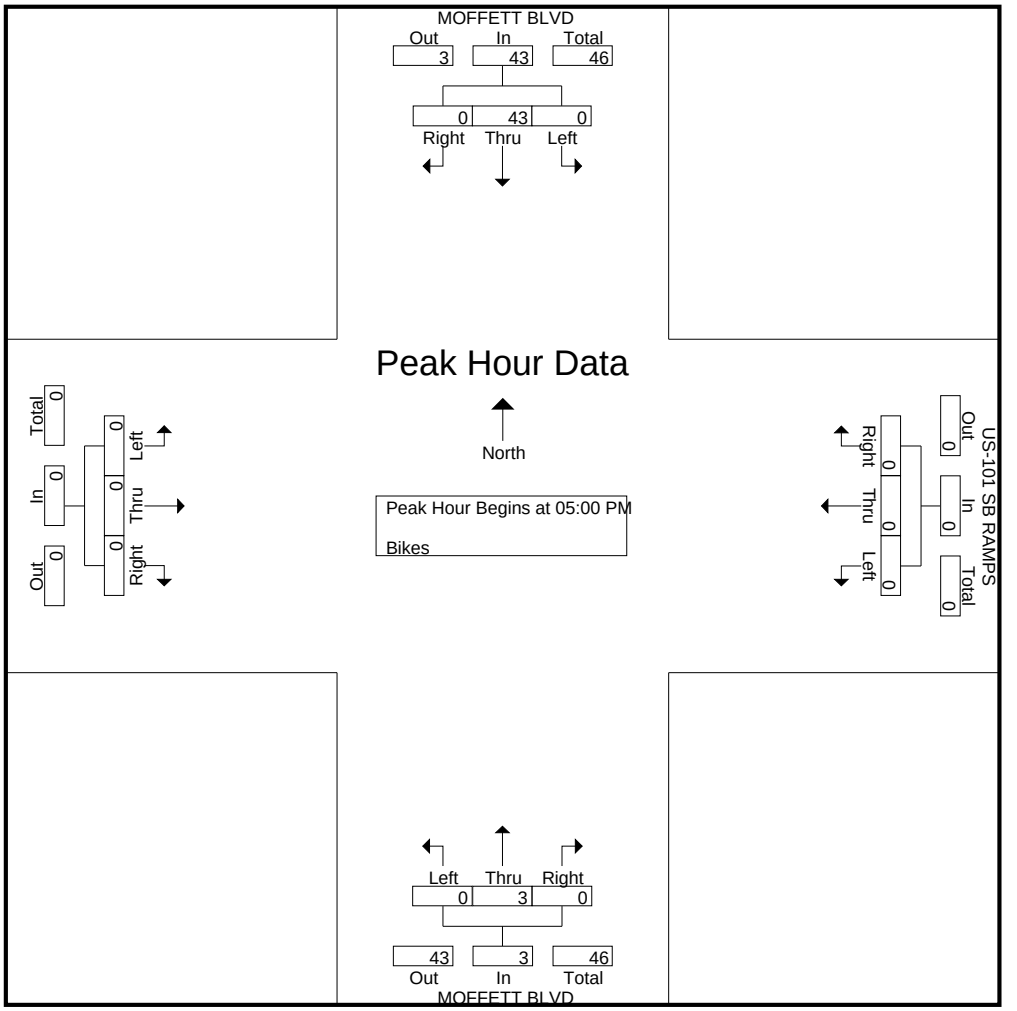

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Groups Printed- Vehicles

	MOFFETT BLVD Southbound					W MIDDLEFIELD RD Westbound					MOFFETT BLVD Northbound					W MIDDLEFIELD RD 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
07:00 AM	39	41	9	0	89	10	37	14	3	64	13	51	9	1	74	1	33	10	3	47	274
07:15 AM	44	49	16	0	109	12	73	18	7	110	14	52	24	3	93	3	35	18	4	60	372
07:30 AM	52	44	19	1	116	18	160	29	5	212	19	47	26	5	97	10	60	34	4	108	533
07:45 AM	75	54	25	1	155	29	151	33	9	222	33	65	20	2	120	13	86	30	1	130	627
Total	210	188	69	2	469	69	421	94	24	608	79	215	79	11	384	27	214	92	12	345	1806
08:00 AM	77	50	15	1	143	31	153	26	5	215	35	100	27	3	165	8	81	40	3	132	655
08:15 AM	92	53	18	2	165	15	176	37	5	233	31	87	31	3	152	10	81	41	1	133	683
08:30 AM	57	48	21	0	126	15	162	28	7	212	45	113	23	7	188	20	111	54	6	191	717
08:45 AM	61	56	30	3	150	18	135	19	7	179	43	85	21	2	151	9	103	45	2	159	639
Total	287	207	84	6	584	79	626	110	24	839	154	385	102	15	656	47	376	180	12	615	2694
09:00 AM	63	48	25	0	136	17	151	42	7	217	39	91	33	0	163	14	80	27	0	121	637
09:15 AM	50	48	21	1	120	20	96	28	5	149	30	109	31	7	177	8	90	48	3	149	595
09:30 AM	67	54	18	6	145	7	105	20	6	138	20	76	23	1	120	7	58	44	0	109	512
09:45 AM	46	59	25	1	131	7	90	18	6	121	26	69	26	0	121	11	77	47	1	136	509
Total	226	209	89	8	532	51	442	108	24	625	115	345	113	8	581	40	305	166	4	515	2253
Grand Total	723	604	242	16	1585	199	1489	312	72	2072	348	945	294	34	1621	114	895	438	28	1475	6753
Apprch %	45.6	38.1	15.3	1		9.6	71.9	15.1	3.5		21.5	58.3	18.1	2.1		7.7	60.7	29.7	1.9		
Total %	10.7	8.9	3.6	0.2	23.5	2.9	22	4.6	1.1	30.7	5.2	14	4.4	0.5	24	1.7	13.3	6.5	0.4	21.8	

	MOFFETT BLVD Southbound				W MIDDLEFIELD RD Westbound				MOFFETT BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	77	50	15	142	**31**	153	26	210	35	100	27	162	8	81	40	129	643
08:15 AM	**92**	53	18	**163**	15	**176**	**37**	**228**	31	87	**31**	149	10	81	41	132	672
08:30 AM	57	48	21	126	15	162	28	205	**45**	**113**	23	**181**	**20**	**111**	**54**	**185**	**697**
08:45 AM	61	**56**	**30**	147	18	135	19	172	43	85	21	149	9	103	45	157	625
Total Volume	287	207	84	578	79	626	110	815	154	385	102	641	47	376	180	603	2637
% App. Total	49.7	35.8	14.5		9.7	76.8	13.5		24	60.1	15.9		7.8	62.4	29.9		
PHF	.780	.924	.700	.887	.637	.889	.743	.894	.856	.852	.823	.885	.588	.847	.833	.815	.946

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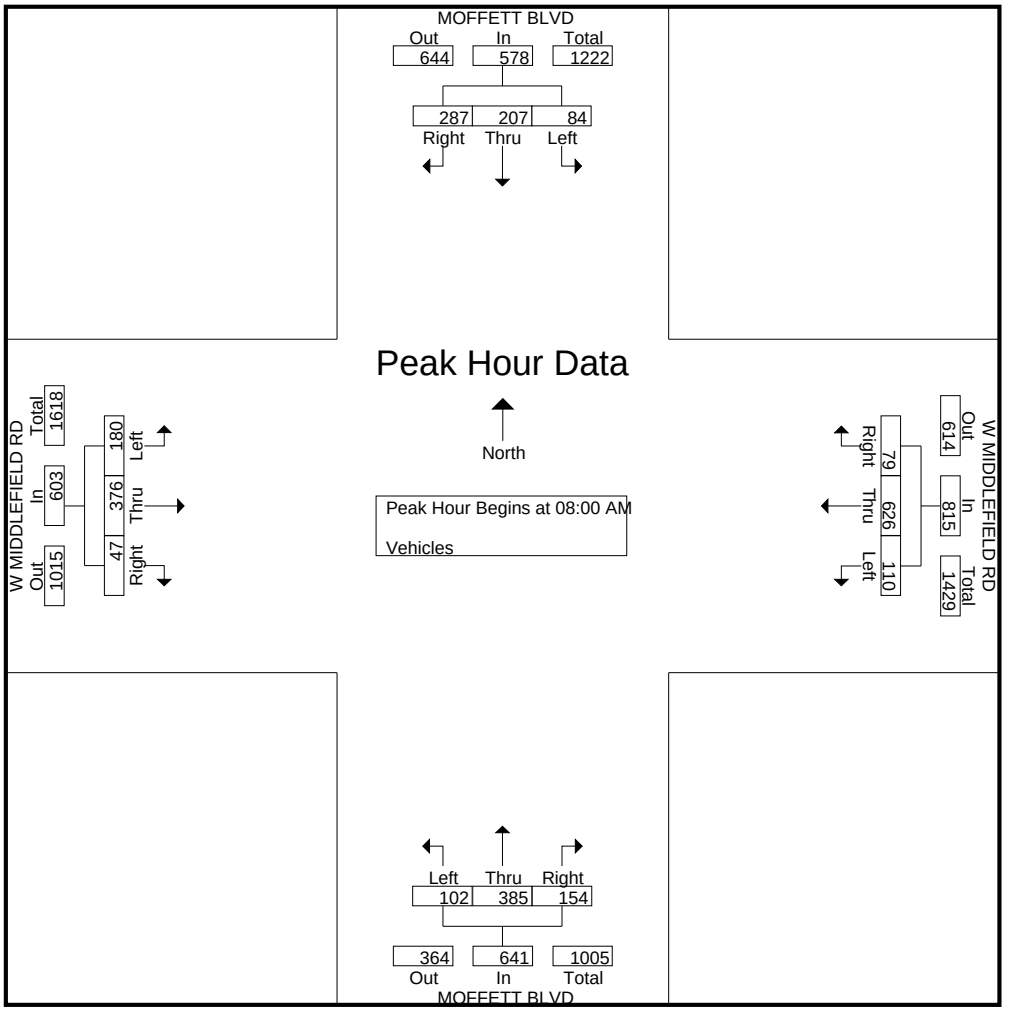

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Groups Printed- Bikes

	MOFFETT BLVD Southbound					W MIDDLEFIELD RD Westbound					MOFFETT BLVD Northbound					W MIDDLEFIELD RD 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
07:00 AM	0	3	0	0	3	0	3	1	0	4	0	2	1	0	3	1	0	1	0	2	12
07:15 AM	0	5	0	0	5	0	7	1	0	8	0	2	0	0	2	1	5	3	0	9	24
07:30 AM	3	0	0	0	3	0	6	0	0	6	0	1	0	0	1	0	4	0	0	4	14
07:45 AM	1	0	0	0	1	0	2	0	0	2	1	10	1	0	12	0	3	5	0	8	23
Total	4	8	0	0	12	0	18	2	0	20	1	15	2	0	18	2	12	9	0	23	73
08:00 AM	0	3	0	0	3	0	4	1	0	5	4	3	1	0	8	0	3	2	0	5	21
08:15 AM	3	2	0	0	5	0	6	0	0	6	0	3	1	0	4	3	6	0	0	9	24
08:30 AM	1	1	1	0	3	0	1	0	0	1	0	5	0	0	5	0	14	0	0	14	23
08:45 AM	2	7	0	0	9	0	6	0	0	6	1	9	2	0	12	0	9	1	0	10	37
Total	6	13	1	0	20	0	17	1	0	18	5	20	4	0	29	3	32	3	0	38	105
09:00 AM	0	0	0	0	0	0	4	0	0	4	0	8	2	0	10	0	5	1	0	6	20
09:15 AM	0	2	0	0	2	0	7	0	0	7	0	3	0	0	3	0	4	2	0	6	18
09:30 AM	3	1	0	0	4	0	3	0	0	3	0	2	3	0	5	0	1	0	0	1	13
09:45 AM	0	1	0	0	1	0	5	0	0	5	0	3	0	0	3	0	6	2	0	8	17
Total	3	4	0	0	7	0	19	0	0	19	0	16	5	0	21	0	16	5	0	21	68
Grand Total	13	25	1	0	39	0	54	3	0	57	6	51	11	0	68	5	60	17	0	82	246
Apprch %	33.3	64.1	2.6	0		0	94.7	5.3	0		8.8	75	16.2	0		6.1	73.2	20.7	0		
Total %	5.3	10.2	0.4	0	15.9	0	22	1.2	0	23.2	2.4	20.7	4.5	0	27.6	2	24.4	6.9	0	33.3	

	MOFFETT BLVD Southbound				W MIDDLEFIELD RD Westbound				MOFFETT BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	3	0	3	0	4	**1**	5	**4**	3	1	8	0	3	**2**	5	21
08:15 AM	**3**	2	0	5	0	**6**	0	**6**	0	3	1	4	**3**	6	0	9	24
08:30 AM	1	1	**1**	3	0	1	0	1	0	5	0	5	0	**14**	0	**14**	23
08:45 AM	2	**7**	0	**9**	0	6	0	6	1	**9**	**2**	**12**	0	9	1	10	**37**
Total Volume	6	13	1	20	0	17	1	18	5	20	4	29	3	32	3	38	105
% App. Total	30	65	5		0	94.4	5.6		17.2	69	13.8		7.9	84.2	7.9		
PHF	.500	.464	.250	.556	.000	.708	.250	.750	.313	.556	.500	.604	.250	.571	.375	.679	.709

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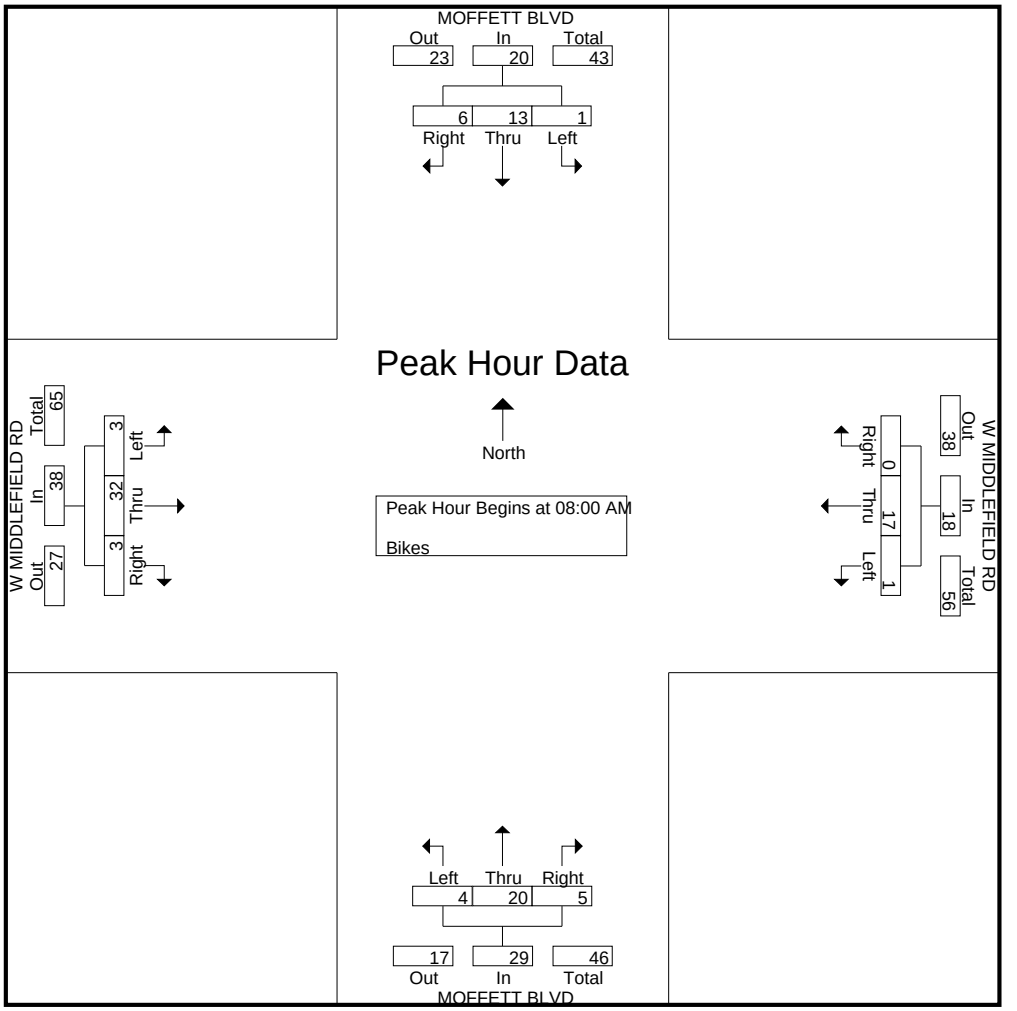

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Groups Printed- Vehicles

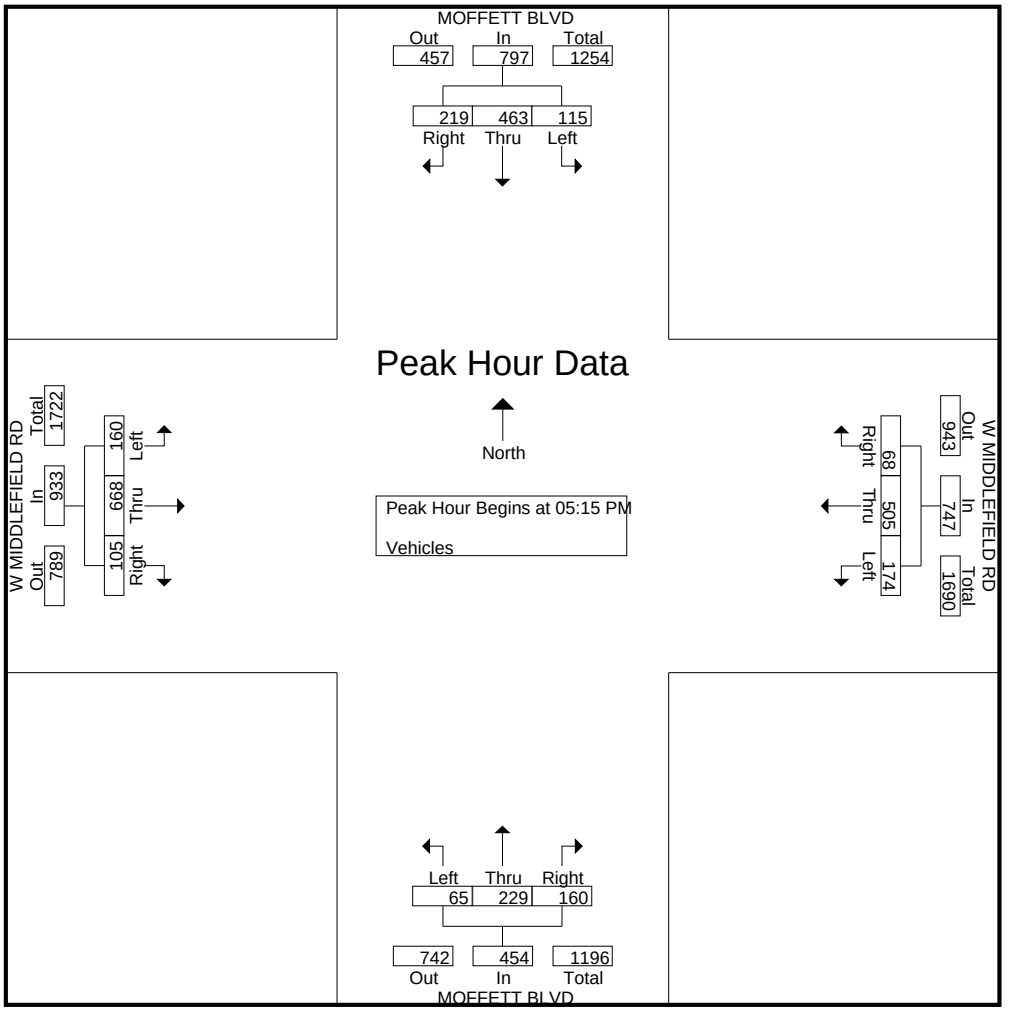
	MOFFETT BLVD Southbound					W MIDDLEFIELD RD Westbound					MOFFETT BLVD Northbound					W MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	29	72	22	0	123	20	64	18	2	104	30	54	12	0	96	12	87	28	0	127	450
04:15 PM	32	61	13	1	107	16	71	20	6	113	25	52	15	1	93	14	115	39	0	168	481
04:30 PM	43	79	18	1	141	13	61	21	4	99	27	52	12	0	91	19	115	32	0	166	497
04:45 PM	44	69	30	3	146	18	90	25	5	138	19	44	13	5	81	15	132	34	1	182	547
Total	148	281	83	5	517	67	286	84	17	454	101	202	52	6	361	60	449	133	1	643	1975
05:00 PM	60	80	23	1	164	12	81	33	3	129	31	57	14	0	102	21	135	47	5	208	603
05:15 PM	54	113	28	2	197	22	131	43	6	202	39	61	9	1	110	20	191	44	4	259	768
05:30 PM	71	135	35	5	246	15	131	41	6	193	37	50	15	2	104	29	158	40	4	231	774
05:45 PM	49	119	32	3	203	19	137	56	11	223	46	42	10	3	101	32	176	43	10	261	788
Total	234	447	118	11	810	68	480	173	26	747	153	210	48	6	417	102	660	174	23	959	2933
06:00 PM	45	96	20	2	163	12	106	34	11	163	38	76	31	5	150	24	143	33	8	208	684
06:15 PM	45	99	21	7	172	14	96	26	8	144	27	62	16	3	108	31	158	43	3	235	659
06:30 PM	62	114	26	1	203	9	89	25	7	130	30	69	25	3	127	19	120	37	2	178	638
06:45 PM	48	89	24	4	165	10	76	23	3	112	28	48	13	4	93	20	123	31	3	177	547
Total	200	398	91	14	703	45	367	108	29	549	123	255	85	15	478	94	544	144	16	798	2528
Grand Total	582	1126	292	30	2030	180	1133	365	72	1750	377	667	185	27	1256	256	1653	451	40	2400	7436
Apprch %	28.7	55.5	14.4	1.5		10.3	64.7	20.9	4.1		30	53.1	14.7	2.1		10.7	68.9	18.8	1.7		
Total %	7.8	15.1	3.9	0.4	27.3	2.4	15.2	4.9	1	23.5	5.1	9	2.5	0.4	16.9	3.4	22.2	6.1	0.5	32.3	

	MOFFETT BLVD Southbound				W MIDDLEFIELD RD Westbound				MOFFETT BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	54	113	28	195	**22**	131	43	196	39	61	9	109	20	**191**	**44**	**255**	755
05:30 PM	**71**	**135**	**35**	**241**	15	131	41	187	37	50	15	102	29	158	40	227	757
05:45 PM	49	119	32	200	19	**137**	**56**	**212**	**46**	42	10	98	**32**	176	43	251	**761**
06:00 PM	45	96	20	161	12	106	34	152	38	**76**	**31**	**145**	24	143	33	200	658
Total Volume	219	463	115	797	68	505	174	747	160	229	65	454	105	668	160	933	2931
% App. Total	27.5	58.1	14.4		9.1	67.6	23.3		35.2	50.4	14.3		11.3	71.6	17.1		
PHF	.771	.857	.821	.827	.773	.922	.777	.881	.870	.753	.524	.783	.820	.874	.909	.915	.963

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 39PM FINAL
Site Code : 00000039
Start Date : 6/2/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 39PM FINAL
Site Code : 00000039
Start Date : 6/2/2015
Page No : 1

Groups Printed- Bikes

	MOFFETT BLVD Southbound					W MIDDLEFIELD RD Westbound					MOFFETT BLVD Northbound					W MIDDLEFIELD RD 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
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	6
04:15 PM	2	3	0	0	5	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	9
04:30 PM	4	2	0	0	6	0	1	0	0	1	0	1	0	0	1	1	5	0	0	6	14
04:45 PM	1	5	0	0	6	0	2	1	0	3	0	0	0	0	0	2	7	0	0	9	18
Total	7	12	0	0	19	0	4	1	0	5	0	2	1	0	3	5	15	0	0	20	47
05:00 PM	2	3	0	0	5	0	4	1	0	5	1	2	1	0	4	0	3	1	0	4	18
05:15 PM	3	7	0	0	10	0	4	0	0	4	1	1	0	0	2	1	3	0	0	4	20
05:30 PM	1	12	0	0	13	0	6	0	1	7	1	2	0	0	3	0	4	1	0	5	28
05:45 PM	2	5	0	0	7	0	8	0	0	8	0	2	0	0	2	0	1	1	0	2	19
Total	8	27	0	0	35	0	22	1	1	24	3	7	1	0	11	1	11	3	0	15	85
06:00 PM	4	1	1	0	6	0	5	0	0	5	0	1	0	0	1	0	8	1	0	9	21
06:15 PM	4	15	0	0	19	0	4	0	0	4	1	1	0	0	2	0	7	2	0	9	34
06:30 PM	4	5	0	0	9	0	3	0	0	3	1	1	1	0	3	0	4	0	0	4	19
06:45 PM	5	7	0	0	12	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	17
Total	17	28	1	0	46	0	16	0	0	16	2	3	1	0	6	1	19	3	0	23	91
Grand Total	32	67	1	0	100	0	42	2	1	45	5	12	3	0	20	7	45	6	0	58	223
Apprch %	32	67	1	0		0	93.3	4.4	2.2		25	60	15	0		12.1	77.6	10.3	0		
Total %	14.3	30	0.4	0	44.8	0	18.8	0.9	0.4	20.2	2.2	5.4	1.3	0	9	3.1	20.2	2.7	0	26	

	MOFFETT BLVD Southbound				W MIDDLEFIELD RD Westbound				MOFFETT BLVD Northbound				W MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	1	12	0	13	0	6	0	6	**1**	**2**	0	**3**	0	4	1	5	27
05:45 PM	2	5	0	7	0	**8**	0	**8**	0	2	0	2	0	1	1	2	19
06:00 PM	**4**	1	**1**	6	0	5	0	5	0	1	0	1	0	**8**	1	**9**	21
06:15 PM	4	**15**	0	**19**	0	4	0	4	1	1	0	2	0	7	**2**	9	**34**
Total Volume	11	33	1	45	0	23	0	23	2	6	0	8	0	20	5	25	101
% App. Total	24.4	73.3	2.2		0	100	0		25	75	0		0	80	20		
PHF	.688	.550	.250	.592	.000	.719	.000	.719	.500	.750	.000	.667	.000	.625	.625	.694	.743

Traffic Data Service

Campbell, CA
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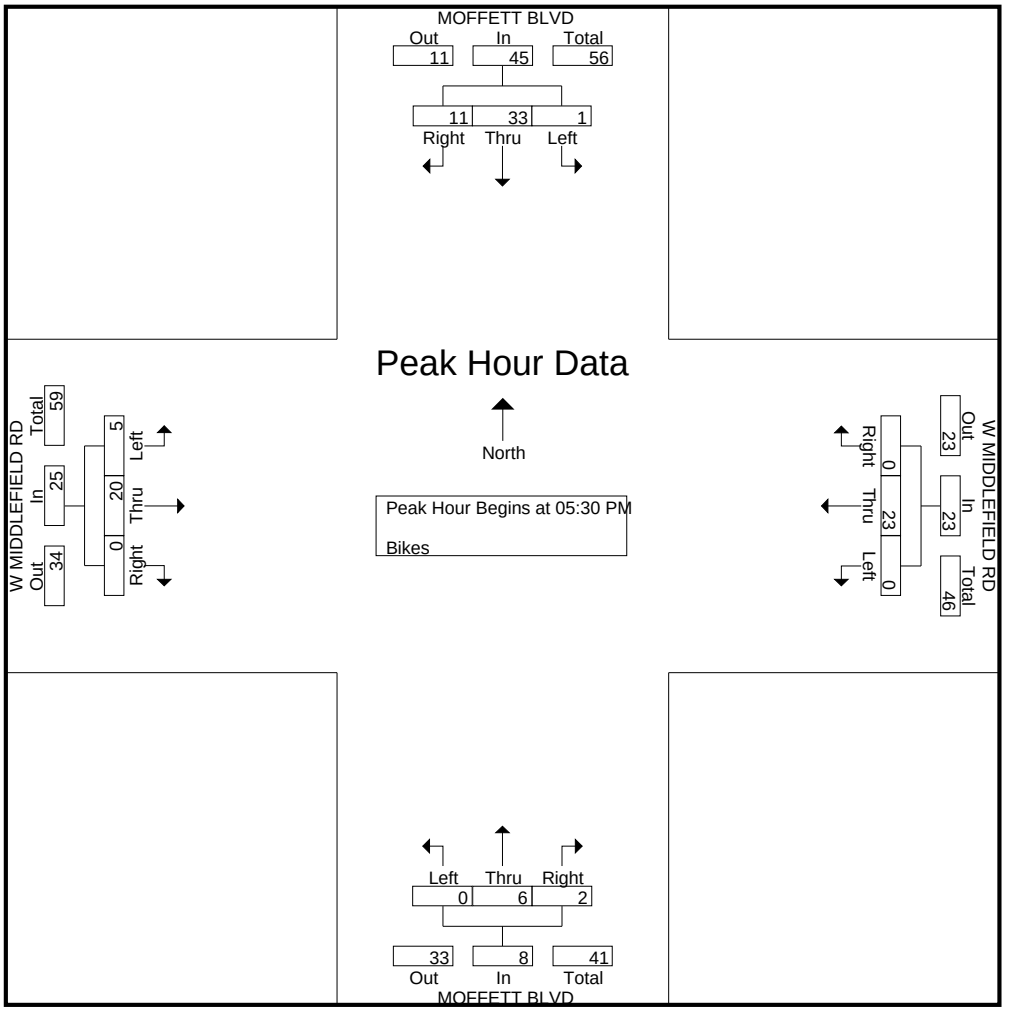

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-059 Castro Street-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	Moffett Boulevard Southbound					Central Expressway Westbound					Castro Street Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	2	18	18	0	38	31	272	6	3	312	10	29	11	0	50	10	70	9	0	89	489	3
07:15	1	26	36	0	63	28	348	11	1	388	14	29	8	0	51	7	80	10	0	97	599	1
07:30	10	23	42	0	75	34	415	24	0	473	16	16	5	0	37	19	135	10	1	165	750	1
07:45	8	41	42	0	91	37	327	28	0	392	27	39	14	0	80	31	155	26	0	212	775	0
Total	21	108	138	0	267	130	1362	69	4	1565	67	113	38	0	218	67	440	55	1	563	2613	5
08:00	7	27	45	1	80	30	382	27	2	441	24	31	15	0	70	28	169	20	0	217	808	3
08:15	9	23	60	0	92	38	334	41	1	414	21	44	12	0	77	31	220	23	0	274	857	1
08:30	14	32	47	0	93	39	354	31	2	426	18	37	9	0	64	39	225	36	0	300	883	2
08:45	7	24	45	0	76	35	311	23	0	369	41	50	19	0	110	47	297	35	0	379	934	0
Total	37	106	197	1	341	142	1381	122	5	1650	104	162	55	0	321	145	911	114	0	1170	3482	6
09:00	9	37	53	0	99	39	287	27	2	355	30	48	10	0	88	30	240	28	1	299	841	3
09:15	5	35	39	0	79	52	276	26	0	354	19	47	22	0	88	35	193	33	0	261	782	0
09:30	9	45	44	0	98	43	280	28	6	357	16	13	9	0	38	17	200	37	0	254	747	6
09:45	13	31	48	0	92	47	279	11	2	339	49	72	23	0	144	27	185	38	2	252	827	4
Total	36	148	184	0	368	181	1122	92	10	1405	114	180	64	0	358	109	818	136	3	1066	3197	13
16:00	12	50	27	0	89	24	165	9	2	200	30	45	25	0	100	20	309	35	0	364	753	2
16:15	12	50	33	0	95	35	182	20	2	239	22	42	9	1	74	26	310	40	0	376	784	3
16:30	11	35	32	0	78	33	220	14	1	268	26	39	19	0	84	35	314	38	2	389	819	3
16:45	12	39	35	0	86	38	292	14	0	344	10	14	8	0	32	24	366	45	0	435	897	0
Total	47	174	127	0	348	130	859	57	5	1051	88	140	61	1	290	105	1299	158	2	1564	3253	8
17:00	14	50	43	0	107	39	303	10	0	352	29	44	20	0	93	26	324	38	2	390	942	2
17:15	16	82	52	0	150	40	299	17	0	356	29	41	13	0	83	33	361	43	0	437	1026	0
17:30	12	45	21	0	78	37	357	20	0	414	23	32	21	0	76	29	347	56	0	432	1000	0
17:45	4	26	19	0	49	72	331	22	1	426	34	41	14	0	89	34	329	45	0	408	972	1
Total	46	203	135	0	384	188	1290	69	1	1548	115	158	68	0	341	122	1361	182	2	1667	3940	3
18:00	4	72	41	0	117	63	339	37	0	439	16	28	12	0	56	23	298	64	0	385	997	0
18:15	7	74	20	0	101	70	313	24	1	408	25	70	25	0	120	33	269	57	0	359	988	1
18:30	9	59	28	0	96	44	253	27	0	324	23	42	17	0	82	46	317	78	0	441	943	0
18:45	9	47	37	0	93	69	230	16	1	316	24	40	23	0	87	42	298	63	0	403	899	1
Total	29	252	126	0	407	246	1135	104	2	1487	88	180	77	0	345	144	1182	262	0	1588	3827	2
Grand Total	216	991	907	1	2115	1017	7149	513	27	8706	576	933	363	1	1873	692	6011	907	8	7618	20312	37
Apprch %	10.2%	46.9%	42.9%	0.0%		11.7%	82.1%	5.9%	0.3%		30.8%	49.8%	19.4%	0.1%		9.1%	78.9%	11.9%	0.1%			
Total %	1.1%	4.9%	4.5%	0.0%	10.4%	5.0%	35.2%	2.5%	0.1%	42.9%	2.8%	4.6%	1.8%	0.0%	9.2%	3.4%	29.6%	4.5%	0.0%	37.5%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-059 Castro Street-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Moffett Boulevard Southbound					Central Expressway Westbound					Castro Street Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	9	23	60	0	92	38	334	41	1	414	21	44	12	0	77	31	220	23	0	274	857
08:30	14	32	47	0	93	39	354	31	2	426	18	37	9	0	64	39	225	36	0	300	883
08:45	7	24	45	0	76	35	311	23	0	369	41	50	19	0	110	47	297	35	0	379	934
09:00	9	37	53	0	99	39	287	27	2	355	30	48	10	0	88	30	240	28	1	299	841
Total Volume	39	116	205	0	360	151	1286	122	5	1564	110	179	50	0	339	147	982	122	1	1252	3515
% App Total	10.8%	32.2%	56.9%	0.0%		9.7%	82.2%	7.8%	0.3%		32.4%	52.8%	14.7%	0.0%		11.7%	78.4%	9.7%	0.1%		
PHF	.696	.784	.854	.000	.909	.968	.908	.744	.625	.918	.671	.895	.658	.000	.770	.782	.827	.847	.250	.826	.941

PM PEAK HOUR	Moffett Boulevard Southbound					Central Expressway Westbound					Castro Street Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	16	82	52	0	150	40	299	17	0	356	29	41	13	0	83	33	361	43	0	437	1026
17:30	12	45	21	0	78	37	357	20	0	414	23	32	21	0	76	29	347	56	0	432	1000
17:45	4	26	19	0	49	72	331	22	1	426	34	41	14	0	89	34	329	45	0	408	972
18:00	4	72	41	0	117	63	339	37	0	439	16	28	12	0	56	23	298	64	0	385	997
Total Volume	36	225	133	0	394	212	1326	96	1	1635	102	142	60	0	304	119	1335	208	0	1662	3995
% App Total	9.1%	57.1%	33.8%	0.0%		13.0%	81.1%	5.9%	0.1%		33.6%	46.7%	19.7%	0.0%		7.2%	80.3%	12.5%	0.0%		
PHF	.563	.686	.639	.000	.657	.736	.929	.649	.250	.931	.750	.866	.714	.000	.854	.875	.925	.813	.000	.951	.973

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

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orders@atdtraffic.com

File Name : 15-7476-059 Castro Street-Central Expressway.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Moffett Boulevard Southbound					Central Expressway Westbound					Castro Street Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	10	0	0	10	0	0	0	24	0	0	2	1	3	3	0	1	0	3	1	14	30
07:15	0	5	0	4	5	3	1	0	23	4	2	3	0	2	5	1	1	1	5	3	17	34
07:30	0	4	0	8	4	1	0	0	27	1	1	4	0	3	5	0	0	1	7	1	11	45
07:45	0	11	1	4	12	1	0	0	82	1	2	22	7	4	31	0	0	2	2	2	46	92
Total	0	30	1	16	31	5	1	0	156	6	5	31	8	12	44	1	2	4	17	7	88	201
08:00	0	7	0	6	7	3	1	0	42	4	2	9	1	3	12	0	0	2	6	2	25	57
08:15	1	5	1	3	7	4	1	0	48	5	0	9	3	0	12	1	2	2	2	5	29	53
08:30	0	15	1	2	16	0	0	1	38	1	0	8	0	3	8	1	2	4	10	7	32	53
08:45	0	8	0	5	8	2	2	0	39	4	2	17	3	0	22	0	2	0	3	2	36	47
Total	1	35	2	16	38	9	4	1	167	14	4	43	7	6	54	2	6	8	21	16	122	210
09:00	0	2	1	3	3	1	0	0	20	1	1	19	1	1	21	0	2	0	17	2	27	41
09:15	0	10	0	6	10	3	1	0	29	4	2	6	1	2	9	0	0	1	4	1	24	41
09:30	0	3	0	1	3	3	0	0	21	3	0	7	1	1	8	0	2	1	4	3	17	27
09:45	0	4	0	4	4	2	0	0	12	2	0	11	1	5	12	0	1	0	14	1	19	35
Total	0	19	1	14	20	9	1	0	82	10	3	43	4	9	50	0	5	2	39	7	87	144
16:00	0	6	0	2	6	2	0	0	16	2	0	2	0	2	2	0	0	2	19	2	12	39
16:15	0	8	0	3	8	2	0	0	35	2	0	2	0	2	2	0	1	1	30	2	14	70
16:30	0	10	0	1	10	6	0	0	25	6	0	3	0	2	3	1	0	0	28	1	20	56
16:45	0	3	0	6	3	4	0	1	34	5	1	3	1	6	5	0	3	0	37	3	16	83
Total	0	27	0	12	27	14	0	1	110	15	1	10	1	12	12	1	4	3	114	8	62	248
17:00	0	1	1	3	2	2	1	0	24	3	0	6	0	3	6	0	0	2	26	2	13	56
17:15	0	12	0	3	12	5	0	1	42	6	2	15	1	3	18	0	1	6	44	7	43	92
17:30	0	12	0	4	12	3	3	0	31	6	0	4	0	2	4	0	1	2	31	3	25	68
17:45	1	11	1	6	13	1	2	0	43	3	0	8	0	5	8	0	2	1	45	3	27	99
Total	1	36	2	16	39	11	6	1	140	18	2	33	1	13	36	0	4	11	146	15	108	315
18:00	0	12	0	4	12	2	0	1	65	3	0	16	0	4	16	0	2	1	64	3	34	137
18:15	2	6	0	3	8	4	1	0	42	5	1	17	0	4	18	0	0	2	29	2	33	78
18:30	2	9	0	9	11	2	1	0	71	3	1	12	0	9	13	1	2	2	54	5	32	143
18:45	1	6	2	3	9	0	2	0	22	2	0	6	0	3	6	0	2	3	21	5	22	49
Total	5	33	2	19	40	8	4	1	200	13	2	51	0	20	53	1	6	8	168	15	121	407
Grand Total	7	180	8	93	195	56	16	4	855	76	17	211	21	72	249	5	27	36	505	68	588	1525
Apprch %	3.6%	92.3%	4.1%			73.7%	21.1%	5.3%			6.8%	84.7%	8.4%			7.4%	39.7%	52.9%				
Total %	1.2%	30.6%	1.4%		33.2%	9.5%	2.7%	0.7%		12.9%	2.9%	35.9%	3.6%		42.3%	0.9%	4.6%	6.1%		11.6%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-059 Castro Street-Central Expressway.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Moffett Boulevard Southbound					Central Expressway Westbound					Castro Street Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	1	5	1	3	7	4	1	0	48	5	0	9	3	0	12	1	2	2	2	5	29
08:30	0	15	1	2	16	0	0	1	38	1	0	8	0	3	8	1	2	4	10	7	32
08:45	0	8	0	5	8	2	2	0	39	4	2	17	3	0	22	0	2	0	3	2	36
09:00	0	2	1	3	3	1	0	0	20	1	1	19	1	1	21	0	2	0	17	2	27
Total Volume	1	30	3	13	34	7	3	1	145	11	3	53	7	4	63	2	8	6	32	16	124
% App Total	2.9%	88.2%	8.8%			63.6%	27.3%	9.1%			4.8%	84.1%	11.1%			12.5%	50.0%	37.5%			
PHF	.250	.500	.750		.531	.438	.375	.250		.550	.375	.697	.583		.716	.500	1.000	.375		.571	.861

PM PEAK HOUR	Moffett Boulevard Southbound					Central Expressway Westbound					Castro Street Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	12	0	3	12	5	0	1	42	6	2	15	1	3	18	0	1	6	44	7	43
17:30	0	12	0	4	12	3	3	0	31	6	0	4	0	2	4	0	1	2	31	3	25
17:45	1	11	1	6	13	1	2	0	43	3	0	8	0	5	8	0	2	1	45	3	27
18:00	0	12	0	4	12	2	0	1	65	3	0	16	0	4	16	0	2	1	64	3	34
Total Volume	1	47	1	17	49	11	5	2	181	18	2	43	1	14	46	0	6	10	184	16	129
% App Total	2.0%	95.9%	2.0%			61.1%	27.8%	11.1%			4.3%	93.5%	2.2%			0.0%	37.5%	62.5%			
PHF	.250	.979	.250		.942	.550	.417	.500		.750	.250	.672	.250		.639	.000	.750	.417		.571	.750

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-060 SR 85 SB Off-Ramp-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	SR 85 SB Off-Ramp Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	21	0	7	0	28	0	305	0	0	305	0	0	0	0	0	0	80	0	0	80	413	0
07:15	31	0	10	0	41	0	426	0	0	426	0	0	0	0	0	0	89	0	0	89	556	0
07:30	25	0	8	0	33	0	418	0	0	418	0	0	0	0	0	0	137	0	0	137	588	0
07:45	40	0	6	0	46	0	412	0	0	412	0	0	0	0	0	0	177	0	0	177	635	0
Total	117	0	31	0	148	0	1561	0	0	1561	0	0	0	0	0	0	483	0	0	483	2192	0
08:00	41	0	4	0	45	0	421	0	0	421	0	0	0	0	0	0	179	0	0	179	645	0
08:15	48	0	12	0	60	0	452	0	0	452	0	0	0	0	0	0	253	0	0	253	765	0
08:30	56	0	4	0	60	0	380	0	0	380	0	0	0	0	0	0	247	0	0	247	687	0
08:45	60	0	8	0	68	0	380	0	0	380	0	0	0	0	0	0	321	0	0	321	769	0
Total	205	0	28	0	233	0	1633	0	0	1633	0	0	0	0	0	0	1000	0	0	1000	2866	0
09:00	64	0	5	0	69	0	311	0	0	311	0	0	0	0	0	0	261	0	0	261	641	0
09:15	70	0	17	0	87	0	335	0	0	335	0	0	0	0	0	0	238	0	0	238	660	0
09:30	59	0	11	0	70	0	327	0	0	327	0	0	0	0	0	0	217	0	0	217	614	0
09:45	65	0	13	0	78	0	317	0	0	317	0	0	0	0	0	0	208	0	0	208	603	0
Total	258	0	46	0	304	0	1290	0	0	1290	0	0	0	0	0	0	924	0	0	924	2518	0
16:00	89	0	4	0	93	0	219	0	0	219	0	0	0	0	0	0	333	0	0	333	645	0
16:15	74	0	9	0	83	0	222	0	0	222	0	0	0	0	0	0	343	0	0	343	648	0
16:30	71	0	5	0	76	0	281	0	0	281	0	0	0	0	0	0	358	0	0	358	715	0
16:45	103	0	8	0	111	0	314	0	0	314	0	0	0	0	0	0	384	0	0	384	809	0
Total	337	0	26	0	363	0	1036	0	0	1036	0	0	0	0	0	0	1418	0	0	1418	2817	0
17:00	95	0	5	0	100	0	343	0	0	343	0	0	0	0	0	0	352	0	0	352	795	0
17:15	89	0	8	0	97	0	367	0	0	367	0	0	0	0	0	0	385	0	0	385	849	0
17:30	98	0	10	0	108	0	392	0	0	392	0	0	0	0	0	0	382	0	0	382	882	0
17:45	106	0	9	0	115	0	404	0	0	404	0	0	0	0	0	0	349	0	0	349	868	0
Total	388	0	32	0	420	0	1506	0	0	1506	0	0	0	0	0	0	1468	0	0	1468	3394	0
18:00	99	0	26	0	125	0	393	0	0	393	0	0	0	0	0	0	316	0	0	316	834	0
18:15	84	0	18	0	102	0	386	0	0	386	0	0	0	0	0	0	332	0	0	332	820	0
18:30	76	0	19	0	95	0	312	0	0	312	0	0	0	0	0	0	362	0	0	362	769	0
18:45	99	0	20	0	119	0	291	0	0	291	0	0	0	0	0	0	320	0	0	320	730	0
Total	358	0	83	0	441	0	1382	0	0	1382	0	0	0	0	0	0	1330	0	0	1330	3153	0
Grand Total	1663	0	246	0	1909	0	8408	0	0	8408	0	0	0	0	0	0	6623	0	0	6623	16940	0
Apprch %	87.1%	0.0%	12.9%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%			
Total %	9.8%	0.0%	1.5%	0.0%	11.3%	0.0%	49.6%	0.0%	0.0%	49.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.1%	0.0%	0.0%	39.1%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-060 SR 85 SB Off-Ramp-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	SR 85 SB Off-Ramp Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	41	0	4	0	45	0	421	0	0	421	0	0	0	0	0	0	179	0	0	179	645
08:15	48	0	12	0	60	0	452	0	0	452	0	0	0	0	0	0	253	0	0	253	765
08:30	56	0	4	0	60	0	380	0	0	380	0	0	0	0	0	0	247	0	0	247	687
08:45	60	0	8	0	68	0	380	0	0	380	0	0	0	0	0	0	321	0	0	321	769
Total Volume	205	0	28	0	233	0	1633	0	0	1633	0	0	0	0	0	0	1000	0	0	1000	2866
% App Total	88.0%	0.0%	12.0%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.854	.000	.583	.000	.857	.000	.903	.000	.000	.903	.000	.000	.000	.000	.000	.000	.779	.000	.000	.779	.932

PM PEAK HOUR	SR 85 SB Off-Ramp Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	89	0	8	0	97	0	367	0	0	367	0	0	0	0	0	0	385	0	0	385	849
17:30	98	0	10	0	108	0	392	0	0	392	0	0	0	0	0	0	382	0	0	382	882
17:45	106	0	9	0	115	0	404	0	0	404	0	0	0	0	0	0	349	0	0	349	868
18:00	99	0	26	0	125	0	393	0	0	393	0	0	0	0	0	0	316	0	0	316	834
Total Volume	392	0	53	0	445	0	1556	0	0	1556	0	0	0	0	0	0	1432	0	0	1432	3433
% App Total	88.1%	0.0%	11.9%	0.0%		0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	100.0%	0.0%	0.0%		
PHF	.925	.000	.510	.000	.890	.000	.963	.000	.000	.963	.000	.000	.000	.000	.000	.000	.930	.000	.000	.930	.973

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-060 SR 85 SB Off-Ramp-Central Expressway.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	SR 85 SB Off-Ramp Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3	0
07:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
07:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8	0
Total	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	1	9	0	0	10	18	0
08:00	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	0
08:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	0
08:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	0
08:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	0
Total	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	15	0	0	15	26	0
09:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
09:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	0
09:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
09:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	0
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18	0
16:00	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0
16:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	0
16:30	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5	0
16:45	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	0
Total	2	0	1	0	3	0	15	0	0	15	0	0	0	0	0	0	5	0	0	5	23	0
17:00	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6	0
17:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	0
17:30	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5	0
17:45	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	10	0
Total	2	0	1	0	3	0	17	0	0	17	0	0	0	0	0	0	6	0	0	6	26	0
18:00	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6	0
18:15	1	0	0	1	1	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	7	1
18:30	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7	0
18:45	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6	0
Total	3	0	1	1	4	0	14	0	0	14	0	0	0	0	0	0	8	0	0	8	26	1
Grand Total	7	0	4	1	11	0	72	0	0	72	0	0	0	0	0	1	53	0	0	54	137	1
Apprch %	63.6%	0.0%	36.4%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			1.9%	98.1%	0.0%				
Total %	5.1%	0.0%	2.9%		8.0%	0.0%	52.6%	0.0%		52.6%	0.0%	0.0%	0.0%		0.0%	0.7%	38.7%	0.0%		39.4%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-060 SR 85 SB Off-Ramp-Central Expressway.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	SR 85 SB Off-Ramp Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
08:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
08:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
08:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
Total Volume	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	15	0	0	15	26
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.688	.000		.688	.000	.000	.000		.000	.000	.750	.000		.750	.813

PM PEAK HOUR	SR 85 SB Off-Ramp Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
17:30	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
17:45	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	10
18:00	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
Total Volume	3	0	0	0	3	0	17	0	0	17	0	0	0	0	0	0	6	0	0	6	26
% App Total	100.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.750	.000	.000		.750	.000	.531	.000		.531	.000	.000	.000		.000	.000	.750	.000		.750	.650

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 41AM FINAL
Site Code : 00000041
Start Date : 6/2/2015
Page No : 1

Groups Printed- Vehicles

	N WHISMAN RD Southbound					E MIDDLEFIELD RD Westbound					N WHISMAN RD Northbound					E MIDDLEFIELD RD 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
07:00 AM	9	20	3	1	33	9	19	4	2	34	24	13	18	5	60	16	35	7	2	60	187
07:15 AM	7	26	6	3	42	15	50	19	2	86	14	22	18	2	56	12	37	11	5	65	249
07:30 AM	8	61	9	0	78	16	83	18	3	120	30	24	27	7	88	18	52	18	6	94	380
07:45 AM	11	53	7	3	74	24	124	24	8	180	27	23	35	2	87	39	74	19	3	135	476
Total	35	160	25	7	227	64	276	65	15	420	95	82	98	16	291	85	198	55	16	354	1292
08:00 AM	9	28	10	1	48	33	96	22	2	153	36	42	29	4	111	40	70	22	2	134	446
08:15 AM	15	21	12	2	50	39	110	32	2	183	35	57	39	8	139	34	85	26	10	155	527
08:30 AM	21	26	15	8	70	44	79	25	2	150	56	68	44	2	170	20	83	29	8	140	530
08:45 AM	16	28	18	4	66	47	77	15	3	142	49	67	39	3	158	44	115	42	7	208	574
Total	61	103	55	15	234	163	362	94	9	628	176	234	151	17	578	138	353	119	27	637	2077
09:00 AM	17	29	24	9	79	36	83	10	2	131	69	48	42	2	161	27	106	29	1	163	534
09:15 AM	10	35	18	5	68	50	59	16	2	127	40	47	29	1	117	19	108	28	3	158	470
09:30 AM	11	22	14	1	48	42	61	20	0	123	33	33	19	1	86	13	77	23	2	115	372
09:45 AM	14	21	18	0	53	37	59	22	1	119	41	22	31	1	95	18	78	18	3	117	384
Total	52	107	74	15	248	165	262	68	5	500	183	150	121	5	459	77	369	98	9	553	1760
Grand Total	148	370	154	37	709	392	900	227	29	1548	454	466	370	38	1328	300	920	272	52	1544	5129
Apprch %	20.9	52.2	21.7	5.2		25.3	58.1	14.7	1.9		34.2	35.1	27.9	2.9		19.4	59.6	17.6	3.4		
Total %	2.9	7.2	3	0.7	13.8	7.6	17.5	4.4	0.6	30.2	8.9	9.1	7.2	0.7	25.9	5.8	17.9	5.3	1	30.1	

	N WHISMAN RD Southbound				E MIDDLEFIELD RD Westbound				N WHISMAN RD Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	15	21	12	48	39	**110**	**32**	**181**	35	57	39	131	34	85	26	145	505
08:30 AM	**21**	26	15	62	44	79	25	148	56	**68**	**44**	**168**	20	83	29	132	510
08:45 AM	16	28	18	62	**47**	77	15	139	49	67	39	155	**44**	**115**	**42**	**201**	**557**
09:00 AM	17	**29**	**24**	**70**	36	83	10	129	**69**	48	42	159	27	106	29	162	520
Total Volume	69	104	69	242	166	349	82	597	209	240	164	613	125	389	126	640	2092
% App. Total	28.5	43	28.5		27.8	58.5	13.7		34.1	39.2	26.8		19.5	60.8	19.7		
PHF	.821	.897	.719	.864	.883	.793	.641	.825	.757	.882	.932	.912	.710	.846	.750	.796	.939

Traffic Data Service

Campbell, CA
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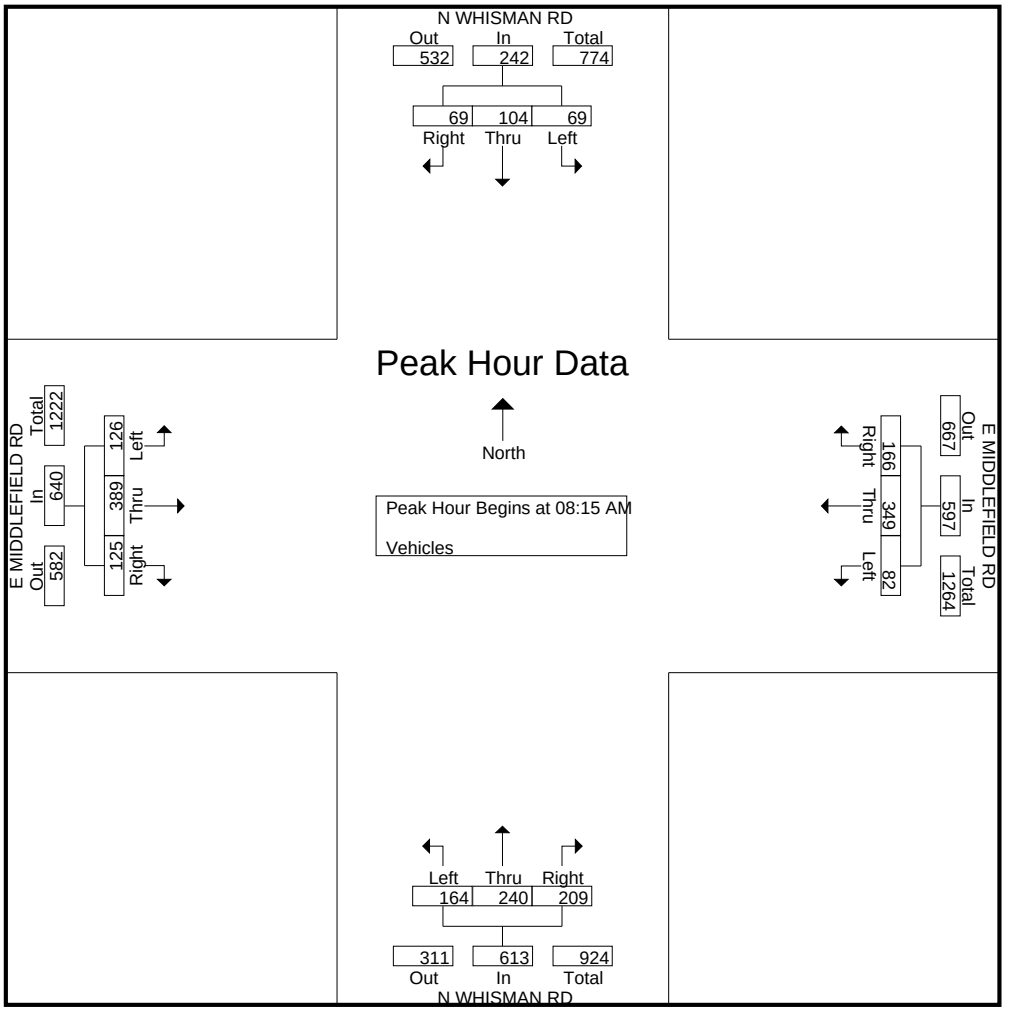
File Name : 41AM FINAL
Site Code : 00000041
Start Date : 6/2/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 41AM FINAL
Site Code : 00000041
Start Date : 6/2/2015
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Groups Printed- Bikes

	N WHISMAN RD Southbound					E MIDDLEFIELD RD Westbound					N WHISMAN RD Northbound					E MIDDLEFIELD RD 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
07:00 AM	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	4
07:15 AM	0	0	1	0	1	0	1	0	0	1	3	1	1	0	5	0	4	0	0	4	11
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	4	1	0	5	9
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	0	4	2	0	6	11
Total	0	0	1	0	1	0	7	1	0	8	5	4	2	0	11	0	12	3	0	15	35
08:00 AM	0	1	0	0	1	0	1	0	0	1	2	1	0	0	3	1	11	1	0	13	18
08:15 AM	0	0	0	0	0	0	1	0	0	1	1	9	0	0	10	1	4	0	0	5	16
08:30 AM	0	0	0	0	0	1	1	0	0	2	6	10	0	0	16	0	14	0	0	14	32
08:45 AM	0	0	0	0	0	0	2	0	0	2	2	7	0	0	9	0	7	1	0	8	19
Total	0	1	0	0	1	1	5	0	0	6	11	27	0	0	38	2	36	2	0	40	85
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	7	2	0	9	12
09:15 AM	0	0	0	0	0	0	1	0	0	1	1	2	2	0	5	0	4	1	0	5	11
09:30 AM	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	0	3	0	0	3	7
09:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	1	1	2	0	4	7
Total	0	0	0	0	0	0	3	0	0	3	4	7	2	0	13	1	15	5	0	21	37
Grand Total	0	1	1	0	2	1	15	1	0	17	20	38	4	0	62	3	63	10	0	76	157
Apprch %	0	50	50	0		5.9	88.2	5.9	0		32.3	61.3	6.5	0		3.9	82.9	13.2	0		
Total %	0	0.6	0.6	0	1.3	0.6	9.6	0.6	0	10.8	12.7	24.2	2.5	0	39.5	1.9	40.1	6.4	0	48.4	

	N WHISMAN RD Southbound				E MIDDLEFIELD RD Westbound				N WHISMAN RD Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	**1**	0	1	0	1	2	1	0	3	**1**	11	**1**	13	18
08:15 AM	0	0	0	0	0	1	0	1	1	9	0	10	1	4	0	5	16
08:30 AM	0	0	0	0	**1**	1	0	**2**	**6**	**10**	0	**16**	0	**14**	0	**14**	**32**
08:45 AM	0	0	0	0	0	**2**	0	2	2	7	0	9	0	7	1	8	19
Total Volume	0	1	0	1	1	5	0	6	11	27	0	38	2	36	2	40	85
% App. Total	0	100	0		16.7	83.3	0		28.9	71.1	0		5	90	5		
PHF	.000	.250	.000	.250	.250	.625	.000	.750	.458	.675	.000	.594	.500	.643	.500	.714	.664

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 41AM FINAL
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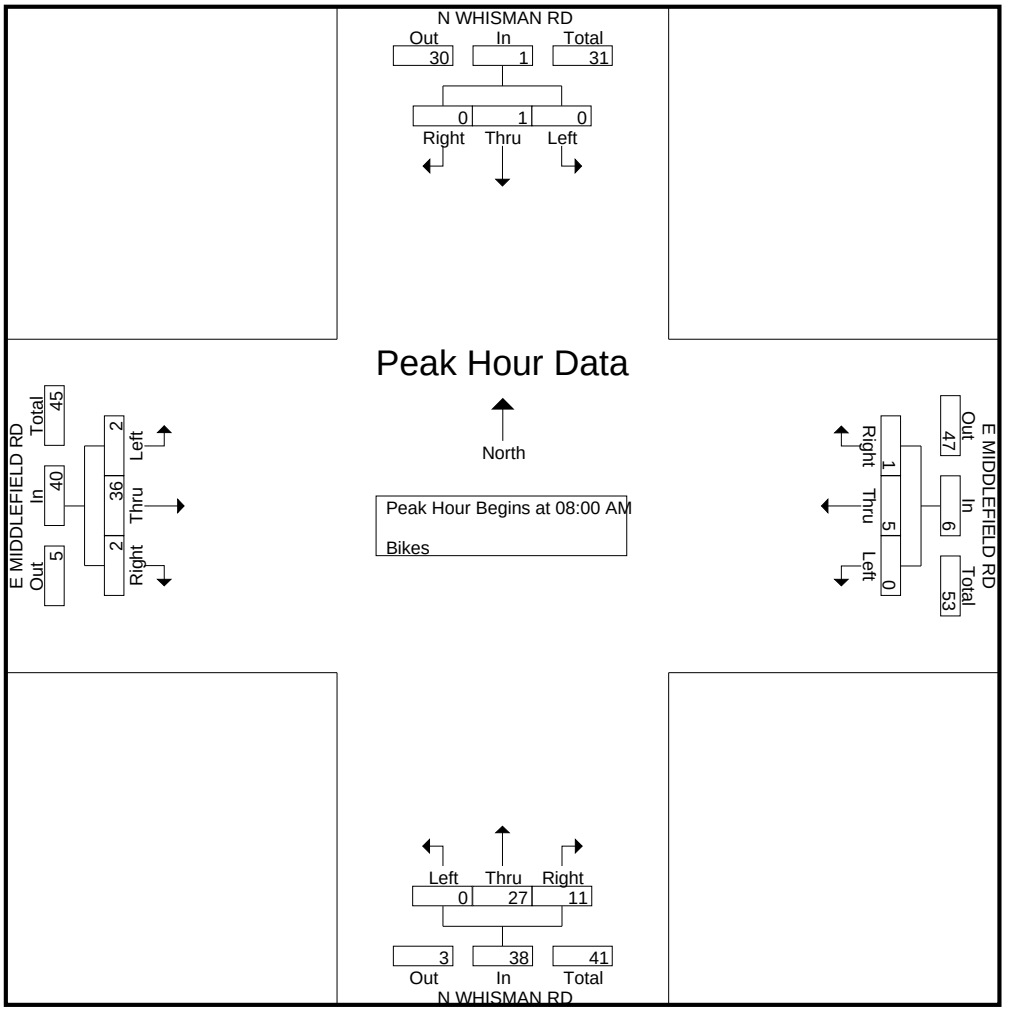

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 41PM FINAL
Site Code : 00000041
Start Date : 6/2/2015
Page No : 1

Groups Printed- Vehicles

	N WHISMAN RD Southbound					E MIDDLEFIELD RD Westbound					N WHISMAN RD Northbound					E MIDDLEFIELD RD 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
04:00 PM	22	44	28	0	94	11	55	31	1	98	13	13	19	3	48	34	57	13	3	107	347
04:15 PM	18	53	20	3	94	14	55	35	2	106	9	12	12	4	37	31	64	20	5	120	357
04:30 PM	19	53	22	0	94	8	67	27	1	103	14	12	13	2	41	29	77	25	3	134	372
04:45 PM	22	69	25	2	118	15	85	57	2	159	13	14	14	5	46	58	89	29	3	179	502
Total	81	219	95	5	400	48	262	150	6	466	49	51	58	14	172	152	287	87	14	540	1578
05:00 PM	28	83	34	3	148	6	83	59	2	150	14	20	18	6	58	49	72	27	7	155	511
05:15 PM	31	85	27	3	146	12	136	75	10	233	15	11	27	8	61	70	105	23	3	201	641
05:30 PM	28	101	27	2	158	15	102	69	2	188	14	16	31	3	64	75	79	24	4	182	592
05:45 PM	22	71	22	1	116	6	120	69	1	196	12	16	26	2	56	71	112	20	4	207	575
Total	109	340	110	9	568	39	441	272	15	767	55	63	102	19	239	265	368	94	18	745	2319
06:00 PM	15	70	21	1	107	15	104	61	3	183	17	31	31	2	81	60	99	21	10	190	561
06:15 PM	21	67	17	2	107	11	84	86	2	183	11	14	26	2	53	68	90	27	1	186	529
06:30 PM	22	71	23	0	116	11	83	41	3	138	16	17	19	5	57	49	63	20	4	136	447
06:45 PM	21	46	14	3	84	13	77	42	0	132	17	18	21	2	58	41	77	21	4	143	417
Total	79	254	75	6	414	50	348	230	8	636	61	80	97	11	249	218	329	89	19	655	1954
Grand Total	269	813	280	20	1382	137	1051	652	29	1869	165	194	257	44	660	635	984	270	51	1940	5851
Apprch %	19.5	58.8	20.3	1.4		7.3	56.2	34.9	1.6		25	29.4	38.9	6.7		32.7	50.7	13.9	2.6		
Total %	4.6	13.9	4.8	0.3	23.6	2.3	18	11.1	0.5	31.9	2.8	3.3	4.4	0.8	11.3	10.9	16.8	4.6	0.9	33.2	

	N WHISMAN RD Southbound				E MIDDLEFIELD RD Westbound				N WHISMAN RD Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**31**	85	**27**	143	12	**136**	**75**	**223**	15	11	27	53	70	105	23	198	**617**
05:30 PM	28	**101**	27	**156**	**15**	102	69	186	14	16	**31**	61	**75**	79	**24**	178	581
05:45 PM	22	71	22	115	6	120	69	195	12	16	26	54	71	**112**	20	**203**	567
06:00 PM	15	70	21	106	15	104	61	180	**17**	**31**	31	**79**	60	99	21	180	545
Total Volume	96	327	97	520	48	462	274	784	58	74	115	247	276	395	88	759	2310
% App. Total	18.5	62.9	18.7		6.1	58.9	34.9		23.5	30	46.6		36.4	52	11.6		
PHF	.774	.809	.898	.833	.800	.849	.913	.879	.853	.597	.927	.782	.920	.882	.917	.935	.936

Traffic Data Service

Campbell, CA
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File Name : 41PM FINAL
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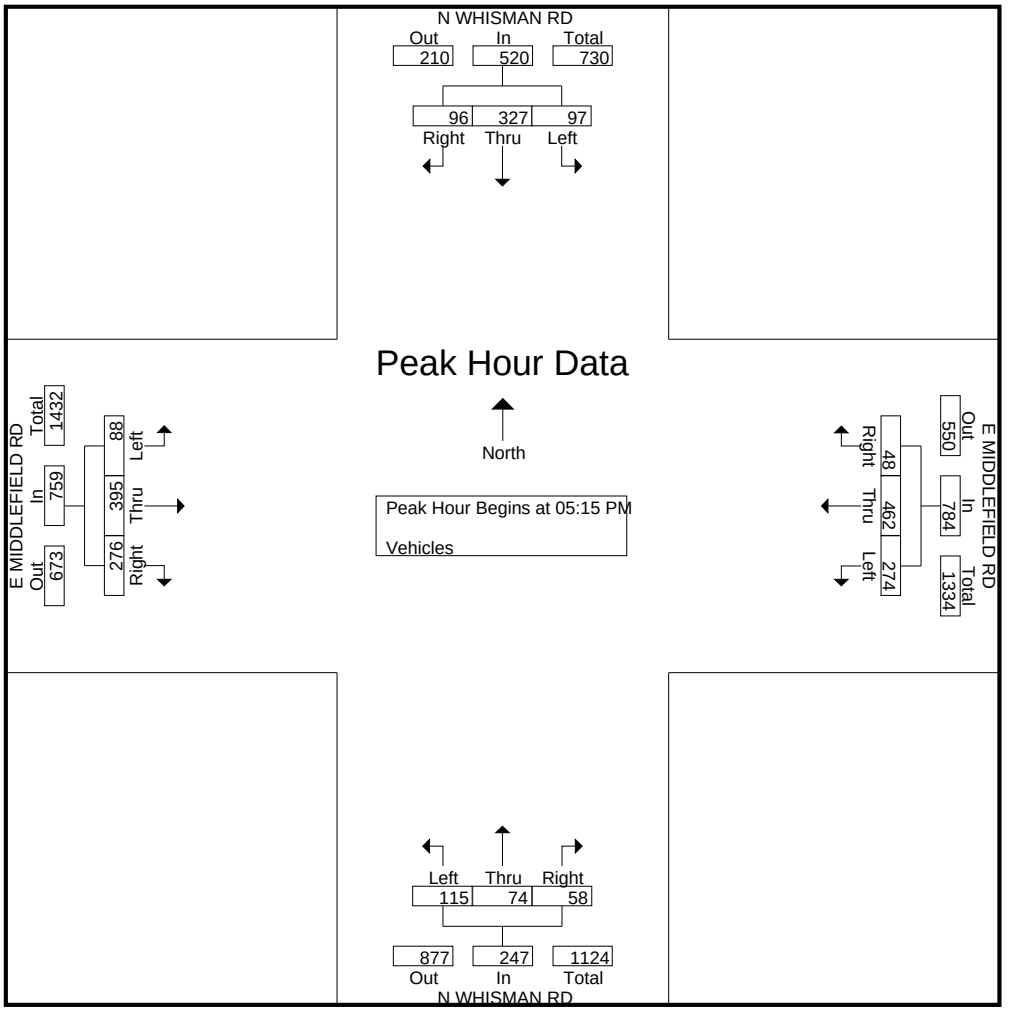

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File Name : 41PM FINAL
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Groups Printed- Bikes

	N WHISMAN RD Southbound					E MIDDLEFIELD RD Westbound					N WHISMAN RD Northbound					E MIDDLEFIELD RD 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
04:00 PM	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
04:30 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	5
04:45 PM	0	4	0	0	4	0	0	0	0	0	2	0	0	0	2	0	5	0	0	5	11
Total	0	6	0	0	6	1	1	3	0	5	2	0	0	0	2	0	8	0	0	8	21
05:00 PM	1	4	0	0	5	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	9
05:15 PM	1	3	0	0	4	0	5	0	0	5	0	1	2	0	3	0	1	0	0	1	13
05:30 PM	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	11
05:45 PM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	9
Total	3	12	0	0	15	0	13	1	0	14	0	2	2	0	4	0	7	2	0	9	42
06:00 PM	0	7	1	0	8	1	4	3	0	8	1	0	0	0	1	0	4	0	0	4	21
06:15 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	10
06:30 PM	0	5	0	0	5	0	4	1	0	5	0	1	0	0	1	0	1	0	0	1	12
06:45 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	5	1	0	6	10
Total	1	18	1	0	20	1	12	4	0	17	1	1	0	0	2	0	13	1	0	14	53
Grand Total	4	36	1	0	41	2	26	8	0	36	3	3	2	0	8	0	28	3	0	31	116
Apprch %	9.8	87.8	2.4	0		5.6	72.2	22.2	0		37.5	37.5	25	0		0	90.3	9.7	0		
Total %	3.4	31	0.9	0	35.3	1.7	22.4	6.9	0	31	2.6	2.6	1.7	0	6.9	0	24.1	2.6	0	26.7	

	N WHISMAN RD Southbound				E MIDDLEFIELD RD Westbound				N WHISMAN RD Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**1**	3	0	4	0	**5**	0	5	0	**1**	**2**	**3**	0	1	0	1	13
05:30 PM	1	3	0	4	0	2	0	2	0	0	0	0	0	**4**	**1**	**5**	11
05:45 PM	0	2	0	2	0	4	0	4	0	0	0	0	0	2	1	3	9
06:00 PM	0	**7**	**1**	**8**	**1**	4	**3**	**8**	**1**	0	0	1	0	4	0	4	**21**
Total Volume	2	15	1	18	1	15	3	19	1	1	2	4	0	11	2	13	54
% App. Total	11.1	83.3	5.6		5.3	78.9	15.8		25	25	50		0	84.6	15.4		
PHF	.500	.536	.250	.563	.250	.750	.250	.594	.250	.250	.250	.333	.000	.688	.500	.650	.643

Traffic Data Service

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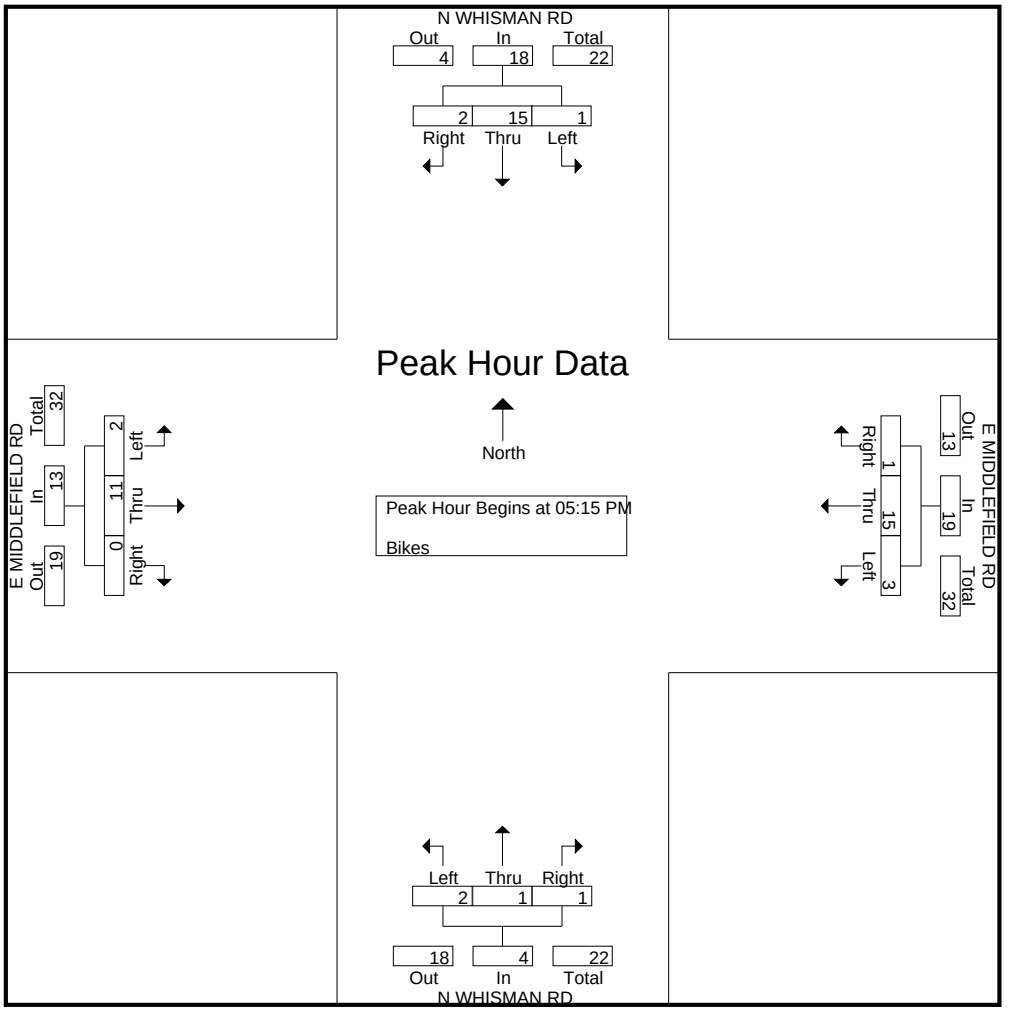

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-061 Whisman Station Drive-Central Expressway.p
Date : 6/3/2015

Unshifted Count = All Vehicles

	Whisman Station Drive Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	3	0	54	0	57	0	346	19	0	365	0	0	0	0	0	18	83	0	1	102	524	1
07:15	9	0	50	0	59	0	417	21	0	438	0	0	0	0	0	12	113	0	0	125	622	0
07:30	8	0	63	0	71	0	493	27	0	520	0	0	0	0	0	30	116	0	1	147	738	1
07:45	8	0	86	0	94	0	499	30	0	529	0	0	0	0	0	36	190	0	2	228	851	2
Total	28	0	253	0	281	0	1755	97	0	1852	0	0	0	0	0	96	502	0	4	602	2735	4
08:00	16	0	88	0	104	0	441	25	0	466	0	0	0	0	0	37	187	0	2	226	796	2
08:15	8	0	101	0	109	0	502	16	0	518	0	0	0	0	0	54	243	0	2	299	926	2
08:30	9	0	86	0	95	0	431	23	0	454	0	0	0	0	0	55	247	0	1	303	852	1
08:45	14	0	90	0	104	0	433	19	0	452	0	0	0	0	0	72	295	0	5	372	928	5
Total	47	0	365	0	412	0	1807	83	0	1890	0	0	0	0	0	218	972	0	10	1200	3502	10
09:00	16	0	66	0	82	0	364	15	0	379	0	0	0	0	0	64	261	0	2	327	788	2
09:15	19	0	61	0	80	0	392	28	0	420	0	0	0	0	0	54	253	0	4	311	811	4
09:30	6	0	62	0	68	0	384	17	0	401	0	0	0	0	0	30	247	0	0	277	746	0
09:45	13	0	62	1	76	0	374	20	0	394	0	0	0	0	0	33	245	0	2	280	750	3
Total	54	0	251	1	306	0	1514	80	0	1594	0	0	0	0	0	181	1006	0	8	1195	3095	9
16:00	15	0	48	0	63	0	219	16	0	235	0	0	0	0	0	32	381	0	1	414	712	1
16:15	12	0	51	0	63	0	209	26	0	235	0	0	0	0	0	46	400	0	3	449	747	3
16:30	12	0	49	0	61	0	306	30	0	336	0	0	0	0	0	48	345	0	2	395	792	2
16:45	15	0	57	0	72	0	290	28	0	318	0	0	0	0	0	55	443	0	2	500	890	2
Total	54	0	205	0	259	0	1024	100	0	1124	0	0	0	0	0	181	1569	0	8	1758	3141	8
17:00	25	0	57	0	82	0	319	29	0	348	0	0	0	0	0	45	384	0	3	432	862	3
17:15	27	0	68	0	95	0	399	53	0	452	0	0	0	0	0	62	417	0	4	483	1030	4
17:30	14	0	93	0	107	0	373	42	0	415	0	0	0	0	0	69	413	0	5	487	1009	5
17:45	17	0	83	0	100	0	358	42	0	400	0	0	0	0	0	79	357	0	2	438	938	2
Total	83	0	301	0	384	0	1449	166	0	1615	0	0	0	0	0	255	1571	0	14	1840	3839	14
18:00	9	0	64	0	73	0	364	42	0	406	0	0	0	0	0	72	346	0	6	424	903	6
18:15	16	0	53	0	69	0	380	41	0	421	0	0	0	0	0	54	378	0	1	433	923	1
18:30	17	0	56	0	73	0	313	21	0	334	0	0	0	0	0	66	399	0	8	473	880	8
18:45	11	0	56	0	67	0	283	29	0	312	0	0	0	0	0	43	343	0	7	393	772	7
Total	53	0	229	0	282	0	1340	133	0	1473	0	0	0	0	0	235	1466	0	22	1723	3478	22
Grand Total	319	0	1604	1	1924	0	8889	659	0	9548	0	0	0	0	0	1166	7086	0	66	8318	19790	67
Apprch %	16.6%	0.0%	83.4%	0.1%		0.0%	93.1%	6.9%	0.0%		0.0%	0.0%	0.0%	0.0%		14.0%	85.2%	0.0%	0.8%			
Total %	1.6%	0.0%	8.1%	0.0%	9.7%	0.0%	44.9%	3.3%	0.0%	48.2%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	35.8%	0.0%	0.3%	42.0%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-061 Whisman Station Drive-Central Expressway.p
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Whisman Station Drive Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	16	0	88	0	104	0	441	25	0	466	0	0	0	0	0	37	187	0	2	226	796
08:15	8	0	101	0	109	0	502	16	0	518	0	0	0	0	0	54	243	0	2	299	926
08:30	9	0	86	0	95	0	431	23	0	454	0	0	0	0	0	55	247	0	1	303	852
08:45	14	0	90	0	104	0	433	19	0	452	0	0	0	0	0	72	295	0	5	372	928
Total Volume	47	0	365	0	412	0	1807	83	0	1890	0	0	0	0	0	218	972	0	10	1200	3502
% App Total	11.4%	0.0%	88.6%	0.0%		0.0%	95.6%	4.4%	0.0%		0.0%	0.0%	0.0%	0.0%		18.2%	81.0%	0.0%	0.8%		
PHF	.734	.000	.903	.000	.945	.000	.900	.830	.000	.912	.000	.000	.000	.000	.000	.757	.824	.000	.500	.806	.943

PM PEAK HOUR	Whisman Station Drive Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	27	0	68	0	95	0	399	53	0	452	0	0	0	0	0	62	417	0	4	483	1030
17:30	14	0	93	0	107	0	373	42	0	415	0	0	0	0	0	69	413	0	5	487	1009
17:45	17	0	83	0	100	0	358	42	0	400	0	0	0	0	0	79	357	0	2	438	938
18:00	9	0	64	0	73	0	364	42	0	406	0	0	0	0	0	72	346	0	6	424	903
Total Volume	67	0	308	0	375	0	1494	179	0	1673	0	0	0	0	0	282	1533	0	17	1832	3880
% App Total	17.9%	0.0%	82.1%	0.0%		0.0%	89.3%	10.7%	0.0%		0.0%	0.0%	0.0%	0.0%		15.4%	83.7%	0.0%	0.9%		
PHF	.620	.000	.828	.000	.876	.000	.936	.844	.000	.925	.000	.000	.000	.000	.000	.892	.919	.000	.708	.940	.942

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-061 Whisman Station Drive-Central Expressway.p
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Whisman Station Drive Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
07:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0
07:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	0
07:45	0	0	0	0	0	0	2	1	2	3	0	0	0	0	0	0	6	0	0	6	9	2
Total	0	0	1	0	1	0	11	1	2	12	0	0	0	0	0	0	7	0	0	7	20	2
08:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	5	0
08:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5	0
08:30	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	0	2	0	0	2	4	1
08:45	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	1	7	0	0	8	13	0
Total	0	0	1	0	1	0	6	3	1	9	0	0	0	0	0	2	15	0	0	17	27	1
09:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
09:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	6	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
09:45	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	3	0	0	4	6	0
Total	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	2	8	0	0	10	15	0
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
16:15	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	7	0
16:30	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	6	0
16:45	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	7	0
Total	0	0	2	0	2	0	13	3	0	16	0	0	0	0	0	0	3	0	0	3	21	0
17:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5	0
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	0
17:45	0	0	1	0	1	0	7	1	0	8	0	0	0	0	0	0	2	0	0	2	11	0
Total	0	0	1	0	1	0	14	1	0	15	0	0	0	0	0	1	7	0	0	8	24	0
18:00	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6	0
18:15	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	8	0
18:30	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	2	0	0	3	9	0
18:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	0
Total	1	0	2	0	3	0	14	0	0	14	0	0	0	0	0	1	10	0	0	11	28	0
Grand Total	1	0	7	0	8	0	62	9	3	71	0	0	0	0	0	6	50	0	0	56	135	3
Apprch %	12.5%	0.0%	87.5%			0.0%	87.3%	12.7%			0.0%	0.0%	0.0%			10.7%	89.3%	0.0%				
Total %	0.7%	0.0%	5.2%		5.9%	0.0%	45.9%	6.7%		52.6%	0.0%	0.0%	0.0%		0.0%	4.4%	37.0%	0.0%		41.5%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-061 Whisman Station Drive-Central Expressway.p
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Whisman Station Drive Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	5
08:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5
08:30	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	0	2	0	0	2	4
08:45	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	1	7	0	0	8	13
Total Volume	0	0	1	0	1	0	6	3	1	9	0	0	0	0	0	2	15	0	0	17	27
% App Total	0.0%	0.0%	100.0%			0.0%	66.7%	33.3%			0.0%	0.0%	0.0%			11.8%	88.2%	0.0%			
PHF	.000	.000	.250		.250	.000	.750	.250		.450	.000	.000	.000		.000	.500	.536	.000		.531	.519

PM PEAK HOUR	Whisman Station Drive Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
17:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
17:45	0	0	1	0	1	0	7	1	0	8	0	0	0	0	0	0	2	0	0	2	11
18:00	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
Total Volume	1	0	1	0	2	0	14	1	0	15	0	0	0	0	0	0	8	0	0	8	25
% App Total	50.0%	0.0%	50.0%			0.0%	93.3%	6.7%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.250	.000	.250		.500	.000	.500	.250		.469	.000	.000	.000		.000	.000	.667	.000		.667	.568

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 42AM FINAL
Site Code : 00000042
Start Date : 6/2/2015
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Groups Printed- Vehicles

	ELLIS ST Southbound					E MIDDLEFIELD RD Westbound					Northbound					E MIDDLEFIELD RD 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
07:00 AM	16	0	15	3	34	50	39	0	1	90	0	0	0	0	0	0	28	32	1	61	185
07:15 AM	33	0	16	2	51	58	103	0	0	161	0	0	0	0	0	0	28	25	3	56	268
07:30 AM	34	0	25	9	68	82	127	0	3	212	0	0	0	0	0	0	47	38	2	87	367
07:45 AM	36	0	21	2	59	122	182	0	0	304	0	0	0	0	0	0	73	20	4	97	460
Total	119	0	77	16	212	312	451	0	4	767	0	0	0	0	0	0	176	115	10	301	1280
08:00 AM	47	0	34	1	82	130	158	0	5	293	0	0	0	0	0	0	56	51	8	115	490
08:15 AM	43	0	45	1	89	156	160	0	5	321	0	0	0	0	0	0	74	50	5	129	539
08:30 AM	35	0	39	0	74	158	182	0	1	341	0	0	0	0	0	0	89	65	8	162	577
08:45 AM	45	0	27	8	80	173	163	0	13	349	0	0	0	0	0	0	96	68	14	178	607
Total	170	0	145	10	325	617	663	0	24	1304	0	0	0	0	0	0	315	234	35	584	2213
09:00 AM	32	0	39	6	77	158	163	0	1	322	0	0	0	0	0	0	104	88	14	206	605
09:15 AM	38	0	50	0	88	130	151	0	9	290	0	0	0	0	0	0	92	58	15	165	543
09:30 AM	24	0	39	0	63	123	144	0	6	273	0	0	0	0	0	0	77	42	9	128	464
09:45 AM	37	0	46	8	91	114	127	0	3	244	0	0	0	0	0	0	67	51	15	133	468
Total	131	0	174	14	319	525	585	0	19	1129	0	0	0	0	0	0	340	239	53	632	2080
Grand Total	420	0	396	40	856	1454	1699	0	47	3200	0	0	0	0	0	0	831	588	98	1517	5573
Apprch %	49.1	0	46.3	4.7		45.4	53.1	0	1.5		0	0	0	0		0	54.8	38.8	6.5		
Total %	7.5	0	7.1	0.7	15.4	26.1	30.5	0	0.8	57.4	0	0	0	0	0	0	14.9	10.6	1.8	27.2	

	ELLIS ST Southbound				E MIDDLEFIELD RD Westbound				Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	43	0	**45**	**88**	156	160	0	316	0	0	0	0	0	74	50	124	528
08:30 AM	35	0	39	74	158	**182**	0	**340**	0	0	0	0	0	89	65	154	568
08:45 AM	**45**	0	27	72	**173**	163	0	336	0	0	0	0	0	96	68	164	572
09:00 AM	32	0	39	71	158	163	0	321	0	0	0	0	0	**104**	**88**	**192**	**584**
Total Volume	155	0	150	305	645	668	0	1313	0	0	0	0	0	363	271	634	2252
% App. Total	50.8	0	49.2		49.1	50.9	0		0	0	0		0	57.3	42.7		
PHF	.861	.000	.833	.866	.932	.918	.000	.965	.000	.000	.000	.000	.000	.873	.770	.826	.964

Traffic Data Service

Campbell, CA
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File Name : 42AM FINAL
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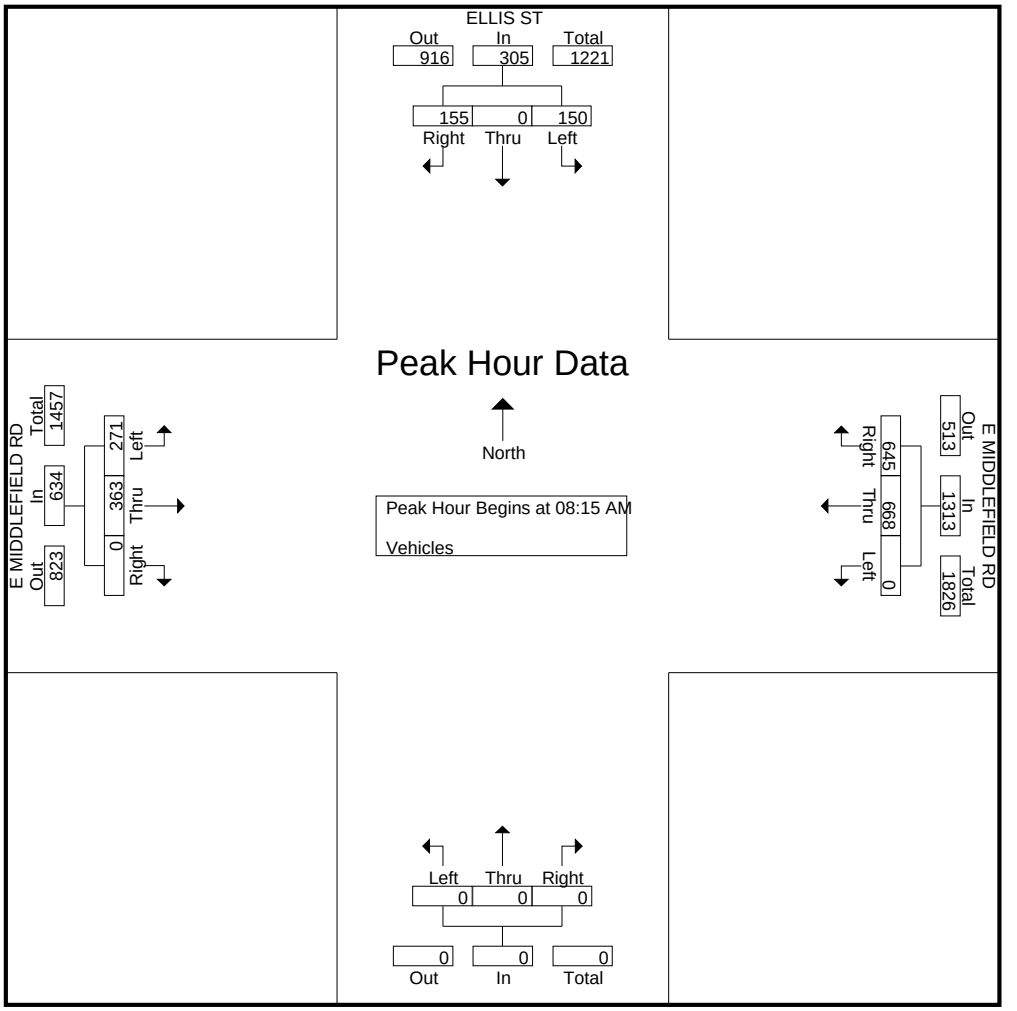

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Campbell, CA
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File Name : 42AM FINAL
Site Code : 00000042
Start Date : 6/2/2015
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Groups Printed- Bikes

	ELLIS ST Southbound					E MIDDLEFIELD RD Westbound					Northbound					E MIDDLEFIELD RD 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
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
07:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	8	0	0	8	10
07:30 AM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	2	2	0	4	10
07:45 AM	0	0	1	0	1	5	3	0	0	8	0	0	0	0	0	0	2	1	0	3	12
Total	0	0	1	0	1	8	10	0	0	18	0	0	0	0	0	0	14	3	0	17	36
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	2	0	7	9
08:15 AM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	3	0	4	7
08:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	10	3	0	13	15
08:45 AM	1	0	0	0	1	4	2	0	0	6	0	0	0	0	0	0	8	2	0	10	17
Total	2	0	0	0	2	6	6	0	0	12	0	0	0	0	0	0	24	10	0	34	48
09:00 AM	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	0	5	5	0	10	16
09:15 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	7	0	0	7	11
09:30 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	8
09:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	5
Total	1	0	0	0	1	3	11	0	0	14	0	0	0	0	0	0	17	8	0	25	40
Grand Total	3	0	1	0	4	17	27	0	0	44	0	0	0	0	0	0	55	21	0	76	124
Apprch %	75	0	25	0		38.6	61.4	0	0		0	0	0	0		0	72.4	27.6	0		
Total %	2.4	0	0.8	0	3.2	13.7	21.8	0	0	35.5	0	0	0	0	0	0	44.4	16.9	0	61.3	

	ELLIS ST Southbound				E MIDDLEFIELD RD Westbound				Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	**10**	3	**13**	15
08:45 AM	**1**	0	0	**1**	**4**	2	0	**6**	0	0	0	0	0	8	2	10	**17**
09:00 AM	1	0	0	1	1	**4**	0	5	0	0	0	0	0	5	**5**	10	16
09:15 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	7	0	7	11
Total Volume	2	0	0	2	7	10	0	17	0	0	0	0	0	30	10	40	59
% App. Total	100	0	0		41.2	58.8	0		0	0	0		0	75	25		
PHF	.500	.000	.000	.500	.438	.625	.000	.708	.000	.000	.000	.000	.000	.750	.500	.769	.868

Traffic Data Service

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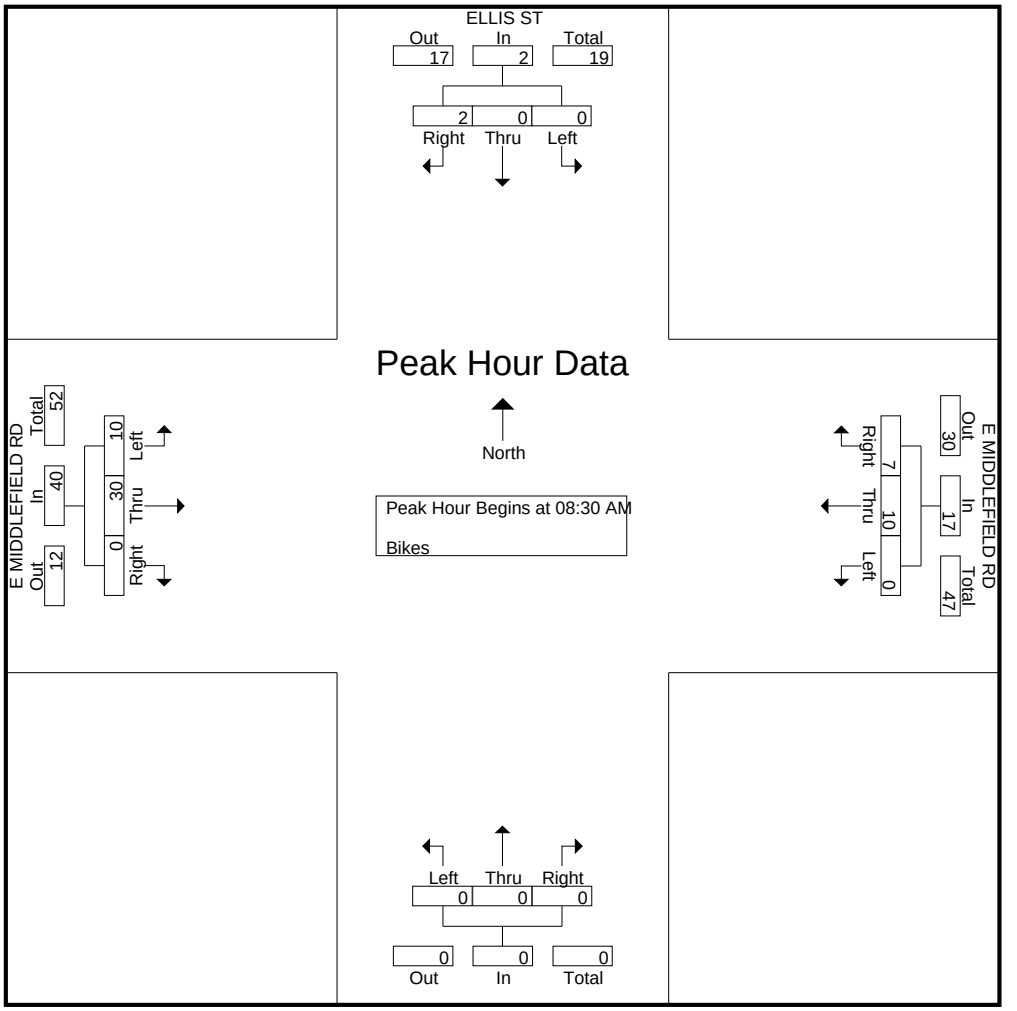

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File Name : 42PM FINAL
Site Code : 00000042
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Groups Printed- Vehicles

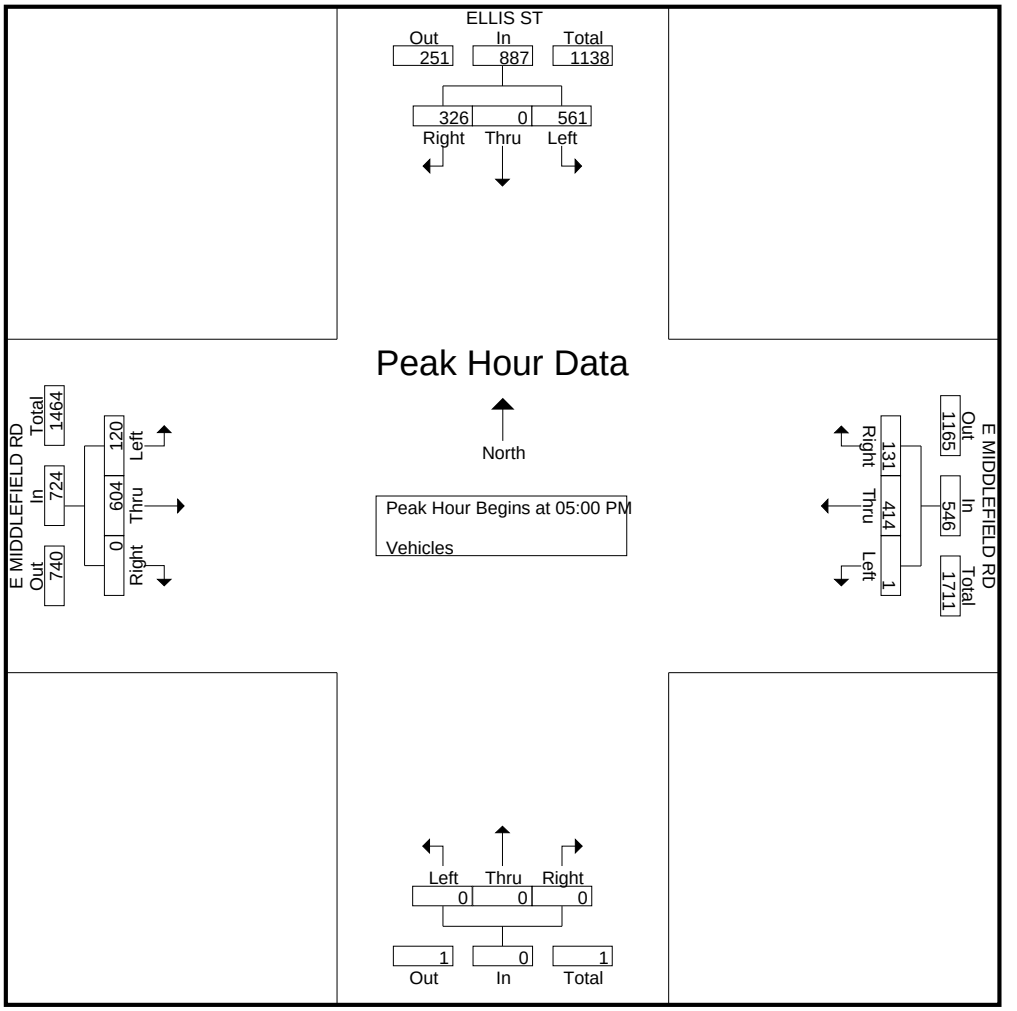
	ELLIS ST Southbound					E MIDDLEFIELD RD Westbound					Northbound					E MIDDLEFIELD RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	38	0	90	4	132	46	51	0	1	98	0	0	0	0	0	0	121	25	10	156	386
04:15 PM	29	0	89	4	122	18	64	0	5	87	0	0	0	0	0	0	107	20	2	129	338
04:30 PM	38	0	116	1	155	40	74	0	1	115	0	0	0	0	0	0	127	22	2	151	421
04:45 PM	61	0	106	2	169	42	61	0	5	108	0	0	0	0	0	0	124	36	1	161	438
Total	166	0	401	11	578	146	250	0	12	408	0	0	0	0	0	0	479	103	15	597	1583
05:00 PM	66	0	162	5	233	40	92	0	1	133	0	0	0	0	0	0	157	34	2	193	559
05:15 PM	89	0	145	3	237	28	113	0	2	143	0	0	0	0	0	0	152	32	3	187	567
05:30 PM	96	0	132	0	228	33	107	1	2	143	0	0	0	0	0	0	143	30	1	174	545
05:45 PM	75	0	122	2	199	30	102	0	3	135	0	0	0	0	0	0	152	24	1	177	511
Total	326	0	561	10	897	131	414	1	8	554	0	0	0	0	0	0	604	120	7	731	2182
06:00 PM	67	0	101	1	169	34	105	0	1	140	0	0	0	0	0	0	142	28	5	175	484
06:15 PM	67	0	70	2	139	30	81	0	4	115	0	0	0	0	0	0	129	25	0	154	408
06:30 PM	55	0	69	3	127	19	75	0	1	95	0	0	0	0	0	0	136	22	2	160	382
06:45 PM	51	0	59	3	113	36	65	0	1	102	0	0	0	0	0	0	106	25	4	135	350
Total	240	0	299	9	548	119	326	0	7	452	0	0	0	0	0	0	513	100	11	624	1624
Grand Total	732	0	1261	30	2023	396	990	1	27	1414	0	0	0	0	0	0	1596	323	33	1952	5389
Apprch %	36.2	0	62.3	1.5		28	70	0.1	1.9		0	0	0	0		0	81.8	16.5	1.7		
Total %	13.6	0	23.4	0.6	37.5	7.3	18.4	0	0.5	26.2	0	0	0	0	0	0	29.6	6	0.6	36.2	

	ELLIS ST Southbound				E MIDDLEFIELD RD Westbound				Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	66	0	**162**	228	**40**	92	0	132	0	0	0	0	0	**157**	**34**	**191**	551
05:15 PM	89	0	145	**234**	28	**113**	0	**141**	0	0	0	0	0	152	32	184	**559**
05:30 PM	**96**	0	132	228	33	107	**1**	141	0	0	0	0	0	143	30	173	542
05:45 PM	75	0	122	197	30	102	0	132	0	0	0	0	0	152	24	176	505
Total Volume	326	0	561	887	131	414	1	546	0	0	0	0	0	604	120	724	2157
% App. Total	36.8	0	63.2		24	75.8	0.2		0	0	0		0	83.4	16.6		
PHF	.849	.000	.866	.948	.819	.916	.250	.968	.000	.000	.000	.000	.000	.962	.882	.948	.965

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 42PM FINAL
Site Code : 00000042
Start Date : 6/2/2015
Page No : 2



Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 42PM FINAL
Site Code : 00000042
Start Date : 6/2/2015
Page No : 1

Groups Printed- Bikes

	ELLIS ST Southbound					E MIDDLEFIELD RD Westbound					Northbound					E MIDDLEFIELD RD 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
04:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
04:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Total	1	0	2	0	3	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	15
05:00 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	7
05:30 PM	0	0	3	0	3	1	2	0	0	3	0	0	0	0	0	0	7	0	0	7	13
05:45 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	10
Total	1	0	6	0	7	1	14	0	0	15	0	0	0	0	0	0	11	1	0	12	34
06:00 PM	2	0	2	0	4	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	18
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
06:30 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	7
06:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	7
Total	2	0	4	0	6	0	14	0	0	14	0	0	0	0	0	0	16	0	0	16	36
Grand Total	4	0	12	0	16	1	31	0	0	32	0	0	0	0	0	0	36	1	0	37	85
Apprch %	25	0	75	0		3.1	96.9	0	0		0	0	0	0		0	97.3	2.7	0		
Total %	4.7	0	14.1	0	18.8	1.2	36.5	0	0	37.6	0	0	0	0	0	0	42.4	1.2	0	43.5	

	ELLIS ST Southbound				E MIDDLEFIELD RD Westbound				Northbound				E MIDDLEFIELD RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	2	2	0	2	0	2	0	0	0	0	0	2	**1**	3	7
05:30 PM	0	0	**3**	3	**1**	2	0	3	0	0	0	0	0	**7**	0	**7**	13
05:45 PM	0	0	1	1	0	**7**	0	**7**	0	0	0	0	0	2	0	2	10
06:00 PM	**2**	0	2	**4**	0	7	0	7	0	0	0	0	0	7	0	7	**18**
Total Volume	2	0	8	10	1	18	0	19	0	0	0	0	0	18	1	19	48
% App. Total	20	0	80		5.3	94.7	0		0	0	0		0	94.7	5.3		
PHF	.250	.000	.667	.625	.250	.643	.000	.679	.000	.000	.000	.000	.000	.643	.250	.679	.667

Traffic Data Service

Campbell, CA
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File Name : 42PM FINAL
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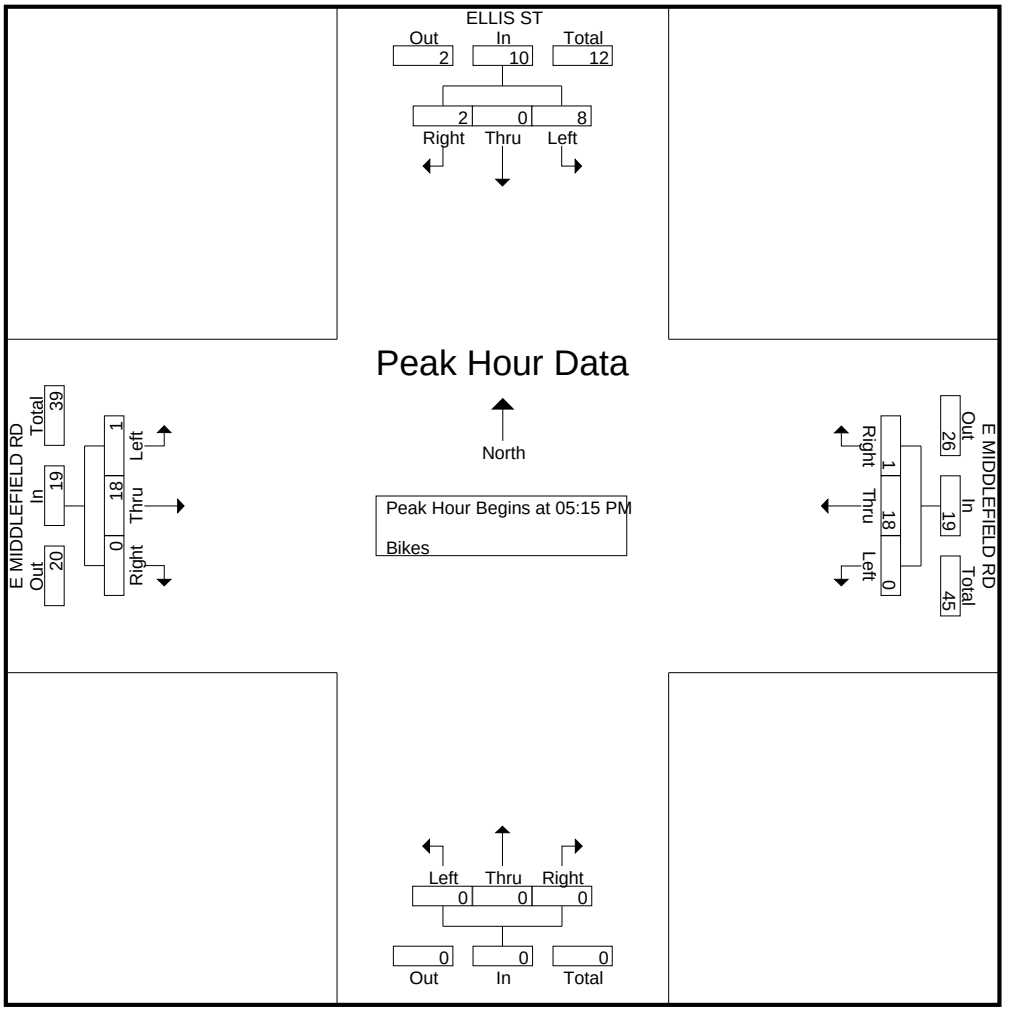

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-062 Ferguson Drive-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	Ferguson Drive Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	1	0	19	0	20	0	345	1	0	346	0	0	0	0	0	3	71	0	0	74	440	0
07:15	4	0	27	0	31	0	417	2	0	419	0	0	0	0	0	5	126	0	0	131	581	0
07:30	2	0	26	0	28	0	512	5	0	517	0	0	0	0	0	5	113	0	0	118	663	0
07:45	5	0	22	0	27	0	511	6	0	517	0	0	0	0	0	9	197	0	0	206	750	0
Total	12	0	94	0	106	0	1785	14	0	1799	0	0	0	0	0	22	507	0	0	529	2434	0
08:00	6	0	28	0	34	0	444	3	0	447	0	0	0	0	0	15	181	0	1	197	678	1
08:15	8	0	21	0	29	0	480	10	0	490	0	0	0	0	0	15	214	0	1	230	749	1
08:30	6	0	12	0	18	0	452	7	0	459	0	0	0	0	0	25	235	0	2	262	739	2
08:45	3	0	14	0	17	0	417	7	0	424	0	0	0	0	0	24	283	0	1	308	749	1
Total	23	0	75	0	98	0	1793	27	0	1820	0	0	0	0	0	79	913	0	5	997	2915	5
09:00	8	0	24	0	32	0	369	6	0	375	0	0	0	0	0	34	244	0	1	279	686	1
09:15	6	0	17	0	23	0	410	2	0	412	0	0	0	0	0	17	250	0	2	269	704	2
09:30	8	0	15	0	23	0	362	7	0	369	0	0	0	0	0	21	235	0	1	257	649	1
09:45	3	0	12	0	15	0	391	8	0	399	0	0	0	0	0	24	224	0	2	250	664	2
Total	25	0	68	0	93	0	1532	23	0	1555	0	0	0	0	0	96	953	0	6	1055	2703	6
16:00	11	0	12	0	23	0	220	6	0	226	0	0	0	0	0	9	386	0	0	395	644	0
16:15	6	0	17	0	23	0	253	4	0	257	0	0	0	0	0	8	404	0	0	412	692	0
16:30	12	0	27	0	39	0	288	2	0	290	0	0	0	0	0	5	364	0	0	369	698	0
16:45	12	0	17	0	29	0	295	6	0	301	0	0	0	0	0	13	445	0	0	458	788	0
Total	41	0	73	0	114	0	1056	18	0	1074	0	0	0	0	0	35	1599	0	0	1634	2822	0
17:00	16	0	22	0	38	0	346	8	0	354	0	0	0	0	0	10	396	0	0	406	798	0
17:15	15	0	25	0	40	0	426	4	0	430	0	0	0	0	0	14	428	0	0	442	912	0
17:30	13	0	51	0	64	0	371	10	0	381	0	0	0	0	0	14	409	0	2	425	870	2
17:45	18	0	35	0	53	0	349	7	0	356	0	0	0	0	0	14	369	0	1	384	793	1
Total	62	0	133	0	195	0	1492	29	0	1521	0	0	0	0	0	52	1602	0	3	1657	3373	3
18:00	12	0	46	0	58	0	372	13	0	385	0	0	0	0	0	11	335	0	0	346	789	0
18:15	16	0	40	0	56	0	372	4	0	376	0	0	0	0	0	12	389	0	0	401	833	0
18:30	6	0	23	0	29	0	322	7	0	329	0	0	0	0	0	13	410	0	0	423	781	0
18:45	11	0	20	0	31	0	285	10	0	295	0	0	0	0	0	5	345	0	1	351	677	1
Total	45	0	129	0	174	0	1351	34	0	1385	0	0	0	0	0	41	1479	0	1	1521	3080	1
Grand Total	208	0	572	0	780	0	9009	145	0	9154	0	0	0	0	0	325	7053	0	15	7393	17327	15
Apprch %	26.7%	0.0%	73.3%	0.0%		0.0%	98.4%	1.6%	0.0%		0.0%	0.0%	0.0%	0.0%		4.4%	95.4%	0.0%	0.2%			
Total %	1.2%	0.0%	3.3%	0.0%	4.5%	0.0%	52.0%	0.8%	0.0%	52.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	40.7%	0.0%	0.1%	42.7%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-062 Ferguson Drive-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Ferguson Drive Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	8	0	21	0	29	0	480	10	0	490	0	0	0	0	0	15	214	0	1	230	749
08:30	6	0	12	0	18	0	452	7	0	459	0	0	0	0	0	25	235	0	2	262	739
08:45	3	0	14	0	17	0	417	7	0	424	0	0	0	0	0	24	283	0	1	308	749
09:00	8	0	24	0	32	0	369	6	0	375	0	0	0	0	0	34	244	0	1	279	686
Total Volume	25	0	71	0	96	0	1718	30	0	1748	0	0	0	0	0	98	976	0	5	1079	2923
% App Total	26.0%	0.0%	74.0%	0.0%		0.0%	98.3%	1.7%	0.0%		0.0%	0.0%	0.0%	0.0%		9.1%	90.5%	0.0%	0.5%		
PHF	.781	.000	.740	.000	.750	.000	.895	.750	.000	.892	.000	.000	.000	.000	.000	.721	.862	.000	.625	.876	.976

PM PEAK HOUR	Ferguson Drive Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	16	0	22	0	38	0	346	8	0	354	0	0	0	0	0	10	396	0	0	406	798
17:15	15	0	25	0	40	0	426	4	0	430	0	0	0	0	0	14	428	0	0	442	912
17:30	13	0	51	0	64	0	371	10	0	381	0	0	0	0	0	14	409	0	2	425	870
17:45	18	0	35	0	53	0	349	7	0	356	0	0	0	0	0	14	369	0	1	384	793
Total Volume	62	0	133	0	195	0	1492	29	0	1521	0	0	0	0	0	52	1602	0	3	1657	3373
% App Total	31.8%	0.0%	68.2%	0.0%		0.0%	98.1%	1.9%	0.0%		0.0%	0.0%	0.0%	0.0%		3.1%	96.7%	0.0%	0.2%		
PHF	.861	.000	.652	.000	.762	.000	.876	.725	.000	.884	.000	.000	.000	.000	.000	.929	.936	.000	.375	.937	.925

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-062 Ferguson Drive-Central Expressway.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Ferguson Drive Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	0
07:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	0
07:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
07:45	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	2	3	0	0	5	9	0
Total	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	2	6	0	0	8	21	0
08:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
08:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	0
08:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0
08:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9	0
Total	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	12	0	0	12	20	0
09:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0
09:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	0
09:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
09:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	0
Total	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	13	0
16:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	0
16:15	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	7	0
16:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	0
Total	0	0	1	0	1	0	10	1	0	11	0	0	0	0	0	0	6	0	0	6	18	0
17:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	0
17:30	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	7	0
17:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7	0
Total	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	6	0	0	6	21	0
18:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	0
18:15	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	8	0
18:30	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7	0
18:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	0
Total	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	27	0
Grand Total	2	0	1	0	3	0	66	2	0	68	0	0	0	0	0	2	47	0	0	49	120	0
Apprch %	66.7%	0.0%	33.3%			0.0%	97.1%	2.9%			0.0%	0.0%	0.0%			4.1%	95.9%	0.0%				
Total %	1.7%	0.0%	0.8%		2.5%	0.0%	55.0%	1.7%		56.7%	0.0%	0.0%	0.0%		0.0%	1.7%	39.2%	0.0%		40.8%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-062 Ferguson Drive-Central Expressway.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Ferguson Drive Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:15 to 09:15																					
Peak Hour For Entire Intersection Begins at 08:15																					
08:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
08:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
08:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
09:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	19
% App Total	0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.667	.000		.667	.000	.000	.000		.000	.000	.458	.000		.458	.528

PM PEAK HOUR	Ferguson Drive Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:00 to 18:00																					
Peak Hour For Entire Intersection Begins at 17:00																					
17:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
17:30	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	7
17:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
Total Volume	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	6	0	0	6	21
% App Total	0.0%	0.0%	0.0%			0.0%	93.3%	6.7%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.000	.000	.000		.000	.000	.700	.250		.750	.000	.000	.000		.000	.000	.750	.000		.750	.750

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-063 Bernardo Avenue-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	Bernardo Avenue Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	1	0	0	0	1	0	368	22	0	390	0	0	0	0	0	7	65	0	2	74	465	2
07:15	0	0	0	0	0	0	426	13	1	440	0	0	0	0	0	3	118	0	1	122	562	2
07:30	1	0	1	0	2	0	531	8	0	539	0	0	0	0	0	4	109	0	4	117	658	4
07:45	0	0	2	0	2	0	502	21	0	523	0	0	0	0	0	11	194	0	3	208	733	3
Total	2	0	3	0	5	0	1827	64	1	1892	0	0	0	0	0	25	486	0	10	521	2418	11
08:00	0	0	2	0	2	0	501	25	0	526	0	0	0	0	0	9	186	0	3	198	726	3
08:15	4	0	1	0	5	0	497	29	2	528	0	0	0	0	0	13	191	0	6	210	743	8
08:30	2	0	4	0	6	0	463	34	0	497	0	0	0	0	0	16	230	0	9	255	758	9
08:45	1	0	7	0	8	0	422	29	1	452	0	0	0	0	0	15	267	0	5	287	747	6
Total	7	0	14	0	21	0	1883	117	3	2003	0	0	0	0	0	53	874	0	23	950	2974	26
09:00	6	0	1	0	7	0	394	34	1	429	0	0	0	0	0	19	233	0	10	262	698	11
09:15	2	0	1	0	3	0	450	32	0	482	0	0	0	0	0	17	244	0	5	266	751	5
09:30	2	0	5	0	7	0	370	24	1	395	0	0	0	0	0	10	233	0	2	245	647	3
09:45	1	0	7	0	8	0	418	26	0	444	0	0	0	0	0	12	179	0	9	200	652	9
Total	11	0	14	0	25	0	1632	116	2	1750	0	0	0	0	0	58	889	0	26	973	2748	28
16:00	25	0	11	0	36	0	218	6	1	225	0	0	0	0	0	5	388	0	1	394	655	2
16:15	15	0	11	0	26	0	228	4	1	233	0	0	0	0	0	7	396	0	4	407	666	5
16:30	31	0	8	0	39	0	272	5	0	277	0	0	0	0	0	6	364	0	2	372	688	2
16:45	20	0	17	0	37	0	264	2	1	267	0	0	0	0	0	4	442	0	0	446	750	1
Total	91	0	47	0	138	0	982	17	3	1002	0	0	0	0	0	22	1590	0	7	1619	2759	10
17:00	39	0	23	0	62	0	332	2	1	335	0	0	0	0	0	1	405	0	0	406	803	1
17:15	25	0	26	0	51	0	379	4	3	386	0	0	0	0	0	4	440	0	0	444	881	3
17:30	22	0	20	0	42	0	348	10	3	361	0	0	0	0	0	3	426	0	1	430	833	4
17:45	16	0	16	0	32	0	322	2	1	325	0	0	0	0	0	3	381	0	5	389	746	6
Total	102	0	85	0	187	0	1381	18	8	1407	0	0	0	0	0	11	1652	0	6	1669	3263	14
18:00	16	0	14	0	30	0	356	3	0	359	0	0	0	0	0	1	340	0	1	342	731	1
18:15	12	0	8	0	20	0	345	4	3	352	0	0	0	0	0	2	394	0	0	396	768	3
18:30	13	0	16	0	29	0	303	3	1	307	0	0	0	0	0	0	406	0	4	410	746	5
18:45	16	0	6	0	22	0	255	2	0	257	0	0	0	0	0	4	360	0	4	368	647	4
Total	57	0	44	0	101	0	1259	12	4	1275	0	0	0	0	0	7	1500	0	9	1516	2892	13
Grand Total	270	0	207	0	477	0	8964	344	21	9329	0	0	0	0	0	176	6991	0	81	7248	17054	102
Apprch %	56.6%	0.0%	43.4%	0.0%		0.0%	96.1%	3.7%	0.2%		0.0%	0.0%	0.0%	0.0%		2.4%	96.5%	0.0%	1.1%			
Total %	1.6%	0.0%	1.2%	0.0%	2.8%	0.0%	52.6%	2.0%	0.1%	54.7%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	41.0%	0.0%	0.5%	42.5%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-063 Bernardo Avenue-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Bernardo Avenue Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	2	0	2	0	501	25	0	526	0	0	0	0	0	9	186	0	3	198	726
08:15	4	0	1	0	5	0	497	29	2	528	0	0	0	0	0	13	191	0	6	210	743
08:30	2	0	4	0	6	0	463	34	0	497	0	0	0	0	0	16	230	0	9	255	758
08:45	1	0	7	0	8	0	422	29	1	452	0	0	0	0	0	15	267	0	5	287	747
Total Volume	7	0	14	0	21	0	1883	117	3	2003	0	0	0	0	0	53	874	0	23	950	2974
% App Total	33.3%	0.0%	66.7%	0.0%		0.0%	94.0%	5.8%	0.1%		0.0%	0.0%	0.0%	0.0%		5.6%	92.0%	0.0%	2.4%		
PHF	.438	.000	.500	.000	.656	.000	.940	.860	.375	.948	.000	.000	.000	.000	.000	.828	.818	.000	.639	.828	.981

PM PEAK HOUR	Bernardo Avenue Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	20	0	17	0	37	0	264	2	1	267	0	0	0	0	0	4	442	0	0	446	750
17:00	39	0	23	0	62	0	332	2	1	335	0	0	0	0	0	1	405	0	0	406	803
17:15	25	0	26	0	51	0	379	4	3	386	0	0	0	0	0	4	440	0	0	444	881
17:30	22	0	20	0	42	0	348	10	3	361	0	0	0	0	0	3	426	0	1	430	833
Total Volume	106	0	86	0	192	0	1323	18	8	1349	0	0	0	0	0	12	1713	0	1	1726	3267
% App Total	55.2%	0.0%	44.8%	0.0%		0.0%	98.1%	1.3%	0.6%		0.0%	0.0%	0.0%	0.0%		0.7%	99.2%	0.0%	0.1%		
PHF	.679	.000	.827	.000	.774	.000	.873	.450	.667	.874	.000	.000	.000	.000	.000	.750	.969	.000	.250	.967	.927

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-063 Bernardo Avenue-Central Expressway.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Bernardo Avenue Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
07:15	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5	0
07:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	4	0
07:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	7	0
Total	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	2	7	0	0	9	18	0
08:00	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	1	3	0	0	4	8	0
08:15	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	9	0
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	2	2	1
08:45	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	2	4	0	0	6	12	0
Total	0	0	2	0	2	0	11	3	1	14	0	0	0	0	0	4	11	0	0	15	31	1
09:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0
09:15	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	5	0
09:30	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4	0
09:45	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	5	0
Total	0	0	2	0	2	0	7	3	0	10	0	0	0	0	0	2	3	0	0	5	17	0
16:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	0
16:15	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	7	0
16:30	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0
16:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	0
Total	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	17	0
17:00	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	0
17:15	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	0
17:30	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	8	0
17:45	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	0
Total	2	0	3	0	5	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	23	0
18:00	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7	0
18:15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	0
18:30	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6	0
18:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	5	0
Total	1	0	2	0	3	0	10	0	0	10	0	0	0	0	0	0	14	0	0	14	27	0
Grand Total	3	0	11	0	14	0	56	7	1	63	0	0	0	0	0	8	48	0	0	56	133	1
Apprch %	21.4%	0.0%	78.6%			0.0%	88.9%	11.1%			0.0%	0.0%	0.0%			14.3%	85.7%	0.0%				
Total %	2.3%	0.0%	8.3%		10.5%	0.0%	42.1%	5.3%		47.4%	0.0%	0.0%	0.0%		0.0%	6.0%	36.1%	0.0%		42.1%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-063 Bernardo Avenue-Central Expressway.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Bernardo Avenue Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
08:00	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	1	3	0	0	4	8
08:15	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	9
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	2	2
08:45	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	2	4	0	0	6	12
Total Volume	0	0	2	0	2	0	11	3	1	14	0	0	0	0	0	4	11	0	0	15	31
% App Total	0.0%	0.0%	100.0%			0.0%	78.6%	21.4%			0.0%	0.0%	0.0%			26.7%	73.3%	0.0%			
PHF	.000	.000	.500		.500	.000	.550	.750		.583	.000	.000	.000		.000	.500	.688	.000		.625	.646

PM PEAK HOUR	Bernardo Avenue Southbound					Central Expressway Westbound					Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 16:45 to 17:45																					
Peak Hour For Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
17:00	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
17:15	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
17:30	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	8
Total Volume	2	0	3	0	5	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	21
% App Total	40.0%	0.0%	60.0%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	100.0%	0.0%			
PHF	.250	.000	.750		.417	.000	.750	.000		.750	.000	.000	.000		.000	.000	.583	.000		.583	.656

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-064 Mary Avenue-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

	Mary Avenue Southbound					Central Expressway Westbound					Mary Avenue Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	9	21	18	0	48	48	395	18	1	462	88	25	49	0	162	7	76	20	0	103	775	1
07:15	7	20	21	1	49	71	502	41	1	615	86	40	55	0	181	15	104	24	0	143	988	2
07:30	8	19	25	1	53	53	450	26	0	529	134	51	80	1	266	15	105	18	0	138	986	2
07:45	10	31	31	0	72	50	535	32	4	621	139	52	111	0	302	12	176	44	0	232	1227	4
Total	34	91	95	2	222	222	1882	117	6	2227	447	168	295	1	911	49	461	106	0	616	3976	9
08:00	7	25	27	1	60	70	537	30	2	639	159	74	108	0	341	29	208	36	0	273	1313	3
08:15	16	27	31	3	77	49	496	59	3	607	204	102	152	0	458	40	160	28	2	230	1372	8
08:30	12	34	35	0	81	66	487	69	5	627	167	127	148	0	442	31	213	38	0	282	1432	5
08:45	18	32	39	1	90	43	505	64	0	612	166	134	124	0	424	45	245	50	1	341	1467	2
Total	53	118	132	5	308	228	2025	222	10	2485	696	437	532	0	1665	145	826	152	3	1126	5584	18
09:00	29	29	26	0	84	55	472	80	2	609	192	136	163	0	491	50	190	40	1	281	1465	3
09:15	18	44	53	4	119	41	397	82	3	523	186	164	115	0	465	43	198	42	3	286	1393	10
09:30	17	25	33	3	78	46	472	81	7	606	137	101	113	1	352	40	229	41	1	311	1347	12
09:45	29	26	31	1	87	44	436	82	6	568	146	141	119	0	406	33	158	45	1	237	1298	8
Total	93	124	143	8	368	186	1777	325	18	2306	661	542	510	1	1714	166	775	168	6	1115	5503	33
16:00	85	48	21	5	159	58	188	26	27	299	57	40	100	0	197	19	519	96	1	635	1290	33
16:15	62	52	12	0	126	78	222	6	32	338	35	31	76	0	142	10	452	124	2	588	1194	34
16:30	78	68	31	0	177	79	244	14	34	371	70	23	64	1	158	19	455	131	2	607	1313	37
16:45	94	92	24	2	212	92	243	23	30	388	54	39	78	0	171	20	528	145	1	694	1465	33
Total	319	260	88	7	674	307	897	69	123	1396	216	133	318	1	668	68	1954	496	6	2524	5262	137
17:00	98	130	47	0	275	95	270	20	55	440	52	45	120	0	217	16	490	159	1	666	1598	56
17:15	93	136	50	1	280	114	365	16	56	551	44	50	117	0	211	15	526	158	2	701	1743	59
17:30	91	148	49	2	290	106	302	24	53	485	62	38	98	0	198	26	509	189	0	724	1697	55
17:45	99	141	36	0	276	142	287	18	41	488	62	37	91	1	191	22	525	171	2	720	1675	44
Total	381	555	182	3	1121	457	1224	78	205	1964	220	170	426	1	817	79	2050	677	5	2811	6713	214
18:00	93	125	41	0	259	116	301	27	41	485	54	43	111	0	208	19	445	188	3	655	1607	44
18:15	100	118	33	0	251	132	300	25	45	502	52	33	84	0	169	20	459	165	2	646	1568	47
18:30	70	78	37	0	185	114	245	16	41	416	60	40	72	0	172	20	462	142	3	627	1400	44
18:45	78	72	28	0	178	95	240	16	26	377	38	33	76	0	147	17	434	112	4	567	1269	30
Total	341	393	139	0	873	457	1086	84	153	1780	204	149	343	0	696	76	1800	607	12	2495	5844	165
Grand Total	1221	1541	779	25	3566	1857	8891	895	515	12158	2444	1599	2424	4	6471	583	7866	2206	32	10687	32882	576
Apprch %	34.2%	43.2%	21.8%	0.7%		15.3%	73.1%	7.4%	4.2%		37.8%	24.7%	37.5%	0.1%		5.5%	73.6%	20.6%	0.3%			
Total %	3.7%	4.7%	2.4%	0.1%	10.8%	5.6%	27.0%	2.7%	1.6%	37.0%	7.4%	4.9%	7.4%	0.0%	19.7%	1.8%	23.9%	6.7%	0.1%	32.5%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-064 Mary Avenue-Central Expressway.ppd
Date : 6/3/2015

Unshifted Count = All Vehicles

AM PEAK HOUR	Mary Avenue Southbound					Central Expressway Westbound					Mary Avenue Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 08:30 to 09:30																					
Peak Hour For Entire Intersection Begins at 08:30																					
08:30	12	34	35	0	81	66	487	69	5	627	167	127	148	0	442	31	213	38	0	282	1432
08:45	18	32	39	1	90	43	505	64	0	612	166	134	124	0	424	45	245	50	1	341	1467
09:00	29	29	26	0	84	55	472	80	2	609	192	136	163	0	491	50	190	40	1	281	1465
09:15	18	44	53	4	119	41	397	82	3	523	186	164	115	0	465	43	198	42	3	286	1393
Total Volume	77	139	153	5	374	205	1861	295	10	2371	711	561	550	0	1822	169	846	170	5	1190	5757
% App Total	20.6%	37.2%	40.9%	1.3%		8.6%	78.5%	12.4%	0.4%		39.0%	30.8%	30.2%	0.0%		14.2%	71.1%	14.3%	0.4%		
PHF	.664	.790	.722	.313	.786	.777	.921	.899	.500	.945	.926	.855	.844	.000	.928	.845	.863	.850	.417	.872	.981

PM PEAK HOUR	Mary Avenue Southbound					Central Expressway Westbound					Mary Avenue Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	93	136	50	1	280	114	365	16	56	551	44	50	117	0	211	15	526	158	2	701	1743
17:30	91	148	49	2	290	106	302	24	53	485	62	38	98	0	198	26	509	189	0	724	1697
17:45	99	141	36	0	276	142	287	18	41	488	62	37	91	1	191	22	525	171	2	720	1675
18:00	93	125	41	0	259	116	301	27	41	485	54	43	111	0	208	19	445	188	3	655	1607
Total Volume	376	550	176	3	1105	478	1255	85	191	2009	222	168	417	1	808	82	2005	706	7	2800	6722
% App Total	34.0%	49.8%	15.9%	0.3%		23.8%	62.5%	4.2%	9.5%		27.5%	20.8%	51.6%	0.1%		2.9%	71.6%	25.2%	0.3%		
PHF	.949	.929	.880	.375	.953	.842	.860	.787	.853	.912	.895	.840	.891	.250	.957	.788	.953	.934	.583	.967	.964

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-064 Mary Avenue-Central Expressway.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

	Mary Avenue Southbound					Central Expressway Westbound					Mary Avenue Northbound					Central Expressway Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	0	1	0	1	1	0	1	0	1	1	2	1	0	0	3	0	2	0	3	2	7	5
07:15	0	2	0	5	2	0	2	0	6	2	4	5	0	3	9	0	0	0	1	0	13	15
07:30	0	1	0	3	1	0	1	0	2	1	4	3	0	3	7	0	2	0	2	2	11	10
07:45	0	0	0	0	0	1	1	0	2	2	7	5	0	3	12	0	2	0	1	2	16	6
Total	0	4	0	9	4	1	5	0	11	6	17	14	0	9	31	0	6	0	7	6	47	36
08:00	2	0	0	5	2	0	1	0	0	1	4	6	0	0	10	1	1	0	8	2	15	13
08:15	0	5	0	1	5	0	5	0	11	5	9	5	0	2	14	0	2	1	2	3	27	16
08:30	0	2	0	4	2	0	1	0	3	1	3	13	0	4	16	0	1	1	3	2	21	14
08:45	0	2	0	4	2	1	5	0	6	6	8	8	1	2	17	0	4	0	6	4	29	18
Total	2	9	0	14	11	1	12	0	20	13	24	32	1	8	57	1	8	2	19	11	92	61
09:00	2	3	0	5	5	0	1	0	6	1	3	10	0	2	13	0	0	0	3	0	19	16
09:15	0	3	0	2	3	0	0	0	4	0	1	6	0	4	7	0	1	0	8	1	11	18
09:30	0	1	0	0	1	0	0	0	2	0	3	2	1	0	6	0	1	1	5	2	9	7
09:45	0	0	0	10	0	2	2	0	6	4	1	7	0	1	8	0	1	1	6	2	14	23
Total	2	7	0	17	9	2	3	0	18	5	8	25	1	7	34	0	3	2	22	5	53	64
16:00	0	0	0	2	0	0	0	0	2	0	0	1	0	0	1	0	0	0	1	0	1	5
16:15	1	2	2	1	5	2	3	0	0	5	0	2	0	1	2	0	4	0	4	4	16	6
16:30	0	4	0	1	4	0	1	0	2	1	0	1	0	2	1	0	0	3	2	3	9	7
16:45	0	5	0	2	5	0	5	0	2	5	0	1	0	1	1	0	1	0	1	1	12	6
Total	1	11	2	6	14	2	9	0	6	11	0	5	0	4	5	0	5	3	8	8	38	24
17:00	0	6	0	1	6	0	0	0	0	0	0	0	0	0	0	0	2	0	3	2	8	4
17:15	0	8	0	0	8	0	1	0	1	1	1	1	0	0	2	0	2	3	3	5	16	4
17:30	0	7	0	3	7	0	5	0	4	5	3	0	0	1	3	0	2	2	5	4	19	13
17:45	0	4	0	0	4	0	2	0	3	2	0	2	0	1	2	0	7	2	2	9	17	6
Total	0	25	0	4	25	0	8	0	8	8	4	3	0	2	7	0	13	7	13	20	60	27
18:00	0	9	0	2	9	0	5	0	7	5	0	1	0	1	1	0	5	4	4	9	24	14
18:15	0	3	0	3	3	0	1	0	4	1	1	1	0	2	2	0	1	4	4	5	11	13
18:30	0	8	0	4	8	0	1	0	0	1	1	1	0	3	2	1	3	4	4	8	19	11
18:45	2	7	0	5	9	2	0	0	4	2	0	2	0	1	2	1	2	1	4	4	17	14
Total	2	27	0	14	29	2	7	0	15	9	2	5	0	7	7	2	11	13	16	26	71	52
Grand Total	7	83	2	64	92	8	44	0	78	52	55	84	2	37	141	3	46	27	85	76	361	264
Apprch %	7.6%	90.2%	2.2%			15.4%	84.6%	0.0%			39.0%	59.6%	1.4%			3.9%	60.5%	35.5%				
Total %	1.9%	23.0%	0.6%		25.5%	2.2%	12.2%	0.0%		14.4%	15.2%	23.3%	0.6%		39.1%	0.8%	12.7%	7.5%		21.1%	100.0%	

ALL TRAFFIC DATA

City of Mountain View
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 15-7476-064 Mary Avenue-Central Expressway.ppd
Date : 6/3/2015

Bank 1 Count = Peds & Bikes

AM PEAK HOUR	Mary Avenue Southbound					Central Expressway Westbound					Mary Avenue Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 08:30 to 09:30																					
Peak Hour For Entire Intersection Begins at 08:30																					
08:30	0	2	0	4	2	0	1	0	3	1	3	13	0	4	16	0	1	1	3	2	21
08:45	0	2	0	4	2	1	5	0	6	6	8	8	1	2	17	0	4	0	6	4	29
09:00	2	3	0	5	5	0	1	0	6	1	3	10	0	2	13	0	0	0	3	0	19
09:15	0	3	0	2	3	0	0	0	4	0	1	6	0	4	7	0	1	0	8	1	11
Total Volume	2	10	0	15	12	1	7	0	19	8	15	37	1	12	53	0	6	1	20	7	80
% App Total	16.7%	83.3%	0.0%			12.5%	87.5%	0.0%			28.3%	69.8%	1.9%			0.0%	85.7%	14.3%			
PHF	.250	.833	.000		.600	.250	.350	.000		.333	.469	.712	.250		.779	.000	.375	.250		.438	.690

PM PEAK HOUR	Mary Avenue Southbound					Central Expressway Westbound					Mary Avenue Northbound					Central Expressway Eastbound					
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total
Peak Hour Analysis From 17:15 to 18:15																					
Peak Hour For Entire Intersection Begins at 17:15																					
17:15	0	8	0	0	8	0	1	0	1	1	1	1	0	0	2	0	2	3	3	5	16
17:30	0	7	0	3	7	0	5	0	4	5	3	0	0	1	3	0	2	2	5	4	19
17:45	0	4	0	0	4	0	2	0	3	2	0	2	0	1	2	0	7	2	2	9	17
18:00	0	9	0	2	9	0	5	0	7	5	0	1	0	1	1	0	5	4	4	9	24
Total Volume	0	28	0	5	28	0	13	0	15	13	4	4	0	3	8	0	16	11	14	27	76
% App Total	0.0%	100.0%	0.0%			0.0%	100.0%	0.0%			50.0%	50.0%	0.0%			0.0%	59.3%	40.7%			
PHF	.000	.778	.000		.778	.000	.650	.000		.650	.333	.500	.000		.667	.000	.571	.688		.750	.792

Southbound Peds = North Leg (traveling EB or WB)
Westbound Peds = East Leg (traveling NB or SB)
Northbound Peds = South Leg (traveling EB or WB)
Eastbound Peds = West Leg (traveling NB or SB)

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : 76AM FINAL
Site Code : 00000076
Start Date : 10/18/2016
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Groups Printed- Lights - Buses - Trucks

	Southbound					BAYFRONT EXPY Westbound					UNIVERSITY AVE Northbound					BAYFRONT EXPY 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
07:00 AM	0	0	0	0	0	0	834	271	0	1105	72	0	33	1	106	12	285	0	0	297	1508
07:15 AM	0	0	0	0	0	0	653	197	0	850	81	0	55	4	140	35	232	0	0	267	1257
07:30 AM	0	0	0	0	0	0	889	308	0	1197	104	0	56	7	167	40	253	0	0	293	1657
07:45 AM	0	0	0	0	0	0	826	273	0	1099	88	0	45	7	140	49	293	0	0	342	1581
Total	0	0	0	0	0	0	3202	1049	0	4251	345	0	189	19	553	136	1063	0	0	1199	6003
08:00 AM	0	0	0	0	0	0	790	384	1	1175	98	0	33	0	131	63	190	0	0	253	1559
08:15 AM	0	0	0	0	0	0	730	337	3	1070	110	0	29	2	141	61	253	0	0	314	1525
08:30 AM	0	0	0	0	0	0	708	356	3	1067	82	0	34	1	117	38	190	0	0	228	1412
08:45 AM	0	0	0	0	0	0	791	382	5	1178	93	0	31	5	129	37	243	0	0	280	1587
Total	0	0	0	0	0	0	3019	1459	12	4490	383	0	127	8	518	199	876	0	0	1075	6083
09:00 AM	0	0	0	0	0	0	785	360	1	1146	102	0	47	1	150	32	184	0	0	216	1512
09:15 AM	0	0	0	0	0	0	898	337	1	1236	75	0	34	4	113	28	216	0	0	244	1593
09:30 AM	0	0	0	0	0	0	868	341	3	1212	68	0	32	5	105	21	167	0	0	188	1505
09:45 AM	0	0	0	0	0	0	912	304	0	1216	59	0	37	2	98	25	194	0	0	219	1533
Total	0	0	0	0	0	0	3463	1342	5	4810	304	0	150	12	466	106	761	0	0	867	6143
Grand Total	0	0	0	0	0	0	9684	3850	17	13551	1032	0	466	39	1537	441	2700	0	0	3141	18229
Apprch %	0	0	0	0		0	71.5	28.4	0.1		67.1	0	30.3	2.5		14	86	0	0		
Total %	0	0	0	0	0	0	53.1	21.1	0.1	74.3	5.7	0	2.6	0.2	8.4	2.4	14.8	0	0	17.2	
Lights	0	0	0	0	0	0	9319	3717	17	13053	984	0	453	39	1476	417	2495	0	0	2912	17441
% Lights	0	0	0	0	0	0	96.2	96.5	100	96.3	95.3	0	97.2	100	96	94.6	92.4	0	0	92.7	95.7
Buses	0	0	0	0	0	0	83	24	0	107	16	0	1	0	17	1	62	0	0	63	187
% Buses	0	0	0	0	0	0	0.9	0.6	0	0.8	1.6	0	0.2	0	1.1	0.2	2.3	0	0	2	1
Trucks	0	0	0	0	0	0	282	109	0	391	32	0	12	0	44	23	143	0	0	166	601
% Trucks	0	0	0	0	0	0	2.9	2.8	0	2.9	3.1	0	2.6	0	2.9	5.2	5.3	0	0	5.3	3.3

	Southbound				BAYFRONT EXPY Westbound				UNIVERSITY AVE Northbound				BAYFRONT EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**889**	308	**1197**	104	0	**56**	**160**	40	253	0	293	**1650**
07:45 AM	0	0	0	0	0	826	273	1099	88	0	45	133	49	**293**	0	**342**	1574
08:00 AM	0	0	0	0	0	790	**384**	1174	98	0	33	131	**63**	190	0	253	1558
08:15 AM	0	0	0	0	0	730	337	1067	**110**	0	29	139	61	253	0	314	1520
Total Volume	0	0	0	0	0	3235	1302	4537	400	0	163	563	213	989	0	1202	6302
% App. Total	0	0	0		0	71.3	28.7		71	0	29		17.7	82.3	0		
PHF	.000	.000	.000	.000	.000	.910	.848	.948	.909	.000	.728	.880	.845	.844	.000	.879	.955

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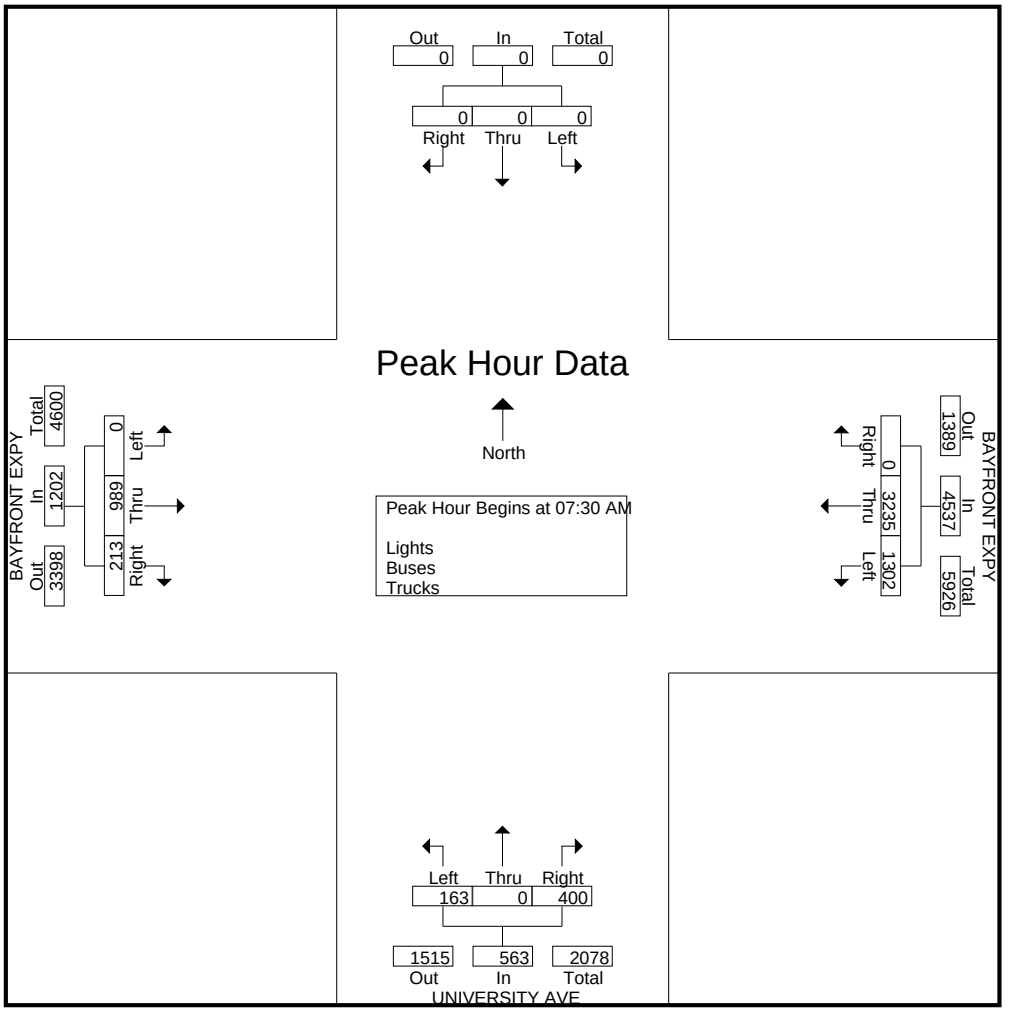

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File Name : 76PM FINAL
Site Code : 00000076
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Groups Printed- Lights - Buses - Trucks

	Southbound					BAYFRONT EXPY Westbound					UNIVERSITY AVE Northbound					BAYFRONT EXPY 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
04:00 PM	0	0	0	0	0	0	220	77	0	297	326	0	17	1	344	19	1001	0	0	1020	1661
04:15 PM	0	0	0	0	0	0	225	64	0	289	415	0	13	4	432	19	888	0	0	907	1628
04:30 PM	0	0	0	0	0	0	249	82	0	331	420	0	15	0	435	16	894	0	0	910	1676
04:45 PM	0	0	0	0	0	0	258	90	0	348	333	0	9	0	342	14	1034	0	0	1048	1738
Total	0	0	0	0	0	0	952	313	0	1265	1494	0	54	5	1553	68	3817	0	0	3885	6703
05:00 PM	0	0	0	0	0	0	255	106	2	363	493	0	18	2	513	7	836	0	0	843	1719
05:15 PM	0	0	0	0	0	0	250	87	0	337	323	0	10	4	337	9	980	0	0	989	1663
05:30 PM	0	0	0	0	0	0	253	106	1	360	428	0	6	3	437	9	967	0	0	976	1773
05:45 PM	0	0	0	0	0	0	230	113	2	345	482	0	12	1	495	8	834	0	0	842	1682
Total	0	0	0	0	0	0	988	412	5	1405	1726	0	46	10	1782	33	3617	0	0	3650	6837
06:00 PM	0	0	0	0	0	0	242	87	0	329	387	0	10	1	398	11	854	0	0	865	1592
06:15 PM	0	0	0	0	0	0	215	59	1	275	344	0	12	4	360	9	894	0	0	903	1538
06:30 PM	0	0	0	0	0	0	236	87	4	327	488	0	27	0	515	12	814	0	0	826	1668
06:45 PM	0	0	0	0	0	0	212	113	0	325	384	0	21	3	408	12	731	0	0	743	1476
Total	0	0	0	0	0	0	905	346	5	1256	1603	0	70	8	1681	44	3293	0	0	3337	6274
Grand Total	0	0	0	0	0	0	2845	1071	10	3926	4823	0	170	23	5016	145	10727	0	0	10872	19814
Apprch %	0	0	0	0		0	72.5	27.3	0.3		96.2	0	3.4	0.5		1.3	98.7	0	0		
Total %	0	0	0	0	0	0	14.4	5.4	0.1	19.8	24.3	0	0.9	0.1	25.3	0.7	54.1	0	0	54.9	
Lights	0	0	0	0	0	0	2710	1034	10	3754	4748	0	167	23	4938	142	10423	0	0	10565	19257
% Lights	0	0	0	0	0	0	95.3	96.5	100	95.6	98.4	0	98.2	100	98.4	97.9	97.2	0	0	97.2	97.2
Buses	0	0	0	0	0	0	89	13	0	102	11	0	1	0	12	0	86	0	0	86	200
% Buses	0	0	0	0	0	0	3.1	1.2	0	2.6	0.2	0	0.6	0	0.2	0	0.8	0	0	0.8	1
Trucks	0	0	0	0	0	0	46	24	0	70	64	0	2	0	66	3	218	0	0	221	357
% Trucks	0	0	0	0	0	0	1.6	2.2	0	1.8	1.3	0	1.2	0	1.3	2.1	2	0	0	2	1.8

	Southbound				BAYFRONT EXPY Westbound				UNIVERSITY AVE Northbound				BAYFRONT EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**258**	90	348	333	0	9	342	**14**	**1034**	0	**1048**	1738
05:00 PM	0	0	0	0	0	255	**106**	**361**	**493**	0	**18**	**511**	7	836	0	843	1715
05:15 PM	0	0	0	0	0	250	87	337	323	0	10	333	9	980	0	989	1659
05:30 PM	0	0	0	0	0	253	106	359	428	0	6	434	9	967	0	976	**1769**
Total Volume	0	0	0	0	0	1016	389	1405	1577	0	43	1620	39	3817	0	3856	6881
% App. Total	0	0	0		0	72.3	27.7		97.3	0	2.7		1	99	0		
PHF	.000	.000	.000	.000	.000	.984	.917	.973	.800	.000	.597	.793	.696	.923	.000	.920	.972

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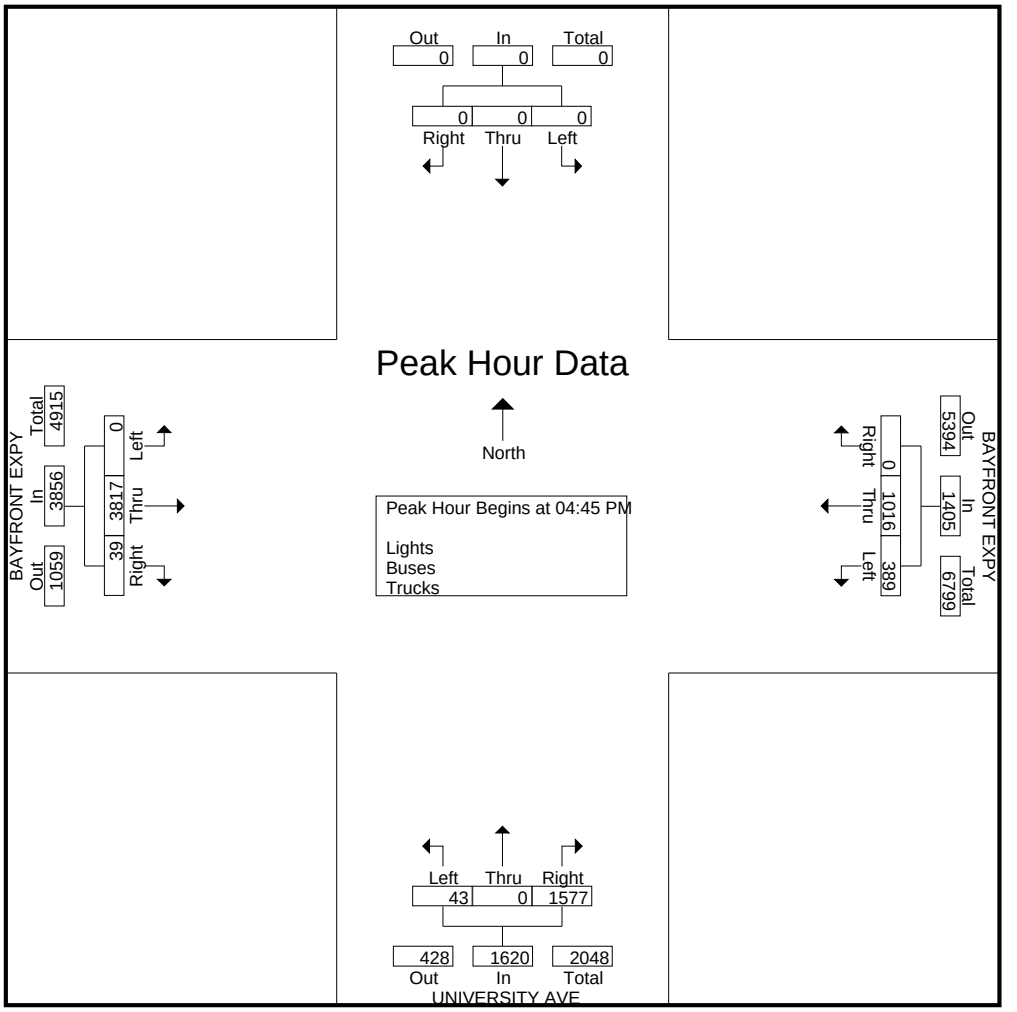

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Site Code : 00000075
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Groups Printed- Lights - Buses - Trucks

	UNIVERSITY AVE Southbound					BAY RD Westbound					UNIVERSITY AVE Northbound					BAY RD 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
07:00 AM	3	173	22	0	198	21	32	44	1	98	22	78	16	15	131	19	22	15	8	64	491
07:15 AM	1	183	12	6	202	28	49	43	2	122	16	74	14	13	117	16	39	14	6	75	516
07:30 AM	7	214	17	8	246	24	43	24	0	91	17	93	23	12	145	13	48	13	7	81	563
07:45 AM	13	219	22	7	261	31	61	9	1	102	18	91	25	22	156	5	59	13	12	89	608
Total	24	789	73	21	907	104	185	120	4	413	73	336	78	62	549	53	168	55	33	309	2178
08:00 AM	13	178	30	2	223	50	67	25	3	145	23	124	27	36	210	11	42	11	8	72	650
08:15 AM	14	222	40	2	278	35	63	18	0	116	14	131	18	11	174	6	52	15	8	81	649
08:30 AM	5	268	14	5	292	35	51	19	2	107	18	98	20	8	144	14	50	12	3	79	622
08:45 AM	4	288	16	3	311	32	35	19	0	86	15	110	14	11	150	12	43	16	6	77	624
Total	36	956	100	12	1104	152	216	81	5	454	70	463	79	66	678	43	187	54	25	309	2545
09:00 AM	7	289	24	2	322	23	29	26	1	79	14	104	15	10	143	8	45	5	8	66	610
09:15 AM	8	258	14	3	283	21	24	20	1	66	9	84	9	10	112	18	19	4	7	48	509
09:30 AM	11	245	21	2	279	17	22	24	3	66	17	104	6	7	134	19	36	8	3	66	545
09:45 AM	8	252	18	1	279	13	21	22	1	57	16	98	9	8	131	10	39	5	6	60	527
Total	34	1044	77	8	1163	74	96	92	6	268	56	390	39	35	520	55	139	22	24	240	2191
Grand Total	94	2789	250	41	3174	330	497	293	15	1135	199	1189	196	163	1747	151	494	131	82	858	6914
Apprch %	3	87.9	7.9	1.3		29.1	43.8	25.8	1.3		11.4	68.1	11.2	9.3		17.6	57.6	15.3	9.6		
Total %	1.4	40.3	3.6	0.6	45.9	4.8	7.2	4.2	0.2	16.4	2.9	17.2	2.8	2.4	25.3	2.2	7.1	1.9	1.2	12.4	
Lights	93	2671	240	41	3045	318	467	268	15	1068	191	1156	175	163	1685	135	470	123	82	810	6608
% Lights	98.9	95.8	96	100	95.9	96.4	94	91.5	100	94.1	96	97.2	89.3	100	96.5	89.4	95.1	93.9	100	94.4	95.6
Buses	1	19	0	0	20	3	22	5	0	30	2	15	12	0	29	12	17	6	0	35	114
% Buses	1.1	0.7	0	0	0.6	0.9	4.4	1.7	0	2.6	1	1.3	6.1	0	1.7	7.9	3.4	4.6	0	4.1	1.6
Trucks	0	99	10	0	109	9	8	20	0	37	6	18	9	0	33	4	7	2	0	13	192
% Trucks	0	3.5	4	0	3.4	2.7	1.6	6.8	0	3.3	3	1.5	4.6	0	1.9	2.6	1.4	1.5	0	1.5	2.8

	UNIVERSITY AVE Southbound				BAY RD Westbound				UNIVERSITY AVE Northbound				BAY RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	13	178	30	221	**50**	**67**	**25**	**142**	**23**	124	**27**	**174**	11	42	11	64	601
08:15 AM	**14**	222	**40**	276	35	63	18	116	14	**131**	18	163	6	**52**	15	73	**628**
08:30 AM	5	268	14	287	35	51	19	105	18	98	20	136	**14**	50	12	**76**	604
08:45 AM	4	**288**	16	**308**	32	35	19	86	15	110	14	139	12	43	**16**	71	604
Total Volume	36	956	100	1092	152	216	81	449	70	463	79	612	43	187	54	284	2437
% App. Total	3.3	87.5	9.2		33.9	48.1	18		11.4	75.7	12.9		15.1	65.8	19		
PHF	.643	.830	.625	.886	.760	.806	.810	.790	.761	.884	.731	.879	.768	.899	.844	.934	.970

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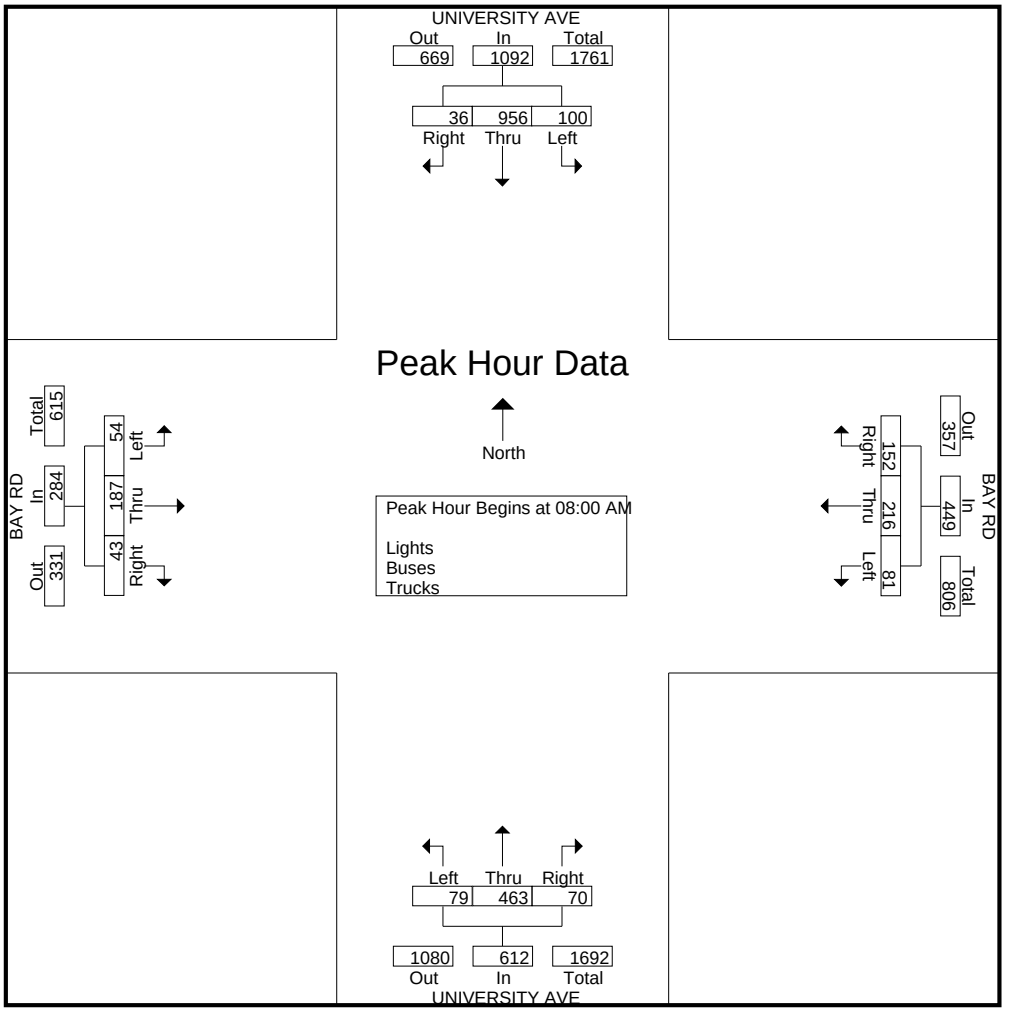

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Groups Printed- Lights - Buses - Trucks

	UNIVERSITY AVE Southbound					BAY RD Westbound					UNIVERSITY AVE Northbound					BAY RD 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
04:00 PM	9	96	14	10	129	91	49	40	3	183	17	280	15	25	337	28	47	22	9	106	755
04:15 PM	8	91	26	6	131	68	41	26	3	138	21	301	9	33	364	26	52	24	21	123	756
04:30 PM	5	98	22	5	130	102	57	43	5	207	10	266	9	39	324	17	45	30	13	105	766
04:45 PM	9	117	26	3	155	131	45	32	6	214	8	291	7	25	331	31	61	21	6	119	819
Total	31	402	88	24	545	392	192	141	17	742	56	1138	40	122	1356	102	205	97	49	453	3096
05:00 PM	7	120	29	5	161	105	53	32	2	192	17	260	16	14	307	21	52	20	1	94	754
05:15 PM	7	118	27	6	158	102	48	29	5	184	11	263	11	32	317	21	58	30	13	122	781
05:30 PM	11	135	28	7	181	87	55	36	3	181	12	269	8	16	305	26	58	17	7	108	775
05:45 PM	11	96	24	11	142	77	65	41	0	183	18	260	17	21	316	17	84	13	16	130	771
Total	36	469	108	29	642	371	221	138	10	740	58	1052	52	83	1245	85	252	80	37	454	3081
06:00 PM	3	108	30	5	146	103	66	36	1	206	16	230	15	32	293	25	57	12	26	120	765
06:15 PM	10	95	23	6	134	96	50	36	4	186	18	267	19	27	331	27	69	16	4	116	767
06:30 PM	7	104	16	5	132	86	74	34	3	197	18	295	12	21	346	24	47	15	8	94	769
06:45 PM	7	89	15	4	115	65	50	17	0	132	21	272	22	22	337	28	43	17	6	94	678
Total	27	396	84	20	527	350	240	123	8	721	73	1064	68	102	1307	104	216	60	44	424	2979
Grand Total	94	1267	280	73	1714	1113	653	402	35	2203	187	3254	160	307	3908	291	673	237	130	1331	9156
Apprch %	5.5	73.9	16.3	4.3		50.5	29.6	18.2	1.6		4.8	83.3	4.1	7.9		21.9	50.6	17.8	9.8		
Total %	1	13.8	3.1	0.8	18.7	12.2	7.1	4.4	0.4	24.1	2	35.5	1.7	3.4	42.7	3.2	7.4	2.6	1.4	14.5	
Lights	92	1239	276	73	1680	1092	635	394	35	2156	182	3214	148	307	3851	280	657	235	130	1302	8989
% Lights	97.9	97.8	98.6	100	98	98.1	97.2	98	100	97.9	97.3	98.8	92.5	100	98.5	96.2	97.6	99.2	100	97.8	98.2
Buses	1	13	0	0	14	4	17	4	0	25	1	5	12	0	18	11	14	0	0	25	82
% Buses	1.1	1	0	0	0.8	0.4	2.6	1	0	1.1	0.5	0.2	7.5	0	0.5	3.8	2.1	0	0	1.9	0.9
Trucks	1	15	4	0	20	17	1	4	0	22	4	35	0	0	39	0	2	2	0	4	85
% Trucks	1.1	1.2	1.4	0	1.2	1.5	0.2	1	0	1	2.1	1.1	0	0	1	0	0.3	0.8	0	0.3	0.9

	UNIVERSITY AVE Southbound				BAY RD Westbound				UNIVERSITY AVE Northbound				BAY RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	117	26	152	**131**	45	32	**208**	8	**291**	7	**306**	**31**	**61**	21	**113**	**779**
05:00 PM	7	120	**29**	156	105	53	32	190	**17**	260	**16**	293	21	52	20	93	732
05:15 PM	7	118	27	152	102	48	29	179	11	263	11	285	21	58	**30**	109	725
05:30 PM	**11**	**135**	28	**174**	87	**55**	**36**	178	12	269	8	289	26	58	17	101	742
Total Volume	34	490	110	634	425	201	129	755	48	1083	42	1173	99	229	88	416	2978
% App. Total	5.4	77.3	17.4		56.3	26.6	17.1		4.1	92.3	3.6		23.8	55	21.2		
PHF	.773	.907	.948	.911	.811	.914	.896	.907	.706	.930	.656	.958	.798	.939	.733	.920	.956

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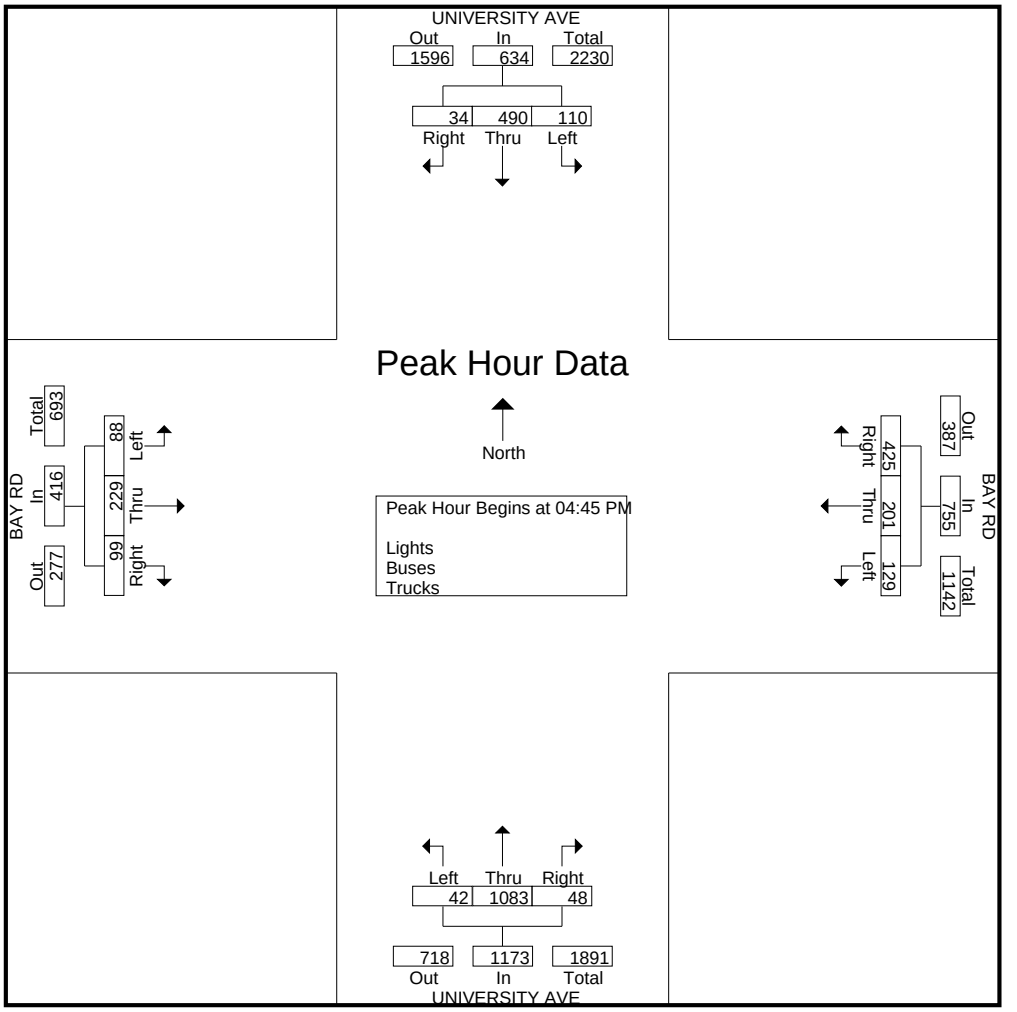

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File Name : 74AM FINAL
Site Code : 00000074
Start Date : 10/20/2016
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Groups Printed- Lights - Buses - Trucks

	DONOHOE ST Southbound					UNIVERSITY AVE Westbound					DONOHOE ST Northbound					UNIVERSITY 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
07:00 AM	62	50	20	0	132	77	18	3	5	103	22	297	5	20	344	61	109	82	5	257	836
07:15 AM	76	49	16	0	141	138	32	1	10	181	16	225	5	10	256	75	134	120	4	333	911
07:30 AM	78	86	28	0	192	173	11	1	1	186	15	213	4	8	240	60	102	161	7	330	948
07:45 AM	100	92	26	0	218	161	11	3	2	177	17	259	6	8	290	54	108	148	4	314	999
Total	316	277	90	0	683	549	72	8	18	647	70	994	20	46	1130	250	453	511	20	1234	3694
08:00 AM	77	76	35	0	188	153	14	1	2	170	17	148	6	6	177	53	150	186	3	392	927
08:15 AM	91	74	43	0	208	157	24	2	0	183	12	221	3	12	248	65	86	136	6	293	932
08:30 AM	82	68	25	0	175	157	24	3	2	186	10	183	6	5	204	64	105	135	1	305	870
08:45 AM	72	52	19	0	143	145	18	2	1	166	10	228	4	2	244	72	90	131	2	295	848
Total	322	270	122	0	714	612	80	8	5	705	49	780	19	25	873	254	431	588	12	1285	3577
09:00 AM	72	80	14	0	166	76	20	1	3	100	12	240	8	9	269	68	85	79	2	234	769
09:15 AM	52	59	17	0	128	77	23	7	0	107	20	217	13	6	256	83	93	92	3	271	762
09:30 AM	79	54	25	0	158	50	16	2	2	70	18	280	11	3	312	62	94	73	0	229	769
09:45 AM	65	67	23	0	155	43	12	4	5	64	19	297	5	7	328	62	76	55	1	194	741
Total	268	260	79	0	607	246	71	14	10	341	69	1034	37	25	1165	275	348	299	6	928	3041
Grand Total	906	807	291	0	2004	1407	223	30	33	1693	188	2808	76	96	3168	779	1232	1398	38	3447	10312
Apprch %	45.2	40.3	14.5	0		83.1	13.2	1.8	1.9		5.9	88.6	2.4	3		22.6	35.7	40.6	1.1		
Total %	8.8	7.8	2.8	0	19.4	13.6	2.2	0.3	0.3	16.4	1.8	27.2	0.7	0.9	30.7	7.6	11.9	13.6	0.4	33.4	
Lights	869	773	282	0	1924	1385	218	29	33	1665	177	2663	70	96	3006	749	1207	1367	38	3361	9956
% Lights	95.9	95.8	96.9	0	96	98.4	97.8	96.7	100	98.3	94.1	94.8	92.1	100	94.9	96.1	98	97.8	100	97.5	96.5
Buses	21	18	3	0	42	8	1	1	0	10	1	35	1	0	37	9	5	15	0	29	118
% Buses	2.3	2.2	1	0	2.1	0.6	0.4	3.3	0	0.6	0.5	1.2	1.3	0	1.2	1.2	0.4	1.1	0	0.8	1.1
Trucks	16	16	6	0	38	14	4	0	0	18	10	110	5	0	125	21	20	16	0	57	238
% Trucks	1.8	2	2.1	0	1.9	1	1.8	0	0	1.1	5.3	3.9	6.6	0	3.9	2.7	1.6	1.1	0	1.7	2.3

	DONOHOE ST Southbound				UNIVERSITY AVE Westbound				DONOHOE ST Northbound				UNIVERSITY AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	78	86	28	192	**173**	11	1	**185**	15	213	4	232	60	102	161	323	932
07:45 AM	**100**	**92**	26	**218**	161	11	**3**	175	**17**	**259**	**6**	**282**	54	108	148	310	**985**
08:00 AM	77	76	35	188	153	14	1	168	17	148	6	171	53	**150**	**186**	**389**	916
08:15 AM	91	74	**43**	208	157	**24**	2	183	12	221	3	236	**65**	86	136	287	914
Total Volume	346	328	132	806	644	60	7	711	61	841	19	921	232	446	631	1309	3747
% App. Total	42.9	40.7	16.4		90.6	8.4	1		6.6	91.3	2.1		17.7	34.1	48.2		
PHF	.865	.891	.767	.924	.931	.625	.583	.961	.897	.812	.792	.816	.892	.743	.848	.841	.951

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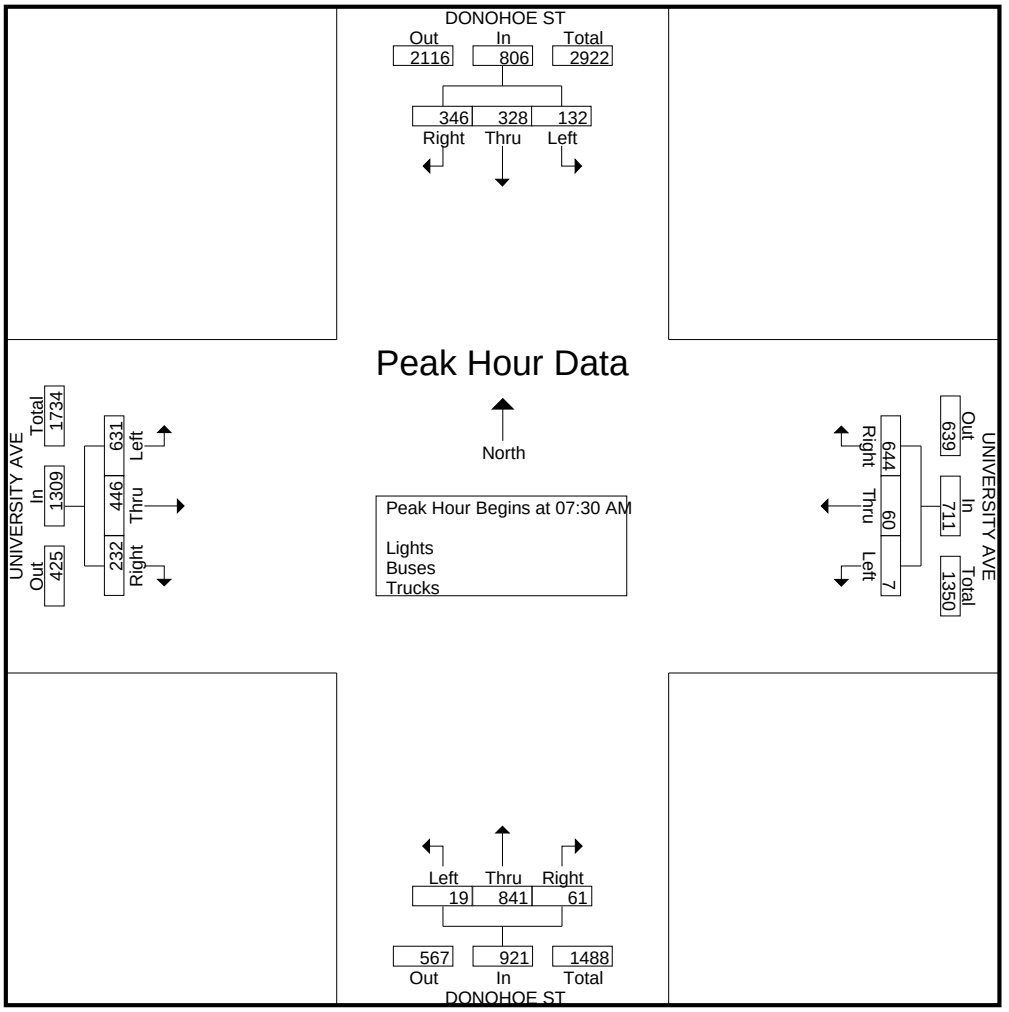

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Groups Printed- Lights - Buses - Trucks

	DONOHOE ST Southbound					UNIVERSITY AVE Westbound					DONOHOE ST Northbound					UNIVERSITY 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
04:00 PM	206	141	101	0	448	38	25	3	2	68	28	116	14	1	159	155	132	67	1	355	1030
04:15 PM	166	141	88	0	395	34	28	4	6	72	46	141	8	2	197	131	143	69	1	344	1008
04:30 PM	156	136	92	0	384	35	19	2	9	65	30	108	10	3	151	147	153	96	4	400	1000
04:45 PM	158	166	92	0	416	42	23	4	7	76	18	113	8	3	142	127	136	59	3	325	959
Total	686	584	373	0	1643	149	95	13	24	281	122	478	40	9	649	560	564	291	9	1424	3997
05:00 PM	145	168	78	1	392	41	17	4	6	68	37	133	11	0	181	148	151	56	2	357	998
05:15 PM	153	154	83	0	390	49	18	4	6	77	25	170	16	5	216	125	142	77	5	349	1032
05:30 PM	181	206	82	0	469	52	18	5	14	89	22	173	7	5	207	110	128	51	4	293	1058
05:45 PM	145	161	84	1	391	48	17	1	11	77	19	138	13	0	170	129	129	72	4	334	972
Total	624	689	327	2	1642	190	70	14	37	311	103	614	47	10	774	512	550	256	15	1333	4060
06:00 PM	150	165	83	0	398	48	14	2	9	73	33	150	9	0	192	131	144	78	4	357	1020
06:15 PM	151	172	90	0	413	39	21	2	6	68	20	170	12	0	202	124	104	66	2	296	979
06:30 PM	156	126	101	0	383	42	30	9	4	85	20	145	10	0	175	167	118	57	0	342	985
06:45 PM	172	148	75	0	395	49	22	2	1	74	26	164	16	0	206	166	136	74	2	378	1053
Total	629	611	349	0	1589	178	87	15	20	300	99	629	47	0	775	588	502	275	8	1373	4037
Grand Total	1939	1884	1049	2	4874	517	252	42	81	892	324	1721	134	19	2198	1660	1616	822	32	4130	12094
Apprch %	39.8	38.7	21.5	0		58	28.3	4.7	9.1		14.7	78.3	6.1	0.9		40.2	39.1	19.9	0.8		
Total %	16	15.6	8.7	0	40.3	4.3	2.1	0.3	0.7	7.4	2.7	14.2	1.1	0.2	18.2	13.7	13.4	6.8	0.3	34.1	
Lights	1907	1846	1038	2	4793	516	251	42	81	890	319	1694	132	19	2164	1620	1600	812	32	4064	11911
% Lights	98.3	98	99	100	98.3	99.8	99.6	100	100	99.8	98.5	98.4	98.5	100	98.5	97.6	99	98.8	100	98.4	98.5
Buses	18	15	5	0	38	0	0	0	0	0	5	22	0	0	27	4	10	4	0	18	83
% Buses	0.9	0.8	0.5	0	0.8	0	0	0	0	0	1.5	1.3	0	0	1.2	0.2	0.6	0.5	0	0.4	0.7
Trucks	14	23	6	0	43	1	1	0	0	2	0	5	2	0	7	36	6	6	0	48	100
% Trucks	0.7	1.2	0.6	0	0.9	0.2	0.4	0	0	0.2	0	0.3	1.5	0	0.3	2.2	0.4	0.7	0	1.2	0.8

	DONOHOE ST Southbound				UNIVERSITY AVE Westbound				DONOHOE ST Northbound				UNIVERSITY AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	153	154	83	390	49	**18**	4	71	25	170	**16**	**211**	125	142	77	344	1016
05:30 PM	**181**	**206**	82	**469**	**52**	18	**5**	**75**	22	**173**	7	202	110	128	51	289	**1035**
05:45 PM	145	161	**84**	390	48	17	1	66	19	138	13	170	129	129	72	330	956
06:00 PM	150	165	83	398	48	14	2	64	**33**	150	9	192	**131**	**144**	**78**	**353**	1007
Total Volume	629	686	332	1647	197	67	12	276	99	631	45	775	495	543	278	1316	4014
% App. Total	38.2	41.7	20.2		71.4	24.3	4.3		12.8	81.4	5.8		37.6	41.3	21.1		
PHF	.869	.833	.988	.878	.947	.931	.600	.920	.750	.912	.703	.918	.945	.943	.891	.932	.970

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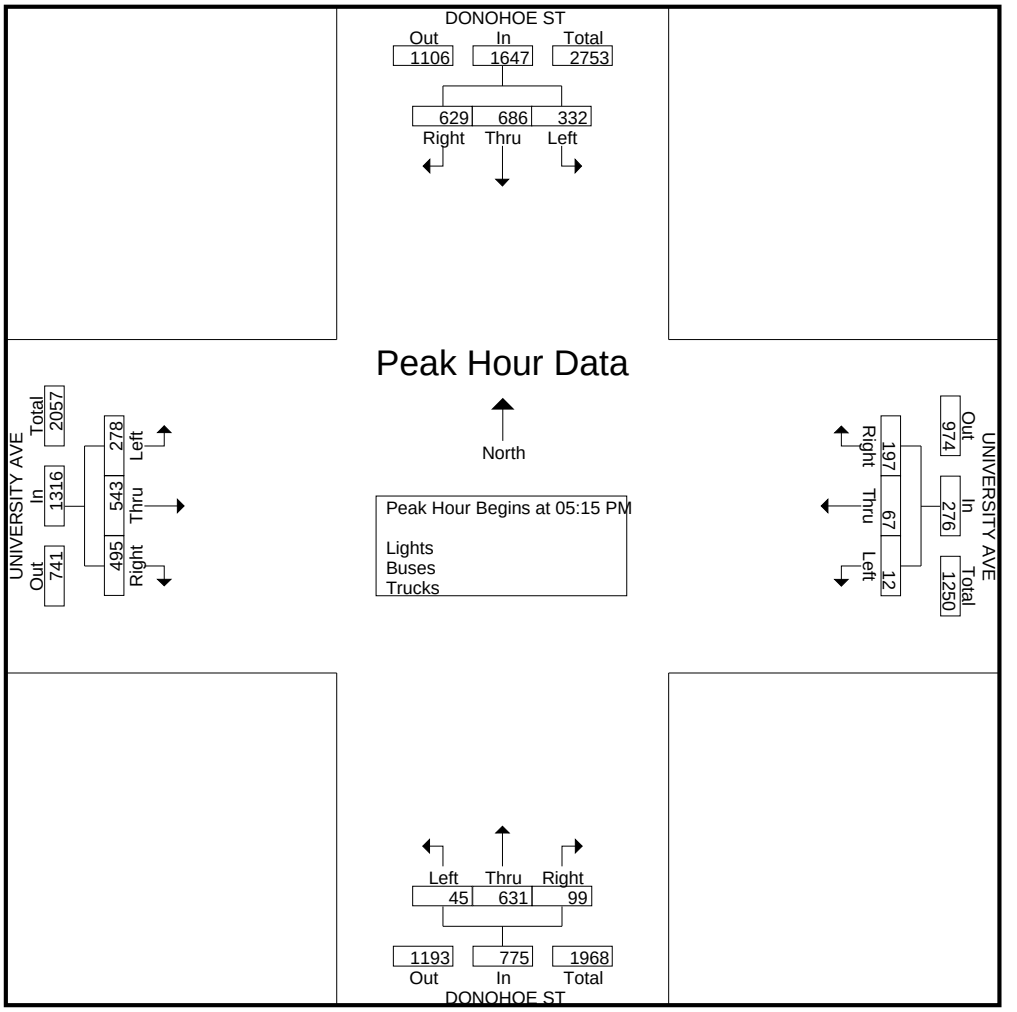

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Groups Printed- Lights - Buses - Trucks

	CAPITOL AVE Southbound					DONOHOE ST Westbound					US-101 NB OFF-RAMP Northbound					DONOHOE 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
07:00 AM	0	0	0	0	0	0	221	0	0	221	36	0	61	2	99	0	86	0	0	86	406
07:15 AM	0	0	0	0	0	0	226	0	0	226	46	0	63	1	110	0	103	0	0	103	439
07:30 AM	0	0	0	0	0	0	229	0	0	229	35	0	76	2	113	0	83	0	0	83	425
07:45 AM	0	0	0	0	0	0	254	0	0	254	35	0	64	6	105	0	115	0	0	115	474
Total	0	0	0	0	0	0	930	0	0	930	152	0	264	11	427	0	387	0	0	387	1744
08:00 AM	0	0	0	1	1	0	243	0	3	246	33	0	75	4	112	0	127	0	0	127	486
08:15 AM	1	0	0	0	1	0	247	0	0	247	41	0	76	12	129	0	120	0	0	120	497
08:30 AM	0	0	0	0	0	0	234	0	0	234	33	0	62	4	99	0	98	0	0	98	431
08:45 AM	0	0	0	2	2	0	220	0	0	220	25	0	72	6	103	0	90	0	0	90	415
Total	1	0	0	3	4	0	944	0	3	947	132	0	285	26	443	0	435	0	0	435	1829
09:00 AM	0	0	0	3	3	0	188	0	0	188	44	0	59	6	109	0	87	0	1	88	388
09:15 AM	0	0	0	1	1	0	155	0	0	155	28	0	95	6	129	0	100	0	0	100	385
09:30 AM	0	0	0	1	1	0	143	0	0	143	38	0	66	13	117	0	99	0	3	102	363
09:45 AM	0	0	0	0	0	0	169	0	0	169	63	0	51	12	126	0	115	0	1	116	411
Total	0	0	0	5	5	0	655	0	0	655	173	0	271	37	481	0	401	0	5	406	1547
Grand Total	1	0	0	8	9	0	2529	0	3	2532	457	0	820	74	1351	0	1223	0	5	1228	5120
Apprch %	11.1	0	0	88.9		0	99.9	0	0.1		33.8	0	60.7	5.5		0	99.6	0	0.4		
Total %	0	0	0	0.2	0.2	0	49.4	0	0.1	49.5	8.9	0	16	1.4	26.4	0	23.9	0	0.1	24	
Lights	1	0	0	8	9	0	2472	0	3	2475	448	0	785	74	1307	0	1182	0	5	1187	4978
% Lights	100	0	0	100	100	0	97.7	0	100	97.7	98	0	95.7	100	96.7	0	96.6	0	100	96.7	97.2
Buses	0	0	0	0	0	0	20	0	0	20	2	0	8	0	10	0	23	0	0	23	53
% Buses	0	0	0	0	0	0	0.8	0	0	0.8	0.4	0	1	0	0.7	0	1.9	0	0	1.9	1
Trucks	0	0	0	0	0	0	37	0	0	37	7	0	27	0	34	0	18	0	0	18	89
% Trucks	0	0	0	0	0	0	1.5	0	0	1.5	1.5	0	3.3	0	2.5	0	1.5	0	0	1.5	1.7

	CAPITOL AVE Southbound				DONOHOE ST Westbound				US-101 NB OFF-RAMP Northbound				DONOHOE ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**254**	0	**254**	35	0	64	99	0	115	0	115	468
08:00 AM	0	0	0	0	0	243	0	243	33	0	75	108	0	**127**	0	**127**	478
08:15 AM	**1**	0	0	**1**	0	247	0	247	**41**	0	**76**	**117**	0	120	0	120	**485**
08:30 AM	0	0	0	0	0	234	0	234	33	0	62	95	0	98	0	98	427
Total Volume	1	0	0	1	0	978	0	978	142	0	277	419	0	460	0	460	1858
% App. Total	100	0	0		0	100	0		33.9	0	66.1		0	100	0		
PHF	.250	.000	.000	.250	.000	.963	.000	.963	.866	.000	.911	.895	.000	.906	.000	.906	.958

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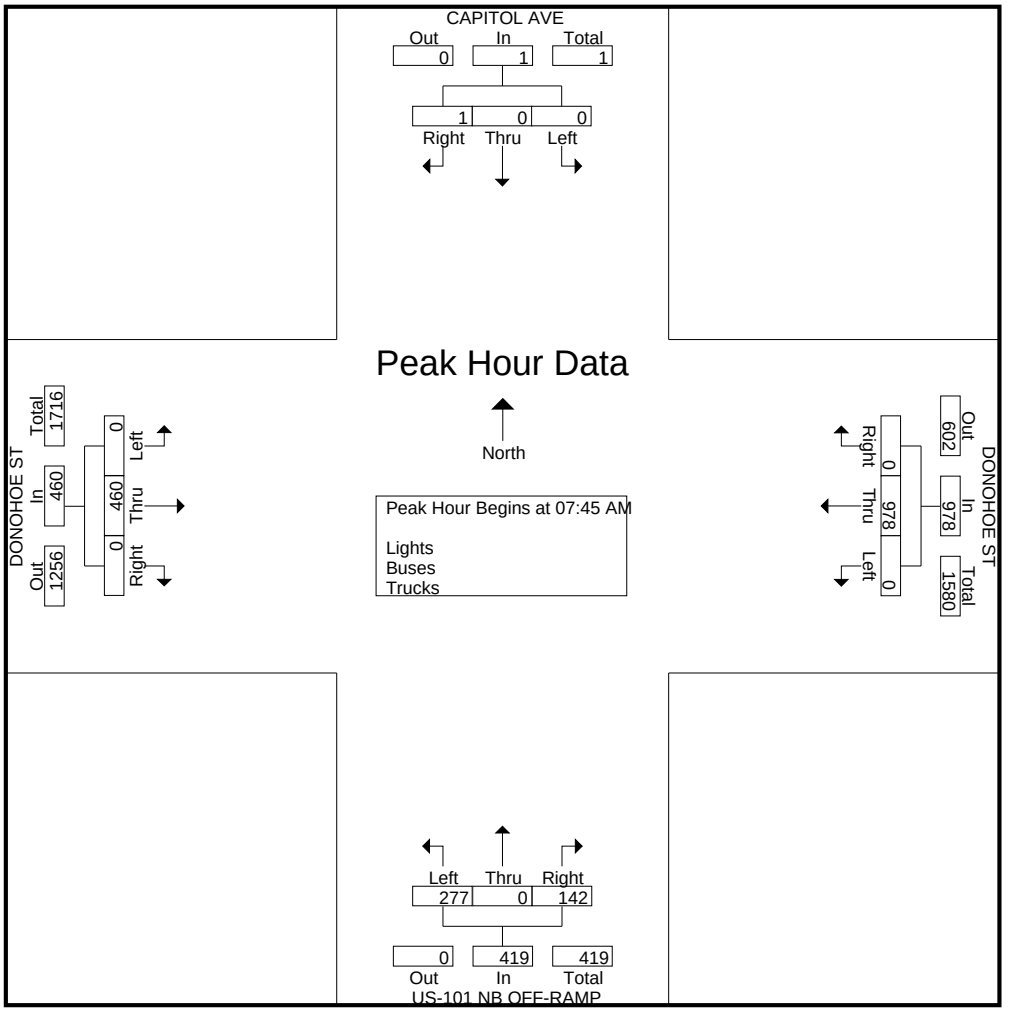

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Groups Printed- Lights - Buses - Trucks

	CAPITOL AVE Southbound					DONOHOE ST Westbound					US-101 NB OFF-RAMP Northbound					DONOHOE 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
04:00 PM	1	0	0	7	8	0	162	0	0	162	147	0	181	6	334	0	182	0	0	182	686
04:15 PM	0	0	0	2	2	0	134	0	0	134	172	0	199	9	380	0	153	0	0	153	669
04:30 PM	0	0	0	0	0	0	141	0	0	141	158	0	187	6	351	0	189	0	0	189	681
04:45 PM	0	0	0	1	1	0	130	0	0	130	204	0	197	5	406	0	196	0	0	196	733
Total	1	0	0	10	11	0	567	0	0	567	681	0	764	26	1471	0	720	0	0	720	2769
05:00 PM	0	0	0	0	0	0	120	0	0	120	186	0	200	7	393	0	207	0	0	207	720
05:15 PM	0	0	0	0	0	0	147	0	0	147	175	0	213	7	395	0	206	0	0	206	748
05:30 PM	0	0	0	0	0	0	149	0	0	149	181	0	170	5	356	0	214	0	0	214	719
05:45 PM	0	0	0	2	2	0	141	0	0	141	187	0	176	3	366	0	199	0	0	199	708
Total	0	0	0	2	2	0	557	0	0	557	729	0	759	22	1510	0	826	0	0	826	2895
06:00 PM	0	0	0	1	1	0	130	0	0	130	138	0	164	4	306	0	196	0	0	196	633
06:15 PM	0	0	0	0	0	0	122	0	0	122	148	0	176	1	325	0	205	0	0	205	652
06:30 PM	0	0	0	0	0	0	149	0	0	149	156	0	184	2	342	0	210	0	0	210	701
06:45 PM	0	0	0	0	0	0	143	0	0	143	124	0	183	7	314	0	187	0	0	187	644
Total	0	0	0	1	1	0	544	0	0	544	566	0	707	14	1287	0	798	0	0	798	2630
Grand Total	1	0	0	13	14	0	1668	0	0	1668	1976	0	2230	62	4268	0	2344	0	0	2344	8294
Apprch %	7.1	0	0	92.9		0	100	0	0		46.3	0	52.2	1.5		0	100	0	0		
Total %	0	0	0	0.2	0.2	0	20.1	0	0	20.1	23.8	0	26.9	0.7	51.5	0	28.3	0	0	28.3	
Lights	1	0	0	13	14	0	1646	0	0	1646	1952	0	2194	62	4208	0	2314	0	0	2314	8182
% Lights	100	0	0	100	100	0	98.7	0	0	98.7	98.8	0	98.4	100	98.6	0	98.7	0	0	98.7	98.6
Buses	0	0	0	0	0	0	12	0	0	12	1	0	6	0	7	0	17	0	0	17	36
% Buses	0	0	0	0	0	0	0.7	0	0	0.7	0.1	0	0.3	0	0.2	0	0.7	0	0	0.7	0.4
Trucks	0	0	0	0	0	0	10	0	0	10	23	0	30	0	53	0	13	0	0	13	76
% Trucks	0	0	0	0	0	0	0.6	0	0	0.6	1.2	0	1.3	0	1.2	0	0.6	0	0	0.6	0.9

	CAPITOL AVE Southbound				DONOHOE ST Westbound				US-101 NB OFF-RAMP Northbound				DONOHOE ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	130	0	130	**204**	0	197	**401**	0	196	0	196	727
05:00 PM	0	0	0	0	0	120	0	120	186	0	200	386	0	207	0	207	713
05:15 PM	0	0	0	0	0	147	0	147	175	0	**213**	388	0	206	0	206	**741**
05:30 PM	0	0	0	0	0	**149**	0	**149**	181	0	170	351	0	**214**	0	**214**	714
Total Volume	0	0	0	0	0	546	0	546	746	0	780	1526	0	823	0	823	2895
% App. Total	0	0	0		0	100	0		48.9	0	51.1		0	100	0		
PHF	.000	.000	.000	.000	.000	.916	.000	.916	.914	.000	.915	.951	.000	.961	.000	.961	.977

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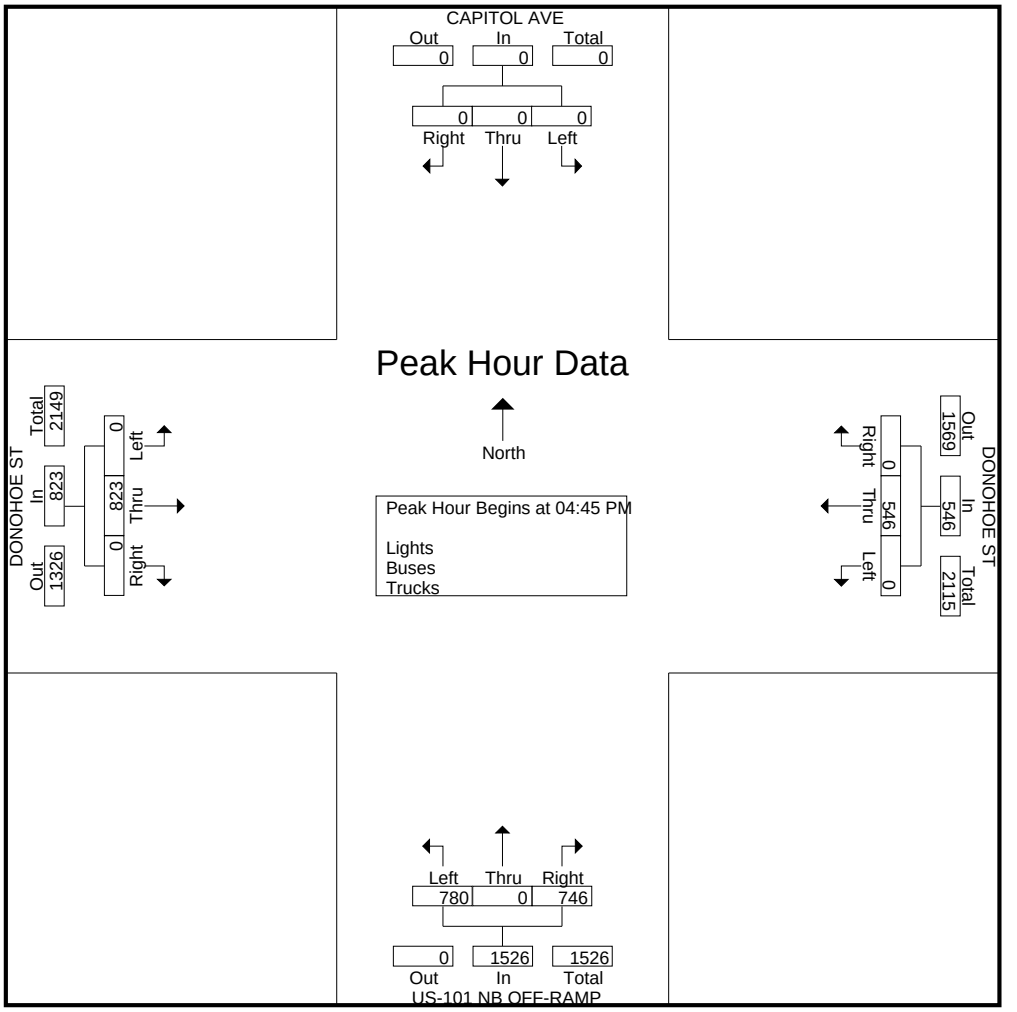

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File Name : 73AM FINAL
Site Code : 00000073
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Groups Printed- Lights - Buses - Trucks

	Southbound					UNIVERSITY AVE Westbound					US-101 SB RAMPS Northbound					UNIVERSITY 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
07:00 AM	0	0	0	0	0	0	284	225	0	509	62	0	45	0	107	42	151	0	0	193	809
07:15 AM	0	0	0	0	0	0	286	243	0	529	65	0	67	0	132	62	192	0	0	254	915
07:30 AM	0	0	0	0	0	0	361	254	0	615	54	0	56	0	110	93	231	0	0	324	1049
07:45 AM	0	0	0	0	0	0	414	236	0	650	81	0	66	0	147	92	203	0	0	295	1092
Total	0	0	0	0	0	0	1345	958	0	2303	262	0	234	0	496	289	777	0	0	1066	3865
08:00 AM	0	0	0	0	0	0	366	225	0	591	66	0	71	0	137	80	256	0	0	336	1064
08:15 AM	0	0	0	0	0	0	351	227	0	578	48	0	67	0	115	99	224	0	0	323	1016
08:30 AM	0	0	0	0	0	0	367	219	0	586	62	0	65	0	127	91	208	0	0	299	1012
08:45 AM	0	0	0	0	0	0	332	237	0	569	53	0	65	0	118	91	193	0	0	284	971
Total	0	0	0	0	0	0	1416	908	0	2324	229	0	268	0	497	361	881	0	0	1242	4063
09:00 AM	0	0	0	0	0	0	304	250	0	554	56	0	49	0	105	67	182	0	0	249	908
09:15 AM	0	0	0	0	0	0	303	215	0	518	52	0	64	0	116	64	174	0	0	238	872
09:30 AM	0	0	0	0	0	0	282	222	0	504	67	0	67	0	134	83	175	0	0	258	896
09:45 AM	0	0	0	0	0	0	246	231	0	477	65	0	46	0	111	92	146	0	0	238	826
Total	0	0	0	0	0	0	1135	918	0	2053	240	0	226	0	466	306	677	0	0	983	3502
Grand Total	0	0	0	0	0	0	3896	2784	0	6680	731	0	728	0	1459	956	2335	0	0	3291	11430
Apprch %	0	0	0	0		0	58.3	41.7	0		50.1	0	49.9	0		29	71	0	0		
Total %	0	0	0	0	0	0	34.1	24.4	0	58.4	6.4	0	6.4	0	12.8	8.4	20.4	0	0	28.8	
Lights	0	0	0	0	0	0	3789	2657	0	6446	696	0	683	0	1379	928	2264	0	0	3192	11017
% Lights	0	0	0	0	0	0	97.3	95.4	0	96.5	95.2	0	93.8	0	94.5	97.1	97	0	0	97	96.4
Buses	0	0	0	0	0	0	38	21	0	59	16	0	5	0	21	3	34	0	0	37	117
% Buses	0	0	0	0	0	0	1	0.8	0	0.9	2.2	0	0.7	0	1.4	0.3	1.5	0	0	1.1	1
Trucks	0	0	0	0	0	0	69	106	0	175	19	0	40	0	59	25	37	0	0	62	296
% Trucks	0	0	0	0	0	0	1.8	3.8	0	2.6	2.6	0	5.5	0	4	2.6	1.6	0	0	1.9	2.6

	Southbound				UNIVERSITY AVE Westbound				US-101 SB RAMPS Northbound				UNIVERSITY AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	361	**254**	615	54	0	56	110	93	231	0	324	1049
07:45 AM	0	0	0	0	0	**414**	236	**650**	**81**	0	66	**147**	92	203	0	295	**1092**
08:00 AM	0	0	0	0	0	366	225	591	66	0	**71**	137	80	**256**	0	**336**	1064
08:15 AM	0	0	0	0	0	351	227	578	48	0	67	115	**99**	224	0	323	1016
Total Volume	0	0	0	0	0	1492	942	2434	249	0	260	509	364	914	0	1278	4221
% App. Total	0	0	0		0	61.3	38.7		48.9	0	51.1		28.5	71.5	0		
PHF	.000	.000	.000	.000	.000	.901	.927	.936	.769	.000	.915	.866	.919	.893	.000	.951	.966

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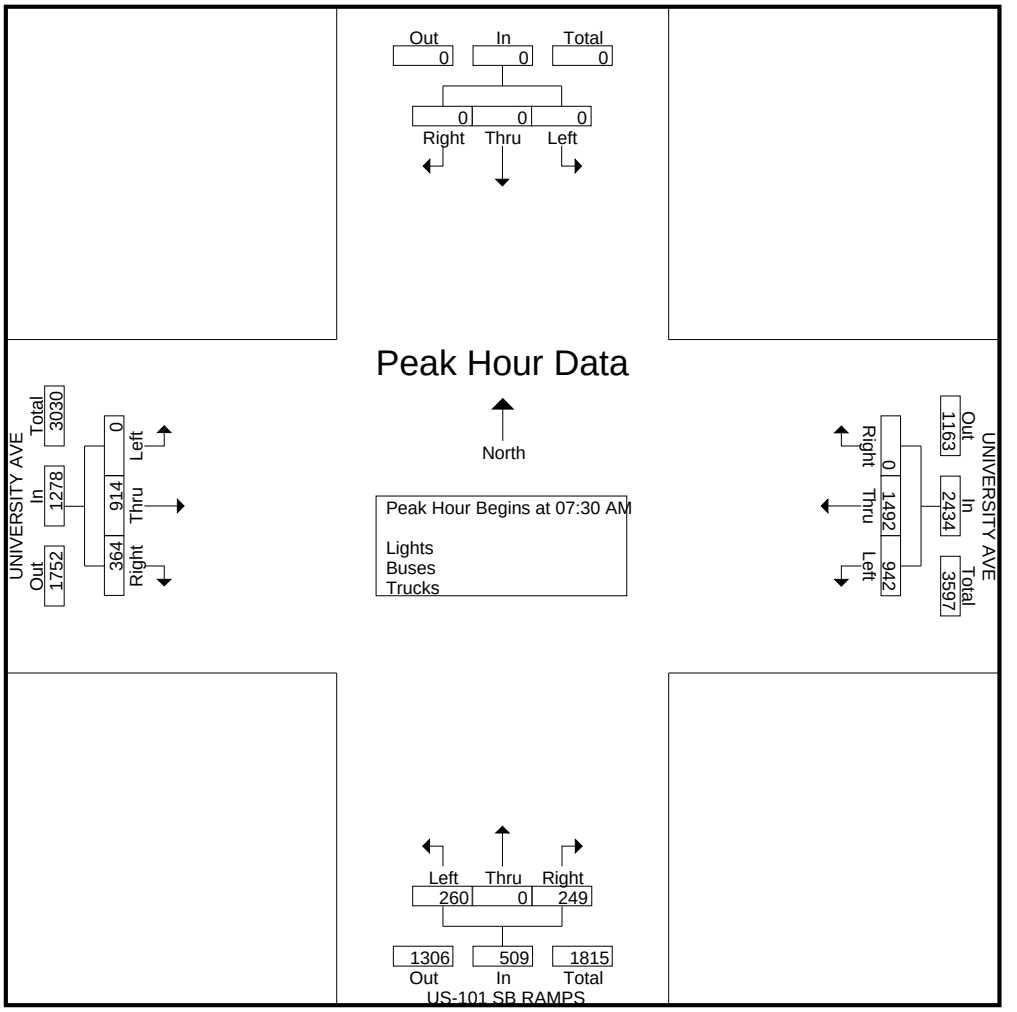

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File Name : 73PM FINAL
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Groups Printed- Lights - Buses - Trucks

	Southbound					UNIVERSITY AVE Westbound					US-101 SB RAMPS Northbound					UNIVERSITY 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
04:00 PM	0	0	0	0	0	0	186	134	0	320	190	0	56	0	246	77	308	0	0	385	951
04:15 PM	0	0	0	0	0	0	165	106	0	271	134	0	63	0	197	70	329	0	0	399	867
04:30 PM	0	0	0	0	0	0	193	123	0	316	173	0	63	0	236	66	259	0	0	325	877
04:45 PM	0	0	0	0	0	0	162	118	0	280	180	0	49	0	229	49	275	0	0	324	833
Total	0	0	0	0	0	0	706	481	0	1187	677	0	231	0	908	262	1171	0	0	1433	3528
05:00 PM	0	0	0	0	0	0	179	135	0	314	189	0	39	0	228	55	254	0	0	309	851
05:15 PM	0	0	0	0	0	0	212	152	0	364	208	0	37	0	245	51	224	0	0	275	884
05:30 PM	0	0	0	0	0	0	261	139	0	400	151	0	33	0	184	67	336	0	0	403	987
05:45 PM	0	0	0	0	0	0	294	149	0	443	131	0	32	0	163	65	278	0	0	343	949
Total	0	0	0	0	0	0	946	575	0	1521	679	0	141	0	820	238	1092	0	0	1330	3671
06:00 PM	0	0	0	0	0	0	307	129	0	436	128	0	50	1	179	79	310	1	0	390	1005
06:15 PM	0	0	0	0	0	0	315	117	0	432	126	0	48	0	174	68	296	0	0	364	970
06:30 PM	0	0	0	0	0	0	350	123	0	473	144	0	54	0	198	95	264	0	0	359	1030
06:45 PM	0	0	0	0	0	0	289	125	0	414	146	0	65	1	212	82	229	0	0	311	937
Total	0	0	0	0	0	0	1261	494	0	1755	544	0	217	2	763	324	1099	1	0	1424	3942
Grand Total	0	0	0	0	0	0	2913	1550	0	4463	1900	0	589	2	2491	824	3362	1	0	4187	11141
Apprch %	0	0	0	0		0	65.3	34.7	0		76.3	0	23.6	0.1		19.7	80.3	0	0		
Total %	0	0	0	0	0	0	26.1	13.9	0	40.1	17.1	0	5.3	0	22.4	7.4	30.2	0	0	37.6	
Lights	0	0	0	0	0	0	2879	1520	0	4399	1873	0	577	2	2452	817	3299	1	0	4117	10968
% Lights	0	0	0	0	0	0	98.8	98.1	0	98.6	98.6	0	98	100	98.4	99.2	98.1	100	0	98.3	98.4
Buses	0	0	0	0	0	0	17	11	0	28	6	0	7	0	13	2	35	0	0	37	78
% Buses	0	0	0	0	0	0	0.6	0.7	0	0.6	0.3	0	1.2	0	0.5	0.2	1	0	0	0.9	0.7
Trucks	0	0	0	0	0	0	17	19	0	36	21	0	5	0	26	5	28	0	0	33	95
% Trucks	0	0	0	0	0	0	0.6	1.2	0	0.8	1.1	0	0.8	0	1	0.6	0.8	0	0	0.8	0.9

	Southbound				UNIVERSITY AVE Westbound				US-101 SB RAMPS Northbound				UNIVERSITY AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	0	0	0	0	0	294	**149**	443	131	0	32	163	65	278	0	343	949
06:00 PM	0	0	0	0	0	307	129	436	128	0	50	178	79	**310**	**1**	**390**	1004
06:15 PM	0	0	0	0	0	315	117	432	126	0	48	174	68	296	0	364	970
06:30 PM	0	0	0	0	0	**350**	123	**473**	**144**	0	**54**	**198**	**95**	264	0	359	**1030**
Total Volume	0	0	0	0	0	1266	518	1784	529	0	184	713	307	1148	1	1456	3953
% App. Total	0	0	0		0	71	29		74.2	0	25.8		21.1	78.8	0.1		
PHF	.000	.000	.000	.000	.000	.904	.869	.943	.918	.000	.852	.900	.808	.926	.250	.933	.959

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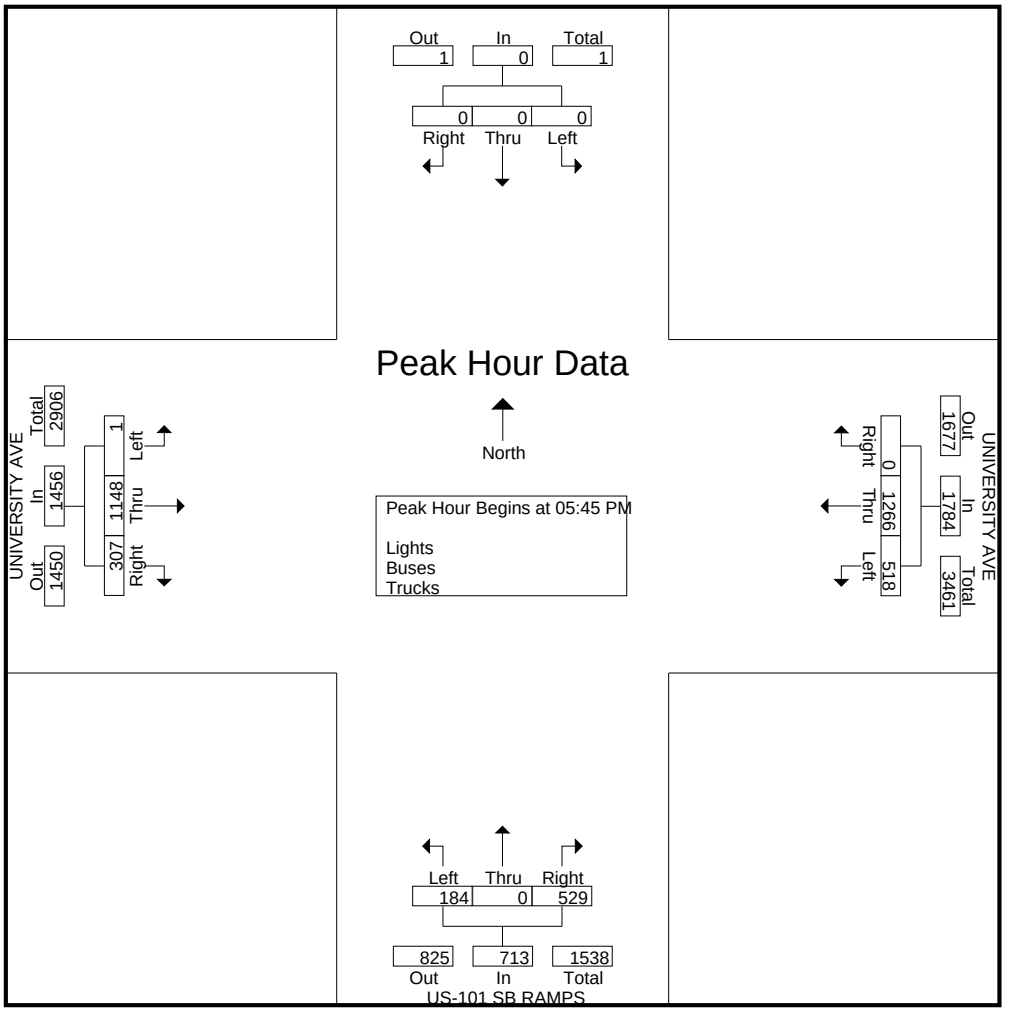

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File Name : 2AM FINAL
Site Code : 00000002
Start Date : 11/9/2016
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Groups Printed- Lights - Buses - Trucks

	E BAYSHORE RD Southbound					EMBARCADERO RD Westbound					E BAYSHORE RD Northbound					EMBARCADERO RD 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
07:00 AM	121	15	10	0	146	0	16	5	0	21	5	7	15	0	27	25	90	61	0	176	370
07:15 AM	166	13	11	0	190	1	14	0	4	19	10	13	10	1	34	35	113	114	0	262	505
07:30 AM	179	6	8	1	194	2	17	2	0	21	13	20	23	0	56	51	108	141	1	301	572
07:45 AM	200	25	13	0	238	2	19	3	4	28	23	23	22	1	69	51	125	140	1	317	652
Total	666	59	42	1	768	5	66	10	8	89	51	63	70	2	186	162	436	456	2	1056	2099
08:00 AM	160	25	20	0	205	3	18	9	3	33	23	18	18	0	59	55	138	133	0	326	623
08:15 AM	175	25	10	1	211	5	31	4	2	42	19	19	21	0	59	74	144	117	0	335	647
08:30 AM	136	19	16	0	171	1	29	5	3	38	23	16	26	2	67	88	124	77	0	289	565
08:45 AM	136	36	12	0	184	2	34	8	2	46	14	16	38	0	68	101	131	105	0	337	635
Total	607	105	58	1	771	11	112	26	10	159	79	69	103	2	253	318	537	432	0	1287	2470
09:00 AM	116	30	18	0	164	2	31	5	1	39	16	11	62	0	89	68	124	71	0	263	555
09:15 AM	126	19	13	0	158	4	35	5	1	45	23	15	35	0	73	63	119	100	0	282	558
09:30 AM	139	21	14	0	174	1	36	4	3	44	23	13	40	2	78	53	111	95	0	259	555
09:45 AM	133	17	9	0	159	5	38	8	1	52	13	15	51	0	79	55	113	76	0	244	534
Total	514	87	54	0	655	12	140	22	6	180	75	54	188	2	319	239	467	342	0	1048	2202
Grand Total	1787	251	154	2	2194	28	318	58	24	428	205	186	361	6	758	719	1440	1230	2	3391	6771
Apprch %	81.4	11.4	7	0.1		6.5	74.3	13.6	5.6		27	24.5	47.6	0.8		21.2	42.5	36.3	0.1		
Total %	26.4	3.7	2.3	0	32.4	0.4	4.7	0.9	0.4	6.3	3	2.7	5.3	0.1	11.2	10.6	21.3	18.2	0	50.1	
Lights	1750	244	152	2	2148	28	273	39	24	364	189	184	303	6	682	703	1395	1216	1	3315	6509
% Lights	97.9	97.2	98.7	100	97.9	100	85.8	67.2	100	85	92.2	98.9	83.9	100	90	97.8	96.9	98.9	50	97.8	96.1
Buses	10	1	0	0	11	0	8	11	0	19	0	0	17	0	17	3	19	4	0	26	73
% Buses	0.6	0.4	0	0	0.5	0	2.5	19	0	4.4	0	0	4.7	0	2.2	0.4	1.3	0.3	0	0.8	1.1
Trucks	27	6	2	0	35	0	37	8	0	45	16	2	41	0	59	13	26	10	1	50	189
% Trucks	1.5	2.4	1.3	0	1.6	0	11.6	13.8	0	10.5	7.8	1.1	11.4	0	7.8	1.8	1.8	0.8	50	1.5	2.8

	E BAYSHORE RD Southbound				EMBARCADERO RD Westbound				E BAYSHORE RD Northbound				EMBARCADERO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	179	6	8	193	2	17	2	21	13	20	**23**	56	51	108	**141**	300	570
07:45 AM	**200**	**25**	13	**238**	2	19	3	24	**23**	**23**	22	**68**	51	125	140	316	**646**
08:00 AM	160	25	**20**	205	3	18	**9**	30	23	18	18	59	55	138	133	326	620
08:15 AM	175	25	10	210	**5**	**31**	4	**40**	19	19	21	59	**74**	**144**	117	**335**	644
Total Volume	714	81	51	846	12	85	18	115	78	80	84	242	231	515	531	1277	2480
% App. Total	84.4	9.6	6		10.4	73.9	15.7		32.2	33.1	34.7		18.1	40.3	41.6		
PHF	.893	.810	.638	.889	.600	.685	.500	.719	.848	.870	.913	.890	.780	.894	.941	.953	.960

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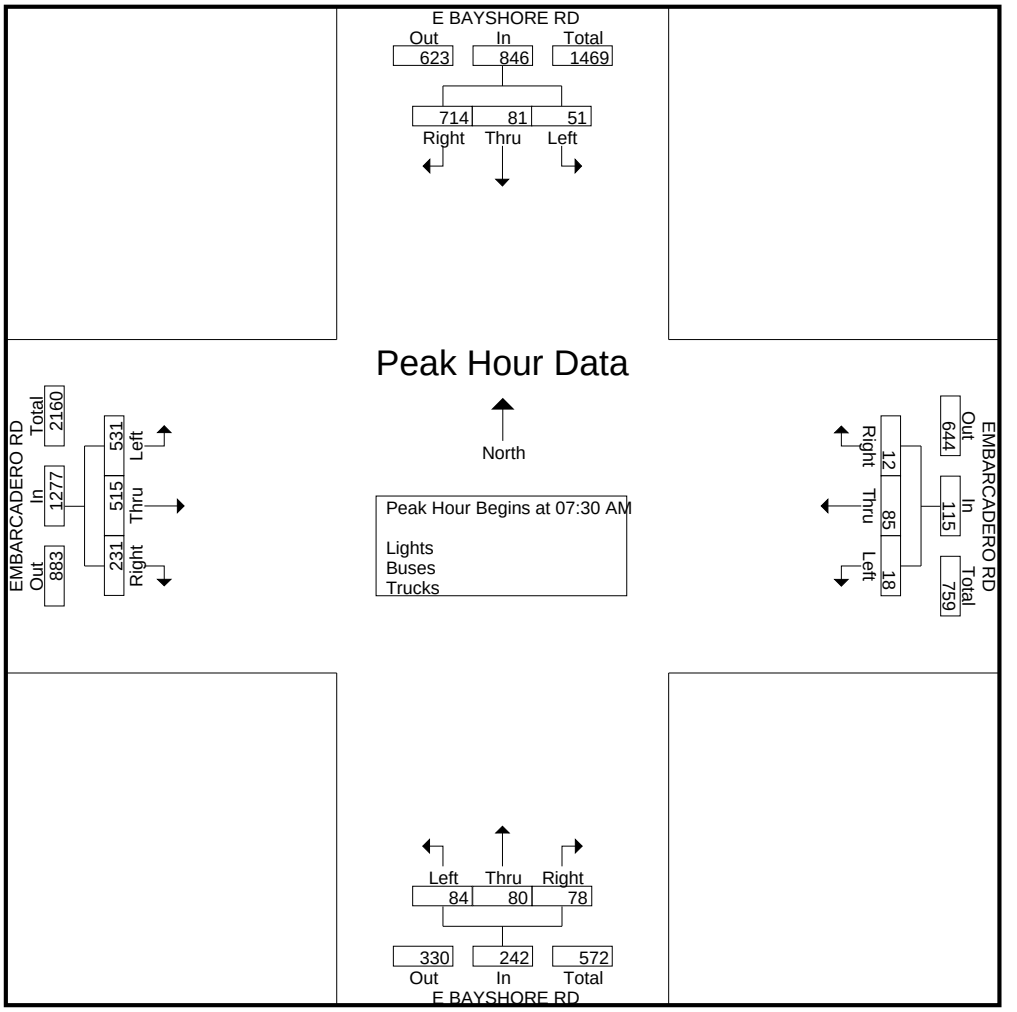

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Groups Printed- Lights - Buses - Trucks

	E BAYSHORE RD Southbound					EMBARCADERO RD Westbound					E BAYSHORE RD Northbound					EMBARCADERO RD 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
04:00 PM	97	19	4	0	120	7	174	18	1	200	6	31	85	1	123	41	54	132	0	227	670
04:15 PM	85	21	3	2	111	12	164	14	3	193	5	29	100	1	135	37	36	99	0	172	611
04:30 PM	98	23	5	1	127	13	120	19	3	155	6	29	107	1	143	31	48	111	0	190	615
04:45 PM	79	27	3	0	109	11	159	22	3	195	4	43	103	2	152	30	37	91	0	158	614
Total	359	90	15	3	467	43	617	73	10	743	21	132	395	5	553	139	175	433	0	747	2510
05:00 PM	109	19	6	0	134	15	180	23	3	221	3	30	99	0	132	36	40	95	0	171	658
05:15 PM	115	20	2	0	137	14	108	16	3	141	2	21	111	0	134	39	40	79	1	159	571
05:30 PM	91	21	5	0	117	9	123	19	0	151	3	32	83	0	118	41	56	103	0	200	586
05:45 PM	90	10	3	1	104	8	110	6	3	127	5	32	96	0	133	24	56	110	0	190	554
Total	405	70	16	1	492	46	521	64	9	640	13	115	389	0	517	140	192	387	1	720	2369
06:00 PM	89	13	4	0	106	6	102	10	0	118	7	42	98	0	147	15	25	139	0	179	550
06:15 PM	84	16	3	0	103	7	97	6	0	110	3	43	61	0	107	49	23	121	0	193	513
06:30 PM	88	15	2	0	105	7	72	5	1	85	1	34	66	0	101	35	17	145	0	197	488
06:45 PM	99	14	0	0	113	2	69	5	0	76	3	34	40	0	77	22	9	107	0	138	404
Total	360	58	9	0	427	22	340	26	1	389	14	153	265	0	432	121	74	512	0	707	1955
Grand Total	1124	218	40	4	1386	111	1478	163	20	1772	48	400	1049	5	1502	400	441	1332	1	2174	6834
Apprch %	81.1	15.7	2.9	0.3		6.3	83.4	9.2	1.1		3.2	26.6	69.8	0.3		18.4	20.3	61.3	0		
Total %	16.4	3.2	0.6	0.1	20.3	1.6	21.6	2.4	0.3	25.9	0.7	5.9	15.3	0.1	22	5.9	6.5	19.5	0	31.8	
Lights	1116	215	35	4	1370	106	1460	160	20	1746	40	392	1040	5	1477	382	425	1298	1	2106	6699
% Lights	99.3	98.6	87.5	100	98.8	95.5	98.8	98.2	100	98.5	83.3	98	99.1	100	98.3	95.5	96.4	97.4	100	96.9	98
Buses	2	1	4	0	7	5	10	0	0	15	4	1	0	0	5	10	10	11	0	31	58
% Buses	0.2	0.5	10	0	0.5	4.5	0.7	0	0	0.8	8.3	0.2	0	0	0.3	2.5	2.3	0.8	0	1.4	0.8
Trucks	6	2	1	0	9	0	8	3	0	11	4	7	9	0	20	8	6	23	0	37	77
% Trucks	0.5	0.9	2.5	0	0.6	0	0.5	1.8	0	0.6	8.3	1.8	0.9	0	1.3	2	1.4	1.7	0	1.7	1.1

	E BAYSHORE RD Southbound				EMBARCADERO RD Westbound				E BAYSHORE RD Northbound				EMBARCADERO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	97	19	4	120	7	**174**	18	**199**	**6**	31	85	122	**41**	**54**	**132**	**227**	**668**
04:15 PM	85	21	3	109	12	164	14	190	5	29	100	134	37	36	99	172	605
04:30 PM	**98**	23	**5**	**126**	**13**	120	19	152	6	29	**107**	142	31	48	111	190	610
04:45 PM	79	**27**	3	109	11	159	**22**	192	4	**43**	103	**150**	30	37	91	158	609
Total Volume	359	90	15	464	43	617	73	733	21	132	395	548	139	175	433	747	2492
% App. Total	77.4	19.4	3.2		5.9	84.2	10		3.8	24.1	72.1		18.6	23.4	58		
PHF	.916	.833	.750	.921	.827	.886	.830	.921	.875	.767	.923	.913	.848	.810	.820	.823	.933

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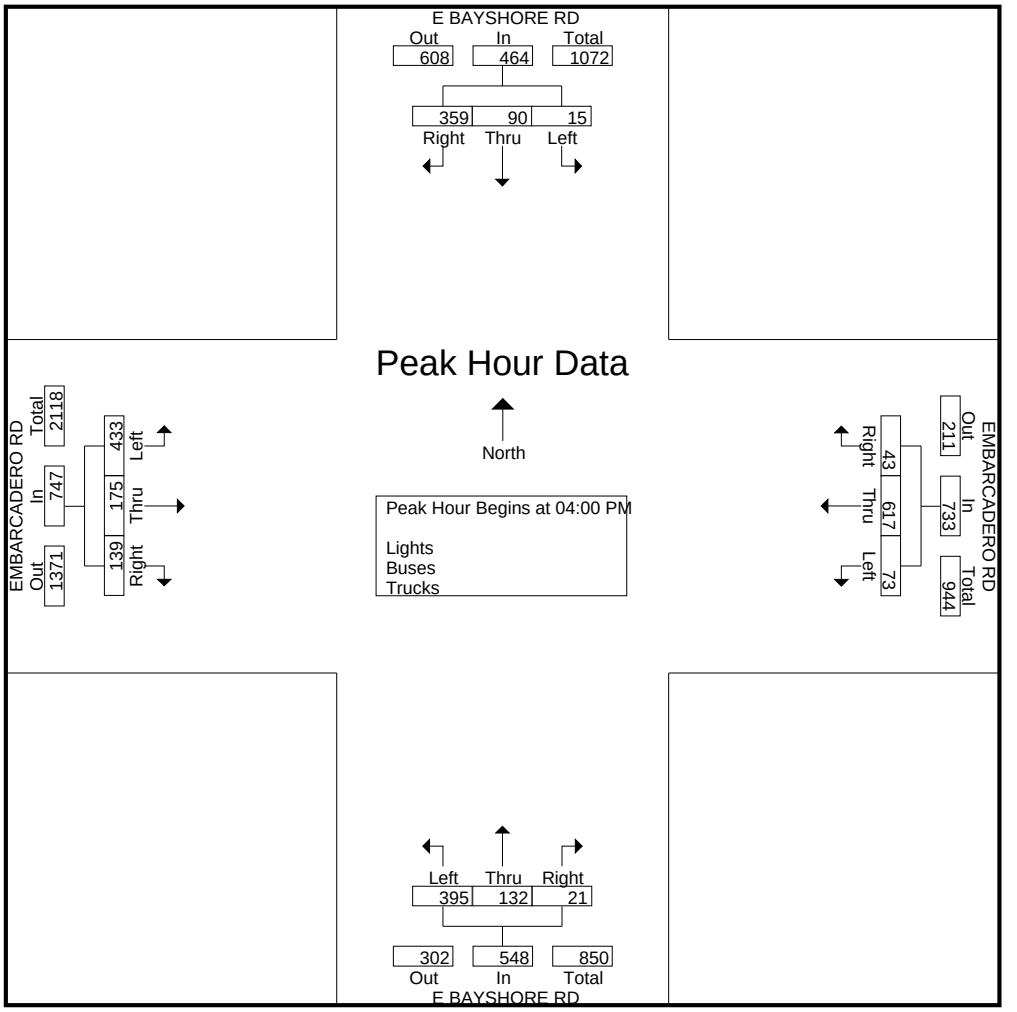

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File Name : 63AM FINAL
Site Code : 00000063
Start Date : 11/9/2016
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Groups Printed- Lights - Buses - Trucks

	MIDDLEFIELD RD Southbound					EMBARCADERO RD Westbound					MIDDLEFIELD RD Northbound					EMBARCADERO RD 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
07:00 AM	3	27	20	1	51	17	223	8	0	248	8	29	11	1	49	6	91	1	0	98	446
07:15 AM	6	26	13	0	45	15	245	8	1	269	4	33	13	0	50	9	118	6	2	135	499
07:30 AM	4	39	18	2	63	19	247	9	3	278	4	47	23	1	75	10	158	4	1	173	589
07:45 AM	5	50	14	8	77	23	200	8	5	236	4	46	24	11	85	12	220	3	5	240	638
Total	18	142	65	11	236	74	915	33	9	1031	20	155	71	13	259	37	587	14	8	646	2172
08:00 AM	4	37	28	17	86	12	141	13	13	179	9	48	24	6	87	12	195	20	1	228	580
08:15 AM	5	48	20	12	85	7	154	14	39	214	5	62	22	1	90	13	178	14	4	209	598
08:30 AM	11	52	24	6	93	22	216	13	9	260	8	44	32	6	90	8	181	6	1	196	639
08:45 AM	14	63	29	1	107	29	181	13	3	226	7	59	28	2	96	12	173	10	0	195	624
Total	34	200	101	36	371	70	692	53	64	879	29	213	106	15	363	45	727	50	6	828	2441
09:00 AM	7	48	31	0	86	38	195	17	1	251	9	63	17	1	90	14	158	9	2	183	610
09:15 AM	14	48	24	3	89	27	206	18	3	254	11	51	23	3	88	10	154	1	0	165	596
09:30 AM	9	52	25	4	90	37	208	7	1	253	3	49	20	4	76	11	186	12	2	211	630
09:45 AM	11	51	29	2	93	32	194	12	0	238	13	46	23	4	86	12	162	11	4	189	606
Total	41	199	109	9	358	134	803	54	5	996	36	209	83	12	340	47	660	33	8	748	2442
Grand Total	93	541	275	56	965	278	2410	140	78	2906	85	577	260	40	962	129	1974	97	22	2222	7055
Apprch %	9.6	56.1	28.5	5.8		9.6	82.9	4.8	2.7		8.8	60	27	4.2		5.8	88.8	4.4	1		
Total %	1.3	7.7	3.9	0.8	13.7	3.9	34.2	2	1.1	41.2	1.2	8.2	3.7	0.6	13.6	1.8	28	1.4	0.3	31.5	
Lights	91	522	267	56	936	266	2319	137	78	2800	83	556	255	40	934	127	1909	96	22	2154	6824
% Lights	97.8	96.5	97.1	100	97	95.7	96.2	97.9	100	96.4	97.6	96.4	98.1	100	97.1	98.4	96.7	99	100	96.9	96.7
Buses	0	7	0	0	7	2	31	0	0	33	0	11	0	0	11	0	29	1	0	30	81
% Buses	0	1.3	0	0	0.7	0.7	1.3	0	0	1.1	0	1.9	0	0	1.1	0	1.5	1	0	1.4	1.1
Trucks	2	12	8	0	22	10	60	3	0	73	2	10	5	0	17	2	36	0	0	38	150
% Trucks	2.2	2.2	2.9	0	2.3	3.6	2.5	2.1	0	2.5	2.4	1.7	1.9	0	1.8	1.6	1.8	0	0	1.7	2.1

	MIDDLEFIELD RD Southbound				EMBARCADERO RD Westbound				MIDDLEFIELD RD Northbound				EMBARCADERO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	**14**	**63**	29	**106**	29	181	13	223	7	59	**28**	**94**	12	173	10	195	618
09:00 AM	7	48	**31**	86	**38**	195	17	250	9	**63**	17	89	**14**	158	9	181	606
09:15 AM	14	48	24	86	27	206	**18**	251	**11**	51	23	85	10	154	1	165	587
09:30 AM	9	52	25	86	37	**208**	7	**252**	3	49	20	72	11	**186**	**12**	**209**	**619**
Total Volume	44	211	109	364	131	790	55	976	30	222	88	340	47	671	32	750	2430
% App. Total	12.1	58	29.9		13.4	80.9	5.6		8.8	65.3	25.9		6.3	89.5	4.3		
PHF	.786	.837	.879	.858	.862	.950	.764	.968	.682	.881	.786	.904	.839	.902	.667	.897	.981

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File Name : 63AM FINAL
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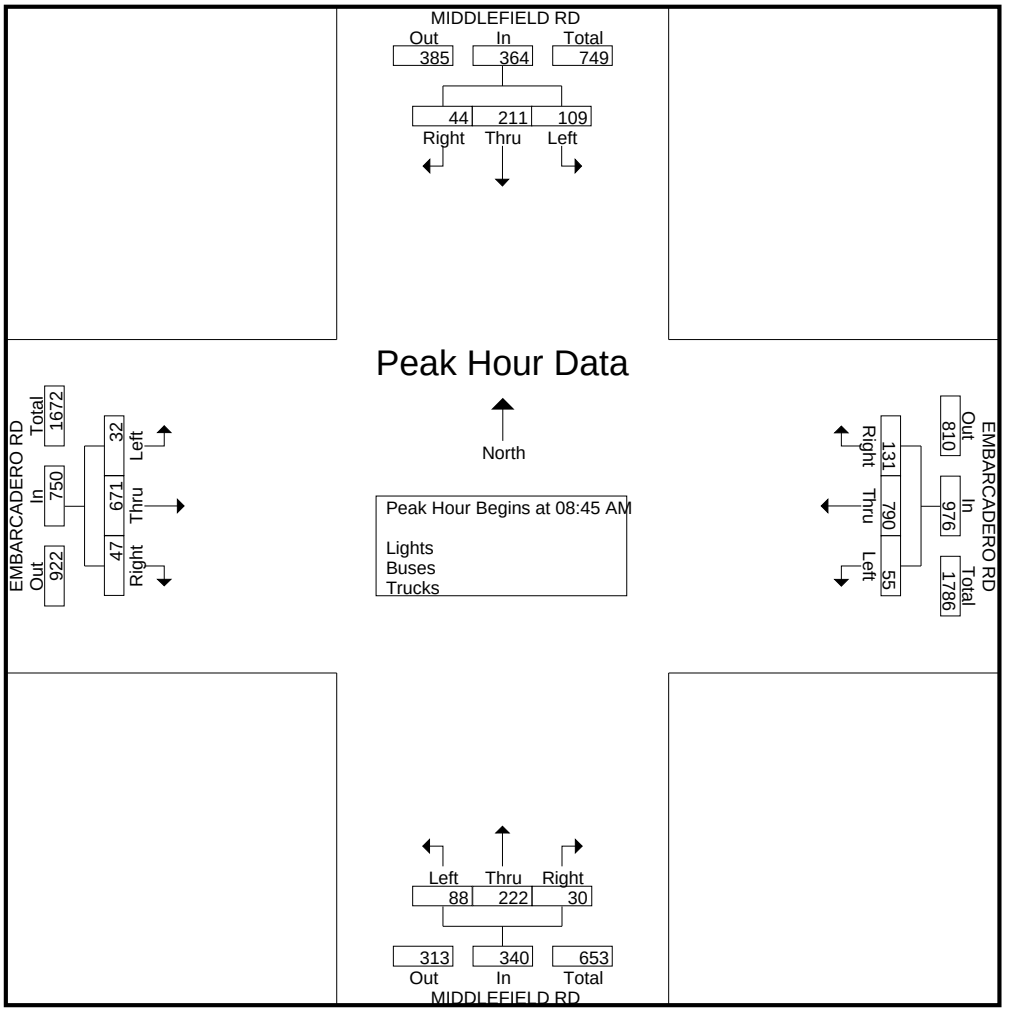

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File Name : 63PM FINAL
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Groups Printed- Lights - Buses - Trucks

	MIDDLEFIELD RD Southbound					EMBARCADERO RD Westbound					MIDDLEFIELD RD Northbound					EMBARCADERO RD 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
04:00 PM	9	85	30	1	125	16	132	19	6	173	16	68	24	4	112	18	241	11	2	272	682
04:15 PM	9	58	29	2	98	25	134	13	4	176	12	75	20	2	109	20	261	20	1	302	685
04:30 PM	5	76	19	2	102	25	133	15	4	177	13	67	20	4	104	22	245	9	0	276	659
04:45 PM	6	87	28	4	125	34	121	17	0	172	16	60	20	3	99	32	219	10	1	262	658
Total	29	306	106	9	450	100	520	64	14	698	57	270	84	13	424	92	966	50	4	1112	2684
05:00 PM	6	77	26	3	112	24	117	20	1	162	13	73	16	0	102	26	219	11	1	257	633
05:15 PM	8	74	23	10	115	33	147	29	5	214	9	65	18	9	101	29	224	16	3	272	702
05:30 PM	13	73	21	1	108	41	144	21	3	209	9	62	21	6	98	38	233	16	1	288	703
05:45 PM	7	80	24	3	114	22	170	13	10	215	12	76	13	5	106	23	205	19	2	249	684
Total	34	304	94	17	449	120	578	83	19	800	43	276	68	20	407	116	881	62	7	1066	2722
06:00 PM	11	88	24	1	124	21	171	16	2	210	13	81	25	0	119	23	200	14	2	239	692
06:15 PM	13	68	33	1	115	28	170	13	5	216	6	64	32	2	104	24	228	16	0	268	703
06:30 PM	12	61	35	6	114	26	162	20	3	211	9	69	23	1	102	17	220	13	0	250	677
06:45 PM	8	55	25	1	89	22	136	15	4	177	12	66	18	2	98	32	227	16	1	276	640
Total	44	272	117	9	442	97	639	64	14	814	40	280	98	5	423	96	875	59	3	1033	2712
Grand Total	107	882	317	35	1341	317	1737	211	47	2312	140	826	250	38	1254	304	2722	171	14	3211	8118
Apprch %	8	65.8	23.6	2.6		13.7	75.1	9.1	2		11.2	65.9	19.9	3		9.5	84.8	5.3	0.4		
Total %	1.3	10.9	3.9	0.4	16.5	3.9	21.4	2.6	0.6	28.5	1.7	10.2	3.1	0.5	15.4	3.7	33.5	2.1	0.2	39.6	
Lights	107	868	314	35	1324	315	1707	211	47	2280	137	818	248	38	1241	304	2680	171	14	3169	8014
% Lights	100	98.4	99.1	100	98.7	99.4	98.3	100	100	98.6	97.9	99	99.2	100	99	100	98.5	100	100	98.7	98.7
Buses	0	9	0	0	9	0	25	0	0	25	0	6	0	0	6	0	24	0	0	24	64
% Buses	0	1	0	0	0.7	0	1.4	0	0	1.1	0	0.7	0	0	0.5	0	0.9	0	0	0.7	0.8
Trucks	0	5	3	0	8	2	5	0	0	7	3	2	2	0	7	0	18	0	0	18	40
% Trucks	0	0.6	0.9	0	0.6	0.6	0.3	0	0	0.3	2.1	0.2	0.8	0	0.6	0	0.7	0	0	0.6	0.5

	MIDDLEFIELD RD Southbound				EMBARCADERO RD Westbound				MIDDLEFIELD RD Northbound				EMBARCADERO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	**13**	73	21	107	**41**	144	**21**	206	9	62	21	92	**38**	**233**	16	**287**	692
05:45 PM	7	80	24	111	22	170	13	205	12	76	13	101	23	205	**19**	247	664
06:00 PM	11	**88**	24	**123**	21	**171**	16	208	**13**	**81**	25	**119**	23	200	14	237	687
06:15 PM	13	68	**33**	114	28	170	13	**211**	6	64	**32**	102	24	228	16	268	**695**
Total Volume	44	309	102	455	112	655	63	830	40	283	91	414	108	866	65	1039	2738
% App. Total	9.7	67.9	22.4		13.5	78.9	7.6		9.7	68.4	22		10.4	83.3	6.3		
PHF	.846	.878	.773	.925	.683	.958	.750	.983	.769	.873	.711	.870	.711	.929	.855	.905	.985

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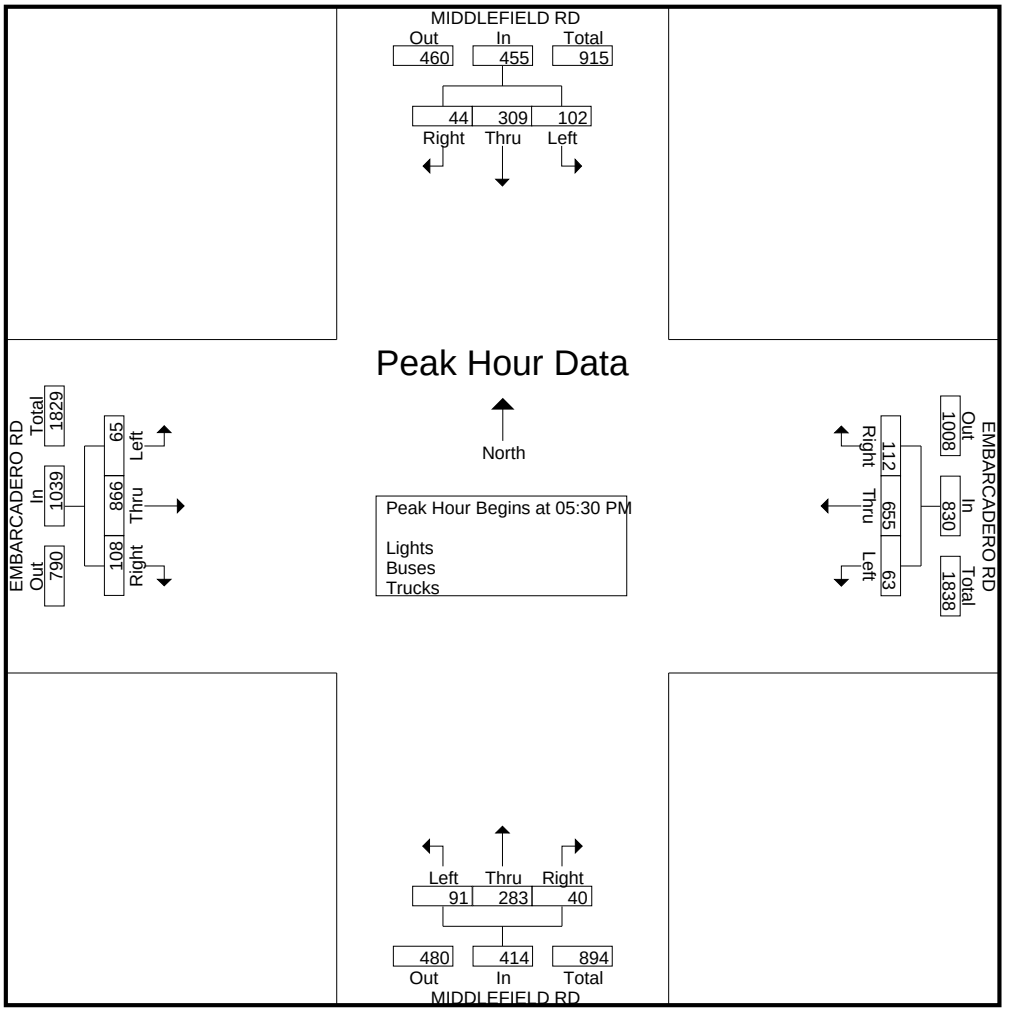

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File Name : 19AM FINAL
Site Code : 00000019
Start Date : 10/9/2016
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Groups Printed- Lights - Buses - Trucks

	MIDDLEFIELD RD Southbound					OREGON EXPY Westbound					MIDDLEFIELD RD Northbound					OREGON EXPY 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
07:00 AM	14	22	5	1	42	13	321	24	2	360	25	24	23	0	72	16	130	16	0	162	636
07:15 AM	20	28	9	0	57	8	281	21	1	311	28	40	40	0	108	15	160	21	0	196	672
07:30 AM	17	46	7	4	74	18	309	34	5	366	40	50	37	0	127	23	211	31	1	266	833
07:45 AM	31	55	14	14	114	15	322	28	15	380	36	76	61	2	175	31	246	46	2	325	994
Total	82	151	35	19	287	54	1233	107	23	1417	129	190	161	2	482	85	747	114	3	949	3135
08:00 AM	26	63	18	22	129	9	312	36	6	363	49	77	83	1	210	42	299	34	2	377	1079
08:15 AM	22	88	14	2	126	13	294	23	0	330	35	59	85	0	179	36	317	24	2	379	1014
08:30 AM	34	70	11	7	122	12	320	20	2	354	45	78	67	0	190	25	258	21	0	304	970
08:45 AM	31	81	11	1	124	9	307	30	3	349	41	81	64	1	187	37	226	27	0	290	950
Total	113	302	54	32	501	43	1233	109	11	1396	170	295	299	2	766	140	1100	106	4	1350	4013
09:00 AM	26	66	15	1	108	5	342	19	1	367	40	79	49	0	168	22	257	20	3	302	945
09:15 AM	21	59	17	1	98	9	310	23	5	347	32	65	46	0	143	32	251	29	1	313	901
09:30 AM	30	54	14	5	103	4	346	22	5	377	46	57	41	0	144	28	244	22	0	294	918
09:45 AM	15	66	7	4	92	11	344	28	0	383	18	48	46	0	112	36	223	28	2	289	876
Total	92	245	53	11	401	29	1342	92	11	1474	136	249	182	0	567	118	975	99	6	1198	3640
Grand Total	287	698	142	62	1189	126	3808	308	45	4287	435	734	642	4	1815	343	2822	319	13	3497	10788
Apprch %	24.1	58.7	11.9	5.2		2.9	88.8	7.2	1		24	40.4	35.4	0.2		9.8	80.7	9.1	0.4		
Total %	2.7	6.5	1.3	0.6	11	1.2	35.3	2.9	0.4	39.7	4	6.8	6	0	16.8	3.2	26.2	3	0.1	32.4	
Lights	279	678	141	62	1160	120	3670	297	45	4132	416	708	635	4	1763	331	2736	314	13	3394	10449
% Lights	97.2	97.1	99.3	100	97.6	95.2	96.4	96.4	100	96.4	95.6	96.5	98.9	100	97.1	96.5	97	98.4	100	97.1	96.9
Buses	2	14	1	0	17	0	30	2	0	32	4	16	1	0	21	2	24	0	0	26	96
% Buses	0.7	2	0.7	0	1.4	0	0.8	0.6	0	0.7	0.9	2.2	0.2	0	1.2	0.6	0.9	0	0	0.7	0.9
Trucks	6	6	0	0	12	6	108	9	0	123	15	10	6	0	31	10	62	5	0	77	243
% Trucks	2.1	0.9	0	0	1	4.8	2.8	2.9	0	2.9	3.4	1.4	0.9	0	1.7	2.9	2.2	1.6	0	2.2	2.3

	MIDDLEFIELD RD Southbound				OREGON EXPY Westbound				MIDDLEFIELD RD Northbound				OREGON EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	31	55	14	100	**15**	**322**	28	**365**	36	76	61	173	31	246	**46**	323	961
08:00 AM	26	63	**18**	107	9	312	**36**	357	**49**	77	83	**209**	**42**	299	34	375	**1048**
08:15 AM	22	**88**	14	**124**	13	294	23	330	35	59	**85**	179	36	**317**	24	**377**	1010
08:30 AM	**34**	70	11	115	12	320	20	352	45	**78**	67	190	25	258	21	304	961
Total Volume	113	276	57	446	49	1248	107	1404	165	290	296	751	134	1120	125	1379	3980
% App. Total	25.3	61.9	12.8		3.5	88.9	7.6		22	38.6	39.4		9.7	81.2	9.1		
PHF	.831	.784	.792	.899	.817	.969	.743	.962	.842	.929	.871	.898	.798	.883	.679	.914	.949

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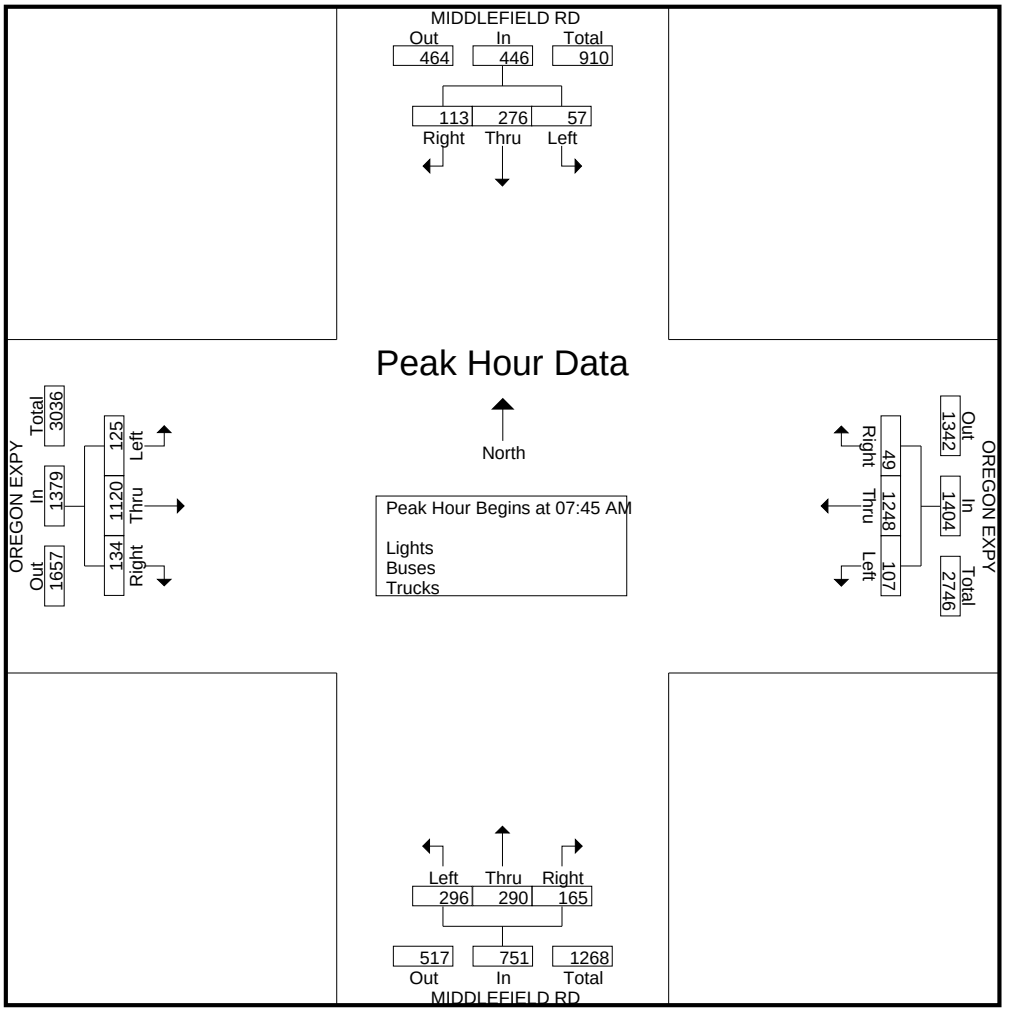

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Groups Printed- Lights - Buses - Trucks

	MIDDLEFIELD RD Southbound					OREGON EXPY Westbound					MIDDLEFIELD RD Northbound					OREGON EXPY 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
04:00 PM	20	99	23	2	144	8	174	32	4	218	13	83	52	2	150	54	282	45	0	381	893
04:15 PM	16	98	24	0	138	13	198	27	6	244	22	93	53	0	168	50	278	47	1	376	926
04:30 PM	20	103	15	2	140	18	157	36	6	217	23	85	41	1	150	61	283	45	2	391	898
04:45 PM	18	122	21	2	163	12	205	40	3	260	36	82	46	0	164	76	286	44	4	410	997
Total	74	422	83	6	585	51	734	135	19	939	94	343	192	3	632	241	1129	181	7	1558	3714
05:00 PM	21	111	28	4	164	17	179	29	3	228	30	82	49	0	161	73	253	46	3	375	928
05:15 PM	18	119	14	1	152	9	195	36	1	241	28	92	51	0	171	69	269	44	3	385	949
05:30 PM	15	95	31	2	143	11	198	37	3	249	29	114	45	0	188	84	249	37	3	373	953
05:45 PM	18	109	17	2	146	13	229	54	4	300	27	100	40	0	167	66	266	48	4	384	997
Total	72	434	90	9	605	50	801	156	11	1018	114	388	185	0	687	292	1037	175	13	1517	3827
06:00 PM	26	115	10	4	155	16	243	37	5	301	29	94	46	0	169	73	227	42	1	343	968
06:15 PM	15	100	10	0	125	20	262	35	4	321	24	87	45	0	156	66	267	28	2	363	965
06:30 PM	19	89	11	3	122	17	226	30	0	273	29	75	42	0	146	59	259	48	1	367	908
06:45 PM	27	74	19	4	124	15	249	38	2	304	29	70	34	0	133	52	250	48	0	350	911
Total	87	378	50	11	526	68	980	140	11	1199	111	326	167	0	604	250	1003	166	4	1423	3752
Grand Total	233	1234	223	26	1716	169	2515	431	41	3156	319	1057	544	3	1923	783	3169	522	24	4498	11293
Apprch %	13.6	71.9	13	1.5		5.4	79.7	13.7	1.3		16.6	55	28.3	0.2		17.4	70.5	11.6	0.5		
Total %	2.1	10.9	2	0.2	15.2	1.5	22.3	3.8	0.4	27.9	2.8	9.4	4.8	0	17	6.9	28.1	4.6	0.2	39.8	
Lights	233	1218	220	26	1697	167	2488	428	41	3124	311	1045	540	3	1899	780	3119	520	24	4443	11163
% Lights	100	98.7	98.7	100	98.9	98.8	98.9	99.3	100	99	97.5	98.9	99.3	100	98.8	99.6	98.4	99.6	100	98.8	98.8
Buses	0	10	1	0	11	0	23	0	0	23	3	8	1	0	12	0	26	1	0	27	73
% Buses	0	0.8	0.4	0	0.6	0	0.9	0	0	0.7	0.9	0.8	0.2	0	0.6	0	0.8	0.2	0	0.6	0.6
Trucks	0	6	2	0	8	2	4	3	0	9	5	4	3	0	12	3	24	1	0	28	57
% Trucks	0	0.5	0.9	0	0.5	1.2	0.2	0.7	0	0.3	1.6	0.4	0.6	0	0.6	0.4	0.8	0.2	0	0.6	0.5

	MIDDLEFIELD RD Southbound				OREGON EXPY Westbound				MIDDLEFIELD RD Northbound				OREGON EXPY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:30 PM																	
05:30 PM	15	95	**31**	141	11	198	37	246	**29**	**114**	45	**188**	**84**	249	37	370	945
05:45 PM	18	109	17	144	13	229	**54**	296	27	100	40	167	66	266	**48**	**380**	**987**
06:00 PM	**26**	**115**	10	**151**	16	243	37	296	29	94	**46**	169	73	227	42	342	958
06:15 PM	15	100	10	125	**20**	**262**	35	**317**	24	87	45	156	66	**267**	28	361	959
Total Volume	74	419	68	561	60	932	163	1155	109	395	176	680	289	1009	155	1453	3849
% App. Total	13.2	74.7	12.1		5.2	80.7	14.1		16	58.1	25.9		19.9	69.4	10.7		
PHF	.712	.911	.548	.929	.750	.889	.755	.911	.940	.866	.957	.904	.860	.945	.807	.956	.975

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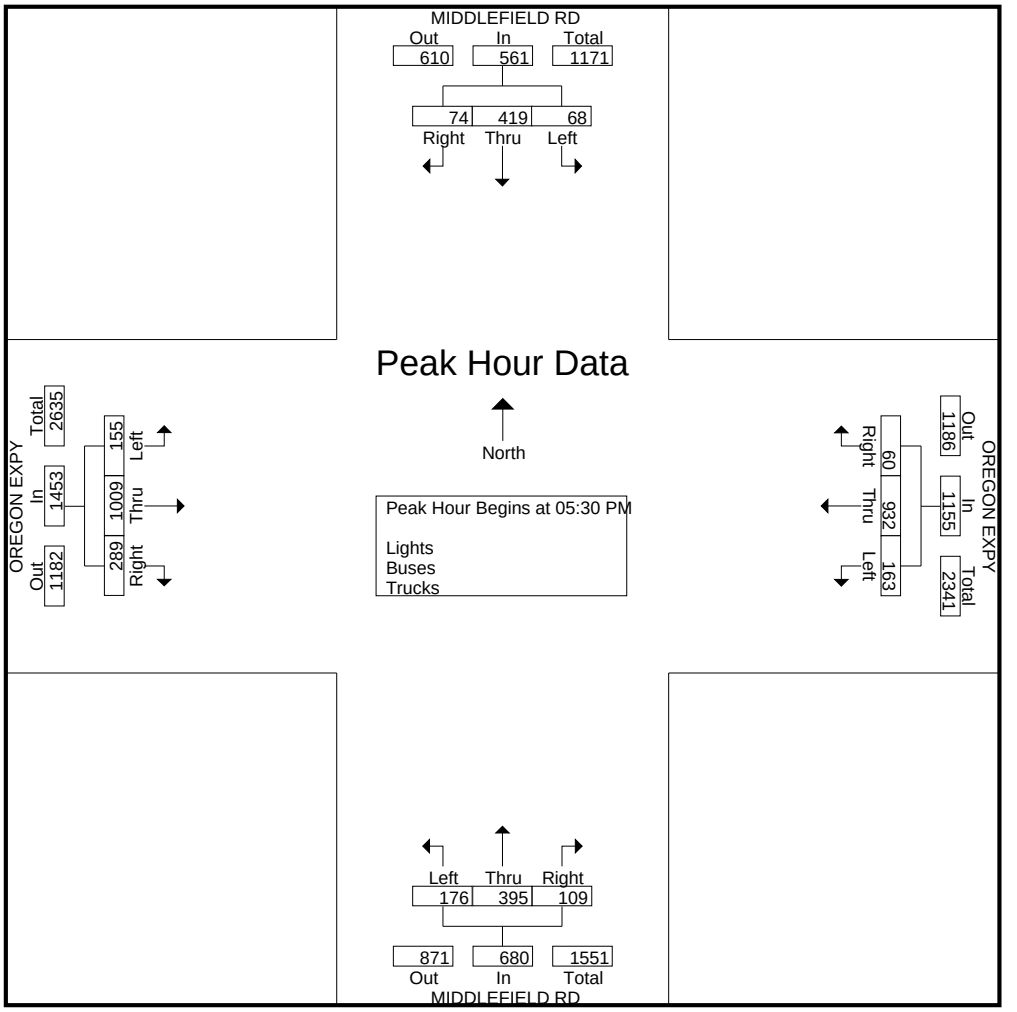

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File Name : 50AM FINAL
Site Code : 00000050
Start Date : 10/11/2016
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Groups Printed- Lights - Buses - Trucks

	EL CAMINO REAL Southbound					W CHARLESTON RD Westbound					EL CAMINO REAL Northbound					ARASTRADERO RD 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
07:00 AM	12	64	7	3	86	24	52	11	3	90	28	170	66	1	265	22	23	15	7	67	508
07:15 AM	22	69	17	7	115	21	89	13	7	130	15	247	86	4	352	21	30	15	7	73	670
07:30 AM	25	89	21	5	140	42	108	18	6	174	35	325	91	9	460	32	60	23	6	121	895
07:45 AM	26	123	30	7	186	34	97	17	8	156	50	351	120	34	555	39	70	53	10	172	1069
Total	85	345	75	22	527	121	346	59	24	550	128	1093	363	48	1632	114	183	106	30	433	3142
08:00 AM	44	128	37	0	209	25	97	18	9	149	27	368	109	14	518	50	74	50	8	182	1058
08:15 AM	33	173	41	14	261	31	77	31	4	143	42	376	76	11	505	77	106	56	17	256	1165
08:30 AM	19	165	31	5	220	44	93	29	5	171	47	411	117	2	577	32	72	37	3	144	1112
08:45 AM	28	152	32	2	214	43	101	18	4	166	38	330	118	7	493	60	93	35	6	194	1067
Total	124	618	141	21	904	143	368	96	22	629	154	1485	420	34	2093	219	345	178	34	776	4402
09:00 AM	29	119	29	9	186	40	78	37	4	159	25	296	106	8	435	49	70	41	4	164	944
09:15 AM	25	155	25	7	212	35	99	17	2	153	37	329	121	0	487	52	66	45	2	165	1017
09:30 AM	13	140	31	10	194	34	116	20	5	175	30	234	97	4	365	47	72	48	2	169	903
09:45 AM	35	153	28	5	221	36	101	17	8	162	22	237	82	1	342	46	58	50	2	156	881
Total	102	567	113	31	813	145	394	91	19	649	114	1096	406	13	1629	194	266	184	10	654	3745
Grand Total	311	1530	329	74	2244	409	1108	246	65	1828	396	3674	1189	95	5354	527	794	468	74	1863	11289
Apprch %	13.9	68.2	14.7	3.3		22.4	60.6	13.5	3.6		7.4	68.6	22.2	1.8		28.3	42.6	25.1	4		
Total %	2.8	13.6	2.9	0.7	19.9	3.6	9.8	2.2	0.6	16.2	3.5	32.5	10.5	0.8	47.4	4.7	7	4.1	0.7	16.5	
Lights	302	1434	319	74	2129	395	1077	245	65	1782	391	3579	1171	94	5235	506	776	458	74	1814	10960
% Lights	97.1	93.7	97	100	94.9	96.6	97.2	99.6	100	97.5	98.7	97.4	98.5	98.9	97.8	96	97.7	97.9	100	97.4	97.1
Buses	4	28	4	0	36	3	9	0	0	12	0	31	6	0	37	14	7	3	0	24	109
% Buses	1.3	1.8	1.2	0	1.6	0.7	0.8	0	0	0.7	0	0.8	0.5	0	0.7	2.7	0.9	0.6	0	1.3	1
Trucks	5	68	6	0	79	11	22	1	0	34	5	64	12	1	82	7	11	7	0	25	220
% Trucks	1.6	4.4	1.8	0	3.5	2.7	2	0.4	0	1.9	1.3	1.7	1	1.1	1.5	1.3	1.4	1.5	0	1.3	1.9

	EL CAMINO REAL Southbound				W CHARLESTON RD Westbound				EL CAMINO REAL Northbound				ARASTRADERO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**44**	128	37	209	25	97	18	140	27	368	109	504	50	74	50	174	1027
08:15 AM	33	**173**	**41**	**247**	31	77	**31**	139	42	376	76	494	**77**	**106**	**56**	**239**	**1119**
08:30 AM	19	165	31	215	**44**	93	29	**166**	**47**	**411**	117	**575**	32	72	37	141	1097
08:45 AM	28	152	32	212	43	**101**	18	162	38	330	**118**	486	60	93	35	188	1048
Total Volume	124	618	141	883	143	368	96	607	154	1485	420	2059	219	345	178	742	4291
% App. Total	14	70	16		23.6	60.6	15.8		7.5	72.1	20.4		29.5	46.5	24		
PHF	.705	.893	.860	.894	.813	.911	.774	.914	.819	.903	.890	.895	.711	.814	.795	.776	.959

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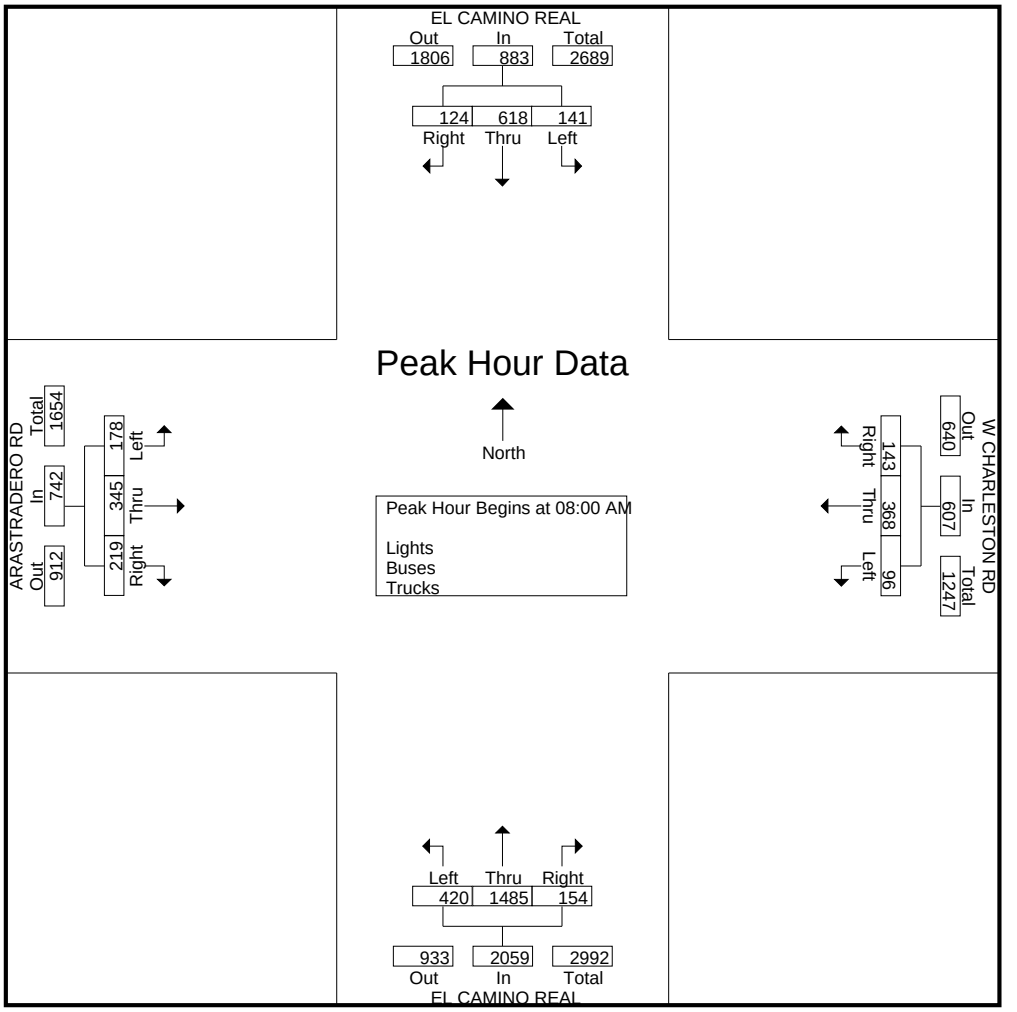

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Groups Printed- Lights - Buses - Trucks

	EL CAMINO REAL Southbound					W CHARLESTON RD Westbound					EL CAMINO REAL Northbound					ARASTRADERO RD 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
04:00 PM	32	324	41	7	404	33	60	29	3	125	25	190	64	9	288	69	122	36	7	234	1051
04:15 PM	43	351	42	2	438	34	75	35	6	150	40	235	53	7	335	91	99	39	3	232	1155
04:30 PM	47	375	31	1	454	31	58	34	3	126	31	206	74	10	321	100	84	42	5	231	1132
04:45 PM	39	426	36	2	503	36	77	25	1	139	33	261	53	13	360	131	80	31	9	251	1253
Total	161	1476	150	12	1799	134	270	123	13	540	129	892	244	39	1304	391	385	148	24	948	4591
05:00 PM	39	367	40	2	448	37	78	49	2	166	33	204	83	10	330	159	88	46	4	297	1241
05:15 PM	42	432	27	2	503	35	79	40	4	158	34	224	54	9	321	132	84	38	4	258	1240
05:30 PM	35	391	30	2	458	39	126	49	1	215	27	205	73	10	315	159	86	32	3	280	1268
05:45 PM	47	368	24	1	440	42	128	53	3	226	44	232	67	0	343	145	82	38	3	268	1277
Total	163	1558	121	7	1849	153	411	191	10	765	138	865	277	29	1309	595	340	154	14	1103	5026
06:00 PM	49	356	38	0	443	41	104	61	4	210	22	210	82	9	323	121	94	46	5	266	1242
06:15 PM	26	352	19	2	399	33	71	36	4	144	26	248	58	5	337	116	83	45	4	248	1128
06:30 PM	38	309	20	0	367	41	80	36	8	165	32	207	64	7	310	98	84	48	3	233	1075
06:45 PM	48	271	30	2	351	36	74	24	2	136	24	169	67	3	263	100	81	27	6	214	964
Total	161	1288	107	4	1560	151	329	157	18	655	104	834	271	24	1233	435	342	166	18	961	4409
Grand Total	485	4322	378	23	5208	438	1010	471	41	1960	371	2591	792	92	3846	1421	1067	468	56	3012	14026
Apprch %	9.3	83	7.3	0.4		22.3	51.5	24	2.1		9.6	67.4	20.6	2.4		47.2	35.4	15.5	1.9		
Total %	3.5	30.8	2.7	0.2	37.1	3.1	7.2	3.4	0.3	14	2.6	18.5	5.6	0.7	27.4	10.1	7.6	3.3	0.4	21.5	
Lights	482	4279	376	23	5160	433	990	470	41	1934	371	2550	782	92	3795	1415	1052	462	56	2985	13874
% Lights	99.4	99	99.5	100	99.1	98.9	98	99.8	100	98.7	100	98.4	98.7	100	98.7	99.6	98.6	98.7	100	99.1	98.9
Buses	3	33	0	0	36	2	13	0	0	15	0	30	6	0	36	3	10	3	0	16	103
% Buses	0.6	0.8	0	0	0.7	0.5	1.3	0	0	0.8	0	1.2	0.8	0	0.9	0.2	0.9	0.6	0	0.5	0.7
Trucks	0	10	2	0	12	3	7	1	0	11	0	11	4	0	15	3	5	3	0	11	49
% Trucks	0	0.2	0.5	0	0.2	0.7	0.7	0.2	0	0.6	0	0.4	0.5	0	0.4	0.2	0.5	0.6	0	0.4	0.3

	EL CAMINO REAL Southbound				W CHARLESTON RD Westbound				EL CAMINO REAL Northbound				ARASTRADERO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	42	**432**	27	**501**	35	79	40	154	34	224	54	312	132	84	38	254	1221
05:30 PM	35	391	30	456	39	126	49	214	27	205	73	305	**159**	86	32	**277**	1252
05:45 PM	47	368	24	439	**42**	**128**	53	**223**	**44**	**232**	67	**343**	145	82	38	265	**1270**
06:00 PM	**49**	356	**38**	443	41	104	**61**	206	22	210	**82**	314	121	**94**	**46**	261	1224
Total Volume	173	1547	119	1839	157	437	203	797	127	871	276	1274	557	346	154	1057	4967
% App. Total	9.4	84.1	6.5		19.7	54.8	25.5		10	68.4	21.7		52.7	32.7	14.6		
PHF	.883	.895	.783	.918	.935	.854	.832	.893	.722	.939	.841	.929	.876	.920	.837	.954	.978

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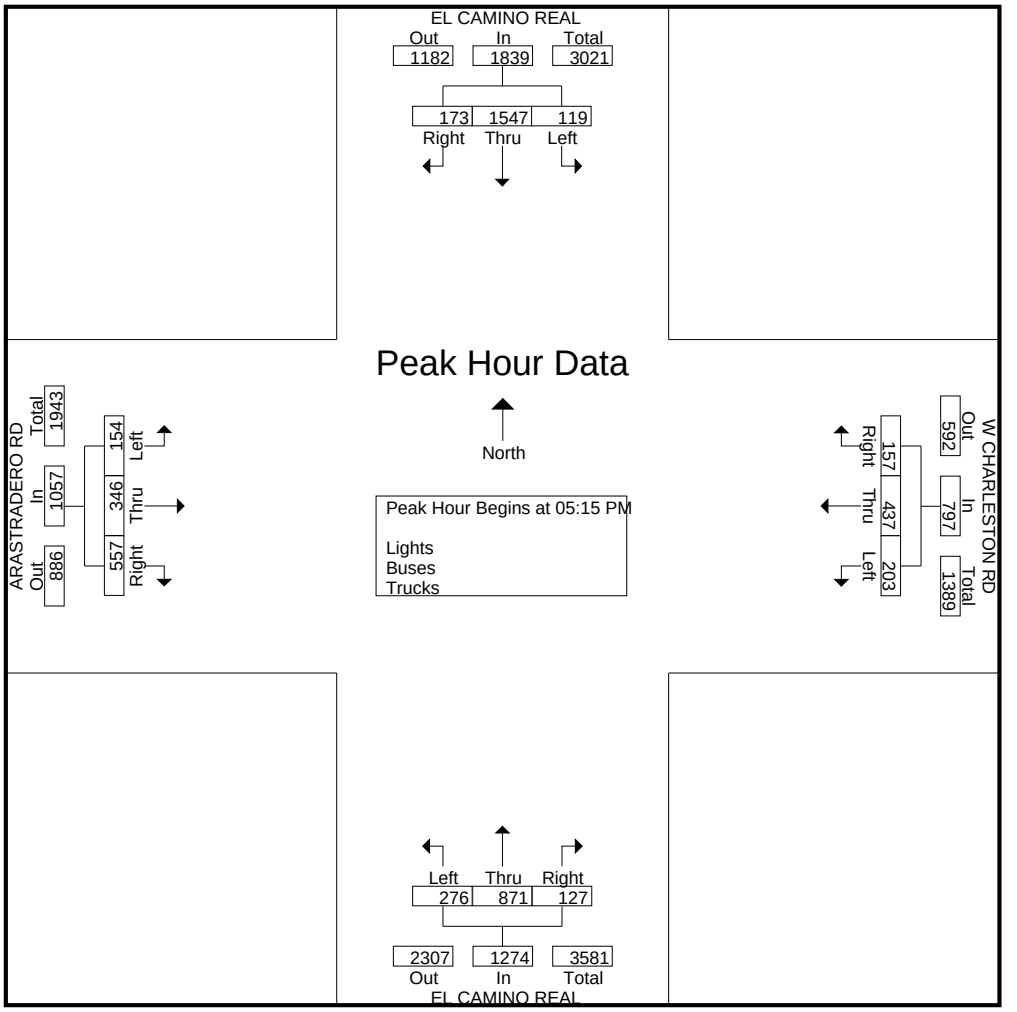

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File Name : 28AM FINAL
Site Code : 00000028
Start Date : 10/6/2016
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Groups Printed- Lights - Buses - Trucks

	FOOTHILL EXPY Southbound					ARASTRADERO RD Westbound					FOOTHILL EXPY Northbound					ARASTRADERO RD 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
07:00 AM	1	18	9	6	34	20	29	16	0	65	0	107	29	1	137	7	32	2	0	41	277
07:15 AM	1	20	17	6	44	37	41	28	0	106	0	126	27	0	153	10	42	3	1	56	359
07:30 AM	3	27	22	10	62	26	54	30	0	110	0	189	45	0	234	7	56	15	0	78	484
07:45 AM	5	19	35	18	77	39	62	32	0	133	0	224	54	4	282	20	86	11	1	118	610
Total	10	84	83	40	217	122	186	106	0	414	0	646	155	5	806	44	216	31	2	293	1730
08:00 AM	6	38	35	8	87	50	60	34	0	144	1	214	57	8	280	18	85	3	1	107	618
08:15 AM	8	31	44	10	93	48	57	31	2	138	1	264	87	6	358	9	94	7	3	113	702
08:30 AM	4	27	16	8	55	52	104	28	1	185	0	304	90	0	394	14	65	6	2	87	721
08:45 AM	12	22	26	4	64	66	96	44	1	207	0	278	115	1	394	13	55	7	0	75	740
Total	30	118	121	30	299	216	317	137	4	674	2	1060	349	15	1426	54	299	23	6	382	2781
09:00 AM	6	25	15	9	55	53	76	32	0	161	0	302	57	4	363	23	79	11	2	115	694
09:15 AM	7	36	17	0	60	39	103	22	0	164	0	273	103	1	377	19	77	11	0	107	708
09:30 AM	3	38	23	0	64	47	79	42	0	168	0	248	78	0	326	21	63	3	1	88	646
09:45 AM	4	46	30	2	82	46	85	44	0	175	0	252	87	1	340	17	57	3	0	77	674
Total	20	145	85	11	261	185	343	140	0	668	0	1075	325	6	1406	80	276	28	3	387	2722
Grand Total	60	347	289	81	777	523	846	383	4	1756	2	2781	829	26	3638	178	791	82	11	1062	7233
Apprch %	7.7	44.7	37.2	10.4		29.8	48.2	21.8	0.2		0.1	76.4	22.8	0.7		16.8	74.5	7.7	1		
Total %	0.8	4.8	4	1.1	10.7	7.2	11.7	5.3	0.1	24.3	0	38.4	11.5	0.4	50.3	2.5	10.9	1.1	0.2	14.7	
Lights	57	331	284	80	752	511	837	378	4	1730	2	2759	820	25	3606	174	778	81	11	1044	7132
% Lights	95	95.4	98.3	98.8	96.8	97.7	98.9	98.7	100	98.5	100	99.2	98.9	96.2	99.1	97.8	98.4	98.8	100	98.3	98.6
Buses	0	1	3	0	4	6	2	1	0	9	0	2	0	0	2	0	6	0	0	6	21
% Buses	0	0.3	1	0	0.5	1.1	0.2	0.3	0	0.5	0	0.1	0	0	0.1	0	0.8	0	0	0.6	0.3
Trucks	3	15	2	1	21	6	7	4	0	17	0	20	9	1	30	4	7	1	0	12	80
% Trucks	5	4.3	0.7	1.2	2.7	1.1	0.8	1	0	1	0	0.7	1.1	3.8	0.8	2.2	0.9	1.2	0	1.1	1.1

	FOOTHILL EXPY Southbound				ARASTRADERO RD Westbound				FOOTHILL EXPY Northbound				ARASTRADERO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	4	27	16	47	52	**104**	28	184	0	**304**	90	**394**	14	65	6	85	710
08:45 AM	**12**	22	**26**	**60**	**66**	96	**44**	**206**	0	278	**115**	393	13	55	7	75	**734**
09:00 AM	6	25	15	46	53	76	32	161	0	302	57	359	**23**	**79**	**11**	**113**	679
09:15 AM	7	**36**	17	60	39	103	22	164	0	273	103	376	19	77	11	107	707
Total Volume	29	110	74	213	210	379	126	715	0	1157	365	1522	69	276	35	380	2830
% App. Total	13.6	51.6	34.7		29.4	53	17.6		0	76	24		18.2	72.6	9.2		
PHF	.604	.764	.712	.888	.795	.911	.716	.868	.000	.951	.793	.966	.750	.873	.795	.841	.964

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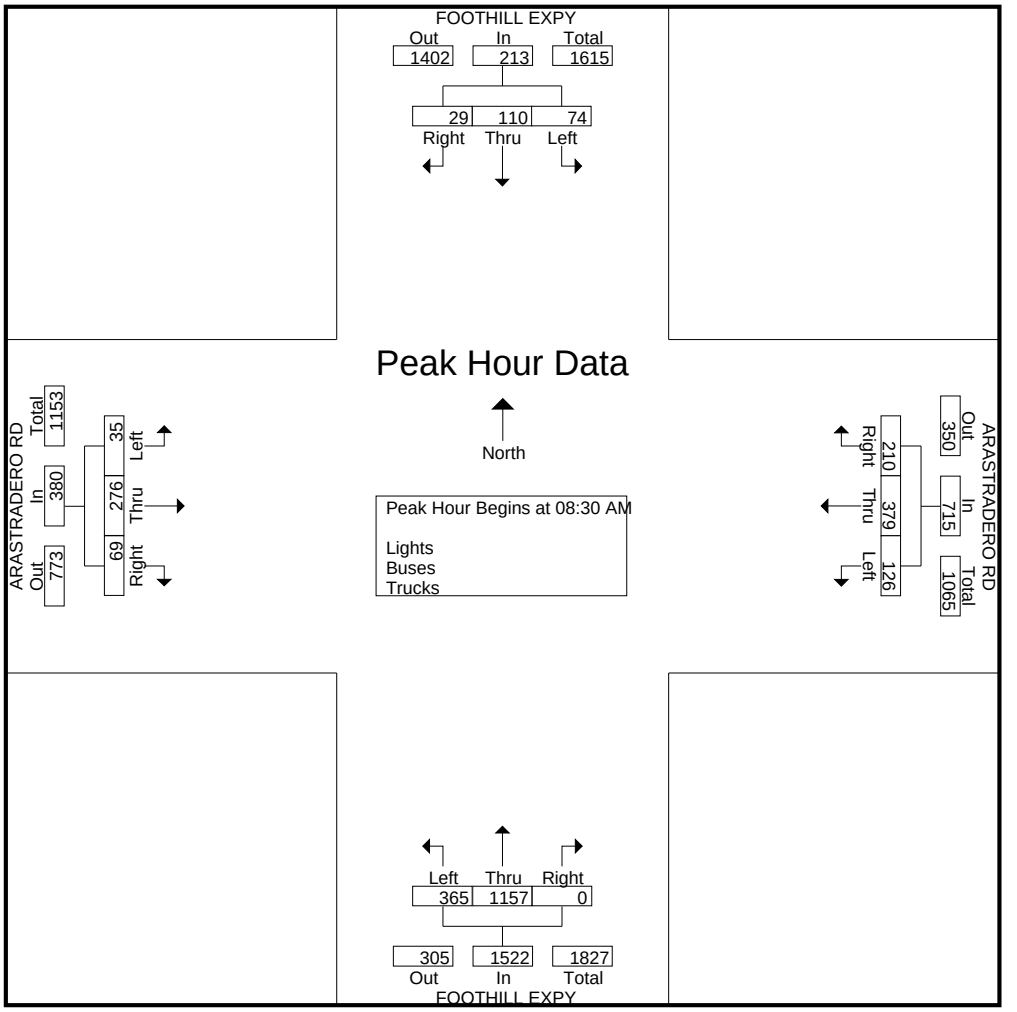

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Groups Printed- Lights - Buses - Trucks

	FOOTHILL EXPY Southbound					ARASTRADERO RD Westbound					FOOTHILL EXPY Northbound					ARASTRADERO RD 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
04:00 PM	7	324	70	0	401	32	55	101	0	188	0	65	20	0	85	77	82	6	0	165	839
04:15 PM	1	329	79	6	415	44	70	122	0	236	0	83	22	0	105	56	69	3	2	130	886
04:30 PM	7	338	54	14	413	27	65	102	1	195	0	72	16	3	91	76	77	7	4	164	863
04:45 PM	6	311	48	9	374	48	57	125	3	233	0	83	18	1	102	79	56	9	6	150	859
Total	21	1302	251	29	1603	151	247	450	4	852	0	303	76	4	383	288	284	25	12	609	3447
05:00 PM	5	291	57	2	355	42	55	140	1	238	0	69	16	0	85	97	77	7	1	182	860
05:15 PM	8	339	55	3	405	20	63	95	4	182	0	79	27	1	107	85	69	8	0	162	856
05:30 PM	9	272	61	6	348	33	77	152	3	265	0	85	23	1	109	83	72	4	0	159	881
05:45 PM	22	347	82	6	457	23	53	94	1	171	0	89	31	4	124	61	69	12	2	144	896
Total	44	1249	255	17	1565	118	248	481	9	856	0	322	97	6	425	326	287	31	3	647	3493
06:00 PM	6	276	73	4	359	30	67	104	0	201	0	64	15	5	84	68	82	15	0	165	809
06:15 PM	9	344	95	9	457	26	46	66	1	139	0	74	17	1	92	51	92	8	5	156	844
06:30 PM	13	293	98	3	407	37	50	51	2	140	0	65	18	3	86	47	82	2	0	131	764
06:45 PM	6	209	77	6	298	21	53	38	0	112	2	44	21	2	69	53	76	5	2	136	615
Total	34	1122	343	22	1521	114	216	259	3	592	2	247	71	11	331	219	332	30	7	588	3032
Grand Total	99	3673	849	68	4689	383	711	1190	16	2300	2	872	244	21	1139	833	903	86	22	1844	9972
Apprch %	2.1	78.3	18.1	1.5		16.7	30.9	51.7	0.7		0.2	76.6	21.4	1.8		45.2	49	4.7	1.2		
Total %	1	36.8	8.5	0.7	47	3.8	7.1	11.9	0.2	23.1	0	8.7	2.4	0.2	11.4	8.4	9.1	0.9	0.2	18.5	
Lights	99	3663	835	68	4665	377	701	1183	16	2277	2	863	244	21	1130	828	898	86	22	1834	9906
% Lights	100	99.7	98.4	100	99.5	98.4	98.6	99.4	100	99	100	99	100	100	99.2	99.4	99.4	100	100	99.5	99.3
Buses	0	3	8	0	11	4	5	6	0	15	0	3	0	0	3	2	2	0	0	4	33
% Buses	0	0.1	0.9	0	0.2	1	0.7	0.5	0	0.7	0	0.3	0	0	0.3	0.2	0.2	0	0	0.2	0.3
Trucks	0	7	6	0	13	2	5	1	0	8	0	6	0	0	6	3	3	0	0	6	33
% Trucks	0	0.2	0.7	0	0.3	0.5	0.7	0.1	0	0.3	0	0.7	0	0	0.5	0.4	0.3	0	0	0.3	0.3

	FOOTHILL EXPY Southbound				ARASTRADERO RD Westbound				FOOTHILL EXPY Northbound				ARASTRADERO RD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	291	57	353	**42**	55	140	237	0	69	16	85	**97**	**77**	7	**181**	856
05:15 PM	8	339	55	402	20	63	95	178	0	79	27	106	85	69	8	162	848
05:30 PM	9	272	61	342	33	**77**	**152**	**262**	0	85	23	108	83	72	4	159	871
05:45 PM	**22**	**347**	**82**	**451**	23	53	94	170	0	**89**	**31**	**120**	61	69	**12**	142	**883**
Total Volume	44	1249	255	1548	118	248	481	847	0	322	97	419	326	287	31	644	3458
% App. Total	2.8	80.7	16.5		13.9	29.3	56.8		0	76.8	23.2		50.6	44.6	4.8		
PHF	.500	.900	.777	.858	.702	.805	.791	.808	.000	.904	.782	.873	.840	.932	.646	.890	.979

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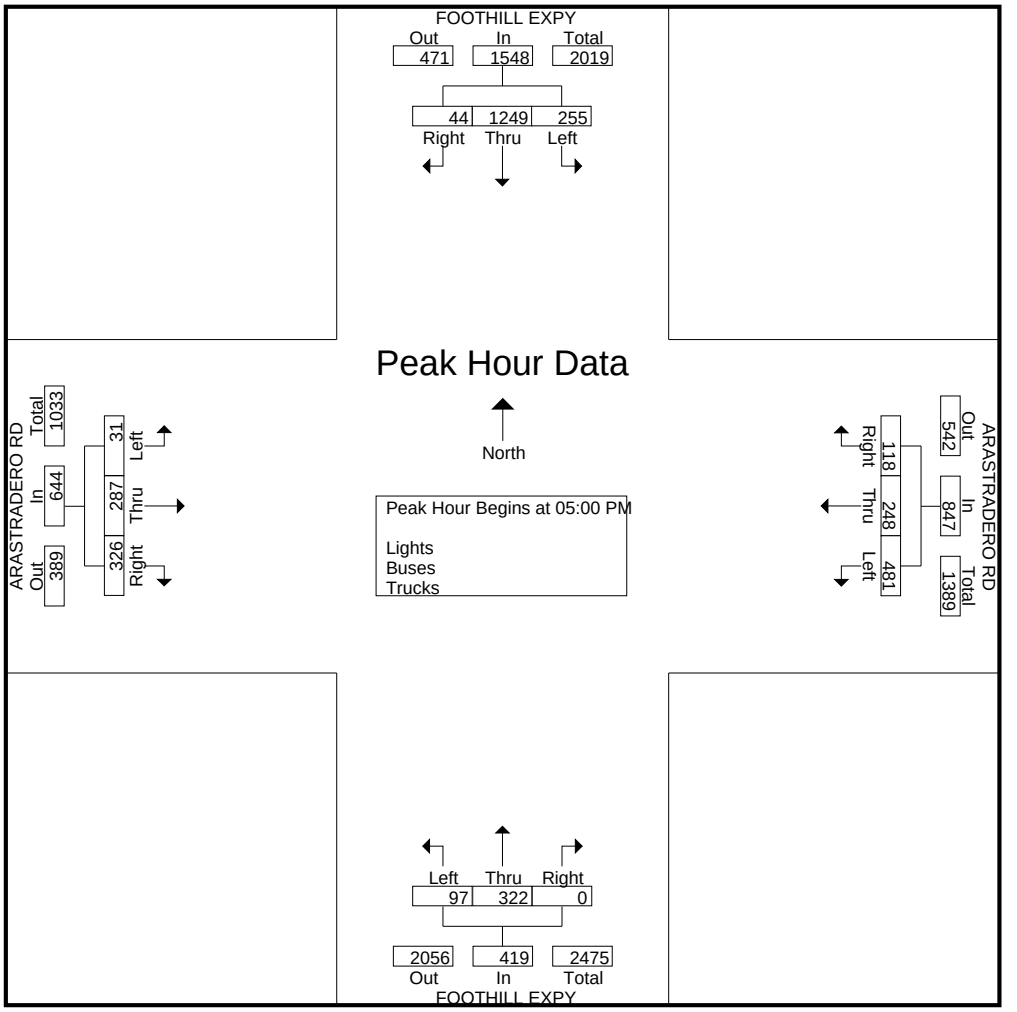

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File Name : 12AM FINAL
Site Code : 00000012
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Groups Printed- Lights - Buses - Trucks

	I-280 SB OFF-RAMP Southbound						PAGE MILL RD Westbound						I-280 SB ON-RAMP Northwestbound						ARASTRADERO RD Northbound						PAGE MILL RD Eastbound						
Start Time	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	53	0	184	0	243	0	22	3	3	0	28	0	0	0	0	0	0	7	23	0	6	0	36	7	12	42	0	0	61	368
07:15 AM	3	58	1	219	0	281	0	52	16	0	0	68	0	0	0	0	0	0	7	29	0	9	0	45	10	15	56	0	0	81	475
07:30 AM	10	71	0	195	0	276	0	53	14	0	0	67	0	0	0	0	0	0	8	34	0	13	0	55	30	19	65	0	0	114	512
07:45 AM	7	79	0	201	0	287	0	37	5	3	0	45	0	0	0	0	0	0	9	45	0	14	0	68	39	19	73	0	0	131	531
Total	26	261	1	799	0	1087	0	164	38	6	0	208	0	0	0	0	0	0	31	131	0	42	0	204	86	65	236	0	0	387	1886
08:00 AM	8	83	0	183	0	274	0	44	11	2	0	57	0	0	0	0	0	0	6	37	0	11	0	54	60	24	86	0	0	170	555
08:15 AM	8	74	0	195	0	277	0	43	8	0	0	51	0	0	0	0	0	0	7	37	0	10	0	54	38	23	77	0	1	139	521
08:30 AM	18	97	0	163	0	278	0	54	22	1	0	77	0	0	0	0	0	0	7	38	0	20	0	65	35	14	66	0	0	115	535
08:45 AM	4	76	0	188	0	268	0	48	11	0	0	59	0	0	0	0	0	0	10	35	0	7	0	52	38	18	56	0	1	113	492
Total	38	330	0	729	0	1097	0	189	52	3	0	244	0	0	0	0	0	0	30	147	0	48	0	225	171	79	285	0	2	537	2103
09:00 AM	5	84	0	173	0	262	0	38	17	2	0	57	0	0	0	0	0	0	4	31	0	17	0	52	35	14	62	0	0	111	482
09:15 AM	15	83	0	178	0	276	0	30	14	5	0	49	0	0	0	0	0	0	11	32	0	13	0	56	22	20	56	0	0	98	479
09:30 AM	4	81	2	180	0	267	0	35	10	4	0	49	0	0	0	0	0	0	6	37	0	7	0	50	30	18	64	0	0	112	478
09:45 AM	7	71	1	160	0	239	0	57	9	2	0	68	0	0	0	0	0	0	8	30	0	13	0	51	18	21	58	0	0	97	455
Total	31	319	3	691	0	1044	0	160	50	13	0	223	0	0	0	0	0	0	29	130	0	50	0	209	105	73	240	0	0	418	1894
Grand Total	95	910	4	2219	0	3228	0	513	140	22	0	675	0	0	0	0	0	0	90	408	0	140	0	638	362	217	761	0	2	1342	5883
Apprch %	2.9	28.2	0.1	68.7	0		0	76	20.7	3.3	0		0	0	0	0	0		14.1	63.9	0	21.9	0		27	16.2	56.7	0	0.1		
Total %	1.6	15.5	0.1	37.7	0	54.9	0	8.7	2.4	0.4	0	11.5	0	0	0	0	0	0	1.5	6.9	0	2.4	0	10.8	6.2	3.7	12.9	0	0	22.8	
Lights	87	901	4	2176	0	3168	0	499	135	22	0	656	0	0	0	0	0	0	81	393	0	136	0	610	357	213	750	0	2	1322	5756
% Lights	91.6	99	100	98.1	0	98.1	0	97.3	96.4	100	0	97.2	0	0	0	0	0	0	90	96.3	0	97.1	0	95.6	98.6	98.2	98.6	0	100	98.5	97.8
Buses	1	1	0	13	0	15	0	2	1	0	0	3	0	0	0	0	0	0	7	10	0	0	0	17	1	0	2	0	0	3	38
% Buses	1.1	0.1	0	0.6	0	0.5	0	0.4	0.7	0	0	0.4	0	0	0	0	0	0	7.8	2.5	0	0	0	2.7	0.3	0	0.3	0	0	0.2	0.6
Trucks	7	8	0	30	0	45	0	12	4	0	0	16	0	0	0	0	0	0	2	5	0	4	0	11	4	4	9	0	0	17	89
% Trucks	7.4	0.9	0	1.4	0	1.4	0	2.3	2.9	0	0	2.4	0	0	0	0	0	0	2.2	1.2	0	2.9	0	1.7	1.1	1.8	1.2	0	0	1.3	1.5

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	I-280 SB OFF-RAMP Southbound					PAGE MILL RD Westbound					I-280 SB ON-RAMP Northwestbound					ARASTRADERO RD Northbound					PAGE MILL RD Eastbound					
Start Time	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:45 AM																										
07:45 AM	7	79	0	**201**	**287**	0	37	5	**3**	45	0	0	0	0	0	**9**	**45**	0	14	**68**	39	19	73	0	131	531
08:00 AM	8	83	0	183	274	0	44	11	2	57	0	0	0	0	0	6	37	0	11	54	**60**	**24**	**86**	0	**170**	**555**
08:15 AM	8	74	0	195	277	0	43	8	0	51	0	0	0	0	0	7	37	0	10	54	38	23	77	0	138	520
08:30 AM	**18**	**97**	0	163	278	0	**54**	**22**	1	**77**	0	0	0	0	0	7	38	0	**20**	65	35	14	66	0	115	535
Total Volume	41	333	0	742	1116	0	178	46	6	230	0	0	0	0	0	29	157	0	55	241	172	80	302	0	554	2141
% App. Total	3.7	29.8	0	66.5		0	77.4	20	2.6		0	0	0	0		12	65.1	0	22.8		31	14.4	54.5	0		
PHF	.569	.858	.000	.923	.972	.000	.824	.523	.500	.747	.000	.000	.000	.000	.000	.806	.872	.000	.688	.886	.717	.833	.878	.000	.815	.964

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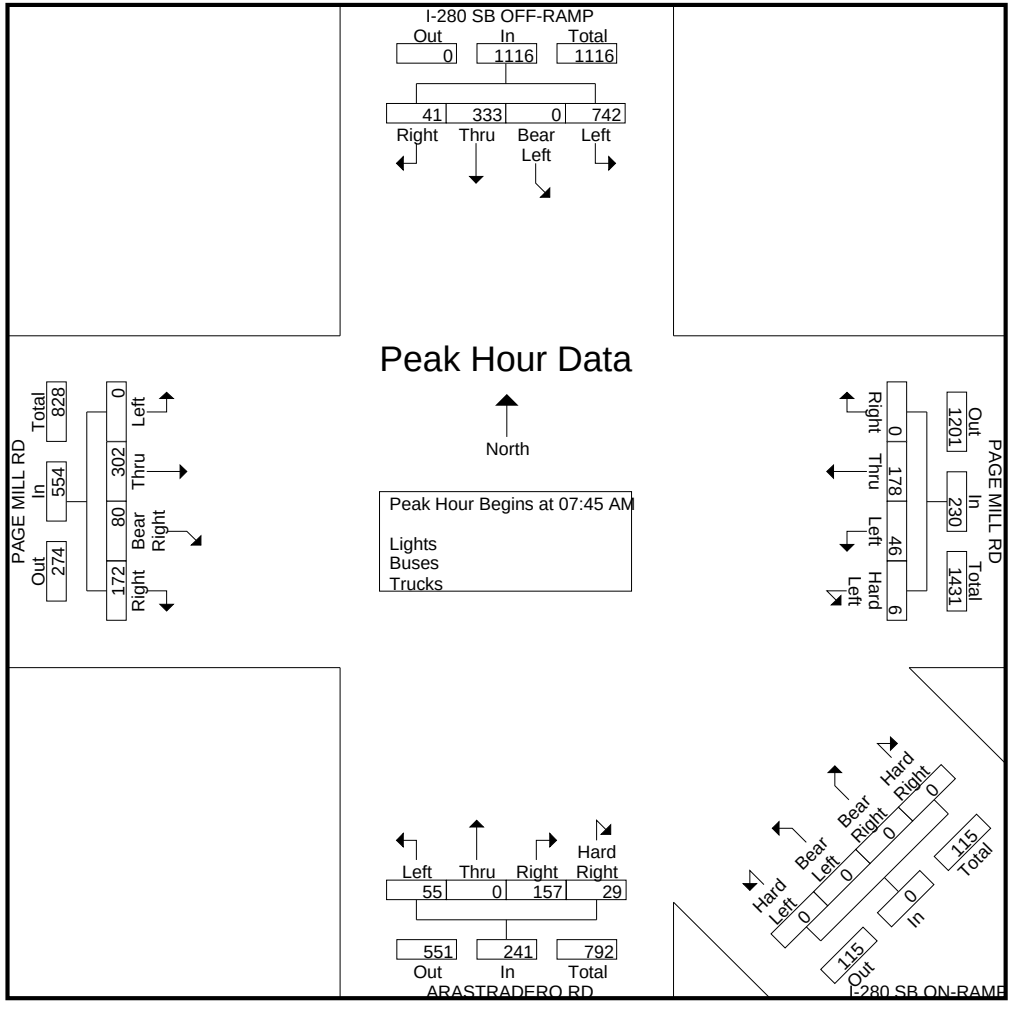

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Groups Printed- Lights - Buses - Trucks

	I-280 SB OFF-RAMP Southbound						PAGE MILL RD Westbound						I-280 SB ON-RAMP Northwestbound						ARASTRADERO RD Northbound						PAGE MILL RD Eastbound						
Start Time	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	81	8	125	0	225	0	62	10	3	0	75	0	0	0	0	0	0	27	111	0	21	0	159	23	27	67	0	0	117	576
04:15 PM	9	122	7	117	0	255	0	40	7	1	0	48	0	0	0	0	0	0	30	102	0	23	0	155	36	23	61	0	0	120	578
04:30 PM	9	106	15	123	0	253	0	40	9	9	0	58	0	0	0	0	0	0	21	107	0	17	0	145	34	15	61	0	0	110	566
04:45 PM	16	106	17	136	0	275	0	39	16	4	0	59	0	0	0	0	0	0	21	102	0	28	0	151	32	12	56	0	0	100	585
Total	45	415	47	501	0	1008	0	181	42	17	0	240	0	0	0	0	0	0	99	422	0	89	0	610	125	77	245	0	0	447	2305
05:00 PM	19	124	10	140	0	293	0	40	6	4	0	50	0	0	0	0	0	0	17	78	0	33	0	128	20	16	24	0	0	60	531
05:15 PM	14	104	12	127	0	257	0	46	13	3	0	62	0	0	0	0	0	0	16	98	0	29	0	143	37	11	33	0	0	81	543
05:30 PM	4	105	5	123	0	237	0	55	23	5	0	83	0	0	0	0	0	0	15	82	0	43	0	140	29	13	32	0	0	74	534
05:45 PM	9	107	0	120	0	236	0	62	17	30	0	109	0	0	0	0	0	0	15	70	0	39	0	124	22	13	35	0	0	70	539
Total	46	440	27	510	0	1023	0	203	59	42	0	304	0	0	0	0	0	0	63	328	0	144	0	535	108	53	124	0	0	285	2147
06:00 PM	15	77	0	119	0	211	0	91	11	58	0	160	0	0	0	0	0	0	17	102	0	41	0	160	24	7	43	0	0	74	605
06:15 PM	14	58	1	141	0	214	0	82	11	60	0	153	0	0	0	0	0	0	18	115	0	35	0	168	19	10	48	0	0	77	612
06:30 PM	6	47	0	121	0	174	0	111	6	45	0	162	0	0	0	0	0	0	24	85	0	46	0	155	14	15	54	0	0	83	574
06:45 PM	12	45	1	129	0	187	0	83	4	47	0	134	0	0	0	0	0	0	25	60	0	18	0	103	13	20	48	0	0	81	505
Total	47	227	2	510	0	786	0	367	32	210	0	609	0	0	0	0	0	0	84	362	0	140	0	586	70	52	193	0	0	315	2296
Grand Total	138	1082	76	1521	0	2817	0	751	133	269	0	1153	0	0	0	0	0	0	246	1112	0	373	0	1731	303	182	562	0	0	1047	6748
Apprch %	4.9	38.4	2.7	54	0		0	65.1	11.5	23.3	0		0	0	0	0	0		14.2	64.2	0	21.5	0		28.9	17.4	53.7	0	0		
Total %	2	16	1.1	22.5	0	41.7	0	11.1	2	4	0	17.1	0	0	0	0	0	0	3.6	16.5	0	5.5	0	25.7	4.5	2.7	8.3	0	0	15.5	
Lights	133	1076	75	1513	0	2797	0	748	131	267	0	1146	0	0	0	0	0	0	242	1093	0	368	0	1703	303	177	556	0	0	1036	6682
% Lights	96.4	99.4	98.7	99.5	0	99.3	0	99.6	98.5	99.3	0	99.4	0	0	0	0	0	0	98.4	98.3	0	98.7	0	98.4	100	97.3	98.9	0	0	98.9	99
Buses	4	0	0	3	0	7	0	2	0	1	0	3	0	0	0	0	0	0	4	9	0	0	0	13	0	3	3	0	0	6	29
% Buses	2.9	0	0	0.2	0	0.2	0	0.3	0	0.4	0	0.3	0	0	0	0	0	0	1.6	0.8	0	0	0	0.8	0	1.6	0.5	0	0	0.6	0.4
Trucks	1	6	1	5	0	13	0	1	2	1	0	4	0	0	0	0	0	0	0	10	0	5	0	15	0	2	3	0	0	5	37
% Trucks	0.7	0.6	1.3	0.3	0	0.5	0	0.1	1.5	0.4	0	0.3	0	0	0	0	0	0	0	0.9	0	1.3	0	0.9	0	1.1	0.5	0	0	0.5	0.5

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	I-280 SB OFF-RAMP Southbound					PAGE MILL RD Westbound					I-280 SB ON-RAMP Northwestbound					ARASTRADERO RD Northbound					PAGE MILL RD Eastbound					
Start Time	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:45 PM																										
05:45 PM	9	**107**	0	120	**236**	0	62	**17**	30	109	0	0	0	0	0	15	70	0	39	124	22	13	35	0	70	539
06:00 PM	**15**	77	0	119	211	0	91	11	58	160	0	0	0	0	0	17	102	0	41	160	**24**	7	43	0	74	605
06:15 PM	14	58	**1**	**141**	214	0	82	11	**60**	153	0	0	0	0	0	18	**115**	0	35	**168**	19	10	48	0	77	**612**
06:30 PM	6	47	0	121	174	0	**111**	6	45	**162**	0	0	0	0	0	**24**	85	0	**46**	155	14	**15**	**54**	0	**83**	574
Total Volume	44	289	1	501	835	0	346	45	193	584	0	0	0	0	0	74	372	0	161	607	79	45	180	0	304	2330
% App. Total	5.3	34.6	0.1	60		0	59.2	7.7	33		0	0	0	0		12.2	61.3	0	26.5		26	14.8	59.2	0		
PHF	.733	.675	.250	.888	.885	.000	.779	.662	.804	.901	.000	.000	.000	.000	.000	.771	.809	.000	.875	.903	.823	.750	.833	.000	.916	.952

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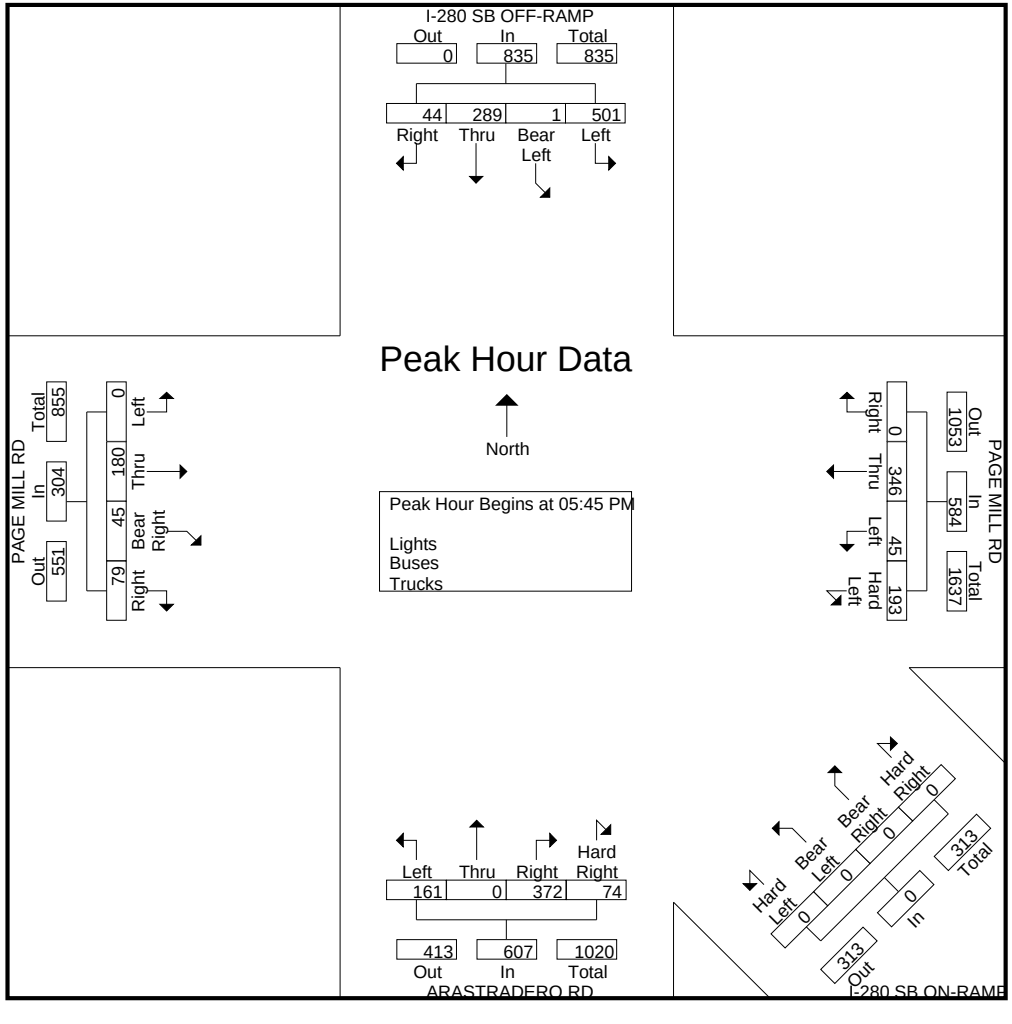

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File Name : 26AM FINAL
Site Code : 00000026
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Groups Printed- Vehicles

	MOFFETT BLVD Southbound					US-101 NB RAMPS Westbound					MOFFETT BLVD 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
07:00 AM	0	35	7	0	42	37	0	22	0	59	34	95	0	0	129	0	0	0	0	0	230
07:15 AM	0	18	5	0	23	47	0	32	4	83	33	104	0	0	137	0	0	0	0	0	243
07:30 AM	0	34	13	0	47	39	0	16	0	55	39	118	0	0	157	0	0	0	0	0	259
07:45 AM	0	40	7	0	47	45	0	16	2	63	27	156	0	0	183	0	0	0	0	0	293
Total	0	127	32	0	159	168	0	86	6	260	133	473	0	0	606	0	0	0	0	0	1025
08:00 AM	0	34	11	0	45	44	0	33	3	80	39	159	0	0	198	0	0	0	0	0	323
08:15 AM	0	36	11	0	47	42	0	19	1	62	45	126	0	0	171	0	0	0	0	0	280
08:30 AM	0	28	9	0	37	33	0	20	1	54	46	161	0	0	207	0	0	0	0	0	298
08:45 AM	0	30	7	0	37	45	0	25	2	72	45	126	0	0	171	0	0	0	0	0	280
Total	0	128	38	0	166	164	0	97	7	268	175	572	0	0	747	0	0	0	0	0	1181
09:00 AM	0	32	6	0	38	39	0	42	1	82	47	117	0	0	164	0	0	0	0	0	284
09:15 AM	0	34	5	0	39	34	0	33	2	69	55	128	0	0	183	0	0	0	0	0	291
09:30 AM	0	18	4	0	22	31	0	44	0	75	33	106	0	0	139	0	0	0	0	0	236
09:45 AM	0	42	11	0	53	26	0	34	1	61	34	116	0	0	150	0	0	0	0	0	264
Total	0	126	26	0	152	130	0	153	4	287	169	467	0	0	636	0	0	0	0	0	1075
Grand Total	0	381	96	0	477	462	0	336	17	815	477	1512	0	0	1989	0	0	0	0	0	3281
Apprch %	0	79.9	20.1	0		56.7	0	41.2	2.1		24	76	0	0		0	0	0	0		
Total %	0	11.6	2.9	0	14.5	14.1	0	10.2	0.5	24.8	14.5	46.1	0	0	60.6	0	0	0	0	0	

	MOFFETT BLVD Southbound				US-101 NB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**40**	7	**47**	**45**	0	16	61	27	156	0	183	0	0	0	0	291
08:00 AM	0	34	**11**	45	44	0	**33**	**77**	39	159	0	198	0	0	0	0	**320**
08:15 AM	0	36	11	47	42	0	19	61	45	126	0	171	0	0	0	0	279
08:30 AM	0	28	9	37	33	0	20	53	**46**	**161**	0	**207**	0	0	0	0	297
Total Volume	0	138	38	176	164	0	88	252	157	602	0	759	0	0	0	0	1187
% App. Total	0	78.4	21.6		65.1	0	34.9		20.7	79.3	0		0	0	0		
PHF	.000	.863	.864	.936	.911	.000	.667	.818	.853	.935	.000	.917	.000	.000	.000	.000	.927

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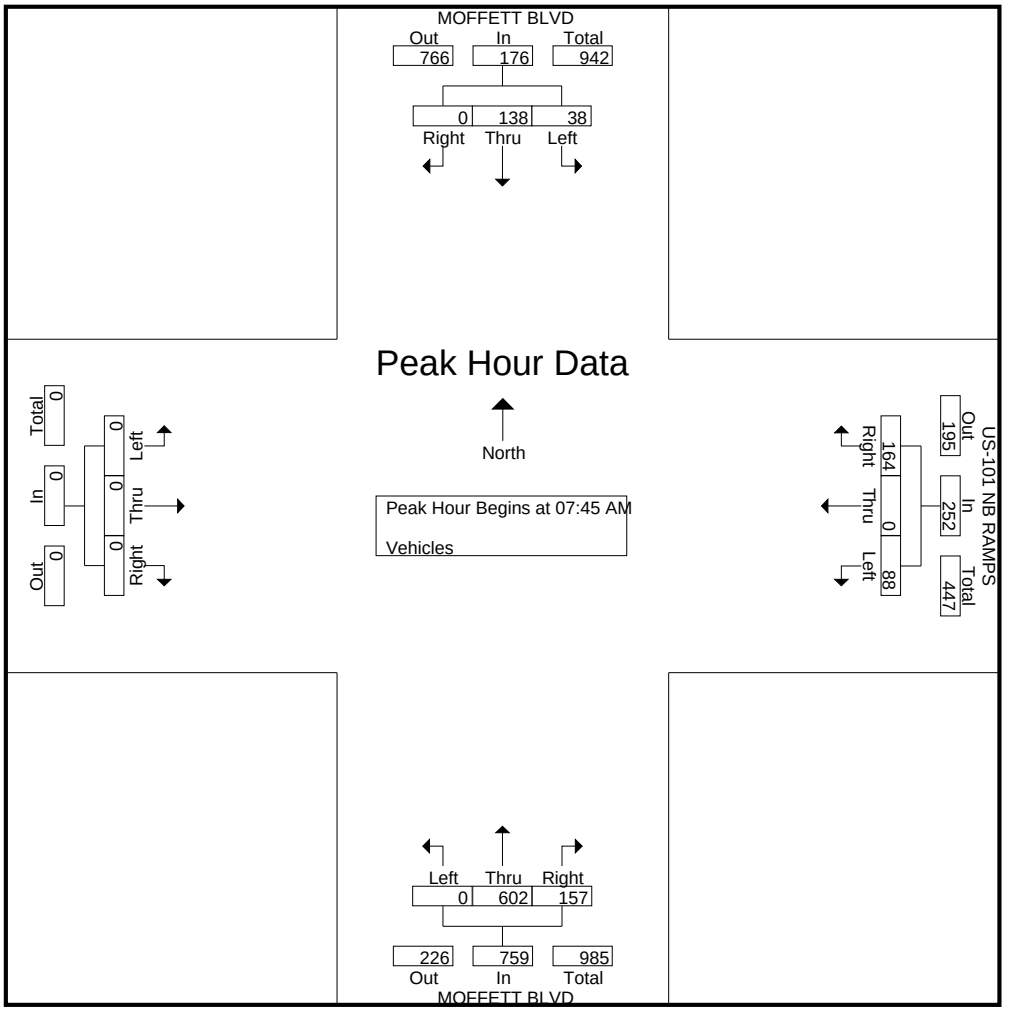

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Groups Printed- Vehicles

	MOFFETT BLVD Southbound					US-101 NB RAMPS Westbound					MOFFETT BLVD 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
04:00 PM	0	200	45	0	245	9	0	41	1	51	27	32	0	0	59	0	0	0	0	0	355
04:15 PM	0	131	38	0	169	10	0	48	1	59	33	35	0	0	68	0	0	0	0	0	296
04:30 PM	0	175	51	0	226	10	0	51	0	61	32	23	0	0	55	0	0	0	0	0	342
04:45 PM	0	158	47	0	205	16	0	46	1	63	26	45	0	0	71	0	0	0	0	0	339
Total	0	664	181	0	845	45	0	186	3	234	118	135	0	0	253	0	0	0	0	0	1332
05:00 PM	0	175	33	0	208	5	0	68	1	74	31	39	0	0	70	0	0	0	0	0	352
05:15 PM	0	173	32	0	205	9	0	88	1	98	45	38	0	0	83	0	0	0	0	0	386
05:30 PM	0	176	36	0	212	2	0	89	0	91	32	27	0	0	59	0	0	0	0	0	362
05:45 PM	0	142	31	0	173	13	0	78	6	97	22	30	0	0	52	0	0	0	0	0	322
Total	0	666	132	0	798	29	0	323	8	360	130	134	0	0	264	0	0	0	0	0	1422
06:00 PM	0	114	32	0	146	5	0	86	2	93	22	26	0	0	48	0	0	0	0	0	287
06:15 PM	0	105	33	0	138	6	0	96	1	103	34	18	1	0	53	0	0	0	0	0	294
06:30 PM	0	94	24	0	118	1	0	80	3	84	35	20	0	0	55	0	0	0	0	0	257
06:45 PM	0	78	19	0	97	3	0	83	0	86	27	16	0	0	43	0	0	0	0	0	226
Total	0	391	108	0	499	15	0	345	6	366	118	80	1	0	199	0	0	0	0	0	1064
Grand Total	0	1721	421	0	2142	89	0	854	17	960	366	349	1	0	716	0	0	0	0	0	3818
Apprch %	0	80.3	19.7	0		9.3	0	89	1.8		51.1	48.7	0.1	0		0	0	0	0		
Total %	0	45.1	11	0	56.1	2.3	0	22.4	0.4	25.1	9.6	9.1	0	0	18.8	0	0	0	0	0	

	MOFFETT BLVD Southbound				US-101 NB RAMPS Westbound				MOFFETT BLVD Northbound				Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	158	**47**	205	**16**	0	46	62	26	**45**	0	71	0	0	0	0	338
05:00 PM	0	175	33	208	5	0	68	73	31	39	0	70	0	0	0	0	351
05:15 PM	0	173	32	205	9	0	88	**97**	**45**	38	0	**83**	0	0	0	0	**385**
05:30 PM	0	**176**	36	**212**	2	0	**89**	91	32	27	0	59	0	0	0	0	362
Total Volume	0	682	148	830	32	0	291	323	134	149	0	283	0	0	0	0	1436
% App. Total	0	82.2	17.8		9.9	0	90.1		47.3	52.7	0		0	0	0		
PHF	.000	.969	.787	.979	.500	.000	.817	.832	.744	.828	.000	.852	.000	.000	.000	.000	.932

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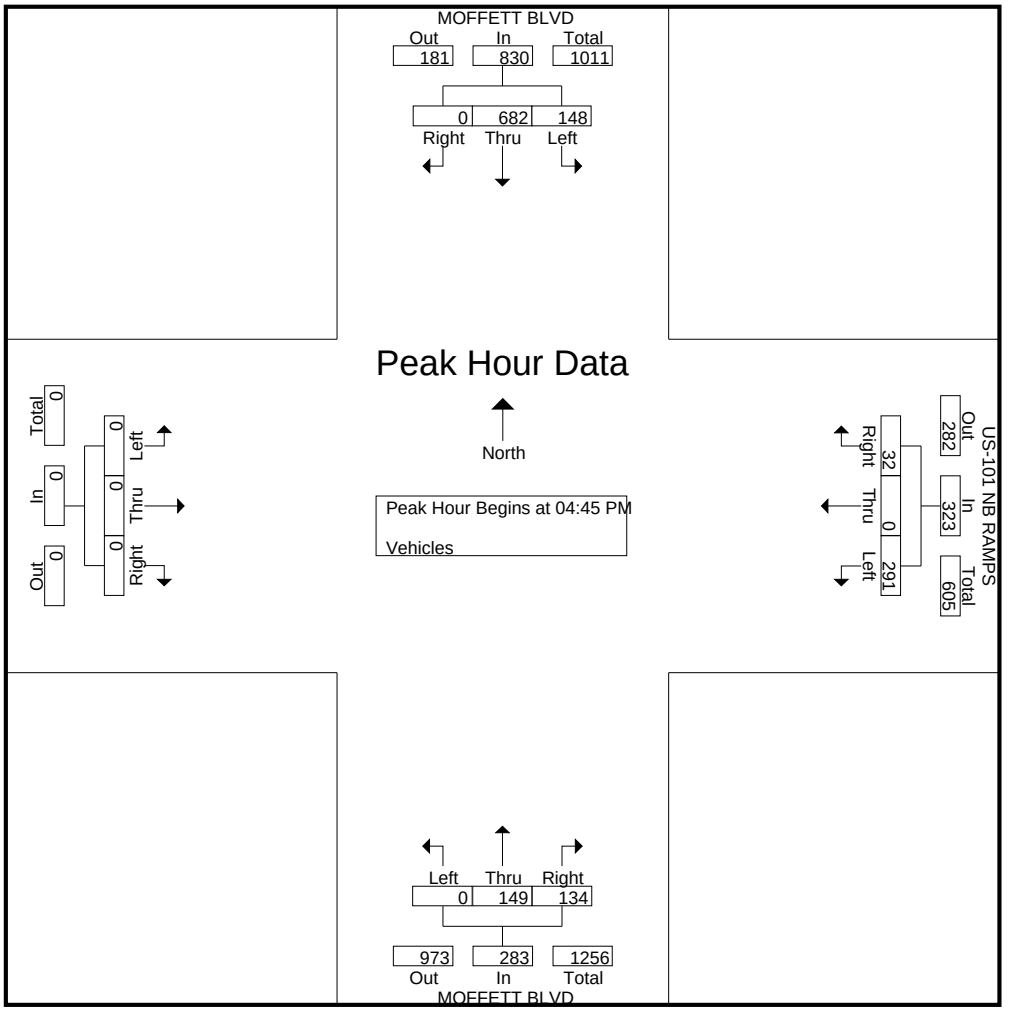

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Groups Printed- Vehicles

	MOFFETT BLVD Southbound					LEONG DR Westbound					MOFFETT BLVD Northbound					DRIVEWAY 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
07:00 AM	1	41	7	0	49	27	0	29	4	60	13	109	0	1	123	0	0	0	1	1	233
07:15 AM	0	49	13	7	69	39	2	38	1	80	20	97	1	0	118	1	1	0	1	3	270
07:30 AM	0	53	14	4	71	57	0	66	3	126	38	113	0	0	151	5	0	0	0	5	353
07:45 AM	1	46	23	3	73	54	0	69	1	124	71	121	0	2	194	1	0	1	0	2	393
Total	2	189	57	14	262	177	2	202	9	390	142	440	1	3	586	7	1	1	2	11	1249
08:00 AM	0	66	25	0	91	49	0	48	1	98	48	162	0	0	210	0	0	0	0	0	399
08:15 AM	0	50	20	0	70	48	0	49	0	97	52	152	0	0	204	0	0	0	0	0	371
08:30 AM	0	48	24	0	72	41	0	31	1	73	37	150	2	0	189	0	0	0	1	1	335
08:45 AM	0	63	39	1	103	48	0	24	1	73	56	153	1	0	210	1	0	0	0	1	387
Total	0	227	108	1	336	186	0	152	3	341	193	617	3	0	813	1	0	0	1	2	1492
09:00 AM	0	78	58	0	136	36	0	31	1	68	47	155	0	0	202	0	0	0	2	2	408
09:15 AM	0	63	25	3	91	48	0	21	4	73	35	162	3	0	200	0	0	0	1	1	365
09:30 AM	0	69	28	0	97	30	0	23	0	53	33	142	0	0	175	1	0	0	0	1	326
09:45 AM	0	85	22	0	107	23	0	23	1	47	38	131	0	0	169	0	0	0	0	0	323
Total	0	295	133	3	431	137	0	98	6	241	153	590	3	0	746	1	0	0	3	4	1422
Grand Total	2	711	298	18	1029	500	2	452	18	972	488	1647	7	3	2145	9	1	1	6	17	4163
Apprch %	0.2	69.1	29	1.7		51.4	0.2	46.5	1.9		22.8	76.8	0.3	0.1		52.9	5.9	5.9	35.3		
Total %	0	17.1	7.2	0.4	24.7	12	0	10.9	0.4	23.3	11.7	39.6	0.2	0.1	51.5	0.2	0	0	0.1	0.4	

	MOFFETT BLVD Southbound				LEONG DR Westbound				MOFFETT BLVD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	53	14	67	**57**	0	66	**123**	38	113	0	151	**5**	0	0	**5**	346
07:45 AM	**1**	46	23	70	54	0	**69**	123	**71**	121	0	192	1	0	**1**	2	387
08:00 AM	0	**66**	**25**	**91**	49	0	48	97	48	**162**	0	**210**	0	0	0	0	**398**
08:15 AM	0	50	20	70	48	0	49	97	52	152	0	204	0	0	0	0	371
Total Volume	1	215	82	298	208	0	232	440	209	548	0	757	6	0	1	7	1502
% App. Total	0.3	72.1	27.5		47.3	0	52.7		27.6	72.4	0		85.7	0	14.3		
PHF	.250	.814	.820	.819	.912	.000	.841	.894	.736	.846	.000	.901	.300	.000	.250	.350	.943

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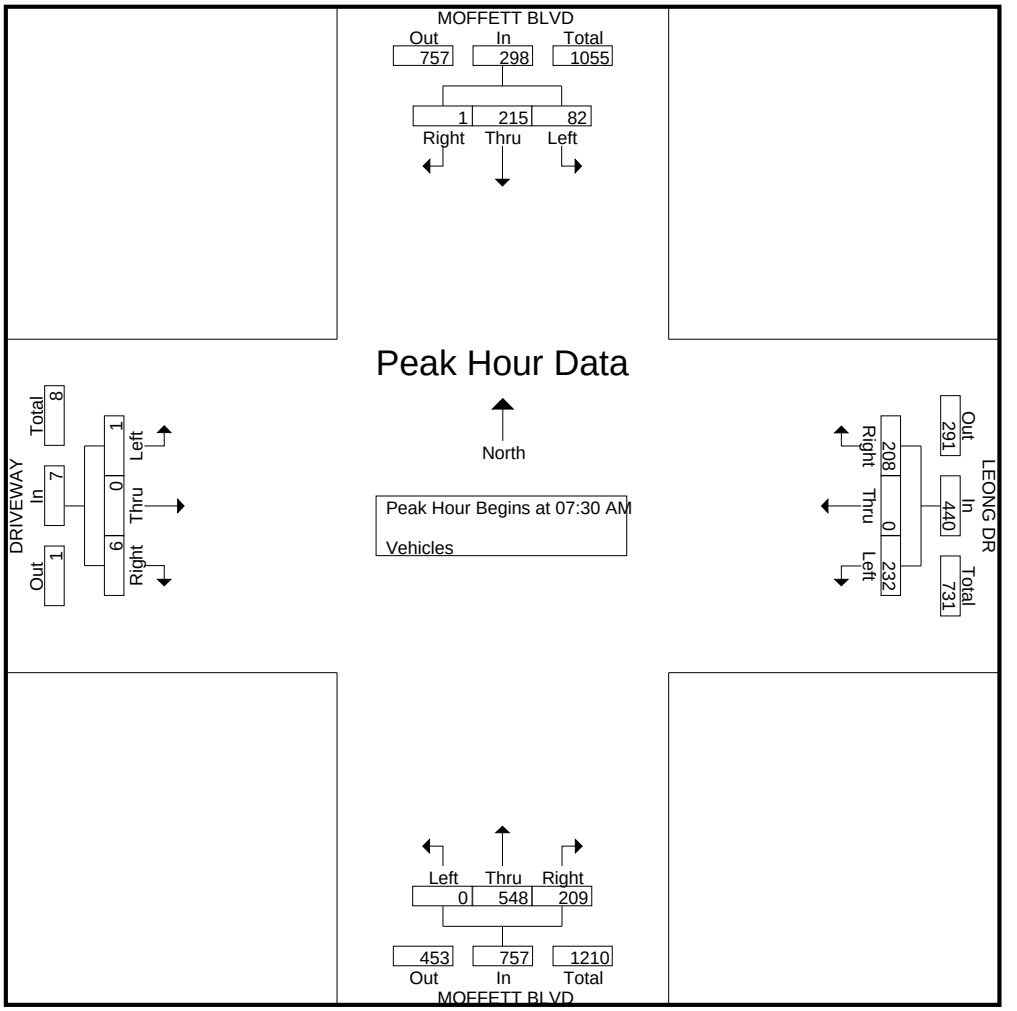

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Groups Printed- Vehicles

	MOFFETT BLVD Southbound					LEONG DR Westbound					MOFFETT BLVD Northbound					DRIVEWAY 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
04:00 PM	0	158	24	0	182	17	0	21	0	38	25	60	1	0	86	0	0	0	0	0	306
04:15 PM	0	133	21	0	154	20	0	27	1	48	30	68	1	0	99	0	0	0	0	0	301
04:30 PM	0	165	22	0	187	24	0	19	0	43	33	37	0	0	70	0	0	0	0	0	300
04:45 PM	0	143	42	0	185	21	0	27	1	49	35	59	0	0	94	0	0	0	0	0	328
Total	0	599	109	0	708	82	0	94	2	178	123	224	2	0	349	0	0	0	0	0	1235
05:00 PM	0	170	38	0	208	32	0	33	1	66	51	55	0	0	106	0	0	0	0	0	380
05:15 PM	0	201	59	0	260	29	0	42	1	72	43	51	0	0	94	0	0	0	1	1	427
05:30 PM	0	202	59	2	263	17	0	30	0	47	54	54	0	1	109	0	0	0	0	0	419
05:45 PM	0	180	52	1	233	23	0	28	4	55	48	43	0	0	91	0	0	0	1	1	380
Total	0	753	208	3	964	101	0	133	6	240	196	203	0	1	400	0	0	0	2	2	1606
06:00 PM	1	151	25	0	177	17	0	37	1	55	36	53	1	0	90	1	0	0	2	3	325
06:15 PM	0	179	22	0	201	27	0	32	1	60	44	58	0	0	102	0	0	0	1	1	364
06:30 PM	0	151	26	0	177	15	0	43	1	59	38	55	1	0	94	0	0	0	0	0	330
06:45 PM	0	138	36	0	174	20	0	35	4	59	41	52	1	0	94	0	0	0	0	0	327
Total	1	619	109	0	729	79	0	147	7	233	159	218	3	0	380	1	0	0	3	4	1346
Grand Total	1	1971	426	3	2401	262	0	374	15	651	478	645	5	1	1129	1	0	0	5	6	4187
Apprch %	0	82.1	17.7	0.1		40.2	0	57.5	2.3		42.3	57.1	0.4	0.1		16.7	0	0	83.3		
Total %	0	47.1	10.2	0.1	57.3	6.3	0	8.9	0.4	15.5	11.4	15.4	0.1	0	27	0	0	0	0.1	0.1	

	MOFFETT BLVD Southbound				LEONG DR Westbound				MOFFETT BLVD Northbound				DRIVEWAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	170	38	208	**32**	0	33	65	51	**55**	0	106	0	0	0	0	379
05:15 PM	0	201	**59**	260	29	0	**42**	**71**	43	51	0	94	0	0	0	0	**425**
05:30 PM	0	**202**	59	**261**	17	0	30	47	**54**	54	0	**108**	0	0	0	0	416
05:45 PM	0	180	52	232	23	0	28	51	48	43	0	91	0	0	0	0	374
Total Volume	0	753	208	961	101	0	133	234	196	203	0	399	0	0	0	0	1594
% App. Total	0	78.4	21.6		43.2	0	56.8		49.1	50.9	0		0	0	0		
PHF	.000	.932	.881	.920	.789	.000	.792	.824	.907	.923	.000	.924	.000	.000	.000	.000	.938

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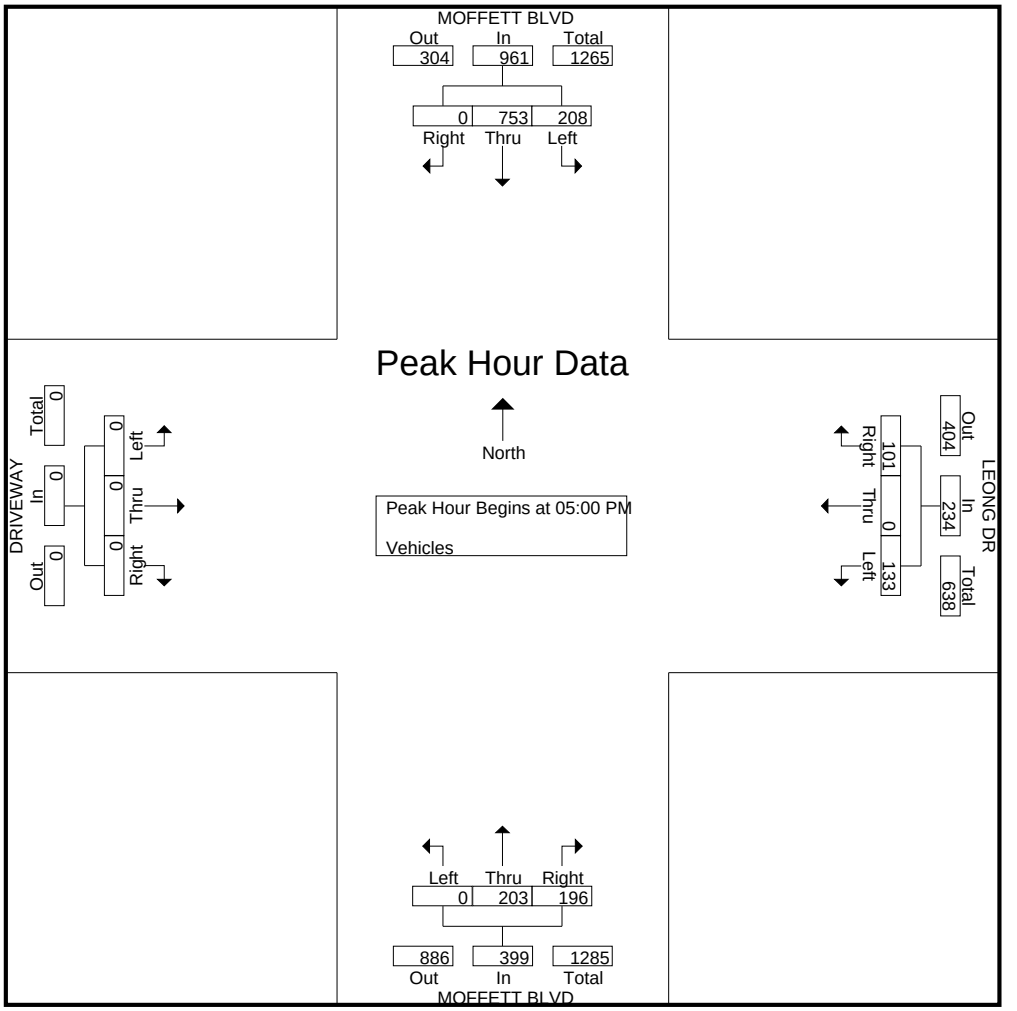

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Groups Printed- Vehicles

	MOFFETT BLVD Southbound					Westbound					MOFFETT BLVD Northbound					SR-85 SB ON-RAMP 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
07:00 AM	11	78	0	0	89	0	0	0	0	0	0	47	20	0	67	0	0	0	4	4	160
07:15 AM	16	112	0	0	128	0	0	0	0	0	0	55	36	0	91	0	0	0	1	1	220
07:30 AM	40	132	0	0	172	0	0	0	0	0	0	65	43	0	108	0	0	0	5	5	285
07:45 AM	41	142	0	0	183	0	0	0	0	0	0	103	50	1	154	0	0	0	1	1	338
Total	108	464	0	0	572	0	0	0	0	0	0	270	149	1	420	0	0	0	11	11	1003
08:00 AM	34	152	0	0	186	0	0	0	0	0	0	93	53	0	146	0	0	1	3	4	336
08:15 AM	17	152	0	0	169	0	0	0	0	0	0	103	49	0	152	0	0	0	0	0	321
08:30 AM	21	122	0	0	143	0	0	0	0	0	0	113	49	0	162	0	0	0	0	0	305
08:45 AM	19	133	0	0	152	0	0	0	0	0	0	125	44	0	169	0	0	0	0	0	321
Total	91	559	0	0	650	0	0	0	0	0	0	434	195	0	629	0	0	1	3	4	1283
Grand Total	199	1023	0	0	1222	0	0	0	0	0	0	704	344	1	1049	0	0	1	14	15	2286
Apprch %	16.3	83.7	0	0		0	0	0	0		0	67.1	32.8	0.1		0	0	6.7	93.3		
Total %	8.7	44.8	0	0	53.5	0	0	0	0	0	0	30.8	15	0	45.9	0	0	0	0.6	0.7	

	MOFFETT BLVD Southbound				Westbound				MOFFETT BLVD Northbound				SR-85 SB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**41**	142	0	183	0	0	0	0	0	103	50	153	0	0	0	0	**336**
08:00 AM	34	**152**	0	**186**	0	0	0	0	0	93	**53**	146	0	0	**1**	**1**	333
08:15 AM	17	152	0	169	0	0	0	0	0	103	49	152	0	0	0	0	321
08:30 AM	21	122	0	143	0	0	0	0	0	**113**	49	**162**	0	0	0	0	305
Total Volume	113	568	0	681	0	0	0	0	0	412	201	613	0	0	1	1	1295
% App. Total	16.6	83.4	0		0	0	0		0	67.2	32.8		0	0	100		
PHF	.689	.934	.000	.915	.000	.000	.000	.000	.000	.912	.948	.946	.000	.000	.250	.250	.964

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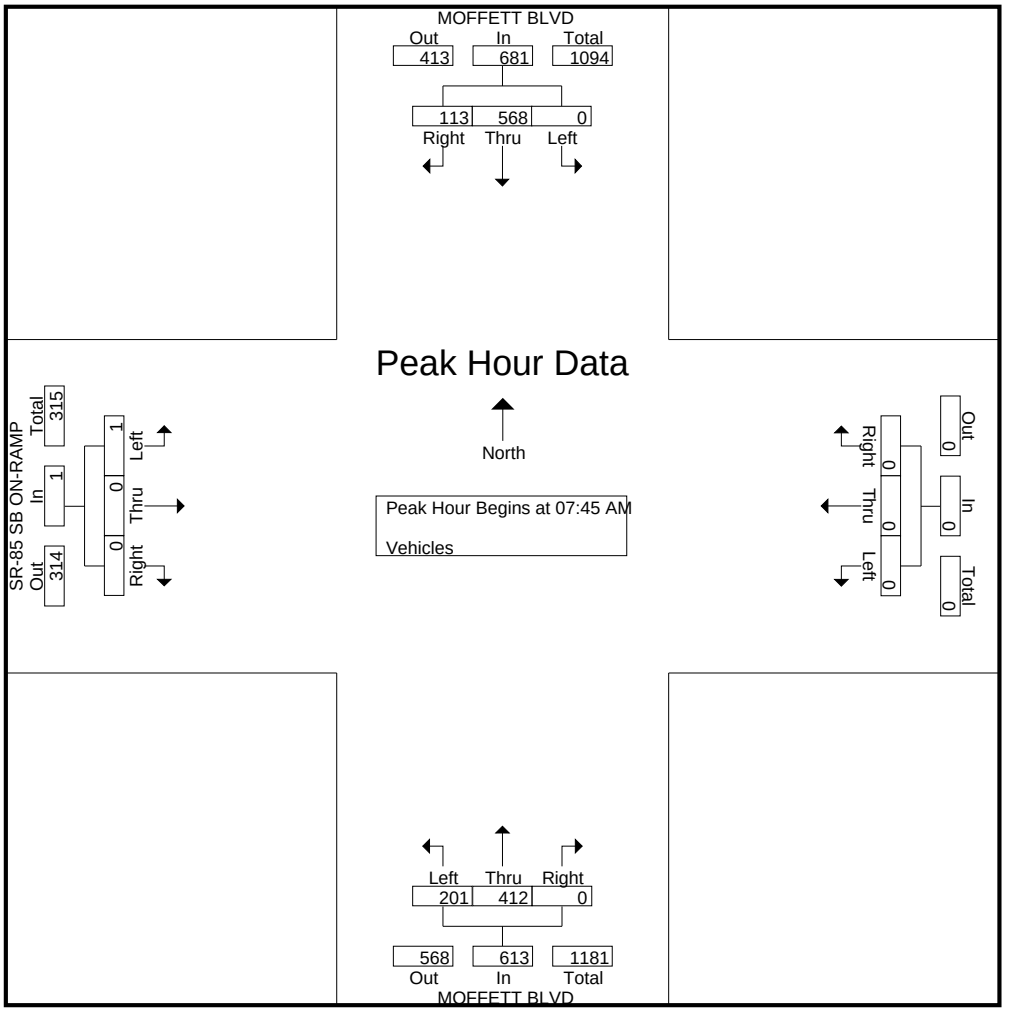

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File Name : 6PM FINAL
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Groups Printed- Vehicles

	MOFFETT BLVD Southbound					Westbound					MOFFETT BLVD Northbound					SR-85 SB ON-RAMP 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
04:00 PM	89	160	0	0	249	0	0	0	0	0	0	70	22	0	92	0	0	0	0	0	341
04:15 PM	67	166	0	0	233	0	0	0	0	0	0	71	38	0	109	0	0	0	1	1	343
04:30 PM	74	184	0	0	258	0	0	0	0	0	0	63	38	0	101	0	0	0	0	0	359
04:45 PM	67	164	1	0	232	0	0	0	0	0	0	62	30	0	92	0	0	0	3	3	327
Total	297	674	1	0	972	0	0	0	0	0	0	266	128	0	394	0	0	0	4	4	1370
05:00 PM	81	184	0	0	265	0	0	0	0	0	0	56	34	0	90	0	0	0	0	0	355
05:15 PM	81	218	0	0	299	0	0	0	0	0	0	70	35	0	105	0	0	0	1	1	405
05:30 PM	91	237	0	0	328	0	0	0	0	0	0	61	47	0	108	0	0	0	1	1	437
05:45 PM	72	195	0	0	267	0	0	0	0	0	0	61	34	0	95	0	0	0	1	1	363
Total	325	834	0	0	1159	0	0	0	0	0	0	248	150	0	398	0	0	0	3	3	1560
Grand Total	622	1508	1	0	2131	0	0	0	0	0	0	514	278	0	792	0	0	0	7	7	2930
Apprch %	29.2	70.8	0	0		0	0	0	0		0	64.9	35.1	0		0	0	0	100		
Total %	21.2	51.5	0	0	72.7	0	0	0	0	0	0	17.5	9.5	0	27	0	0	0	0.2	0.2	

	MOFFETT BLVD Southbound				Westbound				MOFFETT BLVD Northbound				SR-85 SB ON-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	81	184	0	265	0	0	0	0	0	56	34	90	0	0	0	0	355
05:15 PM	81	218	0	299	0	0	0	0	0	**70**	35	105	0	0	0	0	404
05:30 PM	**91**	**237**	0	**328**	0	0	0	0	0	61	**47**	**108**	0	0	0	0	**436**
05:45 PM	72	195	0	267	0	0	0	0	0	61	34	95	0	0	0	0	362
Total Volume	325	834	0	1159	0	0	0	0	0	248	150	398	0	0	0	0	1557
% App. Total	28	72	0		0	0	0		0	62.3	37.7		0	0	0		
PHF	.893	.880	.000	.883	.000	.000	.000	.000	.000	.886	.798	.921	.000	.000	.000	.000	.893

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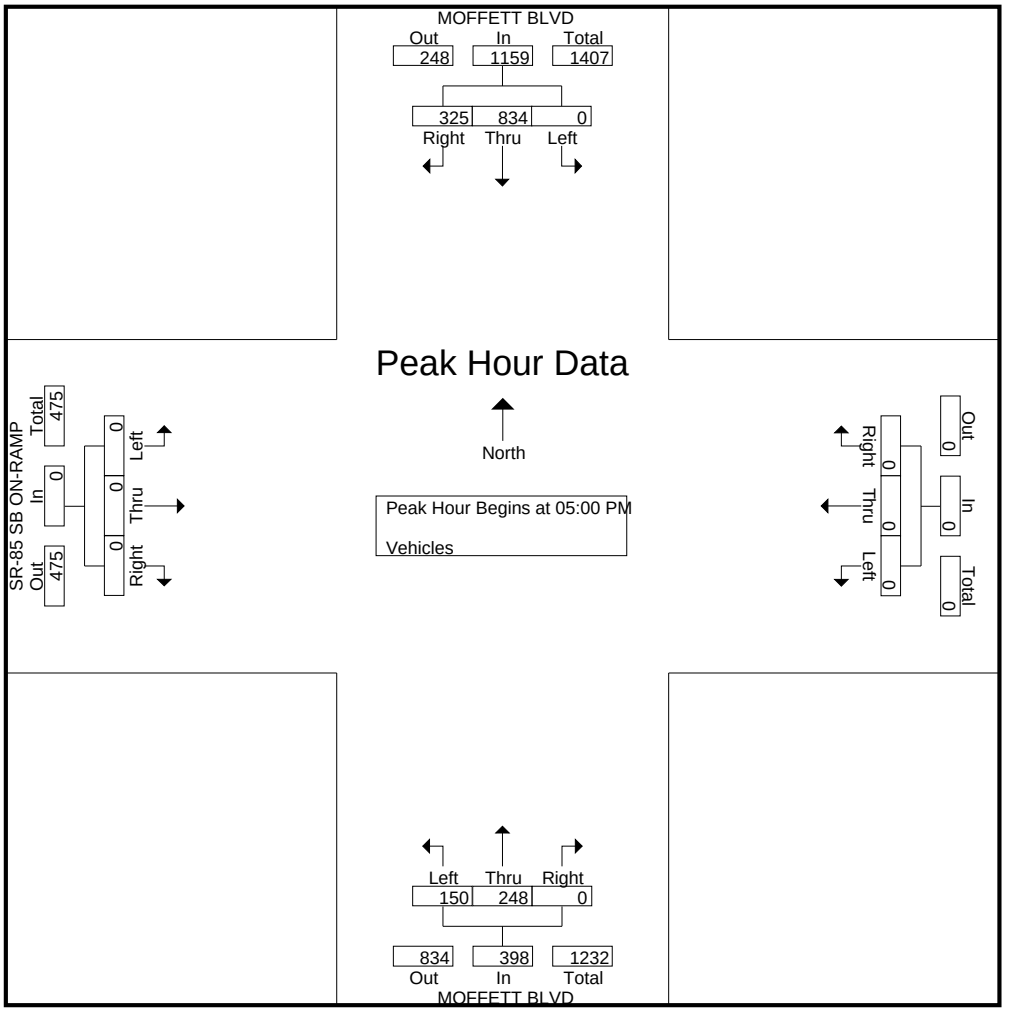

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File Name : 7AM FINAL
Site Code : 00000007
Start Date : 12/2/2015
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Groups Printed- Vehicles

	Southbound					PEAR AVE Westbound					INIGO WAY Northbound					PEAR 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
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	3	1	4	33	6	1	1	41	48
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	5	1	6	30	11	0	0	41	48
07:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	5	1	6	41	16	0	0	57	68
07:45 AM	0	0	0	0	0	0	1	2	0	3	1	0	5	1	7	51	27	1	0	79	89
Total	0	0	0	0	0	0	8	4	0	12	1	0	18	4	23	155	60	2	1	218	253
08:00 AM	0	0	0	0	0	0	6	0	0	6	1	0	3	2	6	50	26	0	1	77	89
08:15 AM	0	0	0	0	0	0	5	1	0	6	0	0	1	2	3	40	19	1	1	61	70
08:30 AM	0	0	0	0	0	0	8	3	0	11	1	0	5	0	6	63	33	0	2	98	115
08:45 AM	0	0	0	0	0	0	10	1	0	11	0	0	4	1	5	49	39	1	1	90	106
Total	0	0	0	0	0	0	29	5	0	34	2	0	13	5	20	202	117	2	5	326	380
09:00 AM	0	0	0	0	0	0	3	1	0	4	0	0	6	3	9	51	30	0	1	82	95
09:15 AM	0	0	0	0	0	0	7	0	2	9	1	0	5	3	9	72	29	0	0	101	119
09:30 AM	0	0	0	0	0	0	6	1	0	7	1	0	4	2	7	85	27	0	0	112	126
09:45 AM	0	0	0	0	0	0	9	0	0	9	1	0	5	6	12	82	36	0	5	123	144
Total	0	0	0	0	0	0	25	2	2	29	3	0	20	14	37	290	122	0	6	418	484
Grand Total	0	0	0	0	0	0	62	11	2	75	6	0	51	23	80	647	299	4	12	962	1117
Apprch %	0	0	0	0		0	82.7	14.7	2.7		7.5	0	63.8	28.8		67.3	31.1	0.4	1.2		
Total %	0	0	0	0	0	0	5.6	1	0.2	6.7	0.5	0	4.6	2.1	7.2	57.9	26.8	0.4	1.1	86.1	

	Southbound				PEAR AVE Westbound				INIGO WAY Northbound				PEAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	3	**1**	4	0	0	**6**	**6**	51	30	0	81	91
09:15 AM	0	0	0	0	0	7	0	7	**1**	0	5	6	72	29	0	101	114
09:30 AM	0	0	0	0	0	6	1	7	1	0	4	5	**85**	27	0	112	124
09:45 AM	0	0	0	0	0	**9**	0	**9**	1	0	5	6	82	**36**	0	**118**	**133**
Total Volume	0	0	0	0	0	25	2	27	3	0	20	23	290	122	0	412	462
% App. Total	0	0	0		0	92.6	7.4		13	0	87		70.4	29.6	0		
PHF	.000	.000	.000	.000	.000	.694	.500	.750	.750	.000	.833	.958	.853	.847	.000	.873	.868

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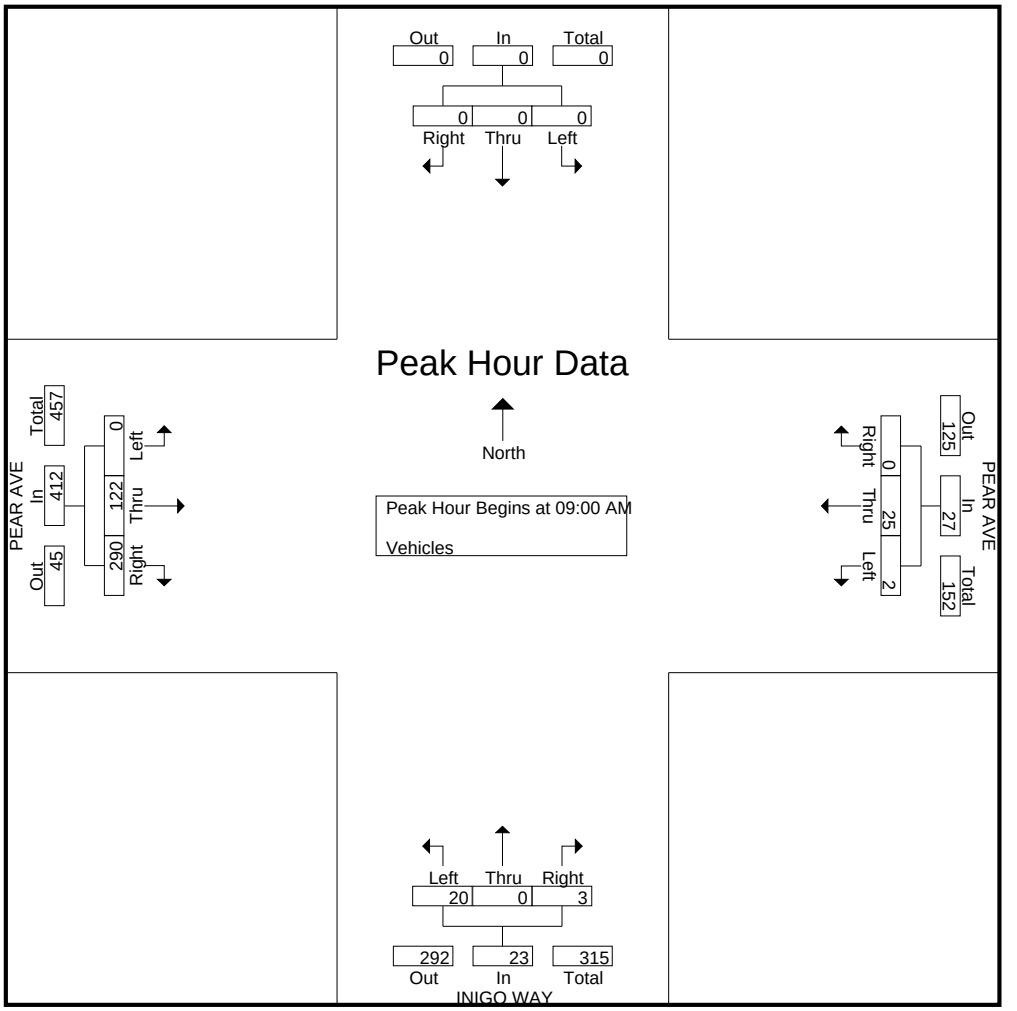

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Groups Printed- Bikes

	Southbound					PEAR AVE Westbound					INIGO WAY Northbound					PEAR 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
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	0	0	0	0	0	5
Total	0	0	0	0	0	0	3	0	0	3	1	0	8	0	9	0	1	0	0	1	13
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	2	0	0	0	2	6
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	6	0	6	0	1	0	0	1	9
08:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	11	0	11	0	0	0	0	0	13
Total	0	0	0	0	0	0	4	0	0	4	0	0	27	0	27	2	1	0	0	3	34
09:00 AM	0	0	0	0	0	0	2	0	0	2	1	0	8	0	9	1	3	0	0	4	15
09:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	5	0	6	0	1	0	0	1	8
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	9	0	9	0	0	0	0	0	10
09:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	7	0	7	0	2	0	0	2	12
Total	0	0	0	0	0	0	7	0	0	7	2	0	29	0	31	1	6	0	0	7	45
Grand Total	0	0	0	0	0	0	14	0	0	14	3	0	64	0	67	3	8	0	0	11	92
Apprch %	0	0	0	0		0	100	0	0		4.5	0	95.5	0		27.3	72.7	0	0		
Total %	0	0	0	0	0	0	15.2	0	0	15.2	3.3	0	69.6	0	72.8	3.3	8.7	0	0	12	

	Southbound				PEAR AVE Westbound				INIGO WAY Northbound				PEAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	**11**	**11**	0	0	0	0	13
09:00 AM	0	0	0	0	0	2	0	2	**1**	0	8	9	**1**	**3**	0	**4**	**15**
09:15 AM	0	0	0	0	0	1	0	1	1	0	5	6	0	1	0	1	8
09:30 AM	0	0	0	0	0	1	0	1	0	0	9	9	0	0	0	0	10
Total Volume	0	0	0	0	0	6	0	6	2	0	33	35	1	4	0	5	46
% App. Total	0	0	0		0	100	0		5.7	0	94.3		20	80	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.500	.000	.750	.795	.250	.333	.000	.313	.767

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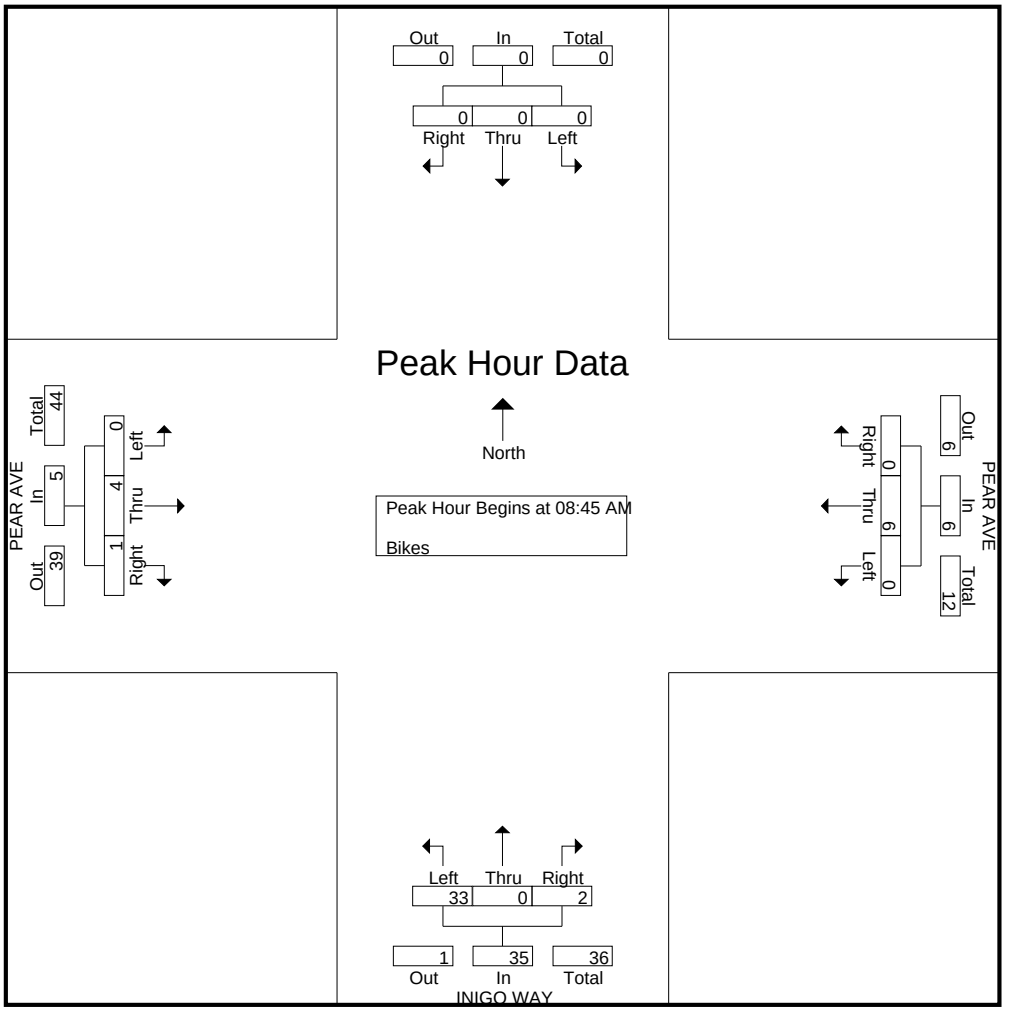

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File Name : 7PM FINAL
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Groups Printed- Vehicles

	Southbound					PEAR AVE Westbound					INIGO WAY Northbound					PEAR 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
04:00 PM	0	0	0	0	0	0	8	1	0	9	2	0	3	3	8	23	6	1	2	32	49
04:15 PM	0	0	0	0	0	0	10	3	0	13	1	0	3	1	5	20	8	0	0	28	46
04:30 PM	0	0	0	0	0	0	10	2	0	12	1	0	0	0	1	27	7	2	1	37	50
04:45 PM	0	0	0	0	0	0	6	1	0	7	0	0	1	6	7	20	9	0	6	35	49
Total	0	0	0	0	0	0	34	7	0	41	4	0	7	10	21	90	30	3	9	132	194
05:00 PM	0	0	0	0	0	0	9	3	0	12	0	0	5	2	7	37	6	0	1	44	63
05:15 PM	0	0	0	0	0	0	13	3	0	16	0	0	0	5	5	30	15	0	0	45	66
05:30 PM	0	0	0	0	0	0	8	3	0	11	1	0	9	3	13	43	9	0	0	52	76
05:45 PM	0	0	0	0	0	0	5	4	0	9	1	0	4	2	7	31	8	0	0	39	55
Total	0	0	0	0	0	0	35	13	0	48	2	0	18	12	32	141	38	0	1	180	260
06:00 PM	0	0	0	0	0	0	5	2	0	7	2	0	2	1	5	28	12	0	0	40	52
06:15 PM	0	0	0	0	0	0	7	4	0	11	1	0	1	3	5	28	12	1	1	42	58
06:30 PM	0	0	0	0	0	0	10	2	2	14	3	0	5	14	22	39	34	1	5	79	115
06:45 PM	0	0	0	0	0	0	15	2	1	18	2	0	3	3	8	33	31	0	2	66	92
Total	0	0	0	0	0	0	37	10	3	50	8	0	11	21	40	128	89	2	8	227	317
Grand Total	0	0	0	0	0	0	106	30	3	139	14	0	36	43	93	359	157	5	18	539	771
Apprch %	0	0	0	0		0	76.3	21.6	2.2		15.1	0	38.7	46.2		66.6	29.1	0.9	3.3		
Total %	0	0	0	0	0	0	13.7	3.9	0.4	18	1.8	0	4.7	5.6	12.1	46.6	20.4	0.6	2.3	69.9	

	Southbound				PEAR AVE Westbound				INIGO WAY Northbound				PEAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	0	0	0	0	5	2	7	2	0	2	4	28	12	0	40	51
06:15 PM	0	0	0	0	0	7	**4**	11	1	0	1	2	28	12	**1**	41	54
06:30 PM	0	0	0	0	0	10	2	12	**3**	0	**5**	**8**	**39**	**34**	1	**74**	**94**
06:45 PM	0	0	0	0	0	**15**	2	**17**	2	0	3	5	33	31	0	64	86
Total Volume	0	0	0	0	0	37	10	47	8	0	11	19	128	89	2	219	285
% App. Total	0	0	0		0	78.7	21.3		42.1	0	57.9		58.4	40.6	0.9		
PHF	.000	.000	.000	.000	.000	.617	.625	.691	.667	.000	.550	.594	.821	.654	.500	.740	.758

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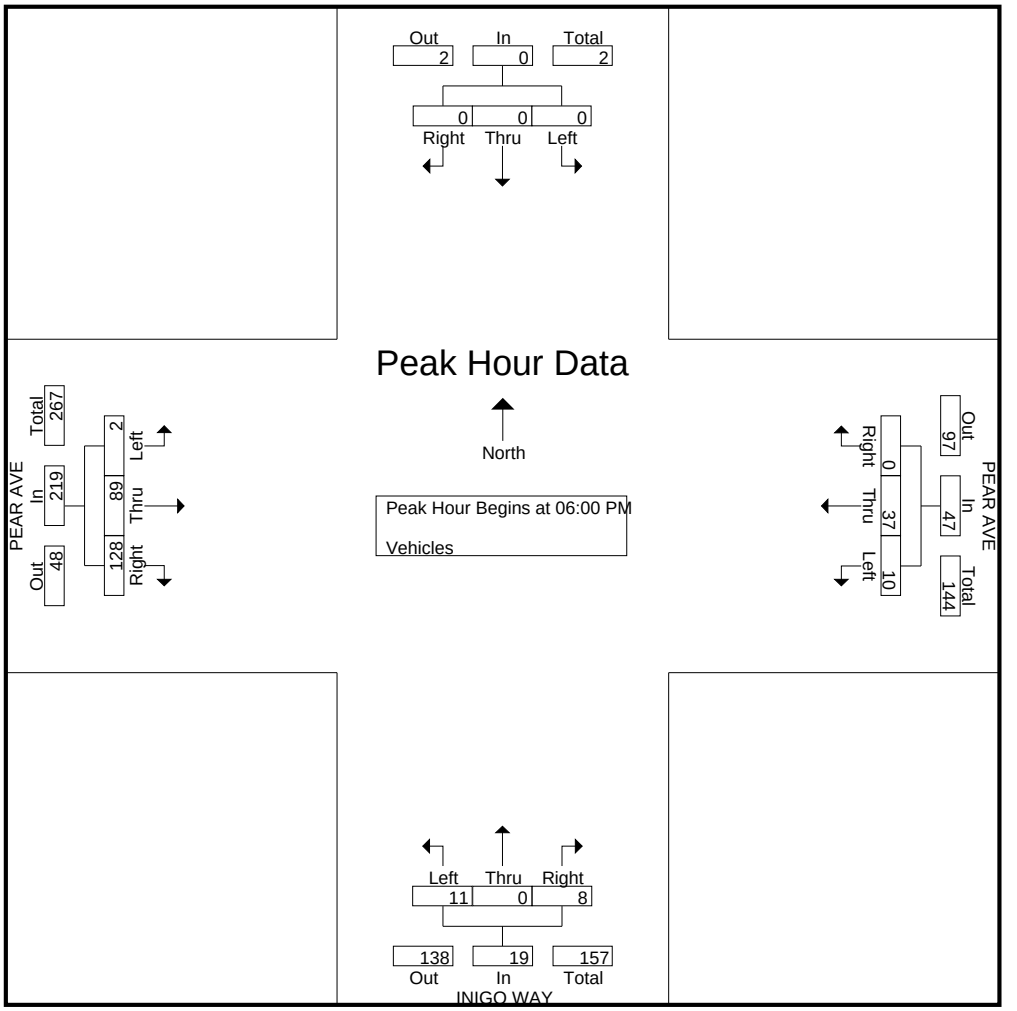

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File Name : 7PM FINAL
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Groups Printed- Bikes

	Southbound					PEAR AVE Westbound					INIGO WAY Northbound					PEAR 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
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	2	2	0	0	4	8
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	1	0	0	4	6
04:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	0	4	6
04:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	1	0	0	6	11
Total	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	14	4	0	0	18	31
05:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	6	1	0	0	7	15
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	0	0	0	9	13
05:30 PM	0	0	0	0	0	0	9	0	0	9	0	0	3	0	3	6	0	0	0	6	18
05:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	9	0	0	0	9	12
Total	0	0	0	0	0	0	20	1	0	21	0	0	6	0	6	30	1	0	0	31	58
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	6
06:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	1	0	0	6	9
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	18	3	0	0	21	24
Grand Total	0	0	0	0	0	0	36	1	0	37	0	0	6	0	6	62	8	0	0	70	113
Apprch %	0	0	0	0		0	97.3	2.7	0		0	0	100	0		88.6	11.4	0	0		
Total %	0	0	0	0	0	0	31.9	0.9	0	32.7	0	0	5.3	0	5.3	54.9	7.1	0	0	61.9	

	Southbound				PEAR AVE Westbound				INIGO WAY Northbound				PEAR AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	6	0	6	0	0	2	2	6	**1**	0	7	15
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	**9**	0	0	**9**	13
05:30 PM	0	0	0	0	0	**9**	0	**9**	0	0	**3**	**3**	6	0	0	6	**18**
05:45 PM	0	0	0	0	0	1	**1**	2	0	0	1	1	9	0	0	9	12
Total Volume	0	0	0	0	0	20	1	21	0	0	6	6	30	1	0	31	58
% App. Total	0	0	0		0	95.2	4.8		0	0	100		96.8	3.2	0		
PHF	.000	.000	.000	.000	.000	.556	.250	.583	.000	.000	.500	.500	.833	.250	.000	.861	.806

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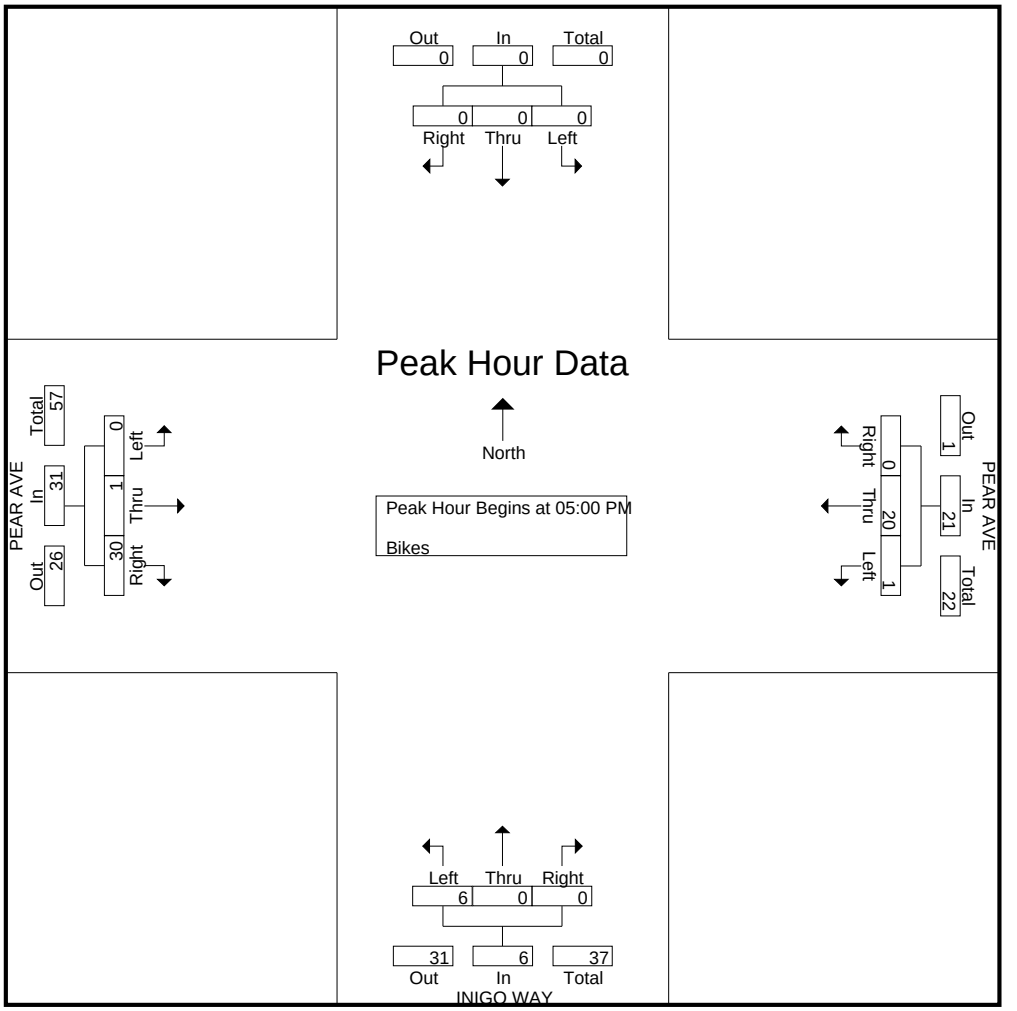

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File Name : 8AM FINAL
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Groups Printed- Vehicles

	INIGO WAY Southbound					LA AVENIDA ST Westbound					Northbound					LA AVENIDA 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
07:00 AM	6	0	28	2	36	4	23	0	0	27	0	0	0	0	0	0	0	0	1	1	64
07:15 AM	4	0	26	0	30	5	36	0	0	41	0	0	0	0	0	0	0	1	0	1	72
07:30 AM	6	0	37	0	43	4	39	0	0	43	0	0	0	0	0	0	0	0	0	0	86
07:45 AM	3	0	51	1	55	6	22	0	0	28	0	0	0	0	0	0	0	0	0	0	83
Total	19	0	142	3	164	19	120	0	0	139	0	0	0	0	0	0	0	1	1	2	305
08:00 AM	4	0	44	2	50	4	50	0	0	54	0	0	0	0	0	0	0	0	0	0	104
08:15 AM	3	0	37	1	41	1	45	0	0	46	0	0	0	0	0	0	0	0	1	1	88
08:30 AM	3	0	64	0	67	6	33	0	0	39	0	0	0	0	0	0	0	0	0	0	106
08:45 AM	0	0	45	1	46	5	28	0	0	33	0	0	0	0	0	0	0	0	0	0	79
Total	10	0	190	4	204	16	156	0	0	172	0	0	0	0	0	0	0	0	1	1	377
09:00 AM	1	0	52	1	54	5	29	0	0	34	0	0	0	0	0	0	0	0	0	0	88
09:15 AM	4	0	65	1	70	6	38	0	0	44	0	0	0	0	0	0	0	0	0	0	114
09:30 AM	4	0	80	0	84	5	33	0	0	38	0	0	0	0	0	0	0	0	0	0	122
09:45 AM	2	0	81	1	84	5	24	0	0	29	0	0	0	0	0	0	0	0	2	2	115
Total	11	0	278	3	292	21	124	0	0	145	0	0	0	0	0	0	0	0	2	2	439
Grand Total	40	0	610	10	660	56	400	0	0	456	0	0	0	0	0	0	0	1	4	5	1121
Apprch %	6.1	0	92.4	1.5		12.3	87.7	0	0		0	0	0	0		0	0	20	80		
Total %	3.6	0	54.4	0.9	58.9	5	35.7	0	0	40.7	0	0	0	0	0	0	0	0.1	0.4	0.4	

	INIGO WAY Southbound				LA AVENIDA ST Westbound				Northbound				LA AVENIDA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	1	0	52	53	5	29	0	34	0	0	0	0	0	0	0	0	87
09:15 AM	**4**	0	65	69	**6**	**38**	0	**44**	0	0	0	0	0	0	0	0	113
09:30 AM	4	0	80	**84**	5	33	0	38	0	0	0	0	0	0	0	0	**122**
09:45 AM	2	0	**81**	83	5	24	0	29	0	0	0	0	0	0	0	0	112
Total Volume	11	0	278	289	21	124	0	145	0	0	0	0	0	0	0	0	434
% App. Total	3.8	0	96.2		14.5	85.5	0		0	0	0		0	0	0		
PHF	.688	.000	.858	.860	.875	.816	.000	.824	.000	.000	.000	.000	.000	.000	.000	.000	.889

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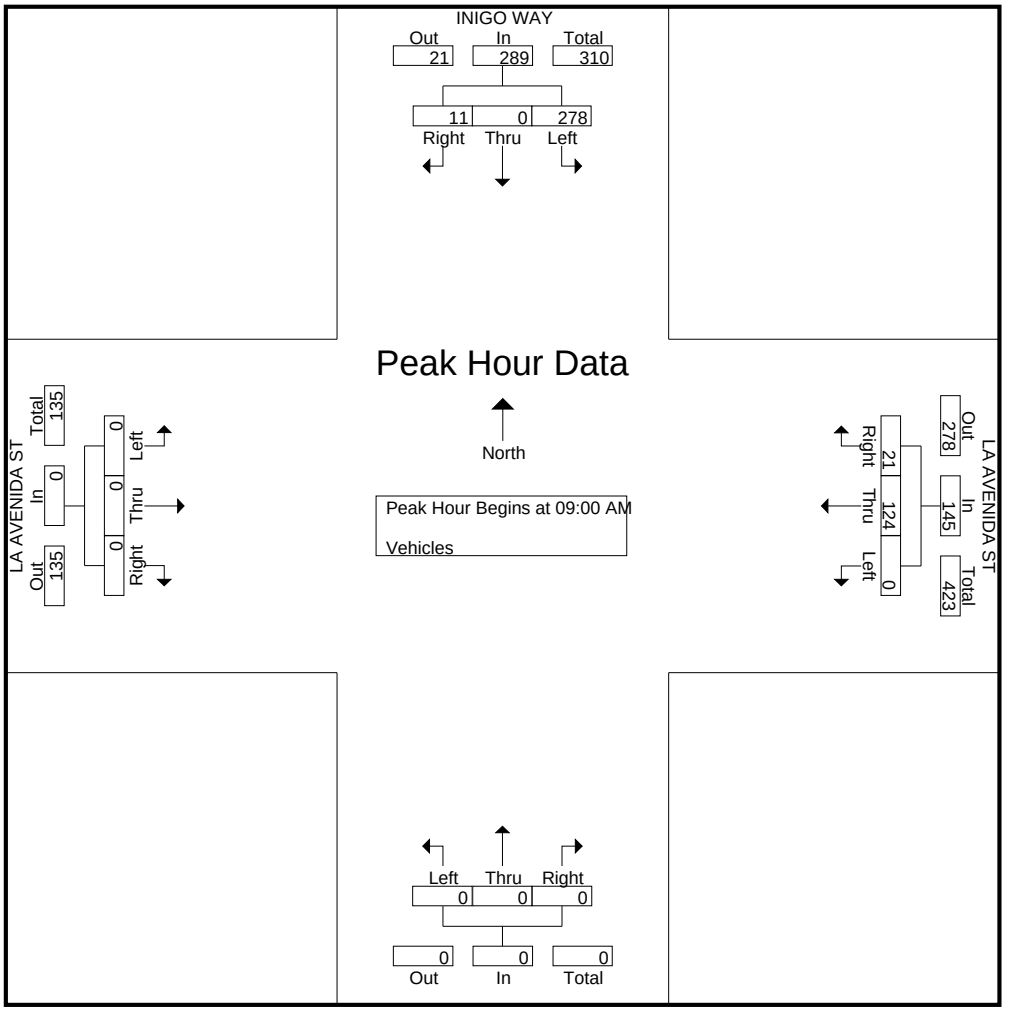

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Groups Printed- Bikes

	INIGO WAY Southbound					LA AVENIDA ST Westbound					Northbound					LA AVENIDA 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
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	10	1	0	0	11	0	0	0	0	0	0	0	0	0	0	11
08:00 AM	0	0	0	0	0	7	2	0	0	9	0	0	0	0	0	0	0	0	0	0	9
08:15 AM	0	0	3	0	3	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	7
08:30 AM	0	0	1	0	1	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0	8
08:45 AM	0	0	0	0	0	11	4	0	0	15	0	0	0	0	0	0	0	0	0	0	15
Total	0	0	4	0	4	27	8	0	0	35	0	0	0	0	0	0	0	0	0	0	39
09:00 AM	0	0	1	0	1	8	0	0	0	8	0	0	0	0	0	0	1	0	0	1	10
09:15 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	1	0	0	1	5
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	1	0	1	16	0	0	0	16	0	0	0	0	0	0	2	0	0	2	19
Grand Total	0	0	5	0	5	53	9	0	0	62	0	0	0	0	0	0	2	0	0	2	69
Apprch %	0	0	100	0		85.5	14.5	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	7.2	0	7.2	76.8	13	0	0	89.9	0	0	0	0	0	0	2.9	0	0	2.9	

	INIGO WAY Southbound				LA AVENIDA ST Westbound				Northbound				LA AVENIDA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	0	**3**	**3**	3	1	0	4	0	0	0	0	0	0	0	0	7
08:30 AM	0	0	1	1	6	1	0	7	0	0	0	0	0	0	0	0	8
08:45 AM	0	0	0	0	**11**	**4**	0	**15**	0	0	0	0	0	0	0	0	**15**
09:00 AM	0	0	1	1	8	0	0	8	0	0	0	0	0	**1**	0	**1**	10
Total Volume	0	0	5	5	28	6	0	34	0	0	0	0	0	1	0	1	40
% App. Total	0	0	100		82.4	17.6	0		0	0	0		0	100	0		
PHF	.000	.000	.417	.417	.636	.375	.000	.567	.000	.000	.000	.000	.000	.250	.000	.250	.667

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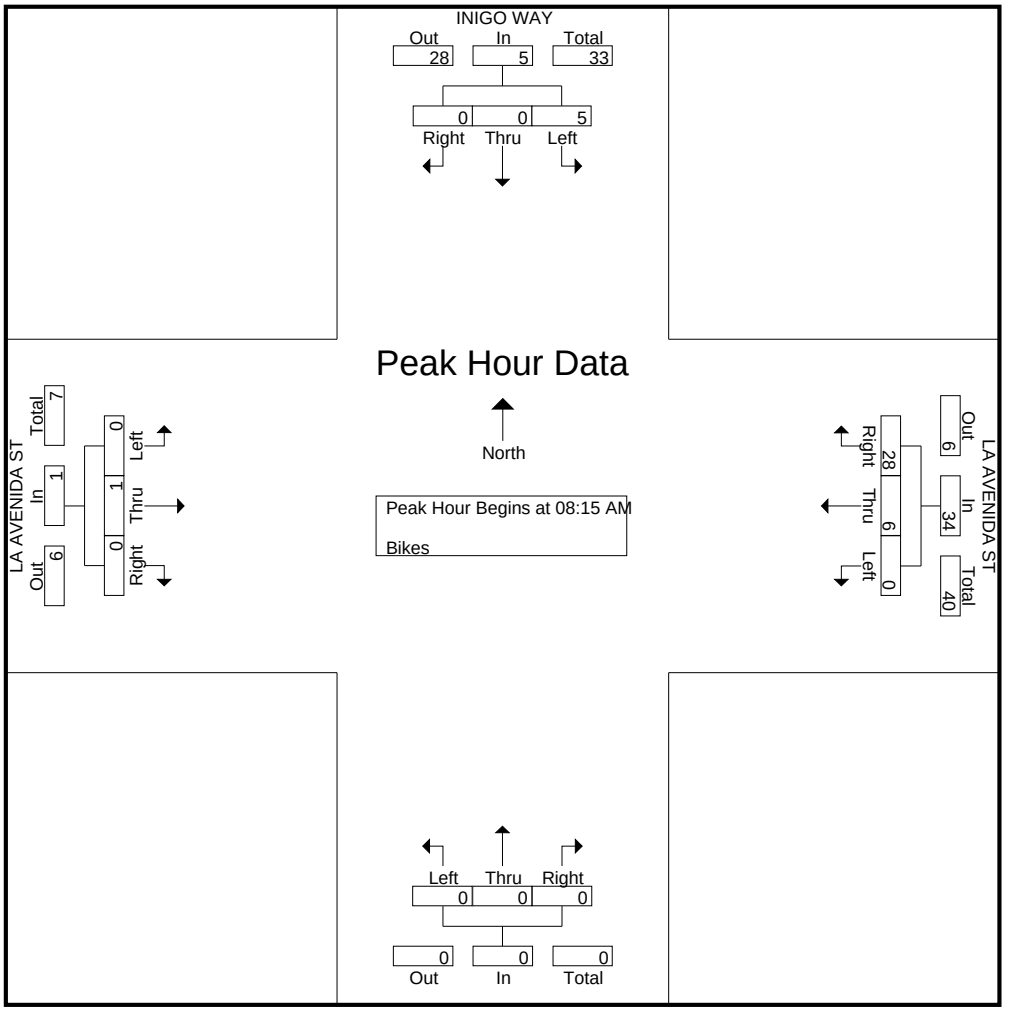

Traffic Data Service

Campbell, CA
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tdsbay@cs.com

File Name : 8PM FINAL
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Groups Printed- Vehicles

	INIGO WAY Southbound					LA AVENIDA ST Westbound					Northbound					LA AVENIDA 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
04:00 PM	3	0	22	0	25	4	72	0	0	76	0	0	0	0	0	0	0	1	0	1	102
04:15 PM	7	0	16	1	24	4	67	0	0	71	0	0	0	0	0	0	2	0	1	3	98
04:30 PM	6	0	24	2	32	1	70	0	4	75	0	0	0	0	0	0	0	0	1	1	108
04:45 PM	3	0	19	0	22	1	89	0	0	90	0	0	0	0	0	0	0	0	0	0	112
Total	19	0	81	3	103	10	298	0	4	312	0	0	0	0	0	0	2	1	2	5	420
05:00 PM	11	0	30	2	43	5	127	0	0	132	0	0	0	0	0	0	0	0	0	0	175
05:15 PM	8	0	25	1	34	1	91	0	0	92	0	0	0	0	0	0	0	0	0	0	126
05:30 PM	12	0	31	0	43	10	90	0	0	100	0	0	0	0	0	0	1	0	0	1	144
05:45 PM	8	0	28	1	37	5	72	0	0	77	0	0	0	0	0	0	0	0	0	0	114
Total	39	0	114	4	157	21	380	0	0	401	0	0	0	0	0	0	1	0	0	1	559
06:00 PM	6	0	22	0	28	4	72	0	0	76	0	0	0	0	0	0	0	0	0	0	104
06:15 PM	7	0	24	0	31	0	74	0	0	74	0	0	0	0	0	0	0	1	0	1	106
06:30 PM	9	0	30	0	39	7	64	0	0	71	0	0	0	0	0	0	1	0	0	1	111
06:45 PM	7	0	27	1	35	3	69	0	0	72	0	0	0	0	0	0	0	1	1	2	109
Total	29	0	103	1	133	14	279	0	0	293	0	0	0	0	0	0	1	2	1	4	430
Grand Total	87	0	298	8	393	45	957	0	4	1006	0	0	0	0	0	0	4	3	3	10	1409
Apprch %	22.1	0	75.8	2		4.5	95.1	0	0.4		0	0	0	0		0	40	30	30		
Total %	6.2	0	21.1	0.6	27.9	3.2	67.9	0	0.3	71.4	0	0	0	0	0	0	0.3	0.2	0.2	0.7	

	INIGO WAY Southbound				LA AVENIDA ST Westbound				Northbound				LA AVENIDA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	0	30	41	5	**127**	0	**132**	0	0	0	0	0	0	0	0	**173**
05:15 PM	8	0	25	33	1	91	0	92	0	0	0	0	0	0	0	0	125
05:30 PM	**12**	0	**31**	**43**	**10**	90	0	100	0	0	0	0	0	**1**	0	**1**	144
05:45 PM	8	0	28	36	5	72	0	77	0	0	0	0	0	0	0	0	113
Total Volume	39	0	114	153	21	380	0	401	0	0	0	0	0	1	0	1	555
% App. Total	25.5	0	74.5		5.2	94.8	0		0	0	0		0	100	0		
PHF	.813	.000	.919	.890	.525	.748	.000	.759	.000	.000	.000	.000	.000	.250	.000	.250	.802

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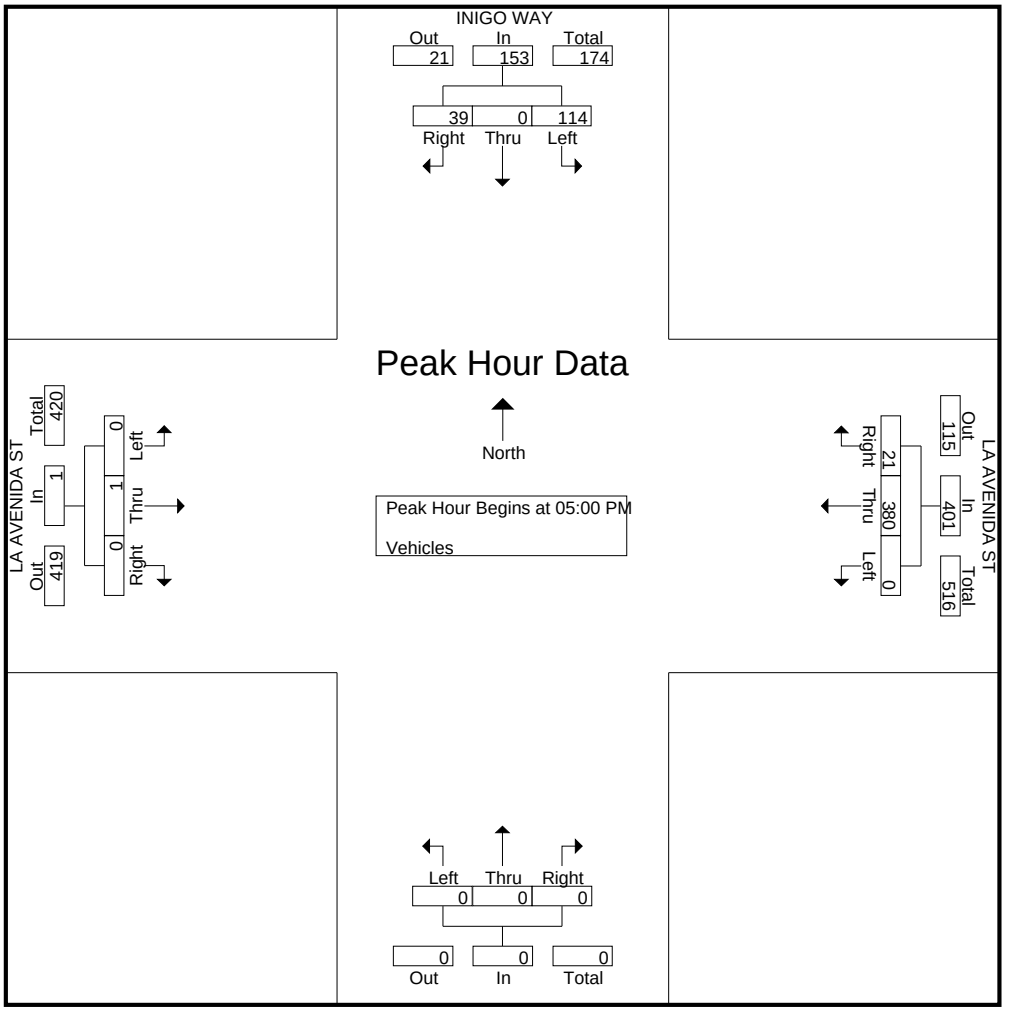

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Groups Printed- Bikes

	INIGO WAY Southbound					LA AVENIDA ST Westbound					Northbound					LA AVENIDA 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
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
05:00 PM	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
05:15 PM	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	0	8	0	8	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9
05:45 PM	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	30	0	30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	32
06:00 PM	0	0	5	0	5	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	7
06:15 PM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	14	0	14	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	17
Grand Total	0	0	57	0	57	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	62
Apprch %	0	0	100	0		66.7	33.3	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	91.9	0	91.9	3.2	1.6	0	0	4.8	0	0	0	0	0	0	3.2	0	0	3.2	

	INIGO WAY Southbound				LA AVENIDA ST Westbound				Northbound				LA AVENIDA ST Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	0	8	8	**1**	0	0	**1**	0	0	0	0	0	0	0	0	9
05:45 PM	0	0	**10**	**10**	0	0	0	0	0	0	0	0	0	0	0	0	**10**
06:00 PM	0	0	5	5	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**	7
Total Volume	0	0	31	31	1	1	0	2	0	0	0	0	0	1	0	1	34
% App. Total	0	0	100		50	50	0		0	0	0		0	100	0		
PHF	.000	.000	.775	.775	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.850

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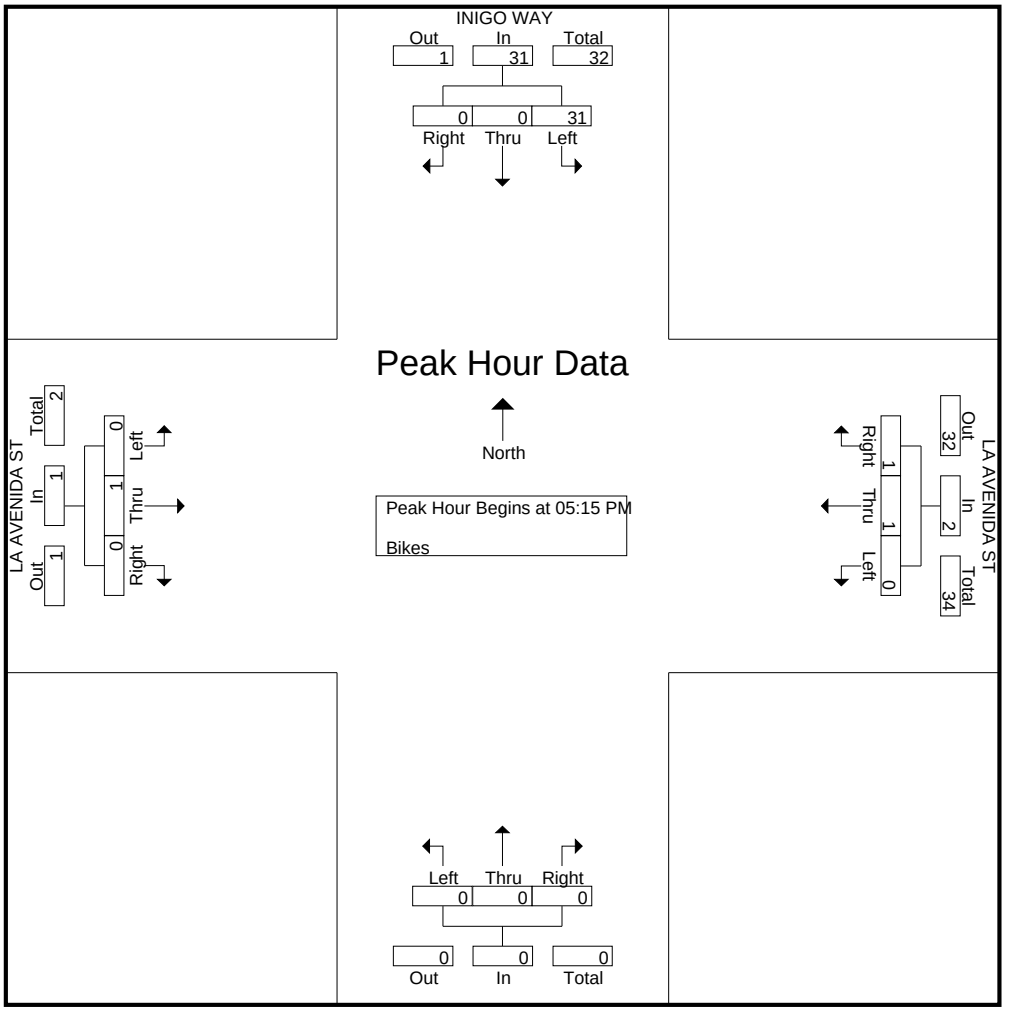

APPENDIX C:

INTERSECTION LEVEL OF SERVICE CALCULATIONS

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection		???				Existing AM				EX+P AM						???			
		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)
#3	San Antonio Rd. & Charleston Rd.	?	xx.x	x.xxx	xx.x	D	45.1	0.646	46.7	D	46.9	0.718	+ 0.073	49.4	+ 2.7	?	xx.x	x.xxx	xx.x
#4	San Antonio Rd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	D	43.4	0.655	40.3	D	45.2	0.752	+ 0.097	41.2	+ 0.9	?	xx.x	x.xxx	xx.x
#5	San Antonio Rd. & Nita Ave.	?	xx.x	x.xxx	xx.x	A	3.2	0.491	4.6	A	4.6	0.561	+ 0.070	7.3	+ 2.7	?	xx.x	x.xxx	xx.x
#6	San Antonio Rd. & California St.	?	xx.x	x.xxx	xx.x	D+	36.5	0.679	40.0	D+	36.8	0.693	+ 0.014	40.4	+ 0.4	?	xx.x	x.xxx	xx.x
#7	San Antonio Rd. & El Camino Real	?	xx.x	x.xxx	xx.x	D	43.7	0.688	45.8	D	44.4	0.711	+ 0.024	46.8	+ 1.0	?	xx.x	x.xxx	xx.x
#8	Charleston Rd. & Fabian Wy.	?	xx.x	x.xxx	xx.x	C+	22.2	0.472	28.7	C	28.3	0.501	+ 0.029	39.4	+ 10.7	?	xx.x	x.xxx	xx.x
#9	Charleston Rd. & Middlefield Wy.	?	xx.x	x.xxx	xx.x	C	25.1	0.730	27.0	C	26.1	0.766	+ 0.036	28.6	+ 1.6	?	xx.x	x.xxx	xx.x
#10	Charleston Rd. & Alma St.	?	xx.x	x.xxx	xx.x	C-	333	0.783	35.2	D+	37.9	0.839	+ 0.056	40.2	+ 5.0	?	xx.x	x.xxx	xx.x
#11	Garcia Ave. & Bayshore Pkwy.	?	xx.x	x.xxx	xx.x	B	11.0	-	-	C	17.4	-	-	-	-	?	xx.x	x.xxx	xx.x
#12	Garcia Ave. & Salado Dr.	?	xx.x	x.xxx	xx.x	B	12.2	-	-	C	20.9	-	-	-	-	?	xx.x	x.xxx	xx.x
#17	Rengstoff Ave. & Old Middlefield Wy.	?	xx.x	x.xxx	xx.x	C	31.8	0.566	30.4	C-	32.7	0.572	+ 0.006	29.4	- 1.0	?	xx.x	x.xxx	xx.x
#18	Rengstorff Ave & Middlefield Rd	?	xx.x	x.xxx	xx.x	C	30.3	0.496	29.5	C-	34.9	0.652	+ 0.156	34.5	+ 5.0	?	xx.x	x.xxx	xx.x
#19	Rengstorff Ave. & Montecito Ave.	?	xx.x	x.xxx	xx.x	A	8.2	0.390	8.0	A	8.3	0.405	+ 0.015	8.3	+ 0.3	?	xx.x	x.xxx	xx.x
#20	Rengstorff Ave. & Central Expy.	?	xx.x	x.xxx	xx.x	D	50.8	0.599	50.8	E	71.5	0.878	+ 0.279	84.7	+ 33.9	?	xx.x	x.xxx	xx.x
#21	Rengstorff Ave. & California St.	?	xx.x	x.xxx	xx.x	C	28.2	0.425	27.2	C-	33.3	0.698	+ 0.273	36.1	+ 8.9	?	xx.x	x.xxx	xx.x
#22	Rengstorff Ave. & El Camino Real	?	xx.x	x.xxx	xx.x	C	25.3	0.501	23.5	C-	32.6	0.669	+ 0.168	33.7	+ 10.3	?	xx.x	x.xxx	xx.x
#23	El Monte Ave/El Camino Real	?	xx.x	x.xxx	xx.x	C-	34.7	0.750	39.4	C	31.9	0.792	+ 0.042	41.7	+ 2.2	?	xx.x	x.xxx	xx.x
#24	Springer Rd. & Foothill Expy.	?	xx.x	x.xxx	xx.x	F	117.0	0.593	216.2	F	122.3	0.606	+ 0.013	226.9	+ 10.8	?	xx.x	x.xxx	xx.x
#25	Charleston Rd. & Landings Dr.	?	xx.x	x.xxx	xx.x	A	9.6	0.301	7.9	B	15.8	0.667	+ 0.366	17.7	+ 9.8	?	xx.x	x.xxx	xx.x
#26	Charleston Rd. & Alta Ave.	?	xx.x	x.xxx	xx.x	B	15.8	0.277	11.9	C+	21.6	0.271	- 0.005	19.4	+ 7.5	?	xx.x	x.xxx	xx.x
#27	Charleston Rd. & Huff Ave.	?	xx.x	x.xxx	xx.x	B	17.6	0.205	13.7	C+	21.7	0.256	+ 0.050	19.5	+ 5.8	?	xx.x	x.xxx	xx.x
#28	Charleston Rd. & Joaquin Rd.	?	xx.x	x.xxx	xx.x	C	16.8	-	-	C	24.9	-	-	-	-	?	xx.x	x.xxx	xx.x
#29	Shoreline Blvd. & Crittenden Ln.	?	xx.x	x.xxx	xx.x	A	6.1	0.324	7.8	A	5.9	0.139	- 0.185	9.9	+ 2.2	?	xx.x	x.xxx	xx.x
#30	Shoreline Blvd. & Sterlin Ct.	?	xx.x	x.xxx	xx.x	C+	20.8	0.394	21.7	C+	21.3	0.464	+ 0.070	22.4	+ 0.6	?	xx.x	x.xxx	xx.x
#31	Shoreline Blvd. & Charleston Rd.	?	xx.x	x.xxx	xx.x	C	29.5	0.426	27.4	C-	33.6	0.539	+ 0.113	35.1	+ 7.7	?	xx.x	x.xxx	xx.x
#32	Shoreline Blvd. & Space Park Wy.	?	xx.x	x.xxx	xx.x	E	44.3	-	-	F	557.9	-	-	-	-	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection		???				Existing AM				EX+P AM						???			
		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)
#33	Shoreline Blvd. & Plymouth St.	?	xx.x	x.xxx	xx.x	F	324.3	-	-	F	683.0	-	-	-	-	?	xx.x	x.xxx	xx.x
#39	Shoreline Blvd. & Montecito Ave.	?	xx.x	x.xxx	xx.x	C+	22.9	0.516	19.1	C	24.2	0.559	+ 0.043	20.5	+ 1.4	?	xx.x	x.xxx	xx.x
#40	Shoreline Blvd. & Wright Ave.	?	xx.x	x.xxx	xx.x	B+	11.5	0.466	9.8	B+	11.7	0.505	+ 0.039	10.1	+ 0.3	?	xx.x	x.xxx	xx.x
#41	Shoreline Blvd. & Central Expy. [West Intersection]	?	xx.x	x.xxx	xx.x	A	6.5	0.335	4.6	A	6.8	0.339	+ 0.003	4.7	+ 0.1	?	xx.x	x.xxx	xx.x
#42	Shoreline Blvd. & Central Expy. [East Intersection]	?	xx.x	x.xxx	xx.x	B	13.1	0.434	14.0	B	14.4	0.440	+ 0.006	14.8	+ 0.8	?	xx.x	x.xxx	xx.x
#43	Shoreline Blvd. & California St.	?	xx.x	x.xxx	xx.x	C	30.4	0.460	30.8	C	31.1	0.493	+ 0.033	32.1	+ 1.4	?	xx.x	x.xxx	xx.x
#44	Shoreline Blvd. & El Camino Real	?	xx.x	x.xxx	xx.x	D+	38.5	0.697	41.7	D	43.4	0.828	+ 0.131	47.2	+ 5.5	?	xx.x	x.xxx	xx.x
#45	Miramonte Ave. & Castro St.	?	xx.x	x.xxx	xx.x	B	15.0	0.321	18.0	B	16.3	0.352	+ 0.031	19.6	+ 1.6	?	xx.x	x.xxx	xx.x
#46	Miramonte Ave. & Cuesta Dr.	?	xx.x	x.xxx	xx.x	C-	33.3	0.576	34.5	C-	33.8	0.618	+ 0.042	35.2	+ 0.7	?	xx.x	x.xxx	xx.x
#47	Moffett Blvd. & US-101 SB Ramps	?	xx.x	x.xxx	xx.x	B	12.5	0.352	14.7	B	12.9	0.383	+ 0.032	15.2	+ 0.5	?	xx.x	x.xxx	xx.x
#48	Moffett Blvd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	C-	32.5	0.590	33.4	D+	37.0	0.717	+ 0.127	36.7	+ 3.3	?	xx.x	x.xxx	xx.x
#49	Castro St./Moffett Blvd. & Central Expy.	?	xx.x	x.xxx	xx.x	D	48.5	0.649	59.9	F	93.0	0.800	+ 0.151	161.3	+ 101.4	?	xx.x	x.xxx	xx.x
#50	Central Expy. & SR-85 SB Ramps	?	xx.x	x.xxx	xx.x	A	7.4	0.588	8.9	A	7.6	0.593	+ 0.005	9.0	+ 0.2	?	xx.x	x.xxx	xx.x
#51	Whisman Rd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	C+	20.5	0.396	20.5	C+	20.3	0.433	+ 0.037	20.5	- 0.0	?	xx.x	x.xxx	xx.x
#52	Whisman Rd. & Central Expy.	?	xx.x	x.xxx	xx.x	B	13.4	0.517	16.7	B	14.8	0.523	+ 0.006	18.9	+ 2.1	?	xx.x	x.xxx	xx.x
#53	Ellis St. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	B	15.8	0.652	17.8	C	23.5	0.901	+ 0.249	30.8	+ 13.0	?	xx.x	x.xxx	xx.x
#54	Central Expy. & Ferguson Dr.	?	xx.x	x.xxx	xx.x	A	7.7	0.587	9.7	A	8.5	0.608	+ 0.021	10.7	+ 1.0	?	xx.x	x.xxx	xx.x
#55	Central Expy. & Bernardo Ave.	?	xx.x	x.xxx	xx.x	B+	10.6	0.607	9.4	A	7.6	0.627	+ 0.019	10.1	+ 0.7	?	xx.x	x.xxx	xx.x
#56	Central Expy. & Mary Ave.	?	xx.x	x.xxx	xx.x	D-	52.0	0.694	62.9	D-	53.2	0.715	+ 0.020	64.3	+ 1.4	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection		???				Existing AM				EX+P AM						???			
		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)
#57	University Ave. & Bayfront Expressay (SR 84)	?	xx.x	x.xxx	xx.x	C	24.2	0.708	40.2	C	24.9	0.720	+ 0.012	40.6	+ 0.3	?	xx.x	x.xxx	xx.x
#58	University Ave. & Bay Rd	?	xx.x	x.xxx	xx.x	D+	38.0	0.575	37.8	D	39.4	0.599	+ 0.024	39.6	+ 1.8	?	xx.x	x.xxx	xx.x
#59	University Ave. & Donohoe St	?	xx.x	x.xxx	xx.x	E	66.0	0.921	71.9	E-	79.2	1.001	+ 0.080	90.0	+ 18.1	?	xx.x	x.xxx	xx.x
#60	101 Northbound Off-Ramp. & Donohoe St	?	xx.x	x.xxx	xx.x	A	9.1	0.305	9.2	A	9.2	0.307	+ 0.002	9.2	+ 0.0	?	xx.x	x.xxx	xx.x
#61	University Ave. & 101 Southbound Off-Ramp	?	xx.x	x.xxx	xx.x	C	28.3	0.679	44.0	C	29.1	0.704	+ 0.026	44.9	+ 0.9	?	xx.x	x.xxx	xx.x
#62	Embarcadero Rd. & E. Bayshore Rd.	?	xx.x	x.xxx	xx.x	D	44.0	0.793	46.8	D-	53.0	0.909	+ 0.115	60.2	+ 13.4	?	xx.x	x.xxx	xx.x
#63	Middlefield Rd. & Embarcadero Rd	?	xx.x	x.xxx	xx.x	C-	33.2	0.510	34.9	C-	34.2	0.562	+ 0.052	36.2	+ 1.2	?	xx.x	x.xxx	xx.x
#64	Oregon Expwy. Middlefield Rd	?	xx.x	x.xxx	xx.x	D	46.7	0.733	54.8	D	47.7	0.745	+ 0.012	55.6	+ 0.9	?	xx.x	x.xxx	xx.x
#65	Arastradero Rd. /Charleston Rd. & El Camino Real	?	xx.x	x.xxx	xx.x	D	43.0	0.631	43.9	D	44.0	0.666	+ 0.035	45.4	+ 1.5	?	xx.x	x.xxx	xx.x
#66	Foothill Expwy. & Arastradero Rd	?	xx.x	x.xxx	xx.x	E+	59.7	0.557	53.1	E	66.8	0.477	- 0.080	86.2	+ 33.0	?	xx.x	x.xxx	xx.x
#67	Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero	?	xx.x	x.xxx	xx.x	F	160.4	-	-	F	103.0	1.339	+ 0.069	103.0	+ 12.6	?	xx.x	x.xxx	xx.x
#68	Rd Moffett Blvd. & 101 Northbound Off Ramp	?	xx.x	x.xxx	xx.x	B	15.2	0.304	16.3	B	16.7	0.331	+ 0.026	17.6	+ 1.3	?	xx.x	x.xxx	xx.x
#69	Moffett Blvd. & Leong Dr	?	xx.x	x.xxx	xx.x	B	13.6	0.365	14.9	B	14.6	0.412	+ 0.048	16.5	+ 1.6	?	xx.x	x.xxx	xx.x
#70	Moffett Blvd. & SR 85 Southbound Off Ramp	?	xx.x	x.xxx	xx.x	A	1.6	0.218	1.6	B	2.6	0.404	+ 0.185	2.6	+ 1.0	?	xx.x	x.xxx	xx.x
#71	New St & Charleston	?	xx.x	x.xxx	xx.x	-	-	-	-	B	12.8	-	-	-	-	?	xx.x	x.xxx	xx.x
#72	New St & Shorebird Way	?	xx.x	x.xxx	xx.x	-	-	-	-	D	32.0	-	-	-	-	?	xx.x	x.xxx	xx.x
#73	New St & Space Parky	?	xx.x	x.xxx	xx.x	-	-	-	-	C	19.7	-	-	-	-	?	xx.x	x.xxx	xx.x
#74	Inigo Wy. & Pear Ave	?	xx.x	x.xxx	xx.x	B	10.2	-	-	C	22.3	-	-	-	-	?	xx.x	x.xxx	xx.x
#75	Inigo Wy. & La Avenida St	?	xx.x	x.xxx	xx.x	B	10.8	-	-	C	23.6	-	-	-	-	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection		???				Existing PM				EX+P PM						???			
		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)
#3	San Antonio Rd. & Charleston Rd.	?	xx.x	x.xxx	xx.x	D	46.1	0.694	52.8	D	49.7	0.834	+ 0.139	61.0	+ 8.1	?	xx.x	x.xxx	xx.x
#4	San Antonio Rd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	E+	57.6	0.756	61.4	E	66.9	0.882	+ 0.126	76.5	+ 15.1	?	xx.x	x.xxx	xx.x
#5	San Antonio Rd. & Nita Ave.	?	xx.x	x.xxx	xx.x	A	3.3	0.542	0.9	A	4.6	0.632	+ 0.090	3.2	+ 2.3	?	xx.x	x.xxx	xx.x
#6	San Antonio Rd. & California St.	?	xx.x	x.xxx	xx.x	C-	33.3	0.609	43.4	C-	33.8	0.687	+ 0.078	45.7	+ 2.3	?	xx.x	x.xxx	xx.x
#7	San Antonio Rd. & El Camino Real	?	xx.x	x.xxx	xx.x	D	47.7	0.781	47.1	D	48.7	0.802	+ 0.020	48.1	+ 1.0	?	xx.x	x.xxx	xx.x
#8	Charleston Rd. & Fabian Wy.	?	xx.x	x.xxx	xx.x	C+	22.9	0.531	23.2	C	23.5	0.553	+ 0.022	23.6	+ 0.3	?	xx.x	x.xxx	xx.x
#9	Charleston Rd. & Middlefield Wy.	?	xx.x	x.xxx	xx.x	D+	37.3	0.684	37.4	D	39.7	0.784	+ 0.100	41.7	+ 4.3	?	xx.x	x.xxx	xx.x
#10	Charleston Rd. & Alma St.	?	xx.x	x.xxx	xx.x	D	41.4	0.745	46.2	D	44.6	0.788	+ 0.043	48.9	+ 2.6	?	xx.x	x.xxx	xx.x
#11	Garcia Ave. & Bayshore Pkwy.	?	xx.x	x.xxx	xx.x	B	11.5	-	-	B	15.0	-	-	-	-	?	xx.x	x.xxx	xx.x
#12	Garcia Ave. & Salado Dr.	?	xx.x	x.xxx	xx.x	B	11.7	-	-	F	72.7	-	-	-	-	?	xx.x	x.xxx	xx.x
#17	Rengstoff Ave. & Old Middlefield Wy.	?	xx.x	x.xxx	xx.x	D	46.2	0.551	48.2	F	84.8	1.045	+ 0.494	111.3	+ 63.2	?	xx.x	x.xxx	xx.x
#18	Rengstorff Ave & Middlefield Rd	?	xx.x	x.xxx	xx.x	C-	34.5	0.425	31.5	C-	34.5	0.582	+ 0.156	32.2	+ 0.7	?	xx.x	x.xxx	xx.x
#19	Rengstorff Ave. & Montecito Ave.	?	xx.x	x.xxx	xx.x	A	6.4	0.252	6.2	A	6.9	0.366	+ 0.114	6.7	+ 0.5	?	xx.x	x.xxx	xx.x
#20	Rengstorff Ave. & Central Expy.	?	xx.x	x.xxx	xx.x	E	70.9	0.743	83.7	F	104.0	0.905	+ 0.162	143.5	+ 59.8	?	xx.x	x.xxx	xx.x
#21	Rengstorff Ave. & California St.	?	xx.x	x.xxx	xx.x	C-	34.5	0.446	29.9	D+	37.5	0.595	+ 0.149	38.6	+ 8.7	?	xx.x	x.xxx	xx.x
#22	Rengstorff Ave. & El Camino Real	?	xx.x	x.xxx	xx.x	C	25.5	0.543	25.2	C	28.8	0.589	+ 0.046	28.9	+ 3.6	?	xx.x	x.xxx	xx.x
#23	El Monte Ave/El Camino Real	?	xx.x	x.xxx	xx.x	D+	38.6	0.821	45.0	D+	36.5	0.841	+ 0.019	46.3	+ 1.3	?	xx.x	x.xxx	xx.x
#24	Springer Rd. & Foothill Expy.	?	xx.x	x.xxx	xx.x	D-	51.2	0.797	56.6	D-	53.3	0.840	+ 0.043	59.2	+ 2.5	?	xx.x	x.xxx	xx.x
#25	Charleston Rd. & Landings Dr.	?	xx.x	x.xxx	xx.x	B	13.9	0.320	12.9	B	17.2	0.526	+ 0.206	16.6	+ 3.7	?	xx.x	x.xxx	xx.x
#26	Charleston Rd. & Alta Ave.	?	xx.x	x.xxx	xx.x	C	28.4	0.338	27.2	C	28.9	0.388	+ 0.050	26.9	- 0.4	?	xx.x	x.xxx	xx.x
#27	Charleston Rd. & Huff Ave.	?	xx.x	x.xxx	xx.x	C+	22.1	0.210	19.3	B-	19.7	0.213	+ 0.003	17.5	- 1.9	?	xx.x	x.xxx	xx.x
#28	Charleston Rd. & Joaquin Rd.	?	xx.x	x.xxx	xx.x	C	17.7	-	-	C	31.4	-	-	-	-	?	xx.x	x.xxx	xx.x
#29	Shoreline Blvd. & Crittenden Ln.	?	xx.x	x.xxx	xx.x	A	8.5	0.230	8.1	A	8.1	0.169	- 0.062	9.2	+ 1.1	?	xx.x	x.xxx	xx.x
#30	Shoreline Blvd. & Sterlin Ct.	?	xx.x	x.xxx	xx.x	C+	21.4	0.367	21.8	C	24.2	0.481	+ 0.114	26.5	+ 4.7	?	xx.x	x.xxx	xx.x
#31	Shoreline Blvd. & Charleston Rd.	?	xx.x	x.xxx	xx.x	D-	53.2	0.856	58.2	D	44.4	0.670	- 0.186	46.3	- 11.9	?	xx.x	x.xxx	xx.x
#32	Shoreline Blvd. & Space Park Wy.	?	xx.x	x.xxx	xx.x	D	27.2	-	-	F	1757.5	-	-	-	-	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection		???				Existing PM				EX+P PM						???			
		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)
#33	Shoreline Blvd. & Plymouth St.	?	xx.x	x.xxx	xx.x	F	368.4	-	-	F	8378	-	-	-	-	?	xx.x	x.xxx	xx.x
#39	Shoreline Blvd. & Montecito Ave.	?	xx.x	x.xxx	xx.x	C	25.7	0.662	26.5	C	27.8	0.674	+ 0.012	27.5	+ 1.0	?	xx.x	x.xxx	xx.x
#40	Shoreline Blvd. & Wright Ave.	?	xx.x	x.xxx	xx.x	B	13.8	0.680	15.2	B	14.2	0.692	+ 0.011	15.8	+ 0.7	?	xx.x	x.xxx	xx.x
#41	Shoreline Blvd. & Central Expy. [West Intersection]	?	xx.x	x.xxx	xx.x	A	5.5	0.463	4.4	A	5.8	0.509	+ 0.046	4.2	- 0.3	?	xx.x	x.xxx	xx.x
#42	Shoreline Blvd. & Central Expy. [East Intersection]	?	xx.x	x.xxx	xx.x	A	7.5	0.538	12.4	A	7.9	0.583	+ 0.045	12.9	+ 0.6	?	xx.x	x.xxx	xx.x
#43	Shoreline Blvd. & California St.	?	xx.x	x.xxx	xx.x	C-	33.9	0.555	32.8	D+	35.3	0.610	+ 0.055	35.0	+ 2.2	?	xx.x	x.xxx	xx.x
#44	Shoreline Blvd. & El Camino Real	?	xx.x	x.xxx	xx.x	D+	38.3	0.659	41.8	D+	38.9	0.672	+ 0.013	42.2	+ 0.4	?	xx.x	x.xxx	xx.x
#45	Miramonte Ave. & Castro St.	?	xx.x	x.xxx	xx.x	B	12.1	0.356	12.9	B	12.3	0.381	+ 0.025	13.1	+ 0.2	?	xx.x	x.xxx	xx.x
#46	Miramonte Ave. & Cuesta Dr.	?	xx.x	x.xxx	xx.x	C	31.7	0.530	31.5	C	32.0	0.553	+ 0.022	31.8	+ 0.3	?	xx.x	x.xxx	xx.x
#47	Moffett Blvd. & US-101 SB Ramps	?	xx.x	x.xxx	xx.x	A	9.3	0.380	12.6	B+	10.5	0.471	+ 0.091	13.4	+ 0.8	?	xx.x	x.xxx	xx.x
#48	Moffett Blvd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	D+	38.6	0.573	40.1	D+	38.9	0.622	+ 0.049	41.3	+ 1.2	?	xx.x	x.xxx	xx.x
#49	Castro St./Moffett Blvd. & Central Expy.	?	xx.x	x.xxx	xx.x	E	61.9	0.804	73.4	F	80.3	0.873	+ 0.069	99.8	+ 26.4	?	xx.x	x.xxx	xx.x
#50	Central Expy. & SR-85 SB Ramps	?	xx.x	x.xxx	xx.x	B	15.0	0.676	16.8	B	15.6	0.691	+ 0.014	17.1	+ 0.3	?	xx.x	x.xxx	xx.x
#51	Whisman Rd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	B	17.5	0.579	18.5	B	17.6	0.592	+ 0.013	18.7	+ 0.2	?	xx.x	x.xxx	xx.x
#52	Whisman Rd. & Central Expy.	?	xx.x	x.xxx	xx.x	B	15.6	0.536	23.0	B	13.9	0.730	+ 0.194	21.9	- 1.1	?	xx.x	x.xxx	xx.x
#53	Ellis St. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	B+	11.1	0.508	12.6	B+	11.5	0.557	+ 0.049	13.1	+ 0.5	?	xx.x	x.xxx	xx.x
#54	Central Expy. & Ferguson Dr.	?	xx.x	x.xxx	xx.x	A	5.3	0.595	9.1	A	5.4	0.620	+ 0.025	9.3	+ 0.2	?	xx.x	x.xxx	xx.x
#55	Central Expy. & Bernardo Ave.	?	xx.x	x.xxx	xx.x	B+	11.3	0.573	12.0	A	8.3	0.587	+ 0.014	6.2	- 5.8	?	xx.x	x.xxx	xx.x
#56	Central Expy. & Mary Ave.	?	xx.x	x.xxx	xx.x	E	67.2	0.756	83.4	E	69.3	0.768	+ 0.012	86.4	+ 3.0	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection		???				Existing PM				EX+P PM						???			
		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)
#57	University Ave. & Bayfront Expressay (SR 84)	?	xx.x	x.xxx	xx.x	F	82.7	1.065	95.7	F	116.0	1.193	+ 0.127	134.4	+ 38.6	?	xx.x	x.xxx	xx.x
#58	University Ave. & Bay Rd	?	xx.x	x.xxx	xx.x	D	47.1	0.801	51.0	D	48.3	0.822	+ 0.021	52.5	+ 1.6	?	xx.x	x.xxx	xx.x
#59	University Ave. & Donohoe St	?	xx.x	x.xxx	xx.x	D	42.5	0.655	50.6	D	43.2	0.704	+ 0.049	51.9	+ 1.3	?	xx.x	x.xxx	xx.x
#60	101 Northbound Off-Ramp. & Donohoe St	?	xx.x	x.xxx	xx.x	B-	18.1	0.724	21.2	B-	18.2	0.729	+ 0.005	21.4	+ 0.1	?	xx.x	x.xxx	xx.x
#61	University Ave. & 101 Southbound Off-Ramp	?	xx.x	x.xxx	xx.x	C	25.0	0.687	36.1	C	27.0	0.754	+ 0.066	38.9	+ 2.8	?	xx.x	x.xxx	xx.x
#62	Embarcadero Rd. & E. Bayshore Rd.	?	xx.x	x.xxx	xx.x	D-	53.6	0.820	58.6	E	65.5	0.933	+ 0.114	71.5	+ 12.9	?	xx.x	x.xxx	xx.x
#63	Middlefield Rd. & Embarcadero Rd	?	xx.x	x.xxx	xx.x	D+	36.6	0.596	38.6	D+	38.2	0.636	+ 0.040	40.3	+ 1.7	?	xx.x	x.xxx	xx.x
#64	Oregon Expwy. Middlefield Rd	?	xx.x	x.xxx	xx.x	D	47.3	0.725	57.0	D-	53.0	0.775	+ 0.050	67.5	+ 10.5	?	xx.x	x.xxx	xx.x
#65	Arastradero Rd. /Charleston Rd. & El Camino Real	?	xx.x	x.xxx	xx.x	D	46.3	0.767	49.7	D	46.8	0.785	+ 0.018	50.5	+ 0.7	?	xx.x	x.xxx	xx.x
#66	Foothill Expwy. & Arastradero Rd	?	xx.x	x.xxx	xx.x	F	119.3	-	-	F	144.8	-	-	-	-	?	xx.x	x.xxx	xx.x
#67	Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd	?	xx.x	x.xxx	xx.x	F	73.3	1.139	73.3	F	84.3	1.209	+ 0.070	84.3	+ 11.0	?	xx.x	x.xxx	xx.x
#68	Moffett Blvd. & 101 Northbound Off Ramp	?	xx.x	x.xxx	xx.x	C	23.5	0.322	22.5	C	26.0	0.371	+ 0.048	22.1	- 0.3	?	xx.x	x.xxx	xx.x
#69	Moffett Blvd. & Leong Dr	?	xx.x	x.xxx	xx.x	B+	10.9	0.339	16.6	B+	10.9	0.356	+ 0.017	17.0	+ 0.4	?	xx.x	x.xxx	xx.x
#70	Moffett Blvd. & SR 85 Southbound Off Ramp	?	xx.x	x.xxx	xx.x	B	12.8	-	-	C	15.6	-	-	-	-	?	xx.x	x.xxx	xx.x
#71	New St & Charleston	?	xx.x	x.xxx	xx.x	-	-	-	-	D	25.4	-	-	-	-	?	xx.x	x.xxx	xx.x
#72	New St & Shorebird Way	?	xx.x	x.xxx	xx.x	-	-	-	-	F	309.4	-	-	-	-	?	xx.x	x.xxx	xx.x
#73	New St & Space Parky	?	xx.x	x.xxx	xx.x	-	-	-	-	F	145.7	-	-	-	-	?	xx.x	x.xxx	xx.x
#74	Inigo Wy. & Pear Ave	?	xx.x	x.xxx	xx.x	A	9.9	-	-	E	45.1	-	-	-	-	?	xx.x	x.xxx	xx.x
#75	Inigo Wy. & La Avenida St	?	xx.x	x.xxx	xx.x	B	13.4	-	-	E	40.1	-	-	-	-	?	xx.x	x.xxx	xx.x

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

Intersection		???				Existing AM				2030 AM						???			
		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)
#3	San Antonio Rd. & Charleston Rd.	?	xx.x	x.xxx	xx.x	D	45.1	0.646	46.7	F	84.9	1.078	+ 0.432	114.4	+ 67.7	?	xx.x	x.xxx	xx.x
#4	San Antonio Rd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	D	43.4	0.655	40.3	F	86.3	1.099	+ 0.445	115.6	+ 75.3	?	xx.x	x.xxx	xx.x
#5	San Antonio Rd. & Nita Ave.	?	xx.x	x.xxx	xx.x	A	3.2	0.491	4.6	A	7.9	0.741	+ 0.250	14.6	+ 10.0	?	xx.x	x.xxx	xx.x
#6	San Antonio Rd. & California St.	?	xx.x	x.xxx	xx.x	D+	36.5	0.679	40.0	E	73.4	1.162	+ 0.483	139.5	+ 99.6	?	xx.x	x.xxx	xx.x
#7	San Antonio Rd. & El Camino Real	?	xx.x	x.xxx	xx.x	D	43.7	0.688	45.8	F	149.6	1.298	+ 0.610	215.0	+ 169.2	?	xx.x	x.xxx	xx.x
#8	Charleston Rd. & Fabian Wy.	?	xx.x	x.xxx	xx.x	C+	22.2	0.472	28.7	E	72.7	0.725	+ 0.253	106.4	+ 77.6	?	xx.x	x.xxx	xx.x
#9	Charleston Rd. & Middlefield Wy.	?	xx.x	x.xxx	xx.x	C	25.1	0.730	27.0	E+	57.8	1.036	+ 0.306	77.3	+ 50.4	?	xx.x	x.xxx	xx.x
#10	Charleston Rd. & Alma St.	?	xx.x	x.xxx	xx.x	C-	33.3	0.783	35.2	F	158.6	1.374	+ 0.591	211.4	+ 176.1	?	xx.x	x.xxx	xx.x
#11	Garcia Ave. & Bayshore Pkwy.	?	xx.x	x.xxx	xx.x	B	11.0	-	-	C	17.8	-	-	-	-	?	xx.x	x.xxx	xx.x
#12	Garcia Ave. & Salado Dr.	?	xx.x	x.xxx	xx.x	B	12.2	-	-	C	16.8	-	-	-	-	?	xx.x	x.xxx	xx.x
#17	Rengstoff Ave. & Old Middlefield Wy.	?	xx.x	x.xxx	xx.x	C	31.8	0.566	30.4	D	45.9	0.900	+ 0.333	52.2	+ 21.8	?	xx.x	x.xxx	xx.x
#18	Rengstorff Ave & Middlefield Rd	?	xx.x	x.xxx	xx.x	C	30.3	0.496	29.5	D	42.3	0.769	+ 0.273	45.5	+ 16.0	?	xx.x	x.xxx	xx.x
#19	Rengstorff Ave. & Montecito Ave.	?	xx.x	x.xxx	xx.x	A	8.2	0.390	8.0	B+	11.6	0.704	+ 0.314	13.1	+ 5.1	?	xx.x	x.xxx	xx.x
#20	Rengstorff Ave. & Central Expy.	?	xx.x	x.xxx	xx.x	D	50.8	0.599	50.8	F	125.0	0.908	+ 0.309	192.1	+ 141.3	?	xx.x	x.xxx	xx.x
#21	Rengstorff Ave. & California St.	?	xx.x	x.xxx	xx.x	C	28.2	0.425	27.2	E-	77.7	1.090	+ 0.665	97.1	+ 69.9	?	xx.x	x.xxx	xx.x
#22	Rengstorff Ave. & El Camino Real	?	xx.x	x.xxx	xx.x	C	25.3	0.501	23.5	D	39.3	0.877	+ 0.376	47.9	+ 24.4	?	xx.x	x.xxx	xx.x
#23	El Monte Ave/El Camino Real	?	xx.x	x.xxx	xx.x	C-	34.7	0.750	39.4	F	97.3	1.190	+ 0.440	132.9	+ 93.5	?	xx.x	x.xxx	xx.x
#24	Springer Rd. & Foothill Expy.	?	xx.x	x.xxx	xx.x	F	117.0	0.593	216.2	F	155.6	1.367	+ 0.773	207.9	- 8.2	?	xx.x	x.xxx	xx.x
#25	Charleston Rd. & Landings Dr.	?	xx.x	x.xxx	xx.x	A	9.6	0.301	7.9	C+	22.9	0.759	+ 0.458	27.3	+ 19.4	?	xx.x	x.xxx	xx.x
#26	Charleston Rd. & Alta Ave.	?	xx.x	x.xxx	xx.x	B	15.8	0.277	11.9	B	14.4	0.170	- 0.107	18.1	+ 6.3	?	xx.x	x.xxx	xx.x
#27	Charleston Rd. & Huff Ave.	?	xx.x	x.xxx	xx.x	B	17.6	0.205	13.7	B	15.2	0.162	- 0.043	11.7	- 2.0	?	xx.x	x.xxx	xx.x
#28	Charleston Rd. & Joaquin Rd.	?	xx.x	x.xxx	xx.x	B	11.8	-	-	C	28.6	-	-	-	-	?	xx.x	x.xxx	xx.x
#29	Shoreline Blvd. & Crittenden Ln.	?	xx.x	x.xxx	xx.x	A	6.1	0.324	7.8	A	4.5	0.252	- 0.072	7.3	- 0.5	?	xx.x	x.xxx	xx.x
#30	Shoreline Blvd. & Sterlin Ct.	?	xx.x	x.xxx	xx.x	C+	20.8	0.394	21.7	C+	21.1	0.418	+ 0.023	22.3	+ 0.6	?	xx.x	x.xxx	xx.x
#31	Shoreline Blvd. & Charleston Rd.	?	xx.x	x.xxx	xx.x	C	29.5	0.426	27.4	C	27.8	0.400	- 0.026	28.8	+ 1.4	?	xx.x	x.xxx	xx.x
#32	Shoreline Blvd. & Space Park Wy.	?	xx.x	x.xxx	xx.x	E	44.3	-	-	C	21.6	-	-	-	-	?	xx.x	x.xxx	xx.x

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

Intersection		???				Existing AM				2030 AM						???			
		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)
#33	Shoreline Blvd. & Plymouth St.	?	xx.x	x.xxx	xx.x	F	324.3	-	-	F	75.2	-	-	-	-	?	xx.x	x.xxx	xx.x
#39	Shoreline Blvd. & Montecito Ave.	?	xx.x	x.xxx	xx.x	C+	22.9	0.516	19.1	E	69.6	1.093	+ 0.578	88.0	+ 69.0	?	xx.x	x.xxx	xx.x
#40	Shoreline Blvd. & Wright Ave.	?	xx.x	x.xxx	xx.x	B+	11.5	0.466	9.8	C	24.7	0.858	+ 0.392	29.7	+ 19.9	?	xx.x	x.xxx	xx.x
#41	Shoreline Blvd. & Central Expy. [West Intersection]	?	xx.x	x.xxx	xx.x	A	6.5	0.335	4.6	F	139.2	0.844	+ 0.508	243.2	+ 238.6	?	xx.x	x.xxx	xx.x
#42	Shoreline Blvd. & Central Expy. [East Intersection]	?	xx.x	x.xxx	xx.x	B	13.1	0.434	14.0	F	104.0	0.732	+ 0.299	213.7	+ 199.6	?	xx.x	x.xxx	xx.x
#43	Shoreline Blvd. & California St.	?	xx.x	x.xxx	xx.x	C	30.4	0.460	30.8	E	63.5	1.055	+ 0.596	84.5	+ 53.7	?	xx.x	x.xxx	xx.x
#44	Shoreline Blvd. & El Camino Real	?	xx.x	x.xxx	xx.x	D+	38.5	0.697	41.7	F	189.3	1.494	+ 0.797	279.7	+ 238.0	?	xx.x	x.xxx	xx.x
#45	Miramonte Ave. & Castro St.	?	xx.x	x.xxx	xx.x	B	15.0	0.321	18.0	F	163.1	0.900	+ 0.579	272.2	+ 254.1	?	xx.x	x.xxx	xx.x
#46	Miramonte Ave. & Cuesta Dr.	?	xx.x	x.xxx	xx.x	C-	33.3	0.576	34.5	F	131.9	1.354	+ 0.779	208.8	+ 174.3	?	xx.x	x.xxx	xx.x
#47	Moffett Blvd. & US-101 SB Ramps	?	xx.x	x.xxx	xx.x	B	12.5	0.352	14.7	B	15.8	0.646	+ 0.295	18.2	+ 3.5	?	xx.x	x.xxx	xx.x
#48	Moffett Blvd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	C-	32.5	0.590	33.4	F	88.3	1.160	+ 0.570	124.0	+ 90.6	?	xx.x	x.xxx	xx.x
#49	Castro St./Moffett Blvd. & Central Expy.	?	xx.x	x.xxx	xx.x	D	48.5	0.649	59.9	F	177.7	1.244	+ 0.596	236.0	+ 176.1	?	xx.x	x.xxx	xx.x
#50	Central Expy. & SR-85 SB Ramps	?	xx.x	x.xxx	xx.x	A	7.4	0.588	8.9	B	16.6	0.870	+ 0.282	20.6	+ 11.7	?	xx.x	x.xxx	xx.x
#51	Whisman Rd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	C+	20.5	0.396	20.5	C	27.7	0.863	+ 0.467	35.2	+ 14.7	?	xx.x	x.xxx	xx.x
#52	Whisman Rd. & Central Expy.	?	xx.x	x.xxx	xx.x	B	13.4	0.517	16.7	B	17.5	0.749	+ 0.232	29.6	+ 12.9	?	xx.x	x.xxx	xx.x
#53	Ellis St. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	B	15.8	0.652	17.8	C-	34.1	1.015	+ 0.363	53.6	+ 35.8	?	xx.x	x.xxx	xx.x
#54	Central Expy. & Ferguson Dr.	?	xx.x	x.xxx	xx.x	A	7.7	0.587	9.7	D	43.1	1.049	+ 0.462	70.5	+ 60.8	?	xx.x	x.xxx	xx.x
#55	Central Expy. & Bernardo Ave.	?	xx.x	x.xxx	xx.x	B+	10.6	0.607	9.4	A	6.6	0.620	+ 0.013	9.7	+ 0.3	?	xx.x	x.xxx	xx.x
#56	Central Expy. & Mary Ave.	?	xx.x	x.xxx	xx.x	D-	52.0	0.694	62.9	F	104.4	1.253	+ 0.559	173.9	+ 110.9	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Existing AM				2030 AM						???			
		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)
#57	University Ave. & Bayfront Expressay (SR 84)	?	xx.x	x.xxx	xx.x	C	24.2	0.708	40.2	D	49.1	1.058	+ 0.349	81.3	+ 41.0	?	xx.x	x.xxx	xx.x
#58	University Ave. & Bay Rd	?	xx.x	x.xxx	xx.x	D+	38.0	0.575	37.8	D	50.9	0.911	+ 0.336	57.5	+ 19.7	?	xx.x	x.xxx	xx.x
#59	University Ave. & Donohoe St	?	xx.x	x.xxx	xx.x	E	66.0	0.921	71.9	F	97.2	1.068	+ 0.147	109.3	+ 37.4	?	xx.x	x.xxx	xx.x
#60	101 Northbound Off-Ramp. & Donohoe St	?	xx.x	x.xxx	xx.x	A	9.1	0.305	9.2	B	13.7	0.344	+ 0.039	14.5	+ 5.3	?	xx.x	x.xxx	xx.x
#61	University Ave. & 101 Southbound Off-Ramp	?	xx.x	x.xxx	xx.x	C	28.3	0.679	44.0	D	44.0	0.915	+ 0.236	60.7	+ 16.7	?	xx.x	x.xxx	xx.x
#62	Embarcadero Rd. & E. Bayshore Rd.	?	xx.x	x.xxx	xx.x	D	44.0	0.793	46.8	E	60.7	0.969	+ 0.175	71.0	+ 24.1	?	xx.x	x.xxx	xx.x
#63	Middlefield Rd. & Embarcadero Rd	?	xx.x	x.xxx	xx.x	C-	33.2	0.510	34.9	F	87.3	1.068	+ 0.558	96.3	+ 61.4	?	xx.x	x.xxx	xx.x
#64	Oregon Expwy. Middlefield Rd	?	xx.x	x.xxx	xx.x	D	46.7	0.733	54.8	F	171.5	1.272	+ 0.539	263.4	+ 208.6	?	xx.x	x.xxx	xx.x
#65	Arastradero Rd. /Charleston Rd. & El Camino Real	?	xx.x	x.xxx	xx.x	D	43.0	0.631	43.9	F	135.4	1.302	+ 0.671	207.1	+ 163.2	?	xx.x	x.xxx	xx.x
#66	Foothill Expwy. & Arastradero Rd	?	xx.x	x.xxx	xx.x	E+	59.7	0.557	53.1	F	294.0	1.249	+ 0.692	404.4	+ 351.3	?	xx.x	x.xxx	xx.x
#67	Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd	?	xx.x	x.xxx	xx.x	F	160.4	-	-	F	701.3	-	-	-	-	?	xx.x	x.xxx	xx.x
#68	Moffett Blvd. & 101 Northbound Off Ramp	?	xx.x	x.xxx	xx.x	B	15.2	0.304	16.3	B	17.6	0.628	+ 0.323	19.5	+ 3.2	?	xx.x	x.xxx	xx.x
#69	Moffett Blvd. & Leong Dr	?	xx.x	x.xxx	xx.x	B	13.6	0.365	14.9	C+	22.7	0.851	+ 0.486	31.4	+ 16.5	?	xx.x	x.xxx	xx.x
#70	Moffett Blvd. & SR 85 Southbound Off Ramp	?	xx.x	x.xxx	xx.x	A	1.6	0.218	1.6	F	370.9	-	-	-	-	?	xx.x	x.xxx	xx.x
#71	New St & Charleston	?	xx.x	x.xxx	xx.x	-	-	-	-	B	10.1	-	-	-	-	?	xx.x	x.xxx	xx.x
#72	New St & Shorebird Way	?	xx.x	x.xxx	xx.x	-	-	-	-	B	11.4	-	-	-	-	?	xx.x	x.xxx	xx.x
#73	New St & Space Parky	?	xx.x	x.xxx	xx.x	-	-	-	-	B	12.6	-	-	-	-	?	xx.x	x.xxx	xx.x
#74	Inigo Wy. & Pear Ave	?	xx.x	x.xxx	xx.x	B	10.2	-	-	B	14.1	-	-	-	-	?	xx.x	x.xxx	xx.x
#75	Inigo Wy. & La Avenida St	?	xx.x	x.xxx	xx.x	B	10.8	-	-	C	15.7	-	-	-	-	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Existing PM				2030 PM						???			
		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)
#3	San Antonio Rd. & Charleston Rd.	?	xx.x	x.xxx	xx.x	D	46.1	0.694	52.8	F	88.5	1.086	+ 0.391	111.1	+ 58.3	?	xx.x	x.xxx	xx.x
#4	San Antonio Rd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	E+	57.6	0.756	61.4	F	131.6	1.151	+ 0.395	151.5	+ 90.2	?	xx.x	x.xxx	xx.x
#5	San Antonio Rd. & Nita Ave.	?	xx.x	x.xxx	xx.x	A	3.3	0.542	0.9	C	24.0	0.928	+ 0.386	46.9	+ 46.0	?	xx.x	x.xxx	xx.x
#6	San Antonio Rd. & California St.	?	xx.x	x.xxx	xx.x	C-	33.3	0.609	43.4	E-	79.7	1.122	+ 0.513	121.5	+ 78.1	?	xx.x	x.xxx	xx.x
#7	San Antonio Rd. & El Camino Real	?	xx.x	x.xxx	xx.x	D	47.7	0.781	47.1	F	197.5	1.494	+ 0.713	278.7	+ 231.6	?	xx.x	x.xxx	xx.x
#8	Charleston Rd. & Fabian Wy.	?	xx.x	x.xxx	xx.x	C+	22.9	0.531	23.2	C+	22.8	0.739	+ 0.208	24.5	+ 1.3	?	xx.x	x.xxx	xx.x
#9	Charleston Rd. & Middlefield Wy.	?	xx.x	x.xxx	xx.x	D+	37.3	0.684	37.4	F	87.4	1.114	+ 0.430	106.2	+ 68.8	?	xx.x	x.xxx	xx.x
#10	Charleston Rd. & Alma St.	?	xx.x	x.xxx	xx.x	D	41.4	0.745	46.2	F	220.7	1.490	+ 0.745	275.1	+ 228.8	?	xx.x	x.xxx	xx.x
#11	Garcia Ave. & Bayshore Pkwy.	?	xx.x	x.xxx	xx.x	B	11.5	-	-	B	13.4	-	-	-	-	?	xx.x	x.xxx	xx.x
#12	Garcia Ave. & Salado Dr.	?	xx.x	x.xxx	xx.x	B	11.7	-	-	C	18.0	-	-	-	-	?	xx.x	x.xxx	xx.x
#17	Rengstoff Ave. & Old Middlefield Wy.	?	xx.x	x.xxx	xx.x	D	46.2	0.551	48.2	F	96.4	1.128	+ 0.577	137.4	+ 89.3	?	xx.x	x.xxx	xx.x
#18	Rengstorff Ave & Middlefield Rd	?	xx.x	x.xxx	xx.x	C-	34.5	0.425	31.5	D	39.7	0.727	+ 0.301	40.5	+ 9.0	?	xx.x	x.xxx	xx.x
#19	Rengstorff Ave. & Montecito Ave.	?	xx.x	x.xxx	xx.x	A	6.4	0.252	6.2	B+	11.6	0.560	+ 0.308	12.4	+ 6.2	?	xx.x	x.xxx	xx.x
#20	Rengstorff Ave. & Central Expy.	?	xx.x	x.xxx	xx.x	E	70.9	0.743	83.7	F	164.8	1.301	+ 0.558	205.6	+ 121.9	?	xx.x	x.xxx	xx.x
#21	Rengstorff Ave. & California St.	?	xx.x	x.xxx	xx.x	C-	34.5	0.446	29.9	F	174.0	1.354	+ 0.907	215.1	+ 185.2	?	xx.x	x.xxx	xx.x
#22	Rengstorff Ave. & El Camino Real	?	xx.x	x.xxx	xx.x	C	25.5	0.543	25.2	F	170.1	1.315	+ 0.772	239.2	+ 214.0	?	xx.x	x.xxx	xx.x
#23	El Monte Ave/El Camino Real	?	xx.x	x.xxx	xx.x	D+	38.6	0.821	45.0	D	41.4	0.935	+ 0.114	58.0	+ 13.0	?	xx.x	x.xxx	xx.x
#24	Springer Rd. & Foothill Expy.	?	xx.x	x.xxx	xx.x	D-	51.2	0.797	56.6	F	152.3	1.279	+ 0.482	179.0	+ 122.3	?	xx.x	x.xxx	xx.x
#25	Charleston Rd. & Landings Dr.	?	xx.x	x.xxx	xx.x	B	13.9	0.320	12.9	B	16.9	0.440	+ 0.120	16.4	+ 3.5	?	xx.x	x.xxx	xx.x
#26	Charleston Rd. & Alta Ave.	?	xx.x	x.xxx	xx.x	C	28.4	0.338	27.2	C	24.9	0.312	- 0.027	23.3	- 3.9	?	xx.x	x.xxx	xx.x
#27	Charleston Rd. & Huff Ave.	?	xx.x	x.xxx	xx.x	C+	22.1	0.210	19.3	C	23.8	0.110	- 0.100	23.4	+ 4.1	?	xx.x	x.xxx	xx.x
#28	Charleston Rd. & Joaquin Rd.	?	xx.x	x.xxx	xx.x	C	17.7	-	-	C	25.0	-	-	-	-	?	xx.x	x.xxx	xx.x
#29	Shoreline Blvd. & Crittenden Ln.	?	xx.x	x.xxx	xx.x	A	8.5	0.230	8.1	A	8.5	0.197	- 0.033	9.1	+ 1.0	?	xx.x	x.xxx	xx.x
#30	Shoreline Blvd. & Sterlin Ct.	?	xx.x	x.xxx	xx.x	C+	21.4	0.367	21.8	C+	21.4	0.325	- 0.043	18.3	- 3.5	?	xx.x	x.xxx	xx.x
#31	Shoreline Blvd. & Charleston Rd.	?	xx.x	x.xxx	xx.x	D-	53.2	0.856	58.2	D	40.9	0.471	- 0.385	42.5	- 15.7	?	xx.x	x.xxx	xx.x
#32	Shoreline Blvd. & Space Park Wy.	?	xx.x	x.xxx	xx.x	D	27.2	-	-	D	25.8	-	-	-	-	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Existing PM				2030 PM						???			
		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)
#33	Shoreline Blvd. & Plymouth St.	?	xx.x	x.xxx	xx.x	F	368.4	-	-	F	112.2	-	-	-	-	?	xx.x	x.xxx	xx.x
#39	Shoreline Blvd. & Montecito Ave.	?	xx.x	x.xxx	xx.x	C	25.7	0.662	26.5	E	67.0	1.111	+ 0.449	97.8	+ 71.3	?	xx.x	x.xxx	xx.x
#40	Shoreline Blvd. & Wright Ave.	?	xx.x	x.xxx	xx.x	B	13.8	0.680	15.2	C	31.1	0.989	+ 0.309	43.0	+ 27.9	?	xx.x	x.xxx	xx.x
#41	Shoreline Blvd. & Central Expy. [West Intersection]	?	xx.x	x.xxx	xx.x	A	5.5	0.463	4.4	F	309.6	1.220	+ 0.756	514.7	+ 510.3	?	xx.x	x.xxx	xx.x
#42	Shoreline Blvd. & Central Expy. [East Intersection]	?	xx.x	x.xxx	xx.x	A	7.5	0.538	12.4	F	137.0	0.884	+ 0.346	264.9	+ 252.6	?	xx.x	x.xxx	xx.x
#43	Shoreline Blvd. & California St.	?	xx.x	x.xxx	xx.x	C-	33.9	0.555	32.8	F	178.1	1.347	+ 0.792	204.9	+ 172.1	?	xx.x	x.xxx	xx.x
#44	Shoreline Blvd. & El Camino Real	?	xx.x	x.xxx	xx.x	D+	38.3	0.659	41.8	F	222.6	1.533	+ 0.874	336.8	+ 295.0	?	xx.x	x.xxx	xx.x
#45	Miramonte Ave. & Castro St.	?	xx.x	x.xxx	xx.x	B	12.1	0.356	12.9	C	26.7	0.685	+ 0.329	32.7	+ 19.8	?	xx.x	x.xxx	xx.x
#46	Miramonte Ave. & Cuesta Dr.	?	xx.x	x.xxx	xx.x	C	31.7	0.530	31.5	F	93.1	1.175	+ 0.645	129.8	+ 98.4	?	xx.x	x.xxx	xx.x
#47	Moffett Blvd. & US-101 SB Ramps	?	xx.x	x.xxx	xx.x	A	9.3	0.380	12.6	B+	11.4	0.579	+ 0.199	14.7	+ 2.1	?	xx.x	x.xxx	xx.x
#48	Moffett Blvd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	D+	38.6	0.573	40.1	F	99.4	1.178	+ 0.605	134.2	+ 94.1	?	xx.x	x.xxx	xx.x
#49	Castro St./Moffett Blvd. & Central Expy.	?	xx.x	x.xxx	xx.x	E	61.9	0.804	73.4	F	376.2	1.824	+ 1.020	465.3	+ 391.9	?	xx.x	x.xxx	xx.x
#50	Central Expy. & SR-85 SB Ramps	?	xx.x	x.xxx	xx.x	B	15.0	0.676	16.8	F	162.8	1.440	+ 0.764	225.3	+ 208.5	?	xx.x	x.xxx	xx.x
#51	Whisman Rd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	B	17.5	0.579	18.5	D	39.6	1.018	+ 0.439	53.7	+ 35.2	?	xx.x	x.xxx	xx.x
#52	Whisman Rd. & Central Expy.	?	xx.x	x.xxx	xx.x	B	15.6	0.536	23.0	F	172.2	1.523	+ 0.988	265.4	+ 242.3	?	xx.x	x.xxx	xx.x
#53	Ellis St. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	B+	11.1	0.508	12.6	B	16.9	0.808	+ 0.299	20.5	+ 7.9	?	xx.x	x.xxx	xx.x
#54	Central Expy. & Ferguson Dr.	?	xx.x	x.xxx	xx.x	A	5.3	0.595	9.1	F	114.1	1.326	+ 0.732	176.3	+ 167.1	?	xx.x	x.xxx	xx.x
#55	Central Expy. & Bernardo Ave.	?	xx.x	x.xxx	xx.x	B+	11.3	0.573	12.0	D	41.9	1.050	+ 0.477	63.5	+ 51.5	?	xx.x	x.xxx	xx.x
#56	Central Expy. & Mary Ave.	?	xx.x	x.xxx	xx.x	E	67.2	0.756	83.4	F	133.1	1.056	+ 0.300	217.4	+ 134.0	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection		???				Existing PM				2030 PM						???			
		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)
#57	University Ave. & Bayfront Expressay (SR 84)	?	xx.x	x.xxx	xx.x	F	82.7	1.065	95.7	F	212.0	1.591	+ 0.526	279.5	+ 183.7	?	xx.x	x.xxx	xx.x
#58	University Ave. & Bay Rd	?	xx.x	x.xxx	xx.x	D	47.1	0.801	51.0	F	95.7	1.113	+ 0.312	115.8	+ 64.9	?	xx.x	x.xxx	xx.x
#59	University Ave. & Donohoe St	?	xx.x	x.xxx	xx.x	D	42.5	0.655	50.6	D	41.5	0.693	+ 0.038	45.7	- 5.0	?	xx.x	x.xxx	xx.x
#60	101 Northbound Off-Ramp. & Donohoe St	?	xx.x	x.xxx	xx.x	B-	18.1	0.724	21.2	C	24.1	0.812	+ 0.087	26.6	+ 5.4	?	xx.x	x.xxx	xx.x
#61	University Ave. & 101 Southbound Off-Ramp	?	xx.x	x.xxx	xx.x	C	25.0	0.687	36.1	C-	33.3	0.862	+ 0.174	44.1	+ 7.9	?	xx.x	x.xxx	xx.x
#62	Embarcadero Rd. & E. Bayshore Rd.	?	xx.x	x.xxx	xx.x	D-	53.6	0.820	58.6	E-	76.5	0.992	+ 0.172	84.4	+ 25.8	?	xx.x	x.xxx	xx.x
#63	Middlefield Rd. & Embarcadero Rd	?	xx.x	x.xxx	xx.x	D+	36.6	0.596	38.6	F	157.2	1.219	+ 0.624	156.6	+ 118.0	?	xx.x	x.xxx	xx.x
#64	Oregon Expwy. Middlefield Rd	?	xx.x	x.xxx	xx.x	D	47.3	0.725	57.0	F	197.9	1.552	+ 0.827	291.6	+ 234.7	?	xx.x	x.xxx	xx.x
#65	Arastradero Rd. /Charleston Rd. & El Camino Real	?	xx.x	x.xxx	xx.x	D	46.3	0.767	49.7	F	162.9	1.376	+ 0.609	229.4	+ 179.7	?	xx.x	x.xxx	xx.x
#66	Foothill Expwy. & Arastradero Rd	?	xx.x	x.xxx	xx.x	F	123.8	0.495	144.2	F	323.5	1.378	+ 0.883	460.7	+ 316.4	?	xx.x	x.xxx	xx.x
#67	Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd	?	xx.x	x.xxx	xx.x	F	119.3	-	-	F	659.3	-	-	-	-	?	xx.x	x.xxx	xx.x
#68	Moffett Blvd. & 101 Northbound Off Ramp	?	xx.x	x.xxx	xx.x	C	23.5	0.322	22.5	C+	22.6	0.616	+ 0.294	28.9	+ 6.4	?	xx.x	x.xxx	xx.x
#69	Moffett Blvd. & Leong Dr	?	xx.x	x.xxx	xx.x	B+	10.9	0.339	16.6	B	15.6	0.585	+ 0.245	14.6	- 2.0	?	xx.x	x.xxx	xx.x
#70	Moffett Blvd. & SR 85 Southbound Off Ramp	?	xx.x	x.xxx	xx.x	B	12.8	-	-	F	62.1	-	-	-	-	?	xx.x	x.xxx	xx.x
#71	New St & Charleston	?	xx.x	x.xxx	xx.x	-	-	-	-	C	17.0	-	-	-	-	?	xx.x	x.xxx	xx.x
#72	New St & Shorebird Way	?	xx.x	x.xxx	xx.x	-	-	-	-	C	15.1	-	-	-	-	?	xx.x	x.xxx	xx.x
#73	New St & Space Parky	?	xx.x	x.xxx	xx.x	-	-	-	-	C	15.8	-	-	-	-	?	xx.x	x.xxx	xx.x
#74	Inigo Wy. & Pear Ave	?	xx.x	x.xxx	xx.x	A	9.9	-	-	C	18.2	-	--	--	--	?	xx.x	x.xxx	xx.x
#75	Inigo Wy. & La Avenida St	?	xx.x	x.xxx	xx.x	B	13.4	-	-	C	16.6	-	-	-	-	?	xx.x	x.xxx	xx.x
																?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection		???				Existing AM				2030+P AM						???			
		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)
#3	San Antonio Rd. & Charleston Rd.	?	xx.x	x.xxx	xx.x	D	45.1	0.646	46.7	F	88.2	1.099	+ 0.453	120.6	+ 73.9	?	xx.x	x.xxx	xx.x
#4	San Antonio Rd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	D	43.4	0.655	40.3	F	87.2	1.099	+ 0.445	115.6	+ 75.3	?	xx.x	x.xxx	xx.x
#5	San Antonio Rd. & Nita Ave.	?	xx.x	x.xxx	xx.x	A	3.2	0.491	4.6	A	7.9	0.741	+ 0.250	14.6	+ 10.0	?	xx.x	x.xxx	xx.x
#6	San Antonio Rd. & California St.	?	xx.x	x.xxx	xx.x	D+	36.5	0.679	40.0	E	74.3	1.168	+ 0.490	141.9	+ 101.9	?	xx.x	x.xxx	xx.x
#7	San Antonio Rd. & El Camino Real	?	xx.x	x.xxx	xx.x	D	43.7	0.688	45.8	F	150.5	1.304	+ 0.616	216.7	+ 170.9	?	xx.x	x.xxx	xx.x
#8	Charleston Rd. & Fabian Wy.	?	xx.x	x.xxx	xx.x	C+	22.2	0.472	28.7	F	92.7	0.747	+ 0.275	114.8	+ 86.1	?	xx.x	x.xxx	xx.x
#9	Charleston Rd. & Middlefield Wy.	?	xx.x	x.xxx	xx.x	C	25.1	0.730	27.0	E+	58.6	1.039	+ 0.309	78.7	+ 51.7	?	xx.x	x.xxx	xx.x
#10	Charleston Rd. & Alma St.	?	xx.x	x.xxx	xx.x	C-	33.3	0.783	35.2	F	176.0	1.422	+ 0.639	232.7	+ 197.5	?	xx.x	x.xxx	xx.x
#11	Garcia Ave. & Bayshore Pkwy.	?	xx.x	x.xxx	xx.x	B	11.0	-	-	C	17.4	-	-	-	-	?	xx.x	x.xxx	xx.x
#12	Garcia Ave. & Salado Dr.	?	xx.x	x.xxx	xx.x	B	12.2	-	-	C	20.9	-	-	-	-	?	xx.x	x.xxx	xx.x
#17	Rengstoff Ave. & Old Middlefield Wy.	?	xx.x	x.xxx	xx.x	C	31.8	0.566	30.4	D	50.6	0.932	+ 0.365	58.6	+ 28.2	?	xx.x	x.xxx	xx.x
#18	Rengstorff Ave & Middlefield Rd	?	xx.x	x.xxx	xx.x	C	30.3	0.496	29.5	D	44.4	0.833	+ 0.337	49.4	+ 19.9	?	xx.x	x.xxx	xx.x
#19	Rengstorff Ave. & Montecito Ave.	?	xx.x	x.xxx	xx.x	A	8.2	0.390	8.0	B+	11.5	0.707	+ 0.318	13.1	+ 5.1	?	xx.x	x.xxx	xx.x
#20	Rengstorff Ave. & Central Expy.	?	xx.x	x.xxx	xx.x	D	50.8	0.599	50.8	F	143.4	0.951	+ 0.352	226.2	+ 175.3	?	xx.x	x.xxx	xx.x
#21	Rengstorff Ave. & California St.	?	xx.x	x.xxx	xx.x	C	28.2	0.425	27.2	F	80.9	1.103	+ 0.678	102.1	+ 74.9	?	xx.x	x.xxx	xx.x
#22	Rengstorff Ave. & El Camino Real	?	xx.x	x.xxx	xx.x	C	25.3	0.501	23.5	D	40.7	0.895	+ 0.394	49.7	+ 26.2	?	xx.x	x.xxx	xx.x
#23	El Monte Ave/El Camino Real	?	xx.x	x.xxx	xx.x	C-	34.7	0.750	39.4	F	100.8	1.202	+ 0.452	137.7	+ 98.3	?	xx.x	x.xxx	xx.x
#24	Springer Rd. & Foothill Expy.	?	xx.x	x.xxx	xx.x	F	117.0	0.593	216.2	F	155.5	1.367	+ 0.773	207.8	- 8.4	?	xx.x	x.xxx	xx.x
#25	Charleston Rd. & Landings Dr.	?	xx.x	x.xxx	xx.x	A	9.6	0.301	7.9	B	15.8	0.667	+ 0.366	17.7	+ 9.8	?	xx.x	x.xxx	xx.x
#26	Charleston Rd. & Alta Ave.	?	xx.x	x.xxx	xx.x	B	15.8	0.277	11.9	C+	21.6	0.271	- 0.005	19.4	+ 7.5	?	xx.x	x.xxx	xx.x
#27	Charleston Rd. & Huff Ave.	?	xx.x	x.xxx	xx.x	B	17.6	0.205	13.7	C+	21.7	0.256	+ 0.050	19.5	+ 5.8	?	xx.x	x.xxx	xx.x
#28	Charleston Rd. & Joaquin Rd.	?	xx.x	x.xxx	xx.x	B	11.8	-	-	C	24.9	-	-	-	-	?	xx.x	x.xxx	xx.x
#29	Shoreline Blvd. & Crittenden Ln.	?	xx.x	x.xxx	xx.x	A	6.1	0.324	7.8	A	5.9	0.139	- 0.185	9.9	+ 2.2	?	xx.x	x.xxx	xx.x
#30	Shoreline Blvd. & Sterlin Ct.	?	xx.x	x.xxx	xx.x	C+	20.8	0.394	21.7	C+	21.3	0.464	+ 0.070	22.4	+ 0.6	?	xx.x	x.xxx	xx.x
#31	Shoreline Blvd. & Charleston Rd.	?	xx.x	x.xxx	xx.x	C	29.5	0.426	27.4	C-	33.6	0.539	+ 0.113	35.1	+ 7.7	?	xx.x	x.xxx	xx.x
#32	Shoreline Blvd. & Space Park Wy.	?	xx.x	x.xxx	xx.x	E	44.3	-	-	F	557.9	-	-	-	-	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection		???				Existing AM				2030+P AM						???			
		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)
#33	Shoreline Blvd. & Plymouth St.	?	xx.x	x.xxx	xx.x	F	324.3	-	-	F	638.0	-	-	-	-	?	xx.x	x.xxx	xx.x
#39	Shoreline Blvd. & Montecito Ave.	?	xx.x	x.xxx	xx.x	C+	22.9	0.516	19.1	E	73.2	1.108	+ 0.593	94.4	+ 75.3	?	xx.x	x.xxx	xx.x
#40	Shoreline Blvd. & Wright Ave.	?	xx.x	x.xxx	xx.x	B+	11.5	0.466	9.8	C	25.0	0.861	+ 0.396	30.7	+ 20.9	?	xx.x	x.xxx	xx.x
#41	Shoreline Blvd. & Central Expy. [West Intersection]	?	xx.x	x.xxx	xx.x	A	6.5	0.335	4.6	F	148.8	0.856	+ 0.521	261.5	+ 256.9	?	xx.x	x.xxx	xx.x
#42	Shoreline Blvd. & Central Expy. [East Intersection]	?	xx.x	x.xxx	xx.x	B	13.1	0.434	14.0	F	107.1	0.744	+ 0.310	219.1	+ 205.1	?	xx.x	x.xxx	xx.x
#43	Shoreline Blvd. & California St.	?	xx.x	x.xxx	xx.x	C	30.4	0.460	30.8	E	66.4	1.068	+ 0.609	89.2	+ 58.4	?	xx.x	x.xxx	xx.x
#44	Shoreline Blvd. & El Camino Real	?	xx.x	x.xxx	xx.x	D+	38.5	0.697	41.7	F	191.3	1.504	+ 0.807	284.1	+ 242.4	?	xx.x	x.xxx	xx.x
#45	Miramonte Ave. & Castro St.	?	xx.x	x.xxx	xx.x	B	15.0	0.321	18.0	F	161.9	0.900	+ 0.579	272.2	+ 254.1	?	xx.x	x.xxx	xx.x
#46	Miramonte Ave. & Cuesta Dr.	?	xx.x	x.xxx	xx.x	C-	33.3	0.576	34.5	F	139.5	1.383	+ 0.808	221.5	+ 187.0	?	xx.x	x.xxx	xx.x
#47	Moffett Blvd. & US-101 SB Ramps	?	xx.x	x.xxx	xx.x	B	12.5	0.352	14.7	B	17.2	0.680	+ 0.328	19.7	+ 5.0	?	xx.x	x.xxx	xx.x
#48	Moffett Blvd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	C-	32.5	0.590	33.4	F	90.1	1.166	+ 0.576	126.3	+ 92.9	?	xx.x	x.xxx	xx.x
#49	Castro St./Moffett Blvd. & Central Expy.	?	xx.x	x.xxx	xx.x	D	48.5	0.649	59.9	F	178.8	1.244	+ 0.596	236.0	+ 176.1	?	xx.x	x.xxx	xx.x
#50	Central Expy. & SR-85 SB Ramps	?	xx.x	x.xxx	xx.x	A	7.4	0.588	8.9	C+	21.6	0.928	+ 0.340	27.3	+ 18.4	?	xx.x	x.xxx	xx.x
#51	Whisman Rd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	C+	20.5	0.396	20.5	C	27.9	0.866	+ 0.470	35.5	+ 15.0	?	xx.x	x.xxx	xx.x
#52	Whisman Rd. & Central Expy.	?	xx.x	x.xxx	xx.x	B	13.4	0.517	16.7	B	18.0	0.762	+ 0.245	30.8	+ 14.1	?	xx.x	x.xxx	xx.x
#53	Ellis St. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	B	15.8	0.652	17.8	D+	35.2	1.022	+ 0.370	55.6	+ 37.8	?	xx.x	x.xxx	xx.x
#54	Central Expy. & Ferguson Dr.	?	xx.x	x.xxx	xx.x	A	7.7	0.587	9.7	D	45.2	1.062	+ 0.475	75.0	+ 65.3	?	xx.x	x.xxx	xx.x
#55	Central Expy. & Bernardo Ave.	?	xx.x	x.xxx	xx.x	B+	10.6	0.607	9.4	A	6.6	0.620	+ 0.013	9.7	+ 0.3	?	xx.x	x.xxx	xx.x
#56	Central Expy. & Mary Ave.	?	xx.x	x.xxx	xx.x	D-	52.0	0.694	62.9	F	103.8	1.257	+ 0.562	173.7	+ 110.8	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection		???				Existing AM				2030+P AM						???			
		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)
#57	University Ave. & Bayfront Expressay (SR 84)	?	xx.x	x.xxx	xx.x	C	24.2	0.708	40.2	D-	52.0	1.074	+ 0.365	85.9	+ 45.6	?	xx.x	x.xxx	xx.x
#58	University Ave. & Bay Rd	?	xx.x	x.xxx	xx.x	D+	38.0	0.575	37.8	D-	52.2	0.923	+ 0.348	59.5	+ 21.7	?	xx.x	x.xxx	xx.x
#59	University Ave. & Donohoe St	?	xx.x	x.xxx	xx.x	E	66.0	0.921	71.9	F	98.1	1.068	+ 0.147	109.3	+ 37.4	?	xx.x	x.xxx	xx.x
#60	101 Northbound Off-Ramp. & Donohoe St	?	xx.x	x.xxx	xx.x	A	9.1	0.305	9.2	B	13.6	0.355	+ 0.050	14.4	+ 5.2	?	xx.x	x.xxx	xx.x
#61	University Ave. & 101 Southbound Off-Ramp	?	xx.x	x.xxx	xx.x	C	28.3	0.679	44.0	D	44.0	0.915	+ 0.236	60.7	+ 16.7	?	xx.x	x.xxx	xx.x
#62	Embarcadero Rd. & E. Bayshore Rd.	?	xx.x	x.xxx	xx.x	D	44.0	0.793	46.8	E	64.3	0.989	+ 0.196	75.5	+ 28.7	?	xx.x	x.xxx	xx.x
#63	Middlefield Rd. & Embarcadero Rd	?	xx.x	x.xxx	xx.x	C-	33.2	0.510	34.9	F	92.7	1.077	+ 0.567	99.5	+ 64.6	?	xx.x	x.xxx	xx.x
#64	Oregon Expwy. Middlefield Rd	?	xx.x	x.xxx	xx.x	D	46.7	0.733	54.8	F	177.3	1.292	+ 0.559	274.2	+ 219.4	?	xx.x	x.xxx	xx.x
#65	Arastradero Rd. /Charleston Rd. & El Camino Real	?	xx.x	x.xxx	xx.x	D	43.0	0.631	43.9	F	135.1	1.302	+ 0.671	207.1	+ 163.2	?	xx.x	x.xxx	xx.x
#66	Foothill Expwy. & Arastradero Rd	?	xx.x	x.xxx	xx.x	E+	59.7	0.557	53.1	F	295.8	1.249	+ 0.692	404.4	+ 351.3	?	xx.x	x.xxx	xx.x
#67	Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd	?	xx.x	x.xxx	xx.x	F	160.4	-	-	F	711.2	-	-	-	-	?	xx.x	x.xxx	xx.x
#68	Moffett Blvd. & 101 Northbound Off Ramp	?	xx.x	x.xxx	xx.x	B	15.2	0.304	16.3	B	17.6	0.639	+ 0.335	19.5	+ 3.2	?	xx.x	x.xxx	xx.x
#69	Moffett Blvd. & Leong Dr	?	xx.x	x.xxx	xx.x	B	13.6	0.365	14.9	C	24.4	0.877	+ 0.513	35.0	+ 20.2	?	xx.x	x.xxx	xx.x
#70	Moffett Blvd. & SR 85 Southbound Off Ramp	?	xx.x	x.xxx	xx.x	A	1.6	0.218	1.6	F	420.5	-	-	-	-	?	xx.x	x.xxx	xx.x
#71	New St & Charleston	?	xx.x	x.xxx	xx.x	-	-	-	-	B	12.8	-	-	-	-	?	xx.x	x.xxx	xx.x
#72	New St & Shorebird Way	?	xx.x	x.xxx	xx.x	-	-	-	-	D	32.0	-	-	-	-	?	xx.x	x.xxx	xx.x
#73	New St & Space Parky	?	xx.x	x.xxx	xx.x	-	-	-	-	C	19.7	-	-	-	-	?	xx.x	x.xxx	xx.x
#74	Inigo Wy. & Pear Ave	?	xx.x	x.xxx	xx.x	B	10.2	-	-	C	23.3	-	-	-	-	?	xx.x	x.xxx	xx.x
#75	Inigo Wy. & La Avenida St	?	xx.x	x.xxx	xx.x	B	10.8	-	-	C	23.6	-	-	-	-	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection		???				Existing PM				2030+P PM						???			
		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)
#3	San Antonio Rd. & Charleston Rd.	?	xx.x	x.xxx	xx.x	D	46.1	0.694	52.8	F	107.2	1.145	+ 0.450	132.4	+ 79.6	?	xx.x	x.xxx	xx.x
#4	San Antonio Rd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	E+	57.6	0.756	61.4	F	140.5	1.164	+ 0.408	153.8	+ 92.5	?	xx.x	x.xxx	xx.x
#5	San Antonio Rd. & Nita Ave.	?	xx.x	x.xxx	xx.x	A	3.3	0.542	0.9	C	27.3	0.944	+ 0.402	53.2	+ 52.3	?	xx.x	x.xxx	xx.x
#6	San Antonio Rd. & California St.	?	xx.x	x.xxx	xx.x	C-	33.3	0.609	43.4	F	83.7	1.141	+ 0.531	128.4	+ 85.0	?	xx.x	x.xxx	xx.x
#7	San Antonio Rd. & El Camino Real	?	xx.x	x.xxx	xx.x	D	47.7	0.781	47.1	F	199.2	1.501	+ 0.719	281.4	+ 234.3	?	xx.x	x.xxx	xx.x
#8	Charleston Rd. & Fabian Wy.	?	xx.x	x.xxx	xx.x	C+	22.9	0.531	23.2	C	24.0	0.784	+ 0.253	26.1	+ 2.9	?	xx.x	x.xxx	xx.x
#9	Charleston Rd. & Middlefield Wy.	?	xx.x	x.xxx	xx.x	D+	37.3	0.684	37.4	F	101.4	1.151	+ 0.467	120.3	+ 82.9	?	xx.x	x.xxx	xx.x
#10	Charleston Rd. & Alma St.	?	xx.x	x.xxx	xx.x	D	41.4	0.745	46.2	F	246.2	1.558	+ 0.813	305.5	+ 259.2	?	xx.x	x.xxx	xx.x
#11	Garcia Ave. & Bayshore Pkwy.	?	xx.x	x.xxx	xx.x	B	11.5	-	-	B	15.0	-	-	-	-	?	xx.x	x.xxx	xx.x
#12	Garcia Ave. & Salado Dr.	?	xx.x	x.xxx	xx.x	B	11.7	-	-	F	72.7	-	-	-	-	?	xx.x	x.xxx	xx.x
#17	Rengstoff Ave. & Old Middlefield Wy.	?	xx.x	x.xxx	xx.x	D	46.2	0.551	48.2	F	110.1	1.184	+ 0.634	159.3	+ 111.2	?	xx.x	x.xxx	xx.x
#18	Rengstorff Ave & Middlefield Rd	?	xx.x	x.xxx	xx.x	C-	34.5	0.425	31.5	D	40.4	0.765	+ 0.339	41.3	+ 9.8	?	xx.x	x.xxx	xx.x
#19	Rengstorff Ave. & Montecito Ave.	?	xx.x	x.xxx	xx.x	A	6.4	0.252	6.2	B+	12.0	0.607	+ 0.355	12.9	+ 6.7	?	xx.x	x.xxx	xx.x
#20	Rengstorff Ave. & Central Expy.	?	xx.x	x.xxx	xx.x	E	70.9	0.743	83.7	F	180.7	1.344	+ 0.601	222.7	+ 139.0	?	xx.x	x.xxx	xx.x
#21	Rengstorff Ave. & California St.	?	xx.x	x.xxx	xx.x	C-	34.5	0.446	29.9	F	180.0	1.381	+ 0.935	227.0	+ 197.1	?	xx.x	x.xxx	xx.x
#22	Rengstorff Ave. & El Camino Real	?	xx.x	x.xxx	xx.x	C	25.5	0.543	25.2	F	172.1	1.321	+ 0.778	242.2	+ 217.0	?	xx.x	x.xxx	xx.x
#23	El Monte Ave/El Camino Real	?	xx.x	x.xxx	xx.x	D+	38.6	0.821	45.0	D	42.7	0.949	+ 0.128	60.2	+ 15.1	?	xx.x	x.xxx	xx.x
#24	Springer Rd. & Foothill Expy.	?	xx.x	x.xxx	xx.x	D-	51.2	0.797	56.6	F	152.8	1.279	+ 0.482	179.0	+ 122.3	?	xx.x	x.xxx	xx.x
#25	Charleston Rd. & Landings Dr.	?	xx.x	x.xxx	xx.x	B	13.9	0.320	12.9	B	17.2	0.526	+ 0.206	16.6	+ 3.7	?	xx.x	x.xxx	xx.x
#26	Charleston Rd. & Alta Ave.	?	xx.x	x.xxx	xx.x	C	28.4	0.338	27.2	C	28.9	0.388	+ 0.050	26.9	- 0.4	?	xx.x	x.xxx	xx.x
#27	Charleston Rd. & Huff Ave.	?	xx.x	x.xxx	xx.x	C+	22.1	0.210	19.3	B-	19.7	0.213	+ 0.003	17.5	- 1.9	?	xx.x	x.xxx	xx.x
#28	Charleston Rd. & Joaquin Rd.	?	xx.x	x.xxx	xx.x	C	17.7	-	-	C	31.4	-	-	-	-	?	xx.x	x.xxx	xx.x
#29	Shoreline Blvd. & Crittenden Ln.	?	xx.x	x.xxx	xx.x	A	8.5	0.230	8.1	A	8.1	0.169	- 0.062	9.2	+ 1.1	?	xx.x	x.xxx	xx.x
#30	Shoreline Blvd. & Sterlin Ct.	?	xx.x	x.xxx	xx.x	C+	21.4	0.367	21.8	C	24.2	0.481	+ 0.114	26.5	+ 4.7	?	xx.x	x.xxx	xx.x
#31	Shoreline Blvd. & Charleston Rd.	?	xx.x	x.xxx	xx.x	D-	53.2	0.856	58.2	D	44.4	0.670	- 0.186	46.3	- 11.9	?	xx.x	x.xxx	xx.x
#32	Shoreline Blvd. & Space Park Wy.	?	xx.x	x.xxx	xx.x	D	27.2	-	-	F	1758	-	-	-	-	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection		???				Existing PM				2030+P PM						???			
		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)
#33	Shoreline Blvd. & Plymouth St.	?	xx.x	x.xxx	xx.x	F	368.4	-	-	F	589.9	-	-	-	-	?	xx.x	x.xxx	xx.x
#39	Shoreline Blvd. & Montecito Ave.	?	xx.x	x.xxx	xx.x	C	25.7	0.662	26.5	E-	75.1	1.150	+ 0.487	112.7	+ 86.2	?	xx.x	x.xxx	xx.x
#40	Shoreline Blvd. & Wright Ave.	?	xx.x	x.xxx	xx.x	B	13.8	0.680	15.2	D+	37.0	1.016	+ 0.336	52.7	+ 37.5	?	xx.x	x.xxx	xx.x
#41	Shoreline Blvd. & Central Expy. [West Intersection]	?	xx.x	x.xxx	xx.x	A	5.5	0.463	4.4	F	321.0	1.232	+ 0.769	532.2	+ 527.8	?	xx.x	x.xxx	xx.x
#42	Shoreline Blvd. & Central Expy. [East Intersection]	?	xx.x	x.xxx	xx.x	A	7.5	0.538	12.4	F	154.5	0.909	+ 0.371	297.2	+ 284.8	?	xx.x	x.xxx	xx.x
#43	Shoreline Blvd. & California St.	?	xx.x	x.xxx	xx.x	C-	33.9	0.555	32.8	F	187.6	1.373	+ 0.818	216.2	+ 183.4	?	xx.x	x.xxx	xx.x
#44	Shoreline Blvd. & El Camino Real	?	xx.x	x.xxx	xx.x	D+	38.3	0.659	41.8	F	230.2	1.569	+ 0.910	347.4	+ 305.7	?	xx.x	x.xxx	xx.x
#45	Miramonte Ave. & Castro St.	?	xx.x	x.xxx	xx.x	B	12.1	0.356	12.9	C	29.2	0.695	+ 0.339	37.0	+ 24.1	?	xx.x	x.xxx	xx.x
#46	Miramonte Ave. & Cuesta Dr.	?	xx.x	x.xxx	xx.x	C	31.7	0.530	31.5	F	95.7	1.189	+ 0.658	135.2	+ 103.7	?	xx.x	x.xxx	xx.x
#47	Moffett Blvd. & US-101 SB Ramps	?	xx.x	x.xxx	xx.x	A	9.3	0.380	12.6	B+	11.6	0.600	+ 0.220	15.1	+ 2.5	?	xx.x	x.xxx	xx.x
#48	Moffett Blvd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	D+	38.6	0.573	40.1	F	107.4	1.208	+ 0.635	146.3	+ 106.2	?	xx.x	x.xxx	xx.x
#49	Castro St./Moffett Blvd. & Central Expy.	?	xx.x	x.xxx	xx.x	E	61.9	0.804	73.4	F	389.9	1.858	+ 1.054	488.4	+ 415.0	?	xx.x	x.xxx	xx.x
#50	Central Expy. & SR-85 SB Ramps	?	xx.x	x.xxx	xx.x	B	15.0	0.676	16.8	F	168.2	1.458	+ 0.782	233.7	+ 216.9	?	xx.x	x.xxx	xx.x
#51	Whisman Rd. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	B	17.5	0.579	18.5	D	41.3	1.028	+ 0.450	56.5	+ 38.0	?	xx.x	x.xxx	xx.x
#52	Whisman Rd. & Central Expy.	?	xx.x	x.xxx	xx.x	B	15.6	0.536	23.0	F	178.2	1.546	+ 1.010	275.2	+ 252.2	?	xx.x	x.xxx	xx.x
#53	Ellis St. & Middlefield Rd.	?	xx.x	x.xxx	xx.x	B+	11.1	0.508	12.6	B	17.5	0.822	+ 0.313	21.6	+ 9.0	?	xx.x	x.xxx	xx.x
#54	Central Expy. & Ferguson Dr.	?	xx.x	x.xxx	xx.x	A	5.3	0.595	9.1	F	123.3	1.359	+ 0.765	190.7	+ 181.5	?	xx.x	x.xxx	xx.x
#55	Central Expy. & Bernardo Ave.	?	xx.x	x.xxx	xx.x	B+	11.3	0.573	12.0	D	46.3	1.071	+ 0.497	70.2	+ 58.2	?	xx.x	x.xxx	xx.x
#56	Central Expy. & Mary Ave.	?	xx.x	x.xxx	xx.x	E	67.2	0.756	83.4	F	134.6	1.065	+ 0.310	220.1	+ 136.7	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

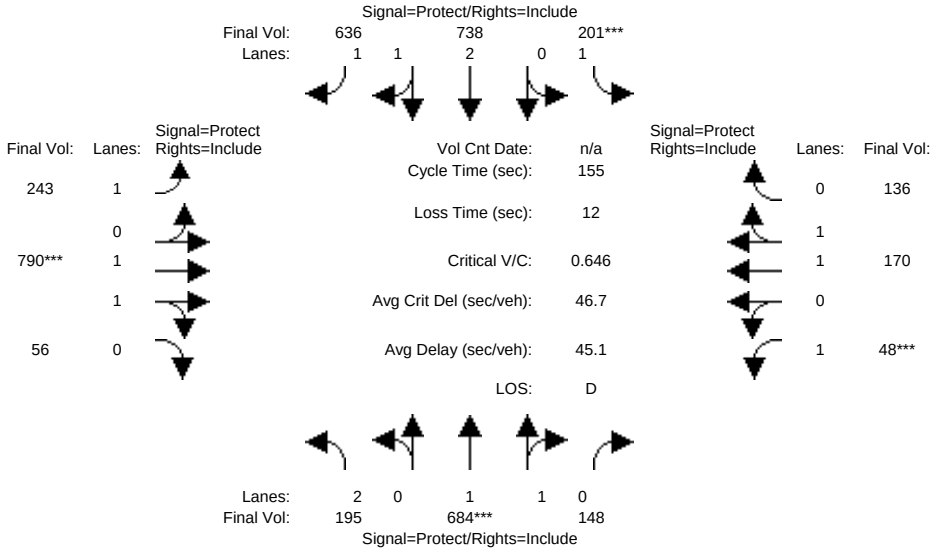
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Existing PM				2030+P PM						???			
		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)
#57	University Ave. & Bayfront Expressay (SR 84)	?	xx.x	x.xxx	xx.x	F	82.7	1.065	95.7	F	218.3	1.615	+ 0.550	287.6	+ 191.9	?	xx.x	x.xxx	xx.x
#58	University Ave. & Bay Rd	?	xx.x	x.xxx	xx.x	D	47.1	0.801	51.0	F	98.0	1.121	+ 0.321	119.2	+ 68.3	?	xx.x	x.xxx	xx.x
#59	University Ave. & Donohoe St	?	xx.x	x.xxx	xx.x	D	42.5	0.655	50.6	D	41.9	0.693	+ 0.038	45.8	- 4.9	?	xx.x	x.xxx	xx.x
#60	101 Northbound Off-Ramp. & Donohoe St	?	xx.x	x.xxx	xx.x	B-	18.1	0.724	21.2	C	24.1	0.812	+ 0.087	26.6	+ 5.4	?	xx.x	x.xxx	xx.x
#61	University Ave. & 101 Southbound Off-Ramp	?	xx.x	x.xxx	xx.x	C	25.0	0.687	36.1	C-	33.3	0.862	+ 0.174	44.1	+ 7.9	?	xx.x	x.xxx	xx.x
#62	Embarcadero Rd. & E. Bayshore Rd.	?	xx.x	x.xxx	xx.x	D-	53.6	0.820	58.6	F	99.2	1.081	+ 0.261	110.8	+ 52.1	?	xx.x	x.xxx	xx.x
#63	Middlefield Rd. & Embarcadero Rd	?	xx.x	x.xxx	xx.x	D+	36.6	0.596	38.6	F	171.3	1.247	+ 0.651	168.1	+ 129.5	?	xx.x	x.xxx	xx.x
#64	Oregon Expwy. Middlefield Rd	?	xx.x	x.xxx	xx.x	D	47.3	0.725	57.0	F	206.9	1.578	+ 0.853	304.0	+ 247.1	?	xx.x	x.xxx	xx.x
#65	Arastradero Rd. /Charleston Rd. & El Camino Real	?	xx.x	x.xxx	xx.x	D	46.3	0.767	49.7	F	170.0	1.400	+ 0.633	240.1	+ 190.4	?	xx.x	x.xxx	xx.x
#66	Foothill Expwy. & Arastradero Rd	?	xx.x	x.xxx	xx.x	F	123.8	0.495	144.2	F	323.8	1.384	+ 0.889	462.2	+ 317.9	?	xx.x	x.xxx	xx.x
#67	Page Mill Rd. & 280 Southbound Off Ramp. / Arastradero Rd	?	xx.x	x.xxx	xx.x	F	119.3	-	-	F	678.0	-	-	-	-	?	xx.x	x.xxx	xx.x
#68	Moffett Blvd. & 101 Northbound Off Ramp	?	xx.x	x.xxx	xx.x	C	23.5	0.322	22.5	C+	22.4	0.679	+ 0.357	31.2	+ 8.8	?	xx.x	x.xxx	xx.x
#69	Moffett Blvd. & Leong Dr	?	xx.x	x.xxx	xx.x	B+	10.9	0.339	16.6	B	16.1	0.588	+ 0.248	14.7	- 1.9	?	xx.x	x.xxx	xx.x
#70	Moffett Blvd. & SR 85 Southbound Off Ramp	?	xx.x	x.xxx	xx.x	B	12.8	-	-	F	90.1	-	-	-	-	?	xx.x	x.xxx	xx.x
#71	New St & Charleston	?	xx.x	x.xxx	xx.x	-	-	-	-	D	25.4	-	-	-	-	?	xx.x	x.xxx	xx.x
#72	New St & Shorebird Way	?	xx.x	x.xxx	xx.x	-	-	-	-	F	309.4	-	-	-	-	?	xx.x	x.xxx	xx.x
#73	New St & Space Parky	?	xx.x	x.xxx	xx.x	-	-	-	-	F	145.7	-	-	-	-	?	xx.x	x.xxx	xx.x
#74	Inigo Wy. & Pear Ave	?	xx.x	x.xxx	xx.x	A	9.9	-	-	E	45.1	-	-	-	-	?	xx.x	x.xxx	xx.x
#75	Inigo Wy. & La Avenida St	?	xx.x	x.xxx	xx.x	B	13.4	-	-	E	40.1	-	-	-	-	?	xx.x	x.xxx	xx.x

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #3: San Antonio Rd. & Charleston Rd.



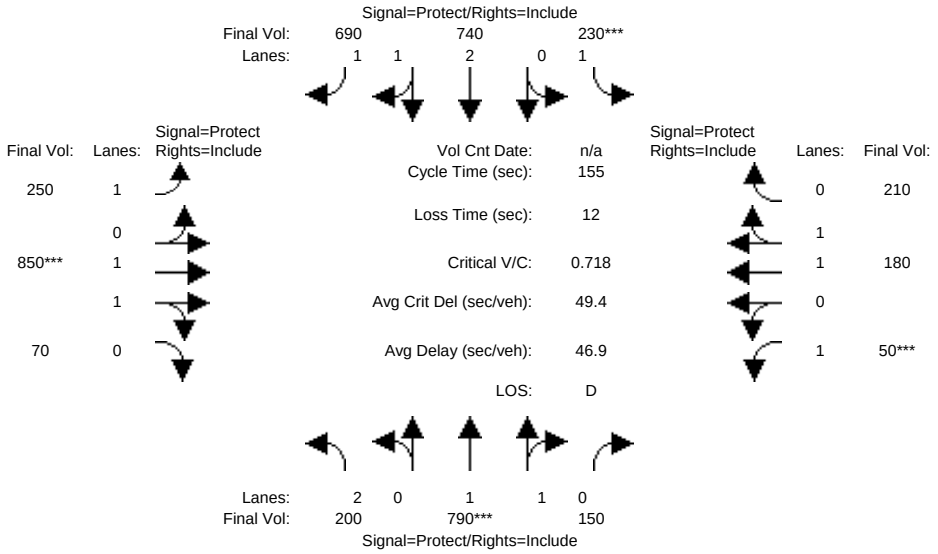
Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	195	684	148	201	738	636	243	790	56	48	170	136
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:	195	684	148	201	738	636	243	790	56	48	170	136
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:	195	684	148	201	738	636	243	790	56	48	170	136
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:	195	684	148	201	738	636	243	790	56	48	170	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	684	148	201	738	636	243	790	56	48	170	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	684	148	201	738	636	243	790	56	48	170	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	1.63	0.37	1.00	2.07	1.93	1.00	1.86	0.14	1.00	1.09	0.91
Final Sat.:	3150	3041	658	1750	3926	3384	1750	3455	245	1750	2054	1643
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.11	0.19	0.19	0.14	0.23	0.23	0.03	0.08	0.08
Crit Moves:		****		****				****		****		
Green Time:	20.1	53.8	53.8	27.5	61.2	61.2	38.7	54.7	54.7	7.0	23.0	23.0
Volume/Cap:	0.48	0.65	0.65	0.65	0.48	0.48	0.56	0.65	0.65	0.61	0.56	0.56
Delay/Veh:	63.4	43.8	43.8	64.0	35.1	35.1	52.3	43.2	43.2	85.5	62.5	62.5
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:	63.4	43.8	43.8	64.0	35.1	35.1	52.3	43.2	43.2	85.5	62.5	62.5
LOS by Move:	E	D	D	E	D+	D+	D-	D	D	F	E	E
HCM2k95thQ:	9	27	27	19	22	22	19	29	29	7	14	14

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #3: San Antonio Rd. & Charleston Rd.



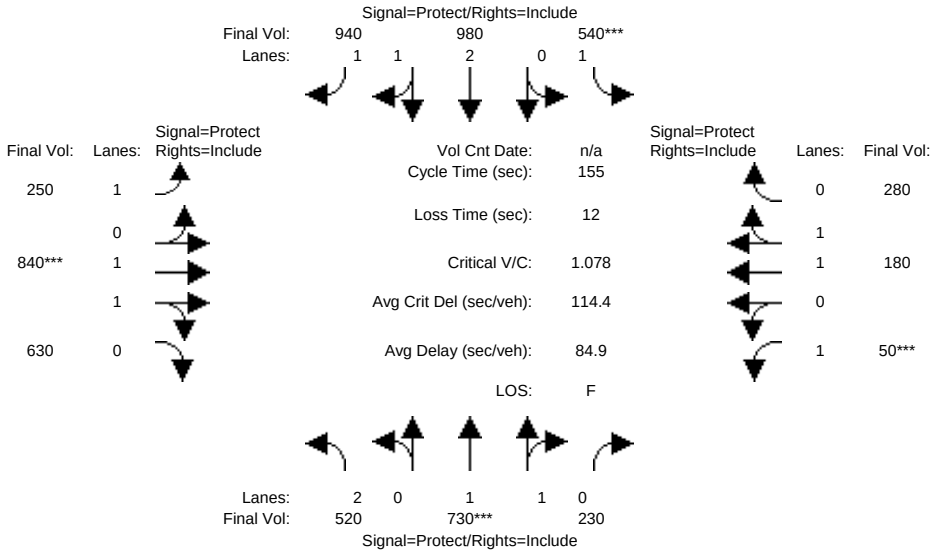
Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	790	150	230	740	690	250	850	70	50	180	210
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:	200	790	150	230	740	690	250	850	70	50	180	210
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:	200	790	150	230	740	690	250	850	70	50	180	210
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:	200	790	150	230	740	690	250	850	70	50	180	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	790	150	230	740	690	250	850	70	50	180	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	790	150	230	740	690	250	850	70	50	180	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	2.00	1.67	0.33	1.00	2.00	2.00	1.00	1.84	0.16	1.00	1.00	1.00
Final Sat.:	3150	3109	590	1750	3800	3500	1750	3418	282	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.13	0.19	0.20	0.14	0.25	0.25	0.03	0.09	0.12
Crit Moves:		****		****				****		****		
Green Time:	20.1	54.5	54.5	28.2	62.5	62.5	32.8	53.3	53.3	7.0	27.5	27.5
Volume/Cap:	0.49	0.72	0.72	0.72	0.48	0.49	0.68	0.72	0.72	0.63	0.53	0.68
Delay/Veh:	63.6	45.7	45.7	67.7	34.4	34.5	61.1	46.5	46.5	88.2	58.7	62.7
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:	63.6	45.7	45.7	67.7	34.4	34.5	61.1	46.5	46.5	88.2	58.7	62.7
LOS by Move:	E	D	D	E	C-	C-	E	D	D	F	E+	E
HCM2k95thQ:	10	31	31	22	23	23	21	33	33	7	15	20

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #3: San Antonio Rd. & Charleston Rd.



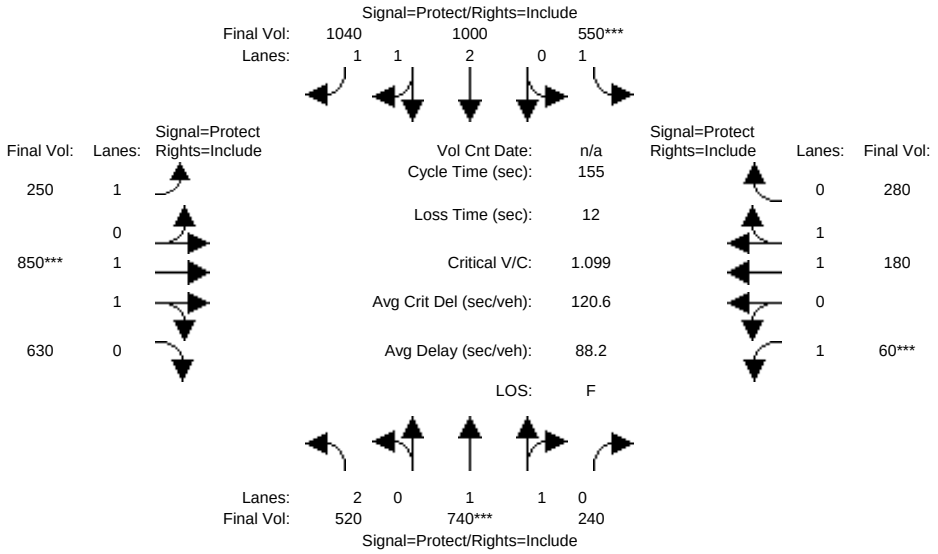
Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	730	230	540	980	940	250	840	630	50	180	280
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:	520	730	230	540	980	940	250	840	630	50	180	280
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:	520	730	230	540	980	940	250	840	630	50	180	280
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:	520	730	230	540	980	940	250	840	630	50	180	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	730	230	540	980	940	250	840	630	50	180	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	730	230	540	980	940	250	840	630	50	180	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	1.51	0.49	1.00	2.00	2.00	1.00	1.12	0.88	1.00	1.00	1.00
Final Sat.:	3150	2813	886	1750	3800	3500	1750	2113	1585	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.31	0.26	0.27	0.14	0.40	0.40	0.03	0.09	0.16
Crit Moves:		****		****				****		****		
Green Time:	30.5	36.6	36.6	43.5	49.6	49.6	29.7	56.0	56.0	7.0	33.3	33.3
Volume/Cap:	0.84	1.10	1.10	1.10	0.81	0.84	0.75	1.10	1.10	0.63	0.44	0.75
Delay/Veh:	69.9	121	121.0	126.6	50.5	52.0	67.9	106	106.5	88.2	53.1	61.8
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:	69.9	121	121.0	126.6	50.5	52.0	67.9	106	106.5	88.2	53.1	61.8
LOS by Move:	E	F	F	F	D	D-	E	F	F	F	D-	E
HCM2k95thQ:	27	49	49	59	38	40	22	70	70	7	14	26

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #3: San Antonio Rd. & Charleston Rd.



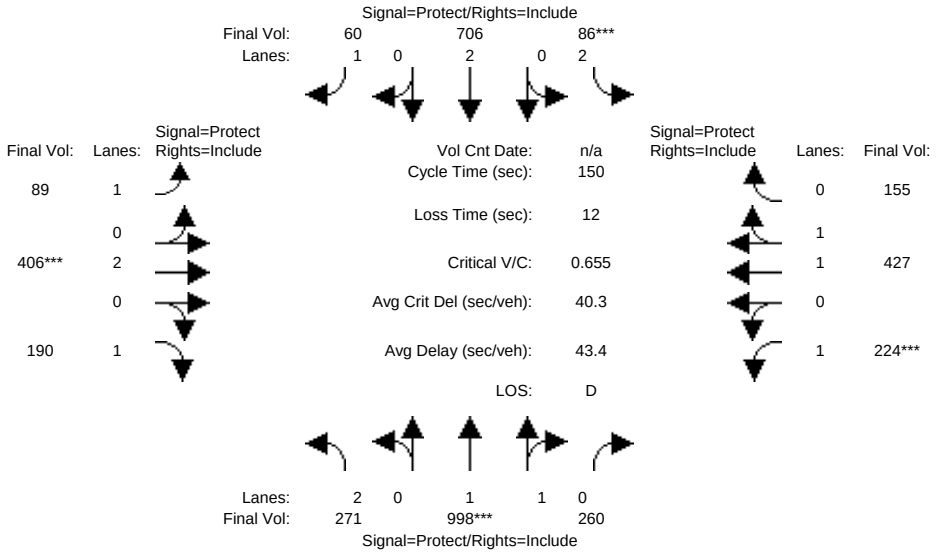
Street Name:	San Antonio Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	520	740	240	550	1000	1040	250	850	630	60	180	280
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:	520	740	240	550	1000	1040	250	850	630	60	180	280
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:	520	740	240	550	1000	1040	250	850	630	60	180	280
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:	520	740	240	550	1000	1040	250	850	630	60	180	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	740	240	550	1000	1040	250	850	630	60	180	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	740	240	550	1000	1040	250	850	630	60	180	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	1.50	0.50	1.00	2.00	2.00	1.00	1.13	0.87	1.00	1.00	1.00
Final Sat.:	3150	2793	906	1750	3800	3500	1750	2124	1574	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.31	0.26	0.30	0.14	0.40	0.40	0.03	0.09	0.16
Crit Moves:		****		****				****		****		
Green Time:	28.7	36.8	36.8	43.6	51.7	51.7	29.5	55.6	55.6	7.0	33.1	33.1
Volume/Cap:	0.89	1.12	1.12	1.12	0.79	0.89	0.75	1.12	1.12	0.76	0.44	0.75
Delay/Veh:	77.3	127	126.7	132.0	48.4	53.8	68.4	113	112.8	107.2	53.3	62.2
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:	77.3	127	126.7	132.0	48.4	53.8	68.4	113	112.8	107.2	53.3	62.2
LOS by Move:	E-	F	F	F	D	D-	E	F	F	F	D-	E
HCM2k95thQ:	28	51	51	61	38	46	22	71	71	9	14	26

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #4: San Antonio Rd. & Middlefield Rd.



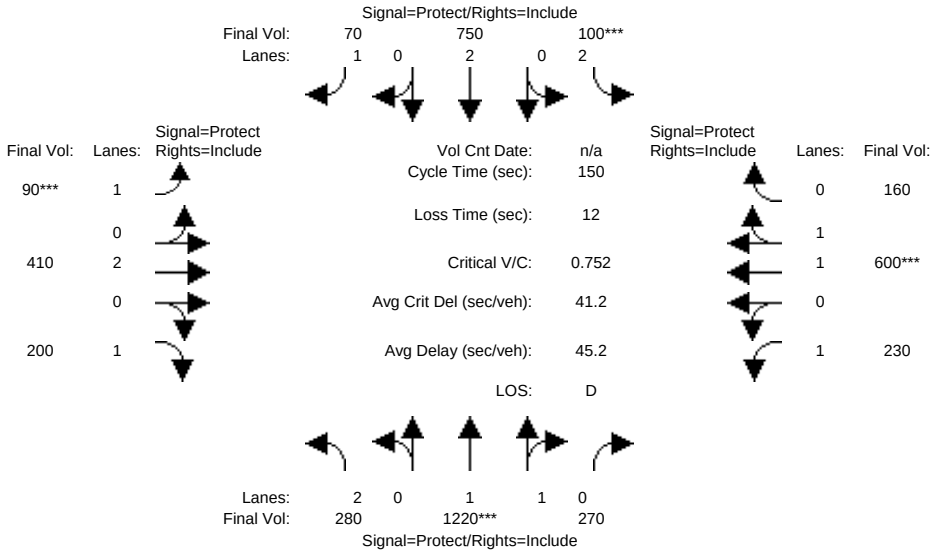
Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	271	998	260	86	706	60	89	406	190	224	427	155
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:	271	998	260	86	706	60	89	406	190	224	427	155
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:	271	998	260	86	706	60	89	406	190	224	427	155
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:	271	998	260	86	706	60	89	406	190	224	427	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	998	260	86	706	60	89	406	190	224	427	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	998	260	86	706	60	89	406	190	224	427	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	1.58	0.42	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.45	0.55
Final Sat.:	3150	2935	765	3150	3800	1750	1750	3800	1750	1750	2714	985
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.34	0.03	0.19	0.03	0.05	0.11	0.11	0.13	0.16	0.16
Crit Moves:		****		****				****		****		
Green Time:	26.7	77.5	77.5	7.0	57.7	57.7	13.1	24.3	24.3	29.2	40.4	40.4
Volume/Cap:	0.48	0.66	0.66	0.59	0.48	0.09	0.58	0.66	0.67	0.66	0.58	0.58
Delay/Veh:	56.1	27.4	27.4	76.0	35.1	29.4	71.5	61.5	65.1	60.5	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:	56.1	27.4	27.4	76.0	35.1	29.4	71.5	61.5	65.1	60.5	48.4	48.4
LOS by Move:	E+	C	C	E-	D+	C	E	E	E	E	D	D
HCM2k95thQ:	12	36	36	4	20	4	10	18	18	19	21	21

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #4: San Antonio Rd. & Middlefield Rd.



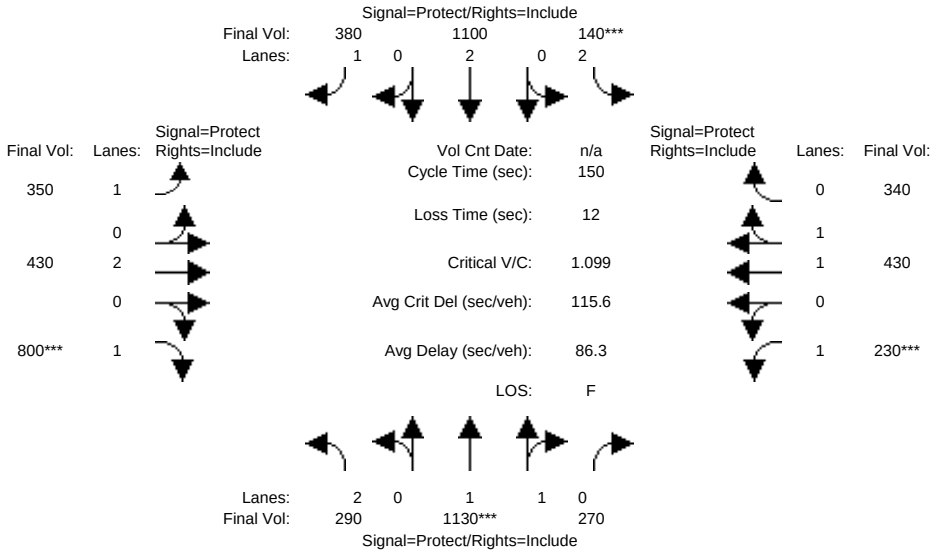
Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1220	270	100	750	70	90	410	200	230	600	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1220	270	100	750	70	90	410	200	230	600	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1220	270	100	750	70	90	410	200	230	600	160
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:	280	1220	270	100	750	70	90	410	200	230	600	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1220	270	100	750	70	90	410	200	230	600	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1220	270	100	750	70	90	410	200	230	600	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	1.63	0.37	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43
Final Sat.:	3150	3029	670	3150	3800	1750	1750	3800	1750	1750	2920	779
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.03	0.20	0.04	0.05	0.11	0.11	0.13	0.21	0.21
Crit Moves:		****			****			****			****	
Green Time:	27.0	80.0	80.0	7.0	60.0	60.0	10.2	23.7	23.7	27.3	40.8	40.8
Volume/Cap:	0.49	0.76	0.76	0.68	0.49	0.10	0.76	0.68	0.72	0.72	0.76	0.76
Delay/Veh:	56.0	29.1	29.1	82.6	33.9	28.2	92.4	62.8	69.0	65.7	53.3	53.3
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:	56.0	29.1	29.1	82.6	33.9	28.2	92.4	62.8	69.0	65.7	53.3	53.3
LOS by Move:	E+	C	C	F	C-	C	F	E	E	E	D-	D-
HCM2k95thQ:	13	44	44	5	21	4	12	18	20	20	28	28

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #4: San Antonio Rd. & Middlefield Rd.



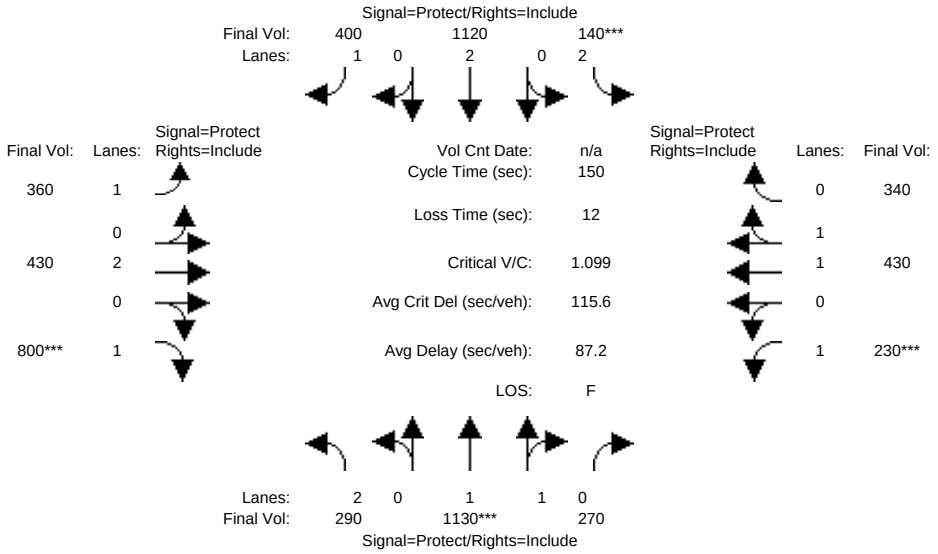
Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1130	270	140	1100	380	350	430	800	230	430	340
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:	290	1130	270	140	1100	380	350	430	800	230	430	340
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:	290	1130	270	140	1100	380	350	430	800	230	430	340
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:	290	1130	270	140	1100	380	350	430	800	230	430	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1130	270	140	1100	380	350	430	800	230	430	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	1130	270	140	1100	380	350	430	800	230	430	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.60	0.40	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.09	0.91
Final Sat.:	3150	2986	713	3150	3800	1750	1750	3800	1750	1750	2065	1633
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.38	0.04	0.29	0.22	0.20	0.11	0.46	0.13	0.21	0.21
Crit Moves:		****		****					****	****		
Green Time:	14.1	51.3	51.3	7.0	44.2	44.2	39.1	61.9	61.9	17.8	40.7	40.7
Volume/Cap:	0.98	1.11	1.11	0.95	0.98	0.74	0.77	0.27	1.11	1.11	0.77	0.77
Delay/Veh:	115.2	109	109.4	131.1	75.1	53.2	59.0	29.2	110.9	160.2	54.0	54.0
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:	115.2	109	109.4	131.1	75.1	53.2	59.0	29.2	110.9	160.2	54.0	54.0
LOS by Move:	F	F	F	F	E-	D-	E+	C	F	F	D-	D-
HCM2k95thQ:	17	65	65	9	47	30	30	12	81	27	29	29

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #4: San Antonio Rd. & Middlefield Rd.



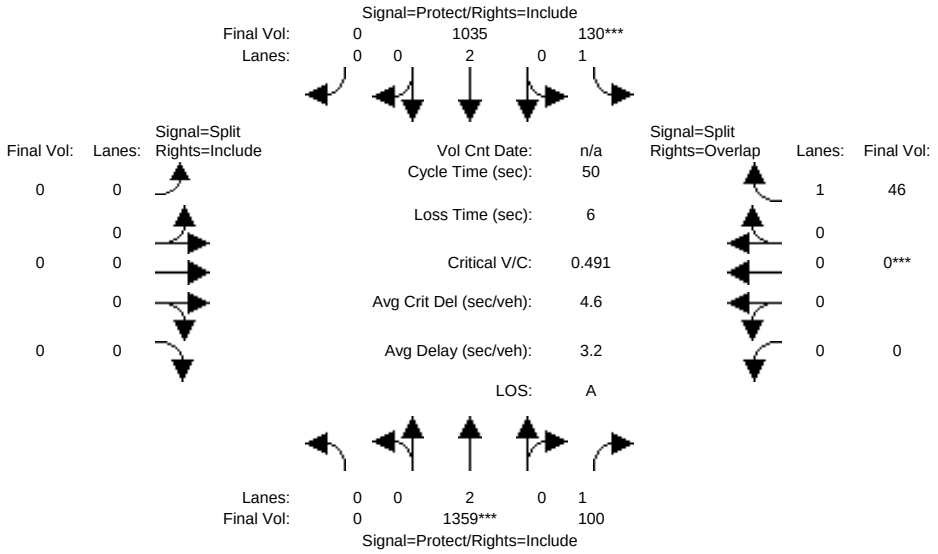
Street Name:	San Antonio Road						Middlefield Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1130	270	140	1120	400	360	430	800	230	430	340
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:	290	1130	270	140	1120	400	360	430	800	230	430	340
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:	290	1130	270	140	1120	400	360	430	800	230	430	340
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:	290	1130	270	140	1120	400	360	430	800	230	430	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1130	270	140	1120	400	360	430	800	230	430	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	1130	270	140	1120	400	360	430	800	230	430	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.60	0.40	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.09	0.91
Final Sat.:	3150	2986	713	3150	3800	1750	1750	3800	1750	1750	2065	1633
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.38	0.04	0.29	0.23	0.21	0.11	0.46	0.13	0.21	0.21
Crit Moves:		****		****					****	****		
Green Time:	13.9	51.3	51.3	7.0	44.4	44.4	39.6	61.9	61.9	17.8	40.1	40.1
Volume/Cap:	1.00	1.11	1.11	0.95	1.00	0.77	0.78	0.27	1.11	1.11	0.78	0.78
Delay/Veh:	119.5	109	109.4	131.1	78.5	55.3	59.4	29.2	110.9	160.2	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:	119.5	109	109.4	131.1	78.5	55.3	59.4	29.2	110.9	160.2	54.8	54.8
LOS by Move:	F	F	F	F	E-	E+	E+	C	F	F	D-	D-
HCM2k95thQ:	17	65	65	9	48	32	31	12	81	27	29	29

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #5: San Antonio Rd. & Nita Ave.



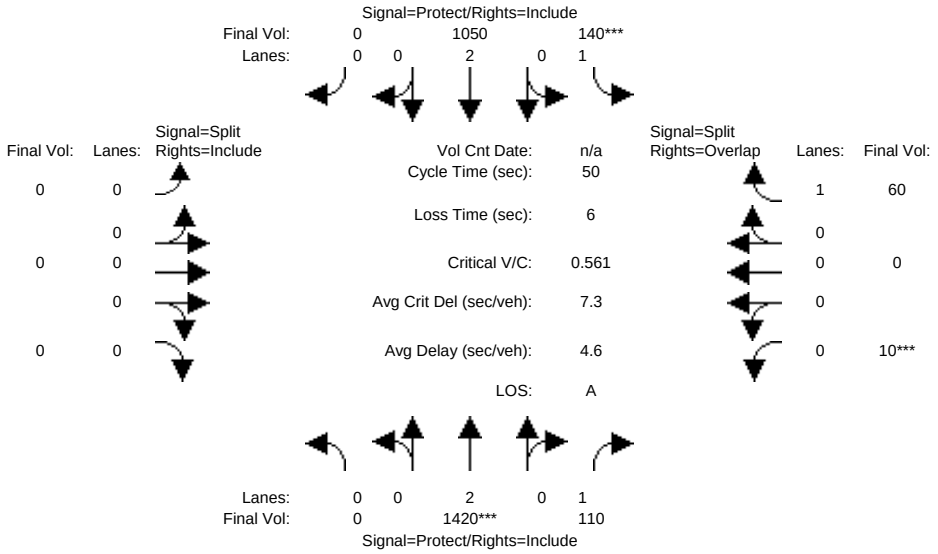
Street Name:	San Antonio Road						Nita Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1359	100	130	1035	0	0	0	0	0	0	46
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	1359	100	130	1035	0	0	0	0	0	0	46
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	1359	100	130	1035	0	0	0	0	0	0	46
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	1359	100	130	1035	0	0	0	0	0	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1359	100	130	1035	0	0	0	0	0	0	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1359	100	130	1035	0	0	0	0	0	0	46
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	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.06	0.07	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Moves:		****		****							****	
Green Time:	0.0	36.4	36.4	7.6	44.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6
Volume/Cap:	0.00	0.49	0.08	0.49	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.17
Delay/Veh:	0.0	3.0	2.0	20.9	0.5	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	3.0	2.0	20.9	0.5	0.0	0.0	0.0	0.0	0.0	0.0	18.8
LOS by Move:	A	A	A	C+	A	A	A	A	A	A	A	B-
HCM2k95thQ:	0	10	1	4	3	0	0	0	0	0	0	2

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #5: San Antonio Rd. & Nita Ave.



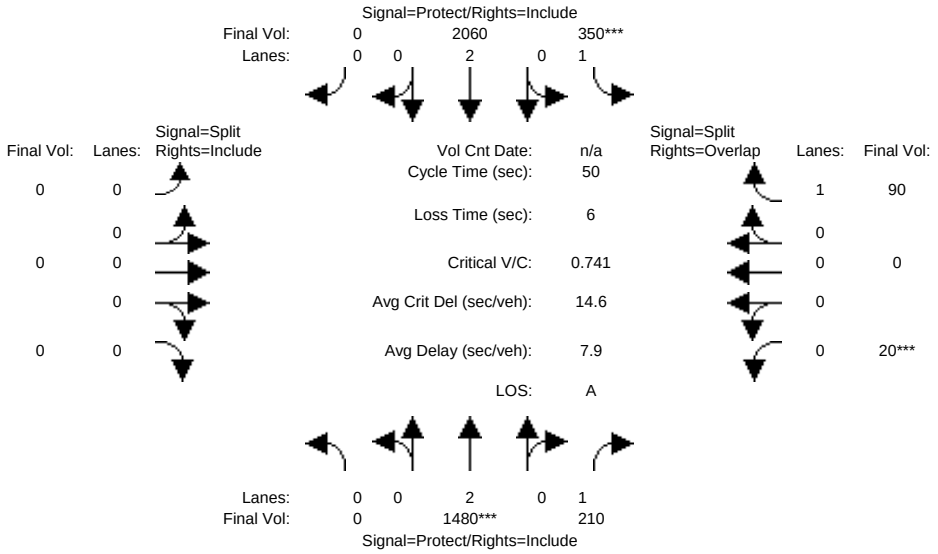
Street Name:	San Antonio Road						Nita Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1420	110	140	1050	0	0	0	0	10	0	60
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	1420	110	140	1050	0	0	0	0	10	0	60
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	1420	110	140	1050	0	0	0	0	10	0	60
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	1420	110	140	1050	0	0	0	0	10	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	110	140	1050	0	0	0	0	10	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1420	110	140	1050	0	0	0	0	10	0	60
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	0.92	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.14	0.00	0.86
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	250	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.06	0.08	0.28	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****						****		
Green Time:	0.0	33.3	33.3	7.1	40.4	0.0	0.0	0.0	0.0	3.6	0.0	10.7
Volume/Cap:	0.00	0.56	0.09	0.56	0.34	0.00	0.00	0.00	0.00	0.56	0.00	0.19
Delay/Veh:	0.0	4.7	3.0	22.9	1.3	0.0	0.0	0.0	0.0	28.2	0.0	16.3
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	4.7	3.0	22.9	1.3	0.0	0.0	0.0	0.0	28.2	0.0	16.3
LOS by Move:	A	A	A	C+	A	A	A	A	A	C	A	B
HCM2k95thQ:	0	12	1	4	4	0	0	0	0	4	0	2

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #5: San Antonio Rd. & Nita Ave.



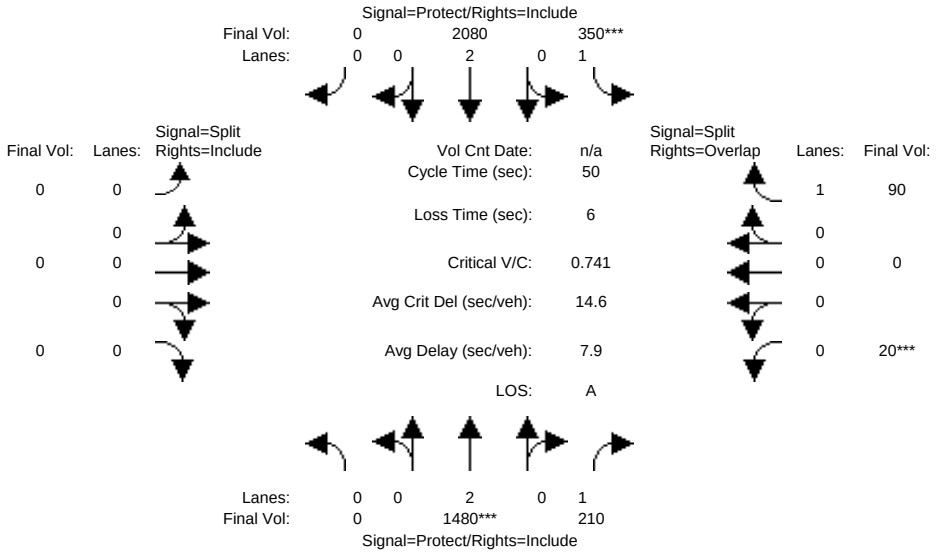
Street Name:	San Antonio Road						Nita Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1480	210	350	2060	0	0	0	0	20	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1480	210	350	2060	0	0	0	0	20	0	90
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	1480	210	350	2060	0	0	0	0	20	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1480	210	350	2060	0	0	0	0	20	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1480	210	350	2060	0	0	0	0	20	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1480	210	350	2060	0	0	0	0	20	0	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.18	0.00	0.82
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	318	0	1432
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.12	0.20	0.54	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	26.3	26.3	13.5	39.8	0.0	0.0	0.0	0.0	4.2	0.0	17.7
Volume/Cap:	0.00	0.74	0.23	0.74	0.68	0.00	0.00	0.00	0.00	0.74	0.00	0.18
Delay/Veh:	0.0	10.7	6.5	22.9	2.9	0.0	0.0	0.0	0.0	40.3	0.0	11.2
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:	0.0	10.7	6.5	22.9	2.9	0.0	0.0	0.0	0.0	40.3	0.0	11.2
LOS by Move:	A	B+	A	C+	A	A	A	A	A	D	A	B+
HCM2k95thQ:	0	19	4	10	13	0	0	0	0	7	0	3

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #5: San Antonio Rd. & Nita Ave.



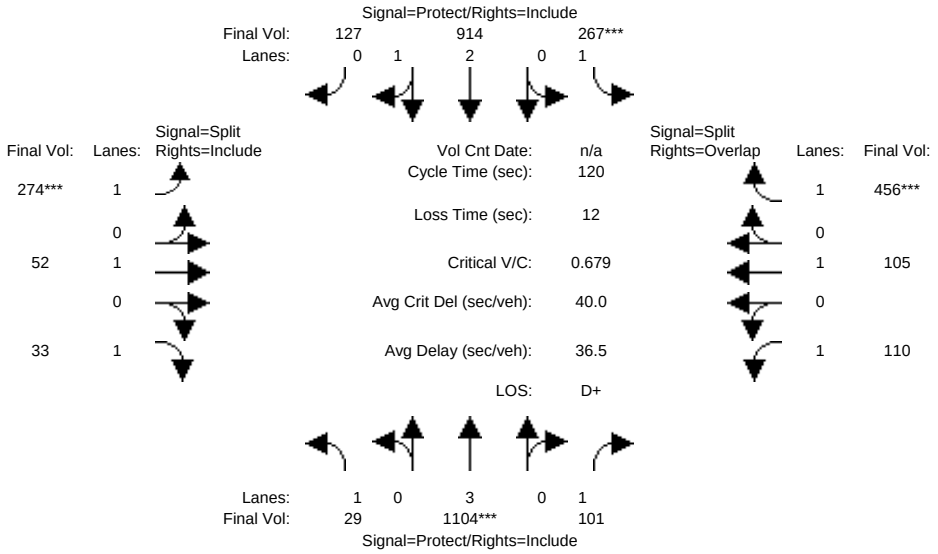
Street Name:	San Antonio Road						Nita Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	10	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1480	210	350	2080	0	0	0	0	20	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1480	210	350	2080	0	0	0	0	20	0	90
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	1480	210	350	2080	0	0	0	0	20	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1480	210	350	2080	0	0	0	0	20	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1480	210	350	2080	0	0	0	0	20	0	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1480	210	350	2080	0	0	0	0	20	0	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.18	0.00	0.82
Final Sat.:	0	3800	1750	1750	3800	0	0	0	0	318	0	1432
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.12	0.20	0.55	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	26.3	26.3	13.5	39.8	0.0	0.0	0.0	0.0	4.2	0.0	17.7
Volume/Cap:	0.00	0.74	0.23	0.74	0.69	0.00	0.00	0.00	0.00	0.74	0.00	0.18
Delay/Veh:	0.0	10.7	6.5	22.9	3.0	0.0	0.0	0.0	0.0	40.3	0.0	11.2
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:	0.0	10.7	6.5	22.9	3.0	0.0	0.0	0.0	0.0	40.3	0.0	11.2
LOS by Move:	A	B+	A	C+	A	A	A	A	A	D	A	B+
HCM2k95thQ:	0	19	4	10	13	0	0	0	0	7	0	3

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #6: San Antonio Rd. & California St.



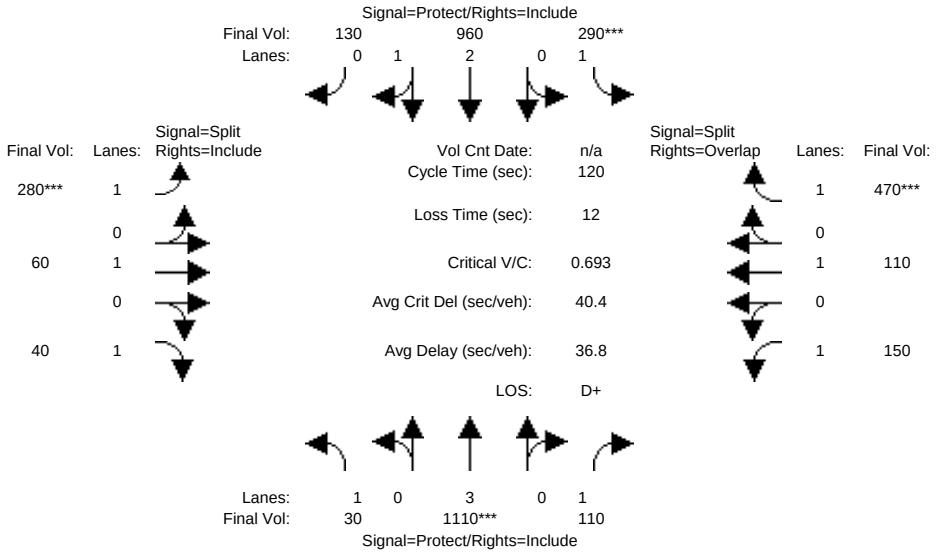
Street Name:	San Antonio Road						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	1104	101	267	914	127	274	52	33	110	105	456
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:	29	1104	101	267	914	127	274	52	33	110	105	456
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:	29	1104	101	267	914	127	274	52	33	110	105	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1104	101	267	914	127	274	52	33	110	105	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1104	101	267	914	127	274	52	33	110	105	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	1104	101	267	914	127	274	52	33	110	105	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.62	0.38	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4916	683	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.06	0.15	0.19	0.19	0.16	0.03	0.02	0.06	0.06	0.26
Crit Moves:		****		****			****					****
Green Time:	14.6	34.2	34.2	27.0	46.6	46.6	27.7	27.7	27.7	19.1	19.1	46.1
Volume/Cap:	0.14	0.68	0.20	0.68	0.48	0.48	0.68	0.12	0.08	0.40	0.35	0.68
Delay/Veh:	47.3	39.2	32.7	47.3	27.7	27.7	46.7	36.6	36.3	46.2	45.6	33.6
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:	47.3	39.2	32.7	47.3	27.7	27.7	46.7	36.6	36.3	46.2	45.6	33.6
LOS by Move:	D	D	C-	D	C	C	D	D+	D+	D	D	C-
HCM2k95thQ:	2	23	6	20	18	18	20	3	2	8	7	28

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #6: San Antonio Rd. & California St.



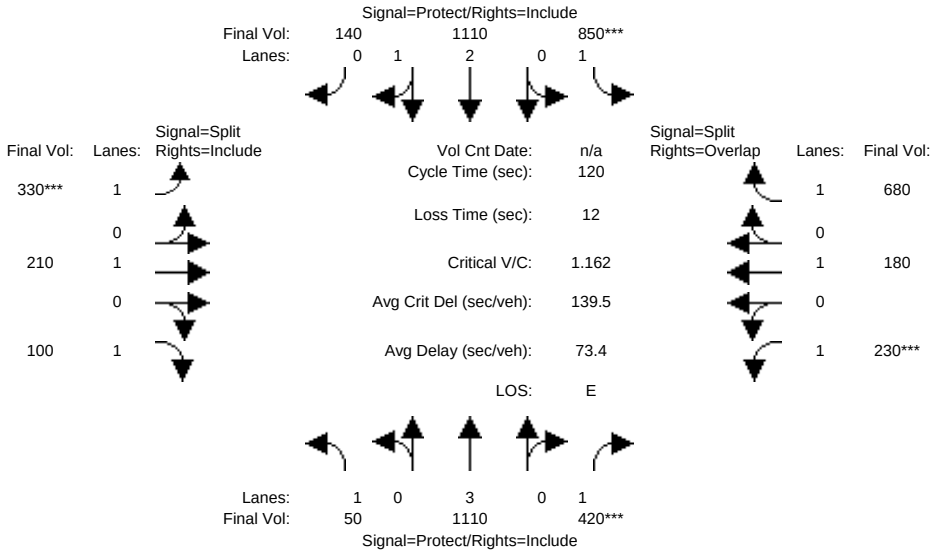
Street Name:	San Antonio Road						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1110	110	290	960	130	280	60	40	150	110	470
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	1110	110	290	960	130	280	60	40	150	110	470
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	1110	110	290	960	130	280	60	40	150	110	470
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	1110	110	290	960	130	280	60	40	150	110	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1110	110	290	960	130	280	60	40	150	110	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1110	110	290	960	130	280	60	40	150	110	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.63	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4931	668	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.06	0.17	0.19	0.19	0.16	0.03	0.02	0.09	0.06	0.27
Crit Moves:		****		****			****					****
Green Time:	14.4	33.7	33.7	28.7	48.1	48.1	27.7	27.7	27.7	17.8	17.8	46.5
Volume/Cap:	0.14	0.69	0.22	0.69	0.49	0.49	0.69	0.14	0.10	0.58	0.39	0.69
Delay/Veh:	47.6	39.8	33.3	46.6	26.9	26.9	47.3	36.8	36.4	50.8	47.1	33.8
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:	47.6	39.8	33.3	46.6	26.9	26.9	47.3	36.8	36.4	50.8	47.1	33.8
LOS by Move:	D	D	C-	D	C	C	D	D+	D+	D	D	C-
HCM2k95thQ:	2	23	7	21	19	19	21	4	3	12	8	28

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #6: San Antonio Rd. & California St.



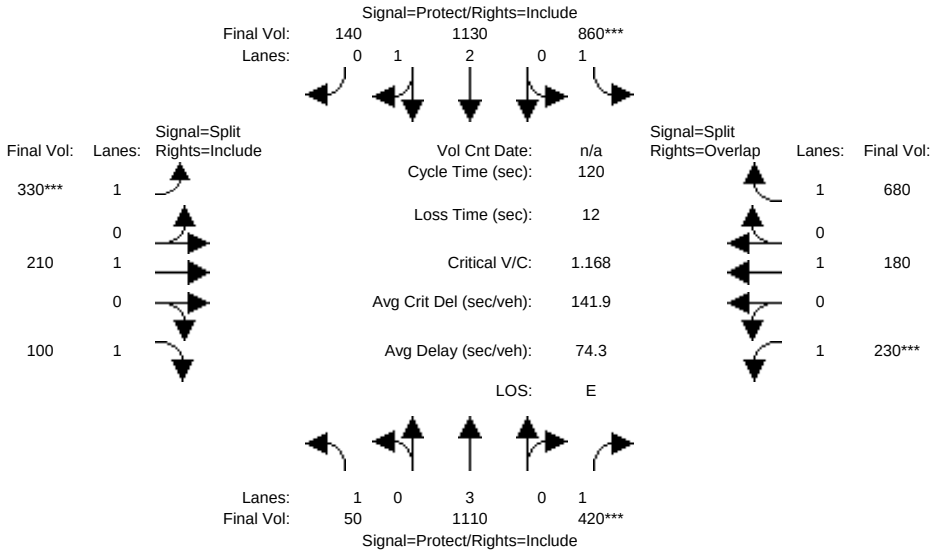
Street Name:	San Antonio Road						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1110	420	850	1110	140	330	210	100	230	180	680
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:	50	1110	420	850	1110	140	330	210	100	230	180	680
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:	50	1110	420	850	1110	140	330	210	100	230	180	680
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:	50	1110	420	850	1110	140	330	210	100	230	180	680
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1110	420	850	1110	140	330	210	100	230	180	680
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1110	420	850	1110	140	330	210	100	230	180	680
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.65	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4972	627	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.24	0.49	0.22	0.22	0.19	0.11	0.06	0.13	0.09	0.39
Crit Moves:			****	****			****			****		
Green Time:	15.5	24.8	24.8	50.2	59.4	59.4	19.5	19.5	19.5	13.6	13.6	63.7
Volume/Cap:	0.22	0.94	1.16	1.16	0.45	0.45	1.16	0.68	0.35	1.16	0.84	0.73
Delay/Veh:	47.3	61.5	146.7	122.5	19.8	19.8	154.8	53.4	45.4	167.6	76.2	24.6
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:	47.3	61.5	146.7	122.5	19.8	19.8	154.8	53.4	45.4	167.6	76.2	24.6
LOS by Move:	D	E	F	F	B-	B-	F	D-	D	F	E-	C
HCM2k95thQ:	4	31	45	80	18	18	38	16	7	29	17	36

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #6: San Antonio Rd. & California St.



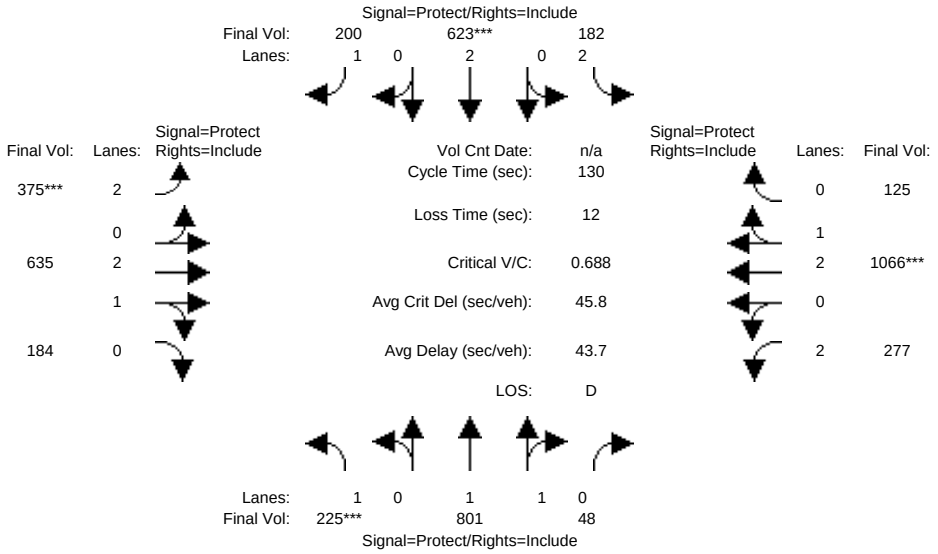
Street Name:	San Antonio Road						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	1110	420	860	1130	140	330	210	100	230	180	680
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:	50	1110	420	860	1130	140	330	210	100	230	180	680
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:	50	1110	420	860	1130	140	330	210	100	230	180	680
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:	50	1110	420	860	1130	140	330	210	100	230	180	680
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1110	420	860	1130	140	330	210	100	230	180	680
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1110	420	860	1130	140	330	210	100	230	180	680
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.66	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4982	617	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.24	0.49	0.23	0.23	0.19	0.11	0.06	0.13	0.09	0.39
Crit Moves:			****	****			****			****		
Green Time:	15.4	24.7	24.7	50.5	59.8	59.8	19.4	19.4	19.4	13.5	13.5	64.0
Volume/Cap:	0.22	0.95	1.17	1.17	0.46	0.46	1.17	0.68	0.35	1.17	0.84	0.73
Delay/Veh:	47.5	62.5	149.3	124.8	19.7	19.7	157.3	53.7	45.5	170.1	77.1	24.3
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:	47.5	62.5	149.3	124.8	19.7	19.7	157.3	53.7	45.5	170.1	77.1	24.3
LOS by Move:	D	E	F	F	B-	B-	F	D-	D	F	E-	C
HCM2k95thQ:	4	31	45	81	19	19	38	16	7	29	17	36

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #7: San Antonio Rd. & El Camino Real



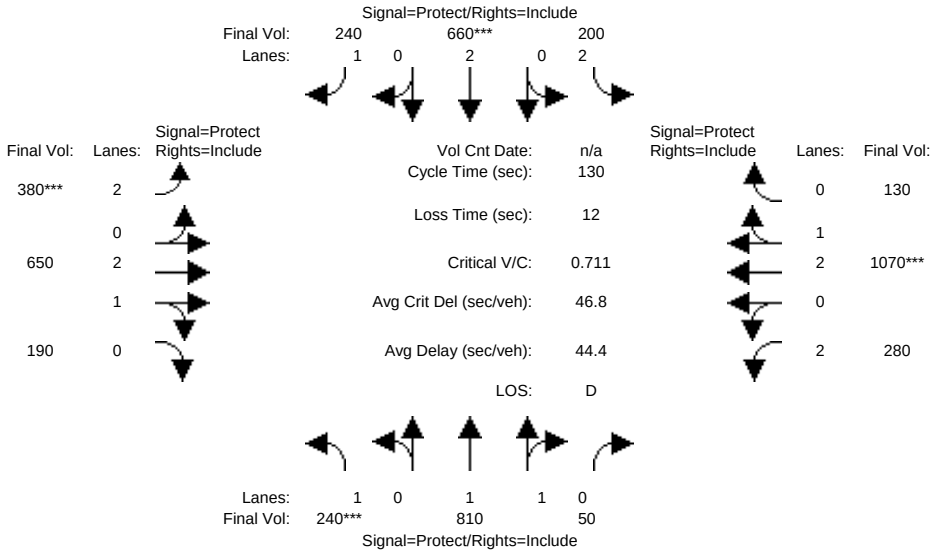
Street Name:	San Antonio Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	30	0	10	30	0	10	28	0	10	28	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	225	801	48	182	623	200	375	635	184	277	1066	125
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:	225	801	48	182	623	200	375	635	184	277	1066	125
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:	225	801	48	182	623	200	375	635	184	277	1066	125
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:	225	801	48	182	623	200	375	635	184	277	1066	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	801	48	182	623	200	375	635	184	277	1066	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	801	48	182	623	200	375	635	184	277	1066	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.88	0.12	2.00	2.00	1.00	2.00	2.30	0.70	2.00	2.67	0.33
Final Sat.:	1750	3491	209	3150	3800	1750	3150	4340	1258	3150	5011	588
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.06	0.16	0.11	0.12	0.15	0.15	0.09	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	24.3	41.5	41.5	13.8	31.0	31.0	22.5	44.5	44.5	18.2	40.2	40.2
Volume/Cap:	0.69	0.72	0.72	0.54	0.69	0.48	0.69	0.43	0.43	0.63	0.69	0.69
Delay/Veh:	55.4	41.3	41.3	56.9	47.3	43.4	54.1	33.1	33.1	55.6	40.6	40.6
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:	55.4	41.3	41.3	56.9	47.3	43.4	54.1	33.1	33.1	55.6	40.6	40.6
LOS by Move:	E+	D	D	E+	D	D	D-	C-	C-	E+	D	D
HCM2k95thQ:	19	28	28	9	22	14	18	16	16	14	26	26

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #7: San Antonio Rd. & El Camino Real



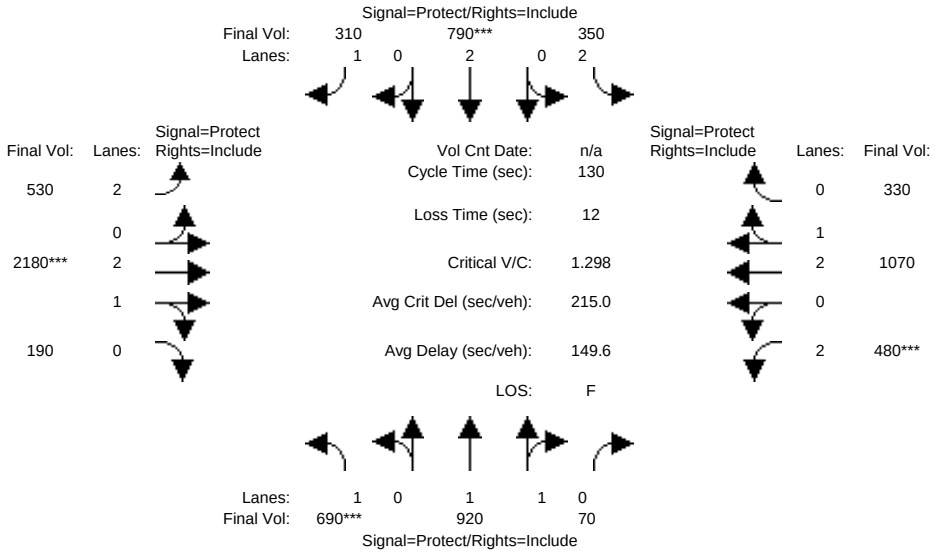
Street Name:	San Antonio Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	30	0	10	30	0	10	28	0	10	28	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	240	810	50	200	660	240	380	650	190	280	1070	130
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:	240	810	50	200	660	240	380	650	190	280	1070	130
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:	240	810	50	200	660	240	380	650	190	280	1070	130
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:	240	810	50	200	660	240	380	650	190	280	1070	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	810	50	200	660	240	380	650	190	280	1070	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	810	50	200	660	240	380	650	190	280	1070	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.88	0.12	2.00	2.00	1.00	2.00	2.30	0.70	2.00	2.66	0.34
Final Sat.:	1750	3485	215	3150	3800	1750	3150	4332	1266	3150	4993	607
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.06	0.17	0.14	0.12	0.15	0.15	0.09	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	25.1	42.7	42.7	14.1	31.7	31.7	22.0	43.3	43.3	17.9	39.2	39.2
Volume/Cap:	0.71	0.71	0.71	0.58	0.71	0.56	0.71	0.45	0.45	0.65	0.71	0.71
Delay/Veh:	56.0	40.2	40.2	57.7	47.6	44.7	55.4	34.2	34.2	56.4	41.8	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:	56.0	40.2	40.2	57.7	47.6	44.7	55.4	34.2	34.2	56.4	41.8	41.8
LOS by Move:	E+	D	D	E+	D	D	E+	C-	C-	E+	D	D
HCM2k95thQ:	20	28	28	11	23	18	18	17	17	14	27	27

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #7: San Antonio Rd. & El Camino Real



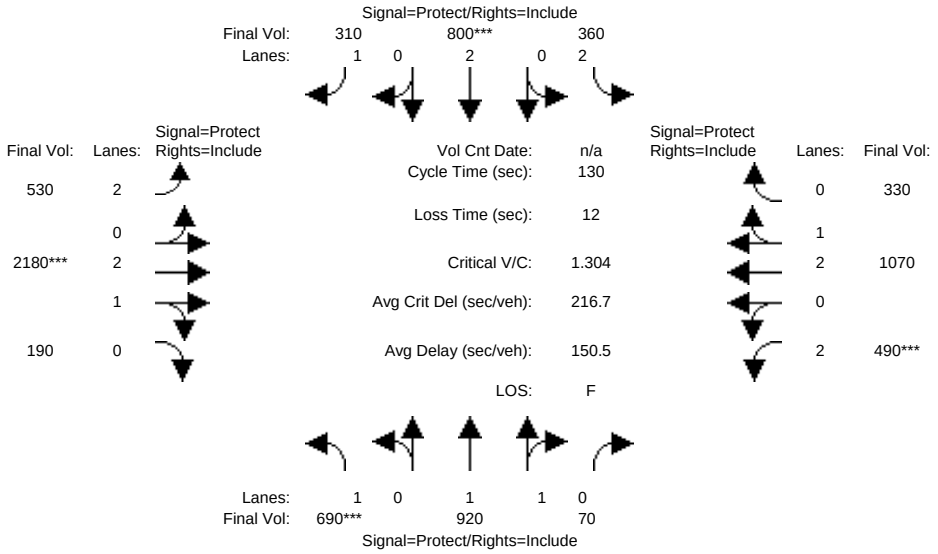
Street Name:	San Antonio Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	30	0	10	30	0	10	28	0	10	28	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	690	920	70	350	790	310	530	2180	190	480	1070	330
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:	690	920	70	350	790	310	530	2180	190	480	1070	330
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:	690	920	70	350	790	310	530	2180	190	480	1070	330
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:	690	920	70	350	790	310	530	2180	190	480	1070	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	920	70	350	790	310	530	2180	190	480	1070	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	690	920	70	350	790	310	530	2180	190	480	1070	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.85	0.15	2.00	2.00	1.00	2.00	2.75	0.25	2.00	2.27	0.73
Final Sat.:	1750	3438	262	3150	3800	1750	3150	5150	449	3150	4278	1319
Capacity Analysis Module:												
Vol/Sat:	0.39	0.27	0.27	0.11	0.21	0.18	0.17	0.42	0.42	0.15	0.25	0.25
Crit Moves:	****				****			****			****	
Green Time:	35.8	46.5	46.5	19.3	30.0	30.0	21.0	38.4	38.4	13.8	31.2	31.2
Volume/Cap:	1.43	0.75	0.75	0.75	0.90	0.77	1.04	1.43	1.43	1.43	1.04	1.04
Delay/Veh:	253.6	39.0	39.0	59.6	60.9	55.4	105.6	244	244.1	269.3	85.4	85.4
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:	253.6	39.0	39.0	59.6	60.9	55.4	105.6	244	244.1	269.3	85.4	85.4
LOS by Move:	F	D	D	E+	E	E+	F	F	F	F	F	F
HCM2k95thQ:	89	32	32	18	32	25	32	95	95	40	43	43

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #7: San Antonio Rd. & El Camino Real



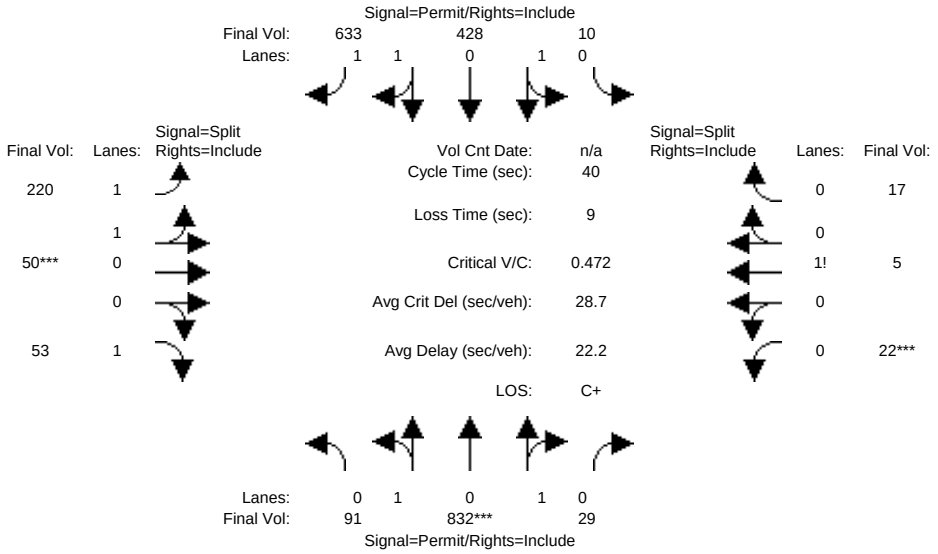
Street Name:	San Antonio Road						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	30	0	10	30	0	10	28	0	10	28	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	690	920	70	360	800	310	530	2180	190	490	1070	330
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:	690	920	70	360	800	310	530	2180	190	490	1070	330
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:	690	920	70	360	800	310	530	2180	190	490	1070	330
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:	690	920	70	360	800	310	530	2180	190	490	1070	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	920	70	360	800	310	530	2180	190	490	1070	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	690	920	70	360	800	310	530	2180	190	490	1070	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	1.00	1.85	0.15	2.00	2.00	1.00	2.00	2.75	0.25	2.00	2.27	0.73
Final Sat.:	1750	3438	262	3150	3800	1750	3150	5150	449	3150	4278	1319
Capacity Analysis Module:												
Vol/Sat:	0.39	0.27	0.27	0.11	0.21	0.18	0.17	0.42	0.42	0.16	0.25	0.25
Crit Moves:	****				****			****			****	
Green Time:	35.7	46.0	46.0	19.6	30.0	30.0	21.1	38.3	38.3	14.1	31.3	31.3
Volume/Cap:	1.44	0.76	0.76	0.76	0.91	0.77	1.04	1.44	1.44	1.44	1.04	1.04
Delay/Veh:	255.7	39.6	39.6	59.7	62.4	55.4	104.8	246	246.3	270.9	84.6	84.6
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:	255.7	39.6	39.6	59.7	62.4	55.4	104.8	246	246.3	270.9	84.6	84.6
LOS by Move:	F	D	D	E+	E	E+	F	F	F	F	F	F
HCM2k95thQ:	89	32	32	18	33	25	32	95	95	41	43	43

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #8: Charleston Rd. & Fabian Wy.



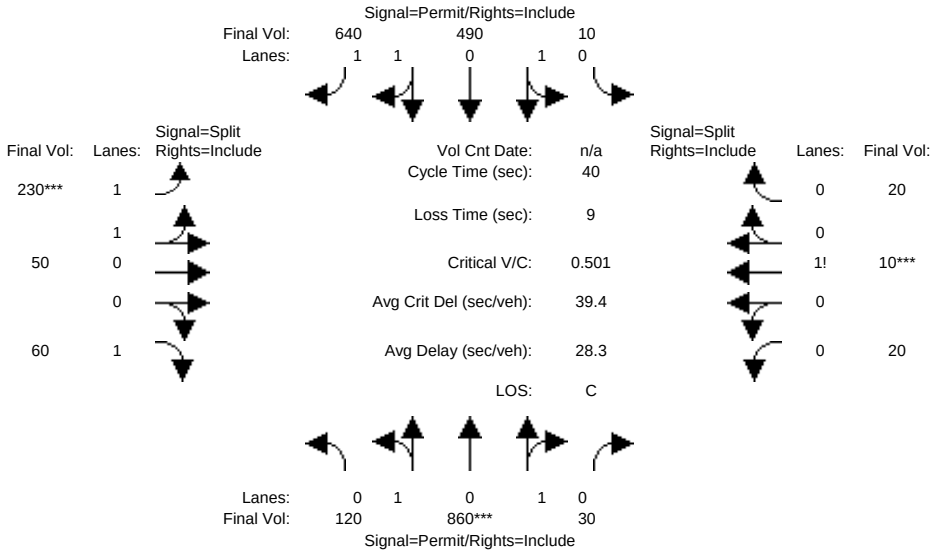
Street Name:	Charleston Road						Fabian Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	832	29	10	428	633	220	50	53	22	5	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	832	29	10	428	633	220	50	53	22	5	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	832	29	10	428	633	220	50	53	22	5	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	832	29	10	428	633	220	50	53	22	5	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	832	29	10	428	633	220	50	53	22	5	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	832	29	10	428	633	220	50	53	22	5	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	0.19	1.75	0.06	0.03	1.19	1.78	1.63	0.37	1.00	0.50	0.11	0.39
Final Sat.:	344	3146	110	50	2138	3162	2892	657	1750	875	199	676
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.20	0.20	0.20	0.08	0.08	0.03	0.03	0.03	0.03
Crit Moves:		****						****		****		
Green Time:	11.0	11.0	11.0	11.0	11.0	11.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.96	0.96	0.96	0.73	0.73	0.73	0.30	0.30	0.12	0.10	0.10	0.10
Delay/Veh:	34.2	34.2	34.2	15.0	15.0	15.0	12.4	12.4	11.7	11.6	11.6	11.6
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:	34.2	34.2	34.2	15.0	15.0	15.0	12.4	12.4	11.7	11.6	11.6	11.6
LOS by Move:	C-	C-	C-	B	B	B	B	B	B+	B+	B+	B+
HCM2k95thQ:	22	22	22	12	12	12	3	3	1	1	1	1

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #8: Charleston Rd. & Fabian Wy.



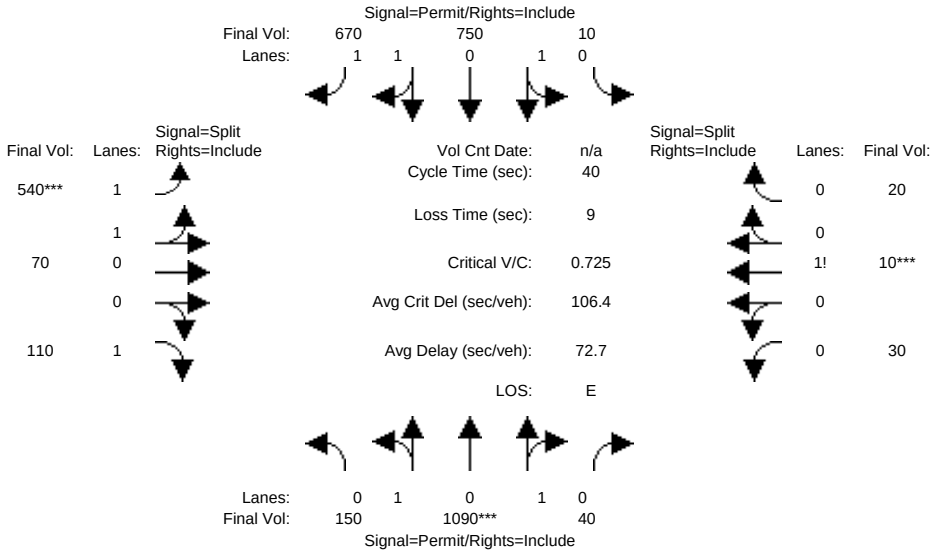
Street Name:	Charleston Road						Fabian Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	860	30	10	490	640	230	50	60	20	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	860	30	10	490	640	230	50	60	20	10	20
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:	120	860	30	10	490	640	230	50	60	20	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	860	30	10	490	640	230	50	60	20	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	860	30	10	490	640	230	50	60	20	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	860	30	10	490	640	230	50	60	20	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	0.24	1.70	0.06	0.02	1.28	1.70	1.65	0.35	1.00	0.40	0.20	0.40
Final Sat.:	428	3065	107	47	2299	3003	2916	634	1750	700	350	700
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.21	0.21	0.21	0.08	0.08	0.03	0.03	0.03	0.03
Crit Moves:		****					****				****	
Green Time:	11.0	11.0	11.0	11.0	11.0	11.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	1.02	1.02	1.02	0.77	0.77	0.77	0.32	0.32	0.14	0.11	0.11	0.11
Delay/Veh:	48.3	48.3	48.3	16.0	16.0	16.0	12.4	12.4	11.8	11.7	11.7	11.7
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:	48.3	48.3	48.3	16.0	16.0	16.0	12.4	12.4	11.8	11.7	11.7	11.7
LOS by Move:	D	D	D	B	B	B	B	B	B+	B+	B+	B+
HCM2k95thQ:	26	26	26	13	13	13	3	3	1	1	1	1

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #8: Charleston Rd. & Fabian Wy.



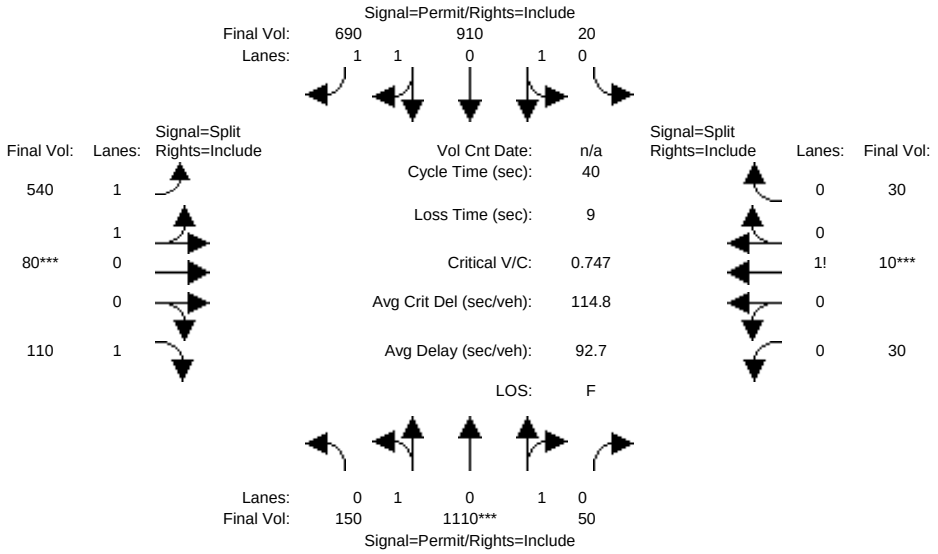
Street Name:	Charleston Road						Fabian Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	1090	40	10	750	670	540	70	110	30	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1090	40	10	750	670	540	70	110	30	10	20
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:	150	1090	40	10	750	670	540	70	110	30	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1090	40	10	750	670	540	70	110	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1090	40	10	750	670	540	70	110	30	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1090	40	10	750	670	540	70	110	30	10	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	0.23	1.71	0.06	0.02	1.56	1.42	1.77	0.23	1.00	0.50	0.17	0.33
Final Sat.:	422	3066	112	37	2806	2506	3143	407	1750	875	292	583
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.27	0.27	0.27	0.17	0.17	0.06	0.03	0.03	0.03
Crit Moves:		****					****				****	
Green Time:	11.0	11.0	11.0	11.0	11.0	11.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	1.29	1.29	1.29	0.97	0.97	0.97	0.69	0.69	0.25	0.14	0.14	0.14
Delay/Veh:	153.9	154	153.9	31.5	31.5	31.5	15.9	15.9	12.3	11.8	11.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	153.9	154	153.9	31.5	31.5	31.5	15.9	15.9	12.3	11.8	11.8	11.8
LOS by Move:	F	F	F	C	C	C	B	B	B	B+	B+	B+
HCM2k95thQ:	49	49	49	23	23	23	7	7	2	1	1	1

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #8: Charleston Rd. & Fabian Wy.



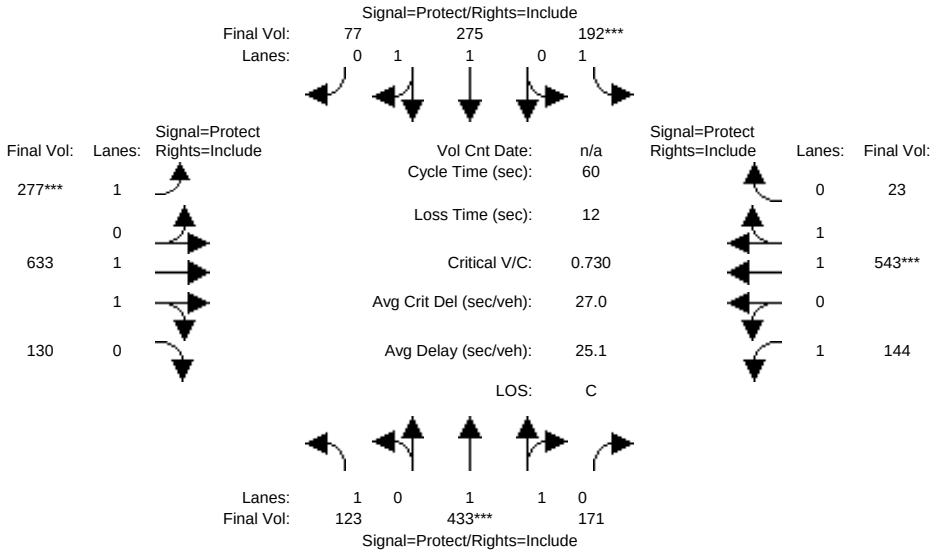
Street Name:	Charleston Road						Fabian Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	1110	50	20	910	690	540	80	110	30	10	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:	150	1110	50	20	910	690	540	80	110	30	10	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:	150	1110	50	20	910	690	540	80	110	30	10	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:	150	1110	50	20	910	690	540	80	110	30	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1110	50	20	910	690	540	80	110	30	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1110	50	20	910	690	540	80	110	30	10	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.93	0.93	0.95	0.92	0.92	0.92	0.92
Lanes:	0.23	1.69	0.08	0.04	1.67	1.29	1.75	0.25	1.00	0.43	0.14	0.43
Final Sat.:	412	3050	137	66	3005	2278	3092	458	1750	750	250	750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.30	0.30	0.30	0.17	0.17	0.06	0.04	0.04	0.04
Crit Moves:		****						****			****	
Green Time:	11.0	11.0	11.0	11.0	11.0	11.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	1.32	1.32	1.32	1.10	1.10	1.10	0.70	0.70	0.25	0.16	0.16	0.16
Delay/Veh:	167.1	167	167.1	70.8	70.8	70.8	16.1	16.1	12.3	11.9	11.9	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:	167.1	167	167.1	70.8	70.8	70.8	16.1	16.1	12.3	11.9	11.9	11.9
LOS by Move:	F	F	F	E	E	E	B	B	B	B+	B+	B+
HCM2k95thQ:	52	52	52	32	32	32	7	7	2	1	1	1

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #9: Charleston Rd. & Middlefield Wy.



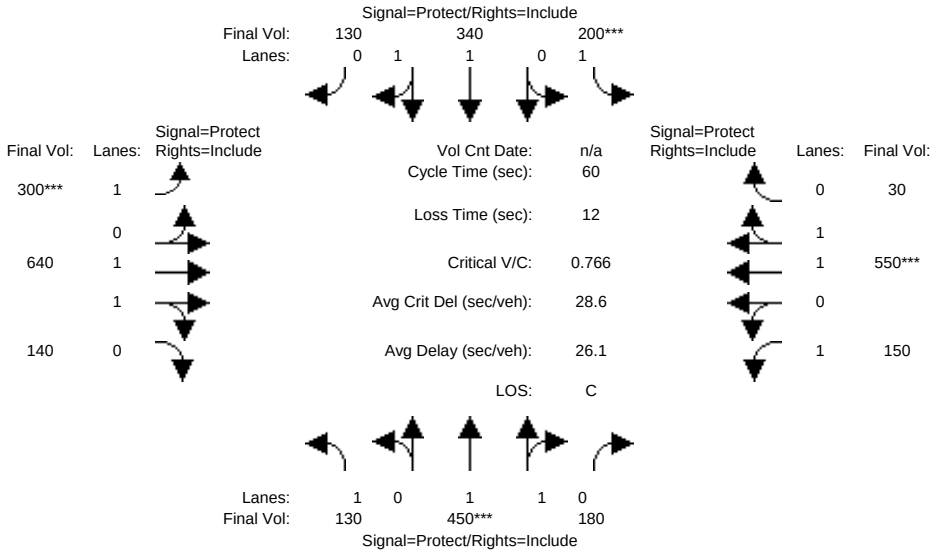
Street Name:	Middlefield Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	123	433	171	192	275	77	277	633	130	144	543	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:	123	433	171	192	275	77	277	633	130	144	543	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:	123	433	171	192	275	77	277	633	130	144	543	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:	123	433	171	192	275	77	277	633	130	144	543	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	433	171	192	275	77	277	633	130	144	543	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
FinalVolume:	123	433	171	192	275	77	277	633	130	144	543	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.42	0.58	1.00	1.55	0.45	1.00	1.65	0.35	1.00	1.92	0.08
Final Sat.:	1750	2652	1047	1750	2890	809	1750	3069	630	1750	3550	150
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.11	0.10	0.10	0.16	0.21	0.21	0.08	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	9.2	13.4	13.4	9.0	13.2	13.2	13.0	16.3	16.3	9.2	12.6	12.6
Volume/Cap:	0.46	0.73	0.73	0.73	0.43	0.43	0.73	0.76	0.76	0.53	0.73	0.73
Delay/Veh:	24.3	25.0	25.0	34.3	20.5	20.5	28.9	23.4	23.4	25.5	25.7	25.7
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:	24.3	25.0	25.0	34.3	20.5	20.5	28.9	23.4	23.4	25.5	25.7	25.7
LOS by Move:	C	C	C	C-	C+	C+	C	C	C	C	C	C
HCM2k95thQ:	6	14	14	11	7	7	10	13	13	5	10	10

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #9: Charleston Rd. & Middlefield Wy.



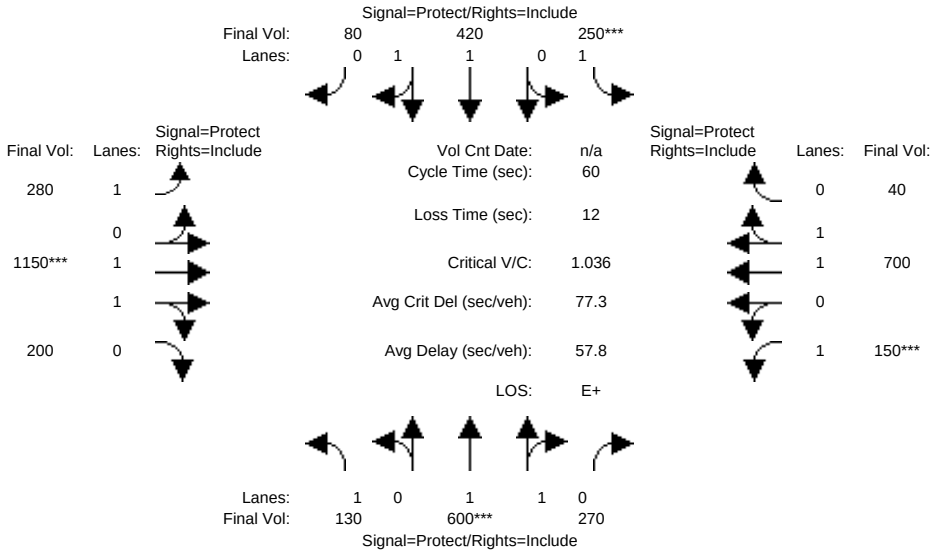
Street Name:	Middlefield Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	450	180	200	340	130	300	640	140	150	550	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:	130	450	180	200	340	130	300	640	140	150	550	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:	130	450	180	200	340	130	300	640	140	150	550	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:	130	450	180	200	340	130	300	640	140	150	550	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	450	180	200	340	130	300	640	140	150	550	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	450	180	200	340	130	300	640	140	150	550	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.41	0.59	1.00	1.43	0.57	1.00	1.63	0.37	1.00	1.89	0.11
Final Sat.:	1750	2642	1057	1750	2676	1023	1750	3035	664	1750	3508	191
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.11	0.13	0.13	0.17	0.21	0.21	0.09	0.16	0.16
Crit Moves:		****			****			****			****	
Green Time:	9.2	13.3	13.3	9.0	13.1	13.1	13.4	16.5	16.5	9.2	12.3	12.3
Volume/Cap:	0.49	0.77	0.77	0.77	0.58	0.58	0.77	0.76	0.76	0.56	0.77	0.77
Delay/Veh:	24.6	26.2	26.2	37.2	22.1	22.1	30.6	23.4	23.4	26.3	27.2	27.2
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:	24.6	26.2	26.2	37.2	22.1	22.1	30.6	23.4	23.4	26.3	27.2	27.2
LOS by Move:	C	C	C	D+	C+	C+	C	C	C	C	C	C
HCM2k95thQ:	6	15	15	12	10	10	11	13	13	6	11	11

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #9: Charleston Rd. & Middlefield Wy.



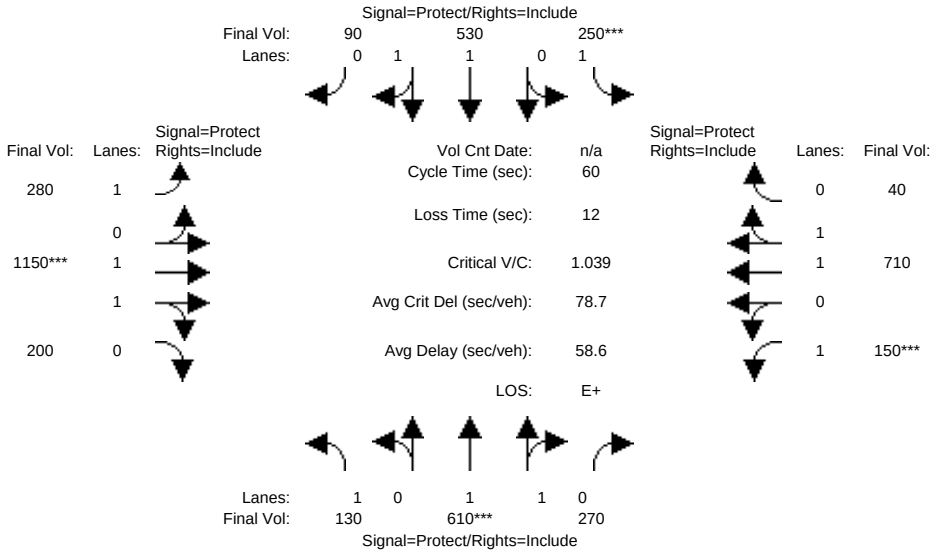
Street Name:	Middlefield Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	600	270	250	420	80	280	1150	200	150	700	40
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:	130	600	270	250	420	80	280	1150	200	150	700	40
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:	130	600	270	250	420	80	280	1150	200	150	700	40
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:	130	600	270	250	420	80	280	1150	200	150	700	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	600	270	250	420	80	280	1150	200	150	700	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	600	270	250	420	80	280	1150	200	150	700	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.36	0.64	1.00	1.67	0.33	1.00	1.70	0.30	1.00	1.89	0.11
Final Sat.:	1750	2551	1148	1750	3108	592	1750	3151	548	1750	3500	200
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.14	0.14	0.14	0.16	0.36	0.36	0.09	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	8.6	13.0	13.0	7.9	12.3	12.3	12.1	20.1	20.1	7.0	15.1	15.1
Volume/Cap:	0.52	1.09	1.09	1.09	0.66	0.66	0.80	1.09	1.09	0.73	0.80	0.80
Delay/Veh:	25.7	81.7	81.7	110.6	24.1	24.1	34.7	72.7	72.7	38.6	25.9	25.9
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:	25.7	81.7	81.7	110.6	24.1	24.1	34.7	72.7	72.7	38.6	25.9	25.9
LOS by Move:	C	F	F	F	C	C	C-	E	E	D+	C	C
HCM2k95thQ:	6	30	30	21	11	11	10	32	32	6	14	14

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #9: Charleston Rd. & Middlefield Wy.



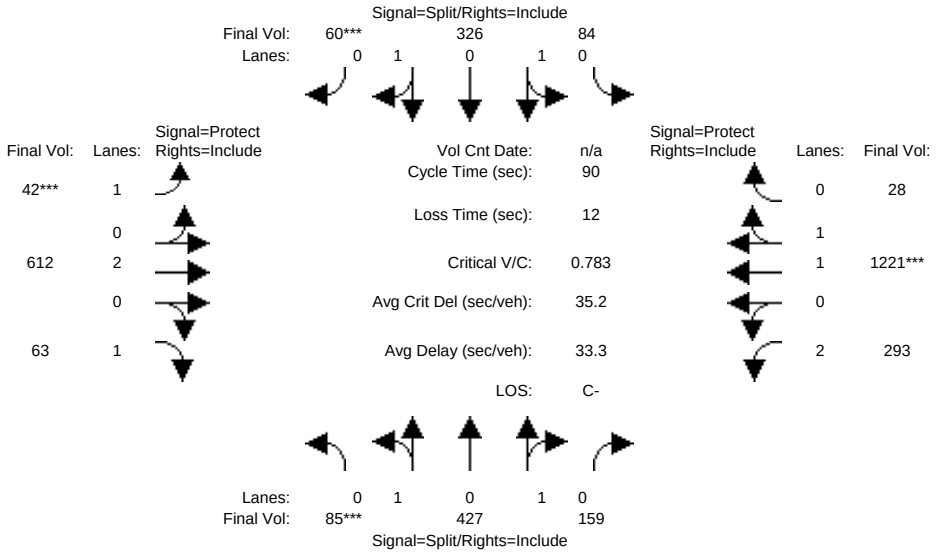
Street Name:	Middlefield Way						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	610	270	250	530	90	280	1150	200	150	710	40
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:	130	610	270	250	530	90	280	1150	200	150	710	40
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:	130	610	270	250	530	90	280	1150	200	150	710	40
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:	130	610	270	250	530	90	280	1150	200	150	710	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	610	270	250	530	90	280	1150	200	150	710	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	610	270	250	530	90	280	1150	200	150	710	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.37	0.63	1.00	1.70	0.30	1.00	1.70	0.30	1.00	1.89	0.11
Final Sat.:	1750	2564	1135	1750	3163	537	1750	3151	548	1750	3503	197
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.14	0.17	0.17	0.16	0.36	0.36	0.09	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	8.6	13.1	13.1	7.9	12.3	12.3	11.9	20.1	20.1	7.0	15.1	15.1
Volume/Cap:	0.52	1.09	1.09	1.09	0.81	0.81	0.80	1.09	1.09	0.73	0.80	0.80
Delay/Veh:	25.7	82.9	82.9	112.0	29.5	29.5	35.6	74.2	74.2	38.6	26.2	26.2
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:	25.7	82.9	82.9	112.0	29.5	29.5	35.6	74.2	74.2	38.6	26.2	26.2
LOS by Move:	C	F	F	F	C	C	D+	E	E	D+	C	C
HCM2k95thQ:	6	31	31	22	16	16	10	33	33	6	14	14

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #10: Charleston Rd. & Alma St.



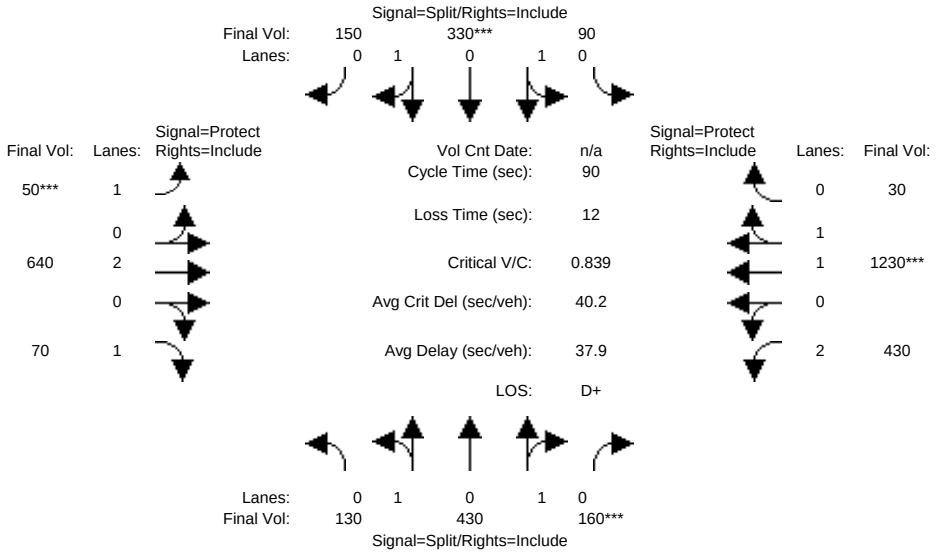
Street Name:	Charleston Road						Alma Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	85	427	159	84	326	60	42	612	63	293	1221	28
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:	85	427	159	84	326	60	42	612	63	293	1221	28
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:	85	427	159	84	326	60	42	612	63	293	1221	28
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:	85	427	159	84	326	60	42	612	63	293	1221	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	427	159	84	326	60	42	612	63	293	1221	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	427	159	84	326	60	42	612	63	293	1221	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	0.25	1.28	0.47	0.36	1.39	0.25	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	456	2291	853	643	2497	460	1750	3800	1750	3150	3617	83
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.13	0.13	0.13	0.02	0.16	0.04	0.09	0.34	0.34
Crit Moves:	****					****	****				****	
Green Time:	20.2	20.2	20.2	14.2	14.2	14.2	7.0	27.6	27.6	16.0	36.6	36.6
Volume/Cap:	0.83	0.83	0.83	0.83	0.83	0.83	0.31	0.52	0.12	0.52	0.83	0.83
Delay/Veh:	40.5	40.5	40.5	46.7	46.7	46.7	40.5	26.2	22.5	34.5	27.9	27.9
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:	40.5	40.5	40.5	46.7	46.7	46.7	40.5	26.2	22.5	34.5	27.9	27.9
LOS by Move:	D	D	D	D	D	D	D	C	C+	C-	C	C
HCM2k95thQ:	22	22	22	17	17	17	3	14	3	8	28	28

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #10: Charleston Rd. & Alma St.



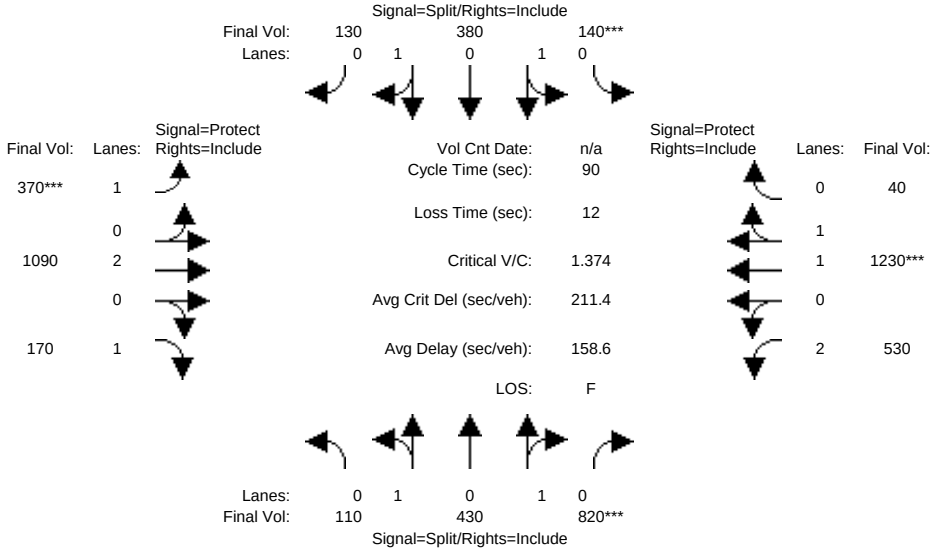
Street Name:	Charleston Road						Alma Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	130	430	160	90	330	150	50	640	70	430	1230	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:	130	430	160	90	330	150	50	640	70	430	1230	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:	130	430	160	90	330	150	50	640	70	430	1230	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:	130	430	160	90	330	150	50	640	70	430	1230	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	430	160	90	330	150	50	640	70	430	1230	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	430	160	90	330	150	50	640	70	430	1230	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	0.36	1.20	0.44	0.31	1.16	0.53	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	650	2150	800	568	2084	947	1750	3800	1750	3150	3612	88
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.16	0.16	0.16	0.03	0.17	0.04	0.14	0.34	0.34
Crit Moves:			****		****		****				****	
Green Time:	20.3	20.3	20.3	16.1	16.1	16.1	7.0	23.0	23.0	18.6	34.6	34.6
Volume/Cap:	0.89	0.89	0.89	0.89	0.89	0.89	0.37	0.66	0.16	0.66	0.89	0.89
Delay/Veh:	45.2	45.2	45.2	50.0	50.0	50.0	41.1	31.7	26.2	35.3	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	45.2	45.2	50.0	50.0	50.0	41.1	31.7	26.2	35.3	32.9	32.9
LOS by Move:	D	D	D	D	D	D	D	C	C	D+	C-	C-
HCM2k95thQ:	24	24	24	21	21	21	4	17	3	12	30	30

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #10: Charleston Rd. & Alma St.



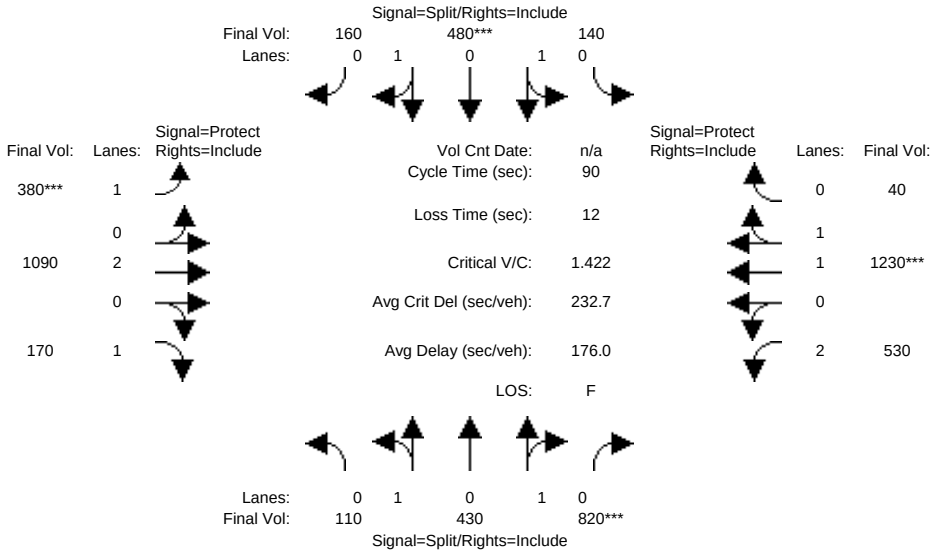
Street Name:	Charleston Road						Alma Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	430	820	140	380	130	370	1090	170	530	1230	40
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:	110	430	820	140	380	130	370	1090	170	530	1230	40
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:	110	430	820	140	380	130	370	1090	170	530	1230	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	430	820	140	380	130	370	1090	170	530	1230	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	430	820	140	380	130	370	1090	170	530	1230	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	430	820	140	380	130	370	1090	170	530	1230	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	0.20	0.80	1.00	0.43	1.17	0.40	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	367	1433	1800	775	2105	720	1750	3800	1750	3150	3583	117
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.46	0.18	0.18	0.18	0.21	0.29	0.10	0.17	0.34	0.34
Crit Moves:			****	****			****				****	
Green Time:	29.8	29.8	29.8	11.8	11.8	11.8	13.8	22.9	22.9	13.4	22.5	22.5
Volume/Cap:	0.90	0.90	1.37	1.37	1.37	1.37	1.37	1.13	0.38	1.13	1.37	1.37
Delay/Veh:	36.8	36.8	204.8	220.4	220	220.4	228.1	104	28.3	119.5	209	208.9
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:	36.8	36.8	204.8	220.4	220	220.4	228.1	104	28.3	119.5	209	208.9
LOS by Move:	D+	D+	F	F	F	F	F	F	C	F	F	F
HCM2k95thQ:	33	33	83	39	39	39	44	44	9	24	62	62

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #10: Charleston Rd. & Alma St.



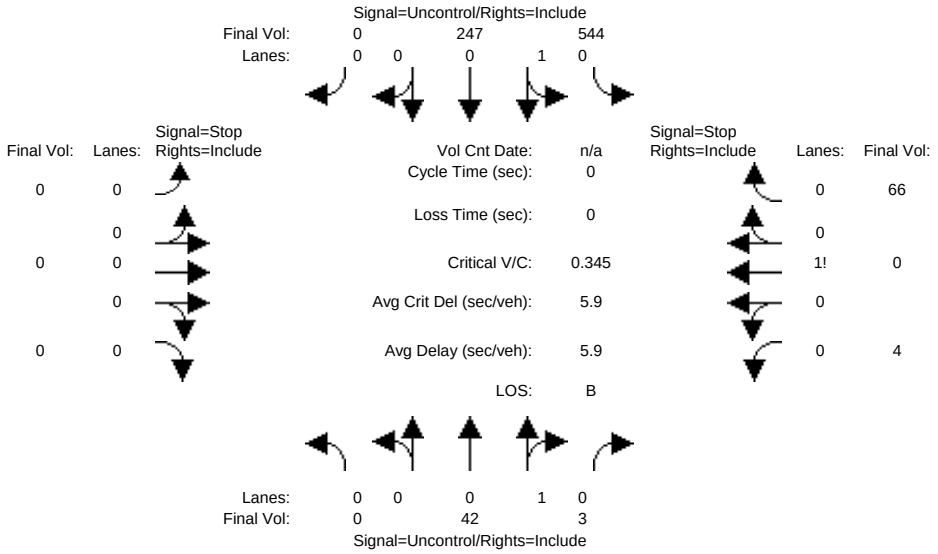
Street Name:	Charleston Road						Alma Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	430	820	140	480	160	380	1090	170	530	1230	40
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:	110	430	820	140	480	160	380	1090	170	530	1230	40
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:	110	430	820	140	480	160	380	1090	170	530	1230	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	430	820	140	480	160	380	1090	170	530	1230	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	430	820	140	480	160	380	1090	170	530	1230	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	430	820	140	480	160	380	1090	170	530	1230	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	0.20	0.80	1.00	0.36	1.23	0.41	1.00	2.00	1.00	2.00	1.94	0.06
Final Sat.:	367	1433	1800	646	2215	738	1750	3800	1750	3150	3583	117
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.46	0.22	0.22	0.22	0.22	0.29	0.10	0.17	0.34	0.34
Crit Moves:			****		****		****				****	
Green Time:	28.8	28.8	28.8	13.7	13.7	13.7	13.7	22.4	22.4	13.1	21.7	21.7
Volume/Cap:	0.94	0.94	1.42	1.42	1.42	1.42	1.42	1.16	0.39	1.16	1.42	1.42
Delay/Veh:	41.4	41.4	226.7	238.6	239	238.6	248.6	116	28.7	130.4	231	230.7
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:	41.4	41.4	226.7	238.6	239	238.6	248.6	116	28.7	130.4	231	230.7
LOS by Move:	D	D	F	F	F	F	F	F	C	F	F	F
HCM2k95thQ:	34	34	87	46	46	46	46	45	9	25	64	64

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #11: Garcia Ave. & Bayshore Pkwy.



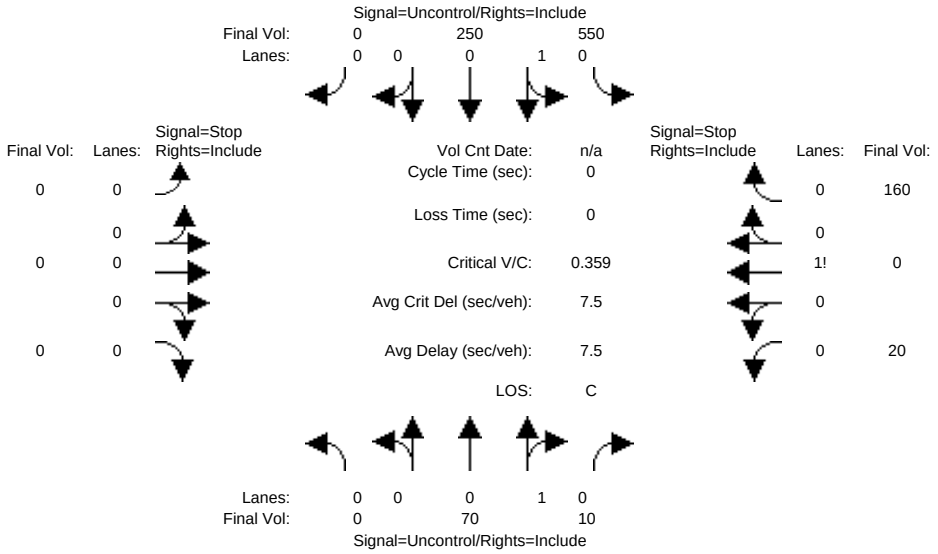
Street Name:	Bayshore Parkway						Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	42	3	544	247	0	0	0	0	4	0	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	42	3	544	247	0	0	0	0	4	0	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:	0	42	3	544	247	0	0	0	0	4	0	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:	0	42	3	544	247	0	0	0	0	4	0	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	42	3	544	247	0	0	0	0	4	0	66
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	45	xxxx	xxxxx	xxxx	xxxx	xxxxx	1379	1379	44
Potent Cap.:	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx	xxxx	xxxx	xxxxx	161	146	1032
Move Cap.:	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx	xxxx	xxxx	xxxxx	98	74	1032
Volume/Cap:	xxxx	xxxx	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	669	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.0		
ApproachLOS:	*			*			*			B		

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #11: Garcia Ave. & Bayshore Pkwy.



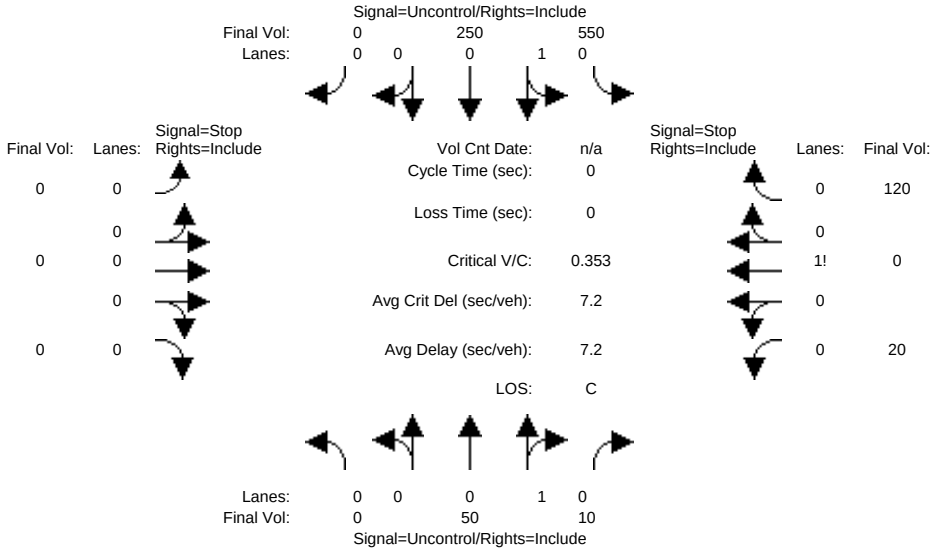
Street Name:	Bayshore Parkway						Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	70	10	550	250	0	0	0	0	20	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	10	550	250	0	0	0	0	20	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	70	10	550	250	0	0	0	0	20	0	160
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	70	10	550	250	0	0	0	0	20	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	70	10	550	250	0	0	0	0	20	0	160
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	80	xxxx	xxxxx	xxxx	xxxx	xxxxx	1425	1425	75
Potent Cap.:	xxxx	xxxx	xxxxx	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx	151	137	992
Move Cap.:	xxxx	xxxx	xxxxx	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx	89	66	992
Volume/Cap:	xxxx	xxxx	xxxx	0.36	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	0.00	0.16
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	467	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.4		
ApproachLOS:	*			*			*			C		

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 AM

Intersection #11: Garcia Ave. & Bayshore Pkwy.



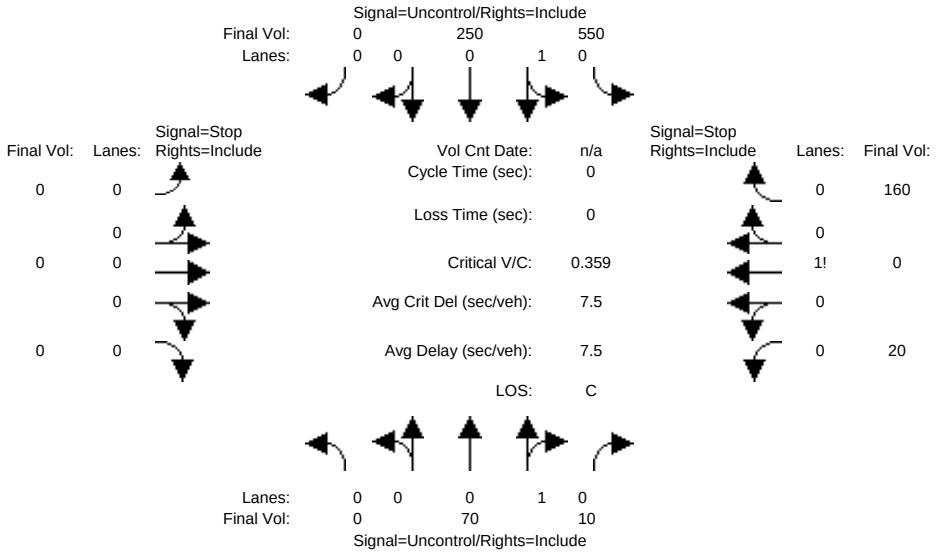
Street Name:	Bayshore Parkway						Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	50	10	550	250	0	0	0	0	20	0	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	50	10	550	250	0	0	0	0	20	0	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:	0	50	10	550	250	0	0	0	0	20	0	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:	0	50	10	550	250	0	0	0	0	20	0	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	50	10	550	250	0	0	0	0	20	0	120
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	60	xxxx	xxxxx	xxxx	xxxx	xxxxx	1405	1405	55
Potent Cap.:	xxxx	xxxx	xxxxx	1556	xxxx	xxxxx	xxxx	xxxx	xxxxx	155	141	1018
Move Cap.:	xxxx	xxxx	xxxxx	1556	xxxx	xxxxx	xxxx	xxxx	xxxxx	93	69	1018
Volume/Cap:	xxxx	xxxx	xxxx	0.35	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	0.00	0.12
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	420	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.8		
ApproachLOS:	*			*			*			C		

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030+P AM

Intersection #11: Garcia Ave. & Bayshore Pkwy.



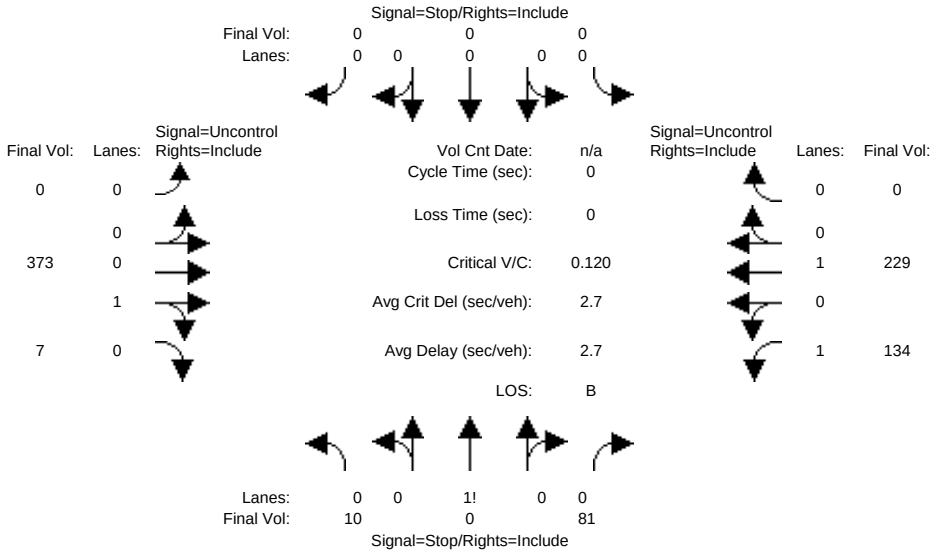
Street Name:	Bayshore Parkway						Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	70	10	550	250	0	0	0	0	20	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	10	550	250	0	0	0	0	20	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	70	10	550	250	0	0	0	0	20	0	160
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	70	10	550	250	0	0	0	0	20	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	70	10	550	250	0	0	0	0	20	0	160
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	80	xxxx	xxxxx	xxxx	xxxx	xxxxx	1425	1425	75
Potent Cap.:	xxxx	xxxx	xxxxx	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx	151	137	992
Move Cap.:	xxxx	xxxx	xxxxx	1531	xxxx	xxxxx	xxxx	xxxx	xxxxx	89	66	992
Volume/Cap:	xxxx	xxxx	xxxx	0.36	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	0.00	0.16
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	467	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.4		
ApproachLOS:	*			*			*			C		

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #12: Garcia Ave. & Salado Dr.



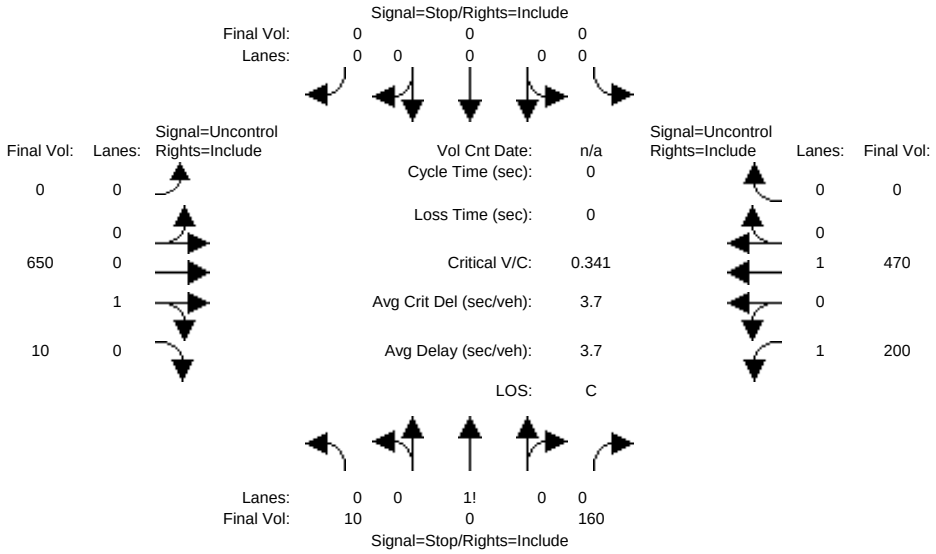
Street Name:	Salado Drive						Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	0	81	0	0	0	0	373	7	134	229	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	81	0	0	0	0	373	7	134	229	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:	10	0	81	0	0	0	0	373	7	134	229	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:	10	0	81	0	0	0	0	373	7	134	229	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	81	0	0	0	0	373	7	134	229	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	874	874	377	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	380	xxxx	xxxxx
Potent Cap.:	323	290	674	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1190	xxxx	xxxxx
Move Cap.:	295	258	674	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1190	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	591	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		12.2			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #12: Garcia Ave. & Salado Dr.



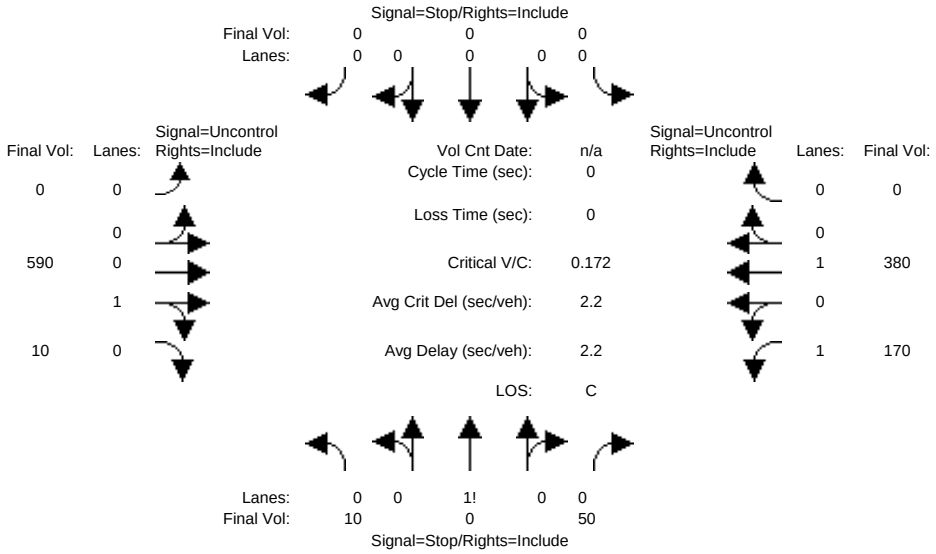
Street Name:	Salado Drive						Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	10	0	160	0	0	0	0	650	10	200	470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	160	0	0	0	0	650	10	200	470	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:	10	0	160	0	0	0	0	650	10	200	470	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:	10	0	160	0	0	0	0	650	10	200	470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	160	0	0	0	0	650	10	200	470	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1525	1525	655	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	660	xxxx	xxxxx
Potent Cap.:	131	119	470	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	938	xxxx	xxxxx
Move Cap.:	110	94	470	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	938	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.34	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	394	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		20.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 AM

Intersection #12: Garcia Ave. & Salado Dr.



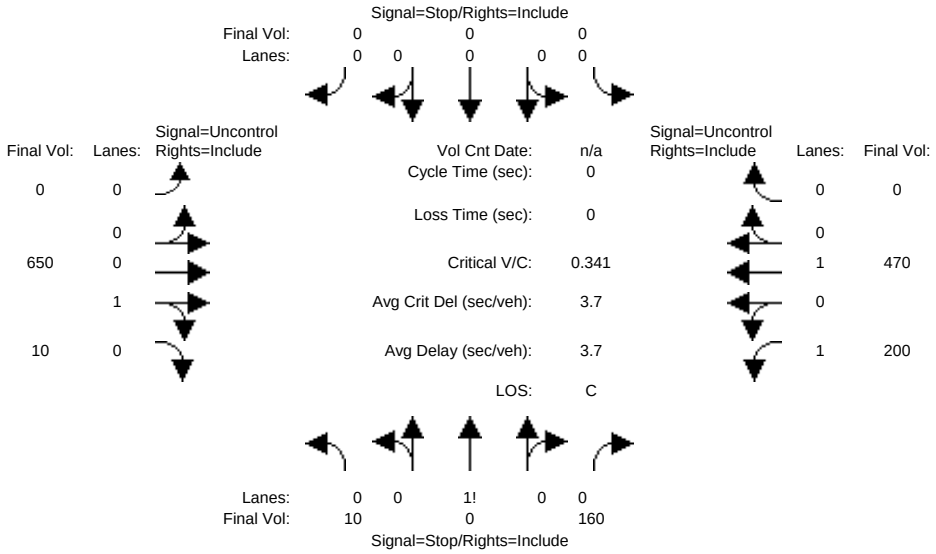
Street Name:	Salado Drive						Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	10	0	50	0	0	0	0	590	10	170	380	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	50	0	0	0	0	590	10	170	380	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:	10	0	50	0	0	0	0	590	10	170	380	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:	10	0	50	0	0	0	0	590	10	170	380	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	50	0	0	0	0	590	10	170	380	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1315	1315	595	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	600	xxxx	xxxxx
Potent Cap.:	176	159	508	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	987	xxxx	xxxxx
Move Cap.:	153	132	508	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	987	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	366	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030+P AM

Intersection #12: Garcia Ave. & Salado Dr.



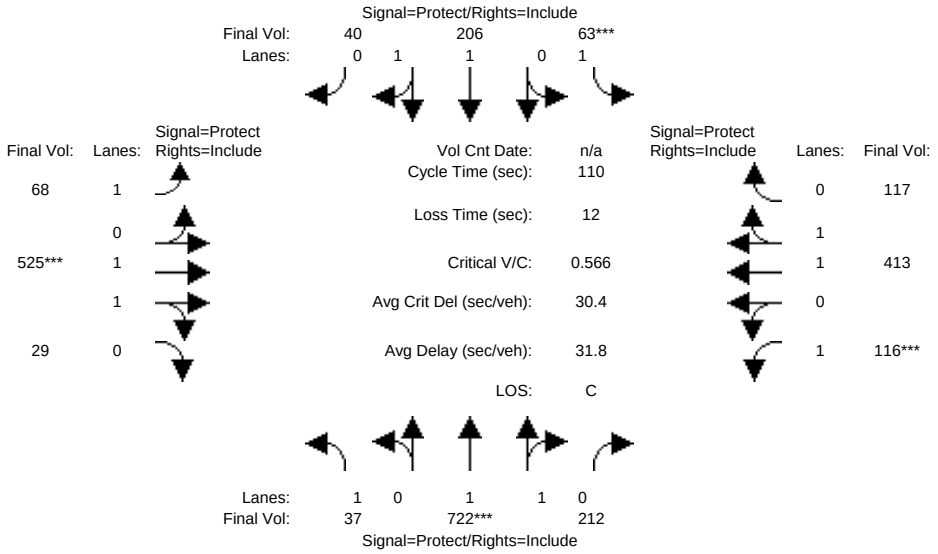
Street Name:	Salado Drive						Garcia Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	10	0	160	0	0	0	0	650	10	200	470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	160	0	0	0	0	650	10	200	470	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:	10	0	160	0	0	0	0	650	10	200	470	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:	10	0	160	0	0	0	0	650	10	200	470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	160	0	0	0	0	650	10	200	470	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1525	1525	655	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	660	xxxx	xxxxx
Potent Cap.:	131	119	470	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	938	xxxx	xxxxx
Move Cap.:	110	94	470	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	938	xxxx	xxxxx
Volume/Cap:	0.09	0.00	0.34	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	394	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		20.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		C			*			*			*	

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #17: Rengstoff Ave. & Old Middlefield Wy.



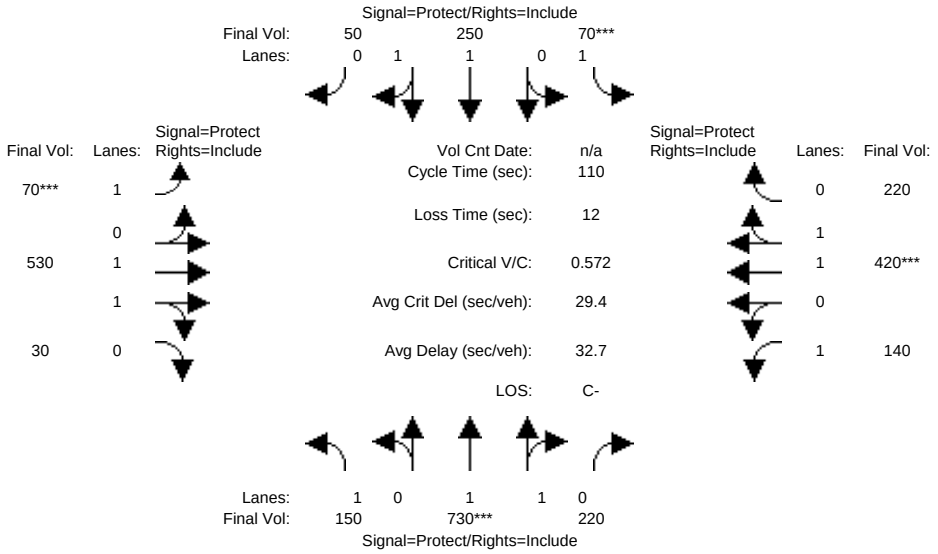
Street Name:	Rengstorff Avenue						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	37	722	212	63	206	40	68	525	29	116	413	117
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	722	212	63	206	40	68	525	29	116	413	117
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	722	212	63	206	40	68	525	29	116	413	117
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	722	212	63	206	40	68	525	29	116	413	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	722	212	63	206	40	68	525	29	116	413	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	722	212	63	206	40	68	525	29	116	413	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.53	0.47	1.00	1.67	0.33	1.00	1.89	0.11	1.00	1.55	0.45
Final Sat.:	1750	2860	840	1750	3098	602	1750	3506	194	1750	2883	817
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.04	0.07	0.07	0.04	0.15	0.15	0.07	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	23.1	49.0	49.0	7.0	33.0	33.0	12.9	29.1	29.1	12.9	29.1	29.1
Volume/Cap:	0.10	0.57	0.57	0.57	0.22	0.22	0.33	0.57	0.57	0.57	0.54	0.54
Delay/Veh:	35.2	23.1	23.1	56.6	29.0	29.0	45.5	35.8	35.8	49.6	35.4	35.4
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:	35.2	23.1	23.1	56.6	29.0	29.0	45.5	35.8	35.8	49.6	35.4	35.4
LOS by Move:	D+	C	C	E+	C	C	D	D+	D+	D	D+	D+
HCM2k95thQ:	2	21	21	5	6	6	4	15	15	9	16	16

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #17: Rengstoff Ave. & Old Middlefield Wy.



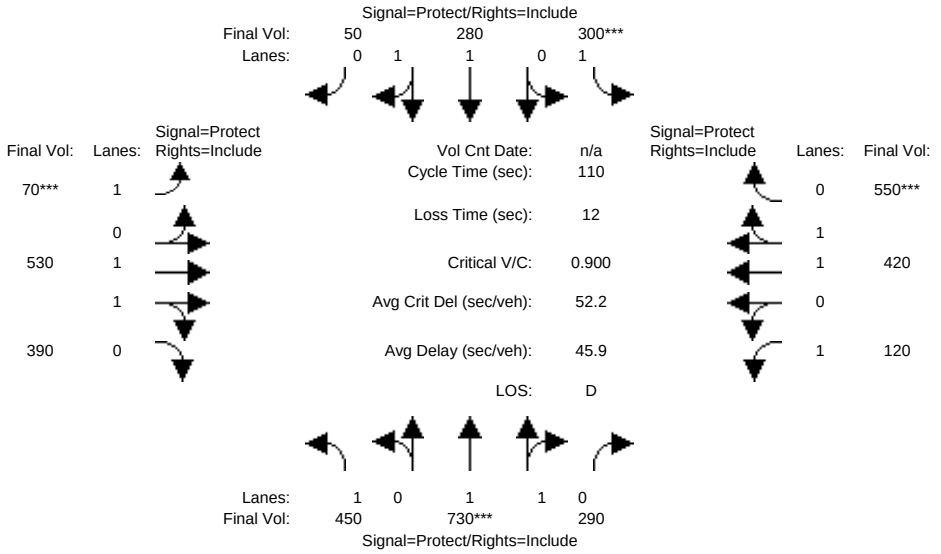
Street Name:	Rengstorff Avenue						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	730	220	70	250	50	70	530	30	140	420	220
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:	150	730	220	70	250	50	70	530	30	140	420	220
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:	150	730	220	70	250	50	70	530	30	140	420	220
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:	150	730	220	70	250	50	70	530	30	140	420	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	730	220	70	250	50	70	530	30	140	420	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	730	220	70	250	50	70	530	30	140	420	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.52	0.48	1.00	1.66	0.34	1.00	1.89	0.11	1.00	1.29	0.71
Final Sat.:	1750	2843	857	1750	3083	617	1750	3502	198	1750	2427	1271
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.04	0.08	0.08	0.04	0.15	0.15	0.08	0.17	0.17
Crit Moves:		****			****			****			****	
Green Time:	27.7	49.4	49.4	7.7	29.4	29.4	7.7	26.8	26.8	14.2	33.3	33.3
Volume/Cap:	0.34	0.57	0.57	0.57	0.30	0.30	0.57	0.62	0.62	0.62	0.57	0.57
Delay/Veh:	34.1	23.0	23.0	56.0	32.3	32.3	56.0	38.4	38.4	50.7	33.1	33.1
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:	34.1	23.0	23.0	56.0	32.3	32.3	56.0	38.4	38.4	50.7	33.1	33.1
LOS by Move:	C-	C+	C+	E+	C-	C-	E+	D+	D+	D	C-	C-
HCM2k95thQ:	8	21	21	5	8	8	5	16	16	11	18	18

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #17: Rengstoff Ave. & Old Middlefield Wy.



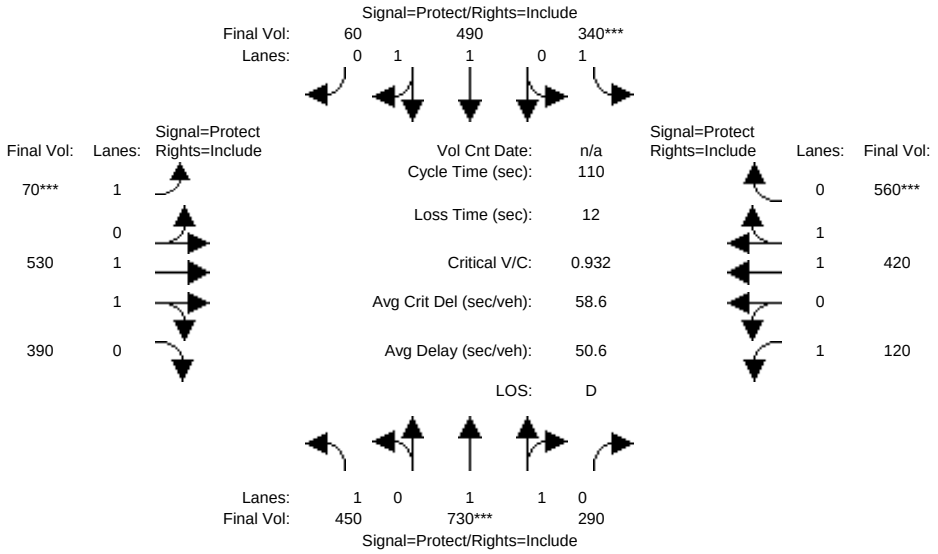
Street Name:	Rengstorff Avenue						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	730	290	300	280	50	70	530	390	120	420	550
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:	450	730	290	300	280	50	70	530	390	120	420	550
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:	450	730	290	300	280	50	70	530	390	120	420	550
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:	450	730	290	300	280	50	70	530	390	120	420	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	730	290	300	280	50	70	530	390	120	420	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	730	290	300	280	50	70	530	390	120	420	550
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.42	0.58	1.00	1.69	0.31	1.00	1.13	0.87	1.00	1.00	1.00
Final Sat.:	1750	2647	1052	1750	3139	561	1750	2130	1568	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.28	0.28	0.17	0.09	0.09	0.04	0.25	0.25	0.07	0.22	0.31
Crit Moves:		****		****			****					****
Green Time:	39.5	33.0	33.0	20.5	14.0	14.0	7.0	34.9	34.9	9.6	37.6	37.6
Volume/Cap:	0.72	0.92	0.92	0.92	0.70	0.70	0.63	0.78	0.78	0.78	0.65	0.92
Delay/Veh:	34.4	49.5	49.5	74.2	50.8	50.8	61.2	37.6	37.6	71.8	31.6	47.5
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:	34.4	49.5	49.5	74.2	50.8	50.8	61.2	37.6	37.6	71.8	31.6	47.5
LOS by Move:	C-	D	D	E	D	D	E	D+	D+	E	C	D
HCM2k95thQ:	25	31	31	21	10	10	5	26	26	12	23	39

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #17: Rengstoff Ave. & Old Middlefield Wy.



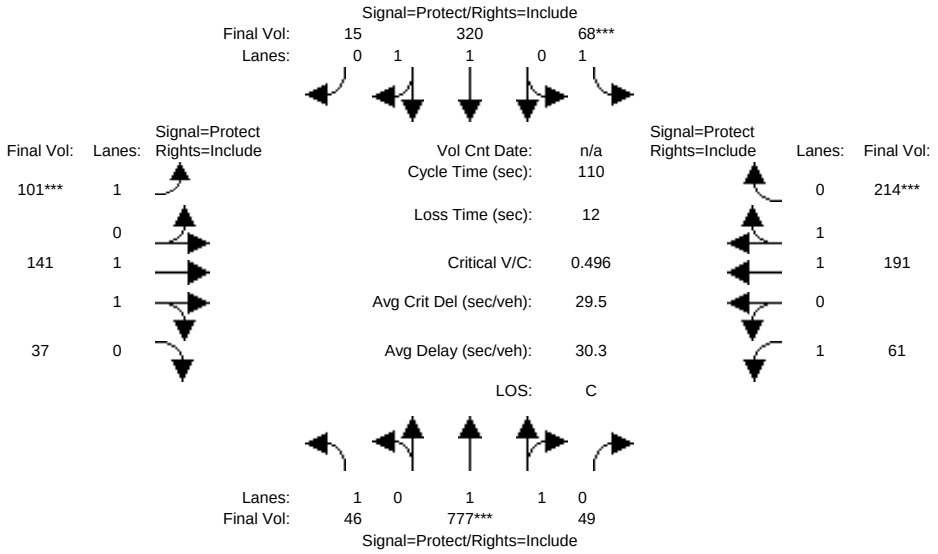
Street Name:	Rengstorff Avenue						Old Middlefield Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	730	290	340	490	60	70	530	390	120	420	560
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:	450	730	290	340	490	60	70	530	390	120	420	560
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:	450	730	290	340	490	60	70	530	390	120	420	560
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:	450	730	290	340	490	60	70	530	390	120	420	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	730	290	340	490	60	70	530	390	120	420	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	730	290	340	490	60	70	530	390	120	420	560
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.42	0.58	1.00	1.78	0.22	1.00	1.13	0.87	1.00	1.00	1.00
Final Sat.:	1750	2647	1052	1750	3296	404	1750	2130	1568	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.28	0.28	0.19	0.15	0.15	0.04	0.25	0.25	0.07	0.22	0.32
Crit Moves:		****		****			****					****
Green Time:	34.3	31.8	31.8	22.4	19.8	19.8	7.0	34.4	34.4	9.5	36.9	36.9
Volume/Cap:	0.82	0.95	0.95	0.95	0.82	0.82	0.63	0.80	0.80	0.80	0.66	0.95
Delay/Veh:	45.0	56.1	56.1	79.2	51.7	51.7	61.2	38.5	38.5	74.1	32.3	54.0
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:	45.0	56.1	56.1	79.2	51.7	51.7	61.2	38.5	38.5	74.1	32.3	54.0
LOS by Move:	D	E+	E+	E-	D-	D-	E	D+	D+	E	C-	D-
HCM2k95thQ:	27	33	33	24	17	17	5	27	27	12	23	42

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #18: Rengstorff Ave & Middlefield Rd



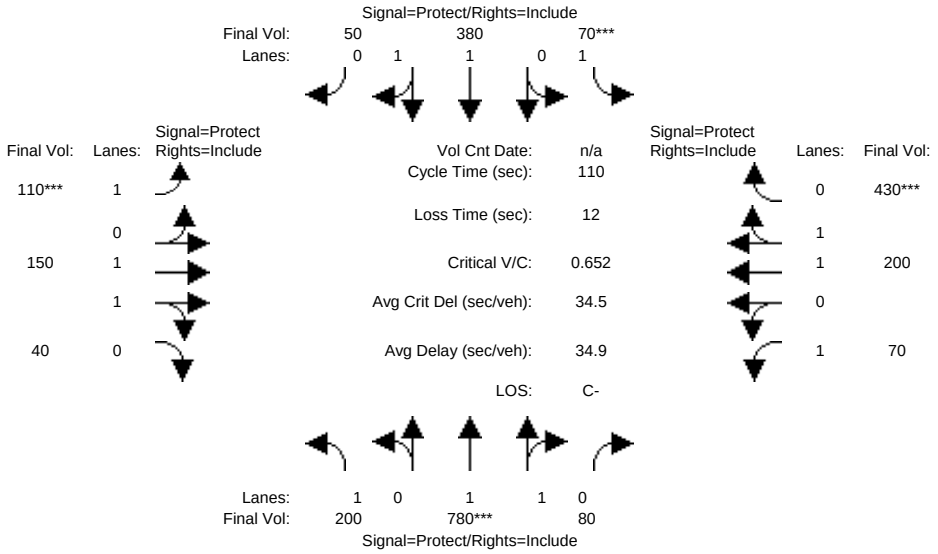
Street Name:	Rengstorff Ave						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	777	49	68	320	15	101	141	37	61	191	214
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:	46	777	49	68	320	15	101	141	37	61	191	214
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:	46	777	49	68	320	15	101	141	37	61	191	214
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:	46	777	49	68	320	15	101	141	37	61	191	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	777	49	68	320	15	101	141	37	61	191	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	777	49	68	320	15	101	141	37	61	191	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.91	0.09	1.00	1.57	0.43	1.00	1.00	1.00
Final Sat.:	1750	3480	219	1750	3534	166	1750	2930	769	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.04	0.09	0.09	0.06	0.05	0.05	0.03	0.10	0.12
Crit Moves:		****		****			****					****
Green Time:	24.2	48.7	48.7	10.0	34.5	34.5	12.6	23.1	23.1	16.2	26.7	26.7
Volume/Cap:	0.12	0.50	0.50	0.43	0.29	0.29	0.50	0.23	0.23	0.24	0.41	0.50
Delay/Veh:	34.5	22.2	22.2	49.1	28.6	28.6	47.8	36.2	36.2	41.9	35.4	36.5
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:	34.5	22.2	22.2	49.1	28.6	28.6	47.8	36.2	36.2	41.9	35.4	36.5
LOS by Move:	C-	C+	C+	D	C	C	D	D+	D+	D	D+	D+
HCM2k95thQ:	3	19	19	5	8	8	8	5	5	4	11	14

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #18: Rengstorff Ave & Middlefield Rd



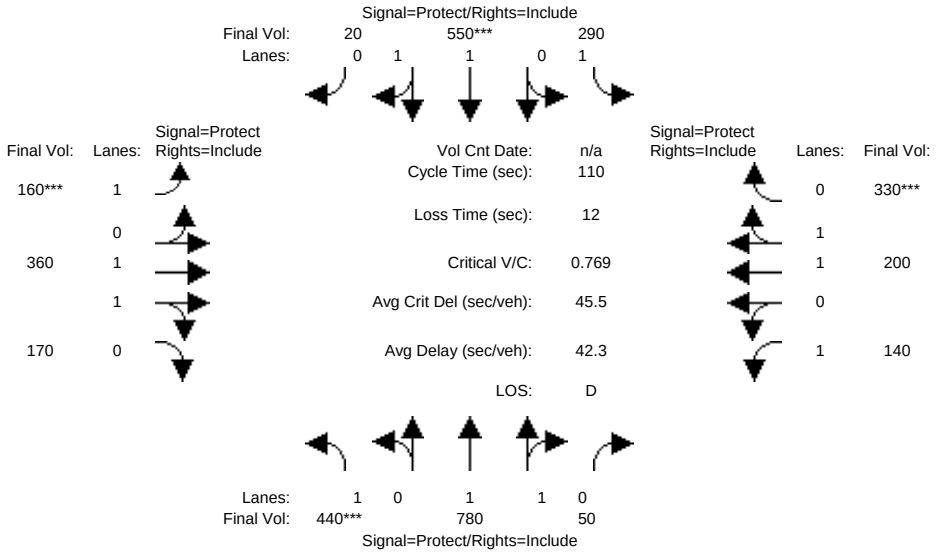
Street Name:	Rengstorff Ave						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	200	780	80	70	380	50	110	150	40	70	200	430
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:	200	780	80	70	380	50	110	150	40	70	200	430
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:	200	780	80	70	380	50	110	150	40	70	200	430
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:	200	780	80	70	380	50	110	150	40	70	200	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	780	80	70	380	50	110	150	40	70	200	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	780	80	70	380	50	110	150	40	70	200	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.81	0.19	1.00	1.76	0.24	1.00	1.57	0.43	1.00	1.00	1.00
Final Sat.:	1750	3356	344	1750	3269	430	1750	2920	779	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.04	0.12	0.12	0.06	0.05	0.05	0.04	0.11	0.25
Crit Moves:		****		****			****					****
Green Time:	23.7	37.8	37.8	10.0	24.1	24.1	10.2	29.5	29.5	20.7	40.0	40.0
Volume/Cap:	0.53	0.68	0.68	0.44	0.53	0.53	0.68	0.19	0.19	0.21	0.29	0.68
Delay/Veh:	39.7	32.3	32.3	49.3	38.6	38.6	59.1	31.1	31.1	38.1	25.0	31.6
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:	39.7	32.3	32.3	49.3	38.6	38.6	59.1	31.1	31.1	38.1	25.0	31.6
LOS by Move:	D	C-	C-	D	D+	D+	E+	C	C	D+	C	C
HCM2k95thQ:	13	24	24	5	12	12	10	5	5	5	9	25

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #18: Rengstorff Ave & Middlefield Rd



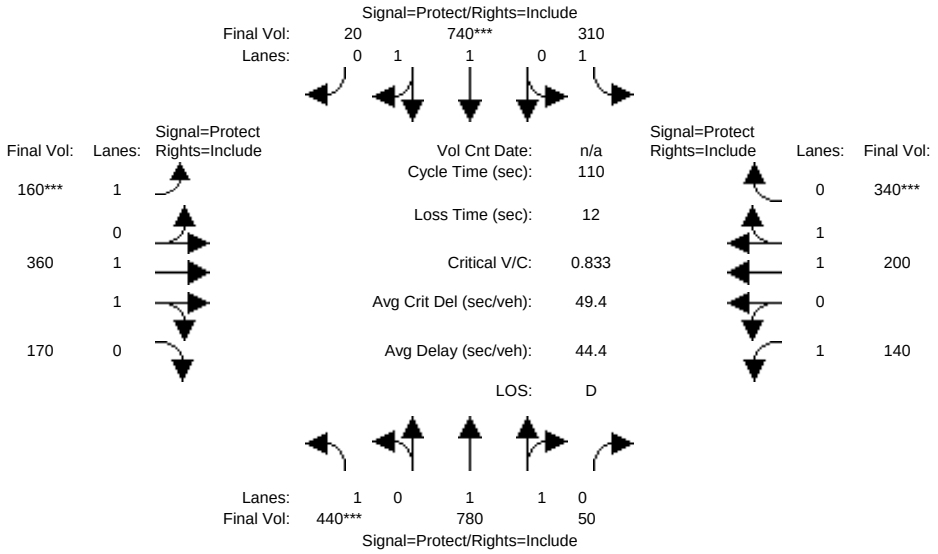
Street Name:	Rengstorff Ave						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	780	50	290	550	20	160	360	170	140	200	330
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:	440	780	50	290	550	20	160	360	170	140	200	330
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:	440	780	50	290	550	20	160	360	170	140	200	330
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:	440	780	50	290	550	20	160	360	170	140	200	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	780	50	290	550	20	160	360	170	140	200	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	780	50	290	550	20	160	360	170	140	200	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.93	0.07	1.00	1.34	0.66	1.00	1.00	1.00
Final Sat.:	1750	3477	223	1750	3570	130	1750	2512	1186	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.22	0.22	0.17	0.15	0.15	0.09	0.14	0.14	0.08	0.11	0.19
Crit Moves:	****				****		****					****
Green Time:	35.9	33.3	33.3	24.6	22.0	22.0	13.1	25.7	25.7	14.3	27.0	27.0
Volume/Cap:	0.77	0.74	0.74	0.74	0.77	0.77	0.77	0.61	0.61	0.61	0.43	0.77
Delay/Veh:	39.6	37.1	37.1	47.0	46.5	46.5	63.0	39.0	39.0	50.1	35.3	43.9
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:	39.6	37.1	37.1	47.0	46.5	46.5	63.0	39.0	39.0	50.1	35.3	43.9
LOS by Move:	D	D+	D+	D	D	D	E	D	D	D	D+	D
HCM2k95thQ:	28	25	25	18	17	17	14	17	17	11	11	23

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #18: Rengstorff Ave & Middlefield Rd



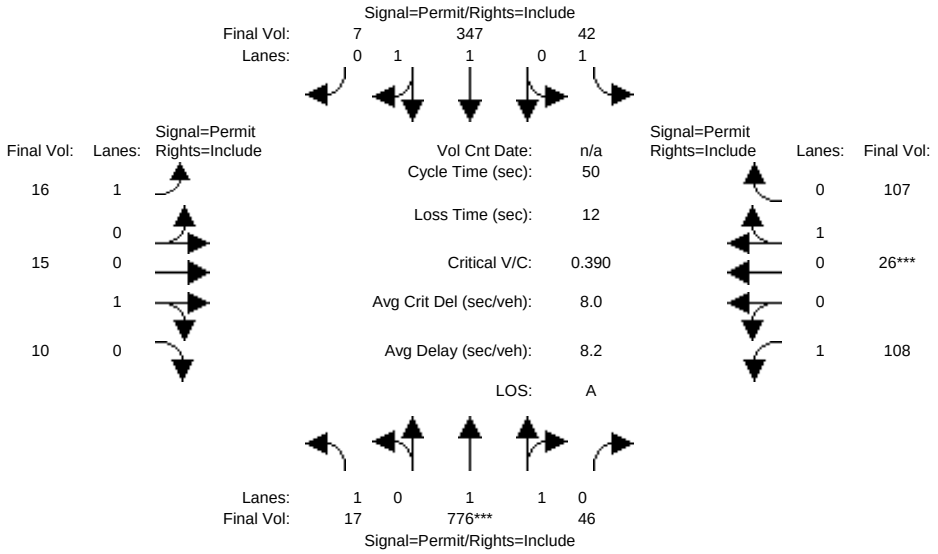
Street Name:	Rengstorff Ave						Middlefield Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	440	780	50	310	740	20	160	360	170	140	200	340
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:	440	780	50	310	740	20	160	360	170	140	200	340
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:	440	780	50	310	740	20	160	360	170	140	200	340
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:	440	780	50	310	740	20	160	360	170	140	200	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	780	50	310	740	20	160	360	170	140	200	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	780	50	310	740	20	160	360	170	140	200	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.95	0.05	1.00	1.34	0.66	1.00	1.00	1.00
Final Sat.:	1750	3477	223	1750	3603	97	1750	2512	1186	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.22	0.22	0.18	0.21	0.21	0.09	0.14	0.14	0.08	0.11	0.19
Crit Moves:	****				****		****					****
Green Time:	33.2	33.7	33.7	26.6	27.1	27.1	12.1	24.2	24.2	13.5	25.6	25.6
Volume/Cap:	0.83	0.73	0.73	0.73	0.83	0.83	0.83	0.65	0.65	0.65	0.45	0.83
Delay/Veh:	46.8	36.6	36.6	44.9	46.0	46.0	73.6	40.9	40.9	52.9	36.4	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:	46.8	36.6	36.6	44.9	46.0	46.0	73.6	40.9	40.9	52.9	36.4	49.2
LOS by Move:	D	D+	D+	D	D	D	E	D	D	D-	D+	D
HCM2k95thQ:	30	25	25	19	22	22	15	17	17	12	12	25

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #19: Rengstorff Ave. & Montecito Ave.



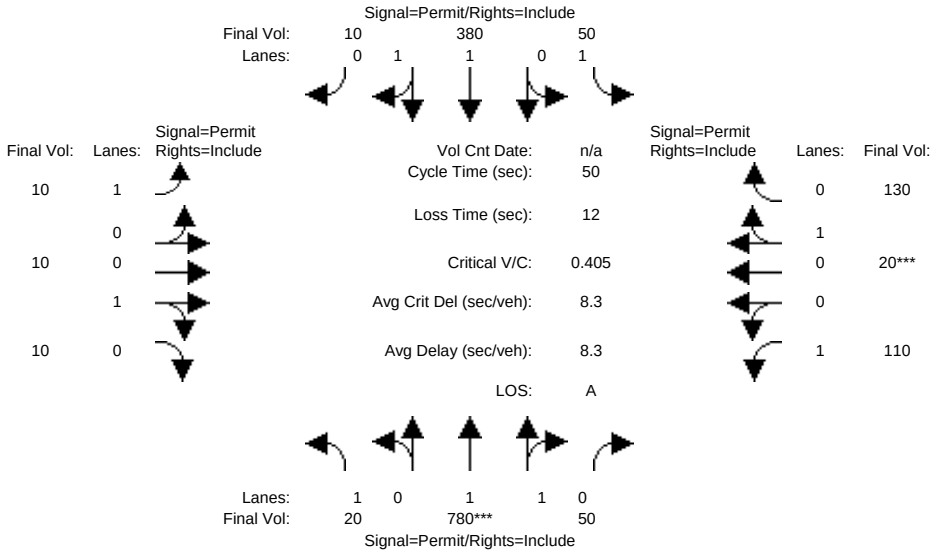
Street Name:	Rengstorff Avenue						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	776	46	42	347	7	16	15	10	108	26	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	776	46	42	347	7	16	15	10	108	26	107
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:	17	776	46	42	347	7	16	15	10	108	26	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	776	46	42	347	7	16	15	10	108	26	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	776	46	42	347	7	16	15	10	108	26	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	776	46	42	347	7	16	15	10	108	26	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	1.96	0.04	1.00	0.60	0.40	1.00	0.20	0.80
Final Sat.:	1750	3493	207	1750	3627	73	1750	1080	720	1750	352	1448
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.02	0.10	0.10	0.01	0.01	0.01	0.06	0.07	0.07
Crit Moves:		****									****	
Green Time:	28.0	28.0	28.0	28.0	28.0	28.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.02	0.40	0.40	0.04	0.17	0.17	0.05	0.07	0.07	0.31	0.37	0.37
Delay/Veh:	4.9	6.3	6.3	5.0	5.4	5.4	16.2	16.3	16.3	17.6	17.9	17.9
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:	4.9	6.3	6.3	5.0	5.4	5.4	16.2	16.3	16.3	17.6	17.9	17.9
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	0	8	8	1	3	3	1	1	1	4	5	5

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #19: Rengstorff Ave. & Montecito Ave.



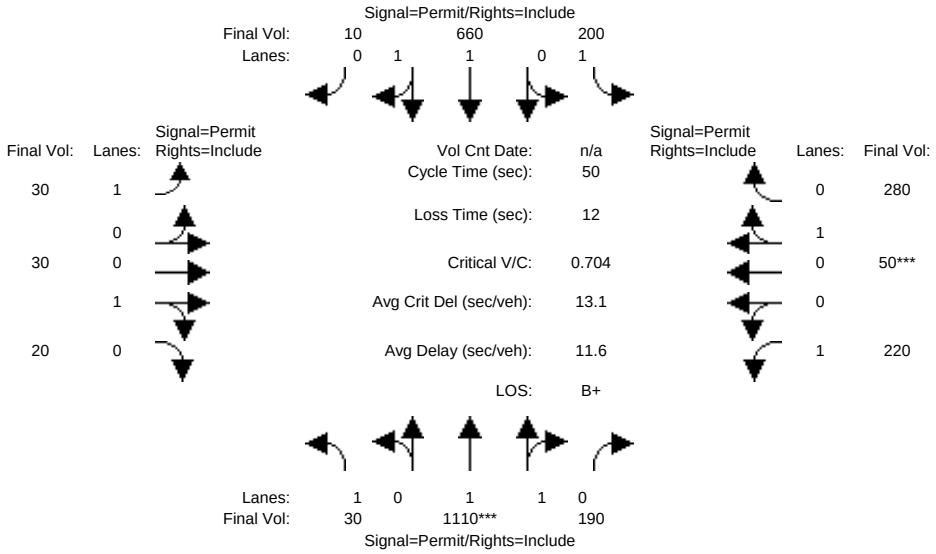
Street Name:	Rengstorff Avenue						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	780	50	50	380	10	10	10	10	110	20	130
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:	20	780	50	50	380	10	10	10	10	110	20	130
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:	20	780	50	50	380	10	10	10	10	110	20	130
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:	20	780	50	50	380	10	10	10	10	110	20	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	780	50	50	380	10	10	10	10	110	20	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	780	50	50	380	10	10	10	10	110	20	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.88	0.12	1.00	1.95	0.05	1.00	0.50	0.50	1.00	0.13	0.87
Final Sat.:	1750	3477	223	1750	3605	95	1750	900	900	1750	240	1560
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.03	0.11	0.11	0.01	0.01	0.01	0.06	0.08	0.08
Crit Moves:		****									****	
Green Time:	27.7	27.7	27.7	27.7	27.7	27.7	10.3	10.3	10.3	10.3	10.3	10.3
Volume/Cap:	0.02	0.40	0.40	0.05	0.19	0.19	0.03	0.05	0.05	0.31	0.40	0.40
Delay/Veh:	5.0	6.5	6.5	5.1	5.6	5.6	15.9	16.0	16.0	17.3	17.9	17.9
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:	5.0	6.5	6.5	5.1	5.6	5.6	15.9	16.0	16.0	17.3	17.9	17.9
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	0	8	8	1	3	3	0	1	1	4	5	5

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #19: Rengstorff Ave. & Montecito Ave.



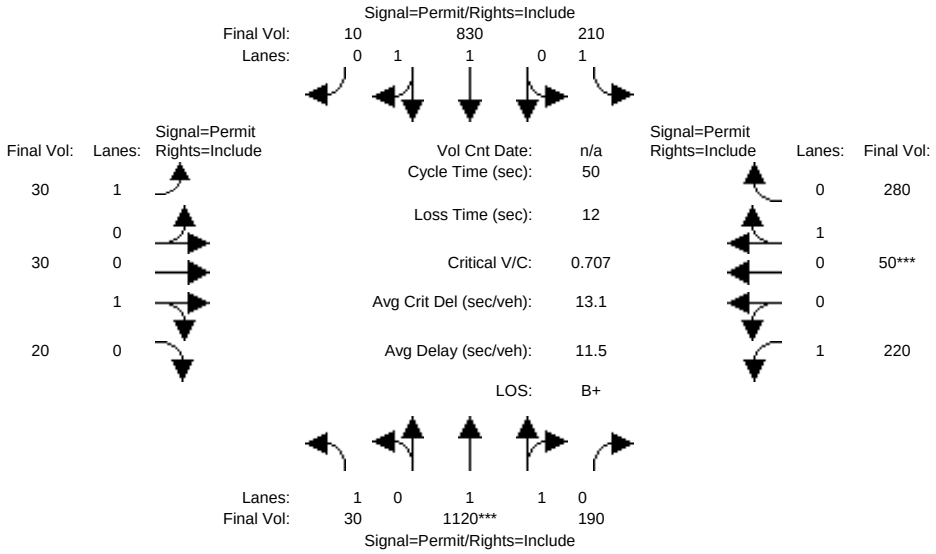
Street Name:	Rengstorff Avenue						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1110	190	200	660	10	30	30	20	220	50	280
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	1110	190	200	660	10	30	30	20	220	50	280
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	1110	190	200	660	10	30	30	20	220	50	280
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	1110	190	200	660	10	30	30	20	220	50	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1110	190	200	660	10	30	30	20	220	50	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1110	190	200	660	10	30	30	20	220	50	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	1.97	0.03	1.00	0.60	0.40	1.00	0.15	0.85
Final Sat.:	1750	3159	541	1750	3645	55	1750	1080	720	1750	273	1527
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.11	0.18	0.18	0.02	0.03	0.03	0.13	0.18	0.18
Crit Moves:		****									****	
Green Time:	25.0	25.0	25.0	25.0	25.0	25.0	13.0	13.0	13.0	13.0	13.0	13.0
Volume/Cap:	0.03	0.70	0.70	0.23	0.36	0.36	0.07	0.11	0.11	0.48	0.70	0.70
Delay/Veh:	6.4	10.9	10.9	7.2	7.8	7.8	14.0	14.2	14.2	16.4	21.5	21.5
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:	6.4	10.9	10.9	7.2	7.8	7.8	14.0	14.2	14.2	16.4	21.5	21.5
LOS by Move:	A	B+	B+	A	A	A	B	B	B	B	C+	C+
HCM2k95thQ:	1	17	17	4	7	7	1	1	1	7	12	12

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #19: Rengstorff Ave. & Montecito Ave.



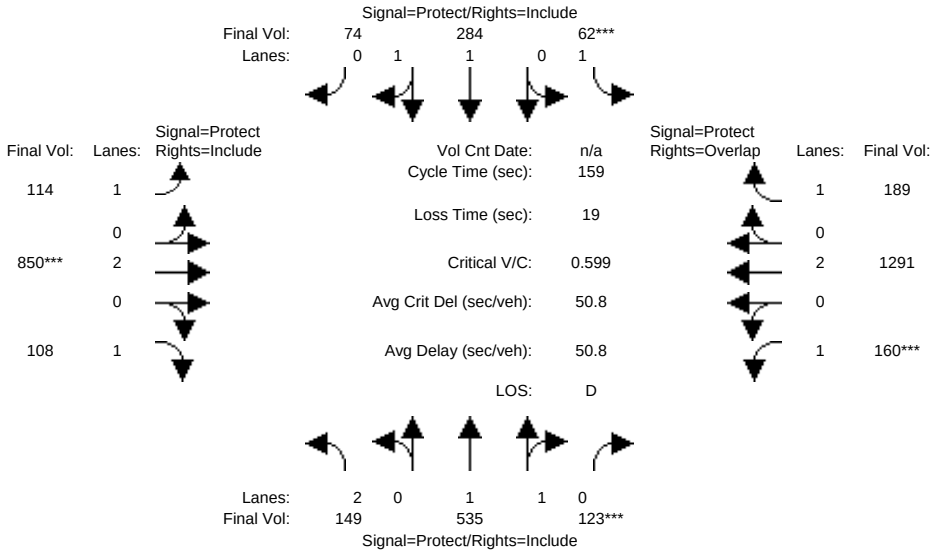
Street Name:	Rengstorff Avenue						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	30	1120	190	210	830	10	30	30	20	220	50	280
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	1120	190	210	830	10	30	30	20	220	50	280
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	1120	190	210	830	10	30	30	20	220	50	280
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	1120	190	210	830	10	30	30	20	220	50	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1120	190	210	830	10	30	30	20	220	50	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1120	190	210	830	10	30	30	20	220	50	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.70	0.30	1.00	1.98	0.02	1.00	0.60	0.40	1.00	0.15	0.85
Final Sat.:	1750	3163	537	1750	3656	44	1750	1080	720	1750	273	1527
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.12	0.23	0.23	0.02	0.03	0.03	0.13	0.18	0.18
Crit Moves:		****									****	
Green Time:	25.0	25.0	25.0	25.0	25.0	25.0	13.0	13.0	13.0	13.0	13.0	13.0
Volume/Cap:	0.03	0.71	0.71	0.24	0.45	0.45	0.07	0.11	0.11	0.48	0.71	0.71
Delay/Veh:	6.4	10.9	10.9	7.2	8.2	8.2	14.0	14.2	14.2	16.5	21.7	21.7
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:	6.4	10.9	10.9	7.2	8.2	8.2	14.0	14.2	14.2	16.5	21.7	21.7
LOS by Move:	A	B+	B+	A	A	A	B	B	B	B	C+	C+
HCM2k95thQ:	1	18	18	4	9	9	1	1	1	7	13	13

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #20: Rengstorff Ave. & Central Expy.



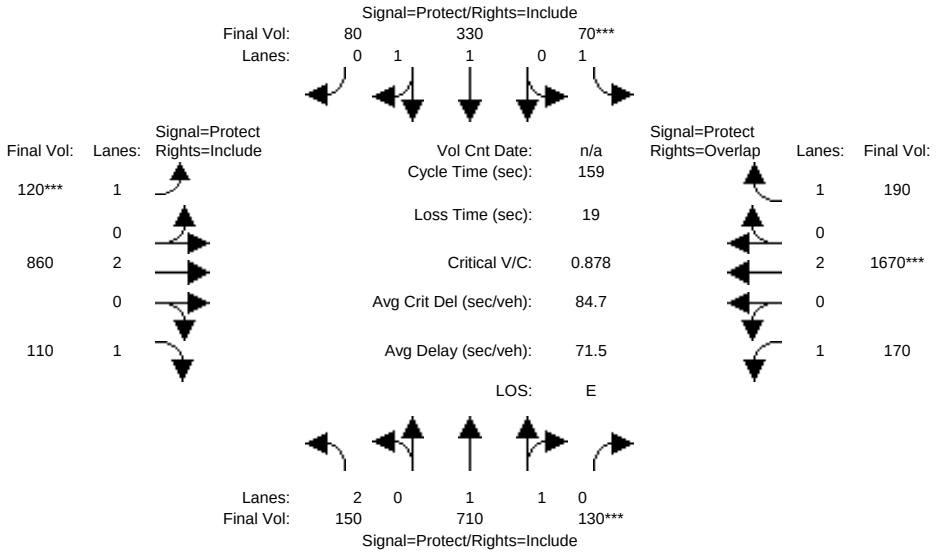
Street Name:	Rengstorff Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	53	53	10	27	27	15	50	50	29	65	65
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	149	535	123	62	284	74	114	850	108	160	1291	189
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:	149	535	123	62	284	74	114	850	108	160	1291	189
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:	149	535	123	62	284	74	114	850	108	160	1291	189
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:	149	535	123	62	284	74	114	850	108	160	1291	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	535	123	62	284	74	114	850	108	160	1291	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	535	123	62	284	74	114	850	108	160	1291	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.62	0.38	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3008	692	1750	2935	765	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.04	0.10	0.10	0.07	0.22	0.06	0.09	0.34	0.11
Crit Moves:			****	****				****		****		
Green Time:	35.3	52.0	52.0	9.8	26.5	26.5	14.7	50.1	50.1	28.5	63.8	73.6
Volume/Cap:	0.21	0.54	0.54	0.57	0.58	0.58	0.70	0.71	0.20	0.51	0.85	0.23
Delay/Veh:	51.6	45.1	45.1	81.2	63.7	63.7	84.4	51.0	40.7	61.5	48.6	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	45.1	45.1	81.2	63.7	63.7	84.4	51.0	40.7	61.5	48.6	26.3
LOS by Move:	D-	D	D	F	E	E	F	D-	D	E	D	C
HCM2k95thQ:	6	24	23	8	16	16	13	33	8	14	49	11

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #20: Rengstorff Ave. & Central Expy.



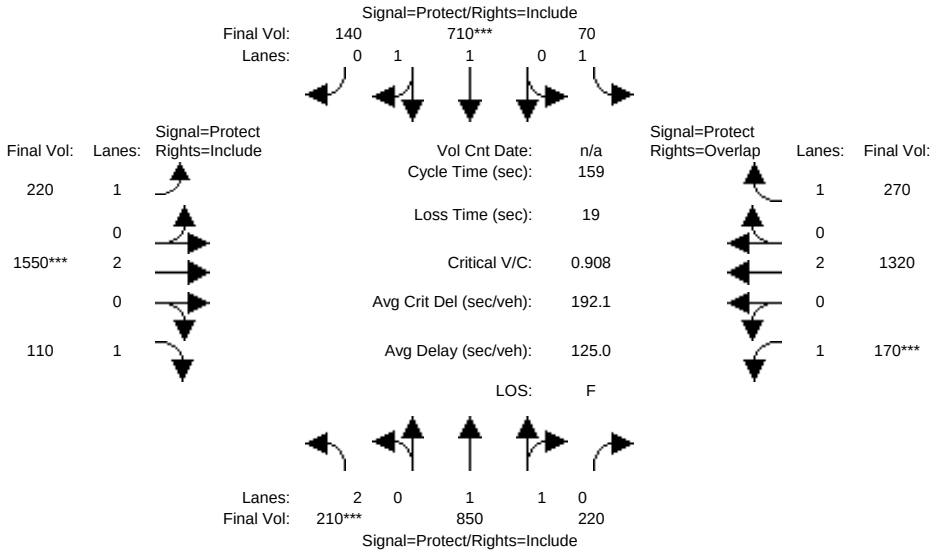
Street Name:	Rengstorff Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	53	53	10	27	27	15	50	50	29	65	65
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	710	130	70	330	80	120	860	110	170	1670	190
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:	150	710	130	70	330	80	120	860	110	170	1670	190
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:	150	710	130	70	330	80	120	860	110	170	1670	190
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:	150	710	130	70	330	80	120	860	110	170	1670	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	710	130	70	330	80	120	860	110	170	1670	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	710	130	70	330	80	120	860	110	170	1670	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.68	0.32	1.00	1.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3127	573	1750	2978	722	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.04	0.11	0.11	0.07	0.23	0.06	0.10	0.44	0.11
Crit Moves:			****	****			****				****	
Green Time:	35.3	52.0	52.0	9.8	26.5	26.5	14.7	49.7	49.7	28.8	63.8	73.6
Volume/Cap:	0.21	0.69	0.69	0.65	0.66	0.66	0.74	0.72	0.20	0.54	1.10	0.23
Delay/Veh:	51.6	49.2	49.2	87.2	66.0	66.0	88.2	51.7	41.0	61.9	102	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	49.2	49.2	87.2	66.0	66.0	88.2	51.7	41.0	61.9	102	26.4
LOS by Move:	D-	D	D	F	E	E	F	D-	D	E	F	C
HCM2k95thQ:	6	32	31	9	19	19	14	33	8	15	82	11

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #20: Rengstorff Ave. & Central Expy.



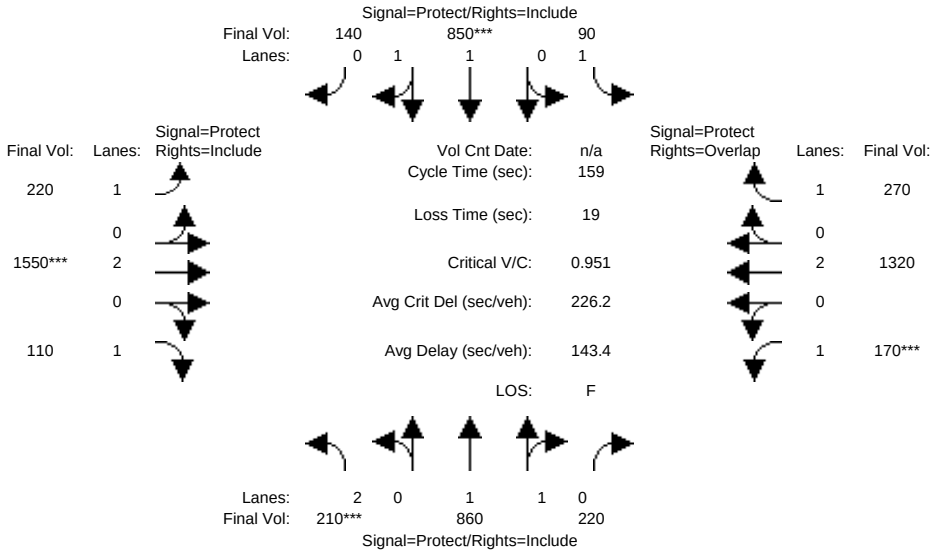
Street Name:	Rengstorff Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	53	53	10	27	27	15	50	50	29	65	65
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	850	220	70	710	140	220	1550	110	170	1320	270
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:	210	850	220	70	710	140	220	1550	110	170	1320	270
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:	210	850	220	70	710	140	220	1550	110	170	1320	270
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:	210	850	220	70	710	140	220	1550	110	170	1320	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	850	220	70	710	140	220	1550	110	170	1320	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	850	220	70	710	140	220	1550	110	170	1320	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.58	0.42	1.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2939	761	1750	3090	609	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.04	0.23	0.23	0.13	0.41	0.06	0.10	0.35	0.15
Crit Moves:	****				****			****			****	
Green Time:	35.3	52.8	52.8	10.0	27.5	27.5	18.5	49.1	49.1	28.5	59.0	69.0
Volume/Cap:	0.30	0.87	0.87	0.64	1.33	1.33	1.08	1.32	0.20	0.54	0.94	0.36
Delay/Veh:	52.7	57.8	57.8	86.0	226	225.8	157.7	207	41.5	62.4	60.9	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	57.8	57.8	86.0	226	225.8	157.7	207	41.5	62.4	60.9	31.0
LOS by Move:	D-	E+	E+	F	F	F	F	F	D	E	E	C
HCM2k95thQ:	9	45	43	9	57	55	28	94	8	15	56	16

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #20: Rengstorff Ave. & Central Expy.



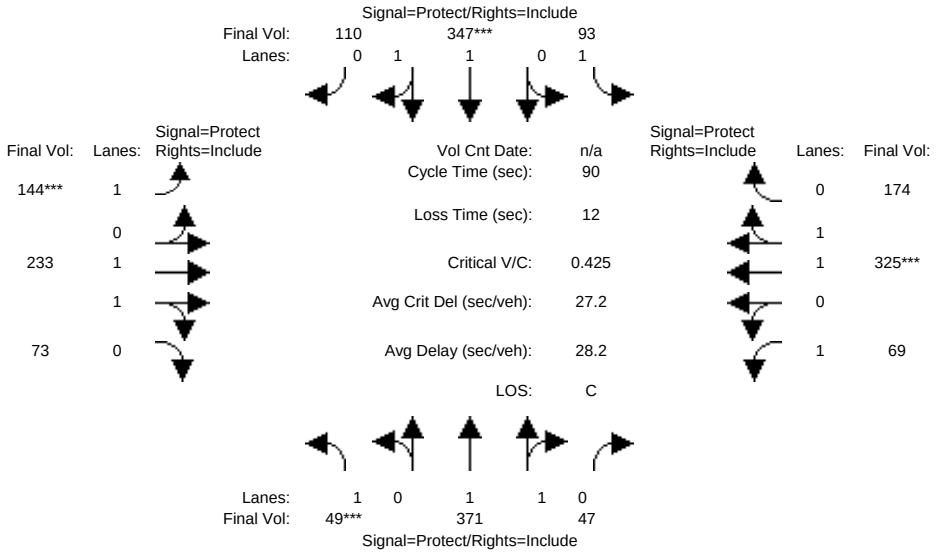
Street Name:	Rengstorff Avenue						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	53	53	10	27	27	15	50	50	29	65	65
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	210	860	220	90	850	140	220	1550	110	170	1320	270
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:	210	860	220	90	850	140	220	1550	110	170	1320	270
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:	210	860	220	90	850	140	220	1550	110	170	1320	270
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:	210	860	220	90	850	140	220	1550	110	170	1320	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	860	220	90	850	140	220	1550	110	170	1320	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	860	220	90	850	140	220	1550	110	170	1320	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.58	0.42	1.00	1.71	0.29	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	2946	754	1750	3176	523	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.05	0.27	0.27	0.13	0.41	0.06	0.10	0.35	0.15
Crit Moves:	****				****			****			****	
Green Time:	35.3	52.8	52.8	10.0	27.5	27.5	18.5	49.1	49.1	28.5	59.0	69.0
Volume/Cap:	0.30	0.88	0.88	0.82	1.55	1.55	1.08	1.32	0.20	0.54	0.94	0.36
Delay/Veh:	52.7	58.5	58.5	111.7	321	321.4	157.7	207	41.5	62.4	60.9	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	58.5	58.5	111.7	321	321.4	157.7	207	41.5	62.4	60.9	31.0
LOS by Move:	D-	E+	E+	F	F	F	F	F	D	E	E	C
HCM2k95thQ:	9	45	44	12	72	70	28	94	8	15	56	16

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #21: Rengstorff Ave. & California St.



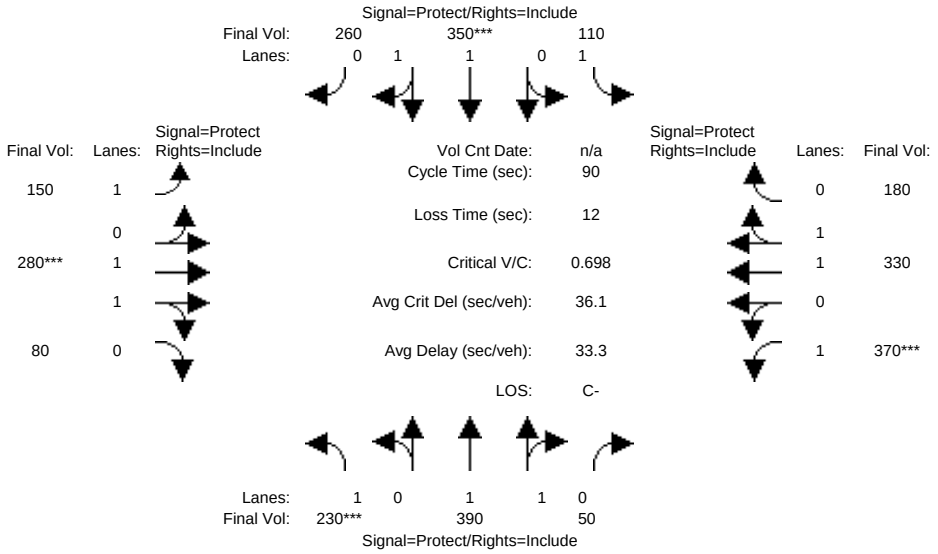
Street Name:	Rengstorff Avenue						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	371	47	93	347	110	144	233	73	69	325	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	371	47	93	347	110	144	233	73	69	325	174
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:	49	371	47	93	347	110	144	233	73	69	325	174
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:	49	371	47	93	347	110	144	233	73	69	325	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	371	47	93	347	110	144	233	73	69	325	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	371	47	93	347	110	144	233	73	69	325	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.51	0.49	1.00	1.51	0.49	1.00	1.28	0.72
Final Sat.:	1750	3284	416	1750	2809	890	1750	2817	882	1750	2409	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.05	0.12	0.12	0.08	0.08	0.08	0.04	0.13	0.13
Crit Moves:	****				****		****				****	
Green Time:	7.0	19.4	19.4	13.3	25.7	25.7	17.1	26.6	26.6	18.6	28.1	28.1
Volume/Cap:	0.36	0.52	0.52	0.36	0.43	0.43	0.43	0.28	0.28	0.19	0.43	0.43
Delay/Veh:	41.0	31.9	31.9	35.3	26.5	26.5	33.0	24.5	24.5	29.7	24.9	24.9
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:	41.0	31.9	31.9	35.3	26.5	26.5	33.0	24.5	24.5	29.7	24.9	24.9
LOS by Move:	D	C	C	D+	C	C	C-	C	C	C	C	C
HCM2k95thQ:	4	11	11	6	11	11	8	7	7	4	11	11

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #21: Rengstorff Ave. & California St.



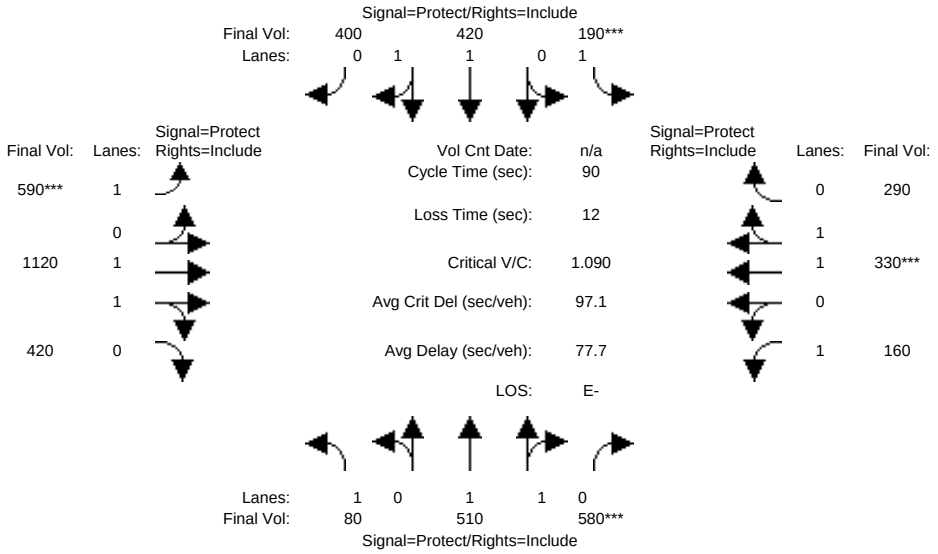
Street Name:	Rengstorff Avenue						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	390	50	110	350	260	150	280	80	370	330	180
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:	230	390	50	110	350	260	150	280	80	370	330	180
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:	230	390	50	110	350	260	150	280	80	370	330	180
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:	230	390	50	110	350	260	150	280	80	370	330	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	390	50	110	350	260	150	280	80	370	330	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	390	50	110	350	260	150	280	80	370	330	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.77	0.23	1.00	1.12	0.88	1.00	1.54	0.46	1.00	1.27	0.73
Final Sat.:	1750	3279	420	1750	2122	1576	1750	2877	822	1750	2393	1305
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.06	0.16	0.16	0.09	0.10	0.10	0.21	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	16.9	23.1	23.1	15.1	21.3	21.3	15.3	12.5	12.5	27.3	24.5	24.5
Volume/Cap:	0.70	0.46	0.46	0.37	0.70	0.70	0.51	0.70	0.70	0.70	0.51	0.51
Delay/Veh:	40.6	28.6	28.6	34.1	33.9	33.9	35.4	41.1	41.1	31.8	28.0	28.0
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:	40.6	28.6	28.6	34.1	33.9	33.9	35.4	41.1	41.1	31.8	28.0	28.0
LOS by Move:	D	C	C	C-	C-	C-	D+	D	D	C	C	C
HCM2k95thQ:	15	11	11	6	17	17	9	12	12	20	12	12

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #21: Rengstorff Ave. & California St.



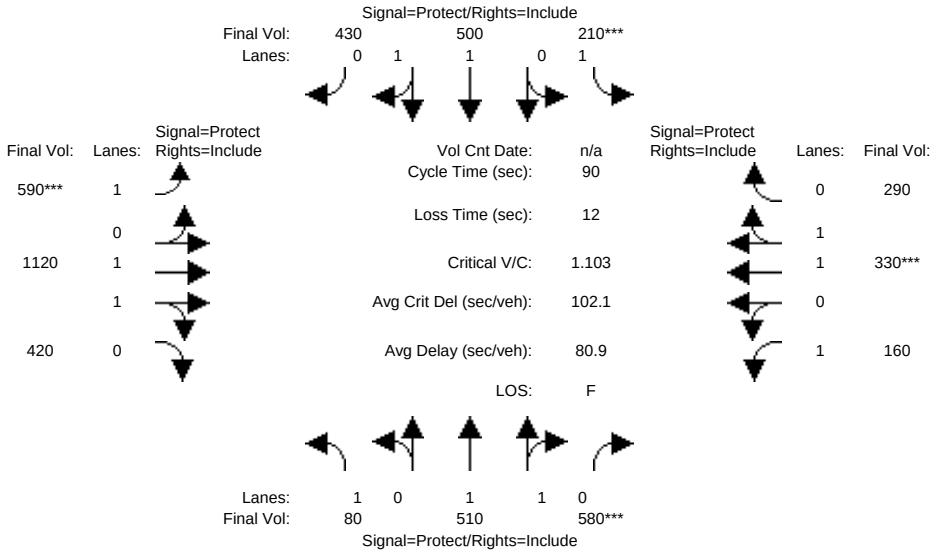
Street Name:	Rengstorff Avenue						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	510	580	190	420	400	590	1120	420	160	330	290
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:	80	510	580	190	420	400	590	1120	420	160	330	290
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:	80	510	580	190	420	400	590	1120	420	160	330	290
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	510	580	190	420	400	590	1120	420	160	330	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	510	580	190	420	400	590	1120	420	160	330	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	510	580	190	420	400	590	1120	420	160	330	290
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	0.95	0.92	0.98	0.95	0.92	1.00	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.44	0.56	1.00	1.04	0.96
Final Sat.:	1750	1900	1750	1750	1898	1800	1750	2690	1009	1750	1968	1730
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.33	0.11	0.22	0.22	0.34	0.42	0.42	0.09	0.17	0.17
Crit Moves:			****	****			****				****	
Green Time:	9.4	27.4	27.4	9.0	26.9	26.9	27.8	34.2	34.2	7.5	13.8	13.8
Volume/Cap:	0.44	0.88	1.09	1.09	0.74	0.74	1.09	1.10	1.10	1.10	1.09	1.09
Delay/Veh:	39.5	37.6	87.6	134.8	31.1	31.2	96.6	82.9	82.9	144.0	103	102.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	37.6	87.6	134.8	31.1	31.2	96.6	82.9	82.9	144.0	103	102.7
LOS by Move:	D	D+	F	F	C	C	F	F	F	F	F	F
HCM2k95thQ:	6	29	46	21	22	22	47	55	55	19	28	28

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #21: Rengstorff Ave. & California St.



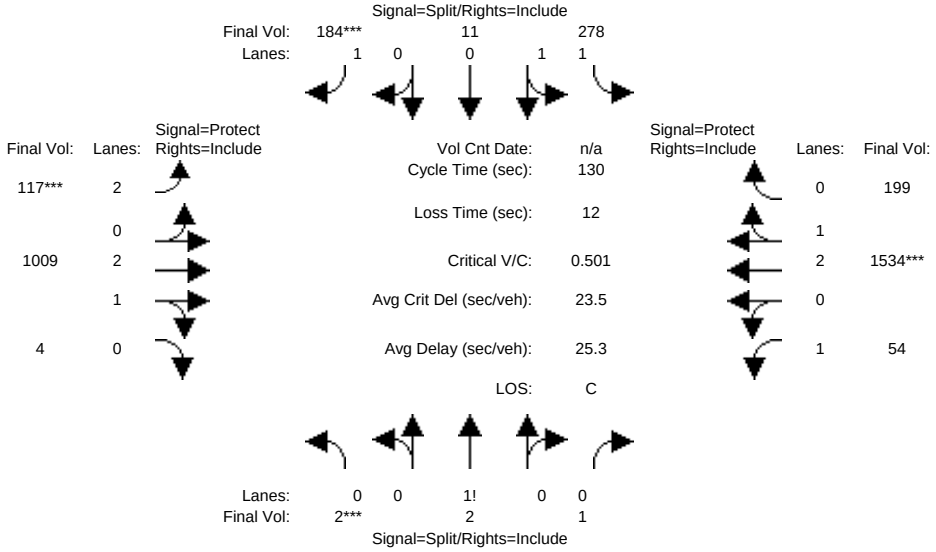
Street Name:	Rengstorff Avenue						California Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	80	510	580	210	500	430	590	1120	420	160	330	290
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:	80	510	580	210	500	430	590	1120	420	160	330	290
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:	80	510	580	210	500	430	590	1120	420	160	330	290
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	510	580	210	500	430	590	1120	420	160	330	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	510	580	210	500	430	590	1120	420	160	330	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	510	580	210	500	430	590	1120	420	160	330	290
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	0.95	0.92	0.98	0.95	0.92	1.00	0.95
Lanes:	1.00	1.00	1.00	1.00	1.05	0.95	1.00	1.44	0.56	1.00	1.04	0.96
Final Sat.:	1750	1900	1750	1750	1988	1710	1750	2690	1009	1750	1968	1730
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.33	0.12	0.25	0.25	0.34	0.42	0.42	0.09	0.17	0.17
Crit Moves:			****	****			****				****	
Green Time:	8.7	27.0	27.0	9.8	28.1	28.1	27.5	33.8	33.8	7.4	13.7	13.7
Volume/Cap:	0.47	0.89	1.10	1.10	0.80	0.80	1.10	1.11	1.11	1.11	1.10	1.10
Delay/Veh:	40.6	38.8	92.8	135.7	32.6	32.6	101.5	88.3	88.3	148.7	108	107.6
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:	40.6	38.8	92.8	135.7	32.6	32.6	101.5	88.3	88.3	148.7	108	107.6
LOS by Move:	D	D+	F	F	C-	C-	F	F	F	F	F	F
HCM2k95thQ:	6	30	47	23	25	25	48	57	57	19	29	29

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #22: Rengstorff Ave. & El Camino Real



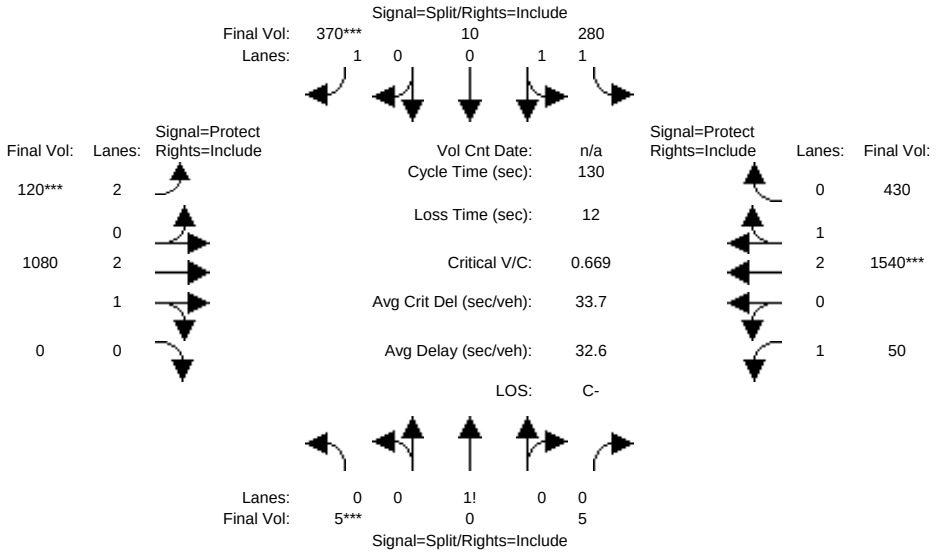
Street Name:	Rengstorff Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	0	10	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	2	1	278	11	184	117	1009	4	54	1534	199
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:	2	2	1	278	11	184	117	1009	4	54	1534	199
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:	2	2	1	278	11	184	117	1009	4	54	1534	199
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:	2	2	1	278	11	184	117	1009	4	54	1534	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	2	1	278	11	184	117	1009	4	54	1534	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	2	1	278	11	184	117	1009	4	54	1534	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	0.40	0.40	0.20	1.92	0.08	1.00	2.00	2.99	0.01	1.00	2.64	0.36
Final Sat.:	700	700	350	3415	135	1750	3150	5578	22	1750	4956	643
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.11	0.04	0.18	0.18	0.03	0.31	0.31
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.0	10.0	24.8	24.8	24.8	10.0	62.4	62.4	20.8	73.2	73.2
Volume/Cap:	0.04	0.04	0.04	0.43	0.43	0.55	0.48	0.38	0.38	0.19	0.55	0.55
Delay/Veh:	55.7	55.7	55.7	46.7	46.7	49.5	59.0	21.6	21.6	47.7	18.2	18.2
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:	55.7	55.7	55.7	46.7	46.7	49.5	59.0	21.6	21.6	47.7	18.2	18.2
LOS by Move:	E+	E+	E+	D	D	D	E+	C+	C+	D	B-	B-
HCM2k95thQ:	0	0	0	11	11	15	7	16	16	4	26	26

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #22: Rengstorff Ave. & El Camino Real



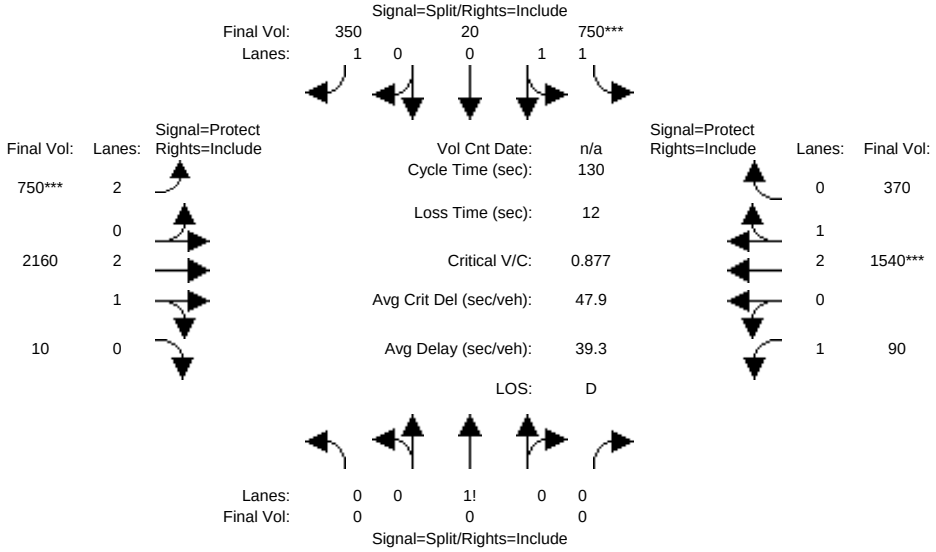
Street Name:	Rengstorff Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	0	10	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	0	5	280	10	370	120	1080	0	50	1540	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	5	280	10	370	120	1080	0	50	1540	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	5	280	10	370	120	1080	0	50	1540	430
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:	5	0	5	280	10	370	120	1080	0	50	1540	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	5	280	10	370	120	1080	0	50	1540	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	5	280	10	370	120	1080	0	50	1540	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.92	0.92	0.99	0.95
Lanes:	0.50	0.00	0.50	1.93	0.07	1.00	2.00	3.00	0.00	1.00	2.32	0.68
Final Sat.:	875	0	875	3428	122	1750	3150	5600	0	1750	4376	1222
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.08	0.08	0.21	0.04	0.19	0.00	0.03	0.35	0.35
Crit Moves:	****					****	****				****	
Green Time:	10.0	0.0	10.0	36.8	36.8	36.8	10.0	53.4	0.0	17.8	61.2	61.2
Volume/Cap:	0.07	0.00	0.07	0.29	0.29	0.75	0.50	0.47	0.00	0.21	0.75	0.75
Delay/Veh:	55.9	0.0	55.9	36.6	36.6	48.6	59.2	28.1	0.0	50.3	29.3	29.3
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:	55.9	0.0	55.9	36.6	36.6	48.6	59.2	28.1	0.0	50.3	29.3	29.3
LOS by Move:	E+	A	E+	D+	D+	D	E+	C	A	D	C	C
HCM2k95thQ:	1	0	1	9	9	28	7	19	0	4	37	37

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #22: Rengstorff Ave. & El Camino Real



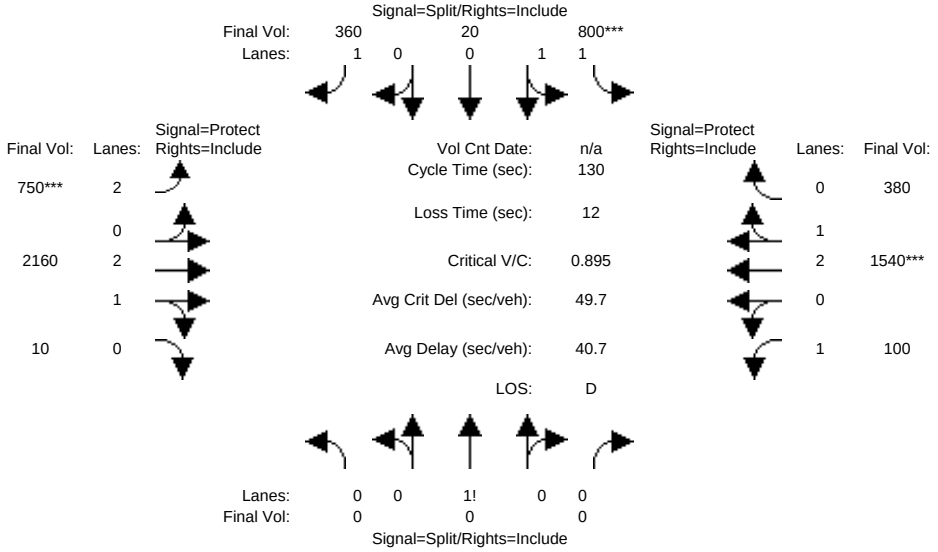
Street Name:	Rengstorff Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	0	10	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	750	20	350	750	2160	10	90	1540	370
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	750	20	350	750	2160	10	90	1540	370
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	750	20	350	750	2160	10	90	1540	370
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	750	20	350	750	2160	10	90	1540	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	750	20	350	750	2160	10	90	1540	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	750	20	350	750	2160	10	90	1540	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	0.00	1.00	0.00	1.95	0.05	1.00	2.00	2.99	0.01	1.00	2.40	0.60
Final Sat.:	0	1750	0	3458	92	1750	3150	5574	26	1750	4514	1084
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.20	0.24	0.39	0.39	0.05	0.34	0.34
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	32.1	32.1	32.1	35.3	71.6	71.6	14.2	50.6	50.6
Volume/Cap:	0.00	0.00	0.00	0.88	0.88	0.81	0.88	0.70	0.70	0.47	0.88	0.88
Delay/Veh:	0.0	0.0	0.0	57.0	57.0	56.9	55.5	22.1	22.1	56.2	41.2	41.2
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:	0.0	0.0	0.0	57.0	57.0	56.9	55.5	22.1	22.1	56.2	41.2	41.2
LOS by Move:	A	A	A	E+	E+	E+	E+	C+	C+	E+	D	D
HCM2k95thQ:	0	0	0	32	32	28	34	36	36	8	44	44

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #22: Rengstorff Ave. & El Camino Real



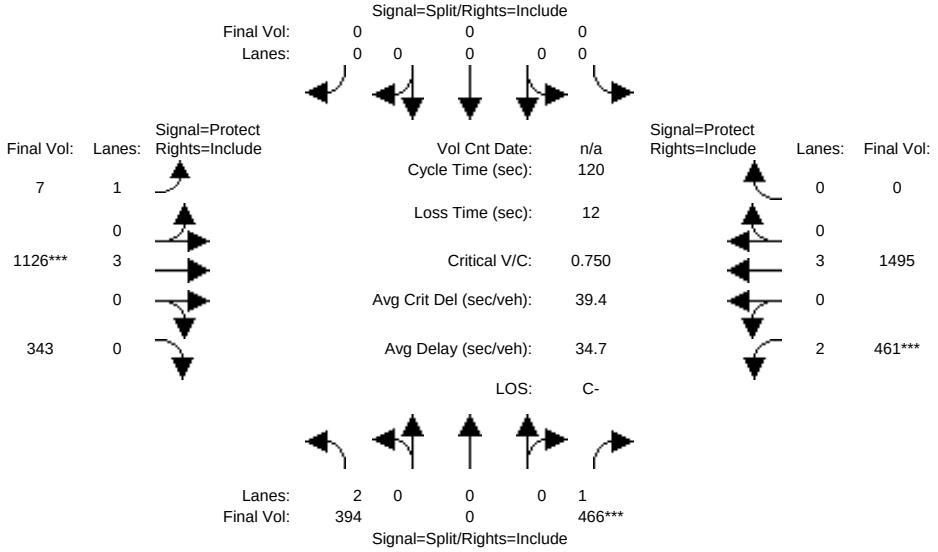
Street Name:	Rengstorff Avenue						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	0	10	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	800	20	360	750	2160	10	100	1540	380
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	800	20	360	750	2160	10	100	1540	380
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	800	20	360	750	2160	10	100	1540	380
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	800	20	360	750	2160	10	100	1540	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	800	20	360	750	2160	10	100	1540	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	800	20	360	750	2160	10	100	1540	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	0.00	1.00	0.00	1.95	0.05	1.00	2.00	2.99	0.01	1.00	2.38	0.62
Final Sat.:	0	1750	0	3463	87	1750	3150	5574	26	1750	4490	1108
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.21	0.24	0.39	0.39	0.06	0.34	0.34
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	33.6	33.6	33.6	34.6	70.4	70.4	14.0	49.8	49.8
Volume/Cap:	0.00	0.00	0.00	0.89	0.89	0.80	0.89	0.72	0.72	0.53	0.89	0.89
Delay/Veh:	0.0	0.0	0.0	57.7	57.7	54.6	58.0	23.1	23.1	57.8	42.9	42.9
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:	0.0	0.0	0.0	57.7	57.7	54.6	58.0	23.1	23.1	57.8	42.9	42.9
LOS by Move:	A	A	A	E+	E+	D-	E+	C	C	E+	D	D
HCM2k95thQ:	0	0	0	34	34	28	35	37	37	9	45	45

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #23: El Monte Ave/El Camino Real



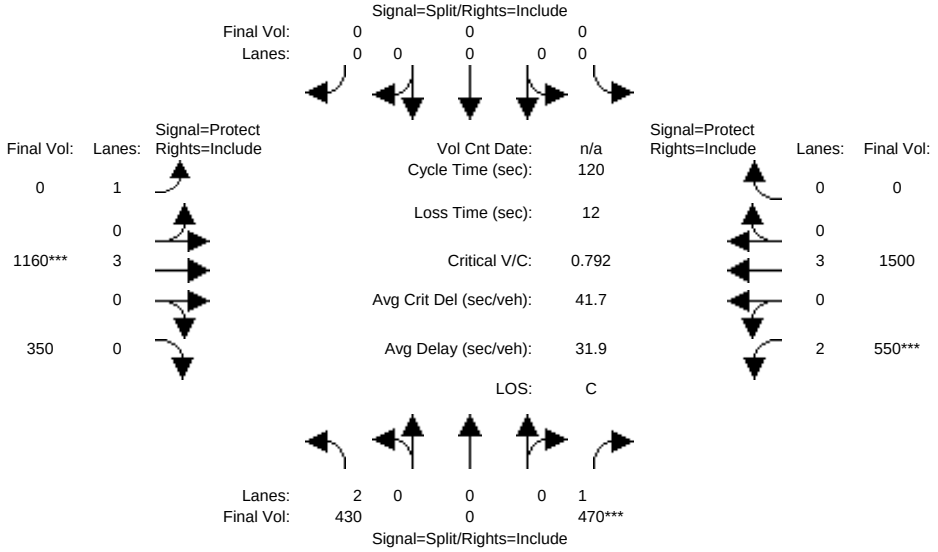
Street Name:	El Monte Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	0	20	0	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	394	0	466	0	0	0	7	1126	343	461	1495	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:	394	0	466	0	0	0	7	1126	343	461	1495	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:	394	0	466	0	0	0	7	1126	343	461	1495	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:	394	0	466	0	0	0	7	1126	343	461	1495	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	0	466	0	0	0	7	1126	343	461	1495	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	394	0	466	0	0	0	7	1126	343	461	1495	0
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	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.27	0.73	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	4291	1307	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.27	0.00	0.00	0.00	0.00	0.26	0.26	0.15	0.26	0.00
Crit Moves:			****					****		****		
Green Time:	42.6	0.0	42.6	0.0	0.0	0.0	15.8	42.0	42.0	23.4	49.6	0.0
Volume/Cap:	0.35	0.00	0.75	0.00	0.00	0.00	0.03	0.75	0.75	0.75	0.63	0.00
Delay/Veh:	28.7	0.0	39.1	0.0	0.0	0.0	45.5	36.0	36.0	50.7	28.5	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:	28.7	0.0	39.1	0.0	0.0	0.0	45.5	36.0	36.0	50.7	28.5	0.0
LOS by Move:	C	A	D	A	A	A	D	D+	D+	D	C	A
HCM2k95thQ:	12	0	30	0	0	0	1	30	30	20	26	0

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #23: El Monte Ave/El Camino Real



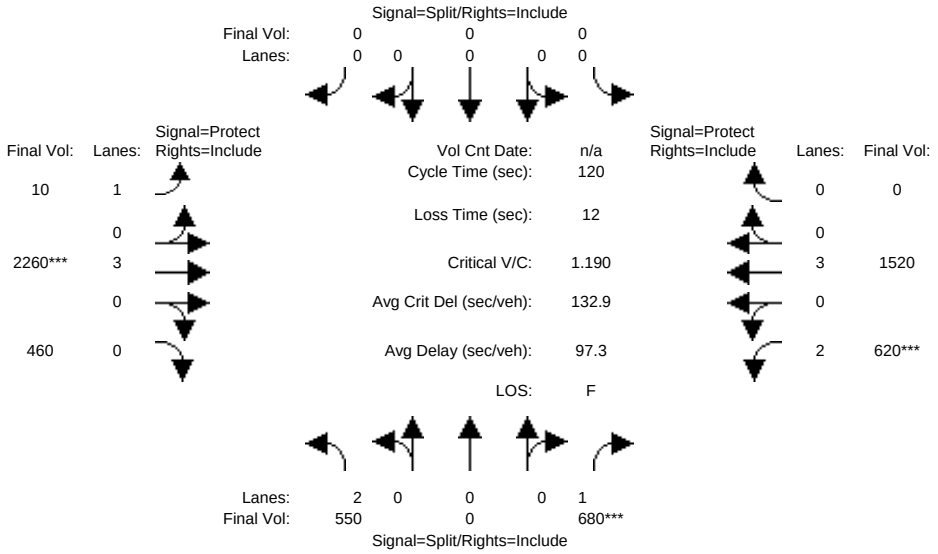
Street Name:	El Monte Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	0	20	0	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	430	0	470	0	0	0	0	1160	350	550	1500	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:	430	0	470	0	0	0	0	1160	350	550	1500	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:	430	0	470	0	0	0	0	1160	350	550	1500	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:	430	0	470	0	0	0	0	1160	350	550	1500	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	0	470	0	0	0	0	1160	350	550	1500	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	0	470	0	0	0	0	1160	350	550	1500	0
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	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.28	0.72	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	4300	1298	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.27	0.00	0.00	0.00	0.00	0.27	0.27	0.17	0.26	0.00
Crit Moves:			****					****		****		
Green Time:	40.7	0.0	40.7	0.0	0.0	0.0	0.0	40.9	40.9	26.5	67.3	0.0
Volume/Cap:	0.40	0.00	0.79	0.00	0.00	0.00	0.00	0.79	0.79	0.79	0.47	0.00
Delay/Veh:	30.6	0.0	43.0	0.0	0.0	0.0	0.0	38.1	38.1	50.4	15.8	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:	30.6	0.0	43.0	0.0	0.0	0.0	0.0	38.1	38.1	50.4	15.8	0.0
LOS by Move:	C	A	D	A	A	A	A	D+	D+	D	B	A
HCM2k95thQ:	14	0	32	0	0	0	0	32	32	24	20	0

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #23: El Monte Ave/El Camino Real



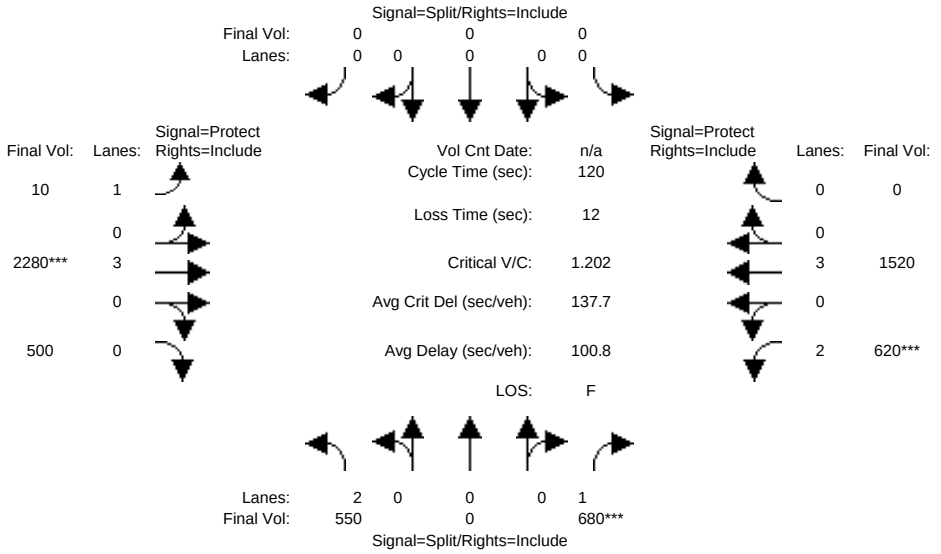
Street Name:	El Monte Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	0	20	0	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	0	680	0	0	0	10	2260	460	620	1520	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:	550	0	680	0	0	0	10	2260	460	620	1520	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:	550	0	680	0	0	0	10	2260	460	620	1520	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:	550	0	680	0	0	0	10	2260	460	620	1520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	0	680	0	0	0	10	2260	460	620	1520	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	550	0	680	0	0	0	10	2260	460	620	1520	0
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	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.47	0.53	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	4652	947	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.39	0.00	0.00	0.00	0.01	0.49	0.49	0.20	0.27	0.00
Crit Moves:			****					****		****		
Green Time:	39.2	0.0	39.2	0.0	0.0	0.0	16.4	49.0	49.0	19.8	52.4	0.0
Volume/Cap:	0.53	0.00	1.19	0.00	0.00	0.00	0.04	1.19	1.19	1.19	0.61	0.00
Delay/Veh:	33.5	0.0	142.6	0.0	0.0	0.0	45.1	126	125.8	153.6	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:	33.5	0.0	142.6	0.0	0.0	0.0	45.1	126	125.8	153.6	26.4	0.0
LOS by Move:	C-	A	F	A	A	A	D	F	F	F	C	A
HCM2k95thQ:	19	0	68	0	0	0	1	83	83	40	26	0

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #23: El Monte Ave/El Camino Real



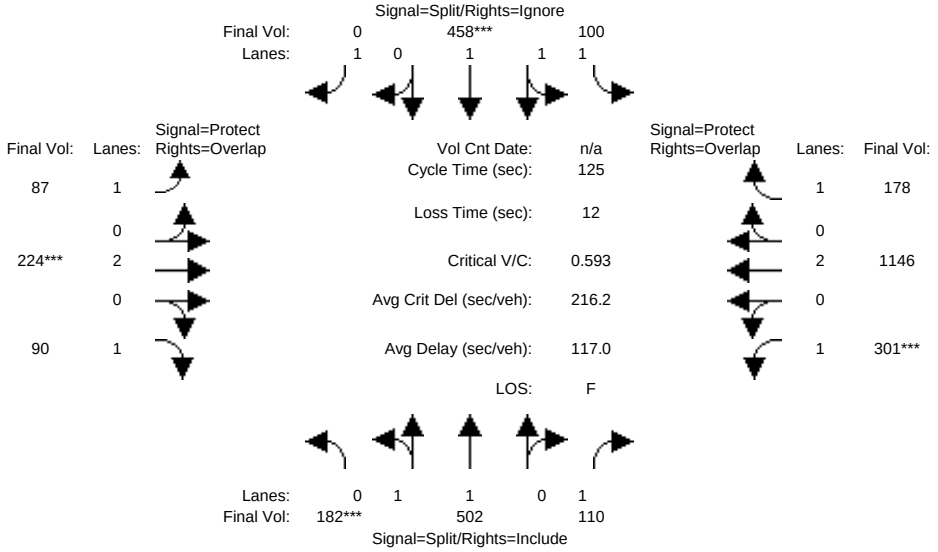
Street Name:	El Monte Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	0	20	0	0	0	10	30	0	10	30	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	550	0	680	0	0	0	10	2280	500	620	1520	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:	550	0	680	0	0	0	10	2280	500	620	1520	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:	550	0	680	0	0	0	10	2280	500	620	1520	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:	550	0	680	0	0	0	10	2280	500	620	1520	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	0	680	0	0	0	10	2280	500	620	1520	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	550	0	680	0	0	0	10	2280	500	620	1520	0
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	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	2.44	0.56	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	4591	1007	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.39	0.00	0.00	0.00	0.01	0.50	0.50	0.20	0.27	0.00
Crit Moves:			****					****		****		
Green Time:	38.8	0.0	38.8	0.0	0.0	0.0	16.5	49.6	49.6	19.6	52.7	0.0
Volume/Cap:	0.54	0.00	1.20	0.00	0.00	0.00	0.04	1.20	1.20	1.20	0.61	0.00
Delay/Veh:	33.9	0.0	147.7	0.0	0.0	0.0	45.0	131	130.6	158.6	26.1	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:	33.9	0.0	147.7	0.0	0.0	0.0	45.0	131	130.6	158.6	26.1	0.0
LOS by Move:	C-	A	F	A	A	A	D	F	F	F	C	A
HCM2k95thQ:	19	0	69	0	0	0	1	86	86	40	25	0

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #24: Springer Rd. & Foothill Expy.



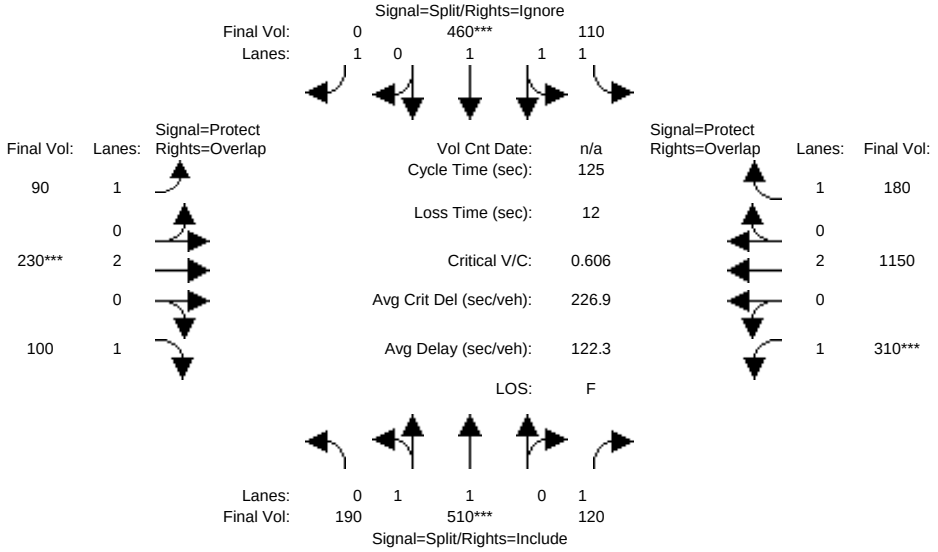
Street Name:	Springer Road						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	70	10	14	65	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	182	502	110	100	458	102	87	224	90	301	1146	178
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:	182	502	110	100	458	102	87	224	90	301	1146	178
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:	182	502	110	100	458	102	87	224	90	301	1146	178
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	502	110	100	458	0	87	224	90	301	1146	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	502	110	100	458	0	87	224	90	301	1146	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	502	110	100	458	0	87	224	90	301	1146	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.55	1.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	984	2715	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.06	0.06	0.12	0.00	0.05	0.06	0.05	0.17	0.30	0.10
Crit Moves:	****				****			****			****	
Green Time:	16.7	16.7	16.7	10.9	10.9	0.0	15.2	70.0	86.7	15.5	70.3	81.2
Volume/Cap:	1.39	1.39	0.47	0.66	1.39	0.00	0.41	0.11	0.07	1.39	0.54	0.16
Delay/Veh:	240.9	241	51.6	57.2	246	0.0	52.1	12.9	6.2	255.2	17.4	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:	240.9	241	51.6	57.2	246	0.0	52.1	12.9	6.2	255.2	17.4	8.6
LOS by Move:	F	F	D-	E+	F	A	D-	B	A	F	B	A
HCM2k95thQ:	45	45	9	10	32	0	7	4	2	42	24	6

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #24: Springer Rd. & Foothill Expy.



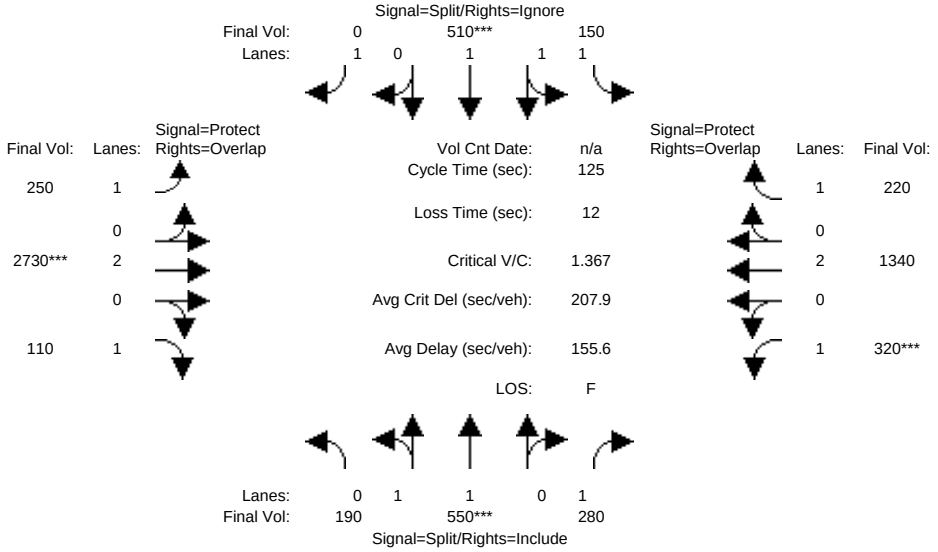
Street Name:	Springer Road						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	10	10	14	70	10	14	65	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	510	120	110	460	110	90	230	100	310	1150	180
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:	190	510	120	110	460	110	90	230	100	310	1150	180
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:	190	510	120	110	460	110	90	230	100	310	1150	180
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	510	120	110	460	0	90	230	100	310	1150	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	510	120	110	460	0	90	230	100	310	1150	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	510	120	110	460	0	90	230	100	310	1150	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.56	1.44	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1004	2695	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.07	0.06	0.12	0.00	0.05	0.06	0.06	0.18	0.30	0.10
Crit Moves:		****			****			****			****	
Green Time:	16.7	16.7	16.7	10.7	10.7	0.0	15.2	70.0	86.7	15.6	70.5	81.1
Volume/Cap:	1.42	1.42	0.51	0.74	1.42	0.00	0.42	0.11	0.08	1.42	0.54	0.16
Delay/Veh:	253.4	253	52.3	59.5	259	0.0	52.2	12.9	6.3	267.0	17.3	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:	253.4	253	52.3	59.5	259	0.0	52.2	12.9	6.3	267.0	17.3	8.6
LOS by Move:	F	F	D-	E+	F	A	D-	B	A	F	B	A
HCM2k95thQ:	46	46	10	12	33	0	8	4	3	44	24	6

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #24: Springer Rd. & Foothill Expy.



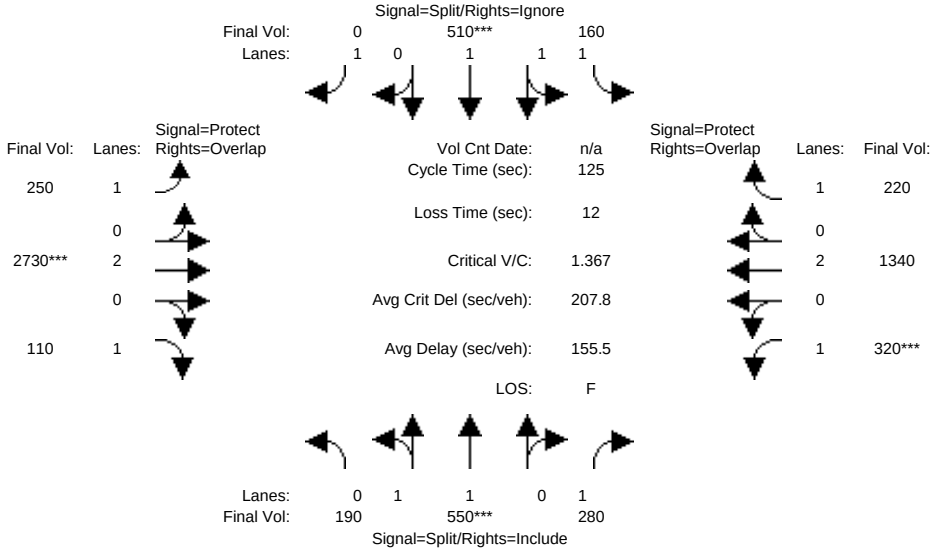
Street Name:	Springer Road						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	10	10	14	10	10	14	70	10	14	65	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	550	280	150	510	170	250	2730	110	320	1340	220
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:	190	550	280	150	510	170	250	2730	110	320	1340	220
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:	190	550	280	150	510	170	250	2730	110	320	1340	220
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	550	280	150	510	0	250	2730	110	320	1340	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	550	280	150	510	0	250	2730	110	320	1340	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	550	280	150	510	0	250	2730	110	320	1340	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.53	1.47	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	950	2749	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.16	0.09	0.13	0.00	0.14	0.72	0.06	0.18	0.35	0.13
Crit Moves:		****			****			****			****	
Green Time:	15.0	15.0	15.0	14.0	14.0	0.0	18.1	70.0	85.0	14.0	65.9	79.9
Volume/Cap:	1.67	1.67	1.33	0.77	1.20	0.00	0.99	1.28	0.09	1.63	0.67	0.20
Delay/Veh:	365.0	365	233.8	58.0	161	0.0	105.9	159	6.9	362.2	22.5	9.4
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:	365.0	365	233.8	58.0	161	0.0	105.9	159	6.9	362.2	22.5	9.4
LOS by Move:	F	F	F	E+	F	A	F	F	A	F	C+	A
HCM2k95thQ:	55	55	38	15	31	0	26	134	3	50	32	7

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #24: Springer Rd. & Foothill Expy.



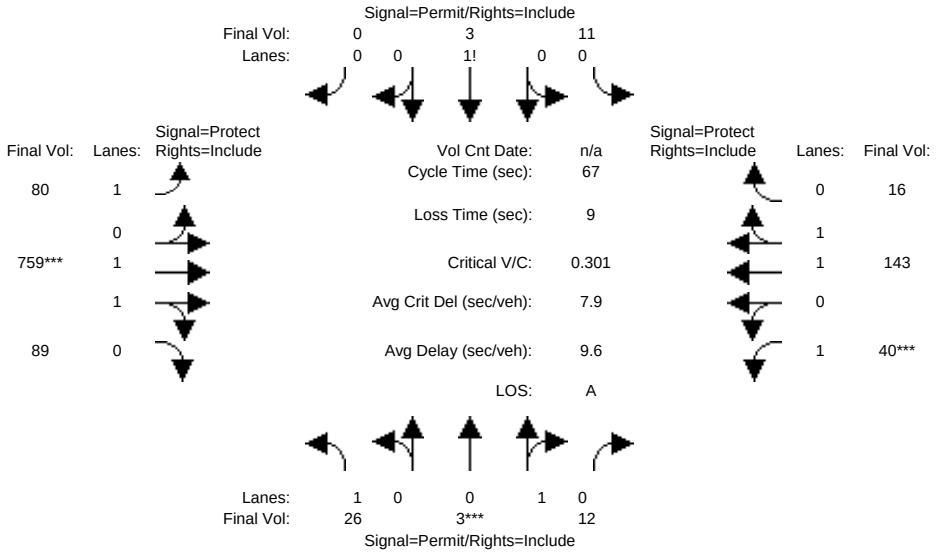
Street Name:	Springer Road						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	14	10	10	14	10	10	14	70	10	14	65	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	550	280	160	510	170	250	2730	110	320	1340	220
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:	190	550	280	160	510	170	250	2730	110	320	1340	220
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:	190	550	280	160	510	170	250	2730	110	320	1340	220
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	550	280	160	510	0	250	2730	110	320	1340	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	550	280	160	510	0	250	2730	110	320	1340	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	550	280	160	510	0	250	2730	110	320	1340	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.53	1.47	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	950	2749	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.16	0.09	0.13	0.00	0.14	0.72	0.06	0.18	0.35	0.13
Crit Moves:		****			****			****			****	
Green Time:	15.0	15.0	15.0	14.0	14.0	0.0	18.1	70.0	85.0	14.0	65.9	79.9
Volume/Cap:	1.67	1.67	1.33	0.82	1.20	0.00	0.99	1.28	0.09	1.63	0.67	0.20
Delay/Veh:	365.0	365	233.8	60.6	161	0.0	105.9	159	6.9	362.2	22.5	9.4
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:	365.0	365	233.8	60.6	161	0.0	105.9	159	6.9	362.2	22.5	9.4
LOS by Move:	F	F	F	E	F	A	F	F	A	F	C+	A
HCM2k95thQ:	55	55	38	16	31	0	26	134	3	50	32	7

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #25: Charleston Rd. & Landings Dr.



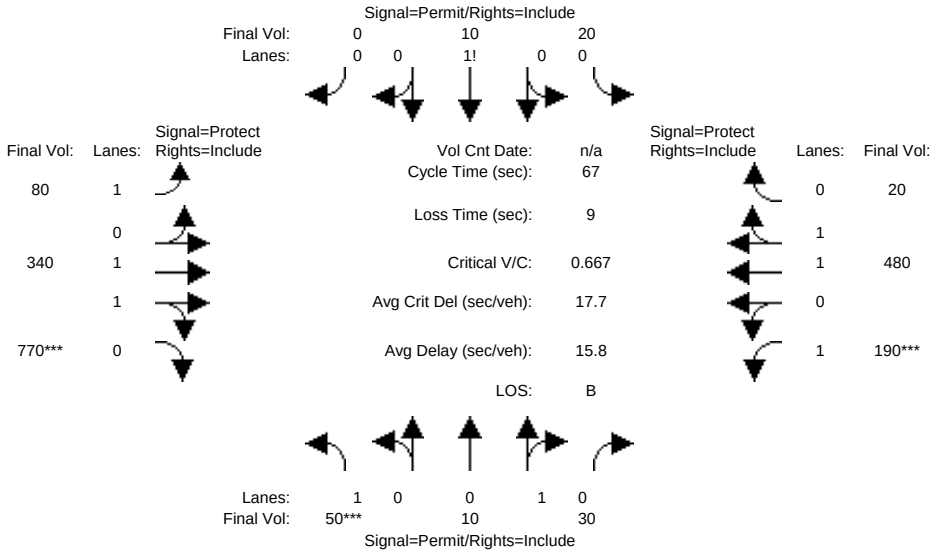
Street Name:	Landings Drive						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.2	4.0	4.0	4.2	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	3	12	11	3	0	80	759	89	40	143	16
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:	26	3	12	11	3	0	80	759	89	40	143	16
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:	26	3	12	11	3	0	80	759	89	40	143	16
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:	26	3	12	11	3	0	80	759	89	40	143	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	3	12	11	3	0	80	759	89	40	143	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	3	12	11	3	0	80	759	89	40	143	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.20	0.80	0.79	0.21	0.00	1.00	1.78	0.22	1.00	1.79	0.21
Final Sat.:	1750	360	1440	1414	386	0	1750	3311	388	1750	3327	372
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.00	0.05	0.23	0.23	0.02	0.04	0.04
Crit Moves:		****						****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	0.0	19.8	41.0	41.0	7.0	28.2	28.2
Volume/Cap:	0.10	0.06	0.06	0.05	0.05	0.00	0.15	0.37	0.37	0.22	0.10	0.10
Delay/Veh:	24.8	24.5	24.5	24.5	24.5	0.0	17.6	6.6	6.6	28.1	11.7	11.7
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:	24.8	24.5	24.5	24.5	24.5	0.0	17.6	6.6	6.6	28.1	11.7	11.7
LOS by Move:	C	C	C	C	C	A	B	A	A	C	B+	B+
HCM2k95thQ:	1	1	1	1	1	0	3	8	8	2	2	2

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #25: Charleston Rd. & Landings Dr.



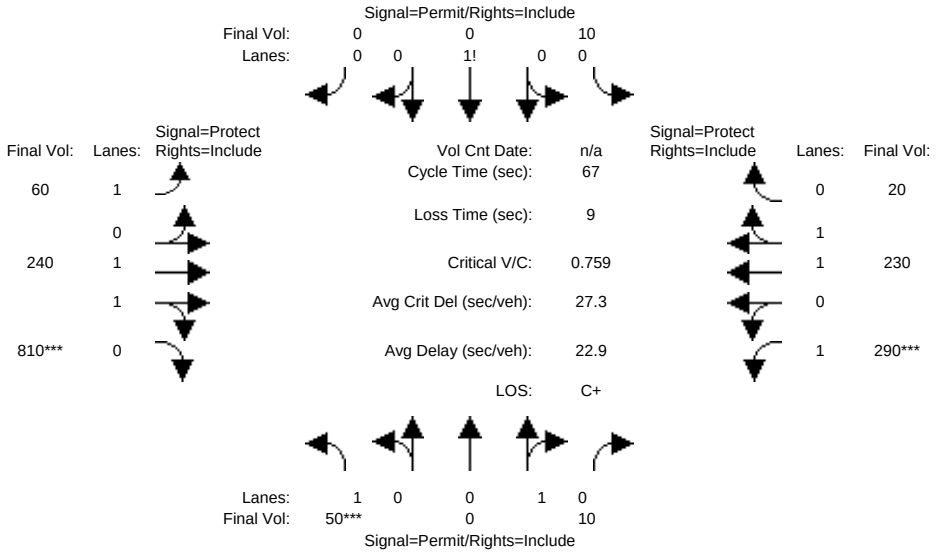
Street Name:	Landings Drive						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.2	4.0	4.0	4.2	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	10	30	20	10	0	80	340	770	190	480	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	10	30	20	10	0	80	340	770	190	480	20
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:	50	10	30	20	10	0	80	340	770	190	480	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	10	30	20	10	0	80	340	770	190	480	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	10	30	20	10	0	80	340	770	190	480	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	10	30	20	10	0	80	340	770	190	480	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	0.25	0.75	0.67	0.33	0.00	1.00	1.00	1.00	1.00	1.92	0.08
Final Sat.:	1750	450	1350	1200	600	0	1750	1900	1750	1750	3552	148
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.02	0.02	0.00	0.05	0.18	0.44	0.11	0.14	0.14
Crit Moves:	****								****	****		
Green Time:	10.0	10.0	10.0	10.0	10.0	0.0	19.8	38.5	38.5	9.5	28.2	28.2
Volume/Cap:	0.19	0.15	0.15	0.11	0.11	0.00	0.15	0.31	0.77	0.77	0.32	0.32
Delay/Veh:	25.3	25.1	25.1	24.8	24.8	0.0	17.6	7.4	13.3	41.0	13.1	13.1
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:	25.3	25.1	25.1	24.8	24.8	0.0	17.6	7.4	13.3	41.0	13.1	13.1
LOS by Move:	C	C	C	C	C	A	B	A	B	D	B	B
HCM2k95thQ:	2	2	2	1	1	0	3	7	24	9	7	7

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #25: Charleston Rd. & Landings Dr.



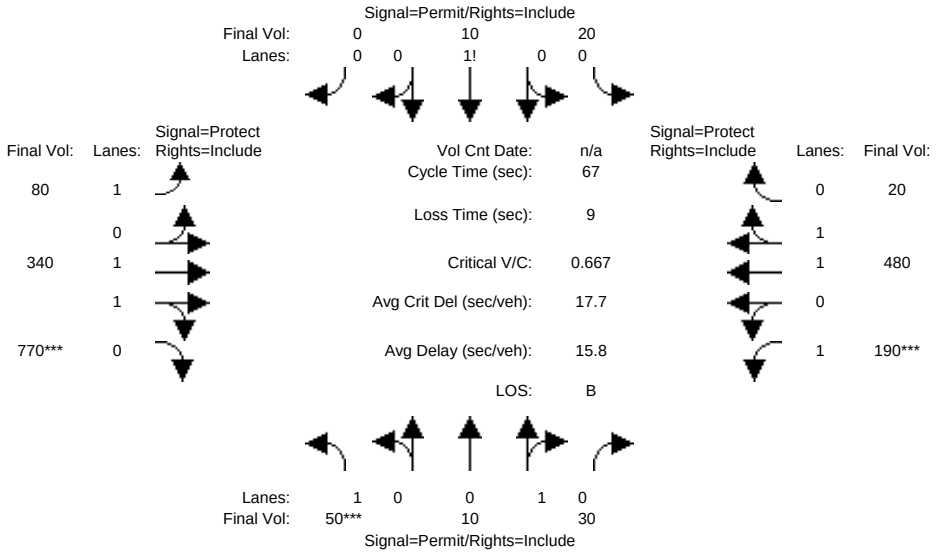
Street Name:	Landings Drive						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.2	4.0	4.0	4.2	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	0	10	10	0	0	60	240	810	290	230	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	10	10	0	0	60	240	810	290	230	20
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:	50	0	10	10	0	0	60	240	810	290	230	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	10	10	0	0	60	240	810	290	230	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	10	10	0	0	60	240	810	290	230	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	0	10	10	0	0	60	240	810	290	230	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.84	0.16
Final Sat.:	1750	0	1800	1750	0	0	1750	1900	1750	1750	3404	296
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.01	0.00	0.00	0.03	0.13	0.46	0.17	0.07	0.07
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	10.0	10.0	0.0	0.0	19.8	35.3	35.3	12.7	28.2	28.2
Volume/Cap:	0.19	0.00	0.04	0.04	0.00	0.00	0.12	0.24	0.88	0.88	0.16	0.16
Delay/Veh:	25.3	0.0	24.4	24.4	0.0	0.0	17.3	8.6	21.5	48.7	12.1	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:	25.3	0.0	24.4	24.4	0.0	0.0	17.3	8.6	21.5	48.7	12.1	12.1
LOS by Move:	C	A	C	C	A	A	B	A	C+	D	B	B
HCM2k95thQ:	2	0	0	0	0	0	2	5	30	14	3	3

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #25: Charleston Rd. & Landings Dr.



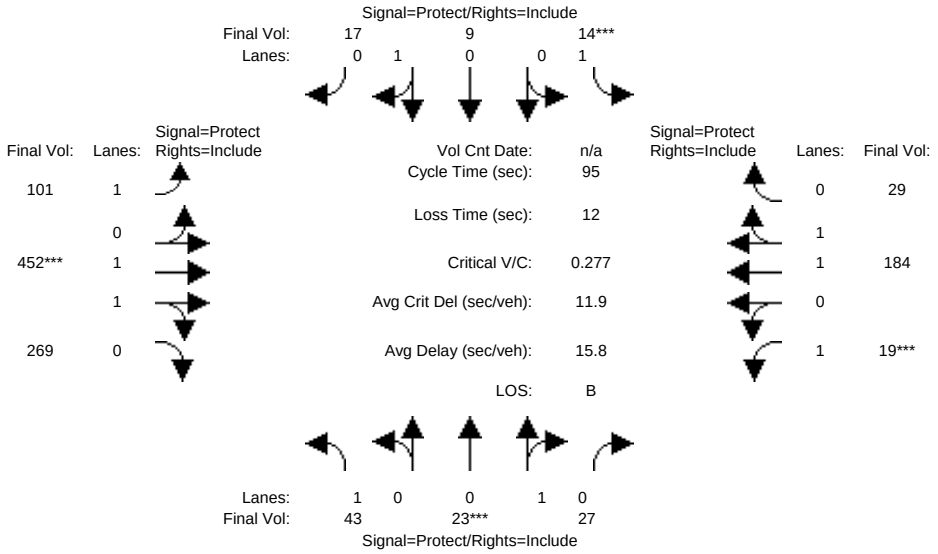
Street Name:	Landings Drive						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.2	4.0	4.0	4.2	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	10	30	20	10	0	80	340	770	190	480	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	10	30	20	10	0	80	340	770	190	480	20
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:	50	10	30	20	10	0	80	340	770	190	480	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	10	30	20	10	0	80	340	770	190	480	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	10	30	20	10	0	80	340	770	190	480	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	10	30	20	10	0	80	340	770	190	480	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	0.25	0.75	0.67	0.33	0.00	1.00	1.00	1.00	1.00	1.92	0.08
Final Sat.:	1750	450	1350	1200	600	0	1750	1900	1750	1750	3552	148
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.02	0.02	0.00	0.05	0.18	0.44	0.11	0.14	0.14
Crit Moves:	****								****	****		
Green Time:	10.0	10.0	10.0	10.0	10.0	0.0	19.8	38.5	38.5	9.5	28.2	28.2
Volume/Cap:	0.19	0.15	0.15	0.11	0.11	0.00	0.15	0.31	0.77	0.77	0.32	0.32
Delay/Veh:	25.3	25.1	25.1	24.8	24.8	0.0	17.6	7.4	13.3	41.0	13.1	13.1
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:	25.3	25.1	25.1	24.8	24.8	0.0	17.6	7.4	13.3	41.0	13.1	13.1
LOS by Move:	C	C	C	C	C	A	B	A	B	D	B	B
HCM2k95thQ:	2	2	2	1	1	0	3	7	24	9	7	7

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #26: Charleston Rd. & Alta Ave.



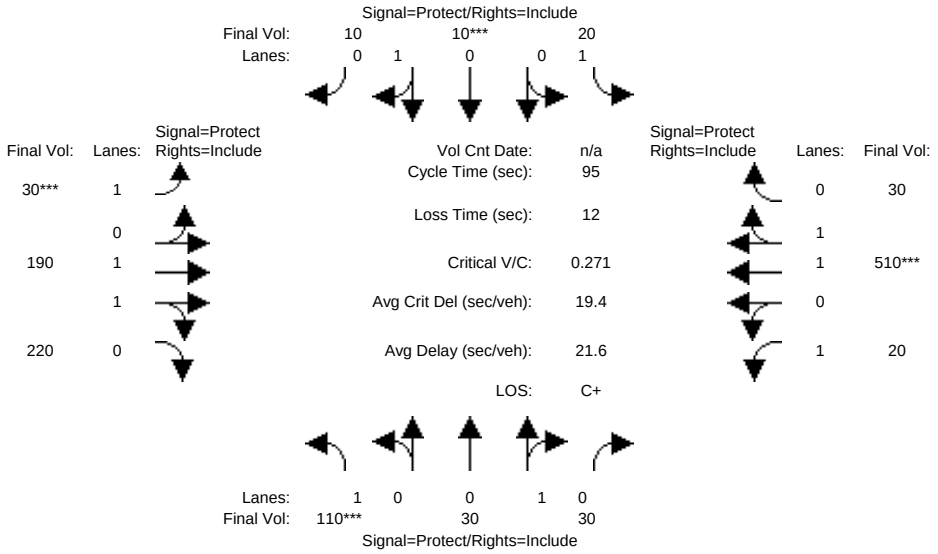
Street Name:	Alta Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	23	27	14	9	17	101	452	269	19	184	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	23	27	14	9	17	101	452	269	19	184	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	23	27	14	9	17	101	452	269	19	184	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	23	27	14	9	17	101	452	269	19	184	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	23	27	14	9	17	101	452	269	19	184	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	23	27	14	9	17	101	452	269	19	184	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.46	0.54	1.00	0.35	0.65	1.00	1.23	0.77	1.00	1.72	0.28
Final Sat.:	1750	828	972	1750	623	1177	1750	2319	1380	1750	3196	504
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.01	0.01	0.01	0.06	0.19	0.19	0.01	0.06	0.06
Crit Moves:		****		****				****		****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	27.2	59.0	59.0	7.0	38.8	38.8
Volume/Cap:	0.33	0.26	0.26	0.11	0.14	0.14	0.20	0.31	0.31	0.15	0.14	0.14
Delay/Veh:	43.3	39.9	39.9	41.5	38.9	38.9	25.9	8.6	8.6	41.7	17.7	17.7
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:	43.3	39.9	39.9	41.5	38.9	38.9	25.9	8.6	8.6	41.7	17.7	17.7
LOS by Move:	D	D	D	D	D+	D+	C	A	A	D	B	B
HCM2k95thQ:	3	3	3	1	2	2	5	10	10	1	4	4

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #26: Charleston Rd. & Alta Ave.



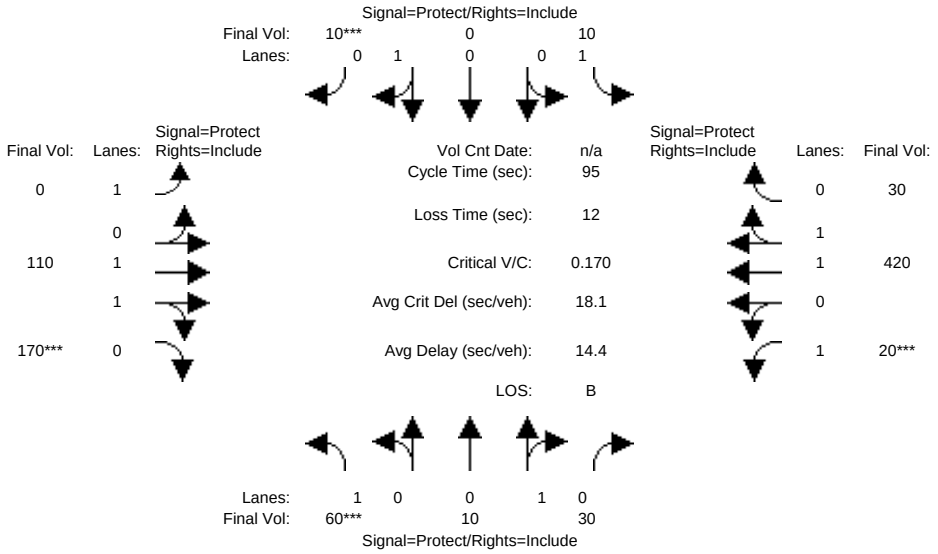
Street Name:	Alta Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	30	30	20	10	10	30	190	220	20	510	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:	110	30	30	20	10	10	30	190	220	20	510	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:	110	30	30	20	10	10	30	190	220	20	510	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:	110	30	30	20	10	10	30	190	220	20	510	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	30	30	20	10	10	30	190	220	20	510	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	30	30	20	10	10	30	190	220	20	510	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.50	0.50	1.00	0.50	0.50	1.00	1.00	1.00	1.00	1.89	0.11
Final Sat.:	1750	900	900	1750	900	900	1750	1900	1750	1750	3494	206
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.03	0.01	0.01	0.01	0.02	0.10	0.13	0.01	0.15	0.15
Crit Moves:	****				****		****				****	
Green Time:	19.9	17.6	17.6	12.3	10.0	10.0	7.0	33.5	33.5	19.6	46.1	46.1
Volume/Cap:	0.30	0.18	0.18	0.09	0.11	0.11	0.23	0.28	0.36	0.06	0.30	0.30
Delay/Veh:	32.2	32.9	32.9	36.6	38.7	38.7	42.4	22.2	23.0	30.3	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	32.9	32.9	36.6	38.7	38.7	42.4	22.2	23.0	30.3	14.8	14.8
LOS by Move:	C-	C-	C-	D+	D+	D+	D	C+	C+	C	B	B
HCM2k95thQ:	6	3	3	1	1	1	2	8	10	1	9	9

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #26: Charleston Rd. & Alta Ave.



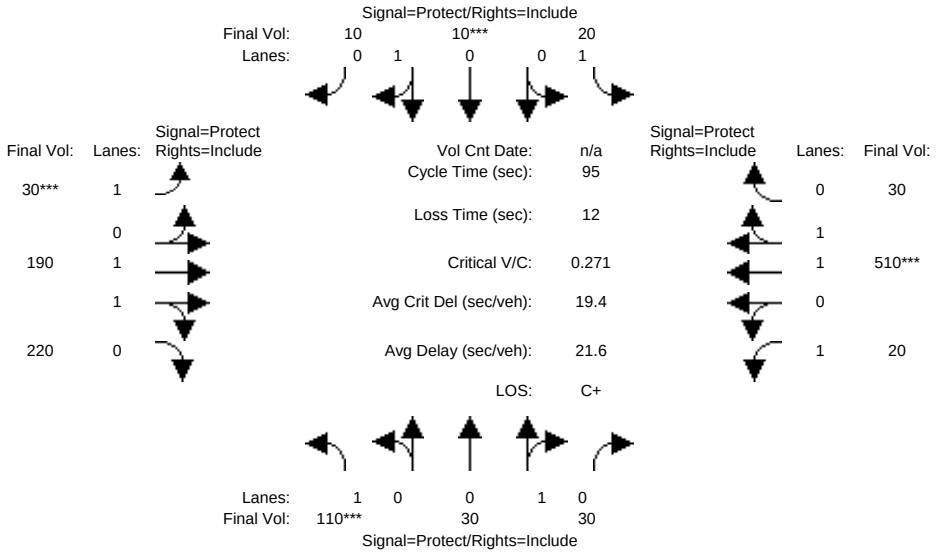
Street Name:	Alta Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	10	30	10	0	10	0	110	170	20	420	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:	60	10	30	10	0	10	0	110	170	20	420	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:	60	10	30	10	0	10	0	110	170	20	420	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:	60	10	30	10	0	10	0	110	170	20	420	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	10	30	10	0	10	0	110	170	20	420	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	10	30	10	0	10	0	110	170	20	420	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.25	0.75	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14
Final Sat.:	1750	450	1350	1750	0	1800	1750	1900	1750	1750	3453	247
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.01	0.00	0.01	0.00	0.06	0.10	0.01	0.12	0.12
Crit Moves:	****					****			****	****		
Green Time:	17.2	16.0	16.0	11.2	0.0	11.2	0.0	48.8	48.8	7.0	55.8	55.8
Volume/Cap:	0.19	0.13	0.13	0.05	0.00	0.05	0.00	0.11	0.19	0.16	0.21	0.21
Delay/Veh:	33.3	33.8	33.8	37.3	0.0	37.3	0.0	12.0	12.5	41.8	9.3	9.3
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:	33.3	33.8	33.8	37.3	0.0	37.3	0.0	12.0	12.5	41.8	9.3	9.3
LOS by Move:	C-	C-	C-	D+	A	D+	A	B+	B	D	A	A
HCM2k95thQ:	3	2	2	1	0	1	0	3	6	1	6	6

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #26: Charleston Rd. & Alta Ave.



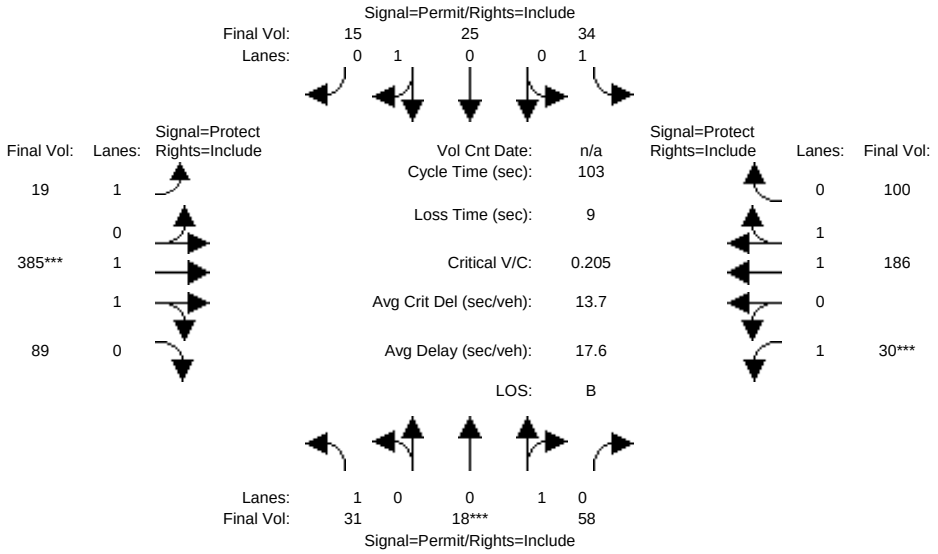
Street Name:	Alta Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	30	30	20	10	10	30	190	220	20	510	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:	110	30	30	20	10	10	30	190	220	20	510	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:	110	30	30	20	10	10	30	190	220	20	510	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:	110	30	30	20	10	10	30	190	220	20	510	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	30	30	20	10	10	30	190	220	20	510	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	30	30	20	10	10	30	190	220	20	510	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.50	0.50	1.00	0.50	0.50	1.00	1.00	1.00	1.00	1.89	0.11
Final Sat.:	1750	900	900	1750	900	900	1750	1900	1750	1750	3494	206
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.03	0.01	0.01	0.01	0.02	0.10	0.13	0.01	0.15	0.15
Crit Moves:	****				****		****				****	
Green Time:	19.9	17.6	17.6	12.3	10.0	10.0	7.0	33.5	33.5	19.6	46.1	46.1
Volume/Cap:	0.30	0.18	0.18	0.09	0.11	0.11	0.23	0.28	0.36	0.06	0.30	0.30
Delay/Veh:	32.2	32.9	32.9	36.6	38.7	38.7	42.4	22.2	23.0	30.3	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	32.9	32.9	36.6	38.7	38.7	42.4	22.2	23.0	30.3	14.8	14.8
LOS by Move:	C-	C-	C-	D+	D+	D+	D	C+	C+	C	B	B
HCM2k95thQ:	6	3	3	1	1	1	2	8	10	1	9	9

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #27: Charleston Rd. & Huff Ave.



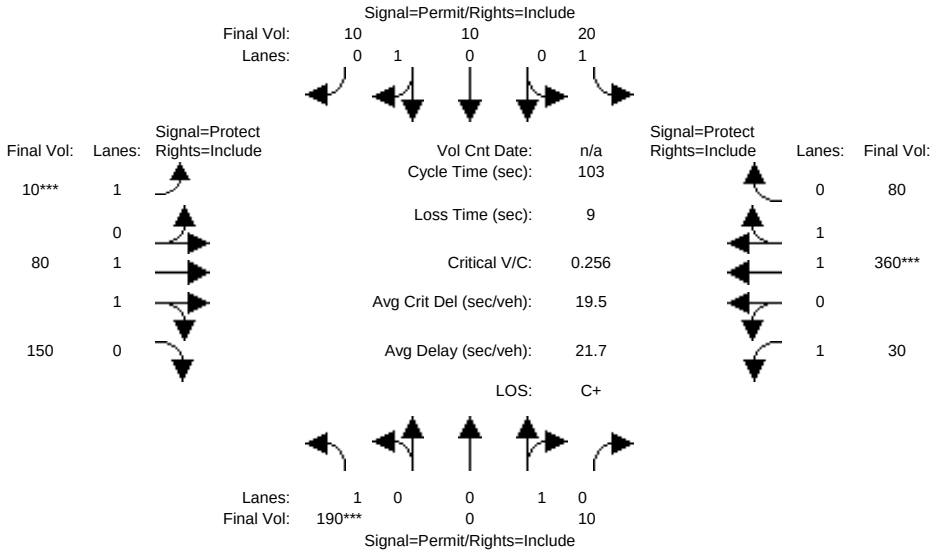
Street Name:	Huff Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	18	58	34	25	15	19	385	89	30	186	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	18	58	34	25	15	19	385	89	30	186	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	18	58	34	25	15	19	385	89	30	186	100
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	18	58	34	25	15	19	385	89	30	186	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	18	58	34	25	15	19	385	89	30	186	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	18	58	34	25	15	19	385	89	30	186	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.24	0.76	1.00	0.62	0.38	1.00	1.61	0.39	1.00	1.28	0.72
Final Sat.:	1750	426	1374	1750	1125	675	1750	3005	695	1750	2405	1293
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.02	0.02	0.02	0.01	0.13	0.13	0.02	0.08	0.08
Crit Moves:		****						****		****		
Green Time:	21.2	21.2	21.2	21.2	21.2	21.2	30.0	64.2	64.2	8.6	42.8	42.8
Volume/Cap:	0.09	0.21	0.21	0.09	0.11	0.11	0.04	0.21	0.21	0.21	0.19	0.19
Delay/Veh:	33.2	34.2	34.2	33.3	33.4	33.4	26.2	8.4	8.4	44.7	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	34.2	34.2	33.3	33.4	33.4	26.2	8.4	8.4	44.7	19.1	19.1
LOS by Move:	C-	C-	C-	C-	C-	C-	C	A	A	D	B-	B-
HCM2k95thQ:	2	4	4	2	2	2	1	6	6	2	6	6

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #27: Charleston Rd. & Huff Ave.



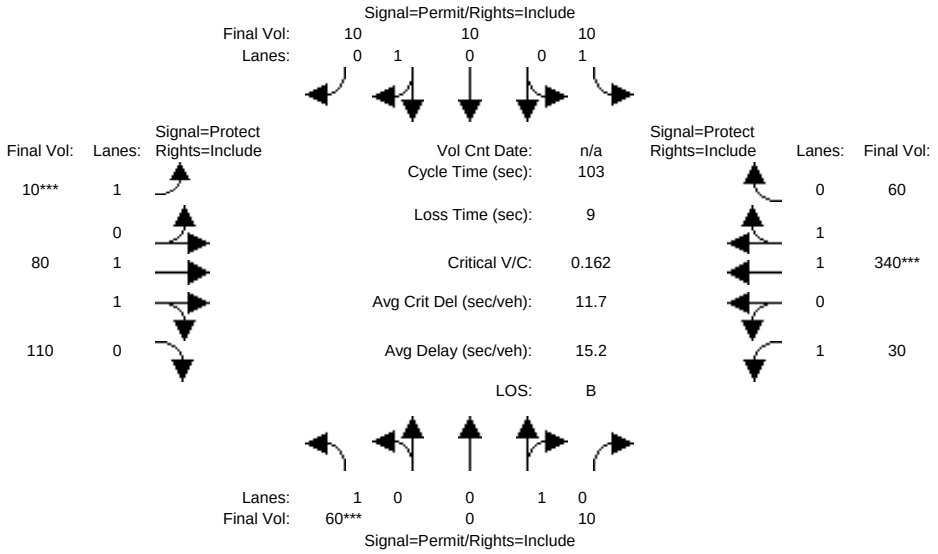
Street Name:	Huff Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	0	10	20	10	10	10	80	150	30	360	80
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:	190	0	10	20	10	10	10	80	150	30	360	80
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:	190	0	10	20	10	10	10	80	150	30	360	80
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:	190	0	10	20	10	10	10	80	150	30	360	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	10	20	10	10	10	80	150	30	360	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	0	10	20	10	10	10	80	150	30	360	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.50	0.50	1.00	1.00	1.00	1.00	1.63	0.37
Final Sat.:	1750	0	1800	1750	900	900	1750	1900	1750	1750	3027	673
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.01	0.01	0.01	0.01	0.01	0.04	0.09	0.02	0.12	0.12
Crit Moves:	****						****				****	
Green Time:	41.5	0.0	41.5	41.5	41.5	41.5	7.0	30.9	30.9	21.6	45.5	45.5
Volume/Cap:	0.27	0.00	0.01	0.03	0.03	0.03	0.08	0.14	0.29	0.08	0.27	0.27
Delay/Veh:	20.8	0.0	18.5	18.6	18.6	18.6	45.3	26.4	27.8	32.8	18.3	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:	20.8	0.0	18.5	18.6	18.6	18.6	45.3	26.4	27.8	32.8	18.3	18.3
LOS by Move:	C+	A	B-	B-	B-	B-	D	C	C	C-	B-	B-
HCM2k95thQ:	9	0	0	1	1	1	1	4	7	2	8	8

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #27: Charleston Rd. & Huff Ave.



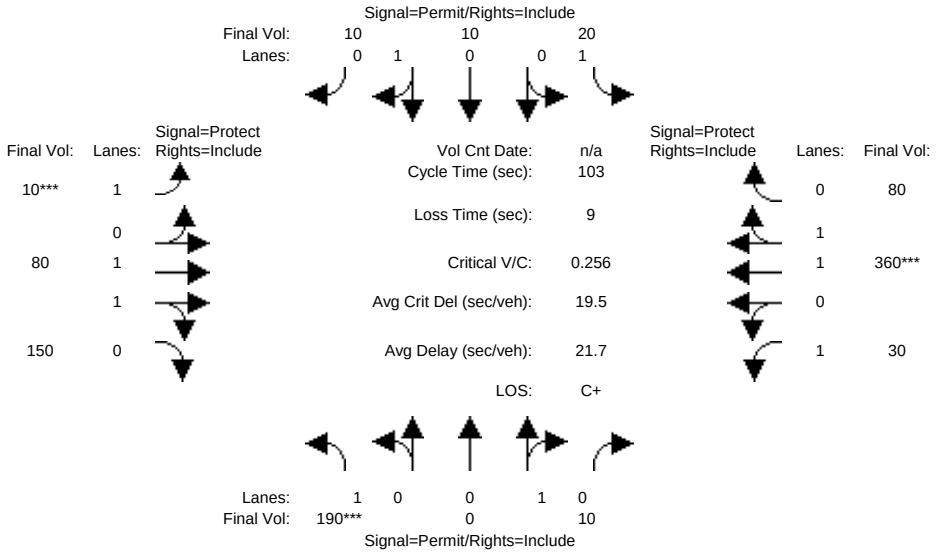
Street Name:	Huff Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	0	10	10	10	10	10	80	110	30	340	60
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:	60	0	10	10	10	10	10	80	110	30	340	60
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:	60	0	10	10	10	10	10	80	110	30	340	60
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:	60	0	10	10	10	10	10	80	110	30	340	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	10	10	10	10	10	80	110	30	340	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	0	10	10	10	10	10	80	110	30	340	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.50	0.50	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	1750	0	1800	1750	900	900	1750	1900	1750	1750	3145	555
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.01	0.01	0.01	0.01	0.04	0.06	0.02	0.11	0.11
Crit Moves:	****						****				****	
Green Time:	20.9	0.0	20.9	20.9	20.9	20.9	7.0	43.0	43.0	30.1	66.1	66.1
Volume/Cap:	0.17	0.00	0.03	0.03	0.05	0.05	0.08	0.10	0.15	0.06	0.17	0.17
Delay/Veh:	34.1	0.0	32.9	32.9	33.1	33.1	45.3	18.3	18.7	26.3	7.5	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:	34.1	0.0	32.9	32.9	33.1	33.1	45.3	18.3	18.7	26.3	7.5	7.5
LOS by Move:	C-	A	C-	C-	C-	C-	D	B-	B-	C	A	A
HCM2k95thQ:	4	0	1	1	1	1	1	3	5	1	5	5

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #27: Charleston Rd. & Huff Ave.



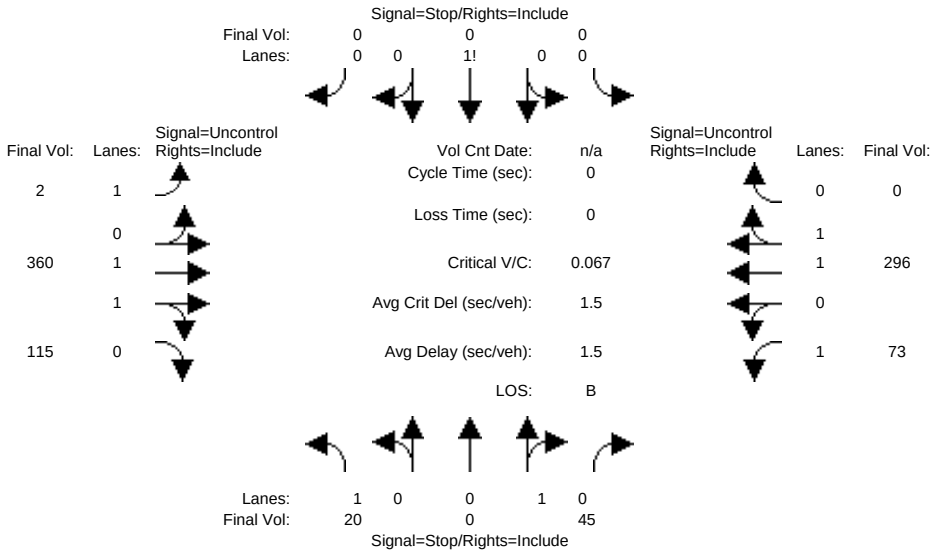
Street Name:	Huff Avenue						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	0	10	20	10	10	10	80	150	30	360	80
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:	190	0	10	20	10	10	10	80	150	30	360	80
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:	190	0	10	20	10	10	10	80	150	30	360	80
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:	190	0	10	20	10	10	10	80	150	30	360	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	0	10	20	10	10	10	80	150	30	360	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	0	10	20	10	10	10	80	150	30	360	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.50	0.50	1.00	1.00	1.00	1.00	1.63	0.37
Final Sat.:	1750	0	1800	1750	900	900	1750	1900	1750	1750	3027	673
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.01	0.01	0.01	0.01	0.01	0.04	0.09	0.02	0.12	0.12
Crit Moves:	****						****				****	
Green Time:	41.5	0.0	41.5	41.5	41.5	41.5	7.0	30.9	30.9	21.6	45.5	45.5
Volume/Cap:	0.27	0.00	0.01	0.03	0.03	0.03	0.08	0.14	0.29	0.08	0.27	0.27
Delay/Veh:	20.8	0.0	18.5	18.6	18.6	18.6	45.3	26.4	27.8	32.8	18.3	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:	20.8	0.0	18.5	18.6	18.6	18.6	45.3	26.4	27.8	32.8	18.3	18.3
LOS by Move:	C+	A	B-	B-	B-	B-	D	C	C	C-	B-	B-
HCM2k95thQ:	9	0	0	1	1	1	1	4	7	2	8	8

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #28: Charleston Rd. & Joaquin Rd.

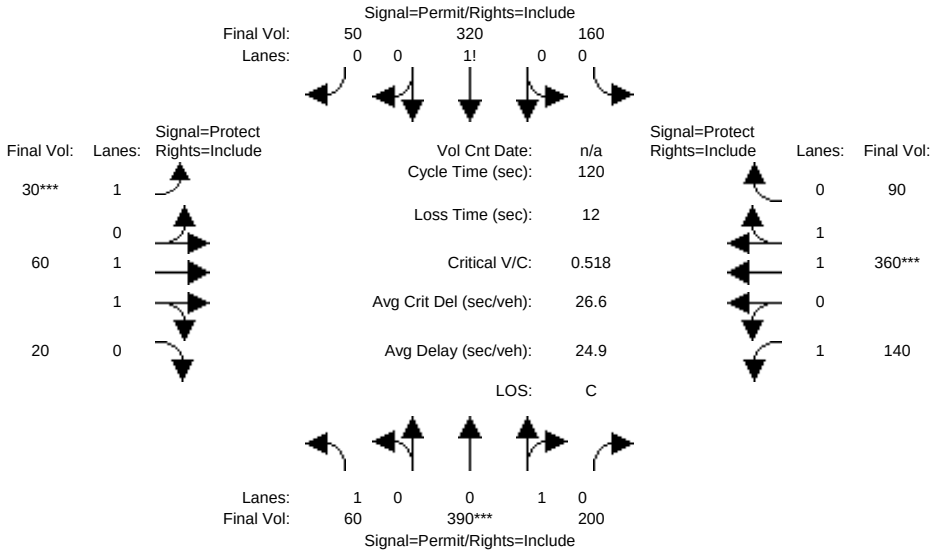


Street Name:	Joaquin Road						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	20	0	45	0	0	0	2	360	115	73	296	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	45	0	0	0	2	360	115	73	296	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:	20	0	45	0	0	0	2	360	115	73	296	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:	20	0	45	0	0	0	2	360	115	73	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	45	0	0	0	2	360	115	73	296	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	716	864	238	626	921	148	296	xxxx	xxxxx	475	xxxx	xxxxx
Potent Cap.:	370	294	770	373	273	878	1277	xxxx	xxxxx	1098	xxxx	xxxxx
Move Cap.:	350	274	770	333	254	878	1277	xxxx	xxxxx	1098	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	15.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	770	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	A	*	*	*	*	*	*	*	*	*
ApproachDel:	11.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

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

Intersection #28: Joaquin Rd & Charleston Rd

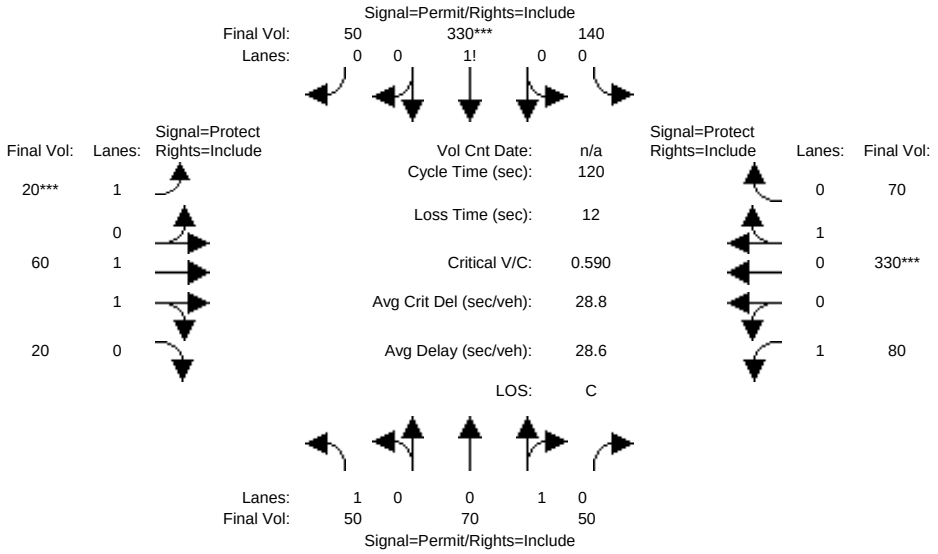


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	390	200	160	320	50	30	60	20	140	360	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	390	200	160	320	50	30	60	20	140	360	90
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:	60	390	200	160	320	50	30	60	20	140	360	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	390	200	160	320	50	30	60	20	140	360	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	390	200	160	320	50	30	60	20	140	360	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	390	200	160	320	50	30	60	20	140	360	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.66	0.34	0.30	0.61	0.09	1.00	1.49	0.51	1.00	1.59	0.41
Final Sat.:	1750	1190	610	528	1057	165	1750	2774	925	1750	2959	740
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.30	0.30	0.30	0.02	0.02	0.02	0.08	0.12	0.12
Crit Moves:		****					****				****	
Green Time:	73.7	73.7	73.7	73.7	73.7	73.7	7.0	17.5	17.5	16.8	27.3	27.3
Volume/Cap:	0.06	0.53	0.53	0.49	0.49	0.49	0.29	0.15	0.15	0.57	0.53	0.53
Delay/Veh:	9.3	13.8	13.8	13.2	13.2	13.2	55.7	44.9	44.9	51.4	41.4	41.4
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:	9.3	13.8	13.8	13.2	13.2	13.2	55.7	44.9	44.9	51.4	41.4	41.4
LOS by Move:	A	B	B	B	B	B	E+	D	D	D-	D	D
HCM2k95thQ:	2	23	23	21	21	21	3	3	3	12	15	15

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #28: Joaquin Rd & Charleston Rd

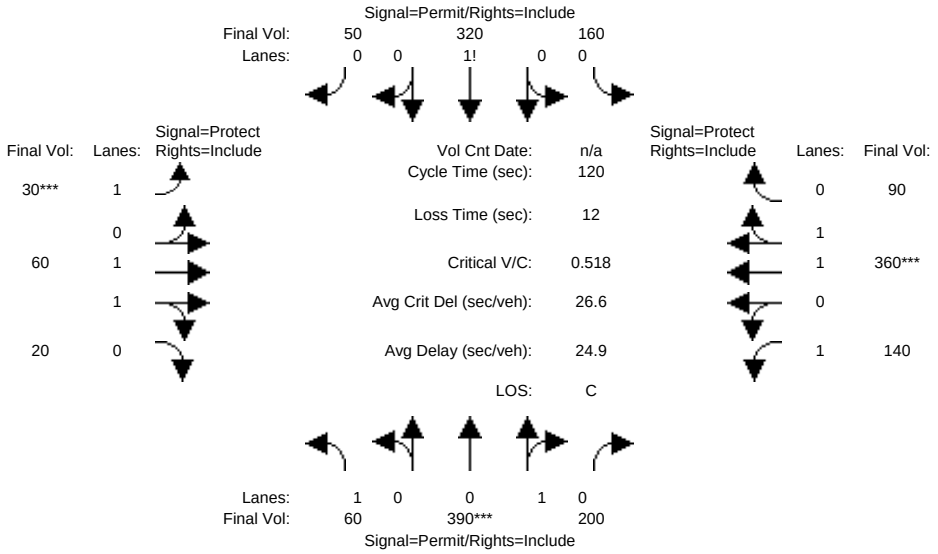


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	50	70	50	140	330	50	20	60	20	80	330	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	70	50	140	330	50	20	60	20	80	330	70
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:	50	70	50	140	330	50	20	60	20	80	330	70
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:	50	70	50	140	330	50	20	60	20	80	330	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	70	50	140	330	50	20	60	20	80	330	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	70	50	140	330	50	20	60	20	80	330	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.95	0.95
Lanes:	1.00	0.58	0.42	0.27	0.63	0.10	1.00	1.49	0.51	1.00	0.82	0.18
Final Sat.:	1750	1050	750	471	1111	168	1750	2774	925	1750	1485	315
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.30	0.30	0.30	0.01	0.02	0.02	0.05	0.22	0.22
Crit Moves:					****		****				****	
Green Time:	57.8	57.8	57.8	57.8	57.8	57.8	7.0	29.5	29.5	20.7	43.2	43.2
Volume/Cap:	0.06	0.14	0.14	0.62	0.62	0.62	0.20	0.09	0.09	0.27	0.62	0.62
Delay/Veh:	16.6	17.4	17.4	24.3	24.3	24.3	54.8	34.9	34.9	43.5	33.4	33.4
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:	16.6	17.4	17.4	24.3	24.3	24.3	54.8	34.9	34.9	43.5	33.4	33.4
LOS by Move:	B	B	B	C	C	C	D-	C-	C-	D	C-	C-
HCM2k95thQ:	2	5	5	27	27	27	2	2	2	6	23	23

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

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #28: Joaquin Rd & Charleston Rd



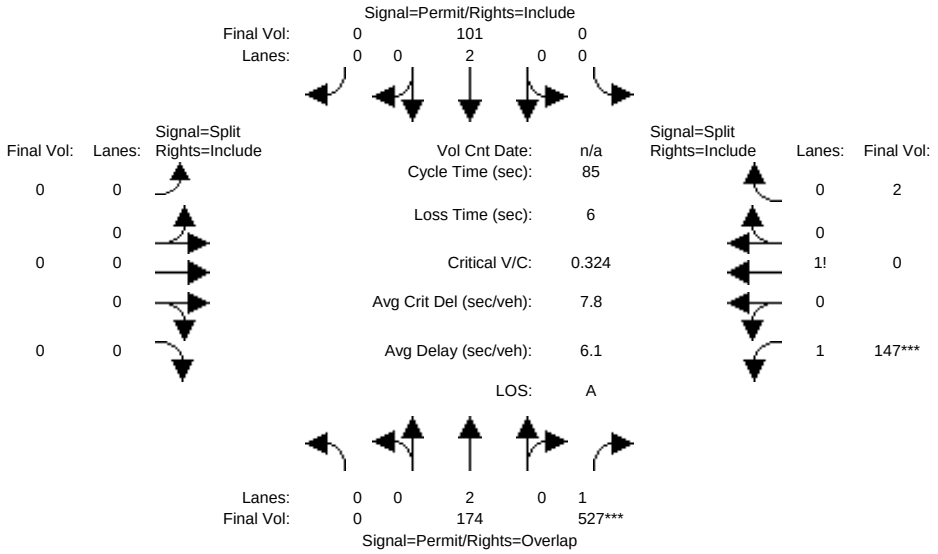
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	10	7	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	390	200	160	320	50	30	60	20	140	360	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	390	200	160	320	50	30	60	20	140	360	90
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:	60	390	200	160	320	50	30	60	20	140	360	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	390	200	160	320	50	30	60	20	140	360	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	390	200	160	320	50	30	60	20	140	360	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	390	200	160	320	50	30	60	20	140	360	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.66	0.34	0.30	0.61	0.09	1.00	1.49	0.51	1.00	1.59	0.41
Final Sat.:	1750	1190	610	528	1057	165	1750	2774	925	1750	2959	740
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.30	0.30	0.30	0.02	0.02	0.02	0.08	0.12	0.12
Crit Moves:		****					****				****	
Green Time:	73.7	73.7	73.7	73.7	73.7	73.7	7.0	17.5	17.5	16.8	27.3	27.3
Volume/Cap:	0.06	0.53	0.53	0.49	0.49	0.49	0.29	0.15	0.15	0.57	0.53	0.53
Delay/Veh:	9.3	13.8	13.8	13.2	13.2	13.2	55.7	44.9	44.9	51.4	41.4	41.4
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:	9.3	13.8	13.8	13.2	13.2	13.2	55.7	44.9	44.9	51.4	41.4	41.4
LOS by Move:	A	B	B	B	B	B	E+	D	D	D-	D	D
HCM2k95thQ:	2	23	23	21	21	21	3	3	3	12	15	15

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #29: Shoreline Blvd. & Crittenden Ln.



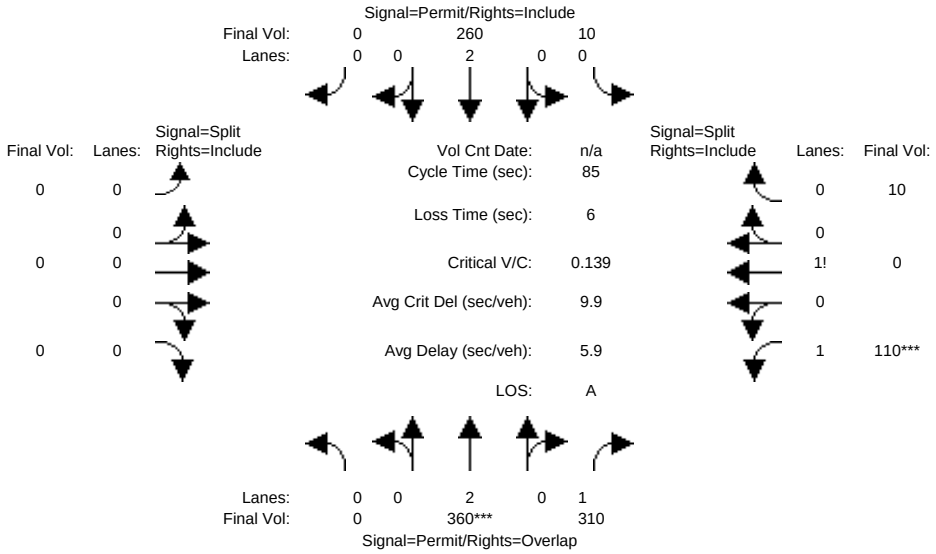
Street Name:	Shoreline Boulevard						Crittenden Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	174	527	0	101	0	0	0	0	147	0	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:	0	174	527	0	101	0	0	0	0	147	0	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:	0	174	527	0	101	0	0	0	0	147	0	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:	0	174	527	0	101	0	0	0	0	147	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	174	527	0	101	0	0	0	0	147	0	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
FinalVolume:	0	174	527	0	101	0	0	0	0	147	0	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:	0.00	2.00	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.97	0.00	0.03
Final Sat.:	0	3800	1750	0	3800	0	0	0	0	3454	0	46
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.30	0.00	0.03	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:			****							****		
Green Time:	0.0	67.7	79.0	0.0	67.7	0.0	0.0	0.0	0.0	11.3	0.0	11.3
Volume/Cap:	0.00	0.06	0.32	0.00	0.03	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Delay/Veh:	0.0	1.9	0.4	0.0	1.8	0.0	0.0	0.0	0.0	33.8	0.0	33.8
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:	0.0	1.9	0.4	0.0	1.8	0.0	0.0	0.0	0.0	33.8	0.0	33.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C-	A	C-
HCM2k95thQ:	0	1	4	0	1	0	0	0	0	4	0	5

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #29: Shoreline Blvd. & Crittenden Ln.



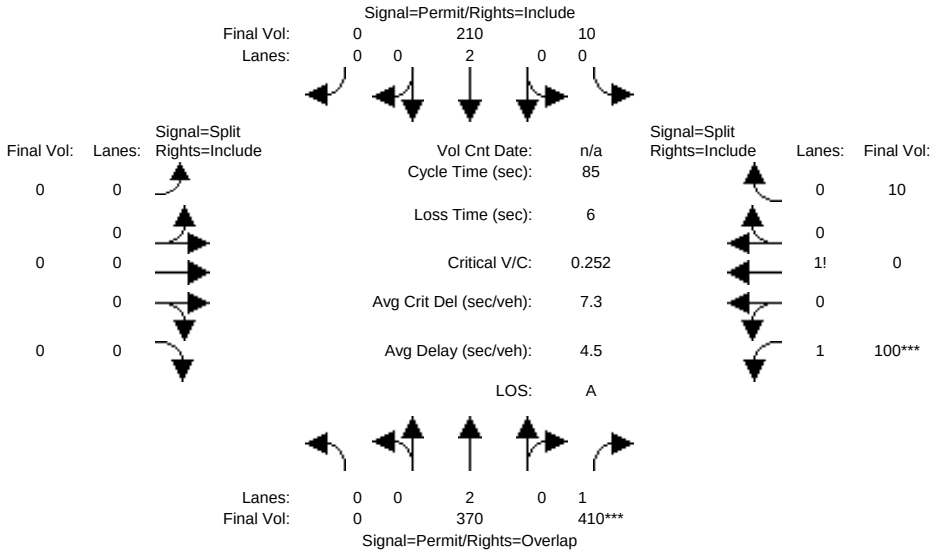
Street Name:	Shoreline Boulevard						Crittenden Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	360	310	10	260	0	0	0	0	110	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	360	310	10	260	0	0	0	0	110	0	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:	0	360	310	10	260	0	0	0	0	110	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	360	310	10	260	0	0	0	0	110	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	310	10	260	0	0	0	0	110	0	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
FinalVolume:	0	360	310	10	260	0	0	0	0	110	0	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	0.95	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.08	1.92	0.00	0.00	0.00	0.00	1.85	0.00	0.15
Final Sat.:	0	3800	1750	137	3563	0	0	0	0	3231	0	269
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.18	0.07	0.07	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:		****								****		
Green Time:	0.0	56.8	79.0	56.8	56.8	0.0	0.0	0.0	0.0	22.2	0.0	22.2
Volume/Cap:	0.00	0.14	0.19	0.11	0.11	0.00	0.00	0.00	0.00	0.13	0.00	0.14
Delay/Veh:	0.0	5.2	0.3	5.1	5.1	0.0	0.0	0.0	0.0	24.0	0.0	24.1
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:	0.0	5.2	0.3	5.1	5.1	0.0	0.0	0.0	0.0	24.0	0.0	24.1
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	3	2	3	3	0	0	0	0	3	0	3

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #29: Shoreline Blvd. & Crittenden Ln.



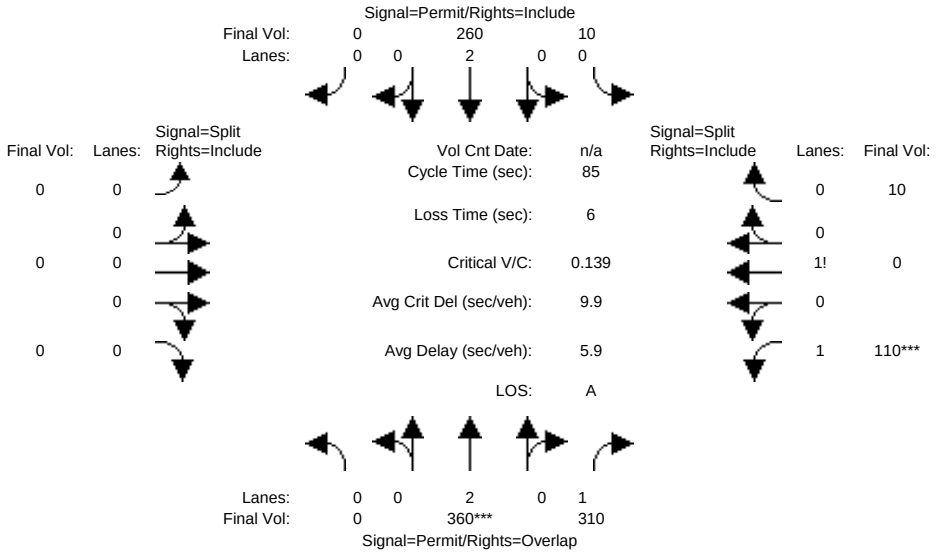
Street Name:	Shoreline Boulevard						Crittenden Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	370	410	10	210	0	0	0	0	100	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	410	10	210	0	0	0	0	100	0	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:	0	370	410	10	210	0	0	0	0	100	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	370	410	10	210	0	0	0	0	100	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	370	410	10	210	0	0	0	0	100	0	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
FinalVolume:	0	370	410	10	210	0	0	0	0	100	0	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	0.95	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.09	1.91	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	3800	1750	168	3532	0	0	0	0	3208	0	292
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.23	0.06	0.06	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:			****							****		
Green Time:	0.0	67.4	79.0	67.4	67.4	0.0	0.0	0.0	0.0	11.6	0.0	11.6
Volume/Cap:	0.00	0.12	0.25	0.07	0.07	0.00	0.00	0.00	0.00	0.23	0.00	0.25
Delay/Veh:	0.0	2.0	0.4	1.9	1.9	0.0	0.0	0.0	0.0	33.0	0.0	33.2
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:	0.0	2.0	0.4	1.9	1.9	0.0	0.0	0.0	0.0	33.0	0.0	33.2
LOS by Move:	A	A	A	A	A	A	A	A	A	C-	A	C-
HCM2k95thQ:	0	2	3	1	1	0	0	0	0	3	0	3

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #29: Shoreline Blvd. & Crittenden Ln.



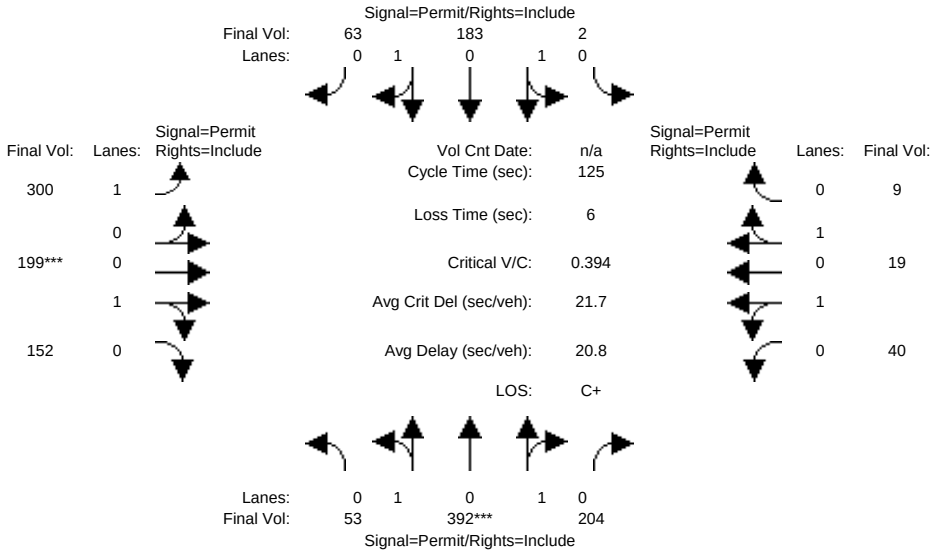
Street Name:	Shoreline Boulevard						Crittenden Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	360	310	10	260	0	0	0	0	110	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	360	310	10	260	0	0	0	0	110	0	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:	0	360	310	10	260	0	0	0	0	110	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	360	310	10	260	0	0	0	0	110	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	310	10	260	0	0	0	0	110	0	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
FinalVolume:	0	360	310	10	260	0	0	0	0	110	0	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	0.95	0.97	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.08	1.92	0.00	0.00	0.00	0.00	1.85	0.00	0.15
Final Sat.:	0	3800	1750	137	3563	0	0	0	0	3231	0	269
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.18	0.07	0.07	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:		****								****		
Green Time:	0.0	56.8	79.0	56.8	56.8	0.0	0.0	0.0	0.0	22.2	0.0	22.2
Volume/Cap:	0.00	0.14	0.19	0.11	0.11	0.00	0.00	0.00	0.00	0.13	0.00	0.14
Delay/Veh:	0.0	5.2	0.3	5.1	5.1	0.0	0.0	0.0	0.0	24.0	0.0	24.1
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:	0.0	5.2	0.3	5.1	5.1	0.0	0.0	0.0	0.0	24.0	0.0	24.1
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	3	2	3	3	0	0	0	0	3	0	3

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #30: Shoreline Blvd. & Sterlin Ct.



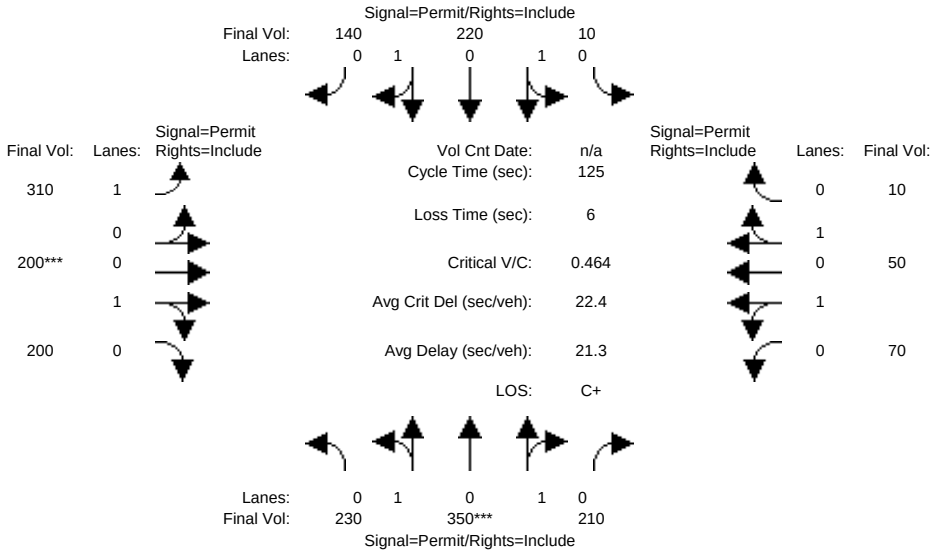
Street Name:	Shoreline Boulevard						Sterlin Court					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	53	392	204	2	183	63	300	199	152	40	19	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:	53	392	204	2	183	63	300	199	152	40	19	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:	53	392	204	2	183	63	300	199	152	40	19	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:	53	392	204	2	183	63	300	199	152	40	19	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	392	204	2	183	63	300	199	152	40	19	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
FinalVolume:	53	392	204	2	183	63	300	199	152	40	19	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	0.16	1.21	0.63	0.02	1.47	0.51	1.00	0.57	0.43	1.00	0.68	0.32
Final Sat.:	294	2174	1132	29	2656	915	1750	1021	779	1800	1221	579
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.07	0.07	0.07	0.17	0.20	0.20	0.02	0.02	0.02
Crit Moves:		****						****				
Green Time:	57.2	57.2	57.2	57.2	57.2	57.2	61.8	61.8	61.8	61.8	61.8	61.8
Volume/Cap:	0.39	0.39	0.39	0.15	0.15	0.15	0.35	0.39	0.39	0.04	0.03	0.03
Delay/Veh:	22.6	22.6	22.6	19.8	19.8	19.8	19.5	20.1	20.1	16.3	16.2	16.2
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:	22.6	22.6	22.6	19.8	19.8	19.8	19.5	20.1	20.1	16.3	16.2	16.2
LOS by Move:	C+	C+	C+	B-	B-	B-	B-	C+	C+	B	B	B
HCM2k95thQ:	16	16	16	6	6	6	14	16	16	2	1	1

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #30: Shoreline Blvd. & Sterlin Ct.



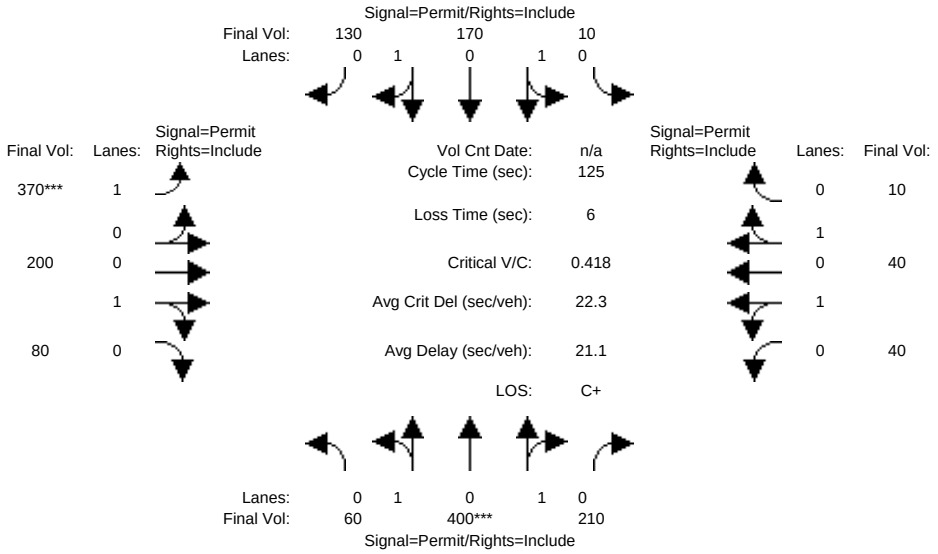
Street Name:	Shoreline Boulevard						Sterlin Court					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	350	210	10	220	140	310	200	200	70	50	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:	230	350	210	10	220	140	310	200	200	70	50	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:	230	350	210	10	220	140	310	200	200	70	50	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:	230	350	210	10	220	140	310	200	200	70	50	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	350	210	10	220	140	310	200	200	70	50	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
FinalVolume:	230	350	210	10	220	140	310	200	200	70	50	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	0.58	0.89	0.53	0.05	1.19	0.76	1.00	0.50	0.50	1.00	0.83	0.17
Final Sat.:	1048	1595	957	97	2141	1362	1750	900	900	1800	1500	300
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.10	0.10	0.10	0.18	0.22	0.22	0.04	0.03	0.03
Crit Moves:		****						****				
Green Time:	59.1	59.1	59.1	59.1	59.1	59.1	59.9	59.9	59.9	59.9	59.9	59.9
Volume/Cap:	0.46	0.46	0.46	0.22	0.22	0.22	0.37	0.46	0.46	0.08	0.07	0.07
Delay/Veh:	22.4	22.4	22.4	19.4	19.4	19.4	20.9	22.2	22.2	17.7	17.6	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:	22.4	22.4	22.4	19.4	19.4	19.4	20.9	22.2	22.2	17.7	17.6	17.6
LOS by Move:	C+	C+	C+	B-	B-	B-	C+	C+	C+	B	B	B
HCM2k95thQ:	19	19	19	8	8	8	15	19	19	3	3	3

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #30: Shoreline Blvd. & Sterlin Ct.



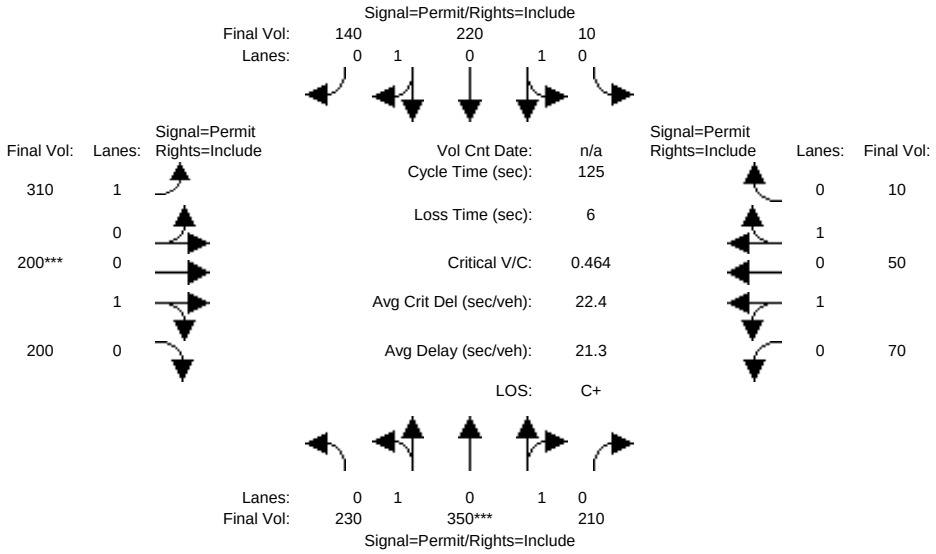
Street Name:	Shoreline Boulevard						Sterlin Court					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	60	400	210	10	170	130	370	200	80	40	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:	60	400	210	10	170	130	370	200	80	40	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:	60	400	210	10	170	130	370	200	80	40	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:	60	400	210	10	170	130	370	200	80	40	40	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	400	210	10	170	130	370	200	80	40	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
FinalVolume:	60	400	210	10	170	130	370	200	80	40	40	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	0.18	1.19	0.63	0.06	1.10	0.84	1.00	0.71	0.29	0.89	0.89	0.22
Final Sat.:	322	2149	1128	116	1974	1510	1750	1286	514	1600	1600	400
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.09	0.09	0.09	0.21	0.16	0.16	0.03	0.03	0.03
Crit Moves:		****					****					
Green Time:	55.7	55.7	55.7	55.7	55.7	55.7	63.3	63.3	63.3	63.3	63.3	63.3
Volume/Cap:	0.42	0.42	0.42	0.19	0.19	0.19	0.42	0.31	0.31	0.05	0.05	0.05
Delay/Veh:	23.8	23.8	23.8	21.1	21.1	21.1	19.6	18.2	18.2	15.6	15.6	15.6
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:	23.8	23.8	23.8	21.1	21.1	21.1	19.6	18.2	18.2	15.6	15.6	15.6
LOS by Move:	C	C	C	C+	C+	C+	B-	B-	B-	B	B	B
HCM2k95thQ:	17	17	17	7	7	7	17	12	12	2	2	2

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #30: Shoreline Blvd. & Sterlin Ct.



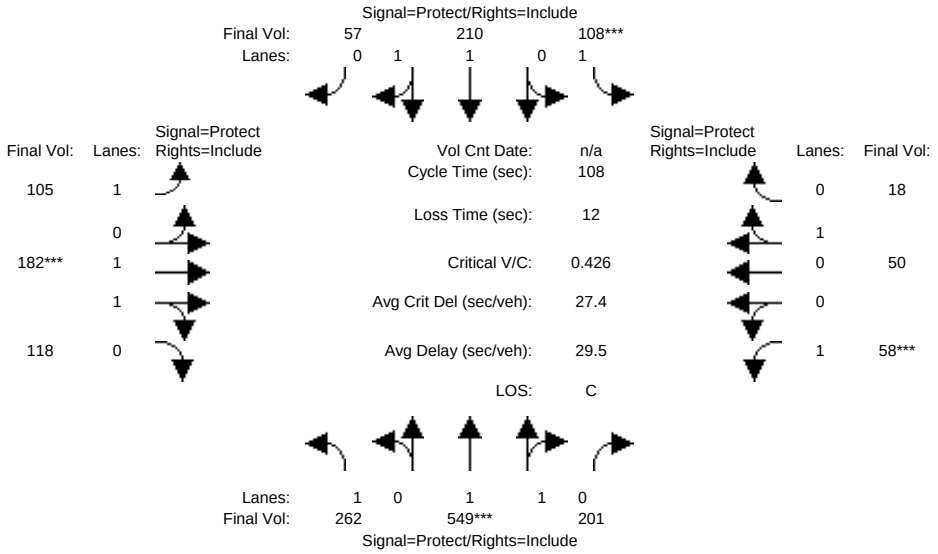
Street Name:	Shoreline Boulevard						Sterlin Court					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	230	350	210	10	220	140	310	200	200	70	50	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:	230	350	210	10	220	140	310	200	200	70	50	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:	230	350	210	10	220	140	310	200	200	70	50	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:	230	350	210	10	220	140	310	200	200	70	50	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	350	210	10	220	140	310	200	200	70	50	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
FinalVolume:	230	350	210	10	220	140	310	200	200	70	50	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	0.58	0.89	0.53	0.05	1.19	0.76	1.00	0.50	0.50	1.00	0.83	0.17
Final Sat.:	1048	1595	957	97	2141	1362	1750	900	900	1800	1500	300
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.10	0.10	0.10	0.18	0.22	0.22	0.04	0.03	0.03
Crit Moves:		****						****				
Green Time:	59.1	59.1	59.1	59.1	59.1	59.1	59.9	59.9	59.9	59.9	59.9	59.9
Volume/Cap:	0.46	0.46	0.46	0.22	0.22	0.22	0.37	0.46	0.46	0.08	0.07	0.07
Delay/Veh:	22.4	22.4	22.4	19.4	19.4	19.4	20.9	22.2	22.2	17.7	17.6	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:	22.4	22.4	22.4	19.4	19.4	19.4	20.9	22.2	22.2	17.7	17.6	17.6
LOS by Move:	C+	C+	C+	B-	B-	B-	C+	C+	C+	B	B	B
HCM2k95thQ:	19	19	19	8	8	8	15	19	19	3	3	3

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #31: Shoreline Blvd. & Charleston Rd.



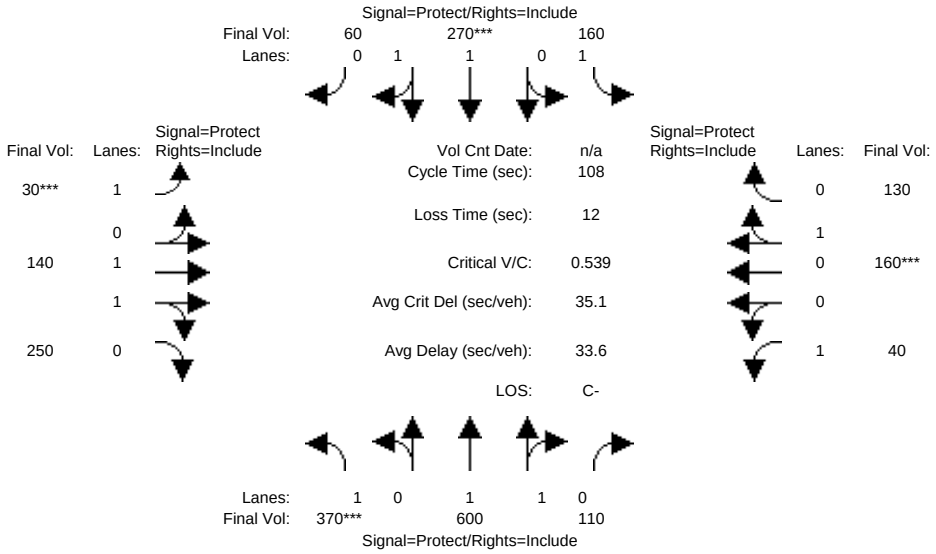
Street Name:	Shoreline Boulevard						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	262	549	201	108	210	57	105	182	118	58	50	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	549	201	108	210	57	105	182	118	58	50	18
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:	262	549	201	108	210	57	105	182	118	58	50	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	549	201	108	210	57	105	182	118	58	50	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	549	201	108	210	57	105	182	118	58	50	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	549	201	108	210	57	105	182	118	58	50	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95
Lanes:	1.00	1.45	0.55	1.00	1.56	0.44	1.00	1.19	0.81	1.00	0.74	0.26
Final Sat.:	1750	2708	991	1750	2910	790	1750	2244	1455	1750	1324	476
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.20	0.06	0.07	0.07	0.06	0.08	0.08	0.03	0.04	0.04
Crit Moves:		****		****				****		****		
Green Time:	41.4	51.4	51.4	15.6	25.6	25.6	11.9	20.6	20.6	8.4	17.0	17.0
Volume/Cap:	0.39	0.43	0.43	0.43	0.30	0.30	0.54	0.43	0.43	0.43	0.24	0.24
Delay/Veh:	24.5	18.8	18.8	43.2	34.1	34.1	48.6	38.9	38.9	49.6	40.2	40.2
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:	24.5	18.8	18.8	43.2	34.1	34.1	48.6	38.9	38.9	49.6	40.2	40.2
LOS by Move:	C	B-	B-	D	C-	C-	D	D+	D+	D	D	D
HCM2k95thQ:	13	15	15	7	7	7	7	9	9	5	4	4

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #31: Shoreline Blvd. & Charleston Rd.



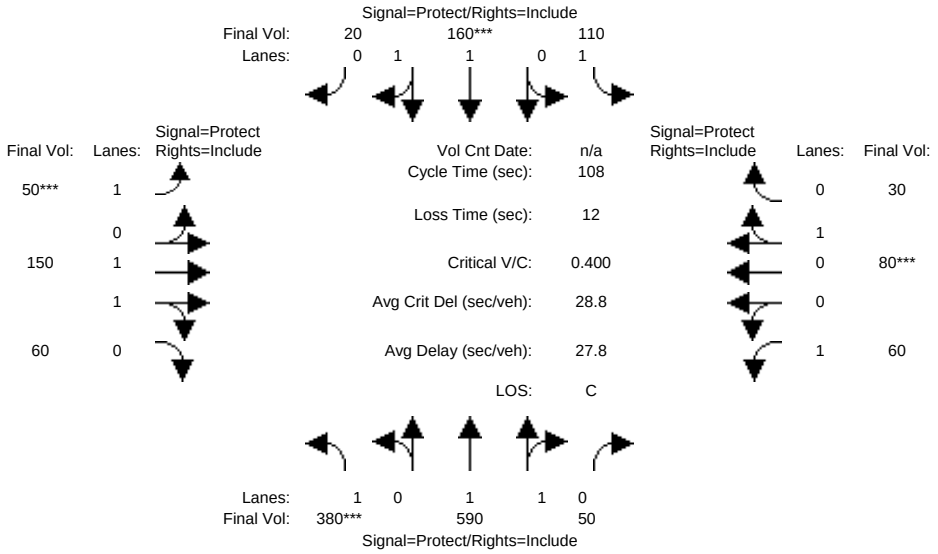
Street Name:	Shoreline Boulevard						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	600	110	160	270	60	30	140	250	40	160	130
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	600	110	160	270	60	30	140	250	40	160	130
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	600	110	160	270	60	30	140	250	40	160	130
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	600	110	160	270	60	30	140	250	40	160	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	600	110	160	270	60	30	140	250	40	160	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	600	110	160	270	60	30	140	250	40	160	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.68	0.32	1.00	1.63	0.37	1.00	1.00	1.00	1.00	0.55	0.45
Final Sat.:	1750	3126	573	1750	3027	673	1750	1900	1750	1750	993	807
Capacity Analysis Module:												
Vol/Sat:	0.21	0.19	0.19	0.09	0.09	0.09	0.02	0.07	0.14	0.02	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	40.8	39.2	39.2	18.7	17.2	17.2	7.0	26.2	26.2	11.9	31.1	31.1
Volume/Cap:	0.56	0.53	0.53	0.53	0.56	0.56	0.26	0.30	0.59	0.21	0.56	0.56
Delay/Veh:	27.6	27.5	27.5	42.4	43.1	43.1	49.3	33.6	37.6	44.3	34.1	34.1
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:	27.6	27.5	27.5	42.4	43.1	43.1	49.3	33.6	37.6	44.3	34.1	34.1
LOS by Move:	C	C	C	D	D	D	D	C-	D+	D	C-	C-
HCM2k95thQ:	19	17	17	10	10	10	2	7	15	3	17	17

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #31: Shoreline Blvd. & Charleston Rd.



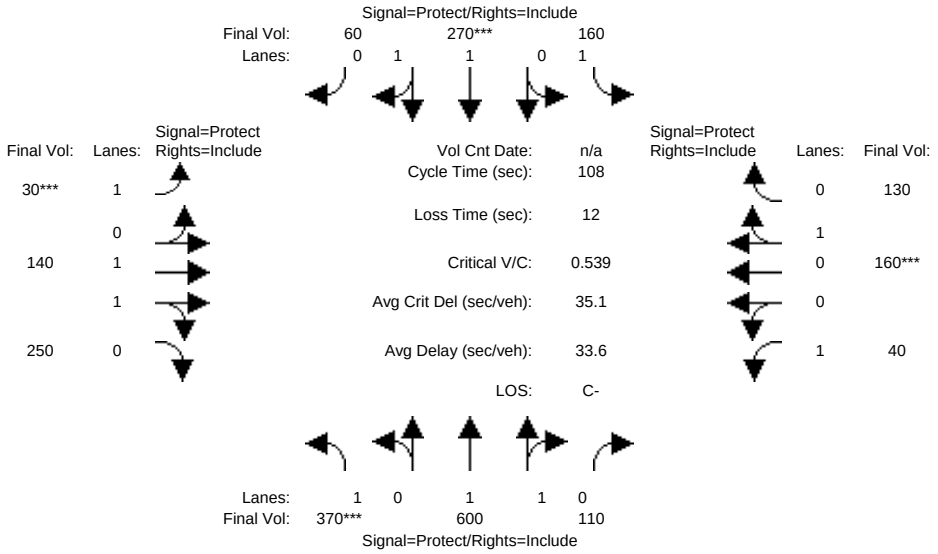
Street Name:	Shoreline Boulevard						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	380	590	50	110	160	20	50	150	60	60	80	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:	380	590	50	110	160	20	50	150	60	60	80	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:	380	590	50	110	160	20	50	150	60	60	80	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:	380	590	50	110	160	20	50	150	60	60	80	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	590	50	110	160	20	50	150	60	60	80	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	380	590	50	110	160	20	50	150	60	60	80	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95
Lanes:	1.00	1.84	0.16	1.00	1.77	0.23	1.00	1.41	0.59	1.00	0.73	0.27
Final Sat.:	1750	3411	289	1750	3289	411	1750	2642	1057	1750	1309	491
Capacity Analysis Module:												
Vol/Sat:	0.22	0.17	0.17	0.06	0.05	0.05	0.03	0.06	0.06	0.03	0.06	0.06
Crit Moves:	****				****		****				****	
Green Time:	58.6	52.2	52.2	19.6	13.1	13.1	7.7	14.2	14.2	10.0	16.5	16.5
Volume/Cap:	0.40	0.36	0.36	0.35	0.40	0.40	0.40	0.43	0.43	0.37	0.40	0.40
Delay/Veh:	14.7	17.5	17.5	39.3	44.4	44.4	50.0	43.8	43.8	47.5	42.2	42.2
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:	14.7	17.5	17.5	39.3	44.4	44.4	50.0	43.8	43.8	47.5	42.2	42.2
LOS by Move:	B	B	B	D	D	D	D	D	D	D	D	D
HCM2k95thQ:	15	13	13	7	6	6	3	6	6	5	8	8

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #31: Shoreline Blvd. & Charleston Rd.



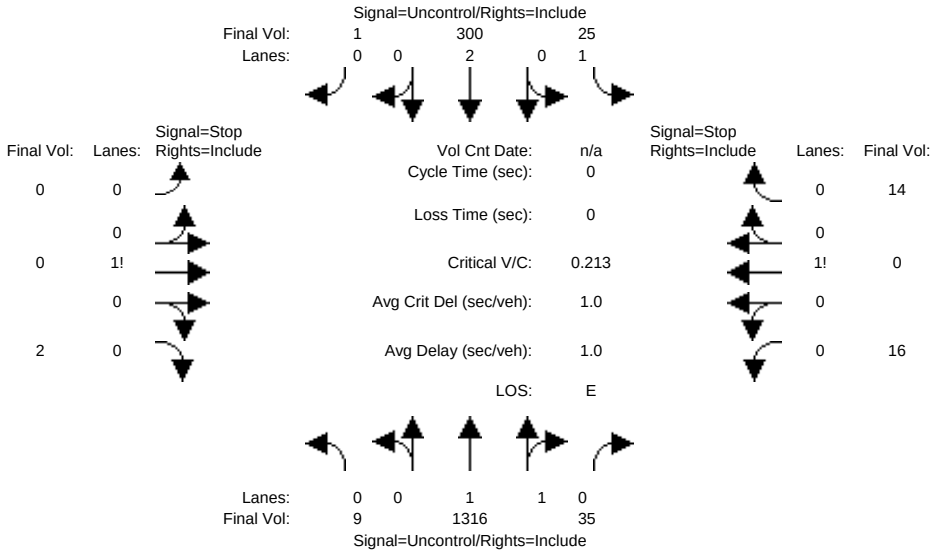
Street Name:	Shoreline Boulevard						Charleston Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	370	600	110	160	270	60	30	140	250	40	160	130
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	600	110	160	270	60	30	140	250	40	160	130
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	600	110	160	270	60	30	140	250	40	160	130
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	600	110	160	270	60	30	140	250	40	160	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	600	110	160	270	60	30	140	250	40	160	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	600	110	160	270	60	30	140	250	40	160	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	1.68	0.32	1.00	1.63	0.37	1.00	1.00	1.00	1.00	0.55	0.45
Final Sat.:	1750	3126	573	1750	3027	673	1750	1900	1750	1750	993	807
Capacity Analysis Module:												
Vol/Sat:	0.21	0.19	0.19	0.09	0.09	0.09	0.02	0.07	0.14	0.02	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	40.8	39.2	39.2	18.7	17.2	17.2	7.0	26.2	26.2	11.9	31.1	31.1
Volume/Cap:	0.56	0.53	0.53	0.53	0.56	0.56	0.26	0.30	0.59	0.21	0.56	0.56
Delay/Veh:	27.6	27.5	27.5	42.4	43.1	43.1	49.3	33.6	37.6	44.3	34.1	34.1
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:	27.6	27.5	27.5	42.4	43.1	43.1	49.3	33.6	37.6	44.3	34.1	34.1
LOS by Move:	C	C	C	D	D	D	D	C-	D+	D	C-	C-
HCM2k95thQ:	19	17	17	10	10	10	2	7	15	3	17	17

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #32: Shoreline Blvd. & Space Park Wy.



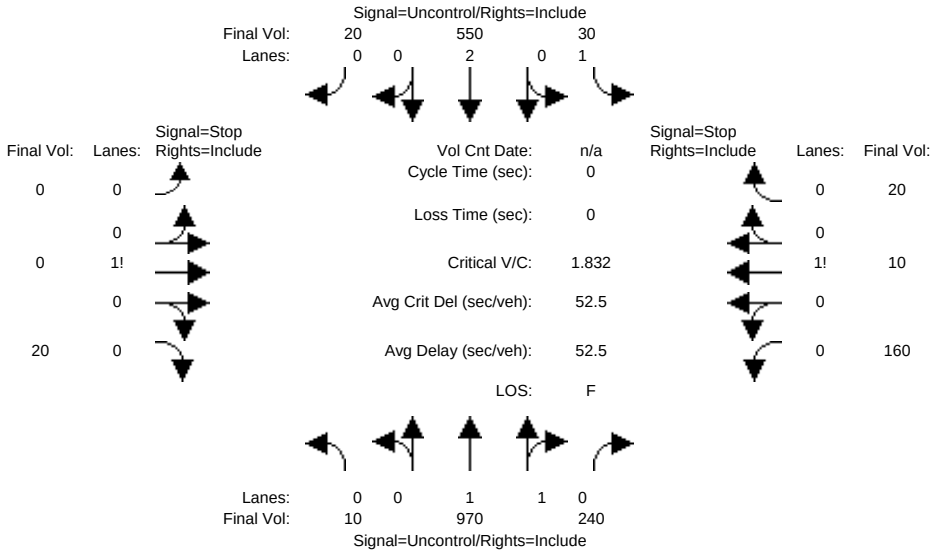
Street Name:	Shoreline Boulevard						Space Park Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	9	1316	35	25	300	1	0	0	2	16	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1316	35	25	300	1	0	0	2	16	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1316	35	25	300	1	0	0	2	16	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1316	35	25	300	1	0	0	2	16	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	1316	35	25	300	1	0	0	2	16	0	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	301	xxxx	xxxxx	1351	xxxx	xxxxx	xxxx	xxxx	151	1552	1703	676
Potent Cap.:	1272	xxxx	xxxxx	516	xxxx	xxxxx	xxxx	xxxx	875	79	93	401
Move Cap.:	1272	xxxx	xxxxx	516	xxxx	xxxxx	xxxx	xxxx	875	75	88	401
Volume/Cap:	0.01	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	0.00	0.21	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	12.3	xxxx	xxxxx	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	A	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	121	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	44.3	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			9.1			44.3		
ApproachLOS:	*			*			A			E		

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #32: Shoreline Blvd. & Space Park Wy.



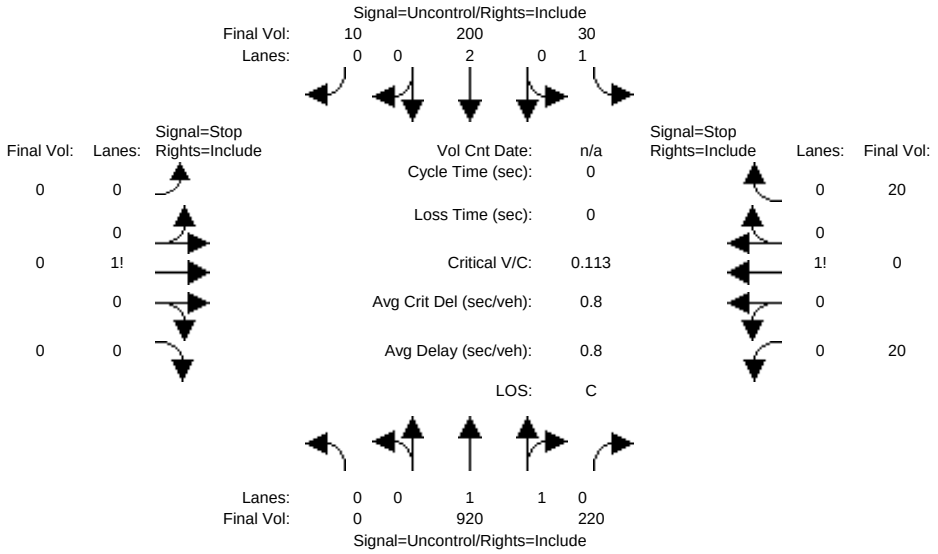
Street Name:	Shoreline Boulevard						Space Park Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	10	970	240	30	550	20	0	0	20	160	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	970	240	30	550	20	0	0	20	160	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	970	240	30	550	20	0	0	20	160	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	970	240	30	550	20	0	0	20	160	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	970	240	30	550	20	0	0	20	160	10	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	570	xxxx	xxxxx	1210	xxxx	xxxxx	xxxx	xxxx	285	1445	1740	605
Potent Cap.:	1013	xxxx	xxxxx	584	xxxx	xxxxx	xxxx	xxxx	718	94	88	446
Move Cap.:	1013	xxxx	xxxxx	584	xxxx	xxxxx	xxxx	xxxx	718	87	82	446
Volume/Cap:	0.01	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	0.03	1.83	0.12	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	11.5	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	95	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.2	xxxxx
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	558	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			10.2			557.9		
ApproachLOS:	*			*			B			F		

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 AM

Intersection #32: Shoreline Blvd. & Space Park Wy.



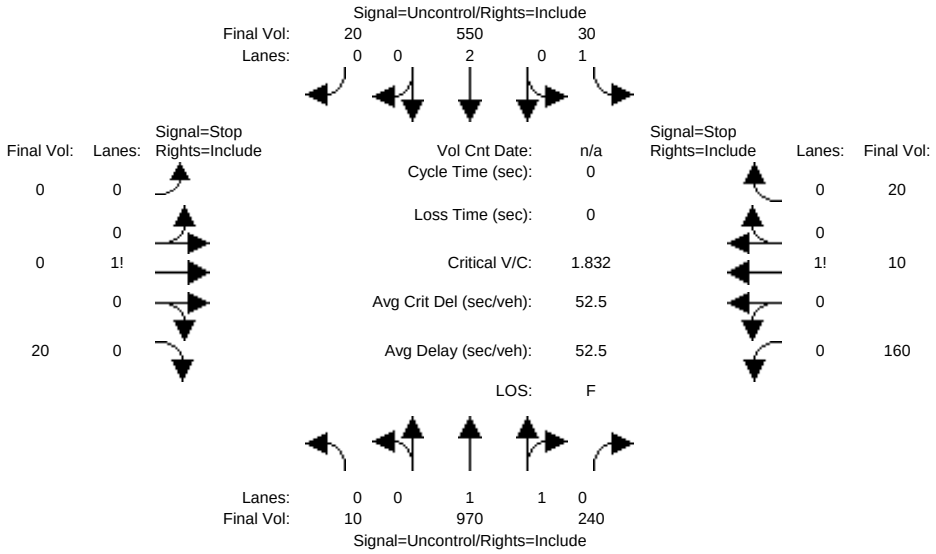
Street Name:	Shoreline Boulevard						Space Park Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	920	220	30	200	10	0	0	0	20	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	920	220	30	200	10	0	0	0	20	0	20
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	920	220	30	200	10	0	0	0	20	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	920	220	30	200	10	0	0	0	20	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	920	220	30	200	10	0	0	0	20	0	20
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1140	xxxx	xxxxx	725	1405	105	1190	1300	570
Potent Cap.:	xxxx	xxxx	xxxxx	620	xxxx	xxxxx	317	141	936	183	163	470
Move Cap.:	xxxx	xxxx	xxxxx	620	xxxx	xxxxx	292	134	936	177	155	470
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.00	0.00	0.00	0.11	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	257	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			21.6		
ApproachLOS:	*			*			*			C		

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030+P AM

Intersection #32: Shoreline Blvd. & Space Park Wy.



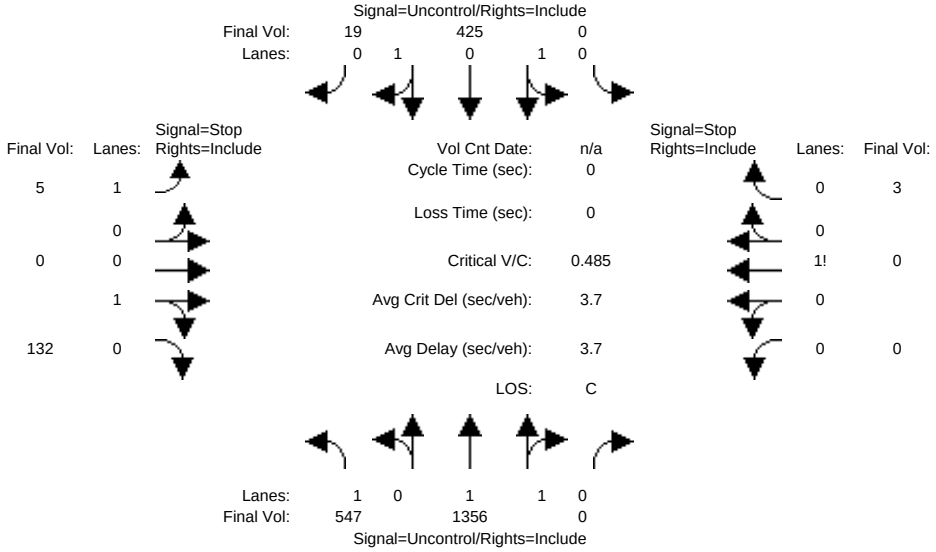
Street Name:	Shoreline Boulevard						Space Park Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	10	970	240	30	550	20	0	0	20	160	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	970	240	30	550	20	0	0	20	160	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	970	240	30	550	20	0	0	20	160	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	970	240	30	550	20	0	0	20	160	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	970	240	30	550	20	0	0	20	160	10	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	570	xxxx	xxxxx	1210	xxxx	xxxxx	xxxx	xxxx	285	1445	1740	605
Potent Cap.:	1013	xxxx	xxxxx	584	xxxx	xxxxx	xxxx	xxxx	718	94	88	446
Move Cap.:	1013	xxxx	xxxxx	584	xxxx	xxxxx	xxxx	xxxx	718	87	82	446
Volume/Cap:	0.01	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	0.03	1.83	0.12	0.04
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	11.5	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	95	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.2	xxxxx
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	558	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			10.2			557.9		
ApproachLOS:	*			*			B			F		

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #33: Shoreline Blvd. & Plymouth St.



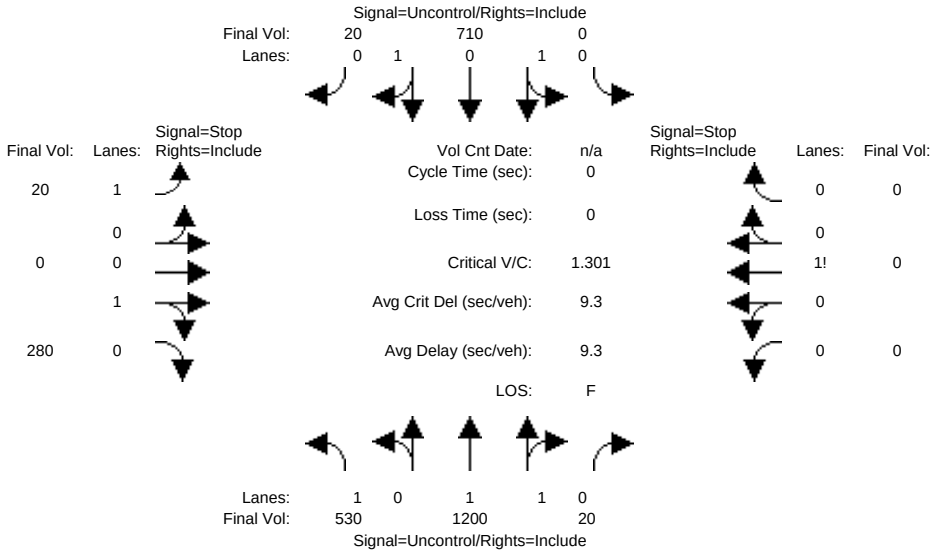
Street Name:	Shoreline Boulevard						Plymouth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	547	1356	0	0	425	19	5	0	132	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	1356	0	0	425	19	5	0	132	0	0	3
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:	547	1356	0	0	425	19	5	0	132	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	547	1356	0	0	425	19	5	0	132	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	547	1356	0	0	425	19	5	0	132	0	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	444	xxxx	xxxxx	xxxx	xxxx	xxxxx	2207	2885	222	xxxx	xxxx	678
Potent Cap.:	1127	xxxx	xxxxx	xxxx	xxxx	xxxxx	25	16	788	xxxx	xxxx	399
Move Cap.:	1127	xxxx	xxxxx	xxxx	xxxx	xxxxx	15	8	788	xxxx	xxxx	399
Volume/Cap:	0.49	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	0.00	0.17	xxxx	xxxx	0.01
Level Of Service Module:												
2Way95thQ:	2.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	11.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	324.3	xxxx	xxxxx	xxxxx	xxxx	14.1
LOS by Move:	B	*	*	*	*	*	F	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	788	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			21.9			14.1		
ApproachLOS:	*			*			C			B		

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #33: Shoreline Blvd. & Plymouth St.



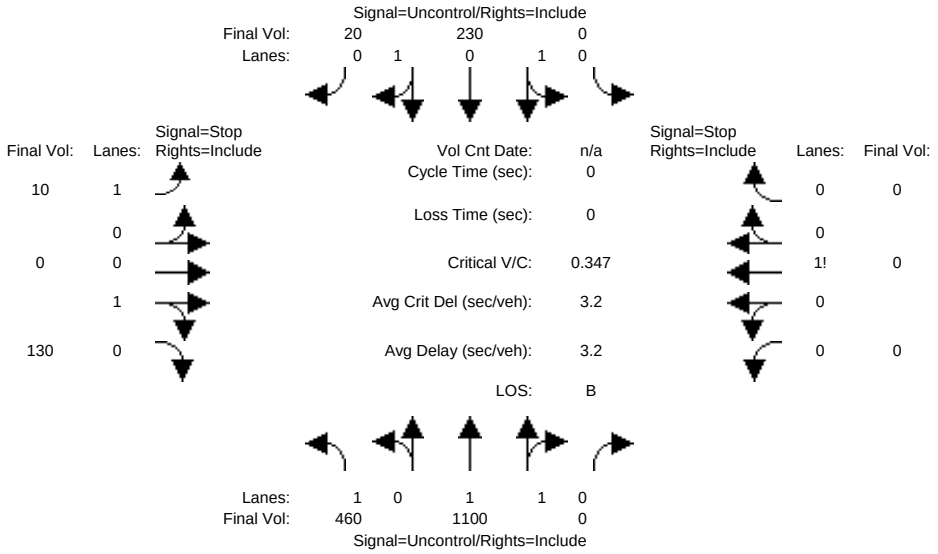
Street Name:	Shoreline Boulevard						Plymouth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	530	1200	20	0	710	20	20	0	280	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	1200	20	0	710	20	20	0	280	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:	530	1200	20	0	710	20	20	0	280	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:	530	1200	20	0	710	20	20	0	280	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	530	1200	20	0	710	20	20	0	280	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	730	xxxx	xxxxx	xxxx	xxxx	xxxxx	2380	3000	365	2625	3000	610
Potent Cap.:	883	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	14	638	12	14	442
Move Cap.:	883	xxxx	xxxxx	xxxx	xxxx	xxxxx	15	6	638	4	6	442
Volume/Cap:	0.60	xxxx	xxxx	xxxx	xxxx	xxxx	1.30	0.00	0.44	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	4.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	683.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	638	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	2.2	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	15.0	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			59.5			xxxxxx		
ApproachLOS:	*			*			F			*		

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 AM

Intersection #33: Shoreline Blvd. & Plymouth St.



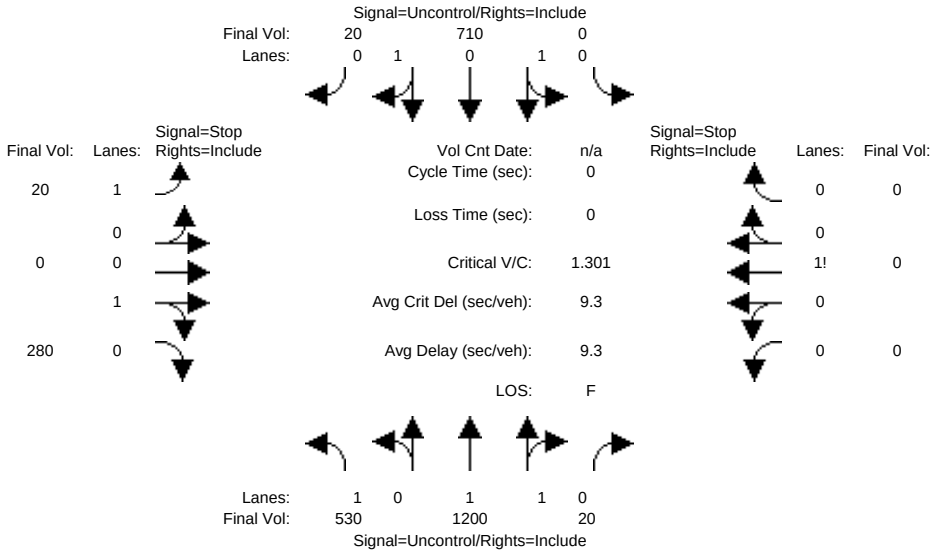
Street Name:	Shoreline Boulevard						Plymouth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	460	1100	0	0	230	20	10	0	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	1100	0	0	230	20	10	0	130	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:	460	1100	0	0	230	20	10	0	130	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:	460	1100	0	0	230	20	10	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	460	1100	0	0	230	20	10	0	130	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	250	xxxx	xxxxx	xxxx	xxxx	xxxxx	1710	2260	125	2135	2270	550
Potent Cap.:	1327	xxxx	xxxxx	xxxx	xxxx	xxxxx	83	42	909	29	41	484
Move Cap.:	1327	xxxx	xxxxx	xxxx	xxxx	xxxxx	61	27	909	18	27	484
Volume/Cap:	0.35	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.14	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	75.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	F	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	909	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	9.6	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	A	*	*	*
ApproachDel:	xxxxxx			xxxxxx			14.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030+P AM

Intersection #33: Shoreline Blvd. & Plymouth St.



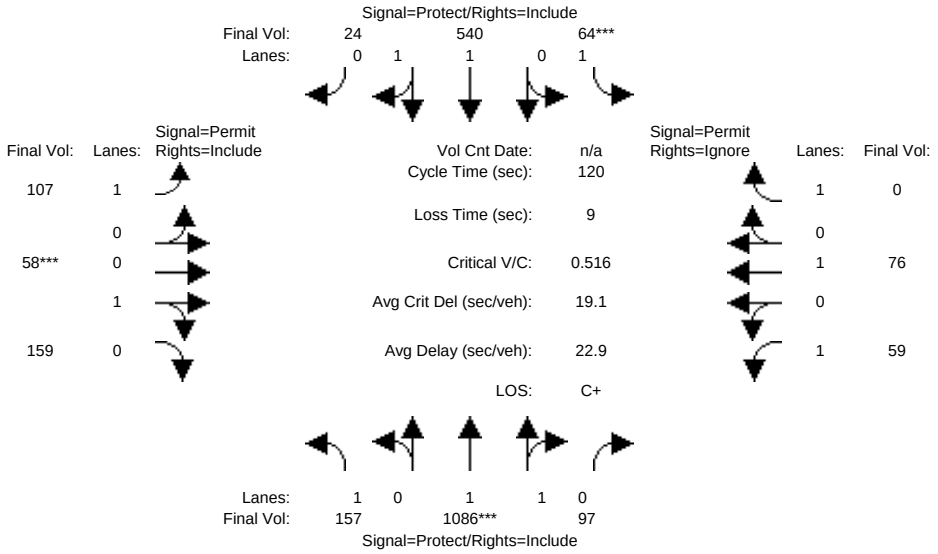
Street Name:	Shoreline Boulevard						Plymouth Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	530	1200	20	0	710	20	20	0	280	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	1200	20	0	710	20	20	0	280	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:	530	1200	20	0	710	20	20	0	280	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:	530	1200	20	0	710	20	20	0	280	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	530	1200	20	0	710	20	20	0	280	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	730	xxxx	xxxxx	xxxx	xxxx	xxxxx	2380	3000	365	2625	3000	610
Potent Cap.:	883	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	14	638	12	14	442
Move Cap.:	883	xxxx	xxxxx	xxxx	xxxx	xxxxx	15	6	638	4	6	442
Volume/Cap:	0.60	xxxx	xxxx	xxxx	xxxx	xxxx	1.30	0.00	0.44	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	4.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	15.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	683.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	638	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	2.2	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx	xxxxx	xxxx	15.0	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx			xxxxxx			59.5			xxxxxx		
ApproachLOS:	*			*			F			*		

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #39: Shoreline Blvd. & Montecito Ave.



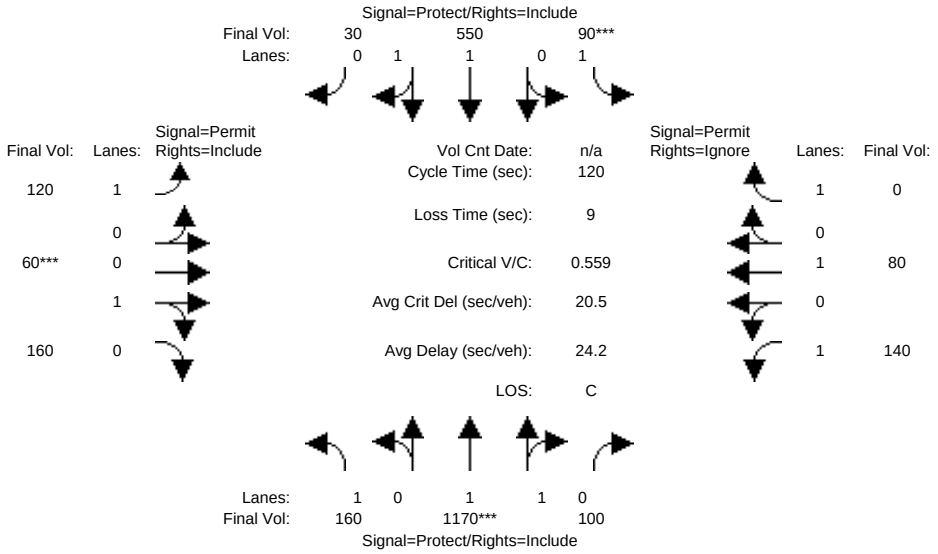
Street Name:	Shoreline Boulevard						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	157	1086	97	64	540	24	107	58	159	59	76	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:	157	1086	97	64	540	24	107	58	159	59	76	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:	157	1086	97	64	540	24	107	58	159	59	76	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	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:	157	1086	97	64	540	24	107	58	159	59	76	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1086	97	64	540	24	107	58	159	59	76	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
FinalVolume:	157	1086	97	64	540	24	107	58	159	59	76	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	1.91	0.09	1.00	0.27	0.73	1.00	1.00	1.00
Final Sat.:	1750	3396	303	1750	3542	157	1750	481	1319	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.04	0.15	0.15	0.06	0.12	0.12	0.03	0.04	0.00
Crit Moves:		****		****				****				
Green Time:	30.7	74.4	74.4	8.5	52.2	52.2	28.1	28.1	28.1	28.1	28.1	0.0
Volume/Cap:	0.35	0.52	0.52	0.52	0.35	0.35	0.26	0.52	0.52	0.14	0.17	0.00
Delay/Veh:	37.0	12.9	12.9	57.5	22.7	22.7	37.9	41.2	41.2	36.6	36.9	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:	37.0	12.9	12.9	57.5	22.7	22.7	37.9	41.2	41.2	36.6	36.9	0.0
LOS by Move:	D+	B	B	E+	C+	C+	D+	D	D	D+	D+	A
HCM2k95thQ:	10	22	22	6	13	13	7	15	15	4	5	0

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #39: Shoreline Blvd. & Montecito Ave.



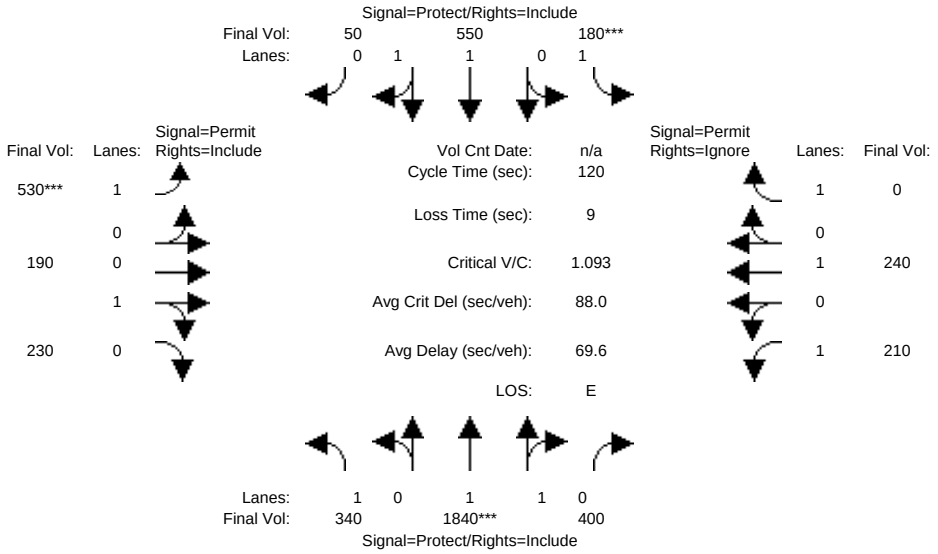
Street Name:	Shoreline Boulevard						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	160	1170	100	90	550	30	120	60	160	140	80	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1170	100	90	550	30	120	60	160	140	80	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1170	100	90	550	30	120	60	160	140	80	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	160	1170	100	90	550	30	120	60	160	140	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1170	100	90	550	30	120	60	160	140	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	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
FinalVolume:	160	1170	100	90	550	30	120	60	160	140	80	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	1.89	0.11	1.00	0.27	0.73	1.00	1.00	1.00
Final Sat.:	1750	3408	291	1750	3508	191	1750	491	1309	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.34	0.05	0.16	0.16	0.07	0.12	0.12	0.08	0.04	0.00
Crit Moves:		****		****				****				
Green Time:	31.2	73.7	73.7	11.0	53.5	53.5	26.2	26.2	26.2	26.2	26.2	0.0
Volume/Cap:	0.35	0.56	0.56	0.56	0.35	0.35	0.31	0.56	0.56	0.37	0.19	0.00
Delay/Veh:	36.6	13.9	13.9	56.5	22.0	22.0	39.8	43.5	43.5	40.4	38.5	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:	36.6	13.9	13.9	56.5	22.0	22.0	39.8	43.5	43.5	40.4	38.5	0.0
LOS by Move:	D+	B	B	E+	C+	C+	D	D	D	D	D+	A
HCM2k95thQ:	10	25	25	8	13	13	8	15	15	10	5	0

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM

Intersection #39: Shoreline Blvd. & Montecito Ave.



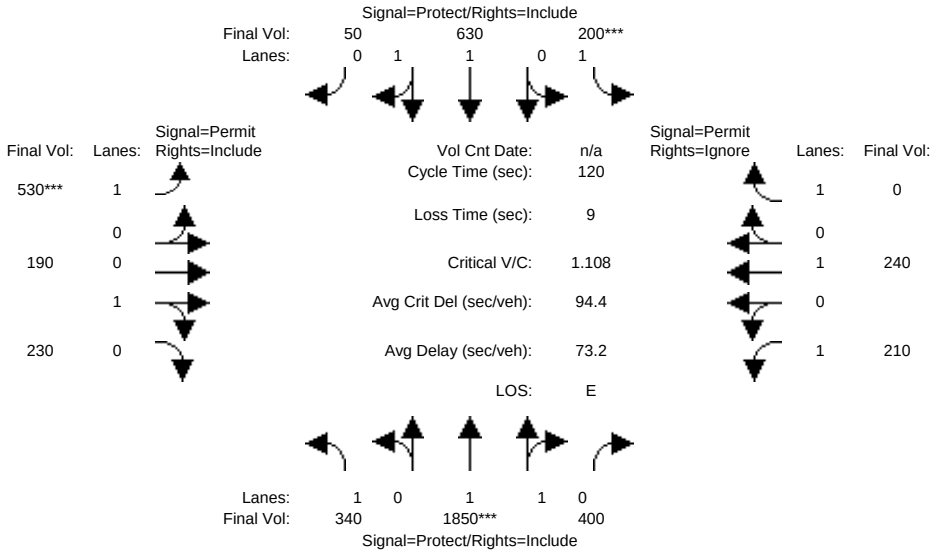
Street Name:	Shoreline Boulevard						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	1840	400	180	550	50	530	190	230	210	240	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	1840	400	180	550	50	530	190	230	210	240	20
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:	340	1840	400	180	550	50	530	190	230	210	240	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	340	1840	400	180	550	50	530	190	230	210	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1840	400	180	550	50	530	190	230	210	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
FinalVolume:	340	1840	400	180	550	50	530	190	230	210	240	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.63	0.37	1.00	1.83	0.17	1.00	0.45	0.55	1.00	1.00	1.00
Final Sat.:	1750	3039	661	1750	3391	308	1750	814	986	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.61	0.61	0.10	0.16	0.16	0.30	0.23	0.23	0.12	0.13	0.00
Crit Moves:		****		****			****					
Green Time:	42.4	66.5	66.5	11.3	35.4	35.4	33.2	33.2	33.2	33.2	33.2	0.0
Volume/Cap:	0.55	1.09	1.09	1.09	0.55	0.55	1.09	0.84	0.84	0.43	0.46	0.00
Delay/Veh:	32.2	77.3	77.3	151.6	36.2	36.2	112.0	53.2	53.2	36.3	36.5	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:	32.2	77.3	77.3	151.6	36.2	36.2	112.0	53.2	53.2	36.3	36.5	0.0
LOS by Move:	C-	E-	E-	F	D+	D+	F	D-	D-	D+	D+	A
HCM2k95thQ:	20	88	88	23	18	18	50	31	31	13	14	0

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

North Bayshore Precise Plan EIR
SJ13-1450

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030+P AM

Intersection #39: Shoreline Blvd. & Montecito Ave.



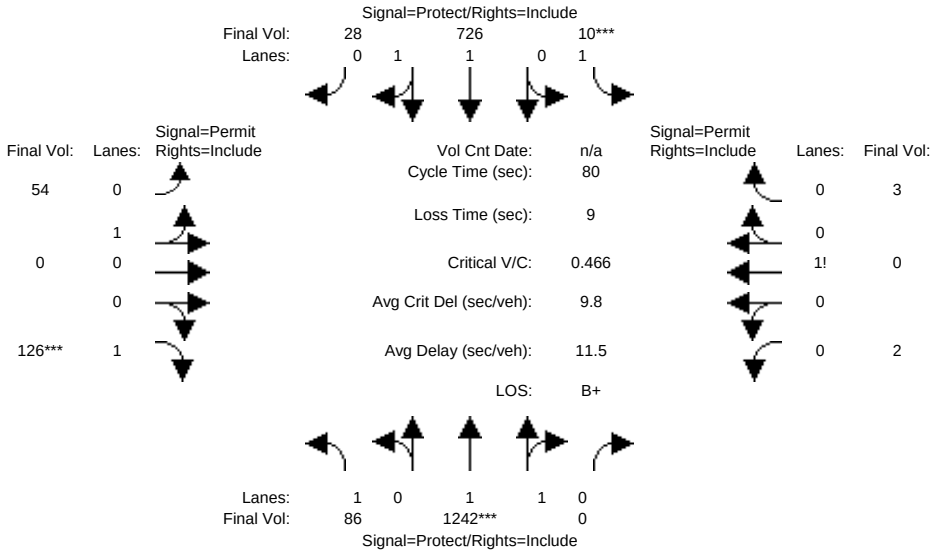
Street Name:	Shoreline Boulevard						Montecito Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	340	1850	400	200	630	50	530	190	230	210	240	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	1850	400	200	630	50	530	190	230	210	240	20
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:	340	1850	400	200	630	50	530	190	230	210	240	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	340	1850	400	200	630	50	530	190	230	210	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1850	400	200	630	50	530	190	230	210	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
FinalVolume:	340	1850	400	200	630	50	530	190	230	210	240	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.63	0.37	1.00	1.85	0.15	1.00	0.45	0.55	1.00	1.00	1.00
Final Sat.:	1750	3042	658	1750	3428	272	1750	814	986	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.61	0.61	0.11	0.18	0.18	0.30	0.23	0.23	0.12	0.13	0.00
Crit Moves:		****		****			****					
Green Time:	40.2	65.8	65.8	12.4	38.0	38.0	32.8	32.8	32.8	32.8	32.8	0.0
Volume/Cap:	0.58	1.11	1.11	1.11	0.58	0.58	1.11	0.85	0.85	0.44	0.46	0.00
Delay/Veh:	34.4	83.7	83.7	152.9	35.0	35.0	117.8	54.9	54.9	36.7	36.9	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:	34.4	83.7	83.7	152.9	35.0	35.0	117.8	54.9	54.9	36.7	36.9	0.0
LOS by Move:	C-	F	F	F	D+	D+	F	D-	D-	D+	D+	A
HCM2k95thQ:	21	91	91	25	20	20	51	31	31	13	14	0

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #40: Shoreline Blvd. & Wright Ave.



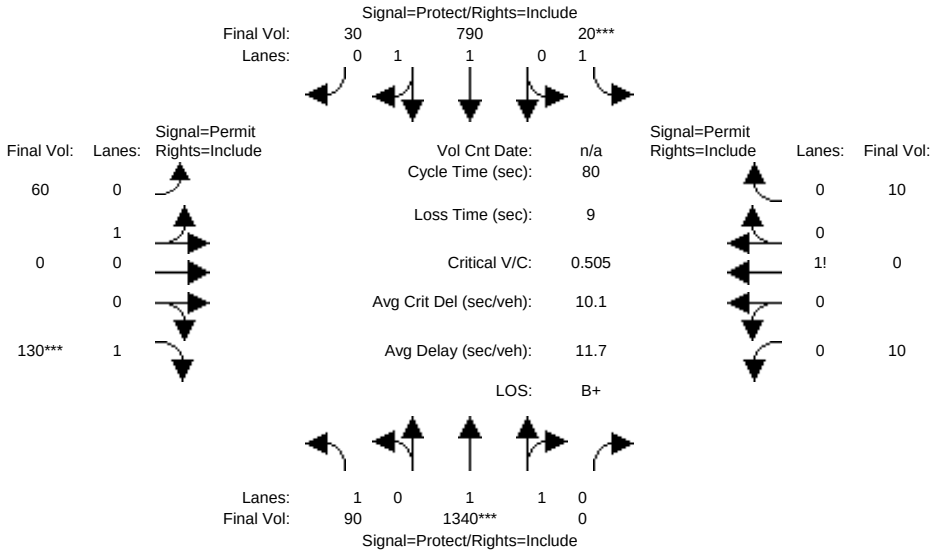
Street Name:	Shoreline Boulevard						Wright Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	1242	0	10	726	28	54	0	126	2	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1242	0	10	726	28	54	0	126	2	0	3
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:	86	1242	0	10	726	28	54	0	126	2	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1242	0	10	726	28	54	0	126	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1242	0	10	726	28	54	0	126	2	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	1242	0	10	726	28	54	0	126	2	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	1.00	1.92	0.08	1.00	0.00	1.00	0.40	0.00	0.60
Final Sat.:	1750	3700	0	1750	3562	137	1800	0	1750	700	0	1050
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.00	0.01	0.20	0.20	0.03	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	17.9	52.7	0.0	7.0	41.8	41.8	11.3	0.0	11.3	11.3	0.0	11.3
Volume/Cap:	0.22	0.51	0.00	0.07	0.39	0.39	0.21	0.00	0.51	0.02	0.00	0.02
Delay/Veh:	25.6	7.2	0.0	33.7	11.6	11.6	30.8	0.0	33.6	29.6	0.0	29.6
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:	25.6	7.2	0.0	33.7	11.6	11.6	30.8	0.0	33.6	29.6	0.0	29.6
LOS by Move:	C	A	A	C-	B+	B+	C	A	C-	C	A	C
HCM2k95thQ:	4	16	0	1	11	11	3	0	8	0	0	0

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

North Bayshore Precise Plan EIR
SJ13-1450

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

Intersection #40: Shoreline Blvd. & Wright Ave.



Street Name:	Shoreline Boulevard						Wright Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	1340	0	20	790	30	60	0	130	10	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1340	0	20	790	30	60	0	130	10	0	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:	90	1340	0	20	790	30	60	0	130	10	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1340	0	20	790	30	60	0	130	10	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1340	0	20	790	30	60	0	130	10	0	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
FinalVolume:	90	1340	0	20	790	30	60	0	130	10	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.92	0.92	0.97	0.95	0.95	0.95	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	0.00	1.00	1.92	0.08	1.00	0.00	1.00	0.50	0.00	0.50
Final Sat.:	1750	3700	0	1750	3565	135	1800	0	1750	875	0	875
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.00	0.01	0.22	0.22	0.03	0.00	0.07	0.01	0.00	0.01
Crit Moves:		****		****					****			
Green Time:	17.0	53.1	0.0	7.0	43.1	43.1	10.9	0.0	10.9	10.9	0.0	10.9
Volume/Cap:	0.24	0.55	0.00	0.13	0.41	0.41	0.24	0.00	0.55	0.08	0.00	0.08
Delay/Veh:	26.5	7.3	0.0	34.1	11.1	11.1	31.4	0.0	34.9	30.3	0.0	30.3
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:	26.5	7.3	0.0	34.1	11.1	11.1	31.4	0.0	34.9	30.3	0.0	30.3
LOS by Move:	C	A	A	C-	B+	B+	C	A	C-	C	A	C
HCM2k95thQ:	4	17	0	1	12	12	3	0	8	1	0	1

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

